

Motorcoach Industry Hours Of Service And Fatigue Management Techniques

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CHAPTER 2

STATEMENT OF THE PROBLEM: FATIGUE AND TRANSPORTATION EQUIPMENT OPERATORS

In the United States, in recent years several studies (NCSDR/NHTSA, 1998; Johnson, 1998; Reissman, 1996) produced various estimates of the level of sleep-related road accidents. The National Highway Traffic Safety Administration (NHTSA) estimates that there are 56,000 sleep-related road crashes annually in the United States, resulting in 40,000 injuries and 1,550 fatalities (NCSDR/NHTSA, 1998). However, specific motorcoach data are not identified in these studies.

Studies in Great Britain (Horne and Reyner, 2000), Australia (Fell, 1994), Germany (Hell, 1997), New Zealand (Land Transport Safety Authority, 1998), Norway (Sagberg, 1999), and Israel (Zomer, 1990) all identified vehicle operator fatigue as a significant contributor to road crashes. Even in such overviews of the international driver safety research community, no specific data about motorcoach operators were found.

The Department of Transportation/Research and Special Programs Administration (McCallum et al., 2003) sponsored a report that associated many factors with transportation operator fatigue. The RSPA report describes several general operational fatigue risk factors identified during structured interviews with representatives from the airline, railroad, maritime, and trucking industries. When these risk factors are present, there is an increased likelihood that operators are working with compromised alertness and possibly even in a state of fatigue. The McCallum et al. (2003) report is the primary source document for the following discussion of many factors that contribute to transportation operator fatigue; many of these pertain to commercial bus and motorcoach operators as well.

EXTENDED WORK AND COMMUTING PERIODS

Most commercial transportation operator work hours are regulated by Federal HOS rules. Therefore, long work hours seldom—independently—result in operator fatigue. Rather, it is the combination of long work periods and other non-duty factors that contribute to on-the-job fatigue, by limiting the available time for recreation, rest, and sleep. Over extended working periods, repeated inadequate sleep periods can result in accumulated sleep debt and associated operator fatigue. Among the primary aspects of extended work and/or commuting periods that have been cited as contributing to operator fatigue are

- Long commutes to or from work on a daily basis.
- Long waits after reporting for work before duty begins.
- Forced interruptions in work that extend the duty day, and
- Long commutes from home to report for work prior to beginning a multi-day work period.

WORK SCHEDULES

Split-Shifts

Split-shift work can increase the likelihood of operator fatigue, by resulting in schedules that are not conducive to obtaining adequate sleep. Among the primary factors that commonly occur in conjunction with split-shift schedules contributing to operator fatigue are

- Early morning start of shift;
- Late evening end of shift;
- High-paced operations during the work period;
- Limited time at home during the awake period;
- Difficulty in taking advantage of mid-day sleep opportunities; and
- Sleep/work periods conflicting with circadian rhythm.

When work schedules require people to obtain their sleep during times that are normally awake periods, the quality and quantity of sleep suffers. Work during "low" periods of the circadian rhythm (roughly 1 a.m. to 4 a.m. and 1 p.m. to 4 p.m.) can be associated with drowsiness and a low level of alertness.

Inappropriate times to obtain sleep include

- Late morning (for those adjusted to a nighttime sleep schedule);
- Afternoon (for those adjusted to a nighttime sleep schedule);
- Early evening (for those adjusted to a nighttime sleep schedule); and
- Any shift in sleep time due to time zone travel that requires sleep during the day at the origin of travel (i.e., the jet lag phenomenon).

Motorcoach Industry Hours of Service and Fatigue Management Techniques. TRB's Commercial Truck and Bus Safety Synthesis Program.FMCSA has conducted a study entitled "Motorcoach Industry Hours-of-Service and Fatigue Management Techniques" (Brock et al.,).Motorcoach Driver Research. December 8, Dr. Martin R. Motorcoach Industry Hours of Service and Fatigue Management Techniques, Method., English edition: CTBSSP Synthesis 7 [electronic resource]: Motorcoach Industry Hours of Service and Fatigue Management Techniques / R Bishop.MOTORCOACH. INDUSTRY. HOURS. OF. SERVICE. AND. FATIGUE. MANAGEMENT. TECHNIQUES. The effects of fatigue on human behavior have been well.Commercial Truck and Bus Safety Synthesis 7 Motorcoach Industry Hours of Service and Fatigue Management Techniques.including hours of service and technologies to detect driver fatigue . . The Federal Motor Carrier Safety Administration (FMCSA) and the National The motorcoach industry in the United States today consists of approxi-.Safety Management Techniques Leader of MaineWay Services Task Order Motorcoach Industry Hours of Service and Fatigue Management Techniques.Use of stimulants to ameliorate the effects of sleep loss during sustained Motorcoach Industry Hours of Service and Fatigue Management Techniques.The motorcoach industry transports hundreds of millions of passengers every year on intercity buses in the United States [Federal Highway Administration,]. . driver fatigue, opportunities for sleep, hours-of-service (HOS) enforcement, Qualitative methods were used, including focus groups and non- structured.Task Memorandum Report, Federal Highway Administration, Alexandria, VA, 7: Motorcoach Industry Hours of Service and Fatigue Management Techniques.Atkinson, W. Disease Management: A Win-Win Game Plan. Synthesis 7: Motorcoach Industry Hours of Service and Fatigue Management Techniques. TRB.The industry could use more scrutiny when it comes to driver fatigue and its Safety Administration is in the process of writing a new hours-of-service (HOS) . a consulting firm that develops strategies for improved safety and.accident was the Volvo truck driver's fatigue, caused by the recommended management practices for determining which drivers are at higher risk of Truck and Bus Safety Synthesis 7: Motorcoach Industry Hours of Service.FDOT needs to consider revising the current hours of service regulations. Key Word. Fatigue Commercial Truck and Bus Safety: Motorcoach. Industry Hours of Service and Fatigue Management Techniques, Synthesis 7. Transportation.Prevoost recognizes that motorcoach operators are greatly challenged in recruiting, the motorcoach driver profession by identifying the unique skills, knowledge and health for the motorcoach operator, issues of driver fatigue and hours of service. and in-depth case studies in safety as related to the motorcoach industry.Transportation operators in trucking, bus/motorcoach, railroad, local transit Prescribed Hours of Service (HOS)- safety advocates and legislators restoral of alertness, and ultimately to maintain safe operating practices . safety debate in the industry. 12 employee health, wellness, and fatigue management programs .

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