

RUN DATE: 1/09/17
 RUN TIME: 10:41:16

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 6/01/2016

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	10	7	2	2	0	0	0	0	21	28.1	41	60	68.33	60	68.33
006	VH-WH	32	0	4	1	1	3	0	0	0	0	9	35.8	53	53	100.00	52	101.92
007	WH-VH	12	1	13	6	0	2	0	0	1	1	23	27.2	48	52	92.31	52	92.31
008	VH-WH	48	0	7	2	0	0	0	0	0	0	9	18.6	59	60	98.33	60	98.33
009	WH-VH	26	1*	14	5	0	2	0	0	0	0	22	24.1	61	61	100.00	60	101.67
010	VH-WH	49	0	3	0	0	0	0	0	0	0	3	18.0	52	52	100.00	52	100.00
011	WH-OB	29	1*	7	4	3	0	0	0	0	0	15	25.9	55	55	100.00	52	105.77
012	VH-WH	51	0	4	1	0	0	0	0	1	1	6	26.0	59	60	98.33	60	98.33
013	WH-VH	41	1	5	0	1	2	0	0	0	0	9	33.8	58	60	96.67	60	96.67
014	OB-WH	48	0	3	1	0	0	0	0	0	0	4	22.3	53	53	100.00	52	101.92
015	WH-OB	36	0	6	1	4	0	0	0	0	0	11	24.2	56	56	100.00	52	107.69
016	VH-WH	57	0	2	1	2	0	0	0	0	0	5	28.2	67	67	100.00	60	111.67
017	WH-VH	47	0	4	2	0	0	0	0	1	1	7	25.5	57	60	95.00	60	95.00
018	OB-WH	36	0	4	2	0	2	0	0	0	0	8	32.1	52	52	100.00	52	100.00
019	WH-OB	46	1*	7	2	0	0	0	0	0	0	10	22.6	59	59	100.00	52	113.46
020	VH-WH	40	0	3	7	1	0	0	0	0	0	11	28.3	60	60	100.00	60	100.00
021	WH-VH	42	1*	7	2	1	2	1	0	0	0	14	34.7	71	71	100.00	60	118.33
022	OB-WH	36	0	8	1	1	0	0	0	0	0	10	22.1	49	52	94.23	52	94.23
023	WH-OB	36	0	7	1	0	0	0	0	0	0	8	20.1	45	52	86.54	52	86.54
024	VH-WH	29	0	10	3	3	1	0	0	1	1	18	27.9	60	60	100.00	60	100.00
025	WH-VH	37	1*	9	2	0	0	2	0	0	0	14	28.4	62	62	100.00	60	103.33
026	OB-WH	27	2*	5	4	0	1	0	0	0	0	12	25.4	48	52	92.31	52	92.31
027	WH-VH	31	0	9	1	0	0	0	0	0	0	10	18.7	42	52	80.77	52	80.77
028	VH-WH	30	0	7	3	0	1	1	0	0	0	12	27.3	52	60	86.67	60	86.67
029	WH-VH	39	0	2	0	1	0	0	0	0	0	3	29.7	44	60	73.33	60	73.33
030	VH-WH	15	2*	8	3	1	0	0	0	0	0	14	24.4	36	52	69.23	52	69.23
031	WH-VH	11	0	2	0	0	0	0	0	0	0	2	17.0	13	52	25.00	52	25.00
032	VH-WH	7	0	3	0	0	0	0	0	0	0	3	18.7	10	60	16.67	60	16.67
101	HY-NT	12	0	10	4	4	0	0	0	0	0	18	24.7	42	50	84.00	50	84.00
102	NT-HY	16	0	6	0	1	6	0	0	0	0	13	39.9	49	52	94.23	52	94.23
103	HY-NT	18	0	5	1	0	6	0	0	1	1	13	42.6	51	52	98.08	52	98.08
104	NT-HY	19	1	7	1	0	2	0	0	0	0	11	27.3	37	50	74.00	50	74.00
105	HY-NT	18	1*	6	0	0	2	0	0	0	0	9	32.6	34	39	87.18	39	87.18
106	NT-HY	19	0	8	2	2	3	0	0	1	1	16	32.9	51	52	98.08	52	98.08
107	HY-NT	35	0	3	1	0	3	0	0	0	0	7	36.6	52	52	100.00	50	104.00
108	NT-HY	6	0	5	2	3	3	0	0	0	0	13	35.3	36	39	92.31	39	92.31
109	HY-NT	18	0	6	1	1	2	0	0	0	0	10	30.5	37	39	94.87	39	94.87
110	NT-HY	6	0	8	7	0	3	0	0	0	0	18	28.4	40	50	80.00	50	80.00
111	HY-NT	16	0	8	5	0	3	0	0	0	0	16	29.1	46	50	92.00	50	92.00
112	NT-HY	1	0	4	0	0	4	0	0	0	0	8	39.4	21	39	53.85	39	53.85
200	VH-WH	22	0	7	0	2	1	0	0	0	0	10	27.2	39	39	100.00	39	100.00
201	WH-VH	0	0	0	5	3	3	0	0	0	0	11	42.4	31	42	73.81	42	73.81
202	VH-WH	0	0	1	4	1	3	0	0	0	0	9	38.7	24	42	57.14	42	57.14
203	WH-VH	0	0	0	2	0	6	0	0	0	0	8	51.5	28	39	71.79	39	71.79
204	VH-WH	5	0	1	1	3	3	0	0	0	0	8	46.0	29	39	74.36	39	74.36
205	WH-VH	0	0	1	5	1	2	0	0	0	0	9	36.2	22	42	52.38	42	52.38
206	VH-WH	24	0	3	0	0	2	0	0	0	0	5	33.8	35	42	83.33	42	83.33
207	WH-VH	0	0	1	2	0	3	0	0	0	0	6	42.3	17	39	43.59	39	43.59

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: 6/01/2016

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	VH-WH	0	0	0	2	0	8	0	0	0	0	10	54.0	36	39	92.31	39	92.31
209	WH-VH	0	0	0	1	3	2	0	0	0	0	6	47.7	19	42	45.24	42	45.24
210	VH-WH	15	1	3	1	1	3	0	0	0	0	9	37.6	36	42	85.71	42	85.71
211	WH-OB	9	0	10	1	3	1	0	0	0	0	15	25.4	34	39	87.18	39	87.18
212	OB-WH	19	0	5	2	0	3	0	0	0	0	10	32.5	40	40	100.00	39	102.56
213	WH-VH	18	1*	3	4	1	1	0	0	0	0	10	30.7	38	42	90.48	42	90.48
214	VH-WH	23	1	4	1	1	3	0	0	0	0	10	33.8	45	45	100.00	42	107.14
215	WH-OB	24	0	4	1	0	1	1	0	0	0	7	32.7	39	39	100.00	39	100.00
216	OB-WH	21	0	4	1	3	0	0	0	0	0	8	27.6	36	39	92.31	39	92.31
217	WH-VH	1	1*	0	2	1	2	0	0	0	0	6	43.8	18	42	42.86	42	42.86
218	VH-WH	12	0	4	4	1	0	0	0	0	0	9	24.1	27	42	64.29	42	64.29
219	WH-OB	25	0	4	0	0	1	0	0	0	0	5	26.8	33	39	84.62	39	84.62
220	VH-WH	9	0	11	7	2	0	0	0	0	0	20	23.4	40	40	100.00	39	102.56
221	WH-VH	14	0	1	1	0	0	0	0	0	0	2	19.0	17	42	40.48	42	40.48
222	VH-WH	16	0	6	3	3	0	2	0	0	0	14	32.4	47	47	100.00	42	111.90
223	WH-VH	5	0	0	1	0	1	0	0	0	0	2	41.5	11	39	28.21	39	28.21
301	HY-NT	0	0	1	3	2	6	0	0	0	0	12	45.3	37	39	94.87	39	94.87
302	NT-HY	0	0	1	0	0	6	0	0	0	0	7	54.9	25	39	64.10	39	64.10
305	HY-NT	4	0	1	4	0	6	1	0	0	0	12	45.1	42	42	100.00	39	107.69
306	NT-HY	0	0	0	3	1	7	0	0	0	0	11	49.6	37	39	94.87	39	94.87
309	HY-NT	3	0	2	3	3	5	0	0	0	0	13	42.6	40	40	100.00	39	102.56
310	NT-HY	0	1*	2	0	0	7	0	0	0	0	10	55.8	33	39	84.62	39	84.62
313	HY-NT	0	2*	0	1	2	4	0	0	0	0	9	53.3	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	1394	20	329	151	69	145	8	0	6	6	728	60.7	2900	3428	84.60	3375	85.93

* = 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
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 DATE: 6/02/2016

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	8	0	13	3	2	3	0	0	0	0	21	28.9	45	60	75.00	60	75.00
006	VH-WH	20	1	8	2	1	1	0	0	0	0	13	26.3	40	52	76.92	52	76.92
007	WH-VH	17	0	11	3	3	2	0	0	1	1	20	28.9	53	53	100.00	52	101.92
008	VH-WH	40	0	12	0	1	0	0	0	0	0	13	19.5	55	60	91.67	60	91.67
009	WH-VH	23	0	11	6	1	6	0	0	0	0	24	32.2	73	73	100.00	60	121.67
010	VH-WH	41	0	9	2	0	0	0	0	0	0	11	18.8	54	54	100.00	52	103.85
011	WH-OB	29	0	12	3	3	0	0	0	0	0	18	22.3	56	56	100.00	52	107.69
012	VH-WH	53	1*	6	2	0	0	0	0	1	1	10	25.8	67	67	100.00	60	111.67
013	WH-VH	32	0	8	2	2	2	0	0	0	0	14	27.3	58	60	96.67	60	96.67
014	OB-WH	39	0	5	2	0	0	0	0	0	0	7	20.7	48	52	92.31	52	92.31
015	WH-OB	46	1*	2	1	0	0	0	0	0	0	4	29.7	52	52	100.00	52	100.00
016	VH-WH	41	0	5	1	2	1	0	0	0	0	9	29.2	58	60	96.67	60	96.67
017	WH-VH	51	0	4	0	0	1	0	0	1	1	6	34.0	61	61	100.00	60	101.67
018	OB-WH	27	1*	8	2	2	1	0	0	0	0	14	28.4	51	52	98.08	52	98.08
019	WH-OB	43	0	5	4	1	0	0	0	0	0	10	22.9	59	59	100.00	52	113.46
020	VH-WH	32	2*	7	4	3	0	0	0	0	0	16	27.4	59	60	98.33	60	98.33
021	WH-VH	49	0	10	0	1	1	0	0	0	0	12	23.0	66	66	100.00	60	110.00
022	OB-WH	22	1	13	2	4	0	0	0	0	0	20	24.4	52	52	100.00	52	100.00
023	WH-OB	47	0	5	1	0	0	0	0	0	0	6	18.2	54	54	100.00	52	103.85
024	VH-WH	29	1*	13	5	0	1	0	0	1	1	21	24.6	60	60	100.00	60	100.00
025	WH-VH	43	0	10	3	0	1	0	0	0	0	14	22.1	63	63	100.00	60	105.00
026	OB-WH	17	0	7	2	0	0	0	0	0	0	9	19.8	28	52	53.85	52	53.85
027	WH-VH	37	0	9	1	0	0	0	0	0	0	10	18.2	48	52	92.31	52	92.31
028	VH-WH	23	0	3	2	0	2	1	0	0	0	8	36.8	43	60	71.67	60	71.67
029	WH-VH	45	0	7	0	0	0	1	0	0	0	8	24.0	57	60	95.00	60	95.00
030	VH-WH	12	1*	4	1	0	0	1	0	0	0	7	27.3	25	52	48.08	52	48.08
031	WH-VH	25	1	2	0	0	0	0	0	0	0	3	25.5	28	52	53.85	52	53.85
032	VH-WH	1	0	2	1	0	1	0	0	0	0	4	29.0	9	60	15.00	60	15.00
102	NT-HY	18	0	4	0	1	7	0	0	0	0	12	46.2	53	53	100.00	50	106.00
103	HY-NT	24	0	4	3	0	2	1	0	1	1	11	38.9	49	50	98.00	50	98.00
106	NT-HY	19	0	11	6	1	0	0	0	1	1	19	23.4	47	50	94.00	50	94.00
107	HY-NT	32	0	4	1	1	2	0	0	0	0	8	33.1	49	50	98.00	50	98.00
110	NT-HY	16	0	9	3	2	2	1	0	0	0	17	30.9	50	50	100.00	50	100.00
111	HY-NT	20	0	6	2	0	5	0	0	0	0	13	37.5	50	50	100.00	50	100.00
200	VH-WH	10	0	6	1	2	3	0	0	0	0	12	33.0	36	39	92.31	39	92.31
201	WH-VH	0	0	0	5	3	2	1	0	0	0	11	42.9	32	42	76.19	42	76.19
202	VH-WH	8	1	3	1	2	3	0	0	0	0	10	39.8	32	42	76.19	42	76.19
203	WH-VH	0	0	1	3	1	5	0	0	0	0	10	43.5	30	39	76.92	39	76.92
204	VH-WH	19	0	1	0	1	3	0	0	0	0	5	50.0	35	39	89.74	39	89.74
205	WH-VH	0	1*	2	6	1	2	1	0	0	0	13	37.8	32	42	76.19	42	76.19
206	VH-WH	17	0	6	2	0	3	0	0	0	0	11	31.1	39	42	92.86	42	92.86
207	WH-VH	7	0	1	1	1	0	0	0	0	0	3	29.0	13	39	33.33	39	33.33
208	VH-WH	0	0	0	0	0	8	0	0	0	0	8	61.4	32	39	82.05	39	82.05
209	WH-VH	1	0	0	5	3	1	0	0	0	0	9	38.7	24	42	57.14	42	57.14
210	VH-WH	15	0	5	2	1	3	0	0	0	0	11	33.9	39	42	92.86	42	92.86
211	WH-VH	16	0	8	3	0	2	0	0	0	0	13	28.7	38	39	97.44	39	97.44
212	VH-WH	25	0	5	0	0	2	0	0	0	0	7	29.7	38	39	97.44	39	97.44
213	WH-VH	25	0	9	2	0	1	0	0	0	0	12	21.7	42	42	100.00	42	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)

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 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
214	VH-WH	9	0	4	3	0	4	0	0	0	0	11	35.5	35	42	83.33	42	83.33
215	WH-VH	31	0	6	1	0	0	0	0	0	0	7	19.4	39	39	100.00	39	100.00
216	VH-WH	11	0	8	4	3	0	1	0	0	0	16	28.2	41	41	100.00	39	105.13
217	WH-VH	18	0	5	2	0	3	0	0	0	0	10	33.6	39	42	92.86	42	92.86
218	VH-WH	12	0	9	4	1	1	0	0	0	0	15	25.7	36	42	85.71	42	85.71
219	WH-VH	23	1	4	4	0	1	0	0	0	0	10	26.1	40	40	100.00	39	102.56
220	VH-WH	11	1*	4	10	0	0	0	0	0	0	15	27.1	37	39	94.87	39	94.87
221	WH-VH	28	2*	4	2	0	2	0	0	0	0	10	29.4	47	47	100.00	42	111.90
222	VH-WH	8	0	10	8	2	0	0	0	0	0	20	24.1	40	42	95.24	42	95.24
223	WH-VH	17	0	3	1	0	0	0	0	0	0	4	17.8	22	39	56.41	39	56.41
301	HY-NT	0	0	0	5	3	4	0	0	0	0	12	41.0	35	39	89.74	39	89.74
302	NT-HY	0	0	0	2	0	7	0	0	0	0	9	53.0	32	39	82.05	39	82.05
303	HY-NT	0	0	0	2	1	6	0	0	0	0	9	51.1	31	39	79.49	39	79.49
304	NT-HY	0	0	0	2	2	2	0	0	0	0	6	43.5	18	39	46.15	39	46.15
305	HY-NT	2	0	0	2	0	8	0	0	0	0	10	54.7	38	39	97.44	39	97.44
306	NT-HY	0	0	1	2	1	7	0	0	0	0	11	49.0	36	39	92.31	39	92.31
307	HY-NT	5	0	1	3	2	4	1	0	0	0	11	44.9	39	39	100.00	39	100.00
308	NT-HY	0	0	1	4	3	4	0	0	0	0	12	41.3	34	39	87.18	39	87.18
309	HY-NT	2	0	0	2	1	7	0	0	0	0	10	53.7	37	39	94.87	39	94.87
310	NT-HY	1	0	1	5	1	6	0	0	0	0	13	43.5	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	1342	16	357	169	66	145	9	0	6	6	768	60.6	2897	3287	88.14	3230	89.69

* = 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: 10:41:16

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 6/03/2016

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	12	0	5	9	3	1	0	0	0	0	18	29.4	48	60	80.00	60	80.00
006	VH-WH	16	0	7	0	1	2	0	0	0	0	10	29.1	34	52	65.38	52	65.38
007	WH-VH	17	0	6	4	1	2	0	0	1	1	14	31.0	44	52	84.62	52	84.62
008	VH-WH	33	2	10	0	0	2	0	0	0	0	14	27.2	53	60	88.33	60	88.33
009	WH-VH	29	1*	10	3	1	1	1	0	0	0	17	27.5	59	60	98.33	60	98.33
010	VH-WH	44	0	3	1	0	1	0	0	0	0	5	26.8	53	53	100.00	52	101.92
011	WH-OB	47	0	5	0	1	1	0	0	0	0	7	26.0	59	59	100.00	52	113.46
012	VH-WH	47	0	4	2	0	0	0	0	1	1	7	25.2	57	60	95.00	60	95.00
013	WH-VH	62	0	1	1	0	0	0	0	0	0	2	21.5	65	65	100.00	60	108.33
014	OB-WH	37	1*	7	0	0	0	0	0	0	0	8	17.1	46	52	88.46	52	88.46
015	WH-OB	51	0	1	0	0	1	0	0	0	0	2	38.5	56	56	100.00	52	107.69
016	VH-WH	45	0	10	2	0	0	0	0	0	0	12	20.7	59	60	98.33	60	98.33
017	WH-VH	51*	1*	7	0	0	0	0	0	1	1	9	25.4	64	64	100.00	60	106.67
018	OB-WH	33	0	4	4	0	2	0	0	0	0	10	30.5	53	53	100.00	52	101.92
019	WH-OB	47	0	2	2	0	0	0	0	0	0	4	22.8	53	53	100.00	52	101.92
020	VH-WH	31	1	10	4	1	0	1	0	0	0	17	24.6	58	60	96.67	60	96.67
021	WH-VH	53	0	7	1	1	0	0	0	0	0	9	20.2	65	65	100.00	60	108.33
022	OB-WH	32*	0	8	2	1	0	0	0	0	0	11	21.4	48	52	92.31	52	92.31
023	WH-OB	44	0	5	0	1	0	0	0	0	0	6	23.2	52	52	100.00	52	100.00
024	VH-WH	43*	1	13	5	1	0	0	0	1	1	21	23.3	73	73	100.00	60	121.67
025	WH-VH	59	1*	8	0	0	0	0	0	0	0	9	17.8	69	69	100.00	60	115.00
026	OB-WH	13	0	4	1	0	0	0	0	0	0	5	19.0	19	52	36.54	52	36.54
027	WH-VH	45*	0	5	1	0	0	0	0	0	0	6	18.3	53	53	100.00	52	101.92
028	VH-WH	17	0	3	1	1	1	0	0	0	0	6	29.0	29	60	48.33	60	48.33
029	WH-VH	53*	0	3	1	0	0	0	0	0	0	4	17.8	59	60	98.33	60	98.33
030	VH-WH	8	0	3	0	0	0	0	0	0	0	3	17.7	11	52	21.15	52	21.15
031	WH-VH	22	0	1	1	0	0	0	0	0	0	2	21.0	25	52	48.08	52	48.08
032	VH-WH	7	0	1	0	0	0	0	0	0	0	1	14.0	8	60	13.33	60	13.33
102	NT-HY	19	0	8	0	0	5	0	0	0	0	13	34.2	47	50	94.00	50	94.00
103	HY-NT	29	0	3	1	0	2	1	0	1	1	8	43.1	49	50	98.00	50	98.00
106	NT-HY	23	2*	5	0	2	2	0	0	1	1	12	38.2	47	50	94.00	50	94.00
107	HY-NT	41	1	3	1	0	0	0	0	0	0	5	19.8	47	50	94.00	50	94.00
110	NT-HY	10	0	7	4	1	3	0	0	0	0	15	31.3	40	50	80.00	50	80.00
111	HY-NT	19	0	5	1	1	4	0	0	0	0	11	38.6	45	50	90.00	50	90.00
200	VH-WH	1	0	1	1	1	2	0	0	0	0	5	40.0	15	39	38.46	39	38.46
201	WH-VH	0	0	0	8	3	2	0	0	0	0	13	36.5	33	42	78.57	42	78.57
202	VH-WH	5	2*	3	1	0	3	0	0	0	0	9	45.3	26	42	61.90	42	61.90
203	WH-VH	0	0	0	1	1	7	0	0	0	0	9	55.3	33	39	84.62	39	84.62
204	VH-WH	20	2*	4	1	0	1	0	0	0	0	8	35.2	34	39	87.18	39	87.18
205	WH-VH	0	0	1	2	1	4	0	0	0	0	8	44.9	24	42	57.14	42	57.14
206	VH-WH	32	0	4	0	1	2	0	0	0	0	7	34.0	47	47	100.00	42	111.90
207	WH-VH	3	0	1	2	0	4	0	0	0	0	7	45.6	24	39	61.54	39	61.54
208	VH-WH	0	0	0	1	1	7	0	0	0	0	9	56.1	33	39	84.62	39	84.62
209	WH-VH	15	0	5	3	0	0	0	0	0	0	8	23.1	26	42	61.90	42	61.90
210	VH-WH	17	0	5	0	1	3	0	0	0	0	9	34.6	37	42	88.10	42	88.10
211	WH-OB	19	0	1	0	0	3	0	0	0	0	4	51.0	32	39	82.05	39	82.05
212	OB-WH	23	0	3	2	0	2	0	0	0	0	7	34.6	38	39	97.44	39	97.44
213	WH-VH	32*	1	2	1	1	1	0	0	0	0	6	34.8	46	46	100.00	42	109.52

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: 10:41:16

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 6/03/2016

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							
214	VH-WH	12	1	4	0	0	4	0	0	0	0	9	40.8	33	42	78.57	42	78.57
215	WH-OB	34	0	4	0	0	1	0	0	0	0	5	26.8	42	42	100.00	39	107.69
216	OB-WH	19	0	3	5	3	0	0	0	0	0	11	25.9	41	41	100.00	39	105.13
217	WH-VH	28	1	2	1	0	3	0	0	0	0	7	45.0	45	45	100.00	42	107.14
218	VH-WH	21	0	4	4	1	1	0	0	0	0	10	28.5	40	42	95.24	42	95.24
219	WH-OB	30	0	6	1	0	0	0	0	0	0	7	19.9	38	39	97.44	39	97.44
220	OB-WH	21	1*	5	5	0	0	0	0	0	0	11	26.0	38	39	97.44	39	97.44
221	WH-VH	30	0	4	1	0	1	1	0	0	0	7	31.0	45	45	100.00	42	107.14
222	VH-WH	15	2*	9	1	2	0	0	0	0	0	14	27.0	35	42	83.33	42	83.33
223	WH-VH	30	0	5	1	0	1	0	0	0	0	7	24.3	41	41	100.00	39	105.13
224	VH-WH	0	0	0	0	0	0	0	0	0	0	0	.0	0	39	.00	39	.00
225	WH-VH	27	1*	8	1	0	1	0	0	0	0	11	23.9	43	43	100.00	42	102.38
226	VH-WH	0	0	0	0	0	0	0	0	0	0	0	.0	0	42	.00	42	.00
227	WH-VH	27	1	2	0	0	0	0	0	0	0	3	25.5	30	39	76.92	39	76.92
301	HY-NT	3	0	1	3	6	3	0	0	0	0	13	39.2	40	40	100.00	39	102.56
302	NT-HY	0	0	0	3	0	8	0	0	0	0	11	48.8	38	39	97.44	39	97.44
303	HY-NT	2	0	0	2	0	8	0	0	0	0	10	53.3	38	39	97.44	39	97.44
304	NT-HY	1	0	0	1	2	6	0	0	0	0	9	53.1	33	39	84.62	39	84.62
305	HY-NT	3	0	1	3	1	5	1	0	0	0	11	45.8	38	39	97.44	39	97.44
306	NT-HY	0	0	0	3	1	7	0	0	0	0	11	49.7	37	39	94.87	39	94.87
307	HY-NT	21	0	1	0	0	1	2	0	0	0	4	54.8	36	39	92.31	39	92.31
308	NT-HY	0	0	3	5	4	3	0	0	0	0	15	36.3	37	39	94.87	39	94.87
309	HY-NT	4	0	3	4	2	4	0	0	0	0	13	37.9	37	39	94.87	39	94.87
310	NT-HY	2	0	2	2	1	3	0	0	0	0	8	38.9	23	39	58.97	39	58.97
311	HY-NT	5	0	3	2	0	6	0	0	0	0	11	44.2	36	39	92.31	39	92.31
312	NT-HY	0	0	0	0	0	2	0	0	0	0	2	60.0	8	39	20.51	39	20.51
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		1641	23	284	123	50	139	7	0	6	6	632	62.3	2967	3545	83.70	3470	85.50

* = 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: 10:41:16

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 6/04/2016

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	5	1*	4	3	0	3	0	0	0	0	11	36.8	29	60	48.33	60	48.33
006	VH-WH	17	0	4	1	0	2	0	0	0	0	7	30.6	31	52	59.62	52	59.62
007	WH-VH	4	0	3	0	1	2	1	0	1	1	8	45.0	25	52	48.08	52	48.08
008	VH-WH	43	0	7	1	0	1	0	0	0	0	9	22.7	56	60	93.33	60	93.33
009	WH-VH	36	1	7	4	0	1	0	0	0	0	13	24.1	56	60	93.33	60	93.33
010	VH-WH	42	0	6	3	0	0	0	0	0	0	9	18.4	54	54	100.00	52	103.85
011	WH-OB	40	0	5	0	0	1	0	0	0	0	6	25.3	49	52	94.23	52	94.23
012	VH-WH	49	0	6	0	0	0	0	0	1	1	7	24.2	57	60	95.00	60	95.00
013	WH-VH	57	0	4	1	0	0	0	0	0	0	5	19.4	63	63	100.00	60	105.00
014	OB-WH	44	0	7	0	0	0	0	0	0	0	7	17.9	51	52	98.08	52	98.08
015	WH-OB	43	3*	4	0	0	0	0	0	0	0	7	26.5	51	52	98.08	52	98.08
016	VH-WH	46	0	9	1	0	0	0	0	0	0	10	18.4	57	60	95.00	60	95.00
017	WH-VH	49	1*	9	2	0	0	0	0	1	1	13	21.4	66	66	100.00	60	110.00
018	OB-WH	17	0	5	0	0	0	0	0	0	0	5	17.4	22	52	42.31	52	42.31
019	WH-OB	47	0	7	0	0	0	0	0	0	0	7	17.9	54	54	100.00	52	103.85
020	VH-WH	22	0	4	2	0	0	0	0	0	0	6	23.3	30	60	50.00	60	50.00
021	WH-VH	47	1*	5	0	1	0	0	0	0	0	7	20.8	57	60	95.00	60	95.00
022	OB-WH	17	0	4	0	0	0	0	0	0	0	4	17.8	21	52	40.38	52	40.38
023	WH-OB	45	0	4	0	0	0	0	0	0	0	4	17.0	49	52	94.23	52	94.23
024	VH-WH	32	0	9	0	0	0	0	0	1	1	10	21.8	43	60	71.67	60	71.67
025	WH-VH	37	1*	10	0	0	1	0	0	0	0	12	23.3	53	60	88.33	60	88.33
026	OB-WH	15	0	3	0	0	0	0	0	0	0	3	18.0	18	52	34.62	52	34.62
027	WH-VH	36	0	3	0	0	0	0	0	0	0	3	16.3	39	52	75.00	52	75.00
028	VH-WH	21	0	3	3	0	0	0	0	0	0	6	19.0	30	60	50.00	60	50.00
029	WH-VH	26*	0	4	0	0	0	0	0	0	0	4	18.3	32	60	53.33	60	53.33
030	VH-WH	19	1	4	1	0	0	0	0	0	0	6	21.4	26	52	50.00	52	50.00
031	WH-VH	17	0	2	0	0	0	0	0	0	0	2	18.5	19	52	36.54	52	36.54
032	VH-WH	10	1*	1	1	0	0	0	0	0	0	3	30.0	15	60	25.00	60	25.00
102	NT-HY	12	0	8	0	0	5	0	0	0	0	13	34.4	40	50	80.00	50	80.00
103	HY-NT	32	1	2	1	1	1	0	0	1	1	7	39.2	46	50	92.00	50	92.00
106	NT-HY	23	0	6	4	0	2	0	0	1	1	13	31.0	47	50	94.00	50	94.00
107	HY-NT	40	1*	6	0	0	0	0	0	0	0	7	21.8	48	50	96.00	50	96.00
110	NT-HY	12	0	4	2	4	2	0	0	0	0	12	33.6	40	50	80.00	50	80.00
111	HY-NT	21	1	9	2	0	0	0	0	0	0	12	21.5	35	50	70.00	50	70.00
200	VH-WH	8	0	5	0	0	1	0	0	0	0	6	24.5	17	39	43.59	39	43.59
201	WH-VH	0	0	0	2	2	4	0	0	0	0	8	49.3	26	42	61.90	42	61.90
202	VH-WH	9	0	3	1	1	1	0	0	0	0	6	30.8	21	42	50.00	42	50.00
203	WH-VH	1	1	1	3	1	1	0	0	0	0	7	35.5	16	39	41.03	39	41.03
204	VH-WH	17	0	4	1	1	0	0	0	0	0	6	23.2	26	39	66.67	39	66.67
205	WH-VH	9	1	3	1	0	1	0	0	0	0	6	29.6	19	42	45.24	42	45.24
206	VH-WH	0	0	0	2	0	5	0	0	0	0	7	49.9	24	42	57.14	42	57.14
207	WH-VH	8	1*	3	0	0	0	0	0	0	0	4	27.3	13	39	33.33	39	33.33
208	VH-WH	21	0	5	0	1	2	0	0	0	0	8	31.0	37	39	94.87	39	94.87
209	WH-VH	33	0	4	2	0	0	0	0	0	0	6	20.5	41	42	97.62	42	97.62
210	VH-WH	22	0	8	2	0	2	0	0	0	0	12	25.9	42	42	100.00	42	100.00
211	WH-OB	26	0	3	0	0	0	0	0	0	0	3	18.3	29	39	74.36	39	74.36
212	OB-WH	21	0	4	5	1	0	0	0	0	0	10	27.1	38	39	97.44	39	97.44
213	WH-VH	29*	1*	5	2	1	1	0	0	0	0	10	27.2	48	48	100.00	42	114.29

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: 10:41:16

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 6/04/2016

SSA115
 PAGE: 0002
 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	----- TRLRS	1-SP	2-SP	3-SP	4-SP	5-SP	1-SP	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
214	VH-WH	18	1	5	2	0	1	1	0	0	0	10	33.7	37	42	88.10	42	88.10
215	WH-OB	38	1*	2	1	0	0	0	0	0	0	4	26.7	44	44	100.00	39	112.82
216	OB-WH	7	0	3	2	0	0	0	0	0	0	5	20.4	14	39	35.90	39	35.90
217	WH-VH	36	0	3	3	0	0	0	0	0	0	6	22.5	45	45	100.00	42	107.14
218	VH-WH	16	1	5	2	1	0	0	0	0	0	9	20.8	30	42	71.43	42	71.43
219	WH-OB	18	0	3	0	0	0	0	0	0	0	3	17.7	21	39	53.85	39	53.85
220	OB-WH	8	0	1	3	0	0	0	0	0	0	4	24.0	15	39	38.46	39	38.46
221	WH-VH	11	0	2	0	0	0	0	0	0	0	2	18.5	13	42	30.95	42	30.95
222	VH-WH	11	2*	3	1	0	0	0	0	0	0	6	27.3	19	42	45.24	42	45.24
223	WH-VH	12	0	2	0	0	0	0	0	0	0	2	17.5	14	39	35.90	39	35.90
224	VH-WH	0	0	0	0	0	0	0	0	0	0	0	.0	0	39	.00	39	.00
225	WH-VH	0	0	0	0	0	0	0	0	0	0	0	.0	0	42	.00	42	.00
226	VH-WH	0	0	0	0	0	0	0	0	0	0	0	.0	0	42	.00	42	.00
227	WH-VH	0	0	0	0	0	0	0	0	0	0	0	.0	0	39	.00	39	.00
301	HY-NT	2	1*	0	5	1	3	2	0	0	0	12	45.0	39	39	100.00	39	100.00
302	NT-HY	8	0	1	0	0	5	0	0	0	0	6	53.0	29	39	74.36	39	74.36
305	HY-NT	4	0	2	2	4	4	1	0	0	0	13	40.8	43	43	100.00	39	110.26
306	NT-HY	0	0	0	1	0	2	0	0	0	0	3	51.7	10	39	25.64	39	25.64
309	HY-NT	10	0	2	1	1	4	0	0	0	0	8	43.5	33	39	84.62	39	84.62
310	NT-HY	0	1*	0	0	0	2	1	0	0	0	4	63.3	15	39	38.46	39	38.46
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	1426	24	260	76	22	60	6	0	6	6	454	73.2	2227	3267	68.17	3236	68.82

* = 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: 10:41:16

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 6/05/2016

SSA115
 PAGE: 0001
 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	TRLRS	1-SP	2-SP	3-SP	4-SP	5-SP	1-SP	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	2	1*	1	0	0	0	0	0	0	0	2	19.0	5	60	8.33	60	8.33
006	VH-WH	14	0	2	0	0	2	0	0	0	0	4	38.5	24	52	46.15	52	46.15
007	WH-VH	2	0	1	0	0	2	0	0	0	0	3	45.3	11	52	21.15	52	21.15
008	VH-WH	33	0	7	1	0	0	0	0	0	0	8	18.1	42	60	70.00	60	70.00
009	WH-VH	9	0	3	0	0	1	0	0	0	0	4	28.3	16	60	26.67	60	26.67
010	VH-WH	43	0	8	0	0	0	0	0	0	0	8	17.3	51	52	98.08	52	98.08
011	WH-OB	28	1*	6	0	0	0	0	0	0	0	7	22.3	36	52	69.23	52	69.23
012	VH-WH	49	1*	6	0	0	0	0	0	0	0	7	21.3	57	60	95.00	60	95.00
013	WH-VH	48	0	4	1	0	0	0	0	0	0	5	17.2	54	60	90.00	60	90.00
014	OB-WH	40	0	9	0	0	0	0	0	0	0	9	17.3	49	52	94.23	52	94.23
015	WH-OB	44*	1	6	0	0	0	0	0	0	0	7	17.7	52	52	100.00	52	100.00
016	VH-WH	53	0	3	0	0	0	0	0	0	0	3	16.0	56	60	93.33	60	93.33
017	WH-VH	48	1*	5	1	1	0	0	0	0	0	8	19.9	60	60	100.00	60	100.00
018	OB-WH	48*	0	3	0	0	0	0	0	0	0	3	18.0	52	52	100.00	52	100.00
019	WH-OB	41	0	11	0	0	0	0	0	0	0	11	18.4	52	52	100.00	52	100.00
020	VH-WH	61	0	9	0	0	0	0	0	0	0	9	17.4	70	70	100.00	60	116.67
021	WH-VH	44	2*	5	0	1	0	0	0	0	0	8	30.0	55	60	91.67	60	91.67
022	OB-WH	46	0	4	0	0	0	0	0	0	0	4	16.8	50	52	96.15	52	96.15
023	WH-OB	38	1	11	0	0	0	0	0	0	0	12	18.3	50	52	96.15	52	96.15
024	VH-WH	62	2	3	1	0	1	0	0	0	0	7	29.0	73	73	100.00	60	121.67
025	WH-VH	40	1*	10	2	1	0	0	0	0	0	14	23.1	59	60	98.33	60	98.33
026	OB-WH	35	1	7	0	0	0	0	0	0	0	8	19.3	43	52	82.69	52	82.69
027	WH-VH	30	1*	15	0	0	0	0	0	0	0	16	18.9	47	52	90.38	52	90.38
028	VH-WH	48	0	10	1	0	0	1	0	0	0	12	21.8	65	65	100.00	60	108.33
029	WH-VH	41*	0	6	1	0	0	0	0	0	0	7	18.6	50	60	83.33	60	83.33
030	VH-WH	33	0	5	0	0	0	0	0	0	0	5	18.0	38	52	73.08	52	73.08
031	WH-VH	10	0	3	0	0	0	0	0	0	0	3	16.3	13	52	25.00	52	25.00
032	VH-WH	4	1*	1	0	0	0	0	0	0	0	2	35.0	7	60	11.67	60	11.67
102	NT-HY	18	0	6	1	0	1	0	0	0	0	8	24.8	30	50	60.00	50	60.00
103	HY-NT	37	0	3	2	1	1	0	0	0	0	7	28.0	51	51	100.00	50	102.00
106	NT-HY	33	1*	4	0	1	0	1	0	0	0	7	33.7	47	50	94.00	50	94.00
107	HY-NT	42	0	6	0	0	0	0	0	0	0	6	18.0	48	50	96.00	50	96.00
110	NT-HY	20	1*	5	2	2	1	0	0	0	0	11	29.4	41	50	82.00	50	82.00
111	HY-NT	29	0	11	1	0	0	1	0	0	0	13	23.2	47	50	94.00	50	94.00
200	VH-WH	3	0	1	0	0	0	0	0	0	0	1	16.0	4	39	10.26	39	10.26
201	WH-VH	1	0	1	1	0	0	0	0	0	0	2	23.0	4	42	9.52	42	9.52
202	VH-WH	11	0	2	1	0	0	0	0	0	0	3	21.0	15	42	35.71	42	35.71
203	WH-VH	0	0	1	1	0	0	0	0	0	0	2	18.0	3	39	7.69	39	7.69
204	VH-WH	21	1*	6	0	0	0	0	0	0	0	7	20.3	29	39	74.36	39	74.36
205	WH-VH	2	0	0	0	0	0	0	0	0	0	0	.0	2	42	4.76	42	4.76
206	VH-WH	39	0	4	2	0	0	0	0	0	0	6	19.8	47	47	100.00	42	111.90
207	WH-VH	8	1*	1	0	0	0	0	0	0	0	2	40.0	11	39	28.21	39	28.21
208	VH-WH	31	0	4	2	0	0	0	0	0	0	6	19.3	39	39	100.00	39	100.00
209	WH-VH	9	0	0	0	0	0	0	0	0	0	0	.0	9	42	21.43	42	21.43
210	VH-WH	38	1	6	1	0	0	0	0	0	0	8	18.7	47	47	100.00	42	111.90
211	WH-OB	16	1*	1	0	0	0	0	0	0	0	2	19.0	19	39	48.72	39	48.72
212	OB-WH	31	0	4	1	0	1	0	0	0	0	6	26.0	41	41	100.00	39	105.13
213	WH-VH	26	1	1	0	0	0	0	0	0	0	2	34.0	28	42	66.67	42	66.67

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: 10:41:16

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 6/05/2016

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
214	VH-WH	40	0	5	0	0	0	0	0	0	0	5	18.2	45	45	100.00	42	107.14
215	WH-OB	34	0	2	1	0	0	0	0	0	0	3	19.0	38	39	97.44	39	97.44
216	OB-WH	34	0	7	0	0	0	0	0	0	0	7	17.4	41	41	100.00	39	105.13
217	WH-VH	34	0	7	2	1	0	0	0	0	0	10	22.6	48	48	100.00	42	114.29
218	VH-WH	40	0	1	2	0	0	0	0	0	0	3	19.7	45	45	100.00	42	107.14
219	WH-OB	36	0	5	0	0	0	0	0	0	0	5	18.2	41	41	100.00	39	105.13
220	OB-WH	36	0	0	0	0	0	0	0	0	0	0	.0	36	39	92.31	39	92.31
221	WH-VH	34	0	4	3	0	0	0	0	0	0	7	20.6	44	44	100.00	42	104.76
222	VH-WH	34*	1*	7	0	0	0	0	0	0	0	8	22.4	44	44	100.00	42	104.76
223	WH-VH	29*	0	5	0	0	1	0	0	0	0	6	25.5	39	39	100.00	39	100.00
224	VH-WH	9	0	1	0	0	0	0	0	0	0	1	19.0	10	39	25.64	39	25.64
225	WH-VH	21	0	7	1	0	0	0	0	0	0	8	19.3	30	42	71.43	42	71.43
226	VH-WH	4	0	0	2	0	0	0	0	0	0	2	27.0	8	42	19.05	42	19.05
227	WH-VH	7	0	1	0	0	0	0	0	0	0	1	19.0	8	39	20.51	39	20.51
305	HY-NT	6	0	6	4	2	3	0	0	0	0	15	31.2	38	39	97.44	39	97.44
306	NT-HY	0	0	1	3	1	3	0	0	0	0	8	41.0	22	39	56.41	39	56.41
309	HY-NT	28	0	5	0	0	0	1	0	0	0	6	27.5	38	39	97.44	39	97.44
310	NT-HY	3	1*	2	1	0	0	1	0	0	0	5	43.3	14	39	35.90	39	35.90
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		1838	23	297	42	11	17	5	0	0	0	395	112.9	2388	3219	74.18	3158	75.62

* = 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: 10:41:16

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 6/06/2016

SSA115
 PAGE: 0001
 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	TRLRS	1-SP	2-SP	3-SP	4-SP	5-SP	1-SP	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	18	0	10	6	1	2	1	0	0	0	20	28.5	56	60	93.33	60	93.33
006	VH-WH	14	0	5	0	1	2	0	0	0	0	8	31.4	30	52	57.69	52	57.69
007	WH-VH	9	0	15	3	1	2	0	0	1	1	22	25.9	43	52	82.69	52	82.69
008	VH-WH	30	0	7	0	1	0	0	0	0	0	8	20.5	40	60	66.67	60	66.67
009	WH-VH	27	0	9	3	1	1	1	0	1	1	16	28.5	56	60	93.33	60	93.33
010	VH-WH	37	0	12	1	0	0	0	0	0	0	13	18.5	51	52	98.08	52	98.08
011	WH-OB	26	1*	10	3	1	0	0	0	0	0	15	23.9	47	52	90.38	52	90.38
012	VH-WH	48	0	5	1	0	0	0	0	1	1	7	24.8	57	60	95.00	60	95.00
013	WH-VH	45	0	8	2	1	2	1	0	0	0	14	29.2	73	73	100.00	60	121.67
014	OB-WH	41	0	5	1	0	0	0	0	1	1	7	25.8	50	52	96.15	52	96.15
015	WH-OB	38	1*	9	1	0	0	0	0	0	0	11	20.5	51	52	98.08	52	98.08
016	VH-WH	43	0	4	4	0	0	0	0	0	0	8	24.9	55	60	91.67	60	91.67
017	WH-VH	51	0	5	0	0	0	2	0	1	1	8	37.6	68	68	100.00	60	113.33
018	OB-WH	22	1*	2	2	1	1	0	0	0	0	7	34.7	37	52	71.15	52	71.15
019	WH-OB	45	0	6	1	0	0	0	0	0	0	7	17.7	53	53	100.00	52	101.92
020	VH-WH	34	1*	8	2	0	0	3	0	0	0	14	31.1	63	63	100.00	60	105.00
021	WH-VH	40	2*	6	0	2	0	0	0	0	0	10	26.4	56	60	93.33	60	93.33
022	OB-WH	26	0	6	0	3	0	0	0	0	0	9	26.6	41	52	78.85	52	78.85
023	WH-OB	37	0	7	1	0	1	0	0	0	0	9	22.8	50	52	96.15	52	96.15
024	VH-WH	32	1	9	4	0	0	1	0	1	1	16	27.8	57	60	95.00	60	95.00
025	WH-VH	39	0	5	0	0	0	0	0	0	0	5	17.4	44	60	73.33	60	73.33
026	OB-WH	20	0	6	1	0	0	0	0	0	0	7	18.0	28	52	53.85	52	53.85
027	WH-VH	28	1*	4	0	0	1	0	0	0	0	6	32.2	38	52	73.08	52	73.08
028	VH-WH	16	0	6	0	1	1	1	0	0	0	9	31.8	34	60	56.67	60	56.67
029	WH-VH	33	0	8	0	0	0	0	0	0	0	8	17.9	41	60	68.33	60	68.33
030	VH-WH	12	0	2	1	0	0	0	0	0	0	3	19.0	16	52	30.77	52	30.77
031	WH-VH	14	1	5	0	0	0	0	0	0	0	6	20.4	20	52	38.46	52	38.46
032	VH-WH	3	0	0	0	0	0	0	0	0	0	0	.0	3	60	5.00	60	5.00
102	NT-HY	14	0	4	1	1	3	0	0	0	0	9	36.3	35	50	70.00	50	70.00
103	HY-NT	20	0	7	3	2	2	0	0	1	1	15	32.1	49	50	98.00	50	98.00
106	NT-HY	35	0	5	0	1	1	0	0	1	1	8	31.1	49	50	98.00	50	98.00
107	HY-NT	44	1	2	1	0	0	0	0	0	0	4	24.7	49	50	98.00	50	98.00
110	NT-HY	12	0	2	4	4	3	0	0	0	0	13	37.8	46	50	92.00	50	92.00
111	HY-NT	17	1	11	0	0	5	0	0	0	0	17	31.7	49	50	98.00	50	98.00
200	VH-WH	8	0	3	1	1	3	0	0	0	0	8	37.9	28	39	71.79	39	71.79
201	WH-VH	0	0	0	5	2	2	1	0	0	0	10	43.5	29	42	69.05	42	69.05
202	VH-WH	5	0	4	2	3	2	0	0	0	0	11	33.7	30	42	71.43	42	71.43
203	WH-VH	1	0	1	5	2	3	2	0	0	0	13	42.8	40	40	100.00	39	102.56
204	VH-WH	15	0	1	0	0	1	0	0	0	0	2	40.5	20	39	51.28	39	51.28
205	WH-VH	3	0	2	6	1	2	0	0	0	0	11	31.0	28	42	66.67	42	66.67
206	VH-WH	25	0	3	1	1	2	0	0	0	0	7	36.0	41	42	97.62	42	97.62
207	WH-VH	8	0	2	1	1	3	1	0	0	0	8	44.1	32	39	82.05	39	82.05
208	VH-WH	0	1*	1	1	1	6	0	0	0	0	10	53.1	32	39	82.05	39	82.05
209	WH-VH	1	1*	3	4	2	0	1	0	0	0	11	36.3	25	42	59.52	42	59.52
210	VH-WH	27	0	1	1	2	2	0	0	0	0	6	39.2	44	44	100.00	42	104.76
211	WH-OB	17	0	7	2	0	2	0	0	0	0	11	26.5	36	39	92.31	39	92.31
212	OB-WH	24	0	3	2	2	0	0	0	0	0	7	29.4	37	39	94.87	39	94.87
213	WH-VH	29	0	0	3	1	1	0	0	0	0	5	34.8	42	42	100.00	42	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
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THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 6/06/2016

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
214	VH-WH	13	0	3	2	0	4	0	0	0	0	9	39.4	36	42	85.71	42	85.71
215	WH-OB	28	0	2	5	0	0	0	0	0	0	7	23.7	40	40	100.00	39	102.56
216	OB-WH	12	0	6	4	1	1	0	0	0	0	12	26.3	33	39	84.62	39	84.62
217	WH-VH	30	1*	8	1	0	1	0	0	0	0	11	25.1	46	46	100.00	42	109.52
218	VH-WH	9	5*	6	2	0	0	2	0	0	0	15	42.3	41	42	97.62	42	97.62
219	WH-OB	23	0	4	2	0	0	1	0	0	0	7	28.7	36	39	92.31	39	92.31
220	OB-WH	16*	0	3	3	0	0	0	0	0	0	6	19.2	26	39	66.67	39	66.67
221	WH-VH	17	1	4	0	1	0	0	0	0	0	6	13.8	25	42	59.52	42	59.52
222	VH-WH	27	0	3	3	0	0	1	0	0	0	7	29.7	41	42	97.62	42	97.62
223	WH-VH	5	0	1	0	0	0	0	0	0	0	1	17.0	6	39	15.38	39	15.38
301	HY-NT	0	1*	2	2	6	3	0	0	0	0	14	41.0	38	39	97.44	39	97.44
302	NT-HY	1	0	0	1	1	3	0	0	0	0	5	52.6	18	39	46.15	39	46.15
303	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	39	.00	39	.00
304	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	39	.00	39	.00
305	HY-NT	0	0	0	3	0	7	1	0	0	0	11	51.4	39	39	100.00	39	100.00
306	NT-HY	0	0	1	5	3	4	0	0	0	0	13	40.8	36	39	92.31	39	92.31
307	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	39	.00	39	.00
308	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	39	.00	39	.00
309	HY-NT	0	0	1	7	2	4	0	0	0	0	14	39.4	37	39	94.87	39	94.87
310	NT-HY	1	0	0	3	1	7	0	0	0	0	11	49.4	38	39	97.44	39	97.44
311	HY-NT	4	1*	4	4	2	3	1	0	0	0	15	36.6	41	41	100.00	39	105.13
312	NT-HY	0	0	0	0	0	1	0	0	0	0	1	64.0	4	39	10.26	39	10.26
313	HY-NT	12	1*	6	0	1	2	1	0	0	0	11	36.5	36	39	92.31	39	92.31
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		1331	23	300	127	59	96	22	0	8	8	635	63.1	2616	3382	77.35	3347	78.16

* = 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: 10:41:16

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 6/07/2016

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	2	0	12	6	1	2	0	0	0	0	21	25.5	37	60	61.67	60	61.67
006	VH-WH	18	1	5	1	2	2	0	0	0	0	11	34.2	40	52	76.92	52	76.92
007	WH-VH	19	0	10	1	3	2	0	0	1	1	17	30.1	50	52	96.15	52	96.15
008	VH-WH	35	0	7	0	2	0	0	0	0	0	9	24.4	48	60	80.00	60	80.00
009	WH-VH	27	0	13	4	3	1	0	0	0	0	21	24.3	61	61	100.00	60	101.67
010	VH-WH	46	0	4	1	0	0	0	0	0	0	5	17.8	52	52	100.00	52	100.00
011	WH-OB	23	2	7	3	2	0	0	0	0	0	14	23.8	44	52	84.62	52	84.62
012	VH-WH	45	0	8	1	0	0	0	0	1	1	10	22.6	57	60	95.00	60	95.00
013	WH-VH	31	2*	4	0	2	2	1	0	0	0	11	42.9	57	60	95.00	60	95.00
014	OB-WH	35	1*	9	1	0	0	0	0	0	0	11	19.5	48	52	92.31	52	92.31
015	WH-OB	39	1*	5	2	0	1	0	0	0	0	9	28.5	54	54	100.00	52	103.85
016	VH-WH	33	1	4	4	3	1	0	0	0	0	13	29.1	59	60	98.33	60	98.33
017	WH-VH	41*	2*	6	3	0	1	0	0	1	1	13	33.1	65	65	100.00	60	108.33
018	OB-WH	33	0	2	3	2	1	0	0	0	0	8	33.6	51	52	98.08	52	98.08
019	WH-OB	38	0	7	4	0	0	0	0	0	0	11	19.0	53	53	100.00	52	101.92
020	VH-WH	32	0	12	5	2	0	0	0	0	0	19	21.9	60	60	100.00	60	100.00
021	WH-VH	49	1	0	1	1	0	0	0	0	0	3	32.0	55	60	91.67	60	91.67
022	OB-WH	19	0	10	4	3	0	0	0	0	0	17	21.4	46	52	88.46	52	88.46
023	WH-OB	39	0	11	0	0	1	0	0	0	0	12	22.3	54	54	100.00	52	103.85
024	VH-WH	28	0	4	4	3	0	1	0	1	1	13	34.2	56	60	93.33	60	93.33
025	WH-VH	36	0	10	0	1	1	0	0	0	0	12	23.8	53	60	88.33	60	88.33
026	OB-WH	16	0	7	2	0	0	0	0	0	0	9	18.3	27	52	51.92	52	51.92
027	WH-VH	33	0	8	1	0	0	0	0	0	0	9	19.0	43	52	82.69	52	82.69
028	VH-WH	11*	0	2	0	1	1	0	0	0	0	4	35.3	21	60	35.00	60	35.00
029	WH-VH	30*	0	9	0	0	0	0	0	0	0	9	17.8	41	60	68.33	60	68.33
030	VH-WH	19	1	2	1	0	1	0	0	0	0	5	30.0	28	52	53.85	52	53.85
031	WH-VH	14	0	2	0	0	0	0	0	0	0	2	17.5	16	52	30.77	52	30.77
032	VH-WH	1	0	2	2	0	0	0	0	0	0	4	20.0	7	60	11.67	60	11.67
102	NT-HY	14	0	4	0	2	5	0	0	0	0	11	41.5	44	50	88.00	50	88.00
103	HY-NT	17	1*	7	4	2	2	0	0	1	1	17	32.7	50	50	100.00	50	100.00
106	NT-HY	16	1*	1	5	1	1	2	0	1	1	12	46.2	48	50	96.00	50	96.00
107	HY-NT	33	0	11	0	1	1	0	0	0	0	13	22.4	51	52	98.08	52	98.08
110	NT-HY	19	1*	3	3	2	3	0	0	0	0	12	40.2	48	52	92.31	52	92.31
111	HY-NT	15	4*	2	2	1	2	0	0	0	0	11	35.9	37	52	71.15	52	71.15
200	VH-WH	6	1*	3	2	1	2	0	0	0	0	9	35.8	26	39	66.67	39	66.67
201	WH-VH	2	0	1	6	5	1	0	0	0	0	13	34.6	34	42	80.95	42	80.95
202	VH-WH	8	0	5	0	3	2	0	0	0	0	10	35.3	30	42	71.43	42	71.43
203	WH-VH	0	0	0	2	1	6	0	0	0	0	9	53.8	31	39	79.49	39	79.49
204	VH-WH	17	0	5	0	0	3	0	0	0	0	8	34.4	34	39	87.18	39	87.18
205	WH-VH	0	0	1	6	2	3	0	0	0	0	12	36.6	31	42	73.81	42	73.81
206	VH-WH	22	0	5	2	0	2	0	0	0	0	9	29.1	39	42	92.86	42	92.86
207	WH-VH	7	0	3	3	1	3	0	0	0	0	10	35.3	31	39	79.49	39	79.49
208	VH-WH	0	0	0	1	0	8	0	0	0	0	9	58.4	34	39	87.18	39	87.18
209	WH-VH	5	0	1	4	3	0	0	0	0	0	8	33.6	23	42	54.76	42	54.76
210	VH-WH	18	0	3	1	0	4	0	0	0	0	8	40.0	39	42	92.86	42	92.86
211	WH-OB	16	0	3	2	0	2	0	0	0	0	7	30.6	31	39	79.49	39	79.49
212	OB-WH	9	0	12	2	2	1	0	0	0	0	17	24.0	35	39	89.74	39	89.74
213	WH-VH	22	1*	3	2	0	2	1	0	0	0	9	43.3	46	46	100.00	42	109.52

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: 10:41:16

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 6/07/2016

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
214	VH-WH	11	0	3	7	1	3	0	0	0	0	14	33.6	43	43	100.00	42	102.38
215	WH-OB	16	0	7	0	1	0	0	0	0	0	8	23.1	26	39	66.67	39	66.67
216	OB-WH	15	0	4	3	3	0	0	0	0	0	10	24.8	34	39	87.18	39	87.18
217	WH-VH	23	2*	7	0	1	2	0	0	0	0	12	35.4	45	45	100.00	42	107.14
218	VH-WH	7	1*	7	5	2	1	1	0	0	0	17	29.9	41	42	97.62	42	97.62
219	WH-OB	26	0	5	2	1	2	0	0	0	0	10	29.4	46	46	100.00	39	117.95
220	OB-WH	17	0	5	3	0	0	0	0	0	0	8	22.1	28	39	71.79	39	71.79
221	WH-VH	24	0	7	1	2	1	0	0	0	0	11	27.8	43	43	100.00	42	102.38
222	VH-WH	11	1*	4	3	1	1	0	0	0	0	10	33.4	32	42	76.19	42	76.19
223	WH-VH	8	1	5	1	0	0	0	0	0	0	7	20.8	16	39	41.03	39	41.03
301	HY-NT	0	0	2	4	2	4	0	0	0	0	12	36.8	32	39	82.05	39	82.05
302	NT-HY	0	0	0	2	1	7	0	0	0	0	10	51.7	35	39	89.74	39	89.74
303	HY-NT	0	0	0	2	1	7	0	0	0	0	10	51.2	35	39	89.74	39	89.74
304	NT-HY	1	0	0	0	0	5	1	0	0	0	6	62.2	26	39	66.67	39	66.67
305	HY-NT	5	0	1	3	0	6	1	0	0	0	11	48.0	41	41	100.00	39	105.13
306	NT-HY	0	0	2	2	1	7	0	0	0	0	12	45.2	37	39	94.87	39	94.87
307	HY-NT	6	1*	4	3	2	3	0	0	0	0	13	37.1	36	39	92.31	39	92.31
308	NT-HY	2	0	0	4	3	4	0	0	0	0	11	44.1	35	39	89.74	39	89.74
309	HY-NT	7	0	3	3	2	3	1	0	0	0	12	41.3	39	39	100.00	39	100.00
310	NT-HY	1	0	2	1	1	6	0	0	0	0	10	47.8	32	39	82.05	39	82.05
311	HY-NT	5	0	3	2	0	5	1	0	0	0	11	45.1	37	39	94.87	39	94.87
312	NT-HY	0	0	0	0	1	3	0	0	0	0	4	54.0	15	39	38.46	39	38.46
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	1223	27	326	152	84	140	10	0	6	6	745	59.9	2779	3343	83.13	3314	83.86

* = 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: 10:41:16

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 6/08/2016

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	9	0	9	6	3	2	0	0	0	0	20	28.5	47	60	78.33	60	78.33
006	VH-WH	22	0	3	0	2	2	0	0	0	0	7	39.6	39	52	75.00	52	75.00
007	WH-VH	20	0	12	1	0	3	0	0	1	1	17	28.5	48	52	92.31	52	92.31
008	VH-WH	44	0	6	1	0	0	0	0	0	0	7	18.9	52	60	86.67	60	86.67
009	WH-VH	23	0	12	4	1	2	0	0	0	0	19	24.5	54	60	90.00	60	90.00
010	VH-WH	41	0	8	1	0	0	0	0	0	0	9	18.2	51	52	98.08	52	98.08
011	WH-OB	28	0	10	0	4	0	0	0	0	0	14	26.2	50	52	96.15	52	96.15
012	VH-WH	45	0	6	2	0	0	0	0	1	1	9	23.3	57	60	95.00	60	95.00
013	WH-VH	36	1	8	2	2	2	0	0	0	0	15	28.1	63	63	100.00	60	105.00
014	OB-WH	37	0	6	2	1	0	0	0	0	0	9	20.9	50	52	96.15	52	96.15
015	WH-OB	37	1	3	4	1	0	0	0	0	0	9	24.9	52	52	100.00	52	100.00
016	VH-WH	40	0	8	1	2	0	0	0	0	0	11	22.9	56	60	93.33	60	93.33
017	WH-VH	53	0	2	2	0	0	0	0	1	1	5	26.5	61	61	100.00	60	101.67
018	OB-WH	17	0	11	1	1	3	0	0	0	0	16	27.1	45	52	86.54	52	86.54
019	WH-OB	51	0	5	1	0	0	0	0	0	0	6	19.8	58	58	100.00	52	111.54
020	VH-WH	34	1*	6	6	1	0	0	0	0	0	14	26.2	57	60	95.00	60	95.00
021	WH-VH	41*	0	9	0	2	0	0	0	0	0	11	22.7	57	60	95.00	60	95.00
022	OB-WH	20*	0	4	3	2	0	0	0	0	0	9	27.8	37	52	71.15	52	71.15
023	WH-OB	47	0	7	2	0	0	0	0	0	0	9	19.2	58	58	100.00	52	111.54
024	VH-WH	24	1	16	2	2	0	0	0	1	1	22	25.1	53	60	88.33	60	88.33
025	WH-VH	49	1*	8	2	0	0	0	0	0	0	11	18.4	63	63	100.00	60	105.00
026	OB-WH	12	0	4	3	1	0	0	0	0	0	8	22.9	25	52	48.08	52	48.08
027	WH-VH	39	0	2	3	0	1	0	0	0	0	6	31.8	51	52	98.08	52	98.08
028	VH-WH	8	0	2	2	0	1	0	0	0	0	5	29.2	18	60	30.00	60	30.00
029	WH-VH	41	1*	6	2	0	0	0	0	0	0	9	20.8	53	60	88.33	60	88.33
030	VH-WH	8	0	2	0	0	0	0	0	0	0	2	19.0	10	52	19.23	52	19.23
031	WH-VH	24	1	4	0	0	0	0	0	0	0	5	17.5	29	52	55.77	52	55.77
032	VH-WH	4	0	2	0	0	0	0	0	0	0	2	16.5	6	60	10.00	60	10.00
102	NT-HY	11	0	3	1	1	6	0	0	0	0	11	44.3	43	52	82.69	52	82.69
103	HY-NT	20	0	5	2	1	4	0	0	1	1	13	39.3	50	52	96.15	52	96.15
106	NT-HY	21	0	7	3	3	1	0	0	1	1	15	29.1	49	52	94.23	52	94.23
107	HY-NT	46	0	1	1	0	1	0	0	0	0	3	35.7	53	53	100.00	52	101.92
110	NT-HY	12	0	7	3	1	5	0	0	0	0	16	34.8	48	52	92.31	52	92.31
111	HY-NT	20	0	5	2	0	5	0	0	0	0	12	37.8	49	52	94.23	52	94.23
200	VH-WH	6	0	4	1	3	3	0	0	0	0	11	37.2	33	39	84.62	39	84.62
201	WH-VH	1	0	2	6	2	3	0	0	0	0	13	37.9	33	42	78.57	42	78.57
202	VH-WH	0	0	0	3	0	1	0	0	0	0	4	36.8	10	42	23.81	42	23.81
203	WH-VH	0	0	0	3	2	5	0	0	0	0	10	45.9	32	39	82.05	39	82.05
204	VH-WH	5	0	0	3	2	3	0	0	0	0	8	45.6	29	39	74.36	39	74.36
205	WH-VH	0	0	1	6	3	3	0	0	0	0	13	34.8	34	42	80.95	42	80.95
206	VH-WH	22	0	3	0	0	3	0	0	0	0	6	38.2	37	42	88.10	42	88.10
207	WH-VH	2	0	3	5	0	2	0	0	0	0	10	31.3	23	39	58.97	39	58.97
208	VH-WH	0	0	0	2	1	7	0	0	0	0	10	53.0	35	39	89.74	39	89.74
209	WH-VH	1	0	1	4	4	2	0	0	0	0	11	37.5	30	42	71.43	42	71.43
210	VH-WH	21	0	2	1	2	3	0	0	0	0	8	40.5	43	43	100.00	42	102.38
211	WH-OB	20	1*	5	1	1	1	0	0	0	0	9	29.6	36	39	92.31	39	92.31
212	OB-WH	15	0	5	4	1	2	0	0	0	0	12	30.7	39	39	100.00	39	100.00
213	WH-VH	19	1	3	3	0	1	1	0	0	0	9	31.4	38	42	90.48	42	90.48

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: 10:41:16

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 6/08/2016

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							
214	VH-WH	20	0	6	1	0	4	0	0	0	0	11	34.9	44	44	100.00	42	104.76
215	WH-OB	31	0	6	2	0	1	0	0	0	0	9	23.0	45	45	100.00	39	115.38
216	OB-WH	14	0	2	3	1	0	0	0	0	0	6	27.0	25	39	64.10	39	64.10
217	WH-VH	5	0	0	5	2	4	1	0	0	0	12	47.8	42	42	100.00	42	100.00
218	VH-WH	7	0	2	4	3	1	1	0	0	0	11	34.7	35	42	83.33	42	83.33
219	WH-OB	26	4*	8	0	0	0	0	0	0	0	12	27.1	41	41	100.00	39	105.13
220	OB-WH	6	0	6	6	1	0	0	0	0	0	13	22.4	27	39	69.23	39	69.23
221	WH-VH	27	0	6	2	0	2	0	0	0	0	10	26.5	45	45	100.00	42	107.14
222	VH-WH	11	0	3	3	1	0	0	0	0	0	9	33.2	33	42	78.57	42	78.57
223	WH-VH	20	0	3	2	0	0	0	0	0	0	5	19.4	27	39	69.23	39	69.23
301	HY-NT	0	0	0	4	4	4	0	0	0	0	12	42.8	36	39	92.31	39	92.31
302	NT-HY	0	0	0	2	1	7	0	0	0	0	10	53.4	35	39	89.74	39	89.74
303	HY-NT	4	0	1	0	1	6	1	0	0	0	9	54.2	37	39	94.87	39	94.87
304	NT-HY	2	1*	1	0	0	2	1	0	0	0	5	58.8	18	39	46.15	39	46.15
305	HY-NT	0	0	0	1	1	6	2	0	0	0	10	56.6	39	39	100.00	39	100.00
306	NT-HY	0	0	1	1	0	7	0	0	0	0	9	51.2	31	39	79.49	39	79.49
307	HY-NT	12	1	5	1	0	2	0	0	0	0	9	29.9	28	39	71.79	39	71.79
308	NT-HY	1	1	2	3	2	3	1	0	0	0	12	42.4	33	39	84.62	39	84.62
309	HY-NT	1	0	2	4	2	5	0	0	0	0	13	41.2	37	39	94.87	39	94.87
310	NT-HY	0	0	2	0	1	4	0	0	0	0	7	45.7	21	39	53.85	39	53.85
311	HY-NT	6	0	2	2	0	6	0	0	0	0	10	47.0	36	39	92.31	39	92.31
312	NT-HY	0	0	0	2	0	0	0	0	0	0	2	23.5	4	39	10.26	39	10.26
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		1289	16	296	155	72	141	10	0	6	6	696	58.3	2763	3354	82.38	3320	83.22

* = 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: 10:41:16

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 6/09/2016

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	7	0	15	4	2	3	0	0	0	0	24	27.3	48	60	80.00	60	80.00
006	VH-WH	12	0	6	2	1	2	0	0	0	0	11	30.9	33	52	63.46	52	63.46
007	WH-VH	20	1*	7	1	2	3	0	0	1	1	15	36.8	51	52	98.08	52	98.08
008	VH-WH	40*	1*	5	0	1	0	0	0	0	0	7	25.7	51	60	85.00	60	85.00
009	WH-VH	30	0	8	5	1	2	0	0	0	0	16	26.7	59	60	98.33	60	98.33
010	VH-WH	42	0	5	1	1	0	0	0	0	0	7	22.6	52	52	100.00	52	100.00
011	WH-OB	33	0	3	2	4	0	0	0	0	0	9	31.9	52	52	100.00	52	100.00
012	VH-WH	43	0	10	0	1	0	0	0	1	1	12	23.0	58	60	96.67	60	96.67
013	WH-VH	38	0	7	1	2	1	0	0	0	0	11	27.2	57	60	95.00	60	95.00
014	OB-WH	47	0	1	1	0	1	0	0	0	0	3	33.7	54	54	100.00	52	103.85
015	WH-OB	34*	0	7	3	0	1	0	0	0	0	11	22.9	52	52	100.00	52	100.00
016	VH-WH	42	0	8	6	2	0	0	0	0	0	16	22.6	68	68	100.00	60	113.33
017	WH-VH	59	0	5	0	0	0	0	0	1	1	6	24.8	66	66	100.00	60	110.00
018	OB-WH	26	0	11	2	0	1	0	0	0	0	14	22.2	45	52	86.54	52	86.54
019	WH-OB	42	0	3	1	0	1	0	0	0	0	5	26.0	51	52	98.08	52	98.08
020	VH-WH	23	1*	7	5	2	2	0	0	0	0	17	29.9	56	60	93.33	60	93.33
021	WH-VH	52	0	6	0	2	1	0	0	0	0	9	28.0	68	68	100.00	60	113.33
022	OB-WH	27	1*	11	2	2	0	0	0	0	0	16	23.1	50	52	96.15	52	96.15
023	WH-OB	50	1*	5	0	0	0	0	0	0	0	6	22.2	57	57	100.00	52	109.62
024	VH-WH	31	1*	7	6	2	0	0	0	1	1	17	28.5	60	60	100.00	60	100.00
025	WH-VH	58	0	5	4	0	0	0	0	0	0	9	21.1	71	71	100.00	60	118.33
026	OB-WH	16	0	4	1	1	0	0	0	0	0	6	22.3	25	52	48.08	52	48.08
027	WH-VH	38	0	5	0	0	1	1	0	0	0	7	30.4	52	52	100.00	52	100.00
028	VH-WH	14	2*	6	2	2	1	0	0	0	0	13	29.9	37	60	61.67	60	61.67
029	WH-VH	45*	0	6	1	0	0	0	0	0	0	7	18.0	54	60	90.00	60	90.00
030	VH-WH	6	0	1	0	0	0	0	0	0	0	1	18.0	7	52	13.46	52	13.46
031	WH-VH	38*	0	4	0	0	0	0	0	0	0	4	18.3	43	52	82.69	52	82.69
032	VH-WH	4	0	0	0	0	0	0	0	0	0	0	.0	4	60	6.67	60	6.67
102	NT-HY	11	0	7	0	1	6	0	0	0	0	14	38.5	45	52	86.54	52	86.54
103	HY-NT	31	1	3	1	1	1	1	0	1	1	9	42.3	51	52	98.08	52	98.08
106	NT-HY	22*	1	6	2	0	4	0	0	1	1	14	37.8	52	52	100.00	52	100.00
107	HY-NT	48	0	3	2	0	1	0	0	0	0	6	25.8	59	59	100.00	52	113.46
110	NT-HY	18	0	6	7	1	2	0	0	0	0	16	29.3	49	52	94.23	52	94.23
111	HY-NT	16	0	6	1	0	3	1	0	0	0	11	36.5	41	52	78.85	52	78.85
200	VH-WH	5	0	2	0	3	2	0	0	0	0	7	40.9	24	39	61.54	39	61.54
201	WH-VH	2	0	2	5	2	2	1	0	0	0	12	38.8	33	42	78.57	42	78.57
202	VH-WH	8	0	4	3	0	3	0	0	0	0	10	34.4	30	42	71.43	42	71.43
203	WH-VH	0	0	0	3	1	5	1	0	0	0	10	48.7	34	39	87.18	39	87.18
204	VH-WH	25	0	2	1	0	2	0	0	0	0	5	37.8	37	39	94.87	39	94.87
205	WH-VH	0	0	0	6	2	2	0	0	0	0	10	37.6	26	42	61.90	42	61.90
206	VH-WH	26	0	4	3	0	1	0	0	0	0	8	28.0	40	42	95.24	42	95.24
207	WH-VH	2	0	0	2	1	3	1	0	0	0	7	47.3	26	39	66.67	39	66.67
208	VH-WH	0	0	0	1	0	7	1	0	0	0	9	58.9	35	39	89.74	39	89.74
209	WH-VH	11	0	3	5	2	2	0	0	0	0	12	35.2	38	42	90.48	42	90.48
210	VH-WH	11	0	2	0	1	4	0	0	0	0	7	46.6	32	42	76.19	42	76.19
211	WH-OB	19	1	1	2	1	2	0	0	0	0	7	43.2	36	39	92.31	39	92.31
212	OB-WH	16	0	4	1	2	2	0	0	0	0	9	34.2	36	39	92.31	39	92.31
213	WH-VH	26	0	2	2	0	2	0	0	0	0	6	35.0	40	42	95.24	42	95.24

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: 10:41:16

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 6/09/2016

SSA115
 PAGE: 0002
 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	TRLRS	1-SP	2-SP	3-SP	4-SP	5-SP	1-SP	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
214	VH-WH	6	0	5	3	0	4	0	0	0	0	12	35.2	33	42	78.57	42	78.57
215	WH-OB	28	1*	4	0	1	1	0	0	0	0	7	31.8	41	41	100.00	39	105.13
216	OB-WH	12	0	7	3	3	1	0	0	0	0	14	26.4	38	39	97.44	39	97.44
217	WH-VH	27	0	2	2	0	0	1	0	0	0	5	35.2	38	42	90.48	42	90.48
218	VH-WH	15	0	3	6	0	1	0	0	0	0	10	30.0	34	42	80.95	42	80.95
219	WH-OB	30*	1	3	1	0	0	0	0	0	0	5	22.8	38	39	97.44	39	97.44
220	OB-WH	15	0	5	4	1	0	0	0	0	0	10	24.6	31	39	79.49	39	79.49
221	WH-VH	36	0	5	0	0	2	0	0	0	0	7	30.1	49	49	100.00	42	116.67
222	VH-WH	15	2*	6	4	2	2	0	0	0	0	16	32.9	47	47	100.00	42	111.90
223	WH-VH	34	0	3	2	0	0	0	0	0	0	5	18.4	41	41	100.00	39	105.13
225	WH-VH	36	0	1	0	0	0	0	0	0	0	1	15.0	37	42	88.10	42	88.10
301	HY-NT	5	0	1	5	2	4	0	0	0	0	12	41.0	38	39	97.44	39	97.44
302	NT-HY	1	0	0	0	0	8	0	0	0	0	8	60.9	33	39	84.62	39	84.62
303	HY-NT	5	0	2	5	1	5	0	0	0	0	13	38.2	40	40	100.00	39	102.56
304	NT-HY	0	0	0	0	2	6	0	0	0	0	8	55.5	30	39	76.92	39	76.92
305	HY-NT	4	1	1	3	1	5	1	0	0	0	12	43.6	40	40	100.00	39	102.56
306	NT-HY	0	0	2	3	1	4	1	0	0	0	11	43.0	32	39	82.05	39	82.05
307	HY-NT	6	0	0	2	0	6	0	0	0	0	8	54.5	34	39	87.18	39	87.18
308	NT-HY	0	0	0	5	4	2	1	0	0	0	12	43.0	35	39	89.74	39	89.74
309	HY-NT	4	1*	3	2	2	5	0	0	0	0	13	44.9	39	39	100.00	39	100.00
310	NT-HY	1	0	0	3	0	8	0	0	0	0	11	51.1	39	39	100.00	39	100.00
311	HY-NT	9	2*	1	1	1	2	1	0	0	0	8	46.3	31	39	79.49	39	79.49
312	NT-HY	0	0	1	2	0	3	0	0	0	0	6	43.0	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	1503	19	280	153	67	145	12	0	6	6	682	58.7	2980	3427	86.96	3362	88.64

* = 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: 6/10/2016

SSA115
 PAGE: 0001
 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	TRLRS	1-SP	2-SP	3-SP	4-SP	5-SP	1-SP	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	21	0	7	5	2	2	0	0	0	0	16	28.9	52	60	86.67	60	86.67
006	VH-WH	13	0	5	1	1	2	0	0	0	0	9	30.2	31	52	59.62	52	59.62
007	WH-VH	22	0	6	3	1	3	0	0	1	1	14	35.2	51	52	98.08	52	98.08
008	VH-WH	27	4*	9	1	0	0	0	0	0	0	14	26.4	45	60	75.00	60	75.00
009	WH-VH	46	0	2	3	1	1	0	0	0	0	7	32.9	61	61	100.00	60	101.67
010	VH-WH	43	0	7	0	0	0	0	0	0	0	7	16.7	50	52	96.15	52	96.15
011	WH-OB	44	0	6	1	0	1	0	0	0	0	8	23.0	56	56	100.00	52	107.69
012	VH-WH	47	0	5	1	0	0	0	0	1	1	7	25.3	56	60	93.33	60	93.33
013	WH-VH	53	0	4	0	0	2	0	0	0	0	6	31.5	65	65	100.00	60	108.33
014	OB-WH	39*	0	4	1	2	0	0	0	0	0	7	22.4	52	52	100.00	52	100.00
015	WH-OB	45	0	0	3	0	1	0	0	0	0	4	35.3	55	55	100.00	52	105.77
016	VH-WH	47	0	7	3	0	0	0	0	0	0	10	20.1	60	60	100.00	60	100.00
017	WH-VH	60	1*	2	0	0	0	0	0	1	1	4	52.0	67	67	100.00	60	111.67
018	OB-WH	29	0	2	5	2	1	0	0	0	0	10	33.8	51	52	98.08	52	98.08
019	WH-OB	52	0	2	2	0	0	0	0	0	0	4	19.3	58	58	100.00	52	111.54
020	VH-WH	29	0	5	8	1	0	0	0	0	0	14	26.8	53	60	88.33	60	88.33
021	WH-VH	61	0	4	0	1	0	0	0	0	0	5	23.0	68	68	100.00	60	113.33
022	OB-WH	31*	0	7	1	0	0	0	0	0	0	8	18.1	41	52	78.85	52	78.85
023	WH-OB	49	0	3	1	0	0	0	0	0	0	4	17.5	54	54	100.00	52	103.85
024	VH-WH	31	1*	9	3	0	0	0	0	1	1	14	23.3	50	60	83.33	60	83.33
025	WH-VH	56	0	6	1	0	1	0	0	0	0	8	24.8	68	68	100.00	60	113.33
026	OB-WH	17	0	5	3	0	0	0	0	0	0	8	21.1	28	52	53.85	52	53.85
027	WH-VH	49	0	3	1	0	0	0	0	0	0	4	18.0	54	54	100.00	52	103.85
028	VH-WH	11	0	8	1	0	1	1	0	0	0	11	28.5	30	60	50.00	60	50.00
029	WH-VH	51	0	4	0	0	0	0	0	0	0	4	18.0	55	60	91.67	60	91.67
030	VH-WH	3	1	2	0	0	0	0	0	0	0	3	24.5	6	52	11.54	52	11.54
031	WH-VH	25	0	3	0	0	0	0	0	0	0	3	17.7	28	52	53.85	52	53.85
032	VH-WH	2	1	0	0	0	0	0	0	0	0	1	.0	3	60	5.00	60	5.00
102	NT-HY	18	0	9	1	1	4	0	0	0	0	15	30.5	48	52	92.31	52	92.31
103	HY-NT	28	0	4	1	0	3	0	0	1	1	9	40.1	48	52	92.31	52	92.31
106	NT-HY	23	0	5	1	1	3	0	0	0	0	10	34.5	45	52	86.54	52	86.54
107	HY-NT	52	0	4	1	0	0	0	0	0	0	5	19.0	58	58	100.00	52	111.54
110	NT-HY	12	0	13	5	2	1	0	0	0	0	21	25.8	45	52	86.54	52	86.54
111	HY-NT	26	0	3	0	0	5	0	0	0	0	8	46.6	49	52	94.23	52	94.23
200	VH-WH	6	0	5	1	1	3	0	0	0	0	10	33.7	28	39	71.79	39	71.79
201	WH-VH	1	0	0	8	3	2	0	0	0	0	13	36.5	34	42	80.95	42	80.95
202	VH-WH	8	3*	6	2	0	2	0	0	0	0	13	35.2	32	42	76.19	42	76.19
203	WH-VH	0	0	0	1	3	6	0	0	0	0	10	51.8	35	39	89.74	39	89.74
204	VH-WH	13	0	5	1	1	2	0	0	0	0	9	32.6	31	39	79.49	39	79.49
205	WH-VH	4	0	2	5	1	1	1	0	0	0	10	36.2	28	42	66.67	42	66.67
206	VH-WH	22	0	7	1	1	2	0	0	0	0	11	29.4	42	42	100.00	42	100.00
207	WH-VH	6	0	0	2	1	3	0	0	0	0	6	47.7	25	39	64.10	39	64.10
208	VH-WH	0	0	0	2	1	6	0	0	0	0	9	53.0	31	39	79.49	39	79.49
209	WH-VH	22	0	2	3	0	1	0	0	0	0	6	30.7	34	42	80.95	42	80.95
210	VH-WH	19	0	2	0	0	4	0	0	0	0	6	46.8	37	42	88.10	42	88.10
211	WH-OB	20	1*	5	0	0	1	0	0	0	0	7	28.8	31	39	79.49	39	79.49
212	OB-WH	21	0	5	3	0	1	0	0	0	0	9	26.0	36	39	92.31	39	92.31
213	WH-VH	36	2*	1	0	0	1	0	0	0	0	4	45.5	44	44	100.00	42	104.76

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: 10:41:16

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 6/10/2016

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							
214	VH-WH	19	0	2	2	0	4	0	0	0	0	8	41.5	41	42	97.62	42	97.62
215	WH-OB	30	0	2	3	0	1	0	0	0	0	6	30.0	42	42	100.00	39	107.69
216	OB-WH	22	0	3	0	0	0	0	0	0	0	3	17.7	25	39	64.10	39	64.10
217	WH-VH	36	0	5	0	0	1	0	0	0	0	6	25.5	45	45	100.00	42	107.14
218	VH-WH	12	0	9	2	3	1	1	0	0	0	16	29.2	43	43	100.00	42	102.38
219	WH-OB	38	0	3	0	0	0	0	0	0	0	3	18.0	41	41	100.00	39	105.13
220	OB-WH	13	0	7	5	1	0	0	0	0	0	13	23.0	33	39	84.62	39	84.62
221	WH-VH	40	2	2	0	0	1	0	0	0	0	5	33.3	48	48	100.00	42	114.29
222	VH-WH	18	1*	3	1	0	0	0	0	0	0	5	23.0	25	42	59.52	42	59.52
223	WH-VH	26	1	2	0	0	1	0	0	0	0	4	33.7	33	39	84.62	39	84.62
224	VH-WH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
225	WH-VH	42	0	3	0	0	0	0	0	0	0	3	18.0	45	45	100.00	42	107.14
226	VH-WH	0	0	0	0	0	0	0	0	0	0	0	0	0	42	0	42	0
227	WH-VH	11	0	1	1	0	0	0	0	0	0	2	17.5	14	39	35.90	39	35.90
301	HY-NT	0	0	0	5	6	3	0	0	0	0	14	39.7	40	40	100.00	39	102.56
302	NT-HY	0	0	0	1	0	5	0	0	0	0	6	55.2	22	39	56.41	39	56.41
303	HY-NT	0	0	0	0	0	7	1	0	0	0	8	61.1	33	39	84.62	39	84.62
304	NT-HY	1	1	0	0	1	3	0	0	0	0	5	56.0	17	39	43.59	39	43.59
305	HY-NT	7	0	0	2	1	6	0	0	0	0	9	53.4	38	39	97.44	39	97.44
306	NT-HY	0	0	0	2	2	7	0	0	0	0	11	50.0	38	39	97.44	39	97.44
307	HY-NT	17	0	4	0	0	4	0	0	0	0	8	40.0	37	39	94.87	39	94.87
308	NT-HY	1	0	0	4	4	4	0	0	0	0	12	45.2	37	39	94.87	39	94.87
309	HY-NT	4	0	0	3	0	7	0	0	0	0	10	50.9	38	39	97.44	39	97.44
310	NT-HY	2	0	1	3	0	5	1	0	0	0	10	49.0	34	39	87.18	39	87.18
311	HY-NT	10	1	1	2	2	4	0	0	0	0	10	42.4	38	39	97.44	39	97.44
403	HY-NT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
404	NT-HY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
405	HY-NT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
406	NT-HY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
407	HY-NT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
408	NT-HY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
409	HY-NT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
410	NT-HY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
411	HY-NT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
412	NT-HY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DAY TOTAL		1689	20	253	122	47	130	5	0	5	5	582	61.0	2916	3516	82.94	3443	84.69

* = 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: 10:41:16

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 6/11/2016

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	1*	7	4	1	1	1	0	0	0	15	29.9	49	60	81.67	60	81.67
006	VH-WH	21	0	4	1	0	1	0	0	0	0	6	26.0	31	52	59.62	52	59.62
007	WH-VH	35	0	4	2	0	3	0	0	1	1	10	37.9	57	57	100.00	52	109.62
008	VH-WH	42	1*	9	0	0	0	0	0	0	0	10	20.7	53	60	88.33	60	88.33
009	WH-VH	50	0	4	0	0	1	0	0	0	0	5	26.6	58	60	96.67	60	96.67
010	VH-WH	34	0	8	1	1	0	0	0	0	0	10	21.2	47	52	90.38	52	90.38
011	WH-OB	39	1	6	1	1	0	0	0	0	0	9	24.5	51	52	98.08	52	98.08
012	VH-WH	46	0	4	0	0	1	0	0	1	1	6	34.2	56	60	93.33	60	93.33
013	WH-VH	50	0	3	1	0	1	0	0	0	0	5	27.0	59	60	98.33	60	98.33
014	OB-WH	44	0	6	0	0	0	0	0	0	0	6	18.3	50	52	96.15	52	96.15
015	WH-OB	37*	1*	7	0	0	0	0	0	0	0	8	20.9	47	52	90.38	52	90.38
016	VH-WH	43	0	4	2	0	0	1	0	0	0	7	28.6	56	60	93.33	60	93.33
017	WH-VH	62	0	5	0	0	0	0	0	1	1	6	24.8	69	69	100.00	60	115.00
018	OB-WH	21	1*	11	0	1	0	0	0	0	0	13	21.6	37	52	71.15	52	71.15
019	WH-OB	52	1	1	1	0	0	0	0	0	0	3	26.0	56	56	100.00	52	107.69
020	VH-WH	32	0	6	1	0	0	0	0	0	0	7	19.6	40	60	66.67	60	66.67
021	WH-VH	48	1*	5	1	1	0	0	0	0	0	8	27.4	60	60	100.00	60	100.00
022	OB-WH	17	0	1	1	0	0	0	0	0	0	2	23.5	20	52	38.46	52	38.46
023	WH-OB	42	1	6	0	1	1	0	0	0	0	9	27.3	56	56	100.00	52	107.69
024	VH-WH	20	0	8	0	2	0	0	0	1	1	11	27.9	36	60	60.00	60	60.00
025	WH-VH	43	1	11	1	1	0	0	0	0	0	14	19.8	60	60	100.00	60	100.00
026	OB-WH	13	0	3	0	0	0	0	0	0	0	3	17.3	16	52	30.77	52	30.77
027	WH-VH	41	1	12	0	0	0	0	0	0	0	13	18.4	54	54	100.00	52	103.85
028	VH-WH	11	0	2	0	0	0	0	0	0	0	2	18.0	13	60	21.67	60	21.67
029	WH-VH	31	0	9	1	0	0	0	0	0	0	10	18.1	42	60	70.00	60	70.00
030	VH-WH	11	1*	2	1	0	0	0	0	0	0	4	26.0	17	52	32.69	52	32.69
031	WH-VH	24*	0	5	1	0	0	0	0	0	0	6	17.7	32	52	61.54	52	61.54
032	VH-WH	10	0	1	0	0	0	0	0	0	0	1	17.0	11	60	18.33	60	18.33
102	NT-HY	11	0	8	0	0	6	0	0	0	0	14	36.4	43	52	82.69	52	82.69
103	HY-NT	41*	0	4	3	0	0	0	0	1	1	8	24.7	54	54	100.00	52	103.85
106	NT-HY	34	0	6	3	0	0	0	0	1	1	10	23.2	48	52	92.31	52	92.31
107	HY-NT	48*	0	4	2	0	0	0	0	0	0	6	18.8	57	57	100.00	52	109.62
110	NT-HY	17	0	3	4	2	1	1	0	0	0	11	32.6	43	52	82.69	52	82.69
111	HY-NT	29	2*	7	1	1	0	0	0	0	0	11	22.3	44	52	84.62	52	84.62
200	VH-WH	7	0	6	0	1	1	0	0	0	0	8	27.4	20	39	51.28	39	51.28
201	WH-VH	3	0	0	8	3	3	0	0	0	0	14	39.5	40	42	95.24	42	95.24
202	VH-WH	12	1	3	2	0	3	0	0	0	0	9	38.5	32	42	76.19	42	76.19
203	WH-VH	0	1*	1	0	1	2	1	0	0	0	6	57.4	19	39	48.72	39	48.72
204	VH-WH	27	0	4	1	0	0	0	0	0	0	5	18.4	33	39	84.62	39	84.62
205	WH-VH	19	1	6	0	0	0	0	0	0	0	7	19.8	26	42	61.90	42	61.90
206	VH-WH	0	0	0	1	1	4	0	0	0	0	6	54.7	21	42	50.00	42	50.00
207	WH-VH	13	0	6	0	1	1	0	0	0	0	8	26.9	26	39	66.67	39	66.67
208	VH-WH	25	0	2	1	0	1	0	0	0	0	4	32.5	33	39	84.62	39	84.62
209	WH-VH	41	1*	1	0	0	0	0	0	0	0	2	40.0	44	44	100.00	42	104.76
210	VH-WH	36	0	2	1	1	1	0	0	0	0	5	33.8	47	47	100.00	42	111.90
211	WH-OB	32	1*	3	0	1	0	0	0	0	0	5	31.5	40	40	100.00	39	102.56
212	OB-WH	23	2*	9	0	0	0	0	0	0	0	11	24.9	36	39	92.31	39	92.31
213	WH-VH	32	1	5	1	0	2	0	0	0	0	9	28.4	48	48	100.00	42	114.29

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: 10:41:16

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 6/11/2016

SSA115
 PAGE: 0002
 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	TRLRS	1-SP	2-SP	3-SP	4-SP	5-SP	1-SP	2-SP	TOTAL	TOTAL TRKS	AVG TRUCK LGTH.	TOTAL SPACE OCCUP	TOTAL SPACE CAPAC	PCT OCCUP CAPAC	NOMIN CAPAC	TOTAL NOMINAL CAPAC
214	VH-WH	23	0	8	3	0	1	1	0	0	0	13	26.5	46	46	100.00	42	109.52
215	WH-OB	37*	1	3	0	0	0	0	0	0	0	4	18.3	44	44	100.00	39	112.82
216	OB-WH	10	0	1	2	0	0	0	0	0	0	3	24.7	15	39	38.46	39	38.46
217	WH-VH	41	0	4	1	0	0	0	0	0	0	5	20.4	47	47	100.00	42	111.90
218	VH-WH	13	0	2	1	1	2	0	0	0	0	6	37.2	28	42	66.67	42	66.67
219	WH-OB	37	0	4	0	0	0	0	0	0	0	4	18.8	41	41	100.00	39	105.13
220	OB-WH	9	0	1	1	0	0	0	0	0	0	2	22.5	12	39	30.77	39	30.77
221	WH-VH	39	1*	8	0	0	0	0	0	0	0	9	21.3	49	49	100.00	42	116.67
222	VH-WH	14	0	1	0	0	0	0	0	0	0	1	18.0	15	42	35.71	42	35.71
223	WH-VH	30	1	6	1	0	0	0	0	0	0	8	20.3	39	39	100.00	39	100.00
224	VH-WH	0	0	0	0	0	0	0	0	0	0	0	.0	0	39	.00	39	.00
225	WH-VH	0	0	0	0	0	0	0	0	0	0	0	.0	0	42	.00	42	.00
226	VH-WH	0	0	0	0	0	0	0	0	0	0	0	.0	0	42	.00	42	.00
227	WH-VH	0	0	0	0	0	0	0	0	0	0	0	.0	0	39	.00	39	.00
301	HY-NT	1	0	0	3	1	5	0	0	0	0	9	47.0	30	39	76.92	39	76.92
302	NT-HY	13	0	0	0	0	2	0	0	0	0	2	61.0	21	39	53.85	39	53.85
305	HY-NT	6	0	0	3	4	3	1	0	0	0	11	39.9	41	41	100.00	39	105.13
306	NT-HY	2	1*	1	1	0	4	0	0	0	0	7	53.8	23	39	58.97	39	58.97
309	HY-NT	11	0	2	0	0	6	0	0	0	0	8	51.5	37	39	94.87	39	94.87
310	NT-HY	0	0	0	1	0	1	0	0	0	0	2	40.0	6	39	15.38	39	15.38
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	1675	25	275	65	27	58	6	0	6	6	462	78.9	2481	3318	74.77	3248	76.39

* = 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: 10:41:16

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 6/12/2016

SSA115
 PAGE: 0001
 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	TRLRS	1-SP	2-SP	3-SP	4-SP	5-SP	1-SP	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	4	0	1	1	0	0	0	0	0	0	2	21.5	7	60	11.67	60	11.67
006	VH-WH	10	1	9	2	0	1	0	0	0	0	13	23.5	28	52	53.85	52	53.85
007	WH-VH	3	0	0	0	0	1	0	0	0	0	1	59.0	7	52	13.46	52	13.46
008	VH-WH	34	0	4	1	0	0	0	0	0	0	5	19.0	40	60	66.67	60	66.67
009	WH-VH	24	0	3	1	1	0	0	0	0	0	5	23.8	32	60	53.33	60	53.33
010	VH-WH	41	2*	5	1	0	0	0	0	0	0	8	27.8	52	52	100.00	52	100.00
011	WH-OB	37	2*	9	1	0	0	0	0	0	0	12	20.9	52	52	100.00	52	100.00
012	VH-WH	62	0	2	0	0	0	0	0	0	0	2	18.5	64	64	100.00	60	106.67
013	WH-VH	53*	0	4	0	0	0	0	0	0	0	4	17.5	58	60	96.67	60	96.67
014	OB-WH	45	0	5	0	0	0	0	0	0	0	5	18.6	50	52	96.15	52	96.15
015	WH-OB	48*	0	3	0	0	0	0	0	0	0	3	17.0	54	54	100.00	52	103.85
016	VH-WH	52*	1*	5	0	0	0	0	0	0	0	6	21.0	60	60	100.00	60	100.00
017	WH-VH	55	0	8	0	0	0	0	0	0	0	8	17.4	63	63	100.00	60	105.00
018	OB-WH	39*	1*	3	1	0	0	0	0	0	0	5	23.0	47	52	90.38	52	90.38
019	WH-OB	47	1*	5	0	0	0	0	0	0	0	6	22.2	54	54	100.00	52	103.85
020	VH-WH	56	0	6	1	0	0	0	0	0	0	7	18.6	64	64	100.00	60	106.67
021	WH-VH	49	3*	3	1	0	0	0	0	0	0	7	27.8	60	60	100.00	60	100.00
022	OB-WH	48	0	1	0	0	0	0	0	0	0	1	18.0	49	52	94.23	52	94.23
023	WH-OB	48	0	3	1	0	0	0	0	0	0	4	18.5	53	53	100.00	52	101.92
024	VH-WH	50	1*	3	1	0	0	0	0	0	0	5	26.8	58	60	96.67	60	96.67
025	WH-VH	51	0	12	0	0	0	0	0	0	0	12	17.6	63	63	100.00	60	105.00
026	OB-WH	42	0	2	0	0	0	0	0	0	0	2	16.5	44	52	84.62	52	84.62
027	WH-VH	43	0	5	0	0	1	0	0	0	0	6	25.3	52	52	100.00	52	100.00
028	VH-WH	58	0	4	0	0	0	0	0	0	0	4	17.0	62	62	100.00	60	103.33
029	WH-VH	42	1*	11	0	0	0	0	0	0	0	12	18.4	55	60	91.67	60	91.67
030	VH-WH	35	0	5	2	0	0	0	0	0	0	7	19.7	44	52	84.62	52	84.62
031	WH-VH	20	1*	3	0	0	0	0	0	0	0	4	23.7	25	52	48.08	52	48.08
032	VH-WH	22	0	3	1	0	0	0	0	0	0	4	22.5	27	60	45.00	60	45.00
102	NT-HY	16	0	6	1	0	1	0	0	0	0	8	23.4	28	52	53.85	52	53.85
103	HY-NT	39	0	5	1	2	0	0	0	0	0	8	22.6	52	52	100.00	52	100.00
106	NT-HY	33	0	5	3	0	1	0	0	0	0	9	23.8	48	52	92.31	52	92.31
107	HY-NT	50	0	6	0	0	0	0	0	0	0	6	18.5	56	56	100.00	52	107.69
110	NT-HY	26	0	2	1	3	1	1	0	0	0	8	37.0	48	52	92.31	52	92.31
111	HY-NT	41	0	13	1	0	0	0	0	0	0	14	19.1	56	56	100.00	52	107.69
200	VH-WH	10	2*	2	0	0	1	0	0	0	0	5	39.3	19	39	48.72	39	48.72
201	WH-VH	1	0	2	1	0	0	0	0	0	0	3	22.0	5	42	11.90	42	11.90
202	VH-WH	8	1*	3	0	0	1	0	0	0	0	5	32.8	17	42	40.48	42	40.48
203	WH-VH	0	0	0	0	0	1	0	0	0	0	1	59.0	4	39	10.26	39	10.26
204	VH-WH	17	0	2	0	0	0	0	0	0	0	2	16.5	19	39	48.72	39	48.72
205	WH-VH	7	0	0	0	0	1	0	0	0	0	1	59.0	11	42	26.19	42	26.19
206	VH-WH	33	0	2	1	0	0	0	0	0	0	3	21.3	37	42	88.10	42	88.10
207	WH-VH	7	0	1	0	0	0	0	0	0	0	1	17.0	8	39	20.51	39	20.51
208	VH-WH	34	0	0	0	1	0	0	0	0	0	1	40.0	37	39	94.87	39	94.87
209	WH-VH	26	0	3	0	1	0	0	0	0	0	4	22.3	32	42	76.19	42	76.19
210	VH-WH	40	0	5	1	0	0	0	0	0	0	6	18.3	48	48	100.00	42	114.29
211	WH-OB	30	0	8	0	0	0	0	0	0	0	8	18.0	38	39	97.44	39	97.44
212	OB-WH	32	0	2	0	0	1	0	0	0	0	3	33.0	38	39	97.44	39	97.44
213	WH-VH	32	1*	4	0	0	0	1	0	0	0	6	32.2	43	43	100.00	42	102.38

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: 10:41:16

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 6/12/2016

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							
214	VH-WH	41	0	2	1	0	0	0	0	0	0	3	18.7	45	45	100.00	42	107.14
215	WH-OB	35	0	4	0	0	0	0	0	0	0	4	18.5	39	39	100.00	39	100.00
216	OB-WH	39	0	2	0	0	0	0	0	0	0	2	18.0	41	41	100.00	39	105.13
217	WH-VH	39	1	7	0	0	0	0	0	0	0	8	18.9	47	47	100.00	42	111.90
218	VH-WH	43	1*	1	0	0	0	0	0	0	0	2	35.0	46	46	100.00	42	109.52
219	WH-OB	23	2*	8	2	0	0	0	0	0	0	12	24.0	39	39	100.00	39	100.00
220	OB-WH	36	0	1	1	0	0	0	0	0	0	2	18.5	39	39	100.00	39	100.00
221	WH-VH	32	1	9	1	1	0	0	0	0	0	12	21.4	47	47	100.00	42	111.90
222	VH-WH	32	0	6	0	0	0	1	0	0	0	7	25.9	43	43	100.00	42	102.38
223	WH-VH	32*	0	6	1	0	0	0	0	0	0	7	18.9	41	41	100.00	39	105.13
224	VH-WH	38	0	4	0	0	0	0	0	0	0	4	18.5	42	42	100.00	39	107.69
225	WH-VH	31*	1	8	0	0	0	0	0	0	0	9	20.4	41	42	97.62	42	97.62
226	VH-WH	21	0	4	0	0	0	0	0	0	0	4	18.0	25	42	59.52	42	59.52
227	WH-VH	3	0	1	1	0	0	0	0	0	0	2	25.5	6	39	15.38	39	15.38
301	HY-NT	1	0	0	1	0	2	0	0	0	0	3	46.3	11	39	28.21	39	28.21
302	NT-HY	0	0	1	0	0	0	0	0	0	0	1	19.0	1	39	2.56	39	2.56
305	HY-NT	7	1*	0	1	1	1	0	0	0	0	4	40.3	18	39	46.15	39	46.15
306	NT-HY	0	0	0	1	1	0	0	0	0	0	2	31.0	5	39	12.82	39	12.82
309	HY-NT	28	1*	5	1	0	1	0	0	0	0	8	23.4	41	41	100.00	39	105.13
310	NT-HY	2	0	2	0	2	2	0	0	0	0	6	42.2	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	2083	26	269	36	13	17	3	0	0	0	364	113.0	2603	3311	78.62	3248	80.14

* = 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: 10:41:16

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 6/13/2016

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	9	5	2	3	0	0	0	0	19	29.6	53	60	88.33	60	88.33
006	VH-WH	28	0	7	1	1	2	0	0	0	0	11	29.5	48	52	92.31	52	92.31
007	WH-VH	18	1*	13	2	0	2	1	0	1	1	20	29.2	52	52	100.00	52	100.00
008	VH-WH	45*	0	11	0	0	0	0	0	0	0	11	17.5	57	60	95.00	60	95.00
009	WH-VH	23	0	9	7	3	2	0	0	1	1	22	27.8	65	65	100.00	60	108.33
010	VH-WH	47	0	4	0	0	0	0	0	0	0	4	17.3	51	52	98.08	52	98.08
011	WH-OB	34	0	6	0	3	0	0	0	0	0	9	28.8	49	52	94.23	52	94.23
012	VH-WH	37	1*	8	2	1	0	0	0	1	1	13	28.9	57	60	95.00	60	95.00
013	WH-VH	40	1	5	4	0	2	0	0	0	0	12	27.6	62	62	100.00	60	103.33
014	OB-WH	47	0	3	0	0	0	0	0	1	1	4	29.0	52	52	100.00	52	100.00
015	WH-OB	50	0	3	0	0	0	0	0	0	0	3	18.3	53	53	100.00	52	101.92
016	VH-WH	44*	0	6	2	0	0	1	0	0	0	9	23.4	60	60	100.00	60	100.00
017	WH-VH	36	1	4	2	1	2	0	0	1	1	11	38.2	58	60	96.67	60	96.67
018	OB-WH	43	0	1	4	0	0	0	0	0	0	5	26.6	52	52	100.00	52	100.00
019	WH-OB	45	0	7	0	0	0	0	0	0	0	7	17.1	52	52	100.00	52	100.00
020	VH-WH	37	0	1	4	0	0	2	0	0	0	7	41.6	56	60	93.33	60	93.33
021	WH-VH	44	1*	7	4	0	0	0	0	0	0	12	23.1	61	61	100.00	60	101.67
022	OB-WH	35	0	5	0	2	0	0	0	0	0	7	26.3	46	52	88.46	52	88.46
023	WH-OB	31*	1*	12	1	1	0	0	0	0	0	15	21.4	51	52	98.08	52	98.08
024	VH-WH	28	0	3	3	3	0	0	0	1	1	10	32.9	48	60	80.00	60	80.00
025	WH-VH	37	0	4	2	0	1	0	0	0	0	7	27.9	49	50	98.00	50	98.00
026	OB-WH	28	1	3	0	0	0	0	0	0	0	4	23.0	32	52	61.54	52	61.54
027	WH-VH	29	0	5	3	0	1	0	0	0	0	9	23.0	44	52	84.62	52	84.62
028	VH-WH	25*	0	3	0	0	0	0	0	0	0	3	16.3	29	50	58.00	50	58.00
029	WH-VH	30	1*	10	1	0	0	0	0	0	0	12	19.5	44	50	88.00	50	88.00
030	VH-WH	11	0	0	0	0	0	0	0	0	0	0	.0	11	52	21.15	52	21.15
031	WH-VH	19	0	5	0	0	0	0	0	0	0	5	17.4	24	52	46.15	52	46.15
032	VH-WH	2	0	1	0	0	0	0	0	0	0	1	17.0	3	50	6.00	50	6.00
102	NT-HY	13	0	5	0	1	5	0	0	0	0	11	38.6	41	52	78.85	52	78.85
103	HY-NT	32	1*	5	2	1	1	0	0	1	1	11	32.0	52	52	100.00	52	100.00
106	NT-HY	26	0	4	5	1	1	0	0	1	1	12	32.6	49	52	94.23	52	94.23
107	HY-NT	47	1	7	1	0	0	0	0	0	0	9	17.9	57	57	100.00	52	109.62
110	NT-HY	10	2*	3	8	2	1	0	0	0	0	16	33.8	42	52	80.77	52	80.77
111	HY-NT	22	0	6	1	0	5	0	0	0	0	12	37.4	50	52	96.15	52	96.15
200	VH-WH	15	1	6	1	1	2	0	0	0	0	11	29.4	35	39	89.74	39	89.74
201	WH-VH	0	0	1	6	2	1	1	0	0	0	11	38.9	28	42	66.67	42	66.67
202	VH-WH	8	1	2	5	1	3	0	0	0	0	12	36.5	36	42	85.71	42	85.71
203	WH-VH	0	0	1	0	0	5	0	0	0	0	6	53.0	21	39	53.85	39	53.85
204	VH-WH	18	0	3	0	1	1	0	0	0	0	5	33.0	28	39	71.79	39	71.79
205	WH-VH	0	0	0	4	2	2	0	0	0	0	8	37.4	22	42	52.38	42	52.38
206	VH-WH	20	0	4	1	0	2	0	0	0	0	7	31.7	34	42	80.95	42	80.95
207	WH-VH	5	0	4	3	1	1	3	0	0	0	12	38.8	37	39	94.87	39	94.87
208	VH-WH	1	0	0	1	1	7	0	0	0	0	9	55.3	34	39	87.18	39	87.18
209	WH-VH	7	1	3	4	1	0	1	0	0	0	10	32.3	27	42	64.29	42	64.29
210	VH-WH	25	0	3	2	0	1	1	0	0	0	7	33.7	41	42	97.62	42	97.62
211	WH-OB	19*	0	4	1	0	0	0	0	0	0	5	20.4	26	39	66.67	39	66.67
212	OB-WH	22	0	0	1	1	2	0	0	0	0	4	47.5	35	39	89.74	39	89.74
213	WH-VH	37	2*	2	0	0	1	0	0	0	0	5	40.3	46	46	100.00	42	109.52

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: 10:41:16

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 6/13/2016

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
214	VH-WH	21	0	4	1	0	4	0	0	0	0	9	37.4	43	43	100.00	42	102.38
215	WH-OB	23	0	6	1	0	1	0	0	0	0	8	23.5	35	39	89.74	39	89.74
216	OB-WH	28	0	1	0	2	0	0	0	0	0	3	30.7	35	39	89.74	39	89.74
217	WH-VH	37	1*	8	0	0	0	0	0	0	0	9	18.0	47	47	100.00	42	111.90
218	VH-WH	21	1	9	2	2	0	1	0	0	0	15	26.0	46	46	100.00	42	109.52
219	WH-OB	25	0	2	0	0	1	0	0	0	0	3	33.7	31	39	79.49	39	79.49
220	OB-WH	21	0	3	3	0	0	0	0	0	0	6	25.7	30	39	76.92	39	76.92
221	WH-VH	24	0	5	0	1	0	0	0	0	0	6	22.5	32	42	76.19	42	76.19
222	VH-WH	22	0	3	1	1	1	0	0	0	0	6	30.2	34	42	80.95	42	80.95
223	WH-VH	22	1	2	0	0	0	0	0	0	0	3	17.5	25	39	64.10	39	64.10
301	HY-NT	5	1*	1	3	5	3	0	0	0	0	13	41.6	41	41	100.00	39	105.13
302	NT-HY	0	1	0	0	0	5	0	0	0	0	6	61.6	21	39	53.85	39	53.85
303	HY-NT	6	0	3	3	1	5	0	0	0	0	12	39.9	38	39	97.44	39	97.44
304	NT-HY	0	0	0	0	0	3	0	0	0	0	3	58.0	12	39	30.77	39	30.77
305	HY-NT	4	0	1	4	2	5	0	0	0	0	12	42.6	39	39	100.00	39	100.00
306	NT-HY	1	0	0	1	2	6	0	0	0	0	9	52.4	33	39	84.62	39	84.62
307	HY-NT	10*	2*	3	5	3	0	0	0	0	0	13	33.7	37	39	94.87	39	94.87
308	NT-HY	1	0	0	3	3	4	0	0	0	0	10	45.5	32	39	82.05	39	82.05
309	HY-NT	4	0	1	2	2	6	0	0	0	0	11	48.4	39	39	100.00	39	100.00
310	NT-HY	1	0	0	3	1	1	0	0	0	0	5	36.0	14	39	35.90	39	35.90
311	HY-NT	6	2*	6	0	0	4	0	0	0	0	12	41.7	33	39	84.62	39	84.62
312	NT-HY	1	0	0	0	1	0	0	0	0	0	1	44.0	4	39	10.26	39	10.26
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		1519	26	276	125	59	105	11	0	8	8	610	61.9	2761	3310	83.41	3280	84.18

* = 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: 10:41:16

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 6/14/2016

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	7	0	11	7	1	2	0	0	0	0	21	25.7	43	50	86.00	50	86.00
006	VH-WH	24	1*	6	1	2	1	0	0	0	0	11	30.5	44	52	84.62	52	84.62
007	WH-VH	18	0	12	2	2	3	0	0	1	1	20	29.8	54	54	100.00	52	103.85
008	VH-WH	33	1	12	0	0	0	0	0	0	0	13	18.3	46	50	92.00	50	92.00
009	WH-VH	22	0	9	3	2	2	0	0	0	0	16	26.7	51	51	100.00	50	102.00
010	VH-WH	46	0	6	0	0	0	0	0	0	0	6	16.8	52	52	100.00	52	100.00
011	WH-OB	22	0	7	6	1	1	0	0	0	0	15	24.8	48	52	92.31	52	92.31
012	VH-WH	39	0	5	2	0	0	0	0	1	1	8	24.6	50	50	100.00	50	100.00
013	WH-VH	34	1	5	1	3	0	0	0	0	0	10	28.3	51	51	100.00	50	102.00
014	OB-WH	40	0	6	0	0	0	0	0	0	0	6	17.7	46	52	88.46	52	88.46
015	WH-OB	35	1*	7	3	2	0	0	0	0	0	13	25.3	56	56	100.00	52	107.69
016	VH-WH	35	1*	4	3	1	0	0	0	0	0	9	28.5	50	50	100.00	50	100.00
017	WH-VH	37	0	3	0	1	1	1	0	1	1	7	44.0	54	54	100.00	50	108.00
018	OB-WH	25	0	5	2	4	1	0	0	0	0	12	30.3	50	52	96.15	52	96.15
019	WH-OB	44	0	7	1	0	0	0	0	0	0	8	18.1	53	53	100.00	52	101.92
020	VH-WH	24*	0	7	4	2	1	0	0	0	0	14	27.2	50	50	100.00	50	100.00
021	WH-VH	31	0	9	0	0	0	0	0	0	0	9	17.1	40	50	80.00	50	80.00
022	OB-WH	25	0	4	3	2	0	0	0	0	0	9	26.8	41	52	78.85	52	78.85
023	WH-OB	43	1*	10	4	0	0	0	0	0	0	15	20.8	63	63	100.00	52	121.15
024	VH-WH	27	0	6	1	2	1	0	0	1	1	11	32.9	47	50	94.00	50	94.00
025	WH-VH	38	2*	11	1	0	0	0	0	0	0	14	22.5	55	55	100.00	50	110.00
026	OB-WH	24*	0	11	2	0	0	0	0	0	0	13	18.8	40	52	76.92	52	76.92
027	WH-VH	36	0	10	2	0	1	0	0	0	0	13	21.1	54	54	100.00	52	103.85
028	VH-WH	16	0	3	2	2	1	0	0	0	0	8	30.6	33	50	66.00	50	66.00
029	WH-VH	33	1	7	1	0	0	0	0	0	0	9	18.9	43	50	86.00	50	86.00
030	VH-WH	10	1*	4	3	0	1	0	0	0	0	9	29.5	27	52	51.92	52	51.92
031	WH-VH	24	0	8	0	0	0	0	0	0	0	8	17.6	32	52	61.54	52	61.54
032	VH-WH	4	1*	4	2	0	0	0	0	0	0	7	21.8	14	50	28.00	50	28.00
102	NT-HY	11	0	7	0	1	6	0	0	0	0	14	38.1	45	52	86.54	52	86.54
103	HY-NT	20	0	8	4	1	2	0	0	1	1	16	32.1	49	52	94.23	52	94.23
106	NT-HY	21	0	3	6	0	3	0	0	1	1	13	34.9	50	52	96.15	52	96.15
107	HY-NT	48	0	7	0	0	0	0	0	0	0	7	17.4	55	55	100.00	52	105.77
110	NT-HY	12	0	7	5	1	4	0	0	0	0	17	34.1	48	52	92.31	52	92.31
111	HY-NT	19	0	3	2	0	5	0	0	0	0	10	43.9	46	52	88.46	52	88.46
200	VH-WH	6	0	7	2	2	3	0	0	0	0	14	32.2	35	39	89.74	39	89.74
201	WH-VH	0	0	1	5	4	1	0	0	0	0	11	35.3	27	42	64.29	42	64.29
202	VH-WH	0	0	0	1	0	5	0	0	0	0	6	55.8	22	42	52.38	42	52.38
203	WH-VH	0	0	1	1	0	6	0	0	0	0	8	52.5	27	39	69.23	39	69.23
204	VH-WH	21	1*	4	1	1	1	0	0	0	0	8	33.7	36	39	92.31	39	92.31
205	WH-VH	0	0	1	8	1	4	0	0	0	0	14	34.6	36	42	85.71	42	85.71
206	VH-WH	23	1	6	0	0	3	0	0	0	0	10	33.9	42	42	100.00	42	100.00
207	WH-VH	5	0	9	1	0	2	0	0	0	0	12	25.9	24	39	61.54	39	61.54
208	VH-WH	0	0	0	0	0	8	0	0	0	0	8	61.3	32	39	82.05	39	82.05
209	WH-VH	3	0	1	5	3	2	0	0	0	0	11	36.2	31	42	73.81	42	73.81
210	VH-WH	22	0	4	2	0	3	0	0	0	0	9	33.1	42	42	100.00	42	100.00
211	WH-OB	14	0	6	2	0	4	1	0	0	0	13	35.4	45	45	100.00	39	115.38
212	OB-WH	21	0	3	0	1	3	0	0	0	0	7	39.4	39	39	100.00	39	100.00
213	WH-VH	16	1*	5	0	1	4	0	0	0	0	11	38.4	42	42	100.00	42	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: 10:41:16

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 6/14/2016

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							
214	VH-WH	19	1	8	2	0	4	0	0	0	0	15	30.8	48	48	100.00	42	114.29
215	WH-OB	21	0	9	0	0	1	0	0	0	0	10	21.6	34	39	87.18	39	87.18
216	OB-WH	13	0	6	5	3	1	0	0	0	0	15	26.6	42	42	100.00	39	107.69
217	WH-VH	26	0	3	1	1	3	0	0	0	0	8	38.8	46	46	100.00	42	109.52
218	VH-WH	18	1*	15	3	1	1	0	0	0	0	21	23.0	48	48	100.00	42	114.29
219	WH-OB	31	0	2	3	1	1	0	0	0	0	7	28.9	46	46	100.00	39	117.95
220	OB-WH	8	0	6	5	2	0	0	0	0	0	13	24.2	30	39	76.92	39	76.92
221	WH-VH	16	3*	10	3	0	2	0	0	0	0	18	29.7	46	46	100.00	42	109.52
222	VH-WH	10	1*	9	3	1	1	2	0	0	0	17	30.8	44	44	100.00	42	104.76
223	WH-VH	22	0	7	1	1	1	0	0	0	0	10	26.2	38	39	97.44	39	97.44
301	HY-NT	3	0	1	7	2	4	0	0	0	0	14	37.2	40	40	100.00	39	102.56
302	NT-HY	0	0	0	1	3	6	0	0	0	0	10	51.2	35	39	89.74	39	89.74
303	HY-NT	1	0	0	4	1	4	2	0	0	0	11	47.5	38	39	97.44	39	97.44
304	NT-HY	0	0	0	0	0	6	0	0	0	0	6	60.2	24	39	61.54	39	61.54
305	HY-NT	2	0	2	4	1	6	0	0	0	0	13	42.9	39	39	100.00	39	100.00
306	NT-HY	0	0	1	5	3	4	1	0	0	0	14	42.6	41	41	100.00	39	105.13
307	HY-NT	2	0	3	4	2	5	0	0	0	0	14	38.6	39	39	100.00	39	100.00
308	NT-HY	1	1*	1	5	4	2	0	0	0	0	13	40.9	34	39	87.18	39	87.18
309	HY-NT	5	0	0	2	2	6	0	0	0	0	10	51.2	39	39	100.00	39	100.00
310	NT-HY	0	0	1	3	2	4	0	0	0	0	10	45.6	29	39	74.36	39	74.36
311	HY-NT	5	1*	1	1	2	4	1	0	0	0	10	51.1	37	39	94.87	39	94.87
312	NT-HY	0	0	1	0	0	1	0	0	0	0	2	36.5	5	39	12.82	39	12.82
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		1261	22	368	163	75	152	8	0	6	6	794	61.3	2882	3255	88.54	3180	90.63

* = 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: 10:41:16

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 6/15/2016

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	11	0	5	4	2	3	0	0	0	0	14	33.9	42	50	84.00	50	84.00
006	VH-WH	11	0	10	0	2	1	0	0	0	0	13	26.4	31	52	59.62	52	59.62
007	WH-VH	17	1	14	4	1	3	0	0	1	1	24	27.8	57	57	100.00	52	109.62
008	VH-WH	35	0	10	2	0	0	0	0	0	0	12	19.3	49	50	98.00	50	98.00
009	WH-VH	22	0	14	11	0	0	0	0	0	0	25	19.8	58	58	100.00	50	116.00
010	VH-WH	50	0	3	0	0	0	0	0	0	0	3	18.3	53	53	100.00	52	101.92
011	WH-OB	33	1*	9	2	1	0	0	0	0	0	13	22.8	51	52	98.08	52	98.08
012	VH-WH	32	0	5	3	1	0	0	0	1	1	10	24.8	48	50	96.00	50	96.00
013	WH-VH	40	0	2	0	3	0	0	0	0	0	5	36.8	51	51	100.00	50	102.00
014	OB-WH	40	1	3	1	0	0	0	0	0	0	5	19.5	46	52	88.46	52	88.46
015	WH-OB	41	1	2	1	1	1	0	0	0	0	6	34.0	53	53	100.00	52	101.92
016	VH-WH	28	0	9	1	3	0	0	0	0	0	13	25.2	48	50	96.00	50	96.00
017	WH-VH	42	0	2	1	0	1	1	0	1	1	6	43.6	57	57	100.00	50	114.00
018	OB-WH	30	0	4	1	0	3	0	0	0	0	8	34.5	48	52	92.31	52	92.31
019	WH-OB	45	0	4	0	3	1	0	0	0	0	8	32.8	62	62	100.00	52	119.23
020	VH-WH	30	0	7	5	1	0	0	0	0	0	13	24.1	50	50	100.00	50	100.00
021	WH-VH	32	0	10	0	1	0	0	0	0	0	11	19.9	45	50	90.00	50	90.00
022	OB-WH	23*	0	8	3	1	0	0	0	0	0	12	21.8	41	52	78.85	52	78.85
023	WH-OB	43	0	8	1	1	0	0	0	0	0	10	21.8	56	56	100.00	52	107.69
024	VH-WH	19	0	7	5	3	0	0	0	1	1	16	28.4	47	50	94.00	50	94.00
025	WH-VH	33	0	6	1	0	1	0	0	0	0	8	24.1	45	50	90.00	50	90.00
026	OB-WH	17	0	2	1	0	0	0	0	0	0	3	19.3	21	52	40.38	52	40.38
027	WH-VH	38	0	11	0	1	0	0	0	0	0	12	19.7	52	52	100.00	52	100.00
028	VH-WH	13*	0	6	2	2	1	0	0	0	0	11	29.1	34	50	68.00	50	68.00
029	WH-VH	40*	1*	7	0	0	0	0	0	0	0	8	17.6	50	50	100.00	50	100.00
030	VH-WH	10	0	4	2	0	1	0	0	0	0	7	26.1	22	52	42.31	52	42.31
031	WH-VH	27	0	8	0	0	0	0	0	0	0	8	17.4	35	52	67.31	52	67.31
032	VH-WH	5	0	0	2	0	0	0	0	0	0	2	23.0	9	50	18.00	50	18.00
102	NT-HY	11	0	7	1	2	5	0	0	0	0	15	35.1	46	52	88.46	52	88.46
103	HY-NT	23	0	3	0	0	5	0	0	1	1	9	48.6	48	52	92.31	52	92.31
106	NT-HY	15	0	2	2	1	2	0	0	1	1	8	39.9	34	52	65.38	52	65.38
107	HY-NT	46	1*	5	2	0	0	0	0	0	0	8	25.3	57	57	100.00	52	109.62
110	NT-HY	6	0	4	6	3	3	0	0	0	0	16	34.1	43	52	82.69	52	82.69
111	HY-NT	26	0	2	1	1	3	1	0	0	0	8	46.4	50	52	96.15	52	96.15
200	VH-WH	6	0	2	0	2	4	0	0	0	0	8	46.1	30	39	76.92	39	76.92
201	WH-VH	0	0	1	7	2	3	0	0	0	0	13	38.1	33	42	78.57	42	78.57
202	VH-WH	0	0	0	1	0	2	0	0	0	0	3	48.7	10	42	23.81	42	23.81
203	WH-VH	0	1*	1	1	2	5	0	0	0	0	10	49.3	31	39	79.49	39	79.49
204	VH-WH	2	1*	1	2	2	3	0	0	0	0	9	48.5	27	39	69.23	39	69.23
205	WH-VH	0	1	2	6	1	3	0	0	0	0	13	33.3	30	42	71.43	42	71.43
206	VH-WH	19	1*	2	0	0	3	0	0	0	0	6	48.2	35	42	83.33	42	83.33
207	WH-VH	2	0	1	2	1	3	0	0	0	0	7	44.0	22	39	56.41	39	56.41
208	VH-WH	0	0	0	0	1	6	0	0	0	0	7	59.7	27	39	69.23	39	69.23
209	WH-VH	3	0	1	5	1	2	1	0	0	0	10	39.3	30	42	71.43	42	71.43
210	VH-WH	22	0	0	2	1	3	0	0	0	0	6	44.7	41	42	97.62	42	97.62
211	WH-OB	23	0	3	2	0	3	0	0	0	0	8	34.9	42	42	100.00	39	107.69
212	OB-WH	20	0	3	2	0	3	0	0	0	0	8	37.0	39	39	100.00	39	100.00
213	WH-VH	26	1*	4	0	0	2	0	0	0	0	7	36.7	40	42	95.24	42	95.24

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: 10:41:16

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 6/15/2016

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							
214	VH-WH	14	0	3	4	0	3	1	0	0	0	11	35.2	42	42	100.00	42	100.00
215	WH-OB	28*	0	3	1	0	0	0	0	0	0	4	20.3	34	39	87.18	39	87.18
216	OB-WH	11	0	3	6	2	0	0	0	0	0	11	23.9	32	39	82.05	39	82.05
217	WH-VH	6	1*	1	5	0	1	0	0	0	0	8	35.4	23	42	54.76	42	54.76
218	VH-WH	12	3	6	6	2	0	0	0	0	0	17	26.6	39	42	92.86	42	92.86
219	WH-OB	44	0	3	0	0	0	0	0	0	0	3	17.3	47	47	100.00	39	120.51
220	OB-WH	16	0	8	4	1	0	0	0	0	0	13	21.5	35	39	89.74	39	89.74
221	WH-VH	29	0	5	2	1	1	0	0	0	0	9	28.8	45	45	100.00	42	107.14
222	VH-WH	7	0	3	6	0	1	2	0	0	0	12	33.9	36	42	85.71	42	85.71
223	WH-VH	33	1*	6	0	0	0	0	0	0	0	7	21.3	41	41	100.00	39	105.13
225	WH-VH	21	1*	6	4	1	1	0	0	0	0	13	27.8	44	44	100.00	42	104.76
301	HY-NT	3	0	1	5	5	3	0	0	0	0	14	37.2	41	41	100.00	39	105.13
302	NT-HY	0	0	0	0	0	8	0	0	0	0	8	61.3	32	39	82.05	39	82.05
303	HY-NT	1	0	2	4	1	6	0	0	0	0	13	42.2	38	39	97.44	39	97.44
304	NT-HY	0	2*	1	1	0	3	1	0	0	0	8	53.2	24	39	61.54	39	61.54
305	HY-NT	3	0	0	2	1	7	0	0	0	0	10	54.8	38	39	97.44	39	97.44
306	NT-HY	0	0	0	3	3	6	0	0	0	0	12	47.7	39	39	100.00	39	100.00
307	HY-NT	12	0	4	3	1	3	0	0	0	0	11	33.5	37	39	94.87	39	94.87
308	NT-HY	0	0	2	3	2	5	0	0	0	0	12	43.2	34	39	87.18	39	87.18
309	HY-NT	3	0	1	4	0	7	0	0	0	0	12	44.6	40	40	100.00	39	102.56
310	NT-HY	0	0	0	3	0	4	0	0	0	0	7	49.9	22	39	56.41	39	56.41
311	HY-NT	9	0	1	3	1	4	0	0	0	0	9	43.8	35	39	89.74	39	89.74
312	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		1309	19	283	164	68	142	7	0	6	6	689	57.4	2774	3285	84.44	3222	86.10

* = 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: 10:41:16

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 6/16/2016

SSA115
 PAGE: 0001
 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
005	WH-VH	16	0	6	5	3	2	0	0	0	0	16	31.4	49	50	98.00	50	98.00
006	VH-WH	15	0	10	3	1	1	0	0	0	0	15	24.7	38	52	73.08	52	73.08
007	WH-VH	22*	1*	7	3	1	3	0	0	1	1	16	34.1	55	55	100.00	52	105.77
008	VH-WH	34	1*	12	0	0	0	0	0	0	0	13	18.8	48	50	96.00	50	96.00
009	WH-VH	37	0	5	3	0	0	0	0	0	0	8	22.6	48	50	96.00	50	96.00
010	VH-WH	43*	0	7	1	0	0	0	0	0	0	8	19.5	53	53	100.00	52	101.92
011	WH-OB	37	0	5	1	2	0	0	0	0	0	8	26.3	50	52	96.15	52	96.15
012	VH-WH	35	0	4	3	0	0	0	0	1	1	8	25.0	47	50	94.00	50	94.00
013	WH-VH	38	0	5	1	1	0	0	0	0	0	7	22.7	48	50	96.00	50	96.00
014	OB-WH	46	0	3	1	0	0	0	0	0	0	4	18.8	51	52	98.08	52	98.08
015	WH-OB	38	0	5	2	0	1	0	0	0	0	8	25.9	51	52	98.08	52	98.08
016	VH-WH	40	0	5	2	0	0	0	0	0	0	7	19.1	49	50	98.00	50	98.00
017	WH-VH	44	0	2	1	0	0	0	0	1	1	4	29.0	50	50	100.00	50	100.00
018	OB-WH	31	0	2	3	1	0	0	0	0	0	7	33.0	48	52	92.31	52	92.31
019	WH-OB	48*	1	3	1	1	0	0	0	0	0	6	24.8	58	58	100.00	52	111.54
020	VH-WH	17	0	5	8	1	0	1	0	0	0	15	27.0	46	50	92.00	50	92.00
021	WH-VH	42	0	2	0	1	0	0	0	0	0	3	30.0	47	50	94.00	50	94.00
022	OB-WH	22*	0	6	5	3	0	0	0	0	0	14	26.4	48	52	92.31	52	92.31
023	WH-OB	42	0	6	1	0	0	0	0	0	0	7	18.7	50	52	96.15	52	96.15
024	VH-WH	28	0	10	2	1	0	0	0	1	1	14	24.0	47	60	78.33	60	78.33
025	WH-VH	53	0	11	0	0	1	0	0	0	0	12	20.7	68	68	100.00	60	113.33
026	OB-WH	14	0	3	0	0	0	0	0	0	0	6	20.3	23	52	44.23	52	44.23
027	WH-VH	46	1*	5	1	0	0	0	0	0	0	7	17.3	55	55	100.00	52	105.77
028	VH-WH	11	1*	3	1	0	1	0	0	0	0	6	31.8	22	60	36.67	60	36.67
029	WH-VH	49*	0	2	0	1	0	0	0	0	0	3	25.3	55	60	91.67	60	91.67
030	VH-WH	9	0	0	1	0	1	0	0	0	0	2	42.5	15	52	28.85	52	28.85
031	WH-VH	38*	0	3	0	1	0	0	0	0	0	4	22.5	45	52	86.54	52	86.54
032	VH-WH	11	0	1	0	0	0	0	0	0	0	1	19.0	12	60	20.00	60	20.00
102	NT-HY	15	0	6	0	0	7	0	0	0	0	13	40.8	49	52	94.23	52	94.23
103	HY-NT	30	0	5	1	0	2	1	0	1	1	10	39.1	52	52	100.00	52	100.00
106	NT-HY	28	0	4	1	2	2	0	0	1	1	10	36.6	50	52	96.15	52	96.15
107	HY-NT	48	0	6	1	0	0	0	0	0	0	7	19.3	56	56	100.00	52	107.69
110	NT-HY	7	0	9	4	2	2	1	0	0	0	18	30.9	43	52	82.69	52	82.69
111	HY-NT	20	0	6	1	2	3	1	0	0	0	13	37.7	51	52	98.08	52	98.08
200	VH-WH	6*	1*	6	0	2	2	0	0	0	0	11	34.0	29	39	74.36	39	74.36
201	WH-VH	0	0	0	3	3	2	1	0	0	0	9	44.9	28	42	66.67	42	66.67
202	VH-WH	5	0	0	3	1	4	0	0	0	0	8	48.0	30	42	71.43	42	71.43
203	WH-VH	0	0	0	5	2	4	1	0	0	0	12	42.8	37	39	94.87	39	94.87
204	VH-WH	15	0	6	1	1	2	0	0	0	0	10	30.8	34	39	87.18	39	87.18
205	WH-VH	0	0	0	3	3	4	0	0	0	0	10	44.1	31	42	73.81	42	73.81
206	VH-WH	27	0	6	0	1	2	0	0	0	0	9	30.3	44	44	100.00	42	104.76
207	WH-VH	6	0	1	2	1	5	0	0	0	0	9	44.7	34	39	87.18	39	87.18
208	VH-WH	0	0	0	0	1	6	1	0	0	0	8	61.5	32	39	82.05	39	82.05
209	WH-VH	9	1	5	7	2	1	0	0	0	0	16	28.9	39	42	92.86	42	92.86
210	VH-WH	17	0	0	1	3	3	0	0	0	0	7	45.7	40	42	95.24	42	95.24
211	WH-OB	21	0	0	1	0	2	0	0	0	0	3	49.3	31	39	79.49	39	79.49
212	OB-WH	17	0	5	2	0	3	0	0	0	0	10	34.1	38	39	97.44	39	97.44
213	WH-VH	33	0	2	4	0	1	0	0	0	0	7	25.6	47	47	100.00	42	111.90

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: 10:41:16

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 6/16/2016

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 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
214	VH-WH	19*	0	3	1	0	4	0	0	0	0	8	39.6	41	42	97.62	42	97.62
215	WH-OB	32	0	3	2	0	1	0	0	0	0	6	27.8	43	43	100.00	39	110.26
216	OB-WH	21	0	3	4	2	0	0	0	0	0	9	26.1	38	39	97.44	39	97.44
217	WH-VH	26	0	2	1	0	4	0	0	0	0	7	44.7	46	46	100.00	42	109.52
218	VH-WH	10	0	3	4	1	4	0	0	0	0	12	38.1	40	42	95.24	42	95.24
219	WH-OB	34	2*	3	0	0	0	0	0	0	0	5	25.0	40	40	100.00	39	102.56
220	OB-WH	15*	1	7	4	0	0	0	0	0	0	12	21.7	32	39	82.05	39	82.05
221	WH-VH	33*	0	5	0	0	1	0	0	0	0	6	25.8	43	43	100.00	42	102.38
222	VH-WH	18	1*	6	1	0	1	0	0	0	0	9	27.1	32	42	76.19	42	76.19
223	WH-VH	28	0	3	1	0	1	0	0	0	0	5	29.6	37	39	94.87	39	94.87
224	VH-WH	0	0	1	0	0	0	0	0	0	0	1	14.0	1	39	2.56	39	2.56
225	WH-VH	35	1*	3	1	0	1	0	0	0	0	6	27.2	46	46	100.00	42	109.52
227	WH-VH	0	0	0	0	0	0	0	0	0	0	0	.0	0	45	.00	45	.00
301	HY-NT	2	1	0	5	3	4	0	0	0	0	13	42.0	38	39	97.44	39	97.44
302	NT-HY	0	1	0	0	1	6	0	0	0	0	8	58.6	28	39	71.79	39	71.79
303	HY-NT	4	0	1	4	1	5	0	0	0	0	11	44.5	36	39	92.31	39	92.31
304	NT-HY	1	0	1	0	0	4	0	0	0	0	5	50.8	18	39	46.15	39	46.15
305	HY-NT	5	0	2	3	1	6	0	0	0	0	12	42.9	40	40	100.00	39	102.56
306	NT-HY	0	0	1	5	1	6	0	0	0	0	13	44.2	38	39	97.44	39	97.44
307	HY-NT	5	0	0	2	5	2	1	0	0	0	10	44.3	37	39	94.87	39	94.87
308	NT-HY	1	1*	1	4	3	4	0	0	0	0	13	43.5	37	39	94.87	39	94.87
309	HY-NT	1	0	1	2	0	8	0	0	0	0	11	52.5	38	39	97.44	39	97.44
310	NT-HY	1	1*	0	5	2	5	0	0	0	0	13	40.8	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	1501	16	254	139	66	135	8	0	6	6	624	57.8	2859	3325	85.98	3278	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
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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	25	0	3	5	2	2	0	0	0	0	12	32.4	52	60	86.67	60	86.67
006	VH-WH	20	0	8	0	0	1	0	0	0	0	9	21.8	32	52	61.54	52	61.54
007	WH-VH	26	0	5	1	0	3	0	0	1	1	10	36.7	47	52	90.38	52	90.38
008	VH-WH	41	1*	9	0	0	0	0	0	0	0	10	17.7	52	60	86.67	60	86.67
009	WH-VH	49	1	5	2	0	1	0	0	0	0	9	24.1	63	63	100.00	60	105.00
010	VH-WH	42	0	7	0	0	0	0	0	0	0	7	17.7	49	52	94.23	52	94.23
011	WH-OB	48	0	1	2	0	0	0	0	0	0	3	20.3	53	53	100.00	52	101.92
012	VH-WH	44	0	2	1	0	1	0	0	1	1	5	38.5	54	60	90.00	60	90.00
013	WH-VH	56	0	5	0	0	1	0	0	0	0	6	23.7	65	65	100.00	60	108.33
014	OB-WH	41	0	6	0	0	0	0	0	0	0	6	18.0	47	52	90.38	52	90.38
015	WH-OB	42	1	4	0	0	1	0	0	0	0	6	29.0	51	52	98.08	52	98.08
016	VH-WH	48	0	6	1	0	0	0	0	0	0	7	17.4	56	60	93.33	60	93.33
017	WH-VH	51	0	4	0	0	1	0	0	1	1	6	31.4	61	61	100.00	60	101.67
018	OB-WH	39	0	6	0	0	2	0	0	0	0	8	29.0	53	53	100.00	52	101.92
019	WH-OB	45	0	2	2	0	0	0	0	0	0	4	21.0	51	52	98.08	52	98.08
020	VH-WH	37	1	6	4	0	0	0	0	0	0	11	22.6	52	60	86.67	60	86.67
021	WH-VH	48	0	1	0	1	0	0	0	0	0	2	30.0	52	60	86.67	60	86.67
022	OB-WH	30	0	8	2	2	0	0	0	0	0	12	23.3	48	52	92.31	52	92.31
023	WH-OB	54	0	5	0	0	0	0	0	0	0	5	16.4	59	59	100.00	52	113.46
024	VH-WH	36*	1*	9	2	0	0	0	0	1	1	13	25.1	54	60	90.00	60	90.00
025	WH-VH	48	0	1	1	0	1	0	0	0	0	3	37.7	55	60	91.67	60	91.67
026	OB-WH	12	0	3	2	0	0	0	0	0	0	5	21.0	19	52	36.54	52	36.54
027	WH-OB	50	0	4	1	0	0	0	0	0	0	5	18.4	56	56	100.00	52	107.69
028	VH-WH	7	0	1	0	0	1	0	0	0	0	2	41.5	12	60	20.00	60	20.00
029	WH-VH	54	0	2	0	0	0	0	0	0	0	2	17.5	56	60	93.33	60	93.33
030	OB-WH	7	0	2	0	0	0	0	0	0	0	2	16.0	9	52	17.31	52	17.31
031	WH-VH	34*	0	4	0	0	0	0	0	0	0	4	18.0	39	52	75.00	52	75.00
032	VH-WH	2	0	2	0	1	0	0	0	0	0	3	27.0	7	60	11.67	60	11.67
101	HY-NT	28	0	2	1	5	1	0	0	0	0	9	36.7	51	51	100.00	50	102.00
102	NT-HY	13	0	5	0	1	6	0	0	0	0	12	41.6	45	52	86.54	52	86.54
103	HY-NT	32	0	2	1	0	3	0	0	0	0	6	44.0	48	52	92.31	52	92.31
104	NT-HY	11	0	5	1	0	0	0	0	0	0	6	19.7	18	50	36.00	50	36.00
105	HY-NT	29	1*	2	0	0	3	1	0	0	0	7	52.2	50	50	100.00	50	100.00
106	NT-HY	15	0	3	2	1	4	0	0	1	1	11	41.5	43	52	82.69	52	82.69
107	HY-NT	49*	0	4	1	0	0	0	0	0	0	5	17.4	57	57	100.00	52	109.62
108	NT-HY	11	0	3	3	4	2	0	0	0	0	12	35.3	40	50	80.00	50	80.00
109	HY-NT	35	0	3	0	1	2	0	0	0	0	6	37.5	49	50	98.00	50	98.00
110	NT-HY	11*	0	4	5	1	4	0	0	0	0	14	36.4	45	52	86.54	52	86.54
111	HY-NT	44	0	1	0	0	1	1	0	0	0	3	49.3	54	54	100.00	52	103.85
112	NT-HY	2	0	1	0	0	1	0	0	0	0	2	40.0	7	50	14.00	50	14.00
200	VH-WH	7	0	3	1	1	2	0	0	0	0	7	34.1	23	45	51.11	45	51.11
201	WH-VH	0	0	0	8	3	2	0	0	0	0	13	37.2	33	42	78.57	42	78.57
202	VH-WH	7	0	0	2	0	3	0	0	0	0	5	46.6	23	42	54.76	42	54.76
203	WH-VH	0	0	0	1	1	9	0	0	0	0	11	56.5	41	45	91.11	45	91.11
204	VH-WH	18	0	7	0	1	3	0	0	0	0	11	32.5	40	45	88.89	45	88.89
205	WH-VH	1	1	2	6	0	3	0	0	0	0	12	33.9	28	42	66.67	42	66.67
206	VH-WH	0	0	1	1	1	3	0	0	0	0	6	48.0	18	42	42.86	42	42.86
207	WH-OB	15	0	2	1	2	2	0	0	0	0	7	39.6	33	45	73.33	45	73.33

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
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THE STEAMSHIP AUTHORITY
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 DATE: 6/17/2016

SSA115
 PAGE: 0002
 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	TRLRS	1-SP	2-SP	3-SP	4-SP	5-SP	1-SP	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	4	0	0	0	1	7	0	0	0	0	8	59.6	35	45	77.78	45	77.78
209	WH-VH	20	0	0	2	1	2	0	0	0	0	5	46.8	35	42	83.33	42	83.33
210	VH-WH	6	1	1	3	0	5	0	0	0	0	10	43.1	34	42	80.95	42	80.95
211	WH-OB	24*	0	2	1	0	3	0	0	0	0	6	40.8	41	45	91.11	45	91.11
212	OB-WH	25	0	5	2	1	2	0	0	0	0	10	31.8	45	45	100.00	45	100.00
213	WH-VH	25	0	0	2	1	2	0	0	0	0	5	39.8	40	42	95.24	42	95.24
214	VH-WH	15	0	4	1	1	4	0	0	0	0	10	37.1	40	42	95.24	42	95.24
215	WH-OB	35	1*	2	2	0	0	0	0	0	0	5	31.3	43	45	95.56	45	95.56
216	OB-WH	19	0	2	5	3	0	0	0	0	0	10	28.4	40	45	88.89	45	88.89
217	WH-VH	43	1	0	1	0	0	0	0	0	0	2	34.0	46	46	100.00	42	109.52
218	VH-WH	15	0	8	4	1	1	0	0	0	0	14	26.0	38	42	90.48	42	90.48
219	WH-OB	39	0	4	2	0	0	0	0	0	0	6	19.7	47	47	100.00	45	104.44
220	OB-WH	16	0	6	3	0	0	0	0	0	0	9	22.1	28	45	62.22	45	62.22
221	WH-VH	33	2	1	2	0	1	0	0	0	0	6	35.0	44	44	100.00	42	104.76
222	VH-WH	15	0	5	4	0	0	0	0	0	0	9	22.1	28	42	66.67	42	66.67
223	WH-OB	31	0	5	1	0	1	0	0	0	0	7	26.0	42	45	93.33	45	93.33
224	OB-WH	5	0	4	1	1	0	0	0	0	0	6	22.5	14	45	31.11	45	31.11
225	WH-VH	42	0	2	0	0	1	1	0	0	0	4	42.8	53	53	100.00	42	126.19
226	VH-WH	3	0	1	0	1	1	0	0	0	0	3	44.3	11	42	26.19	42	26.19
227	WH-VH	45	0	3	0	0	0	0	0	0	0	3	18.0	48	48	100.00	45	106.67
301	HY-NT	1	0	1	4	2	6	0	0	0	0	13	43.5	40	40	100.00	39	102.56
302	NT-HY	0	0	0	1	0	6	0	0	0	0	7	57.6	26	39	66.67	39	66.67
305	HY-NT	0	0	0	3	0	7	1	0	1	1	12	55.2	41	41	100.00	39	105.13
306	NT-HY	0	0	0	4	1	6	0	0	0	0	11	49.1	35	39	89.74	39	89.74
309	HY-NT	2	0	0	3	1	6	1	0	0	0	11	50.6	40	40	100.00	39	102.56
310	NT-HY	0	0	0	2	1	3	0	0	0	0	6	46.5	19	39	48.72	39	48.72
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	1827	12	227	113	44	133	5	0	6	6	540	60.1	3003	3688	81.43	3632	82.68

* = 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: 10:41:16

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 6/18/2016

SSA115
 PAGE: 0001
 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	TRILRS	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	35	0	4	4	2	0	0	0	0	0	10	24.1	53	60	88.33	60	88.33
006	VH-WH	18	0	2	0	0	2	0	0	0	0	4	38.3	28	52	53.85	52	53.85
007	WH-VH	33	0	6	1	0	1	0	0	1	1	9	27.8	47	52	90.38	52	90.38
008	VH-WH	42	0	9	0	0	0	0	0	0	0	9	16.7	51	60	85.00	60	85.00
009	WH-VH	52	0	6	0	0	1	0	0	0	0	7	24.1	62	62	100.00	60	103.33
010	VH-WH	41	1	3	1	0	0	0	0	0	0	5	18.8	47	52	90.38	52	90.38
011	WH-OB	47	0	3	1	0	0	0	0	0	0	4	19.5	52	52	100.00	52	100.00
012	VH-WH	47	0	8	0	0	0	0	0	1	1	9	22.0	57	60	95.00	60	95.00
013	WH-VH	54*	1*	5	0	0	0	0	0	0	0	6	22.4	62	62	100.00	60	103.33
014	OB-WH	46	0	5	0	0	0	0	0	0	0	5	16.8	51	52	98.08	52	98.08
015	WH-OB	47*	0	4	1	0	0	0	0	0	0	5	17.8	54	54	100.00	52	103.85
016	VH-WH	45	2*	5	1	0	0	0	0	0	0	8	26.0	56	60	93.33	60	93.33
017	WH-VH	51	2*	5	1	0	0	0	0	1	1	9	28.0	63	63	100.00	60	105.00
018	OB-WH	45	0	4	2	0	0	0	0	0	0	6	19.5	53	53	100.00	52	101.92
019	WH-OB	44	0	2	0	0	0	0	0	0	0	2	17.5	46	52	88.46	52	88.46
020	VH-WH	48	0	2	0	1	0	0	0	0	0	3	24.0	53	60	88.33	60	88.33
021	WH-VH	53	0	3	1	0	0	0	0	0	0	4	18.8	58	60	96.67	60	96.67
022	OB-WH	18	0	5	2	0	0	0	0	0	0	7	19.7	27	52	51.92	52	51.92
023	WH-OB	49	1	2	1	0	0	0	0	0	0	4	18.3	54	54	100.00	52	103.85
024	VH-WH	18	0	6	0	0	0	0	0	1	1	7	23.5	26	60	43.33	60	43.33
025	WH-VH	47	0	6	0	0	0	0	0	0	0	6	17.0	53	60	88.33	60	88.33
026	OB-WH	10	0	0	0	0	0	0	0	0	0	0	.0	10	52	19.23	52	19.23
027	WH-OB	48	0	5	0	0	0	0	0	0	0	5	17.8	53	53	100.00	52	101.92
028	VH-WH	8	0	3	0	0	0	0	0	0	0	3	18.0	11	60	18.33	60	18.33
029	WH-VH	50	0	11	0	0	0	0	0	0	0	11	17.6	61	61	100.00	60	101.67
030	OB-WH	4	0	0	0	0	0	0	0	0	0	0	.0	4	52	7.69	52	7.69
031	WH-VH	21*	0	5	0	0	0	0	0	0	0	6	26.3	32	52	61.54	52	61.54
032	VH-WH	7	1*	3	0	0	0	0	0	0	0	4	24.0	12	60	20.00	60	20.00
101	HY-NT	31	1*	3	1	0	2	1	0	0	0	8	42.1	51	51	100.00	50	102.00
102	NT-HY	21	0	12	0	0	4	0	0	0	0	16	28.8	49	52	94.23	52	94.23
103	HY-NT	50	0	1	1	0	0	0	0	1	1	3	43.5	55	55	100.00	52	105.77
104	NT-HY	24*	0	4	0	0	1	0	0	0	0	5	26.8	33	50	66.00	50	66.00
105	HY-NT	41	1*	5	1	0	0	0	0	0	0	7	18.2	50	50	100.00	50	100.00
106	NT-HY	40	0	2	1	0	0	0	0	1	1	4	31.0	46	52	88.46	52	88.46
107	HY-NT	50*	0	5	0	0	0	0	0	0	0	5	17.8	57	57	100.00	52	109.62
108	NT-HY	9	0	2	0	2	2	0	0	0	0	6	40.0	25	50	50.00	50	50.00
109	HY-NT	37	1	7	2	0	0	0	0	0	0	10	19.6	49	50	98.00	50	98.00
110	NT-HY	5	1*	4	8	0	1	0	0	0	0	16	34.2	41	52	78.85	52	78.85
111	HY-NT	25*	2*	10	0	0	2	0	0	0	0	14	27.7	47	52	90.38	52	90.38
112	NT-HY	2	0	1	0	0	0	0	0	0	0	1	19.0	3	50	6.00	50	6.00
200	VH-WH	13	1*	2	0	0	2	0	0	0	0	5	43.8	25	45	55.56	45	55.56
201	WH-VH	1	0	0	7	1	4	0	0	0	0	12	41.8	34	42	80.95	42	80.95
202	VH-WH	20	0	4	0	0	1	0	0	0	0	5	25.0	28	42	66.67	42	66.67
203	WH-VH	22	0	5	0	0	1	0	0	0	0	6	26.2	31	45	68.89	45	68.89
204	VH-WH	29	0	2	0	0	1	0	0	0	0	3	31.7	35	45	77.78	45	77.78
205	WH-VH	5	2*	5	2	1	2	0	0	0	0	12	34.2	29	42	69.05	42	69.05
206	VH-WH	0	0	0	1	1	5	0	0	0	0	7	53.1	25	42	59.52	42	59.52
207	WH-OB	24	0	1	2	0	2	0	0	0	0	5	35.6	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: 10:41:16

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 6/18/2016

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	31	0	4	3	0	1	0	0	0	0	8	25.1	45	45	100.00	45	100.00
209	WH-VH	36*	1*	3	0	0	0	0	0	0	0	4	16.7	42	42	100.00	42	100.00
210	VH-WH	21	0	2	1	0	3	0	0	0	0	6	40.2	37	42	88.10	42	88.10
211	WH-OB	32*	1*	3	1	0	1	0	0	0	0	6	30.8	44	45	97.78	45	97.78
212	OB-WH	45*	0	3	0	0	0	0	0	0	0	3	18.3	50	50	100.00	45	111.11
213	WH-VH	32	0	1	0	0	1	0	0	0	0	2	39.0	37	42	88.10	42	88.10
214	VH-WH	28	0	4	1	1	1	0	0	0	0	7	29.0	41	42	97.62	42	97.62
215	WH-OB	33*	1	5	1	0	1	0	0	0	0	8	25.7	47	47	100.00	45	104.44
216	OB-WH	25	1	5	5	0	0	0	0	0	0	11	25.0	41	45	91.11	45	91.11
217	WH-VH	42*	2*	2	1	0	0	0	0	0	0	5	27.7	51	51	100.00	42	121.43
218	VH-WH	21	1*	2	0	0	0	0	0	0	0	3	29.5	25	42	59.52	42	59.52
219	WH-OB	43	0	3	0	0	0	0	0	0	0	3	17.7	46	46	100.00	45	102.22
220	OB-WH	14	0	3	1	0	0	0	0	0	0	4	22.0	19	45	42.22	45	42.22
221	WH-VH	42	0	2	0	0	0	0	0	0	0	2	17.0	44	44	100.00	42	104.76
222	VH-WH	15	0	2	0	0	1	0	0	0	0	3	30.7	21	42	50.00	42	50.00
223	WH-OB	29	2*	5	0	0	0	0	0	0	0	7	24.6	37	45	82.22	45	82.22
224	OB-WH	8	0	1	0	0	0	0	0	0	0	1	19.0	9	45	20.00	45	20.00
225	WH-VH	35	1*	7	0	0	1	0	0	0	0	9	22.8	48	48	100.00	42	114.29
226	VH-WH	5	0	1	2	0	0	0	0	0	0	3	20.0	10	42	23.81	42	23.81
227	WH-VH	23	0	8	1	0	1	0	0	0	0	10	22.0	37	45	82.22	45	82.22
301	HY-NT	4	0	0	5	4	4	0	0	0	0	13	40.5	42	42	100.00	39	107.69
302	NT-HY	1	0	1	2	0	6	0	0	0	0	9	48.4	30	39	76.92	39	76.92
305	HY-NT	5	0	1	7	1	3	1	0	0	0	13	39.3	40	40	100.00	39	102.56
306	NT-HY	0	0	0	4	1	1	0	0	0	0	6	38.7	15	39	38.46	39	38.46
309	HY-NT	37	1*	1	1	0	0	0	0	0	0	3	19.0	42	42	100.00	39	107.69
310	NT-HY	1	0	0	1	0	0	0	0	0	0	1	24.0	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		2085	28	266	79	15	59	5	0	6	6	458	75.0	2889	3687	78.36	3632	79.54

* = 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: 10:41:16

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 6/19/2016

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	2	0	1	0	0	0	0	0	0	0	1	18.0	3	60	5.00	60	5.00
006	VH-WH	16	2*	4	0	0	1	0	0	0	0	7	30.6	27	52	51.92	52	51.92
007	WH-VH	6	0	0	0	0	0	0	0	0	0	0	.0	6	52	11.54	52	11.54
008	VH-WH	26	1*	10	0	0	0	0	0	0	0	11	19.9	38	60	63.33	60	63.33
009	WH-VH	53	1*	3	0	0	0	0	0	0	0	4	18.0	58	60	96.67	60	96.67
010	VH-WH	45	0	3	1	0	0	0	0	0	0	4	18.0	50	52	96.15	52	96.15
011	WH-OB	50*	0	2	0	1	2	0	0	0	0	5	40.2	65	65	100.00	52	125.00
012	VH-WH	52	0	2	1	0	0	0	0	0	0	3	23.3	56	60	93.33	60	93.33
013	WH-VH	41	3*	0	3	0	0	0	0	0	0	6	25.7	52	60	86.67	60	86.67
014	OB-WH	47	0	1	1	0	0	0	0	0	0	2	23.5	50	52	96.15	52	96.15
015	WH-OB	58*	0	2	1	0	0	0	0	0	0	3	18.3	63	63	100.00	52	121.15
016	VH-WH	48	1*	5	0	0	0	0	0	0	0	6	27.4	56	60	93.33	60	93.33
017	WH-VH	52	0	5	0	0	0	0	0	0	0	5	17.0	57	60	95.00	60	95.00
018	OB-WH	44*	0	2	0	0	0	0	0	0	0	2	17.0	47	52	90.38	52	90.38
019	WH-OB	51*	1*	5	0	0	0	0	0	0	0	6	18.0	60	60	100.00	52	115.38
020	VH-WH	50	0	4	0	0	0	0	0	0	0	4	18.0	54	60	90.00	60	90.00
021	WH-VH	49	0	2	0	1	0	0	0	0	0	3	27.7	54	60	90.00	60	90.00
022	OB-WH	43	0	1	0	0	0	0	0	0	0	1	15.0	44	52	84.62	52	84.62
023	WH-OB	49	0	8	0	0	0	0	0	0	0	8	17.8	57	57	100.00	52	109.62
024	VH-WH	52	0	2	0	1	0	0	0	0	0	3	28.3	57	60	95.00	60	95.00
025	WH-VH	42	1*	9	1	0	0	1	0	0	0	12	25.2	60	60	100.00	60	100.00
026	OB-WH	46*	1*	5	0	0	0	0	0	0	0	6	17.4	54	54	100.00	52	103.85
027	WH-OB	52*	0	8	0	0	0	0	0	0	0	8	18.0	61	61	100.00	52	117.31
028	VH-WH	49	1	4	1	0	0	0	0	0	0	6	18.4	56	60	93.33	60	93.33
029	WH-VH	43	0	9	2	0	0	0	0	0	0	11	19.0	56	60	93.33	60	93.33
030	OB-WH	50	0	3	0	0	0	0	0	0	0	3	18.0	53	53	100.00	52	101.92
031	WH-VH	20*	0	6	0	0	0	0	0	0	0	6	17.5	27	52	51.92	52	51.92
032	VH-WH	11	0	4	1	0	0	1	0	0	0	6	26.5	22	60	36.67	60	36.67
101	HY-NT	25	3*	6	1	1	1	0	0	0	0	12	26.2	45	50	90.00	50	90.00
102	NT-HY	10	0	3	0	0	0	0	0	0	0	3	17.0	13	52	25.00	52	25.00
103	HY-NT	44	0	4	1	2	0	0	0	0	0	7	24.0	56	56	100.00	52	107.69
104	NT-HY	14*	0	4	1	0	1	0	0	0	0	6	25.0	25	50	50.00	50	50.00
105	HY-NT	46	0	1	1	0	0	0	0	0	0	2	18.5	49	50	98.00	50	98.00
106	NT-HY	25	1*	6	3	1	0	1	0	0	0	12	31.0	47	52	90.38	52	90.38
107	HY-NT	40	0	11	1	0	0	0	0	0	0	12	17.4	53	53	100.00	52	101.92
108	NT-HY	15	0	3	1	0	1	0	0	0	0	5	28.2	24	50	48.00	50	48.00
109	HY-NT	32	2*	8	0	0	1	0	0	0	0	11	27.9	48	50	96.00	50	96.00
110	NT-HY	11	0	4	1	1	1	0	0	0	0	7	30.3	24	52	46.15	52	46.15
111	HY-NT	28	0	14	1	0	1	0	0	0	0	16	20.6	48	52	92.31	52	92.31
112	NT-HY	2	0	0	1	0	0	0	0	0	0	1	23.0	4	50	8.00	50	8.00
200	VH-WH	8	0	2	0	0	1	2	0	0	0	5	46.2	24	45	53.33	45	53.33
201	WH-VH	1	1*	2	6	0	1	0	0	0	0	10	32.9	22	42	52.38	42	52.38
202	VH-WH	19	1*	1	3	0	1	0	0	0	0	6	31.8	32	42	76.19	42	76.19
203	WH-VH	2	0	1	0	0	1	0	0	0	0	2	39.0	7	45	15.56	45	15.56
204	VH-WH	21	0	4	0	0	0	0	0	0	0	4	16.8	25	45	55.56	45	55.56
205	WH-VH	17	0	2	3	1	0	0	0	0	0	6	24.3	28	42	66.67	42	66.67
206	VH-WH	43*	0	2	1	0	0	0	0	0	0	3	21.3	48	48	100.00	42	114.29
207	WH-OB	34	0	3	1	0	0	0	0	0	0	4	19.3	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
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THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 6/19/2016

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	48	0	2	0	0	0	0	0	0	0	2	18.0	50	50	100.00	45	111.11
209	WH-VH	33*	1*	3	1	0	0	0	0	0	0	5	22.0	41	42	97.62	42	97.62
210	VH-WH	38	0	4	0	1	0	0	0	0	0	5	21.8	45	45	100.00	42	107.14
211	WH-OB	33*	0	2	2	0	0	0	0	0	0	4	20.8	40	45	88.89	45	88.89
212	OB-WH	39*	0	3	0	0	1	0	0	0	0	4	28.3	47	47	100.00	45	104.44
213	WH-VH	28	0	5	1	1	0	0	0	0	0	7	21.4	38	42	90.48	42	90.48
214	VH-WH	47	0	2	0	0	0	0	0	0	0	2	18.0	49	49	100.00	42	116.67
215	WH-OB	52	0	4	0	0	0	0	0	0	0	4	17.8	56	56	100.00	45	124.44
216	OB-WH	44	0	5	0	0	0	0	0	0	0	5	17.6	49	49	100.00	45	108.89
217	WH-VH	39*	0	2	0	0	0	0	0	0	0	2	17.5	42	42	100.00	42	100.00
218	VH-WH	42	0	3	1	0	0	0	0	0	0	4	18.5	47	47	100.00	42	111.90
219	WH-OB	43	2*	3	0	0	0	0	0	0	0	5	34.0	50	50	100.00	45	111.11
220	OB-WH	39	0	5	0	0	0	0	0	0	0	5	18.2	44	45	97.78	45	97.78
221	WH-VH	33	2	6	0	0	0	0	0	0	0	8	20.3	41	42	97.62	42	97.62
222	VH-WH	33	1*	5	1	0	0	1	0	0	0	8	30.0	47	47	100.00	42	111.90
223	WH-OB	36	2*	9	0	0	0	0	0	0	0	11	20.1	48	48	100.00	45	106.67
224	OB-WH	39	1*	1	0	0	0	0	0	0	0	2	18.0	42	45	93.33	45	93.33
225	WH-VH	38	0	7	1	0	1	0	0	0	0	9	22.6	51	51	100.00	42	121.43
226	VH-WH	30	0	3	2	0	0	0	0	0	0	5	18.6	37	42	88.10	42	88.10
227	WH-VH	9	1	6	1	0	0	0	0	0	0	8	19.1	18	45	40.00	45	40.00
301	HY-NT	4	0	1	9	3	2	0	0	0	0	15	33.9	40	40	100.00	39	102.56
302	NT-HY	0	0	0	1	0	1	0	0	0	0	2	40.5	6	39	15.38	39	15.38
305	HY-NT	6	2*	2	2	2	3	1	0	0	0	12	46.1	39	39	100.00	39	100.00
306	NT-HY	0	0	0	2	1	1	0	0	0	0	4	38.5	11	39	28.21	39	28.21
309	HY-NT	28	0	2	0	0	2	0	0	0	0	4	39.3	38	39	97.44	39	97.44
310	NT-HY	8	0	0	2	3	1	0	0	0	0	6	36.3	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		2373	32	276	64	20	25	7	0	0	0	424	83.6	3045	3752	81.16	3632	83.84

* = 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: 10:41:16

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 6/20/2016

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	11	0	13	5	2	2	0	0	0	0	22	27.5	48	60	80.00	60	80.00
006	VH-WH	36	0	4	0	0	3	0	0	0	0	7	36.1	52	52	100.00	52	100.00
007	WH-VH	19	0	12	2	0	3	0	0	1	1	18	27.9	49	52	94.23	52	94.23
008	VH-WH	52	1	6	0	0	0	0	0	0	0	7	20.3	59	60	98.33	60	98.33
009	WH-VH	26	0	12	2	2	2	0	0	1	1	19	28.0	58	60	96.67	60	96.67
010	VH-WH	45	0	6	1	0	0	0	0	0	0	7	17.6	53	53	100.00	52	101.92
011	WH-OB	33	0	9	4	2	0	0	0	0	0	15	24.1	56	56	100.00	52	107.69
012	VH-WH	51	0	3	1	0	0	0	0	1	1	5	29.0	58	60	96.67	60	96.67
013	WH-VH	46	0	5	2	1	0	0	0	0	0	8	23.5	58	60	96.67	60	96.67
014	OB-WH	45	0	5	0	0	0	0	0	1	1	6	23.4	52	52	100.00	52	100.00
015	WH-OB	43	0	2	0	1	1	0	0	0	0	4	36.5	52	52	100.00	52	100.00
016	VH-WH	58	0	3	1	0	0	0	0	0	0	4	21.3	63	63	100.00	60	105.00
017	WH-VH	56	0	2	0	1	0	0	0	1	1	4	37.7	63	63	100.00	60	105.00
018	OB-WH	40	1*	3	0	0	1	1	0	0	0	6	38.8	54	54	100.00	52	103.85
019	WH-OB	42	1*	4	0	0	1	0	0	0	0	6	27.2	52	52	100.00	52	100.00
020	VH-WH	45	0	5	3	0	0	0	0	0	0	8	22.6	56	60	93.33	60	93.33
021	WH-VH	49	0	4	1	2	0	0	0	0	0	7	25.1	61	61	100.00	60	101.67
022	OB-WH	30*	0	4	1	3	0	0	0	0	0	8	28.1	46	52	88.46	52	88.46
023	WH-OB	40	1*	12	0	0	0	0	0	0	0	13	19.2	54	54	100.00	52	103.85
024	VH-WH	26	2	7	4	0	1	1	0	1	1	16	33.1	54	60	90.00	60	90.00
025	WH-VH	43	0	8	1	1	3	0	0	0	0	13	30.2	68	68	100.00	60	113.33
026	OB-WH	20	0	5	1	1	0	0	0	0	0	7	23.6	30	52	57.69	52	57.69
027	WH-OB	36	0	9	2	0	1	0	0	0	0	12	21.9	53	53	100.00	52	101.92
028	VH-WH	19	0	6	1	0	1	0	0	0	0	8	24.8	31	60	51.67	60	51.67
029	WH-VH	37	1	6	1	0	0	0	0	0	0	8	19.7	46	60	76.67	60	76.67
030	OB-WH	12	0	3	0	0	0	0	0	0	0	3	19.0	15	52	28.85	52	28.85
031	WH-VH	29*	0	7	2	0	0	0	0	0	0	9	20.2	41	52	78.85	52	78.85
032	VH-WH	6	0	3	0	0	1	0	0	0	0	4	29.5	13	60	21.67	60	21.67
101	HY-NT	10	0	8	3	3	3	0	0	0	0	17	30.3	45	50	90.00	50	90.00
102	NT-HY	4	0	5	1	1	4	0	0	0	0	11	35.5	30	52	57.69	52	57.69
103	HY-NT	24	0	6	2	1	2	0	0	1	1	12	34.0	47	52	90.38	52	90.38
104	NT-HY	14	0	0	0	0	0	0	0	0	0	0	0	14	50	28.00	50	28.00
105	HY-NT	39	1*	4	0	0	1	0	0	0	0	6	27.2	49	50	98.00	50	98.00
106	NT-HY	10	1*	4	5	0	3	0	0	1	1	14	35.0	40	52	76.92	52	76.92
107	HY-NT	51*	0	3	1	0	0	0	0	0	0	4	18.5	57	57	100.00	52	109.62
108	NT-HY	7	1*	2	2	4	3	0	0	0	0	12	40.5	39	50	78.00	50	78.00
109	HY-NT	33	0	4	0	0	3	0	0	0	0	7	37.0	49	50	98.00	50	98.00
110	NT-HY	7	0	4	4	4	2	0	0	0	0	14	33.7	39	52	75.00	52	75.00
111	HY-NT	21*	0	7	0	2	4	0	0	0	0	13	32.4	51	52	98.08	52	98.08
112	NT-HY	3	0	0	0	0	0	0	0	0	0	0	0	3	50	6.00	50	6.00
200	VH-WH	16	0	8	1	2	1	0	0	0	0	12	27.2	36	45	80.00	45	80.00
201	WH-VH	0	0	0	4	2	3	1	0	0	0	10	45.7	31	42	73.81	42	73.81
202	VH-WH	0	0	0	3	2	1	1	0	0	0	7	43.4	21	42	50.00	42	50.00
203	WH-VH	1	0	0	2	3	5	0	0	0	0	10	46.2	34	45	75.56	45	75.56
204	VH-WH	20	0	2	0	1	3	0	0	0	0	6	43.0	37	45	82.22	45	82.22
205	WH-VH	1	0	1	8	0	2	0	0	0	0	11	29.3	26	42	61.90	42	61.90
206	VH-WH	1	0	0	1	1	4	0	0	0	0	6	53.7	22	42	52.38	42	52.38
207	WH-OB	13	0	9	3	2	2	0	0	0	0	16	27.5	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: 10:41:16

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 6/20/2016

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	2	7	0	0	0	0	9	56.1	34	45	75.56	45	75.56
209	WH-VH	5	0	2	4	3	0	1	0	0	0	10	35.4	29	42	69.05	42	69.05
210	VH-WH	3	0	1	4	2	3	0	0	0	0	10	39.5	30	42	71.43	42	71.43
211	WH-OB	22	0	1	2	0	4	0	0	0	0	7	46.1	43	45	95.56	45	95.56
212	OB-WH	29	0	1	1	2	2	0	0	0	0	6	43.8	46	46	100.00	45	102.22
213	WH-VH	18	0	6	2	1	2	1	0	0	0	12	31.6	44	44	100.00	42	104.76
214	VH-WH	17	0	2	3	2	3	0	0	0	0	10	36.6	43	43	100.00	42	102.38
215	WH-OB	33	2*	5	3	0	0	0	0	0	0	10	28.0	48	48	100.00	45	106.67
216	OB-WH	23	0	6	4	1	1	0	0	0	0	12	27.2	44	45	97.78	45	97.78
217	WH-VH	30	1*	5	1	0	0	1	0	0	0	8	32.1	44	44	100.00	42	104.76
218	VH-WH	21	0	11	3	2	0	0	0	0	0	16	22.8	44	44	100.00	42	104.76
219	WH-OB	35	1*	4	2	0	0	0	0	0	0	7	23.0	45	45	100.00	45	100.00
220	OB-WH	26	0	5	5	1	0	0	0	0	0	11	24.6	44	45	97.78	45	97.78
221	WH-VH	39	1*	6	1	0	0	0	0	0	0	8	21.0	49	49	100.00	42	116.67
222	VH-WH	15	0	6	3	2	0	2	0	0	0	13	30.1	43	43	100.00	42	102.38
223	WH-OB	40	0	6	2	1	0	0	0	0	0	9	16.3	53	53	100.00	45	117.78
301	HY-NT	0	0	0	3	3	6	0	0	0	0	12	46.7	39	39	100.00	39	100.00
302	NT-HY	0	0	0	0	1	4	0	0	0	0	5	60.6	19	39	48.72	39	48.72
305	HY-NT	3	0	0	0	0	3	6	0	0	0	9	53.4	36	39	92.31	39	92.31
306	NT-HY	0	0	0	2	1	7	0	0	0	0	10	51.2	35	39	89.74	39	89.74
309	HY-NT	4	0	1	3	3	4	1	0	0	0	12	43.6	41	41	100.00	39	105.13
310	NT-HY	0	0	1	4	3	3	0	0	0	0	11	43.5	30	39	76.92	39	76.92
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		1633	15	304	127	77	118	10	0	8	8	659	61.3	2990	3517	85.02	3458	86.47

* = 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)

RUN DATE: 1/09/17
 RUN TIME: 10:41:16

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 6/21/2016

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	10	0	10	8	2	1	0	0	0	0	21	26.6	46	60	76.67	60	76.67
006	VH-WH	20	0	8	1	1	1	0	0	0	0	11	24.8	37	52	71.15	52	71.15
007	WH-VH	18	0	13	2	0	3	0	0	1	1	19	27.8	49	52	94.23	52	94.23
008	VH-WH	44	0	10	0	0	1	0	0	0	0	11	21.6	58	60	96.67	60	96.67
009	WH-VH	25	0	14	7	2	1	0	0	0	0	24	24.2	63	63	100.00	60	105.00
010	VH-WH	50	0	1	1	0	0	0	0	0	0	2	19.0	53	53	100.00	52	101.92
011	WH-OB	33	0	6	2	3	0	0	0	0	0	11	27.3	52	52	100.00	52	100.00
012	VH-WH	45	0	8	2	0	1	0	0	1	1	12	25.9	63	63	100.00	60	105.00
013	WH-VH	37	0	6	1	1	3	0	0	0	0	11	31.6	60	60	100.00	60	100.00
014	OB-WH	48	0	3	1	0	0	0	0	0	0	4	19.0	53	53	100.00	52	101.92
015	WH-OB	35	1*	7	1	0	0	0	0	0	0	9	21.5	46	52	88.46	52	88.46
016	VH-WH	42	1*	5	2	1	1	0	0	0	0	10	31.7	60	60	100.00	60	100.00
017	WH-VH	52	1*	8	3	1	0	0	0	1	1	14	26.0	73	73	100.00	60	121.67
018	OB-WH	31	0	5	3	2	1	0	0	0	0	11	28.5	52	52	100.00	52	100.00
019	WH-OB	53	0	3	1	0	0	0	0	0	0	4	18.3	58	58	100.00	52	111.54
020	VH-WH	29*	0	6	6	1	0	0	0	0	0	13	25.1	51	60	85.00	60	85.00
021	WH-VH	36	1*	7	0	2	0	0	0	0	0	10	28.2	51	60	85.00	60	85.00
022	OB-WH	14	0	11	3	3	0	0	0	0	0	17	25.3	40	52	76.92	52	76.92
023	WH-OB	41	2*	7	0	0	0	0	0	0	0	9	24.3	52	52	100.00	52	100.00
024	VH-WH	24	0	5	4	3	0	1	0	1	1	14	31.8	53	60	88.33	60	88.33
025	WH-VH	47	0	7	0	0	1	0	0	0	0	8	22.9	58	60	96.67	60	96.67
026	OB-WH	25	0	5	3	0	0	0	0	0	0	8	19.1	36	52	69.23	52	69.23
027	WH-OB	35*	2*	10	1	0	0	0	0	0	0	13	22.3	51	52	98.08	52	98.08
028	VH-WH	14*	0	3	2	0	1	0	0	0	0	6	26.5	26	60	43.33	60	43.33
029	WH-VH	34*	0	7	0	0	0	0	0	0	0	7	18.1	42	60	70.00	60	70.00
030	OB-WH	9	0	2	1	0	0	0	0	0	0	3	19.3	13	52	25.00	52	25.00
031	WH-VH	25	0	3	0	0	0	0	0	0	0	3	16.7	28	52	53.85	52	53.85
032	VH-WH	6	1	2	0	0	1	1	0	0	0	5	47.0	18	60	30.00	60	30.00
101	HY-NT	17	0	8	3	5	1	0	0	0	0	17	28.1	50	50	100.00	50	100.00
102	NT-HY	10	0	3	0	1	6	0	0	0	0	10	45.5	40	52	76.92	52	76.92
103	HY-NT	19	0	7	0	0	4	1	0	1	1	13	39.5	49	52	94.23	52	94.23
104	NT-HY	12	1	3	2	0	1	0	0	0	0	7	29.7	24	50	48.00	50	48.00
105	HY-NT	28	0	4	4	1	2	0	0	0	0	11	30.3	51	51	100.00	50	102.00
106	NT-HY	8	0	3	5	1	3	0	0	1	1	13	37.8	38	52	73.08	52	73.08
107	HY-NT	48	0	4	2	0	0	0	0	0	0	6	19.5	56	56	100.00	52	107.69
108	NT-HY	11	0	5	3	2	4	0	0	0	0	14	36.6	44	50	88.00	50	88.00
109	HY-NT	30	0	4	2	0	3	0	0	0	0	9	35.9	50	50	100.00	50	100.00
110	NT-HY	3	0	9	4	2	4	0	0	0	0	19	30.4	42	52	80.77	52	80.77
111	HY-NT	16	0	4	2	0	4	2	0	0	0	12	41.4	50	52	96.15	52	96.15
112	NT-HY	6*	1	3	0	0	0	0	0	0	0	4	17.0	11	50	22.00	50	22.00
200	VH-WH	9	1*	9	2	2	3	0	0	0	0	17	31.9	42	45	93.33	45	93.33
201	WH-VH	0	0	0	7	4	1	0	0	0	0	12	36.3	30	42	71.43	42	71.43
202	VH-WH	6	0	2	2	0	1	0	0	0	0	5	29.8	16	42	38.10	42	38.10
203	WH-VH	0	0	0	2	3	6	0	0	0	0	11	48.5	37	45	82.22	45	82.22
204	VH-WH	20	0	2	2	2	2	0	0	0	0	8	38.5	40	45	88.89	45	88.89
205	WH-VH	0	0	2	6	1	3	0	0	0	0	12	35.5	29	42	69.05	42	69.05
206	VH-WH	1	2*	1	2	1	3	0	0	0	0	9	45.3	24	42	57.14	42	57.14
207	WH-OB	12	0	11	3	2	3	1	0	0	0	20	30.1	52	52	100.00	45	115.56

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: 10:41:16

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 6/21/2016

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	1*	1	3	1	6	0	0	0	0	12	47.8	36	45	80.00	45	80.00
209	WH-VH	11	0	1	8	3	1	0	0	0	0	13	34.3	41	42	97.62	42	97.62
210	VH-WH	6	0	5	2	1	3	0	0	0	0	11	32.8	30	42	71.43	42	71.43
211	WH-OB	29*	0	0	2	0	2	0	0	0	0	4	45.3	42	45	93.33	45	93.33
212	OB-WH	26	0	5	2	2	2	0	0	0	0	11	28.1	49	49	100.00	45	108.89
213	WH-VH	27	0	9	2	0	1	0	0	0	0	12	22.2	44	44	100.00	42	104.76
214	VH-WH	14	0	3	2	1	3	0	0	0	0	9	36.3	36	42	85.71	42	85.71
215	WH-OB	35	0	8	3	0	0	0	0	0	0	11	18.2	49	49	100.00	45	108.89
216	OB-WH	19	0	8	4	2	0	0	0	0	0	14	23.6	41	45	91.11	45	91.11
217	WH-VH	43	2	4	1	0	0	0	0	0	0	7	17.6	51	51	100.00	42	121.43
218	VH-WH	11	0	8	6	2	1	0	0	0	0	17	25.7	41	42	97.62	42	97.62
219	WH-OB	37	2*	4	1	1	0	0	0	0	0	8	30.5	50	50	100.00	45	111.11
220	OB-WH	18	1*	3	6	0	0	0	0	0	0	10	28.0	35	45	77.78	45	77.78
221	WH-VH	22	0	3	1	0	2	1	0	0	0	7	41.6	40	42	95.24	42	95.24
222	VH-WH	10	1	5	4	1	0	0	0	0	0	11	24.7	27	42	64.29	42	64.29
223	WH-OB	35*	0	2	0	0	0	0	0	0	0	4	39.8	46	46	100.00	45	102.22
225	WH-VH	26	0	8	0	0	1	0	0	0	0	9	22.8	38	42	90.48	42	90.48
226	VH-WH	0	0	0	0	0	0	0	0	0	0	0	.0	0	42	.00	42	.00
301	HY-NT	1	1*	0	6	1	6	0	0	0	0	14	43.5	42	42	100.00	39	107.69
302	NT-HY	0	0	0	0	0	6	0	0	0	0	6	60.0	24	39	61.54	39	61.54
305	HY-NT	0	0	1	6	0	6	0	0	0	0	13	45.5	37	39	94.87	39	94.87
306	NT-HY	0	0	2	2	1	7	0	0	0	0	12	47.5	37	39	94.87	39	94.87
309	HY-NT	2	0	2	2	2	5	1	0	0	0	12	46.4	39	39	100.00	39	100.00
310	NT-HY	0	0	2	4	1	4	0	0	0	0	11	40.6	29	39	74.36	39	74.36
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		1510	22	350	175	68	128	8	0	6	6	757	59.9	3021	3609	83.71	3542	85.29

* = 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: 10:41:16

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 6/22/2016

SSA115
 PAGE: 0001
 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	TRLRS	1-SP	2-SP	3-SP	4-SP	5-SP	1-SP	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	10	4	2	3	0	0	0	0	19	29.8	49	60	81.67	60	81.67
006	VH-WH	12	1*	5	0	2	1	0	0	0	0	9	34.1	29	52	55.77	52	55.77
007	WH-VH	17	0	11	3	0	5	0	0	1	1	20	32.4	56	56	100.00	52	107.69
008	VH-WH	33	0	10	1	2	0	0	0	0	0	13	22.6	51	60	85.00	60	85.00
009	WH-VH	29	0	11	6	1	0	0	0	0	0	18	21.4	55	60	91.67	60	91.67
010	VH-WH	42	0	5	2	0	0	0	0	0	0	7	18.4	51	52	98.08	52	98.08
011	WH-OB	27	1*	12	4	0	0	0	0	0	0	17	21.6	49	52	94.23	52	94.23
012	VH-WH	47	0	4	2	0	0	0	0	1	1	7	26.0	57	60	95.00	60	95.00
013	WH-VH	40	0	5	1	0	2	0	0	0	0	8	29.4	55	60	91.67	60	91.67
014	OB-WH	42	1*	7	0	0	0	0	0	0	0	8	20.9	51	52	98.08	52	98.08
015	WH-OB	42	0	4	2	0	2	0	0	0	0	8	28.8	58	58	100.00	52	111.54
016	VH-WH	43	1	5	2	1	0	0	0	0	0	9	24.1	56	60	93.33	60	93.33
017	WH-VH	56*	1*	2	1	0	0	0	0	1	1	5	35.3	65	65	100.00	60	108.33
018	OB-WH	20	0	3	3	4	1	0	0	0	0	11	32.1	45	52	86.54	52	86.54
019	WH-OB	37	2*	6	1	1	1	0	0	0	0	11	31.3	55	55	100.00	52	105.77
020	VH-WH	23	1*	10	5	1	0	1	0	0	0	18	28.0	53	60	88.33	60	88.33
021	WH-VH	54	1	5	3	1	0	0	0	0	0	10	24.6	69	69	100.00	60	115.00
022	OB-WH	26	0	8	6	0	1	0	0	0	0	15	22.8	50	52	96.15	52	96.15
023	WH-OB	40	2*	10	0	0	0	0	0	0	0	12	21.2	54	54	100.00	52	103.85
024	VH-WH	28*	1*	6	7	0	0	0	0	1	1	15	25.2	54	60	90.00	60	90.00
025	WH-VH	48	0	8	2	0	1	0	0	0	0	11	23.3	64	64	100.00	60	106.67
026	OB-WH	16	0	7	4	0	0	0	0	0	0	11	18.7	31	52	59.62	52	59.62
027	WH-OB	38	2*	10	0	0	0	0	0	0	0	12	20.5	51	52	98.08	52	98.08
028	VH-WH	13	1*	4	1	0	1	1	0	0	0	8	37.4	30	60	50.00	60	50.00
029	WH-VH	52	0	5	1	2	0	0	0	0	0	8	24.0	65	65	100.00	60	108.33
030	OB-WH	8	0	0	2	0	0	0	0	0	0	2	20.5	12	52	23.08	52	23.08
031	WH-VH	32*	0	3	1	0	0	0	0	0	0	4	20.5	38	52	73.08	52	73.08
032	VH-WH	5	0	3	1	0	0	0	0	0	0	4	19.8	10	60	16.67	60	16.67
101	HY-NT	20	0	8	4	4	1	0	0	0	0	17	28.0	52	52	100.00	50	104.00
102	NT-HY	7	0	5	0	1	5	1	0	0	0	12	42.2	40	52	76.92	52	76.92
103	HY-NT	22	0	3	0	0	6	0	0	1	1	10	50.0	51	52	98.08	52	98.08
104	NT-HY	15	0	1	0	2	0	0	0	0	0	3	35.0	22	50	44.00	50	44.00
105	HY-NT	33*	1*	3	0	0	3	0	0	0	0	7	38.7	51	51	100.00	50	102.00
106	NT-HY	18	0	2	4	1	5	0	0	1	1	13	42.8	53	53	100.00	52	101.92
107	HY-NT	49	0	5	0	0	0	0	0	0	0	5	16.6	54	54	100.00	52	103.85
108	NT-HY	6	2*	1	2	2	3	0	0	0	0	10	41.4	33	50	66.00	50	66.00
109	HY-NT	34	1	3	3	0	2	0	0	0	0	9	34.5	52	52	100.00	50	104.00
110	NT-HY	4	0	3	4	2	3	1	0	0	0	13	38.8	38	52	73.08	52	73.08
111	HY-NT	18	0	5	2	0	6	0	0	0	0	13	39.2	51	52	98.08	52	98.08
112	NT-HY	3	0	3	1	0	6	0	0	0	0	10	45.9	32	50	64.00	50	64.00
200	VH-WH	10	3*	6	0	1	2	0	0	0	0	12	36.0	32	45	71.11	45	71.11
201	WH-VH	1	0	0	7	2	3	0	0	0	0	12	40.3	33	42	78.57	42	78.57
202	VH-WH	4	1*	4	3	1	1	0	0	0	0	10	32.0	24	42	57.14	42	57.14
203	WH-VH	0	0	0	3	4	4	1	0	0	0	12	45.5	39	45	86.67	45	86.67
204	VH-WH	17	0	6	1	0	4	0	0	0	0	11	35.3	41	45	91.11	45	91.11
205	WH-VH	0	0	1	11	0	2	0	0	0	0	14	28.9	31	42	73.81	42	73.81
206	VH-WH	0	0	0	2	1	3	0	0	0	0	6	49.2	19	42	45.24	42	45.24
207	WH-OB	17	1*	11	2	1	2	1	0	0	0	18	30.1	50	50	100.00	45	111.11

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: 10:41:16

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 6/22/2016

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	1	0	0	0	8	61.9	33	45	73.33	45	73.33
209	WH-VH	0	1	1	10	3	1	0	0	0	0	16	33.7	35	42	83.33	42	83.33
210	VH-WH	4	0	4	5	0	4	0	0	0	0	13	34.2	34	42	80.95	42	80.95
211	WH-OB	24	1*	8	5	0	1	0	0	0	0	15	24.1	48	48	100.00	45	106.67
212	OB-WH	23	0	3	2	0	3	0	0	0	0	8	36.5	42	45	93.33	45	93.33
213	WH-VH	26	2*	3	2	0	1	0	0	0	0	8	28.7	40	42	95.24	42	95.24
214	VH-WH	18	0	4	1	0	3	1	0	0	0	9	38.4	41	42	97.62	42	97.62
215	WH-OB	31	1*	4	1	0	2	0	0	0	0	8	32.0	47	47	100.00	45	104.44
216	OB-WH	15	0	4	7	2	0	0	0	0	0	13	28.2	39	45	86.67	45	86.67
217	WH-VH	15	1	4	5	0	2	1	0	0	0	13	34.7	43	43	100.00	42	102.38
218	VH-WH	13	1	8	7	0	2	0	0	0	0	18	26.1	44	44	100.00	42	104.76
219	WH-OB	40	3*	6	0	1	0	0	0	0	0	10	26.9	55	55	100.00	45	122.22
220	OB-WH	20	0	3	5	0	0	0	0	0	0	8	23.3	33	45	73.33	45	73.33
221	WH-VH	30*	2*	5	0	0	2	0	0	0	0	9	35.0	48	48	100.00	42	114.29
222	VH-WH	13	0	4	1	2	0	2	0	0	0	9	36.7	35	42	83.33	42	83.33
223	WH-OB	44	0	6	1	0	1	0	0	0	0	8	24.6	56	56	100.00	45	124.44
225	WH-VH	33	0	9	1	0	0	0	0	0	0	10	18.1	44	44	100.00	42	104.76
226	VH-WH	1	1*	4	0	0	1	0	0	0	0	6	32.2	11	42	26.19	42	26.19
301	HY-NT	3	0	0	3	4	5	0	0	0	0	12	44.8	41	41	100.00	39	105.13
302	NT-HY	0	0	0	1	1	5	1	0	0	0	8	55.6	30	39	76.92	39	76.92
305	HY-NT	2	0	2	2	1	7	0	0	0	0	12	47.5	39	39	100.00	39	100.00
306	NT-HY	0	0	0	4	2	6	0	0	0	0	12	46.8	38	39	97.44	39	97.44
309	HY-NT	0	0	1	2	1	4	3	0	0	0	11	51.0	39	39	100.00	39	100.00
310	NT-HY	0	0	1	4	1	5	0	0	0	0	11	45.6	32	39	82.05	39	82.05
311	HY-NT	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	1516	37	333	183	57	141	15	0	6	6	772	59.6	3108	3671	84.66	3581	86.79

* = 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: 6/23/2016

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	16	0	6	6	3	2	0	0	0	0	17	32.2	51	60	85.00	60	85.00
006	VH-WH	17	0	7	1	1	1	0	0	0	0	10	26.8	33	52	63.46	52	63.46
007	WH-VH	24	2*	9	1	2	2	0	0	1	1	17	31.5	54	54	100.00	52	103.85
008	VH-WH	44	0	6	0	1	0	0	0	0	0	7	21.6	53	60	88.33	60	88.33
009	WH-VH	34*	0	6	4	0	2	0	0	0	0	12	27.4	57	60	95.00	60	95.00
010	VH-WH	46	0	6	0	0	0	0	0	0	0	6	17.2	52	52	100.00	52	100.00
011	WH-OB	39	0	1	1	3	0	0	0	0	0	5	38.4	51	52	98.08	52	98.08
012	VH-WH	41	1*	4	2	0	0	0	0	1	1	8	28.2	53	60	88.33	60	88.33
013	WH-VH	53	0	5	0	1	0	0	0	0	0	6	19.8	61	61	100.00	60	101.67
014	OB-WH	49	0	4	0	0	0	0	0	0	0	4	17.5	53	53	100.00	52	101.92
015	WH-OB	41	0	3	1	0	1	0	0	0	0	5	28.4	50	52	96.15	52	96.15
016	VH-WH	46	1	2	0	1	0	1	0	0	0	5	35.8	57	60	95.00	60	95.00
017	WH-VH	54	0	3	1	0	0	0	0	1	1	5	30.3	61	61	100.00	60	101.67
018	OB-WH	32	0	7	2	1	1	0	0	0	0	11	24.9	50	52	96.15	52	96.15
019	WH-OB	50	0	3	2	1	1	0	0	0	0	7	30.9	64	64	100.00	52	123.08
020	VH-WH	38	0	9	5	3	0	0	0	0	0	17	24.6	66	66	100.00	60	110.00
021	WH-VH	57*	1	3	0	1	0	0	0	0	0	5	24.0	65	65	100.00	60	108.33
022	OB-WH	20	0	10	4	3	0	0	0	0	0	17	25.2	47	52	90.38	52	90.38
023	WH-OB	46*	1*	4	1	0	1	0	0	0	0	7	29.7	59	59	100.00	52	113.46
024	VH-WH	31	1	12	2	1	0	0	0	1	1	17	23.3	53	60	88.33	60	88.33
025	WH-VH	65	1*	4	0	0	1	0	0	0	0	6	31.2	75	75	100.00	60	125.00
026	OB-WH	18	4*	8	2	0	0	0	0	0	0	14	25.9	37	52	71.15	52	71.15
027	WH-OB	38	0	8	1	0	1	0	0	0	0	10	23.4	52	52	100.00	52	100.00
028	VH-WH	15	2*	7	3	0	1	0	0	0	0	13	28.8	36	60	60.00	60	60.00
029	WH-VH	55	0	7	1	0	0	0	0	0	0	8	17.3	64	64	100.00	60	106.67
030	OB-WH	6	0	0	2	0	0	0	0	0	0	2	33.5	10	52	19.23	52	19.23
031	WH-VH	37	1*	3	0	0	0	0	0	0	0	4	26.3	42	52	80.77	52	80.77
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	22	0	7	4	1	2	0	0	0	0	14	28.5	48	50	96.00	50	96.00
102	NT-HY	15	0	6	1	1	5	0	0	0	0	13	37.2	46	52	88.46	52	88.46
103	HY-NT	32	0	4	0	2	1	1	0	1	1	9	38.6	53	53	100.00	52	101.92
104	NT-HY	26	0	1	1	1	2	0	0	0	0	5	41.6	40	50	80.00	50	80.00
105	HY-NT	36	0	2	3	0	2	0	0	0	0	7	32.6	52	52	100.00	50	104.00
106	NT-HY	15	1*	7	3	1	3	0	0	1	1	16	34.7	47	52	90.38	52	90.38
107	HY-NT	49	1*	2	2	0	0	0	0	0	0	5	28.3	57	57	100.00	52	109.62
108	NT-HY	5	3*	6	3	5	0	0	0	0	0	17	34.2	38	50	76.00	50	76.00
109	HY-NT	33	0	3	2	0	2	0	0	0	0	7	35.9	48	50	96.00	50	96.00
110	NT-HY	6	0	3	2	1	5	0	0	0	0	11	41.9	36	52	69.23	52	69.23
111	HY-NT	19	0	5	0	1	5	1	0	0	0	12	41.3	52	52	100.00	52	100.00
112	NT-HY	2	1*	4	1	1	2	0	0	0	0	9	31.9	21	50	42.00	50	42.00
200	VH-WH	4	0	4	2	2	3	0	0	0	0	11	35.9	30	45	66.67	45	66.67
201	WH-VH	1	0	2	4	3	2	1	0	0	0	12	39.8	33	42	78.57	42	78.57
202	VH-WH	10	0	0	3	1	3	0	0	0	0	7	46.0	31	42	73.81	42	73.81
203	WH-VH	0	1*	1	5	1	5	0	0	0	0	13	43.6	36	45	80.00	45	80.00
204	VH-WH	16	0	2	0	2	3	0	0	0	0	7	43.9	36	45	80.00	45	80.00
205	WH-VH	0	0	1	6	1	3	1	0	0	0	12	40.2	33	42	78.57	42	78.57
206	VH-WH	4	0	1	4	1	3	0	0	0	0	9	41.1	28	42	66.67	42	66.67
207	WH-OB	23	0	4	2	0	2	0	0	0	0	8	30.1	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: 10:41:16

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 6/23/2016

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	1	1	0	8	0	0	0	0	10	53.7	35	45	77.78	45	77.78
209	WH-VH	10	0	4	6	3	0	1	0	0	0	14	29.6	40	42	95.24	42	95.24
210	VH-WH	13	0	2	8	0	2	0	0	0	0	12	28.9	39	42	92.86	42	92.86
211	WH-OB	32	0	4	1	0	3	0	0	0	0	8	36.0	50	50	100.00	45	111.11
212	OB-WH	27	0	4	2	0	2	0	0	0	0	8	31.4	43	45	95.56	45	95.56
213	WH-VH	28	0	4	0	0	2	0	0	0	0	6	30.8	40	42	95.24	42	95.24
214	VH-WH	10	0	5	1	1	4	0	0	0	0	11	36.3	36	42	85.71	42	85.71
215	WH-OB	40*	0	5	2	0	1	0	0	0	0	8	25.5	55	55	100.00	45	122.22
216	OB-WH	22	0	7	3	2	0	0	0	0	0	12	24.2	41	45	91.11	45	91.11
217	WH-VH	30	0	4	2	0	1	0	0	0	0	7	27.0	42	42	100.00	42	100.00
218	VH-WH	12	0	2	7	2	1	0	0	0	0	12	29.4	38	42	90.48	42	90.48
219	WH-OB	44	1*	3	0	1	1	0	0	0	0	6	33.2	56	56	100.00	45	124.44
220	OB-WH	21	0	3	6	1	0	0	0	0	0	10	25.3	39	45	86.67	45	86.67
221	WH-VH	34*	0	3	1	0	2	0	0	0	0	6	33.0	48	48	100.00	42	114.29
222	VH-WH	11	0	5	3	0	0	0	0	0	0	8	19.9	22	42	52.38	42	52.38
223	WH-OB	32*	1*	6	1	0	1	0	0	0	0	9	27.3	47	47	100.00	45	104.44
225	WH-VH	35	0	8	1	0	0	0	0	0	0	9	17.7	45	45	100.00	42	107.14
226	VH-WH	3	0	1	0	0	1	0	0	0	0	2	41.5	8	42	19.05	42	19.05
301	HY-NT	2	0	0	4	4	4	0	0	0	0	12	44.1	38	39	97.44	39	97.44
302	NT-HY	0	0	0	1	0	8	0	0	0	0	9	57.7	34	39	87.18	39	87.18
305	HY-NT	0	0	0	2	0	8	0	0	0	0	10	55.6	36	39	92.31	39	92.31
306	NT-HY	0	0	2	6	1	5	0	0	0	0	14	41.6	37	39	94.87	39	94.87
309	HY-NT	3	0	0	3	1	6	1	0	0	0	11	52.0	41	41	100.00	39	105.13
310	NT-HY	0	0	1	5	0	6	1	0	0	0	13	46.1	40	40	100.00	39	102.56
311	HY-NT	10	0	3	4	1	4	0	0	0	0	12	37.0	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		1754	24	289	160	64	137	8	0	6	6	688	59.0	3205	3684	87.00	3581	89.50

* = 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: 10:41:16

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 6/24/2016

SSA115
 PAGE: 0001
 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	TRLRS	1-SP	2-SP	3-SP	4-SP	5-SP	1-SP	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	20	0	5	6	2	2	0	0	0	0	15	32.7	51	60	85.00	60	85.00
006	VH-WH	15	0	7	2	0	1	0	0	0	0	10	22.6	30	52	57.69	52	57.69
007	WH-VH	34	0	0	1	1	3	0	0	1	1	6	59.4	53	53	100.00	52	101.92
008	VH-WH	43	0	9	0	0	0	0	0	0	0	9	17.6	52	60	86.67	60	86.67
009	WH-VH	47	0	2	4	0	0	0	0	0	0	6	25.8	57	60	95.00	60	95.00
010	VH-WH	41	0	7	0	0	0	0	0	0	0	7	17.1	48	52	92.31	52	92.31
011	WH-OB	50	1	6	1	1	0	0	0	0	0	9	22.5	62	62	100.00	52	119.23
012	VH-WH	45	0	7	2	0	0	0	0	1	1	10	22.9	58	60	96.67	60	96.67
013	WH-VH	54	0	2	0	1	1	0	0	0	0	4	33.8	63	63	100.00	60	105.00
014	OB-WH	45	0	6	0	0	0	0	0	0	0	6	17.5	51	52	98.08	52	98.08
015	WH-OB	49	0	2	2	1	1	0	0	0	0	6	29.7	62	62	100.00	52	119.23
016	VH-WH	55	0	1	1	0	0	0	0	0	0	2	20.0	58	60	96.67	60	96.67
017	WH-VH	51	0	2	1	0	1	0	0	1	1	5	36.8	61	61	100.00	60	101.67
018	OB-WH	34	0	8	3	0	1	0	0	0	0	12	24.3	52	52	100.00	52	100.00
019	WH-OB	51	0	0	0	0	0	0	0	0	0	0	.0	51	52	98.08	52	98.08
020	VH-WH	39	0	5	5	1	0	0	0	0	0	11	26.7	57	60	95.00	60	95.00
021	WH-VH	39	0	3	0	1	1	0	0	0	0	5	31.6	49	60	81.67	60	81.67
022	OB-WH	42	0	6	1	0	0	0	0	0	0	7	19.0	50	52	96.15	52	96.15
023	WH-OB	44	2*	8	0	0	0	0	0	0	0	10	21.3	55	55	100.00	52	105.77
024	VH-WH	41	0	5	0	1	0	1	0	1	1	8	35.1	56	60	93.33	60	93.33
025	WH-VH	41*	0	2	0	0	2	0	0	0	0	4	40.0	52	60	86.67	60	86.67
026	OB-WH	32	1	6	4	0	0	0	0	0	0	11	21.2	47	52	90.38	52	90.38
027	WH-OB	46	0	2	1	0	1	0	0	0	0	4	30.0	54	54	100.00	52	103.85
028	VH-WH	26*	0	7	2	0	1	0	0	0	0	10	23.5	42	60	70.00	60	70.00
029	WH-VH	41	0	9	2	0	0	0	0	0	0	11	17.9	54	60	90.00	60	90.00
030	OB-WH	7	0	1	0	0	1	0	0	0	0	2	40.5	12	52	23.08	52	23.08
031	WH-VH	47	0	3	2	2	0	0	0	0	0	7	24.7	60	60	100.00	52	115.38
032	VH-WH	5	0	2	0	0	0	0	0	0	0	2	18.0	7	60	11.67	60	11.67
101	HY-NT	26	0	4	2	5	1	0	0	0	0	12	33.3	53	53	100.00	50	106.00
102	NT-HY	10	0	10	0	0	5	1	0	0	0	16	34.8	45	52	86.54	52	86.54
103	HY-NT	36	0	0	1	1	2	0	0	1	1	5	57.5	51	52	98.08	52	98.08
104	NT-HY	25*	0	0	2	0	1	0	0	0	0	3	37.0	34	50	68.00	50	68.00
105	HY-NT	28	1	2	0	0	4	0	0	0	0	7	46.7	47	50	94.00	50	94.00
106	NT-HY	29*	0	2	3	1	2	0	0	1	1	9	39.5	51	52	98.08	52	98.08
107	HY-NT	53*	0	2	0	0	0	0	0	0	0	2	17.5	57	57	100.00	52	109.62
108	NT-HY	19	0	3	2	1	4	0	0	0	0	10	42.0	45	50	90.00	50	90.00
109	HY-NT	38	0	4	0	1	1	0	0	0	0	6	30.2	49	50	98.00	50	98.00
110	NT-HY	20	0	7	1	2	4	0	0	0	0	14	33.5	51	52	98.08	52	98.08
111	HY-NT	36	0	4	0	0	3	0	0	0	0	7	38.3	52	52	100.00	52	100.00
112	NT-HY	5	0	1	2	0	1	1	0	0	0	5	40.6	19	50	38.00	50	38.00
200	VH-WH	12	0	8	1	2	2	0	0	0	0	13	28.4	36	45	80.00	45	80.00
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	0	0	2	1	4	0	0	0	0	7	47.9	26	42	61.90	42	61.90
203	WH-VH	0	0	0	5	1	7	0	0	0	0	13	46.8	41	45	91.11	45	91.11
204	VH-WH	23	1*	5	0	1	2	0	0	0	0	9	33.1	41	45	91.11	45	91.11
205	WH-VH	0	0	2	4	1	3	1	0	0	0	11	39.5	30	42	71.43	42	71.43
206	VH-WH	7	0	2	2	2	3	0	0	0	0	9	40.4	31	42	73.81	42	73.81
207	WH-OB	20	0	1	0	0	4	0	0	0	0	5	51.6	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: 10:41:16

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 6/24/2016

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	8	0	0	0	0	8	61.3	32	45	71.11	45	71.11
209	WH-VH	16	0	3	3	1	1	0	0	0	0	8	31.1	32	42	76.19	42	76.19
210	VH-WH	4	0	2	3	0	5	0	0	0	0	10	41.4	32	42	76.19	42	76.19
211	WH-OB	25	0	4	1	0	2	0	0	0	0	7	32.3	39	45	86.67	45	86.67
212	OB-WH	30	0	2	1	1	2	0	0	0	0	6	38.2	45	45	100.00	45	100.00
213	WH-VH	17	1*	4	0	0	2	0	0	0	0	7	31.8	31	42	73.81	42	73.81
214	VH-WH	22*	0	0	0	0	4	0	0	0	0	4	60.5	39	42	92.86	42	92.86
215	WH-OB	40*	0	2	2	0	0	0	0	0	0	4	26.3	48	48	100.00	45	106.67
216	OB-WH	20	0	4	7	3	0	0	0	0	0	14	27.7	47	47	100.00	45	104.44
217	WH-VH	42*	0	5	3	0	0	0	0	0	0	8	20.4	55	55	100.00	42	130.95
218	VH-WH	23	0	5	6	0	1	0	0	0	0	12	25.1	44	44	100.00	42	104.76
219	WH-OB	52	0	3	0	0	0	0	0	0	0	3	18.7	55	55	100.00	45	122.22
220	OB-WH	29	0	6	5	1	0	0	0	0	0	12	23.9	48	48	100.00	45	106.67
221	WH-VH	35	1	3	1	0	1	0	0	0	0	6	32.8	45	45	100.00	42	107.14
222	VH-WH	31*	0	10	2	0	0	0	0	0	0	12	18.9	46	46	100.00	42	109.52
223	WH-OB	35	0	2	1	0	0	1	0	0	0	4	35.8	44	45	97.78	45	97.78
224	OB-WH	15	0	7	0	0	0	0	0	0	0	7	17.4	22	45	48.89	45	48.89
225	WH-VH	35	0	3	0	0	0	0	0	0	0	3	18.3	38	42	90.48	42	90.48
226	VH-WH	6	0	1	0	0	0	0	0	0	0	1	20.0	7	42	16.67	42	16.67
227	WH-VH	43	0	6	1	0	0	0	0	0	0	7	18.7	51	51	100.00	45	113.33
301	HY-NT	1	0	1	4	2	6	0	0	0	0	13	43.1	40	40	100.00	39	102.56
302	NT-HY	1	0	0	3	0	3	0	0	0	0	6	42.0	19	39	48.72	39	48.72
305	HY-NT	3	0	3	4	0	6	0	0	0	0	13	42.3	38	39	97.44	39	97.44
306	NT-HY	0	0	0	4	3	5	0	0	0	0	12	45.3	37	39	94.87	39	94.87
309	HY-NT	5	0	4	2	0	5	1	0	0	0	12	43.0	38	39	97.44	39	97.44
310	NT-HY	2	0	0	3	1	5	0	0	0	0	9	49.8	31	39	79.49	39	79.49
311	HY-NT	5	1	2	1	4	4	0	0	0	0	12	44.5	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		2011	9	262	132	49	131	6	0	6	6	595	60.0	3274	3764	86.98	3671	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: 10:41:16

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 6/25/2016

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	40	0	1	3	0	2	0	0	0	0	6	38.3	55	60	91.67	60	91.67
006	VH-WH	30	0	5	2	1	2	0	0	0	0	10	29.1	50	52	96.15	52	96.15
007	WH-VH	37	1*	6	0	0	2	0	0	1	1	10	35.4	55	55	100.00	52	105.77
008	VH-WH	47	0	7	1	0	0	0	0	0	0	8	18.3	56	60	93.33	60	93.33
009	WH-VH	54*	0	7	0	0	1	0	0	0	0	8	23.4	66	66	100.00	60	110.00
010	VH-WH	40	0	3	1	0	1	0	0	0	0	5	28.0	49	52	94.23	52	94.23
011	WH-OB	44*	1*	3	0	0	0	0	0	0	0	4	23.3	50	52	96.15	52	96.15
012	VH-WH	51	0	2	0	0	0	0	0	1	1	3	34.0	55	60	91.67	60	91.67
013	WH-VH	56*	0	2	0	0	0	0	0	0	0	2	18.0	59	60	98.33	60	98.33
014	OB-WH	46	0	2	1	0	0	0	0	0	0	3	18.7	50	52	96.15	52	96.15
015	WH-OB	56*	0	2	0	0	0	0	0	0	0	2	18.0	61	61	100.00	52	117.31
016	VH-WH	51	0	4	0	0	0	0	0	0	0	4	16.8	55	60	91.67	60	91.67
017	WH-VH	52	1*	1	0	0	0	0	0	1	1	3	52.0	57	60	95.00	60	95.00
018	OB-WH	44*	0	4	2	0	0	0	0	0	0	6	23.2	53	53	100.00	52	101.92
019	WH-OB	47*	0	3	1	0	0	0	0	0	0	4	21.3	53	53	100.00	52	101.92
020	VH-WH	49	0	2	1	1	0	0	0	0	0	4	25.5	56	60	93.33	60	93.33
021	WH-VH	54*	0	1	2	0	0	0	0	0	0	3	19.7	60	60	100.00	60	100.00
022	OB-WH	46	0	3	1	0	0	0	0	0	0	4	18.5	51	52	98.08	52	98.08
023	WH-OB	54	0	2	0	0	0	0	0	0	0	2	18.0	56	56	100.00	52	107.69
024	VH-WH	46	0	4	0	1	0	0	0	1	1	6	27.8	55	60	91.67	60	91.67
025	WH-VH	53*	1	5	0	0	0	0	0	0	0	6	18.8	60	60	100.00	60	100.00
026	OB-WH	24	1*	3	2	0	0	0	0	0	0	6	24.4	33	52	63.46	52	63.46
027	WH-OB	55*	0	6	0	0	0	0	0	0	0	6	17.7	62	62	100.00	52	119.23
028	VH-WH	20	0	4	0	0	0	0	0	0	0	4	19.0	24	60	40.00	60	40.00
029	WH-VH	54	0	5	0	0	0	0	0	0	0	5	17.4	59	60	98.33	60	98.33
030	OB-WH	12	0	1	1	0	0	0	0	0	0	2	19.5	15	52	28.85	52	28.85
031	WH-VH	21	0	3	0	0	0	0	0	0	0	3	16.7	24	52	46.15	52	46.15
032	VH-WH	7	0	0	0	0	0	0	0	0	0	0	.0	7	60	11.67	60	11.67
101	HY-NT	35	1	1	0	1	2	0	0	0	0	5	45.0	48	50	96.00	50	96.00
102	NT-HY	27*	2*	6	0	0	3	0	0	0	0	11	34.8	50	52	96.15	52	96.15
103	HY-NT	48*	0	2	1	0	0	0	0	1	1	4	34.3	55	55	100.00	52	105.77
104	NT-HY	36	0	5	1	0	1	0	0	0	0	7	24.7	47	50	94.00	50	94.00
105	HY-NT	46*	1	1	0	0	0	0	0	0	0	2	17.0	50	50	100.00	50	100.00
106	NT-HY	51	0	2	0	0	0	0	0	1	1	3	34.5	55	55	100.00	52	105.77
107	HY-NT	49	0	3	1	0	0	0	0	0	0	4	18.8	54	54	100.00	52	103.85
108	NT-HY	34	0	1	1	2	1	0	0	0	0	5	34.4	47	50	94.00	50	94.00
109	HY-NT	39	1*	1	2	0	1	0	0	0	0	5	33.0	50	50	100.00	50	100.00
110	NT-HY	17	0	4	2	2	3	0	0	0	0	11	37.0	43	52	82.69	52	82.69
111	HY-NT	41	0	6	0	0	1	0	0	0	0	7	23.9	51	52	98.08	52	98.08
112	NT-HY	11	1*	1	1	0	0	0	0	0	0	3	24.5	16	50	32.00	50	32.00
200	VH-WH	20	0	5	0	1	2	0	0	0	0	8	31.5	36	45	80.00	45	80.00
201	WH-VH	0	0	0	6	1	4	0	0	0	0	11	43.1	31	42	73.81	42	73.81
202	VH-WH	25	0	8	3	0	1	0	0	0	0	12	23.4	43	43	100.00	42	102.38
203	WH-VH	29	0	5	0	0	1	0	0	0	0	6	25.7	38	45	84.44	45	84.44
204	VH-WH	42	0	2	1	0	0	0	0	0	0	3	19.7	46	46	100.00	45	102.22
205	WH-VH	4	0	1	4	1	3	0	0	0	0	9	38.9	28	42	66.67	42	66.67
206	VH-WH	0	0	0	0	1	5	0	0	0	0	6	56.5	23	42	54.76	42	54.76
207	WH-OB	32	1	5	2	0	1	0	0	0	0	9	23.8	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: 10:41:16

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 6/25/2016

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	37*	1	2	2	0	1	0	0	0	0	6	33.4	49	49	100.00	45	108.89
209	WH-VH	27	3*	3	0	0	0	0	0	0	0	6	16.7	35	42	83.33	42	83.33
210	VH-WH	4	0	0	4	0	4	1	0	0	0	9	48.8	33	42	78.57	42	78.57
211	WH-OB	30*	0	1	1	0	1	0	0	0	0	3	33.7	39	45	86.67	45	86.67
212	OB-WH	41*	1*	4	1	0	0	0	0	0	0	6	18.8	51	51	100.00	45	113.33
213	WH-VH	37	0	2	0	1	0	0	0	0	0	3	26.3	42	42	100.00	42	100.00
214	VH-WH	41	2	6	0	0	0	0	0	0	0	8	22.5	49	49	100.00	42	116.67
215	WH-OB	38*	1*	3	1	0	2	0	0	0	0	7	31.8	55	55	100.00	45	122.22
216	OB-WH	38	0	4	2	0	1	0	0	0	0	7	27.3	50	50	100.00	45	111.11
217	WH-VH	38	0	0	1	0	0	0	0	0	0	1	20.0	40	42	95.24	42	95.24
218	VH-WH	34*	0	6	1	0	1	0	0	0	0	8	23.8	48	48	100.00	42	114.29
219	WH-OB	44	1*	3	0	0	0	0	0	0	0	4	27.7	49	49	100.00	45	108.89
220	OB-WH	36*	0	4	3	0	0	0	0	0	0	7	23.0	47	47	100.00	45	104.44
221	WH-VH	44	0	0	0	0	0	0	0	0	0	0	.0	44	44	100.00	42	104.76
222	VH-WH	24*	1*	5	3	0	0	0	0	0	0	9	23.5	38	42	90.48	42	90.48
223	WH-OB	42	0	4	0	0	0	0	0	0	0	4	19.0	46	46	100.00	45	102.22
224	VH-WH	3	0	0	0	0	0	0	0	0	0	0	.0	3	45	6.67	45	6.67
225	WH-VH	37	0	5	0	0	1	0	0	0	0	6	24.7	46	46	100.00	42	109.52
226	VH-WH	6	0	1	0	0	0	0	0	0	0	1	19.0	7	42	16.67	42	16.67
227	WH-VH	46	0	4	0	0	0	0	0	0	0	4	17.3	50	50	100.00	45	111.11
301	HY-NT	4	0	1	8	3	3	0	0	0	0	15	35.3	42	42	100.00	39	107.69
302	NT-HY	3	1*	1	2	0	5	0	0	0	0	9	51.6	30	39	76.92	39	76.92
305	HY-NT	6	0	0	3	1	5	1	0	0	0	10	50.7	40	40	100.00	39	102.56
306	NT-HY	1	0	0	5	1	4	2	0	0	0	12	45.4	40	40	100.00	39	102.56
309	HY-NT	38	0	2	0	0	0	0	0	0	0	2	18.0	40	40	100.00	39	102.56
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		2475	23	211	80	18	65	4	0	6	6	407	67.4	3256	3739	87.08	3632	89.65

* = 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: 10:41:16

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 6/26/2016

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	33	0	10	1	0	0	0	0	0	0	11	18.8	45	60	75.00	60	75.00
006	VH-WH	22	1*	6	0	0	1	0	0	0	0	8	27.3	34	52	65.38	52	65.38
007	WH-VH	44	1	3	2	0	0	0	0	0	0	6	19.2	52	52	100.00	52	100.00
008	VH-WH	37	1	8	0	0	0	0	0	0	0	9	16.6	46	60	76.67	60	76.67
009	WH-VH	55	0	5	0	0	0	0	0	0	0	5	17.8	60	60	100.00	60	100.00
010	VH-WH	46	1	5	0	0	0	0	0	0	0	6	19.6	52	52	100.00	52	100.00
011	WH-OB	51	0	2	2	0	0	0	0	0	0	4	22.0	57	57	100.00	52	109.62
012	VH-WH	42	0	5	1	0	0	1	0	0	0	7	25.9	54	60	90.00	60	90.00
013	WH-VH	50*	0	4	0	0	0	0	0	0	0	4	17.5	56	60	93.33	60	93.33
014	OB-WH	45	0	4	0	0	0	0	0	0	0	4	17.8	49	52	94.23	52	94.23
015	WH-OB	48*	0	3	0	0	0	0	0	0	0	3	18.0	52	52	100.00	52	100.00
016	VH-WH	53	0	2	0	0	0	0	0	0	0	2	18.0	55	60	91.67	60	91.67
017	WH-VH	54*	0	3	1	0	0	0	0	0	0	4	18.5	60	60	100.00	60	100.00
018	OB-WH	46*	1*	3	0	0	0	0	0	0	0	4	27.0	52	52	100.00	52	100.00
019	WH-OB	52	0	3	0	0	0	0	0	0	0	3	17.7	55	55	100.00	52	105.77
020	VH-WH	47	0	4	4	0	0	0	0	0	0	8	23.3	59	60	98.33	60	98.33
021	WH-VH	50	2	3	0	1	0	0	0	0	0	6	24.8	58	60	96.67	60	96.67
022	OB-WH	36	0	3	0	0	0	0	0	0	0	3	18.0	39	52	75.00	52	75.00
023	WH-OB	47	0	7	0	0	0	0	0	0	0	7	17.3	54	54	100.00	52	103.85
024	VH-WH	49*	1*	4	1	0	0	0	0	0	0	6	24.8	58	60	96.67	60	96.67
025	WH-VH	56	0	3	0	0	0	0	0	0	0	3	17.3	59	60	98.33	60	98.33
026	OB-WH	48*	0	3	0	0	0	0	0	0	0	3	17.3	52	52	100.00	52	100.00
027	WH-OB	50*	0	5	0	0	0	0	0	0	0	5	16.8	56	56	100.00	52	107.69
028	VH-WH	49	0	5	0	0	0	0	0	0	0	5	18.2	54	60	90.00	60	90.00
029	WH-VH	47	0	10	1	0	0	0	0	0	0	11	18.7	59	60	98.33	60	98.33
030	OB-WH	44*	0	6	2	0	0	0	0	0	0	8	18.8	55	55	100.00	52	105.77
031	WH-VH	22*	0	6	2	0	0	0	0	0	0	8	17.3	33	52	63.46	52	63.46
032	VH-WH	17	1*	3	0	0	0	0	0	0	0	4	22.7	22	60	36.67	60	36.67
101	HY-NT	24	1*	4	2	0	4	0	0	0	0	11	40.3	50	50	100.00	50	100.00
102	NT-HY	18	0	5	0	0	2	0	0	0	0	7	29.4	31	52	59.62	52	59.62
103	HY-NT	47	1	1	2	0	0	0	0	0	0	4	20.7	53	53	100.00	52	101.92
104	NT-HY	27	0	1	1	0	1	0	0	0	0	3	34.7	34	50	68.00	50	68.00
105	HY-NT	40*	0	3	0	1	0	0	0	0	0	4	27.3	47	50	94.00	50	94.00
106	NT-HY	41	0	3	2	0	0	0	0	0	0	5	23.8	48	52	92.31	52	92.31
107	HY-NT	47	1*	4	1	0	0	0	0	0	0	6	24.4	55	55	100.00	52	105.77
108	NT-HY	30	2*	3	1	1	1	0	0	0	0	8	34.2	45	50	90.00	50	90.00
109	HY-NT	35	1*	5	2	0	1	0	0	0	0	9	24.9	50	50	100.00	50	100.00
110	NT-HY	11	0	1	2	0	1	0	0	0	0	4	30.3	20	52	38.46	52	38.46
111	HY-NT	32	2*	10	1	0	1	0	0	0	0	14	26.1	53	53	100.00	52	101.92
112	NT-HY	2	0	1	0	3	0	0	0	0	0	4	21.8	12	50	24.00	50	24.00
200	VH-WH	10	0	1	4	0	1	0	0	0	0	6	27.8	23	45	51.11	45	51.11
201	WH-VH	6	2*	10	4	0	1	0	0	0	0	17	28.7	32	42	76.19	42	76.19
202	VH-WH	18	1*	2	0	1	1	0	0	0	0	5	40.8	29	42	69.05	42	69.05
203	WH-VH	33	0	4	0	0	1	1	0	0	0	6	32.3	46	46	100.00	45	102.22
204	VH-WH	37	0	3	0	0	1	0	0	0	0	4	30.0	44	45	97.78	45	97.78
205	WH-VH	23*	1*	1	0	0	0	0	0	0	0	2	40.0	27	42	64.29	42	64.29
206	VH-WH	31	0	0	0	0	0	0	0	0	0	0	.0	31	42	73.81	42	73.81
207	WH-OB	30*	1*	3	0	0	2	0	0	0	0	6	33.6	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: 10:41:16

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 6/26/2016

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	42*	1*	5	0	0	0	0	0	0	0	6	18.0	50	50	100.00	45	111.11
209	WH-VH	33	0	2	0	2	0	0	0	0	0	4	25.8	41	42	97.62	42	97.62
210	VH-WH	37*	1	0	0	0	1	0	0	0	0	2	59.0	44	44	100.00	42	104.76
211	WH-OB	45	0	4	0	0	0	0	0	0	0	4	18.8	49	49	100.00	45	108.89
212	OB-WH	33*	2*	5	0	0	1	0	0	0	0	8	28.7	46	46	100.00	45	102.22
213	WH-VH	39*	1*	2	0	0	1	0	0	0	0	4	42.0	48	48	100.00	42	114.29
214	VH-WH	35	1*	3	2	0	0	0	0	0	0	6	19.4	44	44	100.00	42	104.76
215	WH-OB	41	0	7	1	0	0	0	0	0	0	8	18.0	50	50	100.00	45	111.11
216	OB-WH	43	1*	4	0	1	0	0	0	0	0	6	22.4	52	52	100.00	45	115.56
217	WH-VH	31	0	3	2	0	0	0	0	0	0	5	21.4	38	42	90.48	42	90.48
218	VH-WH	40	0	3	1	0	0	0	0	0	0	4	20.8	45	45	100.00	42	107.14
219	WH-OB	48	0	6	0	0	0	0	0	0	0	6	18.0	54	54	100.00	45	120.00
220	OB-WH	36	0	2	1	2	0	0	0	0	0	5	25.8	46	46	100.00	45	102.22
221	WH-VH	40	1*	2	0	0	0	0	0	0	0	3	19.0	44	44	100.00	42	104.76
222	VH-WH	39	0	3	1	0	0	1	0	0	0	5	29.2	49	49	100.00	42	116.67
223	WH-OB	35	1*	15	0	0	0	0	0	0	0	16	20.1	52	52	100.00	45	115.56
224	OB-WH	36	0	6	0	0	0	0	0	0	0	6	18.3	42	45	93.33	45	93.33
225	WH-VH	45	0	3	0	0	1	0	0	0	0	4	28.3	52	52	100.00	42	123.81
226	VH-WH	33	0	10	0	0	0	0	0	0	0	10	18.1	43	43	100.00	42	102.38
227	WH-VH	30	0	9	2	0	0	0	0	0	0	11	19.7	43	45	95.56	45	95.56
301	HY-NT	1	0	0	4	4	5	0	0	0	0	13	42.8	41	41	100.00	39	105.13
302	NT-HY	2	0	2	0	0	1	0	0	0	0	3	31.3	8	39	20.51	39	20.51
305	HY-NT	4	0	0	3	4	3	0	0	0	0	10	42.5	34	39	87.18	39	87.18
306	NT-HY	1	0	0	6	3	4	0	0	0	0	13	38.8	38	39	97.44	39	97.44
309	HY-NT	36	0	5	0	0	0	0	0	0	0	5	18.4	41	41	100.00	39	105.13
310	NT-HY	1	0	0	0	0	2	0	0	0	0	2	60.0	9	39	23.08	39	23.08
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		2588	31	294	62	23	38	3	0	0	0	451	83.9	3314	3731	88.82	3632	91.24

* = 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: 10:41:16

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 6/27/2016

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	22	0	5	4	2	2	0	0	0	0	13	32.2	49	60	81.67	60	81.67
006	VH-WH	24	0	2	1	0	3	0	0	0	0	6	40.3	40	52	76.92	52	76.92
007	WH-VH	20	0	9	1	1	3	0	0	1	1	15	31.7	48	52	92.31	52	92.31
008	VH-WH	52	0	10	1	0	0	0	0	0	0	11	18.1	64	64	100.00	60	106.67
009	WH-VH	33	0	3	4	3	1	0	0	1	1	12	32.8	59	60	98.33	60	98.33
010	VH-WH	48	0	3	0	0	0	0	0	0	0	3	16.7	51	52	98.08	52	98.08
011	WH-OB	39	0	4	0	2	0	0	0	0	0	6	28.8	49	52	94.23	52	94.23
012	VH-WH	50	0	5	1	1	0	0	0	1	1	8	29.0	62	62	100.00	60	103.33
013	WH-VH	48	0	2	0	1	0	0	0	0	0	3	28.7	53	60	88.33	60	88.33
014	OB-WH	43	0	5	0	0	0	0	0	1	1	6	24.4	50	52	96.15	52	96.15
015	WH-OB	41*	0	4	1	0	0	0	0	0	0	5	18.0	48	52	92.31	52	92.31
016	VH-WH	56*	0	4	0	0	0	0	0	0	0	4	18.0	61	61	100.00	60	101.67
017	WH-VH	53	0	0	0	0	1	0	0	1	1	2	93.0	59	60	98.33	60	98.33
018	OB-WH	34	0	2	4	0	2	0	0	0	0	8	32.9	52	52	100.00	52	100.00
019	WH-OB	36	0	2	0	1	2	0	0	0	0	5	43.8	49	52	94.23	52	94.23
020	VH-WH	38	0	5	4	0	0	1	0	0	0	10	28.6	56	60	93.33	60	93.33
021	WH-VH	53	0	6	0	0	0	0	0	0	0	6	17.7	59	60	98.33	60	98.33
022	OB-WH	28	1*	6	4	2	0	0	0	0	0	13	25.3	50	52	96.15	52	96.15
023	WH-OB	32	1	2	0	0	0	0	0	0	0	3	24.5	35	52	67.31	52	67.31
024	VH-WH	34*	0	5	1	3	0	0	0	1	1	10	33.7	53	60	88.33	60	88.33
025	WH-VH	52	0	5	0	0	1	0	0	0	0	6	25.8	61	61	100.00	60	101.67
026	OB-WH	21	0	2	1	0	0	0	0	0	0	3	18.7	25	52	48.08	52	48.08
027	WH-OB	45*	0	4	1	0	1	0	0	0	0	6	26.0	57	57	100.00	52	109.62
028	VH-WH	16	1	1	1	0	1	0	0	0	0	4	34.7	24	60	40.00	60	40.00
029	WH-VH	54	1*	3	0	1	0	0	0	0	0	5	30.5	62	62	100.00	60	103.33
030	OB-WH	16	0	2	0	0	1	0	0	0	0	3	33.7	22	52	42.31	52	42.31
031	WH-VH	10*	0	1	0	0	0	0	0	0	0	1	17.0	12	52	23.08	52	23.08
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	18	0	4	3	5	2	0	0	0	0	14	33.6	51	51	100.00	50	102.00
102	NT-HY	16	0	4	2	0	6	0	0	0	0	12	40.1	48	52	92.31	52	92.31
103	HY-NT	26	0	2	4	0	3	0	0	1	1	10	41.3	50	52	96.15	52	96.15
104	NT-HY	10	0	2	0	1	5	0	0	0	0	8	46.4	35	50	70.00	50	70.00
105	HY-NT	33	0	1	3	2	0	1	0	0	0	7	32.9	51	51	100.00	50	102.00
106	NT-HY	19	1*	4	4	1	1	0	0	1	1	12	35.3	42	52	80.77	52	80.77
107	HY-NT	43	0	1	4	1	0	0	0	0	0	6	26.3	55	55	100.00	52	105.77
108	NT-HY	7	0	3	1	2	3	0	0	0	0	9	39.3	30	50	60.00	50	60.00
109	HY-NT	29	1*	5	1	1	2	0	0	0	0	10	35.1	49	50	98.00	50	98.00
110	NT-HY	7	0	2	5	4	4	0	0	0	0	15	38.0	47	52	90.38	52	90.38
111	HY-NT	20	0	6	0	0	6	0	0	0	0	12	39.6	50	52	96.15	52	96.15
112	NT-HY	2	0	1	3	4	3	0	0	0	0	11	40.9	33	50	66.00	50	66.00
200	VH-WH	15	0	5	0	2	2	0	0	0	0	9	32.9	34	45	75.56	45	75.56
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	3	1	2	0	0	0	0	6	44.0	18	42	42.86	42	42.86
203	WH-VH	0	1	4	2	0	7	1	0	0	0	15	45.1	42	45	93.33	45	93.33
204	VH-WH	29	1*	2	0	0	2	0	0	0	0	5	45.5	41	45	91.11	45	91.11
205	WH-VH	1	0	2	6	0	3	1	0	0	0	12	37.3	32	42	76.19	42	76.19
206	VH-WH	0	0	0	3	1	4	0	0	0	0	8	48.3	25	42	59.52	42	59.52
207	WH-OB	14	0	10	1	0	3	0	0	0	0	14	28.3	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: 10:41:16

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 6/27/2016

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	0	0	0	2	0	7	0	0	0	0	9	53.9	32	45	71.11	45	71.11
209	WH-VH	6	0	0	7	3	0	1	0	0	0	11	35.5	34	42	80.95	42	80.95
210	VH-WH	4	0	2	5	1	4	0	0	0	0	12	36.1	35	42	83.33	42	83.33
211	WH-OB	25*	0	2	2	0	3	0	0	0	0	7	36.6	44	45	97.78	45	97.78
212	OB-WH	30	0	5	0	2	2	0	0	0	0	9	34.0	49	49	100.00	45	108.89
213	WH-VH	24*	0	3	2	0	2	0	0	0	0	7	33.1	40	42	95.24	42	95.24
214	VH-WH	21	0	1	1	0	4	0	0	0	0	6	46.3	40	42	95.24	42	95.24
215	WH-OB	31	1*	3	2	0	1	0	0	0	0	7	31.7	44	45	97.78	45	97.78
216	OB-WH	28	0	5	3	1	1	0	0	0	0	10	27.7	46	46	100.00	45	102.22
217	WH-VH	36*	0	3	2	1	0	0	0	0	0	6	26.8	47	47	100.00	42	111.90
218	VH-WH	24	0	5	5	1	0	0	0	0	0	11	23.8	42	42	100.00	42	100.00
219	WH-OB	44	2*	8	0	0	0	0	0	0	0	10	20.6	56	56	100.00	45	124.44
220	OB-WH	22	0	4	3	2	0	0	0	0	0	9	25.9	38	45	84.44	45	84.44
221	WH-VH	41	1*	3	2	1	0	0	0	0	0	7	26.2	53	53	100.00	42	126.19
222	VH-WH	13	0	3	1	1	0	1	0	0	0	6	30.3	26	42	61.90	42	61.90
223	WH-OB	37	0	8	1	0	1	0	0	0	0	10	22.6	51	51	100.00	45	113.33
224	OB-WH	1	0	1	0	0	0	0	0	0	0	1	17.0	2	45	4.44	45	4.44
225	WH-VH	34	1*	6	1	0	0	0	0	0	0	8	21.6	44	44	100.00	42	104.76
226	VH-WH	3	0	0	0	1	0	0	0	0	0	1	40.0	6	42	14.29	42	14.29
227	WH-VH	27	0	6	0	0	0	0	0	0	0	6	18.3	33	45	73.33	45	73.33
301	HY-NT	2	0	1	5	1	6	0	0	0	0	13	42.8	40	40	100.00	39	102.56
302	NT-HY	0	0	0	0	3	1	0	0	0	0	4	52.5	13	39	33.33	39	33.33
305	HY-NT	7	0	1	1	1	7	0	0	0	0	10	51.4	41	41	100.00	39	105.13
306	NT-HY	0	0	0	0	1	6	0	0	0	0	7	57.7	27	39	69.23	39	69.23
309	HY-NT	6	0	1	2	0	7	0	0	0	0	10	49.8	39	39	100.00	39	100.00
310	NT-HY	1	0	0	4	3	1	1	0	0	0	9	42.0	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		1760	13	232	130	67	132	8	0	8	8	590	58.2	3069	3695	83.06	3632	84.50

* = 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: 6/28/2016

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	24	0	5	6	1	2	0	0	0	0	14	29.9	52	60	86.67	60	86.67
006	VH-WH	17	0	4	1	1	2	0	0	0	0	8	33.1	34	52	65.38	52	65.38
007	WH-VH	20	0	8	3	1	3	0	0	1	1	16	32.1	51	52	98.08	52	98.08
008	VH-WH	49	0	8	1	0	0	0	0	0	0	9	19.6	59	60	98.33	60	98.33
009	WH-VH	28	1*	9	7	2	0	0	0	0	0	19	24.4	59	60	98.33	60	98.33
010	VH-WH	47	1*	5	1	0	0	0	0	0	0	7	22.7	56	56	100.00	52	107.69
011	WH-OB	37	0	8	2	1	0	0	0	0	0	11	21.5	52	52	100.00	52	100.00
012	VH-WH	48	0	6	1	0	0	0	0	1	1	8	22.9	58	60	96.67	60	96.67
013	WH-VH	40	1	0	0	1	3	0	0	0	0	5	55.8	56	60	93.33	60	93.33
014	OB-WH	39	0	6	1	0	0	0	0	0	0	7	17.9	47	52	90.38	52	90.38
015	WH-OB	41	0	4	1	1	1	0	0	0	0	7	27.7	54	54	100.00	52	103.85
016	VH-WH	50*	1*	9	3	0	0	0	0	0	0	13	22.3	68	68	100.00	60	113.33
017	WH-VH	53	0	4	1	0	0	0	0	1	1	6	27.8	61	61	100.00	60	101.67
018	OB-WH	33	0	3	2	3	0	0	0	0	0	8	27.3	49	52	94.23	52	94.23
019	WH-OB	42	0	2	0	1	1	0	0	0	0	4	39.0	51	52	98.08	52	98.08
020	VH-WH	33	0	4	4	2	0	0	0	0	0	10	26.1	51	60	85.00	60	85.00
021	WH-VH	56	0	5	0	0	0	0	0	0	0	5	17.8	61	61	100.00	60	101.67
022	OB-WH	23*	1*	10	1	1	0	0	0	0	0	13	22.4	42	52	80.77	52	80.77
023	WH-OB	47	1*	4	1	0	1	0	0	0	0	7	31.0	59	59	100.00	52	113.46
024	VH-WH	17	0	9	6	1	1	0	0	1	1	18	27.8	47	60	78.33	60	78.33
025	WH-VH	47	0	5	0	0	1	0	0	0	0	6	25.7	56	60	93.33	60	93.33
026	OB-WH	16	0	2	2	0	1	0	0	0	0	5	27.4	26	52	50.00	52	50.00
027	WH-OB	45	0	6	0	0	1	0	0	0	0	7	23.9	55	55	100.00	52	105.77
028	VH-WH	12	0	3	2	1	1	0	0	0	0	7	30.0	26	60	43.33	60	43.33
029	WH-VH	47	0	6	0	0	1	0	0	0	0	7	24.4	57	60	95.00	60	95.00
030	OB-WH	17	0	3	0	0	1	0	0	0	0	4	30.8	24	52	46.15	52	46.15
031	WH-VH	29	0	3	2	1	0	0	0	0	0	6	23.5	39	52	75.00	52	75.00
032	VH-WH	3	0	1	1	0	0	0	0	0	0	2	20.0	6	60	10.00	60	10.00
101	HY-NT	19	2*	7	4	4	1	0	0	0	0	18	28.7	53	53	100.00	50	106.00
102	NT-HY	9	0	5	0	1	6	0	0	0	0	12	41.8	41	52	78.85	52	78.85
103	HY-NT	17	0	3	0	2	4	1	0	1	1	11	48.4	49	52	94.23	52	94.23
104	NT-HY	12	0	0	4	0	7	0	0	0	0	11	46.9	48	50	96.00	50	96.00
105	HY-NT	38	0	0	0	0	3	0	0	0	0	3	63.3	50	50	100.00	50	100.00
106	NT-HY	16*	0	4	5	0	4	0	0	1	1	14	39.0	49	52	94.23	52	94.23
107	HY-NT	48*	1	3	1	0	0	0	0	0	0	5	20.0	55	55	100.00	52	105.77
108	NT-HY	10	0	3	4	4	1	0	0	0	0	12	33.5	37	50	74.00	50	74.00
109	HY-NT	35	0	1	1	0	3	0	0	0	0	5	47.6	50	50	100.00	50	100.00
110	NT-HY	11	0	5	4	0	5	0	0	0	0	14	36.1	44	52	84.62	52	84.62
111	HY-NT	20	0	4	1	0	5	1	0	0	0	11	43.1	51	52	98.08	52	98.08
112	NT-HY	4	0	3	0	0	1	0	0	0	0	4	27.8	11	50	22.00	50	22.00
200	VH-WH	13	1*	6	4	0	3	0	0	0	0	14	31.8	41	45	91.11	45	91.11
201	WH-VH	0	0	0	9	4	1	0	0	0	0	14	34.3	34	42	80.95	42	80.95
202	VH-WH	2	0	2	2	1	1	0	0	0	0	6	32.2	15	42	35.71	42	35.71
203	WH-VH	0	0	1	7	1	6	0	0	0	0	15	39.0	42	45	93.33	45	93.33
204	VH-WH	17	1*	5	0	0	3	0	0	0	0	9	37.3	36	45	80.00	45	80.00
205	WH-VH	0	0	3	5	0	5	0	0	0	0	13	37.8	33	42	78.57	42	78.57
206	VH-WH	1	0	2	3	2	3	0	0	0	0	10	38.4	27	42	64.29	42	64.29
207	WH-OB	21	0	8	0	3	3	0	0	0	0	14	31.2	50	50	100.00	45	111.11

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
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THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 6/28/2016

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
208	OB-WH	0	0	0	0	0	8	0	0	0	0	8	60.9	32	45	71.11	45	71.11
209	WH-VH	2	0	5	8	3	1	0	0	0	0	17	28.5	36	42	85.71	42	85.71
210	VH-WH	2	0	1	2	1	5	0	0	0	0	9	46.9	30	42	71.43	42	71.43
211	WH-OB	34	1	6	0	1	1	0	0	0	0	9	27.8	48	48	100.00	45	106.67
212	OB-WH	31	0	3	1	1	3	0	0	0	0	8	38.0	51	51	100.00	45	113.33
213	WH-VH	25	1*	2	1	0	3	0	0	0	0	7	39.7	43	43	100.00	42	102.38
214	VH-WH	19	0	1	3	1	3	0	0	0	0	8	41.5	41	42	97.62	42	97.62
215	WH-OB	38	1*	5	1	0	0	0	0	0	0	7	23.2	47	47	100.00	45	104.44
216	OB-WH	19	0	5	7	0	1	0	0	0	0	13	26.8	42	45	93.33	45	93.33
217	WH-VH	36	1*	5	2	0	0	0	0	0	0	8	20.9	47	47	100.00	42	111.90
218	VH-WH	15	0	4	4	2	2	0	0	0	0	12	31.2	41	42	97.62	42	97.62
219	WH-OB	40	0	4	1	1	1	0	0	0	0	7	30.0	53	53	100.00	45	117.78
220	OB-WH	16	0	1	4	2	0	0	0	0	0	7	29.7	31	45	68.89	45	68.89
221	WH-VH	27	1	5	3	0	1	0	0	0	0	10	23.9	43	43	100.00	42	102.38
222	VH-WH	15	0	2	2	1	0	0	0	0	0	5	22.2	24	42	57.14	42	57.14
223	WH-OB	40	0	5	1	0	2	0	0	0	0	8	29.1	55	55	100.00	45	122.22
225	WH-VH	33	0	4	1	0	0	0	0	0	0	5	18.2	39	42	92.86	42	92.86
226	VH-WH	6	1*	2	0	0	0	0	0	0	0	3	27.0	10	42	23.81	42	23.81
301	HY-NT	2	0	0	4	1	7	0	0	0	0	12	46.4	41	41	100.00	39	105.13
302	NT-HY	1	0	0	2	1	8	0	0	0	0	11	52.2	40	40	100.00	39	102.56
305	HY-NT	1	0	1	5	2	5	0	0	0	0	13	42.8	38	39	97.44	39	97.44
306	NT-HY	0	0	3	3	1	6	0	0	0	0	13	42.2	36	39	92.31	39	92.31
309	HY-NT	3	0	0	3	1	7	0	0	0	0	11	50.1	40	40	100.00	39	102.56
310	NT-HY	0	1*	1	1	2	2	0	0	0	0	7	51.7	20	39	51.28	39	51.28
311	HY-NT	7	1*	2	0	5	3	0	0	0	0	11	48.0	38	39	97.44	39	97.44
312	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	1665	19	274	162	66	154	2	0	6	6	683	57.2	3138	3697	84.88	3620	86.69

* = 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: 10:41:16

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 6/29/2016

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	21	0	9	4	2	2	0	0	0	0	17	29.3	52	60	86.67	60	86.67
006	VH-WH	8	0	2	0	2	2	0	0	0	0	6	41.3	24	52	46.15	52	46.15
007	WH-VH	17	0	8	3	0	4	0	0	1	1	16	34.4	49	52	94.23	52	94.23
008	VH-WH	37	0	10	2	0	1	0	0	0	0	13	22.7	55	60	91.67	60	91.67
009	WH-VH	50	0	9	4	0	0	0	0	0	0	13	19.1	67	67	100.00	60	111.67
010	VH-WH	35	0	9	1	0	1	0	0	0	0	11	22.7	50	52	96.15	52	96.15
011	WH-OB	41	1	5	2	0	0	0	0	0	0	8	19.0	51	52	98.08	52	98.08
012	VH-WH	44	0	6	1	0	2	0	0	1	1	10	32.8	62	62	100.00	60	103.33
013	WH-VH	56	0	3	2	0	0	0	0	0	0	5	19.6	63	63	100.00	60	105.00
014	OB-WH	49	0	4	0	0	0	0	0	0	0	4	18.0	53	53	100.00	52	101.92
015	WH-OB	37	0	1	1	0	3	0	0	0	0	5	43.2	52	52	100.00	52	100.00
016	VH-WH	44*	1	6	2	0	0	0	0	0	0	9	19.5	56	60	93.33	60	93.33
017	WH-VH	58	0	5	0	0	0	0	0	1	1	6	24.8	65	65	100.00	60	108.33
018	OB-WH	19	1*	5	3	0	2	0	0	0	0	11	31.5	40	52	76.92	52	76.92
019	WH-OB	42	0	4	0	1	0	0	0	0	0	5	26.2	49	52	94.23	52	94.23
020	VH-WH	29	0	3	5	1	0	1	0	0	0	10	31.7	50	60	83.33	60	83.33
021	WH-VH	54	0	6	0	0	0	0	0	0	0	6	17.5	60	60	100.00	60	100.00
022	OB-WH	26	0	4	4	0	1	0	0	0	0	9	28.0	42	52	80.77	52	80.77
023	WH-OB	49	1*	5	1	0	0	0	0	0	0	7	23.0	58	58	100.00	52	111.54
024	VH-WH	25*	1	11	3	0	1	0	0	1	1	17	25.7	50	60	83.33	60	83.33
025	WH-VH	57	0	2	1	0	1	0	0	0	0	4	30.3	65	65	100.00	60	108.33
026	OB-WH	18	0	4	2	0	0	0	0	0	0	6	20.0	26	52	50.00	52	50.00
027	WH-OB	45	0	5	0	0	0	0	0	0	0	5	18.6	50	52	96.15	52	96.15
028	VH-WH	8*	0	0	0	3	1	0	0	0	0	4	42.3	22	60	36.67	60	36.67
029	WH-VH	55	0	9	2	0	0	0	0	0	0	11	19.1	68	68	100.00	60	113.33
030	OB-WH	10*	0	0	0	1	0	0	0	0	0	1	35.0	14	52	26.92	52	26.92
031	WH-VH	43*	0	6	2	0	0	0	0	0	0	8	18.5	54	54	100.00	52	103.85
032	VH-WH	6	0	2	1	0	0	0	0	0	0	3	20.0	10	60	16.67	60	16.67
101	HY-NT	20	1	4	3	4	2	0	0	0	0	14	32.9	51	51	100.00	50	102.00
102	NT-HY	8	1*	6	0	1	5	1	0	0	0	14	42.3	44	52	84.62	52	84.62
103	HY-NT	21	0	1	1	0	6	0	0	1	1	9	55.1	50	52	96.15	52	96.15
104	NT-HY	14	0	1	1	1	1	0	0	0	0	4	34.8	24	50	48.00	50	48.00
105	HY-NT	33	0	2	0	1	3	0	0	0	0	6	42.2	50	50	100.00	50	100.00
106	NT-HY	21	0	2	5	1	3	0	0	1	1	12	38.0	50	52	96.15	52	96.15
107	HY-NT	48	0	3	1	0	0	0	0	0	0	4	20.3	53	53	100.00	52	101.92
108	NT-HY	5	0	3	5	2	3	0	0	0	0	13	35.5	36	50	72.00	50	72.00
109	HY-NT	34	0	2	0	0	3	0	0	0	0	5	45.6	48	50	96.00	50	96.00
110	NT-HY	9	0	8	4	1	4	0	0	0	0	17	33.6	44	52	84.62	52	84.62
111	HY-NT	20	0	2	1	0	6	0	0	0	0	9	49.0	48	52	92.31	52	92.31
112	NT-HY	2	2*	1	0	0	2	0	0	0	0	5	48.0	14	50	28.00	50	28.00
200	VH-WH	3	1*	4	1	1	3	0	0	0	0	10	39.2	26	45	57.78	45	57.78
201	WH-VH	0	0	0	6	2	3	0	0	0	0	11	40.6	30	42	71.43	42	71.43
202	VH-WH	0	0	1	3	1	1	0	0	0	0	6	35.2	14	42	33.33	42	33.33
203	WH-VH	0	0	0	2	0	8	1	0	0	0	11	56.1	41	45	91.11	45	91.11
204	VH-WH	18	1	6	0	1	3	0	0	0	0	11	35.8	40	45	88.89	45	88.89
205	WH-VH	2	0	0	9	0	3	1	0	0	0	13	35.8	37	42	88.10	42	88.10
206	VH-WH	6	0	0	2	2	4	0	0	0	0	8	48.1	32	42	76.19	42	76.19
207	WH-OB	25	0	6	2	0	3	0	0	0	0	11	31.7	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: 10:41:16

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 6/29/2016

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	2	1	4	1	0	0	0	8	52.9	28	45	62.22	45	62.22
209	WH-VH	0	1*	3	4	2	2	1	0	0	0	13	38.1	32	42	76.19	42	76.19
210	VH-WH	6	1	4	3	0	4	0	0	0	0	12	37.6	33	42	78.57	42	78.57
211	WH-OB	28	0	3	3	0	2	0	0	0	0	8	35.0	45	45	100.00	45	100.00
212	OB-WH	21*	0	2	0	0	4	0	0	0	0	6	47.5	40	45	88.89	45	88.89
213	WH-VH	27	1*	5	1	1	1	0	0	0	0	9	31.0	43	43	100.00	42	102.38
214	VH-WH	9*	1	4	4	0	3	0	0	0	0	12	33.9	35	42	83.33	42	83.33
215	WH-OB	30*	3*	7	2	0	1	0	0	0	0	13	27.3	50	50	100.00	45	111.11
216	OB-WH	13	1*	7	2	2	1	0	0	0	0	13	30.8	37	45	82.22	45	82.22
217	WH-VH	0	0	1	6	2	2	0	0	0	0	11	36.7	27	42	64.29	42	64.29
218	VH-WH	10	0	2	6	1	1	0	0	0	0	10	29.0	31	42	73.81	42	73.81
219	WH-OB	35	3*	6	0	1	0	0	0	0	0	10	29.3	50	50	100.00	45	111.11
220	OB-WH	18	0	6	5	0	0	0	0	0	0	11	21.4	34	45	75.56	45	75.56
221	WH-VH	27	1*	2	1	0	2	0	0	0	0	6	43.6	41	42	97.62	42	97.62
222	VH-WH	7	1	1	1	0	0	1	0	0	0	4	40.3	16	42	38.10	42	38.10
223	WH-OB	35	2*	10	0	0	2	0	0	0	0	14	25.8	56	56	100.00	45	124.44
224	OB-WH	4	0	1	1	1	0	0	0	0	0	3	24.3	10	45	22.22	45	22.22
225	WH-VH	37	0	4	0	0	2	0	0	0	0	6	31.5	49	49	100.00	42	116.67
226	VH-WH	3	0	3	0	0	1	0	0	0	0	4	30.0	10	42	23.81	42	23.81
227	WH-VH	50	0	9	0	0	0	0	0	0	0	9	17.1	59	59	100.00	45	131.11
301	HY-NT	3	0	0	3	1	7	0	0	0	0	11	48.6	40	40	100.00	39	102.56
302	NT-HY	0	0	0	0	1	7	0	0	0	0	8	59.8	31	39	79.49	39	79.49
305	HY-NT	3	0	0	4	0	7	0	0	0	0	11	50.2	39	39	100.00	39	100.00
306	NT-HY	0	0	0	3	0	8	0	0	0	0	11	50.8	38	39	97.44	39	97.44
309	HY-NT	3	0	0	3	1	7	0	0	0	0	11	50.9	40	40	100.00	39	102.56
310	NT-HY	0	0	0	4	0	5	0	0	0	0	9	48.1	28	39	71.79	39	71.79
311	HY-NT	8	0	1	5	1	3	1	0	0	0	11	41.6	39	39	100.00	39	100.00
312	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	39	.00	39	.00
313	HY-NT	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		1649	26	276	155	43	163	8	0	6	6	677	59.9	3117	3837	81.24	3749	83.14

* = 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: 10:41:16

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 6/30/2016

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	23	0	5	4	2	2	0	0	0	0	13	34.1	50	60	83.33	60	83.33
006	VH-WH	15	1	2	1	1	2	0	0	0	0	7	38.0	31	52	59.62	52	59.62
007	WH-VH	25	1*	4	1	0	4	0	0	1	1	11	45.2	51	52	98.08	52	98.08
008	VH-WH	34*	1	8	0	0	1	0	0	0	0	10	24.1	48	60	80.00	60	80.00
009	WH-VH	47	0	2	3	0	0	0	0	0	0	5	24.0	55	60	91.67	60	91.67
010	VH-WH	38	0	4	1	0	0	0	0	0	0	5	18.6	44	52	84.62	52	84.62
011	WH-OB	45*	0	0	1	1	0	0	0	0	0	2	41.5	51	52	98.08	52	98.08
012	VH-WH	42	0	2	1	0	0	0	0	0	0	3	21.0	46	60	76.67	60	76.67
013	WH-VH	57	0	1	0	0	0	0	0	0	0	1	16.0	58	60	96.67	60	96.67
014	OB-WH	46	1	4	0	0	0	0	0	0	0	5	17.8	51	52	98.08	52	98.08
015	WH-OB	42	0	1	2	0	1	0	0	0	0	4	32.3	51	52	98.08	52	98.08
016	VH-WH	43	0	4	3	1	0	0	0	0	0	8	23.3	56	60	93.33	60	93.33
017	WH-VH	57	0	1	0	0	1	0	0	1	1	3	53.5	64	64	100.00	60	106.67
018	OB-WH	35	0	1	2	1	1	0	0	0	0	5	32.6	47	52	90.38	52	90.38
019	WH-OB	43	1*	2	0	2	0	0	0	0	0	5	39.5	53	53	100.00	52	101.92
020	VH-WH	36	0	5	2	2	0	1	0	0	0	10	30.0	56	60	93.33	60	93.33
021	WH-VH	57*	0	3	0	0	0	0	0	0	0	3	16.7	62	62	100.00	60	103.33
022	OB-WH	24	0	6	4	2	0	0	0	0	0	12	24.1	44	52	84.62	52	84.62
023	WH-OB	45	0	4	1	0	0	0	0	0	0	5	18.2	51	52	98.08	52	98.08
024	VH-WH	32	0	5	2	1	0	0	0	1	1	9	27.5	46	60	76.67	60	76.67
025	WH-VH	51	0	5	0	0	2	0	0	0	0	7	30.1	64	64	100.00	60	106.67
026	OB-WH	8*	0	5	3	0	0	0	0	0	0	8	22.1	20	52	38.46	52	38.46
027	WH-OB	49	0	4	0	0	0	0	0	0	0	4	18.5	53	53	100.00	52	101.92
028	VH-WH	10	0	1	1	0	1	0	0	0	0	3	34.3	17	60	28.33	60	28.33
029	WH-VH	49	0	3	1	0	1	0	0	0	0	5	27.6	58	60	96.67	60	96.67
030	OB-WH	9	0	2	1	0	0	0	0	0	0	3	20.7	13	52	25.00	52	25.00
031	WH-VH	46	1*	5	2	0	0	0	0	0	0	8	22.6	57	57	100.00	52	109.62
032	VH-WH	1	0	0	2	0	0	0	0	0	0	2	23.5	5	60	8.33	60	8.33
101	HY-NT	30	0	2	3	2	2	0	0	0	0	9	35.2	52	52	100.00	50	104.00
102	NT-HY	15	0	4	1	0	7	0	0	0	0	12	44.5	49	52	94.23	52	94.23
103	HY-NT	34	0	2	1	1	1	1	0	1	1	7	45.5	52	52	100.00	52	100.00
104	NT-HY	24	0	5	0	0	1	0	0	0	0	6	25.0	33	50	66.00	50	66.00
105	HY-NT	33*	0	1	0	0	3	1	0	0	0	5	52.8	52	52	100.00	50	104.00
106	NT-HY	24	0	1	6	0	1	0	0	1	1	9	36.0	43	52	82.69	52	82.69
107	HY-NT	50	1	2	1	0	0	0	0	0	0	4	20.3	55	55	100.00	52	105.77
108	NT-HY	14	0	5	1	2	4	0	0	0	0	12	37.3	43	50	86.00	50	86.00
109	HY-NT	38*	0	0	1	0	2	0	0	0	0	3	54.0	50	50	100.00	50	100.00
110	NT-HY	11	0	6	5	2	3	0	0	0	0	16	31.8	45	52	86.54	52	86.54
111	HY-NT	25	0	2	1	0	5	0	0	0	0	8	47.8	49	52	94.23	52	94.23
112	NT-HY	8*	0	1	2	0	3	0	0	0	0	6	42.3	27	50	54.00	50	54.00
200	VH-WH	3	1*	4	0	3	2	0	0	0	0	10	40.4	26	45	57.78	45	57.78
201	WH-VH	0	0	0	7	2	2	1	0	0	0	12	40.1	33	42	78.57	42	78.57
202	VH-WH	2	0	0	4	0	3	0	0	0	0	7	44.4	22	42	52.38	42	52.38
203	WH-VH	0	0	1	3	3	6	0	0	0	0	13	45.2	40	45	88.89	45	88.89
204	VH-WH	15	0	3	1	1	3	0	0	0	0	8	40.3	35	45	77.78	45	77.78
205	WH-VH	0	0	2	3	4	4	0	0	0	0	13	38.8	36	42	85.71	42	85.71
206	VH-WH	3	0	1	2	1	4	0	0	0	0	8	47.8	27	42	64.29	42	64.29
207	WH-OB	24	0	5	1	1	3	0	0	0	0	10	35.0	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: 10:41:16

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 6/30/2016

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	60.1	31	45	68.89	45	68.89
209	WH-VH	2	0	0	6	1	1	1	0	0	0	9	37.9	26	42	61.90	42	61.90
210	VH-WH	10	0	0	2	1	4	0	0	0	0	7	49.4	33	42	78.57	42	78.57
211	WH-OB	30	1*	3	0	0	3	0	0	0	0	7	41.8	47	47	100.00	45	104.44
212	OB-WH	27	0	3	3	1	1	0	0	0	0	8	32.8	43	45	95.56	45	95.56
213	WH-VH	29	0	1	0	0	3	0	0	0	0	4	48.5	42	42	100.00	42	100.00
214	VH-WH	17	0	2	3	0	4	0	0	0	0	9	40.7	41	42	97.62	42	97.62
215	WH-OB	33	2*	3	1	1	1	0	0	0	0	8	37.0	48	48	100.00	45	106.67
216	OB-WH	16	0	3	5	3	1	0	0	0	0	12	30.3	42	45	93.33	45	93.33
217	WH-VH	30	1*	0	2	0	2	0	0	0	0	5	48.5	44	44	100.00	42	104.76
218	VH-WH	12	1*	6	3	1	1	0	0	0	0	12	29.9	33	42	78.57	42	78.57
219	WH-OB	33	1*	3	2	1	0	0	0	0	0	7	31.5	45	45	100.00	45	100.00
220	OB-WH	13	1*	2	3	1	0	0	0	0	0	7	29.8	26	45	57.78	45	57.78
221	WH-VH	28	1	6	0	1	1	0	0	0	0	9	28.8	42	42	100.00	42	100.00
222	VH-WH	7	1	2	1	0	0	0	0	0	0	4	26.3	12	42	28.57	42	28.57
223	WH-OB	45	0	3	0	0	0	0	0	0	0	3	18.0	48	48	100.00	45	106.67
224	OB-WH	4	0	1	0	0	0	0	0	0	0	1	19.0	5	45	11.11	45	11.11
225	WH-VH	39	0	1	0	0	0	0	0	0	0	1	18.0	40	42	95.24	42	95.24
226	VH-WH	4	0	0	0	0	1	0	0	0	0	1	64.0	8	42	19.05	42	19.05
227	WH-VH	44	0	2	0	0	0	0	0	0	0	2	17.5	46	46	100.00	45	102.22
301	HY-NT	3	0	0	5	2	5	0	0	0	0	12	43.3	39	39	100.00	39	100.00
302	NT-HY	0	1*	1	2	0	6	0	0	0	0	10	50.9	31	39	79.49	39	79.49
305	HY-NT	2	0	0	2	0	8	0	0	0	0	10	55.0	38	39	97.44	39	97.44
306	NT-HY	1	0	1	2	1	7	0	0	0	0	11	50.5	37	39	94.87	39	94.87
309	HY-NT	5	0	2	3	0	8	0	0	0	0	13	46.3	45	45	100.00	39	115.38
310	NT-HY	0	1*	2	4	2	6	0	0	0	0	15	43.6	42	42	100.00	39	107.69
311	HY-NT	35	0	5	0	0	0	0	0	0	0	5	17.0	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		1831	19	188	130	52	145	5	0	5	5	544	57.0	3091	3717	83.16	3671	84.20

* = 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)