

Fatigue Management Policy

Overview

Centurion acknowledges its responsibilities under the Occupational Safety and Health Act 1984 (WA) to provide a safe system of work so as not to expose its employees to hazards. The Act and the Occupational Safety and Health (OSH) Regulations require employers and employees to work together to achieve a safer road transport industry.

Centurion is committed to operate in accordance with the Regulations on Fatigue Management and the Code of Practice for commercial vehicle drivers and comply with the requirements in relation to the management of the hazard of driver fatigue.

The aim of this policy is to ensure that Centurion, its employees and sub-contractors abide by and operate within the legislative guidelines and standards for safe operations in monitoring Fatigue Management.

Scope

This procedure is binding on Centurion employees, in particular: Line haul personnel, sub-contractors and all commercial vehicle drivers – local and long distance.

Requirement

Control strategies at Centurion are addressed in the Fatigue Management Plan and managed in accordance with the requirements of the OSH Regulations.

Management will ensure that a commercial vehicle driver who is required to drive commercial vehicles will:

1. Maintain a record of work time, breaks from non work time is established and kept current (using Fatigue Management Trip Sheets)
2. Drive the commercial vehicle in accordance with the operating standard (see page2) and
3. Is certified by a medical practitioner (at least once every 3 years) as fit to drive;
4. Comply with the requirements of the Centurion Alcohol and other Drugs Policy;

Line haul staff will check all fatigue sheets from trips generated at Centurion.

Centurion commercial vehicle drivers have responsibilities to operate in accordance with the Code of Practice requirements with which include:

- Ensuring they are fit to work - not use or be under the influence of alcohol or drugs while in charge or operating any equipment
- Comply with trip plans, schedules and inform relevant managers if they have been held up or are behind schedule.
- Maintain correct trip records
- Take regular breaks on the long haul routes
- Stop work if they have reasonable cause to believe that to continue could cause harm to themselves or others.



Mark Doig
Executive General Manager

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Michael Moore
OH&S Manager

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Fatigue Management operating standards for commercial vehicle drivers

All Drivers

Operating Standard	Time Spent in the Activity
Maximum continuous work time before a break must be taken	5 hours
Minimum break from driving during or after 5 hours work time	10 minutes
Minimum breaks from driving for every 5 hours work time	20 minutes
Maximum work time in any 14 days	168 hours

Solo Drivers

Maximum time between non-work periods of 7 continuous hours	17 hours
Minimum non-work time in any 72 hour period (including at least 3 periods of at least 7 continuous hours of <i>non-work time</i>).	27 hours
Minimum days off in any 14 day period	2 days (each day must be a minimum 24 continuous hours)
Minimum days off in any 28 day period if working up to a 28 day roster (provided hours of work do not exceed 144 hours in any 14 day period within the 28 days).	4 days (each day must be a minimum 24 continuous hours)

Two Up Drivers

Minimum non-work time in any 24 hours.	7 hours Does not have to be continuous Can be taken in a moving vehicle
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and either

Minimum continuous Non-Working Time in any 48 hour	7 hours Must be continuous Cannot be taken in a moving vehicle
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or

Minimum non-work time in any 7 days.	48 hours At least 24 hours must be continuous The balance must be taken in no less than 7 continuous hours. Cannot be spent in a moving vehicle
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DRIVERS WHO WORK SHIFTS ON 5 OR MORE CONSECUTIVE DAYS

Minimum non work time between shift changes	24 consecutive hours
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(Source: Dept for Planning and Infrastructure, Government of WA, 2004)

The 24-hour cycle starts at the commencement of work following a long break of 7 hours or more.

Work time includes: loading, unloading, completing paperwork related to picking up and delivering freight, checking the load, checking tyres, refueling vehicle and maintaining vehicles.