



CODE OF PRACTICE

# FATIGUE MANAGEMENT FOR COMMERCIAL VEHICLE DRIVERS

# AGENDA

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- ✘ **WHAT IS FATIGUE?**
- **FATIGUE MANAGEMENT PLANS**
- **TRIP SHEET**
- ❖ **POLICY**
- **INFORM**
- ✓ **CASE STUDDY**

# WHAT IS FATIGUE?

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- + Defining fatigue
- + How the body clock works
- + Impact of working hours on fatigue
- + The need for sleep
- + Working at night

# DEFINING FATIGUE

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- ✘ Where Fatigue is a general term used to describe the feeling of being tired, drained or exhausted. Fatigue is accompanied by poor judgment, slower reactions to events, and decreased skills, such as in vehicle control.

# DEFINING FATIGUE

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- ✘ Fatigue may affect a person's ability to work safely. It must be identified, assessed and controlled like other hazards in the workplace.

# DEFINING FATIGUE

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- ✘ Importantly, fatigue impairs a driver's judgment of his or her own state of fatigue. This means the effective management of fatigue should not be the responsibility of the driver alone.

# DEFINING FATIGUE

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- ✘ Both employers and employees have a role to play in making sure any risks associated with fatigue are minimized.

# DEFINING FATIGUE

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- ✘ Fatigue can result from long or arduous work, little or poor sleep and the time of day when the work is performed. It can be influenced by health and emotional issues, or by several of these factors in combination. Fatigue can accumulate over a period of time.

# DEFINING FATIGUE

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- ✘ The body's natural rhythms, or "body clock", also have an impact, particularly for those who work at night or who work for extended periods.

# HOW THE BODY CLOCK WORKS

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- ✘ Most people are day orientated, designed to work in the daytime and sleep at night. The circadian rhythms (the “body clock”) are the body’s natural rhythms that are repeated approximately every 24 hours. These rhythms regulate sleeping patterns, body temperature, hormone levels, digestion and many other functions.

# HOW THE BODY CLOCK WORKS

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- ✘ Work schedules that require people to be awake and active at night or early morning or working for extended periods, cause disruptions to the body clock. This will affect the quality and quantity of sleep and lead to a build up of sleep debt and a drop in alertness and performance.

# IMPACT OF WORKING HOURS ON FATIGUE

- ✘ Common transport industry work practices include working long hours, prolonged night work, working irregular hours, having little or poor sleep and early starting times. Many commercial vehicle drivers work more than 12 hours per day and a working week of over 70 hours is common practice, which makes them particularly susceptible to fatigue.

# IMPACT OF WORKING HOURS ON FATIGUE

- ✘ The risk of falling asleep at the wheel increases when drivers are driving at times when they would normally be asleep, particularly in the pre-dawn hours. There is also an increased crash risk during the mid-afternoon “siesta hours”.

# IMPACT OF WORKING HOURS ON FATIGUE

- ✘ The risk of accidents also increases with the length of shift. The risk of a crash generated by two twelve-hour shifts is equal to the risk of six eight-hour shifts.

# IMPACT OF WORKING HOURS ON FATIGUE

- ✘ Controlling fatigue requires cooperation between employers and employees. Control strategies need to be implemented to reduce the risk of crashes as a result of fatigue.

# THE NEED FOR SLEEP

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- ✘ All people have an irresistible need to sleep, with the urge to sleep greatest during the night and early morning when most people would normally be sleeping. Six hours sleep a night is the usual minimum. However, people differ in the amount of sleep they need and their tolerance levels may also vary if they don't get enough sleep.

# THE NEED FOR SLEEP

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- ✘ Poor sleep, such as sleeping in a moving vehicle or having a small amount of sleep over several days, leads to severe sleep debt and the irresistible urge to sleep. This increases the risk of falling asleep while driving.

# THE NEED FOR SLEEP

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- ✘ There are early warning signs when a person is sleepy and these warning signs should not be ignored when driving. Drivers have a limited ability to predict when they will fall asleep and by continuing to drive when sleepy, they place themselves and others at great risk of a serious crash.

## **SLEEP INDICATORS INCLUDE:**

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- + a drowsy feeling;**
- + blurred vision;**
- + difficulty keeping eyes open;**
- + head nodding;**
- + excessive yawning; and**
- + repeatedly drifting out of lane.**

# FATIGUE INDICATORS INCLUDE:

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- ✘ not feeling refreshed after sleep;
- ✘ a greater tendency to fall asleep while at work;
- ✘ more frequent naps during leisure hours;
- ✘ feelings of sleepiness;
- ✘ extended sleep during days off;
- ✘ increased errors and loss of concentration at work.

# THE NEED FOR SLEEP

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- ✘ Using the radio or air-conditioning to stimulate alertness has limited effect and will not overcome tiredness. Substances such as stimulant drugs will provide a boost but do not reduce the need for sleep. Sleep that is delayed will need to be made up later.

# THE NEED FOR SLEEP

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- ✘ The risk of fatigue is reduced when work schedules provide for sufficient good quality sleep. The most beneficial sleep is a good night's sleep of at least six hours, taken in a single continuous period. The restorative effects are less if the sleep is split between day and night time. Some people experience excessive sleepiness during the day, despite an apparently adequate length of sleep. This suggests the presence of a sleep-related disorder that may require medical attention.

# WORKING AT NIGHT

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- ✘ Many commercial vehicle drivers work at night and, in particular, during the hours between midnight and 6am. They are either doing shifts or have schedules that require travel at night. Working at night elevates the risk of fatigue because it combines the daily low point of alertness with the increased likelihood of reduced amounts of sleep.

# WORKING AT NIGHT

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- ✘ Night workers are six times more likely to have a crash than day workers. The risk of an accident increases with the number of nights worked, with a 45 per cent increase by the fourth night and 90 per cent by the seventh night.

# WORKING AT NIGHT

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- ✘ People who work at night have trouble adjusting their body clocks. No matter how much sleep a person has beforehand, he or she will feel sleepy between 1:00am and 6:00am.

# WORKING AT NIGHT

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- ✘ Regular night workers can make some adjustment to their body clock that enables them to sleep during the day. This is rarely a complete readjustment however and on average night workers get around two hours less daily sleep than day workers. Apart from the effect of the body clock, their sleep is also more prone to disturbance. When they go back to being “day” people on their days off, they also find that their body clock resets itself to the normal day-night schedule. With both the quality and duration of sleep being affected, sleep deficit and fatigue can accumulate.

# WORKING AT NIGHT

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- ✘ Driving at night on regional roads, further increases the risk of a fatigue- related crash. The limited visibility, low levels of lighting, and generally reduced levels of sensory stimulation combined with higher speeds increase the likelihood of a road crash.

# WORKING AT NIGHT

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- ✘ Where possible schedules should be adjusted to reduce night driving.
- ✘ Drivers and others in the workplace should be informed of the dangers and the warning signs associated with fatigue at night.

# WORKING AT NIGHT

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- ✘ Information should be provided on how best to cope with night work by changing and improving the environment for work and sleep both on the road and at home.

# WORKING AT NIGHT

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- ✘ Drivers coming off night shift should also have the opportunity to recover any sleep loss before returning to work. There should be at least 24 hours off between shift changes to prepare for the new day or night shift.

# • **FATIGUE MANAGEMENT PLANS**

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- A fatigue management plan is a written document that provides information on the organization's approach to fatigue management and the procedures that are to be followed.
- It must cover the following areas:

# • **FATIGUE MANAGEMENT PLANS**

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- Scheduling trips
- Roster drivers
- Establishing a driver's fitness for work
- The education of drivers in fatigue management
- Managing incidents on or relating to commercial vehicles
- Establishing and maintaining appropriate workplace conditions

# • **FATIGUE MANAGEMENT PLANS**

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- One plan could cover fatigue management for all commercial vehicle drivers in an organization. There does not have to be an individual plan for each commercial vehicle driver.

# • **FATIGUE MANAGEMENT PLANS**

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- ✘ In some situations the fatigue management plan will be made up of a number of policies and procedures that are already in other corporate documents. For example, fitness for work policies and procedures may be in human resource management manuals and relevant information on training may be in general safety induction manuals. Some policies and procedures that are used for fatigue management, such as policies on alcohol and drugs in the workplace and hazard and incident reporting procedures, may apply to a wide range of circumstances within the one organization.

# • **FATIGUE MANAGEMENT PLANS**

- ✘ Where relevant policies and procedures exist, which have been developed in consultation with employees and safety and health representatives, they could be used for the fatigue management plan. To comply with the requirement to have a fatigue management plan it would not be necessary to create documents especially for this purpose. The plan could identify and reference existing policies and procedures. This would be acceptable as long as the full range of items included in the list above was readily available and all are directly relevant to fatigue management.

# ❖ POLICY

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- ❖ FATIGUE POLICY STATEMENT OF REEF TANKERS
- ❖ On behalf of the Management team I, the undersigned, Managing Director of Reef Tankers, commit myself to a policy of continuous improvement of Fatigue Management and will ensure that this policy is understood, accepted, implemented and maintained throughout the company.

## ❖ POLICY

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- ❖ Reef Tankers is a safety conscious company whose moral obligation is to protect and ensure the safety of the employees and public road users against injuries resulting in any of the companies activities.
- ❖ The management team and all the organizational members take it as their responsibility to achieve continuous improvement in the work environment by abiding by the following guidelines:

## ❖ POLICY

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- ❖ All vehicles will perform a 15 minute safety stop after every 200 km's travelled.
- ❖ Maximum of 5.5 hours continuous driving, then Bulk Driver Operator (BTO) must take a 30 min brake.
- ❖ Maximum of 12 driving hours in any 24 hour driving period.
- ❖ Maximum of 72 driving hours in any 7 day period.

## ❖ POLICY

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- ❖ All Reef Tankers vehicles, except for 24/7 double shifted vehicles will park no later than 23:00 at night and start up at 05:00 in the morning. This instruction will only be overridden by Management consent.
- ❖ The Management Team and employees are required to be totally committed to this cause as part of our Zero Tolerance commitment.

# ➤ **INFORM**

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## ➤ **FATIGUE**

- All drivers have to be alert behind the wheel at all times. Unexpected events on the road, like a pedestrian crossing the road without looking out for traffic or a vehicle slamming on brakes right in front of you without any warning, needs quick thinking and fast action – something you cannot do when you are tired!

# ➤ INFORM

## ➤ WHAT IS FATIGUE?

- Fatigue is a lack of physical strength, a feeling of being tired or exhausted, that causes difficulty in moving the arms, legs and other muscles.

## ➤ WHAT CAUSES FATIGUE?

- Lack of exercise
- Stress in the work environment
- Poor sleeping habits
- Depression
- Boredom or monotonous working conditions
- Colds and flue sometimes cause fatigue, although the symptoms of fatigue will disappear as the cold runs its course.



# ➤ INFORM

## ➤ DRIVER FATIGUE:

- It is a given fact that long distance drivers suffer from driver fatigue due to the long, boring hours spent behind the wheel, poor sleeping habits and the lack of exercise. You could be suffering from driver fatigue if:
- Your eyes go out of focus by themselves, you battle to see properly.
- You have trouble keeping your head up.
- You can't stop yawning.
- You can't concentrate and you lose track of time.
- You battle to keep an even speed and keep drifting out of your lane.
- You don't remember driving the last few KM`s.
- You miss the highway off-ramp that you are supposed to take.



# ➤ INFORM

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- HOW TO COMBAT DRIVER FATIGUE:
- A driver should be allowed to stop for a 10 minutes (Arrive Alive) (Reef Tankers, 15 Minutes) rest after each 2 hour driving period.
- Always get a good night's sleep before you drive.
- Don't drive when you are tired – choose a safe place to stop and REST!
- Make sure you get plenty of fresh air while you drive.
- Don't depend on coffee or drugs to keep you awake.
- Keep your eyes moving, by regularly checking your mirrors, speed and the road ahead.
- In winter, don't drive with the heater blowing in your face – it will make you sleepy.
- Don't drive with the cab light on – it strains your eyes and distorts your vision.

## ➤ **INFORM**

- **HOME TREATMENT FOR FATIGUE:**
- Regular exercise is your best bet. If you feel too tired to exercise, try walking a short, brisk walk.
- Eat a well balanced diet.
- Recognize the symptoms of depression and seek professional help if you feel you are not coping.
- Limit drugs like tranquilizers, cold and allergy medications which could contribute to fatigue.
- Reduce your use of caffeine, nicotine and alcohol.



## ➤ **INFORM**

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### ➤ **CHRONIC FATIGUE:**

- Chronic Fatigue is a flu-like illness that causes severe fatigue lasting longer than 6 months. Call your doctor if unexplained fatigue is severe, persistent and interferes with your activities for more than two weeks despite home treatment.

# FINAL

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- × Questions?
- × Comments?
- × Thank You!
- × Enjoy the rest of your day.