

Heavy Vehicle Driver Fatigue Advanced Fatigue Management



Transport
Roads & Maritime
Services

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National model heavy vehicle driver fatigue laws apply in NSW, Victoria, Queensland and South Australia.

The regulations include three options for driver work and rest time limits: Standard Hours, Basic Fatigue Management (BFM) and Advanced Fatigue Management (AFM).

What is Advanced Fatigue Management?

Advanced Fatigue Management (AFM) is based on managing fatigue risks rather than prescribing work and rest hours.

The AFM option offers more flexible hours than the Standard Hours or BFM in return for the operator demonstrating greater accountability for managing fatigue risks.

To obtain AFM accreditation, an operator must:

- Develop an **AFM fatigue management proposal** setting out their proposed AFM work and rest limits.
- Provide an **independent auditor's report** to confirm that the operator's fatigue management systems comply with ten AFM standards.
- Submit an **application form** to RMS.

RMS must seek the advice of the national Fatigue Authorities Panel before granting AFM accreditation to an operator intending to operate under AFM in more than one State or Territory.

AFM fatigue management proposals

Operators are required to develop an AFM fatigue management proposal, which includes:

- **Proposed Normal Operating Limits (NOLs)**
These are the limits used for scheduling trips and rostering drivers. They are the limits required to do the job in most circumstances.
- **Proposed frequencies for exceeding NOLs**
Under AFM drivers may exceed their NOLs and work up to the regulated 'outer limits' under specified conditions including maximum frequencies for exceeding NOLs.

- **Fatigue risk countermeasures**

AFM proposals must include an assessment of the risks of the proposed work and rest hours, and identify the countermeasures designed to manage those risks.

An operator's certificate of AFM accreditation will set out the AFM Limits that apply to their drivers, including the NOLS, the frequencies for exceeding NOLS and any fatigue risk countermeasures that must be applied when NOLS are exceeded.

AFM 'outer limits'

AFM drivers may exceed their NOLS and work up to the regulated 'outer limits' in accordance with the maximum frequencies for exceeding NOLS and the fatigue risk countermeasures.

Only in exceptional circumstances are drivers allowed to work between the NOLS and the regulated 'outer limits'.

For example, in the case of an unforeseen and lengthy delay in loading or unloading the heavy vehicle which greatly extends the driver's work schedule.

Advanced Fatigue Management – Driver Work and Rest Limits

Parameter	Normal operating limits (NOLs)	Frequency for Exceeding NOLS	Regulated 'Outer Limit'
Maximum hours work in 24hrs	Operator to propose	Operator to propose	15 hrs ¹
Maximum hours work in 14 days	Operator to propose	Operator to propose	154 hrs
Maximum hours work in 28 days	Operator to propose	Operator to propose	288 hrs
Minimum rest break in a 24 hour period	Operator to propose	Operator to propose	6 continuous hrs rest or 8 hrs rest in 2 parts
Minimum opportunity for night sleep (between 10pm and 8am)	Operator to propose	Operator to propose	2 periods in 14 days
Minimum continuous 24 hour period free of work	Operator to propose	Operator to propose	4 periods in 28 days

1. The AFM 'outer limit' for work in a 24 hour period is 15 hours in NSW and Victoria, and 16 hours in Queensland and SA.

AFM Standards

The ten national standards for AFM fatigue management systems include:

1. Scheduling and rostering.
2. Readiness for duty.
3. Fatigue knowledge and awareness.
4. Responsibilities.
5. Internal review.
6. Records and documentation.
7. Health.
8. Workplace conditions.
9. Management practices.
10. Operating limits.

Further information

Operators interested in applying for AFM accreditation are strongly encouraged to discuss their AFM proposal with RMS before lodging an application.

Further information is available from:

- www.rta.nsw.gov.au/heavyvehicles/
- RMS Customer Contact Centre on 13 22 13

Disclaimer: This document does not constitute legal advice. Check the legislation or contact RMS for more information.