

➤ Study Reveals Sleeping Habits of Bus, Taxi and Limo Drivers p.1

➤ Free Fatigued Driver Training Lesson Available Online p.2

➤ Get a Leg Up on Ladder Safety p.2

➤ Top 10 Compliance Review and Roadside Inspection Violations p.3



PUBLIC TRANSPORTATION REPORT

Issue 3//2012

Protective Insurance Company



Study Reveals Sleeping Habits of Bus, Taxi and Limo Drivers

The National Sleep Foundation (NSF) recently released the results of the 2012 Sleep in America poll, available online at www.sleepfoundation.org/2012poll. The poll is the first of its kind to ask transportation professionals, including pilots, train operators, truck, bus, taxi and limo drivers, about their sleep habits. The results of the survey provide insight into the effect of sleepiness on bus, taxi and limo drivers' job performance.

In general, drivers are not getting the quality sleep they need to perform their best the next day. Fifty-four percent of drivers responding to the survey said they experience sleep problems every night or almost every night. Additionally, 29 percent said they rarely or never get a good night's sleep on workdays, while 18 percent reported they get less sleep than needed.

Not getting enough sleep will impact a driver's mood and job performance. Driving while fatigued could have serious consequences, including fatal accidents. In the study, 10 percent of bus, taxi and limo drivers said their sleepiness affects their job performance at least once a week. Twelve percent experienced a "near miss," a situation where they were almost involved in an accident, and 7 percent committed a serious error due to on-the-job sleepiness.

To combat sleepiness, 11 percent of drivers reported using caffeine more than once in the previous week to help stay awake and alert on the job. While caffeine can help keep drivers awake, it dehydrates them, which can also have adverse effects on their ability to perform their job well. Drivers should drink at least one serving of water for every serving of caffeine to counteract dehydration. >>>

» Sixty-one percent of the drivers reported working the same schedule each day and 53 percent said they work the same number of hours each day. Consistency is a major factor in getting a good night's sleep. As much as realistically possible, companies should try to schedule drivers at the same time and on the same days week to week. It is then the responsibility of the drivers to maintain a regular sleep routine as much as possible, even when they are off duty for several days.



Free Fatigued Driver Training Lesson Available Online

Protective Insurance Company is excited to offer our policyholders access to Pro-TREAD online driver training lessons developed specifically for public transportation professionals.

"Fatigue: The Hazards of Drowsy Driving" details the causes and possible consequences of fatigued driving for the public transportation industry. The lesson instructs drivers on the steps they can take to prevent and combat fatigue. After viewing this lesson, drivers will also understand circadian rhythms, be able to identify the symptoms of sleep apnea and know how to get quality sleep to stay well rested.

Your drivers can take this online training lesson, which requires 100 percent mastery, from any computer. We encourage you to take advantage of this free education opportunity for your drivers about the hazards of fatigued driving. Fatigue is one of the leading causes of accidents on the road. Drivers need to know the signs so they can prevent accidents.

Protective customers may contact Jennifer Murray at (800) 317-9402 x2658 or jmurray@protectiveinsurance.com to obtain their promo code for access to the lesson.

Protective is an industry leader in providing loss prevention services and we constantly strive for improvement. If you would like to provide feedback about the training lesson, please email Stacy Renz at srenz@protectiveinsurance.com. ■

Also of note in the findings is that seven percent of drivers have been diagnosed with a sleep disability. The most common disability is sleep apnea, with others including shift work sleep disorder, insomnia and restless leg syndrome. Sleep apnea is dangerous to drivers and those they share the road with because it causes long periods of repeated fatigue and drowsy driving throughout the day, which prevents the brain from focusing on safe driving.

The National Sleep Foundation recommends sharing the following tips with your drivers to help them get a good night's sleep:

- Go to sleep and wake up at the same time every day and avoid spending more time in bed than needed.
- Use bright light to help manage your body clock. Avoid bright light in the evening and expose yourself to sunlight in the morning.
- Only use your bedroom for sleep. Remove computers, televisions and other distractions.
- Select a relaxing bedtime ritual, like a warm bath or listening to calm music.
- Create an environment that is conducive to sleep that is quiet, dark and cool with a comfortable mattress and pillows.
- Exercise regularly but avoid vigorous workouts close to bedtime.
- If you can't sleep, go into another room and do something relaxing until you feel tired.
- If you are experiencing excessive snoring or "stop breathing" episodes in your sleep, contact your health care professional for a sleep apnea screening. ■

Get a Leg Up on Ladder Safety

Ladders are a seemingly simple tool to use - set them up and start climbing. However, there are several opportunities for slips, falls and injuries if they aren't used properly. The Consumer Product Safety Commission reports that more than 100,000 people are treated for injuries resulting from falling off a ladder and more than 300 annual fatalities occur from ladder-related injuries. With these alarming statistics, it's not safe to assume your workers are familiar with ladder safety. Incorporate this topic into your training to help protect your workers from injury or death.

Not every ladder is right for every job. Workers should consider what type of ladder they need, how heavy their load is and how high they need to reach. Every ladder has a duty rating, or maximum weight it can safely support.

Top 10 Compliance Review and Roadside Inspection Violations

Inspections may not be the most popular part of the transportation business but they are a reality of the industry. They are designed to keep companies on their toes and in line with the most up-to-date safety regulations. While safety should be a top priority for all public transportation companies, hundreds of carriers violate regulations every day. Make sure your company is aware of the top violations so you and your drivers can stay in compliance, and avoid fines or being placed out of service.

To date in fiscal year 2012, the Federal Motor Carrier Safety Administration (FMCSA) has performed more than 500 compliance reviews on passenger carriers. This includes motorcoaches, school buses, vans, mini buses and limousines. The blue chart below lists the top 10 violations found during these reviews.

FMCSA also regularly performs roadside inspections at weigh stations and various other sites. The green chart below contains the top 10 roadside inspection violations to date in fiscal year 2012. ■

Top 10 Violations Found During Compliance Reviews

Violation Code	Description	Compliance Reviews	Violations
395.8(e)	False report of drivers' record of duty status	102	175
395.8(f)	Failing to prepare record of duty status in form and manner prescribed	143	173
391.21(a)	Incomplete or no employment application	147	167
395.8(a)	No drivers' record of duty status	85	141
391.11(a)	Using an unqualified driver	106	130
396.11(a)	Failing to require driver to prepare vehicle inspection report	84	116
391.51(b)(6)	Failing to maintain list or certificate of violations	92	109
391.51(a)	Failing to maintain driver qualification file on each driver	80	89
391.23(a)	Failing to investigate drivers' backgrounds	73	88
391.51(b)(5)	Failing to maintain notation of annual review	73	86

Top 10 Violations Found During Roadside Inspections

Violation Code	Description	Compliance Reviews	Violations
396.3(a)(1)	Inspection, repair and maintenance parts and accessories not in proper operating condition	4380	5986
392.2	Operating vehicle in violation of local/state laws	4392	5908
396.5(b)	Oil and/or grease leak	1817	2079
393.9	Operating vehicle not having the required operable lamps	1480	1719
393.9(a)	Inoperative required lamps	1023	1234
395.8	Log violation (general or form and manner)	732	920
393.95(a)	Discharged, unsecured or no fire extinguisher	776	780
393.11	Defective or no lighting devices and/or reflective devices on projected loads	627	772
391.41(a)	Driver not in possession of medical certificate	748	755
390.21(b)	Failing to mark CMV with name and/or USDOT number	732	751

Educate yourself and your drivers on each of these regulations by visiting fmcsa.dot.gov/rules-regulations/rules-regulations.htm and searching for the code number. For the complete list of compliance review and roadside inspection violations, visit ai.fmcsa.dot.gov/ProgramReport/PassengerCarrier.aspx.

This includes the person's weight as well as what they are lifting. Exceeding capacity can cause a collapse, potentially resulting in serious injury.

Inspect ladders before climbing. Check for hazards such as loose steps and rungs, nails or other parts, broken uprights, damaged or worn nonslip bases, and carefully examine the general stability. Grease, dirt and other contaminants can build up and cause slips and falls so ladders should periodically be cleaned. If a ladder is broken, clearly mark it as out of service or destroy it to prevent others from using it.

Ladders should always be placed on level ground. If the ladder is at all unsteady, workers shouldn't attempt to climb it. To prevent sliding, the American National

Standards Institute recommends setting up portable non-self-supporting ladders at a 75.5 degree angle. If the angle is bigger than that, the ladder can tip backward. If it's smaller, the ladder may break or slip.

Workers should maintain three points of contact while climbing a ladder. They should hold onto the side rails and never attempt to take more than one step at a time. Ladders should never be used horizontally as a bridge or scaffolding between two points. Most are designed to be used vertically. Because of weight distribution, it's very dangerous to try any other position. ➤➤

PUBLIC TRANSPORTATION **REPORT**

Issue 3//2012

Protective Insurance Company

“ always maintain three points of contact while climbing a ladder ”

» Workers should never overextend to the point where their center of gravity is above the highest rung or outside of the side rails. This will cause workers to lose their balance and potentially fall. Rather than reach too far to one side or climb higher than the top rung, reposition the ladder or use one that is taller. Some new ladders have marks indicating the highest step that is safe to use. If not marked, workers should maintain their center of gravity below the highest rung and should never use the highest rung or top of the ladder as a standing surface since there is nothing there to support them.

In no circumstance should multiple ladders be tied or fastened together to reach higher locations. Climbing ladders that are tied together is incredibly

dangerous. If workers have to reach a location that is higher than the ladder they have on hand, they should use a hydraulic lift that is OSHA-compliant for standing. Never place a ladder on a hydraulic lift to extend the height. ■

The American Ladder Institute has additional ladder safety tips as well as a guide to choosing the right ladder on its website www.laddersafety.org. The Occupational Safety & Health Administration (OSHA) also has standards for ladder use, violations of which ranked eighth in the top 10 most frequently cited standards in 2011. These standards are available online at www.osha.gov.

