



Informal Transport Workers' Charter

In many parts of the world, transport – particularly urban passenger transport – is largely in the informal economy. The informal transport industry provides a meagre livelihood for millions of us, yet denies us our basic rights and respect. We provide essential services to society and the economy, yet we are largely invisible to law-makers, policy-makers and city planners. We therefore demand:

Respect for our basic rights

1. Respect workers' fundamental rights – informal workers are workers too! Implement ILO Recommendation 204: concerning the transition from the informal to the formal economy
2. Revision of labour and employment laws to ensure that all workers, irrespective of employment relationships, have equal rights under the law

Trade unions, collective bargaining & consultation

3. the right to be a member of a trade union of our choice, with equal democratic rights and benefits as members in formal employment
4. the right to collective bargaining and consultation with national and municipal governments and related agencies on all issues and policies affecting transport workers
5. the right of informal transport workers to represent themselves to the relevant authorities through their unions and democratic associations, rather than others making representation on their behalf
6. access to financial support for informal transport workers to assist transition to improved transport systems and vehicle fleets
7. specifically, the right to collective bargaining and consultation on the introduction of Bus Rapid Transport (BRT) systems, anti-congestion measures, re-routing and fleet modernisation, to ensure:
 - a. formalisation of informal employment without loss of livelihoods
 - b. public (state or cooperative) ownership and accountability of BRT operating companies and franchises
 - c. democratic oversight of BRT planning processes
 - d. compensation to owners in compulsory vehicle phase-outs
 - e. affordability of transport for low-income passengers



Informal workers

Recognition of all workers in transport economy

8. recognition of the wide spectrum of occupations and trades undertaken by large numbers of informal workers whose livelihoods depend on the transport industry and transport workplaces

Rights of women

9. recognition of the rights and livelihoods of women workers in the informal transport industry, including:
 - a. an end to violence and sexual harassment against women
 - b. an end to employment discrimination, and equal opportunities for training, skills development and access to higher-paid transport occupations
 - c. adequate rest, sanitation and personal security facilities for women in transport workplaces
 - d. affordable quality childcare and other care services
 - e. equal pay for women and men
 - f. access to free or affordable sexual reproductive services

Health & safety in the informal transport economy

10. the right to a safe and healthy working environment, including
 - a. enforced limits on working hours
 - b. enforced legal responsibilities of vehicle-owners in the maintenance and safe operation of their vehicles and the provision of adequate insurance to protect drivers in the event of accident, theft or disaster
 - c. adequate parking, rest areas, sanitation, shelter, lighting, and food preparation facilities in transport workplaces
 - d. provision of adequate protective clothing and uniforms
 - e. reduction in emissions harmful to vehicle operators, passengers and the environment
 - f. repair and upkeep of roads, including safety infrastructure

Access to social protection

11. the right to social security, health care, maternity protection, decent working conditions and a minimum wage
12. extend the coverage of social insurance to those in the informal economy and adapt administrative procedures, benefits and contributions, taking into account their ability to pay



End to harassment, exploitation and corruption

13. the end to arbitrary harassment and extortion from police, military, border officials and other authorities, and protection from organised crime
14. legally enforced elimination of exploitative disguised-employment practices by vehicle owners, such as high day-rate rental charges to drivers and operators, resulting in excessive working hours and dangerous driving conditions
15. rises in tariffs and fares to compensate for rises in fuel prices
16. protection from exploitation of vulnerable people in transport workplaces, including women, children and people with disabilities

International recognition

17. recognition of the ITF by international, regional and sub-regional inter-governmental institutions with responsibility for transport infrastructure development and regulation as internationally representative of informal transport workers, and the establishment of appropriate collective bargaining and consultation procedures

Adopted by ITF Informal Transport Workers Project Evaluation Workshop

28 July 2016, Kampala, Uganda

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| Amalgamated Transport & General Workers Union | ATGWU | Uganda |
| Communication & Transport Workers' Union of Tanzania - COTWU | COTWU | Tanzania |
| E-Rickshaw Drivers' Union | EDU | Nepal |
| Fédération Syndicale des Travailleurs des Transports du Togo | FESYTRAT | Togo |
| Independent Democracy of Informal Economy Association | IDEA | Cambodia |
| Independent Transport Workers Assn of Nepal | ITWAN | Nepal |
| Kampala Metropolitan Boda-Boda Association | KAMBA | Uganda |
| Kampala Operational Taxi Stage Association | KOTISA | Uganda |
| Kenya Long Distance Truck Drivers & Allied Workers Union | TAWU | Kenya |
| Matatu Workers' Union | MWU | Kenya |
| National Confederation of Transport Unions | NCTU | Philippines |
| Nepal Yatayat Mazdoor Sangh | NETWON | Nepal |
| Public Transport Operators Union | PUTON | Kenya |
| Sindicato Nacional de Rama y Servicios del Transporte de Colombia | SNTT | Colombia |
| Syndicat National des Travailleurs Autonomes de l'économie Informelle du Niger | SYNATRA | Niger |
| Union des Routiers du Sénégal | URS | Sénégal |