

- sleeper berths are kept clean and tidy;
- there is adequate noise insulation between the cab and the sleeper berth, as well as the inside and outside of the cab;
- the prime-mover has good thermal insulation;
- dual escape hatches (on both sides of the sleeper) exist;
- night driving is equally shared between drivers; and
- sufficient rest is scheduled between trips.

TABLE THREE

OPERATING STANDARD FOR TWO-UP DRIVING
At least 20 minutes of breaks from driving for every five hours of work time including a break of at least 10 consecutive minutes during or at the end of five hours.
No more than 168 hours of work time in any 14 day period.
At least seven hours of non-work time in any 24 hour period (this non-work time may be spent in a moving vehicle, in a stationary vehicle or elsewhere).
If there is shiftwork on five or more consecutive days, at least 24 continuous hours of non-work time between shift changes.
Note: All of the items above and one of the options below must be complied with, so far as is practicable.
EITHER
At least one period of seven hours of continuous non-work time in any 48 hour period (this non-work time cannot be spent in a moving vehicle - the vehicle may be stationary or the time may be spent elsewhere).
OR
At least 48 hours non-work time in any seven day period, with at least 24 hours of the 48 hours being continuous and the balance being taken in minimum seven hour periods (this non-work time cannot be spent in a moving vehicle – the vehicle may be stationary or the time may be spent elsewhere).

See regulation 3.132(1) at Appendix One

It is important to refer to the relevant sections of this code of practice for information and examples before checking rosters or driving records for compliance with the items in this Table.

4.5 Driver fatigue management plan

The responsible person at the workplace must ensure that there is a current fatigue management plan for all commercial vehicle drivers at the workplace. The plan must be developed in accordance with the regulations and kept current by a “competent person”. A “competent person” is a person who has acquired through training, qualification or experience, the knowledge and skills required to develop and manage the systems which are documented in an effective fatigue management plan. (See section 5 of this code of practice for details of the requirements for fatigue management plans.)

See regulation 3.133 and the definition of "driver fatigue management plan" in regulation 3.130.