

Bus Industry Quarter 3 2020 Dashboard

Key Findings

- Bus Driver Authority numbers slightly decreased (543) in Quarter 3 (27,826) 2020 compared to previous quarter (28,369). More than 300 authorities were suspended (more due to medical reason) in Q3 2020, which decreased slightly compared to Q2 2020 (320).
- Due to COVID-19 all independent audits with a due date from 25 March 2020 to 29 September 2020 have been given an extension of six months so there are not many IA reports submitted by the operators during this period.
- Based on the last three years from October 2017 to September 2020, RBUS/OMNI registered buses remain more compliant compared to CBUS registered buses.
- The top three mechanical issues identified were engine oil leaks, damaged windscreen and more than 30 per cent brake imbalance between wheels on axle 2.
- 30.6 percent of all defect fault types identified for RBUS/OMNI and CBUS registered buses were for ancillary equipment. 15.4 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 September 2020 unless otherwise stated. Quarter 3 (Q3) 2020 refers to the period of 1 July 2020 – 30 September 2020.

Data Sources:

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

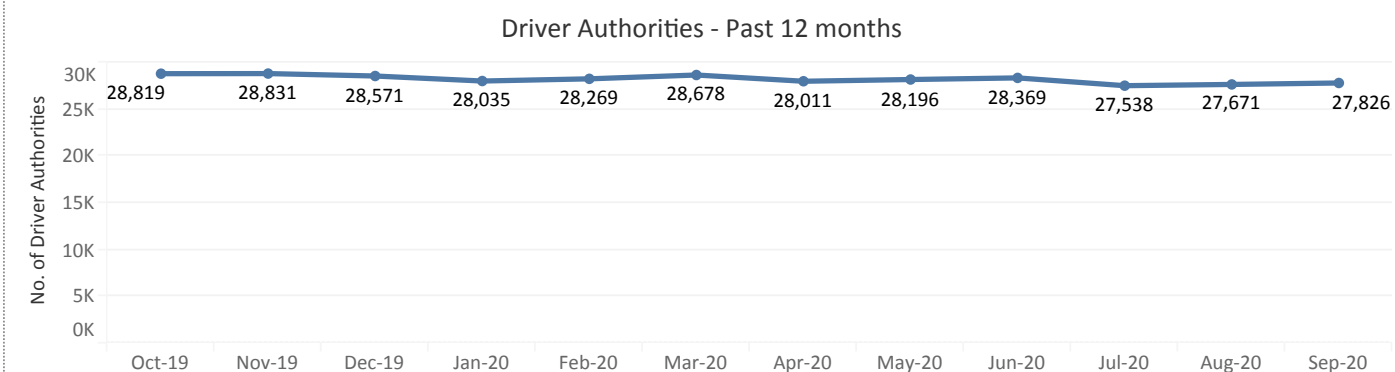
Industry Status

Operators		Bus Drivers	
No. of bus operators	1,170	Driver Authorities	27,826
Current bus accreditations	1,633	Driver authorities issued	464
		Driver authorities renewed	2,010

Bus accreditations		Driver Authorities Suspended		Driver Authorities Cancelled	
LDTC	1,040	Failed To Provide Medical	83	Voluntary Surrender	161
RPS	593	Medical	53	Deceased	13
		RMS Drivers Licence Suspended	47	Will Not Renew	6
		RMS Driver's Licence Not Active	37		
		RMS Drivers Lic Surrendered	29		
		RMS Drivers Lic Expired	24		
		International Driving Licence Overdue	17		
		Drug Test Positive	6		
		Visa Overdue	6		
		Charges Pending	3		
		Other	2		

LDTC - Long distance tourist charter	
Accreditations issued	15
Accreditations renewed	102
Accreditations suspended	48

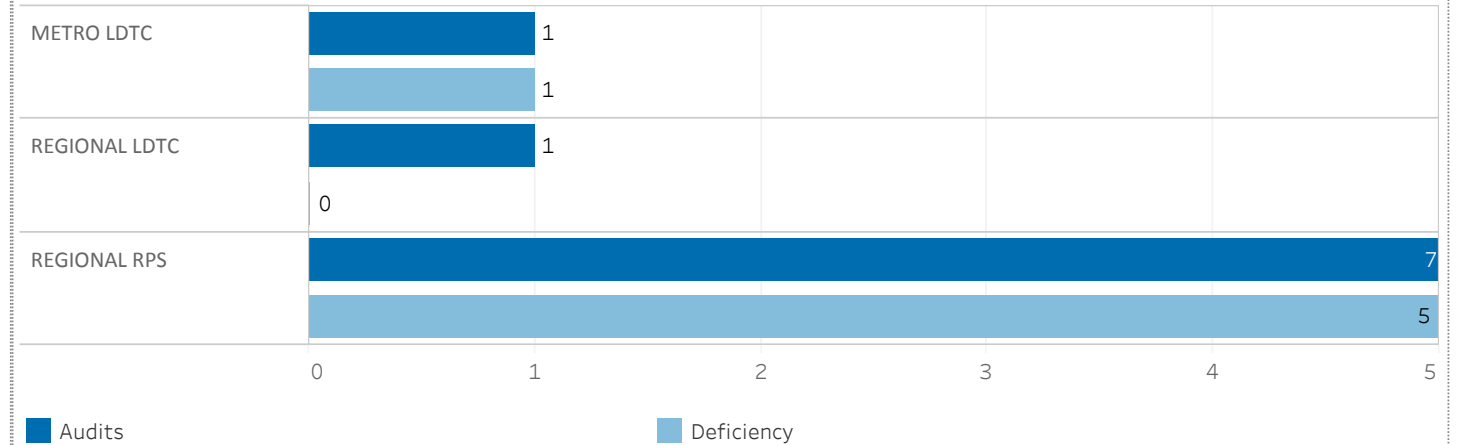
Driver Authorities



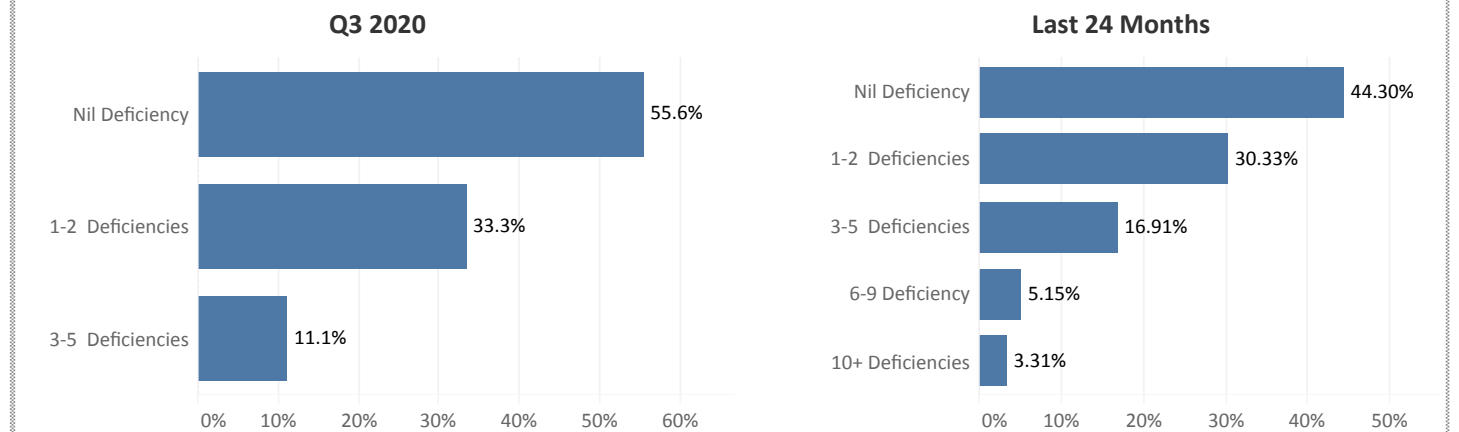
Audit Results

Due to COVID-19 all independent audits with a due date from 25 March 2020 to 29 September 2020 have been given an extension of six months. Therefore only few independent audit reports have been submitted during this period.

Independent Audits - Q3 2020



Breakdown of operator result



- In Q3 2020, 9 independent audits were completed with 6 deficiencies detected at an average of 0.7 deficiencies per audit .
- 5 audits in Q3 2020 resulted in nil deficiencies being detected.

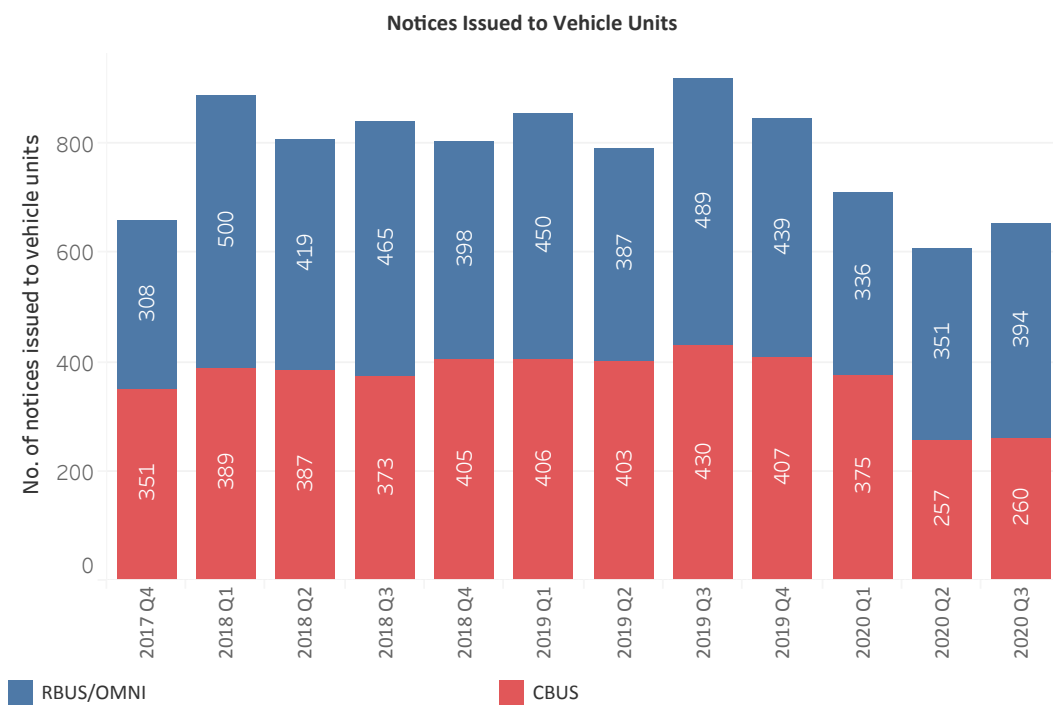
Annual Self-Assessment Report

	Drug Test	Alcohol Test
Test conducted	6,402	114,353
Confirm positive	24	14
Transport Safety workers	3,085	8,499

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

Heavy Vehicle Compliance

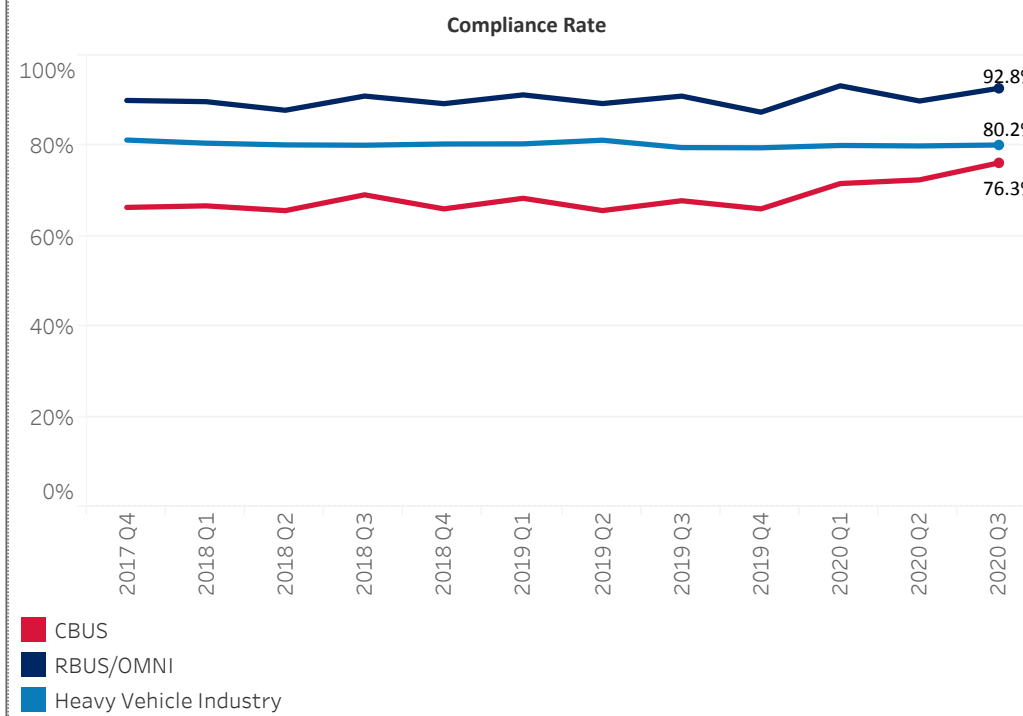
Notices Issued



• In the last 3 years period (2017 Q4 to 2020 Q3), **9,379** notices were issued to RBUS/OMNI and CBUS registered buses.

• Of all notices issued to RBUS/OMNI and CBUS registered buses in 2020 Q3, only **1.4% (9)** were major and major grounded in severity and likely to cause a fatality or serious accident.

Compliance



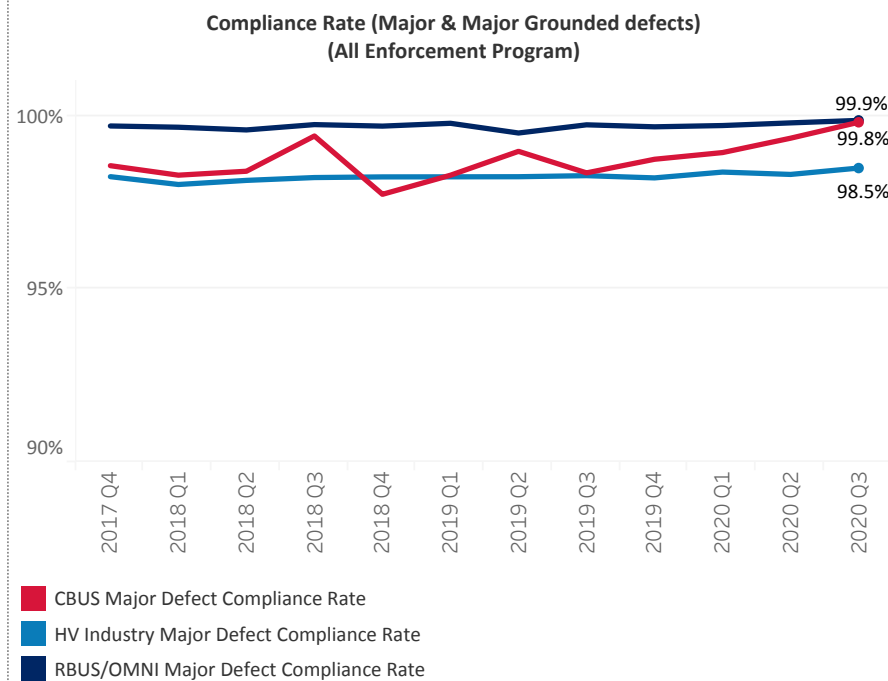
• In the 3 year period, RBUS/OMNI registered buses remain more compliant compared to CBUS.

• OMNI and RBUS registered buses are generally more compliant with a compliance rate* of **92.8%** in Q3 2020. This is considerably higher than CBUS registered buses (**76.3%**) and the heavy vehicle industry (**80.2%**).

• 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)

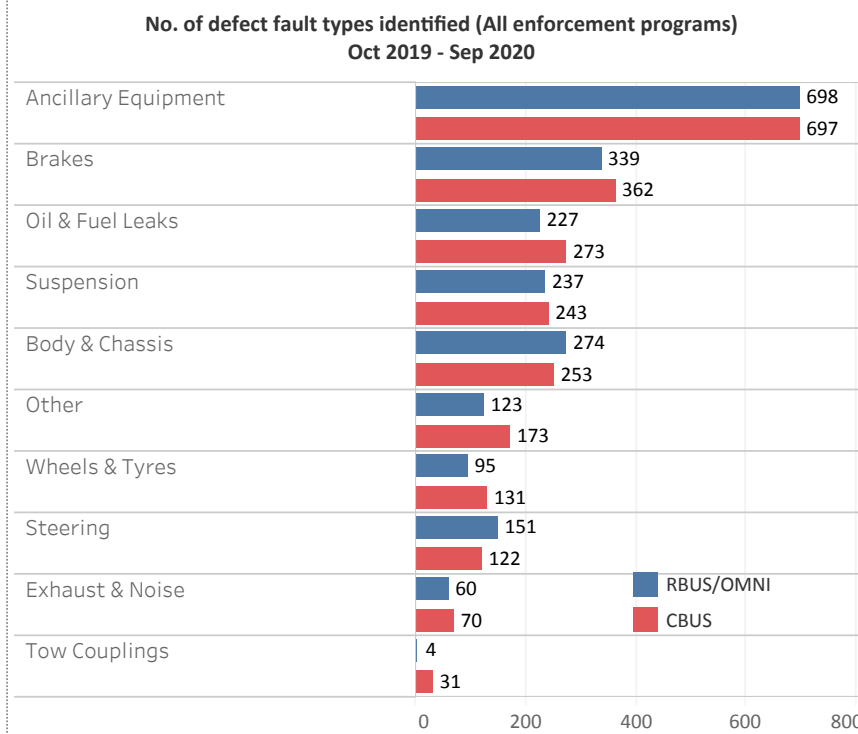


• Focusing on major defects (major and major grounded) that are likely to cause a serious accident or fatality shows the majority of buses inspected do not receive a major and/or major grounded defect.

• 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 **99.9%** of CBUS, RBUS, OMNI are compliant (Major & Major Grounded Defects) in Q3 2020. (Only **0.1%** of buses have been issued with Major defect notices in Q3 2020).

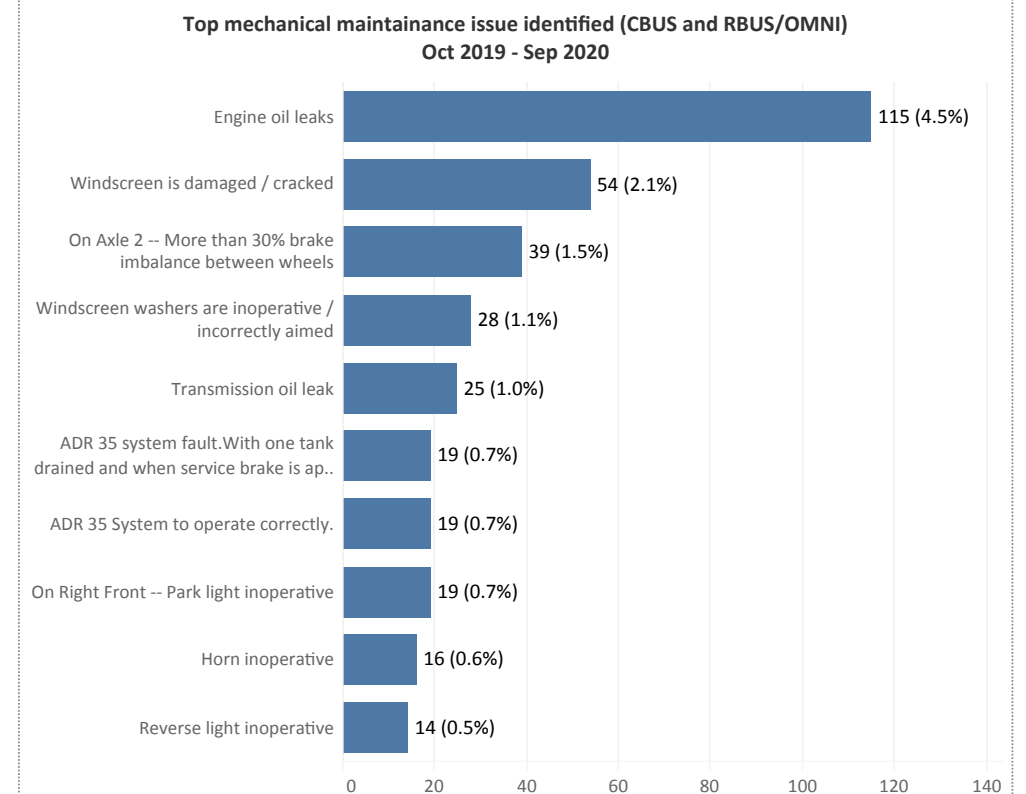
Defect Faults



• During the last four quarters, a total of **4,563** defect fault types were identified for RBUS/OMNI and CBUS registered buses.

• **30.6%** of all defect fault types identified for RBUS/OMNI and CBUS registered buses were for ancillary equipment. **15.4%** 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, damaged windscreen and more than 30 per cent brake imbalance between wheels on axle 2.

BUS Industry Dashboard

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