

**BUS INDUSTRY ACCREDITATION  
AND  
MUTUAL RECOGNITION OF  
NATIONAL MINIMUM STANDARDS FOR BUSES AND COACHES  
BIC POSITION PAPER  
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**INTRODUCTION**

The Bus Industry Confederation has advocated since 2003 for the establishment of a national accreditation regime for bus and coaches. The accreditation requirements would involve jurisdictions and industry agreeing national minimum standards for bus and coaches and mutually recognising these standards.

BIC sees the agreed national minimum standards for all bus and coaches applied to all passenger services for vehicles carrying 8 people or more.

The proposition is that passengers travelling on any vehicle type (e.g. a large bus, small bus, people mover or taxi) have a right to expect the same level of safety assurance for that vehicle type.

This overview provides a starting point for the NHVR Project team, the NTC and jurisdictions to consider the way forward to develop a national accreditation regime for buses and coaches.

BIC believes that agreed national minimum standards for all buses and coaches will improve the overall safety performance of the fleet

National Minimum Standards that are mutually recognised will result in:

- Improved road safety performance
- Improved regulatory compliance
- Improved risk management and due diligence
- Improved industry image and public acceptance
- Improved accountability
- Improved industry viability

**NATIONAL MINIMUM STANDARDS**

National minimum standards should relate to:

- Bus and Coach Operators
- Bus and Coach Drivers
- Bus and Coach ( Vehicle) Safety and Maintenance Standards

Following under each of these headings are the Industry developed standards that would form the National Minimum Standards for bus and coach accreditation

**BUS AND COACH OPERATORS**

Operator Requirements

- Fit and proper persons requirements
- Operator competence
- Good repute

- Financially viable

#### Records Management – Management Information Systems

- Vehicle register – Registration details/accident details
- Driver details/driver records (driving hours)
- Complaints register
- Maintenance records – defect reports
- Accreditation details
- Insurance details

#### Safety Management System

An agreed Safety Management System (SMS). The SMS could include:

- Driver monitoring – licensing/criminality check/driver authority
- Driver Medical requirements
- OH&S (Fatigue Management (BFM)– Drug & Alcohol Policy)
- Incident Management Guidelines
- Accessible Transport requirements
- Self audit standards

#### **BUS AND COACH DRIVERS**

- Drivers license
- Drive authority
- Criminal check
- Driver Medical
- Pre trip check
- Record keeping ( driving hours etc)

#### **BUS AND COACH (VEHICLE) SAFETY AND MAINTENANCE STANDARDS**

##### Vehicle Roadworthiness

- Agreed vehicle maintenance/roadworthiness standards.
- Maintenance policy and procedures
- Maintenance records

#### **VEHICLE IDENTIFICATION**

All buses and coaches should be able to be identified in an agreed nationally recognisable and visible manner eg. Number plates which identify the vehicle and type of accreditation and passenger services the vehicle can provide.

Recognition should also include:

- Passenger/standee capacity
- Company name/address
- Accreditation number

## **COMPLIANCE AND ENFORCEMENT**

An agreed compliance and enforcement framework is required to ensure the integrity and credibility of the national bus and coach accreditation regime which would include an agreed self audit process, an independent audit and agreed audit compliance timeframes.