

## RESULTS OF THIRD BSRF ASSESSMENT PERIOD (JUN – NOV 2015)

The BSRF was introduced in February 2014 to improve bus reliability by reducing the instances of bus bunching and prolonged wait times. Each bus service is measured against a unique baseline<sup>6</sup> across six-month assessment periods. Bus operators are rewarded with incentives if they improve service reliability, and penalised if there is deterioration in reliability.

BSRF PERFORMANCE					
The BSRF assesses the regularity of a bus service using the concept of Excess Wait Time (EWT). EWT is the average additional wait time experienced by commuters at bus stops, compared to the scheduled wait time if the buses had arrived at regular intervals. A lower EWT score indicates that the service has had fewer instances of prolonged wait times on average across the six-month assessment period.					
Fleet size category	Operator	Bus Service	EWT Baseline (min)	EWT Performance for Jun 2015 to Nov 2015	EWT Improvement (min)
Category 3 (≥20 buses)	SBST	3	1.5	1.0	0.5
		39	1.2	0.9	0.3
		51	2.2	1.6	0.6
		58	1.2	1.0	0.2
		63	1.6	1.2	0.4
		154	1.9	1.3	0.6
	SMRT	171*	1.5	1.5	0.0
		176	1.6	1.3	0.3
		188	1.4	1.2	0.2
		851*	1.4	1.4	0.0
		857	1.5	1.3	0.2
		858	2.1	1.6	0.5
Category 2 (10 to <20 buses)	SBST	17	1.8	1.5	0.3
		52	2.0	1.3	0.7
		76	1.3	0.9	0.4
		130	1.1	0.7	0.4

<sup>6</sup> The unique baseline of each bus service is derived from the historical performance.

### BSRF PERFORMANCE

The BSRF assesses the regularity of a bus service using the concept of Excess Wait Time (EWT). EWT is the average additional wait time experienced by commuters at bus stops, compared to the scheduled wait time if the buses had arrived at regular intervals. A lower EWT score indicates that the service has had fewer instances of prolonged wait times on average across the six-month assessment period.

Fleet size category	Operator	Bus Service	EWT Baseline (min)	EWT Performance for Jun 2015 to Nov 2015	EWT Improvement (min)
Category 1		163	1.3	1.0	0.3
		175	1.6	1.1	0.5
	SMRT	180*	1.1	1.2	-0.1
		184	1.3	1.1	0.2
		189	1.4	0.9	0.5
		302*	1.0	1.0	0.0
		853	1.5	1.0	0.5
		911*	1.3	1.4	-0.1
		962*	1.4	1.3	0.1
		975*	1.1	1.2	-0.1
Category 1 (< 10 buses)	SBST	228	1.1	0.7	0.4
		241	1.2	0.9	0.3
		242	0.8	0.6	0.2
		292	0.9	0.5	0.4
		325	0.8	0.6	0.2
		354	1.1	0.6	0.5
	SMRT	882*	0.5	0.4	0.1
		901*	0.9	1.0	-0.1

\* These services remained in the neutral zone (performance within 0.1 minute of the Excess Wait Time from the service's unique baseline) and did not qualify for any incentive or penalty.

**Incentives and penalties**

These are determined based on the six-month average performance of each service. For every 0.1 minute improvement or deterioration in EWT performance when compared to the baseline, the following monthly incentives and penalties apply.

<b>BSRF INCENTIVE &amp; PENALTY AMOUNT</b>			
<b>Fleet Size Category</b>	<b>1 (&lt; 10 buses)</b>	<b>2 (10 to &lt;20 buses)</b>	<b>3 (≥20 buses)</b>
Incentive Amount <i>per 0.1 minute improvement per month</i>	\$ 2,000	\$ 4,000	\$ 6,000
Penalty Amount <i>per 0.1 minute deterioration per month</i>	\$ 1,300	\$ 2,600	\$ 4,000

#####