



# NATIONAL ROADWORTHINESS SURVEY 2024

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**FREQUENTLY ASKED QUESTIONS**

## FAQS

### WHEN AND WHERE IS IT HAPPENING AND WHY?

#### **When will the National Roadworthiness Survey happen?**

It will commence in July 2024.

#### **Will it happen every year?**

NRS 2024 follows the National Roadworthiness Baseline Survey (NRBS) in 2016, and subsequent NRS in 2021. The NHVR will conduct a survey every few years to measure the health of Australia's heavy vehicle fleet. Other research activities may be carried out but are unlikely to be on the scale of the NRS.

#### **Why are we doing it?**

The survey will provide a point-in-time snapshot of the mechanical condition of Australia's heavy vehicle fleet so that we can identify current issues and help us create a nationally consistent inspection policy. NRS 2024 will enable an assessment of the impact of heavy vehicle safety initiatives post NRBS 2016 and NRS 2021 and allow for the identification of key improvement areas on which to focus national regulatory efforts into the future.

#### **Where are the National Roadworthiness Survey inspections happening?**

At roadside inspection sites and depots across the country.

#### **Are all states and territories involved?**

Yes, all Australian state and territories are involved in NRS 2024, including Western Australia and Northern Territory. NRS inspections will also be conducted in these locations - this will provide a complete view of the national fleet.

### WHO IS CARRYING OUT THE SURVEY?

#### **Who is organising the Survey?**

The NRS is being organised by the NHVR, Australia's independent regulator for all vehicles over 4.5 tonnes gross vehicle mass. However, while the NHVR is managing the survey, local heavy vehicle compliance agencies will participate in the operation in Western Australia and the Northern Territory, similar to other targeted national compliance operations.

#### **Who will be performing inspections?**

Inspections will be carried out by NHVR authorised officers, and authorised officers from state and territory agencies in Western Australia and the Northern Territory.

#### **Who is paying for the National Roadworthiness Survey?**

The NRS is one element of the NHVR Operations program, which is funded by the NHVR.

### WHAT WILL HAPPEN DURING AN INSPECTION?

#### **Can I schedule an inspection for the National Roadworthiness Survey rather than wait to be intercepted?**

Most of the inspections will be random roadside intercepts to ensure the sample is representative of the in-service fleet. The inspection of buses, coaches and SPVs will predominantly be scheduled at depots. You cannot schedule your own inspections. A NRS inspection is different to an annual registration inspection as it covers more vehicle components.

**What will be checked during a National Roadworthiness Survey inspection?**

Inspections will involve a thorough and comprehensive examination of the mechanical condition of the vehicle and trailers and will be based on the [National Heavy Vehicle Inspection Manual](#).

**How long will a National Roadworthiness Survey inspection take?**

On average around 45 minutes: maybe less time for compliant vehicles combinations and maybe more for large combinations or non-compliant vehicles.

**Do I have to stay with the truck while it is being inspected?**

Yes. Drivers need to stay with the vehicle and cooperate with instructions given by authorised officers during the inspection.

**Do I really have to be involved in the National Roadworthiness Survey?**

Yes, inspections are mandatory, and drivers/operators must follow the directions of authorised officers.

**Can my vehicle be defected during a survey inspection?**

The survey is a research project designed to take a snapshot of the mechanical condition of Australia's heavy vehicle fleet, but if the vehicle is not compliant then a defect notice or other enforcement action may be taken in line with normal practice.

**How do I lodge a complaint?**

Please refer to the complaints and feedback process in the jurisdiction if you were intercepted in Western Australia or Northern Territory. In all other states, please call the NHVR on 1300 696 487.

**Does a National Roadworthiness Survey inspection count as rest or work?**

Participation in the survey is considered as work time for the purpose of your work diary and for fatigue management considerations. Normal fatigue management rules apply.

**What if being involved in a National Roadworthiness Survey inspection makes me late or miss a delivery?**

We have sought to minimise disruption to industry in the way we have designed the survey. Operators are required by the Heavy Vehicle National Law (HVNL) to manage the driving task and respond to delays incurred by external factors such as traffic enforcement, congestion and mechanical issues.

**Has the NHVR taken animal welfare into account in designing the survey?**

Normal animal welfare processes apply.

**Will the results of the National Roadworthiness Survey be published?**

Yes, a report outlining the key findings of the survey will be published in early 2025.

**What if I'm running out of hours and I have been stopped for a National Roadworthiness Survey inspection?**

We have tried to minimise disruption to industry in the way we designed the survey, but drivers must still comply with fatigue laws and all other HVNL requirements.

**How are vehicles selected for a National Roadworthiness Survey inspection?**

Selection will be based on heavy vehicle type. A random sample of vehicles within each vehicle type will be taken based on quotas provided on the advice of a statistician. We want an accurate snapshot of Australia's heavy vehicle fleet; so specific operators, industries or drivers will not be targeted.

**Can the same vehicle undergo a National Roadworthiness Survey inspection more than once?**

The basis for selection is the vehicle. Therefore, a rigid truck or prime mover will not be inspected more than once. However, trailers may be inspected more than once if they are attached to a different hauling unit and that hauling unit has not been subjected to a National Roadworthiness Survey inspection.

**Why are National Roadworthiness Survey inspections of buses and coaches being done in depots?**

Buses will be inspected at their depots to take advantage of operational downtime given the difficulties of intercepting them during normal operations. It would be inappropriate to subject passengers to a 45 minute+ inspection.

**Why are National Roadworthiness Survey inspections of Special Purpose Vehicles (e.g. class 1 vehicles) being done in depots?**

Given that intercept points are typically on major highways, it is unlikely that a sufficient number of SPVs will travel past the intercept points.

## WHAT WILL HAPPEN TO THE SURVEY DATA?

**How are the inspection results being recorded?**

Details of each inspection will be recorded on a survey application and then entered into a database which will consolidate results and analyse data to generate the survey report.

**Are the results of each inspection confidential?**

Yes. Data on the mechanical condition of specific vehicles will not be published. However, jurisdictions may follow up with you about your vehicle, depending on its condition. NHVAS or WAHVAS will also be advised on the condition of your vehicle.

**How can I trust the data collected by the National Roadworthiness Survey?**

The vehicles will be selected for inspection on a random basis using a method recommended by a statistician and inspections will be performed in a consistent manner nationally. Specific operators, industries or drivers are not being targeted. We want the data to be as representative as possible of the condition of the Australian heavy vehicle fleet.

**How will the National Roadworthiness Survey make the roads safer?**

The National Roadworthiness Survey is a research project designed to take a snapshot of the mechanical condition of Australia's heavy vehicle fleet. The data collected will be used to inform policy and develop projects to reduce the social, environmental and economic harm from unroadworthy heavy vehicles.