



REPORTE OPERACIONAL DIARIO  
 Fecha : 23 de mayo de 2016

| AFLUENCIA DÍA | Afluencia (MM Pax) |          |          |         |       |         |       |             |        |        |
|---------------|--------------------|----------|----------|---------|-------|---------|-------|-------------|--------|--------|
|               | 23-05-2016         |          |          |         |       |         |       | Tendencia   |        |        |
|               | 2016               | Ppto (1) | 2015 (2) | Dif (1) | Dif % | Dif (2) | Dif % | Prom. 4 Sem | Dif.   | Dif. % |
|               |                    |          |          |         |       |         |       |             |        |        |
| L1            | 0,938              | 0,935    | 0,960    | 0,004   | 0%    | -0,021  | -2%   | 0,960       | -0,022 | -2%    |
| L2            | 0,412              | 0,396    | 0,407    | 0,016   | 4%    | 0,005   | 1%    | 0,417       | -0,005 | -1%    |
| L4            | 0,417              | 0,405    | 0,415    | 0,012   | 3%    | 0,001   | 0%    | 0,425       | -0,008 | -2%    |
| L4A           | 0,071              | 0,069    | 0,071    | 0,002   | 4%    | 0,000   | 1%    | 0,073       | -0,001 | -2%    |
| L5            | 0,509              | 0,493    | 0,506    | 0,016   | 3%    | 0,003   | 1%    | 0,519       | -0,010 | -2%    |
| RED           | 2,348              | 2,297    | 2,359    | 0,051   | 2%    | -0,011  | 0%    | 2,394       | -0,046 | -2%    |

PAM MÓVIL

|                         |             |          |     | PAM Móvil y Vía Más Cargada |         |         |          |                  |         |                        |             |                    |          |              |               |
|-------------------------|-------------|----------|-----|-----------------------------|---------|---------|----------|------------------|---------|------------------------|-------------|--------------------|----------|--------------|---------------|
|                         |             |          |     | Carga (pax/hr )             |         |         |          | Oferta (pax/hr ) |         |                        |             | Densidad (pax/m2 ) |          |              |               |
|                         | Hora Móvil  | Estación | Vía | Real                        | Prog.   | Dif.    | Dif. (%) | Real             | Prog.   | Dif.                   | Dif. (%)    | Real               | Prog.    | Dif.         | Dif. (%)      |
| L1                      | 7:15 - 8:15 | LH - LM  | 1   | 41.996                      | 45.145  | -3.149  | -7%      | 47.799           | 46.240  | 1.559                  | 3%          | 5,2                | 5,8      | -0,7         | -12%          |
| L2                      | 7:45 - 8:45 | RO - PQ  | 2   | 22.333                      | 23.414  | -1.081  | -5%      | 25.202           | 24.640  | 562                    | 2%          | 5,2                | 5,7      | -0,4         | -8%           |
| L4                      | 7:15 - 8:15 | RM - VA  | 2   | 31.324                      | 35.521  | -4.197  | -12%     | 36.478           | 38.064  | -1.586                 | -4%         | 5,0                | 5,5      | -0,6         | -10%          |
| L4A                     | 7:15 - 8:15 | JU - VI  | 2   | 9.740                       | 9.614   | 126     | 1%       | 11.102           | 11.102  | 0                      | 0%          | 5,1                | 5,0      | 0,1          | 2%            |
| L5                      | 7:30 - 8:30 | SI - PB  | 2   | 23.065                      | 28.964  | -5.899  | -20%     | 31.696           | 29.225  | 2.471                  | 8%          | 4,1                | 5,9      | -1,8         | -31%          |
| RED                     |             |          |     | 128.458                     | 142.658 | -14.200 | -10%     | 152.277          | 149.271 | 3.006                  | 2%          | 4,9                | 5,7      | -0,8         | -14%          |
| % Pax Sobre E. Densidad |             |          |     | 0%                          |         |         |          |                  |         |                        |             |                    |          |              |               |
|                         |             |          |     |                             |         |         |          |                  |         |                        |             |                    |          |              |               |
|                         |             |          |     | Freq (tren/hr )             |         |         |          | Jefe Turno       |         | Regularidad (min/tren) |             |                    |          |              |               |
|                         |             |          |     | Real                        | Prog.   | Dif.    | Dif. (%) | PAM1             | PAM2    | Interv Real            | Interv Prog | Desv Est           | Coef Var | Perd. Tiempo | Pérdida Freq. |
| L1                      |             |          |     | 33                          | 32      | 1       | 3%       | 30               | 27      | 01:52                  | 01:53       | 00:28              | 24,78%   | 0            | 0             |
| L2                      |             |          |     | 20                          | 20      | 0       | 0%       | 19               | 18      | 03:07                  | 03:00       | 01:01              | 33,89%   | 02:20        | 1             |
| L4                      |             |          |     | 23                          | 24      | -1      | -4%      | 24               | 23      | 02:39                  | 02:30       | 00:40              | 26,67%   | 03:27        | 1             |
| L4A                     |             |          |     | 14                          | 14      | 0       | 0%       | 14               | 14      | 04:21                  | 04:17       | 00:21              | 8,17%    | 00:56        | 0             |
| L5                      |             |          |     | 26                          | 25      | 1       | 4%       | 24               | 22      | 02:23                  | 02:24       | 00:34              | 23,61%   | 0            | 0             |
| RED                     |             |          |     | 116                         | 115     | 1       | 1%       | 111              | 104     | 02:52                  | 02:49       | 00:37              | 21,89%   | 06:43        | 2             |

PPM MÓVIL

|                         |               |          |      | PPM Móvil y Vía Más Cargada |         |        |          |                  |             |                        |          |                    |               |      |          |
|-------------------------|---------------|----------|------|-----------------------------|---------|--------|----------|------------------|-------------|------------------------|----------|--------------------|---------------|------|----------|
|                         |               |          |      | Carga (pax/hr )             |         |        |          | Oferta (pax/hr ) |             |                        |          | Densidad (pax/m2 ) |               |      |          |
|                         | Hora Móvil    | Estación | Vía  | Real                        | Prog.   | Dif.   | Dif. (%) | Real             | Prog.       | Dif.                   | Dif. (%) | Real               | Prog.         | Dif. | Dif. (%) |
| L1                      | 18:30 - 19:30 | LM - LH  | 2    | 35.426                      | 36.186  | -760   | -2%      | 45.994           | 43.350      | 2.644                  | 6%       | 4,4                | 4,8           | -0,5 | -9%      |
| L2                      | 18:30 - 19:30 | HE - TO  | 1    | 20.247                      | 19.539  | 708    | 4%       | 26.149           | 23.408      | 2.741                  | 12%      | 4,4                | 4,9           | -0,4 | -9%      |
| L4                      | 18:15 - 19:15 | EG - OR  | 1    | 26.004                      | 27.544  | -1.540 | -6%      | 36.478           | 36.478      | 0                      | 0%       | 3,9                | 4,3           | -0,4 | -8%      |
| L4A                     | 18:15 - 19:15 | VI - JU  | 1    | 7.257                       | 6.100   | 1.157  | 19%      | 11.102           | 11.102      | 0                      | 0%       | 3,5                | 2,7           | 0,8  | 28%      |
| L5                      | 18:30 - 19:30 | PB - SI  | 1    | 24.526                      | 22.246  | 2.280  | 10%      | 28.188           | 29.225      | -1.037                 | -4%      | 5,1                | 4,4           | 0,7  | 17%      |
| RED                     |               |          |      | 113.460                     | 111.615 | 1.845  | 2%       | 147.911          | 143.563     | 4.348                  | 3%       | 4,4                | 4,4           | -0,1 | -2%      |
| % Pax Sobre E. Densidad |               |          |      | 0%                          |         |        |          |                  |             |                        |          |                    |               |      |          |
|                         |               |          |      | Freq (tren/hr )             |         |        |          | Jefe Turno       |             | Regularidad (min/tren) |          |                    |               |      |          |
|                         | Real          | Prog.    | Dif. | Dif. (%)                    | PPM1    | PPM2   |          | Interv Real      | Interv Prog | Desv Est               | Coef Var | Perd. Tiempo       | Pérdida Freq. |      |          |
| L1                      | 31            | 30       | 1    | 3%                          | 30      | 31     |          | 01:58            | 02:00       | 00:16                  | 13,33%   | 0                  | 0             |      |          |
| L2                      | 21            | 19       | 2    | 11%                         | 20      | 20     |          | 03:00            | 03:09       | 00:33                  | 17,46%   | 0                  | 0             |      |          |
| L4                      | 23            | 23       | 0    | 0%                          | 23      | 23     |          | 02:42            | 02:37       | 00:51                  | 32,48%   | 01:55              | 1             |      |          |
| L4A                     | 14            | 14       | 0    | 0%                          | 14      | 14     |          | 04:27            | 04:17       | 00:21                  | 8,17%    | 02:20              | 1             |      |          |
| L5                      | 24            | 25       | -1   | -4%                         | 24      | 25     |          | 02:35            | 02:24       | 00:54                  | 37,50%   | 04:24              | 2             |      |          |
| RED                     | 113           | 111      | 2    | 2%                          | 111     | 113    |          | 02:56            | 02:53       | 00:35                  | 20,23%   | 08:39              | 3             |      |          |

| FRECUENCIA DÍA | PAM 1       |          | PAM 2       |           | PPM 1       |          | PPM 2       |         |
|----------------|-------------|----------|-------------|-----------|-------------|----------|-------------|---------|
|                | Real / Prog | Dif.     | Real / Prog | Dif.      | Real / Prog | Dif.     | Real / Prog | Dif .   |
|                |             |          |             |           |             |          |             |         |
|                |             |          |             |           |             |          |             |         |
| L1             | 32 / 30     | 2 / 7%   | 28 / 32     | -4 / -12% | 28 / 30     | -2 / -7% | 32 / 30     | 2 / 7%  |
| L2             | 20 / 20     | 0 / 0%   | 20 / 19     | 1 / 5%    | 20 / 19     | 1 / 5%   | 21 / 19     | 2 / 11% |
| L4             | 24 / 24     | 0 / 0%   | 24 / 23     | 1 / 4%    | 23 / 23     | 0 / 0%   | 24 / 23     | 1 / 4%  |
| L4A            | 14 / 14     | 0 / 0%   | 14 / 14     | 0 / 0%    | 14 / 14     | 0 / 0%   | 14 / 14     | 0 / 0%  |
| L5             | 24 / 25     | -1 / -4% | 22 / 25     | -3 / -12% | 24 / 25     | -1 / -4% | 26 / 25     | 1 / 4%  |
| RED            | 114 / 113   | 1 / 1%   | 108 / 113   | -5 / -4%  | 109 / 111   | -2 / -2% | 117 / 111   | 6 / 5%  |

| CONTENCIONES | Torniquete |     | Combinación |     |
|--------------|------------|-----|-------------|-----|
|              | PAM        | PPM | PAM         | PPM |
|              |            |     |             |     |
|              |            |     |             |     |
| L1           | 1          | 0   | 3           | 0   |
| L2           | 0          | 0   | 0           | 0   |
| L4           | 0          | 3   | 8           | 10  |
| L4A          | 0          | 0   | 0           | 0   |
| L5           | 0          | 0   | 9           | 0   |
| RED          | 1          | 3   | 20          | 10  |

| DISPONIBILIDAD OPERAC. (SMS CIC) | Disponibilidad Operacional (tren/hr) |            |             |            |             |          |             |          |
|----------------------------------|--------------------------------------|------------|-------------|------------|-------------|----------|-------------|----------|
|                                  | PAM 1                                |            | PAM 2       |            | PPM 1       |          | PPM 2       |          |
|                                  | Real/Prog                            | Dif.       | Real/Prog   | Dif.       | Real/Prog   | Dif.     | Real/Prog   | Dif.     |
|                                  |                                      |            |             |            |             |          |             |          |
| L1                               | 42,0/42,0                            | 0,0/0,0%   | 42,0/42,0   | 0,0/0,0%   | 42,0/42,0   | 0,0/0,0% | 42,0/42,0   | 0,0/0,0% |
| L2                               | 22,0/22,0                            | 0,0/0,0%   | 22,0/22,0   | 0,0/0,0%   | 23,0/22,0   | 1,0/4,5% | 23,0/22,0   | 1,0/4,5% |
| L4                               | 31,0/31,0                            | 0,0/0,0%   | 31,0/31,0   | 0,0/0,0%   | 31,0/31,0   | 0,0/0,0% | 31,0/31,0   | 0,0/0,0% |
| L4A                              | 6,0/6,0                              | 0,0/0,0%   | 6,0/6,0     | 0,0/0,0%   | 6,0/6,0     | 0,0/0,0% | 6,0/6,0     | 0,0/0,0% |
| L5                               | 39,0/41,0                            | -2,0/-4,9% | 39,0/41,0   | -2,0/-4,9% | 41,0/41,0   | 0,0/0,0% | 41,0/41,0   | 0,0/0,0% |
| RED                              | 140,0/142,0                          | -2,0/-1,4% | 140,0/142,0 | -2,0/-1,4% | 143,0/142,0 | 1,0/0,7% | 143,0/142,0 | 1,0/0,7% |

Nota: Corresponde a la disponibilidad al inicio del horario punta (PAM1 y PPM1).

| INCIDENTES               | Incidentes > 3 minutos |                   |               |               |      |  |   |              |         |
|--------------------------|------------------------|-------------------|---------------|---------------|------|--|---|--------------|---------|
|                          | Hora                   | Afecta Hora Punta | Coche P       | Ubicación     | Vía  | Descripción  | Atraso Puntual  | Atraso Acum. |         |
|                          | L1                     | 8:33              | SI            |               | LH   | 1  | Riñas, Tren 109 - 2108 en LH - V1 demora salida por riña a bordo.   | 0:03:00      | 0:00:00 |
|                          |                        | 23:05             | NO            |               | CMLD | 1  | Paquete sospechoso, Conductor informa bolso olvidado en CDV 14 LD. Verificado por personal de seguridad, objeto es retirado (cámara fotográfica).               | 0:04:30      | 0:00:00 |
|                          | L2                     | 8:34              | SI            |               | LC   | 2  | Procedimiento Operacional, Detención de trenes por afluencia en L1  | 0:00:00      | 0:03:00 |
|                          |                        | 8:43              | SI            |               | AN   | 1  | Procedimiento Operacional, Se detiene tren 205 - 2086 en AN - V1 debido a afluencia en L1   | 0:00:00      | 0:03:00 |
|                          |                        | 8:43              | SI            |               | AN   | 1  | Procedimiento Operacional, Se detienen AN - V1 tren 203 - 2085 por afluencia en L1. (Jefe de turno)   | 0:00:00      | 0:03:00 |
|                          |                        | 12:12             | NO            |               | LO   | 1  | Test de Neumaticos (CNF), Tren 219-2089 detecta portador N°4 derecho coche 3  | 0:03:00      | 0:00:00 |
|                          |                        | 23:20             | NO            | P3036         | LL   | 2  | Tracción-Frenado, Mlmpar con desprendimiento de humo de zapatas del primer boguie;sin indicacion de coche motor inactivo a la Traccion o al Frenado reostatico. | 0:00:00      | 0:06:20 |
|                          | L4                     | 8:09              | SI            | R4416 - R4425 | LP   | 2  | Salud, Cliente desmayado a bordo del tren.  | 0:03:10      | 0:00:00 |
| 18:06                    |                        | SI                | R4416 - R4425 | EA            | 1    | Pilotaje Automático Embarcado, FU-PA   | 0:00:00   | 0:03:30      |         |
| 19:00                    |                        | SI                | R4423         | TL            | 2    | Bloqueos del Tren, Coche R con desbloques tardios , intermitentes                              | 0:03:00   | 0:00:00      |         |
| L5                       | 11:08                  | NO                | P3017         | ÑU            | 1    | Sistema de Puertas, Salida de ÑU - V1 se desenclavan todas las puertas lado servicio. Evacuado | 0:07:00   | 0:00:00      |         |
|                          | 18:15                  | SI                | P3028         | PM            | 1    | Tracción-Frenado, Salidas lentas   | 0:00:00   | 0:03:00      |         |
| Incidentes en Hora Punta |                        |                   |               |               |      |  |   |              |         |

Incidentes en Hora Punta

Regularidad PAM Móvil

Regularidad PPM Móvil

