

Vessel On-Time Performance

A twelve-month review of schedule reliability

August 1, 2025 through August 1, 2026

How we measure on-time performance

Every stop of every trip is compared to the published timetable

Late

10 minutes

A stop counts as late if the vessel is more than 10 minutes behind the published time.

Early

5 minutes

A departure more than 5 minutes ahead of the published time is also a failure.

What counts

Every stop

Each island stop is measured, not just the first departure and final arrival. A rider at Long Island is held to the Long Island time.

One caution on the data

- Tracking data is available for 89.2% of scheduled stops.
- Ferry boats typically have higher grace periods than other forms of public transportation (i.e. bus and subways) due to longer run times between stops and vulnerability to external factors (weather, other vessel traffic, freight handling, etc.).

System-wide performance

All routes, all vessels, twelve months

93.4%

of stops on time

Roughly 1 stop in 15 misses its published time

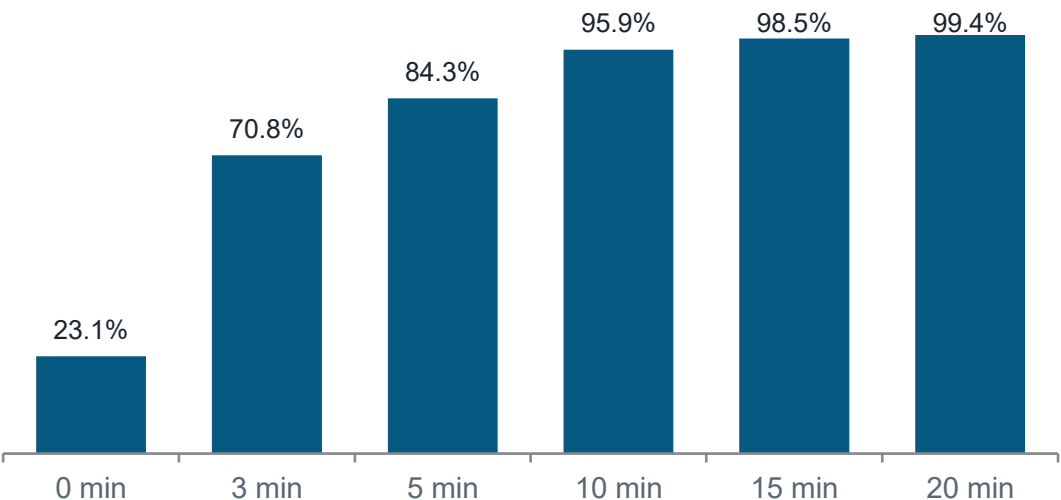
4.1%

more than
10 min late

2.5%

departed early
by 5+ min

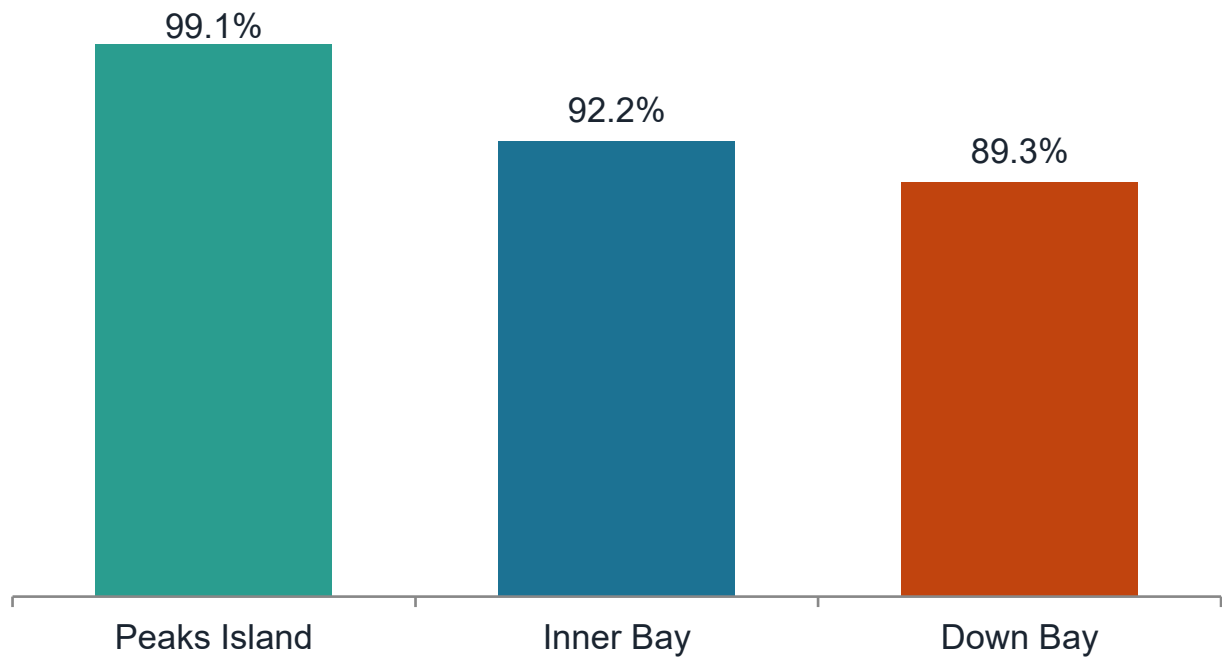
On-time share if the late grace period changed



The grace period drives the headline number. At a strict on-the-minute standard the system scores 23%. At 10 minutes it scores 96% on lateness alone.

Performance by route

Peaks Island service is close to perfect. Down Bay carries the problem.

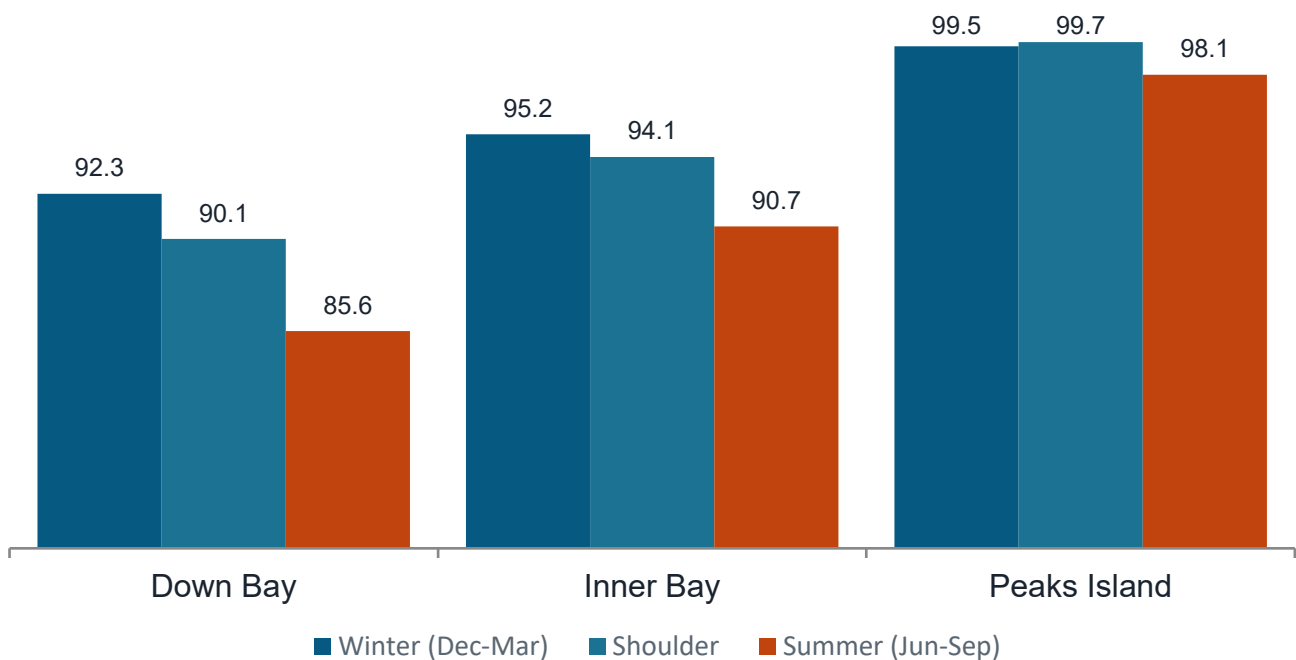


Peaks Island 19,641 stops measured	4.6 min worst 10% of stops
Inner Bay 10,546 stops measured	6.7 min worst 10% of stops
Down Bay 23,669 stops measured	8.3 min worst 10% of stops

Down Bay visits up to seven stops on a single run and handles nearly all freight. Peaks is a single crossing with no intermediate stops.

OTP falls in the busy season

The decline is concentrated on Down Bay and Inner Bay, not Peaks



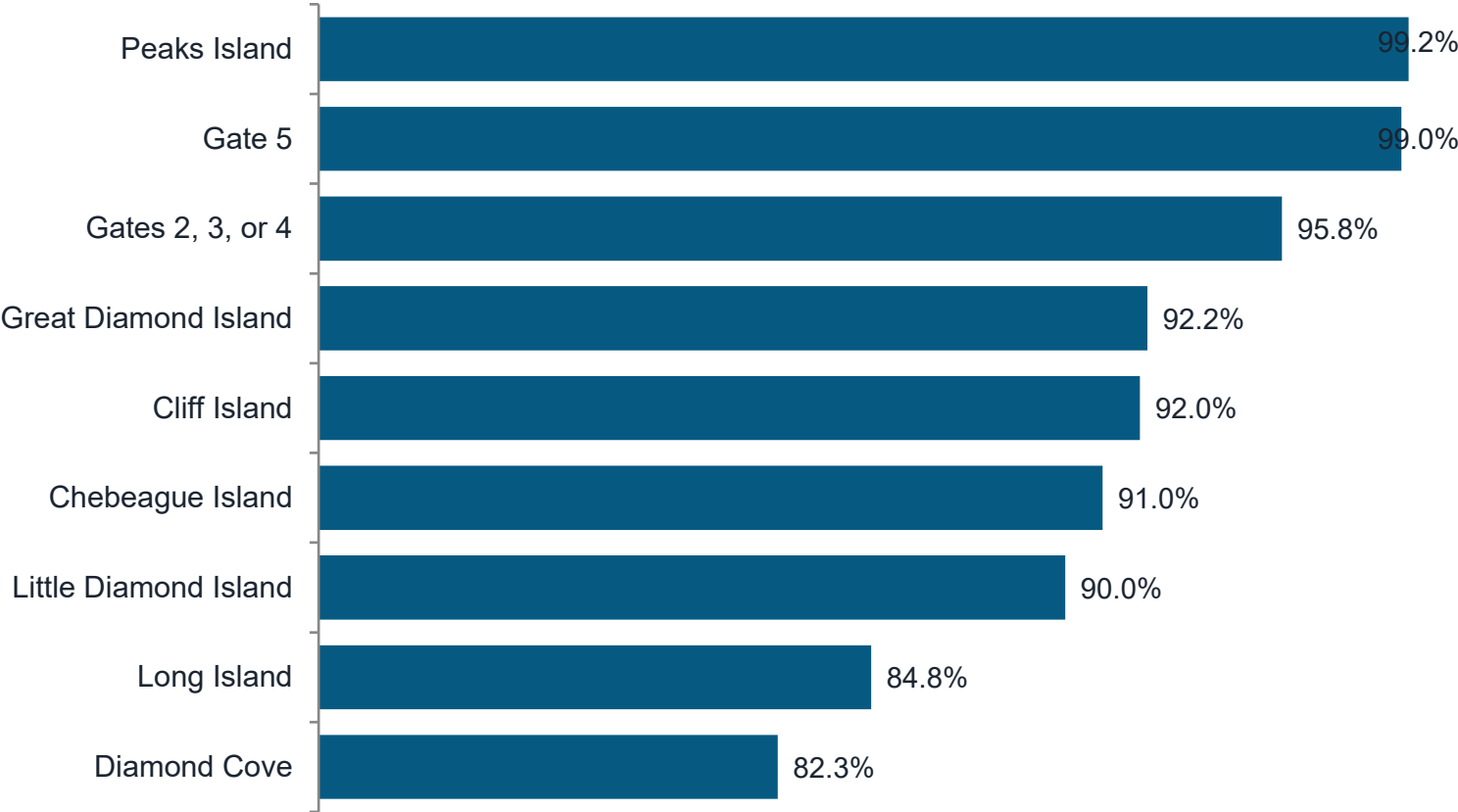
Why this matters

- Peaks service barely moves between seasons.
- Down Bay loses nearly 7 points from winter to summer.
- That points to what happens at the dock: loading volume, freight handling and turnaround time.

Share of stops running more than 15 minutes late: Down Bay 0.8% in winter → 4.5% in summer Peaks 0.3% → 0.6%

Performance by stop

Ranked by the share of stops meeting the published time



Strongest

Peaks Island 99.2%
Gate 5 99.0%
Gates 2, 3, or 4 95.8%

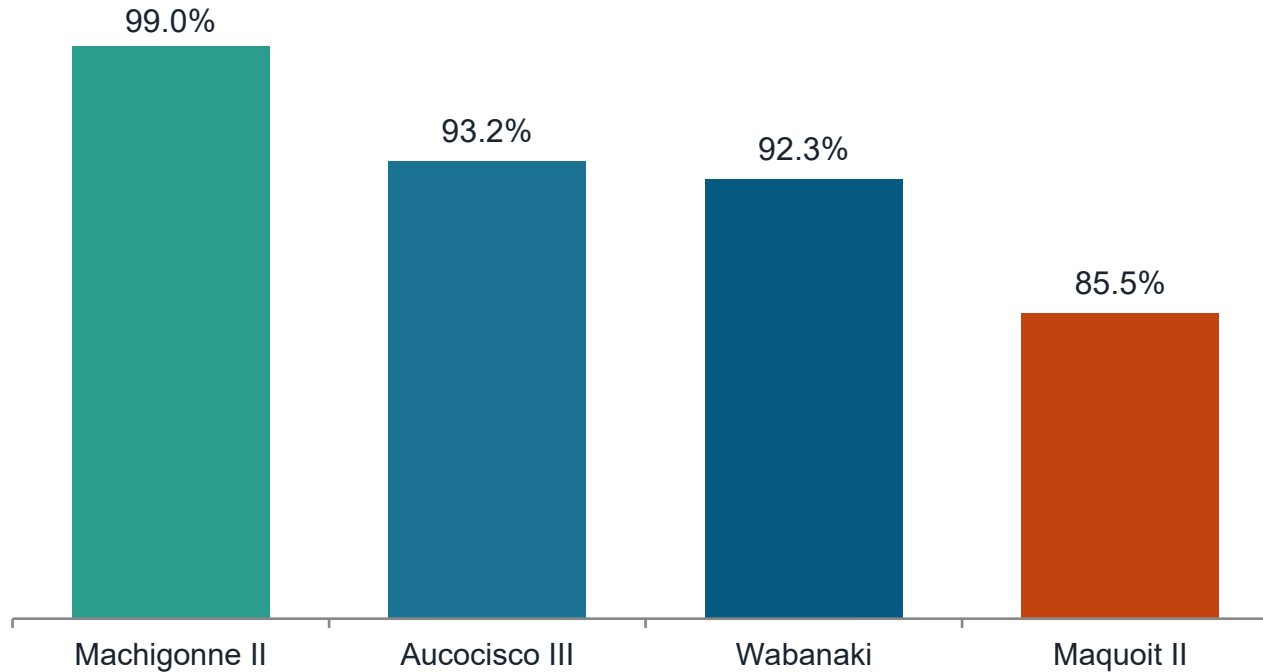
Weakest

Little Diamond Island 90.0%
Long Island 84.8%
Diamond Cove 82.3%

Portland terminal stops are shown as Gate 5 (Peaks service) and Gates 2, 3, or 4 (all other routes).

Performance by vessel

Read with care: each vessel works a different route



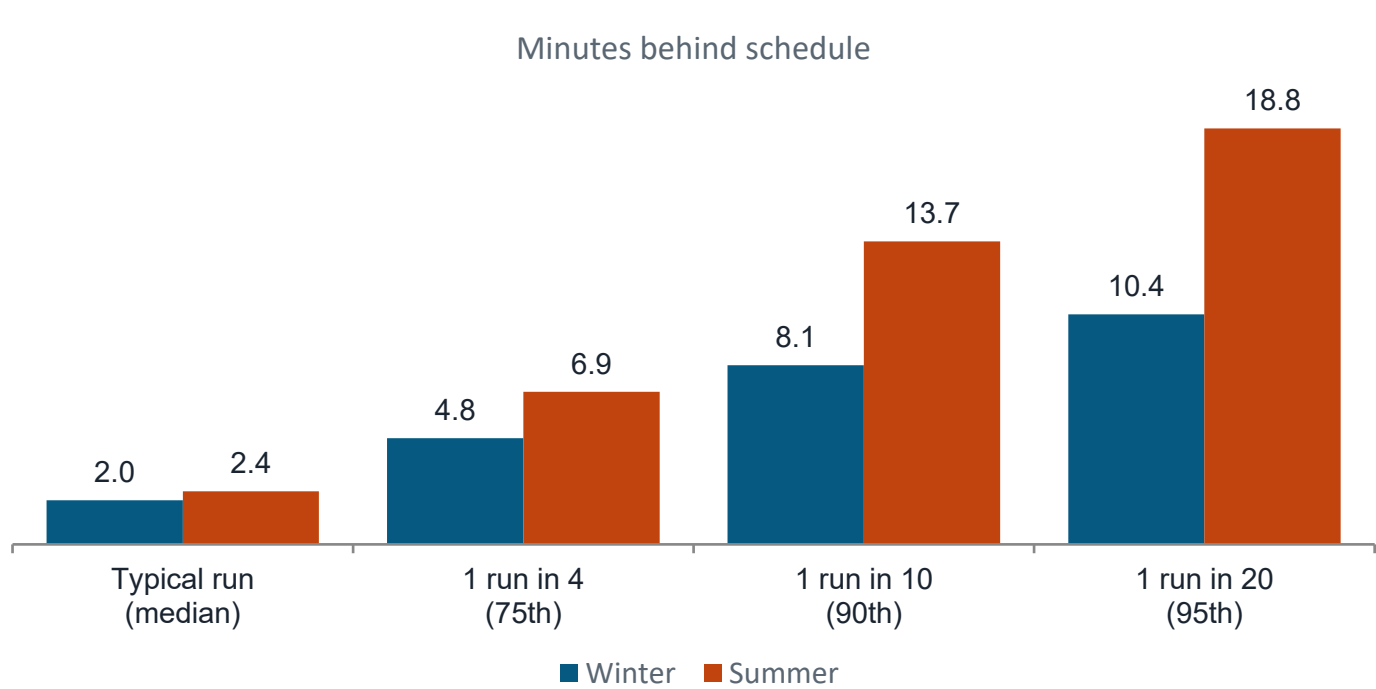
The vessel is not the whole story

- Machigonne II runs the single-stop Peaks crossing.
- Maquoit II works the multi-stop Down Bay freight runs.
- On the same 08:00 and 12:00 Down Bay runs in winter, Maquoit II scored 85.4% and Wabanaki 80.4%.
- When the two boats work the same schedule they perform alike. The route explains most of the difference.

This chart should not be read as a ranking of boats or crews. It is closer to a ranking of the schedules they are asked to keep.

Maquoit II: impacted by freight

A typical summer run matches a typical winter run. The heavy days are what break



0.4 min

difference between a typical summer run and a typical winter run

5.6 min

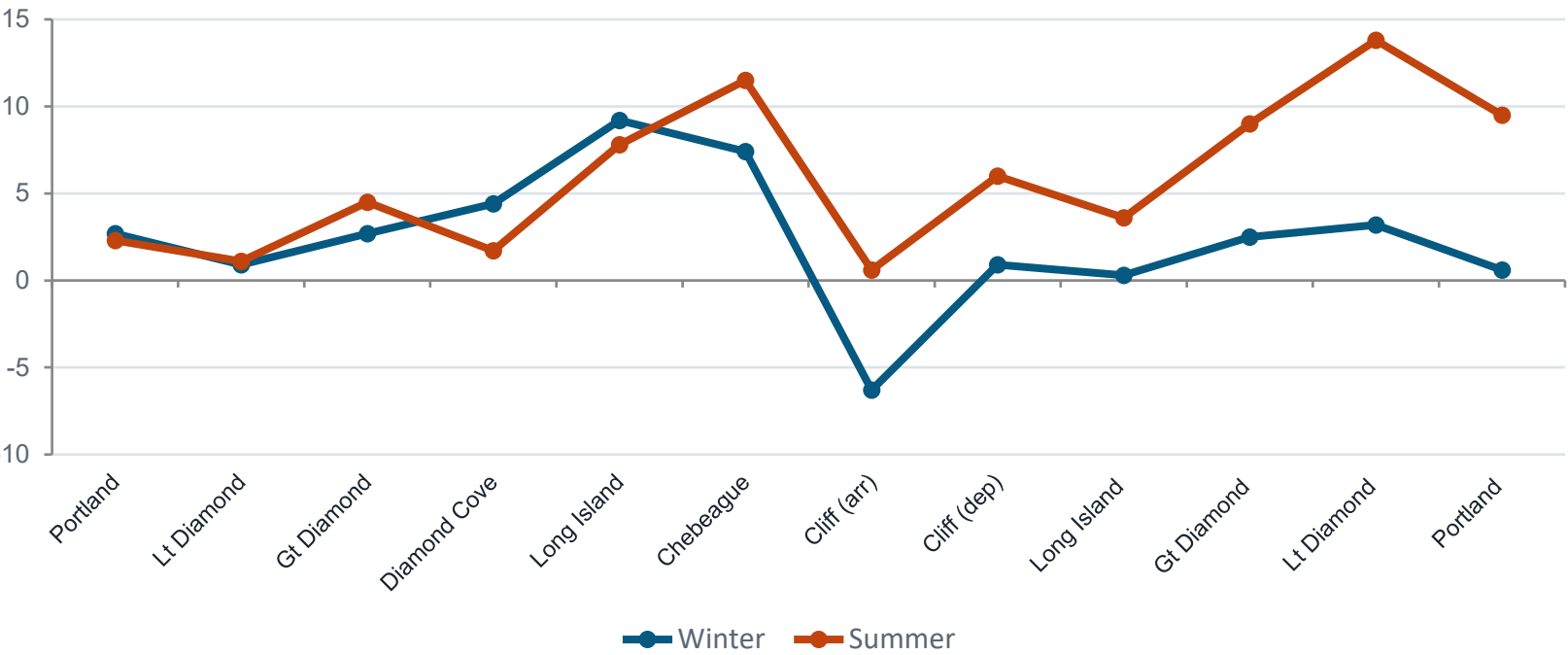
difference on the worst 1 run in 10. The spread widens, the middle does not.

Stops running more than 15 minutes late on Maquoit II: 1.6% in winter, 8.1% in summer. In summer, 12.3% of Down Bay trips have at least one stop more than 15 minutes late, against 2.4% in winter.

The 08:00 run and its return trip

One vessel, one continuous block, and no recovery time at the turnaround

Median minutes behind schedule at each stop, outbound then inbound



Reading the line: the outbound builds delay through Long Island and Chebeague, then recovers on the padded leg into Cliff. The return rebuilds it. In summer the boat reaches Portland a median 9.5 minutes late against 0.6 in winter, and the 09:40 inbound scores 56.9% on time against 90.1% in winter.