

Informal note

***Making the Link: Decent Work and
Road Freight Transport Safety***

Sectoral Policies Department – International Labour Office

**Greater Mekong Sub-regional Meeting on Road Freight Transport
Safety (Bangkok, Thailand, 15-17 January 2019)**

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Summary

This informal note examines the Greater Mekong Sub-region (GMS) road freight transport industry through a decent work lens. The note also includes a summary of relevant International Labour Organization (ILO) instruments and tools that can serve as a basis to address main road freight transport safety challenges. The GMS study area for the purpose of this note includes the following member States: Cambodia, China (Yunnan Province and Guangxi Zhuang Autonomous Region), Lao People's Democratic Republic (PDR), Myanmar, Thailand and Viet Nam. The information included in this note was obtained through desk research. Its information may be reviewed and updated after the Greater Mekong Sub-regional Meeting on Road Freight Transport Safety (15-17 January 2019, Bangkok, Thailand). This as its data and content may need to be complemented by ILO's tripartite constituents participating in the meeting in view of the paucity of publicly available data and language barriers for its preparation.

Introduction

An estimated 1.25 million people are killed on the world's roads every year, and between 20 and 50 million people are seriously injured.¹ Road traffic fatalities particularly affect low- and middle-income countries, where 90 per cent of global road deaths occur,² despite only having 50 per cent of vehicles at the global level.³ In some developing countries, rising incomes have led to rapid motorization (see Appendix 1).⁴ Although road safety measures and targets have been adopted in regional and country-level planning documents and measures (see Appendices 2 and 3), GMS road safety management and regulations have not kept pace.⁵

Global and national statistics indicate that large commercial vehicle crashes can account in some countries for up to 20 per cent of overall vehicle crashes. Trucks are disproportionately involved in casualty crashes. In general, their involvement is associated with more deaths and severe injury outcomes. Road safety efforts tend to focus on the quality of infrastructure and vehicle technologies. However, truck causation studies suggest that 'human factors' are at the basis of more than 85 per cent of truck crash incidents.⁶ In many instances, crashes involving trucks can be directly linked to the drivers' working conditions. This as meaningful and safe workspaces can positively impact road safety outcomes.

The international community has put together the development agenda for the next 15 years through the Sustainable Development Goals (SDGs). Decent work is key to sustainable development. The importance of decent work in achieving sustainable development is highlighted by SDG 8 which aims to "promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all". The ILO's Declaration on Social Justice for a Fair Globalization, 2008 constitutes a compass for the promotion of the Decent Work Agenda strategic objectives. These include employment, social protection, social dialogue, and fundamental principles and rights at work, with gender equality and non-discrimination as cross-cutting policy drivers.⁷ The improvement of road safety outcomes has also been the focus of a number of United Nations road safety frameworks, initiatives and targets (see Appendix 4). Notably, these include specific targets of SDGs 3 and 11.

1. Employment

This Decent Work Agenda strategic objective seeks the promotion of employment by creating a sustainable institutional and economic environment in which individuals can develop and update the necessary capacities and skills they need to enable them to be productively occupied for their personal fulfilment and the common well-being. It also encompasses enterprises to enable them to be sustainable and generate greater employment and income opportunities and prospects for all.

Industry composition

The relatively small size of some domestic markets has led in some cases to underdeveloped transport and logistics industries⁸ in the GMS and the slower development of logistics services

¹ World Health Organization (WHO): *Road traffic injuries*, 2018, <http://www.who.int/news-room/fact-sheets/detail/road-traffic-injuries> [accessed 28 November 2018].

² International Bank for Reconstruction and Development (IBRD): *The high toll of traffic injuries: Unacceptable and preventable*, 2018, p. 9 [accessed 28 November 2018].

³ *ibid.*

⁴ IBRD: *Road deaths and injuries hold back economic growth in developing countries*, 2018, <https://www.worldbank.org/en/news/press-release/2018/01/09/road-deaths-and-injuries-hold-back-economic-growth-in-developing-countries> [accessed 15 November 2018].

⁵ *ibid.*

⁶ See the [European Truck Accident Causation Study](#) and [Large Truck Crash Causation Study](#).

⁷ ILO: *ILO Declaration on Social Justice for a Fair Globalization*, International Labour Conference, 97th Session, Geneva, 2008.

⁸ See for example: Japan International Cooperation Agency (JICA): *Survey program for the national transport development plan in Myanmar* (Tokyo, 2014); or Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ):

(e.g., third-party logistics or 3PL). Micro and small enterprises, including a large number of owner-operators, constitute the majority of trucking enterprises in the GMS. Table 1 shows that, with the exception of Lao PDR, the sector in the region is highly fragmented or atomized.

Table 1: Enterprise composition (by size, in per cent)

Country/ Enterprise type	Cambodia ⁹	China ¹⁰	Lao PDR ¹¹	Myanmar ¹²	Thailand	Viet Nam ¹³
Micro (1-10 trucks)	91	90	2-10	90 -99	n/a	77.3
Small (10-30 trucks)	7					
Medium and large (more than 30 trucks)	2	10	90-98	1-10		22.7

n/a: not available

Whereas in most GMS countries micro and small enterprises are the backbone of the industry, in Lao PDR, small transport companies are almost not present.¹⁴ In this case, direct connections to international firms are rare and companies usually obtain international cargo only through sub-contracted work from major forwarders.¹⁵ For domestic Lao PDR freight, evidence suggests that although medium and large companies seem to represent the most significant share of enterprises, they are mainly supported by sub-contracted informal owner-operators owning one or two trucks.¹⁶

Job creation

There is a paucity of data on the total number of workers employed in the transport and logistics sector in the GMS region. However, fleet data in Table 2 shows an increase in the number of registered trucks from 2007 to 2013.

Table 2: Number of registered trucks in the GMS (by country)

Year	Cambodia	China	Lao PDR	Myanmar	Thailand	Viet Nam
2007	3,030	n/a	15,500	57,000	748,000	317,000
2013	5,130	n/a	38,500	111,000	963,000	651,000

n/a: not available

Note: The table includes data of government-registered trucks. In some countries, there are also large numbers of unregistered trucks in circulation. Source: Association of Southeast Asian Nations (ASEAN)-Japan Transport Partnership (AJTP) Information Center, 2014.¹⁷

Transport and Logistics in Lao PDR: Impact of the ASEAN Economic Community (Vientiane, 2014), p.33; and Viet Capital securities: *Viet Nam's logistics sector* (Hanoi, 2015), p. 9.

⁹ Asian Development Bank (ADB): *Green freight Cambodia: Opportunities for market based interventions* (Manila, 2014), p. 24.

¹⁰ Bloomberg: *China Transforms the Trucking Business*, 2017, <https://www.bloomberg.com/opinion/articles/2017-11-30/china-transforms-the-trucking-business> [accessed 12 November 2018].

¹¹ GIZ: *Transport and Logistics in Lao PDR: Impact of the ASEAN Economic Community* (Vientiane, 2014), p. 26.

¹² JICA: *Survey program for the national transport development plan in Myanmar* (Tokyo, 2014).

¹³ International Council on Clean Transportation (ICCT): *Viet Nam freight assessment guidance for developing a national green freight program* (Paris, 2018), p. 21.

¹⁴ GIZ: *Transport and Logistics in Lao PDR: Impact of the ASEAN Economic Community* (Vientiane, 2014), p. 27.

¹⁵ *ibid.*

¹⁶ *ibid.*

¹⁷ ASEAN: *Road Transport Statistics*, 2018, <https://www.ajtpweb.org/ajtp/statistics/roadtransport/index.html> [accessed 01 November 2018].

Truck registration increases can be interpreted as a symptom of employment growth and job creation in the industry. For example from 2007 to 2013, the number of trucks registered in Lao PDR, Myanmar and Viet Nam almost doubled.

Shortages, industry image, and productivity

A number of GMS countries have been impacted by shortages of drivers or skilled workers. The conclusions of a ministerial meeting held in 2011 noted that a career in the industry was seen as a low-status job, often filled by workers with limited education and awareness of road safety issues.¹⁸ The same meeting noted that in some countries, there is no shortage of truck drivers, but the main challenge constitutes the recruitment of good (and safe) drivers.

Owner-operators and micro-enterprises face productivity challenges. Their low profit margins and, in many cases, their limited access to finance makes them especially vulnerable to transport regulation reform and environmental policy implementation. This may lead to a general inefficiency of the sector. Sector assessments from Cambodia, Lao PDR, Myanmar and Viet Nam highlight for example low productivity for the sector, old fleets, lack of commercial driver training programs and limited financing programs.¹⁹ In the case of Lao PDR and Cambodia, study findings estimated that a significant part of the fleet is over 30 years old.²⁰ This situation has led some GMS countries to be dependent on sourcing trucking services from neighbouring states.²¹ As a consequence, and due to the increasing importance of Thailand as an intra-regional trade and logistics hub, the sector is experiencing shortages of workers in this country.²²

Gender

Most drivers in the trucking sector are men.²³ Driver shortage may be addressed by attracting more women to the sector. But in some cases cultural barriers, stereotypes and violence and harassment negatively impact attraction efforts.²⁴ The lack of decent welfare facilities has also been identified as an important barrier to their participation.²⁵ A positive example in the GMS is present in the extractive industry, where mining companies have been successful in targeting their recruitment efforts to attract women truck drivers.²⁶

Licensing requirements

The requirements to obtain a commercial license in the GMS countries have been summarized in Table 3. In most GMS countries, the competition for constrained budget resources may have slowed the development and implementation of commercial driver training programs and the improvement of licensing infrastructure and regulation. The Hanoi Action Plan (2018-2022)

¹⁸ Asia-Pacific Economic Cooperation (APEC): *Road Safety Measures for Heavy Vehicles in APEC Transport Supply Chains* (Melbourne, 2011), p. 31.

¹⁹ See for example: ADB: *Cambodia: Transport sector assessment, strategy, and road map* (Manila, 2011), p. 26; ADB: *Vietnam: Transport sector assessment, strategy, and road map* (Manila, 2012), p.25; ADB: *Myanmar transport sector policy note: Road safety* (Manila, 2016), p.14; and, ADB: *Lao PDR: Transport sector assessment, strategy, and road map* (Manila, 2014), p. 11.

²⁰ See: GIZ: *Transport and Logistics in Lao PDR: Impact of the ASEAN Economic Community* (Vientiane, 2014), p. 72. JICA: *Data Collection survey on International Logistics in Cambodia* (Vientiane, 2016), p. 5-13.

²¹ GIZ: *Transport and Logistics in Lao PDR: Impact of the ASEAN Economic Community* (Vientiane, 2014), p. 31.

²² ADB: *Thailand's economic integration with neighbouring countries and possible connectivity with South Asia* (Manila, 2015), p. 17.

²³ ILO: *Priority safety and health issues in the road transport sector*, Report for discussion at the Tripartite Sectoral Meeting on Safety and Health in the Road Transport Sector, ILO Sectoral Policies Department (Geneva, 2015), p.19.

²⁴ P. Turnbull: *Promoting the employment of women in the transport sector – Obstacles and policy options* (Geneva, ILO, 2014).

²⁵ International Transport Workers' Federation (ITF): *World Toilet Day*, 2018, <http://www.itfglobal.org/en/campaigns-solidarity/campaigns/world-toilet-day/> [accessed 19 November 2018].

²⁶ S. Mundoli: *Gender equality and extractive industry in the Lower Mekong Region*, in ResearchGate (2013), p. 17.

establishes as a key action the promotion of human resource development programs to support the further development of GMS logistics platforms.²⁷

Table 3: Identified requirements to obtain a commercial license in the GMS (by country)

Requirements	Cambodia	China*	Lao PDR	Myanmar	Thailand	Viet Nam
Training certification	No	No	No	No	Yes	No
Availability of training institutions	No	Yes (n/r)	No	No	Yes	Yes (n/r)
Medical examination	No	Yes	No	No	Yes	No
Practical experience	No	Yes	No	No	No	Yes
Minimal age	No	Yes	No	No	No	Yes

n/r: Schools not regulated by the States * For Yunnan Province and Guangxi Zhuang Autonomous Region
Note: this table gathers anecdotal information from non-governmental sources, websites or documents.

Training

Training programmes and an adequate professional qualifications framework for the trucking sector provide a basis to start overcoming educational and cultural barriers that limit the improvement of road safety outcomes. Disregard of road safety rules is mainly a symptom of a general lack of driver awareness, education and training. In Thailand, truck drivers receive 12 hours of formal training. The curriculum covers safe driving practices, traffic regulations, health and safety management, and substance abuse. The course is then followed by a practical driving test.²⁸ In the case of Cambodia, Lao PDR, and Myanmar, evidence suggests that the lack of training regulation and frameworks may have negatively impacted the industry's efficiency in these countries.²⁹

2. Social and labour protection

Social security coverage

The Asian Development Bank (ADB) has documented the low coverage rate of social programmes in GMS countries.³⁰ For example, social insurance programmes³¹ have a coverage rate of 37 per cent; social assistance programmes³² of 58 per cent, and labour market programmes³³ only reach 6 per cent of the population. This data may reflect that a large number of workers in GMS countries may find themselves in informal employment.³⁴ According to the ITF, working conditions for informal transport workers are generally poor.³⁵ These translate into a lack formal employment

²⁷ ADB: *The Ha Noi Action Plan 2018–2022* (Manila, 2018), p. 34.

²⁸ *ibid.*

²⁹ ADB: *Myanmar transport sector policy note: Road safety* (Manila, 2016), and ADB: *Green Freight Cambodia* (Manila, 2014), p. 43.

³⁰ ADB: *The Social Protection Index: Assessing results for Asia and the Pacific* (Manila, 2013), p.115.

³¹ Social insurance programmes include pensions, health insurance, maternity insurance, provident funds, unemployment insurance, work injury insurance and disability insurance.

³² Social assistance programmes include social transfers, child welfare, disability benefits, disaster relief, social assistance to the elderly, and health assistance for the poor and vulnerable.

³³ Labour market programs include skills development and training, and cash for work programs.

³⁴ Informal employment can be defined as all remunerative work (i.e. both self-employment and wage employment) that is not registered, regulated or protected by existing legal or regulatory frameworks, as well as non-remunerative work undertaken in an income-producing enterprise. Informal workers do not have secure employment contracts, workers' benefits, social protection or workers' representation. It does not cover illicit activities. ILO: *Minimum wage policy guide* (Geneva, 2017) pp. 39-40.

³⁵ ITF: *Organizing informal workers*, 2018, <http://www.itfglobal.org/en/cross-sectoral-work/education/in-focus/informal-workers/> [accessed 01 November 2018].

contracts, access to fewer benefits or social protection schemes, lower wages, and long and irregular working hours.³⁶ Anecdotal evidence suggests that in Viet Nam³⁷ and Lao PDR³⁸ most truck drivers are independent workers and part of the informal economy.

Earnings

Economic growth in the region over the last two decades has translated into a rise in wages. Nonetheless, income distribution and inequality remains a concern in the Asia-Pacific region.³⁹ Table 4 includes minimum wage figures for GMS countries. Major average monthly wage differences can be observed between GMS countries.⁴⁰

Table 4: Average monthly wage for full time employees (by country, in USD)

Country	Cambodia	China	Lao PDR	Myanmar	Viet Nam	Thailand
Average monthly wages ⁴¹	\$160	\$744	n/a	n/a	\$202	\$408

Source: ILO, Global Wage Report 2016/17⁴² n/a: not available USD: United States dollars

In Lao PDR, a study found that private sector workers earn a minimal wage of USD \$93 per month.⁴³ No earnings data was found specifically for truck drivers in GMS countries. But, it has been documented that in practice a Thai truck driver may earn four times more (USD \$700) than a truck driver in Lao PDR (USD \$170).⁴⁴ It would also seem that most of GMS truck drivers are often paid by number of completed trips or by weight carried (in tons).⁴⁵

Working time

Working time rules have significant economic impacts for the driver, company and a government's logistics platforms. The impacts include conflicts of safety and profitability, reduced productivity, and higher turnover of staff.⁴⁶ Truck drivers can experience long working hours, substantial time away from home, irregular work schedules and working time, and contingent work.⁴⁷ Thailand appears to be the only GMS country that regulates working time for commercial vehicle operations. Transport Law (B.E. 2522) allows for a maximum driving time limit of 10 hours per day.⁴⁸ In addition, it provides for 30-minute rest periods after four consecutive hours of driving.

Priority occupational safety and health (OSH) issues

Fatigue, stress and other health concerns

Certain health concerns are more prevalent among road transport workers. These may include stress, fatigue, musculoskeletal disorders, obesity, obstructive sleep apnoea, diabetes, miscarriages, higher cardiovascular pressure, kidney disorders and the use of drugs and

³⁶ *ibid.*

³⁷ E. Martin: *Transport and logistics in the Greater Mekong Sub- region* (Bangkok, 2010), p.13.

³⁸ GIZ: *Transport and Logistics in Lao PDR: Impact of the ASEAN Economic Community* (Vientiane Capital, 2014), p.8

³⁹ ILO: *Wages in Asia and the Pacific*, Global Wage Report 2016/17 (Geneva, 2016), p.1.

⁴⁰ *ibid.*, p.2.

⁴¹ Exchange rates used: USD \$1 to KHR 4,020; USD \$1 to CNY 6.94800; USD \$1 to VND 23,360; USD \$1 to THB 33.0750.

⁴² ILO: *Global Wage Report 2016/17: Wage inequality in the workplace* (Geneva, 2016), p.102.

⁴³ GIZ: *Transport and Logistics in Lao PDR: Impact of the ASEAN Economic Community* (Vientiane, 2014), p.15.

⁴⁴ Institute of Developing Economies (IDE): *Logistics Cost in Lao PDR* (Tokyo, 2017), pp. 24.

⁴⁵ GIZ: *Transport and Logistics in Lao PDR: Impact of the ASEAN Economic Community* (Vientiane, 2014), p.72.

⁴⁶ J.K. Beaulieu: *The issues of fatigue and working time in the road transport sector* (Geneva, 2005), p.10.

⁴⁷ M. Belzer: "Labor and human resources", in L. Hoel et al. (eds): *Intermodal transportation: Moving freight in a global economy* (Washington, DC, Eno Transportation Foundation, 2010).

⁴⁸ Thailand Ministry of Labour: *The Labour Protection Act BE.2541*, 1998,

<https://www.ilo.org/dyn/natlex/docs/ELECTRONIC/49727/125954/F-1924487677/THA49727%20Eng.pdf> [accessed 12 November 2018].

stimulants.⁴⁹ Driver fatigue is universally accepted as a major cause of crashes.⁵⁰ Commercial vehicle drivers face numerous challenges in terms of getting sufficient rest and sleep.⁵¹ In recent years, there have been some roadside stations (Michi-no-Eki) planned in the Son La and Hoa Binh Provinces in Viet Nam to enable truck drivers to rest.⁵²

Violence

Over the last decade, there has been a rise in violent cargo theft in truck parking facilities and service areas across the globe.⁵³ But, there seems to be a lack of publicly available data on cargo theft in the GMS. The Transported Asset Protection Association has signalled that this and the low number of incidents reported may be linked to a lack of adequate incident reporting processes and mechanisms in the Asia-Pacific region.⁵⁴

Applicability of OSH frameworks

Evidence suggests that the majority of truck drivers in the GMS find themselves in the informal sector. OSH frameworks generally do not extend to informal workers. This may also lead to a lack of efficient occupational accident and diseases recording and notification systems. However, Viet Nam would seem to be an exception. In 2015, its National Assembly amended OSH laws to include informal workers within its scope of application.⁵⁵

HIV and AIDS

HIV and sexually transmitted infection (STI) prevalence is higher among transport workers than the general population in a number of countries, particularly so along major transport corridors. Road transport workers, especially long-distance drivers, are at particular risk of infection because of the nature and conditions of their work. The HIV and AIDS epidemic has been present in the GMS since the 1980s. Its prevalence has declined in Cambodia and Thailand as a result of significant public investment.⁵⁶ In 2007, the ADB and the United Nations Development Programme developed a toolkit for the GMS with a special focus on mobile populations, including truck drivers.⁵⁷

Cross-border truck operations

The Conclusions of the 2006 ILO Tripartite Meeting on Labour and Social Issues arising from Problems of Cross-border Mobility emphasize that delays due to infrastructure, facilities and control procedure deficiencies at problematic border crossings can have a negative effect on the working and living conditions of commercial vehicle drivers.⁵⁸ In addition, it might be more challenging to reach cross-border drivers to provide occupational health and preventive health services.

One of the GMS's main road freight transport operational concerns includes the lack of more efficient cross border facilitation agreements. For example, whereas a truck may cross to Thailand

⁴⁹ ILO: *Conclusions on safety and health in the road transport sector*, Conclusions of the Tripartite Sectoral Meeting on Safety and Health in the Road Transport Sector, ILO Sectoral Policies Department (Geneva, 2015), para. 12.

⁵⁰ J.K. Beaulieu: *The issues of fatigue and working time in the road transport sector* (Geneva, 2005), p.4.

⁵¹ ILO: *Priority safety and health issues in the road transport sector*, Report for discussion at the Tripartite Sectoral Meeting on Safety and Health in the Road Transport Sector, ILO Sectoral Policies Department (Geneva, 2015), p.47.

⁵² JICA: *Report of study tour to Hoa Binh province* (Tokyo, 2011), p. 11. Unfortunately, it would seem that the initial pilot project did not have the intended impact due to a lack of driver awareness on the existence of the roadside station.

⁵³ International Road Transport Union (IRU): *Attacks on drivers of international heavy goods vehicles – Facts and figures* (Geneva, 2008).

⁵⁴ Forward with TOLL: *Cargo thefts soar in first half of 2016*, 2016, <https://www.fwd.news/cargo-thefts-soar-first-half-2016/> [accessed 12 October 2018].

⁵⁵ ILO: *LEGOSH Database - Viet Nam*, sections 7.1 and 7.2., 2015, https://www.ilo.org/dyn/legosh/en/f?p=14100:1100:0::NO:1100:P1100_ISO_CODE3,P1100_YEAR:VN::NO, [accessed 01 November 2018].

⁵⁶ ADB: *HIV and the Greater Mekong Subregion: Strategic directions and opportunities* (Manila, 2007), p. 1.

⁵⁷ ADB: *Toolkit for HIV Prevention among mobile populations in the Greater Mekong Subregion* (Manila, 2007), p. 33.

⁵⁸ ILO: *Conclusions on Labour and Social Issues arising from Problems of Cross-border Mobility of International Drivers in the Road Transport Sector*, ILO Sectoral Policies Department (Geneva, 2006).

within 11 hours, the same export-import procedures may take up to 144 hours in Myanmar (See Appendix 5). Currently, two pilot regional transit systems are currently being tested.⁵⁹ In the event that both were to be implemented, issues may arise leaving one redundant.

Box 1: United Nations TIR Convention

The United Nations International Road Transport Convention (TIR Convention)⁶⁰ and TIR Carnet⁶¹ constitute a widely used international customs transit regime. A high level meeting for the Euro-Asia Region on Improving Cooperation on Transit, Trade Facilitation and the 2030 Agenda for Sustainable Development was held in Hanoi, Viet Nam on March, 7-9 2017. Its final recommendations stressed that “[...] countries are encouraged to join relevant international conventions, in particular the TIR Convention, Harmonization Conventions [...] given their potential benefits, as well as bilateral, sub-regional and regional agreements and ensure their effective implementation, with a view to promote the harmonization, simplification and standardization of rules, formalities and documentation for all modes of transport.”⁶² In recent years, there have been efforts to implement a fully digital TIR by trade corridor (corridor-by-corridor approach).

Inspections

Inspection systems are essential but are often insufficient due to lack of inspectors and resources. More inspectors should be recruited and all inspectors should be well trained, including on occupational safety and health issues.⁶³ Cooperation between the labour and transport ministries together with police and enforcement agencies is crucial to maintain level-playing fields in the sector.

3. Social dialogue and tripartism

Sound industrial relations and effective social dialogue are a means to promote better wages and working conditions. As instruments of good governance they foster cooperation and economic performance, helping to create an enabling environment for the realization of the objective of decent work at the national level. Social dialogue constitutes an important tool to reverse inequality trends. It facilitates consensus building on relevant national and international policies that impact on employment and decent work strategies and programmes.⁶⁴ *“Social dialogue can pave the way to reconcile market competition, transport worker occupational safety and health, and road safety.”*⁶⁵

⁵⁹ These are the ASEAN Customs Transit System (CTS) and the GMS CTS under the Cross-Border Transport Agreement (CBTA). The GMS and the ASEAN CTS are based on the TIR Convention. They aim to simplify and harmonize trade, transport and customs regulations. However, unlike the TIR Convention, these systems are not global.

⁶⁰ United Nations Economic Commission for Europe (UNECE): *Main United Nations Road Transport Agreements* (Geneva, 2014), p.6.

⁶¹ The administrative backbone of the TIR system is the TIR carnet, which can address issues of cross-border delay. It offers confirmation of the existence of a transnational guarantee for goods forwarded under it and also as a customs transit declaration. The TIR system is essentially a series of national journeys covered by the same carnet and system. This would essentially address cross border delays, which can consequently limit decent work deficits, OSH concerns, and various factors impacting road safety in the GMS. There are 16 signatories and 75 parties to TIR.

⁶² United Nations Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States (UNOHRLLS): *Summary of key recommendations* - The High-level meeting for the Euro-Asia Region on improving cooperation on transit, trade facilitation and the 2030 agenda for Sustainable Development (Ha Noi, 2017), p.4.

⁶³ ILO: *Conclusions on safety and health in the road transport sector*, Conclusions of the Tripartite Sectoral Meeting on Safety and Health in the Road Transport Sector, ILO Sectoral Policies Department (Geneva, 2015), para. 14.

⁶⁴ ILO: *ILO Declaration on Social Justice for a Fair Globalization*, International Labour Conference, 97th Session, Geneva, 2008, p. 10.

⁶⁵ ILO: *Conclusions on safety and health in the road transport sector*, Conclusions of the Tripartite Sectoral Meeting on Safety and Health in the Road Transport Sector, ILO Sectoral Policies Department (Geneva, 2015), para. 21.

The employment relationship

Nonstandard forms of employment (NSFEs)⁶⁶ present both opportunities and challenges in the transport sector. NSFES may provide opportunities to enter the market, develop skills, and gain work experience.⁶⁷ Yet, they may also translate into a decline of “standard employment”. When employment in non-standard arrangements is not voluntary, working conditions tend to be poorer.⁶⁸ An additional challenge posed by NSFES includes the lack of functional mechanisms for worker representation in OSH committees.

In road freight transport operations, “high levels of unfair competition can also lead to ambiguous, marginal, informal or illegal employment relationships, where workers have very different [...] levels of protection. This situation can contribute to poor road safety outcomes.”⁶⁹ “Workers in the sector, including dependent self-employed workers, are vulnerable, as they often must absorb the costs of ownership, maintenance and other vehicle operating costs while they may not be able to participate in social dialogue.”⁷⁰

Tripartism

On the one hand, unionization has provided workers in traditional employment relationships an opportunity to counter unequal power asymmetries in the workplace and improve the terms and conditions of their work. Workers in the road transport sector have been generally excluded from this paradigm as in many countries the sector is mainly composed of owner-operators or micro and small enterprises. Thus, these workers have been unable to access, or fall outside the scope of, labour laws (i.e. leasing, subcontracting, and misclassification). On the other hand, the strength and representativeness of employer transport associations also plays a fundamental role for effective tripartism and social dialogue. An increasing number actors (i.e., 3PLs) and outsourcing practices for transport and trucking operations have led to workplace disconnection and a decline in dialogue.⁷¹ Special attention should be paid to multi-layered subcontracting and the cross-sectoral nature and global dimension of logistics services and its relation to supply chains.⁷²

In the GMS, only Lao PDR and Myanmar appear to have transport associations. In Myanmar, the trucking industry is managed by a unique organization, called “Gates” which represents the majority of the operators.⁷³ Gate managers negotiate on behalf of the operators, and generally, trucking companies under these Gates, are subject to informal agreements and operate below international standards.⁷⁴ In Lao PDR, the sector appears to be represented by 17 core members of the Lao International Freight Forwarders Association.⁷⁵ In terms of unions, Cambodia has

⁶⁶ “Typically, NSFES cover work that falls outside the scope of a standard employment relationship, which itself is understood as being work that is full-time, indefinite employment in a subordinate employment relationship. For the purposes of this discussion, the following forms of non-standard employment are considered: (1) temporary employment; (2) temporary agency work and other contractual arrangements involving multiple parties; (3) ambiguous employment relationships; and (4) part-time employment.” ILO: Non-standard forms of employment, Report for discussion at the Meeting of Experts on Non-Standard Forms of Employment (16-19 February 2015), ILO Conditions of Work and Equality Department (Geneva, 2015), pp. 1-2.

⁶⁷ ILO: *Non-Standard employment around the world: Understanding challenges, shaping prospects* (Geneva, 2016), p. 186.

⁶⁸ ILO’s Recommendation No. 198 in Article 4 (b) describes that national policy should include measures to “combat disguised employment relationships [...] that situations can arise where contractual arrangements have the effect of depriving workers of the protection they are due.” See:

https://www.ilo.org/dyn/normlex/en/f?p=NORMLEXPUB:12100:0::NO::P12100_INSTRUMENT_ID:312535_

⁶⁹ ILO: *Conclusions on safety and health in the road transport sector*, Conclusions of the Tripartite Sectoral Meeting on Safety and Health in the Road Transport Sector, ILO Sectoral Policies Department (Geneva, 2015), para. 8.

⁷⁰ *ibid.*

⁷¹ ILO: *Sectoral Studies on Decent Work in Global Supply Chains, Comparative Analysis of Good Practices by Multinational Enterprises in Promoting Decent Work in Global Supply Chains*, ILO Sectoral Policies Department (Geneva, 2015), p. 151.

⁷² *ibid.*, p. 152.

⁷³ JICA: *The Survey Program for the National Transport Development Plan in the Republic of the Union of Myanmar: Overview of the Transportation Sector* (Tokyo, 2014), p. 7-18.

⁷⁴ *ibid.*

⁷⁵ GIZ: *Transport and Logistics in Lao PDR: Impact of the ASEAN Economic Community* (Vientiane, 2014), p. 26.

several unions of informal workers. However, these do not seem to have significant membership of heavy vehicle or truck drivers.⁷⁶ In Myanmar, trade and transport unions operate under the Confederation of Trade Unions – Myanmar, which practices collective bargaining rights at the operational level.⁷⁷ National laws in Myanmar do not appear address prevalent anti-union discrimination in the transport sector.⁷⁸

Box 2: Spearhead and enable an environment with strong unions and business associations

A study conducted by the IBRD and the IRU⁷⁹ notes that it is the responsibility of governments to create an enabling environment for businesses. The challenge remains for governments to create a framework that allows the transport industry to thrive while assuring workers' and societal needs are met in a sustainable way.⁸⁰ From the operator and driver perspective, informality leads to unfair competition, low tariffs, unreliability and reduces the economic viability of the sector.⁸¹

An enabling environment, smart regulation and enforcement efforts can only bolster an industry that is expected to continuously adapt to ensure its long-term success. This as governments implement policies and strategies for the development of specific regions or the entire country.⁸² In many countries, the sector suffers from several characteristics that compromise its efficiency and effectiveness. This includes high levels of informality paired with lack of professional qualifications, old vehicles, skills shortages, and weak representation due to atomization of the industry.⁸³

Social dialogue

The limited access or availability of information portrays a mixed picture of the practice of social dialogue. But substantial changes can be observed as a result of new initiatives. For example, the ILO has led social dialogue initiatives among tripartite constituents in Lao PDR. This has enhanced the quality of inputs and revisions that brought the national labour provisions in line with ratified conventions and international labour standards.⁸⁴ In Cambodia, the 2016 minimum wage negotiations have been supported on evidence-based negotiations. However, the ratification of the Trade Union Law has been perceived as a setback to social dialogue, as per the concerns expressed by workers' organizations.⁸⁵

4. Fundamental principles and rights at work

ILO member States have an obligation to respect, to promote and to realize, in good faith and in accordance with the Constitution, the principles concerning fundamental rights at work. The fundamental principles and rights at work comprise: freedom of association and the effective recognition of the right to collective bargaining, the elimination of all forms of forced or compulsory labour, the effective abolition of child labour, and the elimination of discrimination in respect of employment and occupation. These principles are enshrined in eight ILO instruments - the 'Fundamental Conventions':⁸⁶ These include the:

⁷⁶ V. Nuon and M. Serrano: *Building unions in Cambodia: History, Challenges, Strategies* (Singapore, 2010), p.52.

⁷⁷ ILO: *Asia and the Pacific Regional Workers' School on Global supply Chains and Trade Union Strategies, Myanmar Country report* (Singapore, 2016).

⁷⁸ *ibid.*

⁷⁹ IBRD and IRU: *Road Freight Transport services reform* (Washington D.C., 2017).

⁸⁰ *ibid.*, p. 1.

⁸¹ *ibid.*, p. viii.

⁸² *ibid.*, p. 1.

⁸³ *ibid.*, p. 7.

⁸⁴ ILO: *Independent evaluation of the ILO's Decent Work Country Programmes, strategies and actions in the Mekong sub-region 2012–17*, ILO Evaluation Office (Geneva, 2017), p. xii.

⁸⁵ *ibid.*, p.9.

⁸⁶ ILO: *The International Labour Organization's fundamental conventions*, in Focus Programme, ILO, Geneva, 2003.

1. Freedom of Association and Protection of the Right to Organise Convention, 1948 (No. 87) and the Right to Organise and Collective Bargaining Convention, 1949 (No. 98);
2. Forced Labour Convention, 1930 (No. 29) and the Abolition of Forced Labour Convention, 1957 (No. 105);
3. Equal Remuneration Convention, 1951 (No. 100) and the Discrimination (Employment and Occupation) Convention, 1958 (No. 111), and
4. Minimum Age Convention, 1973 (No. 138) and the Worst Forms of Child Labour Convention, 1999 (No. 182).

Member 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 standards protect and are applied to all workers including all workers in the road transport sector. An ILO independent evaluation Decent Work Country Programmes (DWCP) found that progress in the ratification of the Fundamental Conventions has been slow in the GMS.⁸⁷ This may be primarily due to constraints from national constitutional provisions or specific legislations. Table 5 includes a summary of ratified fundamental conventions by GMS member States.

Table 5: Ratification of ILO Fundamental Conventions (by country, by year)⁸⁸

Country	Freedom of association		Forced labour		Non-discrimination		Child labour	
Convention	C087	C098	C029	C105	C100	C111	C138	C182
Cambodia	1999	1999	1969	1999	1999	1999	1999	2006
China					1990	2006	1999	2002
Lao PDR			1964		2008	2008	2005	2005
Myanmar	1955		1955					2013
Thailand			1969	1969	1999	2017	2004	2001
Viet Nam			2007		1997	1997	2003	2000

Source: ILO Normlex

5. Where the ILO can bring value to improve road freight transport safety outcomes

Decent work sums up the aspirations of people in their working lives. It involves opportunities for work that is productive and delivers a fair income, security in the workplace and social protection for families, better prospects for personal development and social integration, freedom for people to express their concerns, organize and participate in the decisions that affect their lives and equality of opportunity and treatment for all women and men. The ILO's Decent Work Agenda provides a road map towards decent and productive employment. This includes improving conditions of work of road transport workers, which in turn, can improve road freight transport safety outcomes. At the international level, a number of ILO standards are relevant to the transport sector, including:

1. The eight Fundamental Conventions described above;

⁸⁷ ILO: *Independent evaluation of the ILO's Decent Work Country Programmes, strategies and actions in the Mekong subregion 2012–17*, ILO Evaluation Office (Geneva, 2017), p. xii.

⁸⁸ ILO: Normlex Database, [https://www.ilo.org/dyn/normlex/en/f?p=1000:10011::NO:10011:P10011_DISPLAY_BY,P10011_CONVENTION_TTYPE_CODE:1,F](https://www.ilo.org/dyn/normlex/en/f?p=1000:10011::NO:10011:P10011_DISPLAY_BY,P10011_CONVENTION_TYPE_CODE:1,F) [accessed 03 November 2018].

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2. Two instruments dealing with working time of road transport workers: Hours of Work and Rest Periods (Road Transport) Convention, 1979 (No. 153) and Hours of Work and Rest Periods (Road Transport) Recommendation, 1979 (No. 161);
 3. A Recommendation on the governance and status of the employment relationship: Employment Relationship Recommendation, 2006 (No. 198);
 4. A Convention on public procurement: Labour Clauses (Public Contracts) Convention, 1949 (No. 94);
 5. A Recommendation on labour inspection: Labour Inspection (Mining and Transport) Recommendation, 1947 (No. 82); and
 6. Many instruments dealing with OSH: There are more than 40 standards that directly or indirectly address occupational safety and health issues.

At the national level, DWCPs provide a vehicle for delivery of ILO support to member States. DWCPs are organised around national priorities, and are closely aligned with both national development frameworks and international agreed regional and global policy frameworks.⁸⁹ They may detail strategies, policies and results required to realize progress in member states towards the goal of Decent Work for all. Through their DWCPs⁹⁰, the GMS member States are focusing their efforts on the following ILO Outcomes:

1. Outcome 2: ratification/application of international labour standards (fundamental conventions);
2. Outcome 3: creating and extending social protection floors (OSH and social protection), and
3. Outcome 10: strong and representative employers' and workers' organizations.

In addition, the ILO has published a number of tools of tools and knowledge products for the road transport sector. These include information on OSH, HIV and AIDS, fatigue, cross-border operations and deregulation. Future activities include the organization of a Meeting of Experts to adopt a code of practice or guidelines on road transport safety. The meeting will examine guidelines or a code of practice on the promotion of decent work and road safety in the transport sector, as called for in the ILO *Resolution concerning best practices in road transport safety*, as adopted by the 2015 Tripartite Sectoral Meeting on Safety and Health in the Road Transport Sector. However, its exact title, purpose and outcome will be adopted by the 334th Session of the ILO Governing Body in March 2019.

⁸⁹ ILO: *Independent evaluation of the ILO's Decent Work Country Programmes, strategies and actions in the Mekong subregion 2012–17*, ILO Evaluation Office (Geneva: 2017), p. x.

⁹⁰ See: ILO: *Decent Work Country programme for Lao People's Democratic Republic 2017–2021*, ILO Country Office (Bangkok, 2017); ILO: *Kingdom of Cambodia Decent Work Country programme (DWCP) 2016–2018*, ILO Country Office (Bangkok, 2017); ILO: *Decent Work Country programme 2017 - 2021 Viet Nam*, ILO Country Office (Bangkok, 2017), and ILO: *China Decent Work Country programme 2016-2020*, ILO Country Office (Bangkok, 2017).

Appendix 1: Snapshot: Road safety situation

Table A.1.1 includes a number of road safety indicators; GMS countries present a diverse road safety picture and situation.

Table A.1.1: Snapshot: Road safety data for the GMS (by country)

	Year	Cambodia	China (Yunnan and Guangxi)		Lao PDR	Myanmar	Viet Nam	Thailand
Total crashes ⁹¹	2013	4,353	3,748	3,821	5,931	13,912	31,337	61,323
Motorization levels ⁹² ₉₃	2008	0.30	33.80	19.70	24.21	6.62	11.13	157.41
	2011	1.77	60.47	40.42	31.11	6.76	16.66	187.92
	2015	n/a	102.12	75.86	61.44	n/a	n/a	241.57
Crashes involving a commercial vehicle	2011	8% ⁹⁴	n/a		2% ⁹⁵	30% ⁹⁶	N/A	4% ⁹⁷
Road traffic injuries	2010	15,888 ⁹⁸	4,727,000 ⁹⁹		n/a	24,379 ¹⁰⁰	68,510 ¹⁰¹	n/a
Road traffic fatality rate per 100,000 population ¹⁰²	2013	17.4	18.8		14.3	20.3	24.5	36.2
Official road traffic fatalities ¹⁰³	2013	1,950	58,539		910	3,612	n/a	14,509
WHO estimated road traffic fatalities ¹⁰⁴	2013	2,635	261,367		971	10,809	22,419	24,237
Heavy truck driver/ passenger fatalities ¹⁰⁵	2013	53	2,342		20	216	N/A	485

n/a: not available

⁹¹ GMS EOC: *Traffic accident statistics*, 2018, <http://portal.gms-eoc.org/charts/all/traffic-accidents?gid=29&gideoc=6®oreoc=1> [accessed 15 November 2018].

⁹² GMS EOC: *Vehicle motorization index*, 2018, <http://portal.gms-eoc.org/charts/overview/vehicle-motorization-index> [accessed 15 November 2018].

⁹³ The number of vehicles per 1,000 inhabitants. The data excludes two-wheelers.

⁹⁴ International Transport Forum: *Road safety annual report* (Paris, 2016), p. 100.

⁹⁵ Lao Ministry of Public Works and Transport: *Road safety status in Lao PDR*, 2016, <https://www.unescap.org/sites/default/files/14.%20%20Road%20Safety%20Status%20in%20Lao%20PDR.pdf> [accessed 01 November 2018].

⁹⁶ United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP): *Present situation of road safety in Myanmar*, 2013, <https://www.unescap.org/sites/default/files/2.16.Myanmar.pdf> [accessed 17 October 2018].

⁹⁷ Thailand Ministry of Transport: *Current situation of road safety in Thailand*, 2016, <https://www.unescap.org/sites/default/files/2.23.Thailand-1.pdf> [accessed 17 October 2018].

⁹⁸ C. Ear et al.: "Surveillance of Road Crash Injuries in Cambodia: An Evaluation of the Cambodia Road Crash and Victim Information System (RCVIS)", in *National Institute of Health* (2014, Vol. 15, No. 5).

⁹⁹ This figure corresponds to the entire country (China). See C. Tao et al.: "Factor analysis of fatal road traffic crashes with massive casualties in China", in *Advances in Mechanical Engineering* (2016, Vol. 8, No. 4).

¹⁰⁰ UNESCAP: *Present situation of road safety in Myanmar*, 2013, <https://www.unescap.org/sites/default/files/2.16.Myanmar.pdf> [accessed 17 October 2018].

¹⁰¹ A. Ngo et al.: "Road traffic related mortality in Vietnam: Evidence for policy from a national sample mortality surveillance system", in *National Institute of Health* (2012, Vol.12).

¹⁰² WHO: *Road traffic death data by country*, WHO, 2018, <http://apps.who.int/gho/data/node.main.A997> [accessed 09 October 2018].

¹⁰³ WHO: *Global status report on road safety 2013* (Geneva, 2015).

¹⁰⁴ *ibid.*

¹⁰⁵ *ibid.*

Appendix 2: Identified regional road safety frameworks and measures targeting road freight transport operations

Table A.2.1 provides a summary of regional transport planning documents and their specific targets and provisions with regards to road freight transport operations.

Table A.2.1: Planning documents and specific provisions (by organization)

	General programme	Specific provisions to road freight transport operations
A S E A N	Initial efforts in the region started with the <i>Regional Road Safety Strategy (RRSS)</i> and action plan titled “ <i>Arrive Alive: ASEAN commits to cutting road deaths</i> ” for the period 2005-2010. The subsequent initiative – <i>ASEAN Road Safety Strategy 2015</i> – triggered by the United Nations Decade of Action for Road Safety.	In relation to commercial vehicles, the action plan includes specific approaches including that drivers are licensed and are fit to drive. It also encourages authorities to require audited safety standards in contracts. ¹⁰⁶
U N E S C A P	The Ministerial Declaration on Improving Road Safety in Asia and the Pacific adopted in 2006 ¹⁰⁷ includes regional goals and targets for road safety in 62 UNESCAP member and associate states. ¹⁰⁸ The declaration focuses on regional transport policies, vulnerable road users, vehicles safety, cooperation between relevant stakeholders, safety systems and their enforcement, and the Asian Highway. ¹⁰⁹	The Ministerial Declaration includes policies to regulate and improve professional drivers’ working conditions. The reduction of work-related road traffic accidents may be achieved through increased awareness campaigns and training programmes. It also proposes to develop the Asian highway network as a model of road safety.
A D B	The GMS Transport Sector Strategy 2030 has served as a framework for sub-regional coordination and cooperation in the transport sector. ¹¹⁰ It complements and builds the ASEAN’s road safety initiatives. The Strategy highlights the importance of addressing measures that enhance road user behaviour – as it is considered to be the main cause for about 90 per cent of crashes – in the region. ¹¹¹	It identifies the lack of institutional capacity and of adequately trained commercial drivers and inadequate cross-border facilitation agreements as the main areas of concern for road safety in the region.

¹⁰⁶ ASEAN: *ASEAN regional road safety strategy* (Jakarta, 2016), p.40.

¹⁰⁷ UNESCAP: *Improving road safety in Asia and the Pacific*, Committee on Transport, Fifth session, Bangkok, Nov. 2018, ESCAP/CTR/2018/L.1, p. 10.

¹⁰⁸ UNESCAP: *Updated regional road safety goals and targets for Asia and the Pacific 2016-2020*, 2017, http://www.who.int/roadsafety/Appendix_18_ESCAP_Road_Safety_Goals_Targets.pdf [accessed 09 October 2018].

¹⁰⁹ UNESCAP: *UNESCAP Ministerial Declaration on Improving Road Safety in Asia and the Pacific*, 2007, https://www.unecscap.org/fileadmin/DAM/trans/globalroadsafetyweek/docs/SF_AlexanderRoehrl.pdf [accessed 09 October 2018].

¹¹⁰ ADB: *GMS Transport Sector Strategy 2030* (Manila, 2017), p.1-2.

¹¹¹ *ibid.*

Appendix 3: Identified county-level road safety measures and targets for road freight transport operations

A number of country-level measures and targets have been identified in planning documents. They have been summarized in Table A.3.1.

Table A.3.1: Country-level road freight operations: measures and targets (by country)

Country	Measures and targets
Cambodia: National Plan for Road Safety (2011-2020) ¹¹²	<ol style="list-style-type: none"> 1. Promote and encourage transport operators to establish companies and join associations. 2. Develop documents and disseminate road safety management for freight transport. 3. Monitor and evaluate the safety of commercial vehicles. 4. Educate truck drivers on safe road behaviour. 5. Control and organize training on vehicle driving for freight transport workers.
China: 11th National Road Safety Action Plan (2006-2010) ¹¹³	<ol style="list-style-type: none"> 1. Strictly implement driver tests, enhance training, improve license management, and enhance daily management of drivers (including re-education). 2. Enhance the research and promotion of safety devices, including the installation and use of travel recorders - which have passed a national compulsory product certification. 3. Monitor motor vehicle registration and inspection and the promotion of digitalization for tractor information. 4. Improve the work safety of transport enterprises.
Lao PDR: Road Safety Action Plan (2011-2020) ¹¹⁴	<ol style="list-style-type: none"> 1. Inspect of vehicle standards. 2. Develop driver training and testing.
Myanmar: Road Safety Action Plan (2014-2020) ¹¹⁵	<ol style="list-style-type: none"> 1. Upgrade physical, theoretical and psychological tests for drivers. 2. Install vehicle multi-testing lanes. 3. Conduct stringent speeding inspections.
Thailand: Road Safety Action Plan (2015-2020) ¹¹⁶	<ol style="list-style-type: none"> 1. Promote road user safety knowledge, behaviour and skills. 2. Develop more stringent control and regulation systems for the issuance of drivers' licences, for safer vehicles on the road, and for freight transport and public transport vehicles.
Viet Nam: National Road Safety Strategy (2011-2020) ¹¹⁷	<ol style="list-style-type: none"> 1. Provide a training course on safety management. 2. Promote information-sharing among industry actors and businesses. 3. Enhancing transport safety management systems with trip recorders and digital tachographs. 4. Strengthen administrative measures to strengthen labour standards, and inspection standards. 5. Implement audits to avoid speed limiter tampering. 6. Strengthen the administrative measures against drunk driving.

¹¹² Cambodia National Road Safety Committee: *National road safety policy* (Phnom Penh, 2014), p.4.

¹¹³ The new 13th National Road Safety Action Plan (2015-2020) has been approved by the National People's Congress of China but no formal or informal translation of the Plan seems to be available online. See: National People's Congress of China: *China's NPC approves 13th Five-Year Plan*, 2016. See IBRD: *China Road Traffic Safety: The Achievement, the Challenges, and the Way Ahead* (Washington D.C., 2008), pp. 46-48.
<http://www.npc.gov.cn/npc/zgrdzz/site1/20160429/0021861abd66188d449902.pdf>, p. 15 [accessed 09 October 2018].

¹¹⁴ Lao National Road Safety Committee Secretariat: *Road Safety Issues in Lao PDR*, 2013,
<https://www.unescap.org/sites/default/files/2.15.LaoPDR.pdf> [accessed 03 November 2018].

¹¹⁵ ADB: *Myanmar Transport Sector Policy Note: Road Safety* (Manila, 2016), p.10.

¹¹⁶ Thailand Department of Land Transport: *Road safety master plan* (Bangkok, 2016), p.6-2.

¹¹⁷ Asia Pacific Economic Cooperation: *Road safety measures for heavy vehicles in APEC transport supply chains* (Melbourne, 2011), p. 80.

Appendix 4: United Nations road safety frameworks, initiatives and targets

At the international level, the following forums and initiatives currently provide member States different alternatives to build a framework to tackle road safety concerns:

United Nations committees, working parties and conventions (1947-to date)

The United Nations Economic Commission for Europe (UNECE) manages 70 United Nations transport legal instruments. These become legally binding when States accede to them and are open to international membership.¹¹⁸ The UNECE's Global Forum for Road Traffic Safety (WP.1) remains the only permanent body in the United Nations system focusing on road safety. Also, the UNECE's Working Party on Road Transport (SC.1) promotes the development and facilitation of international transport by road by harmonizing and simplifying the rules and requirements at transport. This includes for example the European Agreement Concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR Agreement) that regulates the working time and enforcement mechanisms of commercial vehicles drivers.¹¹⁹

United Nations Decade of Action on Road Safety (2011-2020)

The United Nations Decade of Action for Road Safety 2011-2020 was proclaimed by the General Assembly in March of 2010. It aims to save millions lives by introducing road safety measures. Its work follows a five-pillar approach – namely, road safety management, infrastructure, safe vehicles, road user behaviour and post-crash response.¹²⁰

United Nations Special Envoy for Road Safety (2015-to date)

On 29 April 2015, the United Nations Secretary-General appointed a Special Envoy for road safety to help mobilize continued political commitment towards prioritizing road safety. The appointment aims to raise levels of political commitment and advocate for the promotion of road safety, including by creating awareness and promoting the accession to United Nations road safety legal instruments.¹²¹

2030 Sustainable Development Goals (2015-2030)

The Sustainable Development Goals (SDGs) include two targets related to road safety. Target 3.6 aims to reduce the number of global injuries and deaths from road traffic accidents to halve by the year 2020. Target 11.2 aims to provide access to safe, affordable sustainable and accessible transport system for all.

United Nations Road Safety Trust Fund (2018-to date)

Launched in April 2018, this new United Nations fund aims to catalyse efforts to address the global road safety situation. It will seek to bridge gaps in resource mobilization and effective coordination of action at all levels.¹²² The fund contributes to two major outcomes, by assisting member States to reduce economic losses from road traffic accidents, as well as substantially curb the number of injuries and fatalities from road traffic accidents.¹²³

¹¹⁸ UNECE: *Road traffic safety*, 2018, https://www.unece.org/trans/theme_road_safety.html [accessed 28 November 2018].

¹¹⁹ UNECE: *AETR: Road map for accession and implementation* (New York and Geneva, 2017).

¹²⁰ WHO: *Global Plan for the Decade of Action for Road Safety 2011-2020* (Geneva, 2010).

¹²¹ UNECE: *Special envoy of the Secretary-General for Road Safety: Terms of reference*, 2010, http://www.unece.org/fileadmin/DAM/information/TOR-Road_Safety.pdf [accessed 30 November 2018].

¹²² UNECE: *United Nations Road Safety Trust Fund gears up for action*, 2018, <https://www.unece.org/info/media/presscurrent-press-h/transport/2018/un-road-safety-trust-fund-gears-up-for-action/doc.html> [accessed 29 November 2017].

¹²³ UNECE: *United Nations Road Safety Trust Fund gears up for action*, 2018, <https://www.unece.org/info/media/presscurrent-press-h/transport/2018/un-road-safety-trust-fund-gears-up-for-action/doc.html> [accessed 29 November 2017].

Appendix 5: Cross-border operations

Table A.5.1 shows the average time involved to enter each of the GMS countries at the border.

Table A.5.1: Cross-border operations: Trading ranking and documentary compliance parameters (by country)

	Cambodia	China	Lao PDR	Myanmar	Thailand	Viet Nam
Trading Across Borders (ranking number)¹²⁴	115	65	76	166	59	100
Documentary compliance (hours)¹²⁵	132	9	60	144	11	50

Source: IBRD, 2018¹²⁶

¹²⁴ This IBRD ranking takes into consideration a number of variables, namely documentary compliance, Border compliance and domestic transport—within the overall process of exporting or importing a shipment of goods.

¹²⁵ Documentary compliance captures time involved in compliance with the documentary requirements of all government agencies of the origin economy, the destination economy and any transit economies.

¹²⁶ IBRD, *Trading Across Borders - Doing Business*, World Bank Group, 2018, <http://www.doingbusiness.org/data/exploretopics/trading-across-borders> [accessed 02 October 2018].