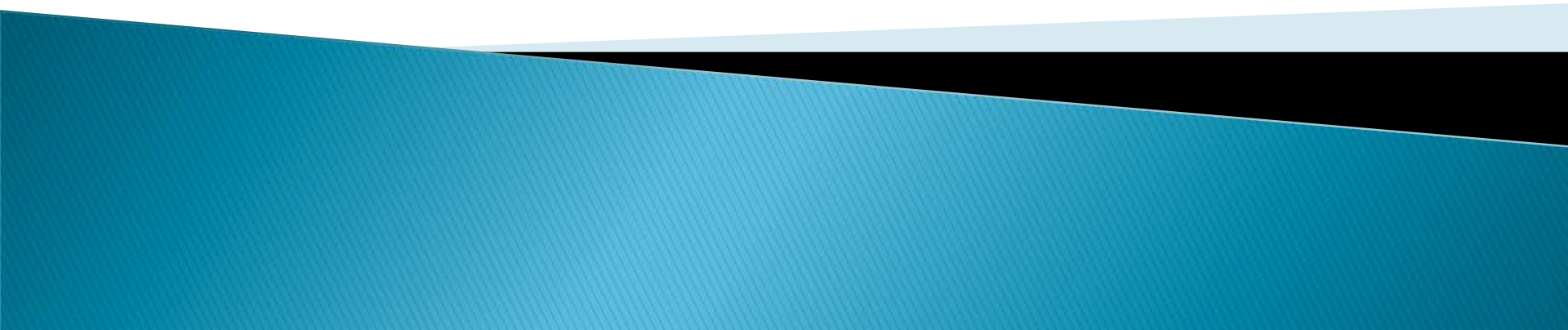


Fatigue Management Plans 101: Background, Potential Content, and Regulations for Pilot Programs

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What I'll Talk About ...

- ▶ FMP 101
 - What is a FMP is – and is not
 - What might be included in an FMP
 - Science-based case for sleep
- ▶ Collaboration – historical and current
- ▶ Part 381 requirements for pilot programs
 - Legislative history
 - Subpart D elements
 - Subpart E administrative procedures
 - 2 requests for pilots
- ▶ Questions

What an FMP is ...

- ▶ A tool to help close gaps between safety and operational needs -- and potentially improve both!
- ▶ An “overlay” that goes above minimum regulatory requirements
- ▶ Collaborative and cooperative activities involving drivers, dispatchers, and customers

What an FMP is not ...

- ▶ A substitute for compliance with any HOS regulations.
 - Although they might offer potential alternatives (exemptions or pilot programs)
- ▶ A substitute for oversight of driver health and safety.
- ▶ Requirements imposed upon drivers only
 - FMPs involve drivers, dispatchers, logistics staff, ...

What an FMP might include ...

- ▶ Assessment of schedules and various measures (safety outcomes, absenteeism, operational errors)
- ▶ Recommendations for adjustments or revisions to duty and off-duty schedules
 - Short nap periods, longer rest periods, shift start and end times
- ▶ Recommendations to consider health assessments, possible interventions
 - Sleep disorders screening, improved availability of “healthier choice” foods
- ▶ Education for operators, operators’ families, direct supervisors, and managers

What is the “fatigue” in an FMP?

- ▶ “Driver fatigue” \equiv sleep-related loss of alertness behind the wheel
- ▶ Reasons: Insufficient quantity and/or quality of sleep
- ▶ Why: Short, or poorly-timed sleep periods; possible presence of an untreated sleep disorder.

Science-Based Case for Sleep

- ▶ Regularity of work day to maintain circadian rhythm.
- ▶ Provide opportunity daily and weekly sleep.
- ▶ Driving in any duty shift should generally not exceed 12 hours.
- ▶ Consider the time of day when driving is performed.

Address 6 aspects of driver fatigue/loss of alertness (LOA)

- ▶ Acute fatigue/LOA
- ▶ Cumulative fatigue/LOA
- ▶ Short-term recovery sleep, naps
- ▶ Longer-term recovery sleep
- ▶ Circadian rhythm disruption
- ▶ Medical factors

Collaboration -- historical

▶ Research:

- 1990s: Driver fatigue/LOA with Transport Canada, Trucking Research Institute of ATA Foundation
- Today: North American Fatigue Management Program

▶ Education and outreach:

- ATAF and NPTC: “Awake at the Wheel” brochures (more than 1 M)
- ATAF: “The Alert Driver” (train-the-trainer materials: reached more than 35,000 carriers)
- OOIDA: “Dealing with Truck Driver Fatigue”
- “Getting’ in Gear” wellness program

Collaboration: Current

- ▶ **Commercial Truck and Bus Safety Synthesis Program (CTBSSP)**
- ▶ **North American Fatigue Management Program (U.S. and Canada)**

NAFMP

- ▶ Phase I: Requirements identified, approach developed
- ▶ Phase II: Educational materials, field testing procedures and assessments developed
- ▶ Phase III: Field operational test
- ▶ Phase IV: Revision/improvement of program and materials; finalized practice guidelines, manuals, and other training materials

Part 381, Subpart D: Pilot Programs

- ▶ Authority: Section 4007 of TEA-21
- ▶ Purpose: To evaluate alternatives to regulations relating to motor carrier, CMV, and driver safety.
- ▶ May include exemptions from one or more regulations.
- ▶ Must publish in Federal Register and provide opportunity for public comment.
- ▶ FMCSA must ensure safety level equivalent to, or greater than, safety achieved through compliance with the safety regulations.
- ▶ Duration limited to 3 years from the starting date.
- ▶ Report to Congress is required.

Subpart D: more details

- ▶ A pilot program is a study that gives temporary regulatory relief to a person or class of persons subject (or intending to be subject) to the FMCSRs.
- ▶ Initiated when FMCSA determines there may be an effective alternative to 1 or more FMCSRs, but does not have sufficient data to support the development of an NPRM.
- ▶ The number of participants must be large enough to ensure statistically valid findings.
- ▶ Pilot programs must include an oversight plan:
 - Ensure that participants comply with the terms and conditions of participation,
 - Procedures to protect the health and safety of study participants and the general public.

Section 381.410(a) requirements

- ▶ (1) Estimate of potential benefits ...
- ▶ (2) Estimate time needed to conduct the pilot
- ▶ (3) Regulation(s) requiring an exemption
- ▶ (4) Recommend number of participants
- ▶ (5) Suggest monitoring plan
- ▶ (6) Suggestions for plan to protect participants and the general public
- ▶ (7) Assess safety impacts of the exemption
- ▶ (8) Design safety measures to provide equivalent or greater level of safety than would be obtained by complying with regulation

Home Heating Oil Pilot

- ▶ Term: November 1, 2001 – April 30, 2003
- ▶ Participants:
 - Start: 74 carriers, 1,784 drivers, 1,937 CMVs
 - End: 63 carriers, 902 drivers, 1,083 CMVs
- ▶ HOS regulation of interest:
 - “Reset” of 60/70 h limit if driver received an off-duty period of 2 consecutive nights, including period of midnight to 6:00 am
- ▶ Outcomes:
 - No reported accidents, no discernable increased incidence of unintentional discharges of HHO.

Dart Transit Company Application for Exemption

- ▶ Pool of up to 200 single (non-team) drivers
- ▶ Up to 11 h driving in a 24-h period starting at 3 am
- ▶ Minimum 6 consecutive hours off-duty or sleeper berth time, 9 pm - 9 am.
- ▶ Additional “floating” off-duty or sleeper-berth periods to provide a minimum 10 hours off-duty in any 24-h period.
- ▶ Docket FMCSA-2007-0056

Summary

- ▶ FMPs: What they are, what they are not, and what they should consider and include.
- ▶ FMCSA's historical and current FMP-related collaborative activities.
- ▶ Part 381 Subpart D requirements for Pilot Programs; 2 projects, 2 outcomes.

Thank you! Questions?

