

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

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 5/01/2016

SSA115
 PAGE: 0001
 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	TRUCKS						U.S. MAIL			TOTAL TRKS	AVG TRUCK LGTH.	TOTAL SPACE OCCUP	TOTAL SPACE CAPAC	PCT OCCUP CAPAC	NOMIN CAPAC	TOTAL NOMINAL CAPAC
			TRLRS	1-SP	2-SP	3-SP	4-SP	5-SP	1-SP	2-SP	TOTAL							
005	WH-VH	6	0	3	0	1	0	0	0	0	0	4	23.0	12	60	20.00	60	20.00
006	VH-WH	30	0	12	0	0	1	1	0	0	0	14	24.3	51	52	98.08	52	98.08
007	WH-VH	3	0	1	0	0	1	0	0	0	0	2	37.0	8	52	15.38	52	15.38
008	VH-WH	42	0	16	1	0	1	0	0	0	0	18	20.2	64	64	100.00	60	106.67
009	WH-VH	5	0	4	1	0	1	0	0	0	0	6	26.2	15	60	25.00	60	25.00
010	VH-WH	51	0	2	2	0	0	0	0	0	0	4	20.0	57	57	100.00	52	109.62
011	WH-VH	21	0	4	4	1	0	0	0	0	0	9	23.2	36	52	69.23	52	69.23
012	VH-WH	50	0	11	1	0	0	0	0	0	0	12	18.1	63	63	100.00	60	105.00
013	WH-VH	30	0	3	3	1	0	0	0	0	0	7	23.7	42	60	70.00	60	70.00
014	VH-WH	47*	0	3	0	0	0	0	0	0	0	3	17.3	51	52	98.08	52	98.08
015	WH-VH	39	0	6	1	0	1	0	0	0	0	8	22.1	51	52	98.08	52	98.08
016	VH-WH	59	1*	5	0	0	0	0	0	0	0	6	21.8	66	66	100.00	60	110.00
017	WH-VH	34	0	12	1	0	0	0	0	0	0	13	18.2	48	60	80.00	60	80.00
018	VH-WH	47	0	4	0	0	0	0	0	0	0	4	18.3	51	52	98.08	52	98.08
019	WH-VH	45	0	7	0	0	0	0	0	0	0	7	17.9	52	52	100.00	52	100.00
020	VH-WH	53*	0	5	1	0	0	0	0	0	0	6	18.3	61	61	100.00	60	101.67
021	WH-VH	44	1*	11	0	0	0	0	0	0	0	12	20.1	57	60	95.00	60	95.00
022	VH-WH	48	0	3	1	0	0	0	0	0	0	4	17.3	53	53	100.00	52	101.92
023	WH-VH	35	1	13	0	0	0	0	0	0	0	14	19.0	49	52	94.23	52	94.23
024	VH-WH	57	1*	4	1	0	0	0	0	0	0	6	17.8	65	65	100.00	60	108.33
025	WH-VH	42	1*	10	1	0	0	0	0	0	0	12	18.6	56	60	93.33	60	93.33
026	VH-WH	40	0	7	0	0	0	0	0	0	0	8	24.0	52	52	100.00	52	100.00
027	WH-VH	36	1*	10	3	0	0	0	0	0	0	14	20.5	54	54	100.00	52	103.85
028	VH-WH	35*	0	3	0	0	0	0	0	0	0	3	18.3	39	60	65.00	60	65.00
029	WH-VH	46	1	7	1	0	0	0	0	0	0	9	18.3	56	60	93.33	60	93.33
030	VH-WH	20	0	6	1	0	0	0	0	0	0	7	18.6	28	52	53.85	52	53.85
031	WH-VH	24	0	6	0	0	0	0	0	0	0	6	17.7	30	52	57.69	52	57.69
032	VH-WH	6	0	0	0	0	0	0	0	0	0	0	.0	6	60	10.00	60	10.00
102	NT-HY	24	0	7	1	0	0	0	0	0	0	8	19.6	33	52	63.46	52	63.46
103	HY-NT	18	2	7	2	1	3	1	0	0	0	16	32.1	51	52	98.08	52	98.08
106	NT-HY	39	0	2	0	1	1	0	0	0	0	4	34.0	48	52	92.31	52	92.31
107	HY-NT	47	0	5	2	0	0	0	0	0	0	7	21.4	56	56	100.00	52	107.69
110	NT-HY	26	2	5	4	0	1	1	0	0	0	13	29.6	50	52	96.15	52	96.15
111	HY-NT	26	0	13	3	1	0	0	0	0	0	17	19.5	48	52	92.31	52	92.31
203	WH-VH	1	0	0	0	0	0	0	0	0	0	0	.0	1	50	2.00	50	2.00
204	VH-WH	33	2*	6	0	1	1	0	0	0	0	10	30.5	49	50	98.00	50	98.00
207	WH-VH	3	0	0	0	0	0	0	0	0	0	0	.0	3	50	6.00	50	6.00
208	VH-WH	43	0	2	1	1	0	0	0	0	0	4	24.0	50	50	100.00	50	100.00
209	WH-VH	1	0	0	0	0	0	0	0	0	0	0	.0	1	39	2.56	39	2.56
210	VH-WH	34	0	4	0	0	0	0	0	0	0	4	18.5	38	39	97.44	39	97.44
211	WH-VH	10	1	4	0	1	0	0	0	0	0	6	23.4	18	50	36.00	50	36.00
212	VH-WH	40	0	4	3	0	0	0	0	0	0	7	19.7	50	50	100.00	50	100.00
213	WH-VH	5	0	0	0	0	0	0	0	0	0	0	.0	5	39	12.82	39	12.82
214	VH-WH	34	0	4	0	0	0	0	0	0	0	4	18.3	38	39	97.44	39	97.44
215	WH-VH	20	2*	5	0	0	0	0	0	0	0	7	21.4	28	50	56.00	50	56.00
216	VH-WH	44	0	3	0	1	0	0	0	0	0	4	23.0	50	50	100.00	50	100.00
217	WH-VH	10	0	4	1	0	0	0	0	0	0	5	18.6	16	39	41.03	39	41.03
218	VH-WH	30	1	6	1	0	0	0	0	0	0	8	19.9	39	39	100.00	39	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: 5/01/2016

SSA115
 PAGE: 0002
 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	TRLRS	1-SP	2-SP	3-SP	4-SP	5-SP	U.S. MAIL 1-SP 2-SP TOTAL	TOTAL TRKS	AVG TRUCK LGTH.	TOTAL SPACE OCCUP	TOTAL SPACE CAPAC	PCT OCCUP CAPAC	NOMIN CAPAC	TOTAL NOMINAL CAPAC
219	WH-VH	42	1	5	0	0	0	0	0 0 0	6	21.0	48	50	96.00	50	96.00
220	VH-WH	37	0	6	1	0	0	0	0 0 0	7	18.3	45	50	90.00	50	90.00
221	WH-VH	22	0	5	0	0	0	0	0 0 0	5	17.2	27	39	69.23	39	69.23
222	VH-WH	5	0	0	0	0	0	0	0 0 0	0	.0	5	39	12.82	39	12.82
223	WH-VH	0	0	0	0	0	0	0	0 0 0	0	.0	0	50	.00	50	.00
224	VH-WH	0	0	0	0	0	0	0	0 0 0	0	.0	0	50	.00	50	.00
301	HY-NT	7	0	2	3	4	4	0	0 0 0	13	38.3	43	43	100.00	39	110.26
302	NT-HY	0	2*	2	2	0	2	0	0 0 0	8	40.7	17	39	43.59	39	43.59
305	HY-NT	0	1*	3	4	3	2	0	0 0 0	13	36.5	30	39	76.92	39	76.92
306	NT-HY	2	1	0	2	4	5	0	0 0 0	12	47.6	39	39	100.00	39	100.00
309	HY-NT	17*	1*	11	2	1	0	0	0 0 0	15	22.0	39	39	100.00	39	100.00
310	NT-HY	5	0	3	1	0	1	0	0 0 0	5	26.6	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
DAY TOTAL		1620	23	296	56	22	25	4	0 0 0	426	88.7	2252	3061	73.57	3026	74.42

* = AUTO OR TRAILER GREATER THEN 1-SPACE

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

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

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 5/02/2016

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	7	0	13	5	1	2	0	0	0	0	21	25.6	41	60	68.33	60	68.33
006	VH-WH	29	0	8	0	2	2	0	0	0	0	12	29.5	51	52	98.08	52	98.08
007	WH-VH	15	0	15	0	0	2	1	0	1	1	19	27.4	45	52	86.54	52	86.54
008	VH-WH	21	0	13	0	1	0	0	0	0	0	14	19.9	37	60	61.67	60	61.67
009	WH-VH	24	0	12	1	1	2	0	0	1	1	17	27.6	51	60	85.00	60	85.00
010	VH-WH	37	0	10	0	0	1	0	0	0	0	11	21.9	51	52	98.08	52	98.08
011	WH-VH	29	0	15	0	1	0	1	0	0	0	17	22.2	52	52	100.00	52	100.00
012	VH-WH	44	0	11	1	0	1	0	0	1	1	14	23.9	63	63	100.00	60	105.00
013	WH-VH	24	0	13	2	0	2	1	0	0	0	18	25.8	54	60	90.00	60	90.00
014	VH-WH	34	0	10	0	1	0	0	0	1	1	12	23.1	49	52	94.23	52	94.23
015	WH-VH	34	2*	7	3	1	0	0	0	0	0	13	19.9	53	53	100.00	52	101.92
016	VH-WH	45*	0	2	0	1	2	0	0	0	0	5	39.2	59	60	98.33	60	98.33
017	WH-VH	28	0	8	2	0	2	0	0	1	1	13	30.2	50	60	83.33	60	83.33
018	VH-WH	40	0	2	2	0	2	0	0	0	0	6	35.5	54	54	100.00	52	103.85
019	WH-VH	34	1*	11	1	1	0	0	0	0	0	14	21.7	52	52	100.00	52	100.00
020	VH-WH	24	1*	11	1	0	2	1	0	0	0	16	29.1	52	60	86.67	60	86.67
021	WH-VH	47	0	7	0	1	0	0	0	0	0	8	22.4	57	60	95.00	60	95.00
022	VH-WH	33	1*	15	1	0	0	0	0	0	0	17	19.2	52	52	100.00	52	100.00
023	WH-VH	33	0	10	1	0	1	0	0	0	0	12	21.8	49	52	94.23	52	94.23
024	VH-WH	26	0	4	1	0	0	0	0	1	1	6	28.6	34	60	56.67	60	56.67
025	WH-VH	43	1*	12	0	0	0	0	0	0	0	13	19.8	57	60	95.00	60	95.00
026	VH-WH	27	1*	6	0	0	0	1	0	0	0	8	29.0	40	52	76.92	52	76.92
027	WH-VH	37	0	9	0	1	1	0	0	0	0	11	24.0	53	53	100.00	52	101.92
028	VH-WH	10	0	3	0	0	1	0	0	0	0	4	29.3	17	60	28.33	60	28.33
029	WH-VH	24*	0	3	0	0	0	0	0	0	0	3	17.7	28	60	46.67	60	46.67
032	VH-WH	6	0	2	0	0	0	0	0	0	0	2	17.5	8	60	13.33	60	13.33
102	NT-HY	18	0	7	0	2	3	0	0	0	0	12	32.7	43	52	82.69	52	82.69
103	HY-NT	8	1*	13	2	1	3	1	0	1	1	22	31.7	49	52	94.23	52	94.23
106	NT-HY	38	1	2	3	0	0	0	0	1	1	7	29.8	49	52	94.23	52	94.23
107	HY-NT	29	0	6	1	0	3	1	0	0	0	11	34.5	54	54	100.00	52	103.85
110	NT-HY	15	0	8	1	5	2	0	0	0	0	16	30.5	48	52	92.31	52	92.31
111	HY-NT	14	0	11	1	0	5	0	0	0	0	17	31.6	47	52	90.38	52	90.38
199	WH-VH	4	0	6	1	3	2	1	0	0	0	13	34.8	34	50	68.00	50	68.00
200	VH-WH	17	0	2	2	0	5	0	0	0	0	9	45.0	43	50	86.00	50	86.00
203	WH-VH	0	0	0	1	1	5	0	0	0	0	7	51.3	25	25	100.00	23	108.70
204	VH-WH	24	0	4	2	1	2	0	0	0	0	9	33.7	43	50	86.00	50	86.00
207	WH-VH	0	0	1	7	0	3	0	0	0	0	11	35.3	27	27	100.00	23	117.39
208	VH-WH	6	0	0	1	2	4	0	0	0	0	7	48.6	30	30	100.00	23	130.43
211	WH-VH	7	1*	1	1	1	3	0	0	0	0	7	47.2	27	50	54.00	50	54.00
212	VH-WH	4	0	4	2	1	3	1	0	0	0	11	37.7	32	32	100.00	23	139.13
215	WH-VH	21	0	10	0	1	0	0	0	0	0	11	20.4	34	50	68.00	50	68.00
216	VH-WH	6	1*	5	3	2	1	1	0	0	0	13	34.9	34	50	68.00	50	68.00
219	WH-VH	26	0	9	1	0	0	0	0	0	0	10	17.6	37	50	74.00	50	74.00
220	VH-WH	0	0	0	0	0	0	0	0	0	0	0	.0	0	50	.00	50	.00
301	HY-NT	0	0	0	3	2	4	0	0	0	0	9	44.6	28	39	71.79	39	71.79
302	NT-HY	0	0	0	0	1	7	0	0	0	0	8	57.9	31	39	79.49	39	79.49
305	HY-NT	0	0	2	2	2	7	0	0	0	0	13	45.2	40	40	100.00	39	102.56
306	NT-HY	0	0	0	2	2	6	0	0	0	0	10	49.2	34	39	87.18	39	87.18

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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THE STEAMSHIP AUTHORITY
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 DATE: 5/02/2016

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
309	HY-NT	4	0	1	4	1	6	0	0	0	0	12	45.1	40	40	100.00	39	102.56
310	NT-HY	0	0	0	0	1	6	1	0	0	0	8	60.0	32	39	82.05	39	82.05
403	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
404	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
405	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
406	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
407	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
408	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
409	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
410	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
DAY	TOTAL	996	11	324	61	41	103	11	0	8	8	559	76.7	2070	2535	81.66	2502	82.73

* = 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)

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 DATE: 5/03/2016

SSA115
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TRP	ROUTE	TOTAL AUTOS	TRLRS	1-SP	2-SP	3-SP	4-SP	5-SP	U.S. MAIL 1-SP 2-SP TOTAL	TOTAL TRKS	AVG TRUCK LGTH.	TOTAL SPACE OCCUP	TOTAL SPACE CAPAC	PCT OCCUP CAPAC	NOMIN CAPAC	TOTAL NOMINAL CAPAC
005	WH-VH	4	0	5	3	1	3	0	0 0 0	12	33.3	30	60	50.00	60	50.00
006	VH-WH	21	1*	9	0	1	3	0	0 0 0	14	31.0	47	52	90.38	52	90.38
007	WH-VH	12	0	11	5	1	3	0	0 0 1	21	28.4	50	52	96.15	52	96.15
008	VH-WH	34	0	6	2	1	1	0	0 0 0	10	26.5	51	60	85.00	60	85.00
009	WH-VH	18	0	8	4	4	3	0	0 0 0	19	29.9	58	60	96.67	60	96.67
010	VH-WH	38	0	6	1	1	1	0	0 0 0	9	25.1	53	53	100.00	52	101.92
011	WH-VH	22	0	12	1	2	1	1	0 0 0	17	27.1	51	52	98.08	52	98.08
012	VH-WH	39	0	6	1	0	2	0	0 1 1	10	32.2	57	60	95.00	60	95.00
013	WH-VH	21	0	6	4	1	5	0	0 0 0	16	33.4	58	60	96.67	60	96.67
014	VH-WH	36	2*	3	2	0	1	0	0 0 0	8	33.3	51	52	98.08	52	98.08
015	WH-VH	32	1*	8	6	1	0	0	0 0 0	16	24.1	57	57	100.00	52	109.62
016	VH-WH	32	0	4	2	2	2	0	0 0 0	10	33.0	54	60	90.00	60	90.00
017	WH-VH	41	1*	5	2	1	0	1	0 1 1	11	33.0	62	62	100.00	60	103.33
018	VH-WH	26	1*	7	2	0	3	0	0 0 0	13	31.9	51	52	98.08	52	98.08
019	WH-VH	32	3*	14	1	0	0	0	0 0 0	18	23.7	56	56	100.00	52	107.69
020	VH-WH	22*	1*	9	4	0	3	0	0 0 0	17	28.4	54	60	90.00	60	90.00
021	WH-VH	35	2*	8	4	1	2	0	0 0 0	17	29.3	65	65	100.00	60	108.33
022	VH-WH	22	0	10	3	1	1	1	0 0 0	16	25.3	50	52	96.15	52	96.15
023	WH-VH	36	1*	6	4	1	0	0	0 0 0	12	25.8	55	55	100.00	52	105.77
024	VH-WH	23	1*	18	4	1	0	0	0 1 1	25	22.2	56	60	93.33	60	93.33
025	WH-VH	48	2*	9	4	0	0	0	0 0 0	15	20.9	68	68	100.00	60	113.33
026	VH-WH	25	1*	8	2	1	1	0	0 0 0	13	28.3	46	52	88.46	52	88.46
027	WH-VH	33	0	12	3	1	3	0	0 0 0	19	26.4	66	66	100.00	52	126.92
028	VH-WH	9	0	2	0	1	1	0	0 0 0	4	39.0	18	60	30.00	60	30.00
029	WH-VH	29	1*	5	1	0	0	0	0 0 0	7	21.8	38	60	63.33	60	63.33
032	VH-WH	3	0	1	1	0	0	0	0 0 0	2	22.0	6	60	10.00	60	10.00
102	NT-HY	16	0	6	1	1	6	0	0 0 0	14	37.7	51	52	98.08	52	98.08
103	HY-NT	11	0	14	1	1	3	1	0 1 1	21	30.2	49	52	94.23	52	94.23
106	NT-HY	19	1*	6	4	0	3	0	0 0 1	15	33.7	49	52	94.23	52	94.23
107	HY-NT	23	0	8	0	1	4	0	0 0 0	13	32.5	50	52	96.15	52	96.15
110	NT-HY	8	2*	10	3	1	3	0	0 0 0	19	30.6	43	52	82.69	52	82.69
111	HY-NT	24	0	8	0	0	3	1	0 0 0	12	33.7	49	52	94.23	52	94.23
199	WH-VH	1	0	7	3	2	3	0	0 0 0	15	31.7	32	50	64.00	50	64.00
200	VH-WH	12	0	7	5	1	3	0	0 0 0	16	30.3	44	50	88.00	50	88.00
203	WH-VH	0	0	0	5	1	2	1	0 0 0	9	40.4	26	26	100.00	23	113.04
204	VH-WH	23	1	8	0	0	4	0	0 0 0	13	33.3	48	50	96.00	50	96.00
207	WH-VH	0	0	1	5	1	3	0	0 0 0	10	37.5	26	26	100.00	23	113.04
208	VH-WH	11	0	6	5	1	2	1	0 0 0	15	32.0	43	43	100.00	23	186.96
211	WH-VH	10	0	4	1	2	0	0	0 0 0	7	22.9	22	50	44.00	50	44.00
212	VH-WH	14	0	6	4	3	3	0	0 0 0	16	31.9	49	49	100.00	23	213.04
215	WH-VH	32	0	6	0	1	2	0	0 0 0	9	30.0	49	50	98.00	50	98.00
216	VH-WH	14	0	3	11	5	0	1	0 0 0	20	27.3	59	59	100.00	50	118.00
219	WH-VH	34	2*	14	2	0	0	0	0 0 0	18	20.9	55	55	100.00	50	110.00
220	VH-WH	1	1*	1	0	1	0	0	0 0 0	3	54.5	9	50	18.00	50	18.00
301	HY-NT	3	0	0	5	0	7	0	0 0 0	12	46.1	41	41	100.00	39	105.13
302	NT-HY	0	0	0	1	0	7	1	0 0 0	9	58.2	35	39	89.74	39	89.74
305	HY-NT	1	0	3	5	2	5	0	0 0 0	15	38.5	40	40	100.00	39	102.56
306	NT-HY	0	0	2	2	0	6	1	0 0 0	11	49.2	35	39	89.74	39	89.74

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: 5/03/2016

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
307	HY-NT	1	0	3	0	0	5	3	0	0	0	11	51.4	39	39	100.00	39	100.00
308	NT-HY	1	0	1	2	1	7	0	0	0	0	11	47.4	37	39	94.87	39	94.87
309	HY-NT	3	0	3	6	1	4	0	0	0	0	14	38.7	37	39	94.87	39	94.87
310	NT-HY	1	2*	2	1	3	4	0	0	0	0	12	47.2	33	39	84.62	39	84.62
311	HY-NT	4	0	2	3	2	4	0	0	0	0	11	41.5	34	39	87.18	39	87.18
312	NT-HY	0	1*	0	0	1	2	0	0	0	0	4	57.3	13	39	33.33	39	33.33
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
DAY	TOTAL	960	28	329	141	55	134	13	0	6	6	706	62.7	2405	2769	86.85	2658	90.48

* = 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: 5/04/2016

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	6	0	10	2	1	2	1	0	0	0	16	29.1	36	60	60.00	60	60.00
006	VH-WH	31	0	6	0	3	1	0	0	0	0	10	31.8	50	52	96.15	52	96.15
007	WH-VH	8	1*	14	4	1	2	0	0	1	1	23	26.8	45	52	86.54	52	86.54
008	VH-WH	29	0	11	0	1	1	0	0	0	0	13	23.3	47	60	78.33	60	78.33
009	WH-VH	21	0	16	4	0	3	0	0	0	0	23	24.4	57	60	95.00	60	95.00
010	VH-WH	41	0	5	1	0	1	0	0	0	0	7	24.9	52	52	100.00	52	100.00
011	WH-VH	27	0	7	1	0	3	0	0	0	0	11	31.5	48	52	92.31	52	92.31
012	VH-WH	44	1*	5	0	0	1	0	0	1	1	8	34.0	57	60	95.00	60	95.00
013	WH-VH	25	0	8	0	1	2	0	0	0	0	11	27.5	44	60	73.33	60	73.33
014	VH-WH	33	2*	9	0	0	1	0	0	0	0	12	27.6	50	52	96.15	52	96.15
015	WH-VH	23	1*	4	3	4	0	0	0	0	0	12	28.8	47	52	90.38	52	90.38
016	VH-WH	33	0	7	0	0	3	1	0	0	0	11	35.2	57	60	95.00	60	95.00
017	WH-VH	25	1*	6	4	2	2	1	0	1	1	17	34.7	62	62	100.00	60	103.33
018	VH-WH	21	0	8	2	1	3	0	0	0	0	14	29.6	48	52	92.31	52	92.31
019	WH-VH	35	1	12	4	1	2	0	0	0	0	20	25.3	67	67	100.00	52	128.85
020	VH-WH	30	0	9	4	0	2	0	0	0	0	15	25.9	55	60	91.67	60	91.67
021	WH-VH	48	1*	8	0	2	0	1	0	0	0	12	28.6	69	69	100.00	60	115.00
022	VH-WH	26*	0	12	5	1	0	0	0	0	0	18	22.3	52	52	100.00	52	100.00
023	WH-VH	46	1*	10	1	0	0	0	0	0	0	12	20.8	60	60	100.00	52	115.38
024	VH-WH	25	0	10	5	1	0	1	0	1	1	18	26.4	55	60	91.67	60	91.67
025	WH-VH	37	0	5	0	0	0	0	0	0	0	5	18.6	42	60	70.00	60	70.00
026	VH-WH	32	0	9	3	0	0	1	0	0	0	13	23.2	52	52	100.00	52	100.00
027	WH-VH	40	1*	9	0	0	0	0	0	0	0	10	20.6	51	52	98.08	52	98.08
028	VH-WH	12	1	3	2	2	3	1	0	0	0	12	40.2	43	60	71.67	60	71.67
029	WH-VH	29	0	4	2	0	0	0	0	0	0	6	18.7	37	60	61.67	60	61.67
032	VH-WH	6	0	4	0	1	0	0	0	0	0	5	23.6	13	60	21.67	60	21.67
102	NT-HY	16	0	7	1	1	5	0	0	0	0	14	36.1	48	52	92.31	52	92.31
103	HY-NT	12	0	8	3	1	3	1	0	1	1	17	34.1	48	52	92.31	52	92.31
106	NT-HY	22	0	9	2	0	3	0	0	1	1	15	30.6	49	52	94.23	52	94.23
107	HY-NT	25*	0	6	3	2	3	0	0	0	0	14	31.6	56	56	100.00	52	107.69
110	NT-HY	16	1	11	2	2	3	0	0	0	0	19	28.5	50	52	96.15	52	96.15
111	HY-NT	13	0	6	1	0	5	1	0	0	0	13	40.6	46	52	88.46	52	88.46
199	WH-VH	2	0	3	4	3	2	0	0	0	0	12	34.7	30	50	60.00	50	60.00
200	VH-WH	13	2*	3	2	0	3	0	0	0	0	10	40.9	36	36	100.00	23	156.52
203	WH-VH	0	0	1	5	0	5	0	0	0	0	11	41.0	31	31	100.00	23	134.78
204	VH-WH	20	0	8	4	0	2	0	0	0	0	14	26.0	44	50	88.00	50	88.00
207	WH-VH	8	1	5	2	3	4	0	0	0	0	15	36.4	43	43	100.00	23	186.96
208	VH-WH	6	0	3	2	1	5	0	0	0	0	11	41.4	36	36	100.00	23	156.52
211	WH-VH	5	0	2	1	0	1	0	0	0	0	4	32.5	13	23	56.52	23	56.52
212	VH-WH	5	0	4	0	3	3	0	0	0	0	10	39.5	30	30	100.00	23	130.43
215	WH-VH	23	1*	4	2	1	2	0	0	0	0	10	32.6	44	50	88.00	50	88.00
216	VH-WH	7	0	13	4	5	1	0	0	0	0	23	25.0	47	50	94.00	50	94.00
219	WH-VH	40	0	9	3	0	0	0	0	0	0	12	18.8	55	55	100.00	50	110.00
220	VH-WH	11	0	7	6	4	0	1	0	0	0	18	27.3	47	50	94.00	50	94.00
301	HY-NT	10	0	1	2	6	3	0	0	0	0	12	39.5	45	45	100.00	39	115.38
302	NT-HY	1	0	0	1	0	7	1	0	0	0	9	59.3	36	39	92.31	39	92.31
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

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: 5/04/2016

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
305	HY-NT	1	0	0	6	2	6	0	0	0	0	14	42.1	43	43	100.00	39	110.26
306	NT-HY	0	1*	2	4	4	4	0	0	0	0	15	40.8	40	40	100.00	39	102.56
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	4	0	1	3	1	5	0	0	0	0	10	44.1	34	39	87.18	39	87.18
310	NT-HY	1	0	8	6	2	1	1	0	0	0	18	28.4	36	39	92.31	39	92.31
311	HY-NT	5	0	1	2	2	4	1	0	0	0	10	47.7	37	39	94.87	39	94.87
312	NT-HY	0	0	1	0	1	7	0	0	0	0	9	52.2	32	50	64.00	50	64.00
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
DAY TOTAL		999	17	334	118	66	119	13	0	6	6	673	64.3	2352	2808	83.76	2693	87.34

* = 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: 5/05/2016

SSA115
 PAGE: 0001
 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	TRLRS	1-SP	2-SP	3-SP	4-SP	5-SP	U.S. MAIL 1-SP 2-SP TOTAL	TOTAL TRKS	AVG TRUCK LGTH.	TOTAL SPACE OCCUP	TOTAL SPACE CAPAC	PCT OCCUP CAPAC	NOMIN CAPAC	TOTAL NOMINAL CAPAC
005	WH-VH	4*	0	6	4	2	3	0	0 0 0	15	34.1	37	60	61.67	60	61.67
006	VH-WH	16	0	16	3	1	2	0	0 0 0	22	23.7	49	52	94.23	52	94.23
007	WH-VH	16	0	7	6	3	2	0	0 0 1	19	31.2	54	54	100.00	52	103.85
008	VH-WH	27	0	5	0	1	3	0	0 0 0	9	35.0	47	60	78.33	60	78.33
009	WH-VH	22	0	5	1	0	3	0	0 0 0	9	32.7	41	60	68.33	60	68.33
010	VH-WH	43	0	6	0	0	1	0	0 0 0	7	24.3	53	53	100.00	52	101.92
011	WH-VH	26	0	5	6	3	1	1	0 0 0	16	31.5	61	61	100.00	52	117.31
012	VH-WH	37	1*	5	1	0	1	0	0 1 1	9	34.3	52	60	86.67	60	86.67
013	WH-VH	25	1*	9	2	1	3	0	0 0 0	16	28.8	55	60	91.67	60	91.67
014	VH-WH	40	1*	6	2	1	0	0	0 0 0	10	24.8	55	55	100.00	52	105.77
015	WH-VH	34	0	4	3	2	0	1	0 0 0	10	27.7	55	55	100.00	52	105.77
016	VH-WH	34	0	6	2	2	2	0	0 0 0	12	30.6	58	60	96.67	60	96.67
017	WH-VH	45	0	7	3	2	2	0	0 1 1	15	30.6	74	74	100.00	60	123.33
018	VH-WH	27	0	6	2	2	1	1	0 0 0	12	30.8	52	52	100.00	52	100.00
019	WH-VH	46	1*	6	3	0	0	1	0 0 0	11	28.2	65	65	100.00	52	125.00
020	VH-WH	19	1*	10	2	1	3	0	0 0 0	17	30.5	50	60	83.33	60	83.33
021	WH-VH	43	0	5	2	1	3	0	0 0 0	11	33.0	67	67	100.00	60	111.67
022	VH-WH	21	0	10	5	2	0	0	0 0 0	17	24.1	47	52	90.38	52	90.38
023	WH-VH	38	1*	8	1	0	1	0	0 0 0	11	24.2	54	54	100.00	52	103.85
024	VH-WH	25	0	11	6	0	0	1	0 1 1	19	25.2	55	60	91.67	60	91.67
025	WH-VH	35	1*	14	1	0	1	0	0 0 0	17	21.7	57	60	95.00	60	95.00
026	VH-WH	24*	1*	7	3	1	1	1	0 0 0	14	28.8	52	52	100.00	52	100.00
027	WH-VH	34	0	8	1	1	0	0	0 0 0	10	20.6	47	52	90.38	52	90.38
028	VH-WH	15	1*	6	2	0	1	0	0 0 0	10	26.4	31	60	51.67	60	51.67
029	WH-VH	34	0	9	1	0	1	0	0 0 0	11	21.7	49	60	81.67	60	81.67
032	VH-WH	5	0	1	0	1	0	0	0 0 0	2	31.5	9	60	15.00	60	15.00
102	NT-HY	16	0	8	3	1	4	0	0 0 0	16	31.3	49	52	94.23	52	94.23
103	HY-NT	19	1*	13	4	1	1	0	0 1 1	21	25.6	51	52	98.08	52	98.08
106	NT-HY	17	2*	10	5	0	1	1	0 1 1	20	30.3	51	52	98.08	52	98.08
107	HY-NT	29	1	9	0	1	2	0	0 0 0	13	27.3	50	52	96.15	52	96.15
110	NT-HY	17	0	10	3	1	3	0	0 0 0	17	29.4	48	52	92.31	52	92.31
111	HY-NT	23	1*	10	1	0	3	0	0 0 0	15	30.6	49	52	94.23	52	94.23
199	WH-VH	1	0	3	2	2	3	0	0 0 0	10	37.7	26	50	52.00	50	52.00
200	VH-WH	26	1*	9	5	0	0	0	0 0 0	15	22.7	47	50	94.00	50	94.00
203	WH-VH	0	1*	4	4	1	3	1	0 0 0	14	38.4	34	34	100.00	23	147.83
204	VH-WH	23	0	7	1	1	4	0	0 0 0	13	32.9	51	51	100.00	50	102.00
207	WH-VH	0	0	1	3	2	2	0	0 0 0	8	37.0	21	23	91.30	23	91.30
208	VH-WH	13	0	4	0	0	5	0	0 0 0	9	41.4	37	37	100.00	23	160.87
211	WH-VH	22	2*	6	3	1	0	0	0 0 0	12	27.9	41	50	82.00	50	82.00
212	VH-WH	8	0	6	6	2	3	0	0 0 0	17	30.5	44	44	100.00	23	191.30
215	WH-VH	31	0	6	1	0	0	0	0 0 0	7	19.7	39	50	78.00	50	78.00
216	VH-WH	17	1*	10	8	2	0	0	0 0 0	21	25.5	51	51	100.00	50	102.00
219	WH-VH	35	0	12	2	0	0	0	0 0 0	14	19.0	51	51	100.00	50	102.00
220	VH-WH	27	1*	7	4	2	0	0	0 0 0	14	25.2	51	51	100.00	50	102.00
301	HY-NT	0	0	0	5	1	5	1	0 0 0	12	45.9	38	39	97.44	39	97.44
302	NT-HY	0	0	1	4	0	7	0	0 0 0	12	46.8	37	39	94.87	39	94.87
303	HY-NT	0	0	0	1	0	5	1	0 0 0	7	58.3	27	39	69.23	39	69.23
304	NT-HY	0	0	1	3	2	5	0	0 0 0	11	44.8	33	39	84.62	39	84.62

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: 5/05/2016

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
305	HY-NT	1	0	1	3	2	6	0	0	0	0	12	46.1	38	39	97.44	39	97.44
306	NT-HY	1	0	0	5	1	6	0	0	0	0	12	45.1	38	39	97.44	39	97.44
307	HY-NT	2	0	0	4	2	4	0	0	0	0	10	44.2	32	39	82.05	39	82.05
308	NT-HY	0	1*	1	4	2	6	0	0	0	0	14	43.3	42	42	100.00	39	107.69
309	HY-NT	4	0	1	2	1	7	0	0	0	0	11	50.8	40	40	100.00	39	102.56
310	NT-HY	4	0	3	3	2	4	0	0	0	0	12	37.8	35	39	89.74	39	89.74
403	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
404	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
405	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
406	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
407	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
408	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
409	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
410	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
DAY TOTAL		1071	21	331	151	57	124	10	0	6	6	700	61.7	2477	2766	89.55	2658	93.19

* = 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: 5/06/2016

SSA115
 PAGE: 0001
 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	TRLRS	1-SP	2-SP	3-SP	4-SP	5-SP	1-SP	U.S. MAIL 2-SP	TOTAL	TOTAL TRKS	AVG TRUCK LGTH.	TOTAL SPACE OCCUP	TOTAL SPACE CAPAC	PCT OCCUP CAPAC	NOMIN CAPAC	TOTAL NOMINAL CAPAC
005	WH-VH	8	0	3	3	3	2	0	0	0	0	11	35.6	34	60	56.67	60	56.67
006	VH-WH	23	0	11	2	1	2	0	0	0	0	16	25.2	49	52	94.23	52	94.23
007	WH-VH	23	0	4	6	1	2	0	0	1	1	14	32.6	52	52	100.00	52	100.00
008	VH-WH	31	0	7	0	2	2	0	0	0	0	11	31.2	52	60	86.67	60	86.67
009	WH-VH	28	0	5	3	1	4	0	0	0	0	13	35.5	58	60	96.67	60	96.67
010	VH-WH	43	1*	7	1	0	0	0	0	0	0	9	20.5	54	54	100.00	52	103.85
011	WH-VH	27	0	5	1	2	1	1	0	0	0	10	33.0	49	52	94.23	52	94.23
012	VH-WH	41	1	6	0	0	2	0	0	1	1	10	35.0	58	60	96.67	60	96.67
013	WH-VH	34	1*	6	2	0	4	0	0	0	0	13	34.7	62	62	100.00	60	103.33
014	VH-WH	35	0	5	2	1	1	0	0	0	0	9	27.0	51	52	98.08	52	98.08
015	WH-VH	0	0	0	0	0	0	0	0	0	0	0	.0	0	52	.00	52	.00
016	VH-WH	40*	0	10	1	2	1	0	0	0	0	14	24.6	63	63	100.00	60	105.00
017	WH-VH	61*	0	7	1	0	0	0	0	1	1	9	22.4	73	73	100.00	60	121.67
018	VH-WH	0	0	0	0	0	0	0	0	0	0	0	.0	0	52	.00	52	.00
019	WH-VH	0	0	0	0	0	0	0	0	0	0	0	.0	0	52	.00	52	.00
020	VH-WH	54	0	16	0	1	0	0	0	0	0	17	18.9	73	73	100.00	60	121.67
021	WH-VH	67	0	5	1	0	0	0	0	0	0	6	17.8	74	74	100.00	60	123.33
022	VH-WH	0	0	0	0	0	0	0	0	0	0	0	.0	0	52	.00	52	.00
023	WH-VH	0	0	0	0	0	0	0	0	0	0	0	.0	0	52	.00	52	.00
024	VH-WH	50*	1*	16	0	0	0	0	0	1	1	18	21.3	71	71	100.00	60	118.33
025	WH-VH	70	0	3	1	0	0	0	0	0	0	4	19.3	75	75	100.00	60	125.00
026	VH-WH	0	0	0	0	0	0	0	0	0	0	0	.0	0	52	.00	52	.00
027	WH-VH	41	0	3	1	0	0	0	0	0	0	4	19.0	46	46	100.00	39	117.95
028	VH-WH	22*	0	10	1	1	1	0	0	0	0	13	23.3	42	60	70.00	60	70.00
029	WH-VH	48	2*	8	3	1	1	0	0	0	0	15	25.3	73	73	100.00	60	121.67
030	VH-WH	6	0	2	0	0	0	0	0	0	0	2	16.5	8	39	20.51	39	20.51
031	WH-VH	39	0	9	1	0	0	0	0	0	0	10	17.7	50	50	100.00	39	128.21
032	VH-WH	1	0	0	0	0	0	0	0	0	0	0	.0	1	60	1.67	60	1.67
102	NT-HY	21	0	4	2	0	5	0	0	0	0	11	38.2	49	52	94.23	52	94.23
103	HY-NT	17	0	9	2	2	3	0	0	1	1	17	32.7	50	52	96.15	52	96.15
106	NT-HY	24	0	9	4	1	0	0	0	1	1	15	24.6	46	52	88.46	52	88.46
107	HY-NT	30*	0	2	2	0	4	0	0	0	0	8	42.6	53	53	100.00	52	101.92
110	NT-HY	22	0	15	1	2	1	0	0	0	0	19	23.1	49	52	94.23	52	94.23
111	HY-NT	16	2*	7	0	0	5	0	0	0	0	14	37.3	46	52	88.46	52	88.46
199	WH-VH	4	0	3	3	3	2	0	0	0	0	11	33.1	30	50	60.00	50	60.00
200	VH-WH	12	1	4	1	0	4	0	0	0	0	10	38.2	35	50	70.00	50	70.00
203	WH-VH	0	0	0	1	1	3	0	0	0	0	5	51.8	17	23	73.91	23	73.91
204	VH-WH	30	0	8	2	0	2	0	0	0	0	12	25.6	50	50	100.00	50	100.00
207	WH-VH	3	0	1	2	2	3	0	0	0	0	8	43.1	26	26	100.00	23	113.04
208	VH-WH	10	0	6	3	1	3	0	0	0	0	13	31.5	37	37	100.00	23	160.87
211	WH-VH	34	1*	8	0	0	2	0	0	0	0	11	28.1	52	52	100.00	50	104.00
212	VH-WH	17	0	4	3	3	3	0	0	0	0	13	35.5	48	48	100.00	23	208.70
213	WH-VH	22	1*	2	2	2	0	1	0	0	0	8	38.3	41	41	100.00	39	105.13
214	VH-WH	5	0	1	2	2	6	0	0	0	0	11	46.6	40	40	100.00	39	102.56
215	WH-VH	32	2	10	2	0	1	0	0	0	0	15	22.8	52	52	100.00	50	104.00
216	VH-WH	26	0	7	4	2	0	1	0	0	0	14	25.6	52	52	100.00	50	104.00
217	WH-VH	32	2	4	0	1	0	0	0	0	0	7	25.2	41	41	100.00	39	105.13
218	VH-WH	7	0	5	10	2	0	0	0	0	0	17	26.1	38	39	97.44	39	97.44

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: 5/06/2016

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
219	WH-VH	42	0	6	1	1	0	0	0	0	0	8	20.9	53	53	100.00	50	106.00
220	VH-WH	32*	0	12	2	1	0	0	0	0	0	15	20.7	52	52	100.00	50	104.00
221	WH-VH	32	0	4	0	0	1	0	0	0	0	5	26.8	40	40	100.00	39	102.56
222	VH-WH	9	0	6	0	0	0	0	0	0	0	6	16.3	15	39	38.46	39	38.46
223	WH-VH	38	0	7	2	0	0	0	0	0	0	9	18.7	49	50	98.00	50	98.00
224	VH-WH	0	0	0	0	0	1	1	0	0	0	2	68.0	9	50	18.00	50	18.00
227	WH-VH	12	0	0	0	0	0	0	0	0	0	0	.0	12	50	24.00	50	24.00
228	VH-WH	0	0	0	0	0	0	0	0	0	0	0	.0	0	50	.00	50	.00
301	HY-NT	0	0	0	3	4	4	0	0	0	0	11	42.9	34	39	87.18	39	87.18
302	NT-HY	0	0	0	0	2	7	0	0	0	0	9	57.3	34	39	87.18	39	87.18
305	HY-NT	0	0	0	2	0	7	1	0	0	0	10	54.8	37	39	94.87	39	94.87
306	NT-HY	0	0	0	2	4	6	0	0	0	0	12	47.8	40	40	100.00	39	102.56
309	HY-NT	2	0	1	4	1	6	0	0	0	0	12	43.8	38	39	97.44	39	97.44
310	NT-HY	4	0	4	7	2	2	0	0	0	0	15	31.6	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
DAY	TOTAL	1327	15	297	99	55	104	5	0	6	6	581	65.2	2469	3166	77.98	3001	82.27

* = 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: 5/07/2016

SSA115
 PAGE: 0001
 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	TRLRS	1-SP	2-SP	3-SP	4-SP	5-SP	1-SP	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	4	1*	1	1	0	0	1	0	0	0	4	47.7	14	60	23.33	60	23.33
006	VH-WH	15	1*	10	1	1	2	0	0	0	0	15	27.1	40	40	100.00	39	102.56
007	WH-VH	7	0	4	1	0	4	0	0	1	1	10	42.6	31	39	79.49	39	79.49
008	VH-WH	42	0	14	0	0	0	0	0	0	0	14	17.9	56	60	93.33	60	93.33
009	WH-VH	27	0	9	0	0	1	1	0	0	0	11	26.1	45	60	75.00	60	75.00
010	VH-WH	40	0	2	0	0	0	0	0	0	0	2	16.5	42	42	100.00	39	107.69
011	WH-VH	36	0	6	2	0	0	1	0	0	0	9	26.1	51	51	100.00	39	130.77
012	VH-WH	45	0	7	0	1	2	0	0	1	1	11	31.7	65	65	100.00	60	108.33
013	WH-VH	51*	1	3	4	0	1	0	0	0	0	9	24.9	68	68	100.00	60	113.33
014	VH-WH	35	0	5	0	0	0	0	0	0	0	5	17.0	40	40	100.00	39	102.56
015	WH-VH	42	0	0	0	0	0	0	0	0	0	0	0	42	42	100.00	39	107.69
016	VH-WH	41	0	6	1	0	2	1	0	0	0	10	33.3	62	62	100.00	60	103.33
017	WH-VH	39	3*	10	1	0	0	0	0	1	1	15	29.7	61	61	100.00	60	101.67
018	VH-WH	28	0	5	2	1	0	0	0	0	0	8	23.9	40	40	100.00	39	102.56
019	WH-VH	31	0	6	1	0	0	0	0	0	0	7	18.4	39	39	100.00	39	100.00
020	VH-WH	32*	0	5	4	0	0	2	0	0	0	11	29.8	56	60	93.33	60	93.33
021	WH-VH	46	0	9	0	0	0	0	0	0	0	9	16.9	55	60	91.67	60	91.67
022	VH-WH	14	1*	4	0	0	0	0	0	0	0	5	24.8	20	39	51.28	39	51.28
023	WH-VH	33	0	7	0	0	0	0	0	0	0	7	17.3	40	40	100.00	39	102.56
024	VH-WH	34	0	3	1	0	0	0	0	1	1	5	28.8	41	60	68.33	60	68.33
025	WH-VH	52	0	10	0	0	0	0	0	0	0	10	17.5	62	62	100.00	60	103.33
026	VH-WH	8	0	2	0	0	0	0	0	0	0	2	18.5	10	39	25.64	39	25.64
027	WH-VH	45	1	8	0	0	0	0	0	0	0	9	19.6	54	54	100.00	52	103.85
028	VH-WH	14	0	1	0	0	0	0	0	0	0	1	15.0	15	60	25.00	60	25.00
029	WH-VH	38	0	7	0	0	1	0	0	0	0	8	22.3	49	60	81.67	60	81.67
030	VH-WH	11	0	3	0	0	0	0	0	0	0	3	18.3	14	52	26.92	52	26.92
031	WH-VH	16	0	2	0	1	0	0	0	0	0	3	26.3	21	52	40.38	52	40.38
032	VH-WH	8	0	1	0	0	0	0	0	0	0	1	18.0	9	60	15.00	60	15.00
102	NT-HY	23	0	16	1	0	2	0	0	0	0	19	23.0	49	52	94.23	52	94.23
103	HY-NT	27	0	8	2	1	2	0	0	1	1	14	29.3	52	52	100.00	52	100.00
106	NT-HY	24*	1*	10	1	0	2	0	0	1	1	15	29.0	49	52	94.23	52	94.23
107	HY-NT	28	1	8	2	0	3	0	0	0	0	14	28.4	53	53	100.00	52	101.92
110	NT-HY	12	0	4	4	1	3	2	0	0	0	14	36.9	49	52	94.23	52	94.23
111	HY-NT	29	0	8	1	1	1	0	0	0	0	11	24.9	46	52	88.46	52	88.46
199	WH-VH	5	0	4	2	3	3	0	0	0	0	12	36.5	34	50	68.00	50	68.00
200	VH-WH	22	1*	10	1	1	2	0	0	0	0	15	27.9	47	50	94.00	50	94.00
203	WH-VH	19	0	4	4	0	3	0	0	0	0	11	31.6	43	50	86.00	50	86.00
204	VH-WH	28	0	15	1	1	0	0	0	0	0	17	19.2	48	50	96.00	50	96.00
207	WH-VH	35	0	5	1	0	0	0	0	0	0	6	18.2	42	50	84.00	50	84.00
208	VH-WH	23	0	11	2	1	2	0	0	0	0	16	25.7	49	50	98.00	50	98.00
211	WH-VH	30	2*	9	1	1	0	0	0	0	0	13	25.4	48	50	96.00	50	96.00
212	VH-WH	21	0	7	2	0	3	0	0	0	0	12	30.8	44	50	88.00	50	88.00
215	WH-VH	33	2*	9	2	0	0	0	0	0	0	13	21.5	49	50	98.00	50	98.00
216	VH-WH	19	1*	6	1	0	0	0	0	0	0	8	22.7	29	50	58.00	50	58.00
219	WH-VH	43	2*	4	0	0	0	0	0	0	0	6	27.8	51	51	100.00	50	102.00
220	VH-WH	22	0	5	2	0	0	0	0	0	0	7	19.1	31	50	62.00	50	62.00
301	HY-NT	3	0	1	3	2	5	1	0	0	0	12	44.5	41	41	100.00	39	105.13
302	NT-HY	0	1*	2	3	4	4	0	0	0	0	14	40.3	38	39	97.44	39	97.44

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
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THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 5/07/2016

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
305	HY-NT	4	0	5	3	5	1	1	0	0	0	15	33.9	39	39	100.00	39	100.00
306	NT-HY	0	0	0	2	3	5	1	0	0	0	11	49.2	38	39	97.44	39	97.44
309	HY-NT	2	2*	4	2	1	4	0	0	0	0	13	41.9	32	39	82.05	39	82.05
310	NT-HY	0	1*	2	5	2	3	1	0	0	0	14	38.9	37	39	94.87	39	94.87
403	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
404	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
405	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
406	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
407	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
408	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
409	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
410	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
DAY	TOTAL	1286	22	307	67	31	61	12	0	6	6	506	79.3	2180	2617	83.30	2571	84.79

* = 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
 RUN TIME: 10:41:16

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 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	0	1	0	0	0	0	0	0	1	24.0	4	60	6.67	60	6.67
006	VH-WH	15	0	3	1	0	2	0	0	0	0	6	32.5	28	52	53.85	52	53.85
007	WH-VH	4	0	0	2	0	2	0	0	0	0	4	44.3	16	52	30.77	52	30.77
008	VH-WH	19	0	7	1	0	0	1	0	0	0	9	23.8	33	60	55.00	60	55.00
009	WH-VH	11	0	2	0	0	0	0	0	0	0	2	17.5	13	60	21.67	60	21.67
010	VH-WH	45	0	5	1	0	0	0	0	0	0	6	18.5	52	52	100.00	52	100.00
011	WH-VH	27	1*	4	1	0	0	0	0	0	0	6	23.8	35	52	67.31	52	67.31
012	VH-WH	54	0	10	0	0	0	0	0	0	0	10	17.8	64	64	100.00	60	106.67
013	WH-VH	31	0	5	1	1	0	0	0	0	0	7	19.6	41	60	68.33	60	68.33
014	VH-WH	40	0	9	0	0	0	0	0	0	0	9	18.0	49	52	94.23	52	94.23
015	WH-VH	33	0	9	2	0	0	0	0	0	0	11	18.6	46	52	88.46	52	88.46
016	VH-WH	49	1*	11	0	0	0	0	0	0	0	12	19.7	62	62	100.00	60	103.33
017	WH-VH	34	0	8	3	0	0	0	0	0	0	11	19.9	48	60	80.00	60	80.00
018	VH-WH	42*	1	6	1	0	0	0	0	0	0	8	21.0	52	52	100.00	52	100.00
019	WH-VH	44	0	5	0	1	0	0	0	0	0	6	21.7	52	52	100.00	52	100.00
020	VH-WH	51	1*	5	1	0	0	0	0	0	0	7	23.0	60	60	100.00	60	100.00
021	WH-VH	51	0	6	2	0	0	0	0	0	0	8	17.9	61	61	100.00	60	101.67
022	VH-WH	48	0	3	1	0	0	0	0	0	0	4	19.3	53	53	100.00	52	101.92
023	WH-VH	42	1*	7	0	0	0	0	0	0	0	8	21.9	51	52	98.08	52	98.08
024	VH-WH	50	0	6	1	0	0	0	0	0	0	7	17.4	58	60	96.67	60	96.67
025	WH-VH	50	0	6	2	0	0	0	0	0	0	8	18.4	60	60	100.00	60	100.00
026	VH-WH	45	0	2	0	0	0	1	0	0	0	3	36.0	52	52	100.00	52	100.00
027	WH-VH	41	0	10	0	0	0	0	0	0	0	10	17.6	51	52	98.08	52	98.08
028	VH-WH	20	0	3	0	0	0	0	0	0	0	3	17.7	23	60	38.33	60	38.33
029	WH-VH	24	0	8	0	0	0	0	0	0	0	8	18.4	32	60	53.33	60	53.33
030	VH-WH	6	0	6	0	0	0	0	0	0	0	6	18.5	12	52	23.08	52	23.08
031	WH-VH	19	0	9	0	0	0	0	0	0	0	9	17.7	28	52	53.85	52	53.85
032	VH-WH	7	0	0	0	0	0	0	0	0	0	0	.0	7	60	11.67	60	11.67
102	NT-HY	19	1*	10	1	0	1	1	0	0	0	14	27.8	42	52	80.77	52	80.77
103	HY-NT	21	1	10	3	0	0	1	0	0	0	15	24.3	43	52	82.69	52	82.69
106	NT-HY	29	2*	3	1	0	2	0	0	0	0	8	37.8	46	52	88.46	52	88.46
107	HY-NT	41	0	10	2	0	0	0	0	0	0	12	20.0	55	55	100.00	52	105.77
110	NT-HY	14	2*	4	4	0	1	1	0	0	0	12	30.6	38	52	73.08	52	73.08
111	HY-NT	33	1*	7	1	0	1	0	0	0	0	10	24.2	48	52	92.31	52	92.31
203	WH-VH	3	0	3	0	0	0	0	0	0	0	3	18.7	6	50	12.00	50	12.00
204	VH-WH	34	0	11	2	0	0	0	0	0	0	13	18.2	49	50	98.00	50	98.00
207	WH-VH	4	0	2	0	0	0	0	0	0	0	2	18.0	6	50	12.00	50	12.00
208	VH-WH	39	0	6	3	0	0	0	0	0	0	9	20.1	51	51	100.00	50	102.00
209	WH-VH	4	0	1	0	0	0	0	0	0	0	1	17.0	5	39	12.82	39	12.82
210	VH-WH	32*	0	3	2	0	0	0	0	0	0	5	19.2	40	40	100.00	39	102.56
211	WH-VH	14	0	1	0	0	0	0	0	0	0	1	18.0	15	50	30.00	50	30.00
212	VH-WH	43	0	5	0	0	0	0	0	0	0	5	18.0	48	50	96.00	50	96.00
213	WH-VH	11	0	2	1	0	0	0	0	0	0	3	18.7	15	39	38.46	39	38.46
214	VH-WH	34	0	5	1	0	0	0	0	0	0	6	19.5	41	41	100.00	39	105.13
215	WH-VH	16	0	1	0	0	0	0	0	0	0	1	18.0	17	50	34.00	50	34.00
216	VH-WH	42	1*	4	1	0	0	0	0	0	0	6	18.8	50	50	100.00	50	100.00
217	WH-VH	25	1*	11	0	0	0	0	0	0	0	12	21.1	38	39	97.44	39	97.44
218	VH-WH	9	1	6	0	0	0	0	0	0	0	7	20.2	16	39	41.03	39	41.03

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: 5/08/2016

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 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	----- TRLRS	----- 1-SP	TRUCKS ----- 2-SP	----- 3-SP	----- 4-SP	----- 5-SP	----- 1-SP	U.S. MAIL ----- 2-SP	----- TOTAL	TOTAL TRKS	AVG TRUCK LGTH.	TOTAL SPACE OCCUP	TOTAL SPACE CAPAC	PCT OCCUP CAPAC	NOMIN CAPAC	TOTAL NOMINAL CAPAC
219	WH-VH	44	0	7	1	0	0	0	0	0	0	8	18.8	53	53	100.00	50	106.00
220	VH-WH	18	0	3	2	0	0	0	0	0	0	5	20.8	25	50	50.00	50	50.00
221	WH-VH	28	0	9	0	1	0	0	0	0	0	10	20.0	40	40	100.00	39	102.56
222	VH-WH	4	0	1	0	0	0	0	0	0	0	1	18.0	5	39	12.82	39	12.82
223	WH-VH	36	0	5	0	0	0	0	0	0	0	5	17.6	41	50	82.00	50	82.00
224	VH-WH	1	0	0	0	0	0	0	0	0	0	0	.0	1	50	2.00	50	2.00
301	HY-NT	0	1*	1	0	2	3	0	0	0	0	7	50.2	21	39	53.85	39	53.85
302	NT-HY	0	0	0	1	2	7	0	0	0	0	10	53.6	36	39	92.31	39	92.31
305	HY-NT	2	0	1	3	1	0	0	0	0	0	5	25.4	12	39	30.77	39	30.77
306	NT-HY	0	0	1	0	3	3	0	0	0	0	7	46.9	22	39	56.41	39	56.41
309	HY-NT	16	1*	7	5	0	0	0	0	0	0	13	25.6	35	39	89.74	39	89.74
310	NT-HY	1	0	3	1	0	0	0	0	0	0	4	22.8	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
DAY TOTAL		1521	17	298	56	11	22	5	0	0	0	409	96.9	2109	3045	69.26	3026	69.70

* = 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)

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THE STEAMSHIP AUTHORITY
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 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	TRLRS	1-SP	2-SP	3-SP	4-SP	5-SP	U.S. MAIL 1-SP 2-SP TOTAL	TOTAL TRKS	AVG TRUCK LGTH.	TOTAL SPACE OCCUP	TOTAL SPACE CAPAC	PCT OCCUP CAPAC	NOMIN CAPAC	TOTAL NOMINAL CAPAC
005	WH-VH	7	1*	9	2	2	1	1	0 0 0	16	31.2	37	60	61.67	60	61.67
006	VH-WH	26	0	8	0	1	3	0	0 0 0	12	30.9	49	52	94.23	52	94.23
007	WH-VH	17	0	14	2	1	1	1	0 0 1	20	26.8	49	52	94.23	52	94.23
008	VH-WH	27	0	5	1	1	1	0	0 0 0	8	25.9	41	60	68.33	60	68.33
009	WH-VH	20	0	11	2	1	4	0	0 1 1	19	32.2	56	60	93.33	60	93.33
010	VH-WH	38	0	7	1	0	1	0	0 0 0	9	22.2	51	52	98.08	52	98.08
011	WH-VH	27	0	13	5	2	1	0	0 0 0	21	23.0	60	60	100.00	52	115.38
012	VH-WH	47	0	4	1	0	1	0	0 1 1	7	31.5	59	60	98.33	60	98.33
013	WH-VH	30	0	9	8	0	2	0	0 0 0	19	23.8	63	63	100.00	60	105.00
014	VH-WH	47*	0	4	1	0	0	0	0 0 0	5	17.2	54	54	100.00	52	103.85
015	WH-VH	30	1*	11	5	1	0	1	0 0 0	19	24.2	61	61	100.00	52	117.31
016	VH-WH	32	0	5	1	1	1	0	0 0 0	9	32.1	51	60	85.00	60	85.00
017	WH-VH	48	0	12	3	0	0	0	0 1 1	16	21.5	68	68	100.00	60	113.33
018	VH-WH	35	0	9	2	0	1	0	0 0 0	12	22.3	52	52	100.00	52	100.00
019	WH-VH	43	0	5	0	0	1	0	0 0 0	6	25.7	52	52	100.00	52	100.00
020	VH-WH	43	0	3	2	0	1	1	0 0 0	7	32.6	59	60	98.33	60	98.33
021	WH-VH	43	0	8	2	1	0	0	0 0 0	11	20.2	58	60	96.67	60	96.67
022	VH-WH	42*	0	5	2	1	0	0	0 0 0	8	21.4	55	55	100.00	52	105.77
023	WH-VH	43	0	6	1	0	1	0	0 0 0	8	23.6	55	55	100.00	52	105.77
024	VH-WH	33	0	5	1	3	0	0	0 1 1	10	30.3	51	60	85.00	60	85.00
025	WH-VH	45	2*	9	0	0	0	0	0 0 0	11	23.1	57	60	95.00	60	95.00
026	VH-WH	26*	2*	7	3	0	0	0	0 0 0	12	22.3	44	52	84.62	52	84.62
027	WH-VH	33	0	13	2	0	1	0	0 0 0	16	21.0	54	54	100.00	52	103.85
028	VH-WH	12	0	3	1	0	0	0	0 0 0	4	18.8	17	60	28.33	60	28.33
029	WH-VH	34	0	13	5	0	1	0	0 0 0	19	21.1	62	62	100.00	60	103.33
032	VH-WH	8	0	2	0	0	0	0	0 0 0	2	17.5	10	60	16.67	60	16.67
102	NT-HY	13	0	8	2	1	5	0	0 0 0	16	33.8	48	52	92.31	52	92.31
103	HY-NT	24	0	11	1	0	3	0	0 1 1	16	29.3	51	52	98.08	52	98.08
106	NT-HY	16	1	5	2	0	4	0	0 1 1	13	39.1	44	52	84.62	52	84.62
107	HY-NT	32	0	5	1	0	3	0	0 0 0	9	33.2	51	52	98.08	52	98.08
110	NT-HY	6	0	8	1	3	3	0	0 0 0	15	31.9	37	52	71.15	52	71.15
111	HY-NT	22	0	4	2	0	5	0	0 0 0	11	40.4	50	52	96.15	52	96.15
199	WH-VH	8	0	5	4	2	2	0	0 0 0	13	30.8	35	50	70.00	50	70.00
200	VH-WH	19	0	6	3	0	4	0	0 0 0	13	34.5	47	50	94.00	50	94.00
203	WH-VH	0	0	0	3	1	3	0	0 0 0	7	41.3	21	23	91.30	23	91.30
204	VH-WH	31	0	8	1	0	2	0	0 0 0	11	25.2	49	50	98.00	50	98.00
207	WH-VH	0	0	5	7	0	1	1	0 0 0	14	28.5	28	28	100.00	23	121.74
208	VH-WH	0	0	1	3	2	3	0	0 1 1	10	46.7	27	27	100.00	23	117.39
211	WH-VH	27	0	8	1	1	1	0	0 0 0	11	24.1	44	50	88.00	50	88.00
212	VH-WH	13	0	3	2	4	2	1	0 0 0	12	39.2	45	45	100.00	23	195.65
215	WH-VH	37	0	7	0	1	1	0	0 0 0	9	24.9	51	51	100.00	50	102.00
216	VH-WH	11	1*	13	4	1	1	0	0 0 0	20	24.8	41	50	82.00	50	82.00
219	WH-VH	38	0	6	2	1	0	0	0 0 0	9	22.3	51	51	100.00	50	102.00
220	VH-WH	5	0	0	1	0	0	0	0 0 0	1	20.0	7	50	14.00	50	14.00
301	HY-NT	0	2*	1	3	3	4	0	0 0 0	13	44.6	35	39	89.74	39	89.74
302	NT-HY	0	0	0	1	1	7	0	0 0 0	9	55.2	33	39	84.62	39	84.62
305	HY-NT	2	0	3	1	1	6	1	0 0 0	12	46.3	39	39	100.00	39	100.00
306	NT-HY	0	0	0	3	2	7	0	0 0 0	12	49.8	40	40	100.00	39	102.56

INCLUDES TRAFFIC FROM: 0 (0=ALL SOURCES, 1=RESERVATIONS, 2=TICKET READERS)
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 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	----- TRLRS	----- 1-SP	TRUCKS ----- 2-SP	----- 3-SP	----- 4-SP	----- 5-SP	----- 1-SP	U.S. MAIL ----- 2-SP	----- TOTAL	TOTAL TRKS	AVG TRUCK LGTH.	TOTAL SPACE OCCUP	TOTAL SPACE CAPAC	PCT OCCUP CAPAC	NOMIN CAPAC	TOTAL NOMINAL CAPAC
309	HY-NT	1	0	1	4	1	6	0	0	0	0	12	46.0	37	39	94.87	39	94.87
310	NT-HY	0	0	1	1	1	5	1	0	0	0	9	52.3	31	39	79.49	39	79.49
403	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
404	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
405	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
406	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
407	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
408	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
409	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
410	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
DAY	TOTAL	1141	10	309	106	41	100	9	0	8	8	583	66.6	2267	2576	88.00	2502	90.61

* = AUTO OR TRAILER GREATER THEN 1-SPACE

INCLUDES TRAFFIC FROM: 0 (0=ALL SOURCES, 1=RESERVATIONS, 2=TICKET READERS)
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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	9	0	8	3	0	3	0	0	0	0	14	29.2	35	60	58.33	60	58.33
006	VH-WH	30	0	3	1	1	3	0	0	0	0	8	38.0	50	52	96.15	52	96.15
007	WH-VH	17	0	11	6	1	2	0	0	1	1	21	27.2	53	53	100.00	52	101.92
008	VH-WH	31	1	6	0	1	1	0	0	0	0	9	28.3	45	60	75.00	60	75.00
009	WH-VH	23	0	13	5	0	4	0	0	0	0	22	27.4	62	62	100.00	60	103.33
010	VH-WH	38	0	11	0	0	1	0	0	0	0	12	21.9	53	53	100.00	52	101.92
011	WH-VH	23	0	10	2	2	1	1	0	0	0	16	28.0	52	52	100.00	52	100.00
012	VH-WH	32*	0	8	0	0	3	0	0	1	1	12	32.5	55	60	91.67	60	91.67
013	WH-VH	28*	2	7	5	1	2	1	0	0	0	18	30.5	64	64	100.00	60	106.67
014	VH-WH	40	1*	7	0	0	1	0	0	0	0	9	26.1	53	53	100.00	52	101.92
015	WH-VH	36	0	1	5	0	2	1	0	0	0	9	37.2	60	60	100.00	52	115.38
016	VH-WH	37	0	7	1	2	2	0	0	0	0	12	28.5	60	60	100.00	60	100.00
017	WH-VH	49	2*	10	4	0	1	0	0	1	1	18	29.3	76	76	100.00	60	126.67
018	VH-WH	26	0	9	3	0	2	0	0	0	0	14	26.9	49	52	94.23	52	94.23
019	WH-VH	40	0	9	3	1	1	0	0	0	0	14	23.6	62	62	100.00	52	119.23
020	VH-WH	29*	0	11	1	2	2	0	0	0	0	16	26.2	57	60	95.00	60	95.00
021	WH-VH	37	0	11	3	1	0	0	0	0	0	15	21.8	57	60	95.00	60	95.00
022	VH-WH	18	0	10	5	0	1	1	0	0	0	17	25.3	47	52	90.38	52	90.38
023	WH-VH	35	1*	9	0	0	1	1	0	0	0	12	29.0	55	55	100.00	52	105.77
024	VH-WH	23	0	8	6	1	0	0	0	1	1	16	26.5	48	60	80.00	60	80.00
025	WH-VH	44	0	5	1	1	1	0	0	0	0	8	26.6	58	60	96.67	60	96.67
026	VH-WH	24	1*	8	7	0	0	0	0	0	0	16	24.3	48	52	92.31	52	92.31
027	WH-VH	20	0	7	1	0	0	0	0	0	0	8	19.6	29	52	55.77	52	55.77
028	VH-WH	9	0	3	2	1	0	1	0	0	0	7	29.6	24	60	40.00	60	40.00
029	WH-VH	25	1	6	1	0	0	0	0	0	0	8	20.4	34	60	56.67	60	56.67
030	VH-WH	1	0	1	0	0	0	0	0	0	0	1	16.0	2	50	4.00	50	4.00
032	VH-WH	5	0	2	0	0	0	0	0	0	0	2	17.0	7	60	11.67	60	11.67
102	NT-HY	16	0	8	1	0	5	0	0	0	0	14	34.1	46	52	88.46	52	88.46
103	HY-NT	18	0	10	2	1	3	0	0	1	1	17	31.4	49	52	94.23	52	94.23
106	NT-HY	16	0	5	2	0	5	0	0	1	1	13	39.3	47	52	90.38	52	90.38
107	HY-NT	32	0	6	1	1	3	0	0	0	0	11	31.8	55	55	100.00	52	105.77
110	NT-HY	9	0	10	1	4	3	0	0	0	0	18	31.0	45	52	86.54	52	86.54
111	HY-NT	17	0	12	0	0	4	1	0	0	0	17	31.1	50	52	96.15	52	96.15
199	WH-VH	6	0	4	2	3	2	0	0	0	0	11	33.6	31	50	62.00	50	62.00
200	VH-WH	18	1*	14	2	0	3	0	0	0	0	20	26.5	50	50	100.00	50	100.00
203	WH-VH	0	0	1	2	1	4	0	0	0	0	8	44.3	24	24	100.00	23	104.35
204	VH-WH	24	0	9	1	0	4	0	0	0	0	14	30.2	51	51	100.00	50	102.00
207	WH-VH	1	0	0	5	1	2	1	0	0	0	9	38.8	27	27	100.00	23	117.39
208	VH-WH	9	0	8	2	0	4	0	0	0	0	14	30.8	37	37	100.00	23	160.87
211	WH-VH	31	0	2	2	0	1	0	0	0	0	5	28.2	41	50	82.00	50	82.00
212	VH-WH	11	0	2	4	2	2	1	0	0	0	11	38.8	40	40	100.00	23	173.91
215	WH-VH	30	1*	14	1	0	1	0	0	0	0	17	22.8	52	52	100.00	50	104.00
216	VH-WH	9	1	10	7	2	1	1	0	0	0	22	27.9	49	50	98.00	50	98.00
219	WH-VH	39	0	13	0	0	0	0	0	0	0	13	17.7	52	52	100.00	50	104.00
220	VH-WH	11	0	5	6	1	1	0	0	0	0	13	25.5	35	50	70.00	50	70.00
223	WH-VH	30	0	8	0	0	3	0	0	0	0	11	28.6	50	50	100.00	50	100.00
301	HY-NT	2	0	1	5	1	6	0	0	0	0	13	42.3	40	40	100.00	39	102.56
302	NT-HY	0	1*	0	0	0	7	1	0	0	0	9	63.0	35	39	89.74	39	89.74

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: 5/10/2016

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
305	HY-NT	0	0	1	3	1	4	3	0	0	0	12	48.6	41	41	100.00	39	105.13
306	NT-HY	0	0	3	2	0	7	0	0	0	0	12	45.3	35	39	89.74	39	89.74
307	HY-NT	5	0	5	0	3	4	0	0	0	0	12	37.7	35	39	89.74	39	89.74
308	NT-HY	0	0	2	3	2	2	1	0	0	0	10	40.4	27	39	69.23	39	69.23
309	HY-NT	6	0	2	4	1	5	0	0	0	0	12	41.3	39	39	100.00	39	100.00
310	NT-HY	0	0	1	3	1	6	0	0	0	0	11	48.6	34	39	87.18	39	87.18
311	HY-NT	3	2*	3	2	1	4	1	0	0	0	13	46.9	38	39	97.44	39	97.44
312	NT-HY	0	0	0	0	0	2	0	0	0	0	2	59.5	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
DAY	TOTAL	1072	15	360	128	41	132	16	0	6	6	698	66.6	2458	2851	86.22	2758	89.12

* = 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: 5/11/2016

SSA115
 PAGE: 0001
 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	----- TRLRS	1-SP	TRUCKS 2-SP	3-SP	4-SP	5-SP	1-SP	U.S. MAIL 2-SP	----- TOTAL	TOTAL TRKS	AVG TRUCK LGTH.	TOTAL SPACE OCCUP	TOTAL SPACE CAPAC	PCT OCCUP CAPAC	NOMIN CAPAC	TOTAL NOMINAL CAPAC
005	WH-VH	7	1*	7	3	2	4	0	0	0	0	17	35.2	44	60	73.33	60	73.33
006	VH-WH	28	0	8	0	3	1	0	0	0	0	12	29.0	49	52	94.23	52	94.23
007	WH-VH	18	0	9	5	1	2	0	0	1	1	18	28.1	50	52	96.15	52	96.15
008	VH-WH	23	0	4	1	1	2	0	0	0	0	8	33.9	40	60	66.67	60	66.67
009	WH-VH	10	0	10	4	0	3	0	0	0	0	17	27.2	40	60	66.67	60	66.67
010	VH-WH	43	0	5	1	0	1	0	0	0	0	7	23.6	54	54	100.00	52	103.85
011	WH-VH	24	0	11	2	0	2	1	0	0	0	16	28.0	52	52	100.00	52	100.00
012	VH-WH	37	0	4	1	0	2	0	0	1	1	8	34.7	53	60	88.33	60	88.33
013	WH-VH	25	1	6	5	1	3	1	0	0	0	17	31.4	62	62	100.00	60	103.33
014	VH-WH	43	0	5	1	0	0	0	0	0	0	6	20.3	50	52	96.15	52	96.15
015	WH-VH	30	1*	11	4	3	0	0	0	0	0	19	24.2	60	60	100.00	52	115.38
016	VH-WH	31	0	13	2	0	2	0	0	0	0	17	23.8	56	60	93.33	60	93.33
017	WH-VH	29	1	6	4	0	0	0	0	1	1	12	23.1	46	60	76.67	60	76.67
018	VH-WH	25	0	6	2	0	3	0	0	0	0	11	31.4	47	52	90.38	52	90.38
019	WH-VH	45	1*	11	1	1	0	0	0	0	0	14	24.2	63	63	100.00	52	121.15
020	VH-WH	23*	0	4	2	2	2	2	0	0	0	12	37.3	56	60	93.33	60	93.33
021	WH-VH	57	2*	8	1	0	0	0	0	0	0	11	24.3	71	71	100.00	60	118.33
022	VH-WH	20	0	17	2	1	0	0	0	0	0	20	20.0	44	52	84.62	52	84.62
023	WH-VH	46	1*	10	0	0	0	0	0	0	0	11	19.6	58	58	100.00	52	111.54
024	VH-WH	18	0	7	7	1	0	0	0	1	1	16	25.1	44	60	73.33	60	73.33
025	WH-VH	38	0	11	0	0	0	0	0	0	0	11	17.7	49	60	81.67	60	81.67
026	VH-WH	28	0	10	3	0	0	2	0	0	0	15	25.0	54	54	100.00	52	103.85
027	WH-VH	46	2*	6	1	0	0	0	0	0	0	9	23.4	57	57	100.00	52	109.62
028	VH-WH	10	0	4	1	0	0	0	0	0	0	5	18.8	16	60	26.67	60	26.67
029	WH-VH	21	0	6	1	0	0	0	0	0	0	7	16.6	29	60	48.33	60	48.33
032	VH-WH	11	0	1	0	1	0	0	0	0	0	2	30.0	15	60	25.00	60	25.00
102	NT-HY	16	0	10	1	1	4	0	0	0	0	16	31.6	47	52	90.38	52	90.38
103	HY-NT	20*	0	10	2	1	2	1	0	1	1	17	31.8	53	53	100.00	52	101.92
106	NT-HY	17	0	8	6	1	1	0	0	1	1	17	28.2	46	52	88.46	52	88.46
107	HY-NT	26	0	10	1	0	3	0	0	0	0	14	28.1	50	52	96.15	52	96.15
110	NT-HY	14	0	12	5	2	2	0	0	0	0	21	26.0	50	52	96.15	52	96.15
111	HY-NT	18	0	8	2	0	5	0	0	0	0	15	33.7	50	52	96.15	52	96.15
199	WH-VH	3	1*	7	4	3	2	0	0	0	0	17	31.1	37	50	74.00	50	74.00
200	VH-WH	13	0	8	4	1	4	0	0	0	0	17	31.5	48	48	100.00	23	208.70
203	WH-VH	2	1*	4	5	2	2	0	0	0	0	14	33.9	32	32	100.00	23	139.13
204	VH-WH	32	0	6	1	1	2	0	0	0	0	10	29.6	51	51	100.00	50	102.00
207	WH-VH	0	0	2	3	2	3	0	0	0	0	10	37.5	26	26	100.00	23	113.04
208	VH-WH	9	0	0	5	1	4	0	0	0	0	10	41.2	38	38	100.00	23	165.22
211	WH-VH	9	0	4	1	0	4	0	0	0	0	9	36.6	31	31	100.00	23	134.78
212	VH-WH	0	0	0	4	4	3	0	0	0	0	11	42.5	32	32	100.00	23	139.13
215	WH-VH	38	0	5	2	3	1	0	0	0	0	11	30.5	60	60	100.00	50	120.00
216	VH-WH	5	0	6	7	2	2	0	0	0	0	17	27.9	39	50	78.00	50	78.00
219	WH-VH	32	0	7	2	0	1	0	0	0	0	10	23.2	47	50	94.00	50	94.00
220	VH-WH	7	2*	3	4	0	0	0	0	0	0	9	31.9	22	50	44.00	50	44.00
301	HY-NT	1	0	3	4	6	3	0	0	0	0	16	35.1	42	42	100.00	39	107.69
302	NT-HY	0	0	0	2	0	8	0	0	0	0	10	54.9	36	39	92.31	39	92.31
303	HY-NT	0	0	3	2	0	7	0	0	0	0	12	45.5	35	39	89.74	39	89.74
304	NT-HY	0	0	1	2	2	4	0	0	0	0	9	43.9	27	39	69.23	39	69.23

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: 5/11/2016

SSA115
 PAGE: 0002
 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	TRLRS	1-SP	2-SP	3-SP	4-SP	5-SP	1-SP	U.S. MAIL 2-SP	TOTAL	TOTAL TRKS	AVG TRUCK LGTH.	TOTAL SPACE OCCUP	TOTAL SPACE CAPAC	PCT OCCUP CAPAC	NOMIN CAPAC	TOTAL NOMINAL CAPAC
305	HY-NT	3	0	2	3	2	6	0	0	0	0	13	41.7	41	41	100.00	39	105.13
306	NT-HY	0	0	1	2	2	6	0	0	0	0	11	46.2	35	39	89.74	39	89.74
307	HY-NT	6	1*	0	4	4	3	0	0	0	0	12	42.5	40	40	100.00	39	102.56
308	NT-HY	1*	0	1	2	2	6	0	0	0	0	11	48.5	37	39	94.87	39	94.87
309	HY-NT	1	0	1	2	2	6	0	0	0	0	11	49.5	36	39	92.31	39	92.31
310	NT-HY	0	0	1	3	1	5	1	0	0	0	11	46.4	35	39	89.74	39	89.74
311	HY-NT	5	0	4	2	1	3	2	0	0	0	12	40.9	38	39	97.44	39	97.44
312	NT-HY	0	0	0	1	0	1	0	0	0	0	2	49.0	6	50	12.00	50	12.00
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
DAY TOTAL		1014	15	327	142	63	130	10	0	6	6	693	61.5	2426	2827	85.82	2693	90.09

* = 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: 5/12/2016

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	7	0	10	5	2	2	0	0	0	0	19	27.6	41	60	68.33	60	68.33
006	VH-WH	24	0	14	1	1	2	0	0	0	0	18	24.0	51	52	98.08	52	98.08
007	WH-VH	19	1*	11	1	2	3	0	0	1	1	19	31.5	54	54	100.00	52	103.85
008	VH-WH	27	0	6	1	1	2	0	0	0	0	10	29.7	46	60	76.67	60	76.67
009	WH-VH	22	0	11	0	1	4	0	0	0	0	16	30.1	52	60	86.67	60	86.67
010	VH-WH	41	0	7	0	0	1	0	0	0	0	8	22.6	52	52	100.00	52	100.00
011	WH-VH	25	0	4	5	2	2	0	0	0	0	13	32.3	53	53	100.00	52	101.92
012	VH-WH	48	0	6	2	1	1	0	0	1	1	11	30.7	67	67	100.00	60	111.67
013	WH-VH	36	0	3	1	0	4	1	0	0	0	9	42.6	62	62	100.00	60	103.33
014	VH-WH	42	0	7	0	0	1	0	0	0	0	8	22.1	53	53	100.00	52	101.92
015	WH-VH	41	0	4	2	1	0	0	0	0	0	7	23.4	52	52	100.00	52	100.00
016	VH-WH	36	0	7	0	2	2	0	0	0	0	11	30.0	57	60	95.00	60	95.00
017	WH-VH	57	0	4	1	0	0	0	0	1	1	6	25.2	65	65	100.00	60	108.33
018	VH-WH	28	1	8	2	1	3	0	0	0	0	15	30.6	56	56	100.00	52	107.69
019	WH-VH	46	0	7	3	0	0	0	0	0	0	10	20.6	59	59	100.00	52	113.46
020	VH-WH	23	0	12	2	1	3	0	0	0	0	18	27.6	54	60	90.00	60	90.00
021	WH-VH	57	1	5	1	1	0	0	0	0	0	8	22.3	68	68	100.00	60	113.33
022	VH-WH	30	1*	15	2	1	0	0	0	0	0	19	20.8	54	54	100.00	52	103.85
023	WH-VH	37	0	10	2	0	1	0	0	0	0	13	22.1	55	55	100.00	52	105.77
024	VH-WH	24	2*	11	6	0	0	0	0	1	1	20	26.2	53	60	88.33	60	88.33
025	WH-VH	61	0	13	1	0	0	0	0	0	0	14	17.6	76	76	100.00	60	126.67
026	VH-WH	30*	1*	10	2	1	0	0	0	0	0	14	21.9	50	52	96.15	52	96.15
027	WH-VH	49*	2*	6	1	0	0	0	0	0	0	9	26.6	62	62	100.00	52	119.23
028	VH-WH	15	3*	11	1	0	0	0	0	0	0	15	23.7	34	60	56.67	60	56.67
029	WH-VH	63	0	9	1	0	1	0	0	0	0	11	21.5	78	78	100.00	60	130.00
032	VH-WH	12	0	3	0	0	0	0	0	0	0	3	18.3	15	60	25.00	60	25.00
102	NT-HY	17	0	6	3	1	4	0	0	0	0	14	34.4	48	52	92.31	52	92.31
103	HY-NT	31	0	8	5	0	1	0	0	1	1	15	27.5	55	55	100.00	52	105.77
106	NT-HY	28	0	7	1	0	2	1	0	1	1	12	34.5	52	52	100.00	52	100.00
107	HY-NT	34	1	3	1	0	2	1	0	0	0	8	40.6	53	53	100.00	52	101.92
110	NT-HY	15	0	11	5	0	3	0	0	0	0	19	27.2	48	52	92.31	52	92.31
111	HY-NT	20	0	9	1	0	5	0	0	0	0	15	33.1	51	52	98.08	52	98.08
199	WH-VH	5	0	4	2	1	4	0	0	0	0	11	37.3	32	50	64.00	50	64.00
200	VH-WH	18	0	3	4	0	3	0	0	0	0	10	34.4	41	50	82.00	50	82.00
203	WH-VH	0	0	0	7	0	3	0	0	0	0	10	39.8	26	26	100.00	23	113.04
204	VH-WH	27	0	6	1	0	3	0	0	0	0	10	32.8	47	50	94.00	50	94.00
207	WH-VH	13	0	4	4	2	5	0	0	0	0	15	37.7	51	51	100.00	23	221.74
208	VH-WH	2	0	2	6	0	4	0	0	0	0	12	37.8	32	32	100.00	23	139.13
211	WH-VH	30	0	3	3	0	1	1	0	0	0	8	32.3	48	50	96.00	50	96.00
212	VH-WH	3	0	3	8	0	4	0	0	0	0	15	34.7	38	38	100.00	23	165.22
215	WH-VH	31	1*	9	1	0	2	0	0	0	0	13	26.8	52	52	100.00	50	104.00
216	VH-WH	8	0	11	5	1	0	1	0	0	0	18	24.2	37	50	74.00	50	74.00
219	WH-VH	39	1*	8	1	0	0	0	0	0	0	10	23.0	51	51	100.00	50	102.00
220	VH-WH	4	2*	11	7	0	0	0	0	0	0	20	21.4	32	50	64.00	50	64.00
223	WH-VH	37	1*	9	2	0	0	0	0	0	0	12	22.4	52	52	100.00	50	104.00
224	VH-WH	0	0	0	0	0	0	0	0	0	0	0	.0	0	50	.00	50	.00
301	HY-NT	3	0	2	6	0	5	2	0	0	0	15	42.3	47	47	100.00	39	120.51
302	NT-HY	0	1*	1	1	0	8	0	0	0	0	11	55.8	37	39	94.87	39	94.87

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: 5/12/2016

SSA115
 PAGE: 0002
 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	TRLRS	1-SP	TRUCKS 2-SP	3-SP	4-SP	5-SP	1-SP	U.S. MAIL 2-SP	TOTAL	TOTAL TRKS	AVG TRUCK LGTH.	TOTAL SPACE OCCUP	TOTAL SPACE CAPAC	PCT OCCUP CAPAC	NOMIN CAPAC	TOTAL NOMINAL CAPAC
303	HY-NT	2	0	1	3	1	4	1	0	0	0	10	44.9	33	39	84.62	39	84.62
304	NT-HY	0	0	0	2	1	7	0	0	0	0	10	50.5	35	39	89.74	39	89.74
305	HY-NT	0	0	0	2	0	7	1	0	0	0	10	53.8	37	39	94.87	39	94.87
306	NT-HY	1	0	1	5	0	5	1	0	0	0	12	44.6	37	39	94.87	39	94.87
307	HY-NT	6	1*	1	6	4	2	0	0	0	0	14	35.0	41	41	100.00	39	105.13
308	NT-HY	1	2*	7	2	1	4	0	0	0	0	16	36.1	35	39	89.74	39	89.74
309	HY-NT	2	0	0	5	0	7	0	0	0	0	12	48.5	40	40	100.00	39	102.56
310	NT-HY	0	0	3	6	4	1	0	0	0	0	14	33.0	31	39	79.49	39	79.49
311	HY-NT	3	0	4	3	3	3	0	0	0	0	13	34.8	34	39	87.18	39	87.18
312	NT-HY	0	0	0	1	1	4	0	0	0	0	6	53.8	21	39	53.85	39	53.85
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
DAY TOTAL		1280	22	351	152	38	135	10	0	6	6	714	64.0	2693	2997	89.86	2836	94.96

* = 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: 5/13/2016

SSA115
 PAGE: 0001
 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	TRLRS	1-SP	2-SP	3-SP	4-SP	5-SP	1-SP	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	4	2	1	2	0	0	0	0	9	33.6	27	60	45.00	60	45.00
006	VH-WH	35	0	8	0	1	2	0	0	0	0	11	27.8	54	54	100.00	52	103.85
007	WH-VH	22	0	4	5	2	2	0	0	1	1	14	35.2	52	52	100.00	52	100.00
008	VH-WH	29	0	3	1	0	2	0	0	0	0	6	32.3	42	60	70.00	60	70.00
009	WH-VH	32	0	5	2	2	5	0	0	0	0	14	38.9	67	67	100.00	60	111.67
010	VH-WH	44	0	5	0	0	1	0	0	0	0	6	25.8	53	53	100.00	52	101.92
011	WH-VH	36	0	2	2	0	2	1	0	0	0	7	42.6	55	55	100.00	52	105.77
012	VH-WH	46	2*	8	1	0	1	0	0	1	1	13	28.9	65	65	100.00	60	108.33
013	WH-VH	33	1	4	0	0	2	0	0	0	0	7	34.0	46	60	76.67	60	76.67
014	VH-WH	41	0	5	2	0	1	0	0	0	0	8	23.5	54	54	100.00	52	103.85
015	WH-VH	45	0	3	1	1	3	0	0	0	0	8	37.8	65	65	100.00	52	125.00
016	VH-WH	40	1*	12	2	1	1	0	0	0	0	17	23.9	65	65	100.00	60	108.33
017	WH-VH	58	0	9	3	0	0	0	0	1	1	13	20.8	75	75	100.00	60	125.00
018	VH-WH	27*	0	5	1	0	4	0	0	0	0	10	35.9	51	52	98.08	52	98.08
019	WH-VH	46	0	5	1	0	1	0	0	0	0	7	25.6	57	57	100.00	52	109.62
020	VH-WH	31*	0	8	3	3	1	0	0	0	0	15	26.3	59	60	98.33	60	98.33
021	WH-VH	49	0	5	0	1	0	0	0	0	0	6	21.8	57	60	95.00	60	95.00
022	VH-WH	31	0	12	2	0	1	0	0	0	0	15	21.8	51	52	98.08	52	98.08
023	WH-VH	50	0	3	2	0	0	0	0	0	0	5	19.4	57	57	100.00	52	109.62
024	VH-WH	30	1*	11	3	0	1	0	0	1	1	17	26.9	55	60	91.67	60	91.67
025	WH-VH	53	0	5	2	0	0	0	0	0	0	7	17.1	62	62	100.00	60	103.33
026	VH-WH	32	1	7	3	1	0	1	0	0	0	13	26.1	54	54	100.00	52	103.85
027	WH-VH	45	0	4	3	0	0	0	0	0	0	7	18.1	55	55	100.00	52	105.77
028	VH-WH	19*	0	6	1	0	0	0	0	0	0	7	18.0	28	60	46.67	60	46.67
029	WH-VH	41*	0	7	2	0	0	0	0	0	0	9	18.3	53	60	88.33	60	88.33
030	VH-WH	7	0	0	1	0	0	0	0	0	0	1	26.0	9	52	17.31	52	17.31
031	WH-VH	35	0	2	1	0	0	0	0	0	0	3	19.7	39	52	75.00	52	75.00
032	VH-WH	3	0	0	1	0	0	0	0	0	0	1	31.0	5	60	8.33	60	8.33
102	NT-HY	21	0	6	1	0	5	0	0	0	0	12	37.1	49	52	94.23	52	94.23
103	HY-NT	18	0	5	2	2	3	0	0	1	1	13	37.1	47	52	90.38	52	90.38
106	NT-HY	26	0	6	4	1	1	0	0	1	1	13	28.4	49	52	94.23	52	94.23
107	HY-NT	30	1	9	0	0	2	1	0	0	0	13	28.7	53	53	100.00	52	101.92
110	NT-HY	23	0	12	3	3	0	0	0	0	0	18	22.6	50	52	96.15	52	96.15
111	HY-NT	17	0	11	0	0	5	0	0	0	0	16	32.0	48	52	92.31	52	92.31
199	WH-VH	12	0	3	2	4	4	0	0	0	0	13	38.2	47	47	100.00	39	120.51
200	VH-WH	14	2*	5	0	0	4	0	0	0	0	11	41.9	38	50	76.00	50	76.00
203	WH-VH	0	0	0	2	0	4	0	0	0	0	6	50.2	20	39	51.28	39	51.28
204	VH-WH	18	1	5	5	1	3	0	0	0	0	15	30.1	49	50	98.00	50	98.00
207	WH-VH	0	0	2	3	0	3	1	0	0	0	9	43.3	25	39	64.10	39	64.10
208	VH-WH	3	0	3	1	0	4	0	0	0	0	8	41.3	24	24	100.00	23	104.35
211	WH-VH	21	1	2	1	0	4	0	0	0	0	8	42.9	42	50	84.00	50	84.00
212	VH-WH	9	0	1	5	0	3	1	0	0	0	10	42.7	37	37	100.00	23	160.87
213	WH-VH	33	0	5	1	0	0	1	0	0	0	7	24.7	45	45	100.00	39	115.38
214	VH-WH	11	0	6	0	3	1	1	0	0	0	11	32.5	35	39	89.74	39	89.74
215	WH-VH	35	1*	7	2	1	0	0	0	0	0	11	24.8	51	51	100.00	50	102.00
216	VH-WH	11	0	6	4	1	3	0	0	0	0	14	32.9	40	50	80.00	50	80.00
217	WH-VH	36	0	5	1	0	0	0	0	0	0	6	17.8	43	43	100.00	39	110.26
218	VH-WH	15	1	10	5	0	0	0	0	0	0	16	18.7	36	39	92.31	39	92.31

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: 5/13/2016

SSA115
 PAGE: 0002
 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	TRUCKS						U.S. MAIL			TOTAL TRKS	AVG TRUCK LGTH.	TOTAL SPACE OCCUP	TOTAL SPACE CAPAC	PCT OCCUP CAPAC	NOMIN CAPAC	TOTAL NOMINAL CAPAC
			TRLRS	1-SP	2-SP	3-SP	4-SP	5-SP	1-SP	2-SP	TOTAL							
219	WH-VH	46	0	6	0	0	0	0	0	0	0	6	17.7	52	52	100.00	50	104.00
220	VH-WH	10	0	7	4	0	0	0	0	0	0	11	21.8	25	50	50.00	50	50.00
221	WH-VH	35	0	3	0	1	0	0	0	0	0	4	23.3	41	41	100.00	39	105.13
222	VH-WH	3	0	0	0	0	0	0	0	0	0	0	.0	3	39	7.69	39	7.69
223	WH-VH	32	0	3	2	0	1	0	0	0	0	6	27.0	43	50	86.00	50	86.00
224	VH-WH	0	0	0	0	0	0	0	0	0	0	0	.0	0	50	.00	50	.00
301	HY-NT	5	0	1	4	4	4	0	0	0	0	13	39.2	42	42	100.00	39	107.69
302	NT-HY	0	0	0	1	4	6	0	0	0	0	11	50.0	38	39	97.44	39	97.44
305	HY-NT	1	0	1	2	0	6	2	0	0	0	11	50.8	40	40	100.00	39	102.56
306	NT-HY	2	0	0	3	1	7	0	0	0	0	11	49.6	39	39	100.00	39	100.00
309	HY-NT	1	0	4	3	4	4	0	0	0	0	15	38.3	39	39	100.00	39	100.00
310	NT-HY	0	0	4	7	2	4	0	0	0	0	17	34.8	40	40	100.00	39	102.56
403	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
404	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
405	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
406	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
407	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
408	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
409	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
410	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
DAY	TOTAL	1456	13	290	115	45	113	9	0	6	6	591	63.2	2642	3075	85.92	2961	89.23

* = 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: 5/14/2016

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	2	0	0	2	0	3	0	0	0	0	5	49.6	18	60	30.00	60	30.00
006	VH-WH	27	0	10	1	2	1	0	0	0	0	14	24.5	49	52	94.23	52	94.23
007	WH-VH	22	0	10	0	1	3	0	0	1	1	15	31.6	49	52	94.23	52	94.23
008	VH-WH	42	1	13	0	0	0	0	0	0	0	14	17.9	56	60	93.33	60	93.33
009	WH-VH	38*	0	9	0	0	1	0	0	0	0	10	21.9	52	60	86.67	60	86.67
010	VH-WH	47	0	6	0	0	0	0	0	0	0	6	18.2	53	53	100.00	52	101.92
011	WH-VH	47	0	4	2	0	0	0	0	0	0	6	18.8	55	55	100.00	52	105.77
012	VH-WH	48	0	5	1	0	2	0	0	1	1	9	33.6	65	65	100.00	60	108.33
013	WH-VH	49	0	4	0	0	1	0	0	0	0	5	23.8	57	60	95.00	60	95.00
014	VH-WH	47	0	4	0	0	0	0	0	0	0	4	18.0	51	52	98.08	52	98.08
015	WH-VH	47*	0	3	2	0	0	0	0	0	0	5	18.8	55	55	100.00	52	105.77
016	VH-WH	46	0	12	0	0	0	0	0	0	0	12	17.8	58	60	96.67	60	96.67
017	WH-VH	56*	0	9	0	1	1	0	0	1	1	12	25.9	75	75	100.00	60	125.00
018	VH-WH	41	0	7	2	0	0	0	0	0	0	9	18.9	52	52	100.00	52	100.00
019	WH-VH	43	0	5	1	0	1	0	0	0	0	7	23.0	54	54	100.00	52	103.85
020	VH-WH	32	0	11	3	1	0	0	0	0	0	15	20.7	52	60	86.67	60	86.67
021	WH-VH	45	1*	10	0	0	0	0	0	0	0	11	17.9	57	60	95.00	60	95.00
022	VH-WH	38*	0	6	2	0	0	0	0	0	0	8	19.6	49	52	94.23	52	94.23
023	WH-VH	48	0	8	0	0	0	0	0	0	0	8	18.0	56	56	100.00	52	107.69
024	VH-WH	33	1*	9	2	0	0	0	0	1	1	13	24.9	50	60	83.33	60	83.33
025	WH-VH	46	0	7	1	0	1	0	0	0	0	9	22.2	59	60	98.33	60	98.33
026	VH-WH	32	0	5	1	0	0	0	0	0	0	6	18.3	39	52	75.00	52	75.00
027	WH-VH	44	1	8	0	0	0	0	0	0	0	9	18.8	53	53	100.00	52	101.92
028	VH-WH	20	0	1	0	0	0	0	0	0	0	1	17.0	21	60	35.00	60	35.00
029	WH-VH	40	0	12	3	0	0	0	0	0	0	15	18.4	58	60	96.67	60	96.67
030	VH-WH	16	0	0	1	1	0	0	0	0	0	2	29.5	21	52	40.38	52	40.38
031	WH-VH	11	0	7	0	0	0	0	0	0	0	7	17.3	18	52	34.62	52	34.62
032	VH-WH	8	0	1	0	0	0	0	0	0	0	1	17.0	9	60	15.00	60	15.00
102	NT-HY	18	0	11	2	0	4	0	0	0	0	17	29.4	49	52	94.23	52	94.23
103	HY-NT	24	0	4	1	1	3	1	0	1	1	11	41.7	52	52	100.00	52	100.00
106	NT-HY	18	0	3	2	2	4	0	0	1	1	12	41.6	49	52	94.23	52	94.23
107	HY-NT	46	0	9	1	0	0	0	0	0	0	10	18.9	57	57	100.00	52	109.62
110	NT-HY	6	0	4	5	5	2	0	0	0	0	16	31.8	43	52	82.69	52	82.69
111	HY-NT	42	2*	6	0	0	1	0	0	0	0	9	24.0	55	55	100.00	52	105.77
199	WH-VH	9	1*	4	4	1	2	0	0	0	0	12	32.5	34	50	68.00	50	68.00
200	VH-WH	11	0	10	3	0	5	0	0	0	0	18	30.7	47	50	94.00	50	94.00
203	WH-VH	3	0	0	1	1	4	0	0	0	0	6	48.5	24	24	100.00	23	104.35
204	VH-WH	27	1*	3	2	0	2	0	0	0	0	8	33.7	44	50	88.00	50	88.00
207	WH-VH	34	1	3	3	0	0	0	0	0	0	7	19.5	44	50	88.00	50	88.00
208	VH-WH	15	0	3	3	2	3	0	0	0	0	11	36.5	42	42	100.00	23	182.61
211	WH-VH	36	0	6	3	1	0	0	0	0	0	10	21.8	51	51	100.00	50	102.00
212	VH-WH	13	1*	6	0	0	3	0	0	0	0	10	34.8	33	50	66.00	50	66.00
215	WH-VH	33	1	11	0	1	1	0	0	0	0	14	23.3	52	52	100.00	50	104.00
216	VH-WH	7	0	1	0	0	0	0	0	0	0	1	19.0	8	50	16.00	50	16.00
219	WH-VH	34	2*	10	2	0	0	0	0	0	0	14	20.8	51	51	100.00	50	102.00
220	VH-WH	4	1*	1	1	0	0	0	0	0	0	3	36.0	9	50	18.00	50	18.00
301	HY-NT	2	0	1	4	2	5	0	0	0	0	12	44.0	37	39	94.87	39	94.87
302	NT-HY	0	0	0	4	3	5	0	0	0	0	12	45.3	37	39	94.87	39	94.87

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: 5/14/2016

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
305	HY-NT	5	0	1	5	5	3	0	0	0	0	14	37.1	43	43	100.00	39	110.26
306	NT-HY	0	1*	2	4	0	6	0	0	0	0	13	45.3	36	39	92.31	39	92.31
309	HY-NT	6	2*	2	4	1	4	0	0	0	0	13	42.0	39	39	100.00	39	100.00
310	NT-HY	0	0	0	1	1	4	1	0	0	0	7	54.9	26	39	66.67	39	66.67
403	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
404	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
405	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
406	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
407	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
408	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
409	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
410	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
DAY TOTAL		1408	17	287	79	32	75	2	0	6	6	498	71.5	2303	2730	84.36	2660	86.58

* = AUTO OR TRAILER GREATER THEN 1-SPACE

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

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

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 5/15/2016

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	3	0	2	0	0	0	0	0	0	0	2	17.0	5	60	8.33	60	8.33
006	VH-WH	19	1	9	1	0	3	0	0	0	0	14	28.8	43	52	82.69	52	82.69
007	WH-VH	2	1*	2	1	0	2	0	0	0	0	6	40.2	16	52	30.77	52	30.77
008	VH-WH	34	0	16	0	0	1	0	0	0	0	17	20.5	54	60	90.00	60	90.00
009	WH-VH	13	0	4	1	0	0	0	0	0	0	5	18.8	19	60	31.67	60	31.67
010	VH-WH	38	1*	11	0	0	0	0	0	0	0	12	20.0	51	52	98.08	52	98.08
011	WH-VH	34	2*	5	1	0	0	0	0	0	0	8	23.0	44	52	84.62	52	84.62
012	VH-WH	61	0	3	1	0	0	0	0	0	0	4	17.0	66	66	100.00	60	110.00
013	WH-VH	47	3*	5	0	0	0	0	0	0	0	8	29.6	57	60	95.00	60	95.00
014	VH-WH	42	1	5	1	0	0	0	0	0	0	7	16.7	50	52	96.15	52	96.15
015	WH-VH	46	2*	5	0	0	0	0	0	0	0	7	31.4	56	56	100.00	52	107.69
016	VH-WH	59*	0	4	0	0	0	0	0	0	0	4	16.8	64	64	100.00	60	106.67
017	WH-VH	45	1*	11	0	0	0	0	0	0	0	12	19.9	58	60	96.67	60	96.67
018	VH-WH	44*	0	7	2	0	0	0	0	0	0	9	18.1	56	56	100.00	52	107.69
019	WH-VH	46	2*	6	0	0	0	0	0	0	0	8	23.7	55	55	100.00	52	105.77
020	VH-WH	53	0	3	0	0	0	0	0	0	0	3	17.7	56	60	93.33	60	93.33
021	WH-VH	40	0	9	2	0	0	1	0	0	0	12	23.1	58	60	96.67	60	96.67
022	VH-WH	47	0	3	1	0	0	0	0	0	0	4	19.3	52	52	100.00	52	100.00
023	WH-VH	42	0	9	1	0	0	0	0	0	0	10	18.1	53	53	100.00	52	101.92
024	VH-WH	64	0	3	0	0	0	0	0	0	0	3	16.3	67	67	100.00	60	111.67
025	WH-VH	49	0	10	5	0	0	0	0	0	0	15	18.8	69	69	100.00	60	115.00
026	VH-WH	45	0	5	0	0	0	1	0	0	0	6	26.7	55	55	100.00	52	105.77
027	WH-VH	48*	0	7	0	0	0	0	0	0	0	7	17.9	56	56	100.00	52	107.69
028	VH-WH	59	0	8	0	0	0	0	0	0	0	8	16.8	67	67	100.00	60	111.67
029	WH-VH	39	0	14	0	0	1	0	0	0	0	15	20.3	57	60	95.00	60	95.00
030	VH-WH	19*	0	6	2	0	0	0	0	0	0	8	18.1	30	52	57.69	52	57.69
031	WH-VH	37	2*	13	1	0	0	0	0	0	0	16	18.9	55	55	100.00	52	105.77
032	VH-WH	5	0	0	0	0	0	0	0	0	0	0	.0	5	60	8.33	60	8.33
102	NT-HY	11	0	3	2	0	1	0	0	0	0	6	27.5	22	52	42.31	52	42.31
103	HY-NT	33	1	9	5	0	1	0	0	0	0	16	21.9	57	57	100.00	52	109.62
106	NT-HY	24	2*	7	2	0	2	0	0	0	0	13	30.2	47	52	90.38	52	90.38
107	HY-NT	41	0	7	2	0	0	0	0	0	0	9	20.9	52	52	100.00	52	100.00
110	NT-HY	10	1	4	2	0	0	0	0	0	0	7	19.5	19	52	36.54	52	36.54
111	HY-NT	46	0	10	0	0	0	0	0	0	0	10	18.4	56	56	100.00	52	107.69
203	WH-VH	1	0	1	0	0	0	0	0	0	0	1	17.0	2	50	4.00	50	4.00
204	VH-WH	38	0	5	3	0	0	0	0	0	0	8	19.5	49	50	98.00	50	98.00
207	WH-VH	8	0	1	0	0	0	0	0	0	0	1	18.0	9	50	18.00	50	18.00
208	VH-WH	47	0	3	0	0	0	0	0	0	0	3	18.3	50	50	100.00	50	100.00
209	WH-VH	14	0	1	0	0	0	0	0	0	0	1	17.0	15	39	38.46	39	38.46
210	VH-WH	38	0	2	1	0	0	0	0	0	0	3	18.3	42	42	100.00	39	107.69
211	WH-VH	37	1*	5	1	0	0	1	0	0	0	8	27.6	51	51	100.00	50	102.00
212	VH-WH	37	0	8	1	0	0	0	0	0	0	9	18.9	47	50	94.00	50	94.00
213	WH-VH	25	0	9	0	0	1	0	0	0	0	10	22.4	38	39	97.44	39	97.44
214	VH-WH	35	0	5	0	0	0	0	0	0	0	5	18.4	40	40	100.00	39	102.56
215	WH-VH	40	0	6	1	0	0	0	0	0	0	7	18.0	48	50	96.00	50	96.00
216	VH-WH	45	0	5	0	0	0	0	0	0	0	5	17.6	50	50	100.00	50	100.00
217	WH-VH	29	0	11	0	0	0	0	0	0	0	11	18.4	40	40	100.00	39	102.56
218	VH-WH	32	0	8	0	0	0	0	0	0	0	8	18.3	40	40	100.00	39	102.56

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: 5/15/2016

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							
219	WH-VH	37	0	8	1	0	1	0	0	0	0	10	22.2	51	51	100.00	50	102.00
220	VH-WH	40	0	7	2	0	0	0	0	0	0	9	18.9	51	51	100.00	50	102.00
221	WH-VH	0	0	0	0	0	0	0	0	0	0	0	.0	0	39	.00	39	.00
222	VH-WH	0	0	0	0	0	0	0	0	0	0	0	.0	0	39	.00	39	.00
223	WH-VH	42	0	7	1	0	0	0	0	0	0	8	18.1	51	51	100.00	50	102.00
224	VH-WH	2	0	0	0	0	0	0	0	0	0	0	.0	2	50	4.00	50	4.00
301	HY-NT	1	0	0	2	8	3	0	0	0	0	13	42.5	41	41	100.00	39	105.13
302	NT-HY	0	0	0	0	0	1	0	0	0	0	1	58.0	4	39	10.26	39	10.26
305	HY-NT	4	1*	3	6	2	3	0	0	0	0	15	34.8	39	39	100.00	39	100.00
306	NT-HY	0	0	0	2	4	3	0	0	0	0	9	43.6	28	39	71.79	39	71.79
309	HY-NT	17	1*	9	2	0	0	0	0	0	0	12	19.5	33	39	84.62	39	84.62
310	NT-HY	0	0	2	0	0	0	0	0	0	0	2	18.5	2	39	5.13	39	5.13
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
DAY TOTAL		1814	23	331	56	14	23	3	0	0	0	450	100.8	2450	3102	78.98	3026	80.96

* = 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: 5/16/2016

SSA115
 PAGE: 0001
 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	TRLRS	1-SP	2-SP	3-SP	4-SP	5-SP	1-SP	U.S. MAIL 2-SP	TOTAL	TOTAL TRKS	AVG TRUCK LGTH.	TOTAL SPACE OCCUP	TOTAL SPACE CAPAC	PCT OCCUP CAPAC	NOMIN CAPAC	TOTAL NOMINAL CAPAC
005	WH-VH	5	0	12	4	1	1	2	0	0	0	20	28.3	42	60	70.00	60	70.00
006	VH-WH	20	0	6	1	2	2	0	0	0	0	11	31.4	42	52	80.77	52	80.77
007	WH-VH	15	0	13	3	2	1	0	0	1	1	20	25.7	46	52	88.46	52	88.46
008	VH-WH	27	1	8	0	0	3	0	0	0	0	12	30.7	48	60	80.00	60	80.00
009	WH-VH	20	0	11	5	0	3	0	0	1	1	20	27.5	55	60	91.67	60	91.67
010	VH-WH	47	1	6	1	0	0	0	0	0	0	8	18.3	56	56	100.00	52	107.69
011	WH-VH	23	0	7	2	4	0	1	0	0	0	14	30.4	51	52	98.08	52	98.08
012	VH-WH	46	0	4	0	1	1	0	0	1	1	7	34.7	59	60	98.33	60	98.33
013	WH-VH	32	0	7	2	0	2	1	0	0	0	12	29.0	56	60	93.33	60	93.33
014	VH-WH	40	0	6	1	1	0	0	0	1	1	9	25.8	53	53	100.00	52	101.92
015	WH-VH	37	0	7	0	1	1	0	0	0	0	9	24.8	51	52	98.08	52	98.08
016	VH-WH	42	0	5	3	1	1	1	0	0	0	11	30.2	65	65	100.00	60	108.33
017	WH-VH	38	2*	7	2	0	0	0	0	1	1	12	30.8	56	60	93.33	60	93.33
018	VH-WH	34	0	3	3	1	3	0	0	0	0	10	34.4	58	58	100.00	52	111.54
019	WH-VH	46	0	6	3	0	0	0	0	0	0	9	20.7	58	58	100.00	52	111.54
020	VH-WH	33	0	7	1	2	1	1	0	0	0	12	29.8	57	60	95.00	60	95.00
021	WH-VH	36	1*	6	3	2	0	0	0	0	0	12	27.7	57	60	95.00	60	95.00
022	VH-WH	40	0	4	1	2	0	0	0	0	0	7	28.6	52	52	100.00	52	100.00
023	WH-VH	38	1	8	2	1	0	0	0	0	0	12	21.7	54	54	100.00	52	103.85
024	VH-WH	35	1*	13	2	0	0	0	0	1	1	17	22.9	56	60	93.33	60	93.33
025	WH-VH	42	0	10	2	0	1	0	0	0	0	13	23.0	60	60	100.00	60	100.00
026	VH-WH	34	1	13	1	0	0	0	0	0	0	15	18.6	50	52	96.15	52	96.15
027	WH-VH	39	0	6	0	0	1	0	0	0	0	7	23.9	49	52	94.23	52	94.23
028	VH-WH	16	1*	2	0	1	0	1	0	0	0	5	49.0	29	60	48.33	60	48.33
029	WH-VH	19	1	8	1	1	0	0	0	0	0	11	21.3	33	60	55.00	60	55.00
030	VH-WH	1	0	0	0	0	0	0	0	0	0	0	.0	1	50	2.00	50	2.00
032	VH-WH	1	0	2	0	1	0	0	0	0	0	3	26.0	6	60	10.00	60	10.00
102	NT-HY	8	0	6	1	0	5	0	0	0	0	12	36.6	36	52	69.23	52	69.23
103	HY-NT	16	1*	8	1	3	3	0	0	1	1	17	33.7	51	52	98.08	52	98.08
106	NT-HY	17	1*	4	3	1	3	0	0	1	1	13	39.4	46	52	88.46	52	88.46
107	HY-NT	29	0	4	2	0	3	1	0	0	0	10	36.7	54	54	100.00	52	103.85
110	NT-HY	8	1	4	2	4	3	1	0	0	0	15	37.7	46	52	88.46	52	88.46
111	HY-NT	20	0	8	0	0	5	0	0	0	0	13	35.4	48	52	92.31	52	92.31
199	WH-VH	10	0	15	3	4	2	0	0	0	0	24	25.9	51	51	100.00	50	102.00
200	VH-WH	6	0	3	2	0	3	0	0	0	0	8	36.5	25	50	50.00	50	50.00
203	WH-VH	0	0	0	1	3	6	0	0	0	0	10	50.5	35	35	100.00	23	152.17
204	VH-WH	24	0	6	1	2	1	1	0	0	0	11	32.0	47	50	94.00	50	94.00
207	WH-VH	0	0	0	6	3	2	0	0	0	0	11	38.3	29	29	100.00	23	126.09
208	VH-WH	7	0	2	2	2	4	0	0	0	0	10	41.4	35	35	100.00	23	152.17
211	WH-VH	29	0	5	2	1	3	0	0	0	0	11	32.3	53	53	100.00	50	106.00
212	VH-WH	10	1*	1	2	2	4	0	0	0	0	10	43.2	39	39	100.00	23	169.57
215	WH-VH	32	1	9	2	0	1	0	0	0	0	13	24.3	50	50	100.00	50	100.00
216	VH-WH	20	1*	8	2	2	0	2	0	0	0	15	31.3	52	52	100.00	50	104.00
219	WH-VH	31	1*	6	3	0	0	1	0	0	0	11	28.4	51	51	100.00	50	102.00
220	VH-WH	7	0	3	6	0	0	0	0	0	0	9	24.4	22	50	44.00	50	44.00
223	WH-VH	35	0	6	0	0	0	0	0	0	0	6	17.8	41	41	100.00	39	105.13
301	HY-NT	4	0	0	4	4	4	0	0	0	0	12	42.1	40	40	100.00	39	102.56
302	NT-HY	0	0	0	0	1	5	0	0	0	0	6	57.8	23	39	58.97	39	58.97

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: 5/16/2016

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
305	HY-NT	3	0	1	2	1	6	1	0	0	0	11	48.8	40	40	100.00	39	102.56
306	NT-HY	0	0	0	2	4	4	0	0	0	0	10	46.0	32	39	82.05	39	82.05
307	HY-NT	3	0	0	5	1	4	0	0	0	0	10	42.0	32	39	82.05	39	82.05
308	NT-HY	1	0	0	1	0	8	0	0	0	0	9	56.4	35	39	89.74	39	89.74
309	HY-NT	4	1*	3	3	1	6	0	0	0	0	14	46.5	43	43	100.00	39	110.26
310	NT-HY	1	0	1	2	3	2	0	0	0	0	8	40.6	23	39	58.97	39	58.97
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
DAY	TOTAL	1131	18	290	103	66	108	14	0	8	8	607	64.3	2379	2756	86.32	2669	89.13

* = 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

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 OCCUPIED CAPACITY REPORT
 DATE: 5/17/2016

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 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	8	6	2	2	0	0	0	0	18	29.2	38	60	63.33	60	63.33
006	VH-WH	21	0	6	1	1	4	0	0	0	0	12	34.6	48	52	92.31	52	92.31
007	WH-VH	13	0	9	6	1	3	0	0	0	0	20	29.4	51	52	98.08	52	98.08
008	VH-WH	24	2*	7	2	3	1	0	0	1	1	15	30.8	52	60	86.67	60	86.67
009	WH-VH	22	0	16	3	0	4	0	0	0	0	23	26.5	60	60	100.00	60	100.00
010	VH-WH	31	1*	8	0	0	3	0	0	0	0	12	33.0	53	53	100.00	52	101.92
011	WH-VH	21	0	6	4	2	1	1	0	0	0	14	32.7	50	52	96.15	52	96.15
012	VH-WH	41	0	8	1	1	2	0	0	1	1	13	31.9	64	64	100.00	60	106.67
013	WH-VH	37	0	6	5	1	3	0	0	0	0	15	28.3	68	68	100.00	60	113.33
014	VH-WH	37	0	8	1	0	1	0	0	0	0	10	22.2	51	52	98.08	52	98.08
015	WH-VH	28	2	8	5	2	0	0	0	0	0	17	25.4	54	54	100.00	50	108.00
016	VH-WH	36	0	11	2	2	1	0	0	0	0	16	25.0	61	61	100.00	60	101.67
017	WH-VH	29	3*	13	4	3	2	0	0	1	1	26	30.6	75	75	100.00	60	125.00
018	VH-WH	24	0	5	4	0	3	0	0	0	0	12	31.2	49	50	98.00	50	98.00
019	WH-VH	31	0	12	2	0	0	0	0	0	0	14	19.2	47	50	94.00	50	94.00
020	VH-WH	27	0	9	5	2	1	0	0	0	0	17	24.6	56	60	93.33	60	93.33
021	WH-VH	39	0	6	2	2	1	0	0	0	0	11	27.8	59	60	98.33	60	98.33
022	VH-WH	20*	1	11	2	1	1	1	0	0	0	17	27.3	49	50	98.00	50	98.00
023	WH-VH	37	1*	7	2	0	0	0	0	0	0	10	22.6	50	50	100.00	50	100.00
024	VH-WH	24	2*	6	7	2	0	0	0	1	1	18	27.5	55	60	91.67	60	91.67
025	WH-VH	42	0	5	0	0	1	0	0	0	0	6	25.5	51	60	85.00	60	85.00
026	VH-WH	24	1*	10	5	1	0	1	0	0	0	18	25.1	54	54	100.00	50	108.00
027	WH-VH	30	0	8	1	1	1	0	0	0	0	11	24.2	47	50	94.00	50	94.00
028	VH-WH	18	1*	2	1	1	0	0	0	0	0	5	33.5	28	60	46.67	60	46.67
029	WH-VH	34*	0	9	3	0	0	0	0	0	0	12	18.9	50	60	83.33	60	83.33
032	VH-WH	6	1*	2	1	0	0	0	0	0	0	4	26.0	12	60	20.00	60	20.00
102	NT-HY	15	0	4	0	1	5	0	0	0	0	10	41.3	42	52	80.77	52	80.77
103	HY-NT	16	1	6	3	1	3	0	0	1	1	15	35.8	46	52	88.46	52	88.46
106	NT-HY	26	0	3	4	0	3	0	0	0	0	10	33.7	49	52	94.23	52	94.23
107	HY-NT	40	0	4	1	0	2	0	0	0	0	7	31.1	54	54	100.00	52	103.85
110	NT-HY	4	0	6	3	4	2	0	0	0	0	15	33.6	36	52	69.23	52	69.23
111	HY-NT	23	1*	8	0	0	4	0	0	0	0	13	36.9	50	52	96.15	52	96.15
199	WH-VH	6	0	11	3	2	2	0	0	0	0	18	27.1	37	50	74.00	50	74.00
200	VH-WH	17	0	8	1	0	3	0	0	0	0	12	28.4	39	50	78.00	50	78.00
203	WH-VH	0	0	2	5	0	3	0	0	0	0	10	36.0	24	24	100.00	23	104.35
204	VH-WH	25	0	8	1	2	2	0	0	0	0	13	28.5	49	50	98.00	50	98.00
207	WH-VH	6	0	0	1	1	3	1	0	0	0	6	52.7	28	28	100.00	23	121.74
208	VH-WH	10	0	0	5	1	4	0	0	0	0	10	42.8	39	39	100.00	23	169.57
211	WH-VH	14	0	5	4	1	3	0	0	0	0	13	31.8	42	52	80.77	52	80.77
212	VH-WH	0	0	2	6	0	3	1	0	0	0	12	36.7	31	52	59.62	52	59.62
215	WH-VH	42	0	7	1	1	0	1	0	0	0	10	25.7	59	59	100.00	52	113.46
216	VH-WH	14	1	7	9	2	0	0	0	0	0	19	23.6	46	52	88.46	52	88.46
219	WH-VH	29	1	10	1	1	0	0	0	0	0	13	21.1	45	52	86.54	52	86.54
220	VH-WH	4	0	2	1	3	0	0	0	0	0	6	30.0	17	52	32.69	52	32.69
301	HY-NT	4	0	0	4	0	7	0	0	0	0	11	47.5	40	40	100.00	39	102.56
302	NT-HY	0	0	0	1	0	8	0	0	0	0	9	56.0	34	39	87.18	39	87.18
303	HY-NT	3	2	1	5	1	3	1	0	0	0	13	43.6	36	39	92.31	39	92.31
304	NT-HY	0	0	0	1	0	5	0	0	0	0	6	56.0	22	39	56.41	39	56.41

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
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 DATE: 5/17/2016

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 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
305	HY-NT	0	0	2	6	1	4	2	0	0	0	15	39.7	43	43	100.00	39	110.26
306	NT-HY	0	1*	3	5	0	5	0	0	0	0	14	41.8	36	39	92.31	39	92.31
307	HY-NT	8	0	4	4	1	4	0	0	0	0	13	34.2	39	39	100.00	39	100.00
308	NT-HY	1	0	1	2	0	3	0	0	0	0	6	44.5	18	39	46.15	39	46.15
309	HY-NT	9	0	1	6	1	3	1	0	0	0	12	39.3	42	42	100.00	39	107.69
310	NT-HY	1	0	0	2	2	3	1	0	0	0	8	44.4	28	39	71.79	39	71.79
403	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
404	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
405	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
406	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
407	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
408	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
409	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
410	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
DAY	TOTAL	1017	22	311	160	54	122	11	0	5	5	685	59.6	2403	2759	87.10	2683	89.56

* = 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: 5/18/2016

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 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	5	5	0	3	0	0	0	0	13	31.6	35	60	58.33	60	58.33
006	VH-WH	15	0	11	2	1	3	0	0	0	0	17	27.5	45	50	90.00	50	90.00
007	WH-VH	10	0	14	6	0	2	0	0	1	1	23	25.5	46	50	92.00	50	92.00
008	VH-WH	29	0	7	0	1	2	0	0	0	0	10	29.2	47	60	78.33	60	78.33
009	WH-VH	25	0	9	9	0	1	0	0	0	0	19	21.8	56	60	93.33	60	93.33
010	VH-WH	42	0	3	0	0	1	0	0	0	0	4	30.0	49	50	98.00	50	98.00
011	WH-OB	21	1*	15	4	0	0	0	0	0	0	20	19.6	46	50	92.00	50	92.00
012	VH-WH	48	0	3	1	0	1	0	0	0	0	5	29.6	57	60	95.00	60	95.00
013	WH-VH	30	0	9	1	2	2	1	0	0	0	15	30.9	60	60	100.00	60	100.00
014	OB-WH	33	0	10	2	0	0	0	0	0	0	12	19.1	47	50	94.00	50	94.00
015	WH-OB	28	2*	7	6	1	0	0	0	0	0	16	22.1	53	53	100.00	50	106.00
016	VH-WH	35	1*	8	2	0	2	0	0	0	0	13	27.9	57	60	95.00	60	95.00
017	WH-VH	34*	2*	8	2	0	3	1	0	1	1	17	38.0	70	70	100.00	60	116.67
018	OB-WH	23*	2*	7	1	0	1	0	0	0	0	11	28.0	41	50	82.00	50	82.00
019	WH-OB	41	1*	4	4	2	0	0	0	0	0	11	27.8	61	61	100.00	50	122.00
020	VH-WH	28	0	11	5	1	1	0	0	0	0	18	23.9	56	60	93.33	60	93.33
021	WH-VH	52	1	10	0	0	0	0	0	0	0	11	17.8	63	63	100.00	60	105.00
022	OB-WH	18	1	4	2	1	1	0	0	0	0	9	27.9	34	50	68.00	50	68.00
023	WH-OB	36	1	6	2	0	1	0	0	0	0	10	23.4	51	51	100.00	50	102.00
024	VH-WH	20	1*	8	6	3	0	0	0	1	1	19	29.8	54	60	90.00	60	90.00
025	WH-VH	31	1*	7	1	0	2	0	0	0	0	11	29.4	50	60	83.33	60	83.33
026	OB-WH	14*	0	6	2	0	0	0	0	0	0	8	18.0	25	50	50.00	50	50.00
027	WH-VH	30	0	4	2	0	0	0	0	0	0	6	18.8	38	50	76.00	50	76.00
028	VH-WH	13	0	6	4	2	1	0	0	0	0	13	27.2	37	60	61.67	60	61.67
029	WH-VH	31	0	5	1	0	1	0	0	0	0	7	24.4	42	60	70.00	60	70.00
030	VH-WH	6	0	3	3	0	0	1	0	0	0	7	26.9	20	50	40.00	50	40.00
031	WH-VH	11	0	2	1	0	0	0	0	0	0	3	17.7	15	50	30.00	50	30.00
032	VH-WH	4	0	1	0	0	0	0	0	0	0	1	18.0	5	60	8.33	60	8.33
102	NT-HY	16	0	6	1	0	6	0	0	0	0	13	38.4	48	52	92.31	52	92.31
103	HY-NT	24	0	4	1	0	4	0	0	1	1	10	43.2	48	52	92.31	52	92.31
106	NT-HY	16	0	6	2	1	3	1	0	1	1	14	37.7	48	52	92.31	52	92.31
107	HY-NT	40	0	3	0	2	2	0	0	0	0	7	35.7	57	57	100.00	52	109.62
110	NT-HY	8	1	2	7	1	3	0	0	0	0	14	35.1	40	52	76.92	52	76.92
111	HY-NT	20	1*	9	1	0	4	0	0	0	0	15	31.8	49	52	94.23	52	94.23
200	VH-WH	0	0	0	0	0	0	0	0	0	0	0	0	0	39	0.00	39	0.00
201	WH-VH	6	0	7	4	2	2	0	0	0	0	15	30.9	35	52	67.31	52	67.31
202	VH-WH	9	0	4	3	1	3	0	0	0	0	11	36.2	34	52	65.38	52	65.38
203	WH-VH	0	0	0	0	2	6	0	0	0	0	8	54.8	30	39	76.92	39	76.92
204	VH-WH	0	0	0	4	0	4	0	0	0	0	8	46.8	24	39	61.54	39	61.54
205	WH-VH	1	0	0	8	1	4	0	0	0	0	13	37.8	36	52	69.23	52	69.23
206	VH-WH	31	0	5	0	0	2	0	0	1	1	8	34.3	46	52	88.46	52	88.46
207	WH-VH	0	1*	2	3	0	3	0	0	0	0	9	40.6	22	39	56.41	39	56.41
208	VH-WH	0	0	0	0	1	7	0	0	0	0	8	59.6	31	39	79.49	39	79.49
209	WH-VH	8	0	3	5	4	2	0	0	0	0	14	33.5	41	52	78.85	52	78.85
210	VH-WH	21	1*	6	2	0	4	0	0	0	0	13	33.7	49	52	94.23	52	94.23
211	WH-OB	15	0	8	4	2	1	0	0	0	0	15	24.9	41	41	100.00	39	105.13
212	OB-WH	8	0	4	5	1	1	0	0	0	0	11	27.1	29	39	74.36	39	74.36
213	WH-VH	14	1*	3	1	1	2	0	0	0	0	8	35.6	32	52	61.54	52	61.54

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: 5/18/2016

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 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	----- TRLRS	1-SP	2-SP	3-SP	4-SP	5-SP	U.S. MAIL 1-SP 2-SP TOTAL	TOTAL TRKS	AVG TRUCK LGTH.	TOTAL SPACE OCCUP	TOTAL SPACE CAPAC	PCT OCCUP CAPAC	NOMIN CAPAC	TOTAL NOMINAL CAPAC
214	VH-WH	18	0	8	3	1	3	0	0 0 0	15	28.8	47	52	90.38	52	90.38
215	WH-OB	29	0	3	2	0	1	0	0 0 0	6	25.8	40	40	100.00	39	102.56
216	OB-WH	9	0	4	6	1	1	0	0 0 0	12	27.0	32	39	82.05	39	82.05
217	WH-VH	0	2*	2	1	2	1	0	0 0 0	8	42.0	17	52	32.69	52	32.69
218	VH-WH	15	0	12	9	2	0	0	0 0 0	23	23.1	51	52	98.08	52	98.08
219	WH-OB	25	1*	4	2	1	0	0	0 0 0	8	22.7	38	39	97.44	39	97.44
220	OB-WH	11	0	7	5	0	0	0	0 0 0	12	20.9	28	39	71.79	39	71.79
221	WH-VH	38	1*	7	1	2	0	0	0 0 0	11	22.4	55	55	100.00	52	105.77
222	VH-WH	16	0	8	4	3	0	2	0 0 0	17	28.4	51	52	98.08	52	98.08
223	WH-VH	9	1	2	0	0	0	0	0 0 0	3	15.5	12	39	30.77	39	30.77
301	HY-NT	1	0	0	3	4	5	0	0 0 0	12	45.4	39	39	100.00	39	100.00
302	NT-HY	0	0	0	2	1	8	0	0 0 0	11	52.4	39	39	100.00	39	100.00
303	HY-NT	3	0	2	3	2	5	0	0 0 0	12	42.4	37	39	94.87	39	94.87
304	NT-HY	0	1*	1	1	0	4	0	0 0 0	7	56.0	22	39	56.41	39	56.41
305	HY-NT	2	0	0	3	1	6	1	0 0 0	11	50.2	40	40	100.00	39	102.56
306	NT-HY	0	0	1	2	1	7	0	0 0 0	11	48.8	36	39	92.31	39	92.31
307	HY-NT	3	0	2	0	1	6	1	0 0 0	10	51.5	37	39	94.87	39	94.87
308	NT-HY	0	0	1	3	4	4	0	0 0 0	12	43.7	35	39	89.74	39	89.74
309	HY-NT	6	0	2	3	1	6	0	0 0 0	12	43.8	41	41	100.00	39	105.13
310	NT-HY	0	0	0	0	2	6	0	0 0 0	8	55.4	30	39	76.92	39	76.92
311	HY-NT	16	0	3	1	1	3	0	0 0 0	8	39.5	36	39	92.31	39	92.31
312	NT-HY	0	0	0	1	1	4	0	0 0 0	6	48.5	21	39	53.85	39	53.85
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		1154	25	334	180	64	161	8	0 6 6	778	58.3	2784	3454	80.60	3412	81.59

* = AUTO OR TRAILER GREATER THEN 1-SPACE

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

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

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 5/19/2016

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	11	0	9	4	2	3	0	0	0	0	18	31.1	46	60	76.67	60	76.67
006	VH-WH	21	0	8	0	0	3	0	0	0	0	11	29.9	41	50	82.00	50	82.00
007	WH-VH	14	0	8	4	2	3	1	0	1	1	19	34.6	55	55	100.00	50	110.00
008	VH-WH	42	1	10	2	0	0	0	0	0	0	13	19.8	57	60	95.00	60	95.00
009	WH-VH	29	0	9	3	0	2	0	0	0	0	14	25.3	52	60	86.67	60	86.67
010	VH-WH	35	2*	5	1	0	1	0	0	0	0	9	33.1	50	50	100.00	50	100.00
011	WH-OB	31	3*	11	2	2	0	0	0	0	0	18	25.9	57	57	100.00	50	114.00
012	VH-WH	37	1*	8	0	1	1	0	0	1	1	12	28.2	56	60	93.33	60	93.33
013	WH-VH	42	0	7	0	4	0	0	0	0	0	11	26.5	61	61	100.00	60	101.67
014	OB-WH	34	0	6	1	1	0	0	0	0	0	8	21.5	45	50	90.00	50	90.00
015	WH-OB	44	2*	6	0	1	1	0	0	0	0	10	30.1	61	61	100.00	50	122.00
016	VH-WH	36	0	11	3	0	0	1	0	0	0	15	22.2	58	60	96.67	60	96.67
017	WH-VH	48	0	6	1	1	1	0	0	1	1	10	31.2	65	65	100.00	60	108.33
018	OB-WH	22	1*	6	2	1	1	0	0	0	0	11	29.3	41	50	82.00	50	82.00
019	WH-OB	38	0	8	2	1	1	1	0	0	0	13	26.4	62	62	100.00	50	124.00
020	VH-WH	23	0	12	4	4	0	0	0	0	0	20	24.6	55	60	91.67	60	91.67
021	WH-VH	58	1*	8	0	0	0	0	0	0	0	9	19.3	68	68	100.00	60	113.33
022	OB-WH	21	0	9	2	1	0	0	0	0	0	12	21.2	37	50	74.00	50	74.00
023	WH-OB	40	0	9	1	0	0	0	0	0	0	10	18.3	51	51	100.00	50	102.00
024	VH-WH	20	1*	9	4	2	1	0	0	1	1	18	30.8	51	60	85.00	60	85.00
025	WH-VH	50	0	8	0	0	1	0	0	0	0	9	22.3	62	62	100.00	60	103.33
026	OB-WH	14	0	4	1	0	0	0	0	0	0	5	17.4	20	50	40.00	50	40.00
027	WH-VH	43	0	5	1	0	0	0	0	0	0	6	18.8	50	50	100.00	50	100.00
028	VH-WH	7	0	6	1	0	1	0	0	0	0	8	22.5	19	60	31.67	60	31.67
029	WH-VH	43	0	10	2	0	0	0	0	0	0	12	17.9	57	60	95.00	60	95.00
030	VH-WH	6	0	5	0	2	0	0	0	0	0	7	22.7	17	50	34.00	50	34.00
031	WH-VH	27	0	14	3	0	0	0	0	0	0	17	19.4	47	50	94.00	50	94.00
032	VH-WH	3	0	2	0	0	0	0	0	0	0	2	17.0	5	60	8.33	60	8.33
102	NT-HY	13	0	7	0	0	6	0	0	0	0	13	38.4	44	52	84.62	52	84.62
103	HY-NT	28	0	7	1	0	2	1	0	1	1	12	35.1	52	52	100.00	52	100.00
106	NT-HY	21	0	7	2	1	4	0	0	1	1	15	35.6	53	53	100.00	52	101.92
107	HY-NT	45	1*	4	1	1	0	0	0	0	0	7	22.7	56	56	100.00	52	107.69
110	NT-HY	13	0	10	5	1	2	0	0	0	0	18	27.8	44	52	84.62	52	84.62
111	HY-NT	17	0	6	1	1	4	1	0	0	0	13	38.9	49	52	94.23	52	94.23
200	VH-WH	3	1*	6	1	1	1	0	0	0	0	10	28.4	20	39	51.28	39	51.28
201	WH-VH	5	0	3	5	2	2	1	0	0	0	13	35.5	37	52	71.15	52	71.15
202	VH-WH	0	1*	3	4	2	2	0	0	0	0	12	40.0	27	52	51.92	52	51.92
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	20	0	6	1	2	1	0	0	0	0	10	28.0	38	39	97.44	39	97.44
205	WH-VH	9	0	7	7	0	2	1	0	0	0	17	29.4	43	52	82.69	52	82.69
206	VH-WH	32	0	6	2	0	2	0	0	0	0	10	27.8	50	52	96.15	52	96.15
207	WH-VH	2	0	3	2	1	1	0	0	0	0	7	29.7	16	39	41.03	39	41.03
208	VH-WH	0	0	0	1	0	8	0	0	0	0	9	58.8	34	39	87.18	39	87.18
209	WH-VH	15	0	6	3	1	0	0	0	0	0	10	24.7	30	52	57.69	52	57.69
210	VH-WH	28	0	7	2	0	3	0	0	0	0	12	29.0	51	52	98.08	52	98.08
211	WH-OB	15	0	5	1	0	2	0	0	0	0	8	29.0	30	39	76.92	39	76.92
212	OB-WH	9	0	8	5	1	1	0	0	0	0	15	25.1	34	39	87.18	39	87.18
213	WH-VH	35	1*	4	3	0	1	0	0	0	0	9	28.3	51	52	98.08	52	98.08

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: 5/19/2016

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
214	VH-WH	18	0	4	2	0	4	1	0	0	0	11	39.8	47	52	90.38	52	90.38
215	WH-OB	23	2	1	4	1	0	0	0	0	0	8	26.7	37	39	94.87	39	94.87
216	OB-WH	11	0	5	5	0	0	0	0	0	0	10	20.8	26	39	66.67	39	66.67
217	WH-VH	34	0	3	4	0	2	0	0	0	0	9	32.7	53	53	100.00	52	101.92
218	VH-WH	17	1*	14	5	2	1	0	0	0	0	23	24.6	53	53	100.00	52	101.92
219	WH-OB	29	1	3	0	0	1	0	0	0	0	5	30.3	37	39	94.87	39	94.87
220	OB-WH	15	0	5	6	2	0	0	0	0	0	13	24.3	38	39	97.44	39	97.44
221	WH-VH	37	1*	7	2	0	1	0	0	0	0	11	23.1	54	54	100.00	52	103.85
222	VH-WH	19	1*	9	2	0	1	1	0	0	0	14	27.3	43	52	82.69	52	82.69
223	WH-VH	24	0	6	2	0	1	0	0	0	0	9	24.4	38	39	97.44	39	97.44
301	HY-NT	3	0	2	2	3	5	0	0	0	0	12	42.2	38	39	97.44	39	97.44
302	NT-HY	0	0	0	2	1	7	0	0	0	0	10	52.7	35	39	89.74	39	89.74
303	HY-NT	2	0	2	3	1	6	0	0	0	0	12	43.3	37	39	94.87	39	94.87
304	NT-HY	4	0	2	0	1	4	0	0	0	0	7	46.4	25	39	64.10	39	64.10
305	HY-NT	3	0	1	1	1	5	2	0	0	0	10	52.6	39	39	100.00	39	100.00
306	NT-HY	1	0	1	2	2	6	0	0	0	0	11	47.8	36	39	92.31	39	92.31
307	HY-NT	5	1*	3	3	1	3	1	0	0	0	12	41.8	36	39	92.31	39	92.31
308	NT-HY	2	1	2	7	0	4	0	0	0	0	14	36.8	35	39	89.74	39	89.74
309	HY-NT	5	0	0	1	0	8	0	0	0	0	9	58.1	39	39	100.00	39	100.00
310	NT-HY	0	0	0	1	1	6	0	0	0	0	8	56.1	29	39	74.36	39	74.36
311	HY-NT	11	1*	5	1	2	3	0	0	0	0	12	36.4	38	39	97.44	39	97.44
312	NT-HY	0	0	0	3	1	4	0	0	0	0	8	44.4	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		1412	25	399	151	58	142	12	0	6	6	793	65.1	2971	3473	85.55	3412	87.08

* = 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: 5/20/2016

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	8	7	2	3	0	0	0	0	20	30.7	51	60	85.00	60	85.00
006	VH-WH	20	1	5	1	0	2	0	0	0	0	9	30.8	36	50	72.00	50	72.00
007	WH-VH	17	0	6	7	1	3	0	0	1	1	18	31.2	54	54	100.00	50	108.00
008	VH-WH	29	1*	9	1	0	1	0	0	0	0	12	23.9	46	60	76.67	60	76.67
009	WH-VH	34	1*	8	1	1	1	1	0	0	0	13	31.3	58	60	96.67	60	96.67
010	VH-WH	36	0	11	0	0	0	0	0	0	0	11	17.7	47	50	94.00	50	94.00
011	WH-OB	41	0	4	1	1	1	0	0	0	0	7	29.0	54	54	100.00	50	108.00
012	VH-WH	39	0	7	0	0	1	0	0	1	1	9	27.8	52	60	86.67	60	86.67
013	WH-VH	59	0	3	0	0	0	0	0	0	0	3	17.7	62	62	100.00	60	103.33
014	OB-WH	36	0	7	1	0	0	0	0	0	0	8	18.8	45	50	90.00	50	90.00
015	WH-OB	45*	0	3	0	0	1	0	0	0	0	4	27.8	54	54	100.00	50	108.00
016	VH-WH	39	0	6	1	1	2	0	0	0	0	10	29.2	58	60	96.67	60	96.67
017	WH-VH	58	0	1	1	0	1	0	0	1	1	4	47.3	67	67	100.00	60	111.67
018	OB-WH	26	1*	5	1	2	1	1	0	0	0	11	32.0	50	50	100.00	50	100.00
019	WH-OB	43	0	5	1	0	0	0	0	0	0	6	20.5	50	50	100.00	50	100.00
020	VH-WH	28	0	3	7	1	1	1	0	0	0	13	31.2	57	60	95.00	60	95.00
021	WH-VH	51	1*	5	1	1	0	0	0	0	0	8	24.9	63	63	100.00	60	105.00
022	OB-WH	28	0	9	0	0	0	0	0	0	0	9	17.9	37	50	74.00	50	74.00
023	WH-OB	46	1*	2	0	0	0	0	0	0	0	3	28.5	50	50	100.00	50	100.00
024	VH-WH	21	1	9	4	0	0	0	0	1	1	15	22.6	41	60	68.33	60	68.33
025	WH-VH	49	0	8	0	0	0	0	0	0	0	8	17.8	57	60	95.00	60	95.00
026	OB-WH	13	1	8	4	0	0	0	0	0	0	13	20.0	30	50	60.00	50	60.00
027	WH-VH	37*	0	4	1	0	1	0	0	0	0	6	26.2	48	50	96.00	50	96.00
028	VH-WH	10	0	4	1	0	1	0	0	0	0	6	26.7	20	60	33.33	60	33.33
029	WH-VH	46*	0	8	1	0	0	0	0	0	0	9	18.0	57	60	95.00	60	95.00
030	VH-WH	6	0	1	1	0	0	0	0	0	0	2	25.0	9	50	18.00	50	18.00
031	WH-VH	26	0	2	1	0	0	0	0	0	0	3	17.3	30	50	60.00	50	60.00
032	VH-WH	4	0	1	0	0	0	0	0	0	0	1	19.0	5	60	8.33	60	8.33
102	NT-HY	19	1*	9	0	0	5	0	0	0	0	15	34.8	50	52	96.15	52	96.15
103	HY-NT	24	1	6	2	1	3	0	0	1	1	14	36.5	52	52	100.00	52	100.00
106	NT-HY	17	0	6	0	2	4	0	0	1	1	13	38.8	47	52	90.38	52	90.38
107	HY-NT	52	0	2	1	0	0	0	0	0	0	3	23.3	56	56	100.00	52	107.69
110	NT-HY	19	0	15	3	0	2	0	0	0	0	20	23.6	48	52	92.31	52	92.31
111	HY-NT	20	1	9	0	0	4	1	0	0	0	15	34.6	51	52	98.08	52	98.08
200	VH-WH	3	1*	8	2	1	1	0	0	0	0	13	26.0	24	39	61.54	39	61.54
201	WH-VH	2	0	2	8	2	2	0	0	0	0	14	34.0	34	52	65.38	52	65.38
202	VH-WH	10	0	3	1	0	4	0	0	0	0	8	39.5	31	52	59.62	52	59.62
203	WH-VH	0	0	0	2	0	7	0	0	0	0	9	53.4	32	39	82.05	39	82.05
204	VH-WH	11	0	6	0	1	2	0	0	0	0	9	30.9	28	39	71.79	39	71.79
205	WH-VH	0	0	2	2	1	2	0	0	0	0	7	35.4	17	52	32.69	52	32.69
206	VH-WH	19	0	2	3	0	2	0	0	0	0	7	34.9	35	52	67.31	52	67.31
207	WH-VH	14	0	5	1	1	4	0	0	0	0	11	35.8	40	40	100.00	39	102.56
208	VH-WH	0	0	0	0	1	6	0	0	0	0	7	59.6	27	39	69.23	39	69.23
209	WH-VH	19	2*	5	3	1	1	0	0	0	0	12	31.3	40	52	76.92	52	76.92
210	VH-WH	17	0	1	2	1	4	0	0	0	0	8	42.8	41	52	78.85	52	78.85
211	WH-OB	22	0	4	0	0	3	0	0	0	0	7	35.3	38	39	97.44	39	97.44
212	OB-WH	15	1*	6	1	1	1	0	0	0	0	10	27.4	32	39	82.05	39	82.05
213	WH-VH	26	2*	5	1	0	1	0	0	0	0	9	28.0	41	52	78.85	52	78.85

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: 5/20/2016

SSA115
 PAGE: 0002
 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	TRLRS	1-SP	2-SP	3-SP	4-SP	5-SP	1-SP	U.S. MAIL 2-SP	TOTAL	TOTAL TRKS	AVG TRUCK LGTH.	TOTAL SPACE OCCUP	TOTAL SPACE CAPAC	PCT OCCUP CAPAC	NOMIN CAPAC	TOTAL NOMINAL CAPAC
214	VH-WH	17	0	8	3	0	3	0	0	0	0	14	28.1	43	52	82.69	52	82.69
215	WH-OB	31	0	5	2	0	1	0	0	0	0	8	24.0	44	44	100.00	39	112.82
216	OB-WH	10*	0	2	6	2	0	0	0	0	0	10	26.0	31	39	79.49	39	79.49
217	WH-VH	43	0	6	1	0	0	0	0	0	0	7	19.3	51	51	100.00	42	121.43
218	VH-WH	23*	0	7	4	1	1	0	0	0	0	13	25.6	46	46	100.00	42	109.52
219	WH-OB	31	0	10	1	0	0	0	0	0	0	11	18.6	43	43	100.00	39	110.26
220	OB-WH	10	0	8	5	0	0	0	0	0	0	13	20.7	28	39	71.79	39	71.79
221	WH-VH	38	1	5	0	0	1	0	0	0	0	7	26.0	48	48	100.00	42	114.29
222	VH-WH	16	1*	7	1	0	0	0	0	0	0	9	22.9	27	42	64.29	42	64.29
223	WH-VH	30	1*	5	0	0	0	0	0	0	0	6	23.0	37	39	94.87	39	94.87
224	VH-WH	1	0	0	0	0	0	0	0	0	0	0	.0	1	39	2.56	39	2.56
225	WH-VH	45	0	4	0	0	0	0	0	0	0	4	18.3	49	49	100.00	42	116.67
226	VH-WH	0	0	0	0	0	0	0	0	0	0	0	.0	0	42	.00	42	.00
227	WH-VH	26	1	5	2	0	0	0	0	0	0	8	21.6	36	39	92.31	39	92.31
301	HY-NT	1	0	0	2	6	4	0	0	0	0	12	43.5	39	39	100.00	39	100.00
302	NT-HY	0	0	0	3	1	5	0	0	0	0	9	47.8	29	39	74.36	39	74.36
303	HY-NT	3	0	1	2	0	7	0	0	0	0	10	50.2	36	39	92.31	39	92.31
304	NT-HY	0	0	0	0	0	3	0	0	0	0	3	62.7	12	39	30.77	39	30.77
305	HY-NT	2	0	0	2	0	7	1	0	0	0	10	53.6	39	39	100.00	39	100.00
306	NT-HY	0	0	0	5	2	6	0	0	0	0	13	44.5	40	40	100.00	39	102.56
307	HY-NT	22	0	2	0	0	3	1	0	0	0	6	47.2	41	41	100.00	39	105.13
308	NT-HY	0	0	3	3	5	3	0	0	0	0	14	38.4	36	39	92.31	39	92.31
309	HY-NT	4	0	0	3	0	7	0	0	0	0	10	52.0	38	39	97.44	39	97.44
310	NT-HY	3	0	3	1	0	8	0	0	0	0	12	47.4	40	40	100.00	39	102.56
311	HY-NT	5	0	1	1	3	5	0	0	0	0	10	47.4	37	39	94.87	39	94.87
312	NT-HY	1	0	0	0	1	0	0	0	0	0	1	42.0	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		1569	21	330	123	44	142	6	0	6	6	672	65.0	2927	3602	81.26	3534	82.82

* = 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: 5/21/2016

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 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	5	5	0	1	2	0	0	0	13	32.9	36	60	60.00	60	60.00
006	VH-WH	15	0	11	0	1	1	0	0	0	0	13	23.5	33	50	66.00	50	66.00
007	WH-VH	11	1	9	1	0	3	0	0	1	1	15	32.3	37	50	74.00	50	74.00
008	VH-WH	43	0	9	0	0	0	0	0	0	0	9	16.9	52	60	86.67	60	86.67
009	WH-VH	34	1*	8	4	0	0	1	0	0	0	14	25.2	57	60	95.00	60	95.00
010	VH-WH	41	1	5	0	0	0	0	0	0	0	6	20.0	47	50	94.00	50	94.00
011	WH-OB	42	1*	7	1	0	0	0	0	0	0	9	21.0	53	53	100.00	50	106.00
012	VH-WH	48	0	6	0	0	0	0	0	1	1	7	23.2	56	60	93.33	60	93.33
013	WH-VH	54	1*	3	2	0	0	0	0	0	0	6	21.0	63	63	100.00	60	105.00
014	OB-WH	37	0	6	2	0	0	0	0	0	0	8	20.0	47	50	94.00	50	94.00
015	WH-OB	44	1	6	0	0	0	0	0	0	0	7	19.8	51	51	100.00	50	102.00
016	VH-WH	37	0	15	0	1	0	0	0	0	0	16	18.9	55	60	91.67	60	91.67
017	WH-VH	54	0	6	2	0	0	0	0	1	1	9	22.4	66	66	100.00	60	110.00
018	OB-WH	24	1*	5	2	0	0	0	0	0	0	8	22.0	35	50	70.00	50	70.00
019	WH-OB	40	2*	7	2	0	0	0	0	0	0	11	21.9	55	55	100.00	50	110.00
020	VH-WH	19	0	5	3	0	1	1	0	0	0	10	29.2	39	60	65.00	60	65.00
021	WH-VH	52	0	4	0	0	0	0	0	0	0	4	16.5	56	60	93.33	60	93.33
022	OB-WH	12	0	0	2	0	0	0	0	0	0	2	20.5	16	50	32.00	50	32.00
023	WH-OB	34	0	8	1	0	1	0	0	0	0	10	22.5	48	50	96.00	50	96.00
024	VH-WH	32	0	7	1	0	0	0	0	1	1	9	21.5	43	60	71.67	60	71.67
025	WH-VH	39	3	9	0	0	0	0	0	0	0	12	22.8	51	60	85.00	60	85.00
026	OB-WH	11	0	1	2	0	0	0	0	0	0	3	23.3	16	50	32.00	50	32.00
027	WH-VH	39	0	9	0	0	0	0	0	0	0	9	17.6	48	50	96.00	50	96.00
028	VH-WH	17	0	2	2	0	0	0	0	0	0	4	18.8	23	60	38.33	60	38.33
029	WH-VH	43	0	9	1	0	0	0	0	0	0	10	18.9	54	60	90.00	60	90.00
030	VH-WH	15	0	1	0	0	0	0	0	0	0	1	18.0	16	50	32.00	50	32.00
031	WH-VH	16	0	5	0	0	0	0	0	0	0	5	14.0	21	50	42.00	50	42.00
032	VH-WH	7	0	2	0	0	0	0	0	0	0	2	18.5	9	60	15.00	60	15.00
102	NT-HY	12	0	11	2	0	5	0	0	0	0	18	31.3	47	52	90.38	52	90.38
103	HY-NT	19	0	9	6	0	2	0	0	1	1	18	27.7	50	52	96.15	52	96.15
106	NT-HY	14	0	5	1	0	3	0	0	1	1	10	36.0	35	52	67.31	52	67.31
107	HY-NT	34	0	7	0	1	1	1	0	0	0	10	29.8	53	53	100.00	52	101.92
110	NT-HY	6	0	6	3	3	2	0	0	0	0	14	31.6	35	52	67.31	52	67.31
111	HY-NT	28	0	6	3	0	3	0	0	0	0	12	30.6	52	52	100.00	52	100.00
200	VH-WH	2	0	2	1	0	1	0	0	0	0	4	29.0	10	39	25.64	39	25.64
201	WH-VH	0	0	0	4	0	5	0	0	0	0	9	46.8	28	42	66.67	42	66.67
202	VH-WH	8	1*	5	1	0	3	0	0	0	0	10	33.9	29	42	69.05	42	69.05
203	WH-VH	0	0	0	5	2	3	0	0	0	0	10	38.3	28	39	71.79	39	71.79
204	VH-WH	20	1	9	0	0	1	0	0	0	0	11	21.5	34	39	87.18	39	87.18
205	WH-VH	7	0	3	2	0	2	1	0	0	0	8	37.4	27	42	64.29	42	64.29
206	VH-WH	3	0	0	3	0	4	0	0	0	0	7	47.4	25	42	59.52	42	59.52
207	WH-VH	14	1*	1	0	0	0	0	0	0	0	2	36.0	17	39	43.59	39	43.59
208	VH-WH	26	0	2	2	0	1	0	0	0	0	5	33.2	36	39	92.31	39	92.31
209	WH-VH	28	0	4	1	0	0	0	0	0	0	5	18.8	34	42	80.95	42	80.95
210	VH-WH	18	0	5	1	0	1	2	0	0	0	9	34.6	39	42	92.86	42	92.86
211	WH-OB	26	0	2	3	0	0	0	0	0	0	5	19.0	34	39	87.18	39	87.18
212	OB-WH	17	0	5	2	0	1	0	0	0	0	8	24.9	30	39	76.92	39	76.92
213	WH-VH	24	0	7	1	2	2	0	0	0	0	12	29.2	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
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THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 5/21/2016

SSA115
 PAGE: 0002
 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	TRLRS	TRUCKS					U.S. MAIL			TOTAL TRKS	AVG TRUCK LGTH.	TOTAL SPACE OCCUP	TOTAL SPACE CAPAC	PCT OCCUP CAPAC	NOMIN CAPAC	TOTAL NOMINAL CAPAC
				1-SP	2-SP	3-SP	4-SP	5-SP	1-SP	2-SP	TOTAL							
214	VH-WH	21	1	8	5	1	1	0	0	0	0	16	25.9	47	47	100.00	42	111.90
215	WH-OB	29	1	3	1	0	0	0	0	0	0	5	21.0	35	39	89.74	39	89.74
216	OB-WH	16	0	0	1	0	0	0	0	0	0	1	27.0	18	39	46.15	39	46.15
217	WH-VH	17	0	5	1	0	0	0	0	0	0	6	18.2	24	42	57.14	42	57.14
218	VH-WH	27	0	4	2	1	1	0	0	0	0	8	27.5	42	42	100.00	42	100.00
219	WH-OB	16	1	4	0	0	0	0	0	0	0	5	21.8	21	39	53.85	39	53.85
220	OB-WH	7	0	2	5	0	0	0	0	0	0	7	21.1	19	39	48.72	39	48.72
221	WH-VH	18	0	5	0	0	0	0	0	0	0	5	18.0	23	42	54.76	42	54.76
222	VH-WH	20	1*	5	1	0	0	0	0	0	0	7	21.8	29	42	69.05	42	69.05
223	WH-VH	3	0	0	0	0	0	0	0	0	0	0	.0	3	39	7.69	39	7.69
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	0	8	0	0	0	0	11	53.3	39	39	100.00	39	100.00
302	NT-HY	2	0	1	0	1	7	0	0	0	0	9	53.9	34	39	87.18	39	87.18
305	HY-NT	9	0	0	2	7	2	0	0	0	0	11	40.3	42	42	100.00	39	107.69
306	NT-HY	0	0	0	3	0	3	0	0	0	0	6	46.8	18	39	46.15	39	46.15
309	HY-NT	14	1*	9	3	0	0	0	0	0	0	13	19.4	31	39	79.49	39	79.49
310	NT-HY	1	0	0	1	2	1	0	0	0	0	4	40.3	13	39	33.33	39	33.33
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		1374	20	305	102	22	70	8	0	6	6	533	69.9	2311	3252	71.06	3220	71.77

* = 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: 5/22/2016

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	2	0	1	4	0	0	0	0	0	0	5	25.6	11	60	18.33	60	18.33
006	VH-WH	7	0	3	0	0	0	1	0	0	0	4	32.8	15	50	30.00	50	30.00
007	WH-VH	7	0	0	1	0	0	0	0	0	0	1	26.0	9	50	18.00	50	18.00
008	VH-WH	34	0	8	0	0	0	0	0	0	0	8	17.4	42	60	70.00	60	70.00
009	WH-VH	15	0	2	1	0	0	0	0	0	0	3	19.3	19	60	31.67	60	31.67
010	VH-WH	38	0	8	0	0	0	0	0	0	0	8	18.1	46	50	92.00	50	92.00
011	WH-OB	31	2*	6	2	0	0	0	0	0	0	10	24.6	44	50	88.00	50	88.00
012	VH-WH	45	0	11	0	0	0	0	0	0	0	11	17.0	56	60	93.33	60	93.33
013	WH-VH	48	1*	3	0	0	0	0	0	0	0	4	30.0	54	60	90.00	60	90.00
014	OB-WH	43	0	4	0	0	0	0	0	0	0	4	16.8	47	50	94.00	50	94.00
015	WH-VH	40	0	5	1	1	0	0	0	0	0	7	20.9	50	50	100.00	50	100.00
016	VH-WH	50	0	6	0	0	0	0	0	0	0	6	18.0	56	60	93.33	60	93.33
017	WH-VH	49	1*	6	0	0	0	0	0	0	0	7	21.5	57	60	95.00	60	95.00
018	VH-WH	43*	0	6	0	0	0	0	0	0	0	6	17.2	51	51	100.00	50	102.00
019	WH-VH	41	1	7	0	0	0	0	0	0	0	8	18.6	49	50	98.00	50	98.00
020	VH-WH	58*	0	5	1	0	0	0	0	0	0	6	19.8	66	66	100.00	60	110.00
021	WH-VH	46	1	6	2	0	0	0	0	0	0	9	20.5	57	60	95.00	60	95.00
022	VH-WH	35	0	10	1	1	0	0	0	0	0	12	19.3	50	50	100.00	50	100.00
023	WH-VH	38	2*	8	0	0	0	0	0	0	0	10	22.3	49	50	98.00	50	98.00
024	VH-WH	58	1	3	2	0	0	0	0	0	0	6	19.0	66	66	100.00	60	110.00
025	WH-VH	46	0	11	0	0	0	0	0	0	0	11	17.4	57	60	95.00	60	95.00
026	VH-WH	44	1	5	0	0	0	0	0	0	0	6	18.0	50	50	100.00	50	100.00
027	WH-VH	38	0	10	0	0	0	0	0	0	0	10	17.8	48	50	96.00	50	96.00
028	VH-WH	46	1	7	2	0	0	0	0	0	0	10	18.0	58	60	96.67	60	96.67
029	WH-VH	36	1	8	1	0	0	0	0	0	0	10	17.8	47	60	78.33	60	78.33
030	VH-WH	21	1*	6	1	0	1	0	0	0	0	9	26.8	35	50	70.00	50	70.00
031	WH-VH	27	0	8	0	0	0	0	0	0	0	8	18.1	35	50	70.00	50	70.00
032	VH-WH	8	0	1	0	0	0	0	0	0	0	1	17.0	9	60	15.00	60	15.00
102	NT-HY	19	2*	4	2	0	0	0	0	0	0	8	28.2	31	52	59.62	52	59.62
103	HY-NT	30	0	2	2	1	2	1	0	0	0	8	38.0	52	52	100.00	52	100.00
106	NT-HY	35	0	7	2	0	0	0	0	0	0	9	19.9	46	52	88.46	52	88.46
107	HY-NT	46	0	6	3	0	0	0	0	0	0	9	18.6	58	58	100.00	52	111.54
110	NT-HY	18	0	8	1	2	0	1	0	0	0	12	27.6	39	52	75.00	52	75.00
111	HY-NT	32	2	17	1	0	0	0	0	0	0	20	19.8	53	53	100.00	52	101.92
200	VH-WH	3	0	0	0	0	2	0	0	0	0	2	59.0	11	39	28.21	39	28.21
201	WH-VH	4	0	0	0	0	0	0	0	0	0	0	.0	4	42	9.52	42	9.52
202	VH-WH	16	1*	5	3	0	0	0	0	0	0	9	23.1	29	42	69.05	42	69.05
203	WH-VH	3	0	2	0	1	2	0	0	0	0	5	37.6	16	39	41.03	39	41.03
204	VH-WH	19	1*	3	0	0	1	0	0	0	0	5	32.5	28	39	71.79	39	71.79
205	WH-VH	9	0	1	0	0	0	0	0	0	0	1	18.0	10	42	23.81	42	23.81
206	VH-WH	31	0	4	4	0	0	0	0	0	0	8	21.5	43	43	100.00	42	102.38
207	WH-VH	1	0	0	1	0	0	0	0	0	0	1	21.0	3	39	7.69	39	7.69
208	VH-WH	36*	0	1	1	0	0	0	0	0	0	2	18.0	41	41	100.00	39	105.13
209	WH-VH	5	0	1	0	0	0	0	0	0	0	1	18.0	6	42	14.29	42	14.29
210	VH-WH	41	0	3	3	0	0	0	0	0	0	6	20.2	50	50	100.00	42	119.05
211	WH-VH	12	0	0	0	0	0	0	0	0	0	0	.0	12	39	30.77	39	30.77
212	VH-WH	27	1*	5	1	1	0	0	0	0	0	8	23.0	39	39	100.00	39	100.00
213	WH-VH	27	1	4	0	0	0	0	0	0	0	5	20.3	32	42	76.19	42	76.19

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: 5/22/2016

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	28	0	7	3	0	0	0	0	0	0	10	20.5	41	42	97.62	42	97.62
215	WH-VH	10	0	1	1	0	0	0	0	0	0	2	20.0	13	39	33.33	39	33.33
216	VH-WH	38	0	2	0	0	0	0	0	0	0	2	18.0	40	40	100.00	39	102.56
217	WH-VH	33	0	6	2	0	0	0	0	0	0	8	18.4	43	43	100.00	42	102.38
218	VH-WH	44	0	4	0	0	0	0	0	0	0	4	17.3	48	48	100.00	42	114.29
219	WH-VH	38	0	2	0	0	0	0	0	0	0	2	17.5	40	40	100.00	39	102.56
220	VH-WH	36	0	4	1	0	0	0	0	0	0	5	18.2	42	42	100.00	39	107.69
221	WH-VH	40	1*	6	0	0	0	0	0	0	0	7	21.3	48	48	100.00	42	114.29
222	VH-WH	35	0	4	0	1	0	1	0	0	0	6	32.5	47	47	100.00	42	111.90
223	WH-VH	33	0	4	1	0	0	0	0	0	0	5	17.6	39	39	100.00	39	100.00
224	VH-WH	24	1	3	0	0	0	0	0	0	0	4	18.0	28	39	71.79	39	71.79
225	WH-VH	24	1*	13	0	0	0	0	0	0	0	14	20.2	39	42	92.86	42	92.86
226	VH-WH	0	0	0	0	0	0	0	0	0	0	0	.0	0	42	.00	42	.00
227	WH-VH	1	0	3	0	0	0	0	0	0	0	3	17.3	4	39	10.26	39	10.26
301	HY-NT	6	0	1	0	0	3	0	0	0	0	4	51.3	19	39	48.72	39	48.72
302	NT-HY	0	0	0	0	0	1	0	0	0	0	1	60.0	4	39	10.26	39	10.26
305	HY-NT	4	1*	2	2	0	3	0	0	0	0	8	40.4	24	39	61.54	39	61.54
306	NT-HY	0	0	1	3	1	2	0	0	0	0	7	33.9	18	39	46.15	39	46.15
309	HY-NT	25	0	12	1	0	0	0	0	0	0	13	18.1	39	39	100.00	39	100.00
310	NT-HY	3	1*	2	2	1	0	0	0	0	0	6	31.0	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	1830	26	314	59	10	17	4	0	0	0	430	100.6	2426	3274	74.10	3220	75.34

* = 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: 5/23/2016

SSA115
 PAGE: 0001
 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	TRLRS	1-SP	2-SP	3-SP	4-SP	5-SP	1-SP	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	14	0	18	2	3	2	0	0	0	0	25	24.7	53	60	88.33	60	88.33
006	VH-WH	25	1*	3	0	0	2	0	0	0	0	6	38.8	38	50	76.00	50	76.00
007	WH-VH	13	0	8	5	0	2	1	0	1	1	17	30.7	46	50	92.00	50	92.00
008	VH-WH	37	1	7	0	1	0	0	0	0	0	9	21.5	48	60	80.00	60	80.00
009	WH-VH	20	0	13	6	1	1	0	0	1	1	22	24.0	54	60	90.00	60	90.00
010	VH-WH	41	0	9	0	0	0	0	0	0	0	9	17.4	50	50	100.00	50	100.00
011	WH-OB	25*	0	8	2	1	3	0	0	0	0	14	29.8	53	53	100.00	50	106.00
012	VH-WH	45	0	6	1	0	1	0	0	1	1	9	28.8	59	60	98.33	60	98.33
013	WH-VH	35	1	7	2	1	2	0	0	0	0	13	29.0	58	60	96.67	60	96.67
014	OB-WH	40	1*	5	1	0	0	0	0	1	1	8	28.8	51	51	100.00	50	102.00
015	WH-OB	34	0	5	1	1	0	0	0	0	0	7	22.7	44	50	88.00	50	88.00
016	VH-WH	52	0	3	1	0	1	0	0	0	0	5	28.6	61	61	100.00	60	101.67
017	WH-VH	36	0	9	0	0	1	0	0	1	1	11	26.0	51	60	85.00	60	85.00
018	OB-WH	29*	0	5	3	0	2	0	0	0	0	10	29.2	49	50	98.00	50	98.00
019	WH-OB	32	0	12	0	0	2	0	0	0	0	14	23.1	52	52	100.00	50	104.00
020	VH-WH	31	0	4	8	0	1	0	0	0	0	13	28.0	55	60	91.67	60	91.67
021	WH-VH	41*	0	7	2	1	0	0	0	0	0	10	20.3	56	60	93.33	60	93.33
022	OB-WH	15	1*	5	4	2	0	0	0	0	0	12	30.1	38	50	76.00	50	76.00
023	WH-OB	33*	1*	7	0	1	1	0	0	0	0	9	24.8	48	50	96.00	50	96.00
024	VH-WH	23	1*	6	2	3	1	0	0	1	1	14	36.0	52	60	86.67	60	86.67
025	WH-VH	38	1	8	3	1	0	0	0	0	0	13	22.3	56	60	93.33	60	93.33
026	OB-WH	15*	0	2	2	2	0	0	0	0	0	6	25.8	28	50	56.00	50	56.00
027	WH-VH	26	0	6	2	0	1	0	0	0	0	9	24.0	40	50	80.00	50	80.00
028	VH-WH	13	0	3	0	0	1	0	0	0	0	4	29.3	20	60	33.33	60	33.33
029	WH-VH	29	0	5	0	0	0	0	0	0	0	5	18.0	34	60	56.67	60	56.67
030	VH-WH	13	0	3	0	0	0	0	0	0	0	3	16.3	16	50	32.00	50	32.00
031	WH-VH	8	1*	2	0	0	0	0	0	0	0	3	30.5	12	50	24.00	50	24.00
032	VH-WH	1	0	1	0	0	0	0	0	0	0	1	17.0	2	60	3.33	60	3.33
102	NT-HY	12	0	6	2	0	6	1	0	0	0	15	39.3	51	52	98.08	52	98.08
103	HY-NT	18	0	9	3	3	2	0	0	1	1	18	29.9	52	52	100.00	52	100.00
106	NT-HY	26	1	5	2	2	1	0	0	1	1	12	32.7	48	52	92.31	52	92.31
107	HY-NT	37	0	3	0	0	3	0	0	0	0	6	39.7	52	52	100.00	52	100.00
110	NT-HY	7	0	5	6	3	2	0	0	0	0	16	31.5	41	52	78.85	52	78.85
111	HY-NT	18	2*	7	0	0	5	0	0	0	0	14	39.0	49	52	94.23	52	94.23
200	VH-WH	10	0	7	0	0	3	0	0	0	0	10	30.7	29	39	74.36	39	74.36
201	WH-VH	3	0	1	6	2	2	1	0	0	0	12	39.4	35	42	83.33	42	83.33
202	VH-WH	11	0	4	2	2	2	0	0	0	0	10	34.7	33	42	78.57	42	78.57
203	WH-VH	0	0	0	5	1	6	0	0	0	0	12	44.0	37	39	94.87	39	94.87
204	VH-WH	19	0	1	0	0	1	0	0	0	0	2	39.5	24	39	61.54	39	61.54
205	WH-VH	0	3*	3	6	1	2	0	0	0	0	15	34.6	31	42	73.81	42	73.81
206	VH-WH	20	0	2	0	0	3	0	0	0	0	5	42.2	34	42	80.95	42	80.95
207	WH-VH	8	0	3	5	2	4	0	0	0	0	14	36.4	43	43	100.00	39	110.26
208	VH-WH	0	0	0	0	1	7	0	0	0	0	8	60.8	31	39	79.49	39	79.49
209	WH-VH	0	1*	1	4	5	0	0	0	0	0	11	37.8	28	42	66.67	42	66.67
210	VH-WH	8	0	6	2	2	2	0	0	0	0	12	29.5	32	42	76.19	42	76.19
211	WH-OB	20	0	2	0	2	2	0	0	0	0	6	40.0	36	39	92.31	39	92.31
212	OB-WH	20	0	6	0	1	1	0	0	0	0	8	26.1	33	39	84.62	39	84.62
213	WH-VH	22	3*	4	2	1	3	0	0	0	0	13	39.9	51	51	100.00	42	121.43

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: 5/23/2016

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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	18	0	3	2	1	3	1	0	0	0	10	37.8	45	45	100.00	42	107.14
215	WH-OB	23	1	7	5	0	0	0	0	0	0	13	21.8	41	41	100.00	39	105.13
216	OB-WH	22	0	2	1	2	0	0	0	0	0	5	28.2	32	39	82.05	39	82.05
217	WH-VH	28	1*	7	4	1	0	0	0	0	0	13	24.3	48	48	100.00	42	114.29
218	VH-WH	23	0	3	0	2	1	2	0	0	0	8	41.9	46	46	100.00	42	109.52
219	WH-OB	27	0	7	1	0	1	0	0	0	0	9	23.0	40	40	100.00	39	102.56
220	OB-WH	18	0	3	2	0	0	0	0	0	0	5	20.0	25	39	64.10	39	64.10
221	WH-VH	38	0	7	0	0	0	0	0	0	0	7	17.6	45	45	100.00	42	107.14
222	VH-WH	8	3*	7	6	2	0	0	0	0	0	18	28.5	39	42	92.86	42	92.86
223	WH-VH	11	0	5	0	0	0	0	0	0	0	5	16.6	16	39	41.03	39	41.03
301	HY-NT	3	0	1	2	6	4	0	0	0	0	13	42.0	42	42	100.00	39	107.69
302	NT-HY	1	0	0	0	2	6	0	0	0	0	8	57.3	31	39	79.49	39	79.49
303	HY-NT	2	0	2	4	2	5	0	0	0	0	13	40.2	38	39	97.44	39	97.44
304	NT-HY	0	0	0	3	0	4	1	0	0	0	8	49.5	27	39	69.23	39	69.23
305	HY-NT	8	0	3	1	2	5	0	0	0	0	11	41.0	39	39	100.00	39	100.00
306	NT-HY	0	0	1	0	2	7	0	0	0	0	10	51.5	35	39	89.74	39	89.74
307	HY-NT	1	0	2	3	3	1	1	0	0	0	10	36.2	27	39	69.23	39	69.23
308	NT-HY	0	0	0	3	6	4	0	0	0	0	13	42.5	40	40	100.00	39	102.56
309	HY-NT	1	0	0	3	1	7	0	0	0	0	11	49.0	38	39	97.44	39	97.44
310	NT-HY	0	0	1	4	2	1	0	0	0	0	8	34.1	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		1255	23	313	136	80	130	8	0	8	8	698	60.8	2707	3257	83.11	3214	84.23

* = 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: 5/24/2016

SSA115
 PAGE: 0001
 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	----- TRLRS	1-SP	2-SP	3-SP	4-SP	5-SP	1-SP	U.S. MAIL 2-SP	----- TOTAL	TOTAL TRKS	AVG TRUCK LGTH.	TOTAL SPACE OCCUP	TOTAL SPACE CAPAC	PCT OCCUP CAPAC	NOMIN CAPAC	TOTAL NOMINAL CAPAC
005	WH-VH	13	0	10	7	2	2	0	0	0	0	21	27.8	51	60	85.00	60	85.00
006	VH-WH	12	0	6	1	2	2	0	0	0	0	11	31.1	34	52	65.38	52	65.38
007	WH-VH	17	0	14	4	0	2	0	0	1	1	21	25.0	49	52	94.23	52	94.23
008	VH-WH	31	0	16	1	0	0	0	0	0	0	17	18.1	49	60	81.67	60	81.67
009	WH-VH	26	0	5	5	4	1	0	0	0	0	15	28.3	57	60	95.00	60	95.00
010	VH-WH	41*	0	11	0	0	0	0	0	0	0	11	17.5	53	53	100.00	52	101.92
011	WH-OB	25	0	10	6	0	0	0	0	0	0	16	20.2	47	52	90.38	52	90.38
012	VH-WH	45	0	8	1	0	0	0	0	1	1	10	22.4	57	60	95.00	60	95.00
013	WH-VH	33	1	6	2	1	2	1	0	0	0	13	31.1	60	60	100.00	60	100.00
014	OB-WH	43	0	5	1	0	1	0	0	0	0	7	24.4	54	54	100.00	52	103.85
015	WH-OB	38	1*	10	1	0	0	0	0	0	0	12	22.3	52	52	100.00	52	100.00
016	VH-WH	37	1	5	5	1	0	0	0	0	0	12	24.4	56	60	93.33	60	93.33
017	WH-VH	37	0	7	2	0	1	1	0	1	1	12	32.6	59	60	98.33	60	98.33
018	OB-WH	22*	0	6	2	3	1	0	0	0	0	12	28.3	46	52	88.46	52	88.46
019	WH-OB	38	0	5	2	1	1	0	0	0	0	9	28.8	54	54	100.00	52	103.85
020	VH-WH	21	0	7	4	3	1	1	0	0	0	16	29.6	54	60	90.00	60	90.00
021	WH-VH	47	0	7	1	1	0	0	0	0	0	9	21.0	59	60	98.33	60	98.33
022	OB-WH	17	0	6	3	1	1	0	0	0	0	11	26.4	36	52	69.23	52	69.23
023	WH-OB	40	0	6	1	0	1	0	0	0	0	8	25.1	52	52	100.00	52	100.00
024	VH-WH	15	0	13	2	2	1	2	0	1	1	21	30.2	54	60	90.00	60	90.00
025	WH-VH	59	0	8	0	0	0	0	0	0	0	8	18.0	67	67	100.00	60	111.67
026	OB-WH	16	0	4	5	0	0	0	0	0	0	9	20.9	30	52	57.69	52	57.69
027	WH-VH	31	1*	13	0	0	1	0	0	0	0	15	23.1	50	52	96.15	52	96.15
028	VH-WH	11	0	7	3	1	2	0	0	0	0	13	28.6	35	60	58.33	60	58.33
029	WH-VH	57	0	9	0	0	0	0	0	0	0	9	17.8	66	66	100.00	60	110.00
030	VH-WH	1	0	1	0	0	0	0	0	0	0	1	16.0	2	52	3.85	52	3.85
031	WH-VH	41	0	12	0	0	1	0	0	0	0	13	20.6	57	57	100.00	52	109.62
032	VH-WH	2	0	1	2	0	0	0	0	0	0	3	21.3	7	60	11.67	60	11.67
101	HY-NT	19	1*	7	4	3	1	1	0	0	0	17	31.3	54	54	100.00	50	108.00
102	NT-HY	13	0	4	2	1	5	1	0	0	0	13	41.5	49	52	94.23	52	94.23
103	HY-NT	16	0	9	2	1	4	0	0	1	1	17	33.9	50	52	96.15	52	96.15
104	NT-HY	4	0	1	1	0	1	0	0	0	0	3	37.7	11	50	22.00	50	22.00
105	HY-NT	24	0	5	3	2	2	0	0	0	0	12	31.5	49	50	98.00	50	98.00
106	NT-HY	12	1*	7	1	1	5	0	0	1	1	16	39.4	48	52	92.31	52	92.31
107	HY-NT	38	2*	8	2	0	0	0	0	0	0	12	24.0	53	53	100.00	52	101.92
108	NT-HY	7	0	5	5	2	3	0	0	0	0	15	33.5	40	50	80.00	50	80.00
109	HY-NT	23	1	7	3	0	3	0	0	0	0	14	31.7	49	50	98.00	50	98.00
110	NT-HY	4	0	6	3	3	3	1	0	0	0	16	33.3	42	52	80.77	52	80.77
111	HY-NT	15	0	6	0	1	6	0	0	0	0	13	40.7	48	52	92.31	52	92.31
112	NT-HY	1	0	1	1	0	0	0	0	0	0	2	21.0	4	50	8.00	50	8.00
200	VH-WH	12	0	1	2	1	4	0	0	0	0	8	43.5	36	39	92.31	39	92.31
201	WH-VH	0	0	0	7	5	1	0	0	0	0	13	35.2	33	42	78.57	42	78.57
202	VH-WH	11	1*	2	3	0	2	0	0	0	0	8	39.0	29	42	69.05	42	69.05
203	WH-VH	1	0	1	4	2	6	0	0	0	0	13	43.5	40	40	100.00	39	102.56
204	VH-WH	5	0	0	1	2	3	0	0	0	0	6	50.2	25	39	64.10	39	64.10
205	WH-VH	0	0	2	6	2	3	0	0	0	0	13	35.0	32	42	76.19	42	76.19
206	VH-WH	24	0	5	0	0	2	0	0	0	0	7	30.6	37	42	88.10	42	88.10
207	WH-VH	1	0	0	2	2	7	0	0	0	0	11	49.3	39	39	100.00	39	100.00

INCLUDES TRAFFIC FROM: 0 (0=ALL SOURCES, 1=RESERVATIONS, 2=TICKET READERS)
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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	1	2	0	7	0	0	0	0	10	51.1	33	39	84.62	39	84.62
209	WH-VH	1	0	0	3	1	1	2	0	0	0	7	48.1	24	42	57.14	42	57.14
210	VH-WH	19	0	3	0	1	4	0	0	0	0	8	40.9	41	42	97.62	42	97.62
211	WH-OB	16	0	10	3	0	1	0	0	0	0	14	22.1	36	39	92.31	39	92.31
212	OB-WH	16	0	3	2	2	2	0	0	0	0	9	34.6	37	39	94.87	39	94.87
213	WH-VH	14	0	8	4	1	2	1	0	0	0	16	29.4	46	46	100.00	42	109.52
214	VH-WH	11	0	3	3	1	4	0	0	0	0	11	36.7	39	42	92.86	42	92.86
215	WH-OB	21	0	4	1	1	2	0	0	0	0	8	30.9	38	39	97.44	39	97.44
216	OB-WH	15	0	2	6	2	0	1	0	0	0	11	29.5	40	40	100.00	39	102.56
217	WH-VH	21	2*	4	2	1	3	0	0	0	0	12	36.6	47	47	100.00	42	111.90
218	VH-WH	15	0	7	2	2	1	1	0	0	0	13	28.8	41	42	97.62	42	97.62
219	WH-OB	24	3*	10	1	0	0	0	0	0	0	14	25.2	42	42	100.00	39	107.69
220	OB-WH	13	0	2	5	2	0	0	0	0	0	9	28.3	31	39	79.49	39	79.49
221	WH-VH	28	0	5	3	2	1	0	0	0	0	11	27.2	49	49	100.00	42	116.67
222	VH-WH	16	1	5	4	1	2	0	0	0	0	13	29.9	41	42	97.62	42	97.62
223	WH-VH	22	1*	7	2	0	1	0	0	0	0	11	23.9	39	39	100.00	39	100.00
301	HY-NT	2	0	0	4	1	7	0	0	0	0	12	47.3	41	41	100.00	39	105.13
302	NT-HY	0	0	0	0	0	8	0	0	0	0	8	60.3	32	39	82.05	39	82.05
305	HY-NT	1	0	1	2	0	7	2	0	0	0	12	53.2	44	44	100.00	39	112.82
306	NT-HY	0	0	2	4	2	5	1	0	0	0	14	43.6	41	41	100.00	39	105.13
309	HY-NT	4	0	1	6	1	5	0	0	0	0	13	40.5	40	40	100.00	39	102.56
310	NT-HY	0	0	2	3	1	5	0	0	0	0	11	41.7	31	39	79.49	39	79.49
403	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
404	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
405	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
406	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
407	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
408	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
409	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
410	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
411	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
412	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
DAY TOTAL		1305	17	375	175	72	150	16	0	6	6	811	60.3	2968	3445	86.15	3386	87.66

* = AUTO OR TRAILER GREATER THEN 1-SPACE

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

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

THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 5/25/2016

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	13	0	8	6	2	3	0	0	0	0	19	30.4	51	60	85.00	60	85.00
006	VH-WH	14	0	5	1	1	1	0	0	0	0	8	28.6	28	52	53.85	52	53.85
007	WH-VH	16	0	12	4	1	2	0	0	1	1	20	26.8	49	52	94.23	52	94.23
008	VH-WH	27	1	12	1	0	1	0	0	0	0	15	22.0	46	60	76.67	60	76.67
009	WH-VH	26	0	11	5	0	2	1	0	0	0	19	25.9	60	60	100.00	60	100.00
010	VH-WH	39	0	4	1	0	0	0	0	0	0	5	18.0	45	52	86.54	52	86.54
011	WH-OB	33	2*	16	1	0	1	0	0	0	0	20	22.9	58	58	100.00	52	111.54
012	VH-WH	46	0	7	2	0	0	0	0	1	1	10	23.6	59	60	98.33	60	98.33
013	WH-VH	51	0	4	0	2	0	0	0	0	0	6	28.7	61	61	100.00	60	101.67
014	OB-WH	22	0	1	1	0	1	0	0	0	0	3	39.0	29	52	55.77	52	55.77
015	WH-OB	45*	0	4	1	1	0	0	0	0	0	6	23.8	55	55	100.00	52	105.77
016	VH-WH	34	0	7	2	1	1	0	0	0	0	11	26.6	52	60	86.67	60	86.67
017	WH-VH	58	0	0	0	1	0	0	0	1	1	2	78.0	63	63	100.00	60	105.00
018	OB-WH	14	0	5	3	3	3	0	0	0	0	14	32.1	46	52	88.46	52	88.46
019	WH-OB	45	0	2	2	1	0	0	0	0	0	5	30.2	54	54	100.00	52	103.85
020	VH-WH	15	0	6	8	0	1	1	0	0	0	16	30.0	46	60	76.67	60	76.67
021	WH-VH	50*	0	9	1	1	0	1	0	0	0	12	24.3	70	70	100.00	60	116.67
022	OB-WH	12	0	10	1	0	0	0	0	0	0	11	18.3	24	52	46.15	52	46.15
023	WH-OB	48	1	8	0	0	0	0	0	0	0	9	19.5	57	57	100.00	52	109.62
024	VH-WH	11	0	9	4	2	0	1	0	1	1	17	28.3	41	60	68.33	60	68.33
025	WH-VH	57	0	10	3	0	0	0	0	0	0	13	17.9	73	73	100.00	60	121.67
026	OB-WH	8	0	3	3	1	0	0	0	0	0	7	23.0	20	52	38.46	52	38.46
027	WH-VH	49	1	5	0	0	0	0	0	0	0	6	18.2	55	55	100.00	52	105.77
028	VH-WH	9	0	3	2	0	1	0	0	0	0	6	29.0	20	60	33.33	60	33.33
029	WH-VH	62	0	4	0	0	0	0	0	0	0	4	17.0	66	66	100.00	60	110.00
030	VH-WH	6	0	0	2	1	0	0	0	0	0	3	30.7	13	52	25.00	52	25.00
031	WH-VH	37	0	4	0	0	0	0	0	0	0	4	18.3	41	52	78.85	52	78.85
032	VH-WH	3	0	0	1	0	0	0	0	0	0	1	22.0	5	60	8.33	60	8.33
101	HY-NT	17	0	9	3	3	2	0	0	0	0	17	28.1	49	50	98.00	50	98.00
102	NT-HY	7	0	11	0	1	5	0	0	0	0	17	32.4	41	52	78.85	52	78.85
103	HY-NT	19	0	5	1	0	5	0	0	1	1	12	42.2	48	52	92.31	52	92.31
104	NT-HY	14	0	5	2	0	4	0	0	0	0	11	34.0	39	50	78.00	50	78.00
105	HY-NT	29	0	4	4	1	2	0	0	0	0	11	29.2	52	52	100.00	50	104.00
106	NT-HY	11	0	1	2	1	4	0	0	1	1	9	50.3	37	52	71.15	52	71.15
107	HY-NT	47	0	2	1	0	1	0	0	0	0	4	31.3	55	55	100.00	52	105.77
108	NT-HY	3	0	6	5	1	3	0	0	0	0	15	32.6	34	50	68.00	50	68.00
109	HY-NT	28	0	4	1	0	4	0	0	0	0	9	37.9	50	50	100.00	50	100.00
110	NT-HY	9	0	3	8	3	2	0	0	0	0	16	32.9	45	52	86.54	52	86.54
111	HY-NT	14	1	9	0	1	4	1	0	0	0	16	35.1	48	52	92.31	52	92.31
112	NT-HY	2	1*	3	4	0	1	0	0	0	0	9	32.9	19	50	38.00	50	38.00
200	VH-WH	8	0	2	0	1	3	0	0	0	0	6	43.5	25	39	64.10	39	64.10
201	WH-VH	0	0	0	7	2	3	0	0	0	0	12	39.8	32	42	76.19	42	76.19
202	VH-WH	0	0	1	2	1	1	0	0	0	0	5	38.4	12	42	28.57	42	28.57
203	WH-VH	0	0	0	2	0	8	0	0	0	0	10	55.8	36	39	92.31	39	92.31
204	VH-WH	6	0	0	0	1	3	0	0	0	0	4	57.0	21	39	53.85	39	53.85
205	WH-VH	0	0	1	5	1	3	1	0	0	0	11	40.1	31	42	73.81	42	73.81
206	VH-WH	2	0	0	1	0	4	0	0	0	0	5	55.0	20	42	47.62	42	47.62
207	WH-VH	2	0	4	2	0	3	1	0	0	0	10	36.8	27	39	69.23	39	69.23

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: 5/25/2016

SSA115
 PAGE: 0002
 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	TRLRS	1-SP	2-SP	3-SP	4-SP	5-SP	1-SP	U.S. MAIL 2-SP	TOTAL	TOTAL TRKS	AVG TRUCK LGTH.	TOTAL SPACE OCCUP	TOTAL SPACE CAPAC	PCT OCCUP CAPAC	NOMIN CAPAC	TOTAL NOMINAL CAPAC
208	VH-WH	0	0	0	0	1	7	0	0	0	0	8	60.9	31	39	79.49	39	79.49
209	WH-VH	9	0	2	8	2	0	0	0	0	0	12	28.3	33	42	78.57	42	78.57
210	VH-WH	11	0	4	4	0	4	0	0	0	0	12	33.8	39	42	92.86	42	92.86
211	WH-OB	15	0	3	1	0	5	0	0	0	0	9	43.2	40	40	100.00	39	102.56
212	OB-WH	18	0	2	2	0	2	0	0	0	0	6	33.5	32	39	82.05	39	82.05
213	WH-VH	40	1	7	0	1	1	0	0	0	0	10	24.1	55	55	100.00	42	130.95
214	VH-WH	10	0	2	2	1	3	1	0	0	0	9	42.8	36	42	85.71	42	85.71
215	WH-OB	28	1*	5	0	0	1	0	0	0	0	7	31.2	40	40	100.00	39	102.56
216	OB-WH	11	0	7	3	1	0	0	0	0	0	11	22.7	27	39	69.23	39	69.23
217	WH-VH	4	0	0	2	3	3	0	0	0	0	8	44.6	29	42	69.05	42	69.05
218	VH-WH	11	1*	5	3	3	1	0	0	0	0	13	30.1	37	42	88.10	42	88.10
219	WH-OB	29	1*	4	1	1	0	0	0	0	0	7	27.0	40	40	100.00	39	102.56
220	OB-WH	7	0	6	6	1	0	0	0	0	0	13	22.8	28	39	71.79	39	71.79
221	WH-VH	29	1*	4	3	0	1	0	0	0	0	9	29.0	45	45	100.00	42	107.14
222	VH-WH	3	2*	8	4	1	0	2	0	0	0	17	31.4	36	42	85.71	42	85.71
223	WH-VH	23	1*	7	0	0	2	0	0	0	0	10	32.0	40	40	100.00	39	102.56
225	WH-VH	13	0	6	4	0	1	0	0	0	0	11	26.4	31	42	73.81	42	73.81
301	HY-NT	3	0	1	3	2	6	0	0	0	0	12	45.3	40	40	100.00	39	102.56
302	NT-HY	0	0	0	0	1	7	0	0	0	0	8	60.6	31	39	79.49	39	79.49
305	HY-NT	2	0	0	4	0	6	1	0	0	0	11	50.2	39	39	100.00	39	100.00
306	NT-HY	0	0	1	3	1	6	0	0	0	0	11	46.3	34	39	87.18	39	87.18
309	HY-NT	4	0	1	3	1	7	0	0	0	0	12	48.9	42	42	100.00	39	107.69
310	NT-HY	0	0	0	0	1	8	0	0	0	0	9	59.1	35	39	89.74	39	89.74
403	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
404	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
405	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
406	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
407	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
408	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
409	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
410	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
411	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
412	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
DAY	TOTAL	1338	15	314	161	56	153	11	0	6	6	716	60.1	2848	3509	81.16	3428	83.08

* = 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: 5/26/2016

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	20	0	5	5	2	3	0	0	0	0	15	33.1	53	60	88.33	60	88.33
006	VH-WH	11	1*	6	1	2	2	0	0	0	0	12	33.5	35	52	67.31	52	67.31
007	WH-VH	25	1*	8	1	1	3	0	0	1	1	15	34.2	54	54	100.00	52	103.85
008	VH-WH	26	0	7	1	2	1	0	0	0	0	11	26.8	45	60	75.00	60	75.00
009	WH-VH	50	0	7	2	1	0	0	0	0	0	10	21.3	64	64	100.00	60	106.67
010	VH-WH	40	0	7	2	0	0	0	0	0	0	9	19.3	51	52	98.08	52	98.08
011	WH-OB	43	0	4	2	1	0	0	0	0	0	7	24.7	54	54	100.00	52	103.85
012	VH-WH	37	0	8	3	0	0	0	0	1	1	12	22.9	53	60	88.33	60	88.33
013	WH-VH	60	0	1	0	0	0	0	0	0	0	1	17.0	61	61	100.00	60	101.67
014	OB-WH	33	0	4	1	0	2	0	0	0	0	7	31.7	47	52	90.38	52	90.38
015	WH-OB	44	0	1	0	0	2	0	0	0	0	3	44.3	53	53	100.00	52	101.92
016	VH-WH	35	1*	6	4	1	1	0	0	0	0	13	26.9	58	60	96.67	60	96.67
017	WH-VH	51	0	4	0	0	1	0	0	1	1	6	33.2	61	61	100.00	60	101.67
018	OB-WH	20	0	2	4	0	2	0	0	0	0	8	35.4	38	52	73.08	52	73.08
019	WH-OB	50	0	0	1	1	1	0	0	0	0	3	47.3	59	59	100.00	52	113.46
020	VH-WH	17	2*	12	3	0	2	1	0	0	0	20	29.2	51	60	85.00	60	85.00
021	WH-VH	67	0	3	1	0	0	0	0	0	0	4	19.5	72	72	100.00	60	120.00
022	OB-WH	25	0	8	0	1	0	0	0	0	0	9	21.3	36	52	69.23	52	69.23
023	WH-OB	45	0	4	0	0	1	0	0	0	0	5	27.0	53	53	100.00	52	101.92
024	VH-WH	17	1	10	4	0	1	0	0	1	1	17	25.5	42	60	70.00	60	70.00
025	WH-VH	62	0	5	3	0	0	0	0	0	0	8	19.6	73	73	100.00	60	121.67
026	OB-WH	9	0	3	3	0	0	0	0	0	0	6	22.3	18	52	34.62	52	34.62
027	WH-VH	56*	0	2	0	0	0	0	0	0	0	2	15.5	59	59	100.00	52	113.46
028	VH-WH	5	1*	3	2	0	1	0	0	0	0	7	31.2	18	60	30.00	60	30.00
029	WH-VH	66*	0	6	0	0	0	0	0	0	0	6	17.7	74	74	100.00	60	123.33
030	VH-WH	2	0	3	0	0	0	0	0	0	0	3	18.0	5	52	9.62	52	9.62
031	WH-VH	49	0	3	0	0	0	0	0	0	0	3	18.3	52	52	100.00	52	100.00
032	VH-WH	4	0	0	0	0	0	0	0	0	0	0	.0	4	60	6.67	60	6.67
101	HY-NT	24	0	5	2	2	3	0	0	0	0	12	33.5	51	51	100.00	50	102.00
102	NT-HY	13	0	8	0	1	6	0	0	0	0	15	36.3	48	52	92.31	52	92.31
103	HY-NT	31	0	6	0	2	1	1	0	1	1	11	33.9	54	54	100.00	52	103.85
104	NT-HY	9	1	5	0	1	2	0	0	0	0	9	33.8	26	50	52.00	50	52.00
105	HY-NT	27	1*	2	3	0	4	0	0	0	0	10	41.2	53	53	100.00	50	106.00
106	NT-HY	16	1	5	3	1	4	0	0	1	1	15	37.9	49	52	94.23	52	94.23
107	HY-NT	47	0	8	1	0	0	0	0	0	0	9	18.6	57	57	100.00	52	109.62
108	NT-HY	7	0	11	2	4	2	0	0	0	0	19	28.6	42	50	84.00	50	84.00
109	HY-NT	33*	0	2	1	0	3	0	0	0	0	6	42.2	50	50	100.00	50	100.00
110	NT-HY	14	0	9	2	0	5	0	0	0	0	16	32.4	47	52	90.38	52	90.38
111	HY-NT	27	0	3	0	0	5	0	0	0	0	8	46.6	50	52	96.15	52	96.15
112	NT-HY	2	0	3	3	0	1	0	0	0	0	7	26.1	15	50	30.00	50	30.00
200	VH-WH	6	0	1	1	0	4	0	0	0	0	6	47.0	25	39	64.10	39	64.10
201	WH-VH	0	0	0	5	3	2	1	0	0	0	11	42.4	32	42	76.19	42	76.19
202	VH-WH	3	0	1	4	1	3	0	0	0	0	9	40.7	27	42	64.29	42	64.29
203	WH-VH	0	0	1	3	2	5	0	0	0	0	11	42.3	33	39	84.62	39	84.62
204	VH-WH	3	0	3	0	0	1	0	0	0	0	4	29.3	10	39	25.64	39	25.64
205	WH-VH	0	0	0	5	2	4	1	0	0	0	12	43.9	37	42	88.10	42	88.10
206	VH-WH	13	0	3	1	1	3	0	0	0	0	8	39.4	33	42	78.57	42	78.57
207	WH-VH	19	0	1	0	0	4	0	0	0	0	5	51.8	36	39	92.31	39	92.31

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: 5/26/2016

SSA115
 PAGE: 0002
 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	TRLRS	1-SP	2-SP	3-SP	4-SP	5-SP	1-SP	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	0	1	7	0	0	0	0	8	58.6	31	39	79.49	39	79.49
209	WH-VH	10	1*	3	6	0	2	0	0	0	0	12	34.8	35	42	83.33	42	83.33
210	VH-WH	12	0	3	3	0	4	0	0	0	0	10	37.8	37	42	88.10	42	88.10
211	WH-OB	20	0	1	1	0	3	0	0	0	0	5	45.2	35	39	89.74	39	89.74
212	OB-WH	19	0	3	2	0	1	0	0	0	0	6	29.3	30	39	76.92	39	76.92
213	WH-VH	27	0	3	1	0	2	0	0	0	0	6	33.8	40	42	95.24	42	95.24
214	VH-WH	7	0	5	1	1	4	0	0	0	0	11	37.0	33	42	78.57	42	78.57
215	WH-OB	26	0	3	1	0	1	0	0	0	0	5	28.8	35	39	89.74	39	89.74
216	OB-WH	8	0	5	2	0	0	0	0	0	0	9	23.7	23	39	58.97	39	58.97
217	WH-VH	30	0	3	1	0	1	1	0	0	0	6	36.0	44	44	100.00	42	104.76
218	VH-WH	5	1*	13	5	0	1	0	0	0	0	20	23.2	34	42	80.95	42	80.95
219	WH-OB	38	0	2	0	0	0	0	0	0	0	2	17.0	40	40	100.00	39	102.56
220	OB-WH	6	0	5	6	1	0	0	0	0	0	12	24.4	26	39	66.67	39	66.67
221	WH-VH	32*	2*	3	0	1	1	0	0	0	0	7	32.6	46	46	100.00	42	109.52
222	VH-WH	10	1*	3	2	0	1	1	0	0	0	8	37.4	28	42	66.67	42	66.67
223	WH-VH	35	0	2	1	0	0	0	0	0	0	3	18.7	39	39	100.00	39	100.00
225	WH-VH	36	0	4	1	0	1	0	0	0	0	6	26.0	46	46	100.00	42	109.52
227	WH-VH	33	0	6	0	0	0	0	0	0	0	6	16.7	39	39	100.00	39	100.00
301	HY-NT	0	0	0	4	2	6	0	0	0	0	12	46.1	38	39	97.44	39	97.44
302	NT-HY	0	0	0	0	2	6	0	0	0	0	8	55.9	30	39	76.92	39	76.92
305	HY-NT	0	0	0	3	0	8	0	0	0	0	11	51.1	38	39	97.44	39	97.44
306	NT-HY	0	0	3	2	1	6	0	0	0	0	12	43.8	34	39	87.18	39	87.18
309	HY-NT	1	0	0	3	1	7	0	0	0	0	11	50.2	38	39	97.44	39	97.44
310	NT-HY	0	0	1	2	1	3	0	0	0	0	7	41.4	20	39	51.28	39	51.28
311	HY-NT	5	1*	1	1	2	6	0	0	0	0	11	57.0	41	41	100.00	39	105.13
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	1623	16	281	127	47	156	6	0	6	6	639	61.9	2998	3595	83.39	3506	85.51

* = 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: 5/27/2016

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	30	0	1	6	2	1	0	0	0	0	10	33.3	53	60	88.33	60	88.33
006	VH-WH	15	0	3	0	1	1	0	0	0	0	5	29.6	25	52	48.08	52	48.08
007	WH-VH	29	0	0	2	1	3	0	0	1	1	7	53.7	50	52	96.15	52	96.15
008	VH-WH	22	0	2	1	0	0	0	0	0	0	3	19.0	26	60	43.33	60	43.33
009	WH-VH	51	0	5	0	0	0	0	0	0	0	5	16.4	56	60	93.33	60	93.33
010	VH-WH	30	0	9	0	0	1	0	0	0	0	10	22.7	43	52	82.69	52	82.69
011	WH-OB	43	0	3	0	1	0	0	0	0	0	4	25.8	49	52	94.23	52	94.23
012	VH-WH	44	0	7	1	0	2	0	0	1	1	11	31.4	63	63	100.00	60	105.00
013	WH-VH	69	0	3	1	0	0	0	0	0	0	4	18.0	74	74	100.00	60	123.33
014	OB-WH	43	0	6	1	0	1	0	0	0	0	8	22.8	55	55	100.00	52	105.77
015	WH-OB	48	0	2	0	0	1	0	0	0	0	3	31.0	54	54	100.00	52	103.85
016	VH-WH	47	0	6	0	0	2	0	0	0	0	8	28.3	61	61	100.00	60	101.67
017	WH-VH	54*	0	5	0	1	1	0	0	1	1	8	32.4	69	69	100.00	60	115.00
018	OB-WH	21	0	4	5	1	2	0	0	0	0	12	30.3	46	52	88.46	52	88.46
019	WH-OB	43*	1*	3	0	0	0	0	0	0	0	4	25.0	49	52	94.23	52	94.23
020	VH-WH	30	1	10	6	1	0	0	0	0	0	18	23.4	56	60	93.33	60	93.33
021	WH-VH	53	0	2	0	0	0	0	0	0	0	2	19.0	55	60	91.67	60	91.67
022	OB-WH	28	0	3	1	2	0	0	0	0	0	6	30.0	39	52	75.00	52	75.00
023	WH-OB	43	0	6	0	0	0	1	0	0	0	7	24.0	54	54	100.00	52	103.85
024	VH-WH	27	1	10	2	0	0	0	0	1	1	14	23.9	44	60	73.33	60	73.33
025	WH-VH	54	0	3	0	0	0	0	0	0	0	3	17.0	57	60	95.00	60	95.00
026	OB-WH	24	0	2	0	0	0	0	0	0	0	2	16.0	26	52	50.00	52	50.00
027	WH-VH	55	0	2	1	0	0	0	0	0	0	3	17.7	59	59	100.00	52	113.46
028	VH-WH	6	0	4	1	0	1	0	0	0	0	6	28.5	16	60	26.67	60	26.67
029	WH-VH	47	0	4	0	0	1	0	0	0	0	5	27.0	55	60	91.67	60	91.67
030	VH-WH	8	0	1	0	0	0	0	0	0	0	1	17.0	9	52	17.31	52	17.31
031	WH-VH	45	0	2	0	0	0	0	0	0	0	2	17.5	47	52	90.38	52	90.38
032	VH-WH	1	0	0	0	0	0	0	0	0	0	0	.0	1	60	1.67	60	1.67
101	HY-NT	26*	1	3	3	3	1	0	0	0	0	11	32.1	50	50	100.00	50	100.00
102	NT-HY	22	0	5	1	0	5	0	0	0	0	11	38.3	49	52	94.23	52	94.23
103	HY-NT	33	0	1	1	0	3	0	0	1	1	6	54.8	50	52	96.15	52	96.15
104	NT-HY	11	0	4	2	0	4	0	0	0	0	10	36.4	35	50	70.00	50	70.00
105	HY-NT	32	0	2	0	0	4	0	0	0	0	6	46.5	50	50	100.00	50	100.00
106	NT-HY	24	0	5	3	1	3	0	0	1	1	13	34.7	52	52	100.00	52	100.00
107	HY-NT	48	3*	5	0	0	0	0	0	0	0	8	19.8	57	57	100.00	52	109.62
108	NT-HY	15	1*	6	3	0	4	0	0	0	0	14	35.4	45	50	90.00	50	90.00
109	HY-NT	33	1*	2	3	0	2	0	0	0	0	8	31.3	51	51	100.00	50	102.00
110	NT-HY	11	0	9	2	1	4	0	0	0	0	16	31.3	43	52	82.69	52	82.69
111	HY-NT	27	2	2	1	1	2	1	0	0	0	9	44.3	49	52	94.23	52	94.23
112	NT-HY	1	0	1	0	0	2	0	0	0	0	3	45.3	10	50	20.00	50	20.00
200	VH-WH	7	0	2	0	2	2	0	0	0	0	6	40.2	23	39	58.97	39	58.97
201	WH-VH	0	0	0	7	3	2	0	0	0	0	12	37.6	31	42	73.81	42	73.81
202	VH-WH	3	0	0	2	0	3	0	0	0	0	5	49.6	19	42	45.24	42	45.24
203	WH-VH	0	0	0	2	0	8	0	0	0	0	10	54.9	36	39	92.31	39	92.31
204	VH-WH	9	0	3	0	1	3	0	0	0	0	7	41.4	27	39	69.23	39	69.23
205	WH-VH	0	0	1	2	3	5	0	0	0	0	11	44.1	34	42	80.95	42	80.95
206	VH-WH	0	0	0	0	0	0	0	0	0	0	0	.0	0	42	.00	42	.00
207	WH-VH	21	0	1	1	0	3	0	0	0	0	5	47.0	36	39	92.31	39	92.31

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: 5/27/2016

SSA115
 PAGE: 0002
 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	TRLRS	1-SP	2-SP	3-SP	4-SP	5-SP	1-SP	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	1*	0	0	1	0	7	0	0	0	0	8	57.8	32	39	82.05	39	82.05
209	WH-VH	0	0	0	0	0	0	0	0	0	0	0	.0	0	42	.00	42	.00
210	VH-WH	0	0	0	0	0	0	0	0	0	0	0	.0	0	42	.00	42	.00
211	WH-OB	23	0	2	1	0	4	0	0	0	0	7	44.9	43	43	100.00	39	110.26
212	OB-WH	10	0	2	2	1	2	0	0	0	0	7	38.6	27	39	69.23	39	69.23
213	WH-VH	33	1*	0	1	0	2	0	0	0	0	4	50.3	45	45	100.00	42	107.14
214	VH-WH	7	0	6	0	1	4	0	0	0	0	11	35.3	32	42	76.19	42	76.19
215	WH-OB	31	0	3	1	0	1	0	0	0	0	5	29.4	40	40	100.00	39	102.56
216	OB-WH	8	0	4	5	2	0	0	0	0	0	11	27.0	28	39	71.79	39	71.79
217	WH-VH	37*	0	0	1	0	1	0	0	0	0	2	40.5	44	44	100.00	42	104.76
218	VH-WH	11	1	12	1	0	2	0	0	0	0	16	24.7	34	42	80.95	42	80.95
219	WH-OB	34	0	1	2	0	0	0	0	0	0	3	25.0	39	39	100.00	39	100.00
220	OB-WH	7	0	2	5	1	0	0	0	0	0	8	25.4	22	39	56.41	39	56.41
221	WH-VH	35	0	1	1	1	1	0	0	0	0	4	39.8	45	45	100.00	42	107.14
222	VH-WH	13	1*	3	1	0	0	0	0	0	0	5	24.8	20	42	47.62	42	47.62
223	WH-VH	38	0	1	0	0	0	0	0	0	0	1	17.0	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	39	1	4	0	0	0	0	0	0	0	5	19.0	44	44	100.00	42	104.76
226	VH-WH	0	0	0	0	0	0	0	0	0	0	0	.0	0	42	.00	42	.00
227	WH-VH	38	0	2	0	0	0	0	0	0	0	2	17.0	40	40	100.00	39	102.56
301	HY-NT	5	0	1	3	4	4	0	0	0	0	12	41.0	40	40	100.00	39	102.56
302	NT-HY	0	0	0	3	0	8	0	0	0	0	11	51.0	38	39	97.44	39	97.44
305	HY-NT	4	0	1	3	0	6	1	0	0	0	11	48.4	40	40	100.00	39	102.56
306	NT-HY	0	0	0	2	1	7	0	0	0	0	10	52.8	35	39	89.74	39	89.74
309	HY-NT	0	1*	1	3	0	6	1	0	0	0	12	50.7	38	39	97.44	39	97.44
310	NT-HY	3	0	1	2	5	3	0	0	0	0	11	41.1	35	39	89.74	39	89.74
403	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
404	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
405	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
406	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
407	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
408	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
409	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
410	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
411	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
412	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
DAY	TOTAL	1710	16	207	99	41	135	4	0	6	6	508	60.7	2838	3613	78.55	3548	79.99

* = AUTO OR TRAILER GREATER THEN 1-SPACE

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

RUN DATE: 1/09/17
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THE STEAMSHIP AUTHORITY
 OCCUPIED CAPACITY REPORT
 DATE: 5/28/2016

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	37	0	5	3	0	1	0	0	0	0	9	26.6	52	60	86.67	60	86.67
006	VH-WH	15	0	1	1	0	2	0	0	0	0	4	38.8	26	52	50.00	52	50.00
007	WH-VH	33	0	3	0	0	2	0	0	1	1	6	41.6	46	52	88.46	52	88.46
008	VH-WH	21	0	11	1	0	0	0	0	0	0	12	17.7	34	60	56.67	60	56.67
009	WH-VH	56	0	0	0	0	0	0	0	0	0	0	.0	56	60	93.33	60	93.33
010	VH-WH	37	0	6	0	1	0	0	0	0	0	7	22.1	46	52	88.46	52	88.46
011	WH-OB	54	0	2	0	0	0	0	0	0	0	2	18.0	56	56	100.00	52	107.69
012	VH-WH	47	0	8	0	0	0	0	0	1	1	9	21.0	57	60	95.00	60	95.00
013	WH-VH	54	0	2	0	0	0	0	0	0	0	2	16.0	56	60	93.33	60	93.33
014	OB-WH	30	0	5	0	0	0	0	0	0	0	5	18.4	35	52	67.31	52	67.31
015	WH-OB	52	0	2	1	0	0	0	0	0	0	3	19.0	56	56	100.00	52	107.69
016	VH-WH	28	0	5	0	0	1	0	0	0	0	6	25.0	37	60	61.67	60	61.67
017	WH-VH	53	0	5	0	0	0	0	0	1	1	6	23.8	60	60	100.00	60	100.00
018	OB-WH	16	0	1	2	0	0	0	0	0	0	3	25.7	21	52	40.38	52	40.38
019	WH-OB	45	0	2	0	0	0	0	0	0	0	2	17.5	47	52	90.38	52	90.38
020	VH-WH	13	0	3	0	0	0	0	0	0	0	3	18.0	16	60	26.67	60	26.67
021	WH-VH	53	1	7	0	1	0	0	0	0	0	9	22.8	64	64	100.00	60	106.67
022	OB-WH	18	0	2	2	0	0	0	0	0	0	4	21.5	24	52	46.15	52	46.15
023	WH-OB	48	0	4	0	0	0	0	0	0	0	4	17.0	52	52	100.00	52	100.00
024	VH-WH	8	0	1	0	0	0	0	0	1	1	2	53.0	11	60	18.33	60	18.33
025	WH-VH	54	1	6	1	0	0	0	0	0	0	8	19.6	63	63	100.00	60	105.00
026	OB-WH	6	0	1	1	0	0	0	0	0	0	2	23.5	9	52	17.31	52	17.31
027	WH-VH	44	2*	5	0	0	0	0	0	0	0	7	25.0	53	53	100.00	52	101.92
028	VH-WH	10	0	0	1	0	0	0	0	0	0	1	23.0	12	60	20.00	60	20.00
029	WH-VH	22	0	5	2	0	0	0	0	0	0	7	18.3	31	60	51.67	60	51.67
030	VH-WH	4	0	3	0	1	0	0	0	0	0	4	25.3	10	52	19.23	52	19.23
031	WH-VH	17	1*	3	0	0	0	0	0	0	0	4	24.0	22	52	42.31	52	42.31
032	VH-WH	7	0	1	0	0	0	0	0	0	0	1	19.0	8	60	13.33	60	13.33
101	HY-NT	13	0	2	1	1	5	0	0	0	0	9	44.3	40	50	80.00	50	80.00
102	NT-HY	18	0	6	0	0	4	0	0	0	0	10	35.7	40	52	76.92	52	76.92
103	HY-NT	30	2*	5	1	0	2	0	0	1	1	11	34.9	50	52	96.15	52	96.15
104	NT-HY	8	0	0	0	0	1	0	0	0	0	1	59.0	12	50	24.00	50	24.00
105	HY-NT	33	2*	4	1	1	0	0	0	0	0	8	30.5	47	50	94.00	50	94.00
106	NT-HY	10	0	1	0	0	4	1	0	1	1	7	60.7	34	52	65.38	52	65.38
107	HY-NT	26	0	7	1	1	2	0	0	0	0	11	30.5	46	52	88.46	52	88.46
108	NT-HY	1	2*	2	2	0	1	1	0	0	0	8	43.5	20	50	40.00	50	40.00
109	HY-NT	11	0	4	3	1	2	0	0	0	0	10	32.5	32	50	64.00	50	64.00
110	NT-HY	6	0	2	3	3	3	0	0	0	0	11	37.5	35	52	67.31	52	67.31
111	HY-NT	9	0	4	0	0	0	1	0	0	0	5	28.4	18	52	34.62	52	34.62
112	NT-HY	0	0	0	1	0	0	0	0	0	0	1	32.0	2	50	4.00	50	4.00
200	VH-WH	3	2*	2	2	1	0	0	0	0	0	7	34.2	16	39	41.03	39	41.03
201	WH-VH	0	0	0	5	0	5	0	0	0	0	10	45.8	30	42	71.43	42	71.43
202	VH-WH	6*	0	4	1	0	2	0	0	0	0	7	31.7	21	42	50.00	42	50.00
203	WH-VH	0	2*	2	2	3	3	0	0	0	0	12	44.8	31	39	79.49	39	79.49
204	VH-WH	13	0	2	0	0	2	0	0	0	0	4	39.3	23	39	58.97	39	58.97
205	WH-VH	26	0	3	2	0	0	0	0	0	0	5	21.2	33	42	78.57	42	78.57
206	VH-WH	0	0	0	3	0	5	0	0	0	0	8	48.0	26	42	61.90	42	61.90
207	WH-VH	26	0	2	0	0	3	0	0	0	0	5	43.8	40	40	100.00	39	102.56

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: 5/28/2016

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	VH-WH	22	0	5	0	0	2	0	0	0	0	7	29.9	35	39	89.74	39	89.74
209	WH-VH	39	1*	1	1	1	0	0	0	0	0	4	34.7	47	47	100.00	42	111.90
210	VH-WH	15	1*	2	0	0	3	0	0	0	0	8	44.3	35	42	83.33	42	83.33
211	WH-OB	34	0	3	0	0	0	0	0	0	0	3	18.3	37	39	94.87	39	94.87
212	OB-WH	6	0	0	2	1	0	0	0	0	0	3	31.0	13	39	33.33	39	33.33
213	WH-VH	26	0	5	0	0	3	0	0	0	0	8	33.3	43	43	100.00	42	102.38
214	VH-WH	8	1*	3	1	0	0	0	0	0	0	5	24.8	15	42	35.71	42	35.71
215	WH-OB	35	0	2	1	0	0	0	0	0	0	3	23.0	39	39	100.00	39	100.00
216	OB-WH	5	0	1	2	0	0	0	0	0	0	3	24.0	10	39	25.64	39	25.64
217	WH-VH	43	0	3	0	0	0	0	0	0	0	3	18.3	46	46	100.00	42	109.52
218	VH-WH	9	0	3	0	0	0	0	0	0	0	3	16.7	12	42	28.57	42	28.57
219	WH-OB	28	1*	7	0	0	0	0	0	0	0	8	21.7	37	39	94.87	39	94.87
220	OB-WH	1	0	0	1	0	0	0	0	0	0	1	28.0	3	39	7.69	39	7.69
221	WH-VH	37	1	7	1	0	0	0	0	0	0	9	17.5	47	47	100.00	42	111.90
222	VH-WH	9	0	2	0	0	0	0	0	0	0	2	18.5	11	42	26.19	42	26.19
223	WH-VH	29	0	11	0	0	0	0	0	0	0	11	17.5	40	40	100.00	39	102.56
224	VH-WH	0	0	0	0	0	0	0	0	0	0	0	.0	0	39	.00	39	.00
225	WH-VH	36	0	5	0	0	0	0	0	0	0	5	18.0	41	42	97.62	42	97.62
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	4	2	4	1	0	0	0	12	45.5	39	39	100.00	39	100.00
302	NT-HY	3	0	2	1	0	4	0	0	0	0	7	44.4	23	39	58.97	39	58.97
305	HY-NT	7	0	3	2	4	2	1	0	0	0	12	37.3	39	39	100.00	39	100.00
306	NT-HY	0	0	0	2	2	1	0	0	0	0	5	38.2	14	39	35.90	39	35.90
309	HY-NT	11	0	3	1	3	1	0	0	0	0	8	27.1	29	39	74.36	39	74.36
310	NT-HY	0	0	0	1	0	0	0	0	0	0	1	23.0	2	39	5.13	39	5.13
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		1526	21	219	65	27	70	5	0	6	6	413	70.9	2313	3581	64.59	3548	65.19

* = 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: 5/29/2016

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	0	0	0	0	0	0	0	0	0	0	0	.0	0	60	.00	60	.00
006	VH-WH	6	1*	3	0	0	1	0	0	0	0	5	33.5	15	52	28.85	52	28.85
007	WH-VH	5	0	1	0	0	1	0	0	0	0	2	39.0	10	52	19.23	52	19.23
008	VH-WH	15	1	3	0	0	1	0	0	0	0	5	32.5	23	60	38.33	60	38.33
009	WH-VH	37	0	2	0	0	1	0	0	0	0	3	32.0	43	60	71.67	60	71.67
010	VH-WH	36	1*	4	1	0	0	0	0	0	0	6	24.4	44	52	84.62	52	84.62
011	WH-OB	50	0	0	0	0	0	0	0	0	0	0	.0	50	52	96.15	52	96.15
012	VH-WH	39	0	5	0	0	0	0	0	0	0	5	18.4	44	60	73.33	60	73.33
013	WH-VH	43	0	7	1	1	0	0	0	0	0	9	20.2	55	60	91.67	60	91.67
014	OB-WH	24	0	4	0	0	0	0	0	0	0	4	18.5	28	52	53.85	52	53.85
015	WH-OB	40	0	3	0	0	0	0	0	0	0	3	17.0	43	52	82.69	52	82.69
016	VH-WH	32	0	2	0	0	1	0	0	0	0	3	33.3	38	60	63.33	60	63.33
017	WH-VH	44	0	4	1	0	0	0	0	0	0	5	19.2	50	60	83.33	60	83.33
018	OB-WH	21	0	0	0	0	0	0	0	0	0	0	.0	21	52	40.38	52	40.38
019	WH-OB	40	0	2	0	0	0	0	0	0	0	2	17.0	42	52	80.77	52	80.77
020	VH-WH	30	0	1	0	0	0	0	0	0	0	1	19.0	31	60	51.67	60	51.67
021	WH-VH	40	0	6	0	0	0	0	0	0	0	6	18.3	46	60	76.67	60	76.67
022	OB-WH	28	0	4	0	0	0	0	0	0	0	4	17.3	32	52	61.54	52	61.54
023	WH-OB	37	1	8	0	0	0	0	0	0	0	9	20.3	46	52	88.46	52	88.46
024	VH-WH	41	0	6	0	0	0	0	0	0	0	6	17.2	47	60	78.33	60	78.33
025	WH-VH	31	1*	8	0	0	0	0	0	0	0	9	20.4	41	60	68.33	60	68.33
026	OB-WH	51	0	1	0	0	0	0	0	0	0	1	16.0	52	52	100.00	52	100.00
027	WH-VH	28	0	2	0	0	0	0	0	0	0	2	16.5	30	52	57.69	52	57.69
028	VH-WH	54	0	4	0	0	0	0	0	0	0	4	17.0	58	60	96.67	60	96.67
029	WH-VH	28	0	4	0	0	0	0	0	0	0	4	18.5	32	60	53.33	60	53.33
030	VH-WH	40	1*	1	0	0	0	0	0	0	0	2	40.0	43	52	82.69	52	82.69
031	WH-VH	14	0	2	0	0	0	0	0	0	0	2	17.0	16	52	30.77	52	30.77
032	VH-WH	32	0	4	0	0	0	0	0	0	0	4	17.5	36	60	60.00	60	60.00
101	HY-NT	2	0	3	1	3	3	0	0	0	0	10	37.5	28	50	56.00	50	56.00
102	NT-HY	6	0	2	0	0	1	0	0	0	0	4	41.0	17	52	32.69	52	32.69
103	HY-NT	11	0	0	0	0	1	0	0	0	0	1	59.0	15	52	28.85	52	28.85
104	NT-HY	10	0	2	1	0	1	0	0	0	0	4	30.0	18	50	36.00	50	36.00
105	HY-NT	16	0	3	2	0	2	0	0	0	0	7	31.9	31	50	62.00	50	62.00
106	NT-HY	12	0	2	1	0	1	0	0	0	0	4	29.0	20	52	38.46	52	38.46
107	HY-NT	17	0	2	0	0	0	0	0	0	0	2	16.5	19	52	36.54	52	36.54
108	NT-HY	4	0	3	0	1	1	0	0	0	0	5	30.0	14	50	28.00	50	28.00
109	HY-NT	22	0	4	0	0	1	0	0	0	0	5	26.8	30	50	60.00	50	60.00
110	NT-HY	6	0	1	2	2	0	1	0	0	0	6	36.0	22	52	42.31	52	42.31
111	HY-NT	14	0	3	1	0	2	0	0	0	0	6	33.0	27	52	51.92	52	51.92
112	NT-HY	3	0	0	1	0	1	0	0	0	0	2	42.5	9	50	18.00	50	18.00
200	VH-WH	4	1*	4	0	0	0	0	0	0	0	5	22.5	10	39	25.64	39	25.64
201	WH-VH	4	0	2	1	0	0	0	0	0	0	3	20.3	8	42	19.05	42	19.05
202	VH-WH	7	0	2	0	0	1	0	0	0	0	3	31.3	13	42	30.95	42	30.95
203	WH-VH	2	0	1	0	0	0	0	0	0	0	1	19.0	3	39	7.69	39	7.69
204	VH-WH	9	0	1	1	0	0	0	0	0	0	2	18.5	12	39	30.77	39	30.77
205	WH-VH	11	0	1	0	0	1	0	0	0	0	2	37.5	16	42	38.10	42	38.10
206	VH-WH	6	1	5	0	0	0	0	0	0	0	6	19.0	12	42	28.57	42	28.57
207	WH-VH	6	0	2	0	0	0	0	0	0	0	2	17.5	8	39	20.51	39	20.51

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: 5/29/2016

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	VH-WH	2	0	2	1	0	0	0	0	0	0	3	19.7	6	39	15.38	39	15.38
209	WH-VH	33	0	2	0	0	0	0	0	0	0	2	17.0	35	42	83.33	42	83.33
210	VH-WH	15	0	1	1	0	0	0	0	0	0	2	26.0	18	42	42.86	42	42.86
211	WH-OB	22	0	0	0	0	0	0	0	0	0	0	.0	22	39	56.41	39	56.41
212	OB-WH	20	0	1	0	0	0	0	0	0	0	1	19.0	21	39	53.85	39	53.85
213	WH-VH	40	1*	3	1	0	0	0	0	0	0	5	23.8	47	47	100.00	42	111.90
214	VH-WH	25	0	0	0	0	0	0	0	0	0	0	.0	25	42	59.52	42	59.52
215	WH-OB	11*	0	1	0	0	0	0	0	0	0	1	19.0	13	39	33.33	39	33.33
216	OB-WH	20	0	1	1	0	0	0	0	0	0	2	19.5	23	39	58.97	39	58.97
217	WH-VH	10	2*	3	0	0	0	0	0	0	0	5	35.3	17	42	40.48	42	40.48
218	VH-WH	35	0	2	0	0	0	0	0	0	0	2	18.0	37	42	88.10	42	88.10
219	WH-OB	6	1*	3	0	0	0	0	0	0	0	4	25.7	11	39	28.21	39	28.21
220	OB-WH	31	0	1	0	0	0	0	0	0	0	1	18.0	32	39	82.05	39	82.05
221	WH-VH	11	0	0	0	0	0	0	0	0	0	0	.0	11	42	26.19	42	26.19
222	VH-WH	32	2*	7	0	0	0	1	0	0	0	10	29.4	48	48	100.00	42	114.29
223	WH-VH	11	0	1	0	0	2	0	0	0	0	3	46.3	20	39	51.28	39	51.28
224	VH-WH	34	0	2	0	0	0	0	0	0	0	2	18.5	36	39	92.31	39	92.31
225	WH-VH	22	0	4	0	0	0	0	0	0	0	4	18.0	26	42	61.90	42	61.90
226	VH-WH	39	0	5	2	0	0	0	0	0	0	7	19.1	48	48	100.00	42	114.29
227	WH-VH	5	0	1	0	0	0	0	0	0	0	1	19.0	6	39	15.38	39	15.38
305	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	39	.00	39	.00
306	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	39	.00	39	.00
309	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	39	.00	39	.00
310	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	39	.00	39	.00
403	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
404	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
405	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
406	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
407	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
408	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
409	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
410	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
411	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
412	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
DAY	TOTAL	1482	14	174	20	7	23	3	0	0	0	241	107.9	1850	3487	53.05	3470	53.31

* = 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: 5/30/2016

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	3	0	2	1	1	0	0	0	0	0	4	29.0	10	60	16.67	60	16.67
006	VH-WH	39	0	6	0	0	2	0	0	0	0	8	27.8	53	53	100.00	52	101.92
007	WH-VH	6	0	2	0	0	2	0	0	0	0	4	37.8	16	52	30.77	52	30.77
008	VH-WH	49	0	7	0	0	0	0	0	0	0	7	17.6	56	60	93.33	60	93.33
009	WH-VH	3	0	0	0	0	0	0	0	0	0	0	.0	3	60	5.00	60	5.00
010	VH-WH	50	0	0	1	1	0	0	0	0	0	2	34.0	55	55	100.00	52	105.77
011	WH-OB	11	1*	6	0	0	0	0	0	0	0	7	22.3	19	52	36.54	52	36.54
012	VH-WH	53*	0	2	0	0	0	0	0	0	0	2	16.0	56	60	93.33	60	93.33
013	WH-VH	30	0	5	0	0	0	0	0	0	0	5	17.6	35	60	58.33	60	58.33
014	OB-WH	50*	0	2	0	0	0	0	0	0	0	2	16.5	53	53	100.00	52	101.92
015	WH-OB	31	0	6	1	0	1	0	0	0	0	8	23.8	43	52	82.69	52	82.69
016	VH-WH	51	0	3	0	0	0	0	0	0	0	3	18.0	54	60	90.00	60	90.00
017	WH-VH	28	1*	10	0	0	0	0	0	0	0	11	19.7	40	60	66.67	60	66.67
018	OB-WH	48	1*	2	0	0	0	0	0	0	0	3	28.0	52	52	100.00	52	100.00
019	WH-OB	43	0	11	0	0	0	0	0	0	0	11	17.6	54	54	100.00	52	103.85
020	VH-WH	49	1	0	3	0	0	0	0	0	0	4	33.3	56	60	93.33	60	93.33
021	WH-VH	37	0	9	1	0	0	0	0	0	0	10	18.1	48	60	80.00	60	80.00
022	OB-WH	51	0	1	0	0	0	0	0	0	0	1	17.0	52	52	100.00	52	100.00
023	WH-OB	45	0	5	0	0	0	0	0	0	0	5	17.0	50	52	96.15	52	96.15
024	VH-WH	56	0	0	0	0	0	0	0	0	0	0	.0	56	60	93.33	60	93.33
025	WH-VH	32	1*	4	0	0	0	0	0	0	0	5	23.3	38	60	63.33	60	63.33
026	OB-WH	52	0	1	0	0	0	0	0	0	0	1	17.0	53	53	100.00	52	101.92
027	WH-VH	29	0	4	0	0	0	0	0	0	0	4	16.8	33	52	63.46	52	63.46
028	VH-WH	54	0	2	0	0	0	0	0	0	0	2	19.0	56	60	93.33	60	93.33
029	WH-VH	15	0	4	0	0	0	0	0	0	0	4	17.0	19	60	31.67	60	31.67
030	VH-WH	47	0	4	0	0	0	0	0	0	0	4	17.8	51	52	98.08	52	98.08
031	WH-VH	13	0	4	0	0	0	0	0	0	0	4	18.0	17	52	32.69	52	32.69
032	VH-WH	38	0	0	0	0	0	0	0	0	0	0	.0	38	60	63.33	60	63.33
101	HY-NT	4	0	1	1	1	2	0	0	0	0	5	39.2	18	50	36.00	50	36.00
102	NT-HY	17*	0	2	1	0	3	0	0	0	0	6	39.2	34	52	65.38	52	65.38
103	HY-NT	14	2*	4	0	0	1	0	0	0	0	7	40.2	27	52	51.92	52	51.92
104	NT-HY	29	0	2	1	0	2	0	0	0	0	5	35.0	41	50	82.00	50	82.00
105	HY-NT	12	0	5	2	0	0	0	0	0	0	7	19.7	21	50	42.00	50	42.00
106	NT-HY	33	1	8	2	0	0	0	0	0	0	11	20.4	46	52	88.46	52	88.46
107	HY-NT	34	2*	8	2	1	0	0	0	0	0	13	23.1	52	52	100.00	52	100.00
108	NT-HY	35	0	3	1	1	0	0	0	0	0	5	24.6	43	50	86.00	50	86.00
109	HY-NT	28	0	6	0	0	0	0	0	0	0	6	18.5	34	50	68.00	50	68.00
110	NT-HY	28	0	3	3	2	1	0	0	0	0	9	29.4	47	52	90.38	52	90.38
111	HY-NT	18	1*	3	0	0	0	0	0	0	0	4	30.3	23	52	44.23	52	44.23
112	NT-HY	12*	1*	1	0	0	0	0	0	0	0	2	17.0	16	50	32.00	50	32.00
200	VH-WH	25	0	3	0	0	1	0	0	0	0	4	28.0	32	39	82.05	39	82.05
201	WH-VH	0	0	1	5	2	1	1	0	0	0	10	40.3	26	42	61.90	42	61.90
202	VH-WH	37	1*	5	1	1	0	0	0	0	0	8	24.1	49	49	100.00	42	116.67
203	WH-VH	0	0	0	0	0	2	0	0	0	0	2	59.0	8	39	20.51	39	20.51
204	VH-WH	25	0	4	0	0	1	0	0	0	0	5	27.2	33	39	84.62	39	84.62
205	WH-VH	0	0	0	0	0	1	0	0	0	0	1	59.0	4	42	9.52	42	9.52
206	VH-WH	40	0	2	1	0	0	0	0	0	0	3	21.7	44	44	100.00	42	104.76
207	WH-VH	3	0	2	0	0	0	0	0	0	0	2	19.0	5	39	12.82	39	12.82

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: 5/30/2016

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	VH-WH	0	0	0	0	1	5	0	0	0	0	6	58.2	23	39	58.97	39	58.97
209	WH-VH	5	0	1	0	0	0	0	0	0	0	1	16.0	6	42	14.29	42	14.29
210	VH-WH	42	0	2	0	0	0	0	0	0	0	2	19.0	44	44	100.00	42	104.76
211	WH-OB	2	0	0	0	0	0	0	0	0	0	0	.0	2	39	5.13	39	5.13
212	OB-WH	32	1*	0	1	0	0	0	0	0	0	2	22.0	36	39	92.31	39	92.31
213	WH-VH	4	0	1	0	0	0	0	0	0	0	1	20.0	5	42	11.90	42	11.90
214	VH-WH	39	0	1	2	0	0	0	0	0	0	3	28.7	44	44	100.00	42	104.76
215	WH-OB	8	0	1	0	0	1	0	0	0	0	2	38.0	13	39	33.33	39	33.33
216	OB-WH	35	0	0	0	1	0	0	0	0	0	1	36.0	38	39	97.44	39	97.44
217	WH-VH	11	0	2	0	0	0	0	0	0	0	2	19.0	13	42	30.95	42	30.95
218	VH-WH	38	1*	3	0	0	0	0	0	0	0	4	24.7	43	43	100.00	42	102.38
219	WH-OB	9	0	1	0	0	0	0	0	0	0	1	16.0	10	39	25.64	39	25.64
220	OB-WH	37*	0	2	0	0	0	0	0	0	0	2	17.5	40	40	100.00	39	102.56
221	WH-VH	4	0	2	0	0	1	0	0	0	0	3	34.0	10	42	23.81	42	23.81
222	VH-WH	44	0	1	0	0	0	0	0	0	0	1	15.0	45	45	100.00	42	107.14
223	WH-VH	8	0	2	0	0	0	0	0	0	0	2	19.5	10	39	25.64	39	25.64
224	VH-WH	37	0	4	0	0	0	0	0	0	0	4	17.8	41	41	100.00	39	105.13
225	WH-VH	5	0	3	1	0	0	0	0	0	0	4	19.0	10	42	23.81	42	23.81
226	VH-WH	40	0	5	1	0	0	0	0	0	0	6	18.0	47	47	100.00	42	111.90
301	HY-NT	0	0	0	3	5	4	0	0	0	0	12	43.5	37	39	94.87	39	94.87
302	NT-HY	5	0	1	0	1	2	0	0	0	0	4	46.0	17	39	43.59	39	43.59
305	HY-NT	0	0	0	2	0	0	0	0	0	0	2	25.5	4	39	10.26	39	10.26
306	NT-HY	0	0	0	2	4	5	0	0	0	0	11	47.9	36	39	92.31	39	92.31
309	HY-NT	1	0	1	0	0	1	1	0	0	0	3	49.7	11	39	28.21	39	28.21
310	NT-HY	0	1*	1	1	0	0	0	0	0	0	3	29.0	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
498	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	350	.00	350	.00
DAY	TOTAL	1813	16	199	40	22	39	2	0	0	0	318	80.4	2359	3892	60.61	3859	61.13

* = 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: 5/31/2016

SSA115
 PAGE: 0001
 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	TRLRS	1-SP	2-SP	3-SP	4-SP	5-SP	1-SP	U.S. MAIL 2-SP	TOTAL	TOTAL TRKS	AVG TRUCK LGTH.	TOTAL SPACE OCCUP	TOTAL SPACE CAPAC	PCT OCCUP CAPAC	NOMIN CAPAC	TOTAL NOMINAL CAPAC
005	WH-VH	5	0	10	6	2	4	0	0	0	0	22	30.7	49	60	81.67	60	81.67
006	VH-WH	39	0	4	3	0	1	0	0	0	0	8	25.5	53	53	100.00	52	101.92
007	WH-VH	5	2*	16	6	1	2	0	0	1	1	28	26.7	49	52	94.23	52	94.23
008	VH-WH	52	0	5	0	0	0	0	0	0	0	5	18.0	57	60	95.00	60	95.00
009	WH-VH	10	0	6	4	1	3	0	0	1	1	15	32.5	41	60	68.33	60	68.33
010	VH-WH	50	0	4	0	0	0	0	0	0	0	4	17.0	54	54	100.00	52	103.85
011	WH-OB	20	2*	7	5	0	0	0	0	0	0	14	23.0	40	52	76.92	52	76.92
012	VH-WH	52	0	3	1	0	0	0	0	1	1	5	29.0	59	60	98.33	60	98.33
013	WH-VH	33*	1	6	2	0	1	0	0	0	0	10	23.4	49	60	81.67	60	81.67
014	OB-WH	43	0	7	0	0	0	0	0	1	1	8	22.9	52	52	100.00	52	100.00
015	WH-OB	41	0	4	3	1	0	0	0	0	0	8	24.4	54	54	100.00	52	103.85
016	VH-WH	50*	0	4	2	0	0	0	0	0	0	6	21.3	59	60	98.33	60	98.33
017	WH-VH	38	2*	6	0	0	2	0	0	1	1	11	38.4	58	60	96.67	60	96.67
018	OB-WH	44	0	0	1	1	1	0	0	0	0	3	47.3	53	53	100.00	52	101.92
019	WH-OB	48	0	9	0	1	1	0	0	0	0	11	23.4	64	64	100.00	52	123.08
020	VH-WH	47	0	4	1	2	0	0	0	0	0	7	26.6	59	60	98.33	60	98.33
021	WH-VH	36	0	4	2	0	0	0	0	0	0	6	19.8	44	60	73.33	60	73.33
022	OB-WH	49	0	2	1	0	0	0	0	0	0	3	23.0	53	53	100.00	52	101.92
023	WH-OB	20	0	9	2	0	1	0	0	0	0	12	22.0	37	52	71.15	52	71.15
024	VH-WH	53	0	4	0	0	1	0	0	1	1	6	33.4	63	63	100.00	60	105.00
025	WH-VH	47	0	2	2	0	1	0	0	0	0	5	27.2	57	60	95.00	60	95.00
026	OB-WH	40*	2*	4	3	0	0	0	0	0	0	9	24.7	54	54	100.00	52	103.85
027	WH-VH	32	0	1	1	0	0	0	0	0	0	2	25.5	35	52	67.31	52	67.31
028	VH-WH	51	1*	3	0	0	1	0	0	0	0	5	35.0	60	60	100.00	60	100.00
029	WH-VH	18	0	5	0	0	0	0	0	0	0	5	16.6	23	60	38.33	60	38.33
030	VH-WH	44	0	1	2	0	0	0	0	0	0	3	20.3	49	52	94.23	52	94.23
031	WH-VH	22	0	4	0	0	0	0	0	0	0	4	18.5	26	52	50.00	52	50.00
032	VH-WH	20	0	6	2	0	1	0	0	0	0	9	23.1	34	60	56.67	60	56.67
101	HY-NT	12	0	5	4	3	2	0	0	0	0	14	32.0	42	50	84.00	50	84.00
102	NT-HY	16	0	3	0	0	7	0	0	0	0	10	47.6	47	52	90.38	52	90.38
103	HY-NT	12	0	11	3	1	4	0	0	1	1	20	30.6	50	52	96.15	52	96.15
104	NT-HY	30	0	2	1	0	1	0	0	0	0	4	30.5	38	50	76.00	50	76.00
105	HY-NT	19	0	6	2	0	2	0	0	0	0	10	26.9	37	50	74.00	50	74.00
106	NT-HY	28	0	5	2	0	2	1	0	1	1	11	37.4	52	52	100.00	52	100.00
107	HY-NT	42*	1*	8	1	0	0	0	0	0	0	10	21.4	55	55	100.00	52	105.77
108	NT-HY	27	0	6	3	3	0	0	0	0	0	12	26.5	48	50	96.00	50	96.00
109	HY-NT	16	1	2	4	0	4	0	0	0	0	11	41.2	43	50	86.00	50	86.00
110	NT-HY	14	0	9	3	1	2	0	0	0	0	15	26.8	40	52	76.92	52	76.92
111	HY-NT	12	0	6	0	1	6	0	0	0	0	13	41.2	45	52	86.54	52	86.54
112	NT-HY	3	0	0	2	0	1	0	0	0	0	3	40.0	11	50	22.00	50	22.00
200	VH-WH	27	0	3	0	0	2	0	0	0	0	5	36.0	38	39	97.44	39	97.44
201	WH-VH	0	0	0	4	4	1	0	0	0	0	9	35.7	24	42	57.14	42	57.14
202	VH-WH	1	1*	3	1	2	3	0	0	0	0	10	44.1	27	42	64.29	42	64.29
203	WH-VH	0	0	0	2	0	5	0	0	0	0	7	51.0	24	39	61.54	39	61.54
204	VH-WH	26	0	5	0	1	1	0	0	0	0	7	28.0	38	39	97.44	39	97.44
205	WH-VH	0	0	0	2	0	3	0	0	0	0	5	46.4	16	42	38.10	42	38.10
206	VH-WH	27	0	2	0	0	3	0	0	0	0	5	44.0	41	42	97.62	42	97.62
207	WH-VH	0	0	0	2	1	0	0	0	0	0	3	27.3	7	39	17.95	39	17.95

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: 5/31/2016

SSA115
 PAGE: 0002
 REQUESTED BY: MARKR

TRP	ROUTE	TOTAL AUTOS	----- TRLRS	1-SP	TRUCKS 2-SP	3-SP	4-SP	5-SP	1-SP	U.S. MAIL 2-SP	----- TOTAL	TOTAL TRKS	AVG TRUCK LGTH.	TOTAL SPACE OCCUP	TOTAL SPACE CAPAC	PCT OCCUP CAPAC	NOMIN CAPAC	TOTAL NOMINAL CAPAC
208	VH-WH	2	0	1	2	1	6	0	0	0	0	10	49.7	34	39	87.18	39	87.18
209	WH-VH	1	0	0	3	2	2	0	0	0	0	7	43.9	21	42	50.00	42	50.00
210	VH-WH	24	0	3	0	0	4	0	0	0	0	7	41.7	43	43	100.00	42	102.38
211	WH-OB	2	0	1	0	0	2	0	0	0	0	3	44.3	11	39	28.21	39	28.21
212	OB-WH	23	0	2	0	1	3	0	0	0	0	6	42.7	40	40	100.00	39	102.56
213	WH-VH	3	0	0	0	0	2	0	0	0	0	2	59.0	11	42	26.19	42	26.19
214	VH-WH	26	0	1	2	0	3	0	0	0	0	6	42.8	43	43	100.00	42	102.38
215	WH-OB	15	0	4	2	1	0	0	0	0	0	7	23.4	26	39	66.67	39	66.67
216	OB-WH	27	0	0	2	3	0	0	0	0	0	5	30.6	40	40	100.00	39	102.56
217	WH-VH	14	4*	6	0	0	1	0	0	0	0	11	39.3	32	42	76.19	42	76.19
218	VH-WH	22	0	4	3	0	1	0	0	0	0	8	26.6	36	42	85.71	42	85.71
219	WH-OB	16	1	3	1	0	0	0	0	0	0	5	18.5	22	39	56.41	39	56.41
220	OB-WH	25	0	1	6	0	0	0	0	0	0	7	26.0	38	39	97.44	39	97.44
221	WH-VH	10	1	0	0	1	1	0	0	0	0	3	53.0	18	42	42.86	42	42.86
222	VH-WH	35	0	4	1	0	0	0	0	0	0	5	21.0	41	42	97.62	42	97.62
223	WH-VH	11	0	1	0	0	0	0	0	0	0	1	18.0	12	39	30.77	39	30.77
301	HY-NT	0	0	0	2	0	8	0	0	0	0	10	52.6	36	39	92.31	39	92.31
302	NT-HY	0	0	0	1	1	5	1	0	0	0	8	55.5	30	39	76.92	39	76.92
305	HY-NT	1	0	2	3	0	7	0	0	0	0	12	45.5	37	39	94.87	39	94.87
306	NT-HY	0	0	1	1	0	8	0	0	0	0	10	53.6	35	39	89.74	39	89.74
309	HY-NT	7	1*	1	2	2	5	0	0	0	0	11	48.2	40	40	100.00	39	102.56
310	NT-HY	0	0	0	1	3	6	0	0	0	0	10	52.1	35	39	89.74	39	89.74
403	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
404	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
405	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
406	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
407	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
408	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
409	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
410	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
411	HY-NT	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
412	NT-HY	0	0	0	0	0	0	0	0	0	0	0	.0	0	0	.00	0	.00
DAY TOTAL		1585	20	251	117	41	133	2	0	8	8	572	61.8	2789	3418	81.60	3386	82.37

* = 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)