



PM-005-00: Fatigue Risk Management

(National Regulations - regulation 29, 57 (occurrence reporting), schedule 1 cl 29, schedule 2 (note there are additional requirements for operations in NSW)).

OTHR must be able to demonstrate that they are managing the risks associated with fatigue.

Fatigue not only refers to people falling asleep, but as they become fatigued, they become more susceptible to making more errors. Fatigue arises not just through a lack of sleep, although rest and sleep are the only way in which it can be overcome.

Like all aspects of an SMS, rail operators must assess the risks associated with rail safety worker fatigue and what the potential impacts are on the safety of the operations.

Fatigue management remains difficult for smaller less complex rail operators. This is primarily because a smaller workforce generally means more difficulty filling short notice absences. As well as this, workers may have other full-time jobs, be older in age, travel longer distances, and the strong team-work ethic of small and volunteer-based railways may deter reporting of fatigue for fear of letting people down.

The mix of fatigue risk factors can be unique to the level of task and the individual. The aim of the fatigue risk management process is to identify and assess these factors and ensure that the organisation can demonstrate that everything that is reasonably practical is being done to effectively manage fatigue related risks.

OTHR is required to have a Fatigue Risk Management Program (FRMP) as part of its SMS. This is a program of risk management activities presented with relevant policies procedures and instructions which describe how OTHR manages the risks of rail safety worker fatigue.

Associated Documents

Version No		Version Date:	
Approved By:			

ALL PRINTED DOCUMENTS ARE UNCONTROLLED