

TRANSPORT NEWS

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Driver Fatigue – Avoiding Drive Home Collision.

YOU MAY WELL BE UTILISING FATIGUE MANAGEMENT PRINCIPLES IN YOUR BUSINESS as a means of driver safety and collision protection in the course of your business. But do you also consider what you should do to ensure your employees are fit to drive home at the end of their shift. My experience is that the latter is rarely considered, although I know of one company that began investing resources when one of their work mates was killed close to home after falling asleep at the wheel.

So you ask, what can I do about it? *Managing 24x7*, Circadian Technologies Inc says make sure your workers know the three risk factors for falling asleep at the wheel.

1. **Sleep debt.** Shift workers generally get an hour or two less sleep per day than day workers.
2. **Time since sleeping.** A worker who sleeps until 1 pm and gets off work at 7 am is driving home after being awake 18 hours – which studies show produces impairment equivalent to a blood-alcohol content of 0.08.
3. **Time of day.** Human body rhythms make it particularly difficult to stay alert during the overnight hours, and even at 7 or 8 am alertness levels are still relatively low.

Next, *Managing 24x7* says, make sure your workers know which fatigue countermeasures are effective- and which are not.

1. **Highly effective.** Sleep, napping. Getting enough sleep is by far the most important thing anyone can do to avoid attention lapses on the road (most people require

Facts about driver fatigue

Driver fatigue can be described as driver tiredness or sleepiness. Some of the symptoms of fatigue include restlessness, boredom, drowsiness, aches and pains, sore or tired eyes and loss of concentration.

Fatigue accounts for approximately 16% of all fatal crashes and for about 30% of fatal crashes in country areas. Fatigue related crashes tend to be severe as fatigued drivers often fail to brake before colliding.

62% of fatigue-related crashes or near crashes occur when drivers have driven for less than 2 hours.

Almost half of the drivers who are involved in fatigue-related crashes or near crashes stated that they did not have a full night's sleep before travelling.

Alcohol causes drowsiness and can compound tiredness.

Approximately 13% of fatigued drivers involved in crashes had been drinking alcohol.

NSW HSC on line.

seven or eight hours sleep a day to function well). Short of calling a cab, taking a nap before driving home is the number one thing a drowsy driver can do to reduce his or her collision risk.

2. **Moderately effective.** Caffeine, carpooling. But note that caffeine does not boost alertness and performance. Carpooling does offers some advantages: having someone to talk with keeps the driver's mind engaged but it is not a sure-fire solution.
3. **Minimally effective.** Exercise, radio, air conditioning. Exercise provides only a temporary boost of alertness. Singing along with the radio, opening windows, turning on air conditioners provide little or no benefit.

Safe Handling of Freight

THE SUBJECT FOR THIS MONTH is *Recording Training* that is available at www.workcover.sa.gov.au/ftp/documents/roadRecordingTraining.pdf.

Overhanging Loads

TRANSPORT SA ADVISES THERE IS A PERCEPTION BY MANY PEOPLE THAT OVERHANGING LOADS ARE NOT PERMITTED. This is not so. In South Australia the *Road Traffic (Mass and Loading Requirements) Regulations* permit load projections but they must not exceed the size limit set for the vehicle or combination in the vehicle standards. Similar provisions apply in other jurisdictions, but check first for the details.

Other projection limitations are:

- **Front and side.** Load must not project more than 1.2 metres in front of a vehicle and not more than 150 mm from the side of it.
- **Rear.** A bright piece of material at least 300 x 300 mm (during the day) or a red light (during the night) must be attached to the rear of the load when:
 - The load projects more than 1.2 metres behind the vehicle.
 - When the end of the load projection cannot be easily seen from behind.
 - The load is on a pole type trailer.
- **Projections** must not project in a way that is dangerous to a person or property.

Registration Code Confusion?

OCCASIONALLY WE EXPERIENCE TRUCKS OPERATING WITH THE WRONG REGISTRATION CODE. From what I hear the regulatory agencies also have the same experience. The difference being that if the regulatory people find the problem you could find yourself in something you would rather not be in.

Our advice, check your trucks are registered in the appropriate code when you take delivery, before renewing the registration and whenever you change the type of combination it is to be used in.

An explanation of the appropriate codes is available on the Transport SA web site at www.transport.sa.gov.au/fees/heavy_vehicles.asp

Services Provided by TEAM

Accreditation

Services include HACCP (Hazard Analysis Critical Control Points) for food safety, ISO 9000 quality management, NHVAS (National Heavy Vehicle Accreditation Scheme), PACIA (Plastics and Chemicals Industries Association), WA Heavy Vehicle Accreditation and TruckSafe.

ADR (Australian Design Rule) Compliance Approvals

Service on ADR compliance issues for trucks, buses and trailers.

Auditing

Services cover HACCP (Hazard Analysis Critical Control Points) for food safety, ISO 9000 quality management series, NHVAS (National Heavy Vehicle Accreditation Scheme), PACIA (Plastics and Chemicals Industries Association), WA Heavy Vehicle Accreditation and TruckSafe.

Fleet Management

We provide a fleet management service for most transport and vehicle maintenance activities.

General Advisory Services

We provide a general advisory service on many legal issues and or government policies.

Mass and Dimension Permits

Services include preparation and submission of applications, route assessment and advice on other permit issues.

Modification Approvals

We provide a design, construction and certification service for modified trucks and trailers throughout Australia.

Truck and Trailer Mass Upgrades

Assessment and certification service for changes in a vehicle's application.

For further information on our services we can be contacted as follows:

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Disclaimer

We suggest that our clients do not act solely on the basis of material contained in this newsletter because the items herein are comments of a general nature only and may be liable to misinterpretation in a particular circumstance, also changes to legislation and policy can occur quickly. We therefore recommend that our advice be sought before acting on any of this information.