

# BUS Industry Quarter 2 2019 Dashboard

## Key Findings

- Bus Driver Authority numbers remained consistent in Quarter 2 (28,633) 2019 compared to previous quarter (28,328). Over 400 authorities were suspended (due to medical reason) in Q2 2019, which increased significantly compared to previous quarter (192).
- 56 out of 112 audits (50%) in Q2 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 July 2016 to June 2019, RBUS/OMNI registered buses remain more compliant compared to CBUS registered buses.
- 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.
- 30.3 percent of all defect fault types identified for RBUS/OMNI and CBUS registered buses were for ancillary equipment. 17 percent were brake related.
- Physical assaults on drivers remain a key issue within reports of assault and offensive behaviour.

\* This report represents data as at 30 June 2019 unless otherwise stated. Quarter 2 (Q2) 2019 refers to the period of 1 April 2019 – 30 June 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	1,287	Driver Authorities	28,633
Current bus accreditations	1,783	Driver authorities issued	712
		Driver authorities renewed	1,503
		Driver authorities suspended	450
		Driver authorities cancelled	154

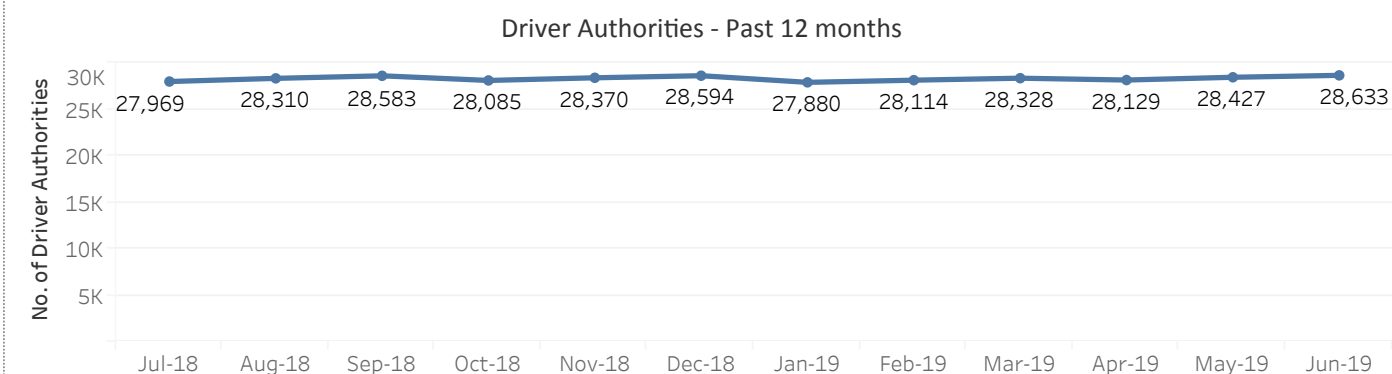
LDTC - Long distance tourist charter

RPS - Regular passenger service

## Bus accreditations

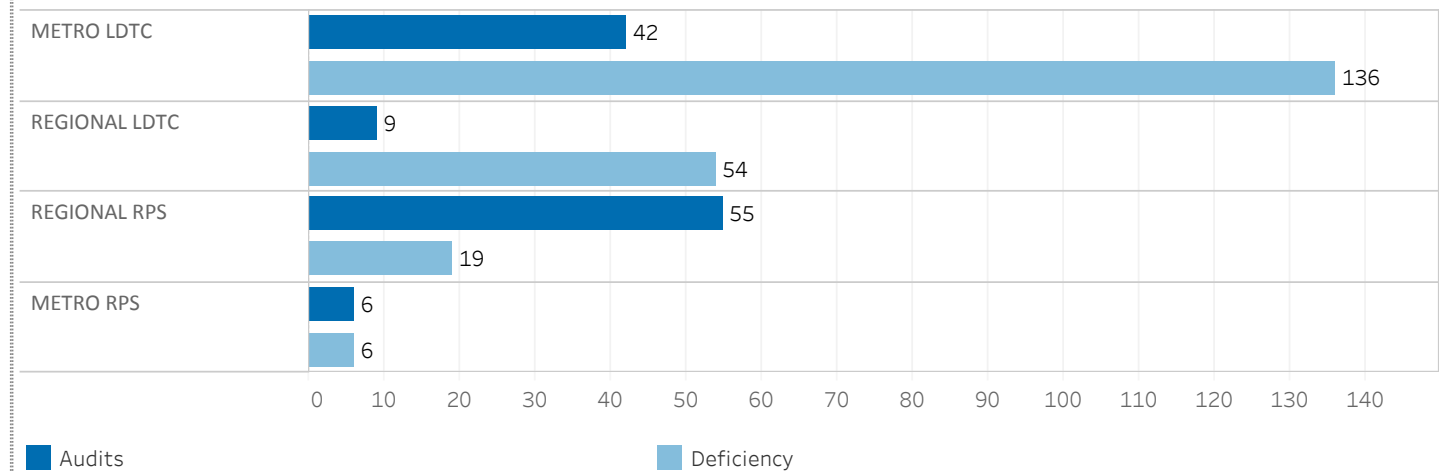
LDTC	1,154
RPS	629
Accreditations issued	31
Accreditations renewed	90
Accreditations suspended	64

## Driver Authorities

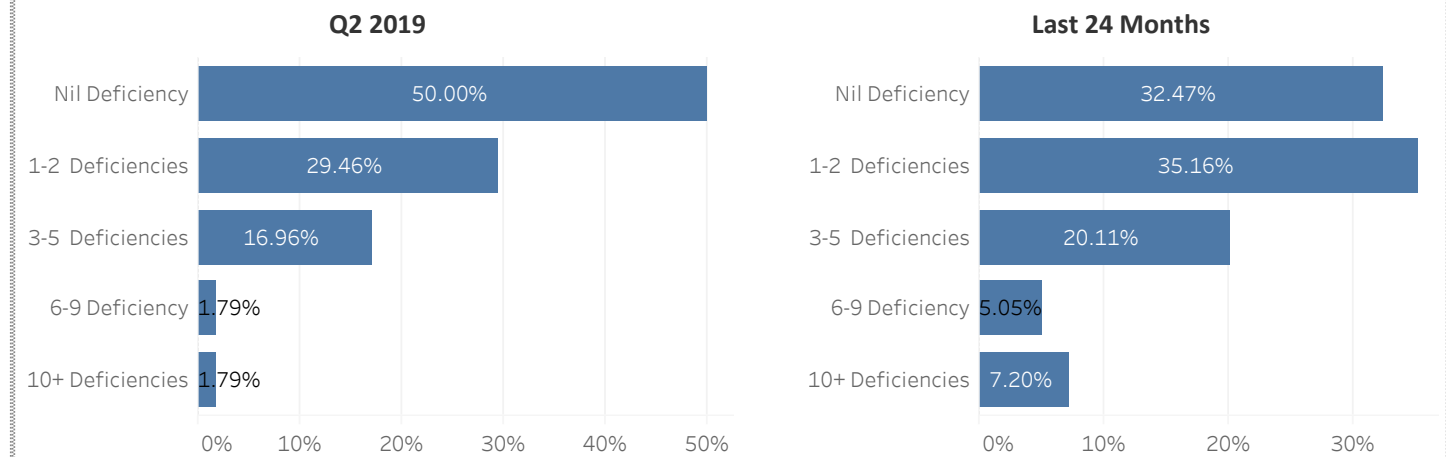


## Independent Audit Results

### Independent Audits - Q2 2019



### Breakdown of operator result



- In Q2 2019, 112 independent audits were completed with 215 deficiencies detected at an average of 1.9 deficiencies per audit .
- 56 audits in Q2 2019 resulted in nil deficiencies being detected. 2 operators received 10 or more deficiencies.

### Top Detected Deficiencies

Reported notifiable incident	21	18.8%
Registration Usage	20	17.9%
Records Management	13	11.6%
Implementation of maintenance plan	18	16.1%
DA and licence currency check	11	9.8%

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

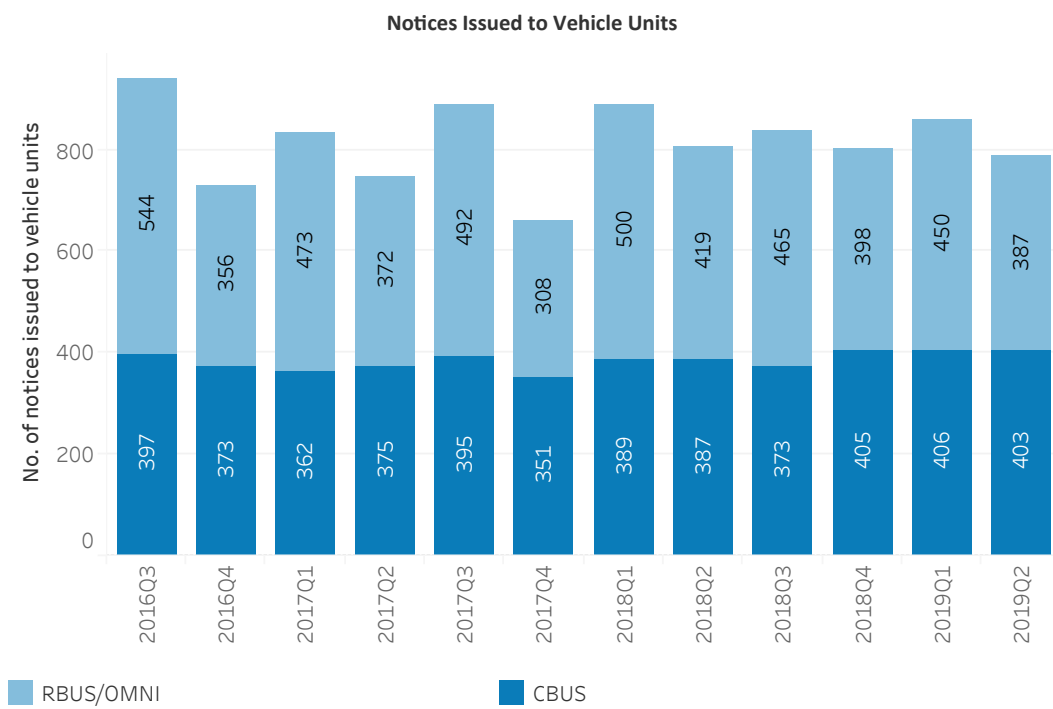
### Annual Self-Assessment Report

	Drug Test	Alcohol Test
Test conducted	5,761	26,383
Confirm positive	45	19
Transport Safety workers	2,896	4,155

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

# Heavy Vehicle Compliance

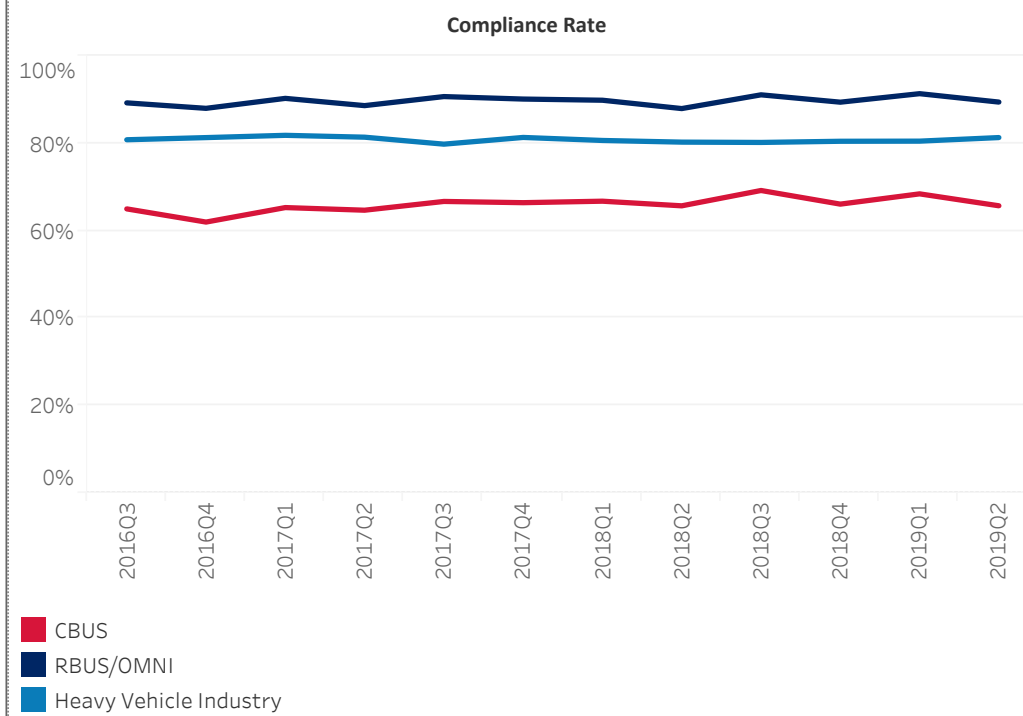
## Notices Issued



• In the last 3 years period (2016 Q3 to 2019 Q2), **9,780** notices were issued to RBUS/OMNI and CBUS registered buses.

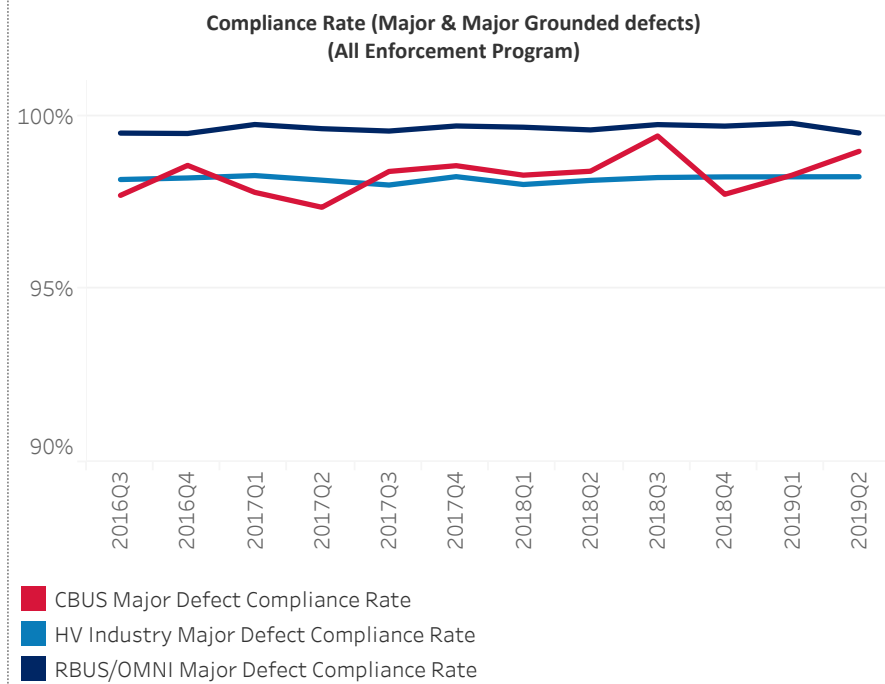
• Of all notices issued to RBUS/OMNI and CBUS registered buses in 2019 Q2, only **3.8% (45)** were major and major grounded in severity and likely to cause a fatality or serious accident

## Compliance



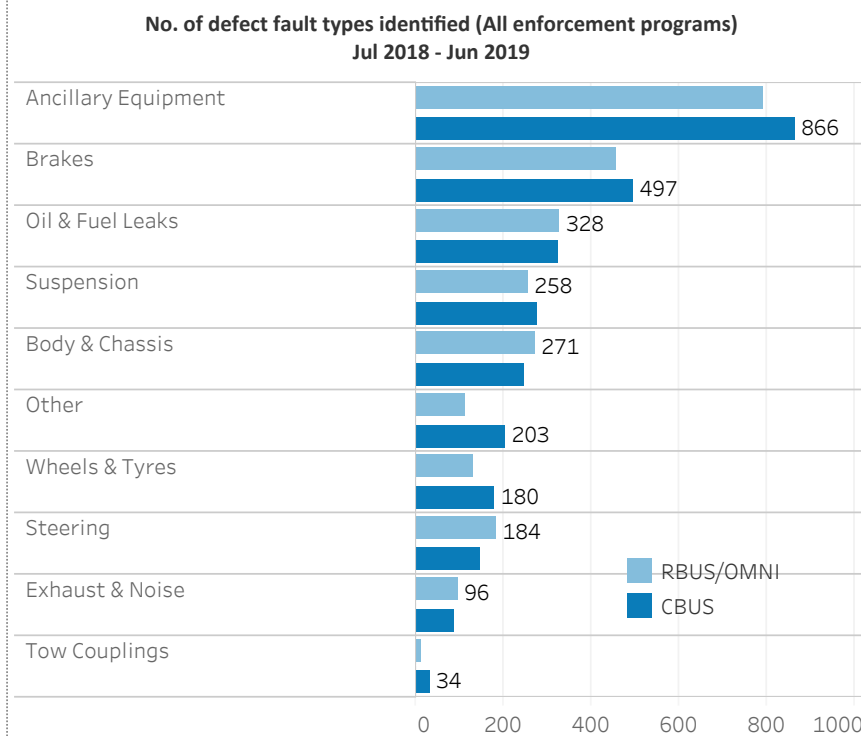
• In the 3 year period , RBUS/OMNI registered buses remain more compliant compared to CBUS .  
 • OMNI and RBUS registered buses are generally more compliant with a compliance rate\* of **90.3%** in Q2 2019. This is considerably higher than CBUS registered buses (**66.5%**) and the heavy vehicle industry (**81.1%**).  
 • 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)



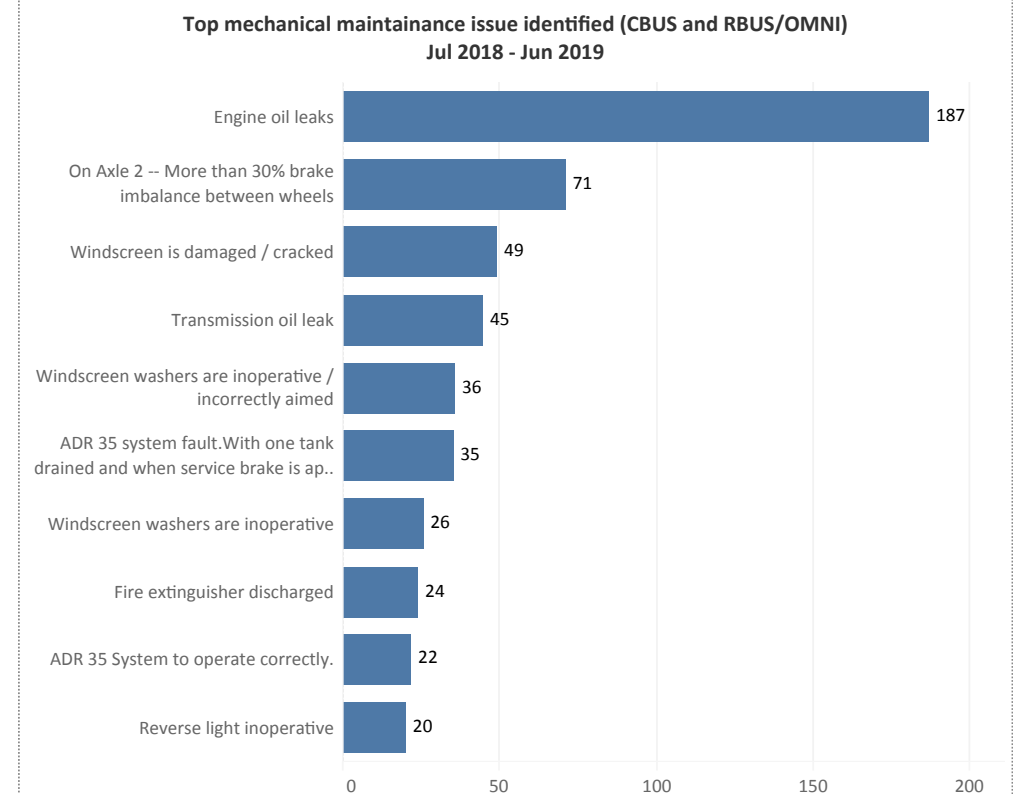
• Focusing on major defects (major and major grounded) that are likely to cause a serious accident or fatality shows the majority of buses inspected do not receive a major and/or major grounded defect.  
 • The three year trend in compliance rate (major and major grounded defects) across RBUS/OMNI remains stable while CBUS fluctuates by approximately 1 percent.  
 • On average **99.4%** of CBUS, RBUS, OMNI are compliant (Major & Major Grounded Defects) in Q2 2019. (Only **0.6%** of buses have been issued with Major defect notices in Q2 2019.)

## Defect Faults



• During the last four quarters, a total of **6,154** defect fault types were identified for RBUS/OMNI and CBUS registered buses.  
 • **30.3%** of all defect fault types identified for RBUS/OMNI and CBUS registered buses were for ancillary equipment. **17.0%** were brake related.

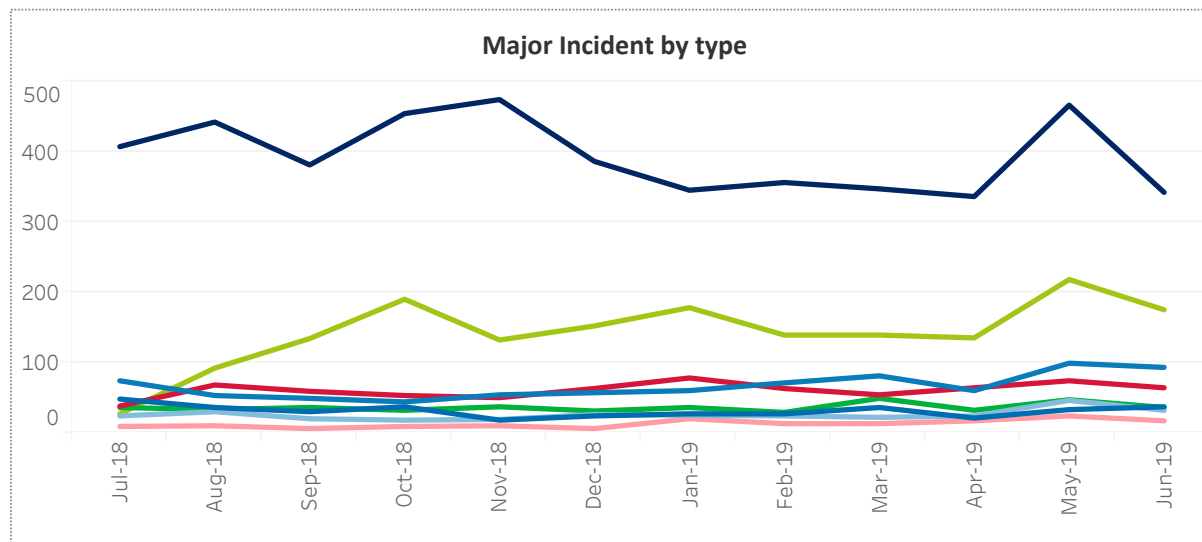
## Top Identified Mechanical Maintenance Issues



• 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

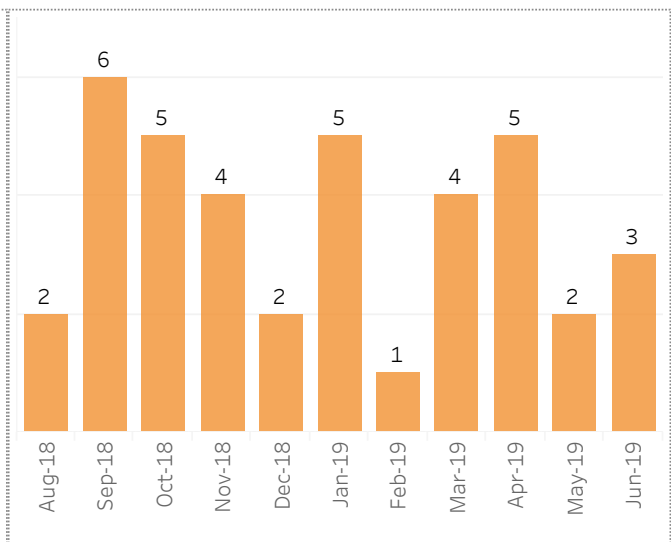


- Incident Type**
- ✓ Collision
  - ✓ Vehicle breakdown
  - ✓ Slips, trips and falls
  - ✓ Threatening/intimidating be..
  - ✓ Medical incident(no collision)
  - ✓ Projectiles
  - ✓ Assault and offensive behav..
  - ✓ Vandalism
  - Fire on bus(no collision)
  - Bus doors(no collision)
  - Dangerous Behaviour (Driver)
  - Dangerous Behaviour (Public)
  - Refusal to pay
  - Runaway bus
  - Security threat
  - Null

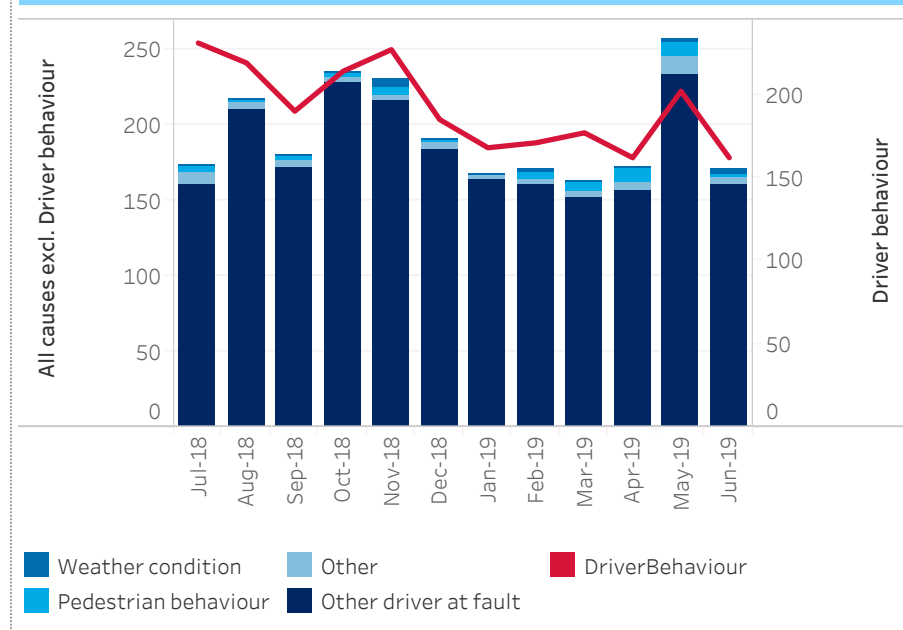
**Major Incident by type**

Incident Type	No. of incidents	% of total incidents
Collision	4,736	49.74%
Vehicle breakdown	1,711	17.97%
Slips, trips and falls	795	8.35%
Threatening/intimidating behav..	728	7.65%
Medical incident(no collision)	434	4.56%
Projectiles	374	3.93%
Assault and offensive behaviour	310	3.26%
Vandalism	154	1.62%

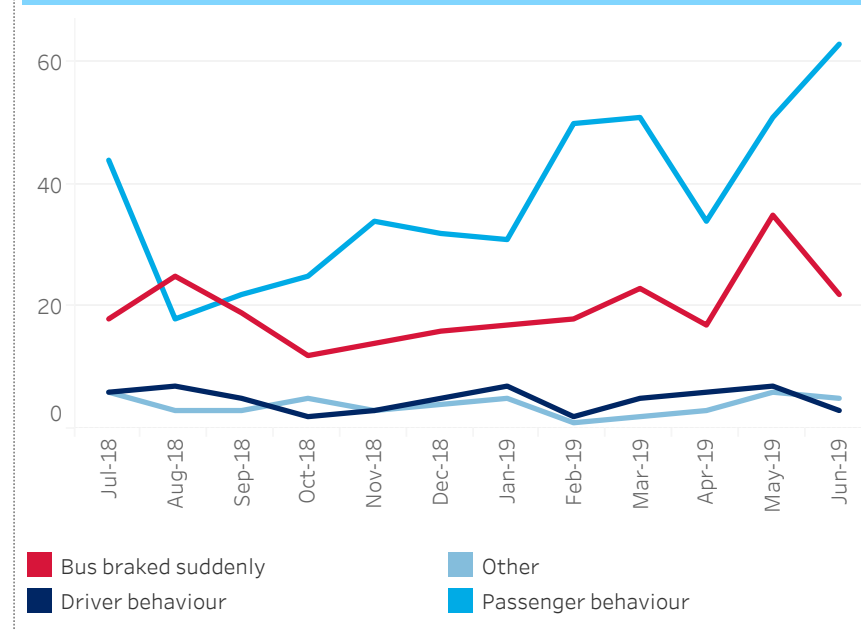
## Fire on BUS



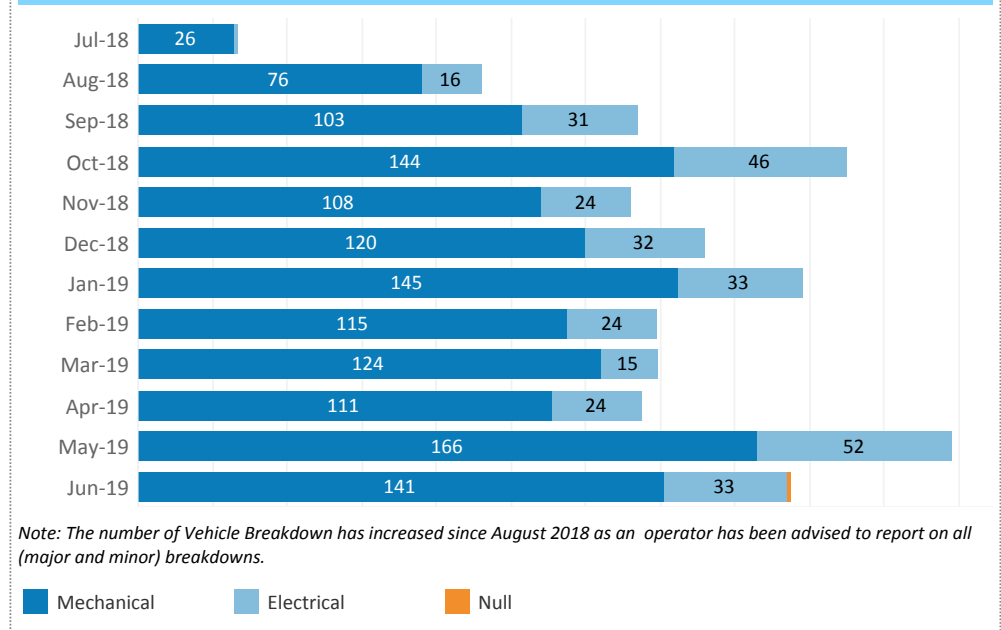
## Number of Collisions by Top Causes



## Slips, Trips and Falls by Cause



## Vehicle Breakdown by Cause



Note: The number of Vehicle Breakdown has increased since August 2018 as an operator has been advised to report on all (major and minor) breakdowns.

## Assault and Offensive Behaviour by Incident Description

Incident Description	Aug-18	Sep-18	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19	Apr-19	May-19	Jun-19
Physical assault between passengers	8	8	5	10	11	9	8	9	11	17	15
Physical assault on the driver	13	8	7	4	11	11	11	11	10	20	9
Robbery	5	3	3	3	2	4	4		1	4	5
Indecent exposure by a passenger	1	1	3		1			1	1	3	2
Sexual assault between passengers					1	1	1			2	
Physical assault by the driver	3			2				1	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	3	0

## Threatening/Intimidating Behaviour by Incident Description

Incident Description	Aug-18	Sep-18	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19	Apr-19	May-19	Jun-19
Physical threat or intimidation against the driver	32	18	10	12	14	18	6	9	10	18	8
Physical threat or intimidation between passengers	25	30	22	16	27	30	15	8	15	10	11
Physical threat or intimidation by the driver					1						
Verbal assault against the driver	7	8	14	19	17	19	26	22	24	32	29
Verbal assault between passengers	3	2	7	3	4	10	15	15	15	14	16
Verbal assault by the driver	1	1				1	1				