

Innspill til Sikkerhetsforum punkt «Gjensidige orienteringer» 15.11.2012:  
Underlag for videre behandling i et senere møte

# Siste uke natt - eller siste uke dag?

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# Siste uke natt eller siste uke dag?



COVER STORY

## DEAD TIRED

How you can win the war against fatigue.

**O**N 14 JUNE 2001, just north of Albury on the Hume Highway, a convoy of six semi-trailers was involved in an accident. comes to light, significant changes have been made in the way CAD 48 is administered. An operator who wants to work outside the limits

- Education.
- Fatigue measurement and consultation.
- Rest.

COVER STORY

22 • FLIGHT SAFETY AUSTRALIA, JULY-AUGUST 2001

# Arbeidsmiljøloven §1

- § 1-1. Lovens formål
- a) å sikre et arbeidsmiljø som gir grunnlag for en helsefremmende og meningsfylt arbeidssituasjon, som gir full trygghet mot fysiske og psykiske skadevirkninger, og med en velferdsmessig standard som til enhver tid er i samsvar med den teknologiske og sosiale utvikling i samfunnet,
- b) å sikre trygge ansettelsesforhold og likebehandling i arbeidslivet,
- c) å legge til rette for tilpasninger i arbeidsforholdet knyttet til den enkelte arbeidstakers forutsetninger og livssituasjon,
- d) å gi grunnlag for at arbeidsgiver og arbeidstakerne i virksomhetene selv kan ivareta og utvikle sitt arbeidsmiljø i samarbeid med arbeidslivets parter og med nødvendig veiledning og kontroll fra offentlig myndighet,
- e) å bidra til et inkluderende arbeidsliv.



## Statens vegvesens Stopp og sov-kampanje

- Fart
- Billette
- Stopp og sov
- Fakta
- Førebygging
- Tegn på tretthet
- 15 minutter hjelper
- Tenksom ikke virker
- Når skjer ulykkene?
- Film og lyd
- Skilt langs vegen
- Regionale kampanjer og tilbak

Søvnlige bilister prøver mange knep for å holde seg våkne bak rattet. De holder bodelt ut av vinduet, kjører fortere, spiller høy musikk eller bruker andre triks som ikke virker fordi man fort blir like trøtt igjen.

**Det eneste som hjelper er å stoppe og sove!** En 15 minutters "powernap" er nok til at kroppen henter seg inn igjen slik at du kan kjøre videre en stund til før neste hvø.



### Les også

Heder og ære til Stopp og sov-film

Én av fire stopper og sover

Omfattende utbygging av hvileplasser for tungtransport

Menn sovner oftest bak rattet







LANGE KØER: Trafikkulykken 19. august i fjor forårsaket lange køer på E 134 ved Skre i Førresfjorden. arkivfoto: studio eidesvik

# Sovnet trolig bak rattet

En 43 år gammel tysværmann er dømt til 16 dagers betinget fengsel etter en trafikkulykke i fjor august.

AV: GAUTE-HAKON BLEIVIK

PUBLISERT 10.05.2012 09:26

SIST OPPDATERT 10.05.2012 09:39



**PARTY-TIME PÅ LANDET**  
**8-10 NOVEMBER**

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AKSDAL

## Siste-artikler

Har du sett denne bilen?

Få nittedaler uten jobb

Pass på mobiltelefonen

Skal gå 250 mi på ski

Nyt snoen!



USIKKERET: Sovner man bak rattet i trafikken, kan det få katastrofale konsekvenser. Noe folk bør tenke mer over, synes lensmannen. (Illustrasjonsfoto: Colourbox.com)

## Livsfarlig å sovne bak rattet

Det er ikke bare rus som skaper ulykker i trafikken. To ganger denne uken har Nittedals-politiet fanget opp førere som har sovnet bak rattet.

Av **Kristin Haagensen** Publisert 01.06.2012 kl. 14:40

Politiet er klar i sin tale: folk er nødt til å våkne opp. For det har vært flere tilfeller der trette førere har skapt livsfarlige situasjoner, og dette skjer i Nittedal som andre steder.

– Dette er veldig skummelt, og vi er nødt til å rope varsku. Som bilførere har man et stort ansvar. Man er nødt til å vurdere nøye om man er skikket eller ikke, før man setter seg bak rattet, sier lensmann Bjørn Bratteng ved Nittedal lensmannskontor.

– Det er ikke bare alkohol og andre rusmidler som skaper farlige trafikforhold, legger han til.

### Anmeldt

Fredag morgen klokka 6.30 fikk politiet melding om en bil som vinglet fælt på veien. Han kjørte riksvei 4 sørover. Politiet fulgte etter et stykke, før mannen ble stoppet ved Skillebekk. Heldigvis ble det ingen ulykke som følge av saken.

– Det var ingen mistanke om rus, men føreren forfalt at han var svært trett, forteller Bratteng. Mannen, en 21-åring fra Ski, er anmeldt for å ikke være

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Del denne saken med andre!



## Kolliderte og havnet i elva

To biler var involvert i en kollisjon på E134 ved Morgedal lørdag ettermiddag. En av sjåførene sovnet bak rattet.



AV: JEANETTE HØNE  
PUBLISERT 24.03.2012 13:48

Bli abonnent for



**Varden**

ANNONSE



# Nyheter

Trondheim Sør-Trøndelag Nord-Trøndelag

- Dette gjelder forhold som linjeføring, sikt, mangelfull skilting og uryddig veimiljø, sier Gustavsen.

Medvirkende faktorer	Andel av alle dødsulykker 2008
Manglende førerdyktighet	65 prosent
Høy fart etter forholdene	50 prosent
Ruspåvirkning	27 prosent
Tretthet/avsovning	14 prosent
Sykdom	8 prosent
Mistanke om selvsvalgt ulykke	4 prosent
Faktorer knyttet til vei og veimiljø	29 prosent
Faktorer knyttet til involverte kjøretøy	19 prosent
Faktorer knyttet til vær- og føreforhold	15 prosent

Hittil i år har tolv personer mistet livet i trafikken i Trøndelag. Både i nord- og sør fylket har seks personer omkommet på veiene så langt i 2010, viser tall fra [Statistisk Sentralbyrå](#).

#Nyttig

<http://www.adressa.no/nyheter/innenriks/article1506756.ece>



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## Worked to death - exhausted young doctor veers off road and dies after gruelling nightshift

EXCLUSIVE: A YOUNG doctor's car crash death was yesterday blamed on "inhumane" working hours on Scotland's wards.

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A YOUNG doctor's car crash death was yesterday blamed on "inhumane" working hours on Scotland's wards.

Dr Lauren Connelly died just days before her 24th birthday as she drove home from a night shift.

One colleague said last night: "If Lauren had gone into law, architecture or accountancy - anything but medicine - she would still be alive today. That's the truth of it."

It is feared Lauren fell asleep at the wheel before her car veered off the M8 near Bishopston, Renfrewshire, and crashed down an embankment at 9.40am.

You are in: Health

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Tuesday, 21 December, 1999, 17:50 GMT

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## Night shift workers crash more cars



Frequent driving is also a factor in fatigue accidents

Night shift workers are more likely to crash their cars than people who work during the day, a study into fatigue-related accidents has found.

Researchers at the University of North Carolina at Chapel Hill found that drivers who did not work nights were four or five times less likely to crash their vehicle.

The project's principle investigator, Dr Jane Stutts, said that the researchers believed the study was the first of its kind to contact large numbers of drivers involved in sleep-related crashes soon after their accident.

The research - funded by the American Automobile



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### Internet links:

- Automobile Association
- The University of North Carolina at Chapel Hill

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**Links to other Health stories are at the foot of the page.**

## Medical Staff More Likely To Have Car Accidents After Night Shifts

★ **Editor's Choice**

Main Category: [Sleep / Sleep Disorders / Insomnia](#)

Also Included In: [Public Health](#)

Article Date: 11 Jun 2012 - 11:00 PDT

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**According to a team of French researchers, medical staff who drive home after a night shift are more likely to have an accident.**

The researchers examined the driving skills of 30 anesthesia trainees in a sleep-deprived condition (SDC) and after a night of normal sleep. Study participants were asked to complete simulated driving tests at 8am.

The trainees drove for 15 minutes in urban conditions and then for 60 minutes under monotonous driving conditions, such as motorways or highways.

The researchers found that it was harder for participants to hold a straight line while driving when they were sleep deprived than after a normal night of sleep. Furthermore, they found it harder to control their speed when driving in monotonous conditions.

Dr. Ségolène Arzalier-Daret, from the Department of Anaesthesiology and Intensive Care, Caen Teaching Hospital, Caen, France, hopes that results from this study increase awareness among medical staff about the dangers of driving when sleep deprived.



Current ratings for:

Medical Staff More Likely To Have Car Accidents After Night Shifts

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## COPING WITH SHIFT WORK

You are here: Home / Health & wellness

**Shift work isn't easy because it involves working against your body's natural rhythm. You need to be active and alert at night when your body is designed to sleep — and need to sleep in the day when you're wired to be awake. Many shift workers are also driving at times when their body clock tells them to sleep — research has shown that shift workers are six times more likely to be in a fatigue-related road accident than other workers**

### Quick links

- [Why it's important to get enough sleep](#) »
- [How much sleep do I need?](#) »
- [Tips for better sleep](#) »
- [Tips for managing different types of shift work](#) »
- [Permanent night shift](#) »
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*Fatigue is one of the leading factors contributing to road crashes.*

*A driver who has been awake for 17 hours has a driving ability similar to that of a driver with a blood alcohol concentration (BAC) of 0.05, and after 21 hours, similar to a BAC of 0.15.<sup>1</sup>*

*Fatigue crashes are usually severe, resulting in serious injury and death, as the driver makes no attempt to avoid or prevent the crash.*

## THE FACTS

- Driver fatigue is particularly dangerous because it affects everyone, no matter how experienced a driver is. Driving when becoming sleepy is a high risk behavior.
- Fatigue contributes to 20-30% of all deaths on the road. This means it is as major a contributory factor to the road toll as speeding and drink driving.<sup>1</sup>
- The contribution of fatigue may even reach 40-50% in particular crash types, such as fatal single vehicle semi-trailer crashes.<sup>3</sup>
- Fatigue is four times more likely to contribute to workplace impairment (including driving tasks) than drugs or alcohol. However, unlike drugs and alcohol which can be measured to assess risk, measuring and thus combating fatigue in the workplace is difficult.<sup>4</sup>
- Road safety agencies rely on assessments by the police who attend crashes and statistical surrogates (ie. specific crash criteria such as timing, number of vehicles involved and speed zone parameters) to determine the prevalence of fatigue-related crashes. Though police officers are trained to perform such assessments, due to their subjective nature, it is expected that the

role of fatigue in crashes is highly underestimated.

*When are fatigue crashes most likely to occur?*

- Fatigue becomes a factor in all trips that occur during normal sleep times, or at any time the driver has previously been deprived of sleep. This risk is increased if the driver is taking medication or driving alone.
- A driver is 4 times more likely to have a fatal fatigue crash if they are driving between 10pm and dawn.<sup>5</sup>
- Nearly 30% of all fatal fatigue crashes occur during public and school holiday periods.<sup>7</sup>

*Where are fatigue crashes most likely to occur?*

- In a 1998 Australian study of fatigue-related crashes<sup>6</sup>, New South Wales had the highest percentage of fatal crashes involving driver fatigue (22%) and the Northern Territory had the highest rate of fatigue-related crashes per 100 million vehicle kilometres travelled (0.66). 16.7% of the national fatal fatigue-related crashes occurred in Queensland.

- On rural roads:  
The relative risk of dying as a result of a fatigue-related crash in rural areas of Queensland is 13.5 times higher than the risk in urban areas.<sup>2</sup>
- Long straight stretches of road.

*Who is most at-risk of a fatigue crash?*

- Driver fatigue affects everyone, however those at higher risk of a fatigue-related crash are:
- Rural drivers and riders
  - Young male drivers and riders – research indicates that 75.5% of fatigued drivers and riders involved in single vehicle crashes in 1998 were male, with 35.1% being aged between 17 and 24 years of age.<sup>6</sup> Drivers and riders aged over 50 years are more often involved in fatigue crashes in the afternoon (12-6pm).<sup>2</sup>
  - Shift workers and people with long work hours (particularly on their trips home from work).
  - Commercial drivers including heavy vehicle drivers. Commercial drivers spend long hours on the road, frequently drive at night, many keep highly irregular schedules and may keep irregular sleep schedules. This lifestyle can cause chronic sleep deprivation. It is estimated

## Klinik och vetenskap

**P-O Haraldsson**, docent, institutionen för öron-, näs- och halssjukdomar, Karolinska institutet (*per-olle.haraldsson@ks.se*) eller (*po@haraldsson.nu*)

**Torbjörn Åkerstedt**, professor, institutet för psykosocial medicin och Karolinska institutet, Stockholm

# Vakenhetsstörning – en större trafikfara än alkohol

## Orsaker, risker och behandling

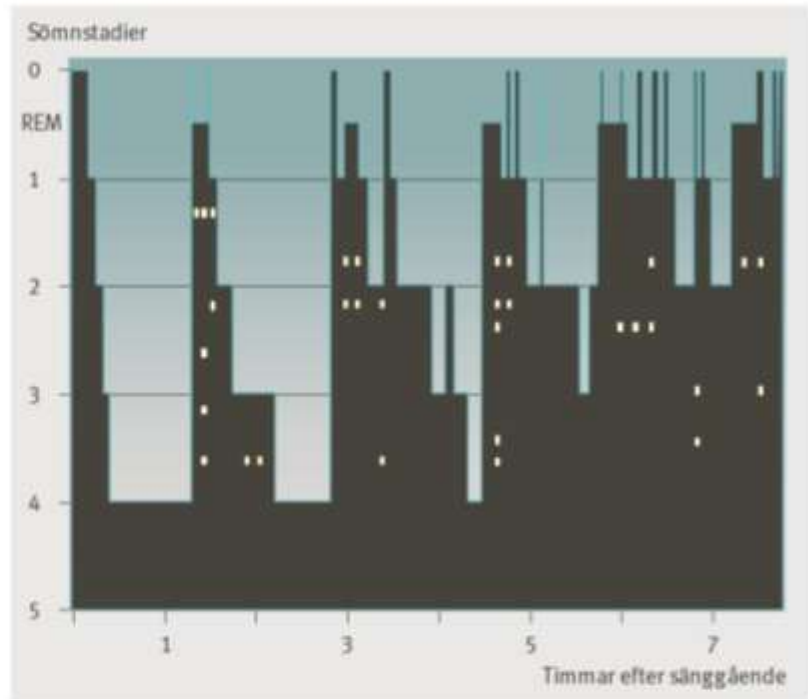
|| Västerlänningen sover allt mindre. Nattvilan är nu en till två timmar kortare än vid förra sekelskiftet. Datatekniken har suddat ut gränserna mellan arbete och fritid, dag och natt, och tidzoner. Globalisering och anpassning till de internationella marknadskrafterna utsätter många för en press som tenderar att tangera den mänskliga organismens förmåga. Vaken-

### SAMMANFATTAT

Vakenhetsstörning kan bero på sömndeprivation, störd dygnsrytm, som vid skiftarbete/iet låg mentala

# LIVSSTILEN PÅVERKAR SÖMNMEN – PÅ GOTT OCH ONT

Sömn är en bas för långsiktig hälsa. Olika livsstilsfaktorer kan påverka sömnen både negativt och positivt. Lågintensiv motion, stresshantering, tid för nedvarvning, stabila sovmönster och svalt sovrum är knep för att vårda sömnen.



**Figur 1.** Sömlös i stadsnatten ... Hypnogram beskriver sömnstadiernas mönster över tid.



SAFE HMS konferansen 5. – 6. mai 2009



## Hvor går grensen?

En konferanse om helse og sikkerhet ved skiftarbeid, arbeidsbelastning, arbeidstid og arbeidsmiljøeksponering.

Presentasjonene kan lastes ned her; <http://safe.no/index.cfm?id=305016>