

EURO CAMPUS SHANGHAI 上海欧洲校园



Presentation to the Joint LFS/DSS Transport Committee Yangpu

21st of May 2026



AGENDA

1. Transport Committees Regulations – Basic Rules
2. Members & Bus Organization
3. Main Indicators of the Yangpu Bus Service
4. Operational Indicators of the Yangpu Bus Service
5. Incidents Reported by Bus Assistants
6. Training on Safety & Behaviour – For Bus Assistants & Drivers
7. Q&A

1. COMMITTEE REGULATIONS – BASIC RULES

GOAL

The committee is responsible for addressing regular questions related to the bus service. Its purpose is to foster a **mutual, healthy, and transparent relationship** between schools, parents, staff, and student representatives.

The committee contributes to **improving overall service quality within existing constraints** by sharing information on ongoing work and projects, and by responding to topics of concern.

LIMITS OF SCOPE

The committee is a **consultative body, not a decision-making authority**.

All final decisions are taken by school leadership, relevant school services, and the boards.

Committee members are expected to **avoid conflicts of interest** and act impartially during committee discussions.

1. COMMITTEE REGULATIONS – BASIC RULES

TIME FRAME

Joint LFS/DSS committees are conducted **in person** and take place **at least twice per school year**, initiated by the schools.

When necessary, the schools may convene **extraordinary committee meetings** with a minimum notice of **three days**. These may be held **in person or online**.

Ongoing dialogue with the schools is possible throughout the school year. **Informal meetings** may also take place involving **LFS only or DSS only**, depending on the topic.

COMPOSITION OF COMMITTEES

Committees are **joint bodies representing both LFS and DSS**.

They are composed of representatives from both schools and may include school staff, parent representatives, and student representatives, depending on the subject matter.

2. TRANSPORT COMMITTEE – Yangpu – Members & Bus Organization

LFS	
CEO	M. Benjamin BILTERYST
Director of operations	M. Willy BONGA
Headmaster of Secondary School	Mr. Jean-Joseph KOUDAYA
Headmaster of Primary School	Mrs. Nathalie MOTTET
CPE / Assistant of Vie Scolaire Secondaire	Mrs. Cecile BODENNEC
CPE / Assistant of Vie Scolaire Primaire	Mr. Dominique GIRARD
Staff Representatives	Mrs. JiaYu FAN Mr. Pierre DUDZIAK
Parent Representatives	Mr. Boisseau DENIS
Student Representatives	Mr. Mathieu BACHELOT (2Y) Ms. Ines FOURDRINIER (5Y)

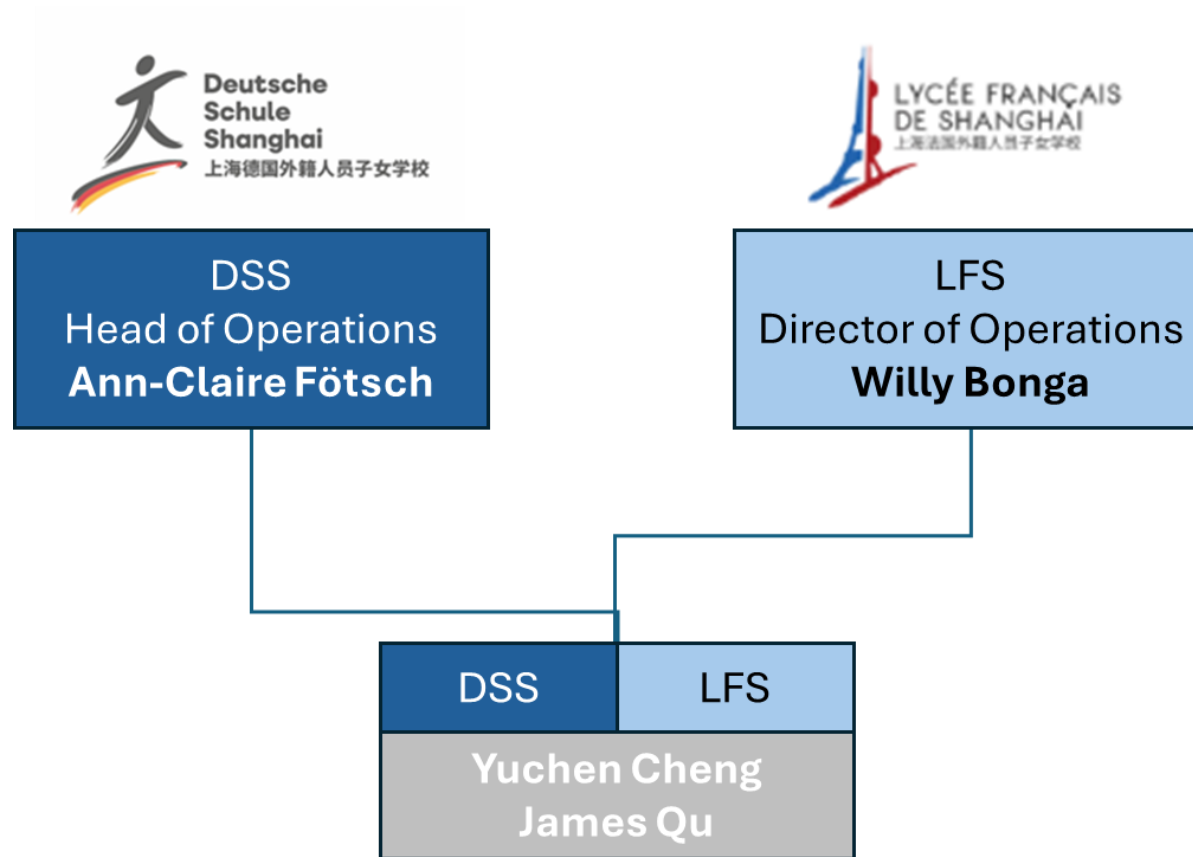
DSS	
Head of Primary School	Mr. Franco Miceli
COCU Representative	Mr. Kenan Dizdarevic
Kindergarten Representative	Mr. Matthias Brüggemann
Principal & Administration Assistant	Mrs. Corinna Derichs (absence)
Parent representative	Mrs. Rebecca Wang
Student representative	Mrs. Antonia Österreich
Student representative	
Student representative	
Student representative	

Bus service supplier – PEIXING	
General Manager	Mr. XingHui LENG
Captains	Mr. Haibin CHEN, Mr.Zhaoxiang LE

DSS / LFS COMMON	
Bus Coordinator	Mrs. Yuchen Cheng

2. TRANSPORT COMMITTEE – Yangpu – Members & Bus Organization

Bus Operations Campus Yangpu Reporting Line



3. MAIN INDICATORS OF THE BUS SERVICE

Bus Key Figures — Year-on-Year Comparison

Indicators	11.2025	04.2026	Δ % (YoY)
Number of students taking the bus (LFS + DSS)	529	533	+0.76%
Number of buses	40	40	0%
Number of bus lines (morning)	36	36	0%
Number of staff bus lines	4	4	0%
Number of bus lines after 5pm	19	19	0%
Number of bus assembly points (morning)	157	157	0%
Filling rate	71.1%	72.04%	+0.94%
Punctuality rate	98.47%	99.77%	+1.3%
Kilometers driven per day (all lines)	2353	2353	0%

3. MAIN INDICATORS OF THE BUS SERVICE



EVALUATION 评估

GENERAL INFORMATION

Campus **YANGPU**

Items			
1	Maintenance operations	19	/22
2	Children safety	12	/18
3	Light accident	12	/20
4	Breakdown	3	/4
5	Bus Arrival Time	10	/12
6	Bus monitoring App	1	/8
7	Bus Staff	24	/34
8	Financial matters	12	/12
TOTAL SCORE		95	/130

73%

Need improvement and a clear action plan <90% 90% Accepted

CONCLUSION

Items			
1	Maintenance operations	17	/22
2	Children safety	18	/18
3	Light accident	16	/20
4	Breakdown	4	/4
5	Bus Arrival Time	10	/12
6	Bus monitoring App	6	/8
7	Bus Staff	29	/34
8	Financial matters	8	/12
TOTAL SCORE		108	/130

84%

Need improvement and a clear action plan <90% 90% Accepted

For this semester, the KPI framework has been revised with new indicators added. The total possible score is now 130, and a score of 117 or higher is considered acceptable.

3. MAIN INDICATORS OF THE BUS SERVICE



EVALUATION 评估

GENERAL INFORMATION

Campus **YANGPU**

CONCLUSION

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TOTAL SCORE		108	/130
		Need improvement and a clear action plan <90% 90% Accepted	

108

Key point deductions from the first KPI audit:

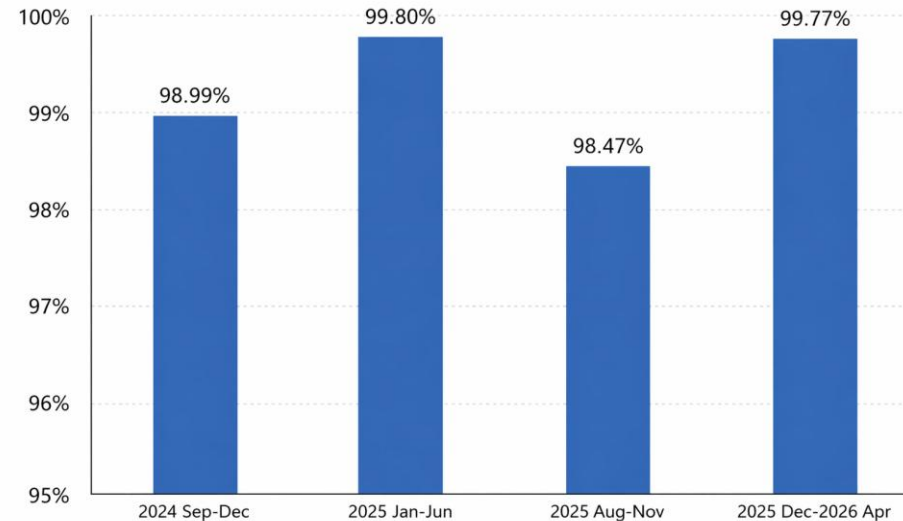
1. SD card was not working several times
2. Back-up driver not listed in the license
3. Driver did not report to bus captain accordingly after complaints
4. 2 incidents have been reported by families
5. Sometimes students from secondary school are missing in the bus
6. Better discipline in communication with the school



4. OPERATIONAL INDICATORS OF THE BUS SERVICE

PUNCTUALITY REPORT (Sept. 2024- Apr. 2026)

Duration	PUNCTUALITY RATE
2024 Sep-Dec	98.99%
2025 Jan-Jun	99.80%
2025 Aug-Nov	98.47%
2025 Dec- 2026 Apr	99.77%



Main Information

The on-time rate was **1.32% higher than last semester.**

The main contributing factors are:

- **Drivers are familiar with the routes and stops.**
- **Some road repairs have complete and some tunnels and overpasses are now open to traffic.**

4. OPERATIONAL INDICATORS OF THE BUS SERVICE

INCIDENT REPORT (2025 Dec- 2026 Apr)

Item	2025	2025-2026
		Dec-Apr
Accident	0	0
Light accident (scratches)	5 (3 * + 2)	3 (1*+2)
Technical failure	0	0
Others (abnormal incident)	1	0
<p><i>* Among the 3 light incidents, 1 was caused by external factors and are not the responsibility of Peixing driver. The remaining 2 incidents are fully attributable to Peixing drivers.</i></p>		

Safety remains our top priority. We require all drivers to operate vehicles cautiously and maintain responsible driving habits at all times.

5. INCIDENTS REPORTED BY BUS ASSISTANTS

Overview of Bus Misconduct Report (DSS & LFS)

A total of **380 misconduct records** were reported across both DSS and LFS students.

Key Trends

- **Highest concentration by grade:** Lower primary (CP/CE1/CE2)
- **Most frequent recurrent behaviors:**
 - **Shouting / loud voice:** 80 cases (most common)
 - **Eating on the bus:** 27 cases
 - **Throwing things around:** 20
 - **Other uncategorized behaviors:** 37 cases
→ These were not part of the predefined list and were reported descriptively (e.g., leaving backpacks in the aisle, putting feet on seats).

5. INCIDENTS REPORTED BY BUS ASSISTANTS

Individual Case Analysis

- One student from **CE1** (lower primary) accounted for **43 incidents**, including:
 - **Shouting**: 9 cases
 - **Eating**: 4 cases
 - **changing seat when car is moving**: 3 cases
 - **Saying bad words**: 8 cases
 - **General misbehavior**: 8 case
- → The student failed to improve despite repeated meetings with the authorities and was ultimately banned from taking the school bus for three days.

Behavioral Patterns

- **Older students (middle school)**: Fewer total incidents, but **more severe cases**, such as arguing or destructive behavior.
- **Younger students (lower primary)**: Higher volume of minor behavior issues (shouting, eating, moving around).

5. INCIDENTS REPORTED BY BUS ASSISTANTS

Safety Risks

Incidents directly impacting safety include:

→ These require reinforced training and stricter monitoring.

Behavior	Frequency	Risk Level
Unfastened seat belts	12	● High
Changing seats while moving	11	● Medium
Standing while bus is moving	(observed, low frequency)	● Medium
Opening windows / throwing objects	(isolated cases)	● Medium

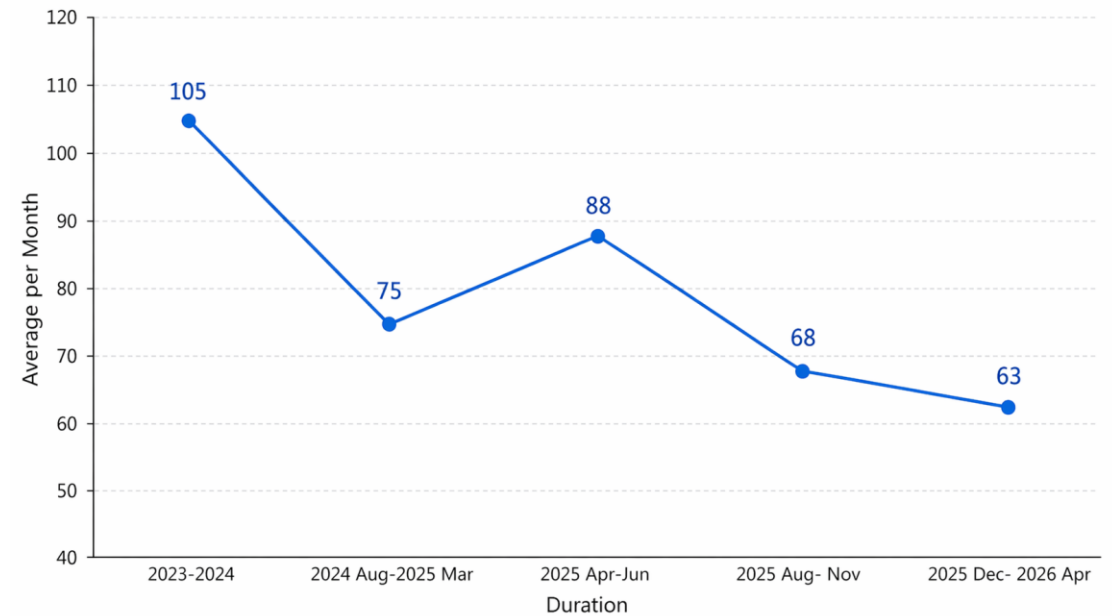
5. INCIDENTS REPORTED BY BUS ASSISTANTS

Preventive Actions which are already conducted

Focus Area	Action
Safety compliance	Mandatory belt checks; assistant must document refusals
Behavior management	Standard response protocol for recurring incidents
Parent involvement	Notify parents for repeated minor violations
Escalation framework	Tiered disciplinary approach for high-impact behaviors
Training	Refresher sessions for drivers & bus assistants on intervention techniques

5. INCIDENTS REPORTED BY BUS ASSISTANTS

Duration	Average per month
2023-2024	105
2024 Aug-2025 Mar	75
2025 Apr-Jun	88
2025 Aug- Nov	68
2025 Dec- 2026 Apr	63



5. INCIDENTS REPORTED BY BUS ASSISTANTS

We have a clearly defined disciplinary process for bus-related incidents, jointly applied by **LFS and DSS**: **The Bus Assistant reports the incident** to the respective school teams (LFS Vie Scolaire / CPE and DSS Class Teachers/Cocu team). They will speak directly with the student involved. Support Services may coordinate further details with the Bus Assistant when needed.

Escalation Procedure:

1. Oral warning 1
2. Oral warning 2 + notification email to parents
3. Written warning 1 (*Pronote / Cahier*)
4. Written warning 2 (*Pronote / Cahier*)
5. Temporary exclusion from the bus (3 days)
6. Permanent exclusion from the bus

Monitoring & Reporting

- LFS/DSS Support Services will provide Vie Scolaire / DSS with weekly and monthly summaries of all warnings issued.
- The escalation level applied may vary depending on the severity of the incident.

6. TRAINING ON SAFETY & BEHAVIOUR - BUS ASSISTANTS & DRIVERS

Driver Training

A safety training session was conducted on campus by **Officer Yang**, focusing on recent major traffic incidents and reinforcing compliance with traffic regulations.

Bus Assistant Training

The bus team holds **periodic review meetings** to evaluate weekly operations and reinforce safety protocols and compliance requirements.

Quality Process Improvements (KPI-Based)

- **Daily:** Cleaning, disinfection, and safety inspections after each trip
- **Weekly:** Preventive maintenance
- **Monthly:** Police safety inspections



7. QUESTIONS & ANSWERS

No questions have been
received so far