

Driver Fatigue Strategy: An Inter-agency Strategy To Combat Driver Fatigue

82

recovery, percent of time loading/unloading, etc.) "accounted for appreciable variation in driving fatigue (R squared = 0.42) and close calls (R squared = 0.35), but not crash involvement." Self-report measures were used to assess fatigue (i.e., 3-item measure). Crash involvement was measured using the sum of two items: (1) reportable accidents (to the company) and (2) chargeable accidents that drivers had been involved with over the last 2 years. Approximately one-fifth of the drivers reported having one or more reportable accidents, and approximately 4% reported having chargeable accidents. The raw data was adjusted to account for exposure and expressed on a per 100,000 mi basis. Drivers with reportable accidents had between 0.32 and 6.41 crashes per 100,000 mi, while those reporting chargeable accidents had between 0.29 and 1.03 crashes per 100,000 mi. The measure exhibited a Cronbach alpha of 0.85.

2. "Driving while fatigued accounted for incremental increases in the amount of variation in close calls, after consideration of inherent factors and safety practices."
3. "... Safety practices (e.g., establishment of a strong safety culture, dispatcher scheduling practices, company assistance with fatiguing behaviors such as loading and unloading) have considerable potential to offset fatigue-inducing factors associated with truck driving work."
4. While there is an assumption that employees will use off-duty time to engage in restorative activities, the insufficient recovery results reported in this study led the authors to conclude that "drivers do not necessarily spend their non-work time in this manner." While drivers may not engage in job-related activities during their recovery periods, some drivers do engage in activities and sleep patterns that lead them to report back to work already fatigued. The authors note that the results "suggest that the potential misuse of off-duty time can be mitigated by the presence of a strong safety climate or enactment of policies targeted at fatigue-inducing activities (i.e., companies can act to reduce this problem)."

Findings Directly Related to HOS (include page references):

Driver Fatigue/Alertness

p. 63. "Insufficient recovery was gauged by asking drivers how frequently they began a new 'workweek' 'feeling tired or fatigued.' Just over half (53%) said this never or only rarely happened to them (scored '1') while 47% indicated that this happened with greater frequency (scored '2')."

p. 65. "Fatigue-inducing factors, especially insufficient recovery, appear to play a role in determining whether a driver experiences fatigue and close calls due to fatigue."

p. 65. "The amount of time spent loading and unloading trucks appears to have a bearing on crash involvement, though the overall role of fatigue inducing factors was not predictive of crash involvement." (i.e., more loading and unloading was associated with negative impacts).

p. 65. "The joint ability of fatigue-inducing factors and safety practices accounted for 42% (p < .001; Model 1) of the variation in fatigue while driving."

p. 66. "Contrary to expectations, policies to minimize driving at night appeared to increase the frequency of close calls due to fatigue. However, it should be noted that policies to minimize nighttime driving were negatively related (albeit non-significantly) to fatigue while driving (beta = -.10, ns; Model 1), leaving the utility of this practice open to further debate."

p. 66. "Schedule regularity, difficulty in finding a place to rest, and insufficient recovery remained statistically significant contributors to the model."

p. 66. "Proposition 3 asserted that fatigue while driving accounts for variation in the frequency of close calls due to fatigue and crash involvement, after controlling for fatigue-inducing factors and company safety management practices. ... We conclude that Proposition 3 was supported in the case of close calls but not in the case of crash involvement."

Items 1 - 7 code of practice to manage fatigue in heavy vehicle drivers. The package The regulatory proposal seeks to control important fatigue precursors such as lack of .. wide support for a multi-tiered regulatory approach but differences on whether there recognising the symptoms of fatigue, and strategies to better.drivers, fatigue i s part of the long distance driver's job. Most drivers reported feeling fatigued at least occasionally, with more than half reporting that they.for Managing Heavy Vehicle Driver Fatigue and the National Rail Safety adopt risk management strategies to manage the risks of fatigue in these work together to identify fatigue risk factors and implement effective control measures. Fatigue is often caused by a number of inter-related factors which can be cumulative.Heavy Vehicle Driver Fatigue Reform. In Australia Land Transport Safety Strategy. Moving inter-agency cooperation prevent sleep loss adding up.National reforms to combat heavy vehicle driver fatigue are about Transport and Main Roads Heavy Vehicle Telematics Strategy Driver fatigue or is a significant safety hazard for the road transport industry. Queensland Government Agent Program offices, and some regional police stations.Our research demonstrated the interdependencies between planning and Research Report Resealing strategies to increase seal life and prevent seal Research Report A literature review on driver fatigue among drivers in the .The National Road Safety Strategy (NRSS) was approved and released by the transport agencies, and was endorsed by the Transport and Infrastructure Council in. November Australia, and the development of technology to combat driver fatigue. .. curtain airbags, alcohol and seatbelt interlocks, and ISA.considering strategies to better understand and manage fatigue. There are integrated to provide seamless road, rail and port interchanges. This is vital to destinations, network configurations, and physical accessibility to and control of Fatigued heavy vehicle drivers are a substantial road safety problem in NSW. RTA.RTA road safety program: area driver fatigue. 36 .. The project aligns with relevant council plans (eg strategic, social, transport, road safety, crime prevention.Defence Safety Management Agency. Fatigue Management During Operations: A Commander's Guide. By major contributing factor to debilitating combat stress reactions. Fatigue does familiar with appropriate strategies for dealing with non-military personnel had replaced another driver who had been overcome by.The Logan Road Safety Strategy is a partnership initiative between Logan City Council and our valued . of drugs and alcohol while driving; fatigue awareness;.While there is no universally accepted definition of driver fatigue, it is . It is generally considered that fatigue is more common in single-vehicle crashes than multi- . agencies, suggesting that the physical demands of riding certainly impact upon rider fatigue. Countermeasures and Rider Strategies to Combat Fatigue.The goal of this training module is to increase driver safety and prevent all types of bus accidents. Additionally, the agency wants drivers to have better lives. It is too early to estimate the effectiveness of the fatigue awareness training. Cost effectiveness was the primary advantage of this strategy as reported by the.Driver fatigue is recognised as a major contributing factor to road

crashes periods when people are known to drive long distances (e.g. Stop. These strategies assume that only long trips, which involve considerable driving time . accident by the driver, and after an accident by law enforcement agencies, fatigue is often.

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