

Reducing Driver Fatigue: Smarter Strategies for Safer Fleets

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Gary Petty
President & CEO
National Private Truck Council

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Thank You for Joining Us!

- This webcast will cover ...
 - A regulatory overview
 - Best practices in compliance
 - A case study in implementation
 - Question & Answer session
- You will be muted during the event.
- Please use the Q&A feature to send in questions. We'll try to answer them during the Q&A period if they are not covered in the presentation.
- The slides and recording will be posted within 7 days at:
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Meet Your Speakers



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Applicability

- All drivers operating a “commercial motor vehicle”
 - Used in commerce and...
 - Weighs or is rated at 10,001 pounds or more,
 - Seat more than either 8 or 15 (depending on compensation, or
 - Requires placarding

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Three Components

- Limits
- Logs
- Exemptions

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Limits

- Property-carrying driver:
 - 8 hours of driving
 - 11 hours of driving
 - 14 consecutive hours
 - 60 hours in 7 days or 70 hours in 8 days
- Passenger carrying:
 - 10 hours of driving
 - 15 hours of accumulated on-duty time
 - 60 hours in 7 days or 70 hours in 8 days

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Logs – Records of Duty Status (RODS)

- ELD – Required for most drivers that must complete a log
- Paper log – Only allowed if driver that must log is exempt from the ELD requirements (see §395.8(a)(1)(iii))
- Time records – Only allowed if the driver meets the conditions in §395.1(e)
 - Stays within 150 air miles of the work reporting location
 - Returns to the work reporting location for the day within 14 hours

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Audience Poll:

Which exemptions does your carrier use?

- 150-mile short haul exemption
- Driver salesperson exemption
- Agriculture exemption
- Adverse driving conditions exemption
- We do not use any exemptions

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Exemptions

- Complete exemptions (no limits and no logs required):
 - Exempt from the safety regulations in §390.3(f)
 - Operating under an emergency declaration (§390.23)
 - Agricultural commodity exemption (§395.1(k))
 - Utility service vehicle drivers (§395.1(n))
 - Railroad signal employees (§395.1(r))
 - Covered farm vehicle drivers (§395.1(s))
 - Pipeline welding truck drivers (§395.1(x))

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Exemptions

- Exemptions from limits:
 - Drivers exempt from all of Part 395 (previous slide)
 - §395.1(b) Adverse driving conditions (11- and 14-hour limits)
 - §395.1(c) Driver salesperson (60/70-hour limit)
 - §395.1(d)(l), and (m) Oil field, well drillers, and construction (24 hours restarts)
 - §395.1(f) Christmas retail deliveries (all limits)
 - §395.1(g) Split sleeper (8/10- hour break)
 - §395.1(o) Short haul 16-hour exemption (14-hour limit)
 - §395.1(u) and (v) Drivers transporting bees and livestock (30-minute break)

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Exemptions

- Exempt from logging
 - Drivers exempt from all of Part 395 (previous slide)
 - Short-haul CDL drivers (§395.1(e)(1)) and short-haul non-CDL property-carrying drivers (§395.1(e)(1))
 - Driver also exempt from the 30-minute break requirement
 - Must submit time records in place of logs
 - If cannot meet the terms of the exemption, must submit a log
 - If driver already submitted logs 8 days in the last 30 days, the driver must use an ELD
 - All other limits and safety regulations apply!

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Exemptions

- There are more (look in §395.1 and CVSA's Exemption Tracker)
- Key point: When using an exemption:
 - Read the entire exemption
 - Know specifically what your driver is exempt from
 - Know exactly what regulation(s)/requirement(s) the driver is exempt from
 - Decide if using the exemption without internal restrictions is a good thing
 - Ill and fatigued still applies when using an HOS exemption

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How Fleets Are Combatting Fatigue

Tom Moore, CTP
National Private Truck Council

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Driver Fatigue Stats

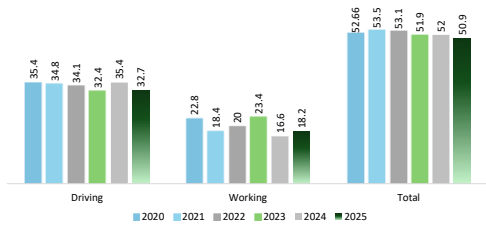
- Driver fatigue has been recognized as a major safety concern and a contributing factor to fatal truck crashes for over 70 years
- 13% of CMV drivers were considered to have been fatigued at the time of their crash
- The National Sleep Foundation recommends that a healthy adult sleeps 7-9 hours per day, 30% of adults report they get less than 6
- CMV drivers average less than 5 hours of sleep per night
- Lack of sleep mimics blood alcohol concentration, 18 hours without sleep is equivalent to a blood alcohol concentration level of 0.05%

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The Typical Driver's Work Week



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Fatigue Management Strategies

- One size does not fit all
- Understand work and lifestyle factors
- Know what fatigue looks like
- Driver education, training and management
- Use technology
- Driver wellness
- Corporate responsibility

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Understand Work and Lifestyle Factors

- Work Factors
 - Hours worked, inadequate rest or sleep, harsh environmental conditions
 - Individual susceptibility – day vs. night driving
- Lifestyle Factors
 - Poor quality of sleep, family commitments, social life, length of commute, poor health or sleep disorders
 - The previous amount of sleep
 - Time of day
 - Elapsed time since the previous sleep

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Know What Fatigue Looks Like

- Signs of fatigue may include:
 - Headaches or dizziness
 - Difficulty keeping eyes open
 - Frequent yawning
 - Muscle weakness
 - Lack of energy
 - Frequent repositioning in seat
- Immediate signs of fatigue include:
 - Microsleeps
 - Lack of concentration
 - Reduced short-term memory
 - Increased errors
 - Slower reaction times
- Impaired decision making and judgement (including being unaware of being fatigued)
- Reduced immune system functions
- Longer-term effects can include:
 - High blood pressure and/or heart disease
 - Depression or anxiety
 - Diabetes and/or gastro-intestinal disorders

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Driver Management

- Know your drivers
- Develop a culture of safety across all departments
- Ensure fatigue is considered when planning routes and scheduling drivers
 - keeping day drivers on days, keeping night drivers on nights, building routes that can keep drivers productive and restful
- Educate and train drivers and encourage them to rest when they feel fatigued
- Ensuring incident and accident investigations take fatigue into consideration

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Driving Within the Regulations

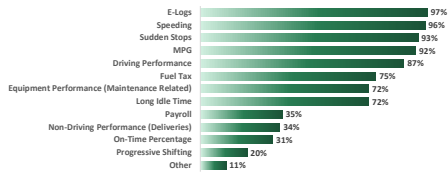
- Train the drivers:
 - They own their hours of service – Captain of the Ship policy
 - Recognize the symptoms associated with fatigue
 - Review the regulations
 - The role of technology
 - How to conduct fatigue self assessments and fit for duty

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Onboard Technology Adoption

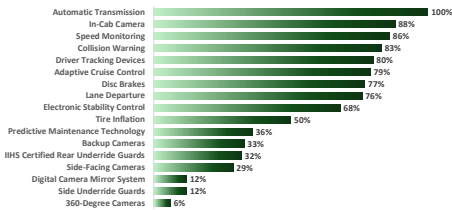


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Active Safety Technologies



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Driver Wellness Initiatives



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Sleep Apnea

- Sleep Apnea Syndrome is a breathing related sleep disorder that causes brief interruptions of breathing during sleep
- Because SAS affects your sleep it also affects daytime alertness and performance
- It has been reported that up to 28% of commercial truck drivers have mild to severe sleep apnea
- You may not permit a driver to operate a CMV if the driver has a condition that would affect their ability to safely operate a vehicle

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What Can We Do?

- Encourage open communication
- Be conscious of your driver's schedules
- Encourage a healthy lifestyle
- Educate
 - Safety Training
 - Fatigue management programs
- Monitor drivers with technology
 - HOS rules
 - Fatigue detection

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Corporate Responsibility

- Doing your part as shipper and receiver – become a destination that drivers appreciate and value
 - Good loading appointments allow the driver to schedule some sleep time rather than staying on the clock.
 - Having safe parking areas
 - Good check-in and out processes
 - Training shippers and receivers on where there are truck parking areas around, restrooms, truck friendly restaurants, etc.
- Random, reasonable suspicion and post-accident assessments
- Corrective action – medical support and progressive discipline
- Conducting an annual audit of fatigue management and updating the plan when required

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Clayton Henady, CTP
Transportation Safety Manager



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Bob Evans Farms

Bob Evans began making sausage for his restaurant in Gallipolis, OH in 1948. We're a leading producer and distributor of refrigerated dinner sides and breakfast items.

- A division of Post Holdings, Inc.
- 1400 Employees
- Locations
 - New Albany, OH – Corporate HQ
 - Xenia, OH – Harvest/Sausage
 - Hillsdale, MI – Harvest/Sausage
 - Lima, OH – Pasta/Potatoes
 - Rigby, ID – Potatoes
 - Fairborn, OH – Cold Storage/ Distribution
 - Springfield, OH – Transportation
 - Forney, TX - Transportation



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Bob Evans Transportation

- Private fleet for Bob Evans Farms refrigerated retail
- Transportation Facilities in Springfield, OH and Forney TX
- Opening new cold storage and distribution facility in Fairborn, OH in 2026
- 150 Tractors
- 300 Trailers
- 12.7+ Million miles driven annually



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The Sleep Quiz

- Answer the following questions either True or False:
 - I feel sleepy during the day, even when I get a good night's sleep.
 - I get very irritable when I can't sleep.
 - I often wake up at night and have trouble falling back to sleep.
 - It usually takes me a long time to fall asleep.
 - I often wake up very early and can't go back to sleep.
 - I feel an uncomfortable/restless sensation in my legs at night.
 - My legs often move or jerk during the night.
 - I sometimes wake up gasping for breath.
 - My bed partner says my snoring keeps her/him from sleeping.
 - I've fallen asleep while driving.

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Regulatory Framework

- FMCSA 6.3.1 Illness or Fatigue (392.3)
- Drivers may not operate, nor shall a motor carrier require or permit a driver to operate a CMV if they are too tired or sick to drive safely. Operation may be discontinued at the driver's discretion.
- 11-hour driving limit after 10 consecutive hours off duty
- 14-hour on-duty limit
- 30-minute break after 8 hours of driving
- 60/70-hour limit over 7/8 days
- HOS compliance and requirement of electronic logging devices (ELDs)

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Regulatory Limits

- Limits of Regulatory-Only Approaches Regulations do not account for individual sleep needs or off-duty behavior
- They cannot detect or prevent fatigue caused by health or personal circumstances
- Prescriptive rules may not reflect latest sleep science or operational realities
- Fatigue prevention works only when both drivers and managers own their responsibilities



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Future Changes

FMCSA PILOT PROGRAMS

- FMCSA Pilot Programs to Study Hours-of-Service Flexibility
- Flexible Sleeper Berth
- Split Duty Periods

USDOT INVESTMENT

- The USDOT is allocating \$275+ million to expand truck parking

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Why a Comprehensive Fatigue Management Program?

- Address multiple risk factors: scheduling, culture, health, education, and technology
- Integrated approaches outperform regulations alone on safety and operational metrics
- Evidence demonstrates lower crash rates and insurance claims with full FRMS adoption

North American Fatigue
Management Program
NAFMP

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Driver Strategies

- Driver Personal Readiness Checklist:
- How long have you been driving/working since your last break?
- Did you sleep in the last 24 hours?
- What was the quality of that sleep compared to usual?
- How do you feel right now?
- Do you believe your hydration and blood sugar is OK?
- Have you experienced any physical signs of fatigue prior to or during this shift?
- Do you believe you are fit to continue driving/working?

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Healthy Habits

- Take regular breaks every 2–3 hours
- Use rest stops for stretching and walking
- Listen to engaging (but not distracting) audio
- Prioritize sleep: Aim for 7–9 hours per night
- Maintain a consistent sleep schedule
- Use naps strategically (20–30 minutes)
- Stay hydrated and eat balanced meals (Avoid heavy & spicy foods)
- Avoid caffeine, and tobacco before rest
- Avoid medication that may include drowsiness
- Do not rely on “alertness tricks” to keep you awake



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Get the Best Rest

- Have a routine in place for bedtime. Starts approximately 1 Hour prior. Go to sleep at a regular time.
- Sleep in a cool, dark & quiet place. Think of a cave.
- Use a fan, white noise machine, or ear plugs to block out unwanted sounds. Use multiple blankets you can add or remove to keep comfortable.
- If schedules require an alternative sleep schedule, utilize light blocking curtains or a sleep mask.



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Management Strategies

- Joint accountability for both drivers and managers
- Set realistic schedules and expectations
- Address driver fatigue in safety training
- Provide wellness programs and sleep education
- Encourage honest self-assessment, open communication, and responsible reporting about tiredness
- Policies and procedures mandating drivers pull over to a safe location if fatigued
- Monitor HOS and technology
- Intervene when patterns suggest fatigue
- Recognize and reward safe driving behaviors
- Do not interrupt sleeper berth or rest periods with calls or messages unless it is an emergency

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TRAINING

Structured training on fatigue risks, countermeasures, and safe practices
Drivers, Managers, and Dispatchers
- Everyone knows
Online training through our Learning Management System platform
NAFMP Modules
- Driver Education
- Manager Education
- Family Education
In-Person Toolbox Safety Talks
Completed initially during new hire on-boarding
Completed annually following an annual safety compliance calendar



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TECHNOLOGY and TOOLS

Supporting Drivers with Innovation

Fatigue detection systems (camera-based, eye tracking, behavior modeling)
Wearable alertness trackers
ELDs for tracking HOS compliance
Apps for sleep tracking and alertness monitoring
Driving performance sensors (lane departure warnings, braking variability)
In-cab alerts and manager notifications
Telematics and driver behavior analytics
Fatigue risk scoring tools

Pilot new tools before large-scale deployment



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Stop Bang Questionnaire

- Do you **S**nore loudly?
- Do you often feel **T**ired, fatigued, or sleepy during daytime?
- Has anyone **O**bserved you stop breathing during your sleep?
- Do you have or are you being treated for high blood **P**ressure?
- **B**MI more than 35?
- **A**ge over 50 years old?
- **N**eck circumference greater than 40 cm (16 in)
- Is your biological **G**ender male?

People who answer yes to 3 or more of these should consult a medical professional and consider completing a sleep study test for Obstructive Sleep Apnea.

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Sleep Disorder Screening & Treatment

- Estimated 28% of CMV drivers have a sleep disorder
- High prevalence of untreated sleep apnea and other disorders
- Undiagnosed and untreated OSA leads to persistent fatigued driving and risk
- Sleep Apnea Syndrome and Narcolepsy are medical conditions that cause severe impairment and risk to drivers
- Screening incorporated into hiring, medical surveillance, and ongoing wellness
- Support for diagnostic testing, treatment adherence (e.g., CPAP), and follow-up
- NAFMP recommends implementing systemic screening and practical support

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The R.O.I. of Fatigue Management

- Improved safety record: Lower crash and near-miss rates
- Reduced insurance costs, claims, and litigation exposure
- Higher driver satisfaction, retention, and productivity
- Enhanced regulatory compliance and public reputation

THE STAGGERING COST OF FATIGUE

100,000+ Crashes Involving CMVs
40,000+ Injuries
1550+ Deaths
Average of \$91,000 per Incident
\$20 Billion Economic Impact Annually

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Key Takeaways

Fatigue is preventable with proactive strategies

Drivers and Managers must work together

Technology, Education, and Culture are Important

Safety starts with rest. You cannot make up for sleep.

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Questions and Answers



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More Questions?



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Join us next time!

Crash Preventability

September 17th – 10:00 AM Central

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