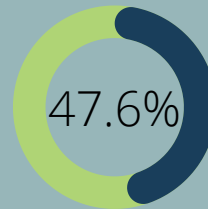




Driver Fatigue: Hours of Service Fact Sheet



65% of truck drivers reported that they often or sometimes felt drowsy while driving¹



47.6% of truck drivers said they had fallen asleep while driving in the previous year²

Truck Driver Fatigue & Crash Risk

Truck drivers face a grueling work schedule that puts them at a high risk of chronic fatigue. A tired trucker has a diminished capacity to quickly assess situations and respond safely and appropriately. The consequences of driving an 80,000lb CMV while fatigued is catastrophic.

The National Traffic Safety Board (NTSB) cites **fatigue as a major contributor to truck crashes.**³

What are Hours of Service Requirements?

Hours of Service (HoS) refers to the maximum amount of time drivers are permitted to be on duty including driving time, and specifies the number and length of rest periods. HOS are in place to help ensure that drivers stay awake and alert.

In 2011, FMCSA issued a robust final rule based on 80 studies to address fatigue among truck drivers.



The Federal Motor Carrier Safety Administration (FMCSA) recently made several unsupported and ill-advised relaxations to HOS

1 Increased the distance and time a short-haul driver can drive, increasing their crash risk as much as **383%**⁴

2 Extended the amount of time a driver can drive in inclement weather, when they need to be **MORE** alert, not **LESS**

3 Effectively **ELIMINATED** the 30-minute break time by allowing non-driving, on-duty time to be included as a break.

4 Decreased the likelihood of **UNINTERRUPTED** and restorative sleep by reducing the amount of time a driver has to rest in the berth to comply with HoS regulations.

FMCSA MUST REINSTATE SAFETY-ORIENTED HOS RULE ESTABLISHED BY RIGOROUS RULEMAKING IN 2011



Driver Fatigue: Obstructive Sleep Apnea Fact Sheet

Obstructive Sleep Apnea (OSA) is widely believed to be pervasive amongst truck drivers, placing them at even greater risk for fatigue-related crashes.⁵

FMCSA's Motor Carrier Safety Advisory Committee (MCSAC) and Medical Review Board (MRB) convened and **UNANIMOUSLY** recommended updated OSA truck driver evaluation guidance to that has gone IGNORED, despite its status in what the American Academy of Sleep Medicine calls a "**public health risk**."⁶



FACTS & FIGURES

"The results of our study support the establishment of obstructive sleep apnea screening standards for all drivers through the commercial driver's medical exam"

-Dr. Stephen V. Burks, PhD, principal investigator of the Truckers & Turnover Project at the University of Minnesota

40%
OF TRUCK DRIVERS

Estimated to suffer from untreated and undiagnosed OSA.⁷

73% ↓
PREVENTABLE CRASHES

For drivers participating in Schneider OSA Driver Treatment Program.⁸

"Truck drivers with untreated obstructive sleep apnea are at dramatically greater risk of serious, preventable truck crashes."

-Charles A. Czeisler, PhD, MD, FRCP, Professor of Sleep Medicine at Harvard Medical School in Boston

FMCSA MUST RESTART TRUCK DRIVER OSA EVALUATION RULEMAKING IMMEDIATELY.

THE LIVES OF TRUCK DRIVERS AND ALL ROADWAY USERS DEMAND IT

References

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