WE VALUE YOUR FEEDBACK

We endeavour to provide you with the most recent and topical industry news and explain how we are exercising our regulatory responsibilities.

If you have any feedback on this publication or have an article idea for future editions, please send an email to information@transportsafety.vic.gov.au or phone us on 1800 223 022.

FUTURE EDITIONS OF BSN

We hope you enjoy this edition of BSN.

If you wish to receive a copy of the newsletter by email, please contact us via information@transportsafety.vic.gov.au with your preferred email address. If you do not have access to email or internet but would like to receive BSN, please contact us.
CONTACTING US

Please note that our former telephone number 9655 8922 is no longer operational. It has been replaced by 1800 223 022.
Welcome to the summer edition of Bus Safety News (BSN), which marks the start of a new year.

On 22 January 2014 in Melbourne we hosted our first public bus safety forum for the year which was well attended by all sectors of Victoria’s bus industry. The forum provided an opportunity for industry participants to raise any concerns and queries regarding bus safety directly with TSV’s senior bus safety management team. The event was also an ideal setting for reporting the outcomes of a recent TSV / industry workshop which analysed and coded all the factors that contributed to the tragic Texas bus fire in 2005 in which 23 passengers lost their lives. This workshop provided valuable lessons for managing the risk of fires in all types of bus services. A report on the workshop and its findings will be featured in a future edition of BSN.

In the meantime the presentation of the workshop findings will take centre stage in the forums we are planning for a number of Victorian regional locations in 2014. Look out for more information on forum locations and dates soon.

In this edition we introduce our two new Bus Safety Compliance Officers – Chris Finnerty and Eve Caracciolo. Many readers may have liaised with Eve as part of our Bus Accreditation and Registration team. Chris, meanwhile, joins us from the Taxi Services Commission.

As the new school year starts it is timely to devote some attention to the range of safety risks bus operators and bus safety workers need to manage when transporting children to and from school. A list of risks associated with operating a school bus service and suggested treatments are highlighted in the “School bus safety” article in this edition.

Although Victoria’s summer has been somewhat tardy in arriving, all indications are that we can expect hot dry temperatures in late January and through to March. These conditions will raise the bushfire risk in regional areas. In the article “Preparing for the bushfire season” we look at issues that bus operators need to consider when operating their bus services in areas threatened with bushfires.

Time is fast running out for deemed accredited operators to get their accreditation in order and ensure the continuation of their bus service past the legislated deadline of 31 December 2015. In this edition of BSN we provide a list of deemed accredited bus operators who are yet to submit their application for accreditation under the Bus Safety Act 2009 (Vic) (BSA). Prior to Christmas we alerted all deemed accredited bus operators to our new video aimed at encouraging these operators to make progress with their accreditation application. This video is available for viewing on TSV’s website http://www.transportsafety.vic.gov.au/bus-safety/bus-operators/accreditation

To assist operators and others to better understand bus operator accreditation and registration matters, this edition further expands on these matters in BSN’s popular ‘Frequently Asked Questions’ section.

Lastly, in our Bravo Zulu section of this edition of BSN we take the opportunity to congratulate Transdev Melbourne, a recent entrant to Victoria’s bus industry, on its bus safety investigation efforts.

I hope you enjoy the above mentioned stories, and many more, in this latest edition of BSN.

STEPHEN TURNER
Director, Bus Safety
An important contribution to our understanding of bus safety in Victoria is provided by the outcomes of TSV’s annual bus safety compliance program.

Each year TSV’s Transport Safety Officers conduct a number of activities to check compliance with the BSA, Bus Safety Regulations 2010 (Vic) (BSR) and other applicable legislation that relates to buses and drivers of buses. Often, these compliance activities are undertaken jointly with other agencies such as the Taxi Services Commission, Victoria Police, Park Victoria and VicRoads.

TSV has conducted 150 bus inspections already in 2013-14, which have identified a number of issues which require improvement.

The table opposite shows the outcomes of the compliance activities conducted between 1 July - 8 November 2013 and the non-compliance issues identified.

<table>
<thead>
<tr>
<th>Matter</th>
<th>Accredited bus operator</th>
<th>Registered bus operator</th>
<th>Bus operator - not accredited or registered</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of buses inspected</td>
<td>99</td>
<td>44</td>
<td>7</td>
<td>150</td>
</tr>
<tr>
<td>No fire extinguisher</td>
<td>48</td>
<td>17</td>
<td>3</td>
<td>68</td>
</tr>
<tr>
<td>No emergency management plan</td>
<td>17</td>
<td>N/A</td>
<td>N/A</td>
<td>17</td>
</tr>
<tr>
<td>No pre-trip inspections conducted</td>
<td>14</td>
<td>N/A</td>
<td>N/A</td>
<td>14</td>
</tr>
<tr>
<td>No carrying capacity signage</td>
<td>28</td>
<td>N/A</td>
<td>N/A</td>
<td>28</td>
</tr>
<tr>
<td>Defective tyres</td>
<td>2</td>
<td>1</td>
<td>nil</td>
<td>3</td>
</tr>
<tr>
<td>No drivers licence / driver accreditation</td>
<td>5</td>
<td>1</td>
<td>1</td>
<td>7</td>
</tr>
</tbody>
</table>

Where non-compliance is found, bus operators and bus safety workers may be subject to enforcement action that ranges from fines and defect notices to improvement and prohibition notices.

Image above: A TSV Bus Safety Compliance Officer at a recent compliance operation at Twelve Apostles, Port Campbell National Park.
Question
I am a driver for a community and private bus service. Do I need to apply for driver accreditation?

Answer
No, the driver of a bus providing a community and private bus service does not require driver accreditation. However, the operator of such a bus service is required to ensure that the driver of the bus holds the appropriate driver licence for the category of motor vehicle that the bus is.

For a community and private bus service an “appropriate driver licence” for the category of motor vehicle means:
(a) a full driver licence for that category of motor vehicle; or
(b) if the registered bus operator has been given approval under BSA section 22(5A) to use drivers who hold a probationary driver licence – a probationary driver licence for that category of motor vehicle; or
(c) a driver licence issued in another jurisdiction that is equivalent to (a) or (b) above.

Question
As an accredited bus operator providing a commercial bus service, do my drivers need specific accreditation?

Answer
Yes, an accredited bus operator of a commercial bus service must not permit a person to drive a bus for a commercial bus service unless that person holds a driver accreditation under Division 6 of Part VI of the Transport (Compliance and Miscellaneous) Act 1983 (Vic).

Commercial bus services are route bus services, demand responsive bus services, tour and charter bus services and courtesy bus services wherein the bus used to provide the commercial bus service is built with seating positions for 13 or more adults (including the driver).

Also of note - the requirement to hold a driver accreditation also applies to the driver of a minibus providing a commercial minibus service. A commercial minibus service is a route service, a demand responsive bus service or a tour and charter bus service wherein the bus used in the service is built with seating positions for 10, 11 or 12 adults (including the driver).

Question
Where can I find a list of licenced bus testers (LBTs)?

Answer
You can find a list of the LBTs on the VicRoads website www.roads.vic.gov.au

On the VicRoads “Safety & rules” webpage there is a link to “Licenced Vehicle Tester locations”. Opening this link will provide a “Licenced Vehicle tester” by location (Town / Suburb).

Please ensure when selecting the tester that they have the designation “LB” listed against the “Category(s)” element of the licenced vehicle tester information.
Question
As an interstate operator, am I required to submit a National Police Certificate when applying for bus operator accreditation in Victoria?

Answer
Yes. Bus operators who submit a National Police Certificate from a state other than Victoria may be asked to supply a statutory declaration stating that they have not committed any criminal offences in Victoria. The reason for this additional requirement is that the parameters governing police checks differ between some jurisdictions.

Question
I want to buy an eight seater vehicle to drop off and pick up customers from various venues. Do I need to hold bus operator accreditation or bus operator registration?

Answer
You do not have to apply for bus operator registration or accreditation to operate a vehicle with seating capacity of less than 10 seats (including the driver). This is because under the BSA, “bus” is defined as a vehicle with seating positions for 10 people or more. However, other Victoria legislation, such as that applying to taxis and special purpose vehicle licencing, may apply and you should contact the Taxi Services Commission on 1800 638 802 to ascertain the relevant requirements.

Question
We are a social club and want to hire a minibus for a few months to use as a courtesy bus for our members and patrons. Do we still need to complete an application even though we don’t own this bus?

Answer
Yes, as the operator of a community and private bus service the club is required to hold bus operator registration. A community and private bus service is defined as a bus service consisting of the carriage of passengers by a bus for or in connection with the activities of a religious, educational, health, welfare, philanthropic, sporting or social body; and which is provided for no consideration or for consideration which is limited to the costs or part of the costs incurred in making the journey.

There is no application fee or annual fees for bus operator registration.

If you have any questions, contact TSV on 1800 223 022 or email us at information@transportsafety.vic.gov.au.
“Danger, Will Robinson!” is a catchphrase from the 1960s’ American television series Lost in Space that has entered everyday use. The phrase warns someone that they are about to make a mistake or that they are overlooking something that is very important to their future.

To all the deemed accredited bus operators – Danger, Will Robinson! Your deemed accreditation is quickly running out!

Every day a deemed accredited bus operator delays submitting their application for accreditation under the Bus Safety Act 2009 (Vic) (BSA) is one day closer to when their deemed accreditation will cease by law on 31 December 2015 and their legal permission to operate a bus service will no longer exist.

To assist bus operators to know who has yet to apply for accreditation under BSA, TSV has included a list of all deemed accredited bus operators. This list is current as at 13 January 2014. We will continue to do this in future editions.

TSV urges all deemed accredited bus operators listed here to progress the submission of their application for accreditation. If a deemed accredited bus operator is unsure of any aspect of the application process please contact Julien Pezzino, Manager, Accreditation and Registration, on (03) 9655 1093 or email TSV at information@transportsafety.vic.gov.au

A A T Kings Coach Company Pty Ltd
A Ace Chauffeured Limousines Pty Ltd
A and J Hall Pty Ltd
Aballoom Pty Ltd
Abella Travel Pty Ltd
Adderley Holdings Pty Ltd
Adrian Gerard Cranage
Airs Luis
Alan Fenner
Alan Francis Hird
Alan John Woodford
Albert Raymond Terrill
Alcoa Portland Aluminium Pty Ltd
Alison Elaine Stone
Allan Raymond Weeks
Allan Russell McFarlane
Allen Bus Company Pty Ltd
Altona Sports Club Inc
Andrew Clement
Angie Eng Pty Ltd
Anita Mary Gourlay
Anjet Pty Limited
Annasct Pty Ltd
Anne Hicks
Anne Therese Wortmann
Anthony Gray
Antonio Cardamone
Ari Zulkarnaen
Arca Pty Ltd
Around Australia Coach Tours Pty Ltd
Ashley Brian Cronin
Asian Pacific Property Investment Pty Ltd
Aulia Pty Ltd
Ausk Wide Chauffer Services P/L
Australia Coach & Tour Services Pty Ltd
Australia Wide Chauffeur Cars Pty Limited
Australian Coach Travel Pty Ltd
Australian Wine Tour Company Pty Ltd
Australiner Pty Ltd
Auswild Pty Ltd
B & G Christian Pty Ltd
B C & E Ellis Pty Ltd
Bacchus Marsh Coaches Pty Ltd
Balnarring Bus Lines Pty Ltd
Barbara Joanne Meek
Barrie Kenneth Halliday
Barry John Mills
Barry Raymond Down
Bartel Michael John
Bartel Robert Leigh
Baude Douglas Robert
BBL Management Pty Ltd
Begonia City Buslines Pty Ltd
Bell Peter Geoffrey
Bengreda Pty Ltd
Bernard Edward Bennett
Bernard J Mannes
Beryl Morgan
Bevard Pty Ltd
Bindaree Outdoor Education Services Pty Ltd
Birchip Bus Lines Pty Ltd
Blackmore Jennifer Joan
Bian Geoffrey Hahnel
Blue Sky International (Aust) Pty Ltd
Busica Dion Nominees Pty Ltd
Bounti International Pty Ltd
Brad Leary
Braydon Industries Pty Ltd
Brendan R Peters
Brian James Cardwell
Broadmeadows Bus Charter Pty Ltd
Broadmeadows Bus Service Pty Ltd
Bruce Alan Jackson
Bruce Alan Midgley
Bruce Leslie Pearson
Bryant Motors Pty Ltd
BSI Nominees Pty Ltd
BTI Pty Ltd
Bunginglea Pty Ltd
Buses + 4WD Hire Pty Ltd
Busway Pty Ltd
Byron’s Pty Ltd
C & J Squires Pty Ltd
C A & J A Mcnicking Pty Ltd
C J A J Davies Pty Ltd
Calerjero Nominees Pty Ltd
Cann Wallace James
Carter Alfred Michael
Castlemaine Bus Lines Proprietary Limited
Cecil & Sons Pty Ltd
Chandana Nimal Hettiyahandhi
Charles Kleinman
Chebect Pty Ltd
Chin Te-Pen
Chris Zois
Christine Wren
Christopher Joseph Grafen
City of Greater Geelong
City of Pink Phillip
Clifton Bus Lines Pty Ltd
Coaches R Us Pty Ltd
Coal Valley Coaches Pty Ltd
Cofare Pty Ltd
Col’s Coaches (Colac) Pty Ltd
Coles Angelsea Pty Ltd
Coles Coaches Pty Ltd
Collins Trevor Mitchell
Compass Group (Australia) Pty Ltd
Condon Daryl Noel
Condon Gregory John Eric
Cook Nadia
Craig Robert Robertson
Crammond Holdings Pty Ltd
Cranbourne Day Care and Kindergarten Centre Pty Ltd
Cranbourne Transit Pty Ltd
CSL S H J K Pty. Ltd.
Czaric Pty Ltd
D J & D K Burt Pty Ltd
Dakolife Pty Ltd
Dalkeith Stevens McEvarle
Daniel Ian Perry
Danielle Claire Mackie
Darrin Alan Fenton
Daryl Kenneth Walters
David Alan Baldwin
David Campbell Knaqgs
David Keith Lorensini
David Peter Ross
Deer Park Club Inc
Regulation 10 of the BSR requires accredited operators to display accredited bus operator number plates on each of the buses that are registered in Victoria.

The term ‘accredited bus operator number plates’ is defined under regulation 4 as number plates authorised by the Safety Director and issued by VicRoads for display on a bus used by an accredited operator.

The Safety Director has authorised VicRoads to only issue accredited bus operator number plates displaying the words:

- ‘accredited bus’ and four numerals followed with a suffix of AO, or
- ‘accredited bus service’ and a prefix of two letters followed by two numerals and a suffix of two letters.

The following transitional arrangements are in place for bus operators who were accredited under the Public Transport Competition Act 1995 (Vic) (PTCA) and subsequently deemed accredited when the BSA came into force on 31 December 2010:

- Bus operators whose buses currently display AC or SO number plates may continue to display these number plates until the bus is decommissioned. Please note that AC or SO number plates may not be transferred to a different bus.
- Bus operators whose buses currently display personalised number plates may continue to display them on those buses until the bus operator becomes accredited under the BSA or to 31 December 2015, whichever occurs first.

There is no requirement for buses registered in another state or territory, or in Victoria under the Interstate Road Transport Act 1985 (Cth), to display accredited bus operator number plates.

However, a general condition of accreditation declared by the Safety Director under section 34(2) of the BSA requires accredited bus operators to display their Victorian accreditation number on each bus that does not display accredited bus operator number plates.

The accreditation number must be displayed:

- adjacent to the front loading door at a height clearly visible to passengers
- in letters and numbers of at least 50 mm in height, of proportional breadth and in a colour that is clearly visible.

It is an offence for a person to display accredited bus operator number plates on a bus unless the person is accredited under Part 4 of the BSA to operate a commercial or local bus service.

Number plates for registered bus operators

Operators registered under the BSA are required to display standard VicRoads issue number plates.

Operators previously accredited under the PTCA who now hold bus operator registration under the BSA should be using standard VicRoads-issued number plates on buses in operation, rather than NC plates.
Recently we welcomed Chris Finnerty and Eve Caracciolo to the bus safety compliance officer (BSCO) team. Let’s find out where they have come from, why they joined the team and what they enjoy doing outside work.

Where were you working immediately before starting as a BSCO?

**Eve:** I was working as a bus safety assessment officer (BSAO) for just over three years in the Bus Accreditation and Registration team.

**Chris:** I worked at the Taxi Services Commission (formerly known as the Victorian Taxi Directorate).

What did the role involve?

**Eve:** My role as a BSAO mainly involved the assessment of bus operator applications for accreditation and registration in accordance with the *Bus Safety Act 2009* (Vic) and *Bus Safety Regulation 2010* (Vic). A big part of my job was liaising with applicants directly in regards to their applications. The role was both challenging and rewarding and I enjoyed it very much.

**Chris:** I was a senior compliance investigations officer, which involved undertaking investigations, audits and compliance operations of commercial passenger vehicle operators and drivers.

What region will you be looking after at TSV?

**Eve:** I will be attending to the south eastern region, which covers the area from St. Kilda to French Island.

**Chris:** I am based at the VicRoads office in Bendigo looking after the Lodden - Mallee region. This covers Bendigo to Horsham and the Victorian/South Australian border up to Mildura and back along the Murray River to Echuca.

What has attracted you to the BSCO role?

**Eve:** What attracted me most to the role was the opportunity to apply the investigative and auditing skills I gained in my previous role. Having extensive experience in dealing with bus operators and insight into their operations, it seemed a natural progression for me.

**Chris:** A couple of things attracted me to the role. First off I have really enjoyed working in the regulation of commercial passenger transport and see the work as important in ensuring we have safe public transport. Secondly, the role gives me the opportunity to move and work in the regional area where I grew up and my extended family lives.

What do you enjoy doing outside work?

**Eve:** I enjoy dancing, keeping fit, and spending time with friends and family.

**Chris:** I love on and off road motorbike riding. I have done a number of motorbike tours through much of Australia and South East Asia. I also enjoy spending time with my young family.

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**RSI** is a wholly owned subsidiary of the Bus Association Victoria Inc. It has 150 registered bus inspection premises throughout Victoria, where it conducts more than 5000 bus inspections annually. RSI is currently working with the Victorian Government on the Fire Mitigation Advisory which looks at fire prevention on buses.

What do you find are some of the most common safety issues with buses?

Some of the most common vehicle defects found on buses are:

- worn, faded or incorrectly fitted emergency exit decals
- non-operational interior and emergency roof hatch globes, and
- worn tyres, mainly on smaller buses.

Are there any emerging technologies which will assist in bus safety in the future?

Advancements in steering, brakes (ABS) and suspension (airbags) have given buses more manoeuvrability in a wider range of driving situations. The use of lighter and stronger body materials which are more absorbing of impact are keeping occupants safer in collisions. The use of fire resistant materials is also further mitigating the risk of fire. I believe the next challenge the industry faces is the issue of seat belts on school buses and RSI sits on the working group for this initiative.

What advice or tips do you have for bus operators to ensure they have safe vehicles?

RSI believes that prevention is better than the cure and that there is usually more than one issue that leads to a catastrophe. Being vigilant with maintenance regimes and continually monitoring and documenting operating procedures is a major step in avoiding the unthinkable.

If you wish to know more about RSI, please contact Brett at BGibbs@busvic.asn.au
The beginning of the school year introduces a new group of students to the convenience and comfort of travelling by bus. There are a number of parties who share the responsibility for the safety of students travelling on school bus services and they must consider and manage the associated risks.

Below is a summary of some risks that may be expected. All parties who share a risk management responsibility should work together to identify and control all risks associated with the provision of school bus services.

**Boarding/alighting safety**

**Complying lights and signs**
It is critical to the safety of students boarding and alighting school buses that other road users are aware of their presence. To alert other drivers that students may be in the vicinity, regulation 7 of the BSR requires that school buses are fitted with lights and signs that comply with Division 18 of the Road Safety (Vehicles) Regulations 2009, administered by VicRoads.

Operators should ensure that lights and signs are serviced prior to buses being used to provide school bus services. Operators must have mechanisms for drivers to report unserviceable lights or signs and processes to ensure buses with these faults are not used until any faults are rectified.

Drivers of school buses must ensure that lights and signs operate when a bus is stationary, picking up or dropping off students. They must also report to the operator if lights or signs fail.

**Bus stops**
A number of parties share responsibility for ensuring bus stopping points are safe for students to board and alight. Responsible parties include persons who decide bus stop locations or design, build, install, maintain or modify them, bus operators and bus drivers (as bus safety workers). Each of these responsible parties must meet their safety duties regarding bus stops.

**Student distraction**

Students have a duty of care to ensure they do not harm themselves or others. Student distraction may cause a loss of situational awareness and result in injury or worse (as has been observed in other transport modes).

**Boarding and alighting behaviours**
TSV regularly receives reports of passengers being injured due to slips, trips or falls when boarding or alighting from buses. Again, the responsibility for ensuring a safe boarding or disembarkation process is shared among a number of parties, including those responsible for bus stops, those responsible for bus maintenance, bus drivers and passengers. These parties are also responsible for drawing a potential risk to the attention of the person best placed to control it or who ‘owns’ the risk.

**En-route safety**

**Driver distraction**
As bus safety workers, bus drivers must take reasonable measures to ensure the safety of persons who may be affected by their acts or omissions. They must remain focused on the task of driving and not become distracted by the behaviour of passengers. TSV has produced guidance material about managing difficult passengers which may assist operators and bus drivers to manage disorderly (and potentially distracting) student behaviour. The guidance material can be downloaded from the TSV website at www.transportsafety.vic.gov.au.

**Capacity of school buses**

School bus operators are required to determine the maximum number of passengers that may safely be carried on their buses and ensure that drivers are aware of that number.

Operators should ensure that buses do not carry more students than the maximum number of passengers that can safely be carried. If extenuating circumstances require the number of students carried to exceed the determined number on a once-off basis, the risks to safety must be managed effectively.

Persons who decide on routes and student numbers to be carried should be aware of the capacity of each bus they intend to use and plan not to exceed it.

**Risk management**

The risks of carrying students need to be managed by the people best placed to manage them and it should be noted that this is not necessarily bus operators.

TSV has produced guidance material about managing the risks to bus safety. This document is important for all people who may have responsibilities for the safety of school bus services. This guidance material is available on the TSV website at www.transportsafety.vic.gov.au.
In the second instalment of Bravo Zulu, we acknowledge the bus safety investigation efforts of one of Victoria’s newest bus operators, Transdev Melbourne.

Despite only commencing bus services in the Melbourne metropolitan area in August 2013, Transdev has hit the ground running. Within the first month of operation, Transdev buses were involved in two serious bus incidents:

• a suspected bus fire that was later identified to be overheating rear brakes, and
• a mechanical failure of a bus rear door securing mechanism.

Both incidents had the potential to be serious and the actions of the Transdev bus drivers and operations staff at the time prevented more serious outcomes. It is, however, the high quality of subsequent investigations conducted by Transdev that we wish to recognise.

Critical to achieving continuous improvement in bus safety, is the ability of a bus operator to:

• investigate a bus incident
• identify the factors that caused and contributed to the incident occurring and, most importantly
• put in place actions to prevent a reoccurrence of the incident and monitor the effectiveness of these actions.

The Transdev investigation reports provided to TSV clearly demonstrate that the operator understands the importance of quality investigations and using the findings and outcomes to improve the safety of their bus services.

TSV congratulates the Transdev Health Safety, Environment and Quality team for a job well done.

As the annual bushfire season approaches, bus operators are advised to think ahead and put plans in place to eliminate or reduce risks to their bus operations.

Bushfires can occur anywhere but some areas are more prone to fires than others. If you operate a bus service in a high risk area, you need to think about what you will do in the event of a bushfire or a high fire danger alert. You also need to think about what you can do now to prepare and have alternative arrangements ready to be quickly implemented.

Operators should be aware of the general advice provided by the Country Fire Authority (CFA) about driving when there is a fire or threat of fire. They should also consider:

• who they need to work with when developing alternative arrangements because all parties will be affected by any changes
• which agency or authority can provide general information to help them plan for the risk and manage it
• who sends alerts and updates during an emergency and how they will receive them
• how a bushfire or threat of fire might affect their operations, business and passengers.

Bus operators are reminded to revise their bushfire back up plans and to communicate those plans to their bus safety workers. They also need to consider how they will advise passengers about any alterations to routes or timetables necessitated by bushfires.

For more information, please visit the CFA website at: www.cfa.vic.gov.au.
While conducting safety audits, TSV’s bus safety compliance officers have noticed that some bus drivers have a variety of conditions attached to their licences.

It is important for operators to ensure that bus drivers can and do comply with any licence conditions recorded on their licenses. Operators should include this in their risk registers and, as part of their annual internal audit, check licences for conditions. They should also have processes in place to ensure driver compliance with the conditions.

As bus safety workers, drivers have a duty to ensure they comply with any of the conditions placed on their licenses and to notify appropriate management representatives of changes to these conditions.

Conditions may be imposed on a licence due to medical reasons, an offence, administration requirements or legal requirements. These are shown on a licence as a code. The conditions will appear on the front of the driver licence card under ‘Conditions’. A short description of the condition is listed on the back of the card.

A full list of conditions is available on the VicRoads website at www.roads.vic.gov.au.

Drivers with an “I” condition on their licences can only drive vehicles with an alcohol interlock device fitted. As a vehicle fitted with an interlock will not start unless the driver passes the breath test, there are implications for anyone else who may drive the same vehicle. Other drivers need to be trained in the use of the interlock and in a condition to pass the breath test.

It is an offence for a person with an “I” condition to drive a vehicle which is used or intended to be used on a road without an alcohol interlock device fitted.

Any questions about driver licences or associated conditions should be directed to VicRoads. For more information, visit the TSV website (www.roads.vic.gov.au) or call 131171.