

Master Code Workshop - Fatigue

David Clark
National Transport Safety Manager



Workshop Objective

We will discuss:

What

- a) risks; and
- b) control measures;

That will

- c) assist a person or business *anywhere* within the chain of responsibility (as a driver, consignor, consignee, scheduler etc.) develop a customised risk management process to manage duties and responsibilities imposed under the Heavy Vehicle National Law in a manner compliant with AS 31000

The aim of the Master Code is to define a way that an industry participant can develop their own documented risk assessment process.

My role is to facilitate our discussions today 😊



Industry Codes of Practice Under Development

Master Registered Code of Practice (Fatigue)	Australian Logistics Council (ALC) and Australian Trucking Association (ATA)	Notice of Intention - Master Registered Code of Practice (Fatigue)
Master Registered Code of Practice (Mass, Dimension and Loading)	Australian Logistics Council (ALC) and Australian Trucking Association (ATA)	Notice of Intention - Master Registered Code of Practice (Mass, Dimension and Loading)
Master Registered Code of Practice (Speeding)	Australian Logistics Council (ALC) and Australian Trucking Association (ATA)	Notice of Intention - Master Registered Code of Practice (Speeding)
Master Registered Code of Practice (Vehicle Standards & Maintenance)	Australian Logistics Council (ALC) and Australian Trucking Association (ATA)	Notice of Intention - Master Registered Code of Practice (Vehicle Standards & Maintenance)



The HVNL Changes

Current as at date unknown

Heavy Vehicle National Law and Other Legislation Amendment Bill 2015

Explanatory Notes

Short title
The Heavy Vehicle National Law and Other Legislation Amendment Bill 2015

Summary
The Heavy Vehicle National Law (HVNL) provides for a range of measures to regulate the use of heavy vehicles on roads in Queensland. The HVNL is a comprehensive legislative framework for the regulation of heavy vehicles on roads in Queensland. The HVNL is the successor to the Queensland Heavy Vehicle Law (QHVNL) which was repealed in 2012. The HVNL is the successor to the Queensland Heavy Vehicle Law (QHVNL) which was repealed in 2012. The HVNL is the successor to the Queensland Heavy Vehicle Law (QHVNL) which was repealed in 2012.

Fatigue – What’s Changed?

- Chapter 6 (Fatigue) of the HVNL has in effect been split into two parts
- The duty not to drive whilst fatigued (s.228) remains largely unchanged
- The duty of additional parties will be captured a general duty provisions:
 - A person must not ask, direct or require the driver of a heavy vehicle or a party in the chain of responsibility to do or not do something that would have the effect of causing the driver to drive a fatigue-regulated heavy vehicle while impaired by fatigue; or to drive a fatigue-regulated heavy vehicle while in breach of the driver's work and rest hours; or to drive a fatigue-regulated heavy vehicle in breach of another law in order to avoid driving while impaired by fatigue or while in breach of the driver's work and rest hours



Fatigue and Heavy Vehicle Safety

- Fatigue is a known contributing factor to road crashes but the number of crashes, which fatigue plays a part, is difficult to accurately determine.¹
- Australian Transport Safety Bureau found that 1/3 of articulated truck crashes involved driver fatigue.
- Nearly 80% of the fatigue-related articulated truck crashes involved more than one vehicle and 62% occurred during the day time hours of 6am-6pm²

¹Government of South Australia, Department of Planning, Transport and Infrastructure (2013). HEAVY VEHICLE DRIVERS INVOLVED IN ROAD CRASHES IN SOUTH AUSTRALIA. Fact Sheet, July 2013
²ATIS Road Safety Research Report OR 23 "Fatigue-related crashes: An analysis of fatigue related crashes on Australian roads using an operational definition of fatigue"

Fatigue and Control Methods

- Guidance From Aaron Moeller – NHVR Senior Policy Advisor
- For control methods, we want to focus on what needs to be fixed, not necessarily how to do it. The “how” level may appear as examples, but we want to make sure we don’t prescribe particular control methods that may make sense for one operation, but impossible or not reasonably practicable for another.”
- “.....systems may include different procedures and features depending on the particular code adopter’s operations, but the adopter will need to have a *control* to ensure the driver’s schedule won’t impact fatigue (and the *control* should be reasonably practicable for their business).”



Control measures and examples – Fatigue

- We each understand there is currently basic tool sets that manage heavy vehicle related fatigue. We utilise these in *our own* operations today.
- Current controls have been catalogued into the draft Master Code.
- Share your thoughts!
- Can you suggest what other control measures, complex scenarios or examples should be included in the Master Code?



Further comments

- Please feel free to provide further comments to: peter.elliott@austlogistics.com.au

Thank you



BACK-UP SLIDES



Fatigue-regulated heavy vehicle

- GVM of more than 12 tonnes
- Work diary requirements
 - Standard hours 100+kms work
 - BFM or AFM



Work/Rest Hours Options

For a solo driver of fatigue-regulated heavy vehicle

- Standard hours
 - 12 hours maximum work time all things being equal
- Basic Fatigue Management (BFM)
 - 14 hours maximum work time all things being equal
- Advanced Fatigue Management (AFM)
 - 15.5 hours maximum work time all things being equal

