Fatigue – short form submissions received on HVNL review microsite

V2: 23/11/2020

Contribution ID	Date	Name	Organisation	Which fatigue options do you prefer and why?	Which fatigue options do you least prefer and why?	Do you have any further comments about fatigue?
712	20/08/2020	Anonymous				When making changes to the fatigue regulations, please do not forget where the industry has come from. We don't want to return to the days where drivers were pushed to drive extreme hours to keep their livelihoods, trucks, income and in same cases, contracts. This put lives at risk and wrecked havoc on the health, sanity and the home lives of the truck drivers. Refer to the Brian Snewin accident which killed 6 people in 1996 article 'Coronial inquest reveals deadly conditions in Australian trucking industry' and some of the judges comments: The Coroner's report, handed down on March 17, revealed that: • Stay-awake drugs are widely and frequently used by drivers battling to meet schedules • Drivers who fail to maintain schedules risk losing future work and thus their livelihoods • Driving while severely fatigued is common • The minimal regulations governing driving hours are often ignored Employers may push drivers if they can. The current work diary system works and it protects drivers from manipulation. If the fatigue legislation is watered down to be more 'flexible and convenient" for those who complain, we may end up with more fatigue related accidents similar to recent incident with Connect Logistics.

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715	20/08/2020	Michael Berrton		8.7 8.3a 8.3b 8.1 8.1a	8.8 Too much responsibility on driver, as if matter goes to court the Company will be free of any negligence as the driver fully signed up alone. Both driver and owner need to sign so it is a shared decision.	I think over 50 hours one could place a fatigue education to reduce any safety factors than could happen. Making sure these drivers are educated in the "right to stop if fatigue issues arise."
716	20/08/2020	Ken Mansell		Option 8.4 and - 8.3(a): Target requirements at high-risk category drivers Where there is a normal daily Work cycle within a business that has iso and OFSC accreditation there should be some exemption to a system intended for line haul Transport and high risk industries.	Option 8.8 Driver self-assessment Is my least preferred as self regulation may allow drivers with medical issues go undetected and money drives poor decision making processes	I believe there needs to be an option for utilities and workforces that drive to and from jobs in heavy vehicles and do their days work without driving long distances.
719	21/08/2020	kirk porter	KJP Haulage P/L	8.1- simplifying the hours is a great idea. unfortunately a lot of drivers struggle with arithmetic. 8.7 - i have personally been resting for 2-3 hours but then feel tired within an hour of kicking off again. A driver needs to know that they can stop for another rest if needed without it costing him time out of his work day!	Our current system. Unfortunately it encourages drivers to drive when tired and forces them rest when they are refreshed. a classic being that they might do 13.5 hour day on Thursday. They've started work all week at 7am. after a good nights sleep on Thursday night they wake up early and decide to get going	I believe that we should be able to have a set of rules in place to discipline our drivers and make a note in the work dairies to show that they have had this action taken. If they are then inspected roadside by enforcement officials they can see what the drivers history has been like. If the official finds further breaches since his employer

				8.8 - Each driver has a different set of circumstances on any given day. to think that we all feel the same level of fatigue is ridiculous. Only an individual can ascertain they level of fatigue.	early so they can knock off early. Off they go at 5:30am - they are now in breach of the 14 hr rule at 6am!!	has taken action the official can opt to take further action or give the driver a warning. At present the driver gets a non-conformance from us then loses his work diary so as not to get a find whilst out on the road. Your data is corrupted as you don't get to see the real statistics because there is no reporting mechanism between my company and you.
763	20/11/20	Leah Stapleton	Qube Logistics	8.1 provides for a simplification of work & rest requirements. The literacy & numerously issues that face the workforce sometimes causes inadvertent breaches that are unable to be calculated by a the median person within the industry. We agree that IVMS providers aid in real time monitoring of fatigue, however technology also struggles to calculate current rules that are complicated & ambiguous. IE Night rest break rules. Operator/ Driver confusion through the rule structure (rolling 24hrs etc) is the biggest concern & presently simplifying rules is imperative.	There are certain elements to each option that make sense from a safety, compliance & operational point of view, but there is no clear better option presented that would apply to all areas of our industry. Operators today review and assess fatigue through engagement. Simplifying rules, then supporting industry through infrastructure (rest stops) & road conditions should be the primary purpose the HVNL review.	Night Rest Break requirements are not only over complicated, but assumes that there is 1 rule for a person's circadian rhythms . Should a driver that enjoys night shift, has completed night shift for 30 + years, sleeps better during the day & experiences a higher risk of fatigue if working dayshift, be penalised in available working hours for a rule that does not suit their body clock? Unless HVNL has all states & territories participating, the modification of fatigue legislation options provides little benefit yet further adds

						confusion to the Operator.