



PARALLEL SESSION: ENSURING DECENT WORK CONDITIONS

Session Conclusions

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1. KEYWORDS

DECENT WORK, PROFESSIONAL DRIVERS, SUPPLY CHAIN RESPONSIBILITY

2. TITLE OF THE SESSION

Ensuring decent work conditions

3. TOPIC OF THE SESSION

What is decent work:

- This is freely chosen and productive **employment** with a fair income is the principal way out of poverty and is fundamental to peace and security, and above all to human dignity.
- **Rights at work** help empower individuals to escape from poverty and guarantee a path of development that does not allow labour abuses.
- **Social protection**, both at work and in the absence of work, safeguards against falling back into poverty.
- And **social dialogue** is the basis for democracy and good governance, ensuring the participation of both employers' and workers' organizations in shaping government policies for poverty reduction.

The *ILO Guidelines on the promotion of decent work and road safety in the transport sector* provide a basis to tackle decent work deficits and resulting road safety outcomes in the transport sector.

Other standards, such as *ISO 39001 Road traffic safety (RTS) management systems* can also provide guidance at the company level to achieve better road safety results.

4. SHORT SUMMARY OF SESSION AND 5. OVERALL MESSAGES

Main opportunities:

- Decent work approach provides a fundamental framework to achieve road safety objectives
- Decent work goes beyond the transport sector, and companies can benefit from managing their own road safety goals
- Drivers are the backbone of logistics operations, including for first and last mile or humanitarian operations
- Driving times, medical examinations and professionalization (training) can pave the way to a better regulatory framework of commercial drivers, including through for example “hooking hubs” (dispatch) or apps
- Incentives for safe drivers, including added insurance benefits
- Increased use of technology can help in achieving road safety objectives and improve working conditions of drivers
- The application of standards can help in identifying hot to improve fleet operations and improve road safety, for example by avoiding that a driver spends 19 hours behind the wheel
- Technology expectations have damaged the image of the sector: the industry needs to be seen as long-term jobs. Autonomous trucks are still a long way down and experienced drivers are retiring and there is an acute shortage of driver that will worsen with time.

Main challenges:

- Fragmentation between government agencies and private sector
- Human behaviour
- Companies seek short-term efficiency without having the long-term picture in mind, this can be costly in terms of road safety and human resources (driver shortage)
- Challenge to contract for remote and rural areas – when in reality we would like to have these drivers in our fleet with safer insurance schemes, benefits, and within our driver training programmes
- As an employer, how can you make your whole workforce be conscious about road safety consequences of their driving behaviours?
- Sometimes it’s difficult to get worker union support in implementing road safety programmes

6. OVERALL AND 8. SPECIFIC RECOMMENDATIONS & 7. IMPORTANT FINDINGS

- Positive road safety outcomes for transport workers and the public only possible through decent work

- Shared responsibility between governments, employers, supply chain entities, workers representatives
- Internationally agreed standards and tools can help in identifying how to improve transport operations and employer fleet use to improve road safety
- Procured transport services should comply with international standards; transport buyers and employers should invest in drivers
- International work-related international road safety strategy needed (one going beyond the transport sector)
- Identify what is within our control and act
- Train, certify, enforce
- Certain companies like TOLL and Unilever are reframing accountability frameworks for road safety and ensuring decent working conditions
- It's important to have smart regulation in place but also build the willingness of all actors to comply and play by the rules.

9. PREPARATION OF THE SESSION

Organizers:

Anders Lie, Special Adviser, Ministry of Infrastructure, Sweden
Nhan Tran, Head, Safety and Mobility, WHO

Coordinator:

Victor Pavarino Filho, Brazil Country Office, WHO-PAHO

Rapporteur:

Alejandra Cruz Ross, Transport Specialist, ILO

10. SESSION PROGRAM

Chair and moderator: Alette van Leur, Director, Sectoral Policies Department, ILO

Plan and timing as follows:

Approx. Time	Topic/Presentation title	Speaker (title, role/position, organisation)
09.00-09.08	<u>Introduction</u> : theme, panellists, format, ILO presentation	Alette van Leur , Director, Sectoral Policies Department, ILO
09.08-09.13	<u>Expert speech</u> : setting the scene	Mr Rob Johnston , Assistant General Secretary, International Transport Workers' Federation (ITF)
09.13-09.25	<u>Panellists round 1</u> : "introductory" question posed to panellists.	Mr Umberto de Pretto , Secretary General, International Road Transport Union (IRU)

	In your view, what is the contribution of decent work to achieve road safety objectives?	<p>Mr Salomon Elnecavé Korish, General Director of Federal Motor Carrier Operations, Transport and Communications Secretariat, Mexico</p> <p>Ms Cynthia Jones, Chief, Administrative Services, World Food Programme (WFP)</p> <p>Mr Shaw Voon Wong, Professor, University Putra, Malaysia</p>
09.25-09.45	<p><u>Panellists round 2</u>: more “in-depth” question posed to panellists. 4 minutes for each panellist to respond.</p> <p>What are some of the policies, programmes or practices that have been implemented to address the root causes related to crashes, quality jobs and worker road safety?</p>	<p>Mr Umberto de Pretto, Secretary General, International Road Transport Union (IRU)</p> <p>Mr Salomon Elnecavé Korish, General Director of Federal Motor Carrier Operations, Transport and Communications Secretariat, Mexico</p> <p>Ms Cynthia Jones, Chief, Administrative Services, World Food Programme (WFP)</p> <p>Mr Shaw Voon Wong, Professor, University Putra, Malaysia</p>
09.45-09.55	<p><u>Interaction</u>: between the panel and the floor. The moderator will invite the floor to ask questions or make comments. Moderator will emphasize that floor intervention should not exceed 1 minute and should focus on specific questions to a particular panellist or the expert.</p>	<p>Questions made by:</p> <p>Official from the World Bank</p> <p>Government representative from New Zealand (ministry)</p> <p>ACEA safety expert</p> <p>Government representative from New Zealand (state agency)</p>
09.55-10.10	<p><u>Panellists round 3</u>: take away message – “ensuring decent work conditions”. 1-2 minutes each, including expert.</p>	<p>Mr Rob Johnston, Assistant General Secretary, International Transport Workers’ Federation (ITF)</p>
10.10	Closing of the session	<p>Alette van Leur, Director, Sectoral Policies Department, ILO</p>