

Bus Safety Forum



A branch  
of Transport  
Safety  
Victoria

# Program

- Welcome
- Introductions
- Conditions of registration and legislative obligations
- Bus notifiable incidents and reporting
- Annual bus safety inspection results
- 3 most common non compliances
- Driver fatigue management

# Conditions of registration and legislative obligations

- **Conditions of registration s22(6)**
  - › Certificate of registration
  - › Notification of changes
  
- **Legislative obligations**
  - › Duty of operator to ensure safety of the bus service
  - › Bus safety inspections
  - › Alcohol and drug management policy
  - › Maximum number of passengers
  - › Bus standards
  - › Devices for school buses
  - › Fire extinguishers
  - › Drivers of buses used by registered bus operators
  - › Duty to notify Safety Director of bus incidents
  - › Bus incident investigation

# Bus incident

Bus Incident means:

(a) a circumstance, act or omission including—

- (i) a collision with any person, vehicle, infrastructure, obstruction or object;
- (ii) an implosion, explosion or fire;
- (iii) any mechanical failure;
- (iv) divergence from the highway;
- (v) a failure to comply with applicable legislative requirements, vehicle specifications, bus standards or codes of practice—

where the circumstance, act or omission **resulted in**, or had the **potential to result in** the death of, or serious injury to, any person, a loss of control of the bus, or significant damage to property; or

(b) an accident or incident that results in a person requiring immediate treatment as an in-patient in a hospital; or

(c) a circumstance where the driver of the bus is in contravention of the bus operator's alcohol and drug management policy

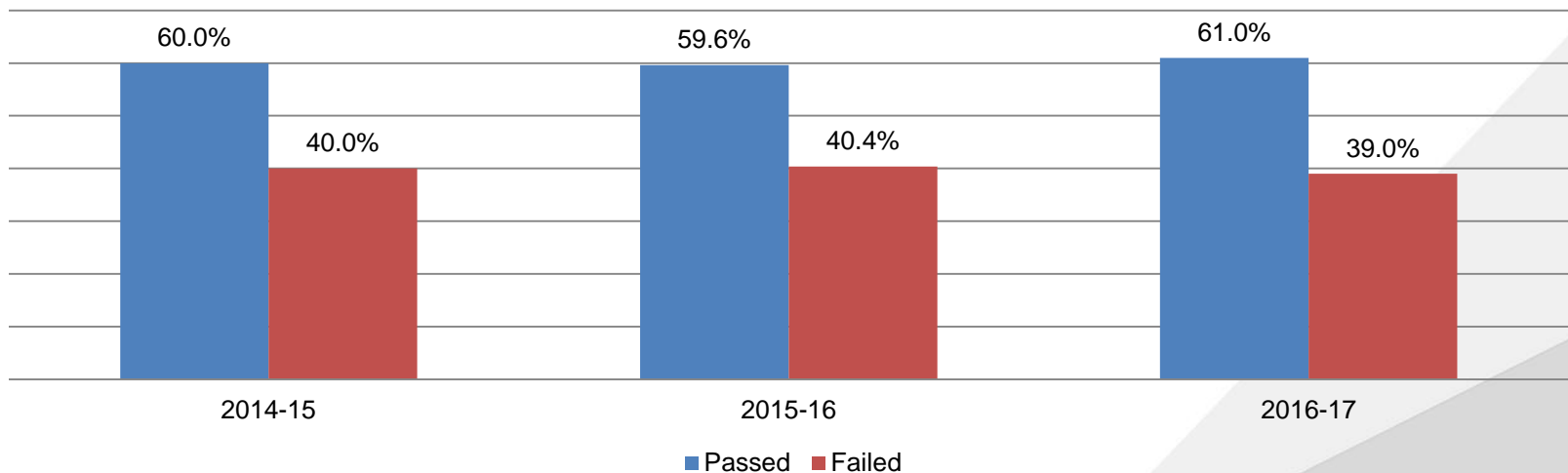
# Reporting bus incidents

- There are two steps for reporting bus incidents
  1. Telephone the Duty Officer as soon as possible after becoming aware that a bus incident has occurred. (1800 301 151 - 24 hours/7 days)
  2. Provide written notification using the prescribed form within 72 hours of the incident
  
- Prescribed Form
  - › [transportsafety.vic.gov.au](https://transportsafety.vic.gov.au)  
bus-safety  
reporting bus safety incident  
Submit a Notification of Bus Incident form here
  
  - or
  - › Complete the Notification of Bus Incident form DOCX and email to [online.incidents@transportsafety.vic.gov.au](mailto:online.incidents@transportsafety.vic.gov.au)

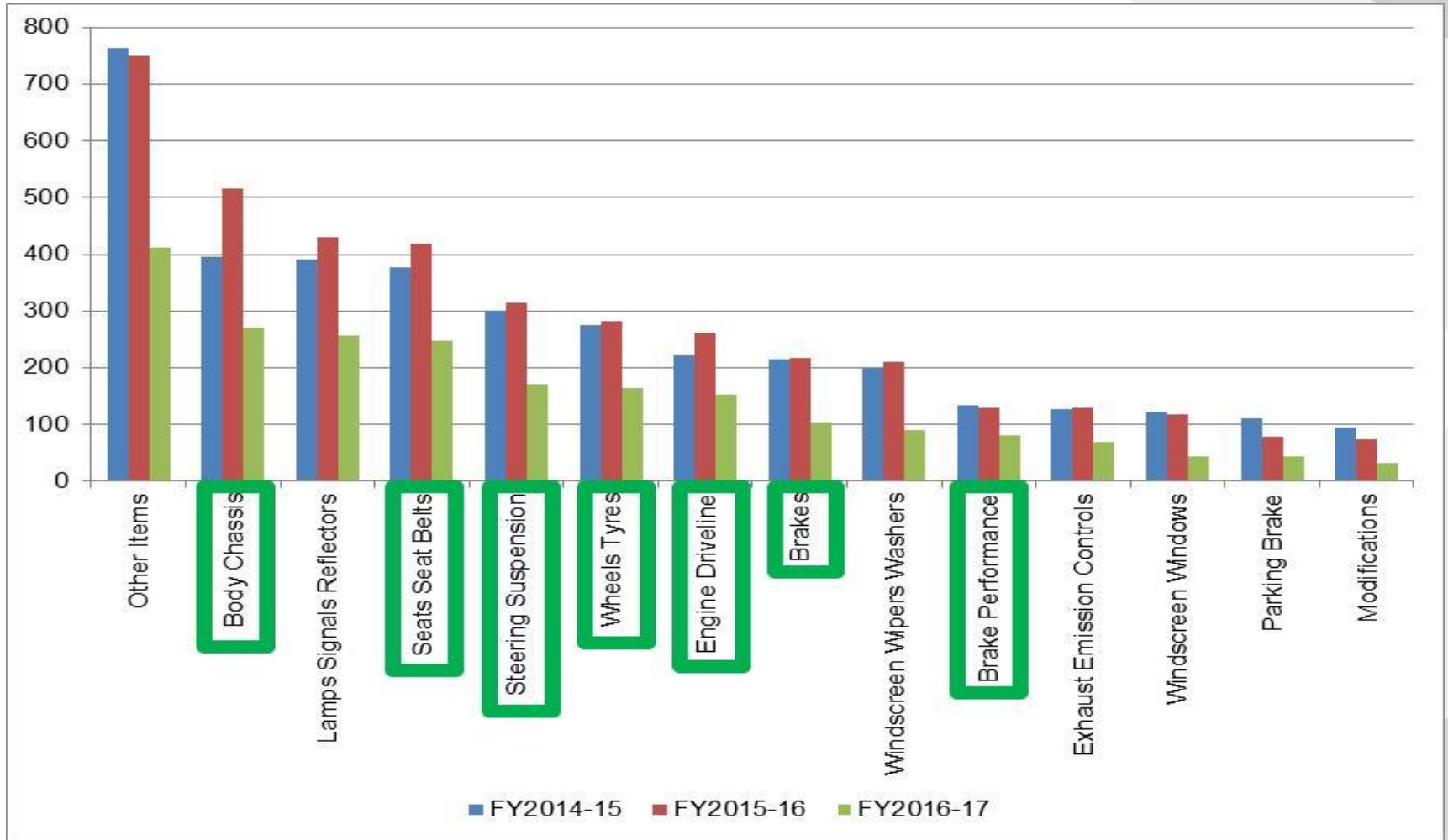
# Annual bus safety inspections - pass/fail

Number of buses inspected:

- 2014/2015 – 3,468
- 2015/2016 – 3,672
- 2016/2017 – 3,012



# Annual bus safety inspections - defects



# 3 most common issues from audits

- Failure to maintain a risk register (20% of all NCRs raised)
- No process for monitoring conformance to drivers' licence conditions (15% of all NCRs raised)
- No knowledge of incident definitions or reporting mechanisms (12% of all NCRs raised)
  
- Requirements?



# HEAVY VEHICLE UNIT

**BUS  
SAFETY  
VICTORIA**



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# Fatigue Management in the bus industry



# What is Fatigue Regulated Heavy Vehicle ?

- a vehicle with a GVM of more than 12 tonnes
- a vehicle combination, if adding the GVM of each vehicle in the combination gives a total GVM of more than 12 tonnes
- a bus with a GVM of more than 4.5 tonnes that seats more than 12 adults (including the driver), however in Victoria, a light bus with a GVM of 4.5 tonne or less that seats more than 12 adults (including the driver) is also included in the fatigue regulated heavy vehicle definition.

# In Victoria for the year 2014

- **59** deaths from **50** crashes involving heavy vehicles (4.5t+), a **78.6% increase in collisions**, and a **90.3% increase in fatalities** for the same period last year.
- The **5 year trend** indicates that :
- Collisions are **up 26.3%**
- Fatalities are **up 30.5%**
- Trauma collisions : Truck driver at fault **48.0%**, a **increase of 3.4%**
- **4** deaths involving buses

# In Victoria for the year 2015

- **48** deaths from **46** crashes involving heavy vehicles (4.5t+), a **8% decrease in collisions**, and a **18.9% decrease in fatalities** for the same period last year.
- The **5 year trend** indicates that :
- Collisions are **up 9%**
- Fatalities are **down 0.4%**
- Trauma collisions : Truck driver at fault **49%**, a **increase of 1%**
- **4** deaths involving buses

# In Victoria for the year 2016

- **48** lives lost from **44** crashes involving heavy vehicles (4.5t+), a **4.3% decrease in collisions**, and a **0% increase in fatalities** for the same period last year.
- The **5 year trend** indicates that :
- Collisions are **up 5.3%**
- Fatalities are **up 3%**
- Trauma collisions : Truck driver at fault **46.6%**, a **decrease of 2%** to October 2016
- **3** deaths involving buses

Under COR

# WHO IS RESPONSIBLE FOR MANAGING FATIGUE?

Under fatigue reform legislation  
enacted from September 29<sup>th</sup>, 2008 .....

# ANY PERSON is responsible :

- **THE DRIVER** must not drive whilst impaired by fatigue.
- **ALL OTHER PARTIES** in the Chain of Responsibility must take all reasonable steps to ensure that the driver does not drive whilst impaired by fatigue.



**This includes**

- **EMPLOYERS**
- **PRIME CONTRACTORS**
  - **OPERATORS**
  - **SCHEDULERS**
  - **CONSIGNORS**
  - **CONSIGNEES**
- **LOADING MANAGERS**
  - **LOADERS**

# Hours of Work Solo Bus

- In 5.5 hour period you must have 15 minute rest
- In an 8 hour period you must have 30 minute rest.
- In a 11 hour period you must have an 1 hour rest period
- In 24 hour period you can only work for 12 hours.
- In a 24 hour period you must have a 7 hour continuous rest period.
- In a 7 day period (168 hrs) must have 6 x night rest breaks
- In 28 day period (672 hrs) you must not work for more than 288 hours and must you have four 24 hour rest breaks

# Work Hours For Buses

## Using the Standard Hours Bus Option

- In a 28 day period a Bus driver can work for 24 days before requiring 4 consecutive 24 hour rest breaks using the bus hours option in the work diary.
- Truck drivers in a 14 day period must have a 2 x 24 hour consecutive rest break.

# Rostering of Drivers

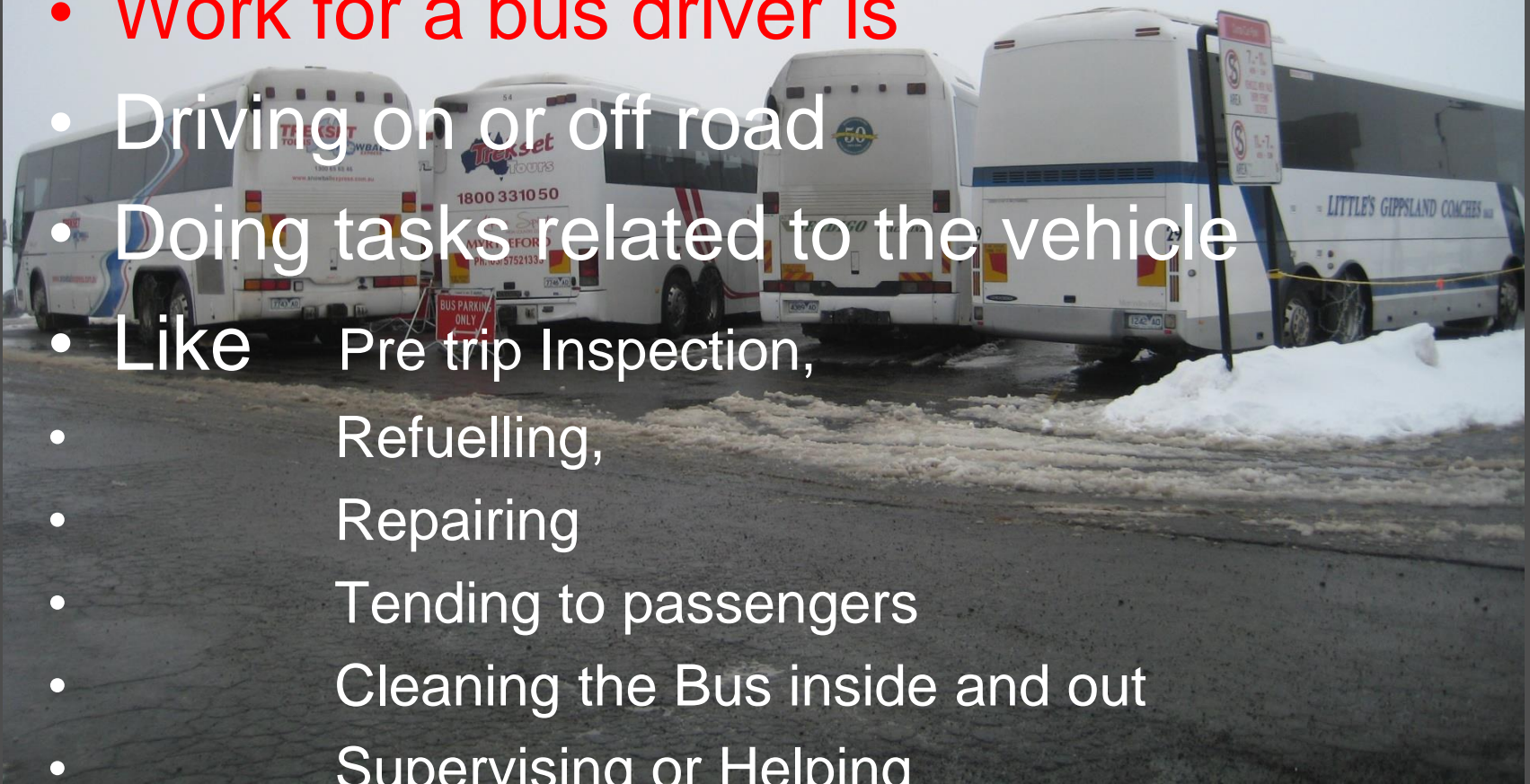
- Be aware that if a driver has had time off it may not be advisable to roster him to start the midnight shift first day back.
- You must try not to roster drivers for quick changeovers or shift changes with out relevant rest periods.
- Part time or causal drivers what have they done in the last 28 days?

# Rostering of Drivers

- The Scheduler is required to make enquiries into the work carried out by a driver in the last 28 days. (Both permanent and casual drivers)
- The driver is required to inform the employer if he is unable to complete his scheduled work in the time allocated
- Document the enquires that have been made

# What is Work

- Work for a bus driver is
- Driving on or off road
- Doing tasks related to the vehicle
- Like Pre trip Inspection,
  - Refuelling,
  - Repairing
  - Tending to passengers
  - Cleaning the Bus inside and out
  - Supervising or Helping



# National Drivers Work Diary



## National Driver **Work Diary**

for drivers of fatigue-regulated heavy vehicles

2013 | Version 1

1300 MYNHVR (1300 696 487)

[www.nhvr.gov.au](http://www.nhvr.gov.au)

# Work Diaries Audits

- When checking work diaries remember there is no such thing as a perfect trip.
- You can not average 100 kph in a speed limited vehicle.
- Time over distance is a great way of auditing work diaries.
- Google maps is your friend.



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# TSV Website

Further Information - [transportsafety.vic.gov.au/bus-safety](https://transportsafety.vic.gov.au/bus-safety)

For enquiries/complaints - [information@transportsafety.vic.gov.au](mailto:information@transportsafety.vic.gov.au)