

SmartIQBeat™

DATA INSIGHTS FOR TRANSPORTATION



SNAPSHOT FOR TRANSIT | 11.1.2016

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



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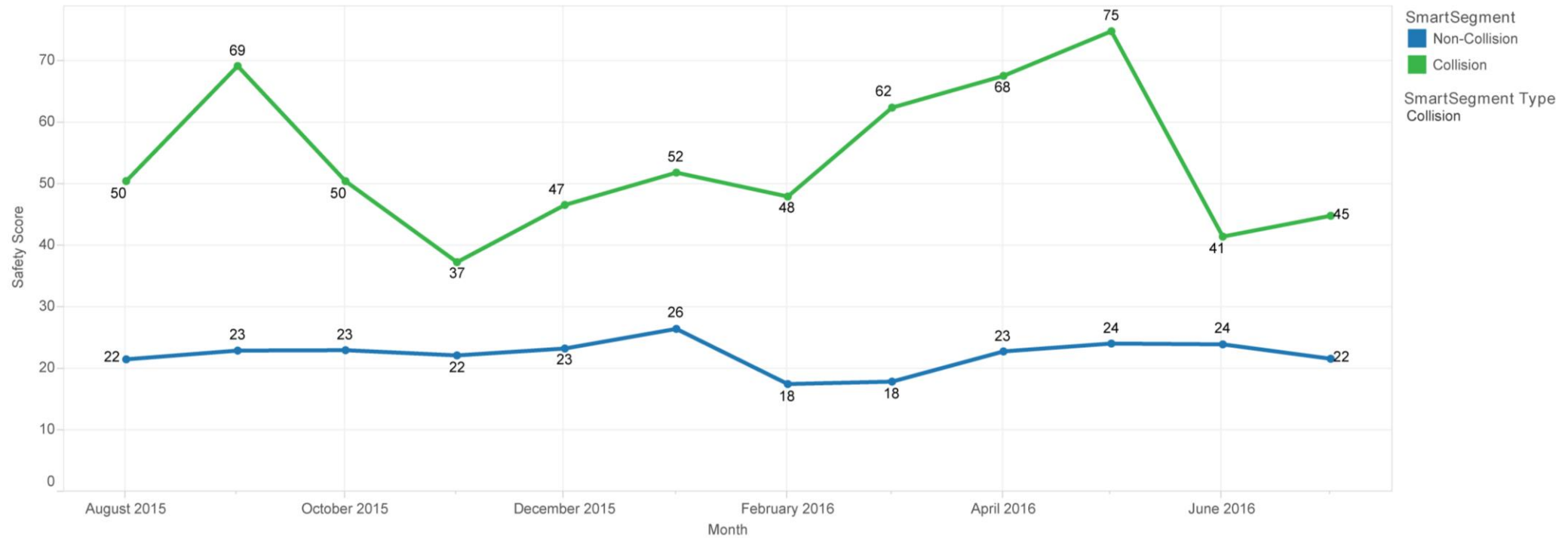
What can you learn from your collision operators vs. non-collision operators?

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

Findings: The analysis demonstrates that collision operators are less-safe overall, exhibit fundamental driving errors at a significantly higher rate, and are more distracted as compared to non-collision operators. 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 Operators

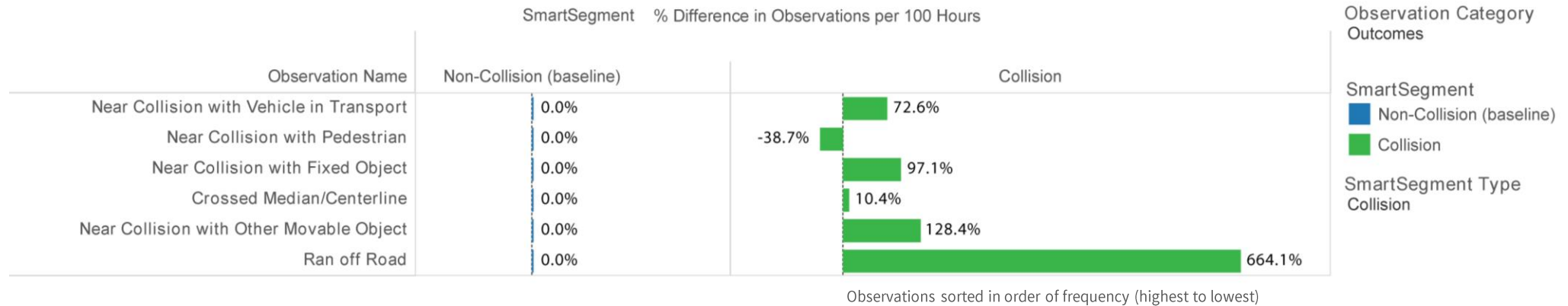
Leading indicators of collisions are consistently higher for Collision vs. Non-Collision Operators as measured by SmartIQ Safety Score



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

Collision vs. Non-Collision Operators

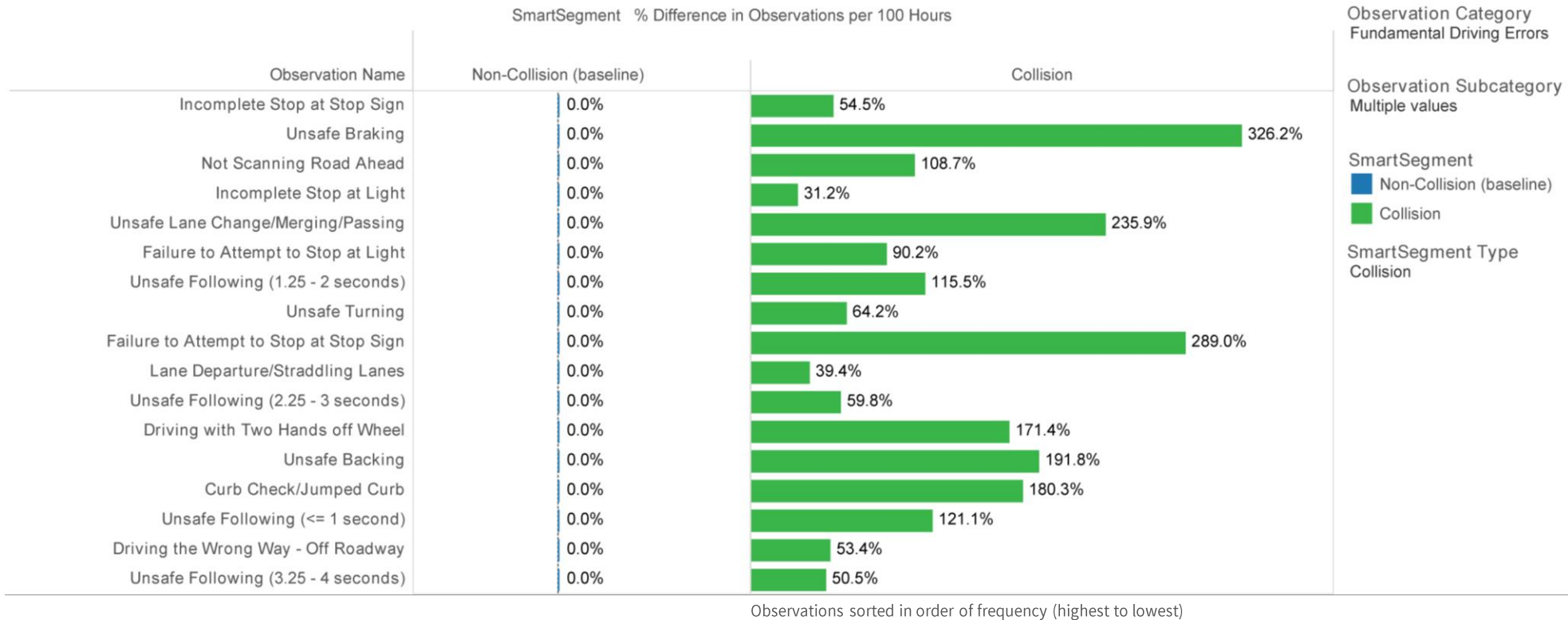
Near collisions are a strong indicator of collision risk



- Collision Operators have 1.69x higher near collision rate than Non-Collision Operator

Collision vs. Non-Collision Operators

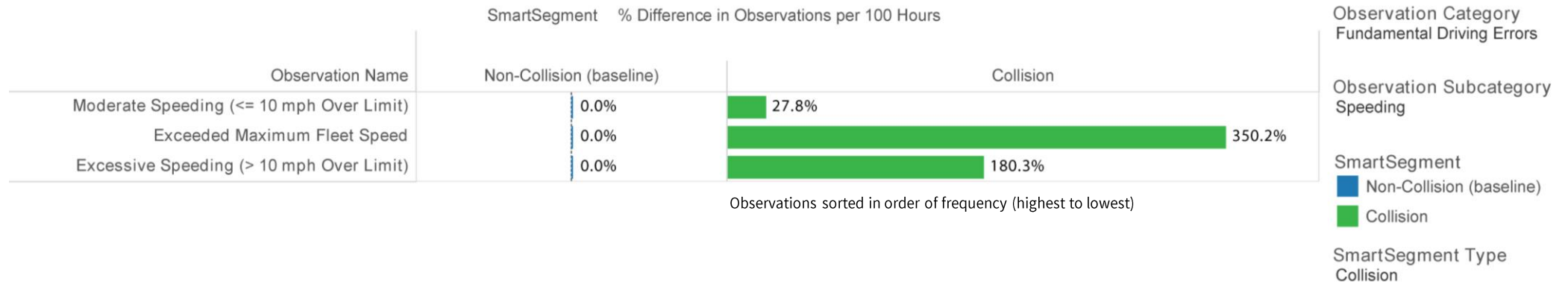
Collision Operators consistently commit more Fundamental Driving Errors than Non-Collision Operators



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

Collision vs. Non-Collision Operators

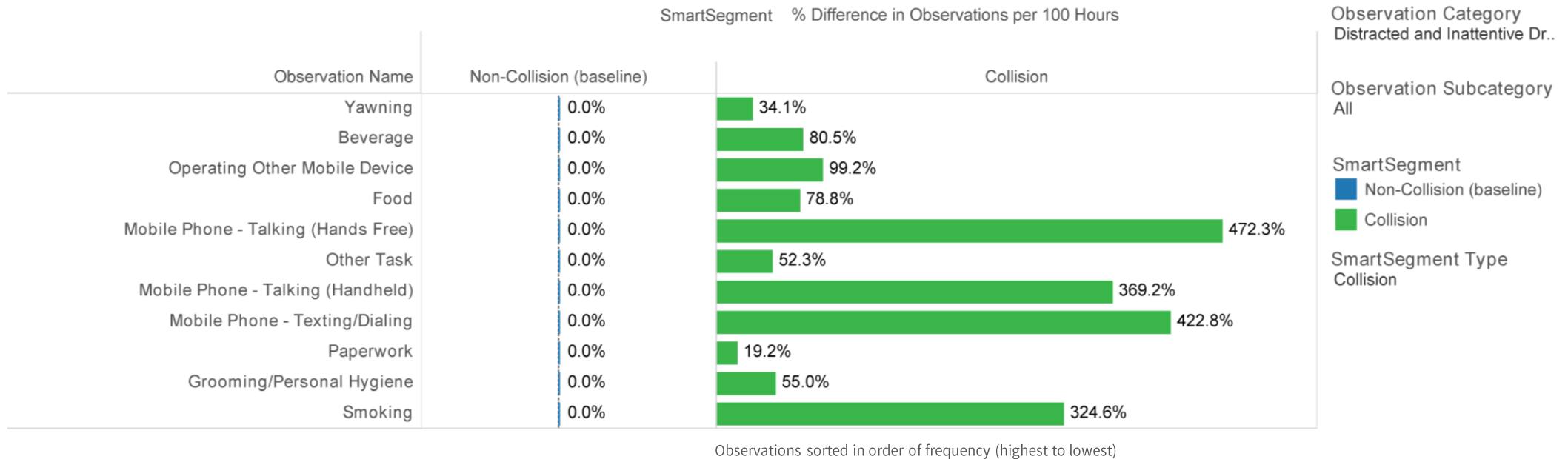
Collision Operators speed more often than Non-Collision Operators



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

Collision vs. Non-Collision Operators

Collision Operators 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 Operators exhibit these distractions more frequently than Non-Collision Operators at the rate of 5.72x and 5.23x, respectively

Collision vs. Non-Collision Operators

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 analyzing the SmartDrive database of over 140 million analyzed 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 Operators** - Operators 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 Operators** - Operators who were not involved in any collisions during the analysis period. Consecutive 12 week intervals were used as the basis of comparison against Collision Operators' 12 week pre-collision intervals.
- *Visualization created via Tableau Software*