

MONTHLY RIDERSHIP AND PERFORMANCE REPORT

April 2021



NICTD

APRIL, 2021 MONTHLY PERFORMANCE REPORT

Ridership

Ridership for the month of April has increased more than four times what it was in 2020. This year 63,138 passengers traveled on the South Shore Line (SSL) while April of 2020 recorded a total of 15,714 passenger trips. As the SSL continues to build ridership 2019 ridership is used as a benchmark in tracking the return of ridership. April 2021 ridership was down 77.3% when compared to April of 2019.

Weekday Travel

Average weekday travel was up three and a half times the 2020 ridership but down 79.1% from 2019. Average weekday passenger was 2,337 in 2021, 627 in 2020, and 11,182 in 2019. The average peak travel was down 84.0% in 2021 compared to 2019 while off-peak was down 64.7% compared to 2019.

Weekend

Average weekend ridership was six times higher than what was reported in 2020. An average of 1,465 passengers carried per weekend day in April 2021. Ridership was down 62.8% in comparison to 2019 ridership.

Analysis over last 12 months:

Ridership Over Last 12 Months: May through April							
	2017/18	2018/19	% Change	2019/20	% Change	2020/21	% Change
Total	3,449,091	3,340,743	-3.14%	2,932,297	-12.23%	546,945	-81.35%
Weekday	2,918,153	2,837,136	-2.78%	2,497,099	-11.99%	451,450	-81.92%
Peak	2,105,848	2,069,304	-1.74%	1,822,309	-11.94%	277,552	-84.77%
Off Peak	812,305	767,832	-5.47%	674,790	-12.12%	173,898	-74.23%
Weekend	530,938	503,607	-5.15%	435,198	-13.58%	95,495	-78.06%
South Bend	261,938	240,700	-8.11%	210,026	-12.74%	68,630	-67.32%

Revenue

The number of tickets sold in April has decreased 56.0% for April of 2021 compared to 2020. Ticket revenue is down 72.1% for 2021 compared to 2020. Sales from digital sources represents 62.4% of ticket sales and 69.0% of revenue in 2020.

Total Ticket Sales: April						
Method of Sale	Tickets			Revenue		
	2020	2021	% Change	2020	2021	% Change
Ticket Agent	30,087	13,049	-56.6%	1,002,771	199,624	-80.1%
Vending Machine	74,752	25,225	-66.3%	1,543,612	358,853	-76.8%
Conductor	51,402	28,587	-44.4%	389,831	207,140	-46.9%
Mobile App	95,762	43,948	-54.1%	1,805,454	558,474	-69.1%
Total	252,003	110,809	-56.0%	4,741,668	1,324,091	-72.1%

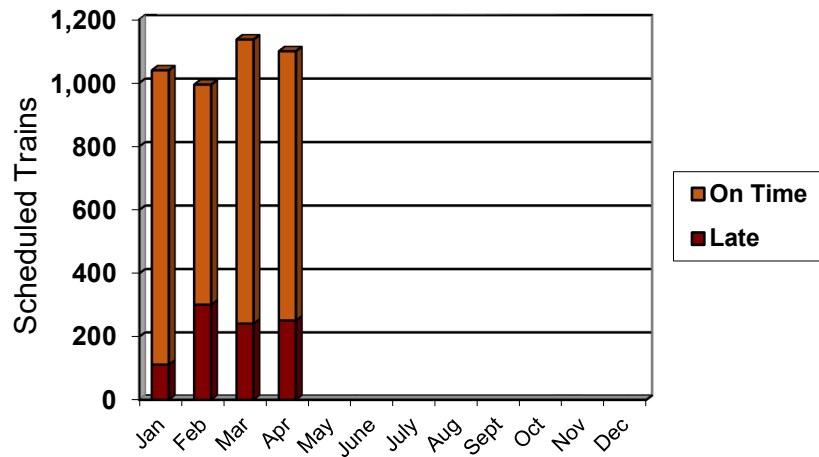
On Time Performance

Rush hour – Overall, 82.1% of A.M. and P.M. rush hour trains were on time in April 2021, compared to 80.1% in April of 2020. A train is considered to be on time when it arrives at its terminal within 5 minutes and 59 seconds of its scheduled arrival time (industry standard). 90.6% of all rush hour trains arrived at their terminal station within 10 minutes of the scheduled arrival time. 85.4% of westbound morning rush hour service was on time compared to 84.1% in April 2020; while eastbound rush hour trains reported an on time performance of 78.4% compared to 76.1% in April 2020. A total of 29 out of 198 westbound rush hour trains were delayed in April. Of those 29, 9 experienced delays greater than 15 minutes. The eastbound rush hour trains had a total of 38 out of 176 trains delayed in April. Of those 38, 10 experienced delays greater than 15 minutes.¹

RANGE OF RUSH HOUR DELAYS (in minutes)				
April				
Range	a.m.	p.m.	Total	Percent
6-10	11	21	32	8.6%
11-15	9	7	16	4.3%
16-20	6	4	10	2.7%
21-30	2	4	6	1.6%
31-59	1	2	3	0.8%
60+	0	0	0	0.0%
Annulled	0	0	0	
On Time	169	138	307	
Total Ran	198	176	374	

¹ Weekday rush-hour trains operate 9 westbound and 8 eastbound per day.

Overall – The SSL scheduled 1,106 trains in April and experienced 252 delays in excess of 5 minutes (ranging from 6-122 minutes) with a median delay of 13 minutes. April of 2021 experienced 6 annulled trains. In April 2020 the South Shore Line scheduled 688 trains with 110 delays in excess of 5 minutes (ranging from 6-60 minutes) with a median delay of 12 minutes. April of 2020 experienced no annulled trains.



Cumulative On Time Comparison		
<i>Thru April</i>	2020	2021
Weekday	91.5%	78.7%
Peak	92.8%	78.9%
Off-peak	90.7%	78.6%
Weekend	62.6%	78.9%
Overall	89.8%	78.8%

Delays caused by railroad maintenance. Besides the unexpected delays, passengers may also experience delays caused by railroad construction and maintenance projects. Every effort is made to schedule this work during off-peak and weekends to keep the impact of delays to a minimum. We also post service bulletins in the stations and on our web site in advance of anticipated delays.

ANNULLED TRAINS OR DELAYS IN EXCESS OF 59 MINUTES							
Date	Train #	Minutes	Reason	Date	Train #	Minutes	Reason
1/19	121	68	Police related activity.	2/25	106	Anulled	Equipment issues
2/4	119	134	Ice on catenary wires.		108	91	Delayed by prior train.
2/5	106	67	Equipment issues		110	Anulled	Equipment issues
2/6	502	82	Equipment issues		112	117	Delayed by prior train.
	504	60	Delayed by prior train.		114	90	Delayed by prior train.
2/7	511	115	Catenary issues.		207	Anulled	Anulled due to prior train.
	600	65	Weather delay.	3/2	116	Anulled	Train mechanical issues
	701	Anulled	Weather cancelation	3/4	114	Anulled	Police Activity
	703	Anulled	Weather cancelation	3/16	203	Anulled	Track maintenance delay.
2/8	14	85	Equipment issues	3/17	203	Anulled	Track maintenance delay.
	107	74	Equipment issues	3/18	203	Anulled	Track maintenance delay.
	114	79	Equipment issues	3/19	203	Anulled	Track maintenance delay.
	401	Anulled	Weather cancelation	3/19	424	129	Car blocking tracks
	422	Anulled	Weather cancelation	3/23	203	Anulled	Track maintenance delay.
2/9	102	Anulled	Equipment issues	3/24	203	Anulled	Track maintenance delay.
	203	Anulled	Equipment issues	3/25	203	Anulled	Track maintenance delay.
	401	Anulled	Weather cancelation	3/26	203	Anulled	Track maintenance delay.
	422	Anulled	Weather cancelation	3/30	203	Anulled	Track maintenance delay.
2/14	701	Anulled	Weather cancelation	3/31	203	Anulled	Track maintenance delay.
	703	Anulled	Weather cancelation	4/1	203	Anulled	Track maintenance delay.
2/15	19	92	Vehicle stuck on track	4/2	203	Anulled	Track maintenance delay.
	401	Anulled	Weather cancelation	4/4	600	72	Delays on Metra
	422	Anulled	Weather cancelation	4/6	203	Anulled	Track maintenance delay.
2/16	401	Anulled	Weather cancelation	4/7	203	Anulled	Track maintenance delay.
	422	Anulled	Weather cancelation	4/8	203	Anulled	Track maintenance delay.
2/17	116	60	Vehicle stuck on track	4/9	203	Anulled	Track maintenance delay.
	401	Anulled	Weather cancelation	4/16	109	122	Pedestrian on track.
2/25	6	61	Equipment issues	4/20	7	64	Track maintenance delay.
	14	155	Delayed by prior train.		18	66	Track maintenance delay.

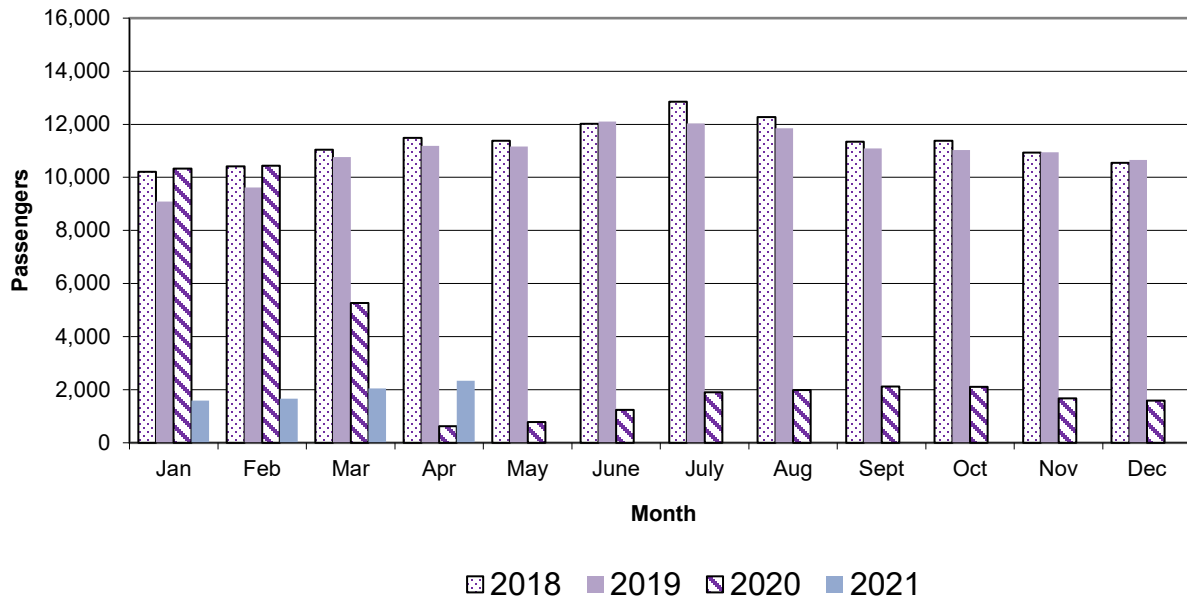
Ridership Report

	2019	Work	2020	Work	2021	Work	Change
	Passengers	Days	Passengers	Days	Passengers	Days	18/19
Monthly Ridership							
January	226,385	22	254,857	22	38,742	20	-84.8%
February	222,250	20	246,095	20	39,497	20	-84.0%
March	272,150	21	130,362	22	57,583	23	-55.8%
April	277,549	22	15,714	22	63,138	22	301.8%
May	282,752	22	19,614	20			
June	293,325	20	32,249	20			
Cumulative Comparison							
January	226,385	22	254,857	22	38,742	20	-84.8%
February	448,635	42	500,952	42	78,239	40	-84.4%
March	720,785	63	631,314	64	135,822	63	-78.5%
April	998,334	85	647,028	86	198,960	85	-69.3%
May	1,281,086	107	666,642	106			
June	1,574,411	127	698,891	126			
Average Weekday Ridership							
January	9,086		10,336		1,589		-84.6%
February	9,615		10,437		1,658		-84.1%
March	10,761		5,267		2,053		-61.0%
April	11,182		627		2,337		272.7%
May	11,167		787				
June	12,101		1,900				
Average Weekday Peak Period Ridership							
January	7,052		8,028		1,060		-86.8%
February	7,441		8,057		1,088		-86.5%
March	8,116		4,051		1,270		-68.6%
April	8,344		375		1,336		256.3%
May	8,285		468				
June	8,627		1,084				
Average Weekday Off-Peak Ridership							
January	2,034		2,309		529		-77.1%
February	2,174		2,381		570		-76.1%
March	2,645		1,215		781		-35.7%
April	2,839		252		1,001		297.2%
May	2,881		320				
June	3,473		816				

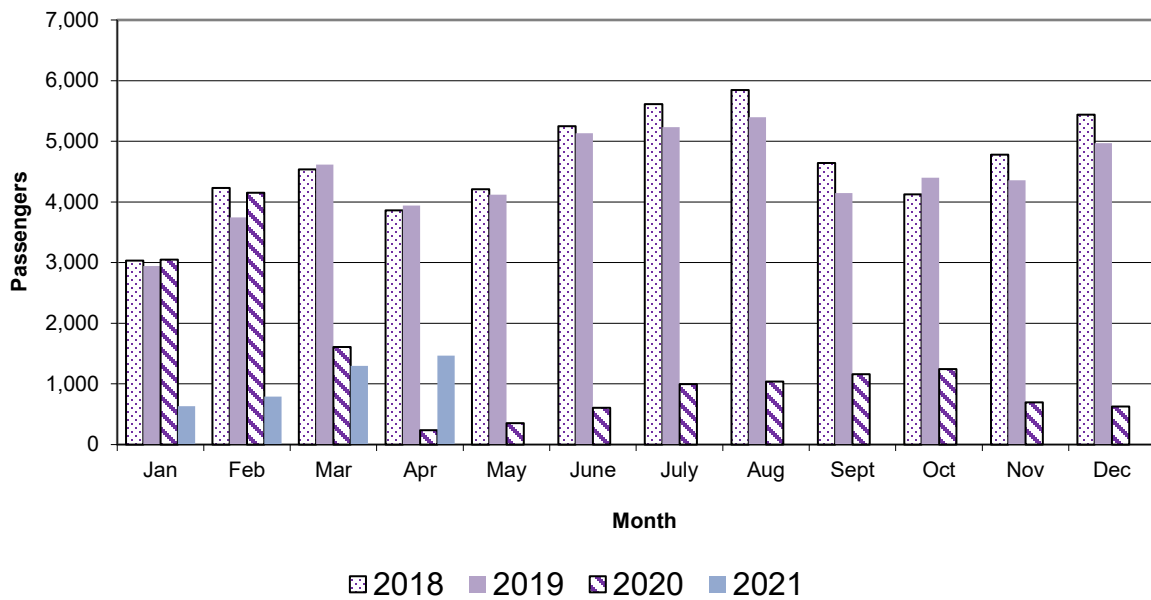
Ridership Report

	2019	Work	2020	Work	2021	Work	Change
	Passengers	Days	Passengers	Days	Passengers	Days	19/18
Average Weekend/Holiday Ridership (per day)							
January	2,943		3,051		633		-79.3%
February	3,744		4,150		792		-80.9%
March	4,617		1,611		1,296		-19.6%
April	3,943		239		1,465		513.0%
May	4,121		352				
June	5,132		997				
Monthly South Bend Ridership							
January	14,125		15,044		4,618		-69.3%
February	12,881		15,748		4,932		-68.7%
March	20,397		8,640		7,332		-15.1%
April	20,180		1,903		10,467		450.0%
May	19,127		2,929				
June	20,088		3,854				

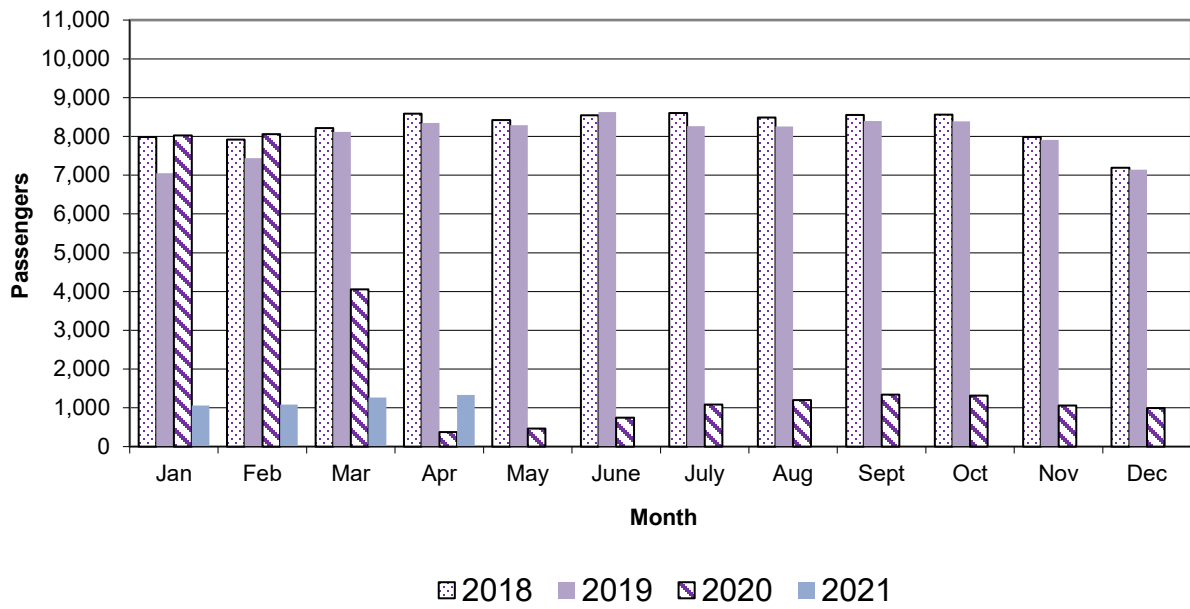
SOUTH SHORE WEEKDAY RIDERSHIP 2018-2021



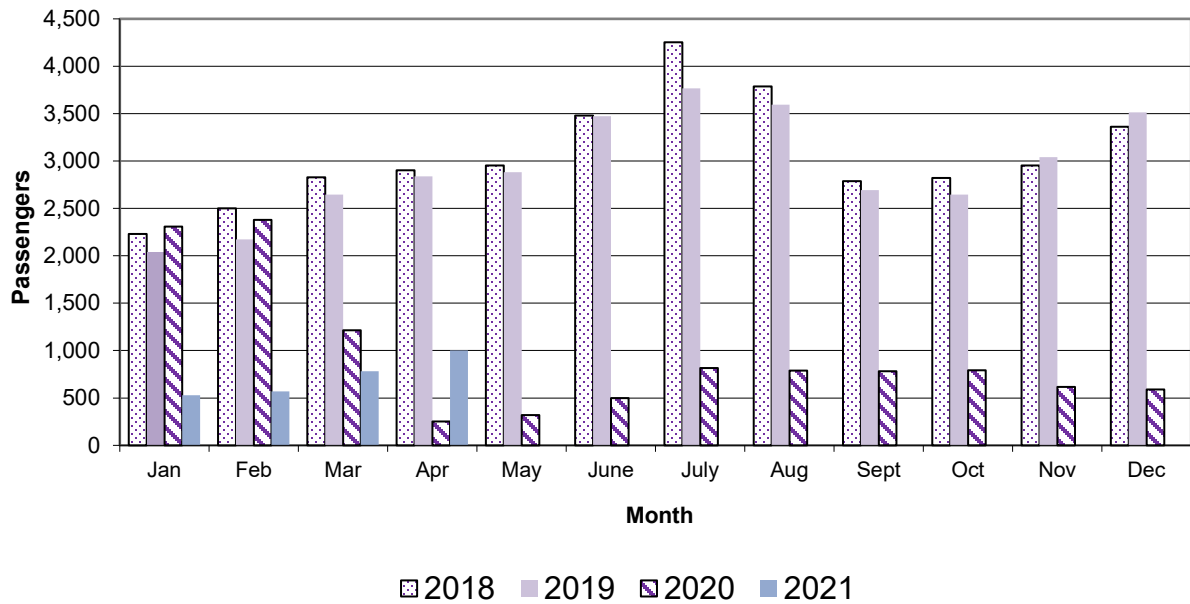
SOUTH SHORE WEEKEND/HOLIDAY RIDERSHIP: 2018-2021



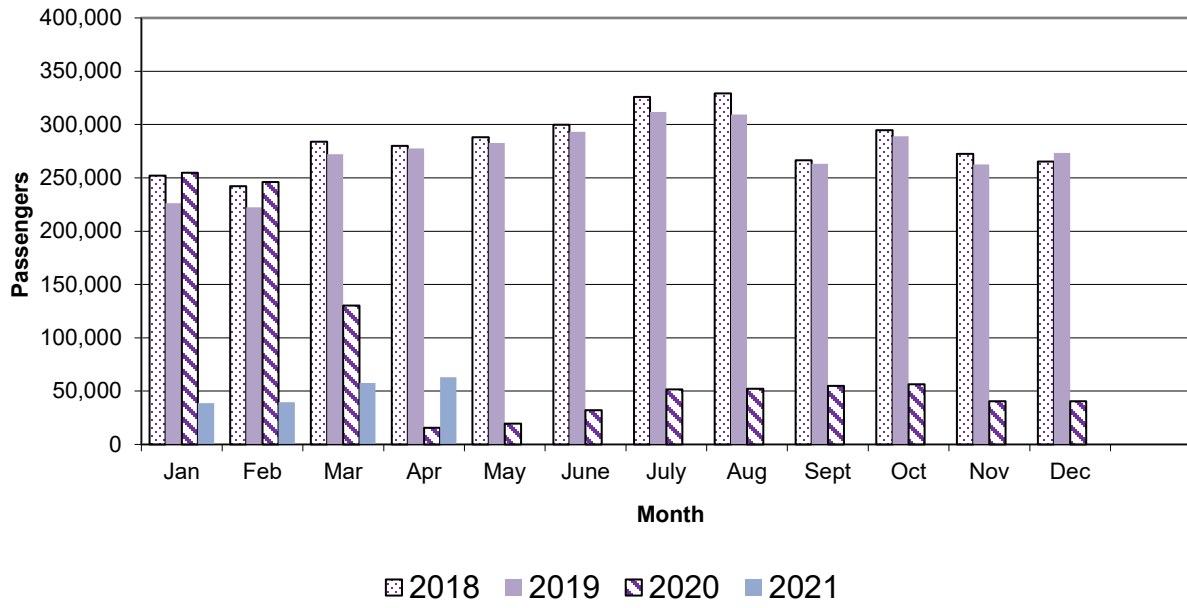
SOUTH SHORE PEAK RIDERSHIP 2018-2021



SOUTH SHORE OFF-PEAK RIDERSHIP 2018-2021



SOUTH SHORE MONTHLY RIDERSHIP 2018-2021



Percent on Time: April, 2021

Peak		
Train	Days Late	% on Time
102	1	95.5%
104	2	90.9%
6	8	63.6%
106	5	77.3%
108	4	81.8%
110	2	90.9%
112	1	95.5%
114	2	90.9%
214	4	81.8%
11	10	54.5%
111	2	90.9%
113	7	68.2%
115	4	81.8%
17	6	72.7%
117	6	72.7%
217	2	90.9%
119	1	95.5%
Total	67	82.1%
Westbound	29	85.4%
Eastbound	38	78.4%

*Trains on time less than
95% peak and 85% off peak.*

Off-Peak		
Train	Days Late	% on Time
14	2	90.9%
216	0	100.0%
116	14	36.4%
218	10	54.5%
18	15	31.8%
118	15	31.8%
220	8	63.6%
20	9	59.1%
222	3	86.4%
420	0	100.0%
22	2	90.9%
424	0	100.0%
401	1	95.5%
203	7	56.3%
403	1	95.5%
205	0	100.0%
207	7	68.2%
7	9	59.1%
107	13	40.9%
9	15	31.8%
109	12	45.5%
209	2	90.9%
19	3	86.4%
121	0	100.0%
123	2	90.9%
101	3	86.4%
Total	153	73.0%
Westbound	78	70.5%
Eastbound	75	75.2%

Weekend/Holiday		
Train	Days Late	% on Time
600	3	62.5%
502	0	100.0%
504	2	75.0%
606	5	37.5%
506	3	62.5%
608	2	75.0%
508	3	62.5%
610	2	75.0%
510	2	75.0%
710	Deadhead move	
503	4	50.0%
603	0	100.0%
605	2	75.0%
505	2	75.0%
507	3	62.5%
509	3	62.5%
511	0	100.0%
613	1	87.5%
601	1	87.5%
701	0	100.0%
703	0	100.0%
Total	38	76.3%
Westbound	22	69.4%
Eastbound	16	81.8%

Reasons for Delay: April

REASONS (weekday)		
AMT	0	0.0%
CAR	9	4.2%
CAT	0	0.0%
DBS	0	0.0%
DMW	80	37.4%
DSR	1	0.5%
DSS	2	0.9%
FRR	4	1.9%
FTI	13	6.1%
HLD	0	0.0%
LMU	3	1.4%
MET	20	9.3%
OET	1	0.5%
OPR	44	20.6%
OTH	1	0.5%
PAS	3	1.4%
POL	1	0.5%
PTC	0	0.0%
PTI	17	7.9%
SUB	0	0.0%
SVS	1	0.5%
TOD	0	0.0%
TRK	2	0.9%
TRS	12	5.6%
UTL	0	0.0%
VAN	0	0.0%
WTR	0	0.0%
TOTAL	214	100.0%

REASONS (weekend)		
AMT	0	0.0%
CAR	1	2.6%
CAT	0	0.0%
DBS	0	0.0%
DMW	0	0.0%
DSR	0	0.0%
DSS	0	0.0%
FRR	0	0.0%
FTI	0	0.0%
HLD	1	2.6%
LMU	1	2.6%
MET	4	10.5%
OET	0	0.0%
OPR	22	57.9%
OTH	0	0.0%
PAS	3	7.9%
POL	1	2.6%
PTC	0	0.0%
PTI	1	2.6%
SUB	0	0.0%
SVS	4	10.5%
TOD	0	0.0%
TRK	0	0.0%
TRS	0	0.0%
UTL	0	0.0%
VAN	0	0.0%
WTR	0	0.0%
TOTAL	38	100%

AMT-Amtrak delay
 CAR-Car or equipment failure
 DBS-Delays due to busing
 DDS-Debris strike
 DMW-Maintenance of Way work
 DSR-Speed Restriction
 DSS-Reduced speed due to restrictive signal
 FRR-Freight train interference from crossing
 FTI-Freight train interference on NICTD track
 HLD-Station delay related to passenger boarding
 LMU-Late make up(includes turn of equipment)
 MET-Metra delays

OET-Operational efficiency testing
 OPR-Operational delay
 OTH-Other delays
 PAS-Passenger boarding
 PTC-Positive train control delays
 PTI-Passenger train interference
 SUB-Substation
 SVS-Servicing (adding/removing equipment)
 TOD-Train order delay
 TRK-Track/wayside malfunction
 UTL-Utility power outage
 WTR-Weather

NICTD follows the industry standard in defining a train as on time if it arrives at its terminal within 5 minutes and 59 seconds.

Cumulative Percent on Time Thru April, 2021

Peak		
Train	Days Late	% on Time
102	11	86.9%
104	6	92.9%
6	67	21.2%
106	15	82.1%
108	17	80.0%
110	10	88.1%
112	8	90.6%
114	14	83.3%
214	15	82.4%
11	32	62.4%
111	4	95.3%
113	20	76.5%
115	16	81.2%
17	24	71.8%
117	33	61.2%
217	7	91.8%
119	6	92.9%
Total	305	78.8%
Westbound	163	78.6%
Eastbound	142	79.1%

Off-Peak		
Train	Days Late	% on Time
14	10	88.2%
216	6	92.9%
116	31	63.1%
216	25	70.6%
18	40	52.9%
118	32	62.4%
218	24	71.8%
20	41	51.8%
220	9	89.4%
420	0	100.0%
22	19	77.6%
422	6	92.6%
401	3	96.3%
203	23	66.2%
403	1	98.8%
205	1	98.8%
207	23	72.6%
7	37	56.5%
107	23	72.9%
9	34	60.0%
109	23	72.9%
209	8	90.6%
19	19	77.6%
121	8	90.6%
123	18	78.8%
101	19	77.6%
Total	483	77.8%
Westbound	243	76.0%
Eastbound	240	79.4%

Weekend/Holiday		
Train	Days Late	% on Time
600	9	79.5%
502	3	93.2%
504	5	88.6%
606	12	72.7%
506	11	75.0%
608	7	84.1%
508	13	70.5%
610	5	88.6%
510	10	77.3%
710	Deadhead move	
503	11	75.0%
603	1	97.7%
605	8	81.8%
505	7	84.1%
507	12	72.7%
509	10	77.3%
511	5	88.6%
613	2	95.5%
601	6	86.4%
701	0	100.0%
703	1	97.6%
Total	138	84.2%
Westbound	75	81.1%
Eastbound	63	86.9%

Trains on time less than 95% peak and 85% off peak.

Cumulative Reasons for Delays Thru April, 2021

REASONS (weekday)		
AMT	3	0.4%
CAR	52	6.8%
CAT	0	0.0%
DBS	0	0.0%
DMW	135	17.5%
DSR	3	0.4%
DSS	11	1.4%
FRR	11	1.4%
FTI	32	4.2%
HLD	4	0.5%
LMU	24	3.1%
MET	144	18.7%
OET	2	0.3%
OPR	161	20.9%
OTH	15	1.9%
PAS	11	1.4%
POL	13	1.7%
PTC	0	0.0%
PTI	85	11.0%
SUB	0	0.0%
SVS	12	1.6%
TOD	0	0.0%
TRK	10	1.3%
TRS	21	2.7%
UTL	0	0.0%
VAN	0	0.0%
WTR	21	2.7%
TOTAL	770	100.0%

REASONS (weekend)		
AMT	0	0.0%
CAR	12	8.7%
CAT	1	0.7%
DBS	0	0.0%
DMW	0	0.0%
DSR	1	0.7%
DSS	0	0.0%
FRR	3	2.2%
FTI	7	5.1%
HLD	2	1.4%
LMU	4	2.9%
MET	22	15.9%
OET	0	0.0%
OPR	40	29.0%
OTH	2	1.4%
PAS	4	2.9%
POL	3	2.2%
PTC	0	0.0%
PTI	11	8.0%
SUB	1	0.7%
SVS	7	5.1%
TOD	0	0.0%
TRK	1	0.7%
TRS	1	0.7%
UTL	0	0.0%
VAN	0	0.0%
WTR	16	11.6%
TOTAL	138	100.0%

TOTAL		
AMT	3	0.3%
CAR	64	7.0%
CAT	1	0.1%
DBS	0	0.0%
DMW	135	14.9%
DSR	4	0.4%
DSS	11	1.2%
FRR	14	1.5%
FTI	39	4.3%
HLD	6	0.7%
LMU	28	3.1%
MET	166	18.3%
OET	2	0.2%
OPR	201	22.1%
OTH	17	1.9%
PAS	15	1.7%
POL	16	1.8%
PTC	0	0.0%
PTI	96	10.6%
SUB	1	0.1%
SVS	19	2.1%
TOD	0	0.0%
TRK	11	1.2%
TRS	22	2.4%
UTL	0	0.0%
VAN	0	0.0%
WTR	37	4.1%
TOTAL	908	100.0%

AMT-Amtrak delay
 CAR-Car or equipment failure
 CAT-Catenary Delays
 DBS-Delays due to busing
 DDS-Debris strike
 DMW-Maintenance of Way work
 DSR-Speed Restriction
 DSS-Reduced speed due to restrictive signal
 FRR-Freight train interference from crossing
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 TOD-Train order delay
 TRK-Track/wayside malfunction
 UTL-Utility power outage
 WTR-Weather

NICTD follows the industry standard in defining a train as on time if it arrives at its terminal within 5 minutes and 59 seconds.

RUSH HOUR* TRAIN DELAYS - April 2021 (minutes late)

Train	Arrive	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Days Late	Days Ran	% On Time	
102	5:48a										7													1	22	95.5%	
104	6:31		20							11														2	22	90.9%	
6	6:55			6				12		15		14						52		6	7		7	8	22	63.6%	
106	7:13							8	23	13	12	8												5	22	77.3%	
108	7:35								20		15	7						20						4	22	81.8%	
110	7:51								14									18						2	22	90.9%	
112	8:08									20														1	22	95.5%	
114	8:31							13			23													2	22	90.9%	
214	8:52						7		17		10					6								4	22	81.8%	
14	10:28			7																				13	2	22	90.9%
Train	Depart																										
11	3:57	7	6				20		15				15	10	50		8			55			6	10	22	54.5%	
111	4:02					9														22				2	22	90.9%	
113	4:28					12		9	12	25		23			17					19				7	22	68.2%	
115	4:57					9	6			10		8												4	22	81.8%	
117	5:10	10				13					8			22					10		9			6	22	72.7%	
17	5:28	7				13	7						7	11	7									6	22	72.7%	
217	5:32									9				9										2	22	90.9%	
119	5:58												17											1	22	95.5%	
19	7:10				15	10			13															3	22	86.4%	
High temp		35	48	73	80	79	70	70	64	59	51	49	51	55	40	46	55	62	74	85	73	58	54				
Low temp		21	16	55	55	54	51	48	41	39	35	35	32	39	31	27	25	38	37	57	46	46	35				

* Includes off-peak Trains 14 and 19 for comparative purposes

Temperatures from South Bend

On time

A = Annulled

MONTHLY SUMMARY OF RUSH HOUR ON TIME PERFORMANCE

	January			February			March			April			May			June		
	#Late	#Ran	%On time	#Late	#Ran	%On time	#Late	#Ran	%On time	#Late	#Ran	%On time	#Late	#Ran	%On time	#Late	#Ran	%On time
WB Rush	34	180	81.1%	67	177	62.1%	32	207	84.5%	29	198	85.4%						
EB Rush	17	160	89.4%	36	160	77.5%	51	184	72.3%	38	176	78.4%						
Total Rush	51	340	85.0%	103	337	69.4%	83	391	78.8%	67	374	82.1%						

Cumulative				
Arrive	Train #	Days Late	Days Ran	% On Time
5:48a	102	11	84	86.9%
6:31	104	6	85	92.9%
6:55	6	67	85	21.2%
7:13	106	15	84	82.1%
7:35	108	17	85	80.0%
7:51	110	10	84	88.1%
8:08	112	8	85	90.6%
8:31	114	13	85	84.7%
8:52	214	15	85	82.4%
10:28	14	10	85	88.2%
Depart				
3:57	11	32	85	62.4%
4:02p	111	4	85	95.3%
4:28	113	20	85	76.5%
4:57	115	16	85	81.2%
5:10	117	33	85	61.2%
5:28	17	24	85	71.8%
5:32	217	7	85	91.8%
5:58	119	6	85	92.9%
7:15	19	19	85	77.6%

Year-to-date cumulative

	#Late	#Ran	%On time
WB Rush	162	762	78.7%
EB Rush	142	680	79.1%
Total Rush	304	1,442	78.9%

Range	TOTAL			PERCENTAGE		
	am	pm	total	am	pm	total
6-10	61	69	130	8.0%	10.1%	9.0%
11-15	46	39	85	6.0%	5.7%	5.9%
16-20	27	19	46	3.5%	2.8%	3.2%
21-30	16	9	25	2.1%	1.3%	1.7%
31-59	6	5	11	0.8%	0.7%	0.8%
60+	6	1	7	0.8%	0.1%	0.5%
Annulled	4	0	4			
Total Late	162	142	304	21.3%	20.9%	21.1%
On time	599	538	1137	78.7%	79.1%	78.9%
Total ran	761	680	1441			

Range	TOTAL			PERCENTAGE		
	am	pm	total	am	pm	total
6-10	11	21	32	5.6%	11.9%	8.6%
11-15	9	7	16	4.5%	4.0%	4.3%
16-20	6	4	10	3.0%	2.3%	2.7%
21-30	2	4	6	1.0%	2.3%	1.6%
31-59	1	2	3	0.5%	1.1%	0.8%
60+	0	0	0	0.0%	0.0%	0.0%
Annulled	0	0	0			
Total Late	29	38	67	14.6%	21.6%	17.9%
On time	169	138	307	85.4%	78.4%	82.1%
Total ran	198	176	374			

Grant Total All Trains Thru April, 2021

Range	Peak					Total	%
	WB	EB	Off	Wkend			
6-10	61	69	174	64	368	8.6%	
11-15	46	39	112	32	229	5.4%	
16-20	27	19	48	12	106	2.5%	
21-30	16	9	65	17	107	2.5%	
31-59	6	5	57	8	76	1.8%	
60+	6	1	10	5	22	0.5%	
Annulled	4	0	32	7	43		
Total	162	142	466	138	908	21.3%	
On Time	599	538	1712	515	3364	78.7%	
Total ran	761	680	2178	653	4272		
%On Time	78.7%	79.1%	78.6%	78.9%	78.7%		