

Standard Hours

Time	Work	Rest
In any period of...	A driver must not work for more than a maximum of...	And must have the rest of that period off work with at least a minimum rest break of...
5 1/2 hours	5 1/4 hours work time	15 continuous minutes rest time
8 hours	7 1/2 hours work time	30 minutes rest time in blocks of 15 continuous minutes
11 hours	10 hours work time	60 minutes rest time in blocks of 15 continuous minutes
24 hours	12 hours work time	7 continuous hours stationary rest time*
7 days	72 hours work time	24 continuous hours stationary rest time
14 days	144 hours work time	2 x night rest breaks# and 2 x night rest breaks taken on consecutive days

*Stationary rest time is the time a driver spends out of a regulated heavy vehicle or in an approved sleeper berth of a stationary regulated heavy vehicle.

#Night rest breaks are 7 continuous hours stationary rest time taken between the hours of 10pm on a day and 8am on the next day (using the time zone of the base of the driver) or a 24 continuous hours stationary rest break.

Basic Fatigue Management

Time	Work	Rest
In any period of...	A driver must not work for more than a maximum of...	And must have the rest of that period off work with at least a minimum rest break of...
6 1/4 hours	6 hours work time	15 continuous minutes rest time
9 hours	8 1/2 hours work time	30 minutes rest time in blocks of 15 continuous minutes
12 hours	11 hours work time	60 minutes rest time in blocks of 15 continuous minutes
24 hours	14 hours work time	7 continuous hours stationary rest time*
7 days	36 hours long/night work time%	
14 days	144 hours work time	24 continuous hours stationary rest time taken after no more than 84 hours work time <u>and</u> 24 continuous hours stationary rest time <u>and</u> 2 x night rest breaks# <u>and</u> 2 x night rest breaks taken on consecutive days.

* Stationary rest time is the time a driver spends out of a regulated heavy vehicle or in an approved sleeper berth of a stationary regulated heavy vehicle.

% Long/night work time is any work time in excess of 12 hours in a 24 hour period or any work time between midnight and 6 am (or the equivalent hours in the time zone of the base of a driver).

Night rest breaks are 7 continuous hours stationary rest time taken between the hours of 10pm on a day and 8am on the next day (using the time zone of the base of the driver) or a 24 continuous hours stationary rest break.

Advanced Fatigue Management

Parameter	Normal operating limits	Frequency for exceeding normal operating limits	Outer limits
Minimum break in a 24 hour period	Operator to propose	Operator to propose	6 continuous hours or 8 hours in 2 parts
Minimum continuous 24 hour period free of work	Operator to propose	Operator to propose	4 periods in 28 days
Minimum opportunity for night sleep (between 10pm and 8am)	Operator to propose	Operator to propose	2 periods in 14 days
Maximum hours work in a 24 hour period	Operator to propose	Operator to propose	16 hours (except NSW and Victoria)
Maximum work in 14 days	Operator to propose	Operator to propose	154 hours
Maximum work in 28 days	Operator to propose	Operator to propose	288 hours

Normal operating limits are used to guide operators when developing everyday schedules and driver rosters taking into account all foreseeable contingencies and reflecting the inherent fatigue risks (e.g. the amount of night driving balanced against longer rest breaks).

Outer limits represent the point at which further work poses an unacceptable fatigue risk. The national outer limit of 16 hours cannot be exceeded. This limit is based on robust advice from fatigue experts, and experience from current transport industry practices.