



**THE STUDY
ON
IMPROVEMENT
OF
URBAN TRANSPORTATION
IN
BISHKEK CITY
OF
THE KYRGYZ REPUBLIC**

**FINAL REPORT
APPENDIX-I**

OCTOBER 2013

**JAPAN INTERNATIONAL COOPERATION AGENCY
(JICA)**

**KATAHIRA & ENGINEERS INTERNATIONAL
RECS INTERNATIONAL INC.**



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APPENDIX 4 DISTRIBUTION OF SOCIO - ECONOMIC CONDITION BY TRAFFIC ZONE 2010

Table A 4-1 Population, Household, Worker, and Student by Traffic Zone in 2010

Traffic Zone	Population (person)	Household Size (person/household)	Number of Household (household)	Worker at Work Place (person)			Student at School Place (person)			Daytime Population (person)
				Agriculture	Manufacturing	Service	G1~G9	G10~G11	Higher	
1	25,441	3.97	6,408	0	1,434	7,165	4,691	1,756	0	25,855
2	8,918	3.82	2,335	0	279	1,962	393	147	0	6,571
3	33,072	4.44	7,449	0	0	1,414	3,314	490	0	16,490
4	8,128	3.88	2,095	0	163	1,029	0	0	0	3,963
5	18,710	3.48	5,376	0	44	3,697	4,510	352	0	16,234
6	15,808	3.64	4,343	0	1,315	6,413	2,497	935	9,449	27,325
7	24,900	4.06	6,133	0	172	3,052	407	35	2,466	16,291
8	5,524	3.44	1,606	0	9	10,659	1,138	722	24,092	38,431
9	5,447	3.88	1,404	0	67	3,426	0	0	0	5,278
10	35,318	3.75	9,418	0	0	17,849	8,182	4,736	6,349	48,698
11	18,784	4.18	4,494	0	149	18,225	3,125	1,831	982	30,471
12	18,193	3.97	4,583	0	2,273	3,738	4,028	375	0	18,611
13	4,701	3.55	1,324	0	2,089	518	427	31	0	5,183
14	19,826	3.93	5,045	0	366	691	710	105	0	8,631
15	10,538	4.23	2,491	0	18	2,938	0	0	3,527	10,782
16	11,764	4.18	2,814	6	0	321	1,048	108	0	6,280
17	8,647	4.31	2,006	3	429	585	113	167	0	4,977
18	9,575	4.11	2,330	0	3,942	7,236	0	0	4,501	19,779
19	6,973	4.71	1,480	0	0	292	975	145	0	4,397
20	3,622	4.15	873	0	2,216	340	0	0	0	3,978
21	4,245	3.19	1,331	0	1,275	892	0	0	0	3,718
22	13,561	3.67	3,695	0	100	2,275	1,707	105	0	9,505
23	21,155	3.68	5,749	0	295	7,463	1,541	858	4,913	22,803
24	30,972	3.51	8,824	0	43	6,864	9,158	928	0	26,888
25	36,182	3.54	10,221	1	0	7,044	4,466	730	0	23,798
26	40,906	3.17	12,904	0	101	7,966	12,530	1,755	0	35,416
27	1,383	3.76	368	6	34	287	0	0	0	916
28	26,540	3.42	7,760	8	1,467	5,217	1,778	290	0	17,238
29	4,071	5.40	754	2	0	3,067	0	0	0	4,804
30	16,836	2.84	5,928	0	688	9,897	5,279	3,764	13,072	38,854
31	9,979	3.48	2,868	0	250	5,449	2,357	1,330	0	13,032
32	42,472	3.22	13,190	0	89	40,912	7,916	5,077	12,250	80,171
33	13,739	3.09	4,446	0	61	24,761	1,805	1,001	7,521	39,655
34	7,991	2.59	3,085	0	38	1,707	98	6	0	5,461
35	8,047	4.31	1,867	0	191	2,451	1,909	118	0	8,308
36	28,953	4.18	6,927	0	814	4,944	5,673	401	0	24,876
37	12,428	3.71	3,350	0	1,736	4,062	0	0	0	11,396
38	19,452	4.47	4,352	2	146	3,023	219	14	0	12,198
39	6,180	4.24	1,458	0	147	1,589	685	42	0	5,257
40	6,423	3.84	1,673	0	18	151	0	0	0	3,074
41	17,860	4.17	4,283	0	51	1,018	2,695	140	0	11,762
42	11,954	4.06	2,944	0	215	674	811	42	0	7,001
43	12,381	4.68	2,646	20	604	320	3,047	860	0	10,296
44	28,779	3.31	8,695	0	21	18,049	5,605	3,684	4,986	41,784

Traffic Zone	Population (person)	Household Size (person/household)	Number of Household (household)	Worker at Work Place (person)			Student at School Place (person)			Daytime Population (person)
				Agriculture	Manufacturing	Service	G1~G9	G10~G11	Higher	
45	21,592	3.73	5,789	0	15	6,920	1,313	1,462	0	17,999
46	777	3.88	200	0	3,006	4,287	0	0	1,428	9,021
47	4,491	4.29	1,047	0	840	1,745	1,162	200	0	5,284
48	34,582	3.82	9,053	0	194	2,464	6,117	1,052	0	20,129
49	14,045	3.25	4,322	0	283	7,667	2,224	154	0	16,000
50	13,092	4.17	3,140	0	3	4,045	1,424	140	1,653	12,552
51	16,849	3.55	4,746	0	68	11,650	1,588	749	741	20,318
52	6,575	3.50	1,879	0	65	1,074	431	34	0	4,652
53	2,947	2.93	1,006	0	64	856	265	21	0	2,571
54	7,308	3.55	2,059	0	230	553	943	74	0	5,190
55	2,768	3.04	911	0	0	442	0	0	0	1,560
56	6,036	5.29	1,141	0	97	203	827	78	0	3,644
57	5,134	3.77	1,362	0	18	422	361	29	0	3,211
58	6,537	3.72	1,757	0	429	1,290	834	67	0	5,650
59	17,281	4.19	4,124	0	880	34,908	1,621	83	0	45,095
60	5,031	3.90	1,290	0	298	4,462	1,315	69	0	8,358
61	3,459	3.60	961	0	2	198	984	49	0	2,755
62	17,323	4.44	3,902	18	776	250	0	0	0	6,949
63	1,243	4.44	280	238	532	127	0	0	0	1,323
64	9,140	4.44	2,059	124	254	786	749	21	0	5,824
65	5,276	4.18	1,262	139	527	269	432	12	0	3,626
66	4,035	3.93	1,027	50	353	570	358	40	0	3,189
67	4,160	4.71	883	27	23	107	0	0	0	1,938
68	2,435	3.54	688	32	0	149	320	16	0	1,559
69	11,064	3.82	2,896	0	888	711	1,081	114	0	7,264
70	8,615	4.71	1,829	0	45	100	0	0	0	3,832
71	547	4.71	116	242	740	19	0	0	0	1,234
72	8,040	4.71	1,707	262	528	317	659	18	0	5,204
73	11,445	3.54	3,233	190	252	1,302	937	25	0	7,577
74	14,591	4.17	3,499	48	2,015	611	1,727	118	0	10,938
75	13,637	3.84	3,551	83	1,542	1,395	1,008	85	0	10,279
76	5,152	3.93	1,311	79	1,920	1,450	0	0	0	5,770
77	14,938	3.93	3,801	9	860	1,032	1,323	150	0	10,104
78	9,521	3.93	2,423	47	1,632	1,360	844	95	0	8,267
79	8,767	3.93	2,231	145	1,076	356	718	19	0	6,045
80	4,848	3.93	1,234	35	806	215	397	11	0	3,527
81	5,933	4.17	1,423	143	177	256	487	14	0	3,602
82	9,096	3.82	2,381	0	50	1,214	888	94	0	5,920
83	15,159	3.55	4,270	30	748	754	1,481	157	0	9,293
84	9,080	3.82	2,377	61	1,487	999	0	0	0	6,216
85	6,356	3.82	1,664	48	682	306	621	66	0	4,290
86	4,294	4.19	1,025	36	137	766	300	12	0	3,140
87	1,755	4.19	419	157	64	52	0	0	0	1,020
88	3,396	4.19	811	41	600	143	278	7	0	2,516
89	7,335	4.19	1,751	36	898	1,256	512	20	0	5,948
90	15,237	4.17	3,654	36	750	1,061	1,805	124	0	10,481
Total	1,117,300	3.78	295,819	2,404	50,203	352,751	143,171	38,559	97,930	1,117,300

Source : JICA Study Team

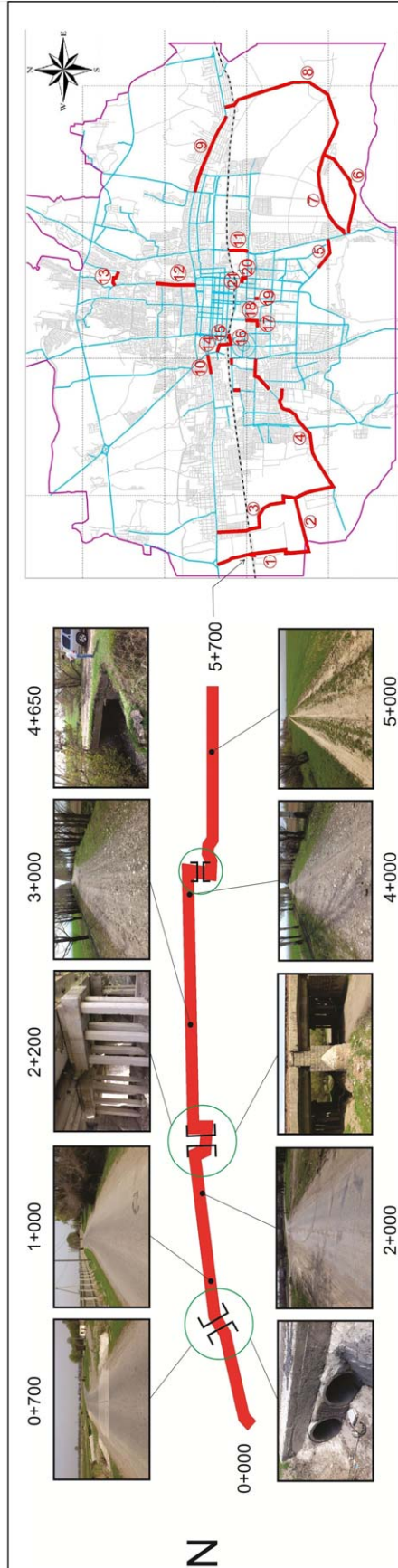
APPENDIX 5 ROAD INVENTORY SURVEY RESULTS

List of Sections

#	Section name	Section	Total Length	Location
1	Voenno-Antonovka Village	0+000~5+700	5.7 km	Out of Bishkek
2	Voenno-Antonovka Village	0+000~3+100	3.1 km	Out of Bishkek
3	Voenno-Antonovka Village	0+000~8+600	8.6 km	Out of Bishkek
4	Muromskaya Str.	0+000~9+700	9.7 km	Out of Bishkek
5	Aaly Tokombaeb Ave.	(running repairs)		In Bishkek
6	Plantation	0+000~5+000	5.0 km	Out of Bishkek
7	Kara-Jygach Village	0+000~5+300	5.3 km	Out of Bishkek
8	Mayakovskogo Str.	0+000~12+100	12.1 km	Out of Bishkek
9	Lenin Str. (From Mayakovskogo Str. to Kalinin Str.)	0+000~3+700	3.7 km	Out of Bishkek
10	Den Syaopin Ave. (From Fuchik str. to Kazakov Str.)	0+000~1+000	1.0 km	In Bishkek
11	Shabdan Baatyr Str. (From Gorkiy Str. to Puteprovodnaya Str.)	0+000~1+000	1.0 km	In Bishkek
12	Abdrakhmanov Str. (From Jibek Jolu Ave. to Fere Str.)	0+000~2+300	2.3 km	In Bishkek
13	Aul Str. (From Elebesov Str. to Ibraimov Str.)	0+000~1+000	1.0 km	In Bishkek
14	Moskovskaya Str. (From Fuchik Str. to Kuliev Str.)	0+000~0+400	0.4 km	In Bishkek
15	Kuliev Str. (From Moskovskaya Str. to Lev Tolstoi Str.)	0+000~0+700	0.7 km	In Bishkek
16	Lev Tolstoi Str. (From Kuliev Str. to Kalyk Akiev Str.)	0+000~0+600	0.6 km	In Bishkek
17	Gagaraina Str. (From Junusaliev Str. to Mira Ave.)	0+000~0+400	0.4 km	In Bishkek
18	Mira Ave (From Gagarina Str. to Gorkiy Str)	0+000~0+400	0.4 km	In Bishkek
19	Abai Str. (From Skryabina Str. to Mederov Str.)	0+000~0+200	0.2 km	In Bishkek
20	Jukeyev Pudovkina Str. (From Gorkiy Str. to Kulatov Str.)	0+000~0+300	0.3 km	In Bishkek
21	Kulatov Str. (From Jukeyev Pudovkina Str. to Mukai Elebaev Str.)	0+000~0+200	0.2 km	In Bishkek

Название проекта: Обследование дорог
Project name: Road Inventory Survey
Дата / Date: Апрель 2013 / April 2013

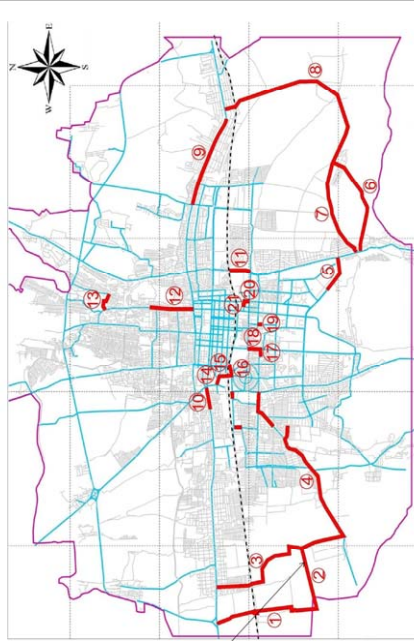
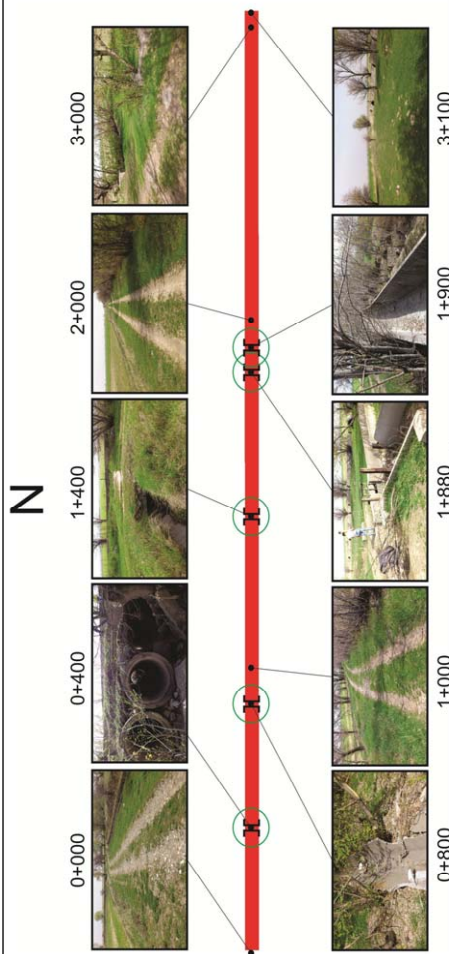
Участок / Section: #1 0+000 ~ 5+700



№	0+000	0+700	1+000	2+200	3+000	4+000	4+650	5+000	5+700
Местоположение / Distance									
Ширина дорожного покрытия / Pavement width	5		4.5	3.9		5		3	3
Ширина обочины (прав/лев) / Shoulder width (right/left)	1 / 1.5		1,1 / 1,4	1,1 / 2	2,5 / 1	2 / 2		0 / 0	0 / 0
Количество полос / Number of lane	2		2	2	2	2		1	1
Полоса отчуждения (прав/лев) / Right of way (right/left)	поле field		ферма farm	поле field	поле field	поле field		поле field	река river
Тип дорожного покрытия / Type of pavement	асф-т asphalt		асф-т asphalt	асф-т asphalt	асф-т asphalt	асф-т asphalt		асф-т asphalt	канал channel
Мосты (длина x ширина) / Bridge (length x width)	нет no	5.7x7.8	нет no	нет no	нет no	нет no	переезд через лоток passing over the chute 1.0x 5.0	мост над дорогой railway bridge above the road	мост через канал bridge over the channel 7.0x6.0

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Участок / Section: #2 0+000 ~ 3+100

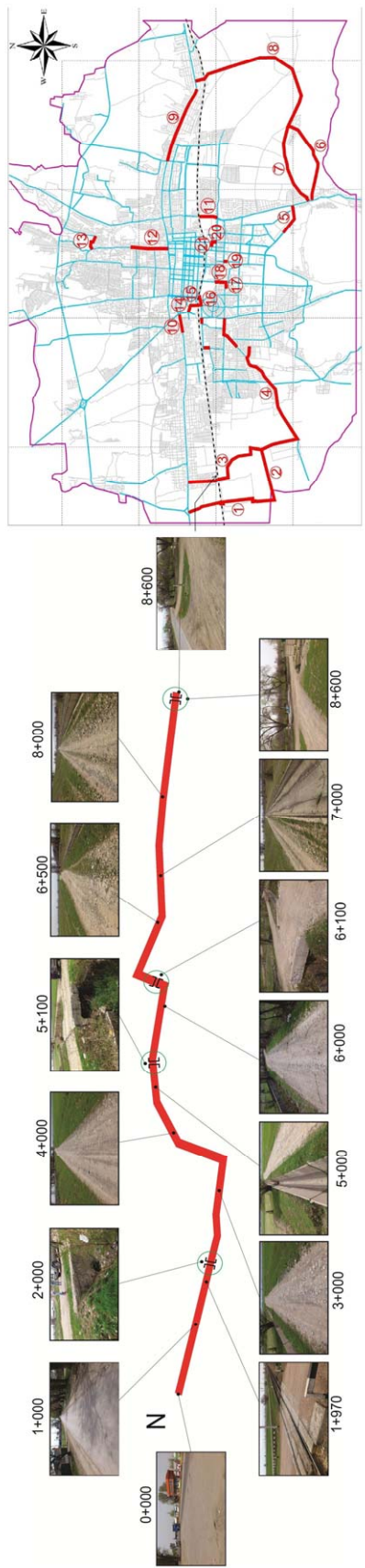


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№	0+800	1+000	1+880	1+900	0+400	0+800	1+000	1+400	1+880	1+900	2+000	3+000	3+100
Местоположение / Distance													
Ширина дорожного покрытия / Pavement width	3						3				3	3	3
Ширина обочины (прав/лев) / Shoulder width (right/left)	1,5 / 1,5						1,5 / 1,5				3,5 / 1	3,5 / 1	3,5 / 1
Количество полос / Number of lane	1						1				1	1	1
Полоса отчуждения (прав/лев) / Right of way (right/left)	поле field канал channel	поле field					поле field				поле field	поле field	поле field
Тип дорожного покрытия / Type of pavement	полевая дорога field road	полевая дорога field road	полевая дорога field road	полевая дорога field road	полевая дорога field road	полевая дорога field road	грунт gravel	грунт gravel	грунт gravel	грунт gravel	грунт gravel	грунт gravel	грунт gravel
Мосты (длина x ширина) / Bridge (length x width)	7.0x3.0	переезд через тр убу passing over the pipe 1.0x3.0	переезд через тр убу passing over the pipe 1.0x3.0	переезд через тр убу passing over the pipe 1.0x3.0	переезд через тр убу passing over the pipe 1.0x3.0	нет no	нет no	переезд через тр убу passing over the pipe 1.0x3.0	переезд через тр убу passing over the pipe 1.0x3.0	переезд через тр убу passing over the pipe 1.0x3.0	нет no	нет no	нет no

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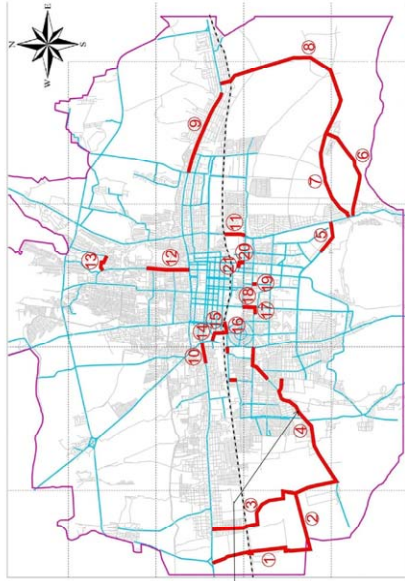
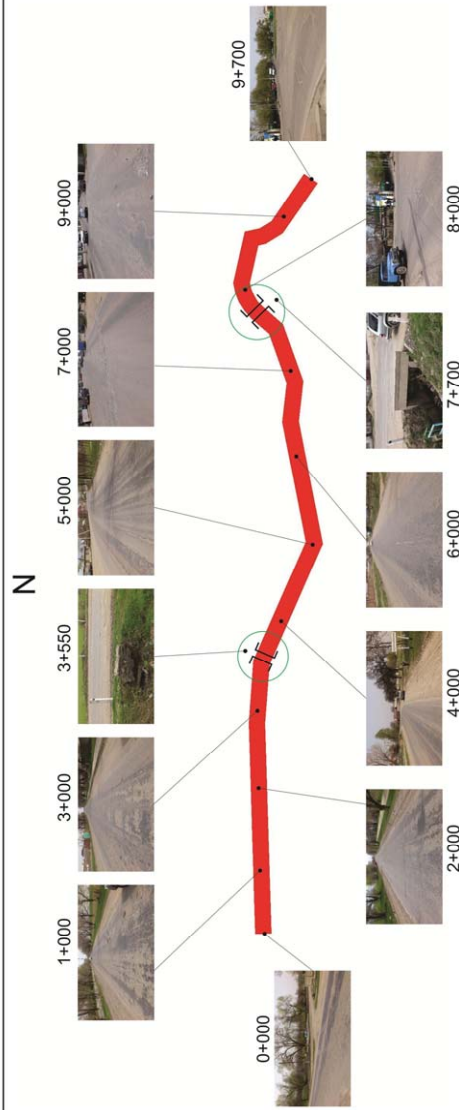
Участок / Section: #3 0+000 ~ 8+600



№		3												
Местоположение / Distance		0+000	1+000	1+970	2+000	3+000	4+000	5+000	5+100	6+000	6+100	7+000	8+000	8+600
Ширина дорожного покрытия / Pavement width (m)	6	4.4		4.4	4.4	5.8	3.8	3.3		3		3	6	3
Ширина обочины (прав/лев) / Shoulder width (right/left) (m)	1,8 / 1,7	2,7 / 3,2		1,8 / 1,2	0,8 / 1,5	1,9 / 0	1,5 / 1,1		1,4 / 0,9			2,4 / 3,1	1 / 2,1	0 / 1
Количество полос / Number of lane	2	2		1	2	1	1	1		1		1	1	1
Полоса отчуждения (прав/лев) / Right of way (right/left)	дом house дом house	дом house		поле field	поле field	поле field	поле field	поле field		поле field	поле field	поле field	поле field	дом house
Тип дорожного покрытия / Type of pavement	асф-т asphalt	асф-т asphalt		грунт gravel	грунт gravel	грунт gravel	грунт gravel	грунт gravel		грунт gravel	бетон concrete	грунт gravel	грунт gravel	бетон concrete
Мосты (длина x ширина) / Bridge (length x width) (m)	нет no	нет no	ж/д переезд railway passing 7.7x3.6	нет no	нет no	нет no	нет no	переезд через лоток passing over the chute 2.1x5.2	нет no	нет no	мост bridge 5.1x6.0	нет no	нет no	мост bridge 3x3

Название проекта: Обследование дорог
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Участок / Section: #4 0+000 ~ 9+700

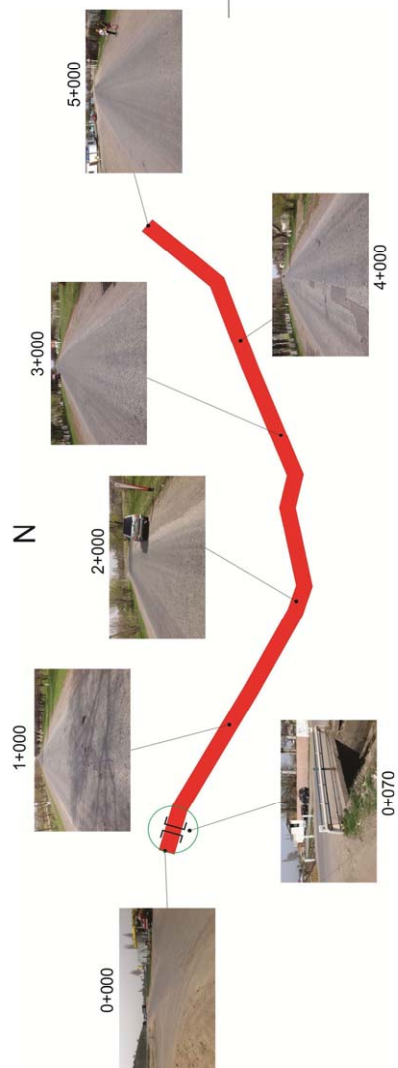
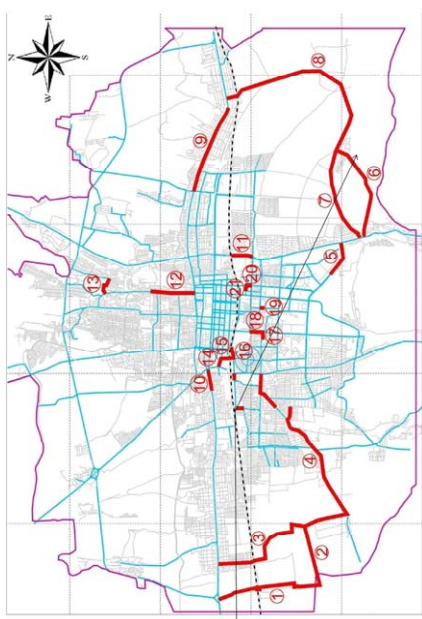


№		4													
Местоположение / Distance		0+000	1+000	2+000	3+000	3+550	4+000	4+000	5+000	6+000	7+000	7+000	8+000	9+000	9+700
Ширина дорожного покрытия / Pavement width (m)		6	6	6	6	6	6	6	6	9	6	6	6	10.3	11
Ширина обочины (прав/лев) / Shoulder width (right/left) (m)		2,9 / 2,7	2,9 / 2,7	2,5 / 2,5	2,5 / 2,5	2,5 / 2,5	2,5 / 1,5	2,5 / 1,5	2,5 / 1,5	1,7 / 3,3	3 / 3	3 / 3	2 / 1,5	2,3 / 2,6	0 / 0
Количество полос / Number of lane		2	2	2	2	2	2	2	2	2	2	2	2	2	2
Полоса отчуждения (прав/лев) / Right of way (right/left)		поле field	поле field	поле field	дом house	дом house	дом house	дом house	дом house	ж/д railroad	ж/д railroad	ж/д railroad	ж/д railroad	дом house	дом house
Тип дорожного покрытия / Type of pavement		асф-т asphalt	асф-т asphalt	асф-т asphalt	асф-т asphalt	асф-т asphalt	асф-т asphalt	асф-т asphalt	асф-т asphalt	асф-т asphalt	асф-т asphalt	асф-т asphalt	асф-т asphalt	асф-т asphalt	асф-т asphalt
Мосты (длина x ширина) / Bridge (length x width) (m)		нет no	нет no	нет no	нет no	переезд через трубу passing over the pipe 4.3x6	нет no	нет no	нет no	нет no	нет no	переезд через трубу passing over the pipe 3.3x6.0	нет no	нет no	нет no

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Дата / Date: Апрель 2013 / April 2013

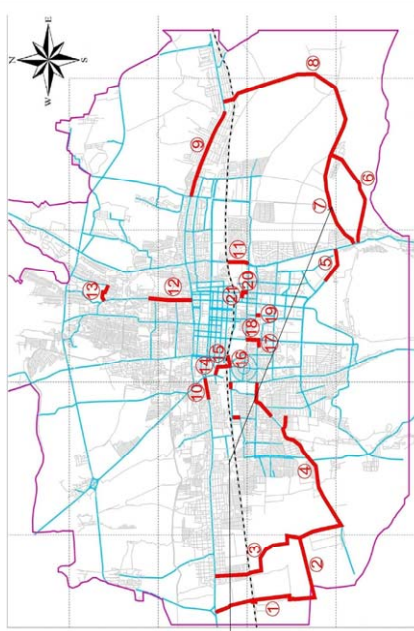
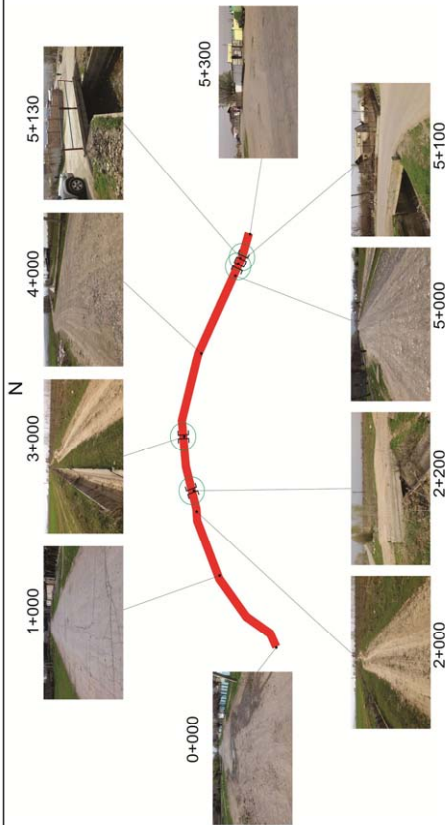
Участок / Section: #6 0+000 ~ 5+000

№		6									
Местоположение / Distance	0+000	0+070	1+000	2+000	3+000	4+000	5+000				
Ширина дорожного покрытия / Pavement width	6		6,8	7	6	6	6				
Ширина обочины (прав/лев) / Shoulder width (right/left)	8,7 / 2,8		2,8 / 3,2	2,5 / 2,5	3,3 / 3,2	3,3 / 3,3	3,3 / 3,3				
Количество полос / Number of lane	2		2	2	2	2	2				
Полоса отчуждения (прав/лев) / Right of way (right/left)	дом house		поле field	поле field	поле field	поле field	поле field				
	дом house		поле field	поле field	поле field	поле field	поле field				
Тип дорожного покрытия / Type of pavement	асф-т asphalt		асф-т asphalt	асф-т asphalt	асф-т asphalt	асф-т asphalt	асф-т asphalt				
Мосты (длина x ширина) / Bridge (length x width)	нет no	мост bridge 5,1x6,0	нет no	нет no	нет no	нет no	нет no				



Название проекта: Обследование дорог
Project name: Road Inventory Survey
Дата / Date: Апрель 2013 / April 2013

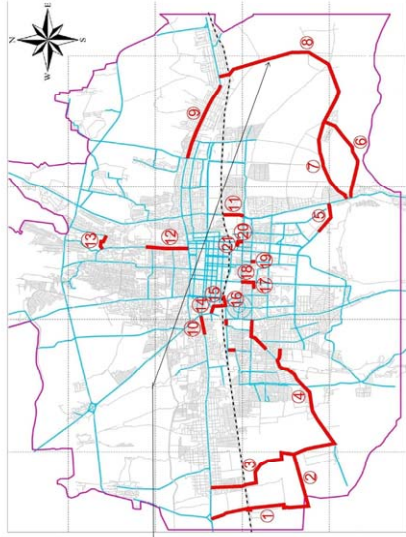
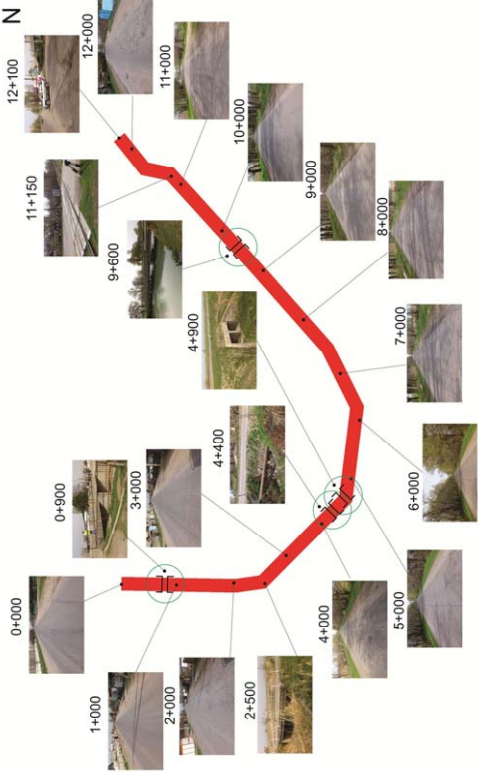
Участок / Section: #7 0+000 ~ 3+100



№		7											
Местоположение / Distance		0+000	1+000	2+000	2+200	3+000	4+000	5+000	5+100	5+130	5+300		
Ширина дорожного покрытия / Pavement width		7	7	3			7.8	8			7		
Ширина обочины (прав/лев) / Shoulder width (right/left)		3 / 3	3 / 5	0 / 0			0 / 0	0 / 0.5			3 / 5		
Количество полос / Number of lane		2	2	0			2	2			2		
Полоса отчуждения (прав/лев) / Right of way (right/left)		дом house	дом house	поле field			дом house	дом house			дом house		
Тип дорожного покрытия / Type of pavement		дом house	дом house	поле field			поле field	поле field			дом house		
Мосты (длина x ширина) / Bridge (length x width)		асф-т asphalt	асф-т asphalt	асф-т asphalt	грунт gravel		грунт gravel	грунт gravel	бетон concrete	бетон concrete	асф-т asphalt		
		переезд через трубу passing over the pipe 7x2	нет no	переезд через лоток passing over the chute 4x7	переезд через лоток passing over the chute 1.5x4.6		нет no	нет no	4.7x8.2	5.8x7.9	нет no		

Название проекта: Обследование дорог
Project name: Road Inventory Survey
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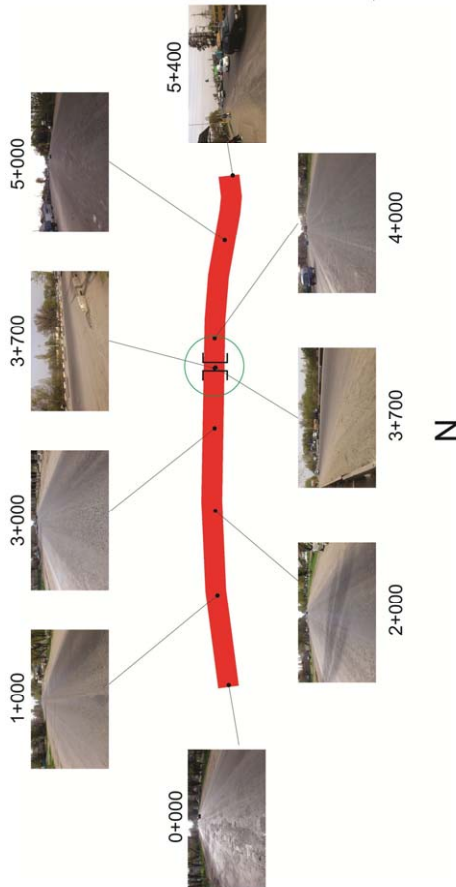
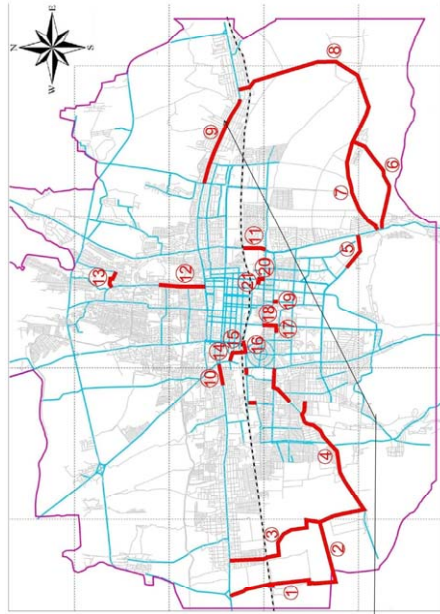
Участок / Section: #8 0+000 ~ 12+100

№		8																			
Местоположение / Distance		0+000	1+000	2+000	2+500	3+000	4+000	4+400	4+500	5+000	6+000	7+000	8+000	9+000	9+500	10+000	11+000	11+150	12+000	12+100	
Ширина дорожного покрытия / Pavement width		6.3	6	6	6	6	6	6	6	6	6	6.5	6.5	6	6.5	6.5	6.5	6.5	6.4	6	
Ширина обочины (правая/лев) / Shoulder width (right/left)		2.6 / 2.2	1 / 2	3 / 2		1.5 / 1.5	2 / 2			2 / 2.2	2 / 2	2.1 / 2	2 / 1	1 / 1		2.1 / 2	2 / 2		1.8 / 1.8	2 / 2	
Количество полос / Number of lane		2	2	2	2	2	2	2	2	2	2	2	1	2	2	2	2	2	2	2	
Полоса отступления (правая/лев) / Right of way (right/left)		дом house	дом house	дом house		дом house	дом house			поле field	поле field	поле field	поле field	поле field	поле field	поле field	поле field	поле field	дом house	дом house	
Тип дорожного покрытия / Type of pavement		асф-т asphalt	асф-т asphalt	асф-т asphalt	асф-т asphalt	асф-т asphalt	асф-т asphalt	асф-т asphalt	асф-т asphalt	асф-т asphalt	асф-т asphalt	асф-т asphalt	асф-т asphalt	асф-т asphalt	асф-т asphalt	асф-т asphalt	асф-т asphalt	асф-т asphalt	асф-т asphalt	асф-т asphalt	
Мосты (длина x ширина) / Bridge (length x width)		нет no	переезд через канал passing over the channel 12.5x11	нет no	мост чер оз речу 10x6	нет no	переезд через трубу passing over the pipe 10x15	переезд через трубу passing over the pipe 12.5x 6.6	асф-т asphalt	нет no	нет no	нет no	нет no	нет no	мост через канал bridge over the channel 33.5x 6.5	нет no	нет no	нет no	нет no	нет no	нет no

Название проекта: Обследование дорог
Project name: Road Inventory Survey
Дата / Date: Апрель 2013 / April 2013

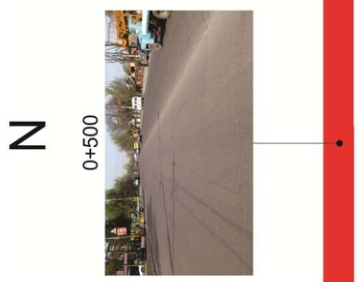
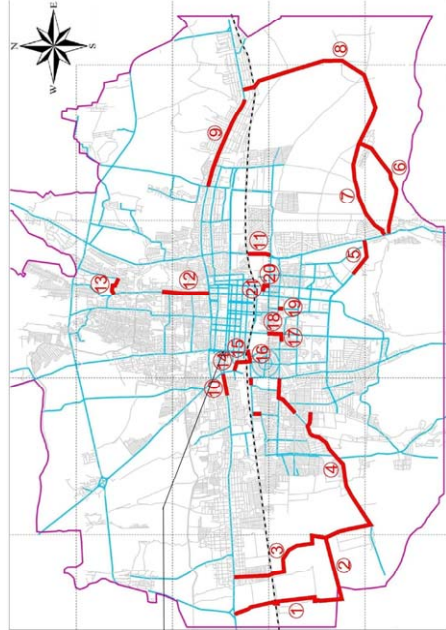
Участок / Section: #9 0+000 ~ 3+700



№		9						
Местоположение / Distance		0+000	1+000	2+000	3+000	3+700		
Ширина дорожного покрытия / Pavement width		11	11	11	10.8			
Ширина обочины (прав/лев) / Shoulder width (right/left)		3.5 / 3.5	3.5 / 3.5	6 / 4.5	3.6 / 3.1			
Количество полос / Number of lane		2	2	2	2			
Полоса отчуждения (прав/лев) / Right of way (right/left)		дом house	дом house	дом house	дом house			
		дом house	дом house	дом house	дом house			
Тип дорожного покрытия / Type of pavement		асф-т asphalt	асф-т asphalt	асф-т asphalt	асф-т asphalt			
Мосты (длина x ширина) / Bridge (length x width)		нет no	нет no	нет no	нет no	мост bridge 60x36		

Название проекта: Обследование дорог
Project name: Road Inventory Survey
Дата / Date: Апрель 2013 / April 2013

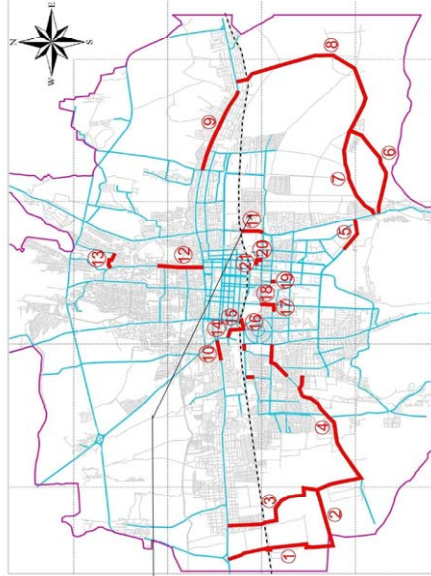
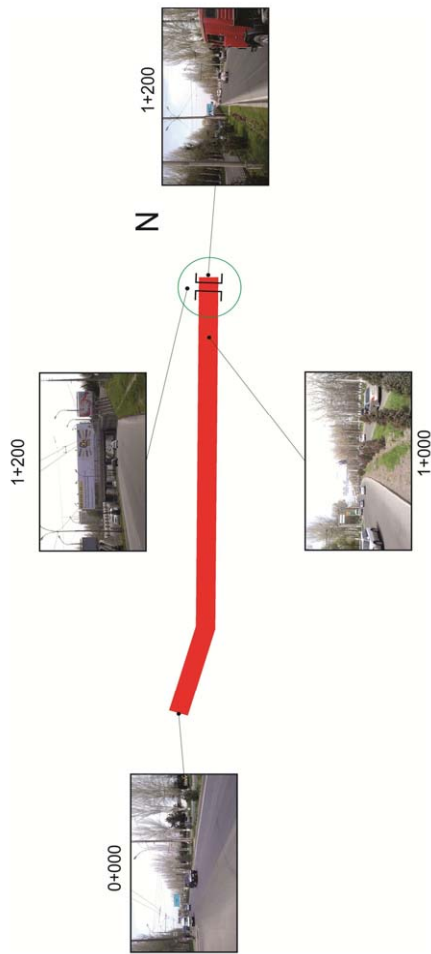
Участок / Section: #10 0+000 ~ 1+000



№		10	
Местоположение / Distance	0+000	0+000	1+000
Ширина дорожного покрытия / Pavement width	23.5	23.5	23
Ширина обочины (прав/лев) / Shoulder width (right/left)	0 / 0	0 / 0	0 / 0
Количество полос / Number of lane	2	2	2
Полоса отчуждения (прав/лев) / Right of way (right/left)	дом house	дом house	дом house
Тип дорожного покрытия / Type of pavement	асф-т asphalt	асф-т asphalt	асф-т asphalt
Мосты (длина x ширина) / Bridge (length x width)	нет no	нет no	нет no

Название проекта: Обследование дорог
Project name: Road Inventory Survey
Дата / Date: Апрель 2013 / April 2013

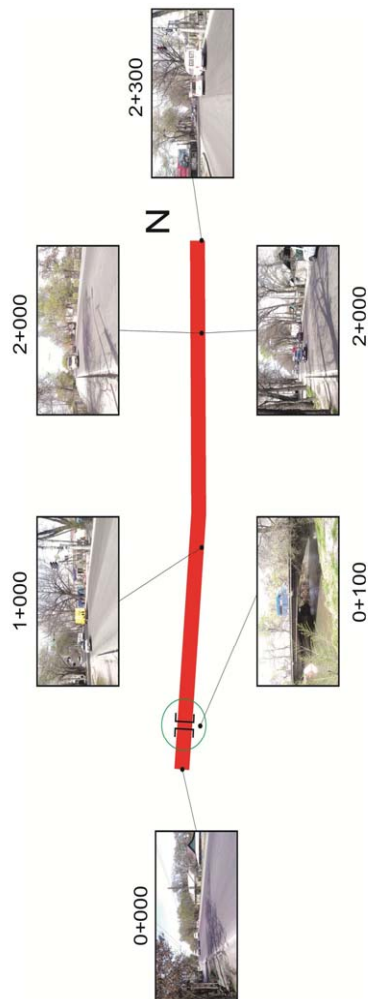
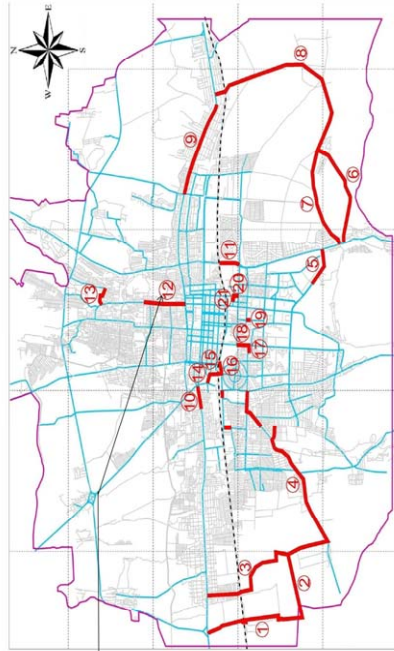
Участок / Section: #11 0+000 ~ 1+200



№		11	
Местоположение / Distance	0+000	1+000	1+200
Ширина дорожного покрытия / Pavement width	12+12	12+12	12+12
Ширина обочины (прав/лев) / Shoulder width (right/left)	2 / 1,5	2 / 1,7	0 / 0
Количество полос / Number of lane	2	2	2
Полоса отчуждения (прав/лев) / Right of way (right/left)	пром. Зона industrial zone	пром. Зона industrial zone	дом house
	пром. Зона industrial zone	пром. Зона industrial zone	дом house
Тип дорожного покрытия / Type of pavement	асф-т asphalt	асф-т asphalt	асф-т asphalt
Мосты (длина x ширина) / Bridge (length x width)	раздел. полоса 6 м dividing line 6 m	раздел. полоса 6 м dividing line 6 m	мост Льва Толстого раздел. полоса 4,9 м bridge Lev Tolstoi dividing line 4.9 m

Название проекта: Обследование дорог
Project name: Road Inventory Survey
Дата / Date: Апрель 2013 / April 2013

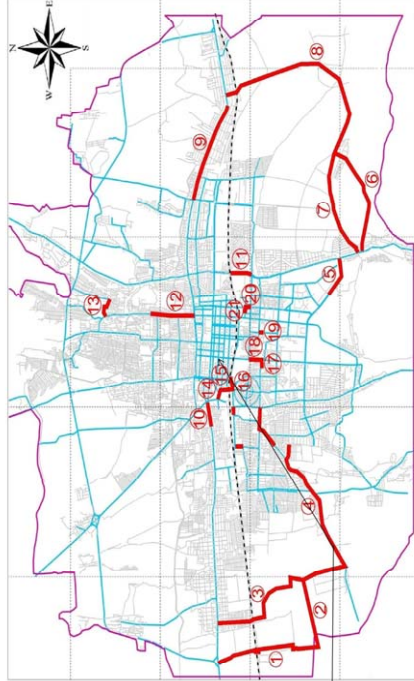
Участок / Section: #12 0+000 ~ 2+000



№		12				
Местоположение / Distance		0+000	1+000	1+100	2+000	2+300
Ширина дорожного покрытия / Pavement width		15.5	12		12	12
Ширина обочины (прав/лев) / Shoulder width (right/left)		0 / 0	1,5 / 1,5		0 / 0	0 / 0
Количество полос / Number of lane		2	2		2	2
Полоса отчуждения (прав/лев) / Right of way (right/left)		дом house	дом house		дом house	дом house
Тип дорожного покрытия / Type of pavement		дом house	дом house		дом house	дом house
		асф-т asphalt	асф-т asphalt		асф-т asphalt	асф-т asphalt
Мосты (длина x ширина) / Bridge (length x width)		нет no	нет no	мост Сов / БЧК bridge Sov/БуЧука 41x17	нет no	нет no

Название проекта: Обследование дорог
Project name: Road Inventory Survey
Дата / Date: Апрель 2013 / April 2013

Участок / Section: #14 0+000 ~ 0+400

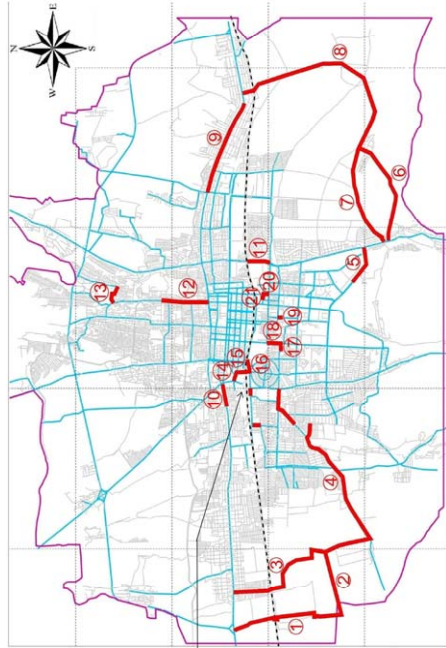


N

№	14	
Местоположение / Distance	0+000	0+400
Ширина дорожного покрытия / Pavement width	16.5	17
Ширина обочины (прав/лев) / Shoulder width (right/left)	0,5 / 0,5	0,5 / 0,5
Количество полос / Number of lane	2	2
Полоса отчуждения (прав/лев) / Right of way (right/left)	пром. Зона industrial zone	пром. Зона industrial zone
	пром. Зона industrial zone	A3C AZS
Тип дорожного покрытия / Type of pavement	асф-т asphalt	асф-т asphalt
Мосты (длина x ширина) / Bridge (length x width)	нет no	нет no

Название проекта: Обследование дорог
Project name: Road Inventory Survey
Дата / Date: Апрель 2013 / April 2013

Участок / Section: #15 0+000 ~ 0+700



0+300



0+700



0+000



N



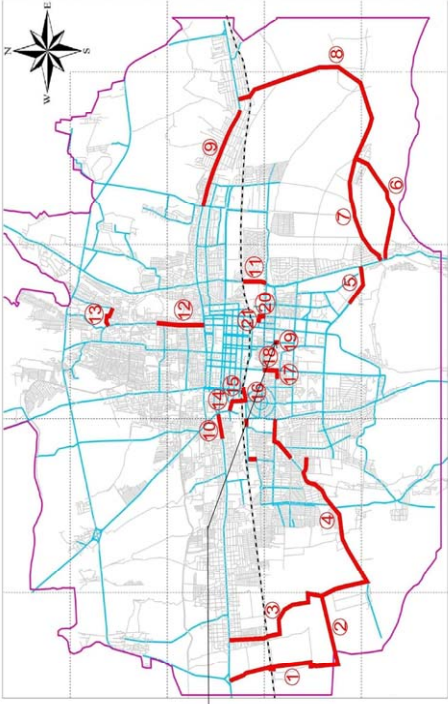
№ 15	
Местоположение / Distance	0+000 0+300 0+700
Ширина дорожного покрытия / Pavement width	15 12.5
Ширина обочины (прав/лев) / Shoulder width (right/left)	1 / 1 1,5 / 1,5
Количество полос / Number of lane	2 2
Полоса отчуждения (прав/лев) / Right of way (right/left)	пром. Зона industrial zone пром. Зона industrial zone
Тип дорожного покрытия / Type of pavement	асф-т asphalt асф-т asphalt
Мосты (длина x ширина) / Bridge (length x width)	нет no ж/д переход railway passing 46.2x12.4

Название проекта: Обследование дорог
Project name: Road Inventory Survey
Дата / Date: Апрель 2013 / April 2013

Участок / Section: #16 0+000 ~ 0+600

	
№	16
Местоположение / Distance	0+000 0+600
Ширина дорожного покрытия / Pavement width	19.6 12
Ширина обочины (прав/лев) / Shoulder width (right/left)	0 / 0 3 / 2
Количество полос / Number of lane	2 2
Полоса отчуждения (прав/лев) / Right of way (right/left)	рынок bazar пром. Зона industrial zone
Тип дорожного покрытия / Type of pavement	асф-т asphalt асф-т asphalt
Мосты (длина x ширина) / Bridge (length x width)	нет no нет no

Название проекта: Обследование дорог
Project name: Road Inventory Survey
Дата / Date: Апрель 2013 / April 2013

Участок / Section: #17 0+000 ~ 1+000	
	
 	
	
№	17
Местоположение / Distance	0+000 0+400
Ширина дорожного покрытия / Pavement width	16 16
Ширина обочины (прав/лев) / Shoulder width (right/left)	0 / 0 0 / 0
Количество полос / Number of lane	2 2
Полоса отчуждения (прав/лев) / Right of way (right/left)	дом house пром. Зона industrial zone
Тип дорожного покрытия / Type of pavement	асф-т asphalt асф-т asphalt
Мосты (длина x ширина) / Bridge (length x width)	нет no нет no




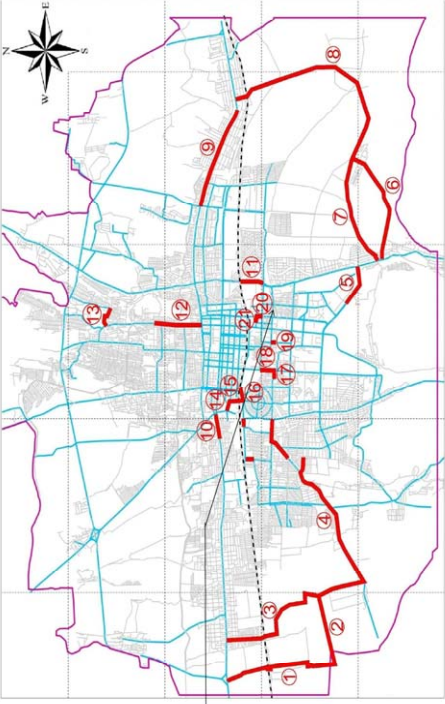
Название проекта: Обследование дорог
Project name: Road Inventory Survey
Дата / Date: Апрель 2013 / April 2013

Участок / Section: #18 0+000 ~ 1+000

   	<p>№</p> <p>18</p>	<table border="1"> <tr> <td data-bbox="884 1240 932 1939">Местоположение / Distance</td> <td data-bbox="884 725 932 1240">0+000</td> <td data-bbox="884 208 932 725">1+000</td> </tr> <tr> <td data-bbox="932 1240 995 1939">Ширина дорожного покрытия / Pavement width</td> <td data-bbox="932 725 995 1240">12.7</td> <td data-bbox="932 208 995 725">13</td> </tr> <tr> <td data-bbox="995 1240 1059 1939">Ширина обочины (прав/лев) / Shoulder width (right/left)</td> <td data-bbox="995 725 1059 1240">0 / 0</td> <td data-bbox="995 208 1059 725">0 / 0</td> </tr> <tr> <td data-bbox="1059 1240 1123 1939">Количество полос / Number of lane</td> <td data-bbox="1059 725 1123 1240">2</td> <td data-bbox="1059 208 1123 725">2</td> </tr> <tr> <td data-bbox="1123 1240 1187 1939">Полоса отчуждения (прав/лев) / Right of way (right/left)</td> <td data-bbox="1123 725 1187 1240">ДОМ house</td> <td data-bbox="1123 208 1187 725">БОЛЬНИЦА hospital</td> </tr> <tr> <td data-bbox="1187 1240 1251 1939">Тип дорожного покрытия / Type of pavement</td> <td data-bbox="1187 725 1251 1240">БГУ university (BGU)</td> <td data-bbox="1187 208 1251 725">ДОМ house</td> </tr> <tr> <td data-bbox="1251 1240 1299 1939">Мосты (длина x ширина) / Bridge (length x width)</td> <td data-bbox="1251 725 1299 1240">асф-т asphalt</td> <td data-bbox="1251 208 1299 725">ремонт running repairs</td> </tr> <tr> <td data-bbox="1299 1240 1361 1939"></td> <td data-bbox="1299 725 1361 1240">нет no</td> <td data-bbox="1299 208 1361 725">нет no</td> </tr> </table>	Местоположение / Distance	0+000	1+000	Ширина дорожного покрытия / Pavement width	12.7	13	Ширина обочины (прав/лев) / Shoulder width (right/left)	0 / 0	0 / 0	Количество полос / Number of lane	2	2	Полоса отчуждения (прав/лев) / Right of way (right/left)	ДОМ house	БОЛЬНИЦА hospital	Тип дорожного покрытия / Type of pavement	БГУ university (BGU)	ДОМ house	Мосты (длина x ширина) / Bridge (length x width)	асф-т asphalt	ремонт running repairs		нет no	нет no
Местоположение / Distance	0+000	1+000																								
Ширина дорожного покрытия / Pavement width	12.7	13																								
Ширина обочины (прав/лев) / Shoulder width (right/left)	0 / 0	0 / 0																								
Количество полос / Number of lane	2	2																								
Полоса отчуждения (прав/лев) / Right of way (right/left)	ДОМ house	БОЛЬНИЦА hospital																								
Тип дорожного покрытия / Type of pavement	БГУ university (BGU)	ДОМ house																								
Мосты (длина x ширина) / Bridge (length x width)	асф-т asphalt	ремонт running repairs																								
	нет no	нет no																								

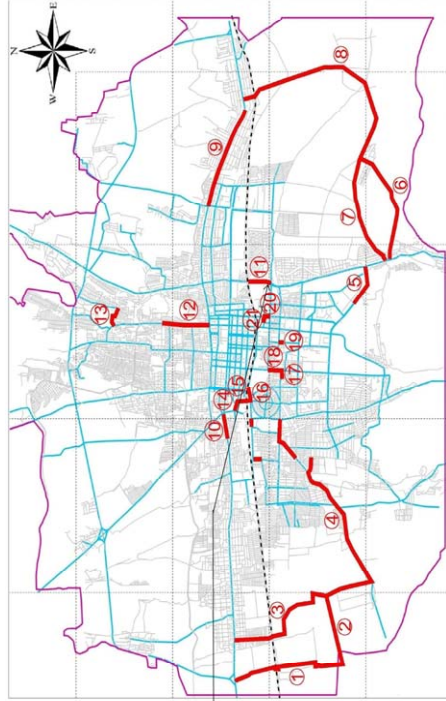
Название проекта: Обследование дорог
Project name: Road Inventory Survey
Дата / Date: Апрель 2013 / April 2013

Участок / Section: #19 0+000 ~ 0+200

  	
№	19
Местоположение / Distance	0+000 0+200
Ширина дорожного покрытия / Pavement width	7.7 7.7
Ширина обочины (прав/лев) / Shoulder width (right/left)	0 / 0 0 / 0
Количество полос / Number of lane	2 2
Полоса отчуждения (прав/лев) / Right of way (right/left)	пром. Зона industrial zone дом house
Тип дорожного покрытия / Type of pavement	асф-т asphalt асф-т asphalt
Мосты (длина x ширина) / Bridge (length x width)	нет no нет no

Название проекта: Обследование дорог
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Дата / Date: Апрель 2013 / April 2013

Участок / Section: #20 0+000 ~ 0+300



0+000



N



0+300



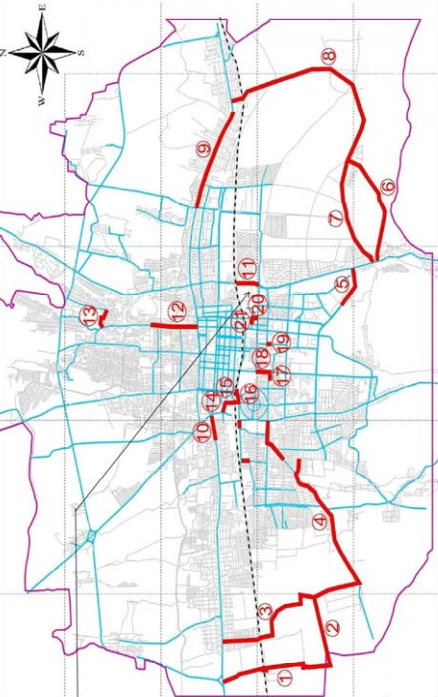


№

20

Местоположение / Distance	0+000	0+300
Ширина дорожного покрытия / Pavement width	10	10
Ширина обочины (прав/лев) / Shoulder width (right/left)	0 / 0	0 / 0
Количество полос / Number of lane	2	2
Полоса отчуждения (прав/лев) / Right of way (right/left)	СИЗО prison	дом house
	пром. зона industrial zone	дом house
Тип дорожного покрытия / Type of pavement	асф-т asphalt	асф-т asphalt
Мосты (длина x ширина) / Bridge (length x width)	нет no	нет no

Название проекта: Обследование дорог
Project name: Road Inventory Survey
Дата / Date: Апрель 2013 / April 2013

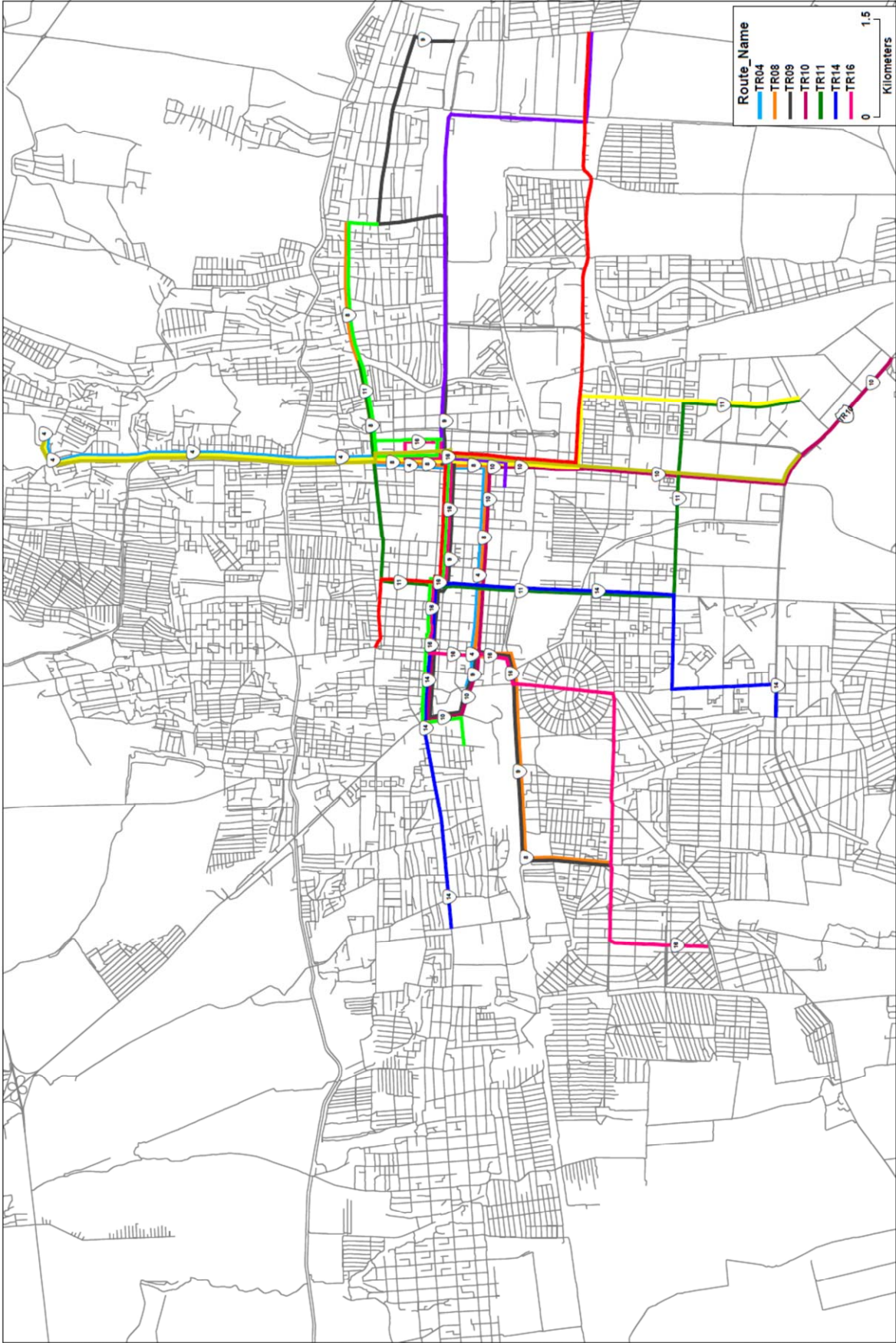
Участок / Section: #21 0+000 ~ 0+200

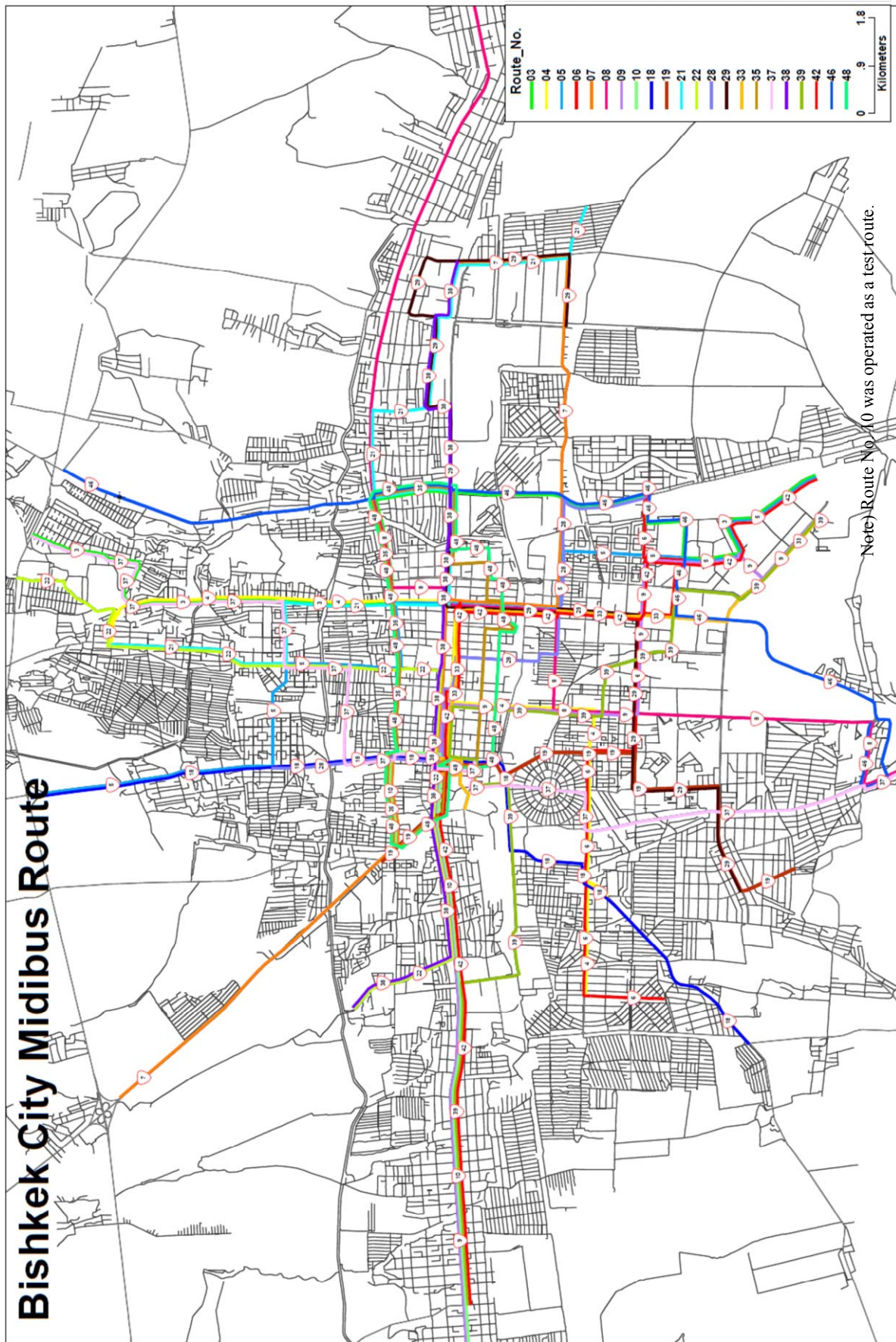
	 	<p>0+000</p> <p style="text-align: center;">N</p> <p>0+200</p>
№	21	
Местоположение / Distance	0+000	0+200
Ширина дорожного покрытия / Pavement width	12.5	12.5
Ширина обочины (прав/лев) / Shoulder width (right/left)	0 / 0	0 / 0
Количество полос / Number of lane	2	2
Полоса отчуждения (прав/лев) / Right of way (right/left)	АЗС АЗС	пром. зона industrial zone
Тип дорожного покрытия / Type of pavement	пром. зона industrial zone	пром. зона industrial zone
Мосты (длина x ширина) / Bridge (length x width)	асф-т asphalt	асф-т asphalt
	нет no	нет no

APPENDIX7 URBAN PUBLIC TRANSPORTATION SYSTEM

Appendix 7.1 Public Transportation Network

- (1) Trolleybus Route Network: 7 routes, 104km in total**
- (2) Midibus Route Network: 21 routes, 418km in total**
- (3) Minibus Route Network: 121 routes, 4,300 km in total**







Appendix 7.2 List of Minibus Routes

Table List of Minibus Routes

SN	Name of Operating Company	Route No.	Planned Vehicle Num.	Turnaround Length (km)	Interval (min)	Travel Time (min)	Destination Points
1	Academtransservice	217	16	42	5	110	Hospital – Aska-Tash
2	Academtransservice	243	22	37	4-5	106	12 microdistrict– Zhenish
3	Academtransservice	266	15	52	8-10	110	Rizhskaya St. – Archaly v.
4	AIID Service	164	30	32	4-5	110	Kok-Zhar – Autopark-1
5	Airus-Trans-Service	134	11	44.4	7-8	145	Archa-Beshik-N.Pokrovka
6	Airus-Trans-Service	285	16	44	8	140	Leninskoe – East Bus Station
7	Ak Niet-Trans	166	29	37	4	94	Kyrman-Kyzyl-Asker
8	Akdjol Sapar	261	11				Kara-Zhigach- Sokuluk
9	Ak-Djoltoi	107	15	32	5-6	95	Yntymak -Ak-Bosogo
10	Ak-Djoltoi	111	12	23	3-4	80	Microdistrict Alamedin - BChK
11	Ak-Djoltoi	112	12				10 microdistrict– Ak-Ordo
12	Ak-Djoltoi	113	25	16.9	2-3	40	East Bus Station (circular)
13	Ak-Djoltoi	114	25	17.4	2-3	41	West Bus Terminal (circular)
14	Ak-Djoltoi	127	9	12	3-4	30	Osh Market - Institut Zemledeliya
15	Ak-Djoltoi	147	25	34	3-4	80	Microdistrict Djal – Alamedin -1
16	Ak-Djoltoi	163	24	54	4-5	114	Novo-Pokrovka –10 microdistrict
17	Ak-Djoltoi	169	22	34.8	5	110	Ak-Orgo - Shoro company
18	Ak-Djoltoi	173	12	48	9-10	110	Ala-Too-Kalys-Ordo
19	Argymak trans KDJ	270	15	44	6-9	140	Dordoi Market - Ak-Ordo
20	Ata-Djol	203	25	41	5	90	Archa-Beshik -Dordoi Market
21	Auto-Mig	104	18	39	7-8	130	Ene-Sai – 10 microdistrict
22	Auto-Mig	121	16	27	7-8	120	Ak-Bosogo-Alamed. Regional Hospital
23	Auto-Mig	210	16	32	6	120	Orto-Sai village – Frunze factory
24	Baizak-Aska	258	30	56	4-5	150	Automarket –Uchkun
25	Batyr Khan Murager	100	26	28	3-4	90	Archa - Beshik (circular)
26	Batyr Khan Murager	101	22	28.5	4-5	92	Yntymak - microdistrict Djal (circular)
27	Batyr Khan Murager	110	18	27.8	5-6	84	Microdistrict Asanbai – Intergel'po st.
28	Batyr Khan Murager	128	22	46	5	110	Rukhii-Muras – Ak Bata
29	Batyr Khan Murager	131	20	29.5	4	90	Alademin1 – 8 microdistrict
30	Batyr Khan Murager	132	24	30	4-5	100	12 microdistrict - West Bus Terminal
31	Batyr Khan Murager	144	16	38	5-6	110	Zhilgorodok – Kok-Zhar
32	Batyr Khan Murager	154	15	28	4-5	80	Tunguch (circular)
33	Batyr Khan Murager	160	12	35	6-7	110	8 microdistrict– Maevka
34	Batyr Khan Murager	275	12	25	5-6	80	Ak-Ordo - West Bus Station
35	Bek-Too	146	20	34.5	5	100	Bakai-Ata – Archa-Beshik
36	Bek-Too	240	23	40	5-6	156	110 quarter – Ene Sai
37	Besto	238	27	48	5	140	Gorodok Energetikov - Automarket

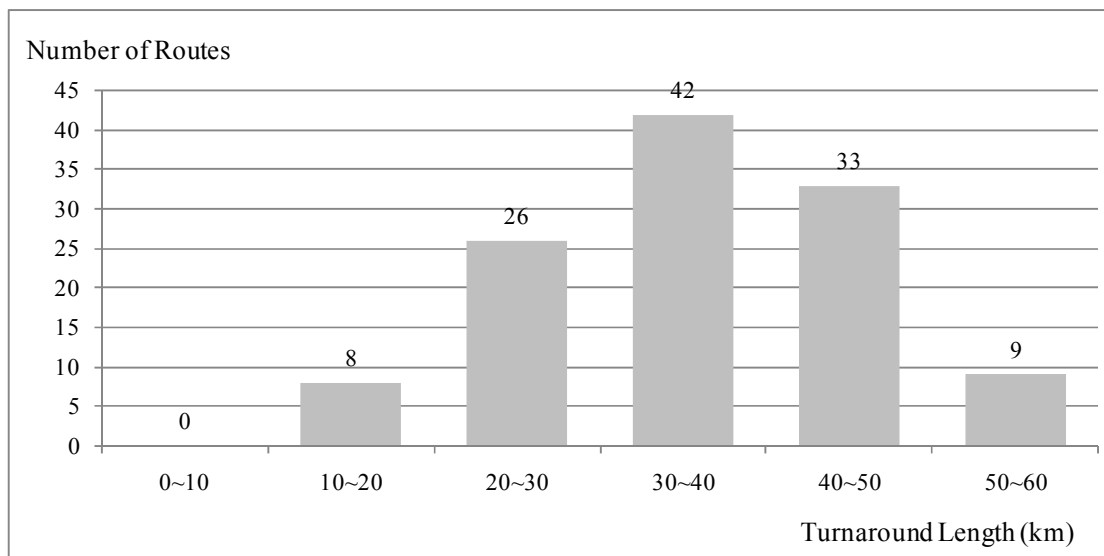
SN	Name of Operating Company	Route No.	Planned Vehicle Num.	Turnaround Length (km)	Interval (min)	Travel Time (min)	Destination Points
38	BGATP	177	25	29.9	3-5	80	Dyikan Market -Dordoi Market
39	Bomond Group	148	21	43.7	5	130	Archa-Beshik – Ala-Too
40	Bomond Group	262	6	31	8-9	130	Ak-Ordo – Kyrman
41	Buel	260	8	36.1	10-12	102	Archa-Beshik – Bakai-Ata
42	Bus-Service	225	7	40	9-10	90	10 microdistrict - Teplitsa (Maevka village)
43	Djazada-Trans	250	5				Vostok village – Ak-Ordo
44	Djazada-Trans	254	23	55	6-7	150	Vostok v. -Ala-Too
45	Djazada-Trans	299	7	26	12-15	90	Muras-Ordo – SC Bereket Grand
46	Dordoi-Bis	233	18	21.5	5	40	Alamedin Market – Dordoi Market
47	Dordoi-Bis	234	17	21.5	5	45	SC Madina – Dordoi Market
48	Dordoi-Trans	117	11	50	10-15	120	12 microdistrict - Ak-Bata
49	Dordoi-Trans	191	8	24	7-9	70	Railway Station – Dordoi Market
50	Dordoi-Trans	226	20	32	5	80	6 microdistrict – Dordoi Market
51	Dordoi-Trans	252	21	34	5	90	Microdistrict Asanbai - Dordoi Market
52	Elaman-Trans	224	25	40.7	4-5	118	Zhenesh -Kelechek
53	Elek	106	28	46	4	120	12 microdistrict – Ak-Ordo
54	Elek	123	9	34	10	60	Alamedin1 – Dordoi Market
55	Elek	137	29	44	4-5	120	Military baze -Tunguch
56	Elek	172	28	40	4	110	12 microdistrict – Uchkun
57	Ellada-Plus	122	22	38	4-5	106	12 microdistrict– Kyzyl-Asker
58	Ellada-Plus	195	30	38	3-4	112	Microdistrict Asanbai - Kolmo
59	Ellada-Plus	216	30	50	3-4	120	Ak-Orgo – Alamedin 1
60	Ellada-Plus	222	11	42	9-10	120	Ak-Ordo – Altyn-Ordo
61	Ellada-Plus	236	11	32	5-6	103	Ak-Ordo - Shoro Company
62	Expressproiftr	167	20	43.5	4-5	110	12 microdistrict - Zhilgorodok
63	Geron	281	28	38	3-4	90	Ak-Ordo - Oberon Market
64	JV Veteran	298	6	44	10-15	124	Chon-Aryk v. (Kar'emaya) – Gorod Energetikov
65	Kulatai-Company	103	25	38	5	100	Rabochiy Gorodok – VDNH
66	Kulatai-Company	218	26	28	3-4	70	Dordoi-Dykan Market - Dordoi Market
67	Kut-Konsun	223	18	41	4-5	80	12 microdistrict – V.Antonovka
68	Kut-Konsun	273	12	16	2-3	30	East Bus Station (circular)
69	Kuyun	118	27	34.6	3-5	100	F.Barat-auto - Bakai-Ata
70	Kuyun	215	34	42.6	3-5	100	12 microdistrict – Ak-Ordo
71	Kuyun	251	24	54.2	5-7	136	Kara-Zhygach - Zhilgorodok
72	Kuyun	263	16	26.4	4-6	70	Ak-Ordo - Zhilgorodok
73	Kuyun	264	17	29.7	5-7	80	Autopark 1 – Archa-Beshik
74	Kuyun	269	24	29.8	4-7	80	12 microdistrict – Azamat Market
75	Liga	102	22	24	4-5	70	Kyrgystan – Osh Market
76	Liga	129	18	27	5-6	95	BChK – 1st CMS (Car Main. Serv.)
77	Liga	133	20	34	4-5	80	Kolmo – Chon – Aryk

SN	Name of Operating Company	Route No.	Planned Vehicle Num.	Turnaround Length (km)	Interval (min)	Travel Time (min)	Destination Points
78	Liga	139	11	19	4-5	65	Ak-Ordo – Osh Market
79	Liga	143	13	44	6-8	90	Kyrman – Ak-Bosogo
80	Liga	150	18	22.5	3-4	64	Microdistrict Asanbai (circular)
81	Liga	155	23	36	4-5	120	Microdistrict Asanbai – Maevka
82	Liga	159	10	17	5-6	55	Archa-Beshik –Osh Market
83	Liga	161	19	46	5-6	120	Seleksionnoe – Dordoi Market
84	Liga	170	25	37	3-4	140	12 microdistrict– Djal
85	Liga	174	19	26	4-5	90	Dyikan Market – 12 microdistrict
86	Liga	176	22	40	3-4	120	Archa-Beshik – Ak-Bosogo
87	Liga	179	16	34	20-30	100	Aska-Tash – Kok-Zhar
88	Liga	196	20	36	5-6	120	12 microdistrict - Osh Market
89	Liga	200	23	37	5-6	110	Osh Market – Besh-Kungei
90	Liga	212	23	36	5-6	120	12 microdistrict - Military base
91	Meikin	138	27	50	4-5	120	V.Antonovka – Kok-Zhar
92	Meikin	184	11	34	5-6	74	Flight school – Oberon Market
93	Meikin	188	22	44	5	110	Yntymak – Tunguch
94	Meikin	220	27	48	5	110	Alamedin 1 – Ala-Too
95	Meikin	271	5	32	20	80	Railway Station – Sadovoe v.
96	San Tash Djoldor	265	16	54	8-10	110	Kashka-Cuu v. – Osh Market
97	San Tash Djoldor	295	10	44	4-5	100	Arshan v. – Osh Market
98	Service-Taxi	180	13	36	10-15	130	12 microdistrict– Maevka
99	Sovet Brigady	192	34	44	5	114	Ak-Ordo - Ak-Suu Market
100	Sovet Brigady	193	32	57	5-6	160	12 microdistrict – Ak-Suu Market
101	Stels	108	18	42	5	105	Bakai-Ata-V.Antonovka
102	Stels	219	19	36	5-6	120	Uchkun – Altyn-Ordo
103	Transgroupcomm	130	26	44	5-6	140	Archa-beshk – Ak-Zhar
104	Transgroupcomm	135	27	41	4-5	125	Bakai-Ata – Archa-Beshik
105	Transgroupcomm	136	30	42	5	130	Kok-Zhar – 4th Regional Hospital
106	Transgroupcomm	185	20	44	6-7	134	Kyzyl-Asker – Ak-Bata
107	Transgroupcomm	230	20	14	5-6	30	CUM(Central Universal Magazin)-Plaza - Dordoi Market
108	Trans-Manas-Service	214	25	17.4	2-3	41	West Bus Station (circular)
109	Trans-Manas-Service	286	16	52	5-7	150	Tynchtyk – Ak-Zhar
110	Ulanbek-Trans	257	12	22.6	5-6	75	Medical Academy – Kalys-Ordo
111	Ulma-Trans	228	15	24.7	3	75	Gorvodokanal – Bakai-Ata
112	Union-Plast	199	15	29.3	5	110	Bishkekstroimaterial -12 microdistrict
113	Uzar-West	145	16	40	6-7	150	12 microdistrict - Maevka
114	Vostochnyi (East) Expr.	162	24	52	4-5	108	Novo-Pokrovka – 12 microdistrict
115	Vostochnyi (East) Expr.	202	24	37	4-5	100	Shoro company – Archa-Beshik
116	Vostochnyi (East) Expr.	204	24	35	4-5	100	12 microdistrict - Institut Zemledeliya
117	Vostochnyi (East) Expr.	211	24	45	5	114	BIO factory – MTF Fuel Station

SN	Name of Operating Company	Route No.	Planned Vehicle Num.	Turnaround Length (km)	Interval (min)	Travel Time (min)	Destination Points
118	Yaglakhar	151	11	39	5-6	130	12 microdistrict – Kolmo
119	Yaglakhar	175	27	42	4-5	130	10 microdistrict– Prigorodnaya st.
120	Yuram	152	23	29.5	4-5	88	10 microdistrict – Gorod Energetikov
121	Yuram	227	24	34	4-5	106	Kok-Zhar – Lugovaya st.

As of 2011

Source: UTD



Source: UTD

Figure Minibus Routes Distribution by Turnaround Length

Appendix 7.3 Financial Status of Public Companies

(1) Bishkek Trolleybus Department (BTD)

The financial status of BTD is shown in the table below.

Table Income and Expenditure of BTD (2001-2010)

#	Indicators	Unit	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
1.	Number of vehicle	Vehicle	224	220	204	199	199	198	197	142	161	161
2.	Average operation rate per day	Vehicle	157	153	133	119	106	97	85	62	71	79
3.	Number of staff	Persons	1,255	1,244	1,119	959	888	834	689	581	639	658
4.	Average wage	Som	1,844	1,939	1,868	2,154	2,672	3,224	3,351	4,875	6,498	7,244
5.	Income											
	Fare revenue	1000 Som	51,407.7	49,169.0	34,694.8	30,355.0	29,109.7	26,166.3	20,987.6	31,718.9	39,955.0	48,330.0
	Seasonal Ticket	1000 Som	19,413.7	7,734.3	4,762.9	4,248.3	3,447.0	2,371.6	1,617.6	2,075.5	2,189.9	4,070.4
	Subsidies	1000 Som	22,152.7	34,982.9	27,671.9	35,359.7	35,700.5	29,965.2	32,300.0	46,489.6	48,400.0	57,350.0
	Sub-Total from Passenger Transportation Services	1000 Som	92,974.1	91,886.2	67,129.6	69,963.0	68,257.2	58,503.1	54,905.2	80,284.0	90,544.9	109,750.4
	Other income	1000 Som	1,935.8	2,490.2	2,105.3	3,457.0	2,690.6	2,848.4	3,896.2	2,850.4	3,525.4	3,708.3
	Total income	1000 Som	94,909.9	94,376.4	69,234.9	73,420.0	70,947.8	61,351.5	58,801.4	83,134.4	94,070.3	113,458.7
6.	Expenditure											
	Wage	1000 Som	25,191.6	26,166.2	22,296.3	24,053.6	25,858.3	29,000.1	25,379.6	30,710.1	50,001.7	57,201.7
	Social Fund	1000 Som	7,259.5	6,514.0	5,525.9	5,964.5	6,035.3	6,032.1	5,158.6	5,773.8	9,342.6	9,742.6
	Fuel	1000 Som	5,978.4	5,035.4	6,067.3	409.1	4,340.2	4,158.4	2,878.2	3,398.3	3,835.6	4,798.3
	Materials	1000 Som	20,602.6	12,700.0	7,645.0	6,603.4	6,379.9	8,807.1	6,494.3	9,125.7	10,910.9	13,026.0
	Tires depreciation	1000 Som	6,015.6	3,421.2	2,519.6	2,911.4	2,657.1	2,292.9	2,031.2	3,118.0	2,247.8	2,941.2
	Tear and wear	1000 Som	3,775.5	20,701.4	18,446.4	15,309.1	14,187.5	13,606.0	10,590.3	8,274.4	15,167.6	39,227.8
	General expenses	1000 Som	8,231.2	7,585.3	8,143.7	1,800.9	3,714.0	3,908.1	3,803.1	5,193.4	2,349.6	2,885.7
	Power	1000 Som	23,228.6	22,908.0	19,341.1	17,786.6	16,750.9	15,315.3	12,350.9	11,174.6	13,127.5	19,276.8
	Taxes	1000 Som	756.7	754.5	699.2	587.3	2,677.4	1,996.1	1,901.4	2,714.9	2,357.3	2,271.8
	Sub-total from passenger transportation services	1000 Som	101,039.7	105,786.0	90,684.5	79,095.9	83,100.6	85,116.1	70,587.6	79,483.2	109,340.6	151,371.9
	Other expenditures	1000 Som	1,757.8	2,709.7	1,735.1	1,901.7	3,929.2	2,566.5	2,904.8	3,754.2	1,694.3	3,327.4
	Total expenditures	1000 Som	102,797.5	108,495.7	92,419.6	80,997.6	87,029.8	87,682.6	73,492.4	83,237.4	111,034.9	154,699.3
7.	Total Number of Passenger	1000 Pax	59,147.6	49,937.8	39,854.2	47,919.1	41,580.4	38,651.0	21,953.4	14,903.9	18,926.7	23,242.3
8.	Prime cost per 1 passenger	Som	1.71	2.12	2.28	1.65	2.00	2.20	3.22	5.33	5.78	6.51
9.	Balance	1000 Som	-7,887.6	-14,119.3	-23,184.7	-7,577.6	-16,082.0	-26,331.1	-14,691.0	-103.0	-16,964.6	-41,240.6

Source: BTD

1) Passenger numbers from January to April 2013:

Month	Passengers (1000pax/month)
January	1073
February	1236
March	1902
April	1667.9
May	1225.2

Source: BTD

2) Annual profits and expenses for 2011 and 2012:

Item	Unit	2011	2012
Income from fare	1,000 KGS	105888.1	119235.1
Expenses	1,000 KGS	145361.9	144435.2
Profits and losses	1,000 KGS	-39583.8	-25200.1

Source: BTD

The investment plan of BTD is shown as follows.

1. Investment in rolling stock – low floor trolley buses
2. Investment in rolling stock – high floor trolley buses
3. Supply and mounting of feeding cables AC 3 ×150
4. Trolley bus electric power infrastructure
5. Investment in overhaul and repair equipment
6. Investment in modernization of electric power substations

Rolling stock operation plan including discarding life of 25 year-vehicles in 2013 and 2014:

	Item	Unit	2013	2014
1	Rolling stock at the beginning of year	units	103	125
2	Trolley buses arrived	units	79	-
3	Discarded	units	15	-
4	Stock at the beginning of year	units	167	-
5	Usage rate	%	0.74	0.75
6	Rolling stock line launching	units	106	125
7	Traffic regularity	%	75	75
8	Passenger run	Thous/km	5414.0	6384.4
9	Passenger transportation	Thous/passengers	22002.9	26193.9

Source: BTD

(2) Bishkek Public Transport Enterprises (BPTE)

The financial status of BPTE is shown in the table below.

Table Income and Expenditure of BPTE (2001-2010)

#	Items	Unit	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
1.	Number of Vehicle	Vehicle	269	225	196	169	119	119	25	67	256	361
2.	Average Operation Rate per Day	Vehicle	69	36	25	21	20	20	20	35	202	213
3.	Number of Staff	Persons	336	197	157	136	108	78	69	165	794	1,078
4.	Average Wage	Som	1,769	1,909	1,920	2,093	2,602	3,200	3,391	5,597	7,484	6,477
5.	Income											
	Fare Revenue	1000 Som	21,096	10,254	6,188	4,500	4,495	4,138	3,750	25,802	166,756	170,371
	Seasonal Ticket	1000 Som	11,320	7,686	3,041	1,820	477				3,386	12,239
	Subsidies	1000 Som	9,592	9,861	10,254	12,242	11,987	10,138	9,982	24,711	92,600	118,650
	Sub-Total from Passenger Transportation Services	1000 Som	42,008	27,801	19,483	18,562	16,959	14,276	13,732	50,513	262,742	301,260
	Other Revenues	1000 Som	3,020	3,000	2,088	1,376	1,712	1,552	1,450	1,480	2,074	2,376
	Total Revenues	1000 Som	45,028	30,801	21,571	19,938	18,671	15,828	15,182	51,993	264,816	303,636
6.	Expenditures											
	Wage	1000 Som	7,132	4,516	3,609	3,412	3,382	2,996	2,453	11,083	71,306	83,784
	Social Fund	1000 Som	2,068	1,107	912	907	813	636	502	2,105	13,706	14,520
	Fuel	1000 Som	24,164	10,399	7,358	7,274	8,911	8,712	8,368	23,135	111,231	153,587
	Materials	1000 Som	4,950	3,311	4,506	1,565	1,234	1,828	1,558	1,348	8,228	13,118
	Tires Depreciation	1000 Som	2,436	1,700	930	476	225	477	365	1,927	8,947	9,684
	Tear and Wear	1000 Som	2,865	1,290	5,420	4,095	3,315	1,992	723	9,630	61,302	106,100
	General Expenses	1000 Som	6,466	4,601	3,280	3,105	2,594	2,413	1,682	11,647	20,636	12,030
	Taxes	1000 Som	359	1,397	218	159	190	146	137	1,301	6,620	7,591
	Sub-Total from Passenger Transportation Services	1000 Som	50,441	28,321	26,232	20,993	20,664	19,200	15,788	62,176	301,984	400,420
	Other Expenditures	1000 Som	3,813	2,526	562	367	106	123	1	339		
	Total Expenditures	1000 Som	54,254	30,847	26,794	21,360	20,770	19,323	15,789	62,515	301,984	400,420
7.	Total Number of Passenger	1000 Pax	30,336	17,977	15,544	4,575	3,901	3,725	3,028	8,478	42,095	51,102
	Prime Cost per 1 Passenger	Som	1,79	1,72	1,72	4,67	5,32	5,19	5,21	7,37	7,17	7,84
	Balance	1000 Som	-6,505	-46	-5,224	-1,422	-2,098	-3,496	-607	-10,521	-34,810	-96,484

Source: BPTE

1) Income in 2011 and 2012

(Unit: 1,000KGS)

Item	2011	2012	2012 2011
City routes income	185,955.4	184,745.5	-1,209.9
Season tickets selling	5,294.2	5,505.9	+211.7
Out of city budget	148,000.0	157,200.0	+9,200.0
Financial aid from city budget	2,000.0	-	-
Order	1,818.6	1,712.2	-106.4
Other revenues	5,363.2	3,468.9	-1,894.3
Total revenues	348,431.4	352,632.5	+4201.1

Source: BPTE

2) Expenditure in 2011 and 2012

(Unit: 1,000KGS)

Item	2011	2012	2012 2011
Remuneration of labor	97,873.0	81,620.3	-16,252.7
Social fund assignment	17,030.6	14,211.2	-2,819.4
Fuel	188,666.8	161,173.0	-27,493.8
Lubricants	5,957.4	5,782.4	-175
Technical service and maintenance	34,124.3	37,984.7	+3,860.4
Tires	14,798.0	13,480.6	-1,317.4
Depreciation	109,405.6	69,086.1	-40,319.5
Business expenses	14,060.8	17,077.1	+3,016.3
Total expenditures	481,916.5	400,415.4	-81,501.1

Source: BPTE

3) Passenger number of 2011 and 2012

(Unit: 1,000 passengers)

2011	2012
57,117.8	47,561.6

Appendix 7.4 Results of Public Transportation Survey

(1) Actual Operation and Intervals of Trolleybus

TrolleyBus 4	Direction	Vehicle Number						Average Interval					
		6:00-9:00	9:00-11:00	11:00-15:00	15:00-18:00	18:00-21:00	21:00-	6:00-9:00	9:00-11:00	11:00-15:00	15:00-18:00	18:00-21:00	21:00-
Weekday 2012/6/6	E->W	13	11	27	21	14	3	0:11	0:10	0:08	0:09	0:11	0:23
	W->E	24	10	22	21	9	0	0:07	0:12	0:10	0:08	0:14	0:00
Weekend 2012/6/9	E->W	10	7	17	12	8	0	0:18	0:15	0:15	0:12	0:23	0:00
	W->E	12	8	19	15	6	0	0:14	0:15	0:12	0:12	0:16	0:00
TrolleyBus 8	Direction	Vehicle Number						Average Interval					
		6:00-9:00	9:00-11:00	11:00-15:00	15:00-18:00	18:00-21:00	21:00-	6:00-9:00	9:00-11:00	11:00-15:00	15:00-18:00	18:00-21:00	21:00-
Weekday 2012/6/7	E->W	7	11	14	15	10	0	0:17	0:11	0:16	0:12	0:15	0:00
	W->E	10	10	12	14	7	0	0:13	0:13	0:21	0:12	0:20	0:00
Weekend 2012/6/10	E->W	7	5	13	9	2	0	0:12	0:26	0:16	0:15	0:59	0:00
	W->E	9	7	7	3	5	1	0:13	0:15	0:26	1:15	0:31	0:57
TrolleyBus 9	Direction	Vehicle Number						Average Interval					
		6:00-9:00	9:00-11:00	11:00-15:00	15:00-18:00	18:00-21:00	21:00-	6:00-9:00	9:00-11:00	11:00-15:00	15:00-18:00	18:00-21:00	21:00-
Weekday 2012/6/5	E->W	8	9	15	11	6	0	0:15	0:11	0:16	0:16	0:25	0:00
	W->E	11	7	15	7	5	0	0:14	0:17	0:15	0:22	0:24	0:00
Weekend 2012/6/3	E->W	4	4	10	6	3	0	0:12	0:30	0:24	0:31	0:28	0:00
	W->E	8	6	9	5	1	0	0:19	0:18	0:27	0:34	0:35	0:00
TrolleyBus 10	Direction	Vehicle Number						Average Interval					
		6:00-9:00	9:00-11:00	11:00-15:00	15:00-18:00	18:00-21:00	21:00-	6:00-9:00	9:00-11:00	11:00-15:00	15:00-18:00	18:00-21:00	21:00-
Weekday 2012/6/6	E->W	10	7	14	16	8	1	0:12	0:17	0:16	0:10	0:18	1:12
	W->E	16	5	12	11	5	0	0:10	0:19	0:22	0:14	0:31	0:00
Weekend 2012/6/9	E->W	9	4	7	10	5	0	0:20	0:27	0:34	0:14	0:30	0:00
	W->E	10	5	13	4	0	0	0:18	0:22	0:18	0:41	0:00	0:00
TrolleyBus 11	Direction	Vehicle Number						Average Interval					
		6:00-9:00	9:00-11:00	11:00-15:00	15:00-18:00	18:00-21:00	21:00-	6:00-9:00	9:00-11:00	11:00-15:00	15:00-18:00	18:00-21:00	21:00-
Weekday 2012/6/6	E->W	14	13	22	14	6	0	0:09	0:08	0:11	0:12	0:21	0:00
	W->E	16	11	25	16	7	0	0:07	0:10	0:09	0:11	0:18	0:00
Weekend 2012/6/9	E->W	10	14	23	15	9	0	0:11	0:08	0:10	0:12	0:13	0:00
	W->E	9	8	23	16	7	0	0:14	0:14	0:10	0:11	0:18	0:00
TrolleyBus 14	Direction	Vehicle Number						Average Interval					
		6:00-9:00	9:00-11:00	11:00-15:00	15:00-18:00	18:00-21:00	21:00-	6:00-9:00	9:00-11:00	11:00-15:00	15:00-18:00	18:00-21:00	21:00-
Weekday 2012/6/4	E->W	17	9	14	14	11	3	0:10	0:12	0:17	0:12	0:16	0:16
	W->E	14	9	14	17	12	1	0:11	0:12	0:16	0:12	0:14	0:21
Weekend 2012/6/2	E->W	17	9	16	14	11	0	0:09	0:13	0:15	0:12	0:13	0:00
	W->E	15	11	21	13	6	0	0:09	0:10	0:11	0:13	0:23	0:00
TrolleyBus 17	Direction	Vehicle Number						Average Interval					
		6:00-9:00	9:00-11:00	11:00-15:00	15:00-18:00	18:00-21:00	21:00-	6:00-9:00	9:00-11:00	11:00-15:00	15:00-18:00	18:00-21:00	21:00-
Weekday 2012/6/20	N->S	8	6	15	5	6	0	0:16	0:16	0:17	0:31	0:23	0:00
	S->N	6	10	14	3	6	2	0:28	0:11	0:16	0:46	0:32	0:56
Weekend 2012/6/24	N->S	10	13	13	6	5	0	0:17	0:09	0:18	0:29	0:22	0:00
	S->N	8	10	16	8	3	0	0:23	0:10	0:15	0:23	0:29	0:00

Source: JICA Study team, survey in June 2012.

(2) Actual Operation and Intervals of Midi-bus

Midibus	3	Direction	Vehicle Number					Unit: Vehicle	Average Interval					Unit: hh:mm
			6:00-9:00	9:00-11:00	11:00-15:00	15:00-18:00	18:00-21:00	21:00~	6:00-9:00	9:00-11:00	11:00-15:00	15:00-18:00	18:00-21:00	21:00~
Weekday	2012/6/19	N->S	9	6	7	10	5	1	0:12	0:20	0:34	0:14	0:39	0:38
		S->N	10	7	9	10	7	0	0:18	0:16	0:26	0:19	0:16	0:00
Weekend	2012/6/23	N->S	6	4	5	1	6	0	0:23	0:44	0:45	0:37	0:48	0:00
		S->N	5	3	8	6	6	0	0:43	0:27	0:26	0:36	0:26	0:00

Midibus	4	Direction	Vehicle Number					Unit: Vehicle	Average Interval					Unit: hh:mm
			6:00-9:00	9:00-11:00	11:00-15:00	15:00-18:00	18:00-21:00	21:00~	6:00-9:00	9:00-11:00	11:00-15:00	15:00-18:00	18:00-21:00	21:00~
Weekday	2012/6/5	E->W	11	8	15	7	7	0	0:14	0:14	0:15	0:25	0:26	0:00
		W->E	11	8	13	9	5	0	0:14	0:14	0:18	0:20	0:17	0:00
Weekend	2012/6/3	E->W	10	3	11	8	8	0	0:11	0:35	0:23	0:22	0:22	0:00
		W->E	6	6	10	9	4	0	0:17	0:22	0:23	0:18	0:41	0:00

Midibus	6	Direction	Vehicle Number					Unit: Vehicle	Average Interval					Unit: hh:mm
			6:00-9:00	9:00-11:00	11:00-15:00	15:00-18:00	18:00-21:00	21:00~	6:00-9:00	9:00-11:00	11:00-15:00	15:00-18:00	18:00-21:00	21:00~
Weekday	2012/6/21	E->W	8	9	7	8	11	1	0:19	0:13	0:34	0:23	0:15	0:24
		W->E	11	8	16	12	8	1	0:11	0:14	0:15	0:15	0:17	1:29
Weekend	2012/6/30	E->W	8	5	6	2	2	0	0:21	0:25	0:28	1:35	1:16	0:00
		W->E	7	4	11	4	1	1	0:19	0:29	0:22	0:47	2:00	1:23

Midibus	7	Direction	Vehicle Number					Unit: Vehicle	Average Interval					Unit: hh:mm
			6:00-9:00	9:00-11:00	11:00-15:00	15:00-18:00	18:00-21:00	21:00~	6:00-9:00	9:00-11:00	11:00-15:00	15:00-18:00	18:00-21:00	21:00~
Weekday	2012/6/4	E->W	21	15	31	25	18	4	0:06	0:08	0:07	0:07	0:08	0:17
		W->E	21	14	30	25	16	4	0:07	0:08	0:08	0:07	0:10	0:15
Weekend	2012/6/2	E->W	17	12	32	21	18	2	0:08	0:08	0:08	0:08	0:09	0:26
		W->E	19	16	27	18	16	3	0:07	0:07	0:08	0:09	0:10	0:13

Midibus	8	Direction	Vehicle Number					Unit: Vehicle	Average Interval					Unit: hh:mm
			6:00-9:00	9:00-11:00	11:00-15:00	15:00-18:00	18:00-21:00	21:00~	6:00-9:00	9:00-11:00	11:00-15:00	15:00-18:00	18:00-21:00	21:00~
Weekday	2012/6/19	E->W	11	5	11	6	6	0	0:16	0:24	0:21	0:21	0:28	0:00
		W->E	8	5	9	7	5	0	0:17	0:26	0:25	0:24	0:29	0:00
Weekend	2012/6/23	E->W	6	3	9	7	4	0	0:23	0:45	0:26	0:24	0:42	0:00
		W->E	5	4	7	5	4	0	0:40	0:29	0:32	0:32	0:27	0:00

Midibus	9	Direction	Vehicle Number					Unit: Vehicle	Average Interval					Unit: hh:mm
			6:00-9:00	9:00-11:00	11:00-15:00	15:00-18:00	18:00-21:00	21:00~	6:00-9:00	9:00-11:00	11:00-15:00	15:00-18:00	18:00-21:00	21:00~
Weekday	2012/6/13	N->S	11	9	26	20	16	0	0:11	0:14	0:09	0:09	0:11	0:00
		S->N	18	8	19	15	12	0	0:09	0:15	0:12	0:11	0:15	0:00
Weekend	2012/6/17	N->S	13	10	23	17	15	4	0:10	0:10	0:10	0:10	0:11	0:16
		S->N	9	7	16	9	16	0	0:15	0:19	0:13	0:21	0:12	0:00

Midibus	18	Direction	Vehicle Number					Unit: Vehicle	Average Interval					Unit: hh:mm
			6:00-9:00	9:00-11:00	11:00-15:00	15:00-18:00	18:00-21:00	21:00~	6:00-9:00	9:00-11:00	11:00-15:00	15:00-18:00	18:00-21:00	21:00~
Weekday	2012/6/7	E->W	8	9	17	13	11	1	0:15	0:12	0:14	0:13	0:14	0:39
		W->E	13	9	19	15	12	0	0:10	0:14	0:12	0:12	0:13	0:00
Weekend	2012/6/10	E->W	13	10	22	16	12	0	0:11	0:12	0:11	0:11	0:14	0:00
		W->E	12	8	20	16	10	0	0:11	0:11	0:13	0:11	0:16	0:00

Midibus	19	Direction	Vehicle Number					Unit: Vehicle	Average Interval					Unit: hh:mm
			6:00-9:00	9:00-11:00	11:00-15:00	15:00-18:00	18:00-21:00	21:00~	6:00-9:00	9:00-11:00	11:00-15:00	15:00-18:00	18:00-21:00	21:00~
Weekday	2012/6/4	E->W	9	7	13	11	9	0	0:17	0:17	0:18	0:14	0:18	0:00
		W->E	11	8	12	12	7	0	0:13	0:15	0:20	0:15	0:13	0:00
Weekend	2012/6/2	E->W	11	8	15	11	6	0	0:17	0:14	0:16	0:16	0:14	0:00
		W->E	7	7	13	9	7	0	0:25	0:17	0:18	0:18	0:26	0:00

Midibus	21	Direction	Vehicle Number					Unit: Vehicle	Average Interval					Unit: hh:mm
			6:00-9:00	9:00-11:00	11:00-15:00	15:00-18:00	18:00-21:00	21:00~	6:00-9:00	9:00-11:00	11:00-15:00	15:00-18:00	18:00-21:00	21:00~
Weekday	2012/6/20	E->W	16	9	19	13	10	1	0:10	0:13	0:12	0:13	0:18	0:18
		W->E	12	9	18	11	14	1	0:09	0:14	0:12	0:16	0:13	0:21
Weekend	2012/6/24	E->W	11	7	14	9	4	0	0:17	0:17	0:17	0:19	0:29	0:00
		W->E	8	6	12	13	5	0	0:21	0:22	0:19	0:14	0:30	0:00

Midibus	22	Direction	Vehicle Number					Unit: Vehicle	Average Interval					Unit: hh:mm
			6:00-9:00	9:00-11:00	11:00-15:00	15:00-18:00	18:00-21:00	21:00~	6:00-9:00	9:00-11:00	11:00-15:00	15:00-18:00	18:00-21:00	21:00~
Weekday	2012/6/4	E->W	10	6	13	11	4	0	0:15	0:17	0:16	0:15	0:31	0:00
		W->E	11	7	10	12	4	0	0:11	0:18	0:17	0:08	0:29	0:00
Weekend	2012/6/2	E->W	13	10	19	9	4	0	0:11	0:10	0:12	0:17	0:38	0:00
		W->E	11	6	16	12	5	0	0:11	0:20	0:15	0:13	0:14	0:00

Midibus	26	Direction	Vehicle Number					Unit: Vehicle	Average Interval					Unit: hh:mm
			6:00-9:00	9:00-11:00	11:00-15:00	15:00-18:00	18:00-21:00	21:00~	6:00-9:00	9:00-11:00	11:00-15:00	15:00-18:00	18:00-21:00	21:00~
Weekday	2012/6/4	E->W	6	6	10	8	5	0	0:19	0:20	0:22	0:23	0:22	0:00
		W->E	7	5	11	9	4	0	0:16	0:22	0:24	0:18	0:21	0:00
Weekend	2012/6/2	E->W	3	6	10	5	1	0	0:34	0:24	0:23	0:38	1:35	0:00
		W->E	5	5	11	5	0	0	0:17	0:21	0:22	0:26	0:00	0:00

Midibus	28	Direction	Vehicle Number					Unit: Vehicle	Average Interval					Unit: hh:mm
			6:00-9:00	9:00-11:00	11:00-15:00	15:00-18:00	18:00-21:00	21:00~	6:00-9:00	9:00-11:00	11:00-15:00	15:00-18:00	18:00-21:00	21:00~
Weekday	2012/6/4	E->W	9	3	6	6	3	0	0:17	0:44	0:40	0:33	0:32	0:00
		W->E	7	5	5	4	2	0	0:21	0:23	0:40	0:29	1:16	0:00
Weekend	2012/6/2	E->W	6	4	7	2	5	0	0:21	0:29	0:36	0:09	0:25	0:00
		W->E	7	5	8	7	2	0	0:20	0:26	0:24	0:20	0:17	0:00

Midibus	29	Direction	Vehicle Number					Unit: Vehicle	Average Interval					Unit: hh:mm
			6:00-9:00	9:00-11:00	11:00-15:00	15:00-18:00	18:00-21:00	21:00~	6:00-9:00	9:00-11:00	11:00-15:00	15:00-18:00	18:00-21:00	21:00~
Weekday	2012/6/5	E->W	11	9	20	15	13	1	0:10	0:12	0:12	0:12	0:12	0:21
		W->E	7	10	21	16	11	6	0:23	0:11	0:11	0:12	0:15	0:10
Weekend	2012/6/3	E->W	6	8	16	11	9	0	0:17	0:17	0:15	0:15	0:17	0:00
		W->E	7	5	15	9	11	0	0:17	0:17	0:18	0:19	0:15	0:00

Midibus	35	Direction	Vehicle Number					Unit: Vehicle	Average Interval					Unit: hh:mm
			6:00-9:00	9:00-11:00	11:00-15:00	15:00-18:00	18:00-21:00	21:00~	6:00-9:00	9:00-11:00	11:00-15:00	15:00-18:00	18:00-21:00	21:00~
Weekday	2012/6/4	E->W	0	0	0	0	0	0	0:00	0:00	0:00	0:00	0:00	0:00
		W->E	11	10	10	14	8	0	0:14	0:12	0:24	0:11	0:16	0:00
Weekend	2012/6/2	E->W	0	0	0	0	0	0	0:00	0:00	0:00	0:00	0:00	0:00
		W->E	11	7	21	11	5	0	0:12	0:16	0:11	0:14	0:35	0:00

Midibus	38	Direction	Vehicle Number					Unit: Vehicle	Average Interval					Unit: hh:mm
			6:00-9:00	9:00-11:00	11:00-15:00	15:00-18:00	18:00-21:00	21:00~	6:00-9:00	9:00-11:00	11:00-15:00	15:00-18:00	18:00-21:00	21:00~
Weekday	2012/6/5	E->W	18	16	28	21	17	2	0:09	0:07	0:08	0:08	0:10	0:12
		W->E	14	12	32	22	16	6	0:12	0:10	0:07	0:08	0:10	0:09
Weekend	2012/6/3	E->W	16	10	29	14	14	0	0:09	0:12	0:08	0:12	0:10	0:00
		W->E	20	11	20	20	15	1	0:08	0:11	0:11	0:09	0:11	0:12

Midibus	42	Direction	Vehicle Number					Unit: Vehicle	Average Interval					Unit: hh:mm
			6:00-9:00	9:00-11:00	11:00-15:00	15:00-18:00	18:00-21:00	21:00~	6:00-9:00	9:00-11:00	11:00-15:00	15:00-18:00	18:00-21:00	21:00~
Weekday	2012/6/4	E->W	15	15	21	13	11	4	0:09	0:07	0:11	0:12	0:18	0:16
		W->E	16	12	15	14	11	1	0:10	0:10	0:14	0:14	0:15	0:48
Weekend	2012/6/2	E->W	14	12	18	16	17	3	0:10	0:10	0:12	0:12	0:10	0:10
		W->E	17	10	24	14	11	2	0:09	0:12	0:09	0:11	0:17	0:24

Midibus	46	Direction	Vehicle Number					Unit: Vehicle	Average Interval					Unit: hh:mm
			6:00-9:00	9:00-11:00	11:00-15:00	15:00-18:00	18:00-21:00	21:00~	6:00-9:00	9:00-11:00	11:00-15:00	15:00-18:00	18:00-21:00	21:00~
Weekday	2012/6/19	N->S	11	9	6	14	2	2	0:12	0:14	0:25	0:18	1:27	0:10
		S->N	9	8	15	8	8	0	0:19	0:13	0:16	0:21	0:20	0:00
Weekend	2012/6/23	N->S	5	3	11	10	2	0	0:23	0:25	0:26	0:18	1:16	0:00
		S->N	3	4	9	8	3	0	1:17	0:29	0:27	0:22	0:48	0:00

Source: JICA Study team, survey in June 2012.

(3) Occupancy Survey Result

Bus occupancy survey was conducted in June, 2012. It was after the fare hike of public transportation in effect.

Total of 36 stations		Vehicle Number			Unit: Vehicle			Passengers			Unit: Pop			Capacity			Unit: Pop			Occupancy ratio			Unit:%		
		Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus			
Weekday	Total	3,230	8,401	80,703	158,670	257,815	1,132,746	343,992	476,473	965,519	46%	54%	117%												
	Ratio				10.2%	16.6%	73.1%	19.3%	26.7%	54.1%															
Weekend	Total	2,621	7,294	64,188	123,900	218,650	911,659	284,460	412,602	780,924	44%	53%	117%												
	Ratio				9.9%	17.4%	72.7%	19.2%	27.9%	52.8%															

Survey Station No.1		Vehicle Number			Unit: Vehicle			Passengers			Unit: Pop			Capacity			Unit: Pop			Occupancy ratio			Unit:%		
		Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus			
Weekday	2012/6/4	E->W	68	264	3,333	3,052	7,591	41,281	7,268	15,520	40,795	42%	49%	101%											
		W->E	67	274	3,561	3,498	8,949	49,375	7,324	15,950	45,198	48%	56%	109%											
		Total	135	538	6,894	6,550	16,540	90,656	14,592	31,470	85,993	45%	53%	105%											
	Ratio				5.8%	14.5%	79.7%	11.0%	23.8%	65.1%															
Weekend	2012/6/2	E->W	73	227	2,615	2,738	5,660	30,001	8,340	12,745	32,541	33%	44%	92%											
		W->E	66	233	3,442	3,473	10,016	54,906	7,432	12,995	43,517	47%	77%	126%											
		Total	139	460	6,057	6,211	15,675	84,908	15,772	25,740	76,058	39%	61%	112%											
	Ratio				5.8%	14.7%	79.5%	13.4%	21.9%	64.7%															

Survey Station No.2		Vehicle Number			Unit: Vehicle			Passengers			Unit: Pop			Capacity			Unit: Pop			Occupancy ratio			Unit:%		
		Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus			
Weekday	2012/6/4	E->W	73	335	2,213	4,468	10,515	32,956	8,002	18,973	26,353	56%	55%	125%											
		W->E	116	383	958	2,996	9,758	11,750	12,276	21,613	11,687	24%	45%	101%											
		Total	189	718	3,171	7,464	20,273	44,706	20,278	40,586	38,040	37%	50%	118%											
	Ratio				10.3%	28.0%	61.7%	20.5%	41.0%	38.5%															
Weekend	2012/6/2	E->W	67	340	2,634	2,784	11,696	39,458	7,246	20,020	32,288	38%	58%	122%											
		W->E	122	381	936	3,114	9,836	11,080	12,824	21,111	11,181	24%	47%	99%											
		Total	189	721	3,570	5,898	21,531	50,538	20,070	41,131	43,469	29%	52%	116%											
	Ratio				7.6%	27.6%	64.8%	19.2%	39.3%	41.5%															

Survey Station No.3		Vehicle Number			Unit: Vehicle			Passengers			Unit: Pop			Capacity			Unit: Pop			Occupancy ratio			Unit:%		
		Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus			
Weekday	2012/6/4	E->W	67	335	1,759	4,659	13,213	31,099	7,220	18,645	21,010	65%	71%	148%											
		W->E	76	340	1,454	4,411	13,093	25,654	8,042	18,692	17,274	55%	70%	149%											
		Total	143	675	3,213	9,070	26,306	56,753	15,262	37,337	38,284	59%	70%	148%											
	Ratio				9.8%	28.6%	61.6%	16.8%	41.1%	42.1%															
Weekend	2012/6/2	E->W	84	362	1,642	5,708	13,193	27,395	9,284	19,502	19,192	61%	68%	143%											
		W->E	100	397	1,304	5,181	12,559	21,391	10,988	20,607	15,644	47%	61%	137%											
		Total	184	759	2,946	10,889	25,752	48,786	20,272	40,109	34,836	54%	64%	140%											
	Ratio				12.7%	30.1%	57.1%	21.3%	42.1%	36.6%															

Survey Station No.4		Vehicle Number			Unit: Vehicle			Passengers			Unit: Pop			Capacity			Unit: Pop			Occupancy ratio			Unit:%		
		Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus			
Weekday	2012/6/4	E->W	0	371	1,668	0	15,663	26,678	0	21,865	20,303	-	72%	131%											
		W->E	0	243	1,023	0	7,950	15,743	0	14,337	12,210	-	55%	129%											
		Total	0	614	2,691	0	23,614	42,420	0	36,202	32,513	-	65%	130%											
	Ratio				0.0%	35.8%	64.2%	0.0%	52.7%	47.3%															
Weekend	2012/6/2	E->W	0	333	1,566	0	10,709	20,125	0	19,639	19,219	-	55%	105%											
		W->E	0	213	980	0	6,756	13,216	0	12,567	11,573	-	54%	114%											
		Total	0	546	2,546	0	17,464	33,341	0	32,206	30,792	-	54%	108%											
	Ratio				0.0%	34.4%	65.6%	0.0%	51.1%	48.9%															

Survey Station No.5		Vehicle Number			Unit: Vehicle			Passengers			Unit: Pop			Capacity			Unit: Pop			Occupancy ratio			Unit:%		
		Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus			
Weekday	2012/6/5	E->W	34	194	1,556	2,272	7,807	27,258	3,816	10,886	18,357	60%	72%	148%											
		W->E	36	249	2,509	2,498	8,460	37,718	4,016	14,083	29,935	62%	60%	126%											
		Total	70	443	4,065	4,770	16,266	64,975	7,832	24,969	48,292	61%	65%	135%											
	Ratio				5.5%	18.9%	75.5%	9.7%	30.8%	59.6%															
Weekend	2012/6/3	E->W	11	276	1,860	633	9,790	31,249	1,152	14,412	21,860	55%	68%	143%											
		W->E	15	337	2,071	600	10,901	29,368	1,500	19,387	24,689	40%	56%	119%											
		Total	26	613	3,931	1,233	20,691	60,616	2,652	33,799	46,549	46%	61%	130%											
	Ratio				1.5%	25.1%	73.4%	3.2%	40.7%	56.1%															

Survey Station No.6		Vehicle Number			Unit: Vehicle			Passengers			Unit: Pop			Capacity			Unit: Pop			Occupancy ratio			Unit:%		
		Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus			
Weekday	2012/6/5	E->W	50	172	1,011	938	4,366	14,651	5,078	9,772	12,098	18%	45%	121%											
		W->E	44	184	841	400	3,716	9,885	4,400	10,552	9,977	9%	35%	99%											
		Total	94	356	1,852	1,338	8,083	24,536	9,478	20,324	22,075	14%	40%	111%											
	Ratio				3.9%	23.8%	72.3%	18.3%	39.2%	42.6%															
Weekend	2012/6/3	E->W	31	138	702	500	3,637	9,055	3,100	8,126	8,530	16%	45%	106%											
		W->E	28	141	540	325	2,535	5,595	2,800	8,119	6,312	12%	31%	89%											
		Total	59	279	1,242	825	6,172	14,650	5,900	16,245	14,842	14%	38%	99%											
	Ratio				3.8%	28.5%	67.7%	16.0%	43.9%	40.1%															

Survey Station No.7	Direction	Vehicle Number			Unit: Vehicle			Passengers			Unit: Pop			Capacity			Unit: Pop			Occupancy ratio			Unit:%		
		Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus
Weekday	2012/6/5	E->W	0	27	931	0	359	15,276	0	1,569	11,446	-	23%	133%											
		W->E	0	33	1,763	0	634	21,978	0	1,947	21,717	-	33%	101%											
	Total	0	60	2,694	0	993	37,254	0	3,516	33,163	-	28%	112%												
	Ratio				0.0%	2.6%	97.4%	0.0%	9.6%	90.4%															
Weekend	2012/6/3	E->W	0	36	694	0	575	11,230	0	2,116	8,486	-	27%	132%											
		W->E	0	35	1,346	0	487	17,953	0	2,065	16,488	-	24%	109%											
	Total	0	71	2,040	0	1,062	29,183	0	4,181	24,974	-	25%	117%												
	Ratio				0.0%	3.5%	96.5%	0.0%	14.3%	85.7%															

Survey Station No.8	Direction	Vehicle Number			Unit: Vehicle			Passengers			Unit: Pop			Capacity			Unit: Pop			Occupancy ratio			Unit:%		
		Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus
Weekday	2012/6/5	E->W	49	48	1,300	2,664	1,794	22,380	5,316	2,824	15,780	50%	64%	142%											
		W->E	45	168	2,168	1,396	4,941	29,016	4,708	9,912	26,433	30%	50%	110%											
	Total	94	216	3,468	4,059	6,735	51,396	10,024	12,736	42,213	40%	53%	122%												
	Ratio				6.5%	10.8%	82.6%	15.4%	19.6%	65.0%															
Weekend	2012/6/3	E->W	27	42	845	834	1,465	11,696	2,856	2,446	10,218	29%	60%	114%											
		W->E	29	121	1,357	846	2,980	14,430	2,978	7,139	16,115	28%	42%	90%											
	Total	56	163	2,202	1,679	4,445	26,126	5,834	9,585	26,333	29%	46%	99%												
	Ratio				5.2%	13.8%	81.0%	14.0%	23.0%	63.1%															

Survey Station No.9	Direction	Vehicle Number			Unit: Vehicle			Passengers			Unit: Pop			Capacity			Unit: Pop			Occupancy ratio			Unit:%		
		Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus
Weekday	2012/6/6	E->W	187	0	0	7,398	0	0	20,702	0	0	36%	-	-											
		W->E	169	33	1,191	10,101	1,042	18,030	18,850	1,827	13,842	54%	57%	130%											
	Total	356	33	1,191	17,498	1,042	18,030	39,552	1,827	13,842	44%	57%	130%												
	Ratio				47.8%	2.8%	49.3%	71.6%	3.3%	25.1%															
Weekend	2012/6/9	E->W	131	0	0	9,615	0	0	14,712	0	0	65%	-	-											
		W->E	131	25	865	8,173	759	13,303	14,842	1,427	10,138	55%	53%	131%											
	Total	262	25	865	17,788	759	13,303	29,554	1,427	10,138	60%	53%	131%												
	Ratio				55.9%	2.4%	41.8%	71.9%	3.5%	24.7%															

Survey Station No.10	Direction	Vehicle Number			Unit: Vehicle			Passengers			Unit: Pop			Capacity			Unit: Pop			Occupancy ratio			Unit:%		
		Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus
Weekday	2012/6/6	E->W	194	0	0	7,847	0	0	21,142	0	0	37%	-	-											
		W->E	179	33	844	9,409	1,067	11,218	19,382	1,787	10,064	49%	60%	111%											
	Total	373	33	844	17,255	1,067	11,218	40,524	1,787	10,064	43%	60%	111%												
	Ratio				58.4%	3.6%	38.0%	77.4%	3.4%	19.2%															
Weekend	2012/6/9	E->W	131	0	0	8,790	0	0	14,556	0	0	60%	-	-											
		W->E	145	45	663	5,857	1,264	7,854	15,826	2,567	7,894	37%	49%	99%											
	Total	276	45	663	14,647	1,264	7,854	30,382	2,567	7,894	48%	49%	99%												
	Ratio				61.6%	5.3%	33.0%	74.4%	6.3%	19.3%															

Survey Station No.11	Direction	Vehicle Number			Unit: Vehicle			Passengers			Unit: Pop			Capacity			Unit: Pop			Occupancy ratio			Unit:%		
		Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus
Weekday	2012/6/19	E->W	0	150	825	0	5,037	10,041	0	8,810	10,355	-	57%	97%											
		W->E	0	116	1,513	0	2,685	14,193	0	6,844	18,955	-	39%	75%											
	Total	0	266	2,338	0	7,722	24,234	0	15,654	29,310	-	49%	83%												
	Ratio				0.0%	24.2%	75.8%	0.0%	34.8%	65.2%															
Weekend	2012/6/23	E->W	0	130	749	0	5,442	10,613	0	7,590	9,343	-	72%	114%											
		W->E	0	89	1,289	0	2,095	12,595	0	5,251	16,209	-	40%	78%											
	Total	0	219	2,038	0	7,536	23,208	0	12,841	25,552	-	59%	91%												
	Ratio				0.0%	24.5%	75.5%	0.0%	33.4%	66.6%															

Survey Station No.12	Direction	Vehicle Number			Unit: Vehicle			Passengers			Unit: Pop			Capacity			Unit: Pop			Occupancy ratio			Unit:%		
		Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus
Weekday	2012/6/6	E->W	69	102	1,649	4,190	3,549	27,663	7,316	5,826	20,053	57%	61%	138%											
		W->E	75	5	1,215	3,222	0	14,948	8,072	295	14,753	40%	0%	101%											
	Total	144	107	2,864	7,412	3,549	42,610	15,388	6,121	34,806	48%	58%	122%												
	Ratio				13.8%	6.6%	79.5%	27.3%	10.9%	61.8%															
Weekend	2012/6/9	E->W	71	113	1,384	3,094	3,186	24,450	7,516	6,227	17,044	41%	51%	143%											
		W->E	64	2	805	2,724	30	11,699	6,738	118	9,591	40%	25%	122%											
	Total	135	115	2,189	5,818	3,216	36,149	14,254	6,345	26,635	41%	51%	136%												
	Ratio				12.9%	7.1%	80.0%	30.2%	13.4%	56.4%															

Survey Station No.13	Direction	Vehicle Number			Unit: Vehicle			Passengers			Unit: Pop			Capacity			Unit: Pop			Occupancy ratio			Unit:%		
		Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus
Weekday	2012/6/7	E->W	67	67	1,137	3,550	2,154	21,146	7,012	3,953	14,166	51%	54%	149%											
		W->E	63	16	1,167	2,505	295	16,568	6,664	944	14,385	38%	31%	115%											
	Total	130	83	2,304	6,055	2,449	37,714	13,676	4,897	28,551	44%	50%	132%												
	Ratio				13.1%	5.3%	81.6%	29.0%	10.4%	60.6%															
Weekend	2012/6/10	E->W	36	73	710	1,887	1,945	11,916	3,834	4,195	8,873	49%	46%	134%											
		W->E	39	0	886	1,679	0	12,560	4,134	0	10,746	41%	-	117%											
	Total	75	73	1,596	3,566	1,945	24,476	7,968	4,195	19,619	45%	46%	125%												
	Ratio				11.9%	6.5%	81.6%	25.1%	13.2%	61.7%															

Survey Station No.14	Direction	Vehicle Number			Unit: Vehicle			Passengers			Unit: Pop			Capacity			Unit: Pop			Occupancy ratio			Unit:%		
		Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus
Weekday	2012/6/7	E->W	101	74	934	6,336	2,267	13,254	10,620	4,238	10,841	60%	53%	122%											
		W->E	34	46	1,144	1,506	1,317	14,690	3,764	2,562	13,837	40%	51%	106%											
	Total	135	120	2,078	7,842	3,585	27,944	14,384	6,800	24,678	55%	53%	113%												
	Ratio				19.9%	9.1%	71.0%	31.4%	14.8%	53.8%															
Weekend	2012/6/10	E->W	50	87	717	1,849	2,672	11,174	5,338	4,981	8,731	35%	54%	128%											
		W->E	21	57	1,298	1,796	2,207	21,594	2,646	3,019	15,118	68%	73%	143%											
	Total	71	144	2,015	3,644	4,880	32,768	7,984	8,000	23,849	46%	61%	137%												
	Ratio				8.8%	11.8%	79.4%	20.0%	20.1%	59.9%															

Survey Station No.15	Direction	Vehicle Number			Unit: Vehicle			Passengers			Unit: Pop			Capacity			Unit: Pop			Occupancy ratio			Unit:%		
		Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus			
Weekday	2012/6/7	E->W	57	120	1,430	909	1,580	15,074	6,220	7,008	18,349	15%	23%	82%											
		W->E	53	99	1,325	88	133	294	578	295	419	15%	45%	70%											
	Total	110	219	2,755	997	1,713	15,368	6,798	7,303	18,768	15%	23%	82%												
	Ratio				5.5%	9.5%	85.0%	20.7%	22.2%	57.1%															
Weekend	2012/6/10	E->W	36	53	861	2,583	1,831	14,166	3,912	2,871	10,383	66%	64%	136%											
		W->E	32	49	824	877	834	9,560	3,434	2,659	10,243	26%	31%	93%											
	Total	68	102	1,685	3,460	2,665	23,726	7,346	5,530	20,626	47%	48%	115%												
	Ratio				11.6%	8.9%	79.5%	21.9%	16.5%	61.6%															

Survey Station No.16	Direction	Vehicle Number			Unit: Vehicle			Passengers			Unit: Pop			Capacity			Unit: Pop			Occupancy ratio			Unit:%		
		Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus			
Weekday	2012/6/7	N->S	0	190	1,186	0	6,859	17,235	0	11,202	14,390	-	61%	120%											
		S->N	0	199	1,676	0	4,661	16,614	0	11,741	20,565	-	40%	81%											
	Total	0	389	2,862	0	11,520	33,849	0	22,943	34,955	-	50%	97%												
	Ratio				0.0%	25.4%	74.6%	0.0%	39.6%	60.4%															
Weekend	2012/6/10	N->S	0	175	1,280	0	6,254	17,480	0	10,325	15,727	-	61%	111%											
		S->N	0	166	1,217	0	6,520	19,023	0	9,770	14,817	-	67%	128%											
	Total	0	341	2,497	0	12,774	36,503	0	20,095	30,544	-	64%	120%												
	Ratio				0.0%	25.9%	74.1%	0.0%	39.7%	60.3%															

Survey Station No.17	Direction	Vehicle Number			Unit: Vehicle			Passengers			Unit: Pop			Capacity			Unit: Pop			Occupancy ratio			Unit:%		
		Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus			
Weekday	2012/6/19	N->S	0	139	567	0	3,629	7,923	0	8,201	7,062	-	44%	112%											
		S->N	0	123	483	0	3,068	5,643	0	7,257	5,936	-	42%	95%											
	Total	0	262	1,050	0	6,697	13,565	0	15,458	12,998	-	43%	104%												
	Ratio				0.0%	33.1%	66.9%	0.0%	54.3%	45.7%															
Weekend	2012/6/23	N->S	0	109	507	0	2,817	7,014	0	6,431	6,264	-	44%	112%											
		S->N	0	107	331	0	3,024	4,570	0	6,313	3,964	-	48%	115%											
	Total	0	216	838	0	5,841	11,584	0	12,744	10,228	-	46%	113%												
	Ratio				0.0%	33.5%	66.5%	0.0%	55.5%	44.5%															

Survey Station No.18	Direction	Vehicle Number			Unit: Vehicle			Passengers			Unit: Pop			Capacity			Unit: Pop			Occupancy ratio			Unit:%		
		Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus			
Weekday	2012/6/19	N->S	0	99	1,032	0	1,903	10,743	0	5,841	12,774	-	33%	84%											
		S->N	0	93	1,027	0	2,611	14,865	0	5,487	12,711	-	48%	117%											
	Total	0	192	2,059	0	4,514	25,608	0	11,328	25,485	-	40%	100%												
	Ratio				0.0%	15.0%	85.0%	0.0%	30.8%	69.2%															
Weekend	2012/6/23	N->S	0	90	981	0	1,770	10,575	0	5,310	12,207	-	33%	87%											
		S->N	0	92	1,016	0	2,965	14,418	0	5,428	12,405	-	55%	116%											
	Total	0	182	1,997	0	4,735	24,993	0	10,738	24,612	-	44%	102%												
	Ratio				0.0%	15.9%	84.1%	0.0%	30.4%	69.6%															

Survey Station No.19	Direction	Vehicle Number			Unit: Vehicle			Passengers			Unit: Pop			Capacity			Unit: Pop			Occupancy ratio			Unit:%		
		Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus			
Weekday	2012/6/12	N->S	0	54	680	0	1,718	13,523	0	2,802	8,270	-	61%	164%											
		S->N	0	54	877	0	1,564	11,680	0	3,162	10,187	-	49%	115%											
	Total	0	108	1,557	0	3,282	25,203	0	5,964	18,457	-	55%	137%												
	Ratio				0.0%	11.5%	88.5%	0.0%	24.4%	75.6%															
Weekend	2012/6/16	N->S	0	38	506	0	884	8,705	0	2,018	6,247	-	44%	139%											
		S->N	0	29	421	0	851	6,205	0	1,607	4,953	-	53%	125%											
	Total	0	67	927	0	1,736	14,910	0	3,625	11,200	-	48%	133%												
	Ratio				0.0%	10.4%	89.6%	0.0%	24.5%	75.5%															

Survey Station No.20	Direction	Vehicle Number			Unit: Vehicle			Passengers			Unit: Pop			Capacity			Unit: Pop			Occupancy ratio			Unit:%		
		Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus			
Weekday	2012/6/19	N->S	82	143	849	6,660	5,538	14,661	9,448	7,933	10,078	70%	70%	145%											
		S->N	72	115	665	3,348	2,535	8,573	8,214	6,609	8,067	41%	38%	106%											
	Total	154	258	1,514	10,008	8,073	23,234	17,662	14,542	18,145	57%	56%	128%												
	Ratio				24.2%	19.5%	56.2%	35.1%	28.9%	36.0%															
Weekend	2012/6/23	E->W	51	96	646	4,229	3,687	12,824	5,906	4,944	8,007	72%	75%	160%											
		W->E	54	115	634	1,204	1,975	8,028	5,972	6,377	7,761	20%	31%	103%											
	Total	105	211	1,280	5,433	5,661	20,851	11,878	11,321	15,768	46%	50%	132%												
	Ratio				17.0%	17.7%	65.3%	30.5%	29.1%	40.5%															

Survey Station No.21	Direction	Vehicle Number			Unit: Vehicle			Passengers			Unit: Pop			Capacity			Unit: Pop			Occupancy ratio			Unit:%		
		Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus			
Weekday	2012/6/19	N->S	0	133	2,074	0	4,558	29,646	0	7,847	24,324	-	58%	122%											
		S->N	0	191	2,487	0	5,487	32,885	0	11,269	30,117	-	49%	109%											
	Total	0	324	4,561	0	10,045	62,531	0	19,116	54,441	-	53%	115%												
	Ratio				0.0%	13.8%	86.2%	0.0%	26.0%	74.0%															
Weekend	2012/6/23	N->S	0	93	1,426	0	3,098	20,668	0	5,487	16,950	-	56%	122%											
		S->N	0	145	1,600	0	3,909	21,560	0	8,555	19,342	-	46%	111%											
	Total	0	238	3,026	0	7,006	42,228	0	14,042	36,292	-	50%	116%												
	Ratio				0.0%	14.2%	85.8%	0.0%	27.9%	72.1%															

Survey Station No.22	Direction	Vehicle Number			Unit: Vehicle			Passengers			Unit: Pop			Capacity			Unit: Pop			Occupancy ratio			Unit:%		
		Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus			
Weekday	2012/6/19	E->W	56	83	1,147	1,898	2,458	14,790	5,834	4,649	13,898	33%	53%	106%											
		W->E	65	94	1,533	5,425	4,178	30,060	7,332	5,026	18,307	74%	83%	164%											
	Total	121	177	2,680	7,323	6,636	44,850	13,166	9,675	32,205	56%	69%	139%												
	Ratio				12.5%	11.3%	76.3%	23.9%	17.6%	58.5%															
Weekend	2012/6/23	E->W	60	64	805	871	1,497	9,059	6,260	3,520	9,787	14%	43%	93%											
		W->E	52	66	932	2,090	2,053	15,476	5,460	3,606	11,114	38%	57%	139%											
	Total	112	130	1,737	2,960	3,550	24,535	11,720	7,126	20,901	25%	50%	117%												
	Ratio				9.5%	11.4%	79.0%	29.5%	17.9%	52.6%															

Survey Station No.23	Direction	Vehicle Number			Unit: Vehicle			Passengers			Unit: Pop			Capacity			Unit: Pop			Occupancy ratio			Unit:%		
		Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus
Weekday	2012/6/13	N->S	103	134	2,160	7,088	5,878	37,989	11,626	7,666	26,500	61%	77%	143%											
		S->N	102	108	1,545	7,560	4,442	28,139	11,136	6,316	18,867	68%	70%	149%											
	Total	205	242	3,705	14,648	10,320	66,128	22,762	13,982	45,367	64%	74%	146%												
	Ratio				16.1%	11.3%	72.6%	27.7%	17.0%	55.3%															
Weekend	2012/6/17	N->S	114	113	1,314	4,733	4,062	20,541	12,388	6,355	16,167	38%	64%	127%											
		S->N	97	88	937	5,819	2,733	14,314	10,636	5,096	11,558	55%	54%	124%											
	Total	211	201	2,251	10,552	6,795	34,855	23,024	11,451	27,725	46%	59%	126%												
	Ratio				20.2%	13.0%	66.8%	37.0%	18.4%	44.6%															

Survey Station No.24	Direction	Vehicle Number			Unit: Vehicle			Passengers			Unit: Pop			Capacity			Unit: Pop			Occupancy ratio			Unit:%		
		Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus
Weekday	2012/6/13	E->W	101	95	29	4,340	3,250	345	10,672	4,877	329	41%	67%	105%											
		W->E	111	102	487	4,241	2,744	4,538	11,802	6,018	5,931	36%	46%	77%											
	Total	212	197	516	8,580	5,993	4,883	22,474	10,895	6,260	38%	55%	78%												
	Ratio				44.1%	30.8%	25.1%	56.7%	27.5%	15.8%															
Weekend	2012/6/17	E->W	68	62	11	3,925	2,331	239	7,320	3,314	131	54%	70%	182%											
		W->E	91	85	453	3,472	2,136	4,665	9,828	4,951	5,483	35%	43%	85%											
	Total	159	147	464	7,397	4,466	4,904	17,148	8,265	5,614	43%	54%	87%												
	Ratio				44.1%	26.6%	29.2%	55.3%	26.6%	18.1%															

Survey Station No.25	Direction	Vehicle Number			Unit: Vehicle			Passengers			Unit: Pop			Capacity			Unit: Pop			Occupancy ratio			Unit:%		
		Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus
Weekday	2012/6/19	E->W	0	39	551	0	1,029	9,389	0	2,229	6,628	-	46%	142%											
		W->E	0	34	370	0	977	6,085	0	1,950	4,520	-	50%	135%											
	Total	0	73	921	0	2,006	15,474	0	4,179	11,148	-	48%	139%												
	Ratio				0.0%	11.5%	88.5%	0.0%	27.3%	72.7%															
Weekend	2012/6/23	E->W	0	27	409	0	633	7,558	0	1,521	4,961	-	42%	152%											
		W->E	0	27	334	0	409	5,224	0	1,561	4,112	-	26%	127%											
	Total	0	54	743	0	1,042	12,781	0	3,082	9,073	-	34%	141%												
	Ratio				0.0%	7.5%	92.5%	0.0%	25.4%	74.6%															

Survey Station No.26	Direction	Vehicle Number			Unit: Vehicle			Passengers			Unit: Pop			Capacity			Unit: Pop			Occupancy ratio			Unit:%		
		Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus
Weekday	2012/6/19	E->W	0	78	253	0	2,653	4,978	0	4,530	3,003	-	59%	166%											
		W->E	0	70	257	0	2,372	5,314	0	3,818	3,009	-	62%	177%											
	Total	0	148	510	0	5,024	10,291	0	8,348	6,012	-	60%	171%												
	Ratio				0.0%	32.8%	67.2%	0.0%	58.1%	41.9%															
Weekend	2012/6/23	E->W	0	59	313	0	831	5,528	0	3,113	3,692	-	27%	150%											
		W->E	0	50	317	0	1,289	4,448	0	2,790	3,755	-	46%	118%											
	Total	0	109	630	0	2,120	9,975	0	5,903	7,447	-	36%	134%												
	Ratio				0.0%	17.5%	82.5%	0.0%	44.2%	55.8%															

Survey Station No.27	Direction	Vehicle Number			Unit: Vehicle			Passengers			Unit: Pop			Capacity			Unit: Pop			Occupancy ratio			Unit:%		
		Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus
Weekday	2012/6/19	N->S	0	0	1,248	0	0	14,589	0	0	15,164	-	-	96%											
		S->N	0	0	1,000	0	0	17,595	0	0	12,040	-	-	146%											
	Total	0	0	2,248	0	0	32,184	0	0	27,204	-	-	118%												
	Ratio				0.0%	0.0%	100.0%	0.0%	0.0%	100.0%															
Weekend	2012/6/23	N->S	0	0	989	0	0	11,499	0	0	11,961	-	-	96%											
		S->N	0	1	895	0	15	15,230	0	59	10,819	-	25%	141%											
	Total	0	1	1,884	0	15	26,729	0	59	22,780	-	25%	117%												
	Ratio				0.0%	0.1%	99.9%	0.0%	0.3%	99.7%															

Survey Station No.28	Direction	Vehicle Number			Unit: Vehicle			Passengers			Unit: Pop			Capacity			Unit: Pop			Occupancy ratio			Unit:%		
		Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus
Weekday	2012/6/19	N->S	0	47	1,023	0	1,274	11,833	0	2,661	12,299	-	48%	96%											
		S->N	0	41	779	0	752	6,880	0	2,419	9,515	-	31%	72%											
	Total	0	88	1,802	0	2,027	18,713	0	5,080	21,814	-	40%	86%												
	Ratio				0.0%	9.8%	90.2%	0.0%	18.9%	81.1%															
Weekend	2012/6/23	N->S	0	51	764	0	1,578	10,606	0	3,009	9,222	-	52%	115%											
		S->N	0	49	593	0	929	4,561	0	2,891	7,229	-	32%	63%											
	Total	0	100	1,357	0	2,508	15,168	0	5,900	16,451	-	43%	92%												
	Ratio				0.0%	14.2%	85.8%	0.0%	26.4%	73.6%															

Survey Station No.29	Direction	Vehicle Number			Unit: Vehicle			Passengers			Unit: Pop			Capacity			Unit: Pop			Occupancy ratio			Unit:%		
		Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus
Weekday	2012/6/20	E->W	0	133	722	0	3,385	8,244	0	7,831	8,784	-	43%	94%											
		W->E	0	133	676	0	3,237	8,185	0	7,831	8,244	-	41%	99%											
	Total	0	266	1,398	0	6,622	16,429	0	15,662	17,028	-	42%	96%												
	Ratio				0.0%	28.7%	71.3%	0.0%	47.9%	52.1%															
Weekend	2012/6/24	E->W	0	101	513	0	3,434	8,895	0	5,615	6,190	-	61%	144%											
		W->E	0	91	401	0	1,745	7,190	0	5,025	4,786	-	35%	150%											
	Total	0	192	914	0	5,178	16,085	0	10,640	10,976	-	49%	147%												
	Ratio				0.0%	24.4%	75.6%	0.0%	49.2%	50.8%															

Survey Station No.30	Direction	Vehicle Number			Unit: Vehicle			Passengers			Unit: Pop			Capacity			Unit: Pop			Occupancy ratio			Unit:%		
		Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus
Weekday	2012/6/20	N->S	102	109	863	5,847	3,348	13,186	10,590	6,023	10,522	55%	56%	125%											
		S->N	97	104	920	3,508	2,969	15,111	10,090	5,752	11,180	35%	52%	135%											
	Total	199	213	1,783	9,355	6,318	28,298	20,680	11,775	21,702	45%	54%	130%												
	Ratio				21.3%	14.4%	64.4%	38.2%	21.7%	40.1%															
Weekend	2012/6/24	N->S	111	82	883	5,878	2,433	12,989	11,828	4,534	10,700	50%	54%	121%											
		S->N	126	46	881	6,048	1,179	13,691	13,900	2,522	10,965	44%	47%	125%											
	Total	237	128	1,764	11,926	3,612	26,680	25,728	7,056	21,665	46%	51%	123%												
	Ratio				28.2%	8.6%	63.2%	47.3%	13.0%	39.8%															

Survey Station No.31	Direction	Vehicle Number			Unit: Vehicle			Passengers			Unit: Pop			Capacity			Unit: Pop			Occupancy ratio			Unit:%		
		Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus
Weekday	2012/6/20	E->W	0	30	724	0	487	7,488	0	1,770	9,430	-	28%	79%											
		W->E	0	25	662	0	487	7,914	0	1,475	8,569	-	33%	92%											
	Total	0	55	1,386	0	974	15,401	0	3,245	17,999	-	30%	86%												
	Ratio				0.0%	5.9%	94.1%	0.0%	15.3%	84.7%															
Weekend	2012/6/24	E->W	0	25	515	0	457	4,388	0	1,475	6,529	-	31%	67%											
		W->E	0	26	632	0	590	7,823	0	1,534	8,321	-	38%	94%											
	Total	0	51	1,147	0	1,047	12,210	0	3,009	14,850	-	35%	82%												
	Ratio				0.0%	7.9%	92.1%	0.0%	16.8%	83.2%															

Survey Station No.32	Direction	Vehicle Number			Unit: Vehicle			Passengers			Unit: Pop			Capacity			Unit: Pop			Occupancy ratio			Unit:%		
		Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus
Weekday	2012/6/20	E->W	45	36	301	2,905	1,237	4,666	4,760	1,876	3,513	61%	66%	133%											
		W->E	35	40	420	2,031	1,167	6,220	3,734	2,112	5,033	54%	55%	124%											
	Total	80	76	721	4,936	2,404	10,886	8,494	3,988	8,546	58%	60%	127%												
	Ratio				27.1%	13.2%	59.7%	40.4%	19.0%	40.6%															
Weekend	2012/6/24	E->W	27	36	371	875	1,105	5,605	2,700	1,996	4,581	32%	55%	122%											
		W->E	33	42	367	400	366	2,018	3,300	2,326	4,365	12%	16%	46%											
	Total	60	78	738	1,275	1,471	7,623	6,000	4,322	8,946	21%	34%	85%												
	Ratio				12.3%	14.2%	73.5%	31.1%	22.4%	46.4%															

Survey Station No.33	Direction	Vehicle Number			Unit: Vehicle			Passengers			Unit: Pop			Capacity			Unit: Pop			Occupancy ratio			Unit:%		
		Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus
Weekday	2012/6/21	E->W	0	90	381	0	1,768	2,451	0	5,302	4,584	-	33%	53%											
		W->E	0	85	390	0	2,280	4,479	0	4,999	4,671	-	46%	96%											
	Total	0	175	771	0	4,048	6,930	0	10,301	9,255	-	39%	75%												
	Ratio				0.0%	36.9%	63.1%	0.0%	52.7%	47.3%															
Weekend	2012/6/30	E->W	0	43	401	0	900	3,904	0	2,537	4,810	-	35%	81%											
		W->E	0	37	301	0	1,033	3,395	0	2,183	3,639	-	47%	93%											
	Total	0	80	702	0	1,932	7,299	0	4,720	8,449	-	41%	86%												
	Ratio				0.0%	20.9%	79.1%	0.0%	35.8%	64.2%															

Survey Station No.34	Direction	Vehicle Number			Unit: Vehicle			Passengers			Unit: Pop			Capacity			Unit: Pop			Occupancy ratio			Unit:%		
		Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus
Weekday	2012/6/19	N->S	70	106	1,059	3,180	2,855	14,410	7,676	5,998	12,694	41%	48%	114%											
		S->N	70	94	1,125	2,849	1,846	13,304	7,390	5,066	13,279	39%	36%	100%											
	Total	140	200	2,184	6,028	4,701	27,714	15,066	11,064	25,973	40%	42%	107%												
	Ratio				15.7%	12.2%	72.1%	28.9%	21.2%	49.8%															
Weekend	2012/6/23	N->S	53	68	459	3,929	2,117	8,091	5,664	3,516	5,445	69%	60%	149%											
		S->N	52	76	667	1,167	1,277	9,194	5,512	4,180	7,967	21%	31%	115%											
	Total	105	144	1,126	5,096	3,394	17,285	11,176	7,696	13,412	46%	44%	129%												
	Ratio				19.8%	13.2%	67.1%	34.6%	23.8%	41.5%															

Survey Station No.35	Direction	Vehicle Number			Unit: Vehicle			Passengers			Unit: Pop			Capacity			Unit: Pop			Occupancy ratio			Unit:%		
		Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus
Weekday	2012/6/21	E->W	65	144	1,270	3,634	4,899	18,495	7,228	8,248	15,716	50%	59%	118%											
		W->E	81	179	1,621	3,853	6,262	23,556	8,672	10,185	20,171	44%	61%	117%											
	Total	146	323	2,891	7,486	11,161	42,051	15,900	18,433	35,887	47%	61%	117%												
	Ratio				12.3%	18.4%	69.3%	22.6%	26.3%	51.1%															
Weekend	2012/6/30	E->W	43	87	870	1,930	2,227	10,126	4,612	5,133	10,694	42%	43%	95%											
		W->E	49	94	781	1,678	2,935	10,531	5,186	5,546	9,655	32%	53%	109%											
	Total	92	181	1,651	3,608	5,163	20,658	9,798	10,679	20,349	37%	48%	102%												
	Ratio				12.3%	17.5%	70.2%	24.0%	26.2%	49.8%															

Survey Station No.36	Direction	Vehicle Number			Unit: Vehicle			Passengers			Unit: Pop			Capacity			Unit: Pop			Occupancy ratio			Unit:%		
		Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus	Trolleybus	Midibus	Minibus
Weekday	2012/6/21	E->W	0	83	589	0	2,945	9,304	0	4,785	7,080	-	62%	131%											
		W->E	0	71	573	0	2,575	9,411	0	4,181	6,966	-	62%	135%											
	Total	0	154	1,162	0	5,520	18,715	0	8,966	14,046	-	62%	133%												
	Ratio				0.0%	22.8%	77.2%	0.0%	39.0%	61.0%															
Weekend	2012/6/30	E->W	0	59	444	0	2,104	7,730	0	3,337	5,498	-	63%	141%											
		W->E	0	49	486	0	1,446	6,446	0	2,891	5,978	-	50%	108%											
	Total	0	108	930	0	3,549	14,176	0	6,228	11,476	-	57%	124%												
	Ratio				0.0%	20.0%	80.0%	0.0%	35.2%	64.8%															

(4) On Board Survey in Winter Time

Table Summary of On Board Survey Results in Winter Time(Trolleybus)

Route	Ave. Speed (km/h)	Ave. Passenger (pop)	Maximum Loading (pop)	Median of Occupancy Rate (%)
T4	16.5	77	93	13.9%
T8	16.6	94	102	18.5%
T9	15.5	55	49	10.2%
T10	14.6	65	69	8.8%
T11	18.7	75	73	15.0%
T14	17.6	68	75	15.8%
T17	17.6	58	61	13.4%

Survey in January, 2012

Table Summary of On Board Survey Results in Winter Time(Midibus)

Route	Ave. Speed (km/h)	Ave. Passenger (pop)	Maximum Loading (pop)	Median of Occupancy Rate (%)
B3	19.6	67	61	28.1%
B5	18.8	65	46	19.1%
B9	18.6	80	57	31.7%
B33	16.8	34	34	14.5%
B35	16.1	75	73	24.9%
B38	18.1	95	74	31.8%
B42	18.2	98	62	32.9%

Survey in January-February, 2012

Summary tables for Survey On board (T4)

Direction

- 1 Myasokombinat ~ Kojzavod (S->N)
- 2 Kojzavod ~ Myasokombinat(N->S)

T4(1)	No trip	Start (hh:mm)	End (hh:mm)	Trip time (hh:mm)	Length (km)	Ave. Speed (km/h)	Number of Passenger(po)	Maximum Loading	Occupancy rate (%)	Direction
17-Jan-12	1	6:45	07:22	00:37	11.2	18.2	35	22	6.0%	1 Myasokombinat ~ Kojzavod (S->N)
	2	7:30	08:09	00:39	11.2	17.2	66	37	15.1%	2 Kojzavod ~ Myasokombinat(N->S)
	3	8:13	08:52	00:39	11.2	17.2	59	32	8.0%	1 Myasokombinat ~ Kojzavod (S->N)
	4	09:41	10:20	00:39	11.2	17.2	79	47	22.3%	2 Kojzavod ~ Myasokombinat(N->S)
	5	10:25	11:06	00:41	11.2	16.4	72	24	8.7%	1 Myasokombinat ~ Kojzavod (S->N)
	6	11:10	11:43	00:33	11.2	20.4	85	24	6.4%	2 Kojzavod ~ Myasokombinat(N->S)
	7	11:50	12:30	00:40	11.2	16.8	93	30	14.0%	1 Myasokombinat ~ Kojzavod (S->N)
	8	12:35	13:06	00:31	11.2	21.7	103	29	12.8%	2 Kojzavod ~ Myasokombinat(N->S)
	9	13:10	13:45	00:35	11.2	19.2	74	21	7.7%	1 Myasokombinat ~ Kojzavod (S->N)
	10	13:47	14:23	00:36	11.2	18.7	59	20	7.1%	2 Kojzavod ~ Myasokombinat(N->S)
	11	14:10	14:57	00:47	11.2	14.3	93	44	20.5%	1 Myasokombinat ~ Kojzavod (S->N)
	12	14:58	15:40	00:42	11.2	16.0	110	47	13.6%	2 Kojzavod ~ Myasokombinat(N->S)
	13	15:44	16:24	00:40	11.2	16.8	82	50	21.9%	1 Myasokombinat ~ Kojzavod (S->N)
	14	16:24	17:07	00:43	11.2	15.6	60	43	13.8%	2 Kojzavod ~ Myasokombinat(N->S)
	15	17:41	18:30	00:49	11.2	13.7	107	79	31.8%	1 Myasokombinat ~ Kojzavod (S->N)
	16	18:32	19:11	00:39	11.2	17.2	91	57	24.7%	2 Kojzavod ~ Myasokombinat(N->S)

T4(2)	No trip	Start (hh:mm)	End (hh:mm)	Trip time (hh:mm)	Length (km)	Ave. Speed (km/h)	Number of Passenger(po)	Maximum Loading	Occupancy rate (%)	Direction
17-Jan-12	1	6:42	07:11	00:29	11.2	23.2	12	9	3.6%	1 Myasokombinat ~ Kojzavod (S->N)
	2	7:13	07:54	00:41	11.2	16.4	126	77	24.6%	2 Kojzavod ~ Myasokombinat(N->S)
	3	8:08	08:48	00:40	11.2	16.8	102	63	24.1%	1 Myasokombinat ~ Kojzavod (S->N)
	4	8:51	09:31	00:40	11.2	16.8	123	83	32.1%	2 Kojzavod ~ Myasokombinat(N->S)
	5	9:47	10:31	00:44	11.2	15.3	113	46	19.8%	1 Myasokombinat ~ Kojzavod (S->N)
	6	10:47	11:25	00:38	11.2	17.7	81	59	21.4%	2 Kojzavod ~ Myasokombinat(N->S)
	7	11:29	12:10	00:41	11.2	16.4	110	54	19.9%	1 Myasokombinat ~ Kojzavod (S->N)
	8	12:14	12:52	00:38	11.2	17.7	89	57	18.4%	2 Kojzavod ~ Myasokombinat(N->S)
	9	12:53	13:34	00:41	11.2	16.4	92	46	14.6%	1 Myasokombinat ~ Kojzavod (S->N)
	10	13:36	14:16	00:40	11.2	16.8	85	43	15.6%	2 Kojzavod ~ Myasokombinat(N->S)
	11	14:19	15:00	00:41	11.2	16.4	56	33	11.3%	1 Myasokombinat ~ Kojzavod (S->N)
	12	15:03	15:44	00:41	11.2	16.4	78	42	11.3%	2 Kojzavod ~ Myasokombinat(N->S)
	13	15:55	16:37	00:42	11.2	16.0	100	69	19.7%	1 Myasokombinat ~ Kojzavod (S->N)
	14	16:39	17:16	00:37	11.2	18.2	89	59	16.9%	2 Kojzavod ~ Myasokombinat(N->S)
	15	17:56	18:46	00:50	11.2	13.4	133	93	24.9%	1 Myasokombinat ~ Kojzavod (S->N)
	16	18:48	19:20	00:32	11.2	21.0	43	21	4.4%	2 Kojzavod ~ Myasokombinat(N->S)

T4(3)	No trip	Start (hh:mm)	End (hh:mm)	Trip time (hh:mm)	Length (km)	Ave. Speed (km/h)	Number of Passenger(po)	Maximum Loading	Occupancy rate (%)	Direction
18-Jan-12	1	6:41	07:11	00:30	11.2	22.4	18	9	2.4%	1 Myasokombinat ~ Kojzavod (S->N)
	2	7:15	07:54	00:39	11.2	17.2	101	59	17.3%	2 Kojzavod ~ Myasokombinat(N->S)
	3	08:09	08:44	00:35	11.2	19.2	31	14	4.2%	1 Myasokombinat ~ Kojzavod (S->N)
	4	8:46	09:35	00:49	11.2	13.7	42	23	5.8%	2 Kojzavod ~ Myasokombinat(N->S)
	5	9:37	10:24	00:47	11.2	14.3	49	35	9.1%	1 Myasokombinat ~ Kojzavod (S->N)
	6	10:27	11:10	00:43	11.2	15.6	49	24	8.6%	2 Kojzavod ~ Myasokombinat(N->S)
	7	11:30	12:10	00:40	11.2	16.8	65	27	9.2%	1 Myasokombinat ~ Kojzavod (S->N)
	8	12:15	12:52	00:37	11.2	18.2	68	37	16.8%	2 Kojzavod ~ Myasokombinat(N->S)
	9	12:54	13:35	00:41	11.2	16.4	71	36	10.9%	1 Myasokombinat ~ Kojzavod (S->N)
	10	13:37	14:16	00:39	11.2	17.2	72	54	24.9%	2 Kojzavod ~ Myasokombinat(N->S)
	11	14:10	14:47	00:37	11.2	18.2	58	27	7.2%	1 Myasokombinat ~ Kojzavod (S->N)
	12	14:52	15:36	00:44	11.2	15.3	90	46	18.0%	2 Kojzavod ~ Myasokombinat(N->S)
	13	15:50	16:32	00:42	11.2	16.0	50	33	9.7%	1 Myasokombinat ~ Kojzavod (S->N)
	14	16:33	17:06	00:33	11.2	20.4	43	33	9.8%	2 Kojzavod ~ Myasokombinat(N->S)
	15	17:17	18:07	00:50	11.2	13.4	104	67	8.4%	1 Myasokombinat ~ Kojzavod (S->N)
	16	18:08	18:45	00:37	11.2	18.2	34	21	3.1%	2 Kojzavod ~ Myasokombinat(N->S)
	17	18:46	19:28	00:42	11.2	16.0	91	55	10.7%	1 Myasokombinat ~ Kojzavod (S->N)
	18	19:29	20:13	00:44	11.2	15.3	41	18	4.4%	2 Kojzavod ~ Myasokombinat(N->S)

T4(4)	No trip	Start (hh:mm)	End (hh:mm)	Trip time (hh:mm)	Length (km)	Ave. Speed (km/h)	Number of Passenger(po)	Maximum Loading	Occupancy rate (%)	Direction
18-Jan-12	1	6:50	07:28	00:38	11.2	17.7	31	12	4.1%	1 Myasokombinat ~ Kojzavod (S->N)
	2	7:30	08:12	00:42	11.2	16.0	54	20	7.4%	2 Kojzavod ~ Myasokombinat(N->S)
	3	8:30	09:14	00:44	11.2	15.3	62	30	11.2%	1 Myasokombinat ~ Kojzavod (S->N)
	4	9:25	10:20	00:55	11.2	12.2	85	38	15.2%	2 Kojzavod ~ Myasokombinat(N->S)
	5	10:50	11:31	00:41	11.2	16.4	96	41	14.0%	1 Myasokombinat ~ Kojzavod (S->N)
	6	11:45	12:28	00:43	11.2	15.6	107	43	15.3%	2 Kojzavod ~ Myasokombinat(N->S)
	7	12:40	13:33	00:53	11.2	12.7	98	60	13.3%	1 Myasokombinat ~ Kojzavod (S->N)
	8	13:35	14:21	00:46	11.2	14.6	81	34	11.4%	2 Kojzavod ~ Myasokombinat(N->S)
	9	14:06	14:44	00:38	11.2	17.7	56	33	15.6%	1 Myasokombinat ~ Kojzavod (S->N)
	10	14:45	15:28	00:43	11.2	15.6	56	28	12.2%	2 Kojzavod ~ Myasokombinat(N->S)
	11	15:50	16:28	00:38	11.2	17.7	115	70	31.7%	1 Myasokombinat ~ Kojzavod (S->N)
	12	16:29	17:07	00:38	11.2	17.7	88	57	20.8%	2 Kojzavod ~ Myasokombinat(N->S)
	13	17:10	17:53	00:43	11.2	15.6	116	41	15.7%	1 Myasokombinat ~ Kojzavod (S->N)
	14	18:00	18:41	00:41	11.2	16.4	66	33	16.9%	2 Kojzavod ~ Myasokombinat(N->S)
	15	18:50	19:35	00:45	11.2	14.9	117	50	24.7%	1 Myasokombinat ~ Kojzavod (S->N)
	16	19:36	20:20	00:44	11.2	15.3	61	38	19.0%	2 Kojzavod ~ Myasokombinat(N->S)

Summary tables for Survey On board (T8)

Direction

- 1 Ak-Orgo ~ Lermontova (SW->NE)
- 2 Lermontova ~ Ak-Orgo(NE->SW)

T8(1)	No trip	Start (hh:mm)	End (hh:mm)	Trip time (hh:mm)	Length (km)	Ave. Speed (km/h)	Number of Passenger(pop)	Maximum Loading	Occupancy rate (%)	Direction
17-Jan-12	1	06:50	07:48	00:58	16.4	17.0	115	89	54.2%	1 Ak-Orgo ~ Lermontova (SW->NE)
Tue	2	07:50	08:44	00:54	16.4	18.2	91	50	18.0%	2 Lermontova ~ Ak-Orgo(NE->SW)
	3	08:57	10:02	01:05	16.4	15.1	140	78	33.7%	1 Ak-Orgo ~ Lermontova (SW->NE)
	4	10:02	10:55	00:53	16.4	18.6	84	28	9.4%	2 Lermontova ~ Ak-Orgo(NE->SW)
	5	11:08	12:13	01:05	16.4	15.1	77	52	25.5%	1 Ak-Orgo ~ Lermontova (SW->NE)
	6	12:24	13:15	00:51	16.4	19.3	62	17	9.7%	2 Lermontova ~ Ak-Orgo(NE->SW)
	7	14:45	15:44	00:59	16.4	16.7	92	39	19.4%	1 Ak-Orgo ~ Lermontova (SW->NE)
	8	15:45	16:40	00:55	16.4	17.9	93	53	20.6%	2 Lermontova ~ Ak-Orgo(NE->SW)
	9	17:05	18:09	01:04	16.4	15.4	131	59	29.8%	1 Ak-Orgo ~ Lermontova (SW->NE)
	10	18:11	19:19	01:08	16.4	14.5	123	91	47.4%	2 Lermontova ~ Ak-Orgo(NE->SW)
	11	19:21	20:09	00:48	16.4	20.5	16	10	2.7%	1 Ak-Orgo ~ Lermontova (SW->NE)

T8(2)	No trip	Start (hh:mm)	End (hh:mm)	Trip time (hh:mm)	Length (km)	Ave. Speed (km/h)	Number of Passenger(pop)	Maximum Loading	Occupancy rate (%)	Direction
17-Jan-12	1	07:05	08:02	00:57	16.4	17.3	142	75	20.8%	1 Ak-Orgo ~ Lermontova (SW->NE)
Tue	2	08:05	09:11	01:06	16.4	14.9	106	33	9.9%	2 Lermontova ~ Ak-Orgo(NE->SW)
	3	09:21	10:01	00:40	16.4	24.6	119	30	9.4%	1 Ak-Orgo ~ Lermontova (SW->NE)
	4	10:02	11:18	01:16	16.4	12.9	91	48	16.0%	2 Lermontova ~ Ak-Orgo(NE->SW)
	5	11:20	12:35	01:15	16.4	13.1	93	45	13.5%	1 Ak-Orgo ~ Lermontova (SW->NE)
	6	12:36	13:38	01:02	16.4	15.9	81	25	7.2%	2 Lermontova ~ Ak-Orgo(NE->SW)
	7	13:40	14:46	01:06	16.4	14.9	99	33	8.1%	1 Ak-Orgo ~ Lermontova (SW->NE)
	8	16:03	17:03	01:00	16.4	16.4	143	95	48.3%	2 Lermontova ~ Ak-Orgo(NE->SW)
	9	17:27	18:32	01:05	16.4	15.1	110	56	24.7%	1 Ak-Orgo ~ Lermontova (SW->NE)
	10	18:34	20:02	01:28	16.4	11.2	65	34	5.3%	2 Lermontova ~ Ak-Orgo(NE->SW)

T8(3)	No trip	Start (hh:mm)	End (hh:mm)	Trip time (hh:mm)	Length (km)	Ave. Speed (km/h)	Number of Passenger(pop)	Maximum Loading	Occupancy rate (%)	Direction
18-Jan-12	1	06:51	07:53	01:02	16.4	15.9	102	82	35.5%	1 Ak-Orgo ~ Lermontova (SW->NE)
Wed	2	07:55	08:53	00:58	16.4	17.0	93	47	25.9%	2 Lermontova ~ Ak-Orgo(NE->SW)
	3	09:14	10:14	01:00	16.4	16.4	61	46	18.6%	1 Ak-Orgo ~ Lermontova (SW->NE)
	4	10:17	11:15	00:58	16.4	17.0	75	33	16.0%	2 Lermontova ~ Ak-Orgo(NE->SW)
	5	11:29	12:33	01:04	16.4	15.4	74	66	32.7%	1 Ak-Orgo ~ Lermontova (SW->NE)
	6	12:33	13:23	00:50	16.4	19.7	58	30	15.2%	2 Lermontova ~ Ak-Orgo(NE->SW)
	7	14:08	15:05	00:57	16.4	17.3	80	38	18.4%	1 Ak-Orgo ~ Lermontova (SW->NE)
	8	15:07	16:02	00:55	16.4	17.9	61	36	14.9%	2 Lermontova ~ Ak-Orgo(NE->SW)
	9	16:26	17:18	00:52	16.4	18.9	69	32	12.9%	1 Ak-Orgo ~ Lermontova (SW->NE)
	10	17:26	18:28	01:02	16.4	15.9	165	100	36.6%	2 Lermontova ~ Ak-Orgo(NE->SW)
	11	18:46	19:44	00:58	16.4	17.0	40	20	8.7%	1 Ak-Orgo ~ Lermontova (SW->NE)

T8(4)	No trip	Start (hh:mm)	End (hh:mm)	Trip time (hh:mm)	Length (km)	Ave. Speed (km/h)	Number of Passenger(pop)	Maximum Loading	Occupancy rate (%)	Direction
18-Jan-12	1	07:41	08:40	00:59	16.4	16.7	129	52	22.7%	1 Ak-Orgo ~ Lermontova (SW->NE)
Wed	2	08:40	09:20	00:40	16.4	24.6	80	25	11.3%	2 Lermontova ~ Ak-Orgo(NE->SW)
	3	09:35	10:09	00:34	16.4	28.9	115	48	23.3%	1 Ak-Orgo ~ Lermontova (SW->NE)
	4	10:10	10:52	00:42	16.4	23.4	96	28	12.3%	2 Lermontova ~ Ak-Orgo(NE->SW)
	5	11:40	12:38	00:58	16.4	17.0	131	49	23.9%	1 Ak-Orgo ~ Lermontova (SW->NE)
	6	12:40	14:11	01:31	16.4	10.8	99	44	18.5%	2 Lermontova ~ Ak-Orgo(NE->SW)
	7	14:15	15:26	01:11	16.4	13.9	75	39	15.3%	1 Ak-Orgo ~ Lermontova (SW->NE)
	8	15:26	16:19	00:53	16.4	18.6	111	66	30.4%	2 Lermontova ~ Ak-Orgo(NE->SW)
	9	16:37	17:35	00:58	16.4	17.0	85	52	19.6%	1 Ak-Orgo ~ Lermontova (SW->NE)
	10	17:38	18:40	01:02	16.4	15.9	141	102	46.5%	2 Lermontova ~ Ak-Orgo(NE->SW)
	11	18:58	19:50	00:52	16.4	18.9	26	14	4.9%	1 Ak-Orgo ~ Lermontova (SW->NE)

Summary tables for Survey On board (T9)

Direction

- 1 Institut zemledelya ~ Alamedin-1 (SE->W)
- 2 Alamedin-1 ~ Institut zemledelya(W->SE)

T9(1)	No trip	Start (hh:mm)	End (hh:mm)	Trip time (hh:mm)	Length (km)	Ave. Speed (km/h)	Number of Passenger(pop)	Maximum Loading	Occupancy rate (%)	Direction
17-Jan-12 Tue	1	06:23	07:19	00:56	19	20.4	27	10	4.8%	1 Institut zemledelya ~ Alamedin-1 (SE->W)
	2	07:30	08:40	01:10	19	16.3	68	25	9.0%	2 Alamedin-1 ~ Institut zemledelya(W->SE)
	3	08:43	10:03	01:20	19	14.3	50	21	9.2%	1 Institut zemledelya ~ Alamedin-1 (SE->W)
	4	10:07	11:17	01:10	19	16.3	57	27	9.6%	2 Alamedin-1 ~ Institut zemledelya(W->SE)
	5	11:23	12:48	01:25	19	13.4	54	23	8.2%	1 Institut zemledelya ~ Alamedin-1 (SE->W)
	6	12:52	14:01	01:09	19	16.5	63	23	11.8%	2 Alamedin-1 ~ Institut zemledelya(W->SE)
	7	14:03	15:21	01:18	19	14.6	36	14	6.5%	1 Institut zemledelya ~ Alamedin-1 (SE->W)
	8	15:24	16:40	01:16	19	15.0	47	27	9.6%	2 Alamedin-1 ~ Institut zemledelya(W->SE)
	9	16:55	18:28	01:33	19	12.3	84	35	16.3%	1 Institut zemledelya ~ Alamedin-1 (SE->W)
	10	18:40	19:54	01:14	19	15.4	42	25	11.0%	2 Alamedin-1 ~ Institut zemledelya(W->SE)

T9(2)	No trip	Start (hh:mm)	End (hh:mm)	Trip time (hh:mm)	Length (km)	Ave. Speed (km/h)	Number of Passenger(pop)	Maximum Loading	Occupancy rate (%)	Direction
17-Jan-12 Tue	1	06:45	07:57	01:12	19	15.8	37	16	6.9%	1 Institut zemledelya ~ Alamedin-1 (SE->W)
	2	08:01	09:13	01:12	19	15.8	64	38	16.6%	2 Alamedin-1 ~ Institut zemledelya(W->SE)
	3	09:17	10:33	01:16	19	15.0	66	38	11.9%	1 Institut zemledelya ~ Alamedin-1 (SE->W)
	4	10:38	11:52	01:14	19	15.4	65	28	11.9%	2 Alamedin-1 ~ Institut zemledelya(W->SE)
	5	11:56	13:13	01:17	19	14.8	53	25	9.9%	1 Institut zemledelya ~ Alamedin-1 (SE->W)
	6	13:17	14:36	01:19	19	14.4	72	28	13.9%	2 Alamedin-1 ~ Institut zemledelya(W->SE)
	7	15:06	16:24	01:18	19	14.6	54	21	9.9%	1 Institut zemledelya ~ Alamedin-1 (SE->W)
	8	16:27	17:44	01:17	19	14.8	102	45	19.8%	2 Alamedin-1 ~ Institut zemledelya(W->SE)
	9	17:48	19:11	01:23	19	13.7	52	33	12.3%	1 Institut zemledelya ~ Alamedin-1 (SE->W)
	10	19:15	20:18	01:03	19	18.1	36	16	6.9%	2 Alamedin-1 ~ Institut zemledelya(W->SE)

T9(3)	No trip	Start (hh:mm)	End (hh:mm)	Trip time (hh:mm)	Length (km)	Ave. Speed (km/h)	Number of Passenger(pop)	Maximum Loading	Occupancy rate (%)	Direction
18-Jan-12 Wed	1	06:23	07:40	01:17	19	14.8	38	14	3.3%	1 Institut zemledelya ~ Alamedin-1 (SE->W)
	2	07:43	08:44	01:01	19	18.7	74	32	14.5%	2 Alamedin-1 ~ Institut zemledelya(W->SE)
	3	08:50	10:02	01:12	19	15.8	65	40	17.0%	1 Institut zemledelya ~ Alamedin-1 (SE->W)
	4	10:07	11:20	01:13	19	15.6	48	16	7.9%	2 Alamedin-1 ~ Institut zemledelya(W->SE)
	5	11:25	12:36	01:11	19	16.1	46	15	5.2%	1 Institut zemledelya ~ Alamedin-1 (SE->W)
	6	12:40	14:08	01:28	19	13.0	34	6	2.3%	2 Alamedin-1 ~ Institut zemledelya(W->SE)
	7	14:20	15:43	01:23	19	13.7	53	10	4.6%	1 Institut zemledelya ~ Alamedin-1 (SE->W)
	8	15:43	16:51	01:08	19	16.8	65	25	12.3%	2 Alamedin-1 ~ Institut zemledelya(W->SE)
	9	16:51	17:57	01:06	19	17.3	42	16	4.9%	1 Institut zemledelya ~ Alamedin-1 (SE->W)

T9(4)	No trip	Start (hh:mm)	End (hh:mm)	Trip time (hh:mm)	Length (km)	Ave. Speed (km/h)	Number of Passenger(pop)	Maximum Loading	Occupancy rate (%)	Direction
18-Jan-12 Wed	1	07:23	08:33	01:10	19	16.3	60	49	16.4%	1 Institut zemledelya ~ Alamedin-1 (SE->W)
	2	08:36	09:40	01:04	19	17.8	54	33	12.7%	2 Alamedin-1 ~ Institut zemledelya(W->SE)
	3	09:46	10:57	01:11	19	16.1	60	22	9.4%	1 Institut zemledelya ~ Alamedin-1 (SE->W)
	4	11:03	12:13	01:10	19	16.3	58	29	12.9%	2 Alamedin-1 ~ Institut zemledelya(W->SE)
	5	12:32	13:45	01:13	19	15.6	50	27	13.1%	1 Institut zemledelya ~ Alamedin-1 (SE->W)
	6	13:50	14:58	01:08	19	16.8	77	42	16.4%	2 Alamedin-1 ~ Institut zemledelya(W->SE)
	7	15:14	16:28	01:14	19	15.4	62	20	10.2%	1 Institut zemledelya ~ Alamedin-1 (SE->W)
	8	16:32	17:43	01:11	19	16.1	63	29	11.3%	2 Alamedin-1 ~ Institut zemledelya(W->SE)
	9	17:48	19:11	01:23	19	13.7	45	19	10.3%	1 Institut zemledelya ~ Alamedin-1 (SE->W)
	10	19:15	20:21	01:06	19	17.3	28	14	5.9%	2 Alamedin-1 ~ Institut zemledelya(W->SE)

Summary tables for Survey On board (T10)

Direction

- 1 Myasokombinat ~ mkr. Asanbai (W->SE)
- 2 mkr. Asanbai ~ Myasokombinat (SE->W)

T10(1)	№ trip	Start (hh:mm)	End (hh:mm)	Trip time (hh:mm)	Length (km)	Ave. Speed (km/h)	Number of Passenger/pop	Maximum Loading	Occupancy rate (%)	Direction
19-Jan-12	1	7:26	8:13	00:47	11.2	14.3	111	47	12.3%	1 Myasokombinat ~ mkr. Asanbai (W->SE)
Thu	2	08:15	8:56	00:41	11.2	16.4	108	69	21.2%	2 mkr. Asanbai ~ Myasokombinat (SE->W)
	3	8:56	9:58	01:02	11.2	10.8	75	28	7.3%	1 Myasokombinat ~ mkr. Asanbai (W->SE)
	4	10:14	11:18	01:04	11.2	10.5	76	64	22.7%	2 mkr. Asanbai ~ Myasokombinat (SE->W)
	5	11:25	12:18	00:53	11.2	12.7	93	33	9.9%	1 Myasokombinat ~ mkr. Asanbai (W->SE)
	6	12:35	13:10	00:35	11.2	19.2	88	36	8.6%	2 mkr. Asanbai ~ Myasokombinat (SE->W)
	7	13:12	14:00	00:48	11.2	14.0	75	15	4.2%	1 Myasokombinat ~ mkr. Asanbai (W->SE)
	8	14:01	14:28	00:27	11.2	24.9	54	12	3.6%	2 mkr. Asanbai ~ Myasokombinat (SE->W)
	9	14:37	15:25	00:48	11.2	14.0	72	37	18.5%	1 Myasokombinat ~ mkr. Asanbai (W->SE)
	10	15:27	16:06	00:39	11.2	17.2	56	23	6.5%	2 mkr. Asanbai ~ Myasokombinat (SE->W)
	11	16:25	17:12	00:47	11.2	14.3	90	60	29.9%	1 Myasokombinat ~ mkr. Asanbai (W->SE)
	12	17:13	17:55	00:42	11.2	16.0	52	26	11.4%	2 mkr. Asanbai ~ Myasokombinat (SE->W)
	13	18:15	19:12	00:57	11.2	11.8	64	34	11.0%	1 Myasokombinat ~ mkr. Asanbai (W->SE)

T10(2)	№ trip	Start (hh:mm)	End (hh:mm)	Trip time (hh:mm)	Length (km)	Ave. Speed (km/h)	Number of Passenger/pop	Maximum Loading	Occupancy rate (%)	Direction
19-Jan-12	1	7:30	8:18	00:48	11.2	14.0	58	33	11.1%	1 Myasokombinat ~ mkr. Asanbai (W->SE)
Thu	2	08:22	9:08	00:46	11.2	14.6	91	58	20.1%	2 mkr. Asanbai ~ Myasokombinat (SE->W)
	3	9:09	9:53	00:44	11.2	15.3	67	32	15.0%	1 Myasokombinat ~ mkr. Asanbai (W->SE)
	4	09:57	10:39	00:42	11.2	16.0	78	18	5.3%	2 mkr. Asanbai ~ Myasokombinat (SE->W)
	5	10:41	11:37	00:56	11.2	12.0	54	27	7.6%	1 Myasokombinat ~ mkr. Asanbai (W->SE)
	6	11:40	12:19	00:39	11.2	17.2	54	15	4.3%	2 mkr. Asanbai ~ Myasokombinat (SE->W)
	7	12:20	13:05	00:45	11.2	14.9	46	16	6.7%	1 Myasokombinat ~ mkr. Asanbai (W->SE)
	8	13:05	13:43	00:38	11.2	17.7	57	25	13.9%	2 mkr. Asanbai ~ Myasokombinat (SE->W)
	9	14:13	15:02	00:49	11.2	13.7	76	34	18.1%	1 Myasokombinat ~ mkr. Asanbai (W->SE)
	10	15:12	15:52	00:40	11.2	16.8	77	40	8.3%	2 mkr. Asanbai ~ Myasokombinat (SE->W)
	11	16:07	16:52	00:45	11.2	14.9	54	27	12.8%	1 Myasokombinat ~ mkr. Asanbai (W->SE)
	12	17:30	18:28	00:58	11.2	11.6	73	38	9.5%	2 mkr. Asanbai ~ Myasokombinat (SE->W)
	13	18:28	18:59	00:31	11.2	21.7	50	19	9.9%	1 Myasokombinat ~ mkr. Asanbai (W->SE)

T10(3)	№ trip	Start (hh:mm)	End (hh:mm)	Trip time (hh:mm)	Length (km)	Ave. Speed (km/h)	Number of Passenger/pop	Maximum Loading	Occupancy rate (%)	Direction
24-Jan-12	1	6:53	7:32	00:39	11.2	17.2	24	11	3.8%	1 Myasokombinat ~ mkr. Asanbai (W->SE)
Tue	2	07:43	8:20	00:37	11.2	18.2	53	23	7.4%	2 mkr. Asanbai ~ Myasokombinat (SE->W)
	3	8:46	9:56	01:10	11.2	9.6	23	18	4.5%	1 Myasokombinat ~ mkr. Asanbai (W->SE)
	4	10:19	11:01	00:42	11.2	16.0	81	48	14.9%	2 mkr. Asanbai ~ Myasokombinat (SE->W)
	5	11:02	11:48	00:46	11.2	14.6	74	32	8.6%	1 Myasokombinat ~ mkr. Asanbai (W->SE)
	6	11:55	12:40	00:45	11.2	14.9	69	28	7.4%	2 mkr. Asanbai ~ Myasokombinat (SE->W)
	7	12:41	13:32	00:51	11.2	13.2	55	26	6.4%	1 Myasokombinat ~ mkr. Asanbai (W->SE)
	8	13:32	14:04	00:32	11.2	21.0	34	19	5.1%	2 mkr. Asanbai ~ Myasokombinat (SE->W)
	9	14:05	14:53	00:48	11.2	14.0	84	46	25.1%	1 Myasokombinat ~ mkr. Asanbai (W->SE)
	10	14:54	15:34	00:40	11.2	16.8	64	34	15.9%	2 mkr. Asanbai ~ Myasokombinat (SE->W)
	11	15:43	16:40	00:57	11.2	11.8	56	29	10.5%	1 Myasokombinat ~ mkr. Asanbai (W->SE)
	12	17:15	17:54	00:39	11.2	17.2	69	40	15.9%	2 mkr. Asanbai ~ Myasokombinat (SE->W)
	13	18:03	19:11	01:08	11.2	9.9	77	50	16.6%	1 Myasokombinat ~ mkr. Asanbai (W->SE)
	14	19:14	19:48	00:34	11.2	19.8	24	10	4.6%	2 mkr. Asanbai ~ Myasokombinat (SE->W)

T10(4)	№ trip	Start (hh:mm)	End (hh:mm)	Trip time (hh:mm)	Length (km)	Ave. Speed (km/h)	Number of Passenger/pop	Maximum Loading	Occupancy rate (%)	Direction
24-Jan-12	1	6:47	7:31	00:44	11.2	15.3	38	14	3.6%	1 Myasokombinat ~ mkr. Asanbai (W->SE)
Tue	2	07:37	8:18	00:41	11.2	16.4	44	18	6.5%	2 mkr. Asanbai ~ Myasokombinat (SE->W)
	3	8:54	9:40	00:46	11.2	14.6	60	24	8.2%	1 Myasokombinat ~ mkr. Asanbai (W->SE)
	4	10:00	10:46	00:46	11.2	14.6	76	41	16.6%	2 mkr. Asanbai ~ Myasokombinat (SE->W)
	5	11:18	12:09	00:51	11.2	13.2	95	42	12.1%	1 Myasokombinat ~ mkr. Asanbai (W->SE)
	6	12:13	13:02	00:49	11.2	13.7	74	32	7.6%	2 mkr. Asanbai ~ Myasokombinat (SE->W)
	7	13:10	13:51	00:41	11.2	16.4	72	23	7.6%	1 Myasokombinat ~ mkr. Asanbai (W->SE)
	8	14:13	15:02	00:49	11.2	13.7	72	46	11.8%	1 Myasokombinat ~ mkr. Asanbai (W->SE)
	9	15:04	15:42	00:38	11.2	17.7	65	40	8.6%	2 mkr. Asanbai ~ Myasokombinat (SE->W)
	10	16:00	16:55	00:55	11.2	12.2	82	46	10.1%	1 Myasokombinat ~ mkr. Asanbai (W->SE)
	11	16:55	17:31	00:36	11.2	18.7	72	47	9.0%	2 mkr. Asanbai ~ Myasokombinat (SE->W)
	12	17:37	18:30	00:53	11.2	12.7	46	23	7.1%	1 Myasokombinat ~ mkr. Asanbai (W->SE)
	13	18:32	19:11	00:39	11.2	17.2	35	21	6.3%	2 mkr. Asanbai ~ Myasokombinat (SE->W)
	14	19:22	20:22	01:00	11.2	11.2	19	8	1.6%	1 Myasokombinat ~ mkr. Asanbai (W->SE)

Summary tables for Survey On board (T11)

Direction
1 6-mkr ~ Vost,Avtovokzal (NE->SE)
2 Vost,Avtovokzal ~ 6-mkr(SE->NE)

T11(1)	Nº trip	Start (hh:mm)	End (hh:mm)	Trip time (hh:mm)	Length (km)	Ave. Speed (km/h)	Number of Passenger(po)	Maximum Loading	Occupancy rate (%)	Direction
19-Jan-12 Thu	1	07:03	8:00	00:57	14.7	15.5	46	21	6.3%	1 6-mkr ~ Vost,Avtovokzal (NE->SE)
	2	8:03	8:49	00:46	14.7	19.2	70	30	10.0%	2 Vost,Avtovokzal ~ 6-mkr(SE->NE)
	3	8:58	9:43	00:45	14.7	19.6	80	43	17.0%	1 6-mkr ~ Vost,Avtovokzal (NE->SE)
	4	9:44	10:28	00:44	14.7	20.0	92	47	21.5%	2 Vost,Avtovokzal ~ 6-mkr(SE->NE)
	5	10:46	11:30	00:44	14.7	20.0	57	26	12.2%	1 6-mkr ~ Vost,Avtovokzal (NE->SE)
	6	11:33	12:35	01:02	14.7	14.2	61	36	15.0%	2 Vost,Avtovokzal ~ 6-mkr(SE->NE)
	7	12:50	13:35	00:45	14.7	19.6	64	26	8.3%	1 6-mkr ~ Vost,Avtovokzal (NE->SE)
	8	13:35	14:05	00:30	14.7	29.4	77	19	9.0%	2 Vost,Avtovokzal ~ 6-mkr(SE->NE)
	9	14:07	14:55	00:48	14.7	18.4	89	37	13.8%	1 6-mkr ~ Vost,Avtovokzal (NE->SE)
	10	14:57	15:48	00:51	14.7	17.3	96	54	13.5%	2 Vost,Avtovokzal ~ 6-mkr(SE->NE)
	11	16:25	17:10	00:45	14.7	19.6	84	41	14.9%	1 6-mkr ~ Vost,Avtovokzal (NE->SE)
	12	17:11	17:57	00:46	14.7	19.2	87	49	17.1%	2 Vost,Avtovokzal ~ 6-mkr(SE->NE)
	13	18:34	19:19	00:45	14.7	19.6	69	47	12.6%	1 6-mkr ~ Vost,Avtovokzal (NE->SE)
	14	19:20	20:03	00:43	14.7	20.5	92	51	15.1%	2 Vost,Avtovokzal ~ 6-mkr(SE->NE)

T11(2)	Nº trip	Start (hh:mm)	End (hh:mm)	Trip time (hh:mm)	Length (km)	Ave. Speed (km/h)	Number of Passenger(po)	Maximum Loading	Occupancy rate (%)	Direction
19-Jan-12 Thu	1	07:07	7:52	00:45	14.7	19.6	65	28	14.2%	1 6-mkr ~ Vost,Avtovokzal (NE->SE)
	2	7:54	8:42	00:48	14.7	18.4	38	20	10.5%	2 Vost,Avtovokzal ~ 6-mkr(SE->NE)
	3	9:12	9:57	00:45	14.7	19.6	60	30	15.1%	1 6-mkr ~ Vost,Avtovokzal (NE->SE)
	4	10:01	10:56	00:55	14.7	16.0	83	31	14.7%	2 Vost,Avtovokzal ~ 6-mkr(SE->NE)
	5	11:24	12:26	01:02	14.7	14.2	96	45	20.0%	1 6-mkr ~ Vost,Avtovokzal (NE->SE)
	6	12:36	13:42	01:06	14.7	13.4	64	44	11.1%	2 Vost,Avtovokzal ~ 6-mkr(SE->NE)
	7	14:22	15:08	00:46	14.7	19.2	87	36	14.1%	1 6-mkr ~ Vost,Avtovokzal (NE->SE)
	8	15:30	16:10	00:40	14.7	22.1	55	30	10.2%	2 Vost,Avtovokzal ~ 6-mkr(SE->NE)
	9	16:42	17:23	00:41	14.7	21.5	72	35	15.8%	1 6-mkr ~ Vost,Avtovokzal (NE->SE)
	10	17:26	18:13	00:47	14.7	18.8	114	61	21.3%	2 Vost,Avtovokzal ~ 6-mkr(SE->NE)
	11	18:38	19:22	00:44	14.7	20.0	72	30	12.5%	1 6-mkr ~ Vost,Avtovokzal (NE->SE)
	12	19:24	20:07	00:43	14.7	20.5	81	30	15.2%	2 Vost,Avtovokzal ~ 6-mkr(SE->NE)

T11(3)	Nº trip	Start (hh:mm)	End (hh:mm)	Trip time (hh:mm)	Length (km)	Ave. Speed (km/h)	Number of Passenger(po)	Maximum Loading	Occupancy rate (%)	Direction
24-Jan-12 Tue	1	7:03	07:50	00:47	14.7	18.8	82	44	18.3%	1 6-mkr ~ Vost,Avtovokzal (NE->SE)
	2	7:56	8:43	00:47	14.7	18.8	69	25	12.5%	2 Vost,Avtovokzal ~ 6-mkr(SE->NE)
	3	8:46	9:37	00:51	14.7	17.3	100	45	21.9%	1 6-mkr ~ Vost,Avtovokzal (NE->SE)
	4	9:39	10:26	00:47	14.7	18.8	65	29	17.2%	2 Vost,Avtovokzal ~ 6-mkr(SE->NE)
	5	10:31	11:23	00:52	14.7	17.0	89	50	21.9%	1 6-mkr ~ Vost,Avtovokzal (NE->SE)
	6	11:24	12:10	00:46	14.7	19.2	70	43	24.5%	2 Vost,Avtovokzal ~ 6-mkr(SE->NE)
	7	12:20	13:00	00:40	14.7	22.1	77	40	17.4%	1 6-mkr ~ Vost,Avtovokzal (NE->SE)
	8	13:05	13:53	00:48	14.7	18.4	105	52	24.2%	2 Vost,Avtovokzal ~ 6-mkr(SE->NE)
	9	13:54	14:50	00:56	14.7	15.8	83	37	15.6%	1 6-mkr ~ Vost,Avtovokzal (NE->SE)
	10	14:51	15:30	00:39	14.7	22.6	76	36	10.0%	2 Vost,Avtovokzal ~ 6-mkr(SE->NE)
	11	16:03	16:51	00:48	14.7	18.4	77	35	11.9%	1 6-mkr ~ Vost,Avtovokzal (NE->SE)
	12	16:54	17:39	00:45	14.7	19.6	113	73	20.4%	2 Vost,Avtovokzal ~ 6-mkr(SE->NE)
	13	18:09	19:05	00:56	14.7	15.8	79	44	18.6%	1 6-mkr ~ Vost,Avtovokzal (NE->SE)
	14	19:06	19:45	00:39	14.7	22.6	80	45	14.8%	2 Vost,Avtovokzal ~ 6-mkr(SE->NE)

T11(4)	Nº trip	Start (hh:mm)	End (hh:mm)	Trip time (hh:mm)	Length (km)	Ave. Speed (km/h)	Number of Passenger(po)	Maximum Loading	Occupancy rate (%)	Direction
24-Jan-12 Tue	1	7:19	8:15	00:56	14.7	15.8	61	32	17.2%	1 6-mkr ~ Vost,Avtovokzal (NE->SE)
	2	8:16	8:58	00:42	14.7	21.0	70	41	19.9%	2 Vost,Avtovokzal ~ 6-mkr(SE->NE)
	3	8:59	9:50	00:51	14.7	17.3	75	42	17.9%	1 6-mkr ~ Vost,Avtovokzal (NE->SE)
	4	9:52	10:38	00:46	14.7	19.2	55	30	16.1%	2 Vost,Avtovokzal ~ 6-mkr(SE->NE)
	5	10:52	11:38	00:46	14.7	19.2	48	23	10.8%	1 6-mkr ~ Vost,Avtovokzal (NE->SE)
	6	11:40	12:24	00:44	14.7	20.0	51	22	12.6%	2 Vost,Avtovokzal ~ 6-mkr(SE->NE)
	7	12:38	13:22	00:44	14.7	20.0	55	36	15.8%	1 6-mkr ~ Vost,Avtovokzal (NE->SE)
	8	13:29	14:10	00:41	14.7	21.5	43	21	8.5%	2 Vost,Avtovokzal ~ 6-mkr(SE->NE)
	9	14:15	15:06	00:51	14.7	17.3	64	30	13.8%	1 6-mkr ~ Vost,Avtovokzal (NE->SE)
	10	15:08	15:50	00:42	14.7	21.0	61	34	13.4%	2 Vost,Avtovokzal ~ 6-mkr(SE->NE)
	11	16:14	17:00	00:46	14.7	19.2	100	50	18.4%	1 6-mkr ~ Vost,Avtovokzal (NE->SE)
	12	17:04	17:47	00:43	14.7	20.5	83	45	18.1%	2 Vost,Avtovokzal ~ 6-mkr(SE->NE)
	13	18:15	19:10	00:55	14.7	16.0	68	39	14.7%	1 6-mkr ~ Vost,Avtovokzal (NE->SE)
	14	19:11	19:51	00:40	14.7	22.1	99	53	27.4%	2 Vost,Avtovokzal ~ 6-mkr(SE->NE)

Summary tables for Survey On board (T14)

Direction

- 1 Kirkkomstrom ~ Djal (W->S)
- 2 Djal ~ Kirkkomstrom (S->W)

T14(1)	No trip	Start (hh:mm)	End (hh:mm)	Trip time (hh:mm)	Length (km)	Ave. Speed (km/h)	Number of Passenger(pop)	Maximum Loading	Occupancy rate (%)	Direction
19-Jan-12	1	06:33	07:13	00:40	14.2	21.3	34	31	9.3%	2 Djal ~ Kirkkomstrom (S->W)
Thu	2	07:22	08:16	00:54	14.2	15.8	101	75	33.2%	1 Kirkkomstrom ~ Djal (W->S)
	3	08:17	09:03	00:46	14.2	18.5	75	51	23.1%	2 Djal ~ Kirkkomstrom (S->W)
	4	09:04	09:51	00:47	14.2	18.1	48	20	9.7%	1 Kirkkomstrom ~ Djal (W->S)
	5	10:17	11:06	00:49	14.2	17.4	74	44	18.7%	2 Djal ~ Kirkkomstrom (S->W)
	6	11:08	11:56	00:48	14.2	17.8	67	35	17.6%	1 Kirkkomstrom ~ Djal (W->S)
	7	11:58	12:46	00:48	14.2	17.8	69	29	17.7%	2 Djal ~ Kirkkomstrom (S->W)
	8	12:49	13:35	00:46	14.2	18.5	79	42	19.6%	1 Kirkkomstrom ~ Djal (W->S)
	9	13:37	14:26	00:49	14.2	17.4	89	55	29.1%	2 Djal ~ Kirkkomstrom (S->W)
	10	14:31	15:22	00:51	14.2	16.7	96	48	24.4%	1 Kirkkomstrom ~ Djal (W->S)
	11	15:24	16:13	00:49	14.2	17.4	83	38	19.1%	2 Djal ~ Kirkkomstrom (S->W)
	12	16:17	17:06	00:49	14.2	17.4	86	43	20.9%	1 Kirkkomstrom ~ Djal (W->S)
	13	17:11	18:07	00:56	14.2	15.2	105	63	30.2%	2 Djal ~ Kirkkomstrom (S->W)
	14	18:11	19:07	00:56	14.2	15.2	49	40	14.7%	1 Kirkkomstrom ~ Djal (W->S)

T14(2)	No trip	Start (hh:mm)	End (hh:mm)	Trip time (hh:mm)	Length (km)	Ave. Speed (km/h)	Number of Passenger(pop)	Maximum Loading	Occupancy rate (%)	Direction
19-Jan-12	1	06:49	07:34	00:45	14.2	18.9	55	34	11.7%	2 Djal ~ Kirkkomstrom (S->W)
Thu	2	07:36	08:30	00:54	14.2	15.8	105	56	26.8%	1 Kirkkomstrom ~ Djal (W->S)
	3	08:31	09:21	00:50	14.2	17.0	87	63	24.0%	2 Djal ~ Kirkkomstrom (S->W)
	4	09:24	10:10	00:46	14.2	18.5	66	35	14.6%	1 Kirkkomstrom ~ Djal (W->S)
	5	10:30	11:21	00:51	14.2	16.7	83	28	12.4%	2 Djal ~ Kirkkomstrom (S->W)
	6	11:23	12:11	00:48	14.2	17.8	59	33	18.5%	1 Kirkkomstrom ~ Djal (W->S)
	7	12:37	13:23	00:46	14.2	18.5	99	59	22.2%	2 Djal ~ Kirkkomstrom (S->W)
	8	13:53	14:42	00:49	14.2	17.4	65	24	10.4%	1 Kirkkomstrom ~ Djal (W->S)
	9	14:43	15:31	00:48	14.2	17.8	65	38	13.9%	2 Djal ~ Kirkkomstrom (S->W)
	10	15:37	16:22	00:45	14.2	18.9	53	22	11.0%	1 Kirkkomstrom ~ Djal (W->S)
	11	16:27	17:13	00:46	14.2	18.5	116	66	27.1%	2 Djal ~ Kirkkomstrom (S->W)
	12	17:16	18:13	00:57	14.2	14.9	105	56	24.0%	1 Kirkkomstrom ~ Djal (W->S)
	13	18:14	19:05	00:51	14.2	16.7	53	27	37.3%	2 Djal ~ Kirkkomstrom (S->W)

T14(3)	No trip	Start (hh:mm)	End (hh:mm)	Trip time (hh:mm)	Length (km)	Ave. Speed (km/h)	Number of Passenger(pop)	Maximum Loading	Occupancy rate (%)	Direction
19-Jan-12	1	06:44	07:24	00:40	14.2	21.3	26	16	5.8%	2 Djal ~ Kirkkomstrom (S->W)
Tue	2	07:37	08:22	00:45	14.2	18.9	62	29	14.0%	1 Kirkkomstrom ~ Djal (W->S)
	3	08:30	09:24	00:54	14.2	15.8	79	22	10.1%	2 Djal ~ Kirkkomstrom (S->W)
	4	09:25	10:06	00:41	14.2	20.8	50	30	13.6%	1 Kirkkomstrom ~ Djal (W->S)
	5	10:26	11:12	00:46	14.2	18.5	55	29	14.5%	2 Djal ~ Kirkkomstrom (S->W)
	6	11:15	11:57	00:42	14.2	20.3	71	23	11.2%	1 Kirkkomstrom ~ Djal (W->S)
	7	13:00	13:46	00:46	14.2	18.5	63	21	9.9%	2 Djal ~ Kirkkomstrom (S->W)
	8	13:52	14:41	00:49	14.2	17.4	59	20	10.1%	1 Kirkkomstrom ~ Djal (W->S)
	9	14:43	15:32	00:49	14.2	17.4	67	29	17.1%	2 Djal ~ Kirkkomstrom (S->W)
	10	15:39	16:31	00:52	14.2	16.4	65	37	15.8%	1 Kirkkomstrom ~ Djal (W->S)
	11	16:33	17:25	00:52	14.2	16.4	101	61	27.5%	2 Djal ~ Kirkkomstrom (S->W)
	12	17:26	18:12	00:46	14.2	18.5	114	51	25.5%	1 Kirkkomstrom ~ Djal (W->S)
	13	18:12	19:12	01:00	14.2	14.2	84	53	20.8%	2 Djal ~ Kirkkomstrom (S->W)
	14	19:12	19:49	00:37	14.2	23.0	25	20	8.9%	1 Kirkkomstrom ~ Djal (W->S)

T14(4)	No trip	Start (hh:mm)	End (hh:mm)	Trip time (hh:mm)	Length (km)	Ave. Speed (km/h)	Number of Passenger(pop)	Maximum Loading	Occupancy rate (%)	Direction
24-Jan-12	1	06:30	07:15	00:45	14.2	18.9	21	17	6.2%	2 Djal ~ Kirkkomstrom (S->W)
Tue	2	07:30	08:15	00:45	14.2	18.9	53	29	13.5%	1 Kirkkomstrom ~ Djal (W->S)
	3	08:20	09:05	00:45	14.2	18.9	50	17	6.6%	2 Djal ~ Kirkkomstrom (S->W)
	4	09:10	09:55	00:45	14.2	18.9	40	24	10.4%	1 Kirkkomstrom ~ Djal (W->S)
	5	10:00	10:51	00:51	14.2	16.7	86	50	22.6%	2 Djal ~ Kirkkomstrom (S->W)
	6	10:53	11:40	00:47	14.2	18.1	85	38	18.8%	1 Kirkkomstrom ~ Djal (W->S)
	7	12:06	12:57	00:51	14.2	16.7	74	30	16.4%	2 Djal ~ Kirkkomstrom (S->W)
	8	12:58	13:40	00:42	14.2	20.3	83	41	16.2%	1 Kirkkomstrom ~ Djal (W->S)
	9	13:45	14:37	00:52	14.2	16.4	75	46	21.8%	2 Djal ~ Kirkkomstrom (S->W)
	10	14:40	15:25	00:45	14.2	18.9	53	30	13.9%	1 Kirkkomstrom ~ Djal (W->S)
	11	15:35	16:20	00:45	14.2	18.9	58	36	14.0%	2 Djal ~ Kirkkomstrom (S->W)
	12	16:25	17:36	01:11	14.2	12.0	28	12	4.4%	1 Kirkkomstrom ~ Djal (W->S)
	13	17:50	18:40	00:50	14.2	17.0	32	14	4.9%	2 Djal ~ Kirkkomstrom (S->W)
	14	18:45	19:30	00:45	14.2	18.9	23	8	2.4%	1 Kirkkomstrom ~ Djal (W->S)

Summary tables for Survey On board (T17)

Direction

- 1 6mkr. ~ Kojzavod (S->N)
- 2 Kojzavod ~ 6mkr (N->S)

T17(1)	No trip	Start (hh:mm)	End (hh:mm)	Trip time (hh:mm)	Length (km)	Ave. Speed (km/h)	Number of Passenger(pop)	Maximum Loading	Occupancy rate (%)	Direction
25-Jan-12	1	07:28	08:08	00:40	13.1	19.7	52	31	13.4%	1 6mkr. ~ Kojzavod (S->N)
Wed	2	08:13	08:48	00:35	13.1	22.5	48	28	12.9%	2 Kojzavod ~ 6mkr (N->S)
	3	09:08	09:48	00:40	13.1	19.7	55	28	14.6%	1 6mkr. ~ Kojzavod (S->N)
	4	09:54	10:31	00:37	13.1	21.2	60	41	19.5%	2 Kojzavod ~ 6mkr (N->S)
	5	10:51	11:32	00:41	13.1	19.2	64	40	19.9%	1 6mkr. ~ Kojzavod (S->N)
	6	11:38	12:24	00:46	13.1	17.1	82	48	24.1%	2 Kojzavod ~ 6mkr (N->S)
	7	12:41	13:24	00:43	13.1	18.3	65	34	16.2%	1 6mkr. ~ Kojzavod (S->N)
	8	13:27	14:05	00:38	13.1	20.7	59	20	8.0%	2 Kojzavod ~ 6mkr (N->S)
	9	14:02	14:40	00:38	13.1	20.7	48	25	20.6%	1 6mkr. ~ Kojzavod (S->N)
	10	14:42	15:28	00:46	13.1	17.1	55	37	15.7%	2 Kojzavod ~ 6mkr (N->S)
	11	15:39	16:17	00:38	13.1	20.7	39	18	8.8%	1 6mkr. ~ Kojzavod (S->N)
	12	16:21	17:03	00:42	13.1	18.7	54	29	14.6%	2 Kojzavod ~ 6mkr (N->S)
	13	17:23	18:03	00:40	13.1	19.7	64	35	14.1%	1 6mkr. ~ Kojzavod (S->N)
	14	18:04	18:56	00:52	13.1	15.1	47	37	13.5%	2 Kojzavod ~ 6mkr (N->S)
	15	19:10	19:44	00:34	13.1	23.1	36	21	12.7%	1 6mkr. ~ Kojzavod (S->N)
	16	19:47	20:20	00:33	13.1	23.8	19	11	3.9%	2 Kojzavod ~ 6mkr (N->S)

T17(2)	No trip	Start (hh:mm)	End (hh:mm)	Trip time (hh:mm)	Length (km)	Ave. Speed (km/h)	Number of Passenger(pop)	Maximum Loading	Occupancy rate (%)	Direction
25-Jan-12	1	07:30	08:34	01:04	13.1	12.3	100	56	24.5%	1 6mkr. ~ Kojzavod (S->N)
Wed	2	08:37	09:47	01:10	13.1	11.2	73	40	21.2%	2 Kojzavod ~ 6mkr (N->S)
	3	09:50	11:02	01:12	13.1	10.9	108	57	28.7%	1 6mkr. ~ Kojzavod (S->N)
	4	11:05	12:00	00:55	13.1	14.3	63	28	15.2%	2 Kojzavod ~ 6mkr (N->S)
	5	12:10	13:22	01:12	13.1	10.9	104	61	25.9%	1 6mkr. ~ Kojzavod (S->N)
	6	13:25	14:20	00:55	13.1	14.3	77	40	21.6%	2 Kojzavod ~ 6mkr (N->S)
	7	14:15	14:56	00:41	13.1	19.2	56	30	9.0%	1 6mkr. ~ Kojzavod (S->N)
	8	14:58	15:39	00:41	13.1	19.2	32	22	6.6%	2 Kojzavod ~ 6mkr (N->S)
	9	15:53	16:32	00:39	13.1	20.2	29	26	7.0%	1 6mkr. ~ Kojzavod (S->N)
	10	16:37	17:19	00:42	13.1	18.7	69	40	12.4%	2 Kojzavod ~ 6mkr (N->S)
	11	17:35	18:17	00:42	13.1	18.7	57	38	10.3%	1 6mkr. ~ Kojzavod (S->N)
	12	18:20	19:05	00:45	13.1	17.5	71	42	11.0%	2 Kojzavod ~ 6mkr (N->S)
	13	19:19	20:03	00:44	13.1	17.9	66	52	14.9%	1 6mkr. ~ Kojzavod (S->N)
	14	20:10	20:41	00:31	13.1	25.4	27	15	5.1%	2 Kojzavod ~ 6mkr (N->S)

T17(3)	No trip	Start (hh:mm)	End (hh:mm)	Trip time (hh:mm)	Length (km)	Ave. Speed (km/h)	Number of Passenger(pop)	Maximum Loading	Occupancy rate (%)	Direction
26-Jan-12	1	07:05	07:48	00:43	13.1	18.3	54	31	11.1%	1 6mkr. ~ Kojzavod (S->N)
Thu	2	07:50	08:45	00:55	13.1	14.3	57	25	9.5%	2 Kojzavod ~ 6mkr (N->S)
	3	08:59	09:40	00:41	13.1	19.2	50	28	12.5%	1 6mkr. ~ Kojzavod (S->N)
	4	09:46	10:26	00:40	13.1	19.7	34	18	8.1%	2 Kojzavod ~ 6mkr (N->S)
	5	10:30	11:14	00:44	13.1	17.9	56	21	10.0%	1 6mkr. ~ Kojzavod (S->N)
	6	11:25	12:10	00:45	13.1	17.5	55	22	9.7%	2 Kojzavod ~ 6mkr (N->S)
	7	12:30	13:24	00:54	13.1	14.6	101	55	21.4%	1 6mkr. ~ Kojzavod (S->N)
	8	13:30	14:12	00:42	13.1	18.7	51	24	14.7%	2 Kojzavod ~ 6mkr (N->S)
	9	14:05	14:50	00:45	13.1	17.5	45	15	5.2%	1 6mkr. ~ Kojzavod (S->N)
	10	14:53	15:36	00:43	13.1	18.3	53	27	10.4%	2 Kojzavod ~ 6mkr (N->S)
	11	15:45	16:33	00:48	13.1	16.4	65	31	9.5%	1 6mkr. ~ Kojzavod (S->N)
	12	16:35	17:18	00:43	13.1	18.3	51	33	9.8%	2 Kojzavod ~ 6mkr (N->S)
	13	17:45	18:40	00:55	13.1	14.3	84	38	11.7%	1 6mkr. ~ Kojzavod (S->N)
	14	18:41	19:21	00:40	13.1	19.7	34	20	7.7%	2 Kojzavod ~ 6mkr (N->S)
	15	19:35	20:15	00:40	13.1	19.7	51	45	14.5%	1 6mkr. ~ Kojzavod (S->N)

T17(4)	No trip	Start (hh:mm)	End (hh:mm)	Trip time (hh:mm)	Length (km)	Ave. Speed (km/h)	Number of Passenger(pop)	Maximum Loading	Occupancy rate (%)	Direction
26-Jan-12	1	07:14	07:49	00:35	13.1	22.5	66	43	21.7%	1 6mkr. ~ Kojzavod (S->N)
Thu	2	07:58	08:38	00:40	13.1	19.7	60	36	19.4%	2 Kojzavod ~ 6mkr (N->S)
	3	08:48	09:30	00:42	13.1	18.7	63	34	19.4%	1 6mkr. ~ Kojzavod (S->N)
	4	09:36	10:18	00:42	13.1	18.7	48	35	15.6%	2 Kojzavod ~ 6mkr (N->S)
	5	10:45	11:25	00:40	13.1	19.7	55	25	14.0%	1 6mkr. ~ Kojzavod (S->N)
	6	11:33	12:13	00:40	13.1	19.7	50	25	13.4%	2 Kojzavod ~ 6mkr (N->S)
	7	12:15	12:56	00:41	13.1	19.2	55	28	13.2%	1 6mkr. ~ Kojzavod (S->N)
	8	13:02	13:37	00:35	13.1	22.5	64	29	30.2%	2 Kojzavod ~ 6mkr (N->S)
	9	13:54	14:36	00:42	13.1	18.7	61	36	14.2%	1 6mkr. ~ Kojzavod (S->N)
	10	14:36	15:18	00:42	13.1	18.7	45	24	11.7%	2 Kojzavod ~ 6mkr (N->S)
	11	15:03	16:17	01:14	13.1	10.6	30	19	4.4%	1 6mkr. ~ Kojzavod (S->N)
	12	16:27	17:04	00:37	13.1	21.2	78	41	22.9%	2 Kojzavod ~ 6mkr (N->S)
	13	17:20	18:06	00:46	13.1	17.1	84	52	24.3%	1 6mkr. ~ Kojzavod (S->N)
	14	18:09	19:04	00:55	13.1	14.3	65	45	17.4%	2 Kojzavod ~ 6mkr (N->S)
	15	19:25	20:03	00:38	13.1	20.7	32	10	5.5%	1 6mkr. ~ Kojzavod (S->N)

Summary tables for Survey On board (B3)

Direction
1 12 mkr ~ j-m Dordoi (S->N)
2 j-m Dordoi ~ 12 mkr(N->S)

B3(1)	No trip	Start (hh:mm)	End (hh:mm)	Trip time (hh:mm)	Length (km)	Ave. Speed (km/h)	Number of Passenger(pop)	Maximum Loading (pop)	Occupancy rate (%)	Direction
25-Jan-12	1	06:24	07:27	01:03	22.5	21.4	59	29	19.1%	1 12 mkr ~ j-m Dordoi (S->N)
Wed	2	07:33	08:41	01:08	22.5	19.9	60	38	31.1%	2 j-m Dordoi ~ 12 mkr(N->S)
	3	08:54	10:02	01:08	22.5	19.9	80	37	34.2%	1 12 mkr ~ j-m Dordoi (S->N)
	4	10:03	11:05	01:02	22.5	21.8	79	36	33.7%	2 j-m Dordoi ~ 12 mkr(N->S)
	5	11:10	12:16	01:06	22.5	20.5	85	33	32.8%	1 12 mkr ~ j-m Dordoi (S->N)
	6	12:43	13:54	01:11	22.5	19.0	71	30	31.1%	2 j-m Dordoi ~ 12 mkr(N->S)
	7	14:06	15:10	01:04	22.5	21.1	60	32	25.4%	1 12 mkr ~ j-m Dordoi (S->N)
	8	15:16	16:24	01:08	22.5	19.9	72	33	28.2%	2 j-m Dordoi ~ 12 mkr(N->S)
	9	16:43	17:53	01:10	22.5	19.3	78	38	37.6%	1 12 mkr ~ j-m Dordoi (S->N)
	10	18:05	19:20	01:15	22.5	18.0	71	37	26.4%	2 j-m Dordoi ~ 12 mkr(N->S)

B3(2)	No trip	Start (hh:mm)	End (hh:mm)	Trip time (hh:mm)	Length (km)	Ave. Speed (km/h)	Number of Passenger(pop)	Maximum Loading (pop)	Occupancy rate (%)	Direction
25-Jan-12	1	06:30	07:30	01:00	22.5	22.5	32	20	14.6%	1 12 mkr ~ j-m Dordoi (S->N)
Wed	2	07:40	08:50	01:10	22.5	19.3	68	28	25.8%	2 j-m Dordoi ~ 12 mkr(N->S)
	3	09:10	10:30	01:20	22.5	16.9	58	29	19.0%	1 12 mkr ~ j-m Dordoi (S->N)
	4	10:50	11:59	01:09	22.5	19.6	53	21	17.4%	2 j-m Dordoi ~ 12 mkr(N->S)
	5	12:15	13:30	01:15	22.5	18.0	65	25	20.2%	1 12 mkr ~ j-m Dordoi (S->N)
	6	13:40	14:56	01:16	22.5	17.8	59	18	13.3%	2 j-m Dordoi ~ 12 mkr(N->S)
	7	14:58	16:05	01:07	22.5	20.1	66	25	30.1%	1 12 mkr ~ j-m Dordoi (S->N)
	8	16:15	17:26	01:11	22.5	19.0	78	41	42.1%	2 j-m Dordoi ~ 12 mkr(N->S)
	9	17:36	18:45	01:09	22.5	19.6	77	40	35.9%	1 12 mkr ~ j-m Dordoi (S->N)
	10	18:55	20:00	01:05	22.5	20.8	43	26	19.2%	2 j-m Dordoi ~ 12 mkr(N->S)

B3(3)	No trip	Start (hh:mm)	End (hh:mm)	Trip time (hh:mm)	Length (km)	Ave. Speed (km/h)	Number of Passenger(pop)	Maximum Loading (pop)	Occupancy rate (%)	Direction
26-Jan-12	1	06:37	07:44	01:07	22.5	20.1	54	28	22.9%	1 12 mkr ~ j-m Dordoi (S->N)
Thu	2	07:56	09:03	01:07	22.5	20.1	48	26	24.8%	2 j-m Dordoi ~ 12 mkr(N->S)
	3	9:06	10:11	01:05	22.5	20.8	62	27	27.2%	1 12 mkr ~ j-m Dordoi (S->N)
	4	10:12	11:21	01:09	22.5	19.6	70	30	27.1%	2 j-m Dordoi ~ 12 mkr(N->S)
	5	11:35	12:34	00:59	22.5	22.9	48	23	23.4%	1 12 mkr ~ j-m Dordoi (S->N)
	6	12:51	13:59	01:08	22.5	19.9	71	35	36.0%	2 j-m Dordoi ~ 12 mkr(N->S)
	7	14:00	15:07	01:07	22.5	20.1	51	30	21.0%	1 12 mkr ~ j-m Dordoi (S->N)
	8	15:15	16:25	01:10	22.5	19.3	65	29	32.6%	2 j-m Dordoi ~ 12 mkr(N->S)
	9	16:27	17:31	01:04	22.5	21.1	62	30	27.9%	1 12 mkr ~ j-m Dordoi (S->N)
	10	17:43	18:56	01:13	22.5	18.5	65	29	27.6%	2 j-m Dordoi ~ 12 mkr(N->S)

B3(4)	No trip	Start (hh:mm)	End (hh:mm)	Trip time (hh:mm)	Length (km)	Ave. Speed (km/h)	Number of Passenger(pop)	Maximum Loading (pop)	Occupancy rate (%)	Direction
26-Jan-12	1	06:21	07:26	01:05	22.5	20.8	52	36	27.2%	1 12 mkr ~ j-m Dordoi (S->N)
Thu	2	07:30	08:42	01:12	22.5	18.8	90	58	57.3%	2 j-m Dordoi ~ 12 mkr(N->S)
	3	08:50	09:56	01:06	22.5	20.5	84	56	54.3%	1 12 mkr ~ j-m Dordoi (S->N)
	4	10:02	11:09	01:07	22.5	20.1	75	29	31.4%	2 j-m Dordoi ~ 12 mkr(N->S)
	5	11:13	12:26	01:13	22.5	18.5	78	40	38.4%	1 12 mkr ~ j-m Dordoi (S->N)
	6	12:32	13:58	01:26	22.5	15.7	74	34	40.1%	2 j-m Dordoi ~ 12 mkr(N->S)
	7	14:06	15:27	01:21	22.5	16.7	85	36	46.1%	1 12 mkr ~ j-m Dordoi (S->N)
	8	15:36	16:58	01:22	22.5	16.5	87	61	72.8%	2 j-m Dordoi ~ 12 mkr(N->S)
	9	16:59	18:02	01:03	22.5	21.4	82	45	43.0%	1 12 mkr ~ j-m Dordoi (S->N)
	10	18:13	19:09	00:56	22.5	24.1	55	23	22.6%	2 j-m Dordoi ~ 12 mkr(N->S)

Summary tables for Survey On board (B5)

Direction

- 1 12 mkr ~ KDP Maevka (S->N)
- 2 KDP Maevka ~ 12 mkr(N->S)

B5(1)	No trip	Start (hh:mm)	End (hh:mm)	Trip time (hh:mm)	Length (km)	Ave. Speed (km/h)	Number of Passenger(pop)	Maximum Loading (pop)	Occupancy rate (%)	Direction
2-Feb-12	1	06:59	08:01	01:02	20	19.4	83	25	16.6%	1 12 mkr ~ KDP Maevka (S->N)
Thu	2	08:13	09:13	01:00	20	20.0	113	37	32.5%	2 KDP Maevka ~ 12 mkr(N->S)
	3	09:28	10:33	01:05	20	18.5	89	24	23.7%	1 12 mkr ~ KDP Maevka (S->N)
	4	11:09	12:23	01:14	20	16.2	84	26	20.8%	2 KDP Maevka ~ 12 mkr(N->S)
	5	12:32	13:22	00:50	20	24.0	83	23	19.2%	1 12 mkr ~ KDP Maevka (S->N)
	6	13:27	14:32	01:05	20	18.5	74	27	31.7%	2 KDP Maevka ~ 12 mkr(N->S)
	7	14:26	15:28	01:02	20	19.4	48	22	17.6%	1 12 mkr ~ KDP Maevka (S->N)
	8	15:36	16:37	01:01	20	19.7	30	11	11.3%	2 KDP Maevka ~ 12 mkr(N->S)
	9	17:08	18:06	00:58	20	20.7	67	37	33.8%	1 12 mkr ~ KDP Maevka (S->N)
	10	18:16	19:35	01:19	20	15.2	51	27	24.4%	2 KDP Maevka ~ 12 mkr(N->S)

B5(2)	No trip	Start (hh:mm)	End (hh:mm)	Trip time (hh:mm)	Length (km)	Ave. Speed (km/h)	Number of Passenger(pop)	Maximum Loading (pop)	Occupancy rate (%)	Direction
2-Feb-12	1	07:27	08:27	01:00	20	20.0	80	46	49.7%	1 12 mkr ~ KDP Maevka (S->N)
Thu	2	08:34	09:33	00:59	20	20.3	61	35	35.0%	2 KDP Maevka ~ 12 mkr(N->S)
	3	10:08	11:13	01:05	20	18.5	55	33	31.6%	1 12 mkr ~ KDP Maevka (S->N)
	4	11:30	12:36	01:06	20	18.2	63	38	37.9%	2 KDP Maevka ~ 12 mkr(N->S)
	5	12:44	13:48	01:04	20	18.8	67	38	37.2%	1 12 mkr ~ KDP Maevka (S->N)
	6	13:50	14:56	01:06	20	18.2	94	27	17.4%	2 KDP Maevka ~ 12 mkr(N->S)
	7	14:10	15:10	01:00	20	20.0	51	25	15.0%	1 12 mkr ~ KDP Maevka (S->N)
	8	15:16	16:24	01:08	20	17.6	54	24	18.6%	2 KDP Maevka ~ 12 mkr(N->S)
	9	16:52	17:43	00:51	20	23.5	75	33	19.3%	1 12 mkr ~ KDP Maevka (S->N)
	10	18:02	19:07	01:05	20	18.5	53	29	13.6%	2 KDP Maevka ~ 12 mkr(N->S)

B5(3)	No trip	Start (hh:mm)	End (hh:mm)	Trip time (hh:mm)	Length (km)	Ave. Speed (km/h)	Number of Passenger(pop)	Maximum Loading (pop)	Occupancy rate (%)	Direction
7-Feb-12	1	06:40	07:45	01:05	20	18.5	74	18	13.2%	1 12 mkr ~ KDP Maevka (S->N)
Tue	2	07:54	08:59	01:05	20	18.5	89	33	30.2%	2 KDP Maevka ~ 12 mkr(N->S)
	3	09:07	10:12	01:05	20	18.5	75	23	16.4%	1 12 mkr ~ KDP Maevka (S->N)
	4	10:15	11:24	01:09	20	17.4	64	18	19.1%	2 KDP Maevka ~ 12 mkr(N->S)
	5	12:04	13:09	01:05	20	18.5	80	33	32.2%	1 12 mkr ~ KDP Maevka (S->N)
	6	13:18	14:14	00:56	20	21.4	94	27	21.9%	2 KDP Maevka ~ 12 mkr(N->S)
	7	14:34	15:38	01:04	20	18.8	54	26	22.5%	1 12 mkr ~ KDP Maevka (S->N)
	8	15:50	16:49	00:59	20	20.3	58	25	18.4%	2 KDP Maevka ~ 12 mkr(N->S)
	9	17:30	18:34	01:04	20	18.8	88	33	32.0%	1 12 mkr ~ KDP Maevka (S->N)
	10	19:12	20:10	00:58	20	20.7	29	15	12.8%	2 KDP Maevka ~ 12 mkr(N->S)

B5(4)	No trip	Start (hh:mm)	End (hh:mm)	Trip time (hh:mm)	Length (km)	Ave. Speed (km/h)	Number of Passenger(pop)	Maximum Loading (pop)	Occupancy rate (%)	Direction
7-Feb-12	1	07:01	08:09	01:08	20	17.6	62	18	12.0%	1 12 mkr ~ KDP Maevka (S->N)
Tue	2	08:14	09:17	01:03	20	19.0	37	24	13.8%	2 KDP Maevka ~ 12 mkr(N->S)
	3	09:28	10:43	01:15	20	16.0	47	12	6.9%	1 12 mkr ~ KDP Maevka (S->N)
	4	11:07	12:17	01:10	20	17.1	59	15	11.4%	2 KDP Maevka ~ 12 mkr(N->S)
	5	12:24	13:27	01:03	20	19.0	49	22	12.7%	1 12 mkr ~ KDP Maevka (S->N)
	6	13:36	14:48	01:12	20	16.7	45	19	11.0%	2 KDP Maevka ~ 12 mkr(N->S)
	7	15:01	16:02	01:01	20	19.7	59	32	12.9%	1 12 mkr ~ KDP Maevka (S->N)
	8	16:13	17:19	01:06	20	18.2	68	39	21.9%	2 KDP Maevka ~ 12 mkr(N->S)
	9	17:40	18:43	01:03	20	19.0	71	28	22.8%	1 12 mkr ~ KDP Maevka (S->N)
	10	19:23	20:21	00:58	20	20.7	25	13	13.4%	2 KDP Maevka ~ 12 mkr(N->S)

Summary tables for Survey On board (B9)

Direction
1 r-k Azamat ~ 12 mkr (W->SE)
2 12 mkr ~ r-k Azamat(SE->W)

B9(1)	No trip	Start (hh:mm)	End (hh:mm)	Trip time (hh:mm)	Length (km)	Ave. Speed (km/h)	Number of Passenger(po)	Maximum Loading (pop)	Occupancy rate (%)	Direction
31-Jan-12	1	06:15	07:21	01:06	24	21.8	37	22	16.7%	2 12 mkr ~ r-k Azamat(SE->W)
Tue	2	07:26	08:33	01:07	24	21.5	68	29	26.7%	1 r-k Azamat ~ 12 mkr (W->SE)
	3	08:50	10:00	01:10	24	20.6	58	23	15.6%	2 12 mkr ~ r-k Azamat(SE->W)
	4	10:11	11:34	01:23	24	17.3	82	34	31.3%	1 r-k Azamat ~ 12 mkr (W->SE)
	5	11:40	13:06	01:26	24	16.7	86	25	31.9%	2 12 mkr ~ r-k Azamat(SE->W)
	6	13:12	14:30	01:18	24	18.5	80	33	42.1%	1 r-k Azamat ~ 12 mkr (W->SE)
	7	15:04	16:22	01:18	24	18.5	97	48	49.0%	2 12 mkr ~ r-k Azamat(SE->W)
	8	16:26	17:45	01:19	24	18.2	112	49	36.8%	1 r-k Azamat ~ 12 mkr (W->SE)
	9	17:48	19:22	01:34	24	15.3	131	57	48.5%	2 12 mkr ~ r-k Azamat(SE->W)
	10	19:25	20:26	01:01	24	23.6	31	18	14.4%	1 r-k Azamat ~ 12 mkr (W->SE)

B9(2)	No trip	Start (hh:mm)	End (hh:mm)	Trip time (hh:mm)	Length (km)	Ave. Speed (km/h)	Number of Passenger(po)	Maximum Loading (pop)	Occupancy rate (%)	Direction
31-Jan-12	1	06:28	07:53	01:25	24	16.9	54	33	14.3%	2 12 mkr ~ r-k Azamat(SE->W)
Tue	2	08:00	09:12	01:12	24	20.0	69	31	25.4%	1 r-k Azamat ~ 12 mkr (W->SE)
	3	09:31	11:02	01:31	24	15.8	87	44	32.1%	2 12 mkr ~ r-k Azamat(SE->W)
	4	11:03	12:12	01:09	24	20.9	110	44	43.3%	1 r-k Azamat ~ 12 mkr (W->SE)
	5	12:24	13:48	01:24	24	17.1	124	28	27.1%	2 12 mkr ~ r-k Azamat(SE->W)
	6	13:50	14:54	01:04	24	22.5	96	40	40.7%	1 r-k Azamat ~ 12 mkr (W->SE)
	7	15:09	16:30	01:21	24	17.8	105	51	42.9%	2 12 mkr ~ r-k Azamat(SE->W)
	8	16:37	17:50	01:13	24	19.7	93	48	39.2%	1 r-k Azamat ~ 12 mkr (W->SE)
	9	17:58	19:24	01:26	24	16.7	84	40	39.1%	2 12 mkr ~ r-k Azamat(SE->W)
	10	19:30	20:39	01:09	24	20.9	66	35	19.8%	1 r k Azamat ~ 12 mkr (W >SE)

B9(3)	No trip	Start (hh:mm)	End (hh:mm)	Trip time (hh:mm)	Length (km)	Ave. Speed (km/h)	Number of Passenger(po)	Maximum Loading (pop)	Occupancy rate (%)	Direction
1-Feb-12	1	06:00	07:18	01:18	24	18.5	31	18	17.4%	1 r-k Azamat ~ 12 mkr (W->SE)
Wed	2	07:26	08:45	01:19	24	18.2	67	24	23.6%	2 12 mkr ~ r-k Azamat(SE->W)
	3	08:49	10:03	01:14	24	19.5	95	47	51.5%	1 r-k Azamat ~ 12 mkr (W->SE)
	4	10:10	11:36	01:26	24	16.7	67	28	27.3%	2 12 mkr ~ r-k Azamat(SE->W)
	5	11:42	13:08	01:26	24	16.7	87	35	33.8%	1 r-k Azamat ~ 12 mkr (W->SE)
	6	13:20	14:36	01:16	24	18.9	68	31	31.6%	2 12 mkr ~ r-k Azamat(SE->W)
	7	14:43	16:04	01:21	24	17.8	105	31	30.5%	1 r-k Azamat ~ 12 mkr (W->SE)
	8	16:09	17:26	01:17	24	18.7	121	45	45.3%	2 12 mkr ~ r-k Azamat(SE->W)
	9	17:30	18:44	01:14	24	19.5	104	36	45.1%	1 r-k Azamat ~ 12 mkr (W->SE)
	10	18:52	20:16	01:24	24	17.1	48	19	20.8%	2 12 mkr ~ r-k Azamat(SE->W)

B9(4)	No trip	Start (hh:mm)	End (hh:mm)	Trip time (hh:mm)	Length (km)	Ave. Speed (km/h)	Number of Passenger(po)	Maximum Loading (pop)	Occupancy rate (%)	Direction
1-Feb-12	1	06:20	07:28	01:08	24	21.2	66	46	35.4%	1 r-k Azamat ~ 12 mkr (W->SE)
Wed	2	07:32	09:03	01:31	24	15.8	39	23	22.3%	2 12 mkr ~ r-k Azamat(SE->W)
	3	09:08	10:25	01:17	24	18.7	92	47	48.3%	1 r-k Azamat ~ 12 mkr (W->SE)
	4	10:32	11:57	01:25	24	16.9	67	27	25.4%	2 12 mkr ~ r-k Azamat(SE->W)
	5	12:16	13:27	01:11	24	20.3	83	30	31.8%	1 r-k Azamat ~ 12 mkr (W->SE)
	6	13:40	15:02	01:22	24	17.6	64	29	30.3%	2 12 mkr ~ r-k Azamat(SE->W)
	7	15:10	16:20	01:10	24	20.6	106	46	38.7%	1 r-k Azamat ~ 12 mkr (W->SE)
	8	16:30	17:43	01:13	24	19.7	109	50	46.0%	2 12 mkr ~ r-k Azamat(SE->W)
	9	17:50	19:00	01:10	24	20.6	59	28	19.7%	1 r-k Azamat ~ 12 mkr (W->SE)
	10	19:08	20:33	01:25	24	16.9	60	25	24.3%	2 12 mkr ~ r-k Azamat(SE->W)

Summary tables for Survey On board (B33)

Direction

- 1 Dyikan ~ 12 mkr (W->SE)
- 2 12 mkr ~ Dyikan (SE->W)

B33(1) 31-Jan-12 Tue	№ trip	Start (hh:mm)	End (hh:mm)	Trip time (hh:mm)	Length (km)	Ave. Speed (km/h)	Number of Passenger(pop)	Maximum Loading	Occupancy rate (%)	Direction	
										1	2
	1	07:05	07:45	00:40	13.5	20.3	29	14	16.2%	2	12 mkr ~ Dyikan (SE->W)
	2	08:00	08:51	00:51	13.5	15.9	34	26	21.3%	1	Dyikan ~ 12 mkr (W->SE)
	3	08:59	09:50	00:51	13.5	15.9	27	17	17.6%	2	12 mkr ~ Dyikan (SE->W)
	4	09:55	10:47	00:52	13.5	15.6	22	17	13.9%	1	Dyikan ~ 12 mkr (W->SE)
	5	11:15	12:05	00:50	13.5	16.2	40	31	28.3%	2	12 mkr ~ Dyikan (SE->W)
	6	12:16	13:11	00:55	13.5	14.7	30	19	15.9%	1	Dyikan ~ 12 mkr (W->SE)
	7	13:15	13:59	00:44	13.5	18.4	26	14	12.0%	2	12 mkr ~ Dyikan (SE->W)
	8	14:02	15:00	00:58	13.5	14.0	30	12	9.3%	1	Dyikan ~ 12 mkr (W->SE)
	9	15:02	15:48	00:46	13.5	17.6	43	23	24.6%	2	12 mkr ~ Dyikan (SE->W)
	10	15:59	16:52	00:53	13.5	15.3	51	26	21.4%	1	Dyikan ~ 12 mkr (W->SE)
	11	16:55	17:44	00:49	13.5	16.5	20	13	8.0%	2	12 mkr ~ Dyikan (SE->W)
	12	17:50	18:41	00:51	13.5	15.9	21	12	7.5%	1	Dyikan ~ 12 mkr (W->SE)

B33(2) 31-Jan-12 Tue	№ trip	Start (hh:mm)	End (hh:mm)	Trip time (hh:mm)	Length (km)	Ave. Speed (km/h)	Number of Passenger(pop)	Maximum Loading	Occupancy rate (%)	Direction	
										1	2
	1	07:25	08:07	00:42	13.5	19.3	35	19	21.2%	2	12 mkr ~ Dyikan (SE->W)
	2	08:17	09:02	00:45	13.5	18.0	26	14	9.8%	1	Dyikan ~ 12 mkr (W->SE)
	3	09:11	09:52	00:41	13.5	19.8	32	15	15.8%	2	12 mkr ~ Dyikan (SE->W)
	4	10:00	10:40	00:40	13.5	20.3	39	15	14.2%	1	Dyikan ~ 12 mkr (W->SE)
	5	10:48	11:30	00:42	13.5	19.3	44	16	17.6%	2	12 mkr ~ Dyikan (SE->W)
	6	11:36	12:23	00:47	13.5	17.2	41	18	14.8%	1	Dyikan ~ 12 mkr (W->SE)
	7	12:30	13:11	00:41	13.5	19.8	41	19	16.2%	2	12 mkr ~ Dyikan (SE->W)
	8	13:18	13:59	00:41	13.5	19.8	68	25	27.8%	1	Dyikan ~ 12 mkr (W->SE)
	9	14:10	14:53	00:43	13.5	18.8	35	16	7.2%	2	12 mkr ~ Dyikan (SE->W)
	10	15:00	15:40	00:40	13.5	20.3	44	20	13.8%	1	Dyikan ~ 12 mkr (W->SE)
	11	15:58	16:35	00:37	13.5	21.9	37	27	18.6%	2	12 mkr ~ Dyikan (SE->W)
	12	16:45	17:39	00:54	13.5	15.0	50	29	21.4%	1	Dyikan ~ 12 mkr (W->SE)

B33(3) 1-Feb-12 Wed	№ trip	Start (hh:mm)	End (hh:mm)	Trip time (hh:mm)	Length (km)	Ave. Speed (km/h)	Number of Passenger(pop)	Maximum Loading	Occupancy rate (%)	Direction	
										1	2
	1	07:23	08:16	00:53	13.5	15.3	26	16	12.3%	1	Dyikan ~ 12 mkr (W->SE)
	2	08:21	09:12	00:51	13.5	15.9	28	10	12.1%	2	12 mkr ~ Dyikan (SE->W)
	3	09:17	10:10	00:53	13.5	15.3	27	14	13.9%	1	Dyikan ~ 12 mkr (W->SE)
	4	10:25	11:23	00:58	13.5	14.0	53	28	25.4%	2	12 mkr ~ Dyikan (SE->W)
	5	11:33	12:20	00:47	13.5	17.2	28	9	8.7%	1	Dyikan ~ 12 mkr (W->SE)
	6	12:25	13:05	00:40	13.5	20.2	33	18	18.3%	2	12 mkr ~ Dyikan (SE->W)
	7	13:55	14:35	00:40	13.5	20.2	29	12	8.4%	2	12 mkr ~ Dyikan (SE->W)
	8	14:36	15:14	00:38	13.5	21.3	37	18	19.7%	1	Dyikan ~ 12 mkr (W->SE)
	9	15:15	15:57	00:42	13.5	19.3	30	21	13.2%	2	12 mkr ~ Dyikan (SE->W)
	10	16:10	17:07	00:57	13.5	14.2	45	34	18.7%	1	Dyikan ~ 12 mkr (W->SE)

B33(4) 1-Feb-12 Wed	№ trip	Start (hh:mm)	End (hh:mm)	Trip time (hh:mm)	Length (km)	Ave. Speed (km/h)	Number of Passenger(pop)	Maximum Loading	Occupancy rate (%)	Direction	
										1	2
	1	08:02	09:17	01:15	13.5	10.8	19	8	5.7%	2	12 mkr ~ Dyikan (SE->W)
	2	09:30	10:18	00:48	13.5	16.9	23	11	9.1%	1	Dyikan ~ 12 mkr (W->SE)
	3	11:17	12:08	00:51	13.5	15.9	18	11	8.0%	2	12 mkr ~ Dyikan (SE->W)
	4	12:13	13:06	00:53	13.5	15.3	19	5	5.5%	1	Dyikan ~ 12 mkr (W->SE)
	5	13:11	14:02	00:51	13.5	15.9	21	7	5.9%	2	12 mkr ~ Dyikan (SE->W)
	6	14:05	14:51	00:46	13.5	17.6	52	24	21.7%	1	Dyikan ~ 12 mkr (W->SE)
	7	14:52	15:47	00:55	13.5	14.7	44	24	21.4%	2	12 mkr ~ Dyikan (SE->W)
	8	16:00	16:59	00:59	13.5	13.7	52	27	21.0%	1	Dyikan ~ 12 mkr (W->SE)
	9	17:05	17:49	00:44	13.5	18.4	37	13	8.4%	2	12 mkr ~ Dyikan (SE->W)
	10	18:01	18:45	00:44	13.5	18.4	26	13	11.8%	1	Dyikan ~ 12 mkr (W->SE)

Summary tables for Survey On board (B35)

Direction

- 1 Zap. Avtovokzal ~ Zap. Avtovokzal (Clockwise)
- 2 Zap. Avtovokzal ~ Zap. Avtovokzal (AUntiClockwise)

B35(1)	№ trip	Start (hh:mm)	End (hh:mm)	Trip time (hh:mm)	Length (km)	Ave. Speed (km/h)	Number of Passenger(pop)	Maximum Loading	Occupancy rate (%)	Direction
25-Jan-12	1	07:12	08:30	01:18	18	13.8	89	36	28.3%	2 Zap. Avtovokzal ~ Zap. Avtovokzal (AUntiClockwise)
Wed	2	08:43	09:49	01:06	18	16.4	85	22	19.6%	2 Zap. Avtovokzal ~ Zap. Avtovokzal (AUntiClockwise)
	3	09:55	11:06	01:11	18	15.2	73	28	21.3%	2 Zap. Avtovokzal ~ Zap. Avtovokzal (AUntiClockwise)
	4	11:24	12:30	01:06	18	16.4	119	37	29.9%	2 Zap. Avtovokzal ~ Zap. Avtovokzal (AUntiClockwise)
	5	12:43	13:57	01:14	18	14.6	112	20	10.6%	2 Zap. Avtovokzal ~ Zap. Avtovokzal (AUntiClockwise)
	6	14:13	15:17	01:04	18	16.9	85	29	33.6%	2 Zap. Avtovokzal ~ Zap. Avtovokzal (AUntiClockwise)
	7	15:49	16:55	01:06	18	16.4	91	31	22.1%	2 Zap. Avtovokzal ~ Zap. Avtovokzal (AUntiClockwise)
	8	17:23	18:30	01:07	18	16.1	96	39	37.7%	2 Zap. Avtovokzal ~ Zap. Avtovokzal (AUntiClockwise)
	9	19:01	20:05	01:04	18	16.9	32	22	21.6%	2 Zap. Avtovokzal ~ Zap. Avtovokzal (AUntiClockwise)

B35(2)	№ trip	Start (hh:mm)	End (hh:mm)	Trip time (hh:mm)	Length (km)	Ave. Speed (km/h)	Number of Passenger(pop)	Maximum Loading	Occupancy rate (%)	Direction
25-Jan-12	1	07:11	08:11	01:00	18	18.0	77	18	15.1%	2 Zap. Avtovokzal ~ Zap. Avtovokzal (AUntiClockwise)
Wed	2	08:53	09:56	01:03	18	17.1	90	24	25.0%	2 Zap. Avtovokzal ~ Zap. Avtovokzal (AUntiClockwise)
	3	09:58	11:02	01:04	18	16.9	110	31	40.7%	2 Zap. Avtovokzal ~ Zap. Avtovokzal (AUntiClockwise)
	4	11:19	12:29	01:10	18	15.4	129	39	24.8%	2 Zap. Avtovokzal ~ Zap. Avtovokzal (AUntiClockwise)
	5	12:47	13:54	01:07	18	16.1	119	37	26.9%	2 Zap. Avtovokzal ~ Zap. Avtovokzal (AUntiClockwise)
	6	14:30	15:34	01:04	18	16.9	90	35	29.8%	2 Zap. Avtovokzal ~ Zap. Avtovokzal (AUntiClockwise)
	7	15:46	16:50	01:04	18	16.9	95	25	23.6%	2 Zap. Avtovokzal ~ Zap. Avtovokzal (AUntiClockwise)
	8	17:08	18:19	01:11	18	15.2	81	27	16.9%	2 Zap. Avtovokzal ~ Zap. Avtovokzal (AUntiClockwise)

B35(3)	№ trip	Start (hh:mm)	End (hh:mm)	Trip time (hh:mm)	Length (km)	Ave. Speed (km/h)	Number of Passenger(pop)	Maximum Loading	Occupancy rate (%)	Direction
26-Jan-12	1	07:46	08:44	00:58	18	18.6	107	19	10.9%	2 Zap. Avtovokzal ~ Zap. Avtovokzal (AUntiClockwise)
Thu	2	08:47	09:51	01:04	18	16.9	114	24	21.5%	2 Zap. Avtovokzal ~ Zap. Avtovokzal (AUntiClockwise)
	3	09:56	11:06	01:10	18	15.4	130	32	33.2%	2 Zap. Avtovokzal ~ Zap. Avtovokzal (AUntiClockwise)
	4	11:45	12:56	01:11	18	15.2	149	40	37.5%	2 Zap. Avtovokzal ~ Zap. Avtovokzal (AUntiClockwise)
	5	13:02	14:07	01:05	18	16.6	119	30	22.2%	2 Zap. Avtovokzal ~ Zap. Avtovokzal (AUntiClockwise)
	6	14:10	15:15	01:05	18	16.6	136	55	64.8%	2 Zap. Avtovokzal ~ Zap. Avtovokzal (AUntiClockwise)
	7	15:33	16:37	01:04	18	16.9	101	31	35.8%	2 Zap. Avtovokzal ~ Zap. Avtovokzal (AUntiClockwise)
	8	17:10	18:16	01:06	18	16.4	124	37	33.7%	2 Zap. Avtovokzal ~ Zap. Avtovokzal (AUntiClockwise)
	9	18:45	19:49	01:04	18	16.9	94	43	36.6%	2 Zap. Avtovokzal ~ Zap. Avtovokzal (AUntiClockwise)

B35(4)	№ trip	Start (hh:mm)	End (hh:mm)	Trip time (hh:mm)	Length (km)	Ave. Speed (km/h)	Number of Passenger(pop)	Maximum Loading	Occupancy rate (%)	Direction
26-Jan-12	1	08:13	09:25	01:12	18	15.0	88	17	8.5%	2 Zap. Avtovokzal ~ Zap. Avtovokzal (AUntiClockwise)
Thu	2	09:38	10:46	01:08	18	15.9	99	31	23.6%	2 Zap. Avtovokzal ~ Zap. Avtovokzal (AUntiClockwise)
	3	11:29	12:44	01:15	18	14.4	110	26	14.6%	2 Zap. Avtovokzal ~ Zap. Avtovokzal (AUntiClockwise)
	4	13:12	14:19	01:07	18	16.1	85	24	16.5%	2 Zap. Avtovokzal ~ Zap. Avtovokzal (AUntiClockwise)
	5	14:22	15:30	01:08	18	15.9	110	38	31.8%	2 Zap. Avtovokzal ~ Zap. Avtovokzal (AUntiClockwise)
	6	16:03	17:13	01:10	18	15.4	125	28	28.6%	2 Zap. Avtovokzal ~ Zap. Avtovokzal (AUntiClockwise)
	7	17:40	18:48	01:08	18	15.9	96	38	32.6%	2 Zap. Avtovokzal ~ Zap. Avtovokzal (AUntiClockwise)
	8	19:07	20:10	01:03	18	17.1	45	25	22.3%	2 Zap. Avtovokzal ~ Zap. Avtovokzal (AUntiClockwise)

Summary tables for Survey On board (B38)

Direction

- 1 Alamedin ~ 110 kvartal (E->W)
- 2 110 kvartal ~ Alamedin (W->E)

B38(1)	Nº trip	Start (hh:mm)	End (hh:mm)	Trip time (hh:mm)	Length (km)	Ave. Speed (km/h)	Number of Passenger(pop)	Maximum Loading (pop)	Occupancy rate (%)	Direction
31-Jan-12 Tue	1	06:32	07:24	00:52	18	20.8	46	15	11.5%	1 Alamedin ~ 110 kvartal (E->W)
	2	07:26	08:23	00:57	18	18.9	78	40	39.0%	2 110 kvartal ~ Alamedin (W->E)
	3	08:44	09:42	00:58	18	18.6	76	44	42.5%	1 Alamedin ~ 110 kvartal (E->W)
	4	09:55	10:56	01:01	18	17.7	105	56	30.4%	2 110 kvartal ~ Alamedin (W->E)
	5	10:58	11:58	01:00	18	18.0	89	28	20.8%	1 Alamedin ~ 110 kvartal (E->W)
	6	12:30	13:30	01:00	18	18.0	112	25	17.4%	2 110 kvartal ~ Alamedin (W->E)
	7	13:32	14:27	00:55	18	19.6	120	52	24.4%	1 Alamedin ~ 110 kvartal (E->W)
	8	14:14	15:14	01:00	18	18.0	94	48	41.9%	2 110 kvartal ~ Alamedin (W->E)
	9	15:18	16:14	00:56	18	19.3	91	46	27.4%	1 Alamedin ~ 110 kvartal (E->W)
	10	16:25	17:23	00:58	18	18.6	95	48	33.5%	2 110 kvartal ~ Alamedin (W->E)
	11	17:30	18:26	00:56	18	19.3	89	51	45.5%	1 Alamedin ~ 110 kvartal (E->W)
	12	18:33	19:33	01:00	18	18.0	59	22	14.8%	2 110 kvartal ~ Alamedin (W->E)

B38(2)	Nº trip	Start (hh:mm)	End (hh:mm)	Trip time (hh:mm)	Length (km)	Ave. Speed (km/h)	Number of Passenger(pop)	Maximum Loading (pop)	Occupancy rate (%)	Direction
31-Jan-12 Tue	1	6:16	7:12	00:56	18	19.3	93	30	20.2%	1 Alamedin ~ 110 kvartal (E->W)
	2	07:13	8:14	01:01	18	17.7	92	57	46.7%	2 110 kvartal ~ Alamedin (W->E)
	3	8:18	9:18	01:00	18	18.0	99	48	35.7%	1 Alamedin ~ 110 kvartal (E->W)
	4	9:24	10:25	01:01	18	17.7	84	38	39.2%	2 110 kvartal ~ Alamedin (W->E)
	5	10:35	11:39	01:04	18	16.9	122	56	50.5%	1 Alamedin ~ 110 kvartal (E->W)
	6	11:48	12:57	01:09	18	15.7	80	28	20.8%	2 110 kvartal ~ Alamedin (W->E)
	7	13:07	14:03	00:56	18	19.3	114	29	16.0%	1 Alamedin ~ 110 kvartal (E->W)
	8	14:28	15:29	01:01	18	17.7	105	42	36.8%	2 110 kvartal ~ Alamedin (W->E)
	9	15:35	16:31	00:56	18	19.3	96	48	36.3%	1 Alamedin ~ 110 kvartal (E->W)
	10	16:48	17:50	01:02	18	17.4	95	43	37.8%	2 110 kvartal ~ Alamedin (W->E)
	11	17:54	18:59	01:05	18	16.6	115	50	45.8%	1 Alamedin ~ 110 kvartal (E->W)
	12	19:03	20:04	01:01	18	17.7	64	42	40.6%	2 110 kvartal ~ Alamedin (W->E)

B38(3)	Nº trip	Start (hh:mm)	End (hh:mm)	Trip time (hh:mm)	Length (km)	Ave. Speed (km/h)	Number of Passenger(pop)	Maximum Loading (pop)	Occupancy rate (%)	Direction
1-Feb-12 Wed	1	6:33	7:33	01:00	18	18.0	61	28	13.2%	1 Alamedin ~ 110 kvartal (E->W)
	2	7:40	8:40	01:00	18	18.0	74	27	17.0%	2 110 kvartal ~ Alamedin (W->E)
	3	8:51	9:51	01:00	18	18.0	105	43	28.1%	1 Alamedin ~ 110 kvartal (E->W)
	4	9:56	10:56	01:00	18	18.0	121	46	26.8%	2 110 kvartal ~ Alamedin (W->E)
	5	10:58	12:00	01:02	18	17.4	126	36	21.8%	1 Alamedin ~ 110 kvartal (E->W)
	6	12:02	13:04	01:02	18	17.4	140	43	34.6%	2 110 kvartal ~ Alamedin (W->E)
	7	13:05	14:02	00:57	18	18.9	159	43	27.3%	1 Alamedin ~ 110 kvartal (E->W)
	8	14:19	15:20	01:01	18	17.7	112	43	37.4%	2 110 kvartal ~ Alamedin (W->E)
	9	15:24	16:24	01:00	18	18.0	94	43	31.8%	1 Alamedin ~ 110 kvartal (E->W)
	10	16:30	17:30	01:00	18	18.0	85	25	24.3%	2 110 kvartal ~ Alamedin (W->E)
	11	17:35	18:35	01:00	18	18.0	97	25	18.5%	1 Alamedin ~ 110 kvartal (E->W)
	12	19:00	19:57	00:57	18	18.9	33	12	8.8%	2 110 kvartal ~ Alamedin (W->E)

B38(4)	Nº trip	Start (hh:mm)	End (hh:mm)	Trip time (hh:mm)	Length (km)	Ave. Speed (km/h)	Number of Passenger(pop)	Maximum Loading (pop)	Occupancy rate (%)	Direction
1-Feb-12 Wed	1	7:11	8:15	01:04	18	16.9	90	49	31.8%	2 110 kvartal ~ Alamedin (W->E)
	2	08:20	9:16	00:56	18	19.3	107	36	20.7%	1 Alamedin ~ 110 kvartal (E->W)
	3	9:25	10:27	01:02	18	17.4	83	40	38.8%	2 110 kvartal ~ Alamedin (W->E)
	4	10:50	11:49	00:59	18	18.3	104	39	39.8%	1 Alamedin ~ 110 kvartal (E->W)
	5	11:55	12:52	00:57	18	18.9	104	28	25.6%	2 110 kvartal ~ Alamedin (W->E)
	6	13:09	14:10	01:01	18	17.7	119	35	36.8%	1 Alamedin ~ 110 kvartal (E->W)
	7	14:31	15:30	00:59	18	18.3	94	45	39.8%	2 110 kvartal ~ Alamedin (W->E)
	8	15:35	16:32	00:57	18	18.9	87	61	65.4%	1 Alamedin ~ 110 kvartal (E->W)
	9	16:37	17:36	00:59	18	18.3	94	58	54.1%	2 110 kvartal ~ Alamedin (W->E)
	10	17:41	18:43	01:02	18	17.4	117	74	67.8%	1 Alamedin ~ 110 kvartal (E->W)
	11	18:55	20:01	01:06	18	16.4	55	22	21.6%	2 110 kvartal ~ Alamedin (W->E)

Summary tables for Survey On board (B42)

Direction
1 J-m Ala-Toot ~ 12 mkr (W->SE)
2 12 mkr ~ J-m Ala-Toot(SE->W)

B42(1)	No trip	Start (hh:mm)	End (hh:mm)	Trip time (hh:mm)	Length (km)	Ave. Speed (km/h)	Number of Passenger(pop)	Maximum Loading	Occupancy rate (%)	Direction
2-Feb-12	1	07:47	09:13	01:26	24.3	17.0	100	48	28.7%	1 J-m Ala-Toot ~ 12 mkr (W->SE)
Thu	2	09:41	11:01	01:20	24.3	18.2	144	42	17.7%	2 12 mkr ~ J-m Ala-Toot(SE->W)
	3	11:04	12:24	01:20	24.3	18.2	164	59	40.3%	1 J-m Ala-Toot ~ 12 mkr (W->SE)
	4	12:49	14:09	01:20	24.3	18.2	154	56	35.3%	2 12 mkr ~ J-m Ala-Toot(SE->W)
	5	14:31	15:52	01:21	24.3	18.0	101	59	35.2%	2 12 mkr ~ J-m Ala-Toot(SE->W)
	6	16:03	17:21	01:18	24.3	18.7	66	29	18.2%	1 J-m Ala-Toot ~ 12 mkr (W->SE)
	7	17:43	19:03	01:20	24.3	18.2	116	51	30.8%	2 12 mkr ~ J-m Ala-Toot(SE->W)
	8	19:05	20:17	01:12	24.3	20.2	39	18	16.1%	1 J-m Ala-Toot ~ 12 mkr (W->SE)

B42(2)	No trip	Start (hh:mm)	End (hh:mm)	Trip time (hh:mm)	Length (km)	Ave. Speed (km/h)	Number of Passenger(pop)	Maximum Loading	Occupancy rate (%)	Direction
2-Feb-12	1	07:59	09:23	01:24	24.3	17.4	73	51	40.1%	1 J-m Ala-Toot ~ 12 mkr (W->SE)
Thu	2	09:34	10:59	01:25	24.3	17.2	105	48	42.4%	2 12 mkr ~ J-m Ala-Toot(SE->W)
	3	11:20	12:44	01:24	24.3	17.4	105	35	43.5%	1 J-m Ala-Toot ~ 12 mkr (W->SE)
	4	12:58	14:18	01:20	24.3	18.2	88	34	19.0%	2 12 mkr ~ J-m Ala-Toot(SE->W)
	5	14:26	15:41	01:15	24.3	19.4	92	41	33.3%	2 12 mkr ~ J-m Ala-Toot(SE->W)
	6	16:12	17:28	01:16	24.3	19.2	71	33	24.0%	1 J-m Ala-Toot ~ 12 mkr (W->SE)
	7	17:51	19:08	01:17	24.3	18.9	92	62	51.1%	2 12 mkr ~ J-m Ala-Toot(SE->W)
	8	19:20	20:38	01:18	24.3	18.7	65	53	45.7%	1 J-m Ala-Toot ~ 12 mkr (W->SE)

B42(3)	No trip	Start (hh:mm)	End (hh:mm)	Trip time (hh:mm)	Length (km)	Ave. Speed (km/h)	Number of Passenger(pop)	Maximum Loading	Occupancy rate (%)	Direction
7-Feb-12	1	08:40	08:00	01:20	24.3	18.2	74	32	18.7%	2 12 mkr ~ J-m Ala-Toot(SE->W)
Tue	2	08:06	09:29	01:23	24.3	17.6	81	27	15.5%	1 J-m Ala-Toot ~ 12 mkr (W->SE)
	3	09:41	11:01	01:20	24.3	18.2	140	45	33.8%	2 12 mkr ~ J-m Ala-Toot(SE->W)
	4	11:04	12:26	01:22	24.3	17.8	154	34	24.6%	1 J-m Ala-Toot ~ 12 mkr (W->SE)
	5	12:33	13:53	01:20	24.3	18.2	156	40	26.4%	2 12 mkr ~ J-m Ala-Toot(SE->W)
	6	14:16	15:38	01:22	24.3	17.8	104	45	37.2%	1 J-m Ala-Toot ~ 12 mkr (W->SE)
	7	18:53	20:29	01:36	24.3	15.2	51	24	22.5%	2 12 mkr ~ J-m Ala-Toot(SE->W)

B42(4)	No trip	Start (hh:mm)	End (hh:mm)	Trip time (hh:mm)	Length (km)	Ave. Speed (km/h)	Number of Passenger(pop)	Maximum Loading	Occupancy rate (%)	Direction
7-Feb-12	1	06:45	08:01	01:16	24.3	19.2	62	20	13.9%	2 12 mkr ~ J-m Ala-Toot(SE->W)
Tue	2	08:11	09:32	01:21	24.3	18.0	105	51	43.6%	1 J-m Ala-Toot ~ 12 mkr (W->SE)
	3	09:47	11:06	01:19	24.3	18.5	64	24	21.2%	2 12 mkr ~ J-m Ala-Toot(SE->W)
	4	11:29	12:48	01:19	24.3	18.5	86	41	33.3%	1 J-m Ala-Toot ~ 12 mkr (W->SE)
	5	13:04	14:16	01:12	24.3	20.3	86	32	21.7%	2 12 mkr ~ J-m Ala-Toot(SE->W)
	6	14:21	15:40	01:19	24.3	18.5	86	41	32.9%	1 J-m Ala-Toot ~ 12 mkr (W->SE)
	7	14:06	15:28	01:22	24.3	17.8	115	47	42.4%	2 12 mkr ~ J-m Ala-Toot(SE->W)
	8	15:37	17:02	01:25	24.3	17.2	81	36	30.3%	1 J-m Ala-Toot ~ 12 mkr (W->SE)
	9	17:33	18:47	01:14	24.3	19.7	113	62	62.2%	2 12 mkr ~ J-m Ala-Toot(SE->W)
	10	18:55	20:11	01:16	24.3	19.2	88	44	35.7%	1 J-m Ala-Toot ~ 12 mkr (W->SE)

(5) On Board Survey in Summer Time

Table Summary of On Board Survey Results in Summer Time (Trolleybus)

Route	Ave. Speed (km/h)	Ave. Passenger (pop)	Maximum Loading (pop)	Median of Occupancy Rate (%)
T4	16.6	70	71	12.5%
T8	17.6	90	79	20.1%
T9	19.0	50	48	8.0%
T10	15.5	52	61	10.1%
T11	19.7	54	58	11.8%
T14	19.1	46	64	9.6%
T17	20.3	40	42	9.7%

Survey in June, 2012

Summary tables for Survey On board (T4)

Direction

- 1 Myasokombinat ~ Kojzavod (S->N)
- 2 Kojzavod ~ Myasokombinat(N->S)

T4(1)	№ trip	Start (hh:mm)	End (hh:mm)	Trip time (hh:mm)	Length (km)	Ave. Speed (km/h)	Number of Passenger(pop)	Maximum Loading	Occupancy rate (%)	Direction
12-Jun-12	1	06:24	06:58	00:34	11.2	19.8	22	13	4.2%	1 Myasokombinat ~ Kojzavod (S->N)
Tue	2	07:04	07:41	00:37	11.2	18.2	68	44	17.5%	2 Kojzavod ~ Myasokombinat(N->S)
	3	07:57	08:06	01:09	11.2	9.7	72	42	15.1%	1 Myasokombinat ~ Kojzavod (S->N)
	4	09:22	10:20	00:58	11.2	11.6	80	46	19.9%	2 Kojzavod ~ Myasokombinat(N->S)
	5	10:42	11:19	00:37	11.2	18.2	82	49	15.3%	1 Myasokombinat ~ Kojzavod (S->N)
	6	11:25	12:11	00:46	11.2	14.6	66	29	10.4%	2 Kojzavod ~ Myasokombinat(N->S)
	7	12:13	12:58	00:45	11.2	14.9	104	61	24.4%	1 Myasokombinat ~ Kojzavod (S->N)
	8	12:59	13:34	00:35	11.2	19.2	56	31	15.7%	2 Kojzavod ~ Myasokombinat(N->S)
	9	13:45	14:28	00:43	11.2	15.6	70	36	14.4%	1 Myasokombinat ~ Kojzavod (S->N)
	10	14:30	15:10	00:40	11.2	16.8	78	44	16.6%	2 Kojzavod ~ Myasokombinat(N->S)
	11	15:12	15:50	00:38	11.2	17.7	66	36	14.8%	1 Myasokombinat ~ Kojzavod (S->N)
	12	15:54	16:33	00:39	11.2	17.2	82	46	17.6%	2 Kojzavod ~ Myasokombinat(N->S)
	13	16:37	17:20	00:43	11.2	15.6	32	17	7.5%	1 Myasokombinat ~ Kojzavod (S->N)
	14	17:52	18:25	00:33	11.2	20.4	63	32	11.9%	2 Kojzavod ~ Myasokombinat(N->S)
	15	18:28	19:15	00:47	11.2	14.3	81	61	22.9%	1 Myasokombinat ~ Kojzavod (S->N)
	16	19:17	19:50	00:33	11.2	20.4	51	37	12.5%	2 Kojzavod ~ Myasokombinat(N->S)

T4(2)	№ trip	Start (hh:mm)	End (hh:mm)	Trip time (hh:mm)	Length (km)	Ave. Speed (km/h)	Number of Passenger(pop)	Maximum Loading	Occupancy rate (%)	Direction
12-Jun-12	1	06:20	06:57	00:37	11.2	18.2	28	21	8.2%	1 Myasokombinat ~ Kojzavod (S->N)
Tue	2	07:00	07:35	00:35	11.2	19.2	100	63	28.6%	2 Kojzavod ~ Myasokombinat(N->S)
	3	07:50	09:03	01:13	11.2	9.2	80	45	23.4%	1 Myasokombinat ~ Kojzavod (S->N)
	4	09:10	10:12	01:02	11.2	10.8	55	28	12.7%	2 Kojzavod ~ Myasokombinat(N->S)
	5	10:36	11:13	00:37	11.2	18.2	53	21	12.2%	1 Myasokombinat ~ Kojzavod (S->N)
	6	11:15	11:56	00:41	11.2	16.4	71	32	13.6%	2 Kojzavod ~ Myasokombinat(N->S)
	7	12:00	12:45	00:45	11.2	14.9	79	34	13.8%	1 Myasokombinat ~ Kojzavod (S->N)
	8	12:46	13:25	00:39	11.2	17.2	75	22	9.0%	2 Kojzavod ~ Myasokombinat(N->S)
	9	13:25	14:03	00:38	11.2	17.7	57	20	10.4%	1 Myasokombinat ~ Kojzavod (S->N)
	10	14:05	14:47	00:42	11.2	16.0	57	20	10.3%	2 Kojzavod ~ Myasokombinat(N->S)
	11	14:50	15:26	00:36	11.2	18.7	58	27	11.3%	1 Myasokombinat ~ Kojzavod (S->N)
	12	15:30	16:10	00:40	11.2	16.8	81	46	13.9%	2 Kojzavod ~ Myasokombinat(N->S)
	13	16:13	16:51	00:38	11.2	17.7	66	19	8.7%	1 Myasokombinat ~ Kojzavod (S->N)
	14	16:57	17:36	00:39	11.2	17.2	54	23	11.7%	2 Kojzavod ~ Myasokombinat(N->S)
	15	17:47	18:35	00:48	11.2	14.0	47	29	9.8%	1 Myasokombinat ~ Kojzavod (S->N)
	16	18:40	19:25	00:45	11.2	14.9	38	27	11.9%	2 Kojzavod ~ Myasokombinat(N->S)

T4(3)	№ trip	Start (hh:mm)	End (hh:mm)	Trip time (hh:mm)	Length (km)	Ave. Speed (km/h)	Number of Passenger(pop)	Maximum Loading	Occupancy rate (%)	Direction
14-Jun-12	1	08:12	06:44	00:32	11.2	21.0	41	26	9.0%	1 Myasokombinat ~ Kojzavod (S->N)
Thu	2	06:48	07:23	00:35	11.2	19.2	78	56	19.2%	2 Kojzavod ~ Myasokombinat(N->S)
	3	07:46	08:27	00:41	11.2	16.4	71	47	Rate	1 Myasokombinat ~ Kojzavod (S->N)
	4	08:29	09:09	00:40	11.2	16.8	48	32	11.8%	2 Kojzavod ~ Myasokombinat(N->S)
	5	09:12	09:52	00:40	11.2	16.8	91	44	11.0%	1 Myasokombinat ~ Kojzavod (S->N)
	6	09:55	10:35	00:40	11.2	16.8	94	58	13.8%	2 Kojzavod ~ Myasokombinat(N->S)
	7	11:03	11:45	00:42	11.2	16.0	128	71	22.8%	1 Myasokombinat ~ Kojzavod (S->N)
	8	11:47	12:25	00:38	11.2	17.7	64	30	11.0%	2 Kojzavod ~ Myasokombinat(N->S)
	9	12:27	13:10	00:43	11.2	15.6	69	30	10.5%	1 Myasokombinat ~ Kojzavod (S->N)
	10	13:16	13:46	00:30	11.2	22.4	42	23	7.2%	2 Kojzavod ~ Myasokombinat(N->S)
	11	13:50	14:29	00:39	11.2	17.2	74	37	13.0%	1 Myasokombinat ~ Kojzavod (S->N)
	12	14:34	15:12	00:38	11.2	17.7	36	20	6.8%	2 Kojzavod ~ Myasokombinat(N->S)
	13	15:15	15:54	00:39	11.2	17.2	54	21	5.6%	1 Myasokombinat ~ Kojzavod (S->N)
	14	15:55	16:38	00:43	11.2	15.6	85	41	14.7%	2 Kojzavod ~ Myasokombinat(N->S)
	15	16:41	17:15	00:34	11.2	19.8	81	33	11.9%	1 Myasokombinat ~ Kojzavod (S->N)
	16	17:20	18:01	00:41	11.2	16.4	95	42	15.1%	2 Kojzavod ~ Myasokombinat(N->S)
	17	18:04	18:47	00:43	11.2	15.6	107	46	12.3%	1 Myasokombinat ~ Kojzavod (S->N)
	18	18:50	19:23	00:33	11.2	20.4	47	15	3.8%	2 Kojzavod ~ Myasokombinat(N->S)

T4(4)	№ trip	Start (hh:mm)	End (hh:mm)	Trip time (hh:mm)	Length (km)	Ave. Speed (km/h)	Number of Passenger(pop)	Maximum Loading	Occupancy rate (%)	Direction
14-Jun-12	1	06:21	06:50	00:29	11.2	23.2	23	12	4.5%	1 Myasokombinat ~ Kojzavod (S->N)
Thu	2	07:00	07:43	00:43	11.2	15.6	90	59	23.2%	2 Kojzavod ~ Myasokombinat(N->S)
	3	08:00	08:42	00:42	11.2	16.0	85	21	19.9%	1 Myasokombinat ~ Kojzavod (S->N)
	4	08:42	09:17	00:35	11.2	19.2	97	17	7.0%	2 Kojzavod ~ Myasokombinat(N->S)
	5	09:18	09:55	00:37	11.2	18.2	99	30	8.5%	1 Myasokombinat ~ Kojzavod (S->N)
	6	09:58	10:40	00:42	11.2	16.0	75	20	5.7%	2 Kojzavod ~ Myasokombinat(N->S)
	7	11:10	11:35	00:25	11.2	26.9	69	32	10.1%	1 Myasokombinat ~ Kojzavod (S->N)
	8	11:39	12:30	00:51	11.2	13.2	64	24	9.4%	2 Kojzavod ~ Myasokombinat(N->S)
	9	12:34	13:15	00:41	11.2	16.4	59	13	4.7%	1 Myasokombinat ~ Kojzavod (S->N)
	10	13:20	13:55	00:35	11.2	19.2	62	27	13.1%	2 Kojzavod ~ Myasokombinat(N->S)
	11	14:00	14:45	00:45	11.2	14.9	77	41	16.9%	1 Myasokombinat ~ Kojzavod (S->N)
	12	14:50	15:24	00:34	11.2	19.8	64	31	14.1%	2 Kojzavod ~ Myasokombinat(N->S)
	13	15:25	16:06	00:41	11.2	16.4	71	34	17.4%	1 Myasokombinat ~ Kojzavod (S->N)
	14	16:10	16:48	00:38	11.2	17.7	97	52	22.4%	2 Kojzavod ~ Myasokombinat(N->S)
	15	16:49	17:27	00:38	11.2	17.7	110	45	19.7%	1 Myasokombinat ~ Kojzavod (S->N)
	16	17:30	18:10	00:40	11.2	16.8	92	47	18.6%	2 Kojzavod ~ Myasokombinat(N->S)
	17	18:15	18:58	00:41	11.2	16.4	108	46	21.7%	3 Myasokombinat ~ Kojzavod (S->N)
	18	18:58	19:30	00:32	11.2	21.0	74	30	12.4%	4 Kojzavod ~ Myasokombinat(N->S)

Summary tables for Survey On board (T8)

Direction

- 1 Ak-Orgo ~ Lermontova (SW->NE)
- 2 Lermontova ~ Ak-Orgo(NE->SW)

T8(1)	No trip	Start (hh:mm)	End (hh:mm)	Trip time (hh:mm)	Length (km)	Ave. Speed (km/h)	Number of Passenger(pop)	Maximum Loading	Occupancy rate (%)	Direction
12-Jun-12 Tue	1	06:13	07:05	00:52	16.4	18.9	68	54	16.2%	1 Ak-Orgo ~ Lermontova (SW->NE)
	2	07:13	08:12	00:59	16.4	16.7	109	66	21.4%	2 Lermontova ~ Ak-Orgo(NE->SW)
	3	08:18	09:16	00:58	16.4	17.0	99	53	18.6%	1 Ak-Orgo ~ Lermontova (SW->NE)
	4	09:17	10:11	00:54	16.4	18.2	91	43	14.7%	2 Lermontova ~ Ak-Orgo(NE->SW)
	5	10:28	11:32	01:04	16.4	15.4	152	68	29.2%	1 Ak-Orgo ~ Lermontova (SW->NE)
	6	11:33	12:35	01:02	16.4	15.9	70	24	9.7%	2 Lermontova ~ Ak-Orgo(NE->SW)
	7	12:35	13:33	00:58	16.4	17.0	74	22	7.3%	1 Ak-Orgo ~ Lermontova (SW->NE)
	8	13:35	14:45	01:10	16.4	14.1	73	25	6.2%	2 Lermontova ~ Ak-Orgo(NE->SW)
	9	14:46	15:45	00:59	16.4	16.7	89	47	19.9%	1 Ak-Orgo ~ Lermontova (SW->NE)
	10	16:02	17:06	01:04	16.4	15.4	81	48	21.9%	2 Lermontova ~ Ak-Orgo(NE->SW)
	11	17:25	18:20	00:55	16.4	17.9	83	42	15.8%	1 Ak-Orgo ~ Lermontova (SW->NE)
	12	18:21	19:24	01:03	16.4	15.6	104	79	32.3%	2 Lermontova ~ Ak-Orgo(NE->SW)

T8(2)	No trip	Start (hh:mm)	End (hh:mm)	Trip time (hh:mm)	Length (km)	Ave. Speed (km/h)	Number of Passenger(pop)	Maximum Loading	Occupancy rate (%)	Direction
12-Jun-12 Tue	1	06:00	06:52	00:52	16.4	18.9	71	62	25.5%	1 Ak-Orgo ~ Lermontova (SW->NE)
	2	06:58	07:46	00:48	16.4	20.5	83	47	18.7%	2 Lermontova ~ Ak-Orgo(NE->SW)
	3	07:56	08:55	00:59	16.4	16.7	96	64	29.7%	1 Ak-Orgo ~ Lermontova (SW->NE)
	4	09:02	09:55	00:53	16.4	18.6	92	56	22.5%	2 Lermontova ~ Ak-Orgo(NE->SW)
	5	10:00	10:52	00:52	16.4	18.9	109	69	30.2%	1 Ak-Orgo ~ Lermontova (SW->NE)
	6	10:57	11:55	00:58	16.4	17.0	101	49	22.8%	2 Lermontova ~ Ak-Orgo(NE->SW)
	7	12:01	12:53	00:52	16.4	18.9	102	52	28.2%	1 Ak-Orgo ~ Lermontova (SW->NE)
	8	12:58	13:50	00:52	16.4	18.9	98	41	14.7%	2 Lermontova ~ Ak-Orgo(NE->SW)
	9	13:55	14:47	00:52	16.4	18.9	112	66	31.5%	1 Ak-Orgo ~ Lermontova (SW->NE)
	10	14:57	15:51	00:54	16.4	18.2	100	47	25.7%	2 Lermontova ~ Ak-Orgo(NE->SW)
	11	16:00	16:54	00:54	16.4	18.2	94	53	26.8%	1 Ak-Orgo ~ Lermontova (SW->NE)
	12	17:00	17:53	00:53	16.4	18.6	87	45	24.8%	2 Lermontova ~ Ak-Orgo(NE->SW)
	13	17:59	18:54	00:55	16.4	17.9	93	46	21.6%	1 Ak-Orgo ~ Lermontova (SW->NE)
	14	18:59	19:54	00:55	16.4	17.9	88	45	18.4%	2 Lermontova ~ Ak-Orgo(NE->SW)
	15	20:00	20:53	00:53	16.4	18.6	69	30	14.5%	1 Ak-Orgo ~ Lermontova (SW->NE)

T8(3)	No trip	Start (hh:mm)	End (hh:mm)	Trip time (hh:mm)	Length (km)	Ave. Speed (km/h)	Number of Passenger(pop)	Maximum Loading	Occupancy rate (%)	Direction
14-Jun-12 Thu	1	06:05	06:50	00:45	16.4	21.9	29	20	9.4%	1 Ak-Orgo ~ Lermontova (SW->NE)
	2	07:13	07:59	00:46	16.4	21.4	93	66	36.0%	2 Lermontova ~ Ak-Orgo(NE->SW)
	3	08:06	08:47	00:41	16.4	24.0	80	49	18.3%	1 Ak-Orgo ~ Lermontova (SW->NE)
	4	08:55	09:51	00:56	16.4	17.6	99	52	18.6%	2 Lermontova ~ Ak-Orgo(NE->SW)
	5	09:57	10:53	00:56	16.4	17.6	97	48	23.1%	1 Ak-Orgo ~ Lermontova (SW->NE)
	6	10:59	11:58	00:59	16.4	16.7	106	62	27.4%	2 Lermontova ~ Ak-Orgo(NE->SW)
	7	12:06	13:00	00:54	16.4	18.2	88	43	21.1%	1 Ak-Orgo ~ Lermontova (SW->NE)
	8	13:05	14:05	01:00	16.4	16.4	97	52	23.6%	2 Lermontova ~ Ak-Orgo(NE->SW)
	9	14:10	15:05	00:55	16.4	17.9	112	46	23.4%	1 Ak-Orgo ~ Lermontova (SW->NE)
	10	15:10	16:07	00:57	16.4	17.3	97	41	20.1%	2 Lermontova ~ Ak-Orgo(NE->SW)
	11	16:12	17:08	00:56	16.4	17.6	90	41	20.6%	1 Ak-Orgo ~ Lermontova (SW->NE)
	12	17:15	18:12	00:57	16.4	17.3	92	51	17.4%	2 Lermontova ~ Ak-Orgo(NE->SW)
	13	18:18	19:15	00:57	16.4	17.3	82	38	19.6%	1 Ak-Orgo ~ Lermontova (SW->NE)
	14	19:20	20:17	00:57	16.4	17.3	68	37	17.7%	2 Lermontova ~ Ak-Orgo(NE->SW)

T8(4)	No trip	Start (hh:mm)	End (hh:mm)	Trip time (hh:mm)	Length (km)	Ave. Speed (km/h)	Number of Passenger(pop)	Maximum Loading	Occupancy rate (%)	Direction
14-Jun-12 Thu	1	6:18	07:08	00:50	16.4	19.7	79	57	20.1%	1 Ak-Orgo ~ Lermontova (SW->NE)
	2	07:20	08:17	00:57	16.4	17.3	94	40	19.3%	2 Lermontova ~ Ak-Orgo(NE->SW)
	3	08:23	09:20	00:57	16.4	17.3	82	41	19.2%	1 Ak-Orgo ~ Lermontova (SW->NE)
	4	09:22	10:15	00:53	16.4	18.6	84	39	20.4%	2 Lermontova ~ Ak-Orgo(NE->SW)
	5	10:18	11:15	00:57	16.4	17.3	89	45	19.5%	1 Ak-Orgo ~ Lermontova (SW->NE)
	6	11:20	12:18	00:58	16.4	17.0	94	45	21.5%	2 Lermontova ~ Ak-Orgo(NE->SW)
	7	12:20	13:13	00:53	16.4	18.6	101	59	23.5%	1 Ak-Orgo ~ Lermontova (SW->NE)
	8	13:15	14:17	01:02	16.4	15.9	83	24	11.9%	2 Lermontova ~ Ak-Orgo(NE->SW)
	9	14:20	15:20	01:00	16.4	16.4	72	26	10.3%	1 Ak-Orgo ~ Lermontova (SW->NE)
	10	15:22	16:15	00:53	16.4	18.6	78	29	13.3%	2 Lermontova ~ Ak-Orgo(NE->SW)
	11	16:18	17:15	00:57	16.4	17.3	86	33	13.8%	1 Ak-Orgo ~ Lermontova (SW->NE)
	12	17:23	18:20	00:57	16.4	17.3	105	49	23.7%	2 Lermontova ~ Ak-Orgo(NE->SW)
	13	18:20	19:20	01:00	16.4	16.4	90	29	12.7%	1 Ak-Orgo ~ Lermontova (SW->NE)
	14	19:25	20:22	00:57	16.4	17.3	73	15	7.3%	2 Lermontova ~ Ak-Orgo(NE->SW)

Summary tables for Survey On board (T9)

Direction

- 1 Institut zemledeliya ~ Alamedin-1 (SE->W)
- 2 Alamedin-1 ~ Institut zemledeliya(W->SE)

T9(1)	No trip	Start (hh:mm)	End (hh:mm)	Trip time (hh:mm)	Length (km)	Ave. Speed (km/h)	Number of Passenger(pop)	Maximum Loading	Occupancy rate (%)	Direction
19-Jun-12 Tue	1	05:55	06:47	00:52	19	21.9	26	15	4.8%	1 Institut zemledeliya ~ Alamedin-1 (SE->W)
	2	07:00	08:00	01:00	19	19.0	55	28	12.5%	2 Alamedin-1 ~ Institut zemledeliya(W->SE)
	3	08:07	09:21	01:14	19	15.4	68	33	10.4%	1 Institut zemledeliya ~ Alamedin-1 (SE->W)
	4	08:25	10:31	01:06	19	17.3	76	48	18.3%	2 Alamedin-1 ~ Institut zemledeliya(W->SE)
	5	11:04	12:22	01:18	19	14.6	94	39	13.3%	1 Institut zemledeliya ~ Alamedin-1 (SE->W)
	6	12:25	13:27	01:02	19	18.4	99	37	17.2%	2 Alamedin-1 ~ Institut zemledeliya(W->SE)
	7	13:36	14:41	01:05	19	17.5	37	19	9.0%	1 Institut zemledeliya ~ Alamedin-1 (SE->W)
	8	14:48	15:42	00:56	19	20.4	47	16	7.1%	2 Alamedin-1 ~ Institut zemledeliya(W->SE)
	9	15:50	16:44	00:54	19	21.1	66	22	11.3%	1 Institut zemledeliya ~ Alamedin-1 (SE->W)
	10	16:55	17:49	00:54	19	21.1	62	28	12.7%	2 Alamedin-1 ~ Institut zemledeliya(W->SE)
	11	18:00	19:58	00:58	19	19.7	94	10	4.8%	1 Institut zemledeliya ~ Alamedin-1 (SE->W)
	12	19:10	20:05	00:55	19	20.7	80	19	7.3%	2 Alamedin-1 ~ Institut zemledeliya(W->SE)

T9(2)	No trip	Start (hh:mm)	End (hh:mm)	Trip time (hh:mm)	Length (km)	Ave. Speed (km/h)	Number of Passenger(pop)	Maximum Loading	Occupancy rate (%)	Direction
19-Jun-12 Tue	1	06:06	06:58	00:52	19	21.9	23	9	4.2%	1 Institut zemledeliya ~ Alamedin-1 (SE->W)
	2	07:13	08:11	00:58	19	19.7	41	16	6.9%	2 Alamedin-1 ~ Institut zemledeliya(W->SE)
	3	08:16	09:24	01:08	19	16.8	44	32	11.6%	1 Institut zemledeliya ~ Alamedin-1 (SE->W)
	4	09:30	10:34	01:04	19	17.8	67	15	4.8%	2 Alamedin-1 ~ Institut zemledeliya(W->SE)
	5	11:07	12:25	01:18	19	14.6	54	12	4.8%	1 Institut zemledeliya ~ Alamedin-1 (SE->W)
	6	12:29	13:34	01:05	19	17.5	46	12	3.9%	2 Alamedin-1 ~ Institut zemledeliya(W->SE)
	7	13:41	14:49	01:08	19	16.8	31	11	6.5%	1 Institut zemledeliya ~ Alamedin-1 (SE->W)
	8	14:54	15:48	00:54	19	21.1	40	18	8.7%	2 Alamedin-1 ~ Institut zemledeliya(W->SE)
	9	15:54	16:52	00:58	19	19.7	52	24	7.9%	1 Institut zemledeliya ~ Alamedin-1 (SE->W)
	10	16:59	17:55	00:56	19	20.4	49	16	6.9%	2 Alamedin-1 ~ Institut zemledeliya(W->SE)
	11	18:04	19:03	00:59	19	19.3	31	14	4.1%	1 Institut zemledeliya ~ Alamedin-1 (SE->W)
	12	19:17	20:13	00:56	19	20.4	51	14	5.3%	2 Alamedin-1 ~ Institut zemledeliya(W->SE)

T9(3)	No trip	Start (hh:mm)	End (hh:mm)	Trip time (hh:mm)	Length (km)	Ave. Speed (km/h)	Number of Passenger(pop)	Maximum Loading	Occupancy rate (%)	Direction
20-Jun-12 Wed	1	06:20	07:14	00:54	19	21.1	10	7	3.3%	1 Institut zemledeliya ~ Alamedin-1 (SE->W)
	2	07:28	08:28	01:00	19	19.0	33	22	7.2%	2 Alamedin-1 ~ Institut zemledeliya(W->SE)
	3	08:36	10:20	01:44	19	11.0	76	29	9.5%	1 Institut zemledeliya ~ Alamedin-1 (SE->W)
	4	10:26	11:25	00:59	19	19.3	66	32	14.2%	2 Alamedin-1 ~ Institut zemledeliya(W->SE)
	5	11:35	12:44	01:09	19	16.5	39	15	7.1%	1 Institut zemledeliya ~ Alamedin-1 (SE->W)
	6	12:50	13:45	00:55	19	20.7	46	19	8.5%	2 Alamedin-1 ~ Institut zemledeliya(W->SE)
	7	13:55	14:56	01:01	19	18.7	56	22	9.0%	1 Institut zemledeliya ~ Alamedin-1 (SE->W)
	8	15:10	16:01	00:51	19	22.4	80	27	12.7%	2 Alamedin-1 ~ Institut zemledeliya(W->SE)
	9	16:15	17:10	00:55	19	20.7	47	14	6.7%	1 Institut zemledeliya ~ Alamedin-1 (SE->W)
	10	17:20	18:11	00:51	19	22.4	42	25	12.5%	2 Alamedin-1 ~ Institut zemledeliya(W->SE)
	11	18:21	19:13	00:52	19	21.9	61	23	9.5%	1 Institut zemledeliya ~ Alamedin-1 (SE->W)
	12	19:16	20:07	00:51	19	22.4	30	16	8.9%	2 Alamedin-1 ~ Institut zemledeliya(W->SE)

T9(4)	No trip	Start (hh:mm)	End (hh:mm)	Trip time (hh:mm)	Length (km)	Ave. Speed (km/h)	Number of Passenger(pop)	Maximum Loading	Occupancy rate (%)	Direction
20-Jun-12 Wed	1	06:32	07:25	00:53	19	21.5	18	11	5.3%	1 Institut zemledeliya ~ Alamedin-1 (SE->W)
	2	07:40	08:40	01:00	19	19.0	27	10	4.5%	2 Alamedin-1 ~ Institut zemledeliya(W->SE)
	3	08:48	09:58	01:10	19	16.3	49	17	8.8%	1 Institut zemledeliya ~ Alamedin-1 (SE->W)
	4	10:04	11:03	00:59	19	19.3	71	37	16.1%	2 Alamedin-1 ~ Institut zemledeliya(W->SE)
	5	11:13	12:22	01:09	19	16.5	38	11	4.3%	1 Institut zemledeliya ~ Alamedin-1 (SE->W)
	6	12:28	13:23	00:55	19	20.7	41	11	5.8%	2 Alamedin-1 ~ Institut zemledeliya(W->SE)
	7	13:33	14:34	01:01	19	18.7	52	20	8.3%	1 Institut zemledeliya ~ Alamedin-1 (SE->W)
	8	14:48	15:39	00:51	19	22.4	64	23	11.7%	2 Alamedin-1 ~ Institut zemledeliya(W->SE)
	9	15:53	16:48	00:55	19	20.7	43	15	5.9%	1 Institut zemledeliya ~ Alamedin-1 (SE->W)
	10	16:58	17:49	00:51	19	22.4	34	15	7.0%	2 Alamedin-1 ~ Institut zemledeliya(W->SE)
	11	17:59	18:51	00:52	19	21.9	48	18	8.2%	1 Institut zemledeliya ~ Alamedin-1 (SE->W)
	12	18:54	19:45	00:51	19	22.4	32	17	9.0%	2 Alamedin-1 ~ Institut zemledeliya(W->SE)

Summary tables for Survey On board (T10)

Direction

- 1 Myasokombinat ~ mkr. Asanbai (W->SE)
- 2 mkr. Asanbai ~ Myasokombinat (SE->W)

T10(1)	No trip	Start (hh:mm)	End (hh:mm)	Trip time (hh:mm)	Length (km)	Ave. Speed (km/h)	Number of Passenger(pop)	Maximum Loading	Occupancy rate (%)	Direction
19-Jun-12	1	05:24	06:07	00:43	11.2	15.6	9	6	1.7%	1 Myasokombinat ~ mkr. Asanbai (W->SE)
	2	06:13	06:57	00:44	11.2	15.3	28	11	5.0%	2 mkr. Asanbai ~ Myasokombinat (SE->W)
	3	07:00	07:43	00:43	11.2	15.6	39	25	10.1%	1 Myasokombinat ~ mkr. Asanbai (W->SE)
	4	07:48	08:26	00:42	11.2	16.0	64	24	11.8%	2 mkr. Asanbai ~ Myasokombinat (SE->W)
	5	08:30	09:21	00:51	11.2	13.2	98	40	17.8%	1 Myasokombinat ~ mkr. Asanbai (W->SE)
	6	09:54	10:36	00:42	11.2	16.0	61	25	10.8%	2 mkr. Asanbai ~ Myasokombinat (SE->W)
	7	10:48	11:19	00:31	11.2	21.7	77	24	9.0%	1 Myasokombinat ~ mkr. Asanbai (W->SE)
	8	11:21	11:48	00:28	11.2	24.0	68	24	11.0%	2 mkr. Asanbai ~ Myasokombinat (SE->W)
	9	12:04	12:53	00:49	11.2	13.7	48	23	12.1%	1 Myasokombinat ~ mkr. Asanbai (W->SE)
	10	12:57	13:39	00:42	11.2	16.0	36	18	6.6%	2 mkr. Asanbai ~ Myasokombinat (SE->W)
	11	15:10	15:52	00:42	11.2	16.0	42	25	10.7%	1 Myasokombinat ~ mkr. Asanbai (W->SE)
	12	16:01	16:38	00:37	11.2	18.2	47	24	11.0%	2 mkr. Asanbai ~ Myasokombinat (SE->W)
	13	16:40	17:24	00:44	11.2	15.3	57	25	13.1%	1 Myasokombinat ~ mkr. Asanbai (W->SE)
	14	17:30	18:12	00:42	11.2	16.0	28	17	9.3%	2 mkr. Asanbai ~ Myasokombinat (SE->W)
	15	18:13	18:53	00:40	11.2	16.8	43	32	12.8%	1 Myasokombinat ~ mkr. Asanbai (W->SE)
	16	18:54	19:29	00:35	11.2	19.2	36	18	9.8%	2 mkr. Asanbai ~ Myasokombinat (SE->W)

T10(2)	No trip	Start (hh:mm)	End (hh:mm)	Trip time (hh:mm)	Length (km)	Ave. Speed (km/h)	Number of Passenger(pop)	Maximum Loading	Occupancy rate (%)	Direction
19-Jun-12	1	05:30	06:12	00:42	11.2	16.0	13	11	3.0%	1 Myasokombinat ~ mkr. Asanbai (W->SE)
	2	06:20	07:05	00:45	11.2	14.9	55	31	12.5%	2 mkr. Asanbai ~ Myasokombinat (SE->W)
	3	07:06	07:49	00:43	11.2	15.6	46	27	10.4%	1 Myasokombinat ~ mkr. Asanbai (W->SE)
	4	07:53	08:34	00:41	11.2	16.4	77	44	17.2%	2 mkr. Asanbai ~ Myasokombinat (SE->W)
	5	08:35	09:26	00:51	11.2	13.2	93	41	15.8%	1 Myasokombinat ~ mkr. Asanbai (W->SE)
	6	10:00	10:42	00:42	11.2	16.0	67	46	17.0%	2 mkr. Asanbai ~ Myasokombinat (SE->W)
	7	10:54	11:22	00:28	11.2	24.0	88	28	10.9%	1 Myasokombinat ~ mkr. Asanbai (W->SE)
	8	11:27	11:56	00:29	11.2	23.2	62	24	9.8%	2 mkr. Asanbai ~ Myasokombinat (SE->W)
	9	12:10	12:59	00:49	11.2	13.7	93	34	12.5%	1 Myasokombinat ~ mkr. Asanbai (W->SE)
	10	13:03	13:45	00:42	11.2	16.0	89	57	21.4%	2 mkr. Asanbai ~ Myasokombinat (SE->W)
	11	15:16	15:58	00:42	11.2	16.0	41	25	11.7%	1 Myasokombinat ~ mkr. Asanbai (W->SE)
	12	16:07	16:44	00:37	11.2	18.2	70	41	17.0%	2 mkr. Asanbai ~ Myasokombinat (SE->W)
	13	16:46	17:30	00:44	11.2	15.3	89	40	18.7%	1 Myasokombinat ~ mkr. Asanbai (W->SE)
	14	17:36	18:18	00:42	11.2	16.0	78	44	17.0%	2 mkr. Asanbai ~ Myasokombinat (SE->W)
	15	18:19	18:59	00:40	11.2	16.8	53	26	13.1%	1 Myasokombinat ~ mkr. Asanbai (W->SE)
	16	19:00	19:35	00:35	11.2	19.2	44	24	5.1%	2 mkr. Asanbai ~ Myasokombinat (SE->W)

T10(3)	No trip	Start (hh:mm)	End (hh:mm)	Trip time (hh:mm)	Length (km)	Ave. Speed (km/h)	Number of Passenger(pop)	Maximum Loading	Occupancy rate (%)	Direction
20-Jun-12	1	06:03	06:43	00:40	11.2	16.8	43	28	10.2%	1 Myasokombinat ~ mkr. Asanbai (W->SE)
	2	06:50	07:30	00:40	11.2	16.8	87	44	16.7%	2 mkr. Asanbai ~ Myasokombinat (SE->W)
	3	07:30	08:14	00:44	11.2	15.3	62	42	18.5%	1 Myasokombinat ~ mkr. Asanbai (W->SE)
	4	08:25	09:15	00:50	11.2	13.4	89	61	30.9%	2 mkr. Asanbai ~ Myasokombinat (SE->W)
	5	09:26	10:22	00:56	11.2	12.0	39	31	7.3%	1 Myasokombinat ~ mkr. Asanbai (W->SE)
	6	10:38	11:18	00:42	11.2	16.0	51	24	9.9%	2 mkr. Asanbai ~ Myasokombinat (SE->W)
	7	11:18	12:05	00:47	11.2	14.3	81	38	12.4%	1 Myasokombinat ~ mkr. Asanbai (W->SE)
	8	12:15	12:55	00:40	11.2	16.8	47	30	15.3%	2 mkr. Asanbai ~ Myasokombinat (SE->W)
	9	12:55	13:49	00:54	11.2	12.4	56	22	8.1%	1 Myasokombinat ~ mkr. Asanbai (W->SE)
	10	13:50	14:30	00:40	11.2	16.8	65	22	10.9%	2 mkr. Asanbai ~ Myasokombinat (SE->W)
	11	14:30	15:23	00:53	11.2	12.7	55	19	7.8%	1 Myasokombinat ~ mkr. Asanbai (W->SE)
	12	15:24	16:08	00:44	11.2	15.3	61	22	10.4%	2 mkr. Asanbai ~ Myasokombinat (SE->W)
	13	16:08	16:52	00:44	11.2	15.3	65	19	6.4%	1 Myasokombinat ~ mkr. Asanbai (W->SE)
	14	16:55	17:36	00:41	11.2	16.4	55	16	8.0%	2 mkr. Asanbai ~ Myasokombinat (SE->W)
	15	17:40	18:41	01:01	11.2	11.0	61	17	9.7%	1 Myasokombinat ~ mkr. Asanbai (W->SE)
	16	18:45	19:27	00:42	11.2	16.0	50	18	8.4%	2 mkr. Asanbai ~ Myasokombinat (SE->W)
	17	19:28	20:16	00:48	11.2	14.0	59	27	13.8%	1 Myasokombinat ~ mkr. Asanbai (W->SE)
	18	20:20	20:58	00:38	11.2	17.7	33	11	4.7%	2 mkr. Asanbai ~ Myasokombinat (SE->W)

T10(4)	No trip	Start (hh:mm)	End (hh:mm)	Trip time (hh:mm)	Length (km)	Ave. Speed (km/h)	Number of Passenger(pop)	Maximum Loading	Occupancy rate (%)	Direction
20-Jun-12	1	06:13	06:52	00:39	11.2	17.2	29	17	5.4%	1 Myasokombinat ~ mkr. Asanbai (W->SE)
	2	06:59	07:39	00:40	11.2	16.8	37	25	11.5%	2 mkr. Asanbai ~ Myasokombinat (SE->W)
	3	07:39	08:23	00:44	11.2	15.3	35	14	7.1%	1 Myasokombinat ~ mkr. Asanbai (W->SE)
	4	08:34	09:24	00:50	11.2	13.4	46	29	11.7%	2 mkr. Asanbai ~ Myasokombinat (SE->W)
	5	09:35	10:31	00:56	11.2	12.0	47	13	6.7%	1 Myasokombinat ~ mkr. Asanbai (W->SE)
	6	10:45	11:27	00:42	11.2	16.0	34	12	4.9%	2 mkr. Asanbai ~ Myasokombinat (SE->W)
	7	11:27	12:14	00:47	11.2	14.3	40	15	7.4%	1 Myasokombinat ~ mkr. Asanbai (W->SE)
	8	12:24	13:04	00:40	11.2	16.8	43	21	10.4%	2 mkr. Asanbai ~ Myasokombinat (SE->W)
	9	13:04	13:58	00:54	11.2	12.4	50	9	4.2%	1 Myasokombinat ~ mkr. Asanbai (W->SE)
	10	13:59	14:39	00:40	11.2	16.8	32	12	5.8%	2 mkr. Asanbai ~ Myasokombinat (SE->W)
	11	14:39	15:32	00:53	11.2	12.7	36	19	8.8%	1 Myasokombinat ~ mkr. Asanbai (W->SE)
	12	15:33	16:17	00:44	11.2	15.3	24	11	5.9%	2 mkr. Asanbai ~ Myasokombinat (SE->W)
	13	16:17	17:01	00:44	11.2	15.3	37	15	5.8%	1 Myasokombinat ~ mkr. Asanbai (W->SE)
	14	17:04	17:45	00:41	11.2	16.4	38	19	8.8%	2 mkr. Asanbai ~ Myasokombinat (SE->W)
	15	17:49	18:50	01:01	11.2	11.0	35	19	8.5%	1 Myasokombinat ~ mkr. Asanbai (W->SE)
	16	18:54	19:36	00:42	11.2	16.0	32	16	7.4%	2 mkr. Asanbai ~ Myasokombinat (SE->W)
	17	19:37	20:25	00:48	11.2	14.0	32	17	8.3%	1 Myasokombinat ~ mkr. Asanbai (W->SE)
	18	20:29	21:07	00:38	11.2	17.7	23	11	4.1%	2 mkr. Asanbai ~ Myasokombinat (SE->W)

Summary tables for Survey On board (T11)

Direction

- 1 6-mkr ~ Vost,Avtovokzal (NE->SE)
- 2 Vost,Avtovokzal ~ 6-mkr(SE->NE)

T11(1)	No trip	Start (hh:mm)	End (hh:mm)	Trip time (hh:mm)	Length (km)	Ave. Speed (km/h)	Number of Passenger(pop)	Maximum Loading	Occupancy rate (%)	Direction
21-Jun-12 Thu	1	06:25	07:09	00:44	14.7	20.0	45	23	10.0%	1 6-mkr ~ Vost,Avtovokzal (NE->SE)
	2	07:18	07:58	00:40	14.7	22.1	65	30	16.5%	2 Vost,Avtovokzal ~ 6-mkr(SE->NE)
	3	08:06	08:55	00:49	14.7	18.0	87	49	22.4%	1 6-mkr ~ Vost,Avtovokzal (NE->SE)
	4	08:57	09:37	00:40	14.7	22.0	66	30	15.1%	2 Vost,Avtovokzal ~ 6-mkr(SE->NE)
	5	10:13	11:03	00:50	14.7	17.6	126	56	23.3%	1 6-mkr ~ Vost,Avtovokzal (NE->SE)
	6	11:06	11:53	00:47	14.7	18.8	94	30	12.9%	2 Vost,Avtovokzal ~ 6-mkr(SE->NE)
	7	11:59	12:44	00:45	14.7	19.6	67	35	15.7%	1 6-mkr ~ Vost,Avtovokzal (NE->SE)
	8	12:45	13:33	00:48	14.7	18.4	63	28	12.8%	2 Vost,Avtovokzal ~ 6-mkr(SE->NE)
	9	13:48	14:43	00:55	14.7	16.0	87	44	23.5%	1 6-mkr ~ Vost,Avtovokzal (NE->SE)
	10	14:55	15:41	00:46	14.7	19.2	83	29	11.9%	2 Vost,Avtovokzal ~ 6-mkr(SE->NE)
	11	15:45	16:35	00:50	14.7	17.6	52	21	8.9%	1 6-mkr ~ Vost,Avtovokzal (NE->SE)
	12	16:41	17:30	00:49	14.7	18.0	59	25	12.8%	2 Vost,Avtovokzal ~ 6-mkr(SE->NE)
	13	17:34	18:20	00:46	14.7	19.2	130	32	17.1%	1 6-mkr ~ Vost,Avtovokzal (NE->SE)
	14	18:30	19:24	00:54	14.7	16.3	93	30	11.6%	2 Vost,Avtovokzal ~ 6-mkr(SE->NE)

T11(2)	No trip	Start (hh:mm)	End (hh:mm)	Trip time (hh:mm)	Length (km)	Ave. Speed (km/h)	Number of Passenger(pop)	Maximum Loading	Occupancy rate (%)	Direction
21-Jun-12 Thu	1	06:38	07:21	00:43	14.7	20.5	30	16	8.5%	1 6-mkr ~ Vost,Avtovokzal (NE->SE)
	2	07:29	08:09	00:40	14.7	22.1	47	23	12.6%	2 Vost,Avtovokzal ~ 6-mkr(SE->NE)
	3	08:17	09:05	00:48	14.7	18.4	40	25	11.4%	1 6-mkr ~ Vost,Avtovokzal (NE->SE)
	4	09:09	09:48	00:39	14.7	22.6	28	18	9.6%	2 Vost,Avtovokzal ~ 6-mkr(SE->NE)
	5	10:25	11:14	00:49	14.7	18.0	29	14	6.6%	1 6-mkr ~ Vost,Avtovokzal (NE->SE)
	6	11:19	12:04	00:45	14.7	19.6	27	15	8.4%	2 Vost,Avtovokzal ~ 6-mkr(SE->NE)
	7	12:11	12:55	00:44	14.7	20.0	21	13	6.5%	1 6-mkr ~ Vost,Avtovokzal (NE->SE)
	8	12:56	13:44	00:48	14.7	18.4	22	10	3.3%	2 Vost,Avtovokzal ~ 6-mkr(SE->NE)
	9	13:59	14:54	00:55	14.7	16.0	39	17	7.8%	1 6-mkr ~ Vost,Avtovokzal (NE->SE)
	10	15:09	15:51	00:42	14.7	21.0	40	30	13.8%	2 Vost,Avtovokzal ~ 6-mkr(SE->NE)
	11	15:59	16:49	00:50	14.7	17.6	45	21	8.9%	1 6-mkr ~ Vost,Avtovokzal (NE->SE)
	12	16:55	17:45	00:50	14.7	17.6	37	23	10.3%	2 Vost,Avtovokzal ~ 6-mkr(SE->NE)
	13	17:48	18:32	00:44	14.7	20.0	38	20	8.5%	1 6-mkr ~ Vost,Avtovokzal (NE->SE)
	14	18:44	19:38	00:54	14.7	16.3	39	17	9.8%	2 Vost,Avtovokzal ~ 6-mkr(SE->NE)

T11(3)	No trip	Start (hh:mm)	End (hh:mm)	Trip time (hh:mm)	Length (km)	Ave. Speed (km/h)	Number of Passenger(pop)	Maximum Loading	Occupancy rate (%)	Direction
26-Jun-12 Tue	1	06:17	06:57	00:40	14.7	22.1	29	15	7.2%	1 6-mkr ~ Vost,Avtovokzal (NE->SE)
	2	07:17	07:57	00:40	14.7	22.1	61	30	15.8%	2 Vost,Avtovokzal ~ 6-mkr(SE->NE)
	3	08:07	08:52	00:45	14.7	19.6	83	50	21.6%	1 6-mkr ~ Vost,Avtovokzal (NE->SE)
	4	08:57	09:38	00:41	14.7	21.5	72	43	24.0%	2 Vost,Avtovokzal ~ 6-mkr(SE->NE)
	5	10:12	11:00	00:48	14.7	18.4	92	43	16.5%	1 6-mkr ~ Vost,Avtovokzal (NE->SE)
	6	11:06	11:44	00:38	14.7	23.2	73	30	13.2%	2 Vost,Avtovokzal ~ 6-mkr(SE->NE)
	7	11:52	12:28	00:36	14.7	24.5	43	23	11.8%	1 6-mkr ~ Vost,Avtovokzal (NE->SE)
	8	12:36	13:20	00:44	14.7	20.0	64	27	12.3%	2 Vost,Avtovokzal ~ 6-mkr(SE->NE)
	9	13:39	14:22	00:43	14.7	20.5	66	30	15.9%	1 6-mkr ~ Vost,Avtovokzal (NE->SE)
	10	14:30	15:14	00:44	14.7	20.0	70	29	15.4%	2 Vost,Avtovokzal ~ 6-mkr(SE->NE)
	11	15:30	16:14	00:44	14.7	20.0	65	34	17.6%	1 6-mkr ~ Vost,Avtovokzal (NE->SE)
	12	16:23	17:06	00:43	14.7	20.5	75	32	14.5%	2 Vost,Avtovokzal ~ 6-mkr(SE->NE)
	13	17:15	17:57	00:42	14.7	21.0	66	34	20.6%	1 6-mkr ~ Vost,Avtovokzal (NE->SE)
	14	18:04	18:54	00:50	14.7	17.6	108	58	20.3%	2 Vost,Avtovokzal ~ 6-mkr(SE->NE)
	15	19:08	19:50	00:42	14.7	21.0	46	23	8.1%	1 6-mkr ~ Vost,Avtovokzal (NE->SE)
	16	20:00	20:47	00:47	14.7	18.8	57	36	21.0%	2 Vost,Avtovokzal ~ 6-mkr(SE->NE)

T11(4)	No trip	Start (hh:mm)	End (hh:mm)	Trip time (hh:mm)	Length (km)	Ave. Speed (km/h)	Number of Passenger(pop)	Maximum Loading	Occupancy rate (%)	Direction
26-Jun-12 Tue	1	06:24	07:04	00:40	14.7	22.1	21	11	5.5%	1 6-mkr ~ Vost,Avtovokzal (NE->SE)
	2	07:24	08:04	00:40	14.7	22.1	22	8	3.6%	2 Vost,Avtovokzal ~ 6-mkr(SE->NE)
	3	08:14	08:59	00:45	14.7	19.6	39	23	9.5%	1 6-mkr ~ Vost,Avtovokzal (NE->SE)
	4	09:04	09:45	00:41	14.7	21.5	31	12	5.4%	2 Vost,Avtovokzal ~ 6-mkr(SE->NE)
	5	10:19	11:07	00:48	14.7	18.4	40	10	3.2%	1 6-mkr ~ Vost,Avtovokzal (NE->SE)
	6	11:15	11:53	00:38	14.7	23.2	33	14	6.5%	2 Vost,Avtovokzal ~ 6-mkr(SE->NE)
	7	12:01	12:37	00:36	14.7	24.5	42	19	9.3%	1 6-mkr ~ Vost,Avtovokzal (NE->SE)
	8	12:45	13:29	00:44	14.7	20.0	32	17	8.8%	2 Vost,Avtovokzal ~ 6-mkr(SE->NE)
	9	13:48	14:31	00:43	14.7	20.5	48	24	9.9%	1 6-mkr ~ Vost,Avtovokzal (NE->SE)
	10	14:41	15:25	00:44	14.7	20.0	33	24	11.8%	2 Vost,Avtovokzal ~ 6-mkr(SE->NE)
	11	15:41	16:25	00:44	14.7	20.0	34	17	7.0%	1 6-mkr ~ Vost,Avtovokzal (NE->SE)
	12	16:34	17:17	00:43	14.7	20.5	35	21	10.0%	2 Vost,Avtovokzal ~ 6-mkr(SE->NE)
	13	17:26	18:08	00:42	14.7	21.0	53	22	11.9%	1 6-mkr ~ Vost,Avtovokzal (NE->SE)
	14	18:15	19:05	00:50	14.7	17.6	34	20	9.9%	2 Vost,Avtovokzal ~ 6-mkr(SE->NE)
	15	19:19	20:01	00:42	14.7	21.0	41	30	15.6%	1 6-mkr ~ Vost,Avtovokzal (NE->SE)
	16	20:11	20:58	00:47	14.7	18.8	45	26	14.6%	2 Vost,Avtovokzal ~ 6-mkr(SE->NE)

Summary tables for Survey On board (T14)

Direction

- 1 Kirkomstrom ~ Djal (W->S)
- 2 Djal ~ Kirkomstrom (S->W)

T14(1)	Nº trip	Start (hh:mm)	End (hh:mm)	Trip time (hh:mm)	Length (km)	Ave. Speed (km/h)	Number of Passenger(pop)	Maximum Loading	Occupancy rate (%)	Direction
21-Jun-12	1	06:40	07:13	00:33	14.2	25.8	13	9	4.4%	2 Djal ~ Kirkomstrom (S->W)
Thu	2	07:30	08:17	00:47	14.2	18.1	72	48	22.8%	1 Kirkomstrom ~ Djal (W->S)
	3	08:20	09:00	00:40	14.2	21.3	50	38	13.2%	2 Djal ~ Kirkomstrom (S->W)
	4	09:08	09:57	00:51	14.2	16.7	57	32	14.2%	1 Kirkomstrom ~ Djal (W->S)
	5	10:00	10:48	00:48	14.2	17.8	57	28	14.3%	2 Djal ~ Kirkomstrom (S->W)
	6	10:50	11:34	00:44	14.2	19.4	75	39	16.1%	1 Kirkomstrom ~ Djal (W->S)
	7	11:45	12:25	00:40	14.2	21.3	45	26	12.6%	2 Djal ~ Kirkomstrom (S->W)
	8	12:35	13:14	00:39	14.2	21.8	27	13	5.0%	1 Kirkomstrom ~ Djal (W->S)
	9	13:25	14:16	00:51	14.2	16.7	36	14	6.1%	2 Djal ~ Kirkomstrom (S->W)
	10	14:30	15:19	00:49	14.2	17.4	39	22	10.1%	1 Kirkomstrom ~ Djal (W->S)
	11	15:45	16:31	00:46	14.2	18.5	38	19	8.2%	2 Djal ~ Kirkomstrom (S->W)
	12	16:40	17:23	00:43	14.2	19.8	48	21	11.5%	1 Kirkomstrom ~ Djal (W->S)
	13	17:24	17:48	00:24	14.2	35.5	46	30	10.3%	2 Djal ~ Kirkomstrom (S->W)
	14	17:50	18:36	00:46	14.2	18.5	61	45	16.7%	1 Kirkomstrom ~ Djal (W->S)
	15	18:40	19:25	00:45	14.2	18.9	34	24	9.9%	2 Djal ~ Kirkomstrom (S->W)
	16	19:26	20:04	00:38	14.2	22.4	31	20	5.2%	1 Kirkomstrom ~ Djal (W->S)

T14(2)	Nº trip	Start (hh:mm)	End (hh:mm)	Trip time (hh:mm)	Length (km)	Ave. Speed (km/h)	Number of Passenger(pop)	Maximum Loading	Occupancy rate (%)	Direction
21-Jun-12	1	06:50	07:23	00:33	14.2	25.8	22	11	5.4%	2 Djal ~ Kirkomstrom (S->W)
Thu	2	07:40	08:27	00:47	14.2	18.1	31	13	6.6%	1 Kirkomstrom ~ Djal (W->S)
	3	08:29	09:09	00:40	14.2	21.3	26	13	5.0%	2 Djal ~ Kirkomstrom (S->W)
	4	09:18	10:08	00:50	14.2	17.0	33	19	8.7%	1 Kirkomstrom ~ Djal (W->S)
	5	10:10	10:58	00:48	14.2	17.8	36	15	6.8%	2 Djal ~ Kirkomstrom (S->W)
	6	11:00	11:44	00:44	14.2	19.4	48	19	8.9%	1 Kirkomstrom ~ Djal (W->S)
	7	11:51	12:31	00:40	14.2	21.3	43	25	11.5%	2 Djal ~ Kirkomstrom (S->W)
	8	12:41	13:20	00:39	14.2	21.8	40	22	9.4%	1 Kirkomstrom ~ Djal (W->S)
	9	13:31	14:22	00:51	14.2	16.7	41	21	11.0%	2 Djal ~ Kirkomstrom (S->W)
	10	14:38	15:25	00:49	14.2	17.4	28	15	6.5%	1 Kirkomstrom ~ Djal (W->S)
	11	15:51	16:37	00:46	14.2	18.5	28	15	6.9%	2 Djal ~ Kirkomstrom (S->W)
	12	16:46	17:29	00:43	14.2	19.8	16	7	4.1%	1 Kirkomstrom ~ Djal (W->S)
	13	17:30	17:54	00:24	14.2	35.5	42	22	11.0%	2 Djal ~ Kirkomstrom (S->W)
	14	17:56	18:42	00:46	14.2	18.5	23	20	6.3%	1 Kirkomstrom ~ Djal (W->S)
	15	18:46	19:31	00:45	14.2	18.9	25	11	5.0%	2 Djal ~ Kirkomstrom (S->W)
	16	19:32	20:10	00:38	14.2	22.4	13	12	5.9%	1 Kirkomstrom ~ Djal (W->S)

T14(3)	Nº trip	Start (hh:mm)	End (hh:mm)	Trip time (hh:mm)	Length (km)	Ave. Speed (km/h)	Number of Passenger(pop)	Maximum Loading	Occupancy rate (%)	Direction
26-Jun-12	1	06:28	07:04	00:36	14.2	23.7	35	29	10.0%	2 Djal ~ Kirkomstrom (S->W)
Tue	2	07:22	08:05	00:43	14.2	18.8	79	49	18.9%	1 Kirkomstrom ~ Djal (W->S)
	3	08:08	08:45	00:37	14.2	23.0	57	30	8.1%	2 Djal ~ Kirkomstrom (S->W)
	4	08:50	09:49	00:59	14.2	14.4	99	64	16.5%	1 Kirkomstrom ~ Djal (W->S)
	5	09:59	10:46	00:47	14.2	18.1	85	36	12.4%	2 Djal ~ Kirkomstrom (S->W)
	6	10:46	11:44	00:58	14.2	14.7	93	56	12.4%	1 Kirkomstrom ~ Djal (W->S)
	7	11:53	12:39	00:46	14.2	18.5	77	28	12.4%	2 Djal ~ Kirkomstrom (S->W)
	8	12:40	13:27	00:47	14.2	18.1	86	41	10.7%	1 Kirkomstrom ~ Djal (W->S)
	9	13:50	14:43	00:53	14.2	16.1	88	40	13.7%	2 Djal ~ Kirkomstrom (S->W)
	10	14:48	15:40	00:52	14.2	16.4	78	35	10.0%	1 Kirkomstrom ~ Djal (W->S)
	11	15:41	16:19	00:38	14.2	22.4	64	34	8.0%	2 Djal ~ Kirkomstrom (S->W)
	12	16:22	17:11	00:49	14.2	17.4	67	37	10.4%	1 Kirkomstrom ~ Djal (W->S)
	13	17:33	18:15	00:42	14.2	20.3	69	35	10.2%	2 Djal ~ Kirkomstrom (S->W)
	14	18:18	19:06	00:48	14.2	17.8	59	26	8.3%	1 Kirkomstrom ~ Djal (W->S)

T14(4)	Nº trip	Start (hh:mm)	End (hh:mm)	Trip time (hh:mm)	Length (km)	Ave. Speed (km/h)	Number of Passenger(pop)	Maximum Loading	Occupancy rate (%)	Direction
26-Jun-12	1	06:40	07:20	00:40	14.2	21.3	12	7	3.1%	2 Djal ~ Kirkomstrom (S->W)
Tue	2	07:33	08:18	00:45	14.2	18.9	15	5	2.3%	1 Kirkomstrom ~ Djal (W->S)
	3	08:24	09:18	00:54	14.2	15.8	32	16	6.8%	2 Djal ~ Kirkomstrom (S->W)
	4	09:21	10:02	00:41	14.2	20.8	36	17	8.2%	1 Kirkomstrom ~ Djal (W->S)
	5	10:05	10:51	00:46	14.2	18.5	39	18	7.3%	2 Djal ~ Kirkomstrom (S->W)
	6	10:54	11:36	00:42	14.2	20.3	37	16	8.7%	1 Kirkomstrom ~ Djal (W->S)
	7	12:39	13:25	00:46	14.2	18.5	48	29	13.9%	2 Djal ~ Kirkomstrom (S->W)
	8	13:27	14:15	00:48	14.2	17.8	31	12	5.8%	1 Kirkomstrom ~ Djal (W->S)
	9	14:17	15:06	00:49	14.2	17.4	42	31	14.5%	2 Djal ~ Kirkomstrom (S->W)
	10	15:13	16:05	00:52	14.2	16.4	53	28	7.0%	1 Kirkomstrom ~ Djal (W->S)
	11	16:07	16:59	00:52	14.2	16.4	48	24	10.2%	2 Djal ~ Kirkomstrom (S->W)
	12	17:00	17:46	00:46	14.2	18.5	38	25	11.1%	1 Kirkomstrom ~ Djal (W->S)
	13	17:46	18:46	01:00	14.2	14.2	61	30	12.7%	2 Djal ~ Kirkomstrom (S->W)
	14	18:46	19:23	00:37	14.2	23.0	15	11	5.3%	1 Kirkomstrom ~ Djal (W->S)

Summary tables for Survey On board (T17)

Direction

1 6mkr. ~ Kojzavod (S->N)

2 Kojzavod ~ 6mkr.(N->S)

T17(1)	№ trip	Start (hh:mm)	End (hh:mm)	Trip time (hh:mm)	Length (km)	Ave. Speed (km/h)	Number of Passenger(pop)	Maximum Loading	Occupancy rate (%)	Direction
27-Jun-12	1	06:01	06:36	00:35	13.1	22.5	35	24	9.0%	1 6mkr. ~ Kojzavod (S->N)
Wed	2	06:45	07:18	00:33	13.1	23.8	24	19	7.9%	2 Kojzavod ~ 6mkr.(N->S)
	3	07:28	08:08	00:40	13.1	19.7	54	30	13.1%	1 6mkr. ~ Kojzavod (S->N)
	4	08:15	08:52	00:37	13.1	21.2	49	28	12.8%	2 Kojzavod ~ 6mkr.(N->S)
	5	09:07	09:48	00:41	13.1	19.2	56	31	16.5%	1 6mkr. ~ Kojzavod (S->N)
	6	09:53	10:31	00:38	13.1	20.7	59	31	15.4%	2 Kojzavod ~ 6mkr.(N->S)
	7	10:39	11:21	00:42	13.1	18.7	68	37	19.8%	1 6mkr. ~ Kojzavod (S->N)
	8	11:24	12:00	00:36	13.1	21.8	38	22	12.1%	2 Kojzavod ~ 6mkr.(N->S)
	9	12:35	13:13	00:38	13.1	20.7	37	16	8.7%	1 6mkr. ~ Kojzavod (S->N)
	10	13:20	13:57	00:37	13.1	21.2	45	19	11.3%	2 Kojzavod ~ 6mkr.(N->S)
	11	14:10	14:50	00:40	13.1	19.7	47	30	18.0%	1 6mkr. ~ Kojzavod (S->N)
	12	15:01	15:36	00:35	13.1	22.5	43	26	14.1%	2 Kojzavod ~ 6mkr.(N->S)
	13	15:45	16:24	00:39	13.1	20.2	57	32	19.0%	1 6mkr. ~ Kojzavod (S->N)
	14	16:36	17:12	00:36	13.1	21.8	48	21	11.0%	2 Kojzavod ~ 6mkr.(N->S)
	15	17:25	18:03	00:38	13.1	20.7	49	29	16.7%	1 6mkr. ~ Kojzavod (S->N)
	16	18:11	18:50	00:39	13.1	20.2	44	23	12.4%	2 Kojzavod ~ 6mkr.(N->S)
	17	18:55	19:30	00:35	13.1	22.5	33	23	10.4%	1 6mkr. ~ Kojzavod (S->N)
	18	19:36	20:14	00:38	13.1	20.7	39	15	7.0%	2 Kojzavod ~ 6mkr.(N->S)

T17(2)	№ trip	Start (hh:mm)	End (hh:mm)	Trip time (hh:mm)	Length (km)	Ave. Speed (km/h)	Number of Passenger(pop)	Maximum Loading	Occupancy rate (%)	Direction
27-Jun-12	1	06:14	06:49	00:35	13.1	22.5	44	27	11.5%	1 6mkr. ~ Kojzavod (S->N)
Wed	2	06:58	07:31	00:33	13.1	23.8	23	14	6.9%	2 Kojzavod ~ 6mkr.(N->S)
	3	07:41	08:21	00:40	13.1	19.7	54	34	14.2%	1 6mkr. ~ Kojzavod (S->N)
	4	08:29	09:06	00:37	13.1	21.2	32	21	9.6%	2 Kojzavod ~ 6mkr.(N->S)
	5	09:20	10:01	00:41	13.1	19.2	59	31	11.9%	1 6mkr. ~ Kojzavod (S->N)
	6	10:06	10:44	00:38	13.1	20.7	42	28	14.5%	2 Kojzavod ~ 6mkr.(N->S)
	7	10:52	11:34	00:42	13.1	18.7	28	17	8.2%	1 6mkr. ~ Kojzavod (S->N)
	8	11:35	12:11	00:36	13.1	21.8	29	9	2.8%	2 Kojzavod ~ 6mkr.(N->S)
	9	12:46	13:24	00:38	13.1	20.7	15	13	4.2%	1 6mkr. ~ Kojzavod (S->N)
	10	13:29	14:06	00:37	13.1	21.2	23	18	6.8%	2 Kojzavod ~ 6mkr.(N->S)
	11	14:19	14:59	00:40	13.1	19.7	33	24	9.0%	1 6mkr. ~ Kojzavod (S->N)
	12	15:10	15:45	00:35	13.1	22.5	37	25	9.8%	2 Kojzavod ~ 6mkr.(N->S)
	13	15:54	16:33	00:39	13.1	20.2	28	16	6.9%	1 6mkr. ~ Kojzavod (S->N)
	14	16:45	17:21	00:36	13.1	21.8	15	8	4.9%	2 Kojzavod ~ 6mkr.(N->S)
	15	17:34	18:12	00:38	13.1	20.7	40	26	9.5%	1 6mkr. ~ Kojzavod (S->N)
	16	18:20	18:59	00:39	13.1	20.2	27	8	3.2%	2 Kojzavod ~ 6mkr.(N->S)
	17	19:04	19:39	00:35	13.1	22.5	24	13	5.4%	1 6mkr. ~ Kojzavod (S->N)
	18	19:45	20:23	00:38	13.1	20.7	18	11	5.4%	2 Kojzavod ~ 6mkr.(N->S)

T17(3)	№ trip	Start (hh:mm)	End (hh:mm)	Trip time (hh:mm)	Length (km)	Ave. Speed (km/h)	Number of Passenger(pop)	Maximum Loading	Occupancy rate (%)	Direction
28-Jun-12	1	06:22	06:53	00:31	13.1	25.4	28	19	8.2%	1 6mkr. ~ Kojzavod (S->N)
Thu	2	07:02	07:37	00:35	13.1	22.5	45	23	13.6%	2 Kojzavod ~ 6mkr.(N->S)
	3	07:48	08:27	00:39	13.1	20.2	47	23	11.3%	1 6mkr. ~ Kojzavod (S->N)
	4	08:34	09:11	00:37	13.1	21.2	71	35	17.2%	2 Kojzavod ~ 6mkr.(N->S)
	5	09:24	09:59	00:35	13.1	22.5	70	42	23.4%	1 6mkr. ~ Kojzavod (S->N)
	6	10:07	10:44	00:37	13.1	21.2	33	24	8.3%	2 Kojzavod ~ 6mkr.(N->S)
	7	10:55	11:41	00:46	13.1	17.1	41	31	17.1%	1 6mkr. ~ Kojzavod (S->N)
	8	11:50	12:28	00:38	13.1	20.7	50	21	10.7%	2 Kojzavod ~ 6mkr.(N->S)
	9	13:05	13:47	00:42	13.1	18.7	74	34	21.4%	1 6mkr. ~ Kojzavod (S->N)
	10	13:55	14:35	00:40	13.1	19.6	59	16	9.3%	2 Kojzavod ~ 6mkr.(N->S)
	11	14:43	15:25	00:42	13.1	18.7	58	35	13.3%	1 6mkr. ~ Kojzavod (S->N)
	12	15:30	16:10	00:40	13.1	19.7	54	27	12.1%	2 Kojzavod ~ 6mkr.(N->S)
	13	16:22	17:07	00:45	13.1	17.5	71	24	10.8%	1 6mkr. ~ Kojzavod (S->N)
	14	17:15	17:55	00:40	13.1	19.7	64	32	15.4%	2 Kojzavod ~ 6mkr.(N->S)
	15	18:03	18:44	00:41	13.1	19.2	56	26	11.7%	1 6mkr. ~ Kojzavod (S->N)
	16	18:55	19:47	00:52	13.1	15.1	65	26	12.0%	2 Kojzavod ~ 6mkr.(N->S)

T17(4)	№ trip	Start (hh:mm)	End (hh:mm)	Trip time (hh:mm)	Length (km)	Ave. Speed (km/h)	Number of Passenger(pop)	Maximum Loading	Occupancy rate (%)	Direction
28-Jun-12	1	06:30	07:01	00:31	13.1	25.4	26	14	6.5%	1 6mkr. ~ Kojzavod (S->N)
Thu	2	07:10	07:45	00:35	13.1	22.5	18	11	4.9%	2 Kojzavod ~ 6mkr.(N->S)
	3	07:56	08:35	00:39	13.1	20.2	22	15	6.4%	1 6mkr. ~ Kojzavod (S->N)
	4	08:42	09:19	00:37	13.1	21.2	30	22	9.5%	2 Kojzavod ~ 6mkr.(N->S)
	5	09:32	10:07	00:35	13.1	22.5	28	15	7.3%	1 6mkr. ~ Kojzavod (S->N)
	6	10:15	10:52	00:37	13.1	21.2	23	14	6.4%	2 Kojzavod ~ 6mkr.(N->S)
	7	11:03	11:49	00:46	13.1	17.1	44	24	11.0%	1 6mkr. ~ Kojzavod (S->N)
	8	11:58	12:36	00:38	13.1	20.7	32	12	6.8%	2 Kojzavod ~ 6mkr.(N->S)
	9	13:13	13:55	00:42	13.1	18.7	23	9	4.0%	1 6mkr. ~ Kojzavod (S->N)
	10	14:03	14:43	00:40	13.1	19.6	18	10	4.1%	2 Kojzavod ~ 6mkr.(N->S)
	11	14:51	15:33	00:42	13.1	18.7	28	13	6.5%	1 6mkr. ~ Kojzavod (S->N)
	12	15:38	16:18	00:40	13.1	19.7	37	19	9.2%	2 Kojzavod ~ 6mkr.(N->S)
	13	16:28	17:13	00:45	13.1	17.5	36	16	8.0%	1 6mkr. ~ Kojzavod (S->N)
	14	17:21	18:01	00:40	13.1	19.7	41	25	11.5%	2 Kojzavod ~ 6mkr.(N->S)
	15	18:11	18:52	00:41	13.1	19.2	15	13	5.2%	1 6mkr. ~ Kojzavod (S->N)
	16	19:04	19:56	00:52	13.1	15.1	10	4	1.5%	2 Kojzavod ~ 6mkr.(N->S)

Appendix 7.5 Staff List of Public Transportation Enterprises

(1) Staff List of BTD

Number of employees of the BTD is 658 as of December 1, 2010.

- 188 drivers of trolley-buses;
- 17 conductors;
- 150 repair workers;
- 105 office employee (heads and specialists);
- 198 of other categories (workers of the garage, OGM, persons on duty at technical sub-stations, cleaners, etc.).

(2) Staff List of BPTE

Number of employees of the BPTE is 1,191 as of March 1, 2011.

#	Position	Number of Personnel
1.	Engineers	38
2.	Drivers, Total	861
	Of them, Working on the Routes, Including by Columns	818
	1 st Transport Column	170
	2 nd Transport Column	206
	3 rd Transport Column	135
	4 th Transport Column	135
	5 th Transport Column	172
	Drivers of Duty Vehicles	8
	Drivers of Utilities Vehicles, Technical Maintenance	7
	Drivers of Office Vehicles	1
	Drivers – Racers	27
3.	Operational & Technical Service	108
	Mentor Driver	1
	Mechanic of Transport Columns	12
	Senior Traffic Controller	-
	Transport Column Traffic Controller	5
	Traffic Controller on Duty	14
	Senior Meter Controller	-
	Meter Controller	13
	Cashier of the Central Cashier Office	3
	Cashier of Tickets Unit	17
	Mechanic-Controller	11
	Head of Operational Unit	1
	Head of Central Warehouse	1
	Stock-Keeper	4
	Production Foremen	6
	Logistic Specialist	1
	Head of Fuel Station	1
	Operator of Fuel Station	9
	Head of Medical Unit	1
	Aid Post (Narcologists)	7
	Head of Security	1
4.	Repairs Workers	95
5.	Auxiliary Service	89
	Foreman of Car Washers	1
	Senior Car Washer (1 st Base)	1
	Car Washers	39
	Laundresses	3
	Senior Post Guard	1
	Security Service	28

#	Position	Number of Personnel
	Street Cleaner	1
	Cleaning Ladies	5
	Carpenter	2
	Electrician	6
	Plumber	2
	TOTAL	1191
	Total, Hired	67
	Total, Dismissed	38
	Total, Women	102
	Of Them on Maternity Leave	5

Note: As of March 1, 2011

Source: BPTE

(3) Machinery

The total amount of machineries as on 1st January, 2012 is 460 buses and 5 service vehicles.

1. Total amount of functioning vehicles

(Unit: vehicles)

2011	2012	Removed
253	201	-52

Source: BPTE

2. Fleet utilization

(Unit: ratio)

2011	2012	Removed
0.44	0.55	-0.11

Source: BPTE

(4) Fuel Consumption

Items	2011	2012	Removed
Fuel cost total (thousands som)	19,0513.3	164,963.0	-25,550.3
Purchased fuel total (thousands liters)	5,582.5	4,272.5	-1,310.0

Source: BPTE

APPENDIX 10 LAW AND ADMINISTRATION

10.1 Survey on the Study Relevant Law in Kyrgyz

As a part of the current situation analysis for the Study, the Study Team collected road, traffic and land relevant laws in Kyrgyz.

Table A 10.1-1 Relevant Law in Kyrgyz

Name of Law	
Road	
1	Law of the Kyrgyz Republic N72 from June 2, 1998 "On the roads" (amendment Act N89 as of May 16, 2008)
2	Law of the Kyrgyz Republic from June 1, 1998 N71 "On the Road Fund" (amendment Act N52 as of June 23, 2011)
3	Resolution of the Government of the Kyrgyz Republic N59 from February 9, 2002 "About the condition and operation of roads in the Kyrgyz Republic"
4	Resolution of the Government of the Kyrgyz Republic N641 from December 30, 2005 "On Education Committee, management of investment projects for construction, reconstruction and rehabilitation of roads in the Kyrgyz Republic"
5	Resolution of the Government of the Kyrgyz Republic N374 of May 21, 2004 "On the realization of investment projects for construction, rehabilitation and reconstruction of roads in the Kyrgyz Republic"
6	Resolution of the Bishkek Mayor N115 from February 23, 1999 "About creation of the management of urban roads, parking lots and garages in the Bishkek Mayor's office"
7	Construction Norms and Regulations of the Kyrgyz Republic "Designing Highways"
8	Regulations on Industrial-linear control of highways N1 (approved by Ministry of Transport and Communications of Kyrgyz Republic Decree N117 on April 11, 2008)
9	Ministry of Transport and Communications order about "The realization of the third rehabilitation project of Bishkek-Osh road and safety of construction works" as of June 6, 2006
10	Ministry of Transport and Communications Order N58 from March 10, 2010 "About creation of working group to prepare a draft Strategy for the Development of Road Sector"
11	Regulation N326-IV from April 17, 2008 "On the order of organization of housing co-operatives and providing them the plots of land"
12	Terms of use public roads, road constructions and their protection in the Kyrgyz Republic (approved by the Government of the Kyrgyz Republic N588 on October 14, 1997)

Transport	
1	Law of the Kyrgyz Republic N52 from April 20, 1998 "On the traffic in the Kyrgyz Republic" (amendment Act N100 as of May 29, 2008)
2	Law of the Kyrgyz Republic N89 from July 8, 1998 "On transport" (amendment Act N124 as of July 19, 2006)
3	Law of the Kyrgyz Republic N178 from May 29, 2009 "Common Technical Regulations of the Kyrgyz Republic on the safety of vehicles"
4	Law of the Kyrgyz Republic N90 from July 9, 1998 "On Railway Transport" (amendment Law of the Kyrgyz Republic as of March, 2 2010)
5	The concept of development of passenger transport in Bishkek (approved by the Bishkek city Government N243 on July 9, 2004)
6	Municipal Regulations on the coordination of passenger transport department Bishkek Mayor's office (approved by Bishkek Mayor N307 on June 30, 1997)

Land	
1	Law of the Kyrgyz Republic N1372-XII from January 11, 1994 "On Urban Planning and Architecture of the Kyrgyz Republic" (amendment Act N101 as of March 30, 2009)
2	Law of the Kyrgyz Republic from March 3, 1997 N1xzs22 "On Licensing" (amended and supplemented in the wording of the Act N270 on October 13, 2009)
3	Law of the Kyrgyz Republic "On the status of the capital of the Kyrgyz Republic" dated April 16, 1994 (As amended by Kyrgyz Republic on October 22, 2009)
4	Law of the Kyrgyz Republic N689-XII from December 21, 1991"On individual housing construction" (amendment Law as of September, 28 and November, 2 1995 N31-I)
5	Law of the Kyrgyz Republic N46 form June 2, 1999 "On Implementation of the Land Code of the Kyrgyz Republic" (amendment Law N78 as of May 11, 2002)
6	Law of the Kyrgyz Republic N4 from January 11, 2001 "On Agricultural Land Management" (amendment Law N174 as of May 26, 2009)
7	Law of the Kyrgyz Republic N215 from September 25, 2003 "On the financial and economic principles of local self-government" (amendment Law of Kyrgyz Republic N15 as of January 28, 2010)
8	Law of the Kyrgyz Republic N30 from January 26, 2009 "On the pastures" (amendment Law N91 as of July 11, 2011)
9	Presidential Decree N PD-297 "On measures for further development and state support for land and agrarian reforms in the Kyrgyz Republic" dated November 3, 1995 (amendment Presidential Decree N PD202 of August 1, 2002, N PD83 of March 9, 2004)
10	Code of the Kyrgyz Republic N45 from June 2, 1999 "Land Code of the Kyrgyz Republic" (amended and supplemented in the wording of the Act of May 26, 2009)
11	Resolution of the Mayor of Bishkek N68 from January 27, 1998 "On the construction of engineering networks and roads in an array of individual buildings in the Bahast. area"
12	Resolution N805 of the Kyrgyz Republic Government on November 21, 2006 "About the Master Plan for Bishkek in 2025"
13	Resolution of the Bishkek City Council of Deputies N235 from July, 9 2004 "On approval of the Temporary Regulation on the financing projects for development of Bishkek at the expense of stimulate (matching) grants"
14	Resolution of the Kyrgyz Republic Government N668 from September 7, 2004 "On Liability for Damage Caused by deterioration of land" (amendment Decree N696 of the Kyrgyz Republic Government as of September 27, 2006)
15	Resolution of Deputies of Bishkek City Council N238 from October 2, 2006 "On approval of economic - planning zones in Bishkek and the coefficients for them in 2006"
16	Resolution of Bishkek City Council of Deputies N339 from July 9, 2007 "On approval of regulations on procedure of granting land plots for individual housing construction in Bishkek city and the Formation of the order of citizens to obtain land for private housing construction in Bishkek"
17	Resolution of the Kyrgyz Republic Government N115 from March 1, 1999 "On the monitoring of the Kyrgyz Republic agricultural lands"
18	Resolution of the Bishkek City Council of Deputies N423 from February 26, 2008 "On approval of economic-planning zones in Bishkek and the coefficients for them in 2008"
19	Resolution of the Bishkek Mayor's office N212 from April 20, 2000 "On regulation of the selection, retention, removal, redistribution and re-registration of land plots for construction of individual houses"
20	Resolution of the Kyrgyz Republic Government N316 from July 10, 1992 "On Approval of the lands of industry, transport, communications, energy and the order of their use"
21	Resolution of Bishkek City Council of Deputies N423 from February 26, 2008 "On approval of economic-planning zones in Bishkek and the coefficients for them in 2008"
22	The concept of introducing private ownership of land in the Kyrgyz Republic (Decree N310 from October 13, 1998)

Land	
23	Building regulations of the Kyrgyz Republic "The composition, procedure development and approval of urban planning documentation" (approved by order N209 of the Kyrgyz Republic State Agency for Architecture and Construction on September 25, 2007)
24	Rules for improvement of the city of Bishkek (approved by Resolution N194 of Bishkek city Government dated July 9, 2003)
25	Regulation on the procedure of granting land plots for individual housing construction (amendment Act N276 by Kyrgyz Republic Government, dated June 30, 2005)
26	Regulation N612 "On state control over land use and protection in the Kyrgyz Republic" from December 20, 1996 (amendment Decree N432 of the Kyrgyz Republic Government on August 9, 1999)
27	Regulation on the provision and use of land in cities, towns and villages of the Kyrgyz Republic (approved by the Government of the Republic of Kyrgyzstan dated July 10, 1992 N317)
28	"The application of taxes N668 for the calculation of the size of penalties for land damage in the Kyrgyz Republic" from September 7, 2004

Land/Road	
1	Law of the Kyrgyz Republic N54 from June 16, 1999 "On ecological expertise" (Amendment Law of Kyrgyz Republic N21 as of February 26, 2007)

Land/Transport/Road	
1	Law of the Kyrgyz Republic N53 "On Environmental Protection" from June 16, 1999 (amendment Law N131 as of the April 27, 2009)

Source : JICA Study Team

Note : Unofficial translation of name of the laws from Russian name

APPENDIX 13 ASSIGNMENT OF SOCIO - ECONOMIC FRAMEWORK BY TRAFFIC ZONE IN PLANNING YEARS

Table A 13-1 Population, Worker, and Student by Traffic Zone in Trend Basis in 2023

Traffic Zone	Population (person)	Worker at Work Place (person)			Student at School Place (person)			Daytime Population (person)
		Agriculture	Manufacturing	Service	G1~G9	G10~G11	Higher	
1	25,599	0	1,470	10,760	5,687	2,156	21	29,811
2	8,918	0	288	3,260	476	180	0	7,592
3	35,684	0	0	2,769	4,092	606	2	18,104
4	9,334	0	167	1,696	42	0	166	4,886
5	21,945	0	45	5,558	5,575	435	253	19,776
6	15,808	0	1,350	9,203	3,024	1,148	11,443	32,172
7	29,285	0	176	9,520	644	68	4,013	24,981
8	9,146	0	9	14,232	1,465	1,126	32,841	52,268
9	5,586	0	69	4,539	0	0	0	6,123
10	35,565	0	0	23,810	9,572	6,407	8,566	57,982
11	18,932	0	152	24,144	3,654	2,475	1,323	36,872
12	18,193	0	2,332	5,989	4,878	460	0	21,029
13	4,701	0	2,144	992	517	38	0	5,595
14	20,655	0	375	1,424	867	129	0	8,912
15	16,869	0	18	7,019	223	25	5,210	18,548
16	19,394	1	0	1,085	1,537	160	0	9,738
17	8,889	2	440	1,068	142	205	0	5,216
18	10,215	0	4,044	9,895	22	4	5,601	23,464
19	8,123	0	0	579	1,212	179	277	5,311
20	4,679	0	2,275	616	35	3	247	4,761
21	4,251	0	1,307	1,307	0	0	1	3,945
22	16,730	0	101	3,458	2,166	144	555	12,098
23	21,471	0	303	10,971	1,869	1,053	6,025	26,945
24	31,181	0	44	10,083	11,099	1,140	0	30,612
25	36,499	1	0	10,406	5,418	896	0	26,374
26	41,000	0	104	11,772	15,178	2,154	0	40,037
27	1,622	5	35	432	8	0	0	1,088
28	30,828	0	1,505	7,878	2,302	380	0	20,397
29	4,387	1	0	4,213	12	2	0	5,883
30	16,840	0	706	13,792	6,395	4,618	15,830	46,609
31	10,023	0	257	7,632	2,856	1,633	10	15,523
32	43,237	0	90	54,516	9,271	6,881	16,539	99,014
33	14,419	0	63	33,178	2,122	1,366	10,174	50,825
34	8,044	0	39	2,803	119	7	0	6,215
35	8,343	0	196	3,756	2,321	145	0	9,769
36	29,099	0	836	7,738	6,875	492	22	27,737
37	13,319	0	1,780	5,842	26	3	0	12,964
38	21,959	0	150	5,327	353	28	0	14,544
39	6,491	0	151	2,226	832	51	0	5,861
40	7,532	0	18	425	39	6	0	3,450
41	19,612	0	52	2,049	3,309	173	0	13,255
42	13,405	0	220	1,617	1,030	57	0	8,159
43	28,717	11	619	1,604	4,265	1,145	0	18,349
44	29,198	0	21	24,790	6,568	4,996	6,760	51,047
45	21,844	0	15	9,680	1,583	1,859	29	20,283
46	847	0	3,083	8,234	2	0	1,744	13,341
47	4,886	0	862	2,437	1,421	246	13	6,185

Traffic Zone	Population (person)	Worker at Work Place (person)			Student at School Place (person)			Daytime Population (person)
		Agriculture	Manufacturing	Service	G1~G9	G10~G11	Higher	
48	35,589	0	199	4,356	7,442	1,298	200	22,201
49	14,045	0	290	10,932	2,694	188	0	19,083
50	13,196	0	3	5,896	1,716	178	2,245	14,714
51	18,734	0	70	17,242	1,922	1,088	1,211	26,658
52	6,575	0	67	1,861	522	42	0	5,269
53	2,947	0	66	1,342	320	26	0	2,998
54	7,308	0	236	1,163	1,142	91	0	5,720
55	2,768	0	0	779	0	0	0	1,760
56	6,895	0	99	424	1,023	97	0	4,079
57	5,617	0	18	912	455	37	0	3,757
58	6,900	0	440	2,056	1,021	82	0	6,484
59	21,463	0	903	46,933	2,103	123	0	58,369
60	5,120	0	306	6,099	1,593	85	0	10,100
61	3,485	0	2	322	1,192	60	0	2,950
62	48,267	0	796	2,353	1,166	143	0	20,521
63	27,347	149	545	1,342	1,475	48	0	13,210
64	31,133	69	260	2,426	1,752	134	0	15,743
65	7,635	101	540	653	637	17	0	4,766
66	18,278	26	361	1,576	933	132	0	9,126
67	20,809	0	23	981	579	94	19	8,827
68	3,319	24	0	382	412	21	0	2,067
69	11,839	0	911	1,321	1,333	141	0	7,894
70	12,058	0	46	424	124	10	0	5,060
71	24,199	142	758	1,131	895	129	0	11,453
72	14,511	183	541	945	1,044	55	0	8,059
73	19,873	129	258	2,495	1,474	68	0	11,686
74	28,316	22	2,066	2,106	2,567	219	0	17,627
75	19,997	53	1,580	2,655	1,440	140	0	13,470
76	5,308	56	1,970	2,087	5	1	0	6,254
77	36,725	0	880	3,120	2,361	312	0	19,556
78	22,713	23	1,673	3,020	1,480	188	0	14,374
79	9,658	104	1,102	794	920	23	0	6,572
80	5,349	27	826	487	504	13	0	3,869
81	6,223	105	182	564	607	16	0	3,822
82	9,117	0	51	1,907	1,075	116	4	6,384
83	16,625	22	767	1,587	1,841	198	0	10,292
84	12,659	43	1,525	1,866	121	17	0	8,021
85	7,167	36	700	658	777	84	0	4,785
86	6,295	27	140	1,256	450	18	0	4,298
87	1,755	111	65	130	0	0	0	971
88	4,412	30	615	363	389	9	0	3,047
89	7,629	26	921	1,910	639	24	0	6,517
90	31,638	16	768	3,115	2,749	240	0	18,737
Total	1,434,800	1,545	51,480	530,295	183,997	51,284	131,344	1,434,800

Source : JICA Study Team

Table A 13-2 Population, Worker, and Student by Traffic Zone in Planned Basis in 2013

Traffic Zone	Population (person)	Worker at Work Place (person)			Student at School Place (person)			Daytime Population (person)
		Agriculture	Manufacturing	Service	G1~G9	G10~G11	Higher	
1	25,504	0	1,450	7,167	4,695	1,757	0	25,571
2	8,918	0	282	1,962	393	147	0	6,458
3	34,461	0	0	2,095	3,495	530	0	17,509
4	8,877	0	165	1,074	44	9	0	4,250
5	20,634	0	44	4,634	4,762	408	0	17,993
6	15,808	0	1,334	6,414	2,497	935	9,449	27,138
7	25,105	0	175	7,327	421	38	7,960	25,845
8	5,963	0	9	10,941	1,395	874	24,092	39,187
9	5,447	0	68	3,426	0	0	0	5,195
10	35,960	0	0	17,976	8,330	4,820	6,349	48,733
11	18,784	0	151	18,225	3,125	1,831	982	30,183
12	18,193	0	2,302	3,738	4,028	375	0	18,417
13	4,700	0	2,118	552	427	31	0	5,188
14	20,372	0	372	809	746	112	0	8,756
15	12,144	0	18	8,531	172	40	6,685	20,238
16	13,633	3	0	352	1,158	133	0	7,022
17	8,647	1	429	585	113	167	0	4,867
18	9,713	0	4,002	7,674	78	17	4,501	20,312
19	7,642	0	0	325	1,020	156	0	4,652
20	4,332	0	2,249	2,582	0	0	0	6,466
21	4,245	0	1,294	892	0	0	0	3,677
22	14,057	0	100	4,606	2,102	191	0	12,317
23	21,332	0	300	7,602	1,552	859	4,913	22,728
24	30,972	0	43	6,864	9,158	928	0	26,427
25	36,191	0	0	7,044	4,467	730	0	23,263
26	40,907	0	101	7,966	12,530	1,755	0	34,807
27	1,383	3	34	287	0	0	0	896
28	26,537	6	1,467	5,261	1,804	296	0	16,917
29	4,071	3	0	3,067	0	0	0	4,754
30	16,836	0	697	9,897	5,279	3,764	13,072	38,625
31	9,979	0	254	5,449	2,357	1,330	0	12,895
32	43,430	0	89	41,640	8,362	5,331	12,250	81,272
33	14,270	0	61	25,590	2,421	1,366	7,521	41,435
34	8,031	0	38	1,845	98	6	0	5,511
35	8,231	0	193	2,535	1,920	121	0	8,371
36	29,024	0	826	5,004	5,677	402	0	24,623
37	12,861	0	1,764	4,191	75	17	0	11,645
38	19,651	1	147	3,298	235	17	0	12,313
39	6,398	0	149	1,613	698	45	0	5,300
40	7,204	0	18	162	48	11	0	3,347
41	18,956	0	52	1,177	2,766	156	0	12,225
42	12,485	0	218	806	844	50	0	7,240
43	12,380	19	604	320	3,047	860	0	10,144
44	29,105	0	21	18,962	5,834	3,819	4,986	42,728
45	21,721	0	15	6,954	1,320	1,463	0	17,713
46	788	0	3,050	7,874	0	0	1,428	12,642
47	4,716	0	853	1,750	1,175	203	0	5,326

Traffic Zone	Population (person)	Worker at Work Place (person)			Student at School Place (person)			Daytime Population (person)
		Agriculture	Manufacturing	Service	G1~G9	G10~G11	Higher	
48	34,594	1	194	2,467	6,118	1,052	0	19,636
49	14,045	0	287	7,667	2,224	154	0	15,815
50	13,141	0	3	4,355	1,426	141	1,653	12,707
51	18,765	0	68	13,249	1,945	937	741	22,860
52	6,573	0	66	1,074	431	34	0	4,578
53	2,947	0	64	856	265	21	0	2,538
54	7,309	0	230	553	943	74	0	5,107
55	2,768	0	0	442	0	0	0	1,523
56	6,653	0	97	225	863	86	0	3,863
57	5,134	0	18	422	361	29	0	3,154
58	6,691	0	436	1,313	846	70	0	5,680
59	18,368	2	884	34,970	1,724	106	0	45,508
60	5,095	0	303	4,497	1,319	70	0	8,367
61	3,478	0	2	212	985	49	0	2,736
62	30,793	1	788	2,061	1,068	238	0	15,107
63	9,001	143	532	1,680	617	139	0	6,565
64	10,940	79	254	2,070	1,024	82	0	7,978
65	5,276	95	527	269	432	12	0	3,516
66	8,643	27	353	642	808	139	0	5,366
67	6,651	0	23	1,896	270	60	0	4,904
68	2,885	25	0	172	370	27	0	1,772
69	11,501	0	900	753	1,108	119	0	7,369
70	10,997	0	46	131	142	31	0	4,819
71	550	150	741	29	54	12	0	1,213
72	8,042	163	528	3,396	820	54	0	8,281
73	11,445	133	252	1,302	937	25	0	7,377
74	15,871	25	2,037	725	2,091	199	0	11,825
75	14,660	59	1,548	1,543	1,096	105	0	10,717
76	5,152	58	1,920	1,450	0	0	0	5,685
77	23,343	4	873	1,885	2,332	376	0	14,988
78	10,895	26	1,644	1,521	1,023	135	0	9,008
79	8,767	103	1,076	356	718	19	0	5,894
80	4,848	33	807	215	397	11	0	3,465
81	5,933	106	177	256	487	14	0	3,490
82	9,111	0	50	1,235	889	94	0	5,826
83	15,478	24	752	859	1,526	166	0	9,369
84	9,794	42	1,487	1,082	42	10	0	6,484
85	6,595	32	682	366	650	72	0	4,375
86	4,566	30	137	778	316	16	0	3,220
87	1,755	117	64	52	0	0	0	958
88	3,396	42	601	143	278	7	0	2,477
89	7,335	24	899	1,256	512	20	0	5,847
90	15,318	23	755	1,201	1,928	152	0	10,612
Total	1,185,700	1,603	50,661	390,671	152,053	41,257	106,582	1,185,700

Source : JICA Study Team

Table A 13-3 Population, Worker, and Student by Traffic Zone in Planned Basis in 2018

Traffic Zone	Population (person)	Worker at Work Place (person)			Student at School Place (person)			Daytime Population (person)
		Agriculture	Manufacturing	Service	G1~G9	G10~G11	Higher	
1	25,527	0	1,472	7,169	4,701	1,758	2	25,411
2	8,918	0	287	1,962	393	147	0	6,392
3	36,323	0	0	3,087	3,818	601	121	19,318
4	9,155	0	168	1,111	124	28	25	4,429
5	22,764	0	46	5,400	5,211	508	141	20,062
6	20,642	0	1,362	7,383	2,497	935	9,449	29,892
7	25,203	0	178	7,356	446	43	10,982	28,755
8	6,404	0	9	11,400	1,853	1,147	24,229	40,561
9	5,447	0	69	3,426	0	0	0	5,140
10	36,512	0	0	18,132	8,596	4,978	6,509	49,234
11	19,252	0	153	19,460	3,125	1,844	1,094	31,462
12	23,477	0	2,340	7,382	4,028	375	0	23,935
13	4,700	0	2,164	579	427	31	0	5,222
14	20,610	0	379	906	809	126	18	8,861
15	13,537	0	18	11,104	480	107	8,512	25,424
16	14,332	3	0	377	1,355	176	62	7,490
17	8,647	1	429	585	113	167	0	4,793
18	10,476	0	4,088	8,031	215	48	4,545	21,129
19	7,958	0	0	352	1,101	175	26	4,843
20	15,315	0	2,298	5,545	0	0	0	12,181
21	8,342	0	1,321	1,646	0	0	0	5,669
22	19,301	0	102	7,060	2,810	352	297	17,142
23	21,400	0	307	7,718	1,571	863	4,918	22,686
24	30,972	0	43	6,864	9,158	928	0	26,115
25	36,646	0	0	7,189	4,468	731	25	23,204
26	41,052	0	101	8,013	12,530	1,755	8	34,492
27	1,383	3	34	287	0	0	0	884
28	26,803	6	1,467	5,298	1,850	306	15	16,834
29	4,071	3	0	3,067	0	0	0	4,720
30	16,836	0	712	9,897	5,279	3,764	13,072	38,471
31	9,979	0	259	5,449	2,357	1,330	0	12,800
32	45,722	0	90	42,514	9,158	5,815	12,816	84,093
33	15,701	0	63	26,350	3,515	2,019	7,906	44,527
34	8,044	0	39	1,959	104	6	0	5,566
35	8,299	0	195	2,603	1,939	125	6	8,420
36	29,183	0	843	5,127	5,685	404	9	24,600
37	13,569	0	1,801	4,299	210	47	45	12,158
38	19,778	1	148	3,520	266	24	9	12,453
39	6,480	0	152	1,632	721	50	7	5,327
40	7,510	0	18	171	132	29	27	3,517
41	19,421	0	53	1,306	2,892	184	40	12,503
42	12,706	0	222	915	905	63	19	7,398
43	12,381	19	604	320	3,047	860	0	10,051
44	29,479	0	22	19,086	6,242	4,062	5,099	43,406
45	21,753	0	16	6,954	1,332	1,466	4	17,521
46	1,483	0	3,110	10,794	0	0	1,428	15,846
47	4,800	0	871	1,754	1,198	208	7	5,360

Traffic Zone	Population (person)	Worker at Work Place (person)			Student at School Place (person)			Daytime Population (person)
		Agriculture	Manufacturing	Service	G1~G9	G10~G11	Higher	
48	34,613	1	194	2,508	6,119	1,052	1	19,323
49	14,045	0	293	7,667	2,224	154	0	15,698
50	13,156	0	3	4,375	1,431	142	1,654	12,622
51	19,350	0	70	13,304	2,582	1,269	897	23,993
52	6,573	0	67	1,074	431	34	0	4,529
53	2,947	0	64	856	265	21	0	2,515
54	7,309	0	231	553	943	74	0	5,051
55	2,768	0	0	442	0	0	0	1,499
56	6,883	0	98	243	928	101	21	3,992
57	5,134	0	18	422	361	29	0	3,114
58	6,781	0	445	1,332	868	75	7	5,729
59	19,178	2	888	35,022	1,909	146	58	45,878
60	5,118	0	309	4,525	1,325	71	1	8,377
61	3,485	0	2	223	987	50	1	2,727
62	40,556	1	802	5,447	2,964	663	713	24,516
63	18,760	142	532	6,157	1,716	390	640	16,314
64	16,965	77	254	6,952	1,511	196	358	15,611
65	5,276	92	527	269	432	12	0	3,468
66	12,627	24	353	706	1,604	318	280	7,930
67	11,211	0	23	5,093	752	170	284	10,401
68	3,297	24	0	190	460	47	29	2,036
69	11,671	0	916	787	1,156	130	14	7,442
70	11,908	0	47	157	394	88	79	5,435
71	10,391	146	741	7,751	148	50	544	12,929
72	19,371	158	528	15,829	1,109	134	630	25,258
73	12,320	129	252	1,584	937	26	48	7,886
74	19,344	24	2,069	826	2,740	343	210	13,576
75	15,309	56	1,558	1,663	1,250	139	49	11,158
76	5,175	56	1,920	1,452	0	0	1	5,653
77	31,727	4	891	2,583	4,130	775	576	21,190
78	12,412	24	1,661	1,652	1,341	204	100	10,105
79	8,767	102	1,076	356	718	19	0	5,819
80	4,848	32	807	215	397	11	0	3,424
81	5,933	104	177	256	487	14	0	3,438
82	9,117	0	52	1,252	891	95	0	5,770
83	15,869	24	758	943	1,607	185	27	9,566
84	10,060	41	1,487	1,150	118	26	23	6,659
85	6,839	32	682	416	702	84	16	4,519
86	4,668	28	137	787	345	22	9	3,258
87	1,759	115	64	52	0	0	0	943
88	3,396	41	601	143	278	7	0	2,448
89	7,335	23	900	1,256	512	20	0	5,791
90	16,556	23	761	1,317	2,145	200	69	11,213
Total	1,309,100	1,561	51,311	452,326	167,878	46,171	118,811	1,309,100

Source : JICA Study Team

Table A 13-4 Population, Worker, and Student by Traffic Zone in Planned Basis in 2023

Traffic Zone	Population (person)	Worker at Work Place (person)			Student at School Place (person)			Daytime Population (person)
		Agriculture	Manufacturing	Service	G1~G9	G10~G11	Higher	
1	25,527	0	1,434	7,581	4,701	1,758	5	25,381
2	8,918	0	279	2,309	393	147	0	6,588
3	38,040	0	0	3,916	3,924	622	325	20,586
4	9,155	0	163	1,111	126	28	67	4,310
5	24,567	0	44	5,400	5,229	508	380	20,700
6	26,805	0	688	9,405	2,497	935	9,449	33,409
7	25,231	0	172	7,356	447	43	11,005	28,362
8	6,831	0	9	12,080	2,100	1,274	24,458	41,874
9	5,447	0	67	3,426	0	0	0	5,023
10	37,028	0	0	18,429	9,283	5,356	6,774	50,289
11	19,848	0	149	21,804	3,909	2,279	1,280	35,030
12	30,211	0	1,779	14,658	4,028	375	0	32,834
13	4,700	0	2,086	665	427	31	0	5,152
14	20,656	0	366	906	811	126	54	8,550
15	14,551	0	18	11,104	493	107	8,683	25,809
16	14,339	3	0	377	1,364	176	168	7,366
17	8,647	1	429	585	113	167	0	4,645
18	11,380	0	3,943	8,032	221	48	4,618	21,256
19	8,044	0	0	352	1,105	175	70	4,795
20	28,977	0	1,144	7,704	1	0	1	14,285
21	13,563	0	752	3,077	0	0	0	8,033
22	25,751	0	100	8,115	3,205	429	792	21,012
23	21,406	0	296	7,834	1,572	863	4,930	22,379
24	30,971	0	43	6,914	9,158	928	0	25,532
25	37,219	0	0	7,464	4,594	757	68	23,152
26	41,236	0	101	8,114	12,570	1,764	21	33,888
27	1,384	3	34	287	0	0	0	860
28	27,140	6	1,466	5,298	1,852	306	39	16,443
29	4,071	3	0	3,067	0	0	0	4,650
30	16,836	0	688	10,042	5,279	3,764	13,072	38,256
31	9,979	0	250	5,565	2,357	1,330	0	12,707
32	48,385	0	88	43,680	11,827	7,281	13,755	90,389
33	17,366	0	61	27,067	4,476	2,528	8,541	47,646
34	8,044	0	38	1,959	104	6	4	5,425
35	8,299	0	191	2,685	1,940	125	16	8,360
36	29,352	0	813	5,446	5,722	412	26	24,533
37	14,264	0	1,736	4,331	225	49	119	12,268
38	19,847	1	146	3,613	267	24	26	12,239
39	6,480	0	147	1,632	721	50	20	5,219
40	7,529	0	18	171	136	29	72	3,439
41	19,493	0	51	1,306	2,896	184	107	12,280
42	12,736	0	215	915	907	63	51	7,227
43	12,381	19	604	320	3,047	860	0	9,848
44	29,854	0	21	19,115	6,396	4,138	5,288	43,375
45	21,753	0	15	6,981	1,333	1,466	10	17,104
46	2,364	0	2,721	10,794	0	0	1,429	15,735
47	4,800	0	840	1,754	1,199	208	20	5,243

Traffic Zone	Population (person)	Worker at Work Place (person)			Student at School Place (person)			Daytime Population (person)
		Agriculture	Manufacturing	Service	G1~G9	G10~G11	Higher	
48	34,632	1	194	2,583	6,123	1,053	3	18,696
49	14,045	0	283	8,011	2,224	154	0	15,777
50	13,162	0	3	4,571	1,432	142	1,658	12,586
51	19,489	0	68	13,304	2,611	1,269	1,158	23,927
52	6,573	0	65	1,302	431	34	0	4,657
53	2,947	0	64	856	265	21	0	2,470
54	7,309	0	230	686	943	74	0	5,073
55	2,768	0	0	540	0	0	0	1,547
56	6,884	0	96	243	931	101	55	3,901
57	5,134	0	18	422	361	29	0	3,037
58	6,824	0	429	1,446	869	75	19	5,757
59	19,694	2	881	35,045	1,917	146	156	45,901
60	5,119	0	298	4,526	1,325	71	5	8,287
61	3,485	0	2	223	987	50	2	2,671
62	46,608	1	776	9,066	3,600	780	1,904	31,765
63	27,519	140	532	12,246	3,228	698	1,708	27,957
64	23,792	77	254	14,233	2,546	410	956	26,811
65	5,276	90	527	269	432	12	0	3,376
66	15,518	24	353	715	1,769	345	747	9,390
67	15,841	0	23	8,398	1,435	311	759	16,392
68	3,607	24	0	190	464	47	77	2,154
69	11,683	0	888	877	1,158	130	41	7,324
70	11,938	0	45	157	408	88	215	5,393
71	22,932	144	740	22,388	2,748	596	1,456	32,354
72	33,809	156	528	34,669	3,826	703	1,677	51,958
73	13,435	127	252	2,119	1,181	78	129	9,050
74	23,162	24	2,015	884	2,780	346	556	15,103
75	15,652	56	1,542	1,663	1,256	139	131	11,095
76	5,205	56	1,920	1,457	7	1	3	5,594
77	38,428	4	860	2,583	4,209	775	1,527	24,090
78	13,690	24	1,632	1,652	1,356	204	270	10,551
79	8,767	100	1,076	356	718	19	0	5,666
80	4,848	32	806	215	397	11	0	3,340
81	5,933	102	177	256	487	14	0	3,334
82	9,117	0	50	1,307	891	95	0	5,657
83	16,214	24	748	969	1,610	185	70	9,484
84	10,062	41	1,487	1,150	121	26	64	6,520
85	7,035	32	681	416	704	84	44	4,506
86	4,669	28	137	787	346	22	24	3,196
87	1,764	113	64	53	1	0	1	915
88	3,396	41	600	143	278	7	0	2,389
89	7,335	23	5,181	1,256	512	20	0	9,952
90	18,095	23	750	1,317	2,155	200	186	11,711
Total	1,434,800	1,545	51,480	530,295	183,997	51,284	131,344	1,434,800

Source : JICA Study Team