

Bus Industry Quarter 4 2019 Dashboard

Key Findings

- Bus Driver Authority numbers slightly decreased (136) in Quarter 4 (28,571) 2019 compared to previous quarter (28,707). Over 300 authorities were suspended (due to medical reason) in Q4 2019, which increased significantly compared to Q1 (192).
- 46 out of 86 audits (53.5%) in Q4 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 January 2017 to December 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 transmission oil leak.
- 31 percent of all defect fault types identified for RBUS/OMNI and CBUS registered buses were for ancillary equipment. 16.2 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 31 December 2019 unless otherwise stated. Quarter 4 (Q4) 2019 refers to the period of 1 October 2019 – 31 December 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	1,369	Driver Authorities	28,571
Current bus accreditations	1,738	Driver authorities issued	702
		Driver authorities renewed	1,390

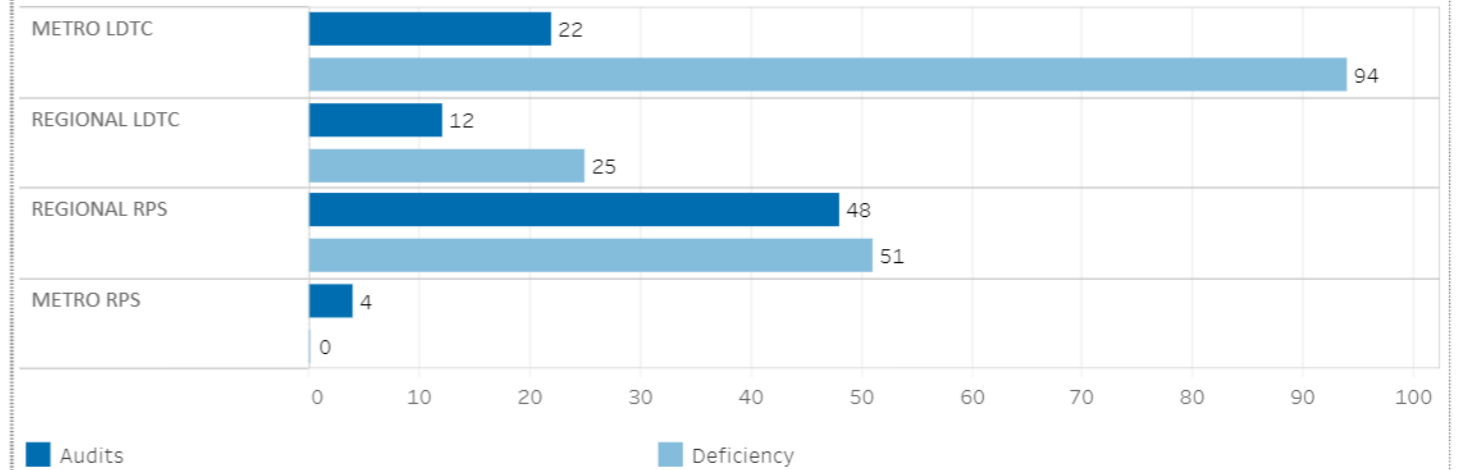
Bus accreditations		Driver Authorities Suspended		Driver Authorities Cancelled	
LDTC	1,114	Medical	352	Voluntary Surrender	166
RPS	624	RMS Driver's Licence Not Active	92	Deceased	11
		RMS Drivers Lic Expired	51	Not Fit & Proper	4
		International Driving Licence Overdue	15	Will Not Renew	1
		Visa Overdue	11		
		Drug Test Positive	4		
		RMS Drivers Lic Cancelled	4		
		Charges Pending	3		
		Failed to Provide Specialist Medical	2		
		Criminal Record	1		
		Police Report	1		
		Responsibility / Aptitude	1		

Driver Authorities

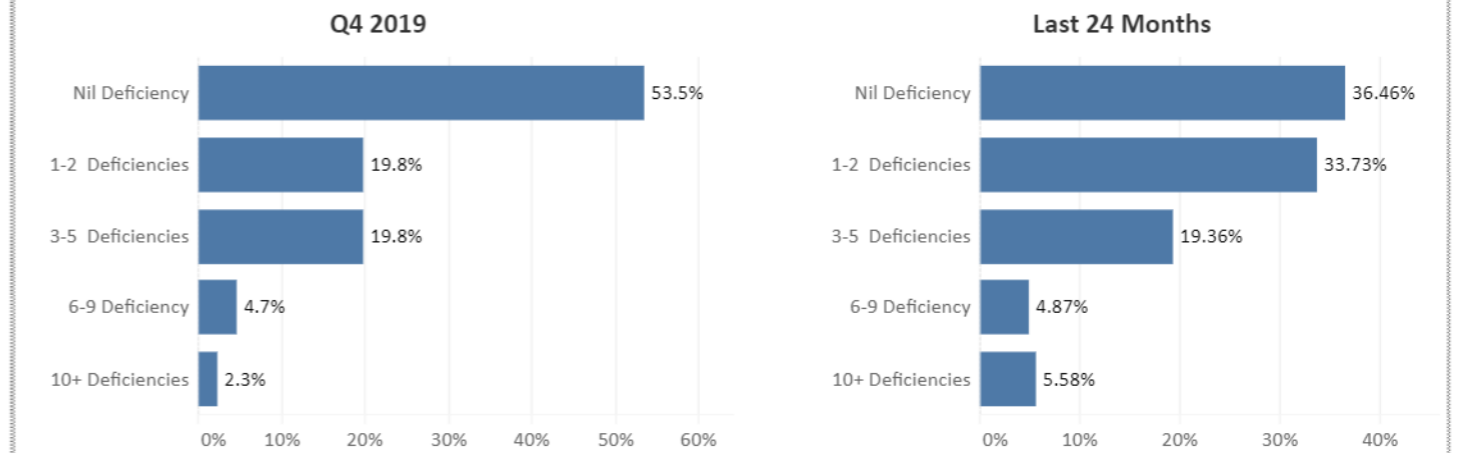


Audit Results

Independent Audits - Q4 2019



Breakdown of operator result



- In Q4 2019, 86 independent audits were completed with 170 deficiencies detected at an average of 2.0 deficiencies per audit.
- 46 audits in Q4 2019 resulted in nil deficiencies being detected. 2 operators received 10 or more deficiencies.

Top Detected Deficiencies

Deficiency	Count	Percentage
Implementation of maintenance plan	18	20.9%
Reported notifiable incident	17	19.8%
Registration usage	14	16.3%
Records Management	7	8.1%
Implementation of sample maintenance plan	6	7.0%

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

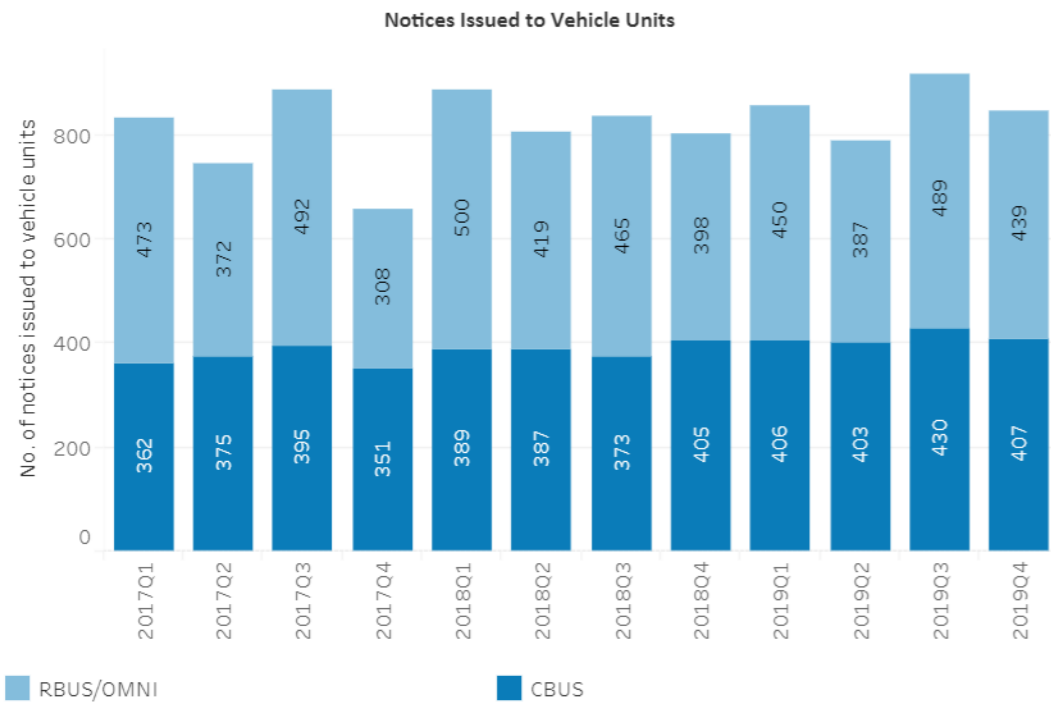
Annual Self-Assessment Report

	Drug Test	Alcohol Test
Test conducted	8,295	160,774
Confirm positive	50	9
Transport Safety workers	4,738	18,212

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

Heavy Vehicle Compliance

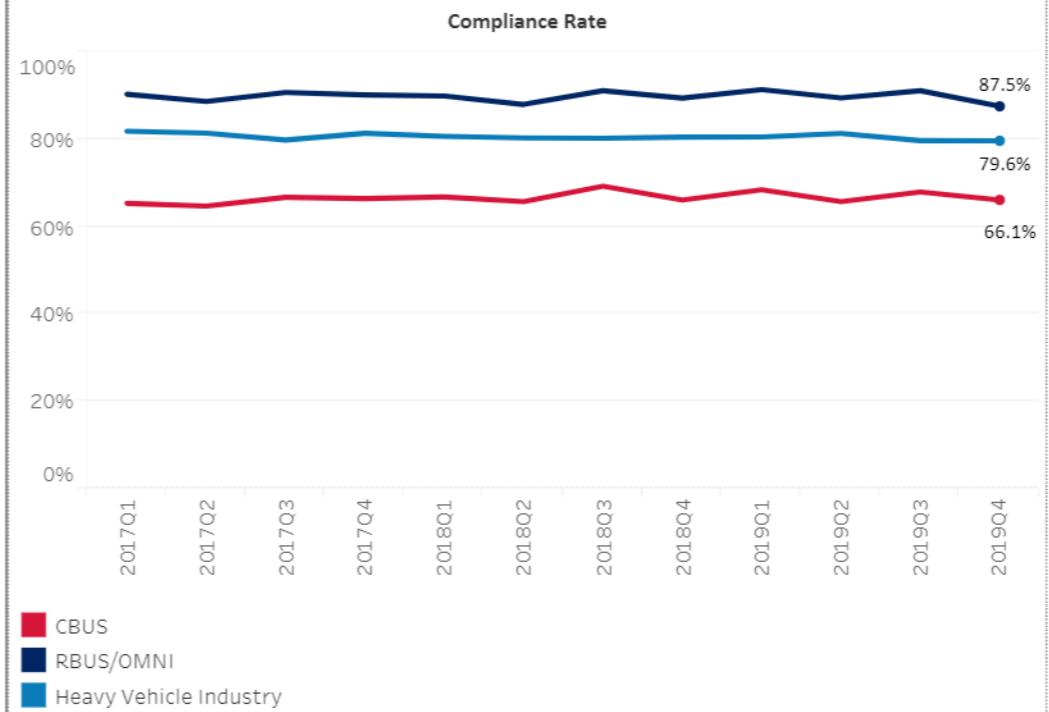
Notices Issued



• In the last 3 years period (2017 Q1 to 2019 Q4), **9,875** notices were issued to RBUS/OMNI and CBUS registered buses.

• Of all notices issued to RBUS/OMNI and CBUS registered buses in 2019 Q4, only **3.1% (26)** were major and major grounded in severity and likely to cause a fatality or serious accident.

Compliance



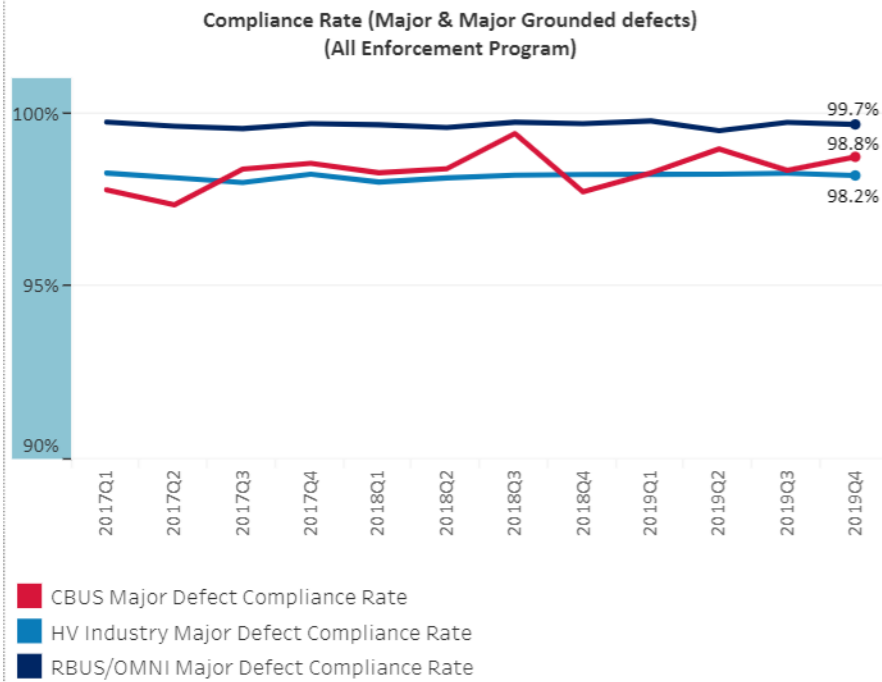
• In the 3 year period , RBUS/OMNI registered buses remain more compliant compared to CBUS .

• OMNI and RBUS registered buses are generally more compliant with a compliance rate* of **87.5%** in Q4 2019. This is considerably higher than CBUS registered buses (**66.1%**) and the heavy vehicle industry (**79.6%**).

• 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)

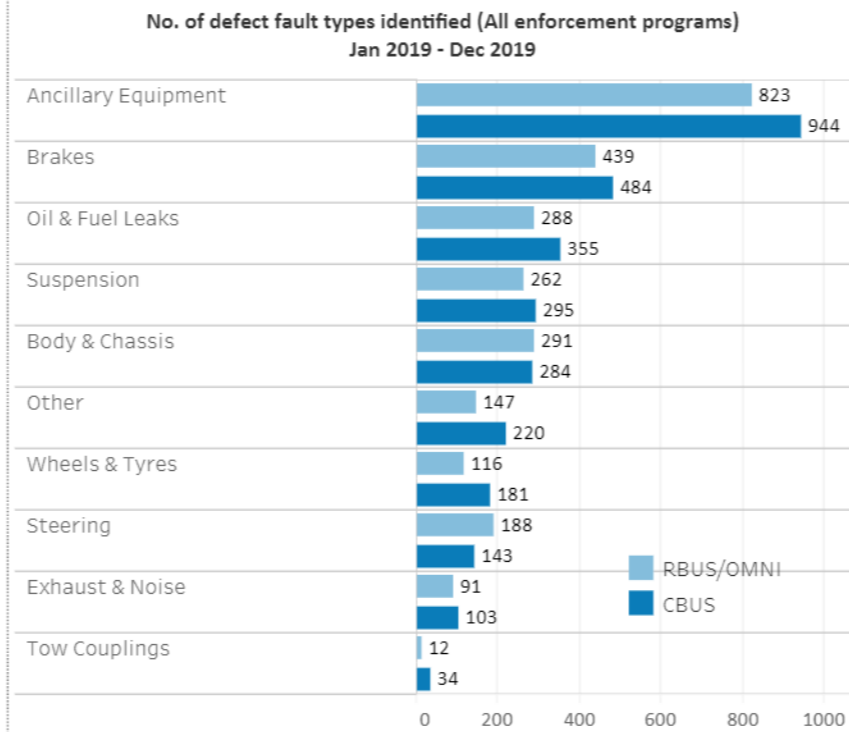


• Focusing on major defects (major and major grounded) that are likely to cause a serious accident or fatality shows the majority of buses inspected do not receive a major and/or major grounded defect.

• 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 Q4 2019. (Only **0.6%** of buses have been issued with Major defect notices in Q4 2019).

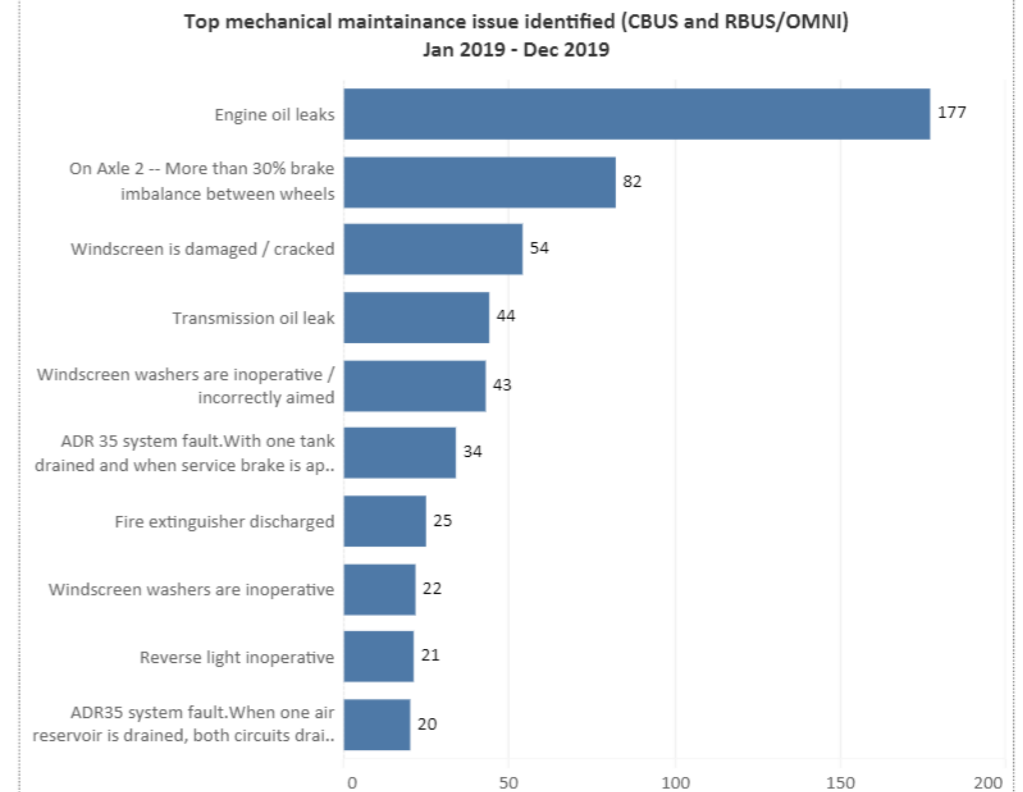
Defect Faults



• During the last four quarters, a total of **5,700** defect fault types were identified for RBUS/OMNI and CBUS registered buses.

• **31.0%** of all defect fault types identified for RBUS/OMNI and CBUS registered buses were for ancillary equipment. **16.2%** were brake related.

Top Identified Mechanical Maintenance Issues

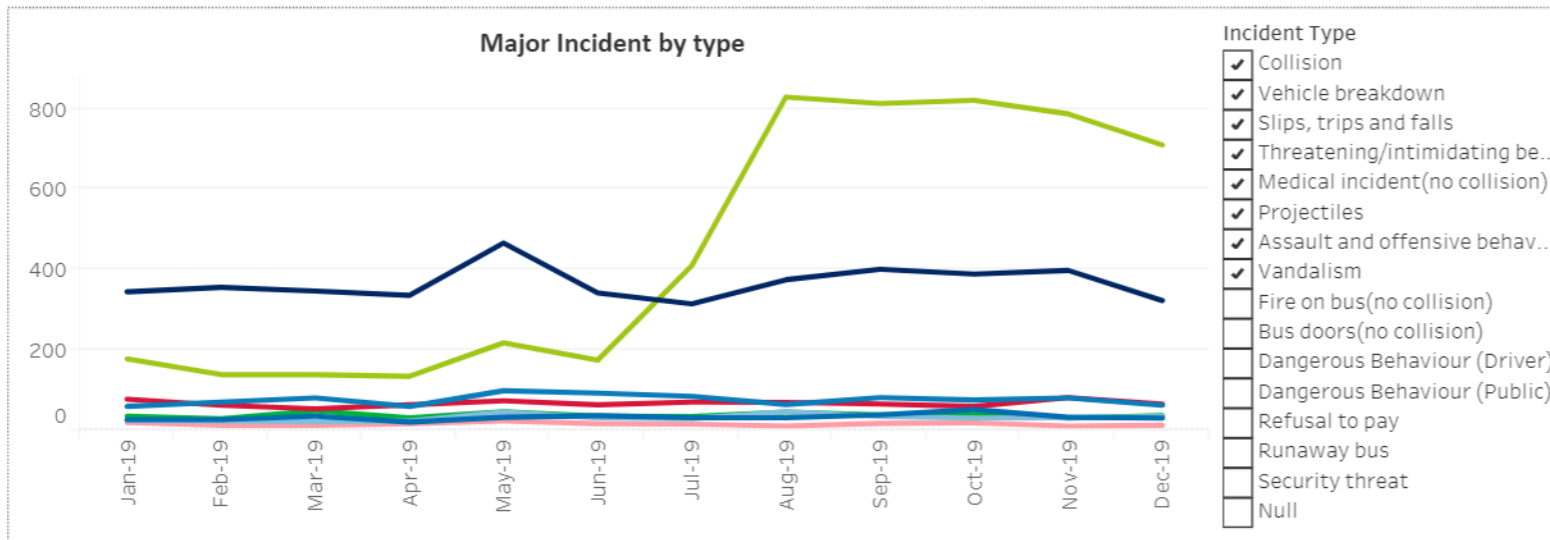


• The graph displays the top 10 mechanical maintenance issues identified for RBUS/OMNI and CBUS registered buses inspected during the last 12 months.

• 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

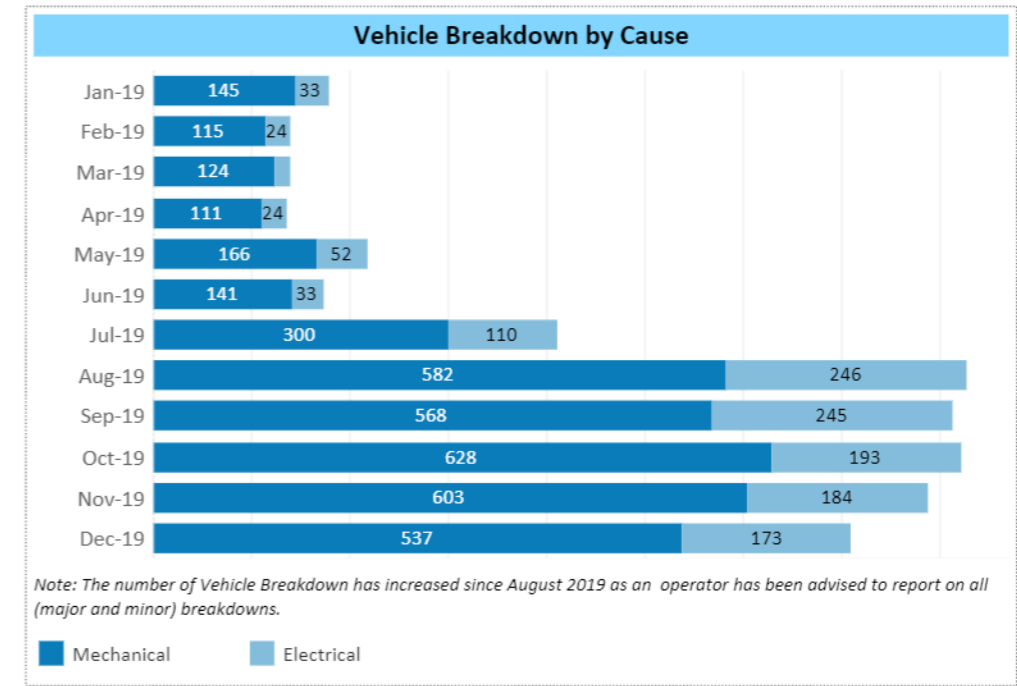
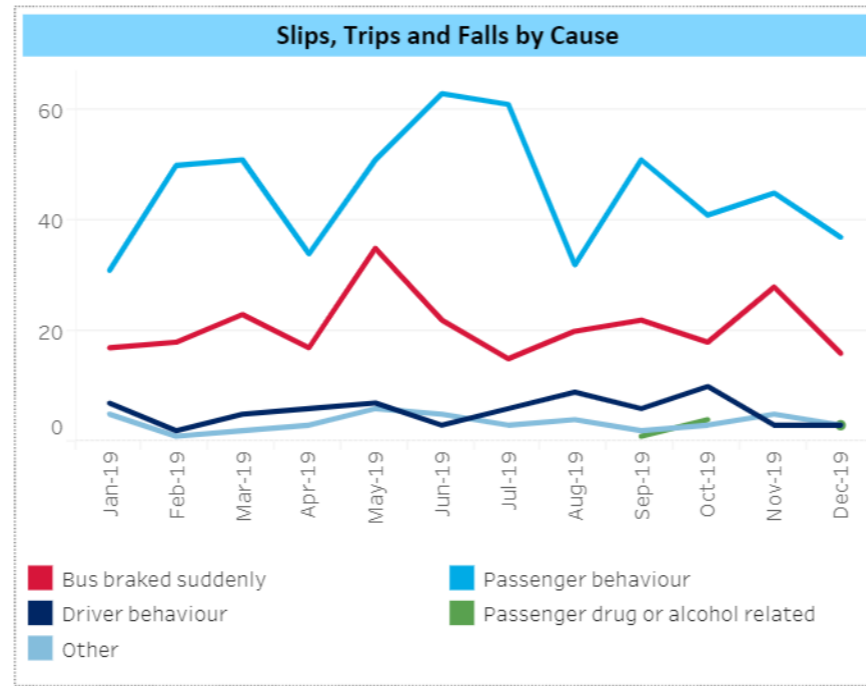
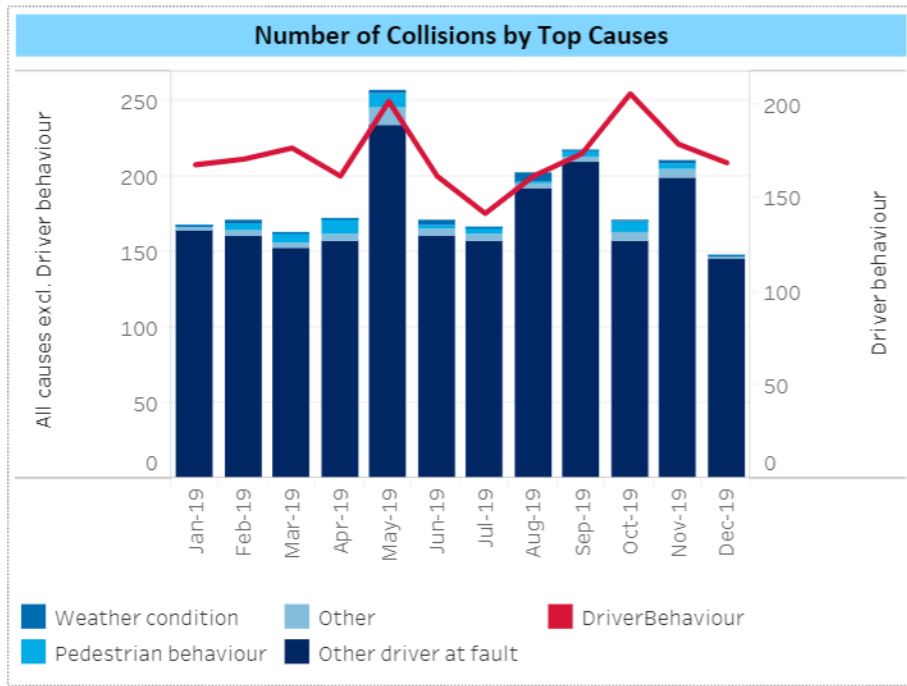
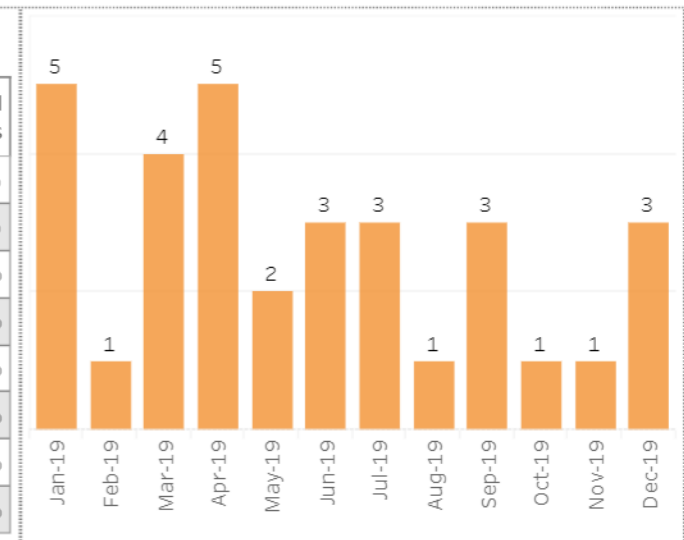
Top 8 Incidents by Incident Type - Past 12 months



Major Incident by type

Incident Type	No. of incidents	% of total incidents
Vehicle breakdown	5,354	40.50%
Collision	4,393	33.23%
Slips, trips and falls	916	6.93%
Threatening/intimidating behavio..	812	6.14%
Medical incident(no collision)	457	3.46%
Projectiles	400	3.03%
Assault and offensive behaviour	383	2.90%
Vandalism	192	1.45%

Fire on BUS



Assault and Offensive Behaviour by Incident Description

Incident Description	Jan-19	Feb-19	Mar-19	Apr-19	May-19	Jun-19	Jul-19	Aug-19	Sep-19	Oct-19	Nov-19	Dec-19
Physical assault on the driver	11	11	11	10	20	9	14	23	12	16	9	16
Physical assault between passengers	9	8	9	11	17	15	12	18	16	12	17	15
Robbery	4	4		1	4	5	2	4	2		4	1
Indecent exposure by a passenger			1	1	3	2		1	1	2	1	2
Physical assault by the driver			1	1		1						
Sexual assault between passengers	1	1			2		2	1	4	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	4	4	1

Threatening/Intimidating Behaviour by Incident Description

Incident Description	Jan-19	Feb-19	Mar-19	Apr-19	May-19	Jun-19	Jul-19	Aug-19	Sep-19	Oct-19	Nov-19	Dec-19
Physical threat or intimidation against the driver	18	6	9	10	18	8	14	24	14	15	17	16
Physical threat or intimidation between passengers	30	15	8	15	10	11	9	11	11	10	12	6
Physical threat or intimidation by the driver								1	1			
Verbal assault against the driver	19	26	22	24	32	29	32	22	22	21	28	23
Verbal assault between passengers	10	15	15	15	14	16	15	10	18	12	25	21
Verbal assault by the driver	1	1					1	2		2		

BUS Industry Dashboard

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