

Fatigue Impairment: Police Issues

**Highway Safety
Roundtable**



August 18, 2007

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Highway Safety Roundtable

Driver fatigue claims about 400 lives a year

Fatigue Impairment: Police Issues was produced for the Canadian Association of Chiefs of Police Traffic Committee. It outlines the issues and suggests a course of action. Mark Yakabuski, Chairman of the Highway Safety Roundtable and President-Elect of Insurance Bureau of Canada presented the report on August 18, 2007.

Highway Safety Roundtable

The Highway Safety Roundtable has worked to raise awareness of fatigue impairment since its founding in 2003. The Highway Safety Roundtable is composed of:

- Brewers Association of Canada
- Canada Safety Council
- Canadian Automobile Association
- Insurance Bureau of Canada
- Railway Association of Canada
- Tourism Industry Association of Canada



Brewers Association of Canada



Canada Safety Council
Conseil canadien de la sécurité



INSURANCE BUREAU OF CANADA
BUREAU D'ASSURANCE DU CANADA



The Railway Association of Canada

TIAC AITC

Fatigue Impairment

- Fatigue impairment may be a factor in up to 24% of collisions ⁽¹⁾
- Traffic Injury Research Foundation reports 1 in 5 fall asleep at the wheel at least once a year, 2005 ⁽²⁾
- Driving after 17 hours without sleep is like driving with .05 BAC ⁽³⁾
- No specific Criminal Code provision but can be prosecuted under dangerous driving and other sections
- Low level of public awareness of the risks posed

Highway Safety Roundtable and Fatigue Impairment

- March 2004 Highway Safety Roundtable writes 14 Road Safety Ministers urging action on fatigue impairment
- Federal Transport Minister invites Highway Safety Roundtable to join CCMTA Working group May 2004
- Canadian Council of Motor Transport Administrators adopt: Strategy to Reduce Impaired Driving by Fatigue, Jan. 2005
- Section 3.3.3 of the Strategy is titled the Role of Policing
- Roundtable asked to contact Insp. Gerry Mann, OPP on behalf of STRIDF, March 2005
- CACP begins participating in Highway Safety Roundtable meetings and is represented by Insp. Bill Sherlock, May 2005
- Insp. Scott Lawson, OPP joins STRIDF November 2005
- First Fatigue Impairment Awareness Day: May 10, 2006
- May 2006 CCMTA adopts operational definition and statistical model of fatigue impairment
- Roundtable launches website and PSAs
- Road Safety Vision 2010 reduction target proposed
- Driver Fatigue Symposium: May 16, 2007

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CCMTA profile of groups at risk

- commercial vehicle drivers
- new/young drivers
- shift and split-shift workers
- people suffering from sleep disorders
- drivers whose lifestyle affects the quality and quantity of their sleep
- fatigue can affect all drivers

The Canadian Council of Motor Transport Administrators has developed a statistical model of a fatigue-impaired crash. By running the model against the National Collision Database the CCMTA is developing data to enrich the profiles.



Police Collision reports show low levels of fatigue

Police reports show lower levels typically citing fatigue as a factor in less than 5% of police reports filed (4).

Collision report procedures may deter police officers from identifying fatigue but the CCMTA says all provincial jurisdictions use reporting systems which allow police to identify fatigue as a factor.

CCMTA is promoting the adoption of a standardized collision report form with a checkbox for fatigue impairment.

According a U.S. National Transportation Safety Board report (5) the reasons police report numbers are lower include:

- evidence of fatigue is fleeting (i.e..survivors' adrenaline rush)
- no breath/blood test
- police may lack awareness



Muskoka OPP have sponsored local fatigue impairment awareness initiatives since 2004.

A National Transportation Safety Board report suggests Evidence Investigators consider:

Fatigue Indicators

- Recent work/rest history
- General work/rest history
- Time on task/time awake
- Appearance/behavior
- Organizational factors
- Task factors
- Circadian factors
- History of fatigue
- Medical issues
- Performance errors
- Self report

Evidence Sources

- Time of day
- Operator self-report
- Interviews with others
- Records
- Data/voice/video recordings
- Wreckage/reconstruction
- Medical tests

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The CCMTA Draft Checklist for Police Officers and Roadside Controllers ⁽⁶⁾

A. Characteristics of fatigue-related accidents

- The accident occurred during the night or the afternoon (between midnight and 5:00 A.M. or between 1:00 P.M. and 4:00 P.M.)
- Generally, only one vehicle is implicated in the accident
- the officer describes the driver as being fatigued, somnolent or asleep at the wheel
- the actions of the vehicle would imply that the driver's concentration was impaired by fatigue or a lack of sleep:
- a sudden change of the vehicle's direction caused a head-on collision (vehicle was not overtaking);
- the vehicle ran off the road and/or into another vehicle or object (speed was not a factor);
- absence of any preventive action (no attempt to avoid crash)
- reported lane drifting by witnesses

B. Checklist

- 1 The driver said he fell asleep at the wheel.
- 2 Work schedule
 - Type of work
 - Day, night
 - Hours worked (Greater than 60 hours a week = more risk to be implicated in a fatigue-related accident.)
- 3 How long had you been driving at the time of the accident?
- 4 How long had you been awake at the time of the accident?
(Greater than 17 hours awake results in diminished concentration, judgment and reflexes)
- 5 When was the last period of sleep?
- 6 For the previous sleep period, do you remember how many hours of sleep you had?
- 7 Were you taking any medication at the time of the accident?
If so, which ones?

CCMTA Description of the Role of Policing

In section 3.3.3. of the Strategy to Reduce Impaired Driving by Fatigue 2010, the CCMTA describe the role of policing:

The role of policing is of fundamental importance in the fight against impaired driving by fatigue and its consequences. The Sub-Group encourages jurisdictions to undertake activities in the following areas:

- Train and encourage police officers to use fatigue and drowsiness recognition tools (investigative techniques to ascertain if fatigue is present) and adopt procedures for dealing with fatigue and drowsy drivers
- Develop standardized training programs for enforcement personnel that will help them detect drivers who are impaired by fatigue
- Develop partnerships between enforcement agencies and other stakeholders to develop enforcement plans
- Review research and practices within jurisdictions which have determined optimal levels of enforcement
- Lobby for increased police resources to help increase the perceived risk of apprehension for fatigue, drowsiness and driving
- Coordinate public education and awareness activity with enforcement programs to maximize the perceived risk of apprehension
- Conduct combined enforcement and awareness campaigns before and during summer season, focusing on fatigue and drowsy driving

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Footnotes:

1. *Statistical Model Report:*
Canadian Council of Motor Transport
Administrators: May 2006
2. *Road Safety Monitor 2004 Drowsy
Driving: Traffic Injury Research
Foundation: Feb. 2005*
3. *Driver Fatigue: Société de l'assurance
automobile: Brochure: 2005*
4. *Report of STRID 2010 Sub-Group
on Impairment by Fatigue to CCMTA:
May 2006*
5. *A Review of the Evidence
Investigators Use in Determining
Operator Fatigue:*
National Transportation Safety Board:
Jana M. Price: Sept. 13, 2005
6. *Draft Checklist for Police Officers and
Roadside Controllers:*
CCMTA Discussion Document: Apr 2005

