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INVESTIGATIONS

OFFICE OF TRANSPORT SAFETY INVESTIGATIONS



BUS SAFETY INVESTIGATION REPORT

COLLISION BETWEEN TWO STA BUSES IN THE EASTERN DISTRIBUTOR TUNNEL, SYDNEY 25 FEBRUARY 2005



OTSI File Ref: 03531

PART 1 INTRODUCTION

1.1 Appointment

Date of incident: 25 February 2005.

Location: Eastern Distributor Tunnel, Sydney.

Details of incident: Collision Involving STA buses MO2944 and MO2948

Type of inquiry: Bus Safety Investigation, pursuant to Section 46BA of the *Passenger Transport Act, 2002*.

Investigator: The Office of Transport Safety Investigations.

1.2 Terms of Reference

1.2.1 Identify the factors, both primary and contributory, which caused the accident.

1.2.2 Assess the adequacy of driver training, vehicle braking systems and passenger restraint and containment.

1.2.3 Assess the adequacy of the emergency response and management, and the level of safety and protection offered to all involved.

1.2.4 Identify recovery procedures and the implications of disturbing critical evidence during salvage operations.

1.2.5 Advise on any matters arising from the investigation that would enhance the safety of bus operations.

1.3 Methodology

1.3.1 The purpose of the investigation is to determine the circumstances surrounding the incident and provide information to prevent the recurrence of similar events.

1.3.2 The investigation is not intended to attribute blame or liability. However, relevant factual information has been included to support the analysis and conclusions. Some information may reflect on the performance of individuals and organisations and how their actions contributed to the outcomes of the matter under investigation.

1.3.3 A systemic approach has been adopted to identify immediate, long-term and organisational issues. The investigation identified and analysed the issues relevant to the terms of reference and makes a number of recommendations.

- 3.17.1 75% indicated **Always** taking longer to stop with a standing load of passengers .
- 3.17.2 52% indicated **Always** being reluctant to brake heavily when carrying standing passengers.
- 3.17.3 47% indicated **Always** feeling better when driving a bus in which all passengers were seated.
- 3.17.4 30% indicated **Often** feeling better when driving a bus in which all passengers were seated.

A copy of the Survey questionnaire is attached at Appendix 3 and a detailed summary of responses is shown Figure 5 below.

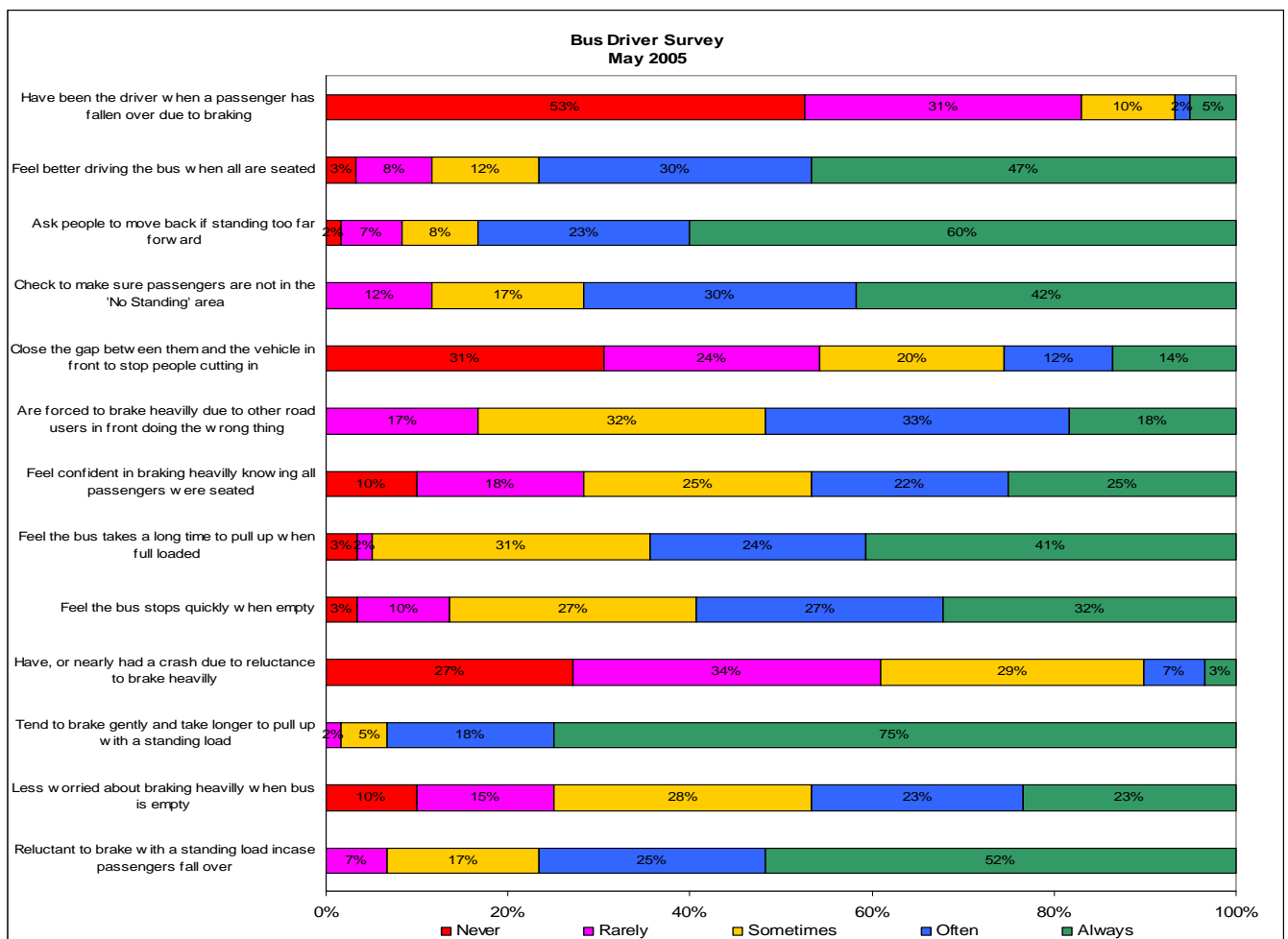


Figure 5 Bus Driving Survey

3.18 These results indicate that as well as being presented with the very real challenge of maintaining separation in areas like the tunnel, bus drivers may be reluctant to brake heavily at the earliest opportunity when confronted with a problem ahead. The obvious implication is that such reluctance results in even less stopping distance.

