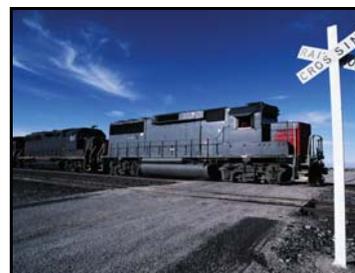




The Human Factors Coordinating Committee



To Achieve Safety
and Efficiency in
Transportation,
it is Imperative to
Address the
Human Factor.



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DOT Human Factors Coordination: Past Activities

- 1991: "Human Factors Working Group" was established as one of nine Working Groups responding to the Research and Technology Coordinating Council.
- 1992: Human Factors Working Group identified critical cross-modal issues.
- Data collection and measurement
 - Fitness for duty
 - Automation interface
 - Institutional and regulatory HF related issues
 - System integration and environmental demands
- 1993: Human Factors Coordinating Committee (HFCC) established. Defined a "charter" for the HFCC
- 1994: HFCC conducted Operator Performance Measurement Methodology Workshop: "Developing Commonality across Transportation Modes."
- 1995: HFCC provided technical support for the DOT Office of the Secretary's meeting: "Sharing the Knowledge - DOT's Focus on Fatigue"
- 1996: HFCC issued the Proceedings of the Performance Measurement Methodology Workshop
- 1997: HFCC conducted the Forum, Human Centered Transportation: Initiatives for the 21st Century-Lifetime Driver Learning, in partnership with Penn State
- 1998: HFCC provided the Keynote Speech at the Annual TRB Workshop on Human Factors in Transportation, and presented proposed coordinated DOT initiatives to the DOT Safety Council
- 1999: HFCC prepared the following documents:
- "Managing Fatigue" for the DOT Safety Council
 - "Human Centered Systems -the Next Challenge in Transportation" (DOT white paper)
 - "Operator Performance-Enhancing Technologies to Improve Safety" (research program plan)
- 2000-2003: Developing HFCC Operator Fatigue Management Tools: Work Schedule Representation and Analysis Software, Fatigue Management Reference Guide, Business Case Development Tool Suite, and Fatigue Model Validation Procedure.

Transportation and the Human Factor

Transportation accounts for roughly half of the accidental deaths in the United States. In the last 30 years, more Americans have died in transportation crashes than in all the wars fought in American history. Human error is a leading factor in the majority of transportation crashes. Approximately 60 to 90 percent of transportation groundings, derailments, and collisions involve human error.

As a nation, we must develop technologies, methods, and systems to mitigate human error and improve operator performance for both commercial and noncommercial transportation. New technologies and systems are being introduced to improve system safety, reliability, and productivity. However, the capabilities of these technologies cannot be fully realized if human performance issues and requirements are not considered.



The Secretary of Transportation established the Human Factors Coordinating Committee (HFCC) in 1991 to become the focal point for human factors issues within DOT.

U.S. DOT Human Factors Coordinating Committee

The DOT HFCC's goals are to effect the development and implementation of a national strategic agenda for inter-modal human factors research and application in transportation and to be a significant human factors information resource to the transportation community.

HFCC membership is comprised of representatives of each of the DOT administrations and other agencies with a transportation role, who are active participants in their organizations' human factors program.

By its support to the HFCC, the DOT recognizes that continued emphasis on human factors in transportation systems is imperative to meet the Departmental safety and efficiency goals.

HFCC Operator Fatigue Management (OFM) Tools

Currently, the HFCC is engaged in on-going activities to develop the following non-prescriptive fatigue management tools for the transportation enterprise:

- **Work Schedule Representation and Analysis Software** (Ximes GmbH) – A software tool to aid managers and schedulers in evaluating and designing ergonomic work schedules that promote on-duty alertness.
- **Fatigue Management Reference Guide** (Battelle Memorial Laboratories) – A compendium of current science and practical information on approaches to fatigue management and countermeasure usage.
- **Business Case Development Tool Suite** (Temple University, Institute for Survey Research) – A documented methodology and supporting analytical tools to aid company safety managers in building a case for senior management support of fatigue management activities.
- **Fatigue Model Validation Procedure** (Science Applications International Corporation) – A practical and methodologically sound approach for the validating output from fatigue modeling software algorithms being tailored for transportation applications.





Norman Y. Mineta
The Secretary of Transportation

Secretary Mineta's top priority is improving the safety of the Nation's transportation system. President Bush has challenged the Department of Transportation to develop creative ways to reduce the number of fatalities on the Nation's highways. This challenge extends to all modes of transportation.

The Human Factors Coordinating Committee provides a mechanism to leverage resources of human factors expertise across the DOT's modal administrations, as well as other organizations including DHS, NTSB, DOD, and NASA.

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