



accidents don't have to happen

Fatigue and driving

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Effects of fatigue

Fatigue is a major but under-recognised hazard in the workplace; adversely affecting workers' health, safety and wellbeing as well as overall organisational effectiveness



Fatigue and driving

- Have you ever driven whilst tired?
- What were the circumstances?
- How did you cope?
- What would you have done differently?



Micro sleep

- What it is
- What happens
- Causes
- Signs and symptoms



Fatigue and driving – the facts

- Up to 20% of road accidents and 25% of fatal and serious injuries
- 50% of those are more likely to result in death or serious injury as they tend to be high impact



Crashes caused by tired drivers...

- ... are most likely to happen when?
- Long journeys on monotonous roads
- Between the hours of 02.00 and 06.00
- Between the hours of 14.00 and 16.00
- After having less sleep than normal
- After drinking alcohol or taking medication
- After working long hours
- On journeys home after long shifts



Drivers most at risk

- Young males
- Truck drivers
- Company vehicle drivers
- Shift workers
- Medical professionals



Sleep and risk

- 6 to 7 hours of sleep: 1.3 times the crash risk
- 5 to 6 hours of sleep: 1.9 times the crash risk
- 4 to 5 hours of sleep: 4.3 times the crash risk
- Less than 4 hours of sleep: 11.5 times the crash risk

Based on analysis of a representative sample of 7,234 drivers involved in 4,571 collisions



What would you do?

- Your driver has been at work since 08.00
- All their deliveries are complete and they're 50 miles away from base
- You need them to make an 18 mile detour for a client pickup
- It's off their normal route in an unfamiliar area
- You know they have personal commitments in the early evening



What does the Highway Code say?

- **Rule 91**
- Make sure you are fit to drive
- Avoid undertaking long journeys between midnight and 06.00
- A minimum break of at least 15 minutes after every two hours of driving is recommended
- Sleepy? Stop in a safe place
- Two cups of caffeinated coffee and a 15 minute nap



Solutions - What can you do?

- Plan the journey
- Plan the route
- During the journey



Managing fatigue in the workplace

- Shift workers
- Non shift workers
- Policies and communication
- Raising awareness
- Training
- Risk assessments



Talking about fatigue and driving

- How do you create the right conditions for the conversation?
- As a manager



Talking about fatigue and driving

- How do you create the right conditions for the conversation?
- As a driver



Case study

“When anyone asks me how I can best describe my experience of nearly forty years at sea, I merely say uneventful. Of course there have been winter gales and storms and fog and the like, but in all my experience, I have never been in an accident of any sort worth speaking about. I have seen but one vessel in distress in all my years at sea, I never saw a wreck and have never been wrecked, nor was I ever in any predicament that threatened to end in disaster of any sort.”

– From a paper presented by **E.J. Smith** in 1907.

On 14 April 1912, RMS Titanic sank with the loss of 1500 lives. The captain went down with the ship. His name – **E.J. Smith** (Toone, 2004). *[extract from Health and Safety and Environment Audits a Risk Based Approach by Stephen Asbury and Peter Ashwell]*

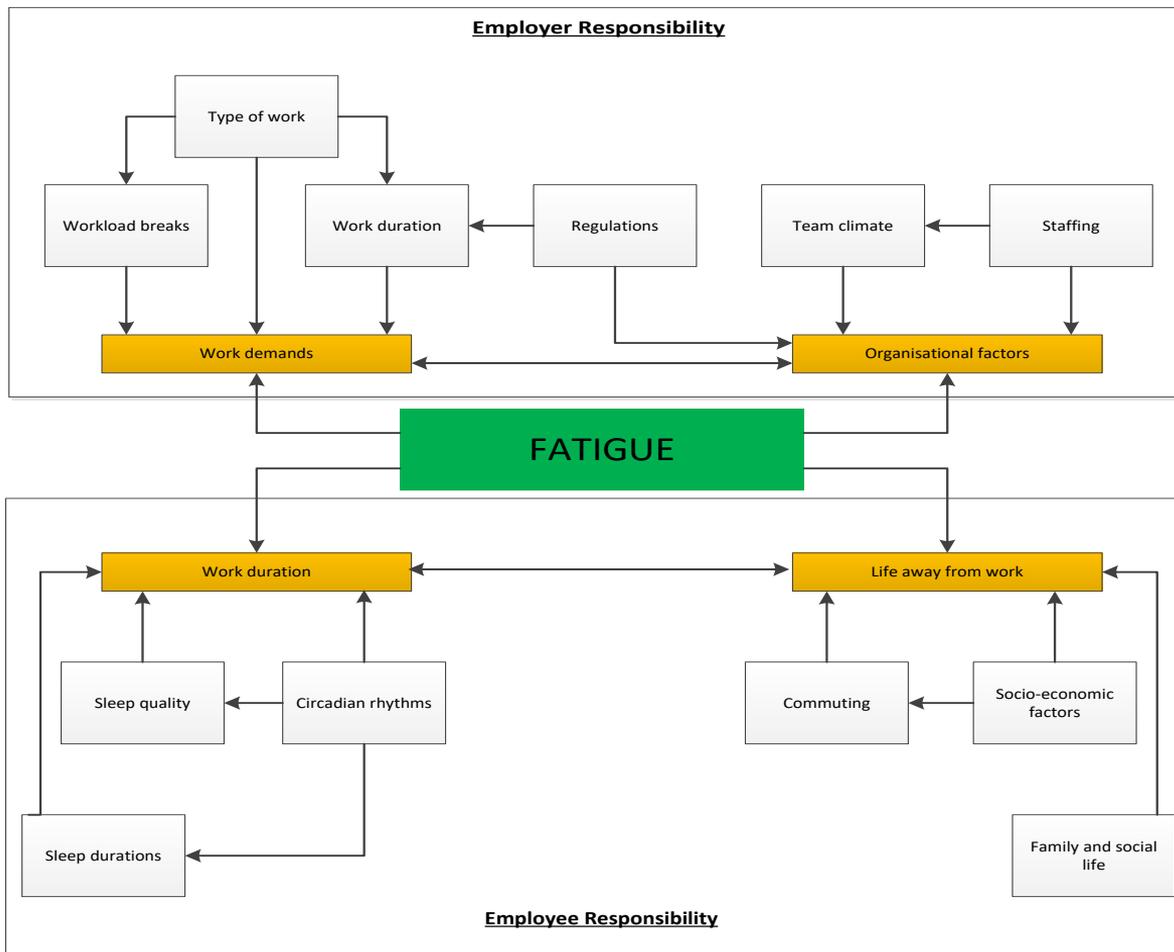


Case Study

- Monday 9th June 2014, a Carillion Rail Resourcing crew van was involved in a collision with another vehicle, which tragically resulted in two of the occupants being pronounced dead at the scene.
- Two further passengers were transferred to Southmead Hospital in Bristol. Sadly one died of his injuries on the 12th June after the heart breaking decision to turn off his life support machine was made by his family, the other vehicle passenger lost an eye.
- Driver Stephen Parry Jenkins, Jailed for Four and a Half years and banned from driving after getting behind the wheel 'knowingly deprived of sleep or rest'.

WalesOnline



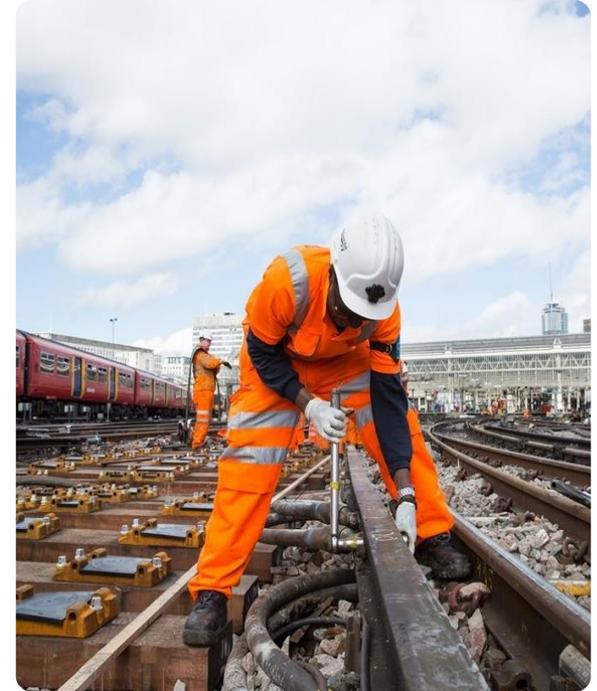


Managing the Risk of Driver Fatigue - Employer

- Schedule work hours and time and manage duty times and breaks;
- Ensure employees are informed of the risks associated with fatigue;
- Ensure working hours, shift rosters, shift changeovers, and shift cycles are structured and managed to avoid or minimise fatigue;
- Provide accommodation that are conducive to sleep;
- If onsite messing is provided, ensure employees are offered a balanced diet;
- Implement every practicable control measure that can reduce the effects of fatigue.

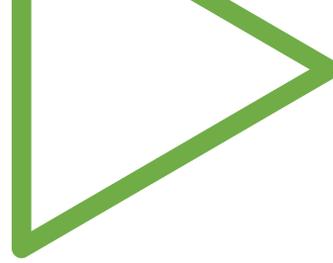
Managing the Risk of Driver Fatigue - Employee

- Manage your personal time to ensure you are rested and fit for duty, including taking future duty times into account when planning your off-duty lives;
- Take reasonable steps to ensure your sleeping environment, nutrition, use of caffeine, alcohol, drugs and medications, and your travel arrangements do not adversely affect your ability to carry out your duties safely;
- Inform your line manager as soon as possible if you believe that you, or a colleague are, or are likely to become, too tired to carry out your duties safely;
- Declare any second job which could affect your fatigue and/or ability to carry out your duties safely;

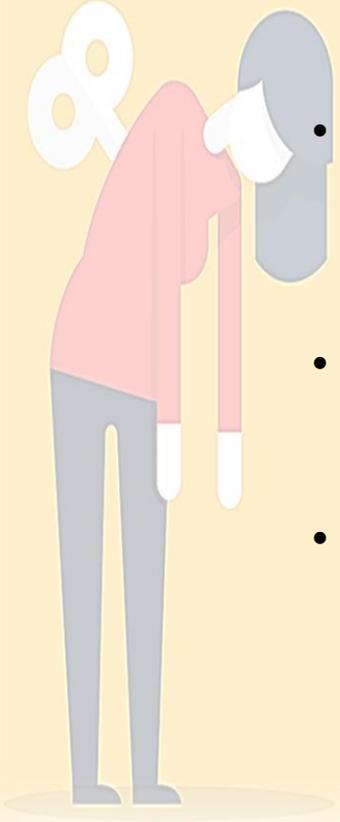


Managing the Risk of Driver Fatigue - Employee

- Declare any second job which could affect your fatigue and/or ability to carry out your duties safely;
- Inform your line manager if you become aware that you have a condition, such as a sleep disorder, which could make you more liable to potentially dangerous levels of fatigue at work;
- Not put other people in danger by undertaking a duty when you are excessively fatigued.



Fatigue – Getting the Procedure right.



- **12 Hours Door to Door** - Shift times to be capped at a maximum amount 12 Hours Door to Door and 12 hours of minimum rest between shifts.
- **No more than 13 in 14** – Should not work more than 13 Shifts in 14 Days
- **No more than 300 miles or 3 Hours** – No more than 300 miles driving per shift, take a break after 2 hours and do not drive more than 3 Hours in one day

Fatigue – Getting the Procedure right.

- **Local Lodgings** - for any more than 1 hours travel to the worksite if planning to work to the maximum of 12 Hours Door to Door
- **No Blame Culture** – Blame or punitive measures should not be taken against a driver who either stops to rest or reports unfit for work due to tiredness

Zac Payne and Michael Morris

- **Renown Consultants Limited** fined £450,000 fined for failing to ensure the men were 'sufficiently rested to work and travel safely'
- 'a reminder to companies that safety comes first and fatigue policies should be enforced to ensure their workforce is not too tired to work'



ScORSA

connected through driving for work in Scotland

[Scottish Occupational Road Safety Alliance](#)
raise employers' awareness of the need to
Manage Occupational Road Risk.

Free information and advice, one to one
support

Additional resources

- RoSPA Fatigue and Work position statement
- **RoSPA Road Safety factsheets:**
 - Driver Health
 - Fatigue and Road Accidents
 - Journey Planner

