BRITISH DRILLING ASSOCIATION

Fatigue Management

Management of fatigue before we get to site and while we are on site is an ongoing challenge.

Those that engage, are liable to increase their project costs which creates un unlevel playing field, however, those that make efforts to safeguard their workforce against tiredness will, it has been reported, reap rewards in regard to productivity and a fall in the likelihood of fatigue related accidents.

Some elements that may be considered are:

- Briefing the workforce on the benefits of planning journeys to avoid early morning starts. (between 2am - 6am is the most dangerous time to drive)
- Shared driving
- Taking regular breaks for coffee intake when driving (at least every 2 hours a 15 minute coffee break)
- Educating the workforce in regard to the benefits of a good nights sleep.
- Advocating that workers do not drink too much alcohol the night before travel and work.
- Advisory information about eating large amounts of food just before going to bed can have an adverse effect on sleep quality.
- Creating a schedule for sleep and creating a healthy patterns will improve sleep quality. i.e. turning off lap tops, phones, TV's before going to bed. Black out curtains in summer may be a good idea.

More influential processes might be considered by companies wishing to engage in Fatigue management at a higher level:

- Establish a Fatigue Management Policy.
- Consider a reduction in the shift on Monday to include travel in the shift.
- Accommodate those travelling early on Sunday nights
- Encouraging paid for Sunday night accommodation.
- Include fatigue management in causal analysis of incidents and near miss reporting.
- Logging hours worked to identify potential hazardous patterns of travel times and shift times.
- 12 hour rest as a minimum between shifts (including travel)
- Fully engaging the Rail Fatigue Management standard. NR.L2.OHS.003 Fatigue Risk Management