
ASLEF

High Barnet Health and Safety

Update: Fatigue Trial



Incidents such as the Croydon Tramlink crash are an example of what can happen when drivers are fatigued when carrying out their duties. ASLEF have been pushing LU for a number of years for non-punitive means of drivers being able to report fatigue when booking on or during their duty.

LU has agreed to conduct a six month trial of a fatigue reporting process. As the Office of Road and Rail (ORR), the organisation that regulates safety in the rail industry states:

'Individuals concerned about fatigue should not be coerced into working regardless'

The fatigue reporting form is being used for the purposes of this trial only and will not be attached to any individual personnel files and cannot be used in any disciplinary action against a driver.

Although the trial is based at High Barnet, if drivers from other depots on the line are fatigued, they can follow the same process of reporting as TMs at all locations will have been briefed.

Understandably there are a lot of questions drivers are asking about this trial, especially relating to coverage and reports of fatigue being used against a driver. For coverage and lack of spares in the case of a driver having reported fatigue, we'd say let the TM manage that, it is not the driver's problem. We have been pushing LU for years to move away from the 'well are you booking off sick then?' response to a driver reporting fatigue. This trial is an opportunity to do that and a start to recognising the problem of fatigue in our industry.

For disciplinary or attendance issues, we have received assurances this fatigue info will not be used in any way apart from to collate data regarding fatigue. If that turns out not to be the case, we will obviously withdraw support for the trial. If you have any questions, concerns or issues regarding this trial please give me or Julian Vaughan at Finchley a shout. We will be only too happy to answer any questions you have.

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