



# Safety First

Deep South  
Insurance Services Since 1967

Summer 2013

## The Prevention of Driver Fatigue - Hours of Service Rule Changes Effective July 1, 2013

Recent changes in hours of service rules promulgated by the Federal Motor Carrier Administration (FMCSA) are designed to address the issue of driver fatigue. A number of large studies conducted through the years by government and industry in the United States and other nations point to the substantial impact driver fatigue has on safety. The Large Truck Crash Causation Study (LTCCS) conducted by the FMCSA reported that 13 percent of Commercial Motor Vehicle (CMV) drivers were considered to have been fatigued at the time of their crash.

In a May 2013 interview with the BBC, Dr. Daniel Blower from the University of Michigan Transportation Research Institute stated, "Fatigue is difficult to identify post-crash because there are no physical markers, like the sort that can be identified using blood tests, as for drugs and alcohol." He continued to say, "The best estimate that I have seen is that the true incidence of fatigue in truck crashes is likely to be two to three times higher than in the captured crash data."

Clearly, driver fatigue relative to commercial drivers is an issue that requires attention. As a result, effective July 1, 2013 the FMCSA put new Hours of Service rules in place. There are a number of changes that require the compliance of commercial drivers and their companies. To help clients and prospective clients understand the changes, Deep South developed an easy to use two-page summary designed to help understand the new rules. Please see the link below. There are also a number of other links of interest about this topic provided:



**Deep South Hours of Service Summary:** [www.marketwiseinc.com/ds%20news/DS%20Summary%20of%20Hours%20of%20Service%20as%20of%20July%202013.pdf](http://www.marketwiseinc.com/ds%20news/DS%20Summary%20of%20Hours%20of%20Service%20as%20of%20July%202013.pdf)

**Driver Fatigue Prevention Safety Tips FMCSA:** [www.fmcsa.dot.gov/about/outreach/education/driverTips/Driver-fatigue.htm](http://www.fmcsa.dot.gov/about/outreach/education/driverTips/Driver-fatigue.htm)

**Take The Drowsy Driver Quiz:** [www.fmcsa.dot.gov/safety-security/sleep-apnea/tools/drowsy-quiz.aspx](http://www.fmcsa.dot.gov/safety-security/sleep-apnea/tools/drowsy-quiz.aspx)

**Driver Fatigue Tracking Equipment Article - May 28, 2013:** [www.bbc.co.uk/news/technology-22640279](http://www.bbc.co.uk/news/technology-22640279)

For further assistance or information about the Hours of Service Rule Change please contact your Deep South Loss Control representative. If you are not currently a Deep South client, we encourage you to contact one of our Deep South offices for information about professional independent agencies in your area that represent Deep South.

## Driver Fitness - First In A Series: Sleep Apnea

For many commercial truck drivers, finding time to exercise, eat healthy and stay fit is no simple matter after spending many hours in the cab of a truck during the course of a week. Nevertheless, it is a significant issue relative to a drivers ability to support a successful career in the transportation industry and maintain a good quality of life. From a safety perspective, it is critical that commercial drivers be able to meet the physical and mental challenges of operating large commercial vehicles safely. In this and upcoming issues of Safety First, we will examine a number of driver fitness related topics and offer solutions for drivers and transportation companies.



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Across the nation, the incidence of sleep apnea in the general population has been increasing. According to the National Institutes of Health sleep apnea is a common disorder in which a person has one or more pauses in breathing or shallow breaths while sleeping. Breathing pauses can last from a few seconds to minutes. They may occur 30 times or more an hour. Typically, normal breathing then starts again, sometimes with a loud snort or choking sound. Sleep apnea is usually a chronic condition that disrupts sleep. When breathing pauses or becomes shallow, people often move out of deep sleep and into light sleep. As a result, the quality of sleep is poor, which creates fatigue during the day. Sleep apnea is a leading cause of excessive daytime sleepiness.

The most common type of sleep apnea is obstructive sleep apnea. In this condition, the airway collapses or becomes blocked during sleep. This causes shallow breathing or breathing pauses. Obstructive sleep apnea is more common in people who are overweight, but it can affect anyone. Beyond the excessive daytime sleepiness that can occur, the health implications can be serious including high blood pressure, heart attack, stroke, obesity, diabetes, heart failure.

A study conducted by the University of Pennsylvania and sponsored by the Federal Motor Carrier Safety Administration (FMCSA) and the American Transportation Research Institute of the American Trucking Associations found that almost one-third (28%) of commercial truck drivers have mild to severe sleep apnea. The FMCSA states:

*Because sleep apnea affects your sleep, it also affects your daytime alertness and performance. Untreated sleep apnea can make it difficult for you to stay awake, focus your eyes, and react quickly while driving. In general, studies show that people with untreated sleep apnea have an increased risk of being involved in a fatigue-related motor vehicle crash.*

*Many sleep apnea patients say they never fall asleep while driving. That may be true. But remember, you don't have to fall asleep to have a crash. You simply have to be inattentive or less alert.*

If a driver suspects that sleep apnea is impacting their well-being and performance, the driver should contact a qualified medical doctor for evaluation as soon as possible. If it is determined the driver has sleep apnea, the FMCSA has a specific protocol that must be followed. It is important to note that drivers can continue to drive with a mild case of sleep apnea while those with moderate to advanced sleep apnea must receive treatment and be medically cleared to drive. Listed below are resources provided by the Federal Motor Carrier Administration and other professional organizations. If you are a driver, or the operator of a fleet of vehicles, we encourage you to browse through the material provided by the through the links below.

**Driving When You Have Sleep Apnea:** [www.fmcsa.dot.gov/safety-security/sleep-apnea/tools/driving-with-sleep-apnea.aspx](http://www.fmcsa.dot.gov/safety-security/sleep-apnea/tools/driving-with-sleep-apnea.aspx)

**Spotlight on Sleep Apnea:** [www.fmcsa.dot.gov/safety-security/sleep-apnea/sleep-apnea.aspx](http://www.fmcsa.dot.gov/safety-security/sleep-apnea/sleep-apnea.aspx)

**The Sleep Apnea Poster for Companies to Distribute:** [www.fmcsa.dot.gov/documents/sleep-apnea/Poster.pdf](http://www.fmcsa.dot.gov/documents/sleep-apnea/Poster.pdf)

American Sleep Apnea Association: [www.sleepapnea.org/](http://www.sleepapnea.org/)

**Sleep Apnea Center:** [www.webmd.com/sleep-disorders/sleep-apnea/default.htm](http://www.webmd.com/sleep-disorders/sleep-apnea/default.htm)

Deep South Loss Control Contact Information

E-mail: [losscontrol@deep-south.com](mailto:losscontrol@deep-south.com) • Telephone: 214.493.4225 • Facsimile: 888.863.8670 • [www.deep-south.com](http://www.deep-south.com)



## Carrier Tips For Managing Compliance, Safety and Accountability (CSA)

One of the key's to success in managing any transportation organization or a company that operates a fleet of vehicles is managing compliance, safety and accountability (CSA) from the perspective of Federal Motor Carrier Administration rules and regulations. To assist clients with this important issue, Deep South has developed a few tips compiled and utilized over the last several years by our Loss Control Consultants. These tips have proven to be very effective. It is important to communicate these tips to help manage an organization's CSA practices and procedures. Utilizing these guidelines can help prevent DOT interventions such as early warning letters, audits, fines, and ceasing of a company's operations.

>> Routinely check your SMS (Safety Measurement System) score by going to [www.ai.fmcsa.dot.gov](http://www.ai.fmcsa.dot.gov) and entering your DOT number or company name.

>> Obtain a PIN number from DOT that will allow you to access carrier and driver specific information. You can do this by going to [www.fmcsa.dot.gov](http://www.fmcsa.dot.gov) and looking under "Registration & Licensing."

>> Always make sure your vehicles, trailers, and annual miles are correct and up to date with your MCS-150 filing with DOT since this in part is used to account for each motor carrier's level of on the road exposure when calculating the "Unsafe Driving" and "Crash Indicator Behavior Analysis" categories under the SMS BASIC. DOT updates the SMS information monthly so your changes should be reflected the following month on their website. Go to [https://li-public.fmcsa.dot.gov/LIVIEW/PKG\\_REGISTRATION.prc\\_option](https://li-public.fmcsa.dot.gov/LIVIEW/PKG_REGISTRATION.prc_option) to update your MCS-150 information or the main website at [www.fmcsa.dot.gov](http://www.fmcsa.dot.gov).

>> Ensure your drivers and mechanics are properly trained in conducting pre-trip inspections and that routine maintenance procedures and paperwork documentation is in order.



It is important that your DOT annuals are conducted each year for all CMVs (Commercial Motor Vehicles) per DOT rules and regulations. Contact your Deep South Loss Control Consultant for assistance and guidance as needed and utilize our online resources at [www.deep-south.com](http://www.deep-south.com), "Ask An Expert" [askanexpert@deep-south.com](mailto:askanexpert@deep-south.com) or contact us at (855)258-8178. You can also follow us at [twitter@deepsouth67](https://twitter.com/deepsouth67).

**Does Your Company Have a Cell Phone Policy?** From a risk management and loss control perspective, it is very important businesses have a company cell phone use policy in place, clearly communicated and enforced. To assist clients with this important issue, Deep South has developed resources to help control the substantial exposure to loss companies face from cell phone use in commercial vehicles. The importance of staying in compliance with this rule is critical. Contact your loss control representative for more information.



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## Loss Control Employee Spotlight: Meet David Thompson

Deep South's loss control consultants deliver substantial value to clients helping them to improve safety programs, improve compliance, reduce exposure to loss and contain the total cost of risk. In this issue of *Safety First*, we are featuring Executive Loss Control Consultant David Thompson based out of our Shreveport office.



David has over thirty years of safety management and loss control experience with more than twenty years in the insurance industry working with clients. His experience includes all lines of insurance coverage and the risk associated with those lines of business. David has been a Certified Safety Professional for more than twenty-five years. He has been employed with Deep South since 2006.

David is a Six Sigma Green Belt with specific skill sets related to the management of quality and continuous improvement. His skills related to quality management capitalize upon the natural ties between effective safety management programs and quality management programs since the two are often closely correlated in most organizations.

David graduated from Louisiana State University with a degree in Industrial Technology Occupational Safety and Health in 1981 and has continued his education and development through the years. He is a professional member of the American Society of Safety Engineers for over 30 years.

When David is not working, he enjoys spending time with his grandsons, playing basketball and attending LSU Tiger and New Orleans Saints football games.



## Thoughts From Ward

*(Ward Johnson is Vice-President of Loss Control at Deep South and a veteran of the loss control and risk management business.)*

We all know that the healthier we are and the better we feel, the better we perform. Most certainly, wellness and fitness is an important element of transportation safety as it relates to drivers operating trucks and other heavy equipment. From a pure safety management and productivity perspective, it just makes sense. Many companies are already starting to focus on the issue today. In addition, regulators are starting to address the issue in a broader and more proactive way. Employee wellness and fitness is all about smart business practices for companies that operate fleets of vehicles. Beyond that it is simply the right thing to do.

If you need assistance with developing your safety and risk management program, contact Deep South at Ask An Expert.

Disclaimer: The information, examples and suggestions presented in this material have been developed from sources believed to be reliable and are considered to be "best practices" for the industry. This information is offered exclusively for the purpose of improving the insurability of your company's operation and/or premises. Deep South, Inc. makes no guarantees, expressed or implied, that the information shared or implementation of the policies in this document will prevent loss or injury to persons and/or equipment. The information in this document should be modified to fit your company's particular situation and we strongly recommend consultation with competent legal counsel and/or other professional advisors before applying this material in any particular factual situations.

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