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SAFETY BULLETIN



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Driving Under the Influence - of Allergy Medicine

Spring will arrive on March 20th in the U.S., bringing along a slew of seasonal allergies. Experts suggest that the 2017 allergy season could be more severe in comparison to previous years.

With allergy season officially starting, you should be aware that some over-the-counter allergy drugs can seriously impair your ability to drive a Commercial Motor Vehicle (CMV).

University of Iowa researchers who tested allergy sufferers in a driving stimulator found that the antihistamine diphenhydramine (found in many allergy and cold medications) significantly impaired a driver's ability to follow, steer, and maintain the correct lane. The study showed that diphenhydramine has more significant impact on driving performance than alcohol does.

Researchers said that of the 39 million Americans who suffer from hay fever and allergies only 4.8 million take prescription medications. The remainder of these folks go without treatment or take over-the-counter medications. These medications may be effective, but they often come with warnings stating drowsiness may occur



Idealease and the National Private Truck Council NPTC will again be hosting safety seminars in 2017. The one day seminar this year will focus on the new Electronic Logging Device (ELD) regulation, basic safety and compliance, regulation changes and CSA. The seminars will be provided to all Idealease customers, potential customers and NPTC members at no charge. The seminar provides important information applicable for both the novice and experienced transportation professionals. To register for an upcoming seminar in 2017 click on the following link:

and to use caution when driving a motor vehicle or operating machinery.

Researchers say even if you don't feel drowsy on allergy medications, you can still be impaired.

When drivers take over the counter medications they often forget that the medication has effects on their cognitive and motor abilities. It doesn't usually cross their minds that they are taking a drug and will be impaired. Even if they read the warning, it's common to assume that it only applies a few certain people and that "do not operate heavy machinery" means farm equipment or tractors, forgetting that CMV's should be included as well. Also, many drugs carry warnings about drowsiness or dizziness that people ignore. However, this is a serious problem that leads to thousands of vehicle crashes each year.

The danger of getting behind the wheel of a CMV when a driver is too tired to drive can be fatal.

Drugs impair our bodies in a variety of ways. They may blur our vision; make us tired or too excited; alter depth perception; make us see or hear things that may not be there; raise or lower blood pressure; react too quickly, too slowly, or not at all. They cause problems with concentrating on the task at hand. These problems can result from taking any type of drug: illegal, prescription or over-the-counter. When our brain function is altered, our muscle and nerve function changes.

Antihistamines - which block allergic reactions - slow down reaction time and impair coordination.

Over-the-counter decongestants can cause drowsiness, anxiety, and dizziness. Drowsy driving is responsible for an estimated 100,000 traffic crashes and about 1,500 deaths every year, according to the National Highway Traffic Safety Administration (NHTSA).

Common prescription drugs (including medications to treat allergies, pain, diabetes, high blood pressure, cholesterol, ulcers, depression, anxiety disorders, and insomnia) can cause drowsiness, affect vision and other skills that can be serious hazards on the road.

Tranquilizers, sedatives, and sleeping pills slow down the central nervous system causing drowsiness and diminished reaction time, and impairing the ability to concentrate.

Over-the-counter drugs such as cold and cough medicines, antihistamines, drugs to prevent nausea or motion sickness, pain relievers, decongestants, and diuretics can cause drowsiness or dizziness that can impair a driver's skills and reflexes.

Some drugs may make you feel alert and confident in your driving. In reality of the situation may be quite different. Drugs can fool you into believing you are in control of your driving when you are, in fact, impaired.

Here is a partial list of legal drugs that can - in the right amount - impair your ability to drive.

<http://www2.idealease.com/e/36492/safety-seminar-registration/5bb19b/558601939>

Idealease 2017 Safety Seminar Schedule

Date	Location
March 22	Dallas, TX
March 28	Harrisburg, PA
March 29	Mobile, AL
March 29	Baltimore, MD
April 4	Milwaukee, WI
April 5	Lexington, KY
April 6	Altoona, IA
April 12	Memphis, TN
April 12	Lodi, CA
April 13	Birmingham, AL
April 18	Chattanooga, TN
April 19	Atlanta, GA
April 20	Tampa, FL
April 25	Youngstown, OH
April 26	Weirton, WV
May 3	Grand Rapids, MI
May 4	Fort Wayne, IN
May 4	Aurora, CO
May 9	Ontario, Canada
May 10	Greensboro, NC
May 17	San Leandro, CA
May 18	Los Angeles, CA
September 12	Santa Rosa, CA
October 3	Charlottesville, VA
October 4	Erie, PA

- Anti-anxiety medication
- Amphetamines
- Barbiturates
- Stimulants
- Narcotic pain medications
- Allergy medicines
- Blood sugar medicines
- Antidepressants
- Tranquilizers
- Blood pressure medicines
- Motion sickness medication
- Ulcer medication
- Antibiotics
- Anti-seizure medicines
- Paregoric
- Anti-nausea medicine
- Sedatives
- Cough syrups
- Alcohol-containing medicines
- Caffeine-containing medicines
- Decongestants

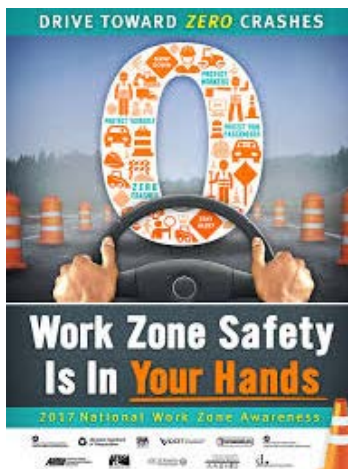
To avoid harming yourself or others, partner with your physician and pharmacist to learn information regarding your medication's side effects, and what drugs are usually safe to combine-especially behind the wheel. Never take more than the prescribed dose, or take anyone else's medicine. Ask for non-sedating forms of your prescriptions if you are a professional driver. Allow your body time to adjust to new medications before you drive. Most importantly, each of us is responsible for knowing the signs and symptoms of being drug impaired before we get behind the wheel of any vehicle.

For more information including side effects of any drug go to www.drugs.com

2017 National Work Zone Awareness Week, April 3-7

National Work Zone Awareness Week (NWZAW) is an annual spring campaign held at the start of construction season to encourage safe driving through highway work zones and construction sites. The key message is for drivers to use extra caution in work zones. For more information, check out the link below:

- [American Traffic Safety Services Association \(ATSSA\)](http://www.atssa.com)



President Trump Issues New EO on Regulatory



Daylight Savings Time Begins THIS Sunday!

Start now to make sure that all of your drivers are aware of the change to daylight savings time in two weeks. Caution route drivers especially that the amount of daylight will change according to their stops with the change.

- Also, remember to change the batteries in smoke alarms and carbon monoxide detectors as well.
- Most sleep experts recommend a minimum of 7 hours of sleep a night. Many people sleep an average of 40 minutes less Sunday night, March 12 after Daylight Saving Time returns. Plan ahead to avoid being sleepy. Sleep in Sunday morning and nap Sunday afternoon.

Reform

President Trump has issued yet another [Executive Order](#) on February 24 addressing regulatory reform in his Administration. The newest order directs federal agencies to take additional actions as part of an effort to lower regulatory burdens on U.S. businesses. This order follows previous directives freezing the issuance of new regulations for 60 days and ordering agencies to eliminate two regulations for every new regulation proposed.

Under the new EO each federal agency will have to designate within 60 days a regulatory reform officer responsible for overseeing the implementation of regulatory reform initiatives and policies, including the termination of programs and activities that derive from or implement EOs, guidance documents, policy memoranda, rule interpretations, and similar documents that have been rescinded.

Each agency will also have to establish a regulatory reform task force to evaluate existing regulations (using input from significantly affected entities including small businesses and trade associations) and make recommendations on whether they should be repealed, replaced, or modified. At a minimum each task force must attempt to identify regulations that (1) eliminate jobs or inhibit job creation, (2) are outdated, unnecessary, or ineffective, (3) impose costs that exceed benefits, (4) create a serious inconsistency or otherwise interfere with regulatory reform initiatives and policies, (5) rely in whole or in part on data, information, or methods that are not publicly available or are insufficiently transparent, or (6) derive from or implement EOs or other presidential directives that have been subsequently rescinded or substantially modified. Each task force must report on its progress within 90 days and at regular intervals thereafter.

DOT OIG finds no benefit to Restart Restrictions

Restrictions on when and how often commercial truck drivers can get a 34-hour “restart” have been suspended since December 2014 and now are likely never coming back, thanks to a recent study from the Federal Motor Carrier Safety Administration (FMCSA).

Congress required the agency to study the two restart restrictions that were adopted in July 2013 to make sure they improve driver safety and health, and also asked the Department of Transportation’s (DOT) Office of Inspector General (OIG) to review the study to make sure it complies with the law.

The study was completed in January, and now the OIG has finished its review. In a letter to Congress and DOT Secretary Elaine Chao dated March 2, 2017, the OIG has agreed with the FMCSA’s conclusion that “the study did not explicitly identify a net benefit from the use of the two suspended provisions of the restart rule on driver operations, safety, fatigue, and health.”

As a result, the FMCSA will be unable to enforce the “1 a.m. to 5 a.m.” and 168-hour



restrictions found in 49 CFR 395.3, and will likely remove them from the rules. The finding is a major victory for the trucking industry, which contested the restrictions.

Background

In December 2011, the FMCSA published changes to its hours-of-service regulations, effective July 1, 2013. The new regulations continued to allow for a “restart” of a 7/8-consecutive-day period after taking 34 or more consecutive hours off duty. In order to take advantage of the 34-hour restart provision, however, commercial truck drivers needed at least two nighttime periods (defined as periods from 1 a.m. until 5 a.m.) in each restart break and were limited in use of the 34-hour restart to once every 168 hours.

The nighttime periods raised concerns in the trucking industry, including increased congestion during daytime traffic hours. As a result, Congress suspended FMCSA’s enforcement of the two provisions of the 34-hour restart rule and required the agency to conduct a study of the operational, safety, health, and fatigue impacts of the rule.

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