

<b>Title</b>	<b>Describe hazards and apply risk reduction techniques and strategies while driving a bus or coach</b>		
<b>Level</b>	<b>4</b>	<b>Credits</b>	<b>10</b>

<b>Purpose</b>	People credited with this unit standard are able to: describe bus or coach driving hazards, techniques for reducing risk when dealing with bus or coach driving hazards, the use of crash risk reduction strategies while driving a bus or coach; and apply risk reduction techniques and strategies while driving a bus or coach.
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<b>Classification</b>	Commercial Road Transport > Passenger Service
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<b>Available grade</b>	Achieved
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<b>Prerequisites</b>	Candidates must hold a minimum of the full class of licence required for the vehicle being driven, and a current P endorsement.
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### Guidance Information

- 1 Legislation relevant to this unit standard includes:  
Health and Safety in Employment Act 1992,  
Land Transport Act 1998,  
Land Transport (Driver Licencing) Rule 1999,  
Land Transport (Road User) Rule 2004,  
Land Transport Rule: Passenger Service Vehicles 1999,  
Land Transport Rule: Work Time and Logbooks 2007.
- 2 Any new, amended or replacement Acts, regulations, Rules, standards, codes of practice, or Waka Kotahi NZ Transport Agency requirements or conditions affecting this unit standard will take precedence for assessment purposes, pending review of this unit standard.
- 3 Definitions  
*Driving* means being in control of a motor vehicle. For the purposes of this unit standard the motor vehicle is a bus or coach.  
*Optimal safety* means that crash risk has been reduced, to the greatest extent practicable in a given situation, as a consequence of the decisions made by the driver, without danger to other road users and to occupant(s) of the driven motor vehicle.

- 4 Range  
Driving situations include – moving into the traffic, moving on the road, moving with the traffic flow, moving through traffic, moving past other traffic, moving back in traffic, and moving out of the traffic.  
Potential crash positions include – in front, from behind, from the side, moving past other traffic, other traffic moving past, oncoming traffic.  
Risk factors include – driver, vehicle, weather, light, road, traffic.
- 5 Reference material  
Driving situations, potential crash positions, and risk factors are described in the study guide for this unit standard, which is available from the NZ Motor Industry Training Organisation (Incorporated) at <http://www.mito.org.nz/>.  
An explanation of risk reduction strategies may be found in the study guide for this unit standard, which is available from the NZ Motor Industry Training Organisation (Incorporated) at <http://www.mito.org.nz/>.  
*The Official New Zealand Road Code and Licence Guide for Heavy Vehicle Drivers* (current versions), which is available from booksellers, reflects legal requirements but does not override governing legislation.  
The Passenger Service section of the NZ Transport Agency website (<http://www.nzta.govt.nz/commercial/passenger/index.html>) contains a number of reference materials that may assist with this unit standard.  
Information about the road code and rules for other road users can be found at <http://www.nzta.govt.nz/resources/roadcode/heavy-vehicle-road-code/about-other-road-users/index.html> and <http://www.nzta.govt.nz/resources/roadcode/cyclist-code/about-cycling/cyclist-responsibilities.html>.
- 6 It is recommended that candidates have at least 6-9 months experience driving a bus before undertaking assessment against this unit standard.

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## Outcomes and performance criteria

### Outcome 1

Describe bus or coach driving hazards.

### Performance criteria

- 1.1 Driving hazards are described in terms of the crash risks they present.
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|-------|---|
| Range | includes driving hazards relating to – driving situations, potential crash positions, risk factors. |
|-------|---|
- 1.2 Implications of additional hazards specific to driving a bus or coach are explained.

- Range hazards include – unrestrained and standing passengers; passengers with mobility impairments; unrestrained objects; entry and exit from bus stops; need to meet timetables and timeframes; increased driver distraction; increased movement into and out of traffic; increased movement and proximity of pedestrians around vehicle, children and cyclists; increased number and size of blind spots; door areas; reversing; implications may relate to but are not limited to – risk of crash, risk to passengers, risk to other road users.

## Outcome 2

Describe risk reduction techniques for dealing with bus or coach driving hazards.

### Performance criteria

- 2.1 Techniques for dealing with driving hazards are described in terms of reducing crash risk.
- Range includes driving hazards relating to – driving situations, potential crash positions, risk factors.
- 2.2 Techniques for dealing with additional hazards specific to driving a bus or coach are described in terms of reducing the risk of crash or injury.
- Range hazards must include a minimum of three of – unrestrained and standing passengers; passengers with mobility impairments; unrestrained objects; entry and exit from bus stops; need to meet timetables and timeframes; increased driver distraction; increased movement into and out of traffic; increased movement and proximity of pedestrians around vehicle, children and cyclists; increased number and size of blind spots; door areas; reversing.

## Outcome 3

Describe the use of crash risk reduction strategies while driving a bus or coach.

### Performance criteria

- 3.1 Situational awareness is described using a strategy that uses a repeating cycle of components to reduce crash risk.
- Range cycle must include - searching for hazards, assessing the risk, reducing the level of risk; three different traffic situations.
- 3.2 Driver distractions are identified and described in terms of their effects on situational awareness.

Range five distractions while driving, which may include but are not limited to – cell phone or other technology use, external distractions, adjusting vehicle controls, eating or drinking, talking to passengers, communications with the depot, interaction with on-board bus technology, disruptive or noisy passengers, running late.

3.3 The description includes the impact of lapses in driver concentration or attention.

3.4 The description includes personal behaviours and attitudes that promote good risk reduction decision making by a bus or coach driver.

Range personal behaviours and attitudes may include but are not limited to – awareness of complacent driving, awareness of aggressive driving, consideration or courtesy for other road users, awareness of passengers around door areas, focus and concentration, monitoring and managing fatigue, avoiding use of drugs or alcohol, awareness of personal stress, managing expectations of others, managing the multitasking requirement of role, not rushing when running behind schedule.

3.5 The description of personal behaviours and attitudes includes the potential consequence of lapses.

3.6 Gap selection methods and management for driving a bus or coach are described in terms of how they reduce the level of crash risk.

Range judging speed, judging distance, anticipating the behaviour of other traffic.

3.7 The road code and rules being observed by other road users are described in terms of how they impact on driving a bus or coach.

Range other road users must include cyclists and may include – pedestrians, tractors or other farm equipment, overdimension vehicles, motorcyclists, horses; must include but is not limited to – passing, following distances, other road users understanding of your vehicle and its limitations.

#### **Outcome 4**

Apply risk reduction techniques and strategies while driving a bus or coach.

**Range** all actions comply with traffic law, and are carried out in a manner that avoids actual or potential danger to other road users and to any occupants of the driven motor vehicle.  
 driving must be continuous for 40 minutes and be undertaken with passengers aboard the bus or coach.  
 roads must include – residential and open roads; one of central business areas, private roads, temporary speed limits, rural roads, metal roads; a variety of speed limits.

### Performance criteria

4.1 Risk reduction techniques and strategies applied to driving hazards and risk factors consistently result in optimal safety.

**Range** driving situations.

4.2 Risk reduction techniques and strategies applied to hazards and risk factors specific to driving a bus or coach consistently result in optimal safety.

**Range** must include a minimum of six of the following hazards and risk factors – unrestrained and standing passengers; passengers with mobility impairments; unrestrained objects; entry and exit from bus stops; need to meet timetables and timeframes; increased driver distraction; increased movement into and out of traffic; increased need to be aware of pedestrians around vehicle, children and cyclists; increased number and size of blind spots; door areas; reversing;  
 hazards and risk factors must include a minimum of one each of – driver related, passenger related, external to the vehicle.

**This unit standard is expiring. Assessment against the standard must take place by the last date for assessment set out below.**

#### Status information and last date for assessment for superseded versions

Process	Version	Date	Last Date for Assessment
Registration	1	16 April 2015	31 December 2023
Review	2	27 May 2021	31 December 2023

#### Consent and Moderation Requirements (CMR) reference

0092

This CMR can be accessed at <http://www.nzqa.govt.nz/framework/search/index.do>.