GET TRUCKED GROUP

# Fit to Drive Declaration

Driver pre-start self-check | Complete before each shift

Use this declaration to pause and assess whether you can safely begin the work planned for this shift.

Complete every check. If any answer is No or Unsure, do not start driving; contact your supervisor or operator.

**OPERATOR / COMPANY**

**ABN (optional)**

**BUSINESS CONTACT**

**CONTACT EMAIL**

**DRIVER NAME**

**VEHICLE REGISTRATION / UNIT**

**DATE**

**SHIFT START TIME**

**PLANNED TASK / ROUTE**

## Pre-start checks

Select one answer for each statement

| | YES | NO / UNSURE |
|---|---|---|
| I am alert and not impaired by fatigue. I have considered the work and rest requirements that apply to this task and my fatigue management arrangement. | ☐ | ☐ |
| I am not affected by alcohol, illicit drugs, or medication in a way that could reduce my ability to drive or perform this work safely. | ☐ | ☐ |
| My current health, illness, injury, pain, alertness and mental wellbeing allow me to operate this vehicle and perform the planned task safely. | ☐ | ☐ |
| I can see, concentrate, react and move well enough for the vehicle and task. I will not continue if this changes during the shift. | ☐ | ☐ |
| The task, route, conditions and schedule allow me to work safely, including reasonable time for delays. I will stop and report if I become unfit. | ☐ | ☐ |

**If any check is No or Unsure** Do not start driving. Tell your supervisor/operator and agree on a safe next step.

If your fitness changes during a shift, stop driving as soon as it is safe to do so and notify your supervisor.

## Driver declaration

☐ I have answered honestly and, based on this self-check, consider myself fit to begin the work listed above.

**DRIVER SIGNATURE / TYPED NAME**

**DATE AND TIME SIGNED**

**SUPERVISOR / OPERATOR RECEIPT (OPTIONAL)**

**SCOPE** This is a general pre-start self-check, not a medical assessment, fitness-to-drive clearance or a complete compliance system. It does not replace applicable work/rest records, operator risk controls or current legal requirements. Operators should adapt it to their activities and seek independent advice where needed.

**Questions? Talk to Ash**

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