Consider the questions below to assist you in managing your drivers' fatigue.

1. **Scheduling and rostering** – the scheduling of trips should allow for drivers to take adequate rest breaks and provide drivers with the flexibility to manage fatigue.

- Do you consider fatigue management measures when rostering drivers?
- Do you allow sufficient time for drivers to take adequate breaks?
- Are drivers provided with sufficient days off to recover from the cumulative effects of fatigue caused by extended periods of work?
- Are drivers regularly asked to drive during peak fatigue times, namely 2 pm–4 pm and 10 pm–6 am?
- Do drivers ensure that they consider the impact of activities such as recreational activities and personal life on their well-being and capacity to work safely?
- Are drivers using time off responsibly to prepare for/recover from the fatigue effects of work?

2. **Training and education** – all personnel should be provided with training on the prevention of fatigue.

- Are drivers and management provided with training and education on fatigue management issues?
- Are drivers given a copy of Safety Queensland's '*Managing fatigue: a guide for the workplace*'?
- Do drivers/management have the knowledge and skills to practise effective fatigue management?
- Are drivers/management tested on their knowledge of fatigue management (for example, by a quiz)?
- Is the fatigue management training revisited on a periodic basis?
- Has a formal fatigue management program been developed that caters for the needs of your organisation?
- Are drivers provided with information on their Occupational Health and Safety responsibilities?
- Does management actively encourage fatigue management training?
- Does management initiate contact with drivers to monitor fatigue?

3. **New drivers** – induction program.

- Are new drivers provided with fatigue management training?
- Are new drivers given a copy of Safety Queensland's '*Managing fatigue: a guide for the workplace*'?

Additional information

This information has been produced to assist in complying with legislation and policy. Clarification of this information may be obtained from your local Department of Transport and Main Roads Passenger Transport office.

The *Transport Operations (Passenger Transport) Act 1994*, *Transport Operations (Passenger Transport) Regulation 2005* and *Transport Operations (Passenger Transport) Standard 2010* can be viewed online at www.legislation.qld.gov.au.

Additional information about public passenger services is available on the Department of Transport and Main Roads website at www.tmr.qld.gov.au.

Transport and Main Roads

Fatigue management

What is driver fatigue?

Driver fatigue, or tiredness, is a general term used to describe the experience of being 'sleepy', 'tired' or 'exhausted'.

The effect of fatigue is both a physical and a psychological experience and can severely impair judgement when driving. Driver fatigue can cause lapses in concentration which could prove fatal.

Fatigue is not just a problem for drivers on long trips as any driver can suffer from fatigue even on short trips.

Fatigue is involved in up to 30 % of fatal crashes and up to 15 % of serious injuries requiring hospital treatment. Being awake for more than 17 hours is similar to having more than two standard drinks and having a blood alcohol content of more than 0.05.

The problem with fatigue is that it slowly develops and drivers often do not realise they're too tired to drive safely. Drivers must learn to recognise the warning signs and take a break before it is too late.

Legislative requirements

Under section 10 of the *Transport Operations (Passenger Transport) Standard 2010*, a driver of a public passenger vehicle must not operate a vehicle while fatigued.

An operator of a public passenger service must take reasonable steps to ensure that each driver complies with the fatigue management requirements (section 21 of the *Transport Operations (Passenger Transport) Standard 2010)*.

If a driver operates a vehicle with a vehicle mass of more then 12 tonne or a bus that can carry more than 12 adults (including the driver) they must also comply with the requirements of the *Transport Operations (Road Use Management – Fatigue Management) Regulation 2008*. New requirements under this legislation came into effect on 29 September 2008 and include revised work and rest hours and record keeping requirements. There is now a general duty on all parties in the chain of responsibility to take reasonable steps to manage fatigue.

For more information go to the Department of Transport and Main Roads website at www.tmr.qld.gov.au or the National Transport Commission (NTC) website at www.ntc.gov.au.

Fatigue is caused by:

- inadequate amount or poor quality of sleep over an extended period
- sustained mental or physical effort
- disruption of the normal cycles of daytime activity and night sleep
- environmental stresses during sleep (such as light, heat and noise)
- medication (some medications cause drowsiness)
- diagnosed or undiagnosed sleep disorders (sleep apnoea, insomnia and narcolepsy)
- obesity/dietary habits
- night work (causes sleep implications as daytime sleep is less restorative than nocturnal sleep)
- workload and lifestyle choices (illness, childcare, sport, socialising, studying).

Ways to identify fatigue include:

- repeated yawning
- loss of attentiveness
- slower reaction times
- impaired judgement
- feelings of drowsiness or tiredness
- reduced alertness
- sore, red and tired eyes
- dim or fuzzy vision
- droning or humming in ears
- wandering, disconnected thoughts
- mood swings (feeling irritable and restless)
- daydreaming
- muscle stiffness and cramps
- difficulty keeping your head up or eyes open
- driving speed creeping up or down
- finding it difficult to maintain your lane position when driving.

How to prevent fatigue

For drivers:

In-vehicle fatigue management strategies

- Stop regularly, at least once every two hours and take short breaks. Walk around for a while, exercise and breathe deeply.
- Counteract fatigue with regular healthy food and drink. High protein and low Glycaemic Index (GI) foods are best, for example, a salmon sandwich on wholegrain bread. Avoid excessive consumption of high calorie, high fat and high GI foods such as thick shakes as these can make you drowsy.
- Carry plenty of drinking water in the vehicle and drink it regularly.
- Wear sunglasses when driving to minimise glare.

General fatigue management strategies

- Ensure adequate sleep (minimum six consecutive hours in a single 24 hour period, however the average required on a sustained basis is about seven to eight hours).
- Set up conditions at home (and the vehicle) so you can get as much sleep as possible. Reduce noise, light and disturbances.
- Enlist family support for a peaceful environment when sleeping (particularly when sleeping in daylight).
- Manage stress (work related and personal).
- Improve general health and fitness. Exercise and avoid being overweight.
- Have regular health checks. Ensure that you do not have a sleep disorder or other medical conditions that could affect your driving ability.
- Check what prescription medicines you are taking. Some can affect your alertness or cause drowsiness. Check with your pharmacist or doctor.

For operators:

General fatigue management strategies for your staff

- Control and monitor shifts to minimise driver fatigue (working in excess of 12 hours creates a significant safety risk).
- Reduce or eliminate irregular shift patterns. The impact of fatigue is greater for drivers with irregular shift patterns.
- Incorporate short breaks in shifts.
- Arrange the driver's roster to maximise the opportunity to recover from the effects or onset of fatigue.
- Encourage health and fitness of drivers.
- Provide information to promote driver health.
- Be aware if drivers have a second job.
- Consider if the driver's lifestyle contributes to fatigue, such as sporting commitments, study commitments, new parent, illness. For example, does the driver do a full day of study followed by a work shift? It is the continuous hours that the driver has been awake and not just the length of the shift that contributes to fatigue.