

### **Punctuality Overview**

Punctuality is a KPI (Key Performance Indicator) of the performance of Dublin Bus, as part of the terms of their PSO contract with the NTA.

For the purpose of measuring punctuality. Dublin Bus routes are divided into two groups - Low Frequency Routes and High Frequency Routes. Further details for each group are provided below

The following pages detail the Punctuality and Regularity performance achieved by Dublin Bus for each relevant period.

Low Frequency Routes are defined as services which operates less than 5 times per hour on a weekday, outside the peak periods.

## Low Frequency Punctuality:

The Punctuality of Low Frequency Routes is calculated as follows:

Number of Actual Departures on Time x 100 Punctuality (%) = Number of Actual Departures

Dublin Bus must achieve the Punctuality Standards set out in the table below for Low Frequency Routes:

Period	2021/2022	2023
P1, P2, P3, P4, P5 (Late Winter / Spring)	*Route Specific Minimum	*Route Specific Minimum
P6, P7, P8, P9 (Summer)	Performance	Performance Punctuality Standards
P10, P11, P12, P13 (Autumn / Early Winter)	Applied	Applied

From 2020, For each full 1% of departures for a Route below the Punctuality Standard in a Reporting Period, a Punctuality Deduction equivalent to 0.2% of the Maximum Period Payment for that Route as outlined in Schedule 20 shall be made by the Authority.

## Notes:

- . The Number of Actual Departures is the total number of bus departures from individual bus stops, along all routes combined for all services during the relevant period.
- The Number of Actual Departures on Time is the total number of "on time" hus departures from individual hus stops along all routes combined for all services during the relevant period - where "on time" is defined as a bus which departs from a bus stop not more than one minute early or not more than five minutes and fifty nine seconds late when compared to the scheduled departure time
- The data has not been adjusted for first and last stop time recording issues. These can arise, for example, when a bus is recorded leaving the first stop early because other vehicles parked at first stop mean the bus needs to pull up after the first stop to allow passengers on board, or where bus is not recorded arriving on time at final stop because stop is occupied by another bus waiting to enter service. It is estimated that 2% of all recorded stopping times for journeys on the Dublin Bus PSO network are recorded at first or last stops, and therefore prone to this error, resulting in lower recorded punctuality than may actually he the case
- Period 1 (2020) is the first Period where region specific minimum performance punctuality standards apply. A full region breakdown by MPS category is outlined on the following page.
- Covid-19 Note: Applicable from 16th March 2020 to the end of P3 2021, the Punctuality Standard for on time services according to the approved schedule (-1 minute to +5:59 minutes of schedule) was reduced by 10% compared to the contractual standards (e.g. an original standard of 65% would reduce to 55%). The Punctuality Performance Payment and the Punctuality Incentive Payment were reduced to one half of amounts stated in the operating contract. The Punctuality Standard for on time services according to the approved schedule (-1 minute to +5:59 minutes of schedule) was reduced by 5% compared to the contractual standards for P4, P5 & P6 2021.
- As with many industries, public transport operators are experiencing significant challenges in recruiting qualified staff following the economic and social constraints connected to the COVID-19 pandemic. The public transport industry has been particularly hard-hit as operators attempt to return to pre-pandemic levels of activity as well as delivering intended service improvements such as the BusConnects Network Redesign and Connecting Ireland programmes. These issues are further exacerbated when existing staff must also be absent at short notice while following HSE guidelines after contracting COVID-19 or developing other illnesses. These challenges have an impact on Lost Kilometre Rates on all routes and also on Excess Waiting Times on high frequncy routes. The Authority and the operators have been working to try to ensure that such cancelations are minimised, that where possible consecutive services are not withdrawn and that first and last daily services on a route operate.

High Frequency Routes are defined as services which operate at a frequency of 12 minutes or greater	on a weekday, outside the peak
periods. These routes are as follows:	

123	<b>1</b> 40	■ 16	■ 4	• 9
13	145	• 27	■ 40	• N4
130	<ul> <li>15</li> </ul>	• 39A	• 46A	

#### Hiah Frequency Regularity:

High Frequency Routes differ from Low Frequency Routes, as passengers on High Frequency Routes are less likely to base their journey on the bus schedule and are instead more likely to just turn up at the bus stop and wait for the next bus to arrive. These passengers are generally more concerned with the average amount of time they must wait at the stop for the next bus to arrive, as opposed to whether the bus is running to schedule.

On this basis, the NTA has introduced a means of measuring regularity of High Frequency Routes called Excess Wait Time (EWT). This metric provides a measure of the average time a passenger must wait for the next high frequency bus, in excess of the wait time which would be expected as per the schedule for that route - i.e. if you are a passenger who arrives at a stop for a high frequency bus route without checking the schedule, the EWT will calculate how much longer you have to wait for the next bus, in comparison to a baseline situation where all buses are calculated to the timetabled gap (headway) between services. Up until P9 2018, the punctuality methodology for low frequency routes was also applied to high frequency routes.

#### Dublin Bus EWT KPI deductions became live in Q1 2019.

Period 1 (2020) is the first Period where route by route specific minimum performance EWT standards apply. A full region breakdown by MPS category as outlined below. For each 0.1 minute that EWT is greater than the EWT Standard for a Route, an EWT Deduction of 0.2% of the Maximum Period Payment for that Route as outlined in Schedule 20 shall apply.

#### High Frequency Regularity:

The Regularity of High Frequency Routes is calculated as follows

EWT (min) = Average Actual Waiting Time (min) - Average Planned Waiting Time

Dublin Bus must achieve the Regularity Standards set out in the tab

P1 2020- P6 2021 EWT KPI							
Category	Route	MPS					
	13	2.3					
	egory Route	2.3					
٨	27	2.3					
~	39A	2.3					
	40	2.3					
	46A	2.3					
	9	2.0					
	14	2.0					
В	15	2.0					
	123	2.0					
	145	2.0					
С	1	1.7					
	4	1.4					
D	130	1.4					
	140	1.4					

the table be	elow for High F	requency	Routes:
P7 202	1- P3 2022 EW	Т КРІ	
Category	Route	MPS	
	13	2.3	
Α	16	2.3	
	27	2.3	
	39A	2.0	
в	40	2.0	
° [	46A	2.0	
	145	2.0	
	14	1.7	
c	15	1.7	
č	123	1.7	
	9	1.7	
	1	1.4	
D F	4	1.4	
	130	1.4	
	140	1.4	

P4 2022 onwards EWT KPI									
Category Route MPS									
	13	1.9							
Α	16	1.9							
	27	1.9							
	39A	1.6							
в	40	1.6							
в	46A	1.6							
	145	1.6							
	14	1.3							
с	15	1.3							
C	123	1.3							
	9	1.3							
	1	1.1							
	4	1.1							
D	130	1.1							
	140	1.1							
	N4	1.1							

# 2021-2023 Dublin Bus Direct Award Contract Low Frequency Punctuality Minimum Performance Standards



Low Frequency Routes are defined as services which operate less than 5 times per hour on a weekday, outside the peak

# Route By Route MPS - P1 2020 to P6 2021

# Category A - MPS = 64% (\*54%/59%)

25D, 15D, 77A, 7B, 41D, 16D, 7, 83, 33, 70D, 25B, 7A, 65, 25A, 38B, 39, 56A, 84, 49, 65B, 116, 70, 44, 47, 38, 37, 61, 67, 66, 155, 83A, 11, 38D, 68, 122, 46E, 38A, 66E, 41C, 41, 31B, 7D, 31A, 15B, 16C

Category B - MPS = 70% (\*60%/65%)

118, 142, 84A, 54A, 31D, 68A, 151, 69, 32, 25, 150, 66B, 41B, 40B, 42, 15A, 66A, 43, 27B, 31, 26, 44B

Category C - MPS = 76% (\*66%/71%)

42D, 29A, 40D, 79, 53, 79A, 120, 27A, 40E, 53A, 14C

Express & Peak Services - MPS = \*\*Various

33E, 51X, 67X, 77X, 66X, 25X, 39X, 69X, 41X, 32X, 84X, 27X, 33X, 51D, 33D, 68X

\*Covid-19 Note: Applicable from 16th March 2020, the Punctuality Standard for on time services according to the approved schedule (-1 minute to +5:59 minutes of schedule) was reduced by 10% compared to the contractual standards (e.g. an original standard of 65% would reduce to 55%). The Punctuality Performance Payment and the Punctuality Incentive Payment were reduced to one half of amounts stated in the operating contract.

**\*\* The MPS for Express & Peak** equals the punctuality rate achieved in a comparable period from the previous year, i.e the MPS for 33E in P2 2020 would equal the Punctuality rate achieved in P2 2019

## Route By Route MPS - P7 2021 to P9 2023

Category A - MPS = 64% (increased to 70% from P4 2022 onwards)

15D, 77A, 7B,16D, 7, 83, 33, 7A, 65, 38B, 39, 49, 65B, 116, 70, 44, 47, 38, 67, 66, 155, 83A, 11, 38D, 46E, 38A, 66E, 41C, 15B, 16C

Category B - MPS = 70% (increased to 76% from P4 2022 onwards) 118, 142, 54A, 151, 69, 32, 25, 66B, 41B, 42, 15A, 66A, 43, 27B, 31, 25A, 25B, 31A, 31B, 37, 41, 41D, 56A, 61, 68, 84, 122,

116, 142, 544, 151, 09, 52, 25, 006, 416, 42, 154, 004, 45, 276, 51, 254, 256, 514, 516, 57, 41, 410, 504, 61, 68, 64, 12, 25D, 7D, 7E,

Category C - MPS = 76% (increased to 80% from P4 2022 onwards)

42D, 29A, 40D, 79, 53, 79A, 120, 27A, 40E, 53A, 14C, 26, 31D, 40B, 44B, 68A, 84A, 70D, 150, H1, H2, H3, H9, 6, C1, C2, C3, C4, C5, C6, L53, L54, L58, L59, P29, X25, X26, X27, X28, X30, X31, X32, 52, G1, G2, 60.

Express & Peak Services - MPS = \*\*Various (80% from P4 2022 onwards) 33E, 51X, 67X, 77X, 66X, 25X, 39X, 69X, 41X, 32X, 84X, 27X, 33X, 51D, 33D, 68X

**\*\* From P1 2020 to P2 2022, the MPS for Express & Peak** equals the punctuality rate achieved in a comparable period from the previous year, i.e the MPS for 33E in P2 2020 would equal the Punctuality rate achieved in P2 2019



PERCENTAGE PUNCTUALITY BY ROUTE - DUBLIN BUS (see note on interpretation of this data at bottom of table)

	Route	P9	P8	P7	P6	P5	P4	P3	P2	P1
Category	7	60.1%	62.5%	64.1%	59.8%	59.3%	62.0%	61.2%	62.2%	59.6%
	7A	59.8%	60.4%	62.5%	59.1%	55.3%	58.9%	59.1%	56.9%	55.7%
	7B	59.9%	69.3%	61.1%	63.7%	60.1%	57.1%	62.5%	61.1%	55.8%
	11	67.6%	70.1%	67.1%	67.9%	63.9%	61.4%	62.8%	63.7%	61.4%
	15B	76.1%	79.5%	76.9%	74.3%	72.0%	71.5%	70.8%	71.1%	67.5%
	15D	61.7%	74.1%	74.9%	59.4%	59.6%	52.0%	59.7%	55.3%	57.7%
	33 38	67.3% 65.1%	64.7% 66.3%	62.6% 66.7%	61.2% 64.7%	62.5% 63.6%	63.1% 62.0%	63.1% 63.2%	63.2% 63.5%	61.5% 60.7%
	38 38A	67.2%	68.5%	65.6%	67.0%	65.5%	65.7%	65.9%	65.7%	66.0%
	38B	69.4%	77.2%	74.6%	70.9%	66.4%	60.1%	59.1%	56.6%	53.1%
	38D	74.1%	67.2%	62.5%	72.0%	71.0%	74.9%	63.4%	71.2%	62.1%
	39	60.6%	65.4%	62.3%	60.3%	56.2%	58.5%	58.6%	57.8%	55.8%
	410	71.1%	73.2%	68.9%	67.1%	64.5%	67.1%	66.9%	68.6%	66.9%
A	44	59.5%	60.4%	58.2%	56.5%	52.0%	57.0%	54.6%	56.7%	57.5%
	46E	71.1%	71.3%	66.6%	64.8%	61.0%	43.1%	62.5%	49.0%	55.8%
	47	69.3%	73.4%	74.4%	70.8%	65.0%	61.3%	61.3%	64.8%	59.0%
	49	66.1%	71.0%	67.9%	67.8%	64.3%	64.0%	60.6%	61.4%	62.3%
	65	62.0%	66.6%	63.4%	67.9%	63.2%	68.8%	61.6%	65.2%	66.5%
	65B	67.0%	73.3%	69.2%	67.4%	63.9%	64.7%	63.6%	65.8%	66.9%
	70	70.2%	72.7%	70.4%	69.9%	67.0%	67.1%	67.8%	66.9%	64.2%
	77A 83	63.4% 65.5%	66.3%	63.3% 64.2%	59.3% 60.6%	57.7% 60.7%	59.1% 61.2%	59.7% 60.9%	62.4% 63.3%	61.1% 62.1%
	83A	65.8%	67.9% 68.3%	67.3%	62.2%	60.6%	63.3%	62.6%	64.4%	63.4%
	116	49.5%	63.9%	67.7%	65.2%	57.6%	43.9%	52.1%	60.0%	52.5%
	155	62.9%	63.0%	62.9%	63.9%	61.4%	62.5%	61.5%	61.2%	57.8%
	16D	68.4%	65.2%	60.9%	57.0%	55.6%	64.8%	59.7%	62.4%	63.2%
	7D	68.7%	65.9%	59.3%	75.1%	72.7%	67.1%	75.2%	63.5%	70.4%
1	7E	41.4%	35.4%	86.5%	89.8%	New Route	New Route	New Route	New Route	New Route
1	15A	77.1%	80.0%	78.8%	75.7%	73.0%	72.6%	72.5%	74.7%	70.4%
1	27B	77.3%	78.5%	76.2%	73.4%	73.4%	76.3%	75.2%	74.6%	74.4%
1	37	67.2%	69.9%	68.5%	59.5%	58.6%	60.9%	60.0%	61.1%	59.9%
1	41	69.9%	71.6%	70.5%	70.4%	68.1%	71.6%	69.0%	71.9%	70.2%
1	41B 41D	74.7% 70.0%	81.5%	71.9%	76.5%	72.4%	74.9%	74.3% 74.9%	73.5%	77.4%
1	410	67.8%	72.9% 76.4%	70.0% 71.8%	70.2% 64.0%	67.6% 67.0%	65.9% 70.0%	68.5%	73.8% 69.1%	69.7% 71.0%
1	42 43	73.1%	76.5%	71.8%	72.5%	72.0%	70.0%	71.2%	73.6%	71.0%
В	43 54A	71.3%	76.4%	71.4%	71.0%	65.7%	67.3%	67.7%	67.0%	63.0%
1	56A	62.7%	68.6%	64.5%	64.6%	61.1%	66.3%	66.0%	66.1%	66.3%
1	61	68.6%	70.8%	68.4%	67.2%	65.4%	66.9%	68.6%	68.2%	66.1%
1	68	62.9%	71.3%	65.5%	65.7%	62.0%	62.4%	59.9%	63.5%	65.7%
	69	65.0%	71.2%	65.5%	62.2%	61.2%	63.5%	65.0%	65.2%	63.1%
	84	67.4%	70.2%	70.3%	68.7%	67.3%	68.5%	67.4%	67.2%	65.9%
	118	52.2%	81.7%	76.4%	47.7%	62.6%	43.5%	61.9%	47.8%	59.4%
	122	67.3%	67.0%	66.3%	66.1%	63.7%	62.4%	62.8%	65.2%	61.1%
	142	66.3%	71.6%	66.8%	62.7%	66.1%	61.6%	63.7%	65.3%	60.6%
	151 26	61.6% 73.0%	64.3%	59.9% 74.3%	58.1% 71.8%	57.4%	60.4% 70.0%	58.6% 70.8%	63.9% 70.7%	57.4% 62.9%
	20 27A	85.3%	73.2% 87.2%	84.6%	84.9%	70.2% 83.6%	82.6%	83.2%	82.0%	78.1%
	40B	77.1%	78.8%	84.6%	77.5%	81.8%	75.3%	81.4%	79.7%	72.0%
	40D	78.0%	78.0%	72.1%	75.6%	75.8%	75.2%	74.0%	71.7%	68.0%
	40E	89.6%	85.7%	87.7%	88.3%	89.3%	88.5%	87.4%	87.2%	85.6%
	42D	76.5%	*Did Not Operate	74.0%	65.9%	73.7%	67.9%	64.1%	70.7%	65.9%
	44B	61.3%	80.7%	79.9%	76.8%	61.5%	79.4%	67.1%	69.3%	65.8%
	53	76.5%	76.5%	77.5%	76.4%	79.5%	74.2%	78.3%	83.5%	79.6%
	68A	68.7%	67.7%	69.0%	61.8%	61.6%	55.9%	59.6%	58.9%	57.6%
	84A	70.3%	71.3%	69.3%	68.4%	64.3%	57.2%	64.1%	59.7%	60.7%
	70D 120	81.1%	*Did Not Operate	83.8%	70.3%	74.4%	68.4%	66.1%	64.8%	54.7%
	120	81.1% 69.2%	83.6% 72.6%	79.4% 68.8%	81.2% 67.5%	79.0% 68.4%	78.9% 66.3%	79.7% 67.4%	81.7% 67.6%	82.3% 68.6%
	H1	73.8%	82.1%	79.4%	72.8%	78.2%	80.9%	78.2%	78.8%	78.2%
1	H2	64.3%	75.3%	74.5%	64.9%	71.3%	75.9%	73.2%	73.4%	71.0%
1	H3	65.4%	76.9%	76.0%	68.9%	71.6%	76.2%	75.7%	76.1%	73.8%
	6	66.4%	75.3%	76.1%	67.6%	75.4%	77.5%	77.9%	76.0%	76.6%
1	C1	66.7%	66.0%	63.8%	64.4%	61.9%	62.0%	63.9%	63.0%	58.5%
1	C2	66.2%	65.5%	59.9%	63.7%	62.1%	61.2%	63.6%	63.1%	58.1%
с	C3	70.2%	71.8%	70.9%	72.1%	68.1%	69.2%	70.8%	71.0%	69.1%
1	C4	72.7%	73.3%	68.7%	73.1%	67.1%	70.4%	69.7%	72.2%	72.5%
1	C5 C6	77.7% 80.7%	74.7% 77.4%	71.0% 75.2%	74.7% 77.3%	77.3% 73.6%	72.3% 75.1%	75.0% 80.0%	76.2% 73.9%	77.2% 78.4%
1	G1	72.6%	74.2%	75.2%	72.1%	73.6%	75.1%	69.6%	73.9%	78.4%
1	G2	69.8%	72.3%	70.2%	67.4%	67.7%	67.7%	67.9%	69.5%	58.8%
	60	71.8%		73.5%	71.5%	70.5%	71.5%	70.5%	67.7%	63.4%
		/1.0/0	72.8%	/3.5%						87.1%
	L53	87.9%	72.8% 87.8%	86.9%	85.4%	84.0%	85.1%	84.4%	86.3%	
	L54	87.9% 81.3%		86.9% 81.0%	80.4%	84.0% 79.3%	85.1% 80.3%	78.9%	80.7%	78.8%
	L54 L58	87.9% 81.3% 92.7%	87.8% 82.9% 94.6%	86.9% 81.0% 94.3%	80.4% 89.0%	79.3% 87.7%	80.3% 90.2%	78.9% 85.3%	80.7% 88.5%	78.8% 92.1%
	L54 L58 L59	87.9% 81.3% 92.7% 83.2%	87.8% 82.9% 94.6% 87.7%	86.9% 81.0% 94.3% 87.9%	80.4% 89.0% 85.5%	79.3% 87.7% 82.4%	80.3% 90.2% 84.2%	78.9% 85.3% 82.9%	80.7% 88.5% 83.9%	78.8% 92.1% 84.7%
	L54 L58 L59 P29	87.9% 81.3% 92.7% 83.2% 66.7%	87.8% 82.9% 94.6% 87.7% 71.1%	86.9% 81.0% 94.3% 87.9% 64.1%	80.4% 89.0% 85.5% 66.8%	79.3% 87.7% 82.4% 64.6%	80.3% 90.2% 84.2% 69.6%	78.9% 85.3% 82.9% 58.5%	80.7% 88.5% 83.9% 64.6%	78.8% 92.1% 84.7% 64.8%
	L54 L58 L59 P29 X25	87.9% 81.3% 92.7% 83.2% 66.7% 68.3%	87.8% 82.9% 94.6% 87.7% 71.1% 77.9%	86.9% 81.0% 94.3% 87.9% 64.1% 72.8%	80.4% 89.0% 85.5% 66.8% 75.8%	79.3% 87.7% 82.4% 64.6% 67.5%	80.3% 90.2% 84.2% 69.6% 71.7%	78.9% 85.3% 82.9% 58.5% 69.2%	80.7% 88.5% 83.9% 64.6% 75.7%	78.8% 92.1% 84.7% 64.8% 74.5%
	L54 L58 L59 P29 X25 X26	87.9% 81.3% 92.7% 83.2% 66.7% 68.3% 89.6%	87.8% 82.9% 94.6% 87.7% 71.1% 77.9% 87.6%	86.9% 81.0% 94.3% 87.9% 64.1% 72.8% 78.5%	80.4% 89.0% 85.5% 66.8% 75.8% 78.5%	79.3% 87.7% 82.4% 64.6% 67.5% 72.1%	80.3% 90.2% 84.2% 69.6% 71.7% 67.6%	78.9% 85.3% 82.9% 58.5% 69.2% 60.0%	80.7% 88.5% 83.9% 64.6% 75.7% 54.6%	78.8% 92.1% 84.7% 64.8% 74.5% 53.1%
	L54 L58 L59 P29 X25 X25 X26 X27	87.9% 81.3% 92.7% 83.2% 66.7% 68.3% 89.6% 77.7%	87.8% 82.9% 94.6% 87.7% 71.1% 77.9% 87.6% 83.7%	86.9% 81.0% 94.3% 87.9% 64.1% 72.8% 78.5% 73.6%	80.4% 89.0% 85.5% 66.8% 75.8% 78.5% 72.1%	79.3% 87.7% 82.4% 64.6% 67.5% 72.1% 67.7%	80.3% 90.2% 84.2% 69.6% 71.7% 67.6% 73.1%	78.9% 85.3% 82.9% 58.5% 69.2% 60.0% 65.9%	80.7% 88.5% 83.9% 64.6% 75.7% 54.6% 74.5%	78.8% 92.1% 84.7% 64.8% 74.5% 53.1% 75.0%
	L54 L58 P29 X25 X26 X27 X28	87.9% 81.3% 92.7% 83.2% 66.7% 68.3% 89.6% 77.7% 80.1%	87.8% 82.9% 94.6% 87.7% 71.1% 77.9% 87.6% 83.7% 83.8%	86.9% 81.0% 94.3% 87.9% 64.1% 72.8% 78.5% 73.6% 72.3%	80.4% 89.0% 85.5% 66.8% 75.8% 78.5% 72.1% 70.2%	79.3% 87.7% 82.4% 64.6% 67.5% 72.1% 67.7% 63.7%	80.3% 90.2% 84.2% 66.6% 71.7% 67.6% 73.1% 75.1%	78.9% 85.3% 82.9% 58.5% 69.2% 60.0% 65.9% 67.1%	80.7% 88.5% 83.9% 64.6% 75.7% 54.6% 74.5% 77.8%	78.8% 92.1% 84.7% 64.8% 74.5% 53.1% 75.0% 76.4%
	L54 L58 P29 X25 X26 X27 X28 X30	87.9% 81.3% 92.7% 83.2% 66.7% 68.3% 89.6% 77.7% 80.1% 66.6%	87.8% 82.9% 94.6% 87.7% 71.1% 77.9% 87.6% 83.7% 83.8% 67.9%	86.9% 81.0% 94.3% 87.9% 64.1% 72.8% 78.5% 73.6% 72.3% 60.8%	80.4% 89.0% 85.5% 66.8% 75.8% 78.5% 72.1% 70.2% 71.6%	79.3% 87.7% 82.4% 64.6% 67.5% 72.1% 67.7% 63.7% 67.4%	80.3% 90.2% 84.2% 69.6% 71.7% 67.6% 73.1% 75.1% 75.1%	78.9% 85.3% 82.9% 58.5% 69.2% 60.0% 65.9% 67.1% 61.7%	80.7% 88.5% 83.9% 64.6% 75.7% 54.6% 74.5% 77.8% 70.3%	78.8% 92.1% 84.7% 64.8% 74.5% 53.1% 75.0% 76.4% 68.5%
	L54 L59 P29 X25 X26 X27 X28 X30 X31	87.9% 81.3% 92.7% 83.2% 66.7% 68.3% 89.6% 77.7% 80.1% 66.6% 73.3%	87.8% 82.9% 94.6% 87.7% 71.1% 77.9% 87.6% 83.7% 83.8% 67.9% 78.6%	86.9% 81.0% 94.3% 87.9% 64.1% 72.8% 78.5% 73.6% 72.3% 60.8% 72.5%	80.4% 89.0% 85.5% 66.8% 75.8% 78.5% 72.1% 70.2% 71.6% 71.7%	79.3% 87.7% 82.4% 64.6% 67.5% 72.1% 67.7% 63.7% 67.4% 70.2%	80.3% 90.2% 84.2% 69.6% 71.7% 67.6% 73.1% 73.1% 73.1% 73.7% 73.7%	78.9% 85.3% 82.9% 58.5% 60.2% 60.0% 65.9% 67.1% 61.7% 67.9%	80.7% 88.5% 83.9% 64.6% 75.7% 54.6% 74.5% 74.5% 70.3% 70.3% 75.2%	78.8% 92.1% 84.7% 64.8% 74.5% 53.1% 75.0% 76.4% 68.5% 80.2%
	L54 L59 P29 X25 X26 X27 X27 X28 X30 X31 X32	87.9% 81.3% 92.7% 66.7% 68.3% 68.3% 89.6% 77.7% 80.1% 66.6% 73.3% 69.1%	87.8% 82.9% 94.6% 87.7% 71.1% 77.9% 87.6% 83.7% 83.8% 67.9% 78.6% 77.7%	86 9% 81.0% 94.3% 87.9% 64.1% 72.8% 78.5% 73.6% 72.3% 60.8% 72.5% 68.9%	80.4% 89.0% 85.5% 66.8% 75.8% 72.1% 70.2% 71.6% 71.7% 79.4%	79.3% 87.7% 82.4% 64.6% 67.5% 67.7% 63.7% 63.7% 63.7% 70.2% 70.2% 72.9%	80.3% 90.2% 84.2% 69.6% 71.7% 67.6% 73.1% 75.1% 73.7% 71.2% 71.2% 74.9%	78.9% 85.3% 82.9% 58.5% 60.2% 60.0% 65.9% 67.1% 61.7% 67.9% 76.3%	80.7% 88.5% 83.9% 64.6% 75.7% 54.6% 74.5% 74.5% 77.8% 70.3% 75.2% 75.6%	78.8% 92.1% 84.7% 64.8% 74.5% 53.1% 75.0% 76.4% 68.5% 80.2% 79.7%
	L54 L59 P29 X25 X26 X27 X28 X30 X31	87.9% 81.3% 92.7% 83.2% 66.7% 68.3% 89.6% 77.7% 80.1% 66.6% 73.3%	87.8% 82.9% 94.6% 87.7% 71.1% 77.9% 87.6% 83.7% 83.8% 67.9% 78.6%	86.9% 81.0% 94.3% 87.9% 64.1% 72.8% 78.5% 73.6% 72.3% 60.8% 72.5%	80.4% 89.0% 85.5% 66.8% 75.8% 78.5% 72.1% 70.2% 71.6% 71.7%	79.3% 87.7% 82.4% 64.6% 67.5% 72.1% 67.7% 63.7% 67.4% 70.2%	80.3% 90.2% 84.2% 69.6% 71.7% 67.6% 73.1% 73.1% 73.1% 73.7% 73.7%	78.9% 85.3% 82.9% 58.5% 60.2% 60.0% 65.9% 67.1% 61.7% 67.9%	80.7% 88.5% 83.9% 64.6% 75.7% 54.6% 74.5% 74.5% 70.3% 70.3% 75.2%	78.8% 92.1% 84.7% 64.8% 74.5% 53.1% 75.0% 76.4% 68.5% 80.2%
	L54 L59 P29 X25 X26 X27 X28 X30 X31 X31 X32 52	87.9% 81.3% 92.7% 83.2% 66.7% 68.3% 89.6% 77.7% 80.1% 66.6% 73.3% 69.1% 78.2%	87.8% 82.9% 94.6% 87.7% 71.1% 77.9% 87.6% 83.7% 83.8% 67.9% 78.6% 77.7% 79.0%	86.9% 81.0% 94.3% 87.9% 64.1% 72.8% 78.5% 73.6% 72.3% 60.8% 72.5% 68.9% 76.4%	80.4% 89.0% 85.5% 66.8% 75.8% 72.1% 70.2% 71.6% 71.7% 79.4% 80.4%	79.3% 87.7% 82.4% 64.6% 67.5% 72.1% 67.7% 63.7% 67.4% 70.2% 72.9% 78.8%	80.3% 90.2% 84.2% 69.6% 71.7% 67.6% 73.1% 75.1% 75.1% 73.7% 71.2% 74.9% 74.9%	78.9% 85.3% 82.9% 58.5% 69.2% 60.0% 65.9% 67.1% 61.7% 61.7% 67.9% 76.3% 80.5%	80.7% 88.5% 83.9% 64.6% 75.7% 54.6% 74.5% 77.8% 70.3% 75.2% 75.6% 79.7%	78.8% 92.1% 84.7% 64.8% 74.5% 53.1% 75.0% 76.4% 68.5% 80.2% 79.7% 77.9%
	L54 L59 P29 X25 X26 X27 X28 X30 X31 X31 X32 52 60 33E 77X	87.9% 81.3% 92.7% 83.2% 66.7% 68.3% 89.6% 77.7% 80.1% 66.6% 73.3% 69.1% 66.6% 73.3% 69.1% 78.2% 71.8% 61.6%	87.8% 82.9% 94.6% 87.7% 71.1% 77.9% 87.6% 83.7% 83.8% 67.9% 78.6% 77.7% 79.0% 72.8%	86.9% 81.0% 94.3% 87.9% 64.1% 72.8% 78.5% 73.6% 72.3% 60.8% 72.5% 68.9% 76.4% 73.5%	80.4% 89.0% 85.5% 66.8% 75.8% 78.5% 72.1% 70.2% 71.6% 71.7% 79.4% 80.4% 71.5%	79.3% 87.7% 82.4% 64.6% 67.5% 72.1% 67.7% 63.7% 67.4% 70.2% 72.9% 78.8% 70.5%	80.3% 90.2% 84.2% 69.6% 71.7% 67.6% 73.1% 73.1% 75.1% 73.7% 71.2% 74.9% 79.1% 71.5%	78.9% 85.3% 82.9% 58.5% 69.2% 60.0% 65.9% 67.1% 61.7% 67.9% 76.3% 80.5% 70.5%	80.7% 88.5% 83.9% 64.6% 75.7% 54.6% 74.5% 70.3% 75.2% 75.6% 79.7% 67.7%	78.8% 92.1% 84.7% 64.8% 74.5% 53.1% 75.0% 75.0% 76.4% 68.5% 80.2% 79.7% 77.9% 63.4%
	L54 L59 P29 X25 X26 X27 X28 X30 X31 X31 X32 52 60 33E 77X 39%	87.9% 81.3% 92.7% 66.7% 68.3% 89.6% 77.7% 80.1% 66.6% 73.3% 69.1% 78.2% 71.8% 61.6% 91.5% 74.0%	87.8% 82.9% 94.6% 87.7% 71.1% 77.9% 87.6% 83.7% 83.8% 67.9% 78.6% 77.7% 79.0% 72.8% 84.4% 86.3% 81.6%	86 9% 81.0% 94.3% 87.9% 64.1% 72.8% 73.5% 73.5% 72.3% 60.8% 72.5% 68.9% 76.4% 73.5% 77.2% 87.1% 64.9%	80.4% 89.0% 85.5% 66.8% 75.8% 78.5% 72.1% 70.2% 71.6% 71.7% 79.4% 80.4% 71.5% 76.9% 81.0% 76.6%	79.3% 87.7% 82.4% 64.6% 67.5% 72.1% 67.7% 67.7% 67.7% 67.4% 70.2% 72.9% 78.8% 70.5% 65.2% 75.7% 76.2%	80.3% 90.2% 84.2% 69.6% 71.7% 67.6% 73.1% 75.1% 73.7% 71.2% 74.9% 79.1% 71.5% 60.7% 87.4% 87.4%	78.9% 85.3% 82.9% 58.5% 69.2% 60.0% 65.9% 67.1% 61.7% 67.9% 76.3% 80.5% 70.5% 68.9% 74.1% 78.1%	80.7% 88.5% 83.9% 64.6% 75.7% 54.6% 74.5% 70.3% 70.3% 75.2% 75.6% 79.7% 67.7% 66.2% 76.4% 75.6%	78.8% 92.1% 84.7% 64.8% 74.5% 53.1% 75.0% 75.0% 76.4% 68.5% 80.2% 79.7% 77.9% 63.4% 63.4% 67.4% 68.8% 78.6%
	L54 L58 L59 P29 X25 X26 X27 X28 X30 X31 X31 X32 S2 60 33E 77X 39X 69	87.9% 81.3% 92.7% 83.2% 66.7% 68.3% 89.6% 77.7% 80.1% 66.6% 73.3% 69.1% 78.2% 71.8% 61.6% 91.5% 74.0% 64.5%	87.8% 82.9% 94.6% 87.7% 71.1% 77.9% 87.6% 83.8% 67.9% 78.6% 77.7% 79.0% 72.8% 84.4% 86.3% 81.6% 78.8%	86 9% 81.0% 94.3% 87.9% 64.1% 72.8% 78.5% 73.6% 72.3% 60.8% 72.5% 68.9% 76.4% 73.5% 77.2% 87.1% 64.9% 73.9%	80.4% 89.0% 85.5% 66.8% 75.8% 72.1% 70.2% 71.6% 71.7% 79.4% 80.4% 71.5% 76.9% 81.0% 76.6% 73.4%	79.3% 87.7% 82.4% 64.6% 67.5% 72.1% 63.7% 63.7% 63.7% 70.2% 72.9% 78.8% 70.5% 65.2% 75.7% 76.2% 63.4%	80.3% 90.2% 84.2% 66.6% 71.7% 77.7% 73.1% 73.3% 73.7% 71.2% 74.9% 79.1% 71.5% 60.7% 87.4% 84.1% 73.2%	78.9% 85.3% 82.9% 58.5% 69.2% 60.0% 65.9% 67.1% 61.7% 61.7% 61.7% 76.3% 80.5% 70.5% 68.9% 74.1% 78.1% 58.7%	80.7% 88.5% 83.9% 64.6% 75.7% 54.6% 74.5% 77.8% 70.3% 75.2% 75.6% 66.2% 76.4% 76.4% 75.6% 68.9%	78.8% 92.1% 84.7% 64.8% 74.5% 53.1% 75.0% 76.4% 68.5% 80.2% 79.7% 77.9% 63.4% 67.4% 68.8% 78.6% 72.2%
	L54 L59 P29 X25 X26 X27 X28 X30 X31 X32 52 60 33E 77x 39X 69X 41X	87.9% 81.3% 92.7% 83.2% 66.7% 68.3% 89.6% 77.7% 80.1% 66.6% 73.3% 69.1% 78.2% 71.8% 61.6% 91.5% 74.0% 64.5% 73.6%	87.8% 82.9% 94.6% 87.7% 71.1% 77.9% 87.6% 83.7% 83.8% 67.9% 78.6% 77.7% 79.0% 72.8% 84.4% 86.3% 81.6% 78.8% 75.1%	86.9% 81.0% 94.3% 87.9% 64.1% 72.8% 78.5% 72.3% 60.8% 72.5% 68.9% 76.4% 73.5% 77.2% 87.1% 64.9% 73.9% 63.0%	80.4% 89.0% 85.5% 66.8% 75.8% 72.1% 70.2% 71.6% 71.7% 79.4% 80.4% 71.5% 76.9% 81.0% 76.6% 73.4% 75.1%	79.3% 87.7% 82.4% 64.6% 67.5% 72.1% 67.7% 63.7% 67.4% 70.2% 72.9% 72.8% 70.5% 65.2% 75.5% 75.5% 63.4% 82.7%	80.3% 90.2% 84.2% 69.6% 71.7% 67.6% 73.1% 75.1% 73.3% 71.2% 74.9% 79.1% 71.5% 60.7% 87.4% 84.1% 73.2% 84.1%	78.9% 85.3% 82.9% 58.5% 69.2% 60.0% 65.9% 67.1% 61.7% 67.9% 76.3% 80.5% 70.5% 68.9% 74.1% 78.1% 58.7% 78.3%	80.7% 88.5% 83.9% 64.6% 75.7% 54.6% 74.5% 77.8% 70.3% 75.2% 75.6% 73.7% 66.2% 76.4% 75.6% 68.9% 71.0%	78.8% 92.1% 84.7% 64.8% 74.5% 53.1% 75.0% 76.4% 68.5% 80.2% 79.7% 77.9% 63.4% 63.4% 63.4% 63.4% 63.8% 78.6% 72.2%
Express	L54 L59 P29 X25 X26 X27 X28 X30 X31 X31 X32 52 60 33E 77X 39X 69X 41X 32X	87.9% 81.3% 92.7% 83.2% 66.7% 68.3% 89.6% 77.7% 80.1% 66.6% 73.3% 69.1% 78.2% 71.8% 61.6% 91.5% 71.8% 71.8% 74.0% 64.5% 73.6% 72.1%	87.8% 82.9% 94.6% 87.7% 71.1% 77.9% 87.6% 83.8% 67.9% 78.6% 77.7% 79.0% 72.8% 84.4% 86.3% 81.6% 78.8% 75.1% 97.2%	86 9% 81.0% 94.3% 87.9% 64.1% 72.8% 73.6% 72.3% 60.8% 72.3% 60.8% 72.5% 68.9% 76.4% 73.5% 77.2% 87.1% 64.9% 73.9% 63.0% 89.2%	80.4% 89.0% 85.5% 66.8% 75.8% 72.1% 70.2% 71.6% 71.7% 79.4% 80.4% 71.5% 76.9% 81.0% 76.6% 73.4% 75.1% 82.9%	79.3% 87.7% 82.4% 64.6% 67.5% 72.1% 67.7% 67.7% 67.7% 67.4% 70.2% 72.9% 78.8% 70.5% 65.2% 75.7% 76.2% 63.4% 82.27% 89.9%	80.3% 90.2% 84.2% 69.6% 71.7% 67.6% 73.1% 75.1% 73.7% 71.2% 74.9% 79.1% 71.5% 60.7% 87.4% 84.1% 73.2% 81.1% 90.2%	78.9% 85.3% 82.9% 58.5% 69.2% 60.0% 65.9% 67.1% 67.9% 77.3% 80.5% 70.5% 68.9% 74.1% 78.1% 58.7% 78.3% 90.0%	80.7% 88.5% 83.9% 64.6% 75.7% 54.6% 74.5% 70.3% 70.3% 75.2% 75.6% 79.7% 67.7% 66.2% 76.4% 75.6% 68.9% 77.0% 85.4%	78.8% 92.1% 84.7% 64.8% 74.5% 53.1% 75.0% 75.0% 76.4% 68.5% 80.2% 79.7% 77.9% 63.4% 73.9%
Express	L54 L58 L59 P29 X25 X26 X27 X28 X30 X31 X31 X32 52 60 33E 77X 39X 69X 41X 32X 84X	87.9% 81.3% 92.7% 83.2% 66.7% 68.3% 89.6% 77.7% 80.1% 66.6% 73.3% 66.6% 73.3% 66.5% 73.3% 66.5% 73.3% 66.5% 73.5% 74.0% 64.5% 73.6% 72.1%	87.8% 82.9% 94.6% 87.7% 71.1% 77.9% 87.6% 83.8% 67.9% 78.6% 77.7% 79.0% 72.8% 84.4% 86.3% 81.6% 78.8% 75.1% 97.2%	86 9% 81.0% 94.3% 87.9% 64.1% 72.8% 78.5% 73.6% 72.3% 60.8% 72.5% 68.9% 76.4% 73.5% 77.5% 73.5% 77.5% 73.5% 77.2% 87.1% 64.9% 73.9% 63.0% 89.2% 75.4%	80.4% 89.0% 85.5% 66.8% 75.8% 72.1% 70.2% 71.6% 71.7% 79.4% 80.4% 71.5% 76.9% 81.0% 76.6% 73.4% 75.1% 82.9% 73.5%	79.3% 87.7% 82.4% 64.6% 67.5% 72.1% 63.7% 63.7% 67.4% 70.2% 72.9% 78.8% 70.5% 65.2% 65.2% 65.2% 65.3% 88.9% 75.7%	80.3% 90.2% 84.2% 69.6% 71.7% 67.6% 73.1% 75.1% 73.7% 71.2% 74.9% 79.1% 79.1% 71.5% 60.7% 87.4% 84.1% 73.2% 81.1% 90.2%	78.9% 85.3% 82.9% 58.5% 69.2% 60.0% 65.9% 67.1% 61.7% 61.7% 61.7% 76.3% 80.5% 70.5% 68.9% 74.1% 78.1% 58.7% 78.3% 90.0% 74.0%	80.7% 88.5% 83.9% 64.6% 75.7% 54.6% 74.5% 77.8% 70.3% 75.2% 75.6% 79.7% 66.2% 66.2% 76.4% 75.6% 68.9% 77.0% 85.4% 74.5%	78.8% 92.1% 84.7% 64.8% 74.5% 53.1% 75.0% 76.4% 68.5% 80.2% 79.7% 77.9% 63.4% 67.4% 68.8% 77.9% 63.4% 68.8% 78.6% 72.2% 77.3% 79.9% 76.3%
Express	L54 L59 P29 X25 X26 X27 X28 X30 X31 X32 52 60 33E 77X 39X 69X 41X 32X 84X 27X	87.9% 81.3% 92.7% 83.2% 66.7% 68.3% 89.6% 77.7% 80.1% 66.6% 73.3% 69.1% 66.6% 73.3% 69.1% 78.2% 71.8% 61.6% 91.5% 74.0% 64.5% 73.6% 72.1% 77.4%	87.8% 82.9% 94.6% 87.7% 71.1% 77.9% 87.6% 83.7% 83.8% 67.9% 78.6% 77.7% 79.0% 72.8% 84.4% 86.3% 81.6% 78.8% 75.1% 97.2% 78.9% 87.3%	86.9% 81.0% 94.3% 87.9% 64.1% 72.8% 78.5% 72.3% 60.8% 72.5% 68.9% 76.4% 73.5% 77.2% 87.1% 64.9% 73.9% 63.0% 89.2% 75.4% 82.1%	80.4% 89.0% 85.5% 66.8% 75.8% 72.1% 70.2% 71.6% 71.7% 79.4% 80.4% 71.5% 76.9% 81.0% 76.6% 73.4% 75.1% 82.9% 73.5% 78.2%	79.3% 87.7% 82.4% 64.6% 67.5% 72.1% 67.7% 63.7% 67.4% 70.2% 72.9% 72.9% 78.8% 70.5% 65.2% 75.7% 76.2% 63.4% 82.7% 89.9% 75.3%	80.3% 90.2% 84.2% 69.6% 71.7% 67.6% 73.1% 73.1% 73.3% 71.2% 74.9% 79.1% 71.5% 60.7% 87.4% 84.1% 73.2% 84.1% 73.2% 84.1%	78.9% 85.3% 82.9% 58.5% 69.2% 60.0% 65.9% 67.1% 61.7% 67.9% 76.3% 80.5% 70.5% 68.9% 74.1% 78.1% 58.7% 78.3% 90.0% 74.0% 72.5%	80.7% 88.5% 83.9% 64.6% 75.7% 54.6% 74.5% 70.3% 75.2% 75.6% 73.7% 66.2% 76.4% 75.6% 68.9% 71.0% 85.4% 74.5% 79.9%	78.8% 92.1% 84.7% 64.8% 74.5% 53.1% 75.0% 76.4% 68.5% 80.2% 79.7% 77.9% 63.4% 63.4% 63.4% 63.4% 63.4% 63.8% 78.6% 72.2% 77.3% 79.9% 76.3%
Express	L54 L59 P29 X25 X26 X27 X28 X30 X31 X31 X32 52 60 33E 77X 39X 69X 41X 32X 84X 27X 33X	87.9% 81.3% 92.7% 83.2% 66.7% 68.3% 89.6% 77.7% 80.1% 66.6% 73.3% 69.1% 78.2% 71.8% 61.6% 91.5% 74.0% 64.5% 73.6% 72.1% 77.4% 77.4%	87.8% 82.9% 94.6% 87.7% 71.1% 77.9% 87.6% 83.8% 67.9% 78.6% 77.7% 79.0% 72.8% 84.4% 86.3% 84.4% 86.3% 81.6% 78.8% 75.1% 97.2% 78.9% 87.3%	86 9% 81.0% 94.3% 87.9% 64.1% 72.8% 73.6% 72.3% 60.8% 72.3% 60.8% 72.5% 68.9% 76.4% 73.5% 77.2% 87.1% 64.9% 73.5% 77.2% 87.1% 64.9% 73.9% 63.0% 89.2% 75.4% 82.1% 78.3%	80.4% 89.0% 85.5% 66.8% 75.8% 72.1% 70.2% 71.6% 71.7% 79.4% 80.4% 71.5% 76.9% 81.0% 76.6% 73.4% 75.1% 82.9% 82.9% 73.5% 78.2% 81.8%	79.3% 87.7% 82.4% 64.6% 67.5% 72.1% 67.7% 67.7% 67.7% 67.4% 70.2% 72.9% 78.8% 70.5% 65.2% 75.7% 75.7% 76.2% 63.4% 82.7% 89.9% 75.3% 81.8% 83.9%	80.3% 90.2% 84.2% 69.6% 71.7% 67.6% 73.1% 73.1% 73.7% 71.2% 74.9% 79.1% 71.5% 60.7% 87.4% 84.1% 73.2% 81.1% 73.2% 81.1% 90.2% 90.2% 90.2% 91.7%	78.9% 85.3% 82.9% 58.5% 60.2% 60.0% 65.9% 67.1% 67.9% 76.3% 80.5% 70.5% 68.9% 74.1% 78.1% 58.7% 78.3% 90.0% 74.0% 72.5% 87.6%	80.7% 88.5% 83.9% 64.6% 75.7% 54.6% 74.5% 70.3% 70.3% 75.2% 75.6% 79.7% 66.2% 76.4% 75.6% 68.9% 77.0% 85.4% 74.5% 79.9% 90.4%	78.8% 92.1% 84.7% 64.8% 74.5% 53.1% 75.0% 75.0% 75.4% 68.5% 80.2% 79.7% 77.9% 63.4% 73.5% 73.5% 73.5% 73.5% 73.5%
Express	L54 L59 P29 X25 X26 X27 X28 X30 X31 X32 52 60 33E 77X 39X 69X 41X 32X 84X 27X	87.9% 81.3% 92.7% 83.2% 66.7% 68.3% 89.6% 77.7% 80.1% 66.6% 73.3% 69.1% 66.6% 73.3% 69.1% 78.2% 71.8% 61.6% 91.5% 74.0% 64.5% 73.6% 72.1% 77.4%	87.8% 82.9% 94.6% 87.7% 71.1% 77.9% 87.6% 83.7% 83.8% 67.9% 78.6% 77.7% 79.0% 72.8% 84.4% 86.3% 81.6% 78.8% 75.1% 97.2% 78.9% 87.3%	86.9% 81.0% 94.3% 87.9% 64.1% 72.8% 78.5% 72.3% 60.8% 72.5% 68.9% 76.4% 73.5% 77.2% 87.1% 64.9% 73.9% 63.0% 89.2% 75.4% 82.1%	80.4% 89.0% 85.5% 66.8% 75.8% 72.1% 70.2% 71.6% 71.7% 79.4% 80.4% 71.5% 76.9% 81.0% 76.6% 73.4% 75.1% 82.9% 73.5% 78.2%	79.3% 87.7% 82.4% 64.6% 67.5% 72.1% 67.7% 63.7% 67.4% 70.2% 72.9% 72.9% 78.8% 70.5% 65.2% 75.7% 76.2% 63.4% 82.7% 89.9% 75.3%	80.3% 90.2% 84.2% 69.6% 71.7% 67.6% 73.1% 73.1% 73.3% 71.2% 74.9% 79.1% 71.5% 60.7% 87.4% 84.1% 73.2% 84.1% 73.2% 84.1%	78.9% 85.3% 82.9% 58.5% 69.2% 60.0% 65.9% 67.1% 61.7% 67.9% 76.3% 80.5% 70.5% 68.9% 74.1% 78.1% 58.7% 78.3% 90.0% 74.0% 72.5%	80.7% 88.5% 83.9% 64.6% 75.7% 54.6% 74.5% 70.3% 75.2% 75.6% 73.7% 66.2% 76.4% 75.6% 68.9% 71.0% 85.4% 74.5% 79.9%	78.8% 92.1% 84.7% 64.8% 74.5% 53.1% 75.0% 76.4% 68.5% 80.2% 79.7% 77.9% 63.4% 63.4% 63.4% 63.4% 63.8% 78.6% 72.2% 77.3% 79.9% 76.3%

2022

		I				PERCENTAGE PUNCTUAL	ITY BY ROUTE - DUBLIN BU	JS (see note on interpretation	on of this data at bottom of	ftable)	
Category	Route	P13	P12	P11	P10	P9	P8	P7	P6	P5	P4
	7 7A	56.2% 54.0%	60.0% 57.5%	58.5% 58.5%	62.9% 57.8%	61.2% 59.7%	62.8% 59.9%	62.2% 61.2%	61.9% 62.0%	64.8% 62.8%	64.3% 61.5%
	7A 7B	53.1%	56.1%	56.6%	47.8%	55.9%	74.5%	56.3%	56.4%	62.7%	57.7%
	11	59.0%	61.6%	61.7%	58.9%	64.8%	70.2%	64.2%	66.2%	66.2%	64.0%
	15B	61.7%	68.5%	70.6%	69.7%	72.2%	73.1%	71.6%	71.9%	72.9%	72.7%
	15D 33	47.2% 56.0%	51.8% 63.3%	57.5% 61.7%	58.7% 60.0%	67.5% 60.3%	71.4% 66.8%	58.6% 64.1%	51.6% 61.6%	56.1% 64.7%	64.0% 62.6%
	38	58.0%	60.3%	62.7%	58.9%	62.7%	66.0%	61.3%	63.1%	64.2%	62.8%
	38A 38B	60.4%	62.9% 61.5%	66.6%	61.9%	65.2% 66.0%	67.8%	63.7% 71.0%	66.0%	65.6%	64.2%
	38B 38D	58.0% 50.8%	63.4%	60.3% 69.7%	51.4% 61.4%	73.0%	75.9% 79.4%	71.0%	72.1% 68.0%	67.0% 72.0%	63.4% 65.5%
	39	49.4%	53.4%	58.6%	56.2%	57.2%	62.5%	60.2%	60.0%	60.2%	62.1%
А	41C 44	60.9% 49.0%	66.9% 53.4%	64.7% 58.2%	60.3% 56.6%	55.8% 57.0%	64.6% 63.7%	66.9% 60.0%	65.8% 60.2%	65.8% 62.2%	67.3% 59.7%
	444 46E	52.0%	47.8%	50.4%	41.5%	56.9%	80.2%	57.6%	67.6%	69.7%	64.6%
	47	57.9%	62.4%	64.8%	64.0%	64.8%	73.3%	69.5%	66.4%	70.6%	68.2%
	49 65	56.7%	58.7% 60.0%	60.9% 62.8%	60.6% 63.2%	63.5% 61.0%	71.6% 68.9%	66.7% 65.2%	62.3% 66.7%	62.9% 68.1%	64.2% 64.3%
	65B	56.0%	62.4%	67.1%	63.9%	61.7%	69.1%	65.3%	67.8%	64.2%	67.1%
	70	60.4%	61.7%	67.2%	63.4%	66.6%	71.7%	65.9%	65.8%	67.7%	66.9%
	77A 83	54.2% 53.0%	57.8% 58.9%	60.5% 61.7%	58.4% 60.5%	60.8% 60.9%	64.4% 66.2%	59.4% 64.6%	57.9% 63.3%	59.5% 64.9%	57.6% 65.8%
	83A	50.5%	61.7%	64.3%	60.2%	62.1%	65.3%	66.5%	63.9%	63.9%	66.0%
	116	37.1%	56.1%	52.0%	49.5%	51.4%	66.4%	41.4%	53.0%	60.9%	51.4%
	155 16D	55.2% 61.5%	58.9% 67.5%	60.9% 53.9%	57.9% 55.7%	62.5% 56.3%	63.7% 64.8%	63.1% 64.6%	63.4% 67.5%	63.9% 67.0%	63.7% 62.7%
	7D	62.3%	76.9%	74.3%	73.5%	74.1%	75.5%	71.5%	72.7%	71.9%	68.5%
	15A	62.8%	68.9%	72.7%	71.1%	74.4%	75.7%	74.5%	73.8%	74.4%	75.5%
	27B 37	70.7%	74.5% 55.5%	73.8% 58.8%	75.5% 58.4%	74.3% 59.9%	77.2% 68.7%	76.3% 65.9%	74.0% 62.1%	78.0% 62.4%	75.5% 64.0%
	41	64.2%	68.2%	68.4%	66.8%	63.2%	67.8%	66.2%	66.1%	68.1%	69.9%
	41B	65.6%	74.2%	67.2%	62.7%	65.9%	73.8%	75.1%	70.6%	71.2%	73.7%
	41D 42	76.6% 66.7%	70.4% 70.3%	67.0% 68.7%	71.5% 65.4%	72.5% 69.1%	66.2% 71.3%	62.9% 68.1%	79.1% 67.0%	76.0% 70.9%	75.7% 70.4%
	43	66.6%	72.3%	71.6%	70.3%	71.5%	77.3%	72.0%	72.5%	75.5%	72.6%
В	54A 56A	57.8%	62.6% 59.4%	66.0% 60.8%	65.3%	70.6% 66.6%	74.6% 68.6%	67.7% 67.6%	65.6% 67.5%	65.0%	62.7% 68.0%
	56A 61	58.2%	59.4% 64.4%	67.6%	64.0% 66.8%	72.6%	68.6%	68.3%	67.8%	64.8% 69.7%	67.6%
	68	53.3%	59.4%	62.0%	61.8%	62.9%	65.9%	64.5%	64.3%	64.2%	62.9%
	69 84	56.3%	59.6% 63.3%	61.0%	62.1%	61.4% 69.0%	67.3%	64.8%	60.0%	65.3%	67.3% 68.9%
	118	62.2%	65.8%	63.5% 60.2%	68.5% 39.7%	46.7%	70.4% 83.6%	71.4%	70.2% 53.7%	69.0% 40.0%	48.4%
	122	56.7%	63.1%	65.9%	64.6%	64.7%	69.5%	67.7%	66.4%	64.5%	66.1%
	142 151	60.4% 53.5%	61.1%	57.2% 60.8%	46.0% 60.4%	68.3%	65.0% 65.2%	55.9% 61.7%	59.9% 61.7%	53.3% 61.7%	52.3%
	26	53.5% 60.4%	57.7% 67.6%	68.3%	68.8%	64.0% 67.8%	70.8%	73.3%	71.8%	72.9%	64.1% 74.6%
	27A	78.7%	82.5%	83.1%	83.7%	83.0%	86.3%	82.7%	84.7%	84.4%	84.2%
	40B 40D	67.4%	72.0% 68.3%	69.2% 66.6%	69.0% 67.9%	72.4% 71.0%	79.3% 75.2%	73.3% 72.4%	72.5% 74.0%	71.6% 73.0%	71.8% 74.3%
	40D 40E	85.5%	86.2%	84.9%	87.8%	87.8%	90.7%	87.8%	90.1%	89.5%	87.3%
	42D	62.3%	65.1%	78.6%	*Did Not Operate	*Did Not Operate	*Did Not Operate	*Did Not Operate	86.7%	74.6%	72.4%
	44B 53	56.9% 83.7%	72.0% 80.5%	64.4% 82.0%	65.2% 82.1%	85.0% 81.8%	82.8% 83.9%	79.5% 84.0%	78.2% 79.6%	74.6% 83.2%	81.1% 82.3%
	68A	51.5%	56.0%	54.2%	60.8%	69.5%	69.9%	73.3%	67.3%	71.0%	76.2%
	79	*Route Replaced	*Route Replaced	71.7%	72.1%	72.9%	79.4%	75.2%	72.8%	75.4%	76.0%
	79A 84A	*Route Replaced 67.0%	*Route Replaced 60.5%	72.5% 59.1%	73.2% 64.0%	75.2% 66.0%	80.1% 79.2%	75.8% 68.9%	75.6% 76.6%	76.1% 68.6%	78.7% 68.1%
	70D	63.2%	64.7%	58.8%	*Did Not Operate	*Did Not Operate	*Did Not Operate	*Did Not Operate	67.4%	68.9%	62.8%
	120	76.3%	81.3% 64.4%	81.6%	79.4%	81.4% 72.7%	84.5%	79.6%	81.0%	75.7%	79.5%
	150 H1	60.2% 76.7%	78.9%	65.0% 79.1%	68.3% 78.7%	77.4%	79.9% 77.6%	71.5% 77.4%	73.1% 77.8%	73.1% 78.8%	72.7% 77.5%
	H2	72.8%	71.3%	72.7%	73.9%	72.9%	70.7%	72.5%	73.6%	72.8%	76.6%
	H3 H9	75.2% *Did Not Operate	75.6% *Did Not Operate	75.0% *Did Not Operate	76.3% *Did Not Operate	73.9% *Did Not Operate	71.5% *Did Not Operate	72.9% *Did Not Operate	74.4% 100.0%	75.8% 97.7%	75.7% 97.0%
	6	79.7%	76.2%	76.7%	76.6%	70.8%	74.1%	73.3%	75.5%	76.6%	76.8%
	C1	54.3%	56.3%	57.1%	59.7%	58.8%	62.3%	60.2%	60.8%	66.6%	69.1%
	C2 C3	56.9% 63.6%	60.9% 66.1%	62.0% 65.1%	61.4% 63.5%	59.8% 63.3%	62.1% 62.9%	61.2% 62.8%	61.1% 67.2%	68.0% 67.2%	69.3% 70.8%
	C4	63.4%	65.7%	67.0%	63.4%	66.1%	67.5%	68.7%	70.1%	69.1%	72.2%
	C5 C6	64.4% 67.9%	74.2% 68.1%	74.4% 68.0%	72.6% 71.9%	73.3% 75.3%	72.0% 72.1%	70.3% 68.7%	69.0% 70.1%	75.3% 74.3%	75.0% 70.9%
	L53	83.2%	83.5%	86.8%	85.4%	85.9%	88.5%	88.4%	70.1% 85.7%	74.3% 82.8%	84.5%
	L54	74.8%	77.9%	77.2%	77.2%	74.3%	75.6%	76.9%	79.8%	78.4%	77.9%
	L58 L59	88.2% 82.2%	83.4% 81.8%	87.1% 83.0%	87.5% 84.2%	88.8% 83.1%	92.7% 86.0%	93.6% 85.5%	90.9% 85.3%	89.8% 85.8%	90.3% 84.7%
	P29	55.6%	50.9%	53.8%	54.1%	60.1%	67.2%	63.1%	64.8%	70.1%	66.6%
	X25	61.1%	57.3%	56.2%	41.5%	60.8%	81.1%	76.8%	59.6%	59.2%	67.7%
	X26 X27	52.8% 64.7%	63.4% 61.2%	46.2% 61.5%	44.5% 43.0%	74.6% 63.4%	85.7% 82.7%	82.6% 77.8%	66.6% 66.8%	65.7% 68.1%	71.7% 79.2%
	X28	65.5%	58.5%	59.8%	45.1%	61.3%	80.2%	81.8%	62.7%	58.2%	72.2%
	X30	69.8%	52.4%	53.9%	66.0%	75.5%	83.0%	77.8%	71.3%	65.4%	69.9%
	X31 X32	62.5% 70.0%	62.7% 57.2%	50.6% 59.9%	52.5% 59.8%	62.8% 69.2%	81.4% 84.3%	81.9% 83.6%	60.1% 60.9%	62.1% 61.2%	70.5% 77.3%
	52	74.1%	72.7%	73.5%	75.5%	77.2%	79.2%	76.6%	76.0%	76.6%	79.1%
	G1	55.8%	51.6%	G Spine Commenced in P11							
	G2 60	51.3% 57.5%	49.2% 49.5%	G Spine Commenced in P11 G Spine Commenced in P11	G Spine Commenced in P11 G Spine Commenced in P11	G Spine Commenced in P11 G Spine Commenced in P11	G Spine Commenced in P11 G Spine Commenced in P11	G Spine Commenced in P11 G Spine Commenced in P11	G Spine Commenced in P11 G Spine Commenced in P11	G Spine Commenced in P11 G Spine Commenced in P11	G Spine Commenced in P11 G Spine Commenced in P11
	33E	57.8%	56.7%	66.1%	58.3%	71.3%	86.3%	82.7%	64.6%	66.8%	62.2%
	77X	68.3%	71.4%	72.3%	59.8%	68.9%	77.2%	76.3%	81.6%	79.7%	77.7% 81.6%
	39X 69X	71.7%	60.6% 50.5%	62.5% 40.0%	59.1% 49.7%	58.9% 60.3%	74.8% 80.3%	78.1% 56.2%	67.7% 48.3%	68.7% 57.1%	81.6% 65.8%
	41X	76.8%	58.5%	66.0%	64.6%	73.4%	78.7%	76.1%	69.8%	65.1%	68.8%
Express	32X 84X	78.6% 67.5%	64.7% 66.8%	69.7% 65.2%	63.3% 56.7%	72.9% 69.2%	83.5% 85.7%	81.2% 77.7%	73.8% 75.5%	74.1%	75.5% 74.8%
	27X	67.5%	66.8% 75.8%	65.2%	56.7% 65.3%	69.2% 78.2%	85.7% 90.5%	74.9%	75.3%	75.8% 76.7%	74.8%
	33X	85.5%	74.2%	77.1%	72.7%	77.5%	78.5%	76.8%	73.8%	67.4%	76.1%
	51D 33D	66.3% 73.6%	64.2% 64.7%	65.4% 74.0%	61.8% 64.5%	58.6% 66.1%	62.0% 80.9%	63.5% 78.1%	69.4% 65.6%	64.2% 66.2%	60.8% 71.9%
L	68X	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	51.5%



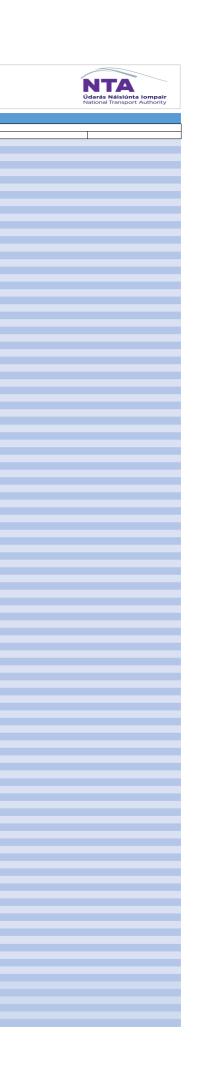
P3	P2	P1
65.0% 62.8%	63.5% 61.6%	56.6% 55.4%
68.1%	59.1%	47.9%
67.5%	63.4%	58.1%
71.6%	72.0%	70.1%
71.0%	66.9%	64.3%
63.2% 63.4%	61.0% 64.0%	56.4% 60.6%
65.8%	66.0%	63.7%
64.6%	71.7%	63.8%
73.4%	60.8%	61.0%
62.7%	64.2%	61.7%
67.2%	67.7%	65.9%
62.7% 57.7%	60.1% 63.9%	59.6% 65.7%
68.4%	69.4%	65.4%
62.2%	65.7%	64.4%
63.6%	64.9%	63.1%
64.7%	64.9%	66.0%
68.9% 57.9%	67.4% 58.9%	57.3% 57.0%
63.7%	63.6%	60.2%
65.1%	63.8%	61.1%
60.8%	65.0%	61.4%
64.1%	63.5%	57.5%
68.8%	66.7%	53.2%
76.1% 74.6%	64.7% 73.2%	59.6% 70.0%
74.6%	75.5%	73.4%
64.2%	66.0%	63.3%
69.4%	71.6%	65.8%
75.4%	76.3%	74.2%
78.8%	66.2% 71.0%	79.1% 68.4%
69.8% 74.9%	69.6%	66.7%
62.0%	63.3%	62.1%
66.4%	66.7%	68.0%
72.8%	65.3%	64.0%
64.8%	66.6%	61.2%
68.9% 68.8%	67.1% 70.1%	65.1% 68.4%
59.3%	62.1%	68.6%
65.9%	67.3%	61.9%
60.0%	53.7%	40.6%
64.3%	60.7%	58.1%
75.1%	76.2%	71.2%
83.6% 71.8%	80.9% 67.9%	76.7% 69.5%
73.6%	72.5%	69.7%
88.3%	88.7%	86.6%
79.8%	59.0%	68.5%
71.7%	0.0%	73.4%
83.4% 69.7%	79.8% 70.4%	79.5% 50.0%
75.4%	75.6%	70.4%
78.7%	76.3%	70.2%
71.8%	59.8%	58.0%
66.7%	50.7%	68.1%
79.3% 71.0%	77.7%	77.5% 73.2%
71.0%	76.9%	71.5%
74.5%	74.2%	70.4%
74.9%	75.7%	70.4%
91.4%	88.0%	85.6%
76.9% 66.8%	73.9% 69.9%	67.9% 64.0%
68.2%	68.2%	62.6%
68.6%	70.2%	65.4%
70.6%	73.2%	67.4%
68.7%	68.1%	59.3%
67.8% 82.9%	69.7% 69.2%	59.5% 58.6%
82.9%	69.2%	58.6%
90.1%	76.7%	66.6%
85.3%	71.1%	57.9%
66.9%	35.7%	18.3%
60.9%	73.4%	74.2%
65.6% 74.8%	61.1% 68.4%	55.1% 61.1%
66.0%	67.3%	63.9%
69.6%	73.3%	67.1%
71.0%	63.8%	65.3%
72.1%	75.8%	66.7%
78.5% G Spine Commenced in P11	61.4% G Spine Commenced in P11	49.6% G Spine Commenced in P11
G Spine Commenced in P11	G Spine Commenced in P11	G Spine Commenced in P11 G Spine Commenced in P11
G Spine Commenced in P11	G Spine Commenced in P11	G Spine Commenced in P11
69.8%	80.9%	61.7%
80.1%	65.7%	67.4%
81.3% 72.2%	71.5% 74.7%	57.3% 83.5%
72.2% 76.3%	61.5%	83.5% 47.7%
79.1%	59.0%	41.6%
82.0%	68.5%	51.1%
77.3%	62.6%	44.2%
81.3% 63.0%	70.2% 65.5%	58.5% 63.2%
83.6%	87.7%	63.2% 89.8%
No Data	No Data	85.3%

Category	Route 7	P13	P12	P11	P10
	7A	57.3% 54.8%	62.9% 61.9%	65.7% 63.3%	66.3% 65.3%
	7B	52.1%	62.1%	59.2%	63.1%
	11 15B	57.4%	60.1% 69.4%	63.9% 71.6%	60.9% 72.1%
	15D	40.3%	71.1%	53.5%	64.8%
	16C 33	Included in Rt16 58.3%	Included in Rt16 63.6%	Included in Rt16 62.9%	Included in Rt16 65.1%
	38	59.1%	64.6%	65.6%	66.3%
	38A 38B	62.2% 59.7%	67.2% 71.1%	68.5% 66.6%	71.0% 68.3%
	38D	57.5%	74.9%	70.1%	77.9%
	39	56.0%	64.0%	64.4%	66.0%
	41C 44	62.9% 54.9%	66.8% 61.0%	67.5% 59.7%	66.9% 61.5%
A	46E	54.0%	75.1%	63.4%	69.7%
	47	61.8% 61.9%	69.4% 66.2%	71.2% 65.6%	72.0%
	65	59.4%	65.8%	64.2%	70.7%
	65B 66	62.2% No Data	67.1% 63.3%	65.5% 61.4%	66.1% 62.7%
	66E	No Data	62.7%	58.0%	63.9%
	67 70	No Data 55.8%	61.3% 66.4%	61.9% 67.9%	66.9% 71.3%
	70 77A	54.1%	60.4%	55.0%	61.4%
	83	56.6% 57.2%	62.5% 62.1%	63.5% 64.4%	64.7%
	83A 116	44.2%	66.4%	62.3%	64.6% 56.7%
	155	57.3%	65.5%	65.0%	63.4%
	16D 7D	59.6% 59.6%	68.6% 78.9%	63.5% 76.1%	67.8% 69.7%
	15A	62.2%	71.1%	73.4%	75.0%
	25 25A	No Data No Data	75.4% 70.2%	75.1% 69.3%	78.7% 71.5%
	25B	No Data	67.8%	65.7%	66.7%
	27B 31	72.1% No Data	73.8% No Data	77.0% No Data	76.7% No Data
	31A	No Data	No Data	No Data	No Data
	31B 32	No Data No Data	No Data No Data	No Data No Data	No Data No Data
	37	57.1%	65.2%	64.2%	67.7%
	41 41B	66.5% 71.7%	68.8% 72.9%	70.3% 77.1%	70.2% 76.0%
	41D	73.5%	74.6%	75.3%	82.9%
в	42 43	67.7% 67.2%	65.0% 66.0%	68.7% 70.8%	71.9% 75.7%
	45 54A	56.6%	64.9%	64.3%	67.4%
	56A 61	64.2% 58.2%	68.6% 69.0%	67.3% 72.1%	71.9% 72.5%
	66A	No Data	68.3%	67.5%	74.0%
	66B 68	No Data 59.8%	70.9% 63.7%	69.1% 64.8%	72.0%
	69	62.5%	66.9%	69.0%	71.0%
	84 118	61.0% 58.5%	65.9% 82.6%	67.5% 63.5%	69.1% 51.5%
	122	60.3%	67.1%	67.7%	68.6%
	142	41.5% 57.3%	59.1% 64.5%	65.8% 67.3%	62.0% 67.4%
	151 25D	57.3% No Data	64.5%	67.3%	67.4% 73.7%
	14C 26	Included in Rt14 68.3%	Included in Rt14 73.1%	Included in Rt14 74.4%	Included in Rt14 79.0%
	26 27A	78.7%	80.5%	83.0%	84.2%
	31D	48.6% *Did Not Operate	78.3% *Did Not Operate	67.2%	70.4%
	29A 40B	71.4%	69.8%	*Did Not Operate 77.0%	*Did Not Operate 73.0%
	40D 40E	67.8% 86.3%	69.9% 86.6%	73.5% 87.1%	77.0% 87.2%
	40E 42D	58.3%	75.7%	67.0%	73.0%
	44B 53	49.8% 81.2%	79.6% 82.9%	69.0% 84.9%	79.7% 86.5%
	53A	*Did Not Operate	*Did Not Operate	*Did Not Operate	*Did Not Operate
	68A 79	54.8% 67.6%	68.2% 75.6%	67.3% 75.9%	69.7% 78.4%
	79 79A	72.1%	75.6%	75.9%	78.4%
	84A	52.1%	59.2%	66.5%	68.8%
	70D 120	51.2% 72.8%	52.3% 80.4%	52.1% 82.7%	17.9% 81.2%
	150	64.8%	71.6%	72.6%	74.0%
	H1 H2	72.3% 70.2%	77.5% 68.8%	79.4% 71.7%	79.7% 74.2%
с	H3	72.0%	75.2%	74.9%	77.7%
	H9 6	87.7% 69.9%	88.0% 71.5%	85.4% 71.0%	89.2% 71.5%
	C1	49.1%	C Spine Commenced in P12	C Spine Commenced in P12	C Spine Commenced in P12
	C2 C3	49.5% 57.9%	C Spine Commenced in P12 C Spine Commenced in P12	C Spine Commenced in P12 C Spine Commenced in P12	C Spine Commenced in P12 C Spine Commenced in P12
	C4	58.7%	C Spine Commenced in P12	C Spine Commenced in P12	C Spine Commenced in P12
	C5 C6	51.0% 54.9%	C Spine Commenced in P12 C Spine Commenced in P12	C Spine Commenced in P12 C Spine Commenced in P12	C Spine Commenced in P12 C Spine Commenced in P12
	L53	59.9%	C Spine Commenced in P12	C Spine Commenced in P12	C Spine Commenced in P12
	L54 L58	60.8% 61.5%	C Spine Commenced in P12 C Spine Commenced in P12	C Spine Commenced in P12 C Spine Commenced in P12	C Spine Commenced in P12 C Spine Commenced in P12
	L59	57.5%	C Spine Commenced in P12	C Spine Commenced in P12	C Spine Commenced in P12
	P29 X25	28.6% 56.0%	C Spine Commenced in P12 C Spine Commenced in P12	C Spine Commenced in P12 C Spine Commenced in P12	C Spine Commenced in P12 C Spine Commenced in P12
			C Spine Commenced in P12	C Spine Commenced in P12	C Spine Commenced in P12
	X26	45.6%			C Spine Common of the Part
		44.1% 46.9%	C Spine Commenced in P12 C Spine Commenced in P12 C Spine Commenced in P12	C Spine Commenced in P12 C Spine Commenced in P12 C Spine Commenced in P12	C Spine Commenced in P12 C Spine Commenced in P12
	X26 X27 X28 X30	44.1% 46.9% 50.7%	C Spine Commenced in P12 C Spine Commenced in P12 C Spine Commenced in P12	C Spine Commenced in P12 C Spine Commenced in P12 C Spine Commenced in P12	C Spine Commenced in P12 C Spine Commenced in P12
	X26 X27 X28	44.1% 46.9%	C Spine Commenced in P12 C Spine Commenced in P12	C Spine Commenced in P12 C Spine Commenced in P12	C Spine Commenced in P12
	x26 x27 x28 x30 x31 x32 52	44.1% 46.9% 50.7% 50.3% 52.4% 53.2%	C Spine Commenced in P12 C Spine Commenced in P12	C Spine Commenced in P12 C Spine Commenced in P12	C Spine Commenced in P12 C Spine Commenced in P12 C Spine Commenced in P12 C Spine Commenced in P12 C Spine Commenced in P12
	X26 X27 X28 X30 X31 X32	44.1% 46.9% 50.7% 50.3% 52.4%	C Spine Commenced in P12 C Spine Commenced in P12 C Spine Commenced in P12 C Spine Commenced in P12 C Spine Commenced in P12	C Spine Commenced in P12 C Spine Commenced in P12 C Spine Commenced in P12 C Spine Commenced in P12 C Spine Commenced in P12	C Spine Commenced in P12 C Spine Commenced in P12 C Spine Commenced in P12 C Spine Commenced in P12
	X26 X27 X28 X30 X31 X32 52 33E 51X 67X	44.1% 46.9% 50.7% 50.3% 52.4% 53.2% 66.9% *Did Not Operate No Data	C Spine Commenced in P12 C Spine Commenced in P12 S 8.0% *Did Not Operate S 9.3%	C Spine Commenced in P12 C Spine Commenced in P12 S1.1% *Did Not Operate S9.3%	C Spine Commenced in P12 C Spine Commenced in P12 C Spine Commenced in P12 C Spine Commenced in P12 C Spine Commenced in P12 67.4% *Did Not Operate 52.7%
	X26 X27 X28 X30 X31 X32 52 33E 51X 67X 77X	44.1% 46.9% 50.7% 50.3% 52.4% 53.2% 68.9% *Did Not Operate	C Spine Commenced in P12 C Spine Commenced in P12 S8.0% "Did Not Operate	C Spine Commenced in P12 C Spine Commenced in P12 S1.1% *010 Not Operate	C Spine Commenced in P12 C Spine Commenced in P12 C Spine Commenced in P12 C Spine Commenced in P12 C Spine Commenced in P12 67.4% *Did Not Operate
	x26           x27           x28           x30           x31           x32           52           336           67X           77X           66X           25X	44.1% 46.9% 50.7% 52.4% 53.2% 66.9% *Did Not Operate No Data 64.3% No Data No Data	C Spine Commenced in P12 C Spine Commenced in P12 S S0% *Did Nct Operate S9.3% 78.7% S8.6% 83.9%	C Spine Commenced in P12 C Spine Commenced in P12 S Spine Commenced in P12 C Spine Commenced in P12 S Spine Commenced in P12 C Spine Commenced in P12 S Spine Commenced in P12 S Spine Commenced in P12 C Spine Commenced in P12 C Spine Commenced in P12 S S Spine Commenced in P12 S S S S S S S S S S S S S S S S S S S	C Spine Commenced in P12 C Spine Commenced in P12 C Spine Commenced in P12 C Spine Commenced in P12 G Spine Commenced in P12 67.4% *Did Not Operate 52.7% 73.6% 56.3% 63.3%
Evenen	X26           X27           X28           X30           X31           X32           52           336           51X           67X           77X           66X	44.1% 46.9% 50.7% 50.3% 52.4% 53.2% 68.9% *Did Not Operate No Data 64.3% No Data	C Spine Commenced in P12 C Spine Commenced in P12 S8.0% *Did Not Operate \$9.3% 78.7% S8.6%	C Spine Commenced in P12 C Spine Commenced in P12 S1.1% *Did Not Operate \$9.3% 75.4% S3.4%	C Spine Commenced in P12 C Spine Commenced in P12 C Spine Commenced in P12 C Spine Commenced in P12 C Spine Commenced in P12 67.4% *Did Not Operate 52.7% 73.6% 56.3%
Express	x26 x27 x28 x30 x31 x32 x32 x32 x32 x34 x32 x34 x32 x33 x33 x33 x33 x34 x33 x34 x34 x34 x34	44.1% 46.9% 50.7% 52.2% 53.2% 68.9% *Did Not Operate No Data 64.3% No Data No Data 55.2% 73.0% 46.8%	C Spine Commenced in P12 C Spine Commenced in P12 S 8.0% *Did Not Operate S 9.3% 78.7% S 8.6% 83.9% 70.8% 78.9% 59.4%	C Spine Commenced in P12 C Spine Commenced in P12 S Spine Commenced in P12 C Spine Commenced in P12 C Spine Commenced in P12 C Spine Commenced in P12 C Spine Commenced in P12 S S Spine Commenced in P12 S S Spine Commenced in P12 S S S Spine Commenced in P12 S S S Spine Commenced in P12 S S S S S S S S S S S S S S S S S S S	C Spine Commenced in P12 C Spine Commenced in P12 S 2.7% T 36.0% S 6.3% 66.5% 69.4% S 2.5%
Express	x26 x27 x28 x30 x31 x32 x32 x32 x32 x335 x335 x32 x32 x32 x335 x32 x335 x335	44.1% 46.9% 50.7% 50.3% 52.4% 63.9% *Did Not Operate No Data 64.3% No Data 55.2% 79.0%	C Spine Commenced in P12 C Spine Commenced in P12 S 8.0% *Did Not Operate 59.3% 78.7% S 8.6% 83.9% 70.8% 78.9%	C Spine Commenced in P12 C Spine Commenced in P12 S 1:1% *DId Not Operate \$9.3% 75.4% 66.5% 66.6% 62.0%	C Spine Commenced in P12 C Spine Commenced in P12 67.4% *Did Not Operate \$2.7% 73.6% 56.3% 66.3% 66.5% 69.4%
Express	X26           X27           X28           X30           X31           X32           52           338           67X           77X           66X           25X           39X           69X           41X           32X           84X           27X	44.1% 46.9% 50.7% 50.3% 52.4% 53.2% *Did Not Operate No Data 64.3% No Data 55.2% 79.0% 46.8% 45.3% 45.3% 44.3%	C Spine Commenced in P12 C Spine Commenced in P12 S 8.0% "Did Not Operate S 9.3% 78.7% S 8.6% 83.9% 70.8% 78.9% 59.4% 63.4% 61.5% 65.8%	C Spine Commenced in P12 C Spine Commenced in P12 T DIA Not Operate S 33% 75.4% 66.5% 66.5% 66.5% 66.5% 66.0% 61.2% 63.3%	C Spine Commenced in P12 C Spine Commenced in P12 57.4% *Did Not Operate 52.7% 73.6% 56.3% 66.3% 66.5% 69.4% 52.5% 67.4% 57.4% 61.8%
Express	x26           x27           x28           x30           x31           x32           52           33E           51X           67X           77X           66X           25X           39K           69X           41X           32X           84X	44.1% 46.9% 50.7% 52.3% 52.4% 53.2% 66.9% *Did Not Operate No Data 64.3% No Data 55.2% 79.0% 46.8% 45.3%	C Spine Commenced in P12 C Spine Commenced in P12 S S0% *Did Not Operate S9.3% 78.7% S8.6% 83.9% 70.8% 78.9% 59.4% 63.4% 61.5%	C Spine Commenced in P12 C Spine Commenced in P12 S S Spine Commenced in P12 S S Spine Commenced in P12 S S S S Spine Commenced in P12 S S S S Spine Commenced in P12 S S S Spine Commenced in P12 S S S S Spine Commenced in P12 S S S S S Spine Commenced in P12 S S S S Spine Commenced in P12 S S S S Spine Commenced in P12 S S S S S S S S S S S S S S S S S S S	C Spine Commenced in P12 C Spine Commenced in P12 67.4% "Did Not Operate 52.7% 73.6% 55.3% 65.3% 66.5% 69.4% 52.5% 67.4%
Express	x26           x27           x28           x30           x31           x32           52           33E           51X           67X           77X           66X           39X           69X           41X           32X           84X           27X           33X	44.1% 46.9% 50.7% 53.3% 52.4% 53.2% 66.9% *Did Not Operate No Data 64.3% No Data 55.2% 79.0% 46.8% 45.3% 48.3% 44.3%	C Spine Commenced in P12 C Spine Commenced in P12 S 8.0% *Did Nct Operate 59.3% 78.7% 58.6% 83.9% 70.8% 78.9% 59.4% 63.4% 63.4% 61.5% 65.8%	C Spine Commenced in P12 C Spine Commenced in P12 S S1.1% *Did Not Operate 59.3% 75.4% 66.5% 66.6% 66.6% 66.6% 66.6% 66.6% 66.2% 63.3% 78.2%	C Spine Commenced in P12 C Spine Commenced in P12 C Spine Commenced in P12 C Spine Commenced in P12 C Spine Commenced in P12 67.4% *Did Not Operate 52.7% 53.3% 66.5% 66.5% 67.4% 57.4% 67.4% 61.8% 65.8%

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Dublin Bus Direct Award Contract Punctuality Data - Low Frequency Routes 2021



# Dublin Bus Direct Award Contract 2023 Punctuality Data - High Frequency Routes

		HIGH FREQUENCY PUNCTUALITY BY ROUTE - DUBLIN BUS (see note on interpretation of this data at bottom of table)									
Category	Route	Р9	P8	P7	P6	P5	P4	P3	P2	P1	
	13	2.27	2.12	2.79	2.41	1.98	1.81	1.78	1.77	1.90	
Α	16	2.10	1.64	1.91	1.57	2.77	2.17	2.42	2.30	1.71	
	27	3.06	2.48	3.51	3.95	3.67	3.31	3.60	3.88	2.52	
	39A	2.43	1.99	2.42	2.28	1.86	1.41	1.35	1.46	1.25	
Р	40	1.23	1.21	1.83	1.34	0.94	0.95	0.86	0.97	1.02	
Б	46A	2.29	2.89	2.48	3.11	2.56	2.40	2.19	2.35	1.89	
	145	2.36	2.20	2.08	2.83	2.75	1.98	2.29	2.03	2.04	
	123	3.02	2.53	2.44	2.14	3.23	2.93	2.84	2.39	2.13	
C	14	2.58	2.62	1.97	2.54	3.28	1.82	2.32	2.25	1.52	
Ľ	15	2.02	2.03	1.85	2.04	2.17	1.46	1.57	1.73	1.18	
	9	3.16	1.87	2.30	2.33	2.03	1.45	1.27	1.46	1.36	
	1	0.90	0.81	1.07	0.57	0.92	0.37	0.54	0.56	0.40	
	130	1.22	0.94	1.35	1.70	1.92	1.31	1.23	1.36	1.43	
D	140	1.67	1.21	1.30	1.11	1.15	0.88	0.81	1.11	0.71	
	4	1.41	1.51	1.83	1.96	1.43	1.19	1.18	1.25	1.63	
	N4	1.61	1.36	2.28	1.65	1.32	1.32	1.34	1.55	1.36	

High Frequency Punctuality routes are measured by the Average Excless Passenger Wait Time (AEPWT). All units in the table above are in minutes.

This metric provides a measure of the average time in minutes a passenger must wait for the next high frequency bus, in excess of the wait time which would be expected as per the schedule for that route – i.e. if you are a passenger who arrives at a stop for a high frequency bus route without checking the schedule, the AEWPT will calculate how much longer you have to wait for the next bus, in comparison to a baseline situation where all buses are running "on time".

\* Routes that have transitioned to Low Frequency Punctuality are denoted by 'LFR\*' in the table



# Dublin Bus Direct Award Contract 2022 Punctuality Data - High Frequency Routes

				HIGH	REQUENCY PUNCTUALI	TY BY ROUTE - DUBLIN	BUS (see note on inter	pretation of this data at l	oottom of table)				
Route	P13	P12	P11	P10	P9	P8	P7	P6	P5	P4	P3	P2	P1
13	3.12	3.27	4.5	2.56	2.72	2.54	3.00	2.58	1.94	2.07	2.11	2.04	1.85
16	2.76	2.08	2.41	2.69	3.06	3.18	3.52	2.71	2.37	1.39	1.65	1.39	1.46
27	3.36	2.93	2.99	3.37	3.46	3.54	3.46	2.61	2.11	1.96	2.34	1.92	2.15
39A	2.14	2.23	1.83	1.83	1.66	2.17	1.97	2.41	1.45	1.16	1.30	0.99	1.00
40	1.87	1.95	3.58	3.58	2.66	2.87	3.76	3.34	2.61	2.30	2.39	2.28	1.85
46A	2.54	2.89	2.97	3.39	3.22	2.38	2.38	2.20	1.92	1.74	1.64	1.36	1.30
123	2.96	3.22	2.96	3.53	3.64	3.80	3.83	2.45	2.53	1.53	2.09	1.94	1.82
14	1.85	2.18	1.81	1.84	1.56	1.47	2.00	1.72	1.34	1.08	1.34	1.19	0.81
145	1.90	2.63	2.04	2.43	1.71	2.38	2.29	1.95	1.54	1.54	1.53	1.25	1.14
15	1.65	1.84	2.07	1.75	1.31	1.52	1.47	1.25	1.02	1.15	1.31	0.96	0.96
9	2.88	2.51	2.15	1.97	1.60	2.09	1.99	1.97	1.39	1.31	1.26	0.83	0.87
1	0.41	0.41	0.46	0.68	0.80	0.50	0.72	0.47	0.50	0.61	0.68	0.56	0.45
130	1.37	3.2	1.76	1.57	1.85	1.64	1.73	1.64	1.14	1.61	1.81	1.73	1.28
140	1.35	1.00	0.92	0.89	0.97	1.04	0.87	0.96	0.96	0.84	1.18	0.94	0.74
4	1.83	2.50	2.65	1.62	1.76	1.81	2.08	2.01	1.32	1.33	1.36	1.00	1.46
N4	1.63	2.47	2.29	1.79									

High Frequency Punctuality routes are measured by the Average Excless Passenger Wait Time (AEPWT). All units in the table above are in minutes.

This metric provides a measure of the average time in minutes a passenger must wait for the next high frequency bus, in excess of the wait time which would be expected as per the schedule for that route – i.e. if you are a passenger who arrives at a stop for a high frequency bus route without checking the schedule, the AEWPT will calculate how much longer you have to wait for the next bus, in comparison to a baseline situation where all buses are running "on time".

\* Routes that have transitioned to Low Frequency Punctuality are denoted by 'LFR\*' in the table



# Dublin Bus Direct Award Contract 2021 Punctuality Data - High Frequency Routes

HIGH FREQUENCY PUNCTUALITY BY ROUTE - DUBLIN BUS (see note on interpretation of this data at bottom of table)											
	2021										
Route	P13	P12	P11	P10							
13	2.11	2.75	2.60	2.28							
16	1.94	1.80	1.79	1.74							
27	2.55	2.31	2.38	1.94							
39A	1.28	1.26	1.17	1.38							
40	2.55	2.50	2.58	2.50							
46A	1.67	1.80	1.65	2.10							
123	2.13	2.06	2.35	2.43							
14	1.18	1.35	1.38	1.22							
145	1.30	1.56	1.36	1.81							
15	1.08	1.07	1.10	1.02							
9	1.74	1.19	1.06	1.12							
1	0.40	1.67	0.99	1.15							
130	1.48	1.29	2.23	1.62							
140	1.43	1.16	1.11	0.99							
4	1.28	1.23	1.18	1.54							

High Frequency Punctuality routes are measured by the Average Excless Passenger Wait Time (AEPWT). All units in the table above are in minutes.

This metric provides a measure of the average time in minutes a passenger must wait for the next high frequency bus, in excess of the wait time which would be expected as per the schedule for that route – i.e. if you are a passenger who arrives at a stop for a high frequency bus route without checking the schedule, the AEWPT will calculate how much longer you have to wait for the next bus, in comparison to a baseline situation where all buses are running "on time".

\* Routes that have transitioned to Low Frequency Punctuality are denoted by 'LFR\*' in the table

