

Findings of the 2015 NSW Heavy Vehicle Compliance Survey

Gregory Dikranian^a, Sandra Pangestu^a, David Span^b

^aCentre for Road Safety, Transport for NSW

^bAMR

Abstract

The results from the 2015 Heavy Vehicle Compliance Survey will assist policy makers to understand the level of compliance for heavy vehicles operating within NSW. The survey measures the level of heavy compliance for roadworthiness, licensing, registration, load restraint, mass and work and rest hours. The results are comparable with earlier periodical surveys conducted in NSW and provide useful information and trends that can be used to evaluate the effectiveness of current compliance and road safety activities. The survey also assists policy makers in the deployment of future compliance and road safety resources targeted for heavy vehicles.

Background

The 2015 Heavy Vehicle Compliance Survey is the latest in a series tracking the roadworthiness and compliance of heavy vehicles using NSW roads. Seven previous compliance surveys have been undertaken, in 1992, 1995, 1998, 2003, 2006, 2009 and 2012. The findings of the survey are useful in indicating the compliance of heavy vehicles operating in NSW, and establish a statistical trend for comparison with earlier surveys.

Method

For the 2015 survey an overall target quota of 1600 vehicles was designed with specific quotas for vehicle types within six NSW regions. The overall sample size was the same as that set for the 2012 Survey. For the 2015 survey, Roads and Maritime Inspectors inspected 1,715 heavy vehicles in total. The survey required compliance checks of a random selection of vehicles, with no bias towards selecting vehicles thought to be in poor condition or newer vehicles that may require less time to inspect because there may be fewer defects.

The rate of defects has been used as a key measure for vehicle compliance. Vehicles found with a defect were classified in a hierarchical manner. Major defects applied where there was an imminent and serious safety risk and minor defects applied where the deficiencies of the vehicle, if allowed to operate after a specific time, may have constituted a safety risk.

Results

The 2015 survey showed an overall 4.4 per cent decrease in all defects, both major and minor, for hauling units. Hauling units had a major defect rate of 4.5 per cent, similar to 4.0 per cent in 2012 and 4.6 per cent in 2009; see figure 1. The decreases have been almost exclusively among minor defects.

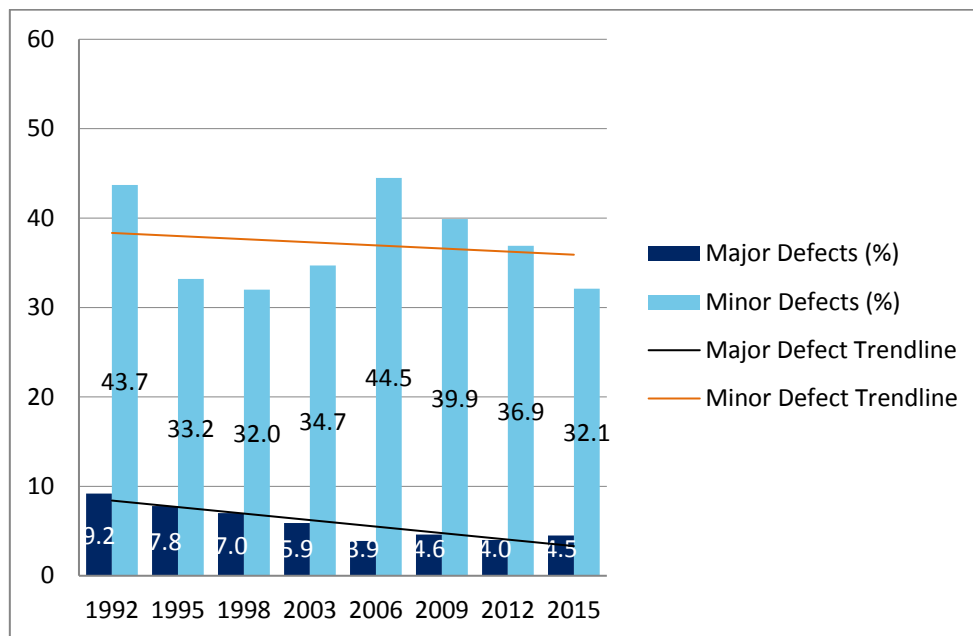


Figure 1. Hauling units with major and minor defects, 1992-2015

The most common defects found on vehicle combinations were related to the braking system, with over a quarter (29.4 per cent) having a brake defect, including 5.4 per cent of vehicle combinations having at least one major brake defect. The rate of major brake defects has progressively increased from 3.6 per cent in 2006 to 5.4 per cent in 2015.

The highest incidence of major defects among hauling units was for rigid vehicles at 7.4 per cent, and this was highest for rigid vehicles hauling trailers, at 11.2 per cent.

Conclusions

The results of the 2015 survey show that statistically significant changes in defect rates for certain heavy vehicles types have occurred since the 2012 survey. Two emerging issues have been identified, relating to major defect rate pertaining to rigid vehicles and vehicles participating in an alternate compliance scheme.

References

AMR (2016). Heavy Vehicle Compliance Survey 2015. Research Report prepared for Transport for NSW.

AMR (2012) Heavy Vehicle Compliance Survey 2012. Research Report prepared for Transport for NSW.