



U.S. Department of Transportation
Federal Motor Carrier Safety Administration



Commercial Motor Vehicle (CMV) Driver Restart Study

Frequently Asked Questions

DRIVER PARTICIPATION

Why should I participate?

The goal of the study is to measure and compare the fatigue and safety performance levels of drivers who take one nighttime rest period during their 34-hour restart break and those drivers who take at least two nighttime rest periods during their restart break. In order for FMCSA to achieve the study goal, FMCSA needs data from drivers who are driving their normal routes. The study may lead to a safer driving environment.

Will FMCSA include team drivers in the study?

FMCSA is willing to include team drivers if one or both drivers are willing to participate.

If an interested carrier is not selected, will FMCSA tell the carrier why they were not selected?

Because of the specific requirements to represent the different fleet sizes, types of operations, and sectors of the industry in this study, the study team could not enroll all drivers who expressed interest. Once all drivers were empaneled, the study team contacted drivers or carriers that registered on the Web site and were not selected for the study to provide them with reasons why they were not selected. FMCSA did not receive the names of drivers who were contacted by the study team during the recruitment process. The study team will not share any personally identifiable information (PII) for any driver or carrier with FMCSA or any other government agency.

What if I want to leave the study?

While we would like drivers to commit to completing the study, we realize that some drivers may leave the study before completion of the 5 months of data collection. Compensation is based on the amount of time the driver is in the study.

What information related to timeline and driver selection can be provided to drivers?

Driver recruitment ended on April 24, 2015. Drivers or carriers interested in study updates can visit the [CMV Driver Restart Study](http://www.fmcsa.dot.gov/safety/research-and-analysis/commercial-motor-vehicle-driver-restart-study) overview page on FMCSA's Web site at <http://www.fmcsa.dot.gov/safety/research-and-analysis/commercial-motor-vehicle-driver-restart-study>.



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Does the study team accept drivers who drive fewer than 60 hours per week?

The study team recruited drivers whose duty schedules related to the timing and duration of duty shifts and use of the restart provision. The study team identified drivers who were likely to have multiple restart lengths (1 versus 2 nights) and restarts that occur within 168 hours (1 week) versus restarts that are more than 168 hours apart. Drivers who are likely to use either of the two restart provisions were included in the study.

If the study team does not identify the target number of participants for each of the subgroups in the sampling plan, will they be getting back to drivers to increase the sample size?

The study team recruited drivers across the industry segments, obtaining the goals specified in the legislation to the extent practicable.

LOGISTICS

Who provides the smartphones for the Psychomotor Vigilance Task (PVT) tests? What restrictions will be placed on the phone functionality (e.g., will the apps be disabled)?

The study team will provide the smartphones. Phone capability (i.e., dialing and receiving phone calls) will be disabled, and apps that are not needed in the study will be removed or turned off.

DATA

How will my data be used?

The data will be analyzed to measure and to compare the fatigue and safety performance levels of drivers who take at least two nighttime rest periods during their 34-hour restart break and those drivers who take one nighttime rest period during their restart break.

Will videos be made available to the public?

No. The study team must protect the privacy and confidentiality of all drivers participating in the study. Moreover, the study team will not share carrier or driver PII with FMCSA or any other government agency.



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Will my data be connected to my commercial driver's license (CDL) or motor carrier (MC) number?

No. The study team will not connect data to your CDL or MC number. FMCSA does not receive data from the study team that contains carrier or driver PII.

Can this be used against me?

No, there will be no inspections or compliance reviews as a result of being involved in the study. All drivers empaneled in the study have volunteered to be part of the study and have signed informed consent agreements. Carrier or driver PII is not shared with FMCSA or other government agencies.

Can I have my data?

During the study, participants will not have access to the data. At the end of the study effort, the data will be de-identified of any PII and will be developed into a public-use data set. The contractor selected to conduct the study will be able to direct participants to an accessible copy of their data.

How is this data collection device different from a FitBit or other fitness tracker?

Drivers will be using an actigraph watch to measure sleep. The actigraph watch does not have the interactive features that a FitBit has. The study participants will not be able to track their own performance on a daily basis.

Will researchers access drivers' medical records?

No. But there will be surveys where drivers will be asked to self-report some medical conditions.

Will the study team monitor medications or stimulants?

Drivers are asked to self-report any medications and other over-the-counter stimulants as part of the survey questionnaire that they complete at the beginning of the study. However, medication use is not tracked during the 5-month data collection period. Drivers will be asked to keep a caffeine log using a study-provided smartphone application.



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Will FMCSA require visibility to back office data (data beyond hours-of-service [HOS] compliance, such as hard braking data, etc.) from an onboard fleet management system or electronic logging device (ELD)? Will the data sharing agreement address this?

The study contractor may want to collect data beyond HOS compliance from a carrier's fleet management system. The study contractor will be responsible for developing data sharing agreements with that carrier. Any collected data will be de-identified of PII and developed into a public-use data set. The study team does not share carrier or driver PII with FMCSA or other government agencies.

Will the study team be capturing the drivers' off-duty data?

Yes, drivers will be using electronic logs. Drivers will also wear actigraph watches that will measure sleep duration while drivers are on and off duty.

Who will be reviewing the video collected to verify that a safety critical event (SCE) has occurred?

Lytx, formerly DriveCam, will be reviewing and coding the naturalistic driving videos to verify SCEs.

How will the coding of SCEs for this study compare to the coding Lytx uses for other customers?

Lytx will code the study videos in the same way that they code videos for their commercial clients (who use the data for video-based driver safety). The data from the coding for this study will be securely transmitted to the study team; it will not be shared with fleet managers or carriers. The structure for coding will be the same structure that Lytx currently uses for its commercial clients. The coder will not know any details regarding driver schedules or restart durations.

STUDY DESIGN

What is the relationship of this study to the previous HOS field study completed under the Moving Ahead for Progress in the 21st Century Act (MAP-21)?

This study will include a larger number of drivers, cover a longer period of data collection, and utilize additional technologies to monitor safety performance. The CMV Driver Restart Study will use onboard monitoring systems for the collection of data on SCEs. Data collection from drivers will be 5 months. The CMV Driver Restart Study will include twice as many drivers (from many sectors of the trucking industry) as the MAP-21 HOS Restart Study.



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Did the study plan always include collecting information about driver health?

The Consolidated and Further Continuing Appropriations Act (2015) required the Secretary to initiate a naturalistic study of the operational, safety, health, and fatigue impacts of the restart provisions. The study will look at all four domains, including driver health.

Will the independent peer review panel also review the study findings and report?

Yes. The peer review panel will review the draft study design and the final study report.

Is the independent peer review panel made up of internal or external reviewers?

The peer review panel members are external statisticians and researchers who are not affiliated with the U.S. Department of Transportation (USDOT) or with the institutions of the research team.

Will the study cohort include those operating under the current rule? Will the study team separate out drivers?

This is a "within-subject" research design where, over the course of the 5 months of data collection, drivers will have 1- and 2-night restart periods. The team will compare driver fatigue levels experienced after a 1-night restart with driver fatigue levels experienced after a restart with more than 1 night. Similarly, the team will assess performance metrics of drivers who take a restart within 168 hours (1 week) compared to when they take restarts that are more than 168 hours apart.

Will participation in the study determine and/or impact a driver's schedule?

This is a naturalistic driving study where participants drive their normal routes. Drivers are not required to make any changes to their work-rest schedules. The study team recruited drivers who are likely to have multiple restart lengths (1 versus 2 nights) and restarts that occur within 168 hours (1 week) and restarts that are more than 168 hours apart.

Will this study allow restarts with more than 2 nights?

Yes. This is a naturalistic observational driving study, so the study team will observe what normally occurs to CMV drivers during their usual revenue-producing operations. The study team expects to collect enough data to analyze restarts that last 1, 2, or 3 or more nights.



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Are 207 drivers enough to represent the industry?

FMCSA's statistician determined that 207 drivers were necessary; the study team's biostatistician confirmed this. The study plan was also reviewed by the independent peer review panel (which includes two statisticians) and by statisticians in the USDOT Office of Inspector General (OIG). All parties concluded that it is highly likely that 207 drivers will generate statistically significant results.

Was the targeted number of 207 part of the peer review?

Yes. Both the independent peer review panel and the USDOT OIG have reviewed and approved the study design, including the sample size.

Most common operators are dry-van, followed by flat-bed and refrigerated. Did the study team try to get a representative sample of the industry?

Yes. The study team recruited drivers from fleets of all sizes (including small, medium, and large) and operations (including long-haul, regional, and short-haul) in various sectors of the industry (including flatbed, refrigerated, tank, and dry-van).

What is the primary reason for including short-haul drivers? They do not use the restart provisions very often.

Short-haul drivers were specified in the legislation that called for the study. The study team recruited short-haul drivers who may use either of the two restart provisions.

Was there a gender requirement on the target sample for the study?

The legislation did not specify a gender requirement. The study team recruited a diverse sample of drivers. The study team does not provide carrier or driver PII to FMCSA or other government agencies.