

# Heavy Vehicle *Fatigue Management*

*every journey matters*

# Session Overview

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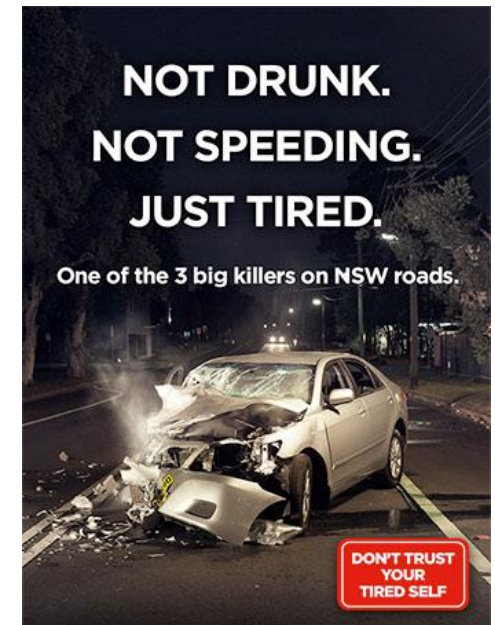
- **Fatigue Kills**
- **Heavy Vehicle National Law (HVNL)**
  - ✓ Fatigue-regulated heavy vehicles
  - ✓ Work diaries
  - ✓ Basic and Advanced Fatigue Management Accreditation
- **Managing and Preventing Fatigue**
  - ✓ Wake up to the signs of fatigue
  - ✓ Test your tired self
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  - ✓ Driver Reviver
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- **Higher Productivity Vehicles**
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- **Resources and Contacts**

# Fatigue Kills...

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## Did you know?

- Fatigue is one of the big three killers on NSW roads
- More people in NSW now die as a result of fatigue-related crashes than drink driving crashes
- Fatigue-related crashes have increased from 49.7 per year (average from 2014-16), to 72 over the past 12 months
- Fatigue-related crashes are twice as likely to be fatal - drivers who are asleep can't brake



# Heavy Vehicle National Law (HVNL)

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## **The Heavy Vehicle National Law (HVNL) was introduced to:**

- manage the impact of heavy vehicles on the environment, road infrastructure and public amenity
- promote industry productivity and efficiency
- improve safety within the heavy vehicle industry

## **Regulations under the HVNL prescribes requirements about:**

- the standards heavy vehicles must meet before they can use our roads
- the maximum permissible mass and dimensions of heavy vehicles
- securing and restraining loads on heavy vehicles
- ensuring parties in the chain of responsibility are held responsible for drivers of heavy vehicles exceeding speed limits
- preventing drivers of heavy vehicles from driving while impaired by fatigue

## Heavy Vehicle National Law – *Fatigue-Regulated Vehicles*

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Driver fatigue provisions of the Heavy Vehicle National Law apply for any fatigue-regulated heavy vehicle

A vehicle is a fatigue-regulated heavy vehicle if it:

- ✓ **has a Gross Vehicle Mass (GVM) of more than 12 tonnes; or**
- ✓ **has a Gross Combination Mass (GCM) of more than 12 tonnes; or**
- ✓ **is a bus with a GVM of more than 4.5 tonnes and it is designed to carry more than 12 people including the driver**

Motorhomes and plant not based on a truck chassis (such as a grader or bulldozer) are not fatigue-regulated heavy vehicles for the purposes of the Heavy Vehicle National Law.

# Heavy Vehicle National Law – *Work Diaries*

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- Drivers of fatigue-regulated heavy vehicles operating under Standard Hours\* must carry and fill in a Work Diary for each day on which the driver engages in 100+ km work
- A driver who is driving a fatigue-regulated heavy vehicle for ‘local work’ (*within* a 100 km radius of the driver’s base) must continue to carry a Work Diary although they are not required to fill it in for local work
- A driver that has been required to fill in a Work Diary must give their record keeper a copy of the Work Diary daily sheet within 21 days of the day on which the work was done. *The record keeper for an employed driver is the driver’s employer. For a self-employed driver (which includes contractors and owner-drivers) the driver is their own record keeper.*

\*Standard hours apply to all drivers who do not have fatigue management accreditation

# Heavy Vehicle National Law – *Work Diaries*

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## Exemptions from Work Diary requirements

There are some exemptions from the requirement to carry and fill in a Work diary including:

- An employee of a local government authority (council) is not required to carry or fill in a Work Driver if the employee only drives within the boundaries of the council for which they work, even if they drive more than 100 km from the driver's base
- A person engaged in primary production is not required to carry and fill in a Work Diary if they drive within a 160 km radius of the driver's base
- The National Heavy Vehicle Regulator may also exempt an individual driver or a class of driver from Work Diary requirements provided specific conditions are met

# Heavy Vehicle National Law – *Fatigue Management Accreditation*

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## **Basic and Advanced Fatigue Management Accreditation**

Accreditation brings a risk management approach to managing driver fatigue. As part of this approach, fatigue risks are to be managed through a compliant fatigue management system. There are a number of standards that must be met to be accredited for BFM and AFM accreditation, including:

- **Fitness for duty and health** – drivers are in a fit state to safely perform required duties and drivers may also be required to participate in a health management system to identify and manage fatigue risks
- **Fatigue knowledge and awareness** – personnel involved in the management of the BFM or AFM option demonstrate competency in fatigue knowledge
- **Workplace conditions** – workplace environments and conditions must assist in the prevention of fatigue
- **Operating limits** – operating limits will provide drivers and operators with the flexibility to effectively manage fatigue



# Managing and Preventing Fatigue

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- **Wake up to the signs of fatigue:**

- Yawning
- Poor concentration
- Sore/tired eyes
- Restlessness
- Drowsiness
- Slow reactions
- Boredom
- Oversteering

- **Test Your Tired Self**

Drivers can test how tired they might be before getting behind the wheel. The site also provides tips to avoid driving tired.

Go to: [testyourtiredself.com.au](http://testyourtiredself.com.au)



# Managing and Preventing Fatigue

## Rest Areas

Interactive Rest Area maps assist with planning rest stops.

**Rest areas in NSW**

If you intend to travel on Australia's major roads or highways, you need to plan your rest breaks.



Online Interactive Rest Area map **LAUNCH NOW**



**Rest Area Map**

Plan your trip and find rest area sites near your route.

From:

To:

Clear Print Map Go

Heavy and Light Vehicle Rest Areas

Light Vehicle Rest Areas

Load Checking Areas

Display rest areas with:

<input type="checkbox"/> Toilets	<input type="checkbox"/> Picnic Tables
<input type="checkbox"/> BBQ Facilities	<input type="checkbox"/> Playground Equipment
<input type="checkbox"/> Accessible	<input type="checkbox"/> Shelter

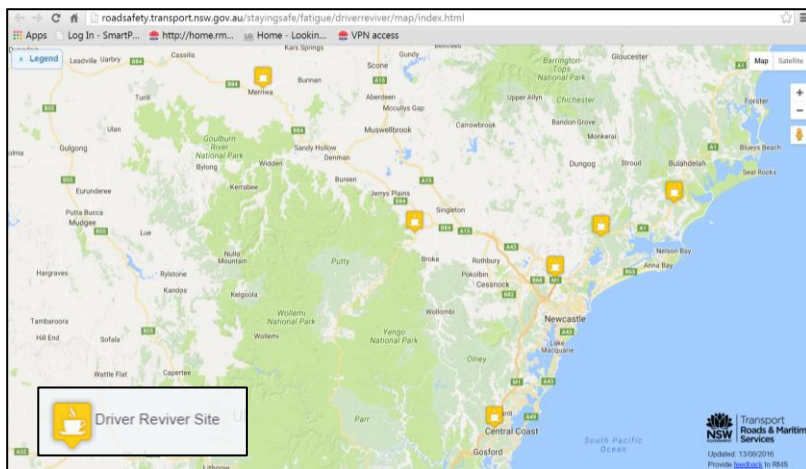
Update

# Managing and Preventing Fatigue

## Driver Reviver

The Driver Reviver program operates throughout Australia during holiday periods and over long weekends to reduce fatigue-related crashes on our roads.

Online maps identify Driver Reviver sites where drivers can take a break from driving and enjoy some complimentary refreshments.



# Managing and Preventing Fatigue

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## Nutrition

Driver fatigue can also be exacerbated by poor nutrition and eating habits.

Tips to help boost energy levels and fight fatigue, include:

- ✓ Drink plenty of water
- ✓ Be careful with caffeine
- ✓ Eat breakfast
- ✓ Don't skip meals
- ✓ Eat a healthy diet
- ✓ Don't overeat



<http://www.webmd.com>

[www.betterhealth.vic.gov.au](http://www.betterhealth.vic.gov.au)

# Higher Productivity Vehicles

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RMS is actively developing approved networks for Higher Productivity Vehicles to access.

Higher productivity vehicles result in less truck movements for the same given freight task

# Higher productivity as a fatigue countermeasure

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**Increase in permissible mass = reduction in the number of trips**

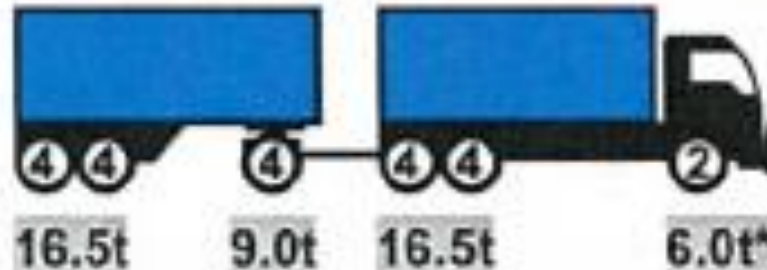
**Decrease in trips = Fatigue Management Strategy**

# Higher Productivity - fatigue countermeasure?

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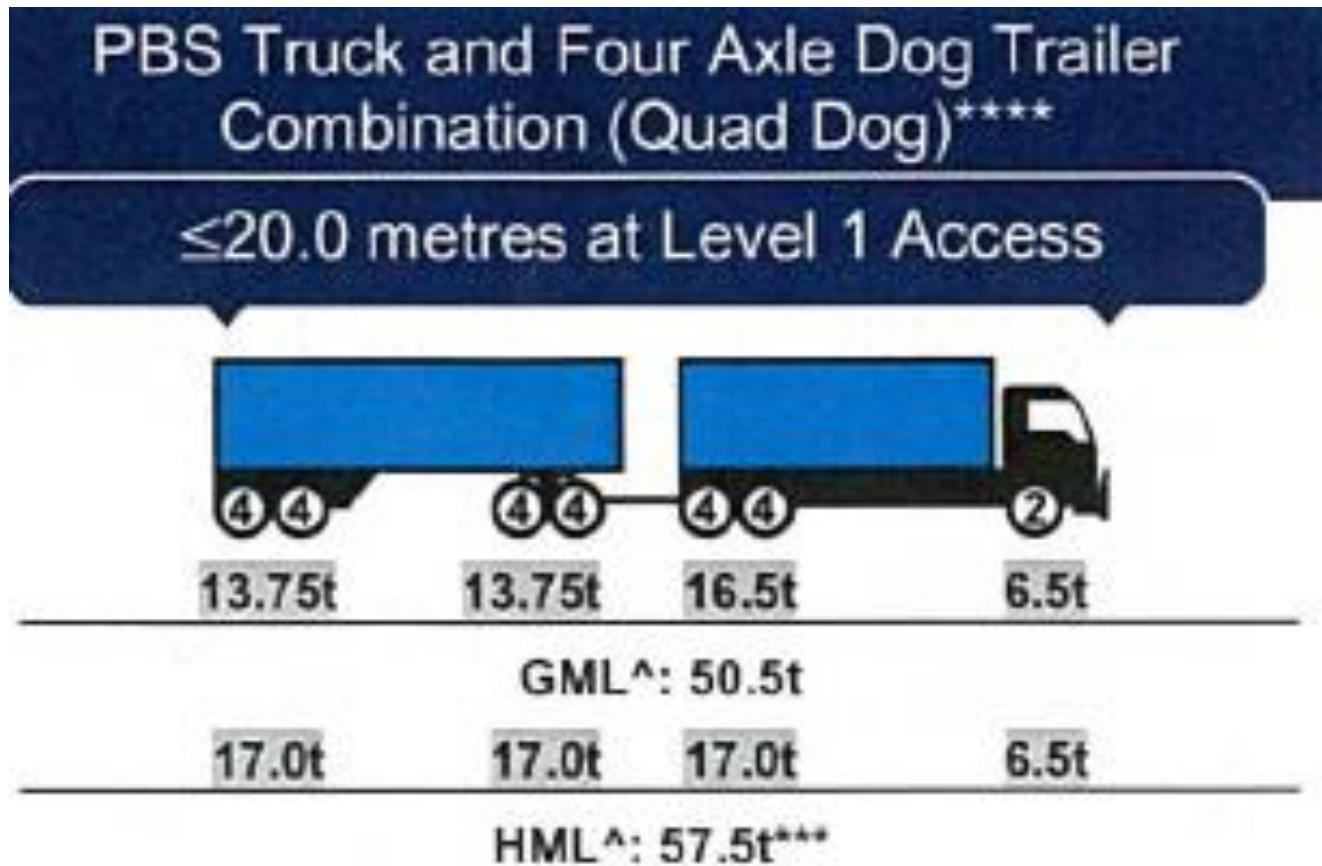
## 6 Axle Truck and Dog Combination

19.0 metres maximum overall length



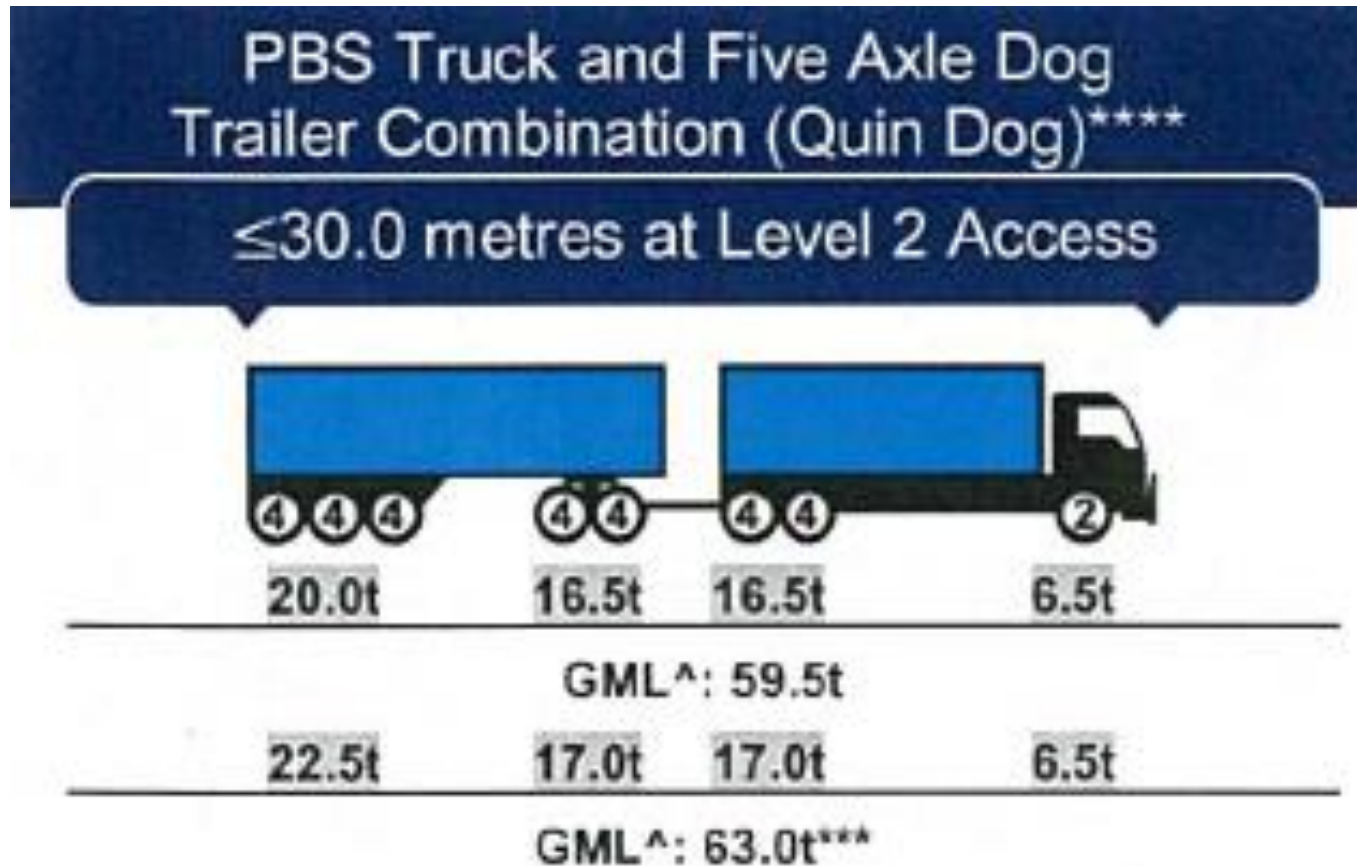
GML^: 48.0t

# Higher Productivity - fatigue countermeasure?

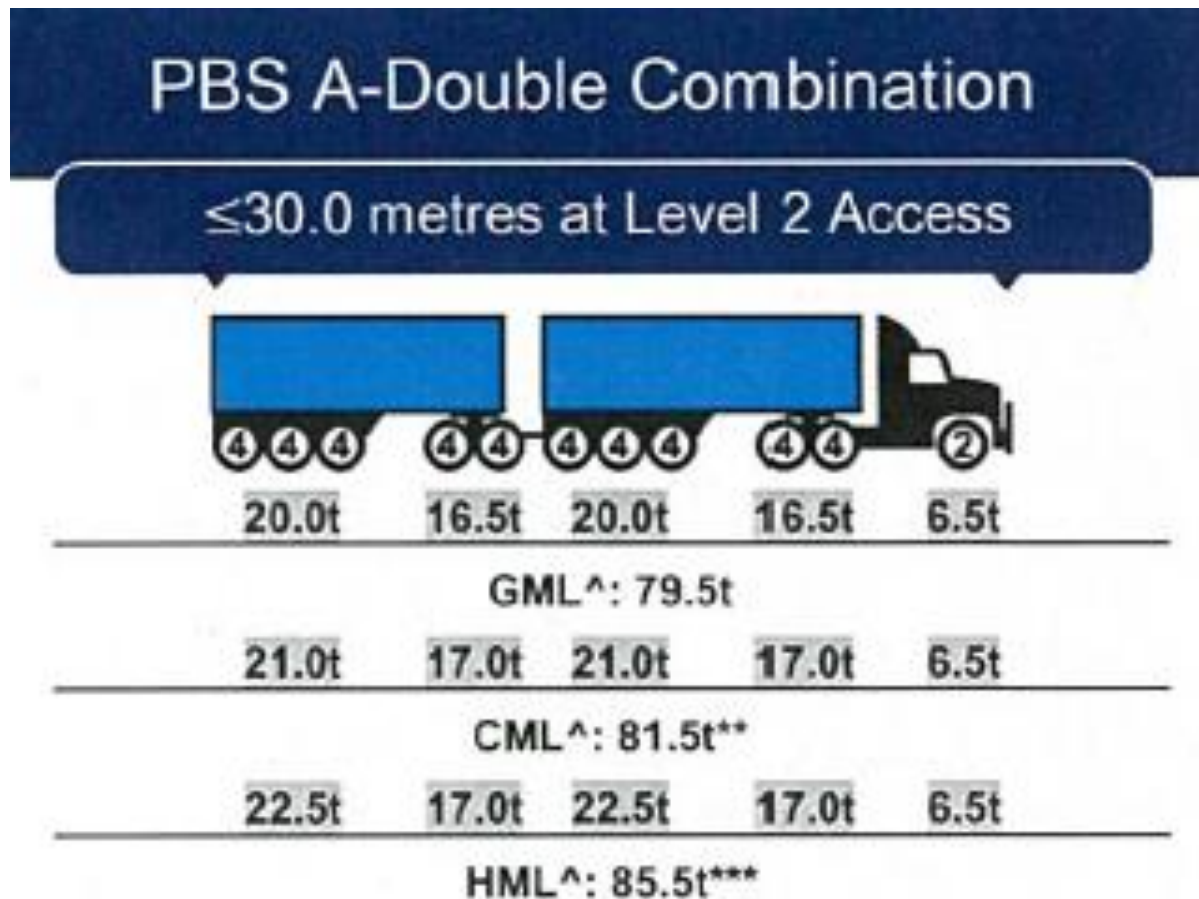




# Higher Productivity - fatigue countermeasure?



# Higher Productivity - fatigue countermeasure?



# Higher Productivity Vehicles

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## **Enforceable Network Maps**

There are interactive maps which provide an active depiction of the location of road network restrictions and approved routes for use by heavy vehicles

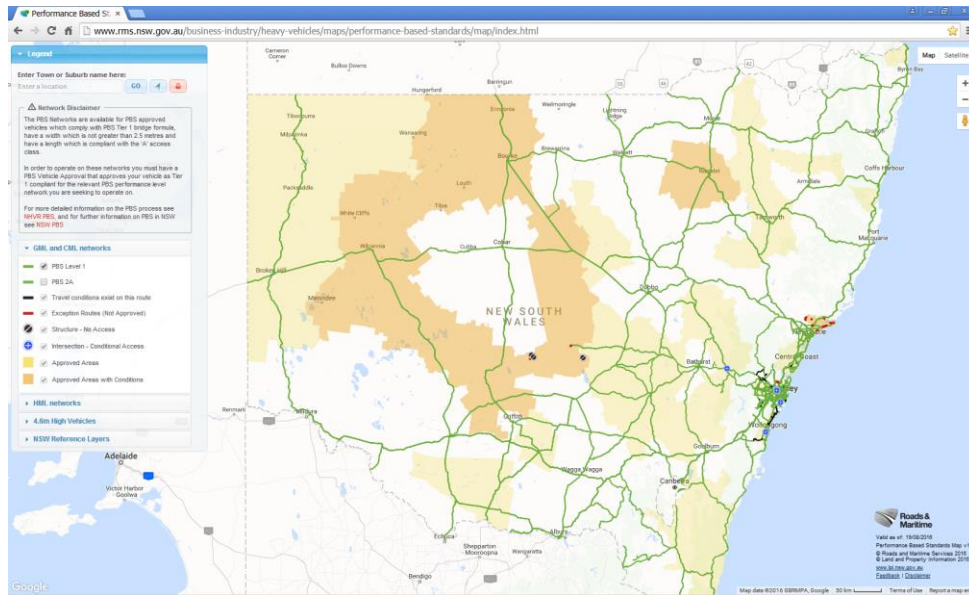
The published maps and/or approved road lists are the legally enforceable network in NSW.

The maps are refreshed to include any updates every two weeks

<http://www.rms.nsw.gov.au/business-industry/heavy-vehicles/maps/index.html>

# Higher Productivity Vehicles

## PBS Maps



Road managers may choose to grant access through a permit or add the routes to the displayed PBS networks.

### Network Disclaimer

The PBS Networks are available for PBS approved vehicles which comply with PBS Tier 1 bridge formula, have a width which is not greater than 2.5 metres and have a length which is compliant with the 'A' access class.

In order to operate on these networks you must have a PBS Vehicle Approval that approves your vehicle as Tier 1 compliant for the relevant PBS performance level network you are seeking to operate on.

For more detailed information on the PBS process see [NHVR PBS](#), and for further information on PBS in NSW see [NSW PBS](#)

### GML and CML networks

- PBS Level 1
- PBS 2A
- Travel conditions exist on this route
- Exception Routes (Not Approved)
- Structure - No Access
- Intersection - Conditional Access
- Approved Areas
- Approved Areas with Conditions

### HML networks

### 4.6m High Vehicles

### NSW Reference Layers

# Higher Productivity Vehicles

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## Limitations

Throughout the Hunter Region there are a considerable number of Restricted Access Bridges due to the identified maximum safe working limit of the structure.

The bridges are identified on the interactive maps

RMS may issue a permit with conditions such as reduced operating mass

# Resources and Contacts

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## Websites

[www.roadsafety.transport.nsw.gov.au](http://www.roadsafety.transport.nsw.gov.au)

[www.rms.nsw.gov.au](http://www.rms.nsw.gov.au)

<http://www.rms.nsw.gov.au/business-industry/heavy-vehicles/maps/index.html>

[www.nhvr.gov.au](http://www.nhvr.gov.au)

<http://www.webmd.com>

[www.betterhealth.vic.gov.au](http://www.betterhealth.vic.gov.au)

## RMS Contacts

Angela McGrath – Road User Safety Officer – 0419 312 042

Mark Foran – Heavy Vehicles Access Coordinator – 0457 549 492

Mark Leach – Industry Liaison Officer, Heavy Vehicles – 0413 368 022

## Resources

- Brochures/Posters
- Road Safety Packs
- Road/Driveway Stencils

