



TRUCKER

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Focus



FIGHT

FATIGUE

STAY SAFE & MANAGE FATIGUE

Picture a driver making a delivery appointment at 9 a.m., unloading cargo by 11 a.m., driving to the reload by 2 p.m., getting loaded by 4 p.m., then driving to their unload appointment the next morning. Truckers know this can be the reality of life on the road, day after day. Add in weather challenges, variable driving conditions, holiday traffic, road construction, mechanical problems, and drivers' personal lives and issues, and life behind the wheel can be both stressful and fatigue-inducing.

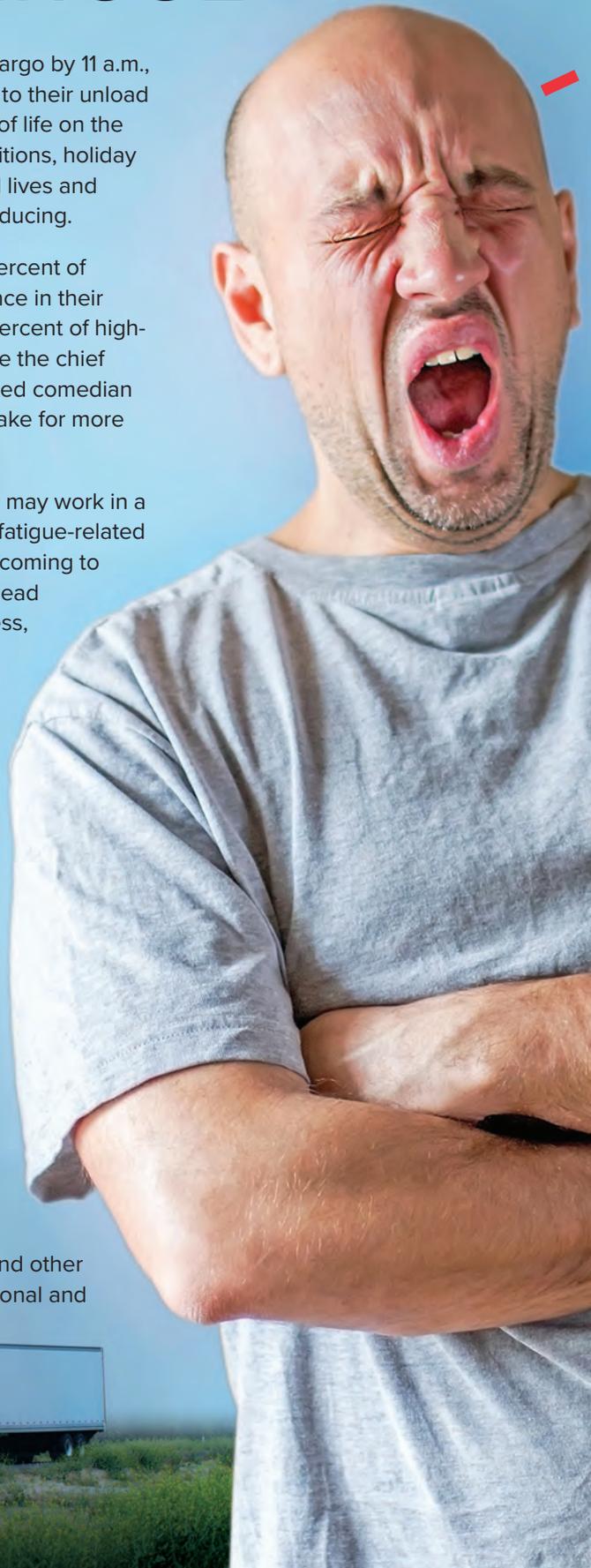
According to the National Transportation Safety Bureau (NTSB), 43 percent of drivers in the U.S. admitted to falling asleep or nodding off at least once in their lifetime while driving. Unfortunately, fatigue plays a part in up to 40 percent of high-severity truck-involved accidents. Driver fatigue was determined to be the chief cause of the June 2014 crash that injured actor Tracy Morgan and killed comedian James McNair. At the time of the crash, the truck driver had been awake for more than 28 hours.

There are rules and regulations that govern how many hours a driver may work in a week, and there is greater use today of in-cab devices to help avoid fatigue-related problems. Dashcam systems with fatigue-monitoring capabilities are coming to market. Wearable devices can measure heart and respiration rates, head movements that indicate mirror checks, and other signs of wakefulness, distracted driving, and "micro-sleeps." However, there is concern among drivers over privacy issues related to these devices.

New truck technology is also coming on line based on the same systems used for autonomous driving. Those systems can detect on-highway behavioral patterns that indicate fatigued or distracted driving, such as lane departures or unsafe following distances, and take control of a vehicle to avoid an accident.

Also, as a result of crashes, the NTSB has recommended that carriers develop a fatigue management program (FMP). The North American Fatigue Management Program (NAFMP) is a resource in this effort. The NAFMP is a collaborative initiative between the Federal Motor Carrier Safety Administration (FMCSA) and several Canadian government agencies that focus on transportation.

The purpose of the NAFMP is to develop a culture that facilitates reduced driver fatigue by providing fatigue management education for drivers, drivers' families, carrier executives and managers, shippers/receivers, and dispatchers. Its website, nafmp.com, provides a wealth of online and downloadable information regarding sleep disorder screening and treatment, driver and trip scheduling, and other FMP-related information. It also offers interactive, web-based educational and training programs developed to teach about factors contributing to fatigue and impact on performance.





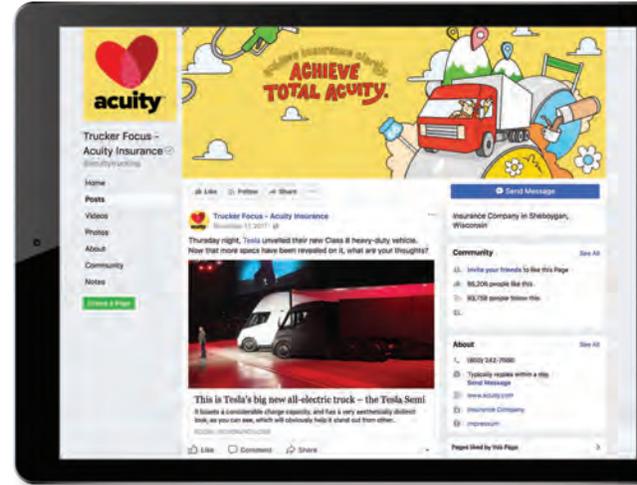
43%
OF U.S.
DRIVERS

Admit to falling asleep at least once while driving!

WORD OF MOUTH

In addition to all the great online resources for truckers Acuity makes available at acuity.com, we also feature the latest news, trucking trends, and lively discussions on our Trucker Focus Facebook page.

A post on Tesla's all-electric trucks earned a lot of comments, including some skepticism. Read about this and other topics and join in the discussion at: facebook.com/acuitytrucking.



YOUR LIFE ON THE ROAD

Send us a picture from your Life on the Road and you could win \$100!

Have you driven through some amazing locations, hauled some unbelievable loads, or handled some challenging situations and deliveries? Do you have an interesting story to tell and pictures to show? Then we just might feature you in the *Trucker Focus*!

Send us your photos along with a few words about why we should feature your Life on the Road. Photos should include you if at all possible. If we choose your story and photo, we'll publish it here—and you'll earn \$100.

Email your submission to lifetheroad@acuity.com



This contest is not open to employees of Acuity or their immediate family members. For more information, including a complete list of rules, visit acuity.com/lifetheroad

EXPERT INSIGHT



Acuity's Cliff Johnson, Trucking Specialist, sat down with Neal Kedzie, President, Wisconsin Motor Carriers Association (WMCA). Here is an excerpt of their conversation.

What brought you into the trucking industry?

In high school, I had a job loading semi trucks. After that, when I joined the state legislature, I became involved with the Committee on Transportation and eventually chaired the committee. I found that work interesting, and with trucking being the backbone of the economy, it was a key legislative committee.

What are current objectives of the WMCA?

Safety is the number one priority for us. We work through our Wisconsin Council of Safety Supervisors, put on our President's Safe Drivers Club, and organize luncheons and safety banquets. We were the first association to put together a road team made up of selected individuals who meet the criteria of safe driving, a good work ethic, and who can convey the message of safety to the public. They meet with school groups and associations and driver's education courses. We work to recruit candidates who would like to join the industry and provide avenues for them to do so. We also work closely with our legislators to help promote and benefit the industry as a whole.

What are some of the biggest issues in the trucking industry today?

Everybody has heard about the driver shortage, and that will continue to be a problem as demand for services goes up. We are trying to reduce some of the barriers to entry into the profession, such as looking at intra versus interstate driving restrictions. We're working through some pilot programs with the federal government on interstate driving that we can bring back to the states. We are also trying to get younger people interested in the profession. There is a great future in this industry and it's not all about driving—there are paths that can take you into many other career areas.

What would you tell a motor carrier about the benefits of joining the WMCA?

We are their voice at the state and federal level. They can't afford to hire consultants to advance their interests. We are looking out for them. We also offer many training opportunities through webinars and seminars to keep them up to speed and help recertify them in different areas. We have newsletters and we are active in social networks. I look at us as teachers of not just the general public, but also of our members who are busy conducting their own work.

To watch the entire interview, visit acuity.com/NealKedzie.



ASK THE SPECIALIST

Cliff Johnson is Acuity's Trucking Specialist. Contact him at trucking.news@acuity.com.

Ask Cliff

How can you help me and other truckers address distracted driving?

You're right to be concerned about distracted driving. Smartphones are often considered a leading cause of distraction, and for good reason. Texting—and similar activities such as checking email or social media feeds—requires visual, manual, and cognitive attention from the driver and is by far the most alarming driving distraction. In fact, drivers texting while driving were looking away from the road 4.6 out of every 6 seconds, a time period in which a vehicle rolling at 55 miles per hour will travel more than the length of three football fields.

To address this hazard, the FMCSA has banned texting using handheld devices. However, there are many other distractions drivers can face behind the wheel. Even common activities such as adjusting a radio, eating and drinking, or using a map or navigation system can be distracting.

Motor carriers have an important role to play in reducing distracted driving. Here are six important steps you and your company can follow to help stay safe and distraction-free on the road.

1. Have a distracted driving policy that clearly states drivers are to be focused on driving tasks while behind the wheel. Explicitly forbid activities such as texting, using hand-held cell phones, and similar distractions. Include operations personnel and other employees in the policy, not just drivers.

2. Educate and train all affected by the policy. Send information home and put stuffers in paycheck envelopes. Involve drivers by asking them to become ambassadors to represent the company while out on the road. Provide an in-cab sticker or decal to remind drivers of your policy.

3. Enforce the policy. Make sure the policy is communicated and understood by all, and demonstrate you are willing to enforce it, which is essential for changing behavior.

4. Use technology to help with compliance and enforcement. Have on-board communications systems that "lock out" when the vehicle is in motion. Add-ons are available for text-based and cell phone-based

systems that shut down device functions when the vehicle is in motion.

5. If instant communications with drivers are needed, invest in systems that alert drivers to stop safely and check messages. Hands-free, voice-activated systems can also be used, but are not as good as eliminating the use of devices altogether while driving.

6. Be willing to let go (discharge) unsafe problem personnel.



BEST OF THE BLOG

10 Tips for Avoiding Backing Fender Benders

After a long day of driving to make pickups and deliveries, planning routes over congested roads, and determining hours available yet to drive, you have finally found a safe place to park the rig for the night—or at least you thought so. Unfortunately, most fender benders to commercial motor vehicles (CMVs) occur while at shipping docks, truck stops, and similar locations. Also, a significant percentage of CMV accidents occur because of backing.

Due to greater congestion, larger CMVs, and newer drivers, professional CMV drivers of today must exercise more diligence in safeguarding their equipment and driving record than in the past. It only takes looking at the overflowing truck stops, rest areas, and on-ramps to realize drivers have to be more on guard than ever.

The cost of crashes not only affects a motor carrier's ability to remain competitive with other transportation companies, but also impacts insurance. When these minor crashes are reported on a motor carrier's CSA score and a driver's motor vehicle record, insurance company underwriters want to know what is happening and how it is being managed to prevent reoccurrence.

The following 10 points discuss some solutions that may help your company address these hazards.



1. Does dispatch or a driver manager help in pre-planning routes and share this information with the driver? If so, identify safe parking locations in advance.
2. In addition to using experience to identify safe parking locations, some drivers use tools such as Park My Truck, TSPS, Roadbreakers, DAT Trucker, Truckbubba, and more. Choose the one that best suits your needs and geographical location.
3. Use rest areas designed to allow trucks to pull through a parking spot instead of backing into it.
4. Some truckers are choosing weigh stations to park their trucks because they are well lit with pull-through spots. Several states are encouraging truck drivers to use these facilities at night to help with the truck parking shortage.
5. Attempt to find parking spots that are in a straight line. This allows you to pull through to your spot. If you do have to back up, try to do it from the driver's side rather than the blind side.
6. Use GOAL: Get Out And Look. Drivers sometimes take unnecessary risk by continuing to back up even though they are unsure of where their trailer is and how it is swinging in relation to other parked equipment.
7. Use your four-ways when pulling through a lot and backing up. Drivers in parking lots can often be tired or distracted, and four-way indicator lights activate peripheral vision and increase the likelihood they will see you. If needed, sound your horn to alert other drivers.
8. Avoid parking spots where truck traffic is crossing directly in front of or to your side. These spots increase your exposure to damage from trailers not being swung wide enough to make the corner.
9. Drivers can respectfully provide feedback to truck stops and their employer on any parking safety issues they find. As a professional driver, you have the right to expect safe and acceptable parking facilities.
10. Keep your dash camera on at all times. On roadways, most CMV-related crashes are caused by passenger vehicles, and it is important to have this evidence to defend yourself. In parking lots, dash cameras can capture how damage occurs when you're out of the truck, allowing you to seek compensation for repairs.

To read other trucking-related blogs, visit: [acuity.com/trucker-focus](https://www.acuity.com/trucker-focus).

DRUG TESTING

DOT ADDS NEW DRUGS TO TESTING LIST



According to a recent report, in 2016 the lab-reported positive drug test rate for truck drivers rose to its highest level since 2009. Although the number of people who tested positive for drugs declined from 2015, fewer DOT drug tests were administered in 2016, making the actual number of drug-influenced drivers likely much higher.

Almost 6.3 million DOT-regulated drug tests are administered annually and, effective January 1 of this year, hydrocodone, hydromorphone, oxycodone, and oxycodone were added to the current drug testing panel. Some common names of these drugs include Percodan, Percocet, Vicodin, OxyContin, Lortab, Norco, Dilaudid, and Exalgo.

Inclusion of these four semi-synthetic opioids is intended to help address the nationwide epidemic of opioid abuse. Transportation industries are not immune to this trend and the safety issues it raises. Also, adding these four drugs—which are already tested for in many transportation employers' non-DOT testing programs because of their widespread use and potentially impairing effect—will allow the DOT to detect a broader range of drugs being used illegally.

There are concerns that drivers who are prescribed opioids will be unfairly treated as drug abusers. In the long run, this may result in doctors reconsidering the amount of prescriptions they write. Regardless, motor carriers should be aware of this change in DOT testing practice.

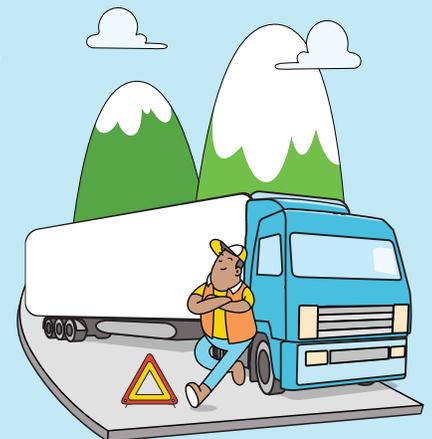
Emergency Warning Device Placement

According to Part 392.22(a), the Federal Motor Carrier Safety Regulations (FMCSR) require CMV drivers to immediately activate their vehicle's hazard warning signal flashers any time an emergency requires them to stop on the traveled portion of a highway or adjacent shoulder. The flashers must be left on until the emergency warning devices are placed according to regulations specified in Part 392.22(b).

CMV drivers are required to place three warning devices in the following manner:

- 1 On the traffic side of the vehicle, 10 feet or 4 paces away, in the direction of approaching traffic.
- 2 In the center of the traffic lane or shoulder occupied by the CMV, 100 feet or 40 paces behind, in the direction of approaching traffic.
- 3 In the center of the traffic lane or shoulder occupied by the CMV, 100 feet or 40 paces in front, in the direction of oncoming traffic.

If a hill, curve, or any other obstruction prevents drivers from seeing the vehicle, a warning device should be placed at a distance of 100 to 500 feet to give plenty of notice to approaching motorists. If the CMV is stopped on a one-way or divided highway, the warning devices should be placed at 10 feet, 100 feet, and 200 feet, facing approaching traffic.





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TRUCKING QUESTIONS?

Acuity's on-site trucking specialist provides over 30 years of industry experience to your business.

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trucking.news@acuity.com

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800.242.7666, extension 1740





WHAT WILL THAT DECISION COST YOU?

TRUCKER TALK AHEAD ↗

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TIPS TO LIVE BY

DRIVERS

- Report dangerous conditions to your employer.
- Follow up on your requests for safe equipment. Remember the “squeaky wheel.”

EMPLOYERS

- If your worker requests safer equipment, provide it.



Consider this. Your company has a policy for reporting safety issues. Your company has someone who investigates the issues as they are reported. As the manager, are you going to put more weight on the investigation report or on the worker report? This true story might help you reconsider.

A 43-year-old, experienced waste haul driver on a commercial route runs into an issue. There is an eight-yard container with steel wheels on his route that he knows is dangerous. If it were a straight stab, there wouldn't be a problem, but it isn't. He needs to pull the container out and maneuver it into position. Not an easy task, since he is pulling against a slope as well.

He wrote it up as a safety hazard and requested two smaller containers to replace the single large container. Nothing happened. He presumed it was investigated and the employer ignored the request assuming he was just being lazy.

One day, as he hefted to pull the container out, he felt a pain in his back. Afterward, when he checked the on-board scale, he found that he had just pulled a 780-pound container. He reported the injury to his employer, but continued to work. Over the next couple weeks, he kept re-injuring the area until shooting pains drove him to seek medical care.

Professionally, he's been off work for months. Personally, this active and involved dad has pain limiting his ability to play with and even lift his daughter. How much will this ignored request cost the company? How much will it cost the worker? His family?

JOIN THE CONVERSATION!

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