

Bus Industry Quarter 1 2020 Dashboard

Key Findings

- Bus Driver Authority numbers slightly increased (107) in Quarter 1 (28,678) 2020 compared to previous quarter (28,571). About 400 authorities were suspended (more due to medical reason) in Q1 2020, which increased significantly compared to Q1 2019 (192).
- 38 out of 79 audits (48.1%) in Q1 2020 resulted in zero deficiency.
- The highest deficiency during Bus Operator audits related to reporting incidents in the Bus Incident Management Database and records management.
- Based on the last three years from April 2017 to March 2020, 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.
- 30.9 percent of all defect fault types identified for RBUS/OMNI and CBUS registered buses were for ancillary equipment. 15.9 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 March 2020 unless otherwise stated. Quarter 1 (Q1) 2020 refers to the period of 1 January 2020 – 31 March 2020.

Data Sources:

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

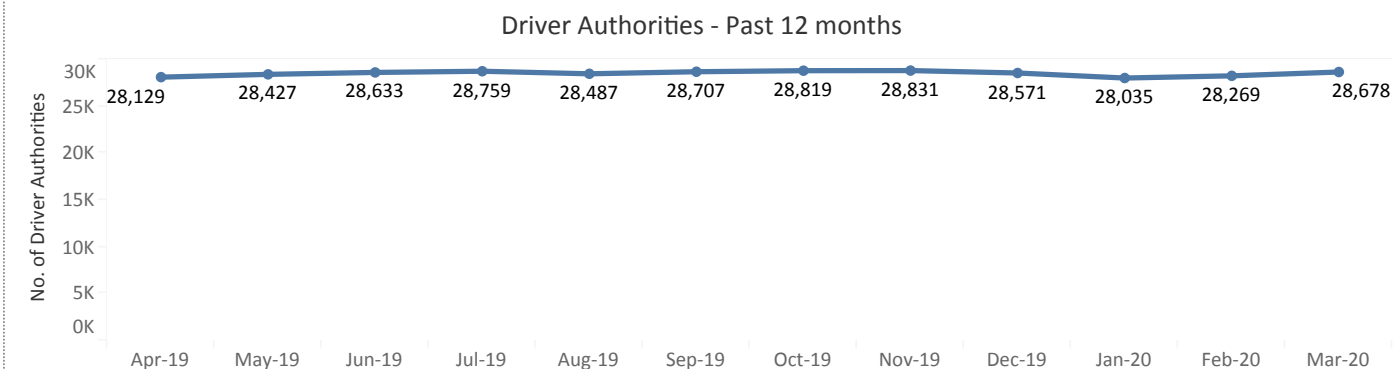
Industry Status

Operators		Bus Drivers	
No. of bus operators	1,241	Driver Authorities	28,678
Current bus accreditations	1,727	Driver authorities issued	602
		Driver authorities renewed	1,914

Bus accreditations		Driver Authorities Suspended		Driver Authorities Cancelled	
LDTC	1,105	Medical	399	Voluntary Surrender	185
RPS	622	RMS Drivers Lic Expired	187	Deceased	7
		RMS Driver's Licence Not Active	104	Will Not Renew	2
		RMS Driver's Licence Overdue	78	Not Fit & Proper	1
		International Driving Licence Overdue	12		
		Visa Overdue	10		
		Charges Pending	2		
		Drug Test Positive	2		
		RMS Drivers Lic Cancelled	2		
		Failed to Provide Specialist Medical	1		
		Rms Drivers Lic Surrendered	1		

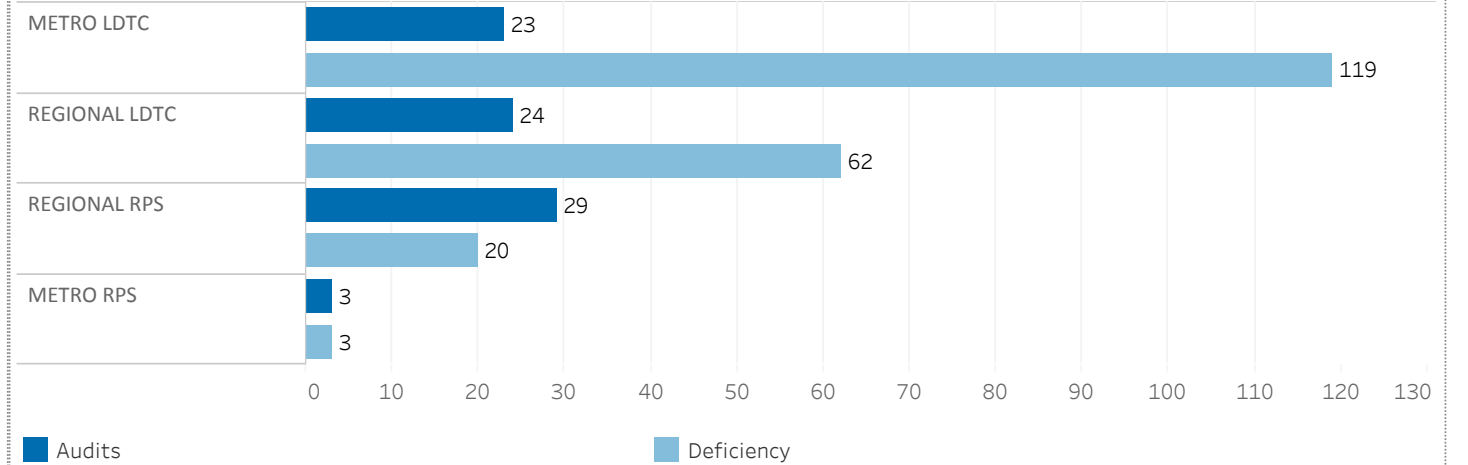
Accreditations issued/renewed/suspended	
Accreditations issued	17
Accreditations renewed	33
Accreditations suspended	43

Driver Authorities

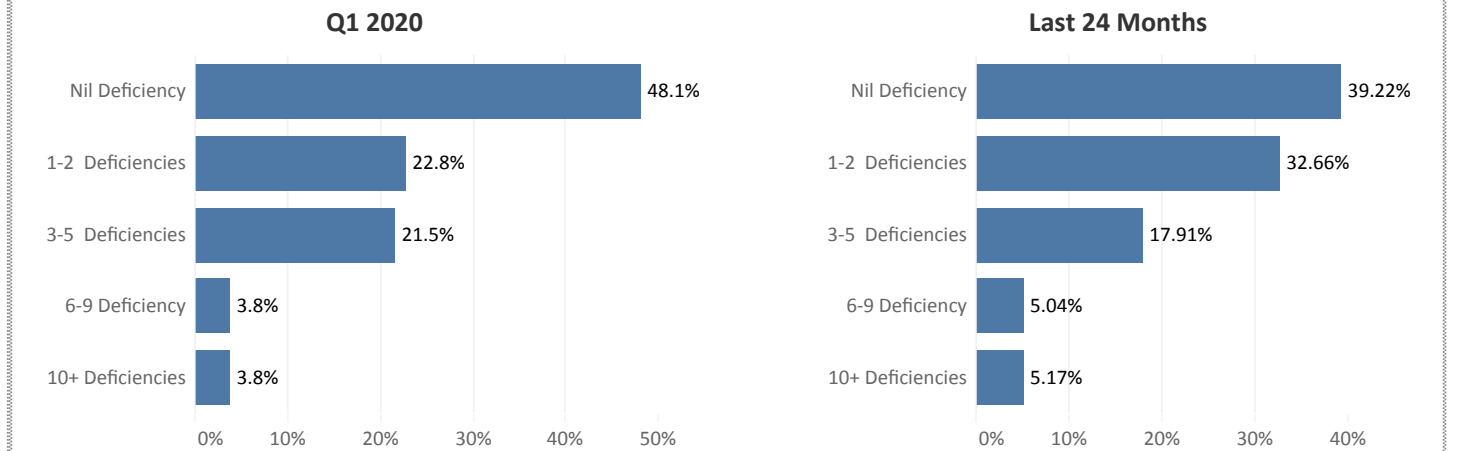


Audit Results

Independent Audits - Q1 2020



Breakdown of operator result



- In Q1 2020, 79 independent audits were completed with 204 deficiencies detected at an average of 2.6 deficiencies per audit .
- 38 audits in Q1 2020 resulted in nil deficiencies being detected. 3 operators received 10 or more deficiencies.

Top Detected Deficiencies

Deficiency Category	Count	Percentage
Reported notifiable incident	24	30.4%
Records Management	15	19.0%
Implementation of maintenance plan	13	16.5%
Registration usage	12	15.2%
DA and licence currency check	10	12.7%

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

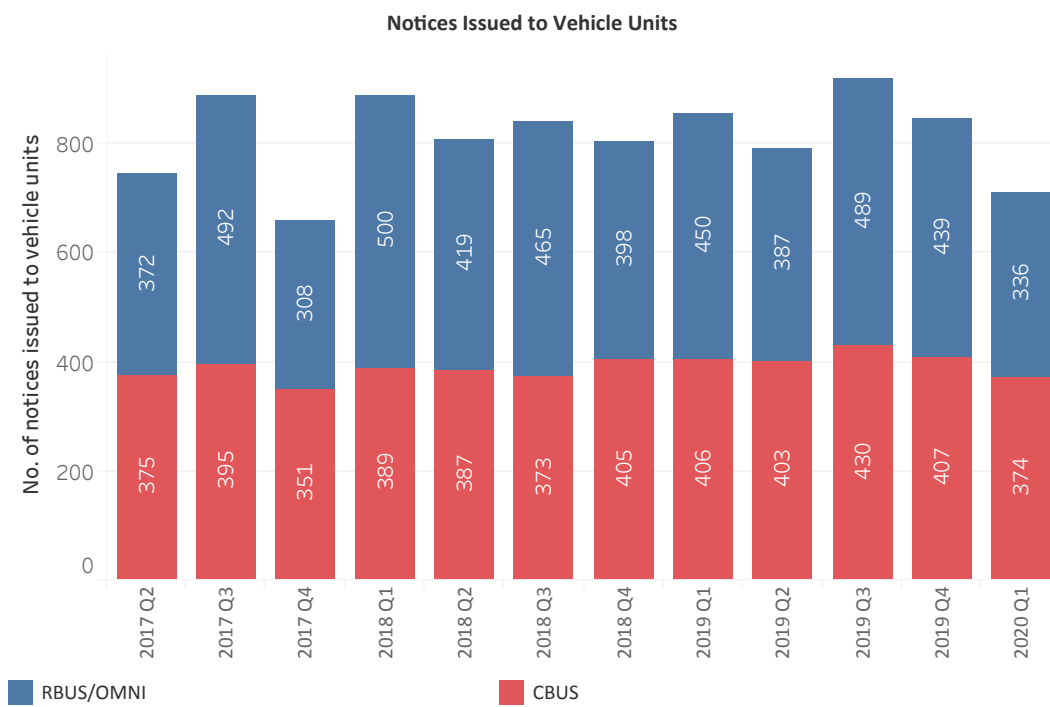
Annual Self-Assessment Report

	Drug Test	Alcohol Test
Test conducted	8,807	160,362
Confirm positive	56	9
Transport Safety workers	4,944	18,510

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

Heavy Vehicle Compliance

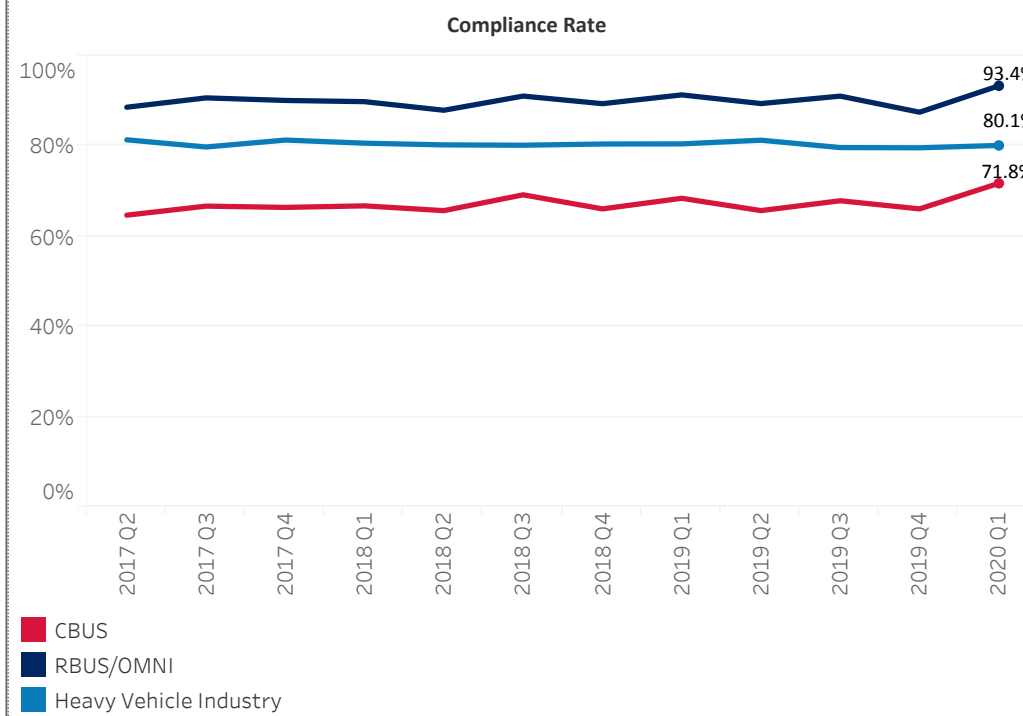
Notices Issued



• In the last 3 years period (2017 Q2 to 2020 Q1), **9,750** notices were issued to RBUS/OMNI and CBUS registered buses.

• Of all notices issued to RBUS/OMNI and CBUS registered buses in 2020 Q1, only **3.9% (28)** were major and major grounded in severity and likely to cause a fatality or serious accident.

Compliance



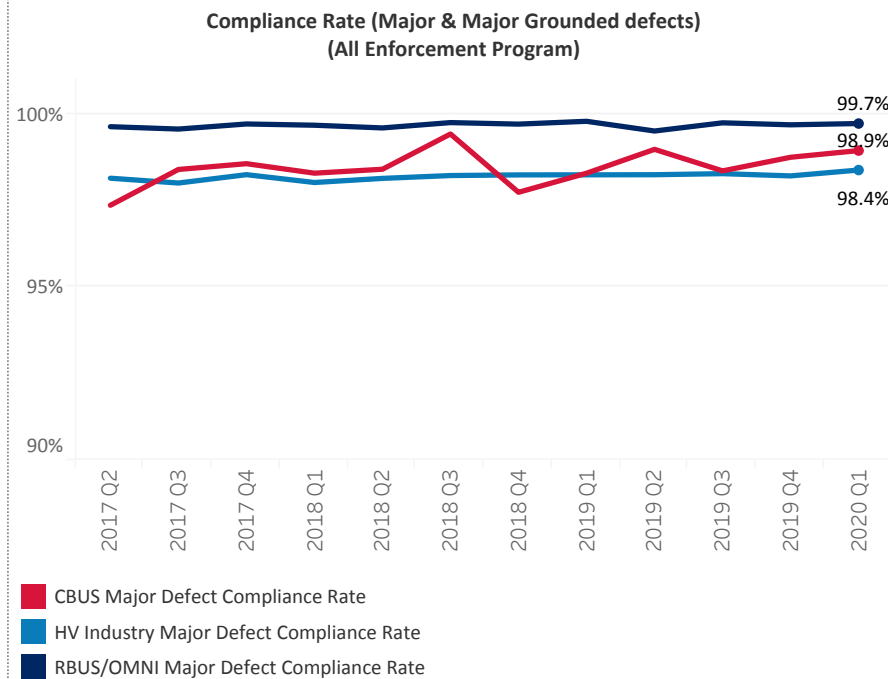
• In the 3 year period, RBUS/OMNI registered buses remain more compliant compared to CBUS.

• OMNI and RBUS registered buses are generally more compliant with a compliance rate* of **93.4%** in Q1 2020. This is considerably higher than CBUS registered buses (**71.8%**) and the heavy vehicle industry (**80.1%**).

• 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)

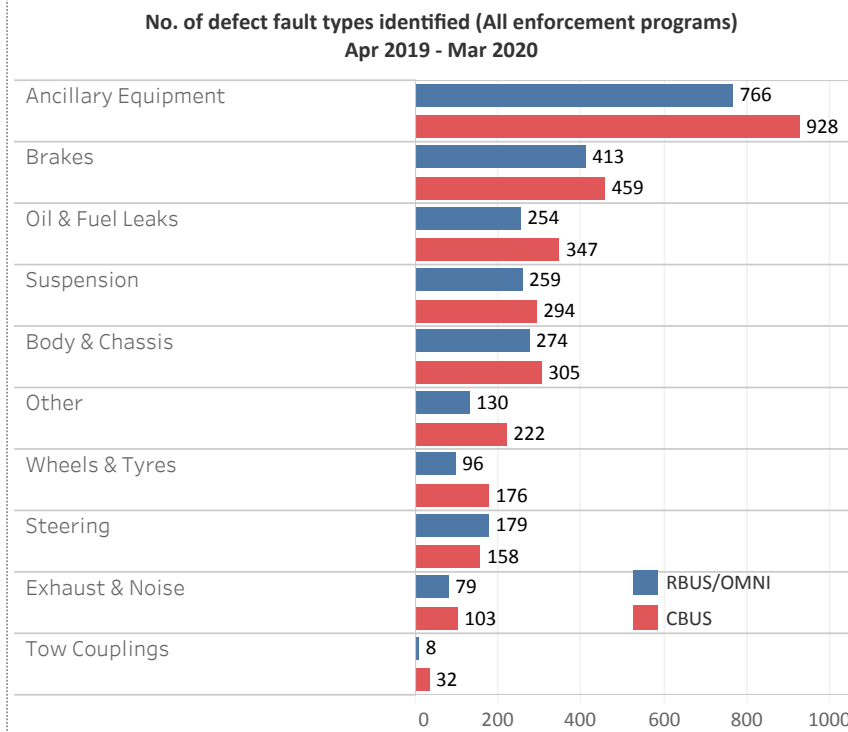


• Focusing on major defects (major and major grounded) that are likely to cause a serious accident or fatality shows the majority of buses inspected do not receive a major and/or major grounded defect.

• 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 **99.6%** of CBUS, RBUS, OMNI are compliant (Major & Major Grounded Defects) in Q1 2020. (Only **0.4%** of buses have been issued with Major defect notices in Q1 2020).

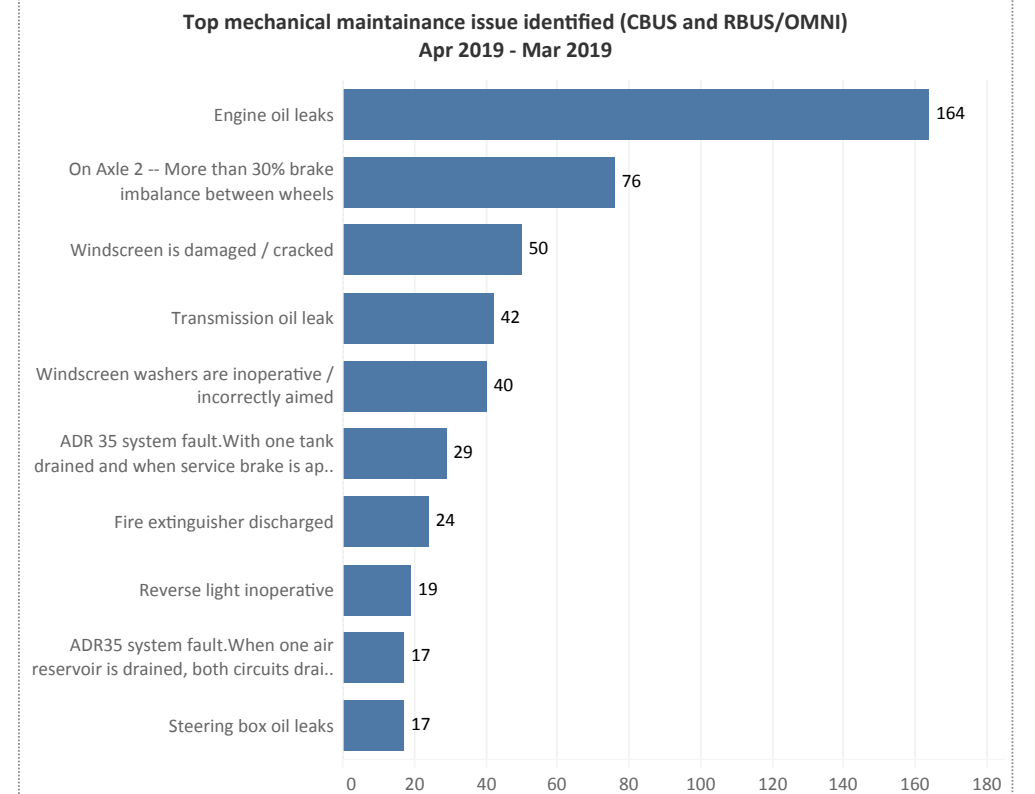
Defect Faults



• During the last four quarters, a total of **5,482** defect fault types were identified for RBUS/OMNI and CBUS registered buses.

• **30.9%** of all defect fault types identified for RBUS/OMNI and CBUS registered buses were for ancillary equipment. **15.9%** were brake related.

Top Identified Mechanical Maintenance Issues

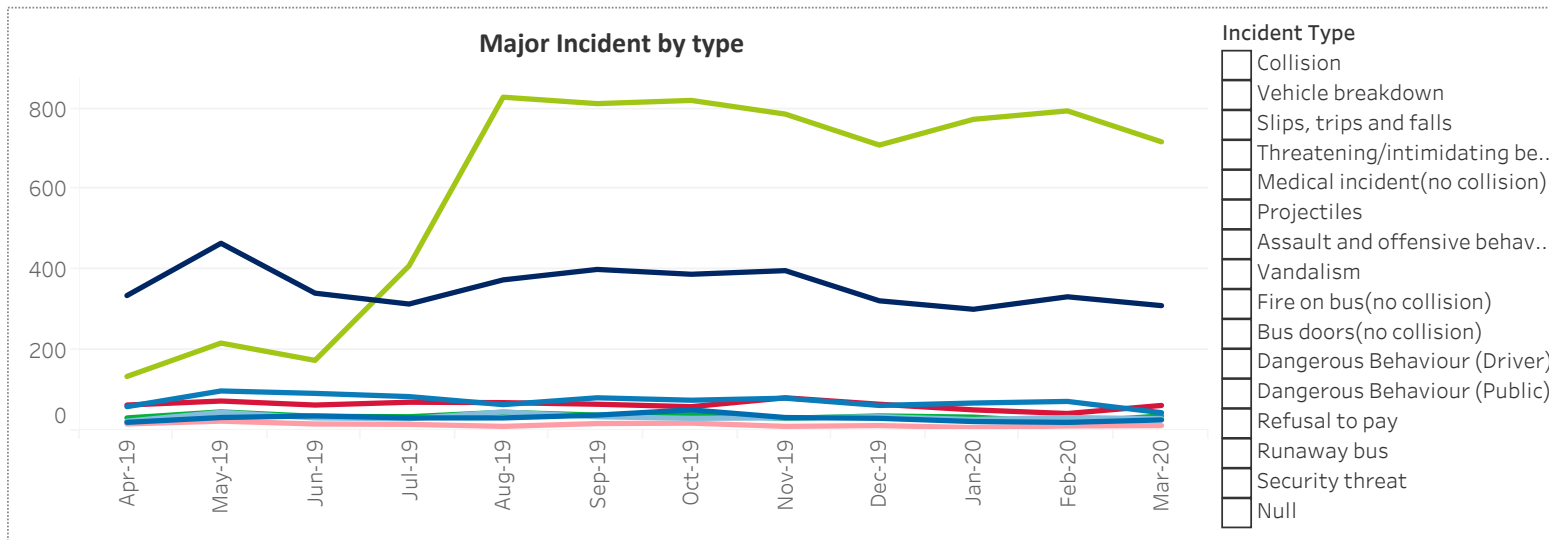


• The graph displays the top 10 mechanical maintenance issues identified for RBUS/OMNI and CBUS registered buses inspected during the last 12 months.

• 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

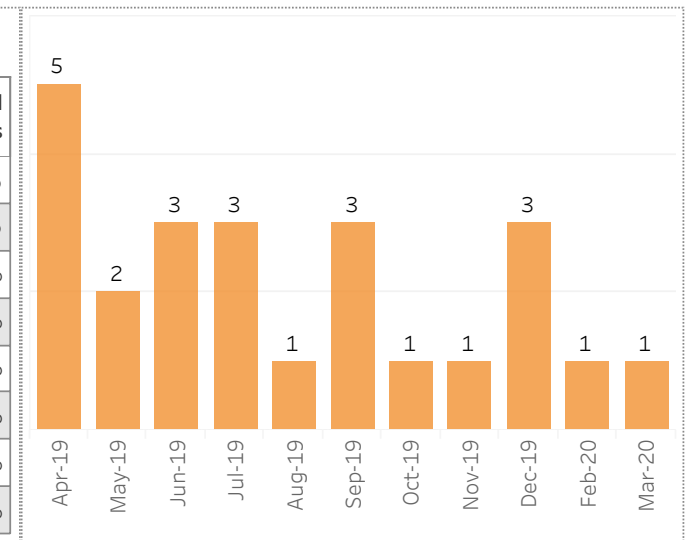
Top 8 Incidents by Incident Type - Past 12 months



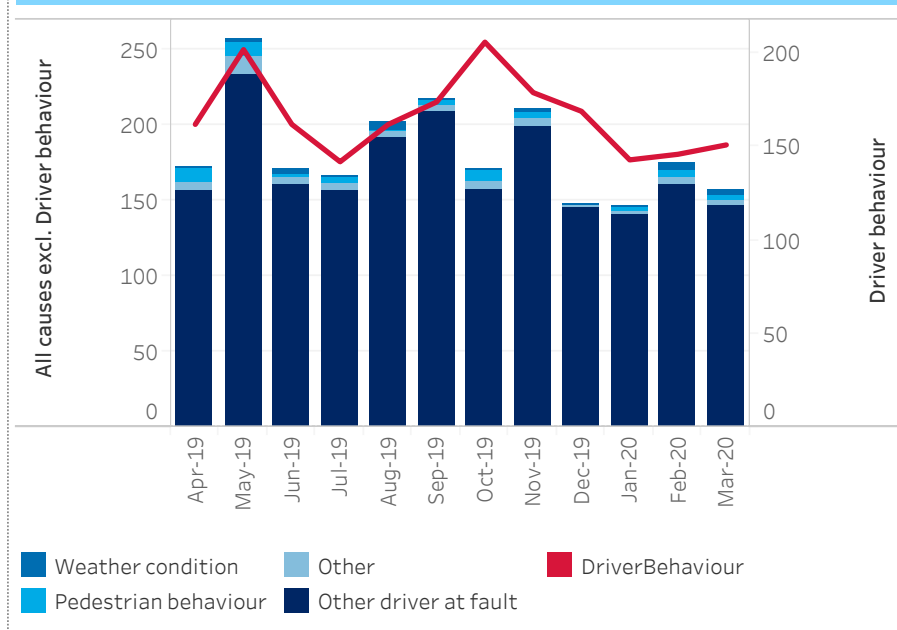
Major Incident by type

Incident Type	No. of incidents	% of total incidents
Vehicle breakdown	7,185	48.38%
Collision	4,291	28.90%
Slips, trips and falls	891	6.00%
Threatening/intimidating behav..	775	5.22%
Medical incident(no collision)	435	2.93%
Assault and offensive behaviour	403	2.71%
Projectiles	381	2.57%
Vandalism	179	1.21%

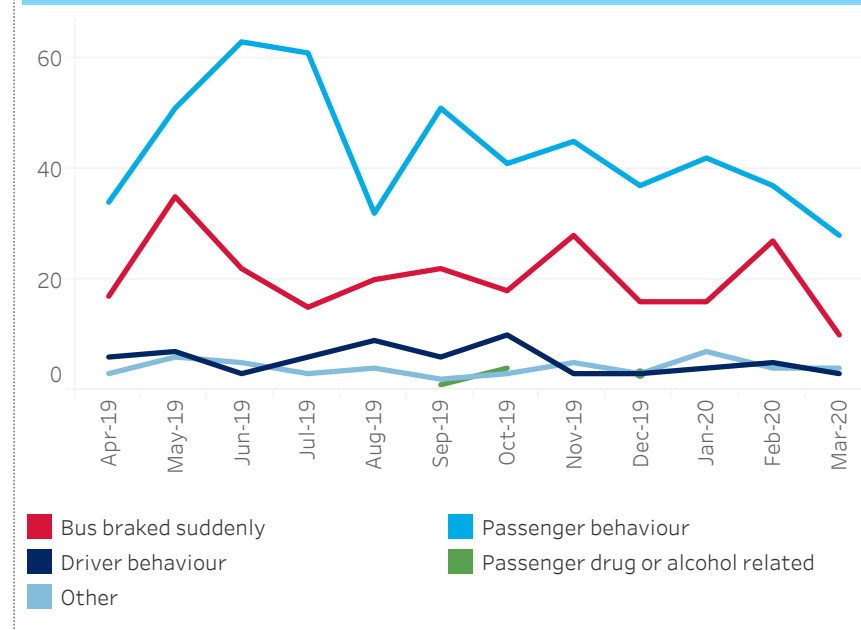
Fire on BUS



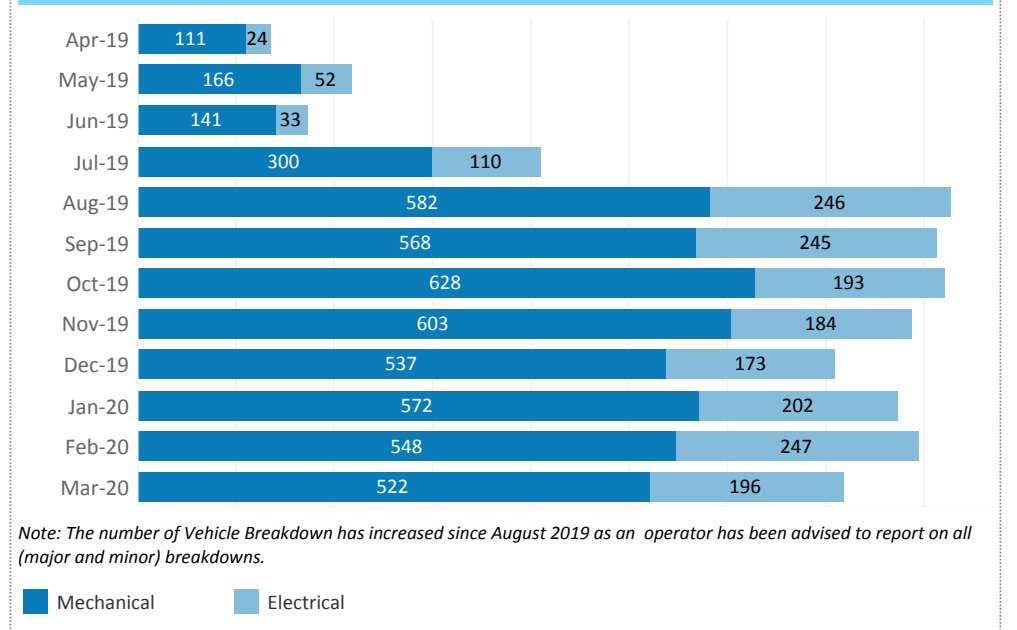
Number of Collisions by Top Causes



Slips, Trips and Falls by Cause



Vehicle Breakdown by Cause



Assault and Offensive Behaviour by Incident Description

Incident Description	Apr-19	May-19	Jun-19	Jul-19	Aug-19	Sep-19	Oct-19	Nov-19	Dec-19	Jan-20	Feb-20	Mar-20
Physical assault on the driver	10	20	9	14	23	12	16	9	16	16	19	18
Physical assault between passengers	11	17	15	12	18	16	12	17	15	11	11	12
Robbery	1	4	5	2	4	2		4	1	1	1	
Indecent exposure by a passenger	1	3	2		1	1	2	1	2		1	
Physical assault by the driver	1		1								1	
Sexual assault between passengers		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
2020	1	0	0	0	0

Threatening/Intimidating Behaviour by Incident Description

Incident Description	Apr-19	May-19	Jun-19	Jul-19	Aug-19	Sep-19	Oct-19	Nov-19	Dec-19	Jan-20	Feb-20	Mar-20
Physical threat or intimidation against the driver	10	18	8	14	24	14	15	17	16	10	12	13
Physical threat or intimidation between passengers	15	10	11	9	11	11	10	12	6	13	7	13
Physical threat or intimidation by the driver					1	1						1
Verbal assault against the driver	24	32	29	32	22	22	21	28	23	13	15	21
Verbal assault between passengers	15	14	16	15	10	18	12	25	21	16	9	15
Verbal assault by the driver				1	2		2					

BUS Industry Dashboard

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