



Supporting Driver Hours-of-Service  
Compliance, Alertness and Productivity  
Through a Mutually Beneficial Partnership  
with Shippers, Receivers and Brokers

July 6, 2022

Please pardon our French



French captioning is auto-generated  
by PowerPoint

# Speakers



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These presentation slides available in live chat

Recording & slides will be available at  
[nafmp.org/webinars/](http://nafmp.org/webinars/)

1. NAFMP: Resources & Overall FMP
2. Problem: The elastic band in the supply chain
3. Solution: Partnership guidelines & best practices
4. Challenges: HOS rules & fatigue
5. Forum: Questions & answers

## **NAFMP Module 6**

1. [nafmp.org](http://nafmp.org)
2. [Implementation Manual](#)
3. [eLearning Platform](#)
4. [Train-the-Trainer: Module 5](#)
5. [PowerPoint Presentations](#)
6. [ROI Calculator](#)
7. [Webinars - Live & Recorded](#)

August 31 All-Day Course  
[NAFMP Train-the-Trainer](#)  
[cvsa.org/training/](https://cvsa.org/training/)

# Please Help Us Pass the Word



Please let drivers know about the NAFMP resources by distributing the NAFMP Postcard

- Place complimentary orders online by navigating to the bottom of [nafmp.org](http://nafmp.org)
  - Last item on footer menu: [Order Postcards](#)

**Fatigue is one of the main causes of heavy-vehicle crashes.**

Source: CCMTA – Human Factors Report

That's partly because we often overestimate how alert we really are. Many fatigued drivers who crashed and were lucky to survive, never felt tired.

The solution:

- Learn ways to eliminate the likelihood that you may get drowsy, tired or bored while driving.
- Identify what maintains your alertness and what reduces it.
- Become more productive, healthy and happy by better managing fatigue.



Take the free driver education course at [nafmp.org](http://nafmp.org).

**Your input matters.  
We want to hear from you.**

**Fatigue Management Community Forum**

Join the community of professional drivers, trainers, dispatchers, managers, executives, shippers, receivers and brokers to discuss, learn and share in conversations about fatigue management.

The forum is available at [lms.nafmp.org](http://lms.nafmp.org).

Add to the conversation by registering for free from any of the learning modules so you can post your questions, comments and feedback to the community forum.



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Contact Form: [nafmp.org/contact/](http://nafmp.org/contact/)

CVSA FMP Specialist: [Rodolfo.Giacoman@CVSA.org](mailto:Rodolfo.Giacoman@CVSA.org)

Please participate at Q&A Forum

Please complete anonymous survey on this session  
at the end of the webinar

1. Safety Culture
2. Fatigue Risk Management System
3. Sleep Disorder Management Program
4. Scheduling Practices & Fatigue Management Technologies
5. Education & Training

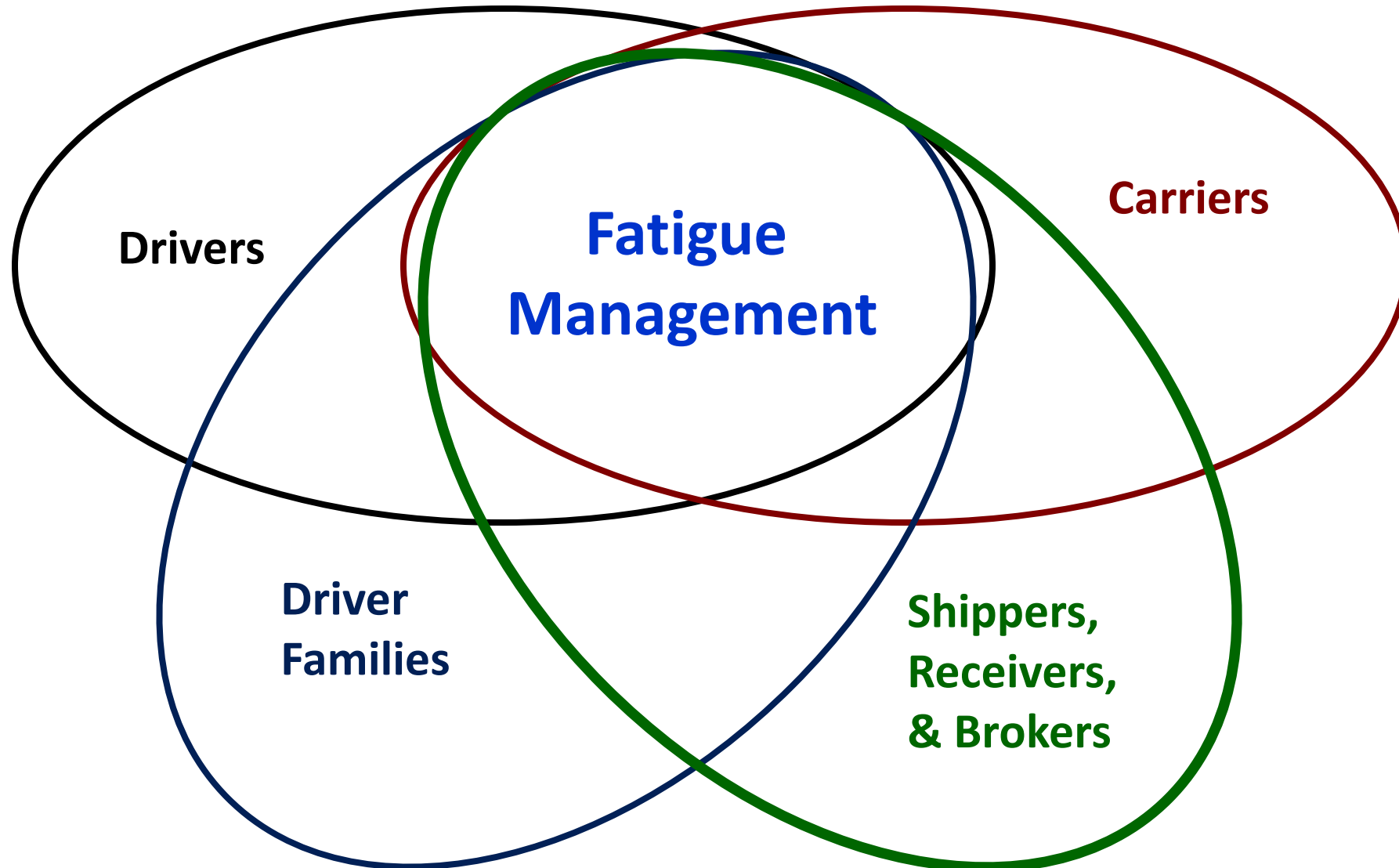
# Poll: What's your role?



- Are you a
  - Shipper
  - Receiver
  - Broker
  - Driver
  - Carrier
  - Law enforcement agency
  - Regulatory agency
  - Industry vendor
  - CVSA staff
  - Secret agent
  - Other

CMV drivers often treated as the  
“elastic band in the supply chain link”

# Solution: Fatigue Management Team



# TCA/NITL Code of Ethics



- Established in early 2000s by the Truckload Carriers Association (TCA) and the National Industrial Transport League (NITL)
- Voluntary guidelines (not a prescriptive standard or legal requirement)
- 29 shipper/receiver and 25 carrier/driver guidelines
- Often incorporated by reference into carrier-shipper contracts
- Has not solved all problems but has increased mutual understanding and cooperation

Cooperate with carrier in establishing **reasonable transit time requirements** so carriers can comply with driver HOS regulations and speed limits

Provide for **prompt loading/unloading** of trucks that arrive within the scheduled time. Do not unreasonably refuse to reschedule appointments if circumstances change. Cooperate in loading/unloading trucks that arrive early or late or without an appointment

Maintain **reasonable hours** for loading and unloading

**Provide drivers access to safe, clean, and well-lit restrooms, water and other comfort facilities**

**Quote transit times that can clearly be achieved  
within driver HOS regulations and prevailing  
speed limits**

**Keep scheduled appointments** or call ahead  
to request a changed appointment

**Operate company in accordance** with DOT safety, insurance, and other regulations to minimize risk to carrier, shipper, receiver, driver, and public

**Give clear instructions to drivers** as to service and contract requirements expected by shippers and receivers

# Poll: Contract Guidelines



- Does your carrier-shipper contract include these guidelines?
  - All of them
  - Most of them
  - Few of them
  - Not at all
  - Do not know

# Shipper and Receiver Best Practices



1. Realistic Trip Schedules
2. Reduce Loading/Unloading Delays
3. “Driver-Friendly” Queuing Practices
4. Off-Hour Parking Access

# 1. Realistic Trip Schedules



- Start with better communication among all parties
- Pre-set standard and acceptable delivery times when possible
- Cut some slack. Unexpected delays should be expected
- If loading is delayed, delivery will likely be delayed; perhaps by >10 hours
- Travel routes should maximize use of Interstates and other freeways

## 2. Reduce Loading/Unloading Delays



- Carrier manager survey: *reducing loading/unloading delays* rated most important of 17 safety-related operational practices
- Both parties should respect appointment times and plan accordingly
- Embrace **two hours** as the expected loading/unloading time
- Detention fees for waits of more than two hours are becoming a standard practice
- Consider physical upgrades to facility

# 3. “Driver-Friendly” Queuing Practices



- Most demoralizing: physical cues where drivers must be continuously ready, but without knowing when they are up
- When possible, assign waiting drivers time slots so drivers may take sleeper berth periods, naps, or just rest
- Don't disturb drivers who are taking mandatory off-duty or sleeper berth periods
- Allow drivers access to comfort facilities
- Set and maintain loading/unloading standards

# 4. Off-Hour Parking Access



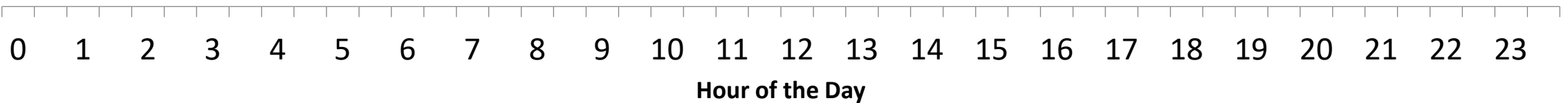
- Appreciate the difficulties drivers face in finding places to park and sleep
- Consider allowing off-hour parking access to yard areas
- May require security changes
  - Combination-operated gate lock
  - Upgraded building security

# Circadian Rhythm

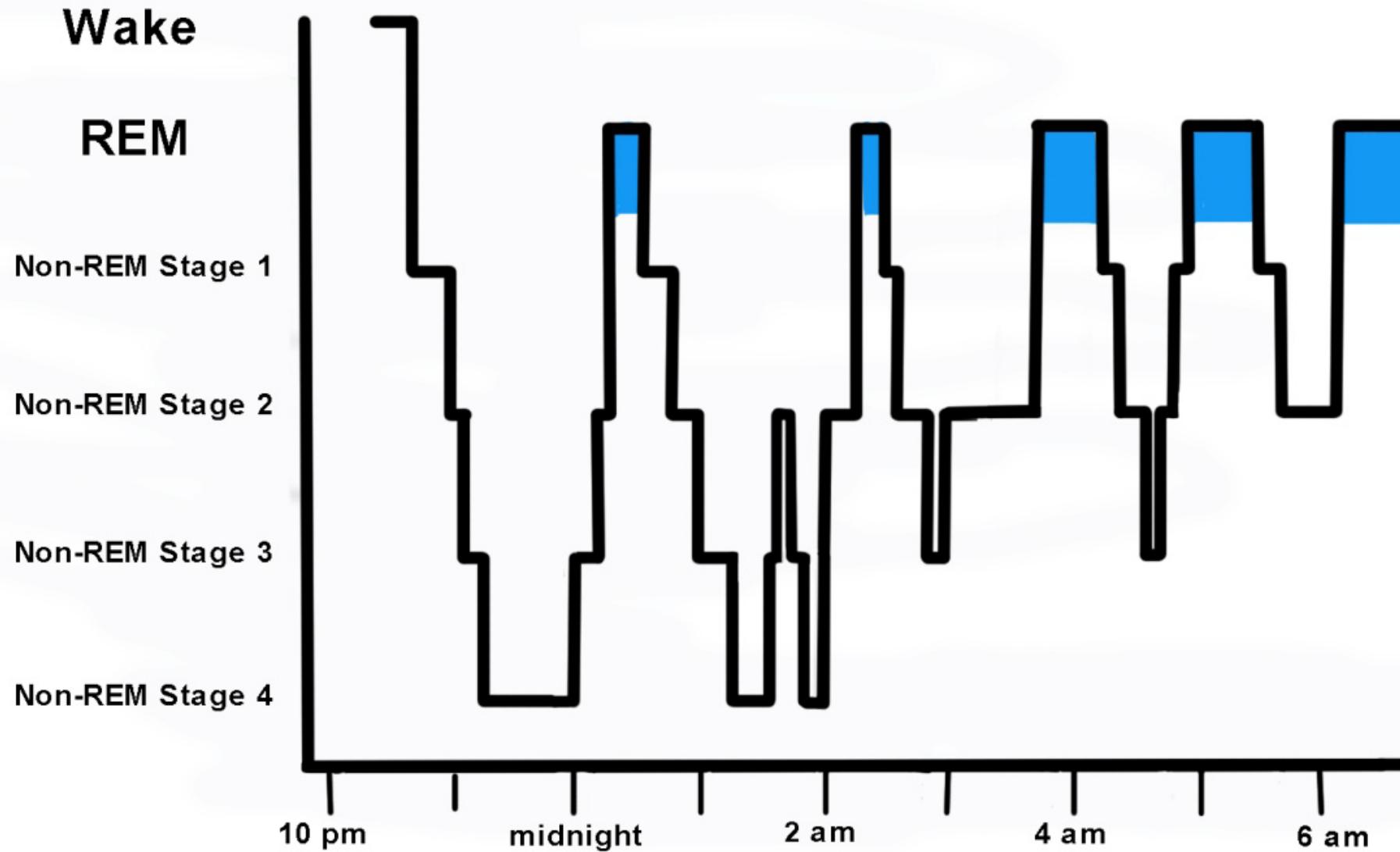


Circadian Rhythm of Alertness

Relative Alertness & Arousal



# Sleep Types, Stages and Cycles



## Questions & Answers

# Thank you!



Please complete anonymous survey on this session at  
the end of the webinar

Recording will be available by Friday  
[nafmp.org/webinars/](http://nafmp.org/webinars/)

The image features a large, white, stylized logo for CVSA (Commercial Vehicle Safety Alliance) centered over a blue-tinted photograph. The photograph shows the front of a white Peterbilt truck with a 'HEIL' sign on the top of the hood. Two police officers in dark uniforms are standing to the right of the truck, one looking at a clipboard. The background consists of trees and a clear sky. The CVSA logo is composed of bold, sans-serif letters with a registered trademark symbol (®) to the right.

CVSA®