

## Fatigue Management Policy

The Tomato Plant Company Limited understands the importance of applying proper Fatigue management principles to all drivers involved in the operation of heavy vehicles.

As part of our overall Health & Safety Policy, Tomato Plant recognises that fatigue is a major Health & Safety risk that we must control effectively. We are fully committed to managing and mitigating fatigue risks, ensuring staff receive enough rest to perform their duties safely.

To achieve this we will:

- Develop and implement a robust Risk Management System.
- Commit the necessary resources to develop and sustain the Fatigue Risk Management System.
- To ensure that the fatigue issues are formally raised to the senior management team for discussion and resolution as appropriate.
- Introduce effective controls at individual, job and organisational levels
- Ensure all staff representative Groups are included during fatigue discussions.
- Have in place processes to manage and mitigate the risks of the workforce becoming fatigued.
- Monitor and review current fatigue controls for continued effectiveness.
- Identify arrangements for training, communication and information for all staff on fatigue issues.

These key principles include –

- Routes & schedules are planned and assessed to minimise fatigue.
- The general management of workplace fatigue in accordance with OH&S laws.
- Drivers are encouraged to make lifestyle choices that promote better fatigue

Management outcomes – this includes a proper balanced diet, regular water, limited alcohol intake (zero tolerance whilst at work), a drug free lifestyle, suitable rest periods whilst away work, regular medical checks, etc.

The fatigue management strategy that will be adopted by The Tomato Plant Company is to comply with the NSW Roads & Traffic Authority guidelines for standard hours' to be worked and rest breaks to be taken, and in line with the Working Time Directive (refer table below).

### Standard Hours Work and Rest Summary

Time	Work	Rest
In any period of:	A driver must not work for a more than a <b>maximum</b> of:	And have at <b>least</b> a <b>minimum rest break</b> of:
6 Hours	6 hours	15 continuous minutes
9 hours	9 hours	45 continuous minutes
11 Hours	10 hours	60 minutes in blocks of 15 continuous minutes
24 Hours	12 hours	7 continuous hours stationary rest time
7 Days	72 hours	24 continuous hours stationary rest time
14 Days	144 hours	2 nights rest break <b>and</b> 2 nights 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 base of the driver) or 24 continuous hours

**As Managing Director of Tomato Plant Limited, I sign below to endorse and approve this policy:**



**Chris Ford,  
Managing Director, 8<sup>th</sup> January 2026**