

Fatigue Survey: Part One

1. What is your age?

30 or younger.....	21	4%
31-50.....	293	54%
51-65.....	202	37%
66+	26	5%
No answer.....	1	0%

2. How many years have you driven?

3 years or less.....	17	3%
4-10 years.....	76	14%
11-20 years.....	165	34%
21+ years.....	259	46%
No answer.....	4	1%

3 Which type trucking operation are you in?

Leased to carrier.....	415	76%
Exempt carrier.....	31	6%
Authorized carrier.....	86	16%
No answer.....	10	2%

4. Are your driving assignments:

Mostly long-haul.....	341	63%
Mostly short-haul.....	72	13%
Some of each.....	109	20%
Other.....	17	3%
No answer.....	4	1%

5. Are your usual driving hours:

Mostly daytime.....	99	16%
Mostly nighttime.....	39	7%
Rotating shifts.....	29	5%
Same of each.....	376	69%
No answer.....	0	0%

6. Caffeine is useful in keeping you alert:

Any time.....	32	6%
Used sparingly.....	342	63%
Used repeatedly.....	48	9%
Has no bad side effects.....	66	13%
No answer.....	53	10%

7. To drive safe and alert, most people need to sleep about:

9 hours +.....	12	2%
7-8 hours.....	328	60%
5-6 hours.....	185	34%
Less than 5 hours.....	11	2%
No answer.....	7	1%

6. Drowsiness or fatigue can affect a driver's:

Alertness/reaction time.....	22	4%
Ability to concentrate.....	4	1%
Judgment /decision making.....	7	1%
All the above.....	507	93%
No answer.....	3	1%

9. When a person hasn't had enough sleep, the unfavorable effects on performance can be fully overcome by:

Walking around, fresh air.....	16	3%
Taking short nap.....	111	20%
Getting adequate sleep.....	397	73%
Using coffee or stimulants.....	7	1%
No answer.....	10	2%

10. For health and safety, it is best to schedule driving hours so that sleep can be:

In one 7-6 hr period.....	417	77%
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Divided into 3-4 hr blocks.....	83	15%
When too tired to drive.....	22	4%
As short as possible.....	10	2%
No answer.....	11	2%

11. Sleep apnea is a disorder in which you:

Have muscle twitches.....	6	1%
Cannot fall asleep.....	46	9%
Stop breathing/awakens.....	373	69%
Wake/can't go back to sleep.....	33	6%
No answer.....	61	15%

12. Because of our Circadian rhythms, in mid-afternoon and a few hours after midnight: (Mark all that apply)

Depressed mood.....	134	25%
Mental alertness increased.....	27	5%
Our performance is sluggish.....	366	66%
Feel drowsy & want sleep.....	467	87%

13. Effective ways to avoid driving tired are: (Mark all that apply)

Sleep when body is ready.....	409	90%
Take naps at the right times.....	347	64%
Educate family on sleep.....	222	41%
Ensuring room comfort.....	318	59%

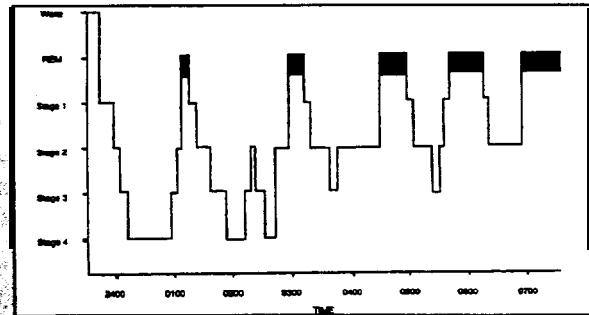
14. If a driver gets only 3 or 4 hours of sleep some work nights it's not a problem because he or she can make up the sleep on the weekend or days off.

True.....	43	0%
False.....	494	91%
No answer.....	5	1%

*First half of the questions and raw response data.

Let's say a driver who needs eight hours of sleep a night only gets six hours of sleep per night for five days while he's out on a trip. He's accumulated a sleep debt of 10 hours. Sleep debt is only erased by getting extra sleep tacked onto the sleep you would regularly require to be alert. An accumulated sleep debt of 10 hours would not require 18 straight hours of sleep, but it would probably require the regular eight hours, plus three or four extra hours to return to equilibrium.

Another item that was answered along lines of what actually happens versus what is best for drivers, was the 15 percent that answered that sleep divided into three to four-hour blocks was best. That's what happens in the sleeper berth, but that is not what is best for the driver's health or safety. Sleep is not a constant state that remains static throughout a night's sleep. Sleep research has identified five separate and distinct sleep brain wave patterns that occur in a specific order during a normal night's sleep.



Sleep early in the night reaches sustained levels needed for physical rejuvenation. Sleep later in the night tends to be lighter and contains most of the rapid eye movement (REM) sleep, or dream sleep, which is responsible for mental recharging. If a driver sleeps in three to four hour blocks, he is effectively cutting out normal REM sleep. Since the mind needs REM activity, it will begin disturbing the deep sleep at the beginning of the sleep cycle, and this in turn will make the person's body tired.

Another question that shows the need for more information was #11. Fifteen percent of respondents

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Q4 - 2/4/93

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RE: Hours of Service



1. What consequences, if any, should be imposed upon a shipper or consignee if a driver violates the Hours of Service (HOS) requirements due to the actions or demands of the shipper or consignee?

Shipper/or consigner should be forced to load/unload trailer in a timely manner with their personnel. A ~~detention~~ detention fine does not work as most trucking co. are not willing to charge one that do not give compensation for the driver. A 2-4 hour wait to start load/unload demand hours for loading/unloading are not acceptable. Many drivers are forced to sit in break room instead of being able to sleep or are forced to stay on docks and count the product as it is being loaded.

DOCKET MC 96-28-98
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2. How should the loading and unloading of freight, lumping, and engaging in activities other than driving be addressed. Please provide data that supports your answer.

#1 in California Workman's comp claims are that drivers. Drivers are not-trained professionals (who are hired to drive over 10,000 miles a year) whose job it is to do picking and delivery a product on time, safely, without damage to the product.

The "lumping" business is an industry that is a

(5)

primarily cash business that "rip-off" the TDs by millions each year.

McLane Foods - Temple, TX - cash only using their own employees

Walmart Supercenters charge up to \$110 to unload - using their own employees

Many produce markets charge a "gate fee" then the Driver is forced to also use their unloader at their fee.

Many leading co. "rip-off" Drivers as the amt for loading/unloading is included in the bill but the Driver doesn't get the full amt.

Ex: Kimberly Clark adds \$100 for unloading - some co. will only pay Driver \$30-\$40 profit
\$120 to unload / yet Driver only allowed \$70

Everyone profits but the Driver - the shipper / consignee has the freight loaded/unloaded to their specs w/o having to pay wages, fuel, workers comp, etc; the Tanker co. makes a small profit; The loader/unloader makes tax-free money.

The Driver is either forced to load/unload product

he did not order and will not pay for or forced to use a unloader who will do his best to get the highest price: ex: 2° = 70-100°
(Driver nice to make 35-50/hr tax free)

(3)

3. Shall the FHWA seek legislation from Congress to regulate shippers and consignees to prohibit them from making demands on a motor carrier and its drivers that would cause ~~a~~ a violation of the H.O.S. rules? Why?

1. Most drivers do not get (are not forced to be) paid for sitting at docks. They only get paid for the ~~baseball~~ (not) miles for the trip. If a driver really put down all the hours they sit - it would greatly reduce the miles he could drive and the wages he could make.
2. The carrier and the driver did not order the product - they were hired to ~~transport it~~ from point A to B.
3. Why should carriers and drivers save shippers/consignees money (wages, fuel, taxes, Workman's comp) when they may jeopardize their own profit by delay and possible injury or accident?
4. Again, the driver is hired and required to drive professionally and to deliver on time without damage to product - they should not be responsible for body/integrity or forced ~~not~~ permit undue delays.

Ex: WAL-MART Brookhaven, MS MC-96-28-98

arrive 1445 and dock

1445 called to dock area

1710 finished Driver unload (398 pieces)

Driver got \$35, ~~but~~ ~~was~~ ~~had~~ again

I would've paid \$70
for him/her