

## Fatigued Driving Prevention Rules

- **Fatigued driving means driving while you are sleepy or tired.**
- Studies show that driving while fatigued (tired) can be as dangerous as driving after heavy drinking. Fatigue slows down your ability to react, resulting in a higher risk of crashing your vehicle.
- Fatigued driving is not only dangerous for drivers, it is also dangerous for everyone on New York City streets.
- **With the new Fatigued Driving Prevention rules, TLC-Licensed drivers may drive with passengers for up to 10 hours in a 24 hour period or up to 60 hours in a week (Mon-Sun). Only passenger time counts toward the daily and weekly limits.**

## Important Information for Drivers

- TLC will begin to count passenger time to determine if a driver has gone beyond the daily or weekly limit. Pick up and drop off data will come from FHV bases and TPEP and LPEP systems.
- Drivers should track the amount of time they spend with passengers to be careful not to go over daily and weekly passenger time limits. By tracking passenger time, drivers will know when they cannot accept new trips.
- Beginning in fall 2017, TLC will issue warnings to drivers who have gone over their daily or weekly limits. The warnings will give drivers information so they can change their schedules before any summonses are issued. Summonses will not be issued until late 2017.
- If you are an FHV driver who accepts dispatches from multiple bases, your passenger time will be totaled from all bases. It is important for drivers to keep track of their passenger time.

**DRIVE / REST / REPEAT**

*SAFE DRIVING COUNTS*

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**VISION ZERO**

## How the TLC Calculates Hours

- TLC will only count the amount of time a passenger is in the vehicle, between each pick-up and drop-off during any 24 hour period and during a calendar week (Monday-Sunday).
- If a driver gets stuck in traffic with a passenger in the car, then that time in traffic is counted toward the hour limits. But if a driver is cruising for a new trip and gets stuck in traffic, that time is not counted toward the driving limits because no passenger is in the vehicle.
- Drivers can reset their 24 hour clock by not driving passengers for 8 hours. After an 8 hour break, drivers can begin counting 10 more hours of passenger time. Always be sure to stay under the weekly 60 hour limit.
- Example:** A driver picks up Passenger A at 7:05 am and drops off Passenger A at 7:20 am. The driver picks up Passenger B at 7:35 am and drops off Passenger B at 7:55 am. Because the first trip lasts 15 minutes and the second trip lasts 20 minutes, a total of 35 minutes is counted toward the driver's passenger time. **The time between the two trips (20 minutes) does not count toward passenger time.**

Trip	Pickup Time	Drop-Off Time	Trip Time (minutes)
Trip 1 – Passenger A	7:05 am	7:20 am	15
Trip 2 – Passenger B	7:35 am	7:55 am	20
<b>Total Passenger Time</b>			<b>35</b>

## Tracking Your Hours

- FHV drivers should discuss how to best keep track of their hours with the bases they accept trips from.
- Yellow/Green taxi drivers can keep track of their trips using their TPEP/LPEP records. For help, please contact your TPEP/LPEP provider(s).

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## Exception to the 10 Hour Rule

- If you are under the 10 hour passenger time limit when you begin your final trip of the day, any time from the last trip that goes over your daily 10 hour limit will **not** count towards your daily 10 hour limit, but it will count towards your weekly limit.
  - Example: if you have completed 9 hours and 50 minutes of passenger time for the day and you pick up a final passenger for a 20-minute trip, you will not receive a summons for exceeding the 10 hour limit in that day. The full 10 hours and 10 minutes of passenger time for that day will count toward your weekly limit.