

Recommendations on road freight transport safety

The Greater Mekong Sub-regional Meeting on Road Freight Transport Safety,
Having met in Bangkok from 15 to 17 January 2019,
Reaffirms the Conclusions and Resolutions endorsed at the Tripartite Sectoral Meeting
on Safety and Health in the Road Transport Sector held in 2015, and
Adopts this seventeenth day of January 2019 the following recommendations:

1. The road freight transport industry has the potential to contribute to decent work, sustainable growth and development in the Greater Mekong Sub-region (GMS). It generates value to national economies, provides job opportunities and accounts for a significant modal share of domestic and cross-border operations. Yet, decent work deficits, concerns regarding road safety, the shortage of skilled professional drivers, pressure on the supply chain from economic employers and considerable challenges with cross-border transport can hold back the development and sustainability of the sector.
2. The living and working conditions of truck drivers have an incidence on road safety outcomes. Commercial vehicle crashes have a higher level of severity, injuries and fatalities compared to other vehicle types.
3. Governments and social partners should jointly improve road safety and promote decent work in the transport sector including through effective social dialogue, tripartite consultation and cooperation at the national, regional and international level. Collaboration between government agencies and social partners should be fostered to design and

implement policies and frameworks to effectively protect road transport workers, while creating an enabling environment for sustainable unions and trucking enterprises in the sector.

4. Regulatory harmonization, balanced trade flows, and the implementation of driver visa programmes amongst GMS member States would lower costs, promote cross-border cooperation and level playing fields.
5. The work of the United Nations Decade of Action for Road Safety (2011-2020) and a range of United Nations road transport conventions, including the Customs Convention on the International Transport of Good under Cover of TIR Carnets (TIR Convention) and the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR Convention), can facilitate the alignment of national regulations applicable to the sector, including working time regulation and its enforcement, transit and insurance documents, vehicle configurations and import requirements, the carriage of dangerous goods, training and licensing standards. This would promote seamless and safe cross-border freight operations while addressing a number of occupational safety and health (OSH) concerns at the domestic level.
6. The economic pressure from supply chain management practices influence worker earnings, enterprise profitability and road safety practices in the industry. The United Nations Guiding Principles on Business and Human Rights and the revised Tripartite Declaration of Principles concerning Multinational Enterprises and Social Policy (MNE Declaration) provide a roadmap to improve these practices. Due diligence and responsibility redress mechanisms should be encouraged as they can improve accountability frameworks, enforcement and crash investigation procedures.
7. The GMS trucking industry relies on independent workers and owner-operators that generally find themselves outside the scope of national labour laws and social security coverage. States have the duty to adopt, implement and enforce national laws and regulations

and to ensure that the fundamental principles and rights at work and ratified international labour Conventions protect and are applied to all road transport workers. Programmes and incentives to accelerate the transition from informal to formal economy should be encouraged through tripartite consultation, taking into account the specific national circumstances, legislation, policies, practices and priorities.

8. Professional training, certification and qualification frameworks should be developed and adopted based on international good practices and programmes, such as the International Road Transport Union (IRU) Academy and other competent national training institutes. They represent a life-long learning, a long-term investment and an opportunity to develop skills, increase earnings and improve the image and attractiveness of the sector. Workers should receive assistance to attend driver training to increase their knowledge and access to road traffic safety regulations and practices. One of the means to address the shortage of skilled drivers includes the promotion and further encouragement of women and youth to enter the sector. Training should encourage the attraction and retention of women into the sector by addressing harmful stereotypes and combatting violence and harassment in the sector.
9. Infrastructure and technology can assist in the effective implementation, monitoring, enforcement and inspection of trucking operations. Working time compliance and driver fatigue, stress and the incidence of theft can be effectively addressed through the construction or improvement of adequate, accessible, affordable, clean, safe and secure welfare facilities, including parking, bathrooms, showers and resting areas. Governments can also complement their compliance and labour inspection efforts with technology and digitalization tools, including smart licenses, global positioning system (GPS), freight exchange platforms or cross-border e-facilitation documents.
10. The ILO, with the full engagement of tripartite constituents in the GMS, should:

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- a. promote the ratification and effective implementation of all ILO standards and other United Nations conventions, standards and guidance relevant to the road freight transport sector, as well as full respect for the fundamental principles and rights at work;
 - b. undertake and disseminate research and comparative analysis, develop and share data and knowledge on trends and developments, lessons learned and good practices in addressing challenges and opportunities in the road freight transport sector to support evidence-based policy development;
 - c. develop and implement development cooperation programmes, including those aimed at enhancing sub-regional coordination, collaboration and harmonization, to address decent work deficits by supporting tripartite constituents in the development and improvement of legislative frameworks, policies, strategies and programmes addressing working hours, wages and rates, transition to formality, capacity and skills, infrastructure, the development of sustainable enterprises, responsible supply chain management, enforcement and compliance mechanisms, effective capacity of tripartite constituents to engage in social dialogue, and OSH, and
 - d. enhance collaboration with other international organizations relevant to the road freight transport sector.