



Background:

Transport for NSW regulate bus operators and drivers under the *Passenger Transport Act 1990* and associated regulations. In addition, we regulate buses and coaches as heavy vehicles under the Road Transport legislation.

Our vision for the bus sector is to work with the bus industry, co-regulators and other agencies to improve bus safety in NSW with the aim of safe journeys by ensuring safe bus drivers, operators and buses.

Our purpose is to work together to protect everyone on our roads. Everything we do aims to reduce deaths and serious injuries on NSW roads. Our safety commitment means a safer NSW – for every individual and the community.

As a regulator, our role is to ensure and promote safe and efficient journeys through safer drivers, safer vehicles, and safer operators.

On 1 July 2005, as part of an accreditation reform the Bus Operator Accreditation Scheme (BOAS) was introduced to achieve a number of aims.

Visit the Buses Section of our website for more information www.rms.nsw.gov.au/business-industry/buses/index.html.

From 1 November 2017, a new regulatory framework for passenger services provided by any vehicle with 12 seats or less (including the driver) was introduced and is overseen by the Point to Point Transport Commissioner.

Visit their website for more information <https://www.pointtopoint.nsw.gov.au/>.

The purpose of this report is to identify how BOAS is performing and to highlight key statistics and trends about bus compliance and bus incidents.

Bus Industry Quarter 3 2021 Dashboard



Key Findings

- Bus Driver Authority numbers decreased (593) in Quarter 3 (26,190) 2021 compared to previous quarter (26,446).
- 33 out of 43 audits (76.7%) in Q3 2021 resulted in zero deficiency.
- RBUS/OMNI registered buses remain more compliant compared to CBUS registered buses (based on October 2018 - September 2021).
- The top three mechanical issues identified were engine oil leaks, damaged windscreen and inoperative windscreen washers.
- 30.7 percent of all defect fault types identified for RBUS/OMNI and CBUS registered buses were for ancillary equipment. 15.5 percent were brake related.
- Analysis of Assault and Offensive behavior incidents indicate physical assault on drivers continue to be the most common incidents.

* This report represents data as at 30 September 2021 unless otherwise stated. Quarter 3 (Q3) 2021 refers to the period of 1 July 2021 – 30 September 2021.

Data Sources:

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

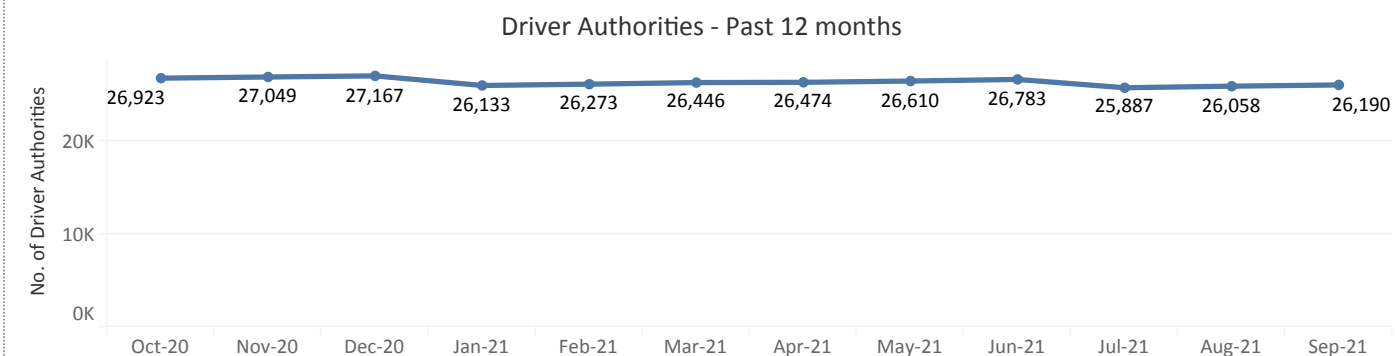
Industry Status

Operators		Bus Drivers	
No. of bus operators	1,118	Driver Authorities	26,190
Current bus accreditations	1,433	Driver authorities issued	492
		Driver authorities renewed	1,613

Bus accreditations		Driver Authorities Suspended		Driver Authorities Cancelled	
LDTC	873	Medical	217	Total Cancelled	179
RPS	560	RMS Drivers Licence Suspended	35		
		RMS Drivers Lic Surrendered	30		
		RMS Drivers Lic Expired	19		
		RMS Driver's Licence Not Active	15		
		Failed To Provide Medical	11		
		Visa Overdue	11		
		International Driving Licence Overdue	7		
		Failed to Provide Specialist Medical	2		
		RMS Drivers Lic Cancelled	2		
		Charges Pending			
		Drug Test Positive			
		Other			

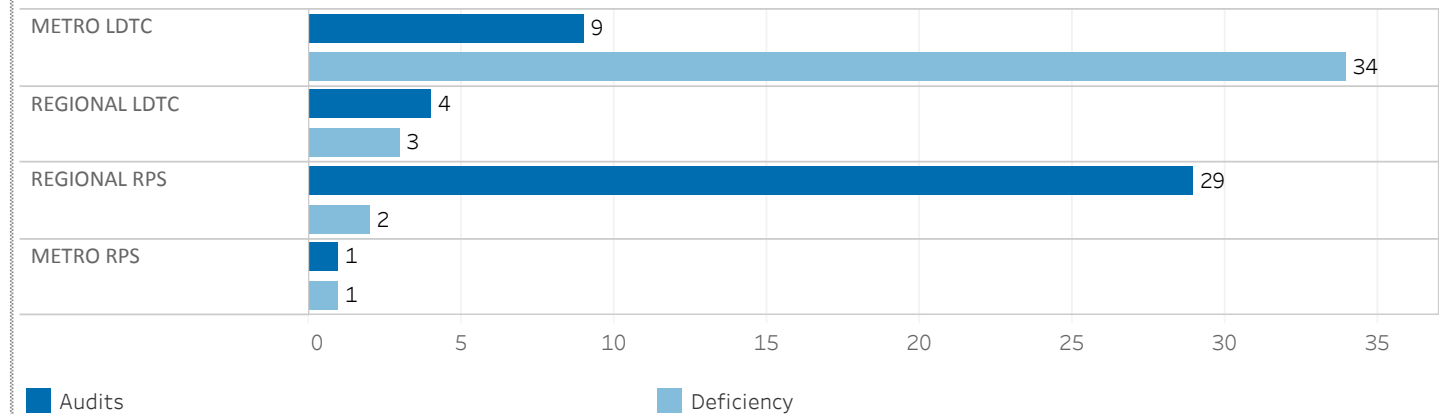
Driver Authorities	
Accreditations issued	9
Accreditations renewed	65
Accreditations suspended	54

Driver Authorities

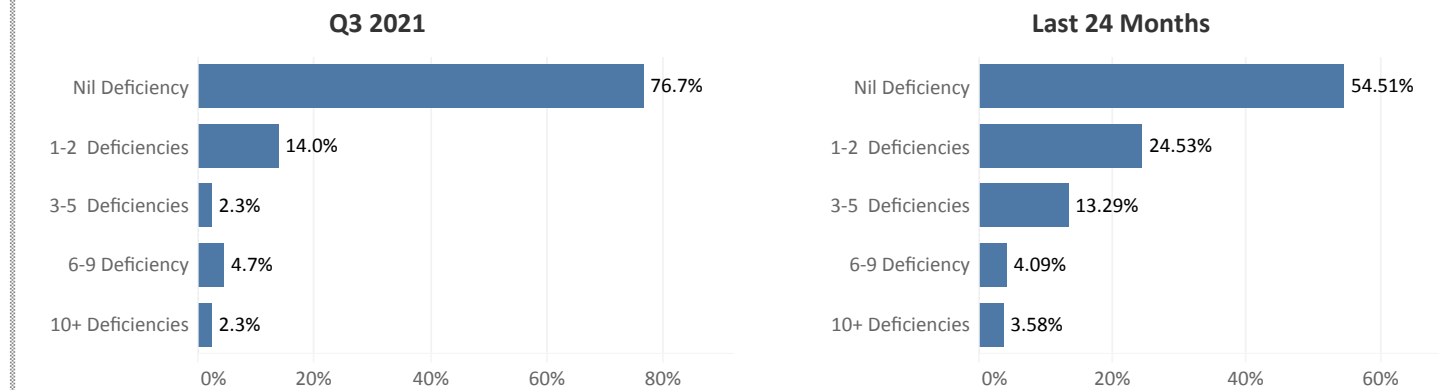


Audit Results

Independent Audits - Q3 2021



Breakdown of operator result



- In Q3 2021, 43 independent audits were completed with 40 deficiencies detected at an average of 0.9 deficiencies per audit .
- 33 audits in Q3 2021 resulted in nil deficiencies being detected.

Top Detected Deficiencies

Deficiency Type	Count	Percentage
Implementation of maintenance plan	5	11.6%
Records Management	3	7.0%
Reported notifiable incident	4	9.3%
DA and licence currency check	2	4.7%
Registration usage	1	2.3%

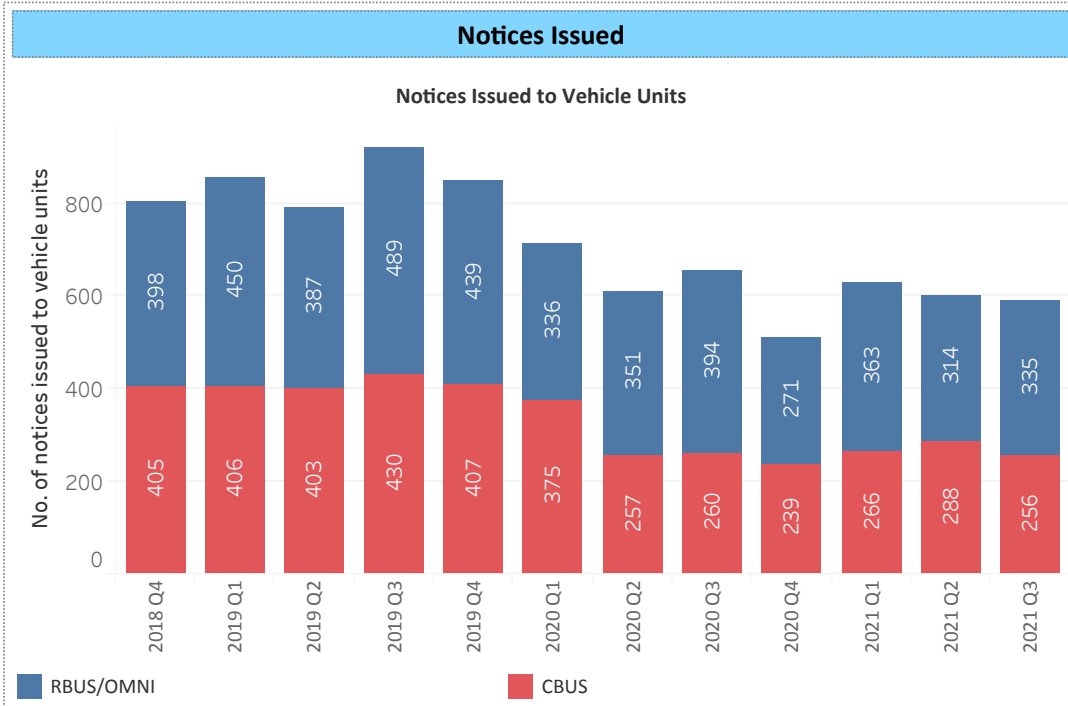
This table shows the five most common deficiencies detected at independent audits and the percentage of audited operators where the deficiency was found.

Annual Self-Assessment Report

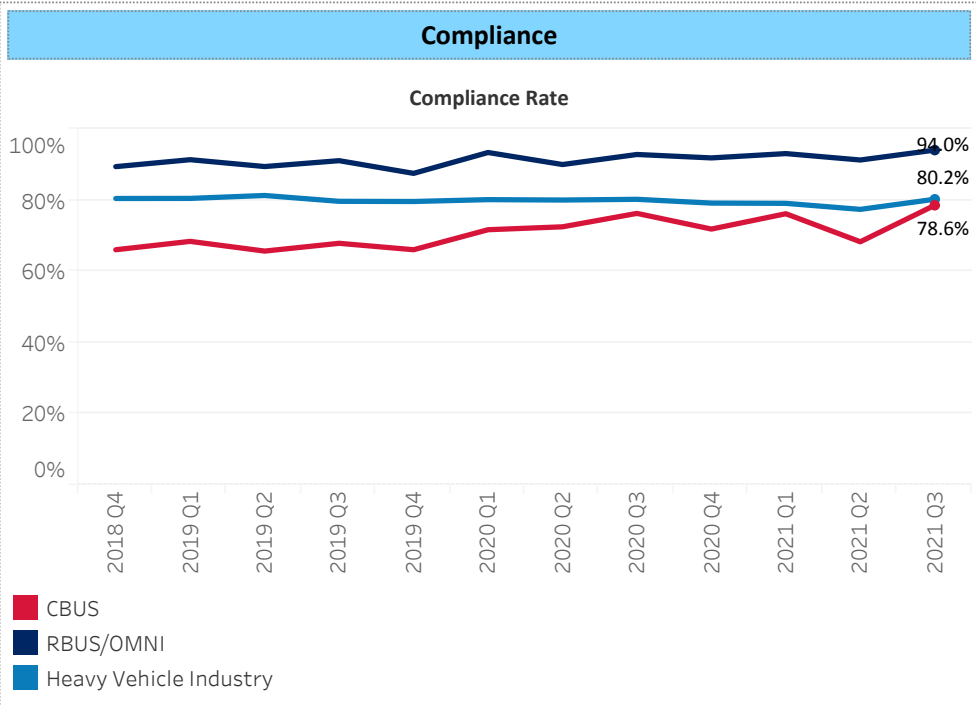
	Drug Test	Alcohol Test
Test conducted	6,580	9,825
Confirm positive	841	6
Transport Safety workers	2,289	2,068

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

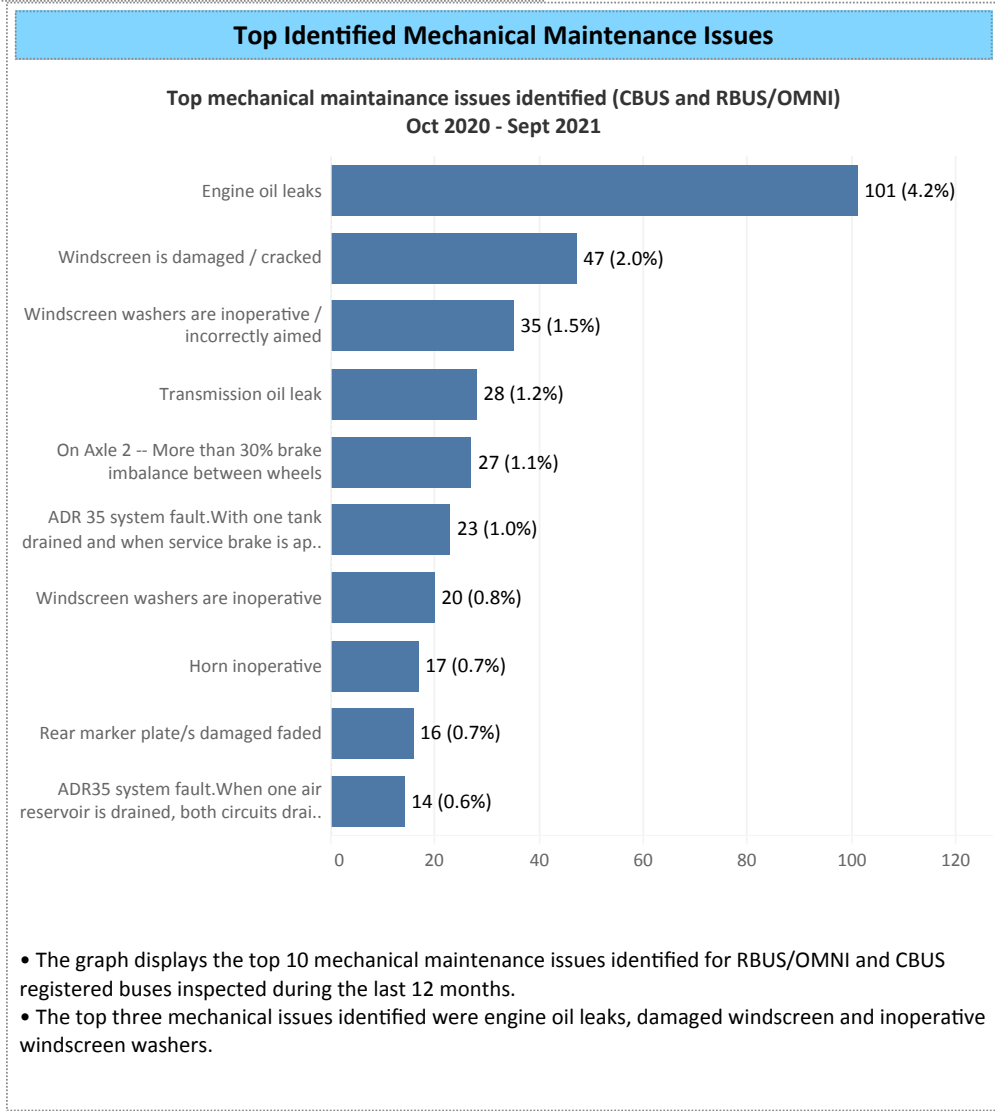
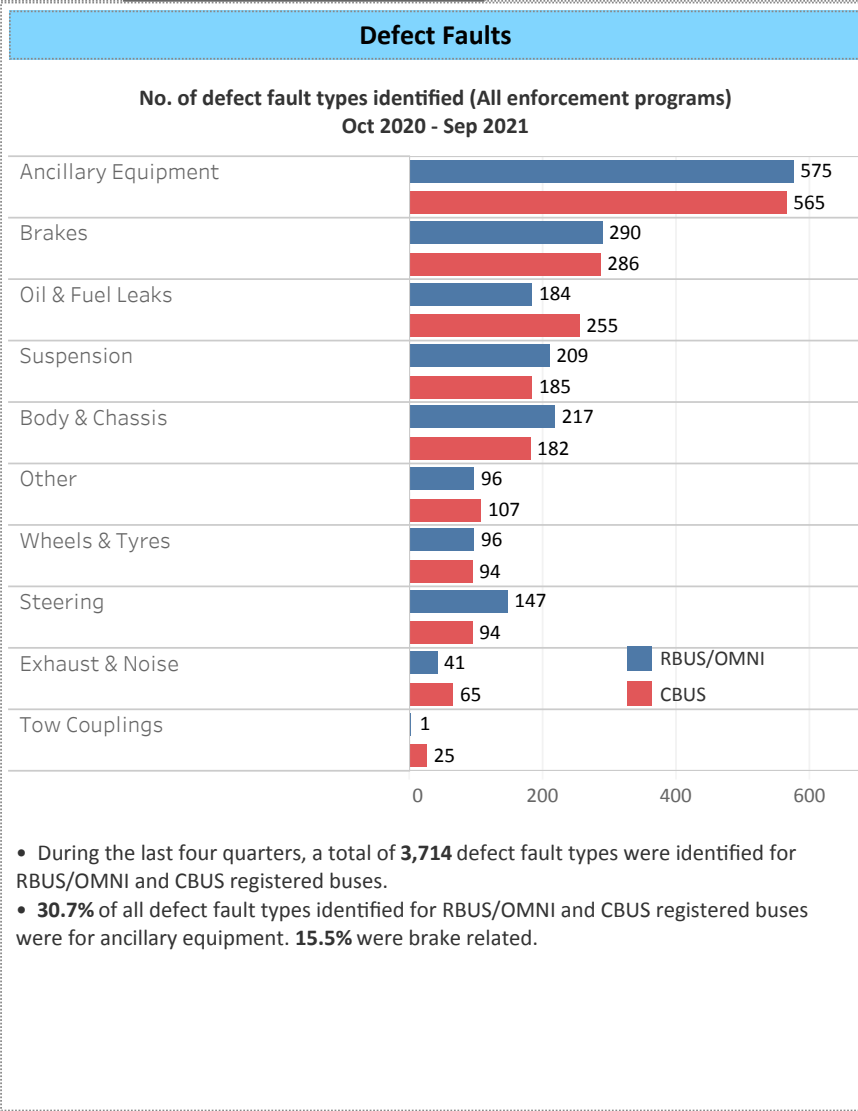
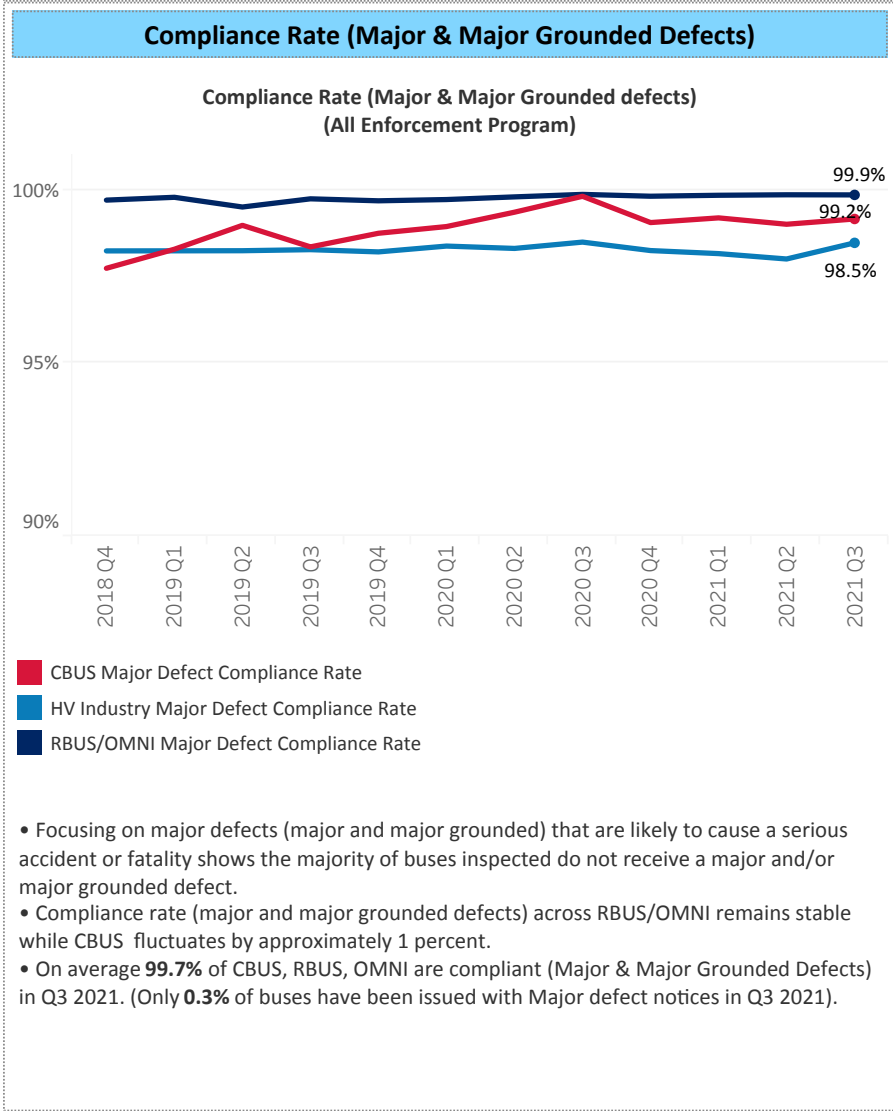
Heavy Vehicle Compliance



- In the last 3 year period (2018 Q4 to 2021 Q3), **8,519** notices were issued to RBUS/OMNI and CBUS registered buses.
- Of all notices issued to RBUS/OMNI and CBUS registered buses in 2021 Q3, only **3.0% (18)** were major and major grounded in severity and likely to cause a fatality or serious accident.



- 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 **94.0%** in Q3 2021. This is considerably higher than CBUS registered buses (**78.6%**) and the heavy vehicle industry (**80.2%**).
- The compliance rate remains stable across all bus registration usages and the heavy vehicle industry (includes all programs).
- *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.



CBUS - Charter / Airways bus usage - let for hire

RBUS - Bus / tourist vehicles used for hire

OMNI - Bus operated by the State Transit Authority

Bus Industry Dashboard



Transport
for NSW

Business Intelligence and Reporting

Data and Analytics

Safety, Environment and Regulation

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