

BUS Industry Quarter 1 2019 Dashboard

Key Findings

- Bus Driver Authority numbers remained consistent in Quarter 1 (28,328) 2019 compared to previous quarter (28,594). Over 600 authorities were issued in Q1 2019, which remain consistent compared to previous quarter.
- 40 out of 110 audits (36%) in Q1 2019 resulted in zero deficiency.
- The highest deficiency during Bus Operator audits related to reporting incidents in the Bus Incident Management Database and implementation of maintenance plans.
- Based on the last three years from April 2016 to March 2019, RBUS/OMNI registered buses remain more compliant compared to CBUS registered buses.
- Physical assaults on drivers remain a key issue within reports of assault and offensive behaviour.

* This report represents data as at 31 March 2019 unless otherwise stated. Quarter 1 (Q1) 2019 refers to the period of 1 January 2019 – 31 March 2019

Data Sources:

TIMS
DRIVES
Independent Audit Deficiencies Spreadsheet
ASAR Results Database
VROP
Bus Incident Management System

Industry Status

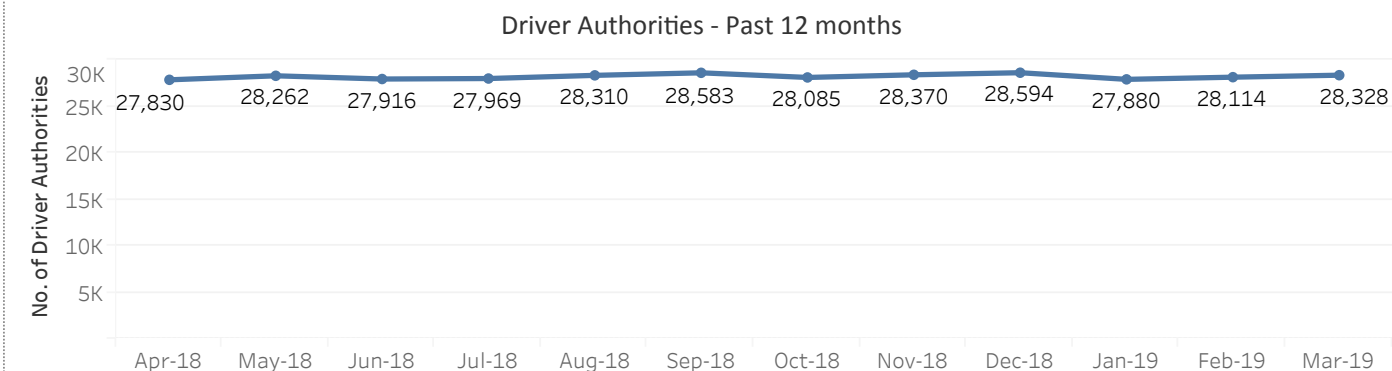
Operators		Bus Drivers	
No. of bus operators	1,278	Driver Authorities	28,328
Current bus accreditations	1,766	Driver authorities issued	678
		Driver authorities renewed	1,611
		Driver authorities suspended	192
		Driver authorities cancelled	123

CBUS - Charter / Airways bus usage - let for hire
RBUS - Bus / tourist vehicles used for hire
OMNI - Bus operated by the State Transit Authority

Bus accreditations

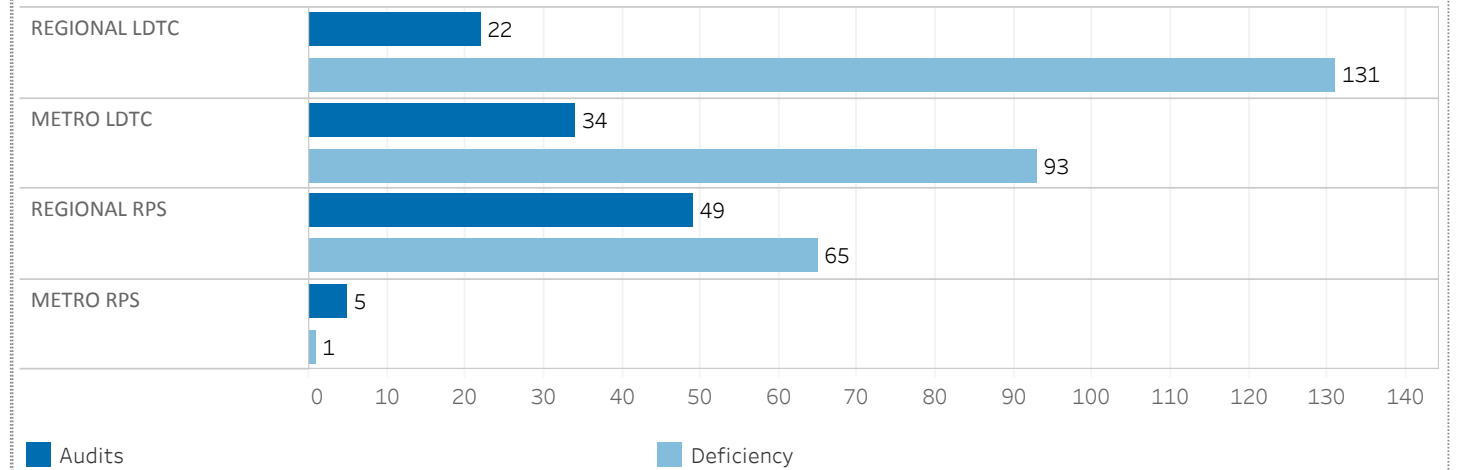
LDTC (Long distance tourist charter)	1,143
RPS (Regular passenger service)	623
Accreditations issued	27
Accreditations renewed	257
Accreditations suspended	62

Driver Authorities

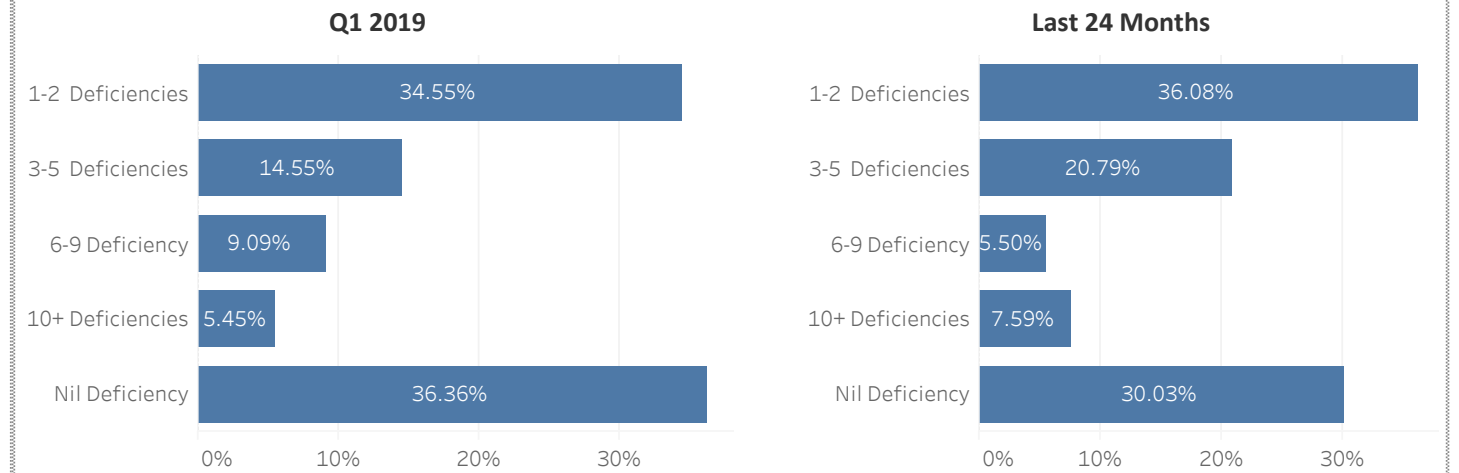


Independent Audit Results

Independent Audits - Q1 2019



Breakdown of operator result



- In Q1 2019, 110 independent audits were completed with 290 deficiencies detected at an average of 2.6 deficiencies per audit .
- 40 audits in Q1 2019 resulted in nil deficiencies being detected. Six operators received 10 or more deficiencies.

Top Detected Deficiencies

Reported notifiable incident	38	34.5%
Registration Usage	27	24.5%
Records Management	21	19.1%
Implementation of maintenance plan	16	14.5%
DA and licence currency check	12	10.9%

This table shows the five most common deficiencies detected at independent audits and the percentage of audited operators where the deficiency was found.

Annual Self-Assessment Report

	Drug Test	Alcohol Test
Test conducted	4,721	46,950
Confirm positive	38	31
Drivers tested	3,004	6,673

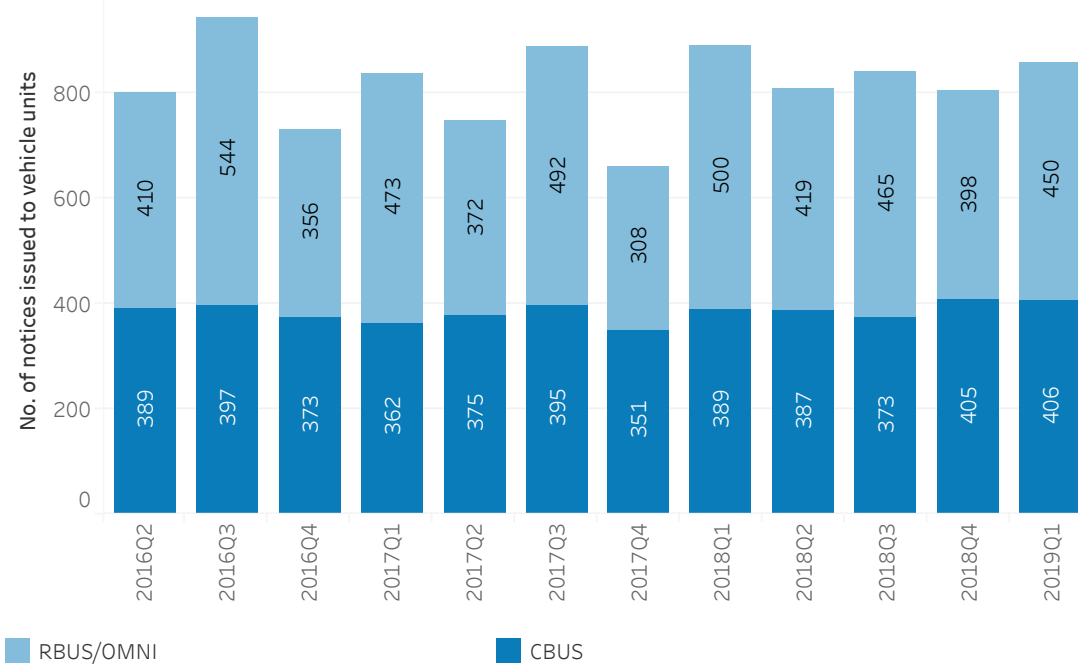
One test can have more than one driver. One driver can be tested more than once.

Heavy Vehicle Compliance

Notices Issued

Notices Issued to Vehicle Units

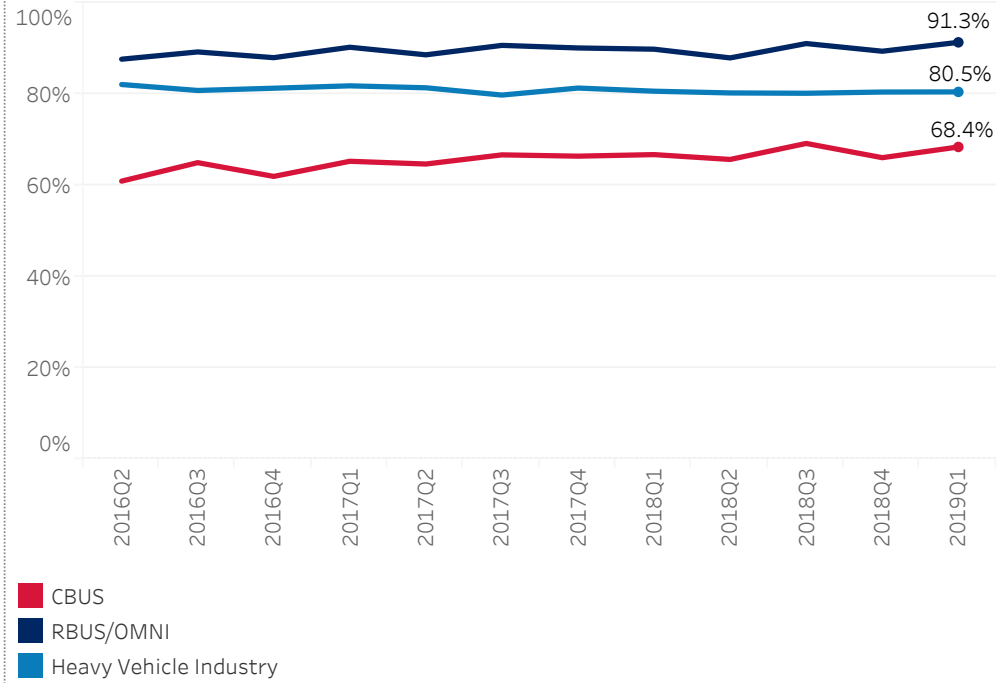
No. of notices issued to vehicle units



- In the 3 year period (2016 Q2 to 2019 Q1), over 9,700 notices were issued to RBUS/OMNI and CBUS registered buses.
- Of all the notices issued to RBUS/OMNI and CBUS registered buses in 2019 Q1, only 3.8 percent (33) were major or major grounded in severity and likely to cause a fatality or serious accident.

Compliance

Compliance Rate

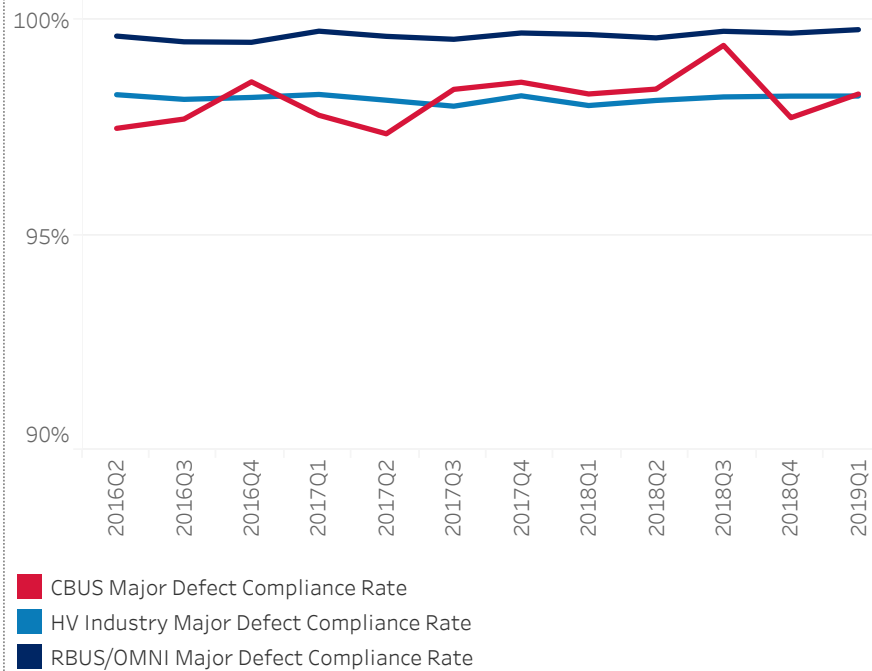


- In the 3 year period, RBUS/OMNI registered buses remain more compliant compared to CBUS.
- OMNI and RBUS registered buses are generally more compliant with a compliance rate* of 91.3 percent in Q1 2019. This is considerably higher than CBUS registered buses (68.4%) and the heavy vehicle industry (80.5%).
- The compliance rate across all bus registration usages and the heavy vehicle industry (includes all programs) continue to remain stable.

*Compliance Rate: The compliance rate indicates the percentage of vehicle units not found to have any breaches against heavy vehicle legislation at the time of inspection.

Compliance Rate (Major & Major Grounded Defects)

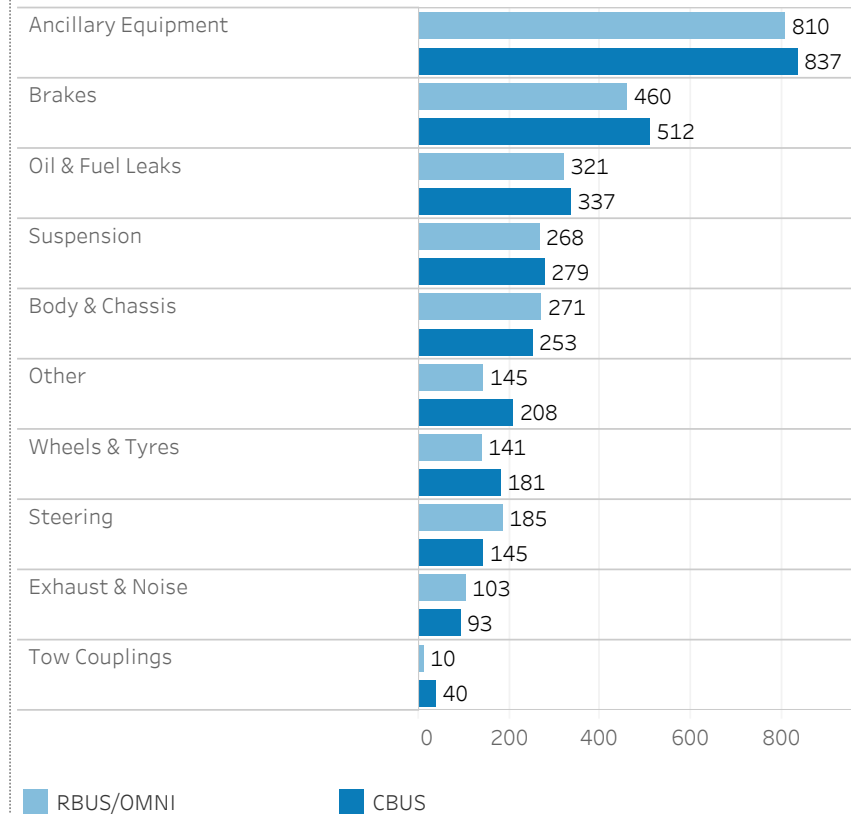
Compliance Rate (Major & Major Grounded defects) (All Enforcement Program)



- Focusing on major defects (major and major grounded) that are likely to cause a serious accident or fatality shows the majority of buses inspected do not receive a major and/or major grounded defect.
- The three year trend in compliance rate (major and major grounded defects) across RBUS/OMNI remains stable while CBUS fluctuates by approximately 1 percent.
- On average 99.3 percent of CBUS, RBUS, OMNI are compliant (Major & Major Grounded Defects) in Q1 2019. (Only 0.7% of buses have been issued with Major defect notices in Q1 2019.)

Defect Faults

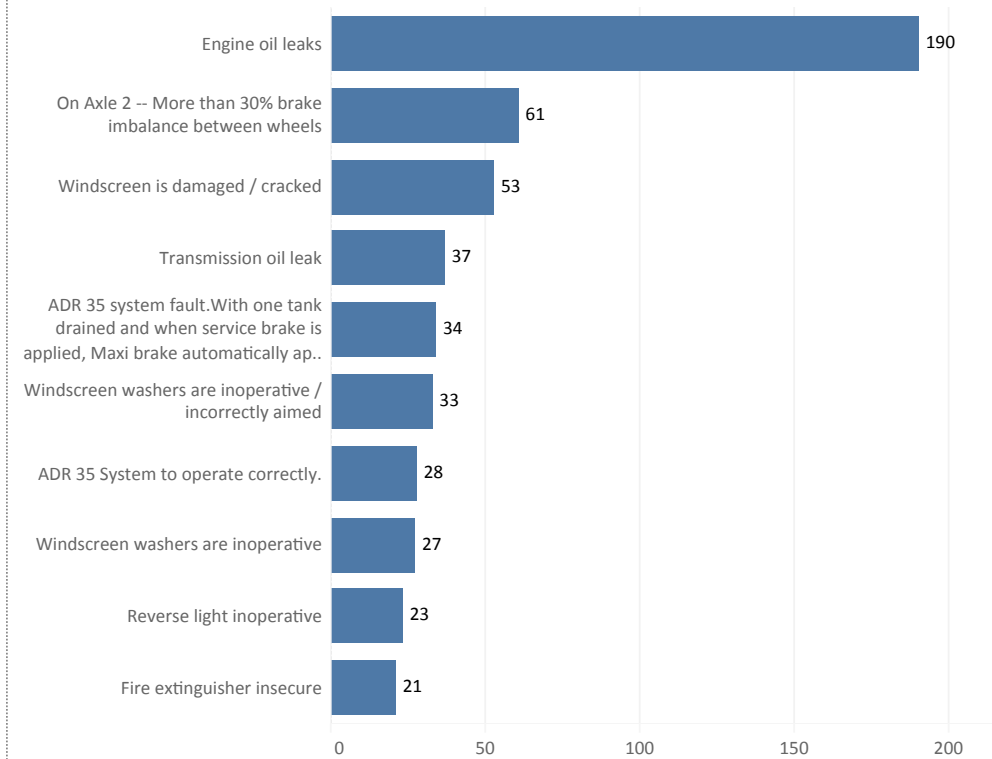
No. of defect fault types identified (All enforcement programs) Apr 2018 - Mar 2019



- During the last four quarters, a total of 5,599 defect fault types were identified for RBUS/OMNI and CBUS registered buses.
- 29.4 per cent of all defect fault types identified for RBUS/OMNI and CBUS registered buses were for ancillary equipment. 17.4 per cent were brake related.

Top Identified Mechanical Maintenance Issues

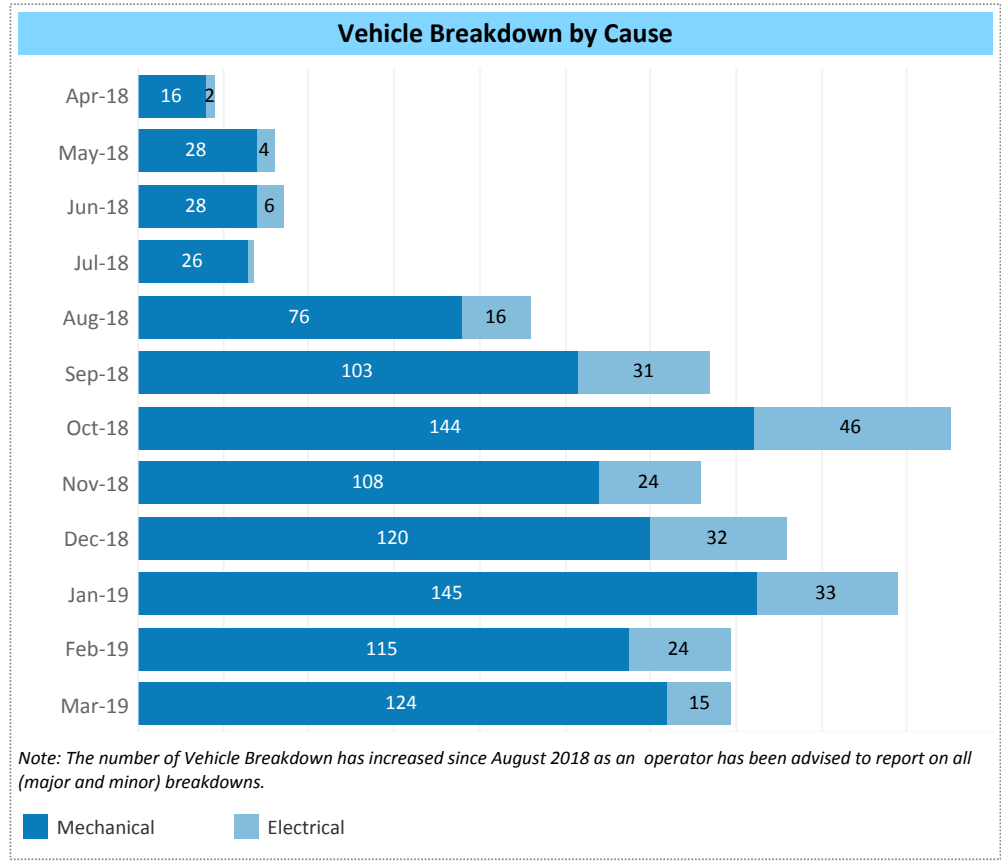
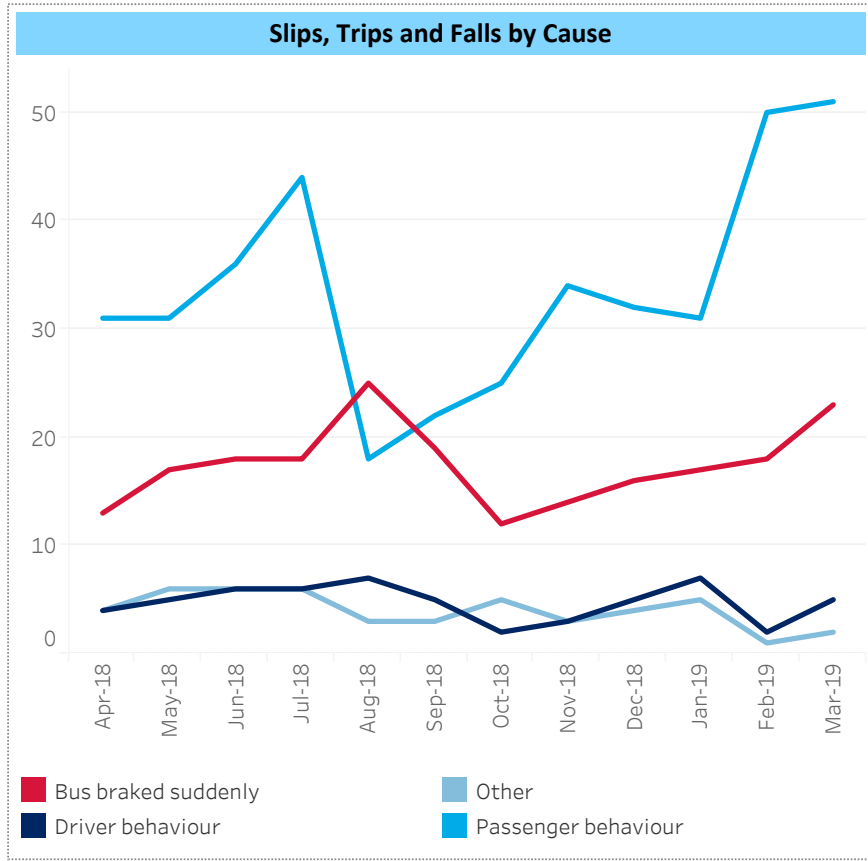
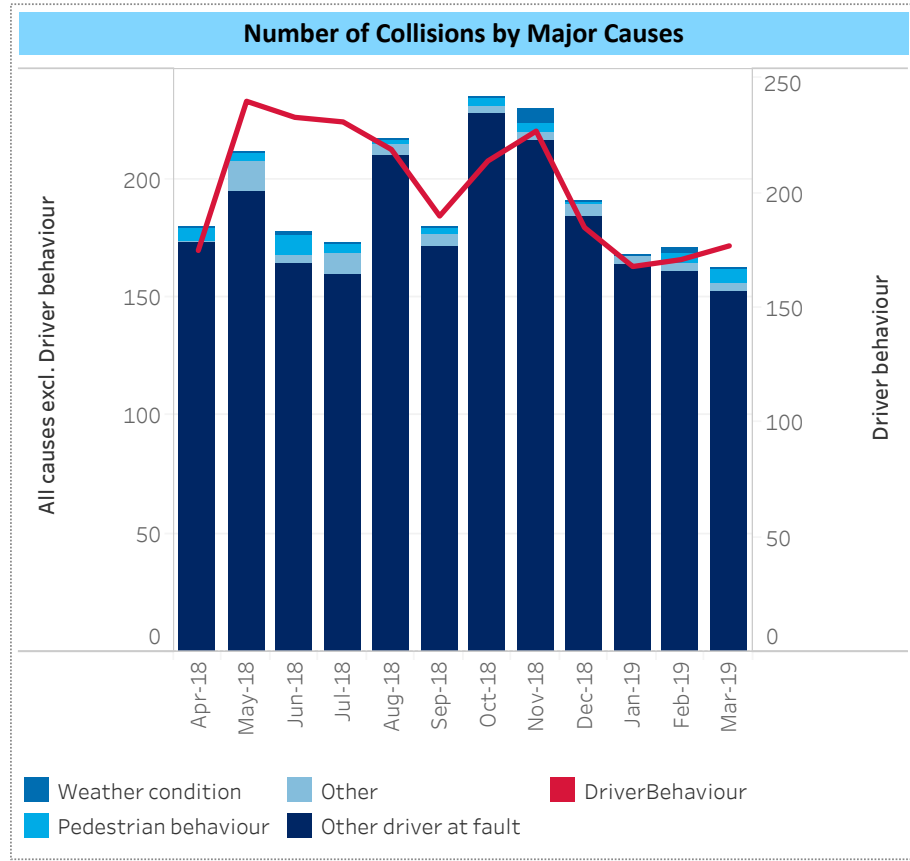
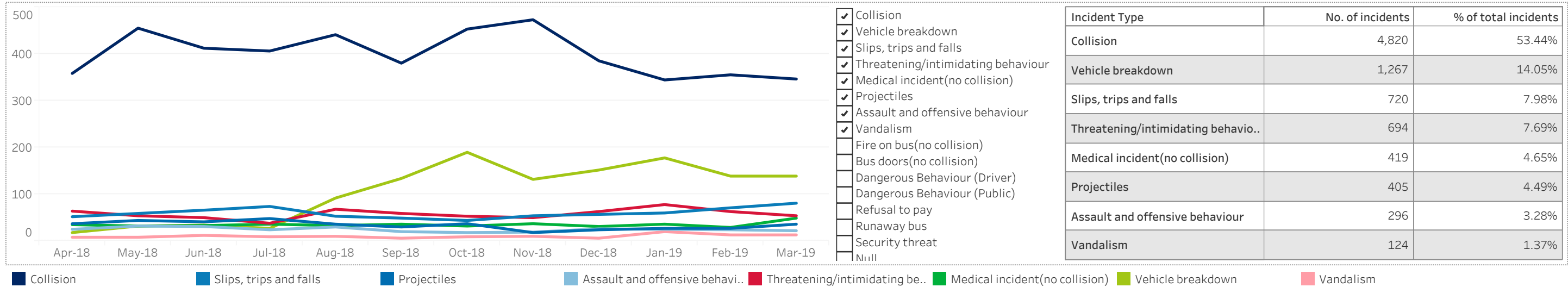
Top mechanical maintenance issue identified (CBUS and RBUS/OMNI) Apr 2018 - Mar 2019



- The graph displays the top 10 mechanical maintenance issues identified for RBUS/OMNI and CBUS registered buses inspected during the last 12 months.
- The top three mechanical issues identified were engine oil leaks, more than 30 per cent brake imbalance between wheels on axle 2 and damaged windscreen.

BUS Incidents

Top 8 Incidents by Incident Type - Past 12 months



Assault and Offensive Behaviour by Incident Description

Incident Description	Apr-18	May-18	Jun-18	Jul-18	Aug-18	Sep-18	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19
Physical assault between passengers	7	15	16	6	8	8	5	10	11	9	8	9
Physical assault on the driver	13	13	10	11	13	8	7	4	11	11	11	11
Robbery	2	2	3	2	5	3	3	3	2	4	4	
Indecent exposure by a passenger	1		1	1	1	1	3		1			1
Sexual assault between passengers	1		1	3					1	1	1	
Physical assault by the driver				1	3			2				1
Sexual assault by the driver	1	1										

BUS Fatalities

Year of Incident Period	Passenger	Driver/Employee	Pedestrian	Public	Pedestrian School Children
2014	0	1	1	0	0
2015	1	1	0	2	0
2016	1	1	3	1	1
2017	1	0	1	3	1
2018	1	1	4	3	0
2019	0	0	2	2	0