

MINO-1083 Livestock driver fatigue

11 June 2024

Provide information and an update on work in livestock driver fatigue management.

Alternative Fatigue Management Scheme (AFMS)

AFMS Trial

- The AFMS trial represents a new approach by NZTA to working with the sector in respect of fatigue management and driver work times. The AFMS allows livestock transport operators the opportunity to trial a different and more flexible approach to driver work time and managing driver safety, fatigue and wellbeing risks.
- There are two AFMS trial types – AFMS 1 allows for flexible rest periods throughout the day; AFMS 2 allows a driver's working day to be extended from 13 to 15 hours in any cumulative workday and can't be used more than twice in any cumulative work period.
- To be eligible to participate in the trial (i.e., the exemption), in addition to being compliant and have acceptable safety management systems in place (checked by a compliance officer from NZTA) the criteria are:
 - Yearly health assessment for drivers
 - An eLogbook or similar approved worktime recording device
 - For AFMS 1, either predictive (e.g., Alertmeter) or reactive fatigue monitoring is required
 - For AFMS 2, Alertmeter or similar predictive testing is required.
- The transport operator records exceptions and any non-compliance, as well as steps taken to mitigate a risk and prevent it from occurring in the future. NZTA undertakes targeted audits to check on compliance with AFMS requirements and managing driver fatigue and working hours.

AFMS 1: Flexible rest breaks

- AFMS 1 allows either a predictive fatigue monitoring tool (e.g., Alertmeter) or a reactive driver facing camera to be used to monitor driver fatigue. Using Alertmeter, a baseline is set by the driver at the beginning of their day (using a 1-minute test) and fatigue levels are monitored throughout the day, supervised by their company. Reactive driver facing cameras are also monitored throughout the day.
- Rest periods of between 10 to 30 minutes are then taken flexibly throughout the day provided the rest periods are no longer than 4 hours apart and they comply with other worktime rules. Current regulations are not as flexible, requiring 5 and a half hours of driving, then a 30-minute rest break.
- eLogbooks are used to record driving time and rest periods.

AFMS 2: Extending a driver's working day

- The AFMS 2 allows drivers and supervisors, using Alertmeter or a similar predictive tool to test fatigue levels, to extend the driver's working day from 13 to 15 hours if the driver's fatigue levels are safe. AFMS 2 has been mainly used to allow a driver to get home at the end of the day rather than being required to stop and rest overnight away from home.
- Under AFMS 2, documents need to be kept that support and record decisions made about worktime extensions.

Findings to date

- NZTA has found high levels of compliance from those using the AFMS. It has provided the opportunity for operators to address work-related injuries and an instance of accumulated fatigue (unrelated to driving). Operators report increased safety and driver wellbeing as well as lower costs (e.g., accommodation costs are avoided). Drivers have reported their preference for the AFMS approach compared to current regulations.
- Based on the positive feedback of the trial with livestock transport operators to date, NZTA is extending the trial to other Livestock operators throughout the country. It has also been expanded to logging operators.
- There is currently one logging operator approved for the trial with four more operators to join by mid to end June. Logging operators will only be using AFMS 1.

Livestock Ropū

- Livestock Ropū is a subgroup of a Ministry of Primary Industries (MPI) led forum – Farm to Processor: Animal Welfare Forum (the Forum). The Forum has been established to promote positive animal welfare practices, strengthen relationships between livestock production groups and MPI, identify and manage sector wide animal welfare risks, and respond to opportunities, and share sector-wide perspectives and consultation. The Forum's terms of reference are here: <https://www.mpi.govt.nz/dmsdocument/55648-Farm-to-Processor-Animal-Welfare-Forum-Terms-of-Reference-Jan-2023>.
- NZTA facilitate the Livestock Ropū which has representatives from all stakeholders in the animal supply chain, including commercial livestock transporters. See Appendix A
- As with the Forum, the Livestock Ropū is focused on animal welfare. It is looking at compliance within the animal supply chain, developing a mutual understanding of different participants in the animal supply chain, and cooperation throughout the chain. The Group have recently been contributing to and collaborating on a new guidance document on loading facilities.

Noted by Minister ☐

Appendix A: Livestock Group Attendee Organisations

Silverfern Farms

Transporting New Zealand (Ia Ara Aotearoa)

Glenn Carroll Transportation Ltd

ANZCO Foods

Ministry of Primary Industries

Federated Farmer

Meat Industry Association

Beef and Lamb New Zealand

ACC New Zealand

WorkSafe New Zealand

PGG Wrightson

Massey University

Dairy Companies Association of New Zealand

New Zealand Farm Assurance Incorporated

Road Transport Logistics Ltd.

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