

FATIGUE MANAGEMENT IN NEW ZEALAND

Fatigue Management Programme Trial

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What is driver fatigue?

What causes fatigue?

- sleep debt
- length of time between sleeps
- circadium rhythm

Fatigue as a crash factor

- 1997 - 2001 driver fatigue contributing factor 224 fatalities, 2243 injury
- 1997-2001, 2.8% truck drivers involved in crashes where truck driver has been recorded as fatigued
- NZ fatigue related crashes for trucks lower than estimated or recorded for overseas

Managing driver fatigue

- regulated driving hours
- logbooks
- education / advertising
- fatigue management programme (FMP) trial

FMP Trial

- FMP - piloted in Australia
- FMP - not designed to replace driving hours, seen as an alternative to managing risk, is for “Good” operators
- Emphasis is on audit

FMP Definition

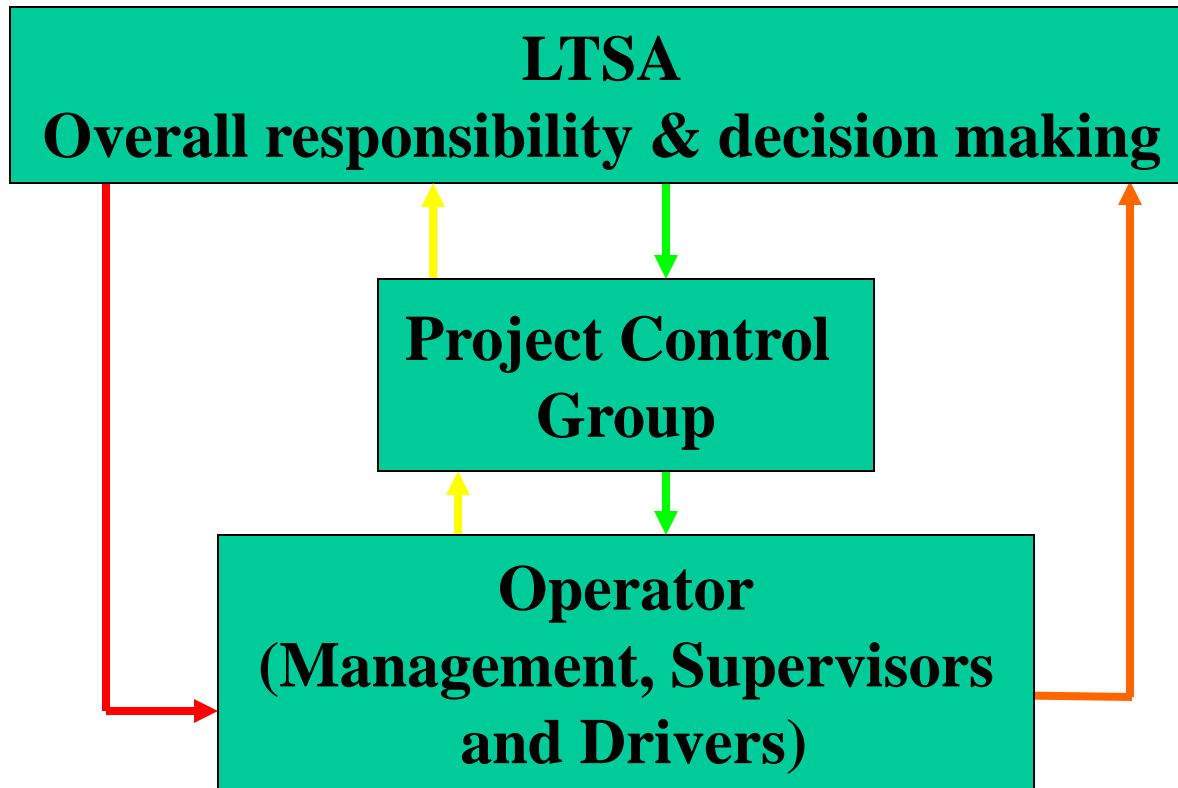
- FMP is still a “driving hours” system
- The driver/operator decide what they could safely work
- The LTSA must agree
- Key potential advantage - Safety + Flexibility

Purpose of the FMP Trial

- To assess whether FMP is likely to offer a safe, efficient option to managing driver fatigue and likely compliance costs.

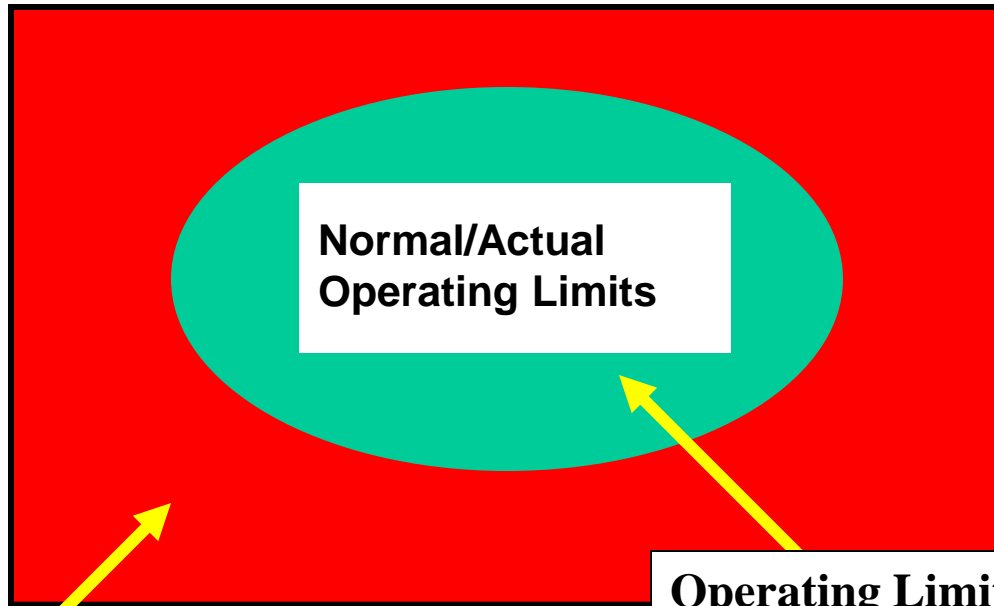
FMP Trial: Structure

Relations



Regulated Driving Hours

Two tier



“No Go” Zone;

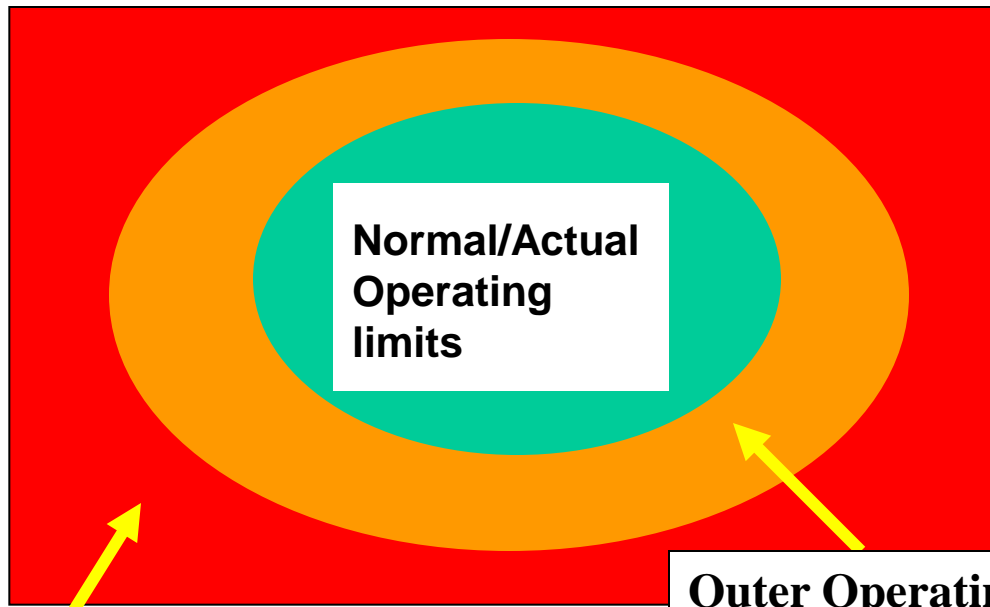
If a driver is in this area without an exemption then they’re breaking the law and sanctions will apply.

Operating Limits;

These are the limits set by law. Provided a driver’s work day stays within these limits no offence is committed.

FMP Limits

“Avocado in a shoe box”



In this zone, **outside FMP**;
Exemption no longer applies and
standard enforcement actions can be
taken.

Outer Operating Limits FMP;
May be used for a max agreed number
of times. Must use and record agreed
counter-measures.

The FMP Trial Process

- Selection of trial participants
- Policy and Procedures
- Driver Fatigue Surveys
- Driver Fatigue Awareness training
- Consider Operator's application
- If approved begin trial, audits
- Final evaluation

Choosing the trial participant

- 103 companies invited
- 53 companies attended
- 16 completed Registration of Interest
- All 16 rated. Trial offered to top 5

Policy and Procedures and Driver Fatigue Surveys

Policy and procedures

- checked and audited by LTSA
- benchmark for future operators

Driver fatigue surveys

- benchmark survey
- 6 month surveys
- based on honesty

Driver Fatigue Awareness Training

Two modules

- What is FMP?
- Driver Fatigue
 - What is fatigue? causes, signs, symptoms
 - sleep
 - possible counter-measures (health, diet, lifestyle)



Driver Fatigue Awareness Training
as part of the Fatigue Management Programme Trial

Certificate of Completion

Awarded to _____ of _____

Date _____ Course Convenor _____

LAND
transport safety
AUTHORITY

Company Application

- Actual work hours, Outer Limits or Outer work hours, and corresponding Counter-measures
- Apply for exemption from driving hours system

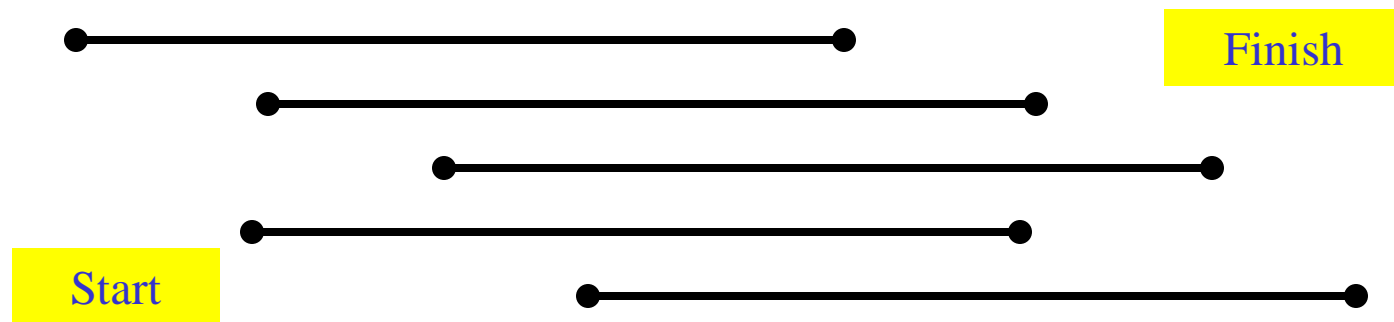
Evaluation of FMP trial - criteria

- Safe (Driver Fatigue)
- Cost effective for business
- Cost effective for enforcement/compliance



Final Evaluation

- Report to Government 2003
- 6 month trial - if safe, then possibility for extension



Where are we at now with the trial?

1st Operator

- Policy and procedures audited
- 21 drivers undertook driver fatigue awareness training
- all driver benchmark surveys completed
- FMP proposal submitted - PCG discussions
- next step present proposal and exemption from regulated driving hours to Director for consideration

Other operators

- Initial meetings held
- some follow-up meetings held
- discussion regarding application(s)
- some pulled out of trial and have been replaced

What have we learned so far?

- Training
 - helpful, FMP clearly explained
 - participating drivers have fatigue strategies in place
- Operators
 - some perception of FMP being resource intensive
 - takes time to progress to a differently regulated environment
 - intensive, hands on involvement of LTSA staff in initial set-up

What have we learned so far?

Contd

Documentation

- simplify
- company overview

Project Control Group (PCG)

- valuable mechanism
- involve key stakeholders

Concluding comments - “all good”

- good buy-in from participating operators
- good working relationships being developed between LTSA and trial participants
- good to raise awareness and understanding of driver fatigue
- good to trial new initiatives