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Results

- Four distinct sleep patterns were identified.
- Pattern 2 had the highest SCE rate among the four sleep patterns.

- Commercial truck drivers are essential to transporting goods long distances to meet consumer demands.
- These demands put pressure on truckers to deliver goods on time and at risk for insufficient sleep and/or irregular sleep patterns.

Sleep pattern	Average sleep	% of non-work period	Average sleep start point (%)	% with any sleep in 1-5 am	SCEs per 100 h driven
1	6.7 h	53	41	86	16.4
2	5.8 h	44	10	35	21.8
3	8.1 h	68	19	83	13.4*
4	9.3 h	93	5	89	13.7*

* SCE rate significantly different from Pattern 2, p <.05.

- Drivers who had significantly higher SCE rate than their counterparts include:
 - Male drivers \bigcirc
 - Drivers with fewer years of commercial Ο vehicle driving experience
 - Drivers with higher body mass indexes \bigcirc

Methods



- Sleep patterns of 96 commercial truckers during their non-work periods were examined using data from the Naturalistic Truck Driving Study.
- Four quantitative measures were used to describe sleep patterns: sleep starting and ending points in a non-work period, sleep duration, and the amount of sleep as a percentage of the non-work period.
- The influence of the sleep patterns on subsequent truck driving performance were evaluated using negative binomial

Truck drivers and truck companies can:

Practical Applications

- Sleep 7–9 hours a day
- Schedule sleep in the time period between 1–5 a.m.
- Arrange sleep late in the non-work period if possible.
- Maintain a healthy weight.
- More sleep tips for truckers are available on the NIOSH website, Quick Sleep Tips for



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regression.

- Driving performance was measured by safety-critical events (SCEs) which included:
 - Crashes
 - Near-crashes
 - Crash-relevant conflicts
 - Unintentional lane deviations

Truck Drivers (www.cdc.gov/niosh/d ocs/2014-150/).



For more information about the study please see Chen GX, Fang YJ, Guo F, Hanowski RJ. The influence of daily sleep patterns of commercial truck drivers on driving performance. Accident Analysis and Prevention 2016; 91: 55–63.

The findings and conclusions in this presentation are those of the authors and do not necessarily represent the views of the National Institute for Occupational Safety and Health and the Virginia Tech Transportation Institute



