SmartIQ Beat™

DATA INSIGHTS FOR TRANSPORTATION

SNAPSHOT FOR PASSENGER TRANSIT |
1.11.2016

Smart IQ Beat Snapshots provide in-depth analysis and metrics of top fleet performance trends based on SmartDrive's database of over 140 million analysed and scored driving events.

SMARTDRIVE

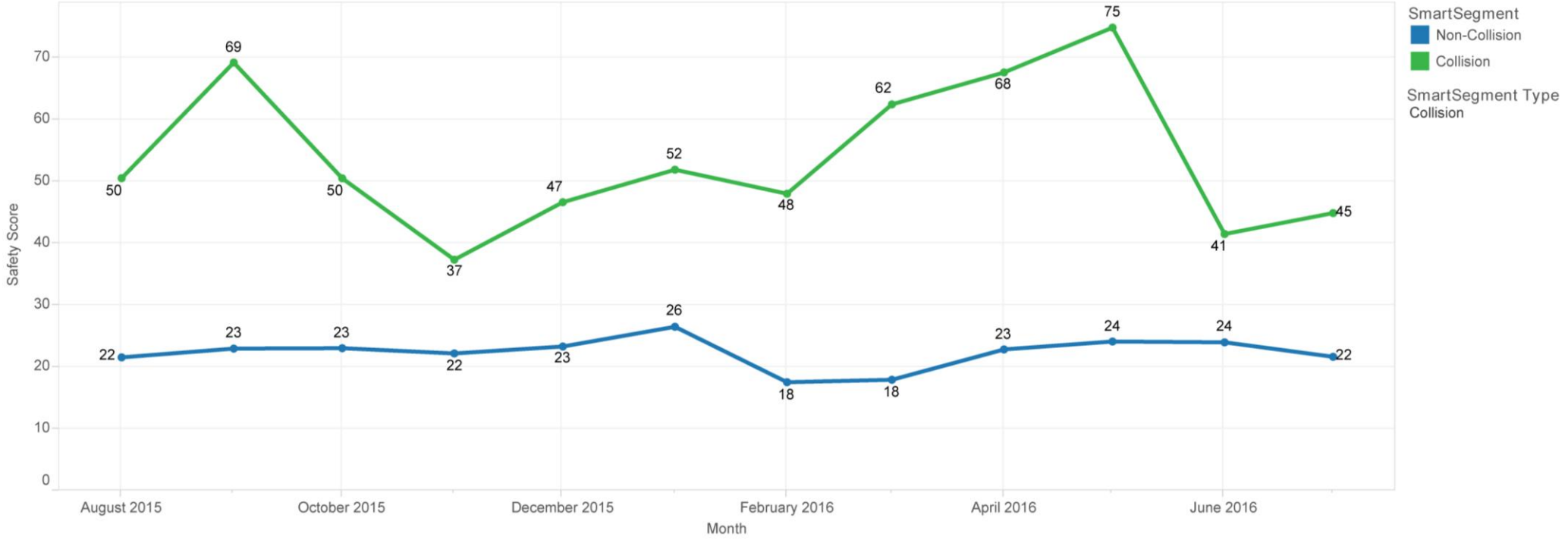
What can you learn from your collision drivers vs. non-collision drivers?

The SmartDrive Collision Snapshot for Passenger Transit illuminates key observations that distinguish drivers involved in at least one collision (during the analysis period) from non-collision drivers.

Findings: The analysis demonstrates that collision drivers are less-safe overall, exhibit fundamental driving errors at a significantly higher rate, and are more distracted as compared to non-collision drivers. Furthermore, it is evident that near-miss collisions – particularly with a vehicle in transport or fixed object – are key indicators of future collisions.

Collision vs. Non-Collision Drivers

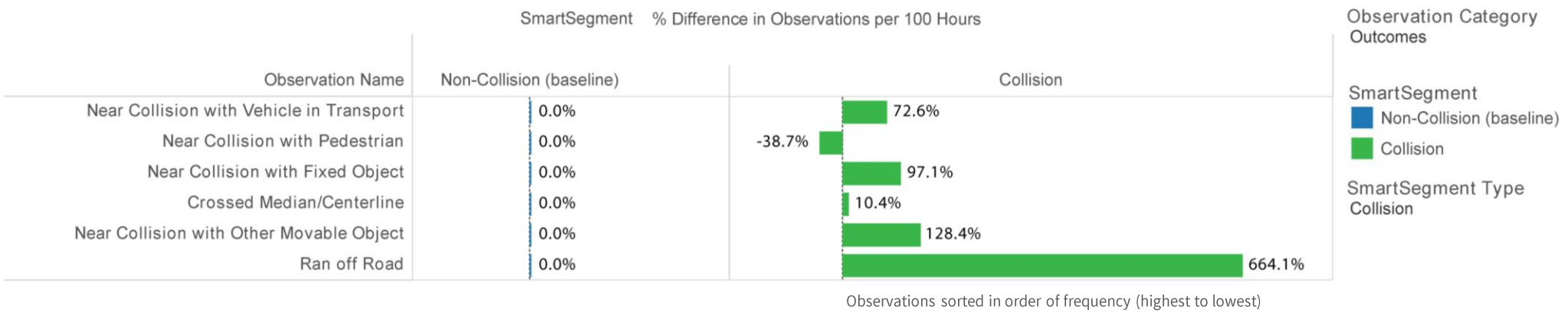
Leading indicators of collisions are consistently higher for Collision vs. Non-Collision Drivers as measured by SmartIQ Safety Score



- On average, SmartIQ Safety Score for Collision Drivers is 136% higher than for Non-Collision Drivers

Collision vs. Non-Collision Drivers

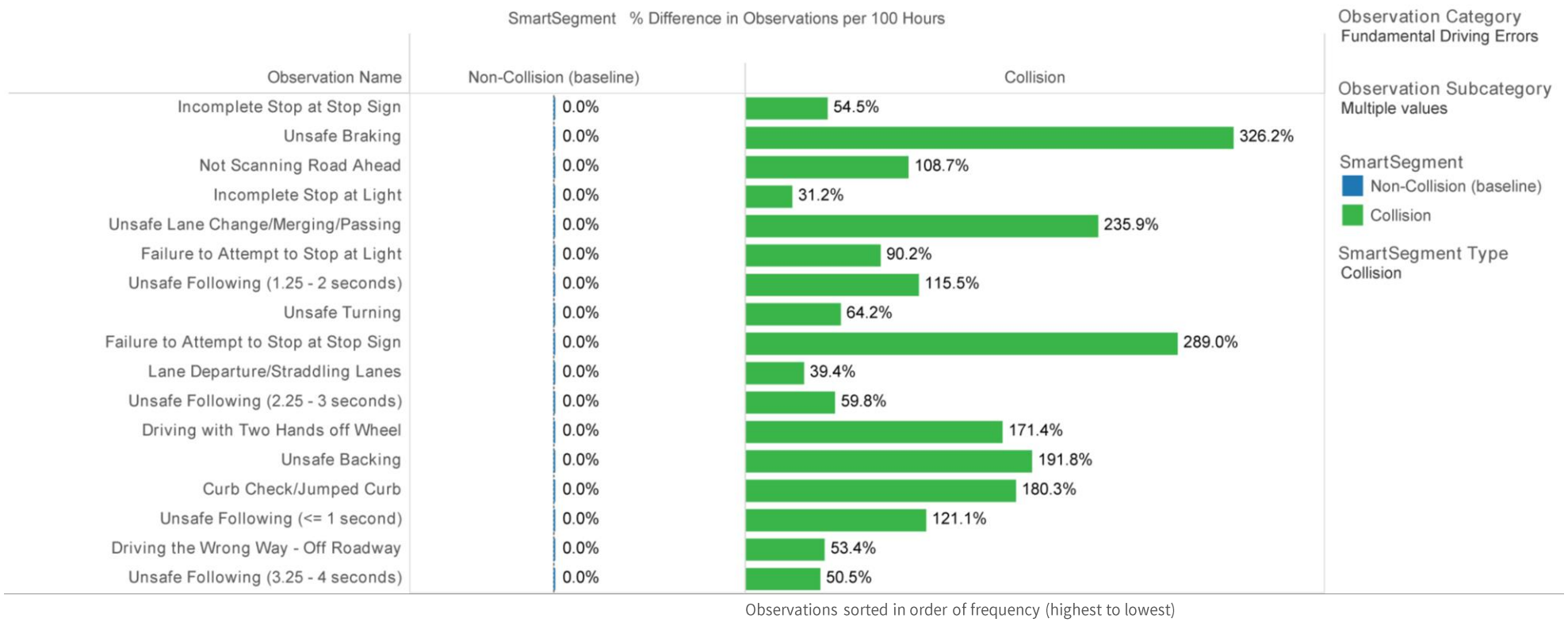
Near collisions are a strong indicator of collision risk



- **Collision Drivers have 1.69x higher near collision rate than Non-Collision Driver**

Collision vs. Non-Collision Drivers

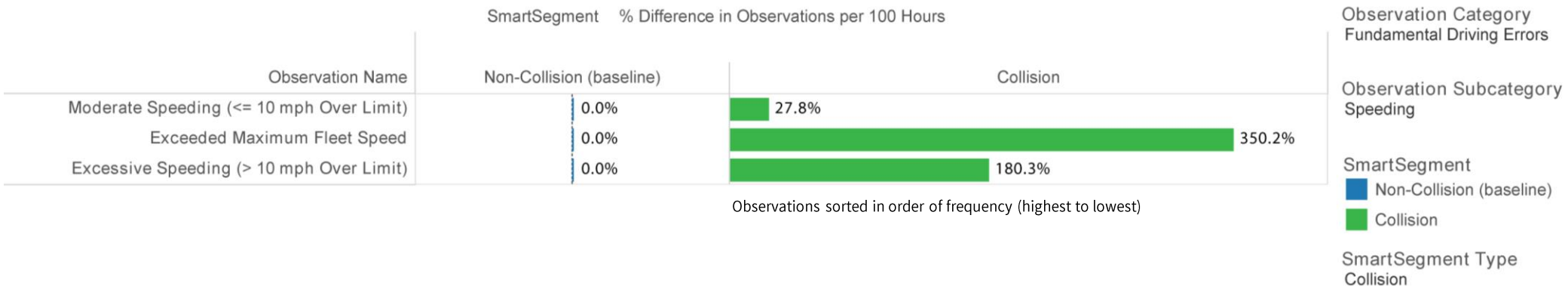
Collision Drivers consistently commit more Fundamental Driving Errors than Non-Collision Drivers



- Unsafe Braking and Failure to Attempt to Stop at Stop Sign are fundamental driving errors most correlated to collisions
- Collision Drivers exhibit these errors more frequently than Non-Collision Drivers at the rate of 4.26x and 3.89x, respectively

Collision vs. Non-Collision Drivers

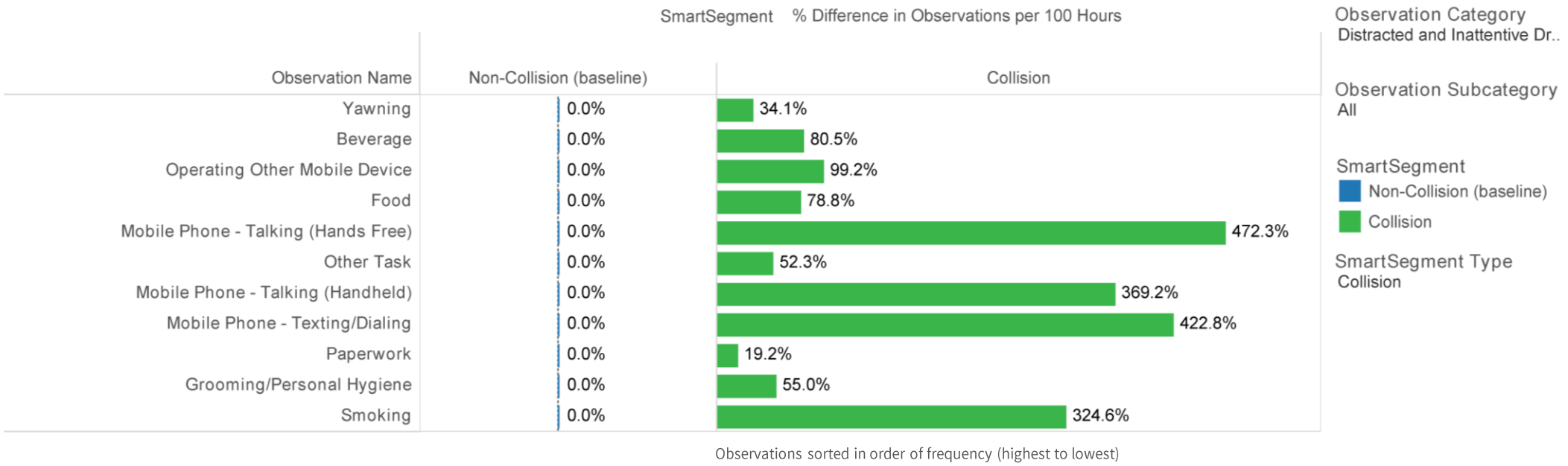
Collision Drivers speed more often than Non-Collision Drivers



- **Exceeded Maximum Fleet Speed is most correlated to collision risk, with Collision Drivers exhibiting this fundamental driving error 4.50x more frequently than Non-Collision Drivers**

Collision vs. Non-Collision Drivers

Collision Drivers have consistently higher distraction rates (measured through SmartDrive's video analytics)



- Mobile Phone - Talking (Hands Free) and Mobile Phone - Texting/Dialing are the most frequent distraction observations for all drivers
- Collision Drivers exhibit these distractions more frequently than Non-Collision Drivers at the rate of 5.72x and 5.23x, respectively

Collision vs. Non-Collision Drivers

Overview of study data and methodology

	Collision	Non-Collision	Grand Total
Distance Driven (miles)	7,194,725	95,612,668	102,807,393
Trip Duration (hours)	402,800	6,436,302	6,839,102
Unique Operators	1,002	10,540	11,542

- **This study was conducted by analysing the SmartDrive database of over 140 million analysed driving events and the accompanying continuous telematics data.**
- **Only transit customers were included in this study. Data presented covers the period from August 2015 through July 2016.**
- **Collision Drivers - Drivers who were involved in at least one collision during the analysis period. The 12 weeks prior to the collision, but excluding the week of the collision, were included in the analysis.**
- **Non-Collision Drivers - Drivers who were not involved in any collisions during the analysis period. Consecutive 12 week intervals were used as the basis of comparison against Collision Drivers' 12 week pre-collision intervals.**
- *Visualisation created via Tableau Software*