

BUS Industry Quarter 2 2018 Dashboard

Key Findings

- Bus Driver Authority numbers have slightly increased by 315 from 31 March 2018 (27,601) to 30 June 2018 (27,916). Over 1,000 authorities were issued in Quarter 2 (Q2) 2018, which is an increase of over 50 per cent from the previous quarter.
- 43 out of 147 audits (29%) in Q2 2018 resulted in zero deficiency.
- Most common deficiencies during Bus Operator audits relate to reporting incidents in the Bus Incident Management Database and implementation of maintenance plans.
- Based on the last three years (July 2015 to June 2018) RBUS/OMNI registered buses remain more compliant under heavy vehicle legislation 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 of 30 June 2018 unless otherwise stated. Quarter 2 (Q2) 2018 refers to the period of 1 April 2018 – 30 June 2018.

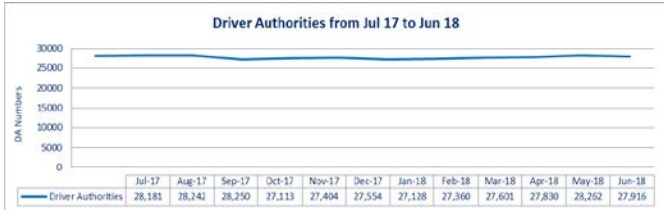
Industry Status

Operators	
No. of bus operators	1,358
Current bus accreditations	1,871
Registered buses (OMNI, RBUS, CBUS)	11,293

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

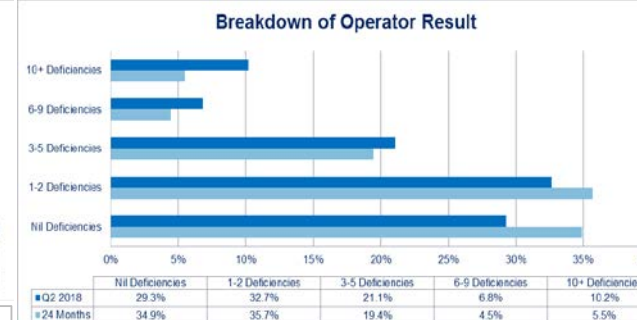
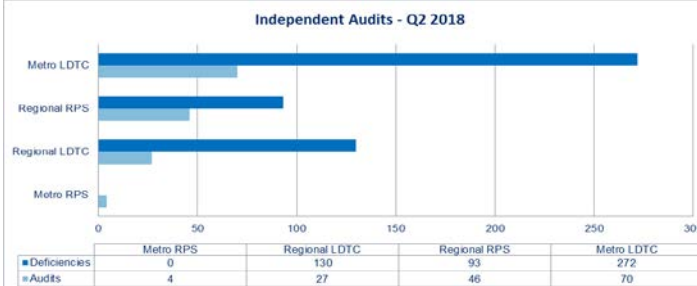
Bus Drivers	
Driver Authorities	27,916
Issued	1,017
Renewed	1,568
Suspended	420
Cancelled	96

Driver Authorities



Bus Accreditations	
LDTC (Long distance tourist charter)	1,209
RPS (Regular passenger service)	662
Issued	52
Renewed	126
Suspended	79

Independent Audit Results



Metro Operators: 70 audits were conducted on Metro Long Distance, Tourist and Charter (LDTC) operators with 272 deficiencies detected. 4 audits were conducted on Metro Regular Passenger Service (RPS) operators with no deficiencies detected.
Regional Operators: 27 audits were conducted on Regional LDTC operators with 130 deficiencies detected. 46 audits were conducted on Regional RPS operators with 93 deficiencies detected.

In Q2 2018, 147 independent audits were completed with 495 deficiencies detected at a rate of 3.4 deficiencies per audit (an additional thirteen independent audits are currently being reviewed).

43 audits in Q2 2018 resulted in nil deficiencies being detected. One operator received 44 deficiencies.

Top Detected Deficiencies			
Audit component	Deficient Operator	%	
10.7.3 Reported notifiable incidents	74	50.3%	
7.5 Registration Usage	42	28.6%	
8.7 Implementation of management plan	41	27.9%	
10.5.1 DA and licence currency checks	27	18.4%	
12.1 Maintenance of records	24	16.3%	

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

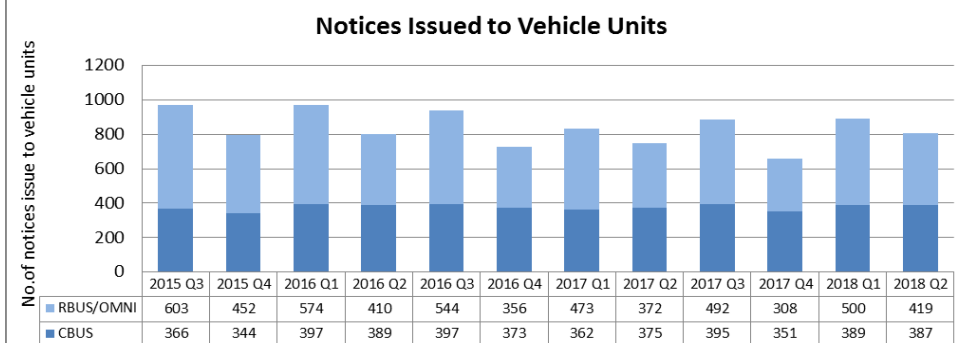
ASARs reported in the last 12 months – drug and alcohol testing results

	Drug	Alcohol
Tests conducted	2,621	26,005
Confirmed positive	40	19
Drivers tested	2,151	4,107

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

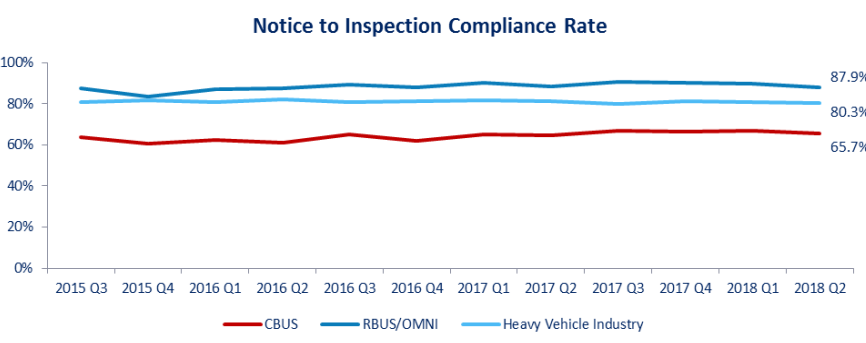
Heavy Vehicle Compliance

Notices Issued



- During the last three years (July 2015 to June 2018), over 10,000 notices were issued to RBUS/OMNI and CBUS registered buses.
- Of all notices issued in 2018 Q2, 3.2% are issued to RBUS/OMNI and CBUS registered buses. Buses make up 0.5% of heavy vehicles.
- Of all the notices issued to RBUS/OMNI and CBUS registered buses in 2018 Q2, 4% (32) were major or major grounded in severity and likely to cause a fatality or serious accident.

Notice to Inspection Rate



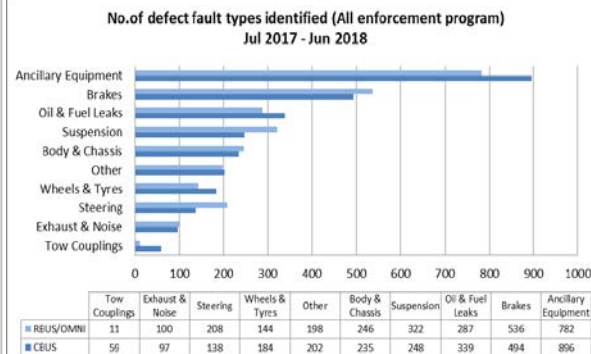
- Based on the 3 year period (2015 Q3 to 2018 Q2) RBUS/OMNI registered buses remain more compliant compared to CBUS registered buses.
- OMNI and RBUS registered buses are generally more compliant with a compliance rate across all programs of 87.9% in Q2 2018. This is considerably higher than CBUS registered buses (65.7%) and the heavy vehicle industry (80.3%).
- The rates of compliance across all bus registration usages and the heavy vehicle industry continue to remain stable.

Major Defect Notice to Inspection Rate



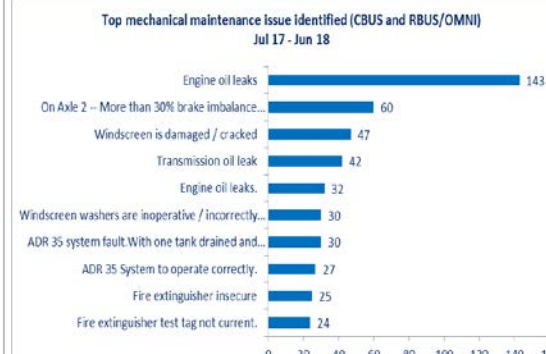
- Focusing on major defects (major and major grounded) that are likely to cause a serious accident or fatality shows the majority of buses inspected do not receive a major and/or major grounded defect.
- The three year trend in major and major grounded defect to inspection rate across all bus registration usages and the heavy vehicle industry remains stable. While the major and major grounded defect to inspection compliance rate for CBUS registered buses does fluctuate, it fluctuates within approximately a 1% range.

Defect Faults



- During the last four quarters, a total of 5,726 defect fault types were identified for RBUS/OMNI and CBUS registered buses.
- 29% of all defect fault types identified for RBUS/OMNI and CBUS registered buses were for ancillary equipment. 18% per cent were brake related.

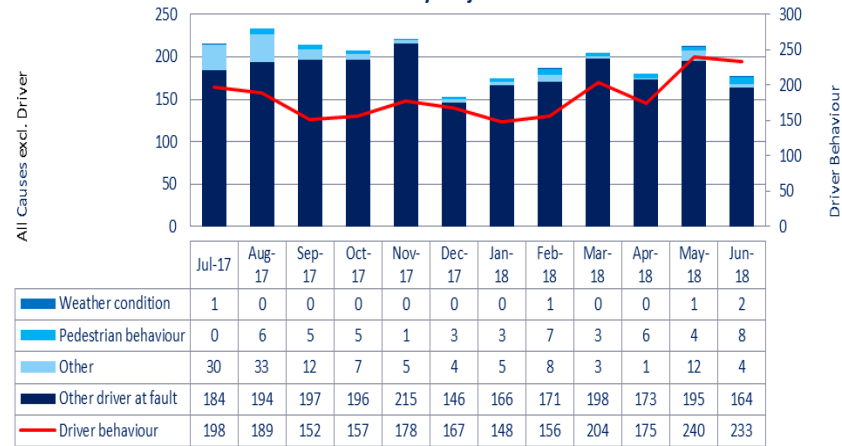
Top Identified Mechanical Maintenance Issues



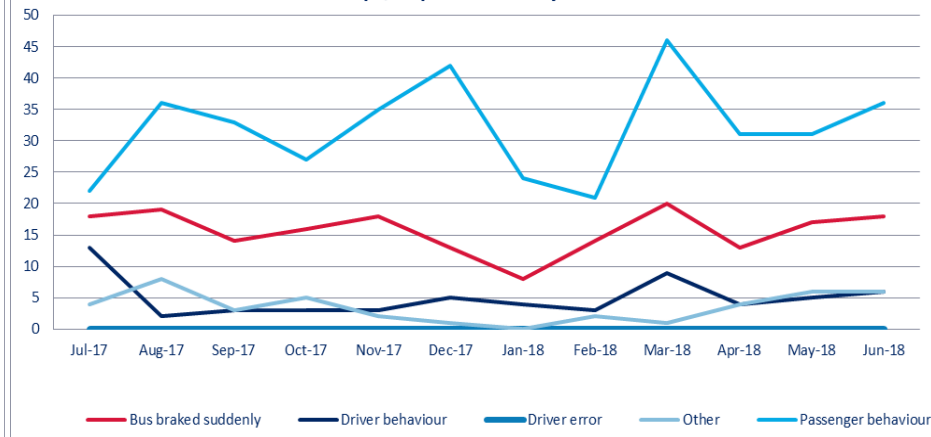
- The following graph displays the top 10 mechanical maintenance issues identified for RBUS/OMNI and CBUS registered buses inspected during the last 12 months.
- Engine oil leaks, more than 30% brake imbalance between wheels on axle 2 and damaged windscreens were the most common issues identified.

BUS Incidents

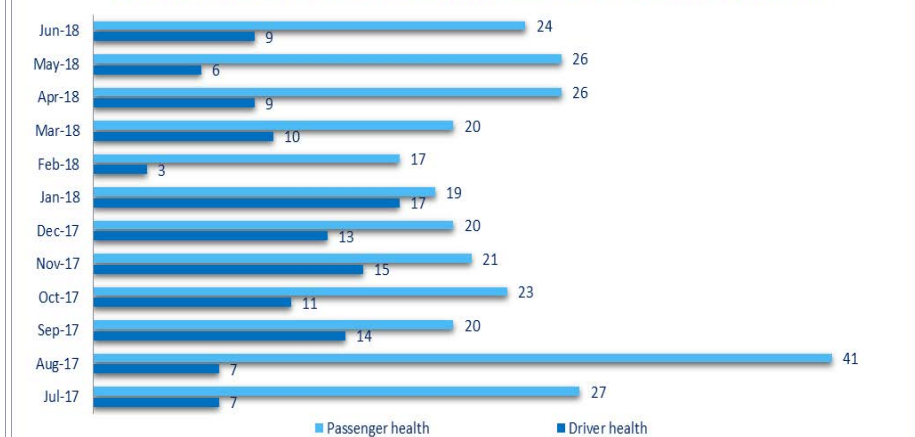
Number of Collisions by Major Causes



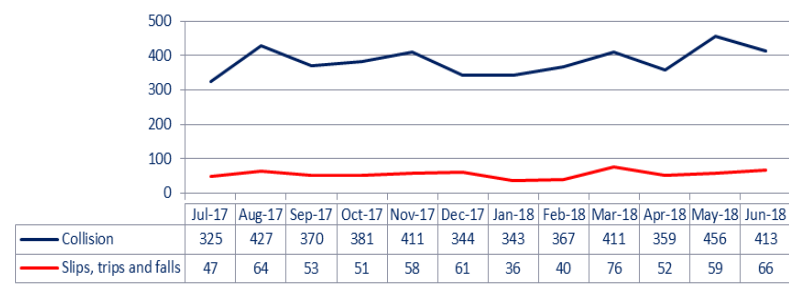
Slips, Trips and Falls by Causes



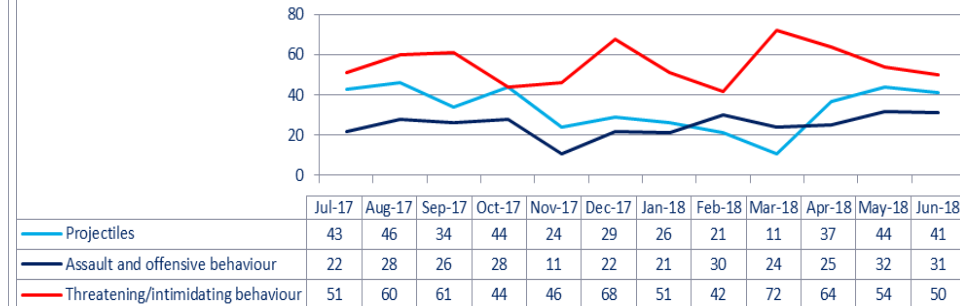
Medical Incident (incident that does not result in a collision) by Incident Description



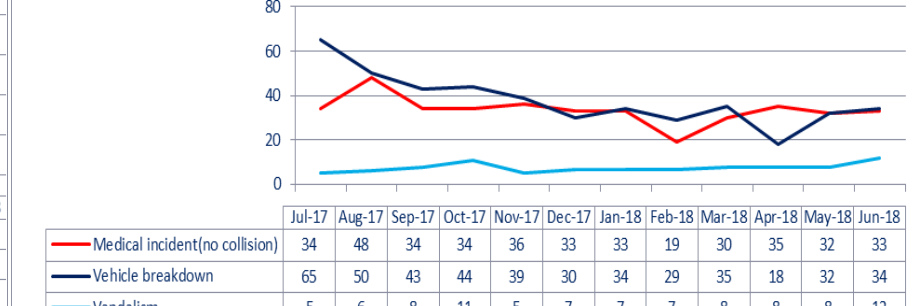
Major Incidents by Type



Major Incidents by Type



Major Incidents by Type



Major Incidents by Type:

- 60.8 per cent (4,607) of total incidents (7,579) in the last 12 months are collisions. In the previous reporting period collisions were recorded at 59.6 per cent of total incidents.
- 8.8 per cent (663) of incidents are slips, trips and falls. This is the second highest incident type.
- 5.2 per cent (400) of total incidents are projectiles. This is a reporting period average of 33 projectiles per month.
- 4.0 per cent (300) of incidents are assault and offensive behaviour.
- 8.8 per cent (663) of incidents are for threatening/ intimidating behaviour. Physical assault between passengers (16), Physical assault on driver (10), Sexual assault between passengers (1).
- 5.3 per cent (401) of recorded incidents are medical related.
- 6.0 per cent (453) vehicle breakdowns were recorded in the period. This is the fourth highest ranking incident type.
- 1.2 per cent (92) of incidents were logged as vandalism. This is the lowest ranking incident type of the top eight reported incidents.

Assault and Offensive Behaviour by Incident Description

INCIDENT DESCRIPTION	Jul-17	Aug-17	Sep-17	Oct-17	Nov-17	Dec-17	Jan-18	Feb-18	Mar-18	Apr-18	May-18	Jun-18
Physical assault between passengers	5	14	7	11	3	72	73	12	114	75	15	16
Physical assault on the driver	8	6	16	10	4	9	11	12	10	13	13	10
Sexual assault on the driver	1	1	0	0	0	0	0	0	0	0	0	0
Robbery	5	3	2	3	2	5	3	1	0	2	2	3
Indecent exposure by a passenger	2	1	0	1	0	1	0	3	0	1	0	1
Sexual assault between passengers	1	2	0	1	2	0	0	1	3	1	0	1
Indecent exposure by the driver	0	0	1	0	0	0	0	0	0	0	0	0
Physical assault by the driver	0	0	0	1	0	0	0	1	0	0	0	0
Graffiti	0	1	0	0	0	0	0	0	0	0	0	0
Passenger health	0	0	0	0	0	0	0	0	0	0	0	0
Rocks/Bricks/Bottles etc.	0	0	0	0	0	0	0	0	0	0	0	0
Sexual assault by the driver	0	0	0	0	0	0	0	0	0	1	1	0

BUS Fatalities

Fatality by year	Passenger	Driver/Employee	Pedestrian	Public	Pedestrian School Child
2014	0	1	1	0	0
2015	1	1	0	2	0
2016	1	1	3	1	1
2017	1	0	2	3	1
2018*	0	1	3	1	0

*2018 data contains data from Jan 2018 to Jun 2018

Data Sources:
TIMS
DRIVES
Independent Audit Deficiencies Spreadsheet
ASAR Results Database
VROP
BUS Incident Management System