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Fatigue Policy Opicorp (PTY) Limited T/A Auto Carriers

Fatigue management is the responsibility of every driver and the planner/controller. The planner will plan each trip considering the driver's previous trip and rest periods. A minimum of 9 hours rest is recommended between long haul trips. It is the responsibility of the driver to ensure that he is well rested at the commencement of a trip. This requires discipline and commitment. No matter how good the planning is, without co-operation of the driver safe practices cannot be assured.

There is a no-driving late at night policy which prohibits driving between 10pm and 4am. This means that there is an operational window of 18 hours in a day. This does not mean that a driver can drive for 18 hours. It allows a driver opportunity to schedule his rest time and start up time to meet his own health and wellbeing as well as the delivery schedule. A driver must not exceed 15 hours a day from start up to shut down for the day. For example, a driver starting off at 4 am must park off for the day at 7 pm, but a driver starting up at 7am may drive to 10pm.

During a trip, the driver should stop and take a walk around the truck doing a casual inspection of truck, trailer and cargo every 3 hours or 240 km taking a 15 minute break. At any point in a road journey, should a driver feel tired or a loss in concentration, the driver should pull over and stop at the nearest safe stopping area. The driver should then rest for a few hours before continuing his journey. The delay should be communicated to the planner who will update the client.

Fatigue management is key to safe driving. Ultimately it is the driver's responsibility, and it his life at stake. No cutting corners!