

BUS Industry Quarter 3 2018 Dashboard

Key Findings

- Bus driver authority numbers increased by 665 from 30 June 2018 (27,916) to 30 September 2018 (28,581). Over 900 authorities were issued in Quarter 3 (Q3) 2018, which remains consistent compared to the previous quarter.
- 32 out of 99 audits (32%) in Q3 2018 resulted in zero deficiencies found.
- The 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 (October 2015 to September 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 at 30 September 2018 unless otherwise stated. Quarter 3 (Q3) 2018 refers to the period of 1 July 2018 – 30 September 2018.

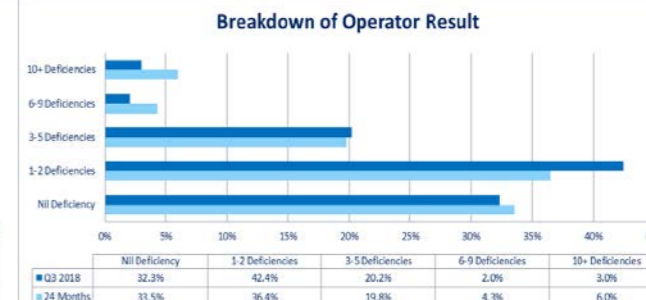
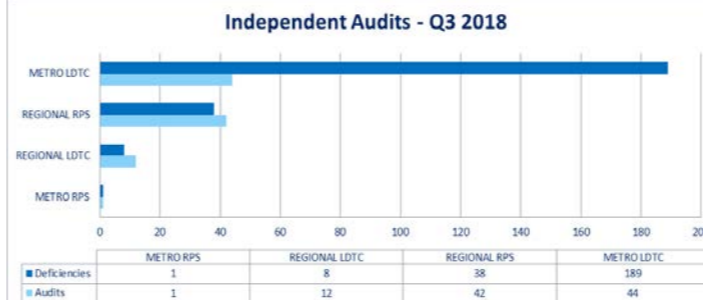
Industry Status

Operators	
No. of bus operators	1,339
Current bus accreditations	1,847
CBUS – Charter / Airways bus usage - let for hire RBUS – Bus / tourist vehicle used for hire OMNI – Bus operated by the State Transit Authority	
Bus Accreditations	
LDTC (Long distance tourist charter)	1,195
RPS (Regular passenger service)	652
Issued	33
Renewed	79
Suspended	65

Bus Drivers	
Driver Authorities	28,581
Issued	979
Renewed	1,445
Suspended	509
Cancelled	106



Independent Audit Results



Metro Operators: 44 audits were conducted on Metro LDTC operators with 189 deficiencies detected. 1 audit was conducted on Metro RPS operators with 1 deficiency detected.

Regional Operators: 12 audits were conducted on Regional LDTC operators with 8 deficiencies detected. 42 audits were conducted on Regional RPS operators with 42 deficiencies detected.

• In Q3 2018, 99 independent audits were completed with 236 deficiencies detected at an average of 2.4 deficiencies per audit (an additional 4 independent audits are currently being reviewed).

• 32 audits in Q3 2018 resulted in nil deficiencies being detected. One operator received 63 deficiencies.

Top Detected Deficiencies

Audit component	Deficient Operator	%
10.7.3 Reported notifiable incidents	35	35.4%
8.7 Implementation of management plan	29	29.3%
7.5 Registration Usage	26	26.3%
12.1 Maintenance of records	15	15.2%
10.5.1 DA and licence currency checks	12	12.1%

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

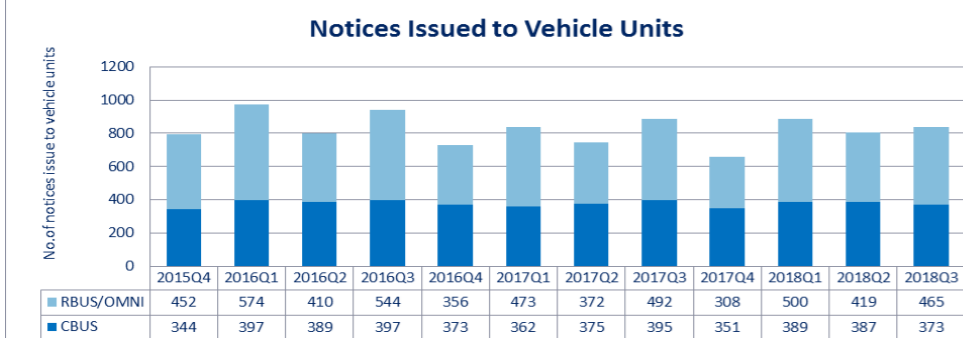
Annual Self-Assessment Report

ASARs reported in the last 12 months – drug and alcohol testing results		
	Drug	Alcohol
Tests conducted	3,255	45,410
Confirmed positive	37	230
Drivers tested	2,350	5,773

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

Heavy Vehicle Compliance

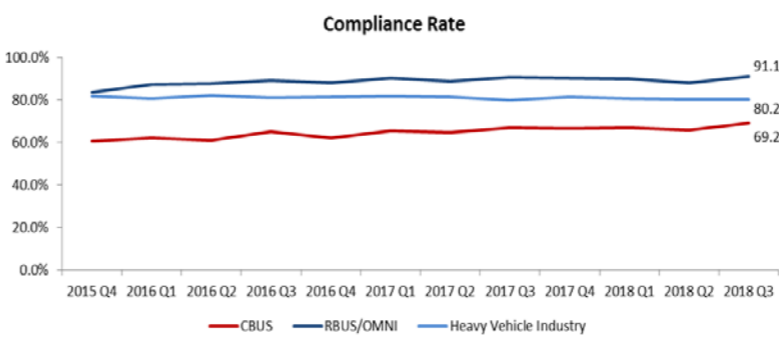
Notices Issued



• In the 3 year reporting period, over 9,800 notices were issued to RBUS/OMNI and CBUS registered buses.

• Of all the notices issued to RBUS/OMNI and CBUS registered buses in 2018 Q3, only 2.4% (20) were major or 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 91.1% in Q3 2018. This is considerably higher than CBUS registered buses (69.2%) and the heavy vehicle industry (80.2%).

• The rates of compliance for all programs across all bus registration usages and the heavy vehicle industry 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.

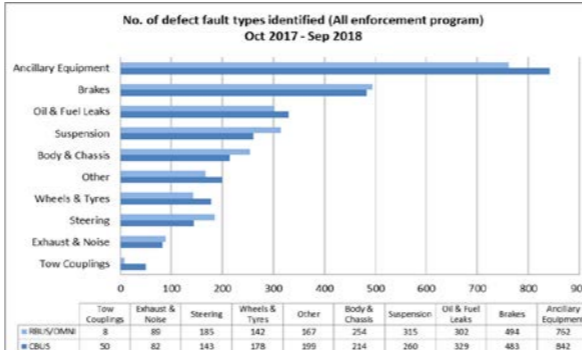
Major Defect Notice to Inspection Rate



• 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 per cent range.

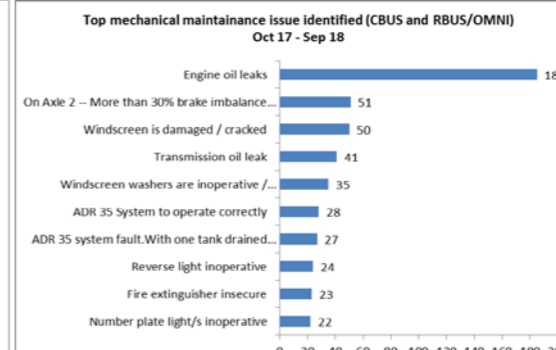
Defect Faults



• During the last year, a total of 5,498 defect fault types were identified for RBUS/OMNI and CBUS registered buses.

• 29.1 per cent of all defect fault types identified for RBUS/OMNI and CBUS registered buses were for ancillary equipment. 17.7 per cent were brake related.

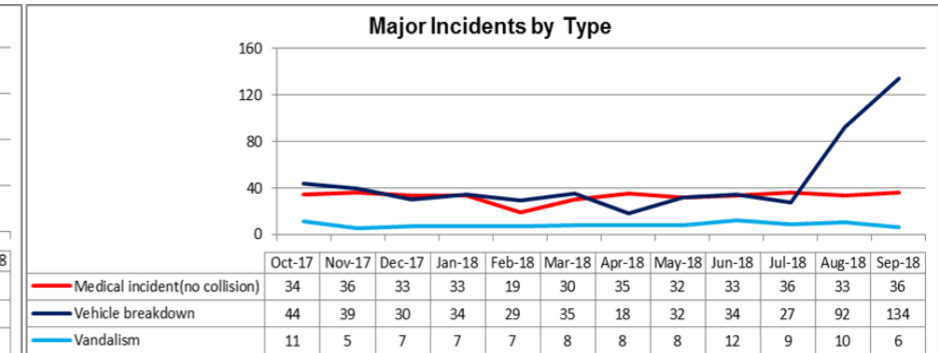
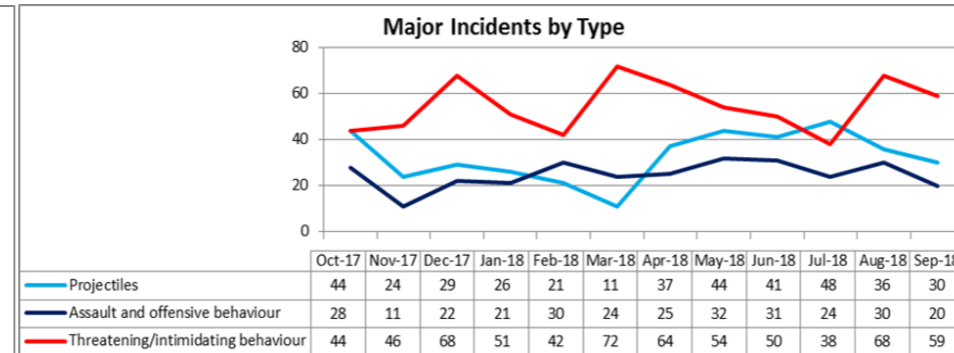
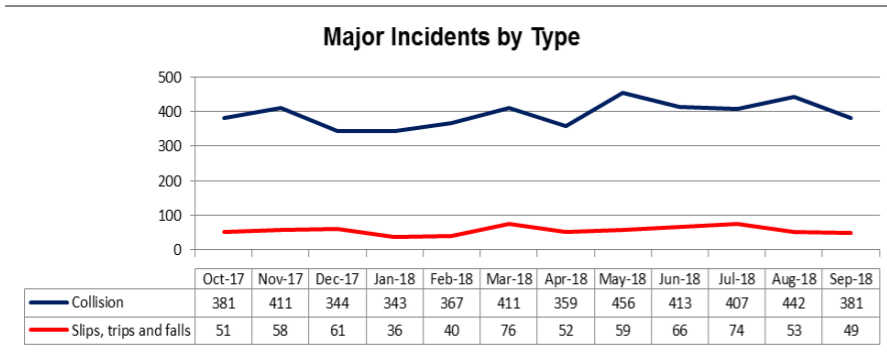
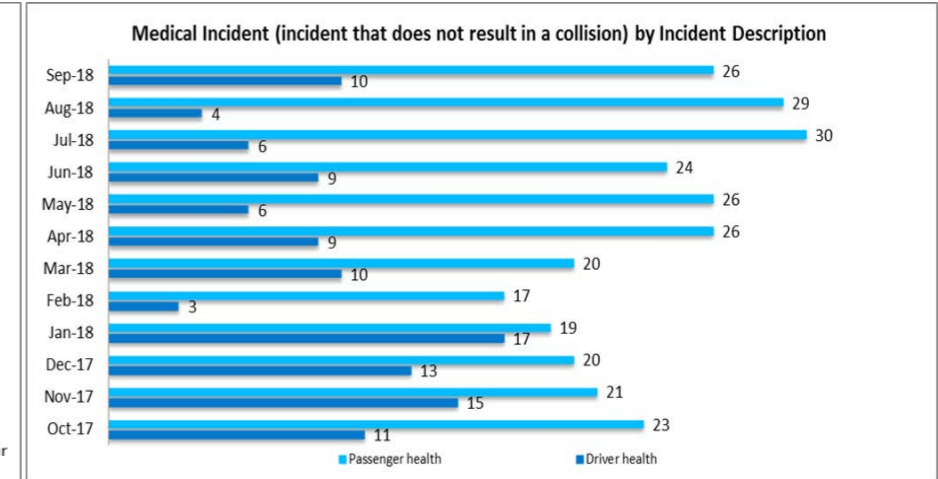
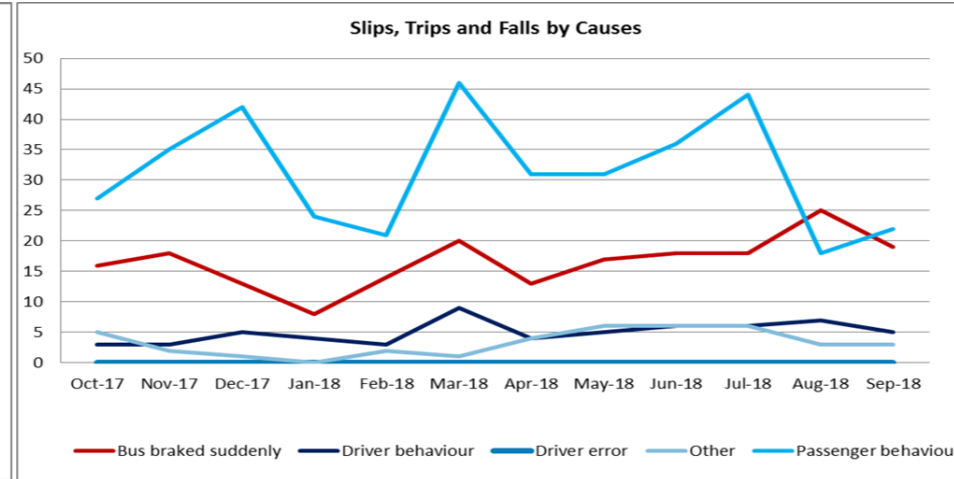
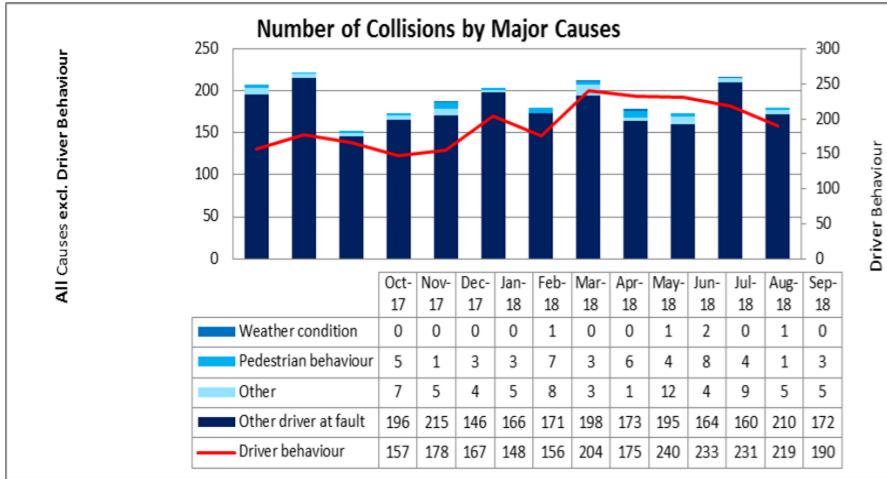
Top Identified Mechanical Maintenance Issues



• The graph displays the top 10 mechanical maintenance issues identified for RBUS/OMNI and CBUS registered buses inspected during the last 12 months.

• Engine oil leaks, more than 30 percent brake imbalance between wheels on axle 2 and damaged windcreens were the most common issues identified.

BUS Incidents



Major Incidents by Type:

- 60.7 per cent (4,715) of total incidents (7,771) in the last 12 months are collisions. In the previous reporting period collisions were also recorded at 60.8 per cent of total incidents.
- 8.7 per cent (675) of incidents are slips, trips and falls. This is the second highest incident type.
- 5 per cent (389) of total incidents are projectiles. This is a reporting period average of 33 projectiles per month.
- 3.8 per cent (298) of incidents are assault and offensive behaviour.
- 8.4 per cent (656) of incidents are for threatening/intimidating behaviour. Physical assault between passengers (8), Physical assault on driver (8).
- 5 per cent (390) of recorded incidents are medical related.
- 7.1 per cent (548) vehicle breakdowns were recorded in the period. This is the fourth highest ranking incident type.
- 1.3 per cent (98) of incidents was 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	Oct-17	Nov-17	Dec-17	Jan-18	Feb-18	Mar-18	Apr-18	May-18	Jun-18	Jul-18	Aug-18	Sep-18
Physical assault between passengers	11	3	7	7	12	11	7	15	16	6	8	8
Physical assault on the driver	10	4	9	11	12	10	13	13	10	11	13	8
Sexual assault on the driver	0	0	0	0	0	0	0	0	0	0	0	0
Robbery	3	2	5	3	1	0	2	2	3	2	5	3
Indecent exposure by a passenger	1	0	1	0	3	0	1	0	1	1	1	1
Sexual assault between passengers	1	2	0	0	1	3	1	0	1	3	0	0
Indecent exposure by the driver	0	0	0	0	0	0	0	0	0	0	0	0
Physical assault by the driver	1	0	0	0	1	0	0	0	0	1	3	0
Graffiti	0	0	0	0	0	0	0	0	0	0	0	0
Passenger health	0	0	0	0	0	0	0	0	0	30	29	26
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	1	1	0	0	0	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	2	0

**2018 data contains data from Jan 2018 to Sep 2018*

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