

# Investigation Report on the Employment Status of Truck Drivers (2021)

China Federation of Logistics & Purchasing

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(Refined edition)

## Chapter I Survey Overview

### 1.1 Background and purpose

At present, more than 20 million truck drivers are the largest employment group in the logistics industry, and with the related auxiliary employees, its supporting population is around 100 million people. The employment status of truck drivers not only related to the development of the industry and economic operation, but also connected to the people's livelihood and social stability. In recent years, the State Council of the Party Central Committee is concerned about the truck driver group. In November 2020, General Secretary Xi Jinping stressed at the National Commendation Conference for Model Workers and Advanced Workers that it is necessary to adapt to the rapid development of new technologies, new industries and new models, and adopt various means to safeguard the legitimate rights and interests of employment groups such as truck drivers, online contract workers, truck drivers and other employment groups. Since this year, a number of truck driver-related incidents have aroused widespread concern in society, and it is urgent for the relevant departments to coordinate and solve the problem, and jointly create a good working environment for truck drivers.

The purpose of this survey is to further truthfully reflect the working environment of truck drivers, care for and serve truck drivers, effectively safeguard the legitimate rights and interests of truck drivers, and promote the road freight industry to improve the practice environment. This is a special questionnaire survey organized by the China Federation of Logistics & Purchasing since 2016, which not only reflects the current situation, but also shows the trend of development and change in the past

five years. This questionnaire collection has received the assistance and support of relevant units such as **Truck Home**, Kayou Didai, Full Truck Alliance, CMST, Sinoiov, G7, China Truck Network and the active participation of the vast number of drivers, here we would like to thank.

## 1.2 Survey Process

This survey is mainly an online questionnaire survey, using the form of single-choice and multiple-choice questions. The basic situation, operation, policy acquisition and social security of truck drivers were investigated. A total of 6782 valid feedback questionnaires were obtained, and the analysis results are as follows.

## Chapter II Basic Information

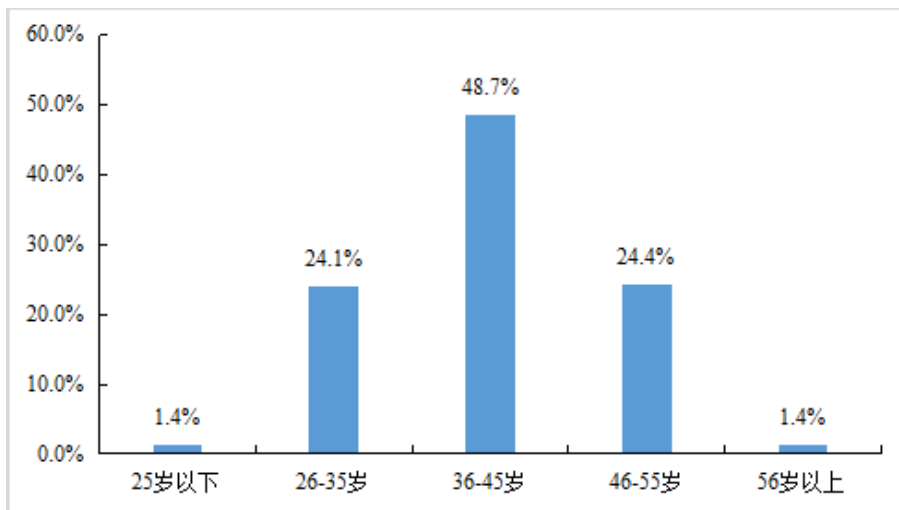


Figure 1 Age distribution of drivers surveyed

2.1 The survey shows that truck drivers are generally older. At present, the age of truck drivers is concentrated between 36 and 45 years old, accounting for 48.7% of the truck drivers surveyed. The proportion of truck drivers over 46 years old is 25.8%. The proportion of drivers under 35 years old is 25.5%, of which only 1.4% are drivers under 25 years old. Compared with the *Investigation Report on the Employment Status of Truck Drivers* (2016) (hereinafter referred to as the 2016 Survey), the age distribution of drivers has obviously moved up to the middle-aged and elderly age group, and the proportion of young truck drivers has declined significantly.

2.2 The survey shows that the truck drivers surveyed are mainly male drivers, accounting for 99.2%, and the characteristics of truck drivers as a male profession are more obvious.

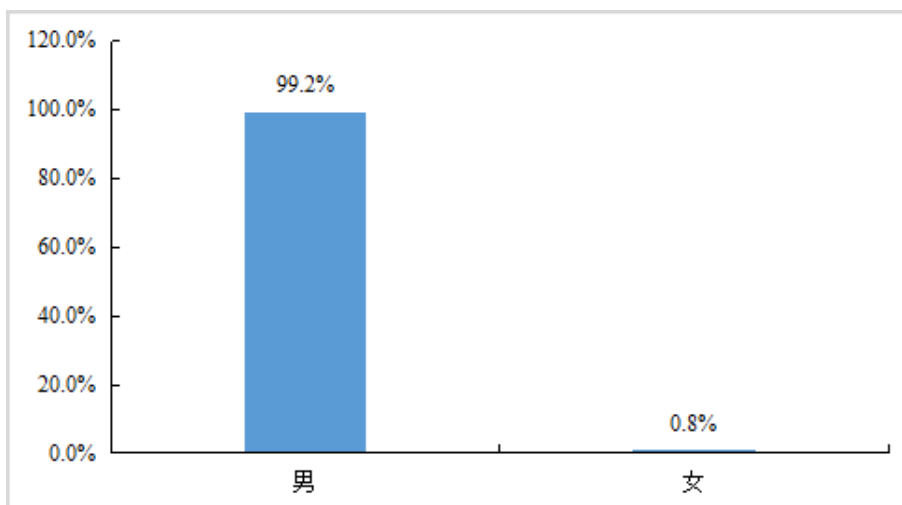


Figure 2 Gender distribution of drivers surveyed

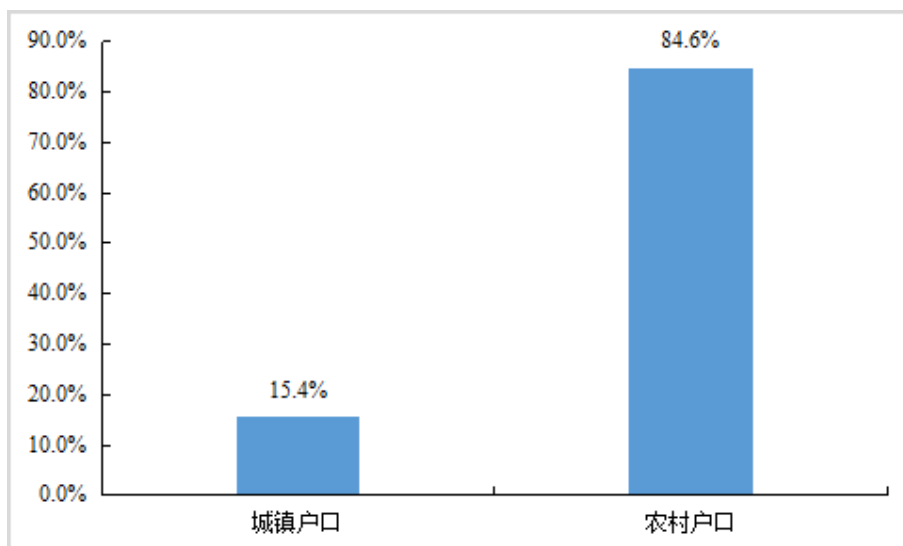


Figure 3 Distribution of household registration types of drivers surveyed

2.3 The survey shows that the truck drivers surveyed are mainly rural household registration, accounting for 84.6%. The proportion of rural household registration has expanded compared with the 2016 survey, indicating that rural labor force is the main source of employment for truck drivers.

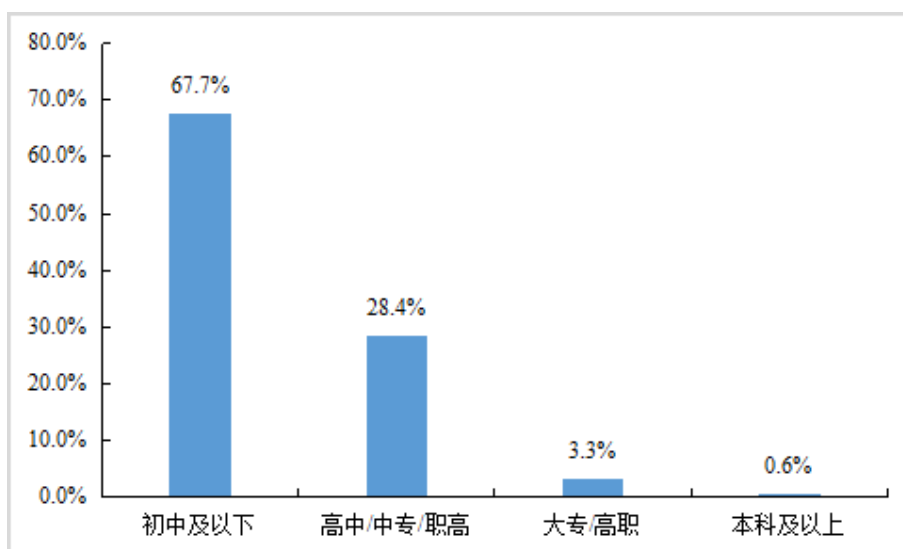


Figure 4 Distribution of cultural level of drivers surveyed

2.4 The survey shows that the cultural level of the truck drivers surveyed is mainly junior high school and below, accounting for 67.7%. Followed by high school/technical secondary school/vocational high school, accounting for 28.4%; The proportion of junior college/higher vocational education is only 3.3%. The proportion of drivers with bachelor's degree or above is 0.6%. The proportion of junior high school and below has increased compared with the 2016 survey, and truck drivers are still an important employment channel for low-educated practitioners.

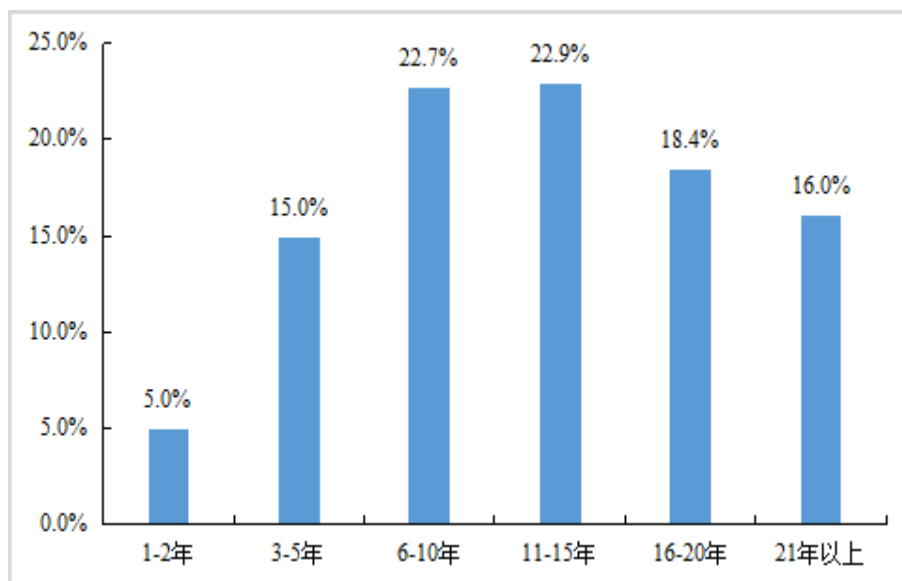


Figure 5 Distribution of time spent of drivers surveyed engaged in road freight transport

2.5 The data show that the working time of the truck drivers surveyed is basically 6 years or more. Among them, the number of drivers working for more than 10 years accounted for 57.3%. The number of drivers in 6-10 years accounted for 22.7%, indicating that the employment stability of truck drivers is strong. The number of drivers working for less than five years accounted for 20%, which was less than the survey in 2016, and the attraction of truck drivers to young practitioners was significantly weakened.

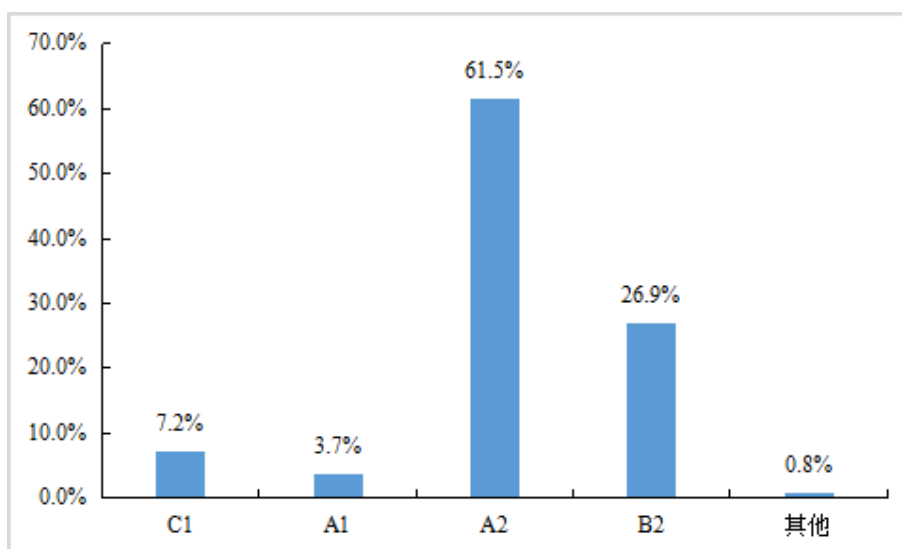


Figure 6 Distribution of license types of drivers surveyed

2.6 The survey shows that A2 is the main type of driver's license obtained by the truck drivers surveyed, accounting for 61.5%. Followed by B2 driver's license type accounted for 26.9%; The proportion of C driver's license type is 7.2%. With the trend of large-scale vehicles, truck drivers

with A2 driver's license are becoming increasingly mainstream. At present, driving a tractor requires an A2 driver's license, which must be added on the basis of obtaining a B2 driver's license, and cannot be applied for directly, and a motor vehicle driven during the internship period is not allowed to tow a trailer. Because of the high time cost, it is also one of the important reasons why it is difficult to attract young practitioners to enter. At present, some automobile manufacturers have introduced automatic transmission tractors, but they also need to apply for A2 driver's license.

## Chapter III Operation

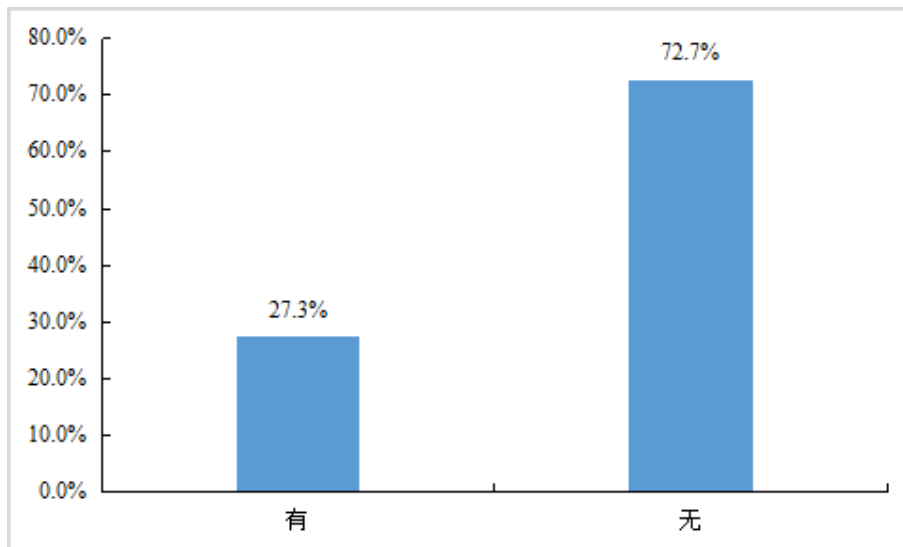


Figure 7 Distribution of fixed transportation routes for drivers surveyed

3.1 According to the survey, only 27.3% of the truck drivers surveyed said that there were fixed transport routes during the transportation process, while 72.7% of the drivers did not have fixed transport routes. The demand of freight industry is relatively scattered, and the larger group of truck drivers is scattered transport practitioners.

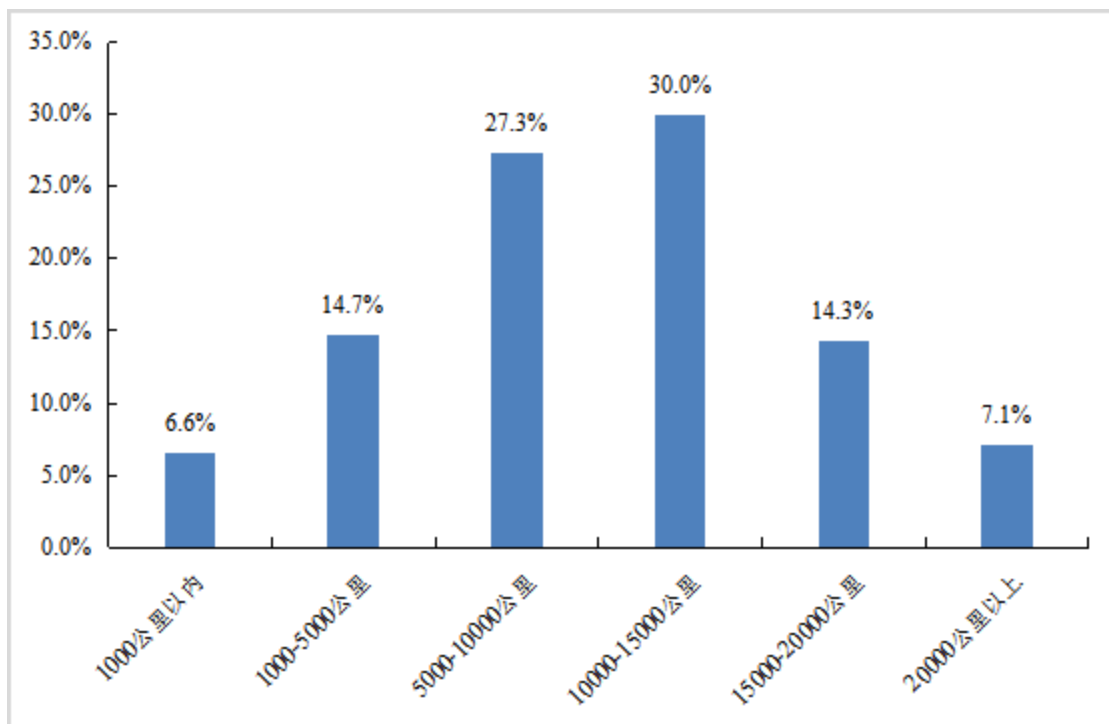


Figure 8 Distribution of monthly average mileage in non-fixed transportation routes

3.2 According to truck drivers without fixed transport routes, 41.4% of their average monthly mileage is more than 10000 kilometers, of which

21.4% is more than 15000 kilometers, and the utilization rate of vehicles is relatively high. 58.6% of them are less than 10000 kilometers, of which 21.3% are less than 5000 kilometers, and the utilization rate of vehicles is insufficient.

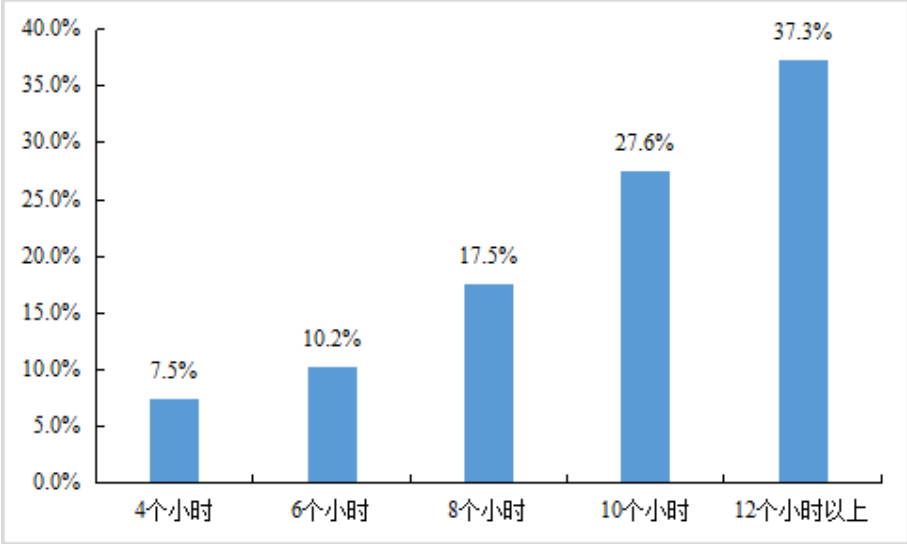


Figure 9 Distribution of average daily working hours

3.3 According to the survey, 37.3% of the truck drivers surveyed work more than 12 hours per day, 27.6% and 17.5% work about 10 hours and 8 hours per day, respectively. Together, 82.4% of truck drivers work 8 hours or more per day, and there is a risk of fatigue driving. Truck drivers generally have long working hours and high labor intensity. However, compared with the longer working hours, the proportion of ineffective working hours such as waiting and parking is still large.

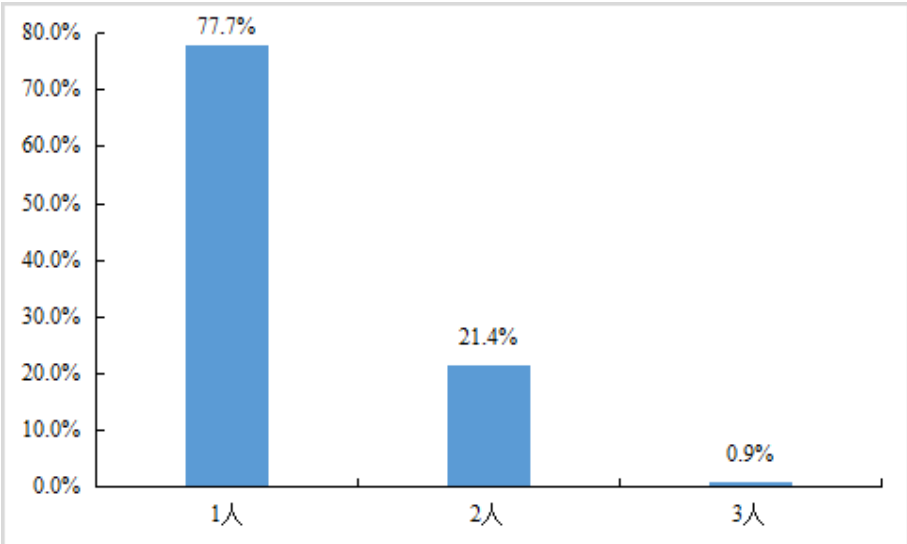


Figure 10 Distribution of number of drivers on the truck

3.4 The survey shows that 77.7% of the trucks are equipped with one driver, and only 22.3% of the trucks are equipped with more than 2-3 people. Due to the increase of labor cost, single driving is becoming more



and more common, which also increases the labor intensity of drivers.

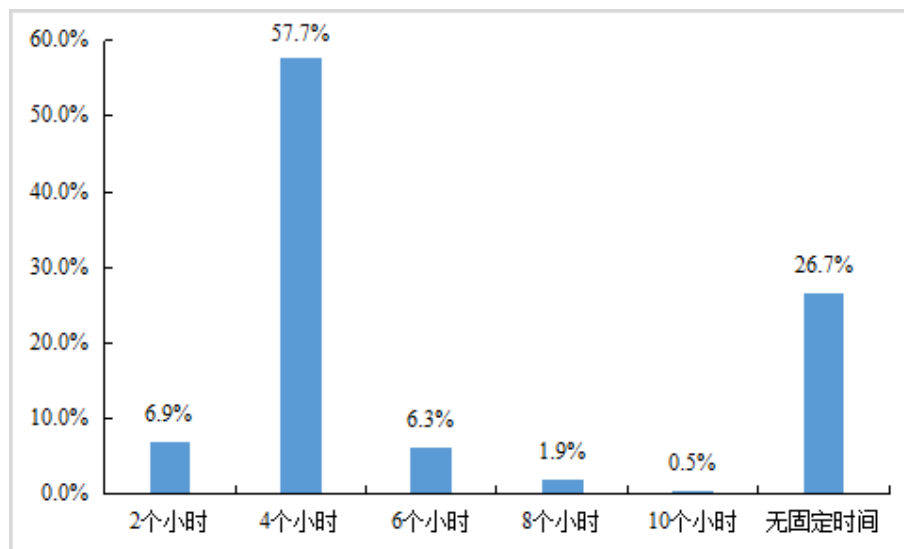


Figure 11 Distribution of average rest time interval of drivers

3.5 According to the survey, 57.7% of truck drivers follow the rule of taking a rest after driving for about four hours, but 26.7% of truck drivers say they have no fixed rest time during driving. Some drivers drive continuously for more than 6 hours or even 8 hours, and fatigue driving of truck drivers is still a common problem. Drivers reflect that there is no special truck parking space or insufficient parking space in the expressway service area, and when the driver needs to rest at night, the truck in the service area can hardly enter. Some drivers could not find a service area to park in order to catch up with the time limit for nearly four hours, and had to stop in the emergency lane, resulting in fines. In some places, it is unreasonable to investigate and deal with the driver's fatigue driving strictly according to the 4-hour parking and 20-minute parking in the driving recorder.

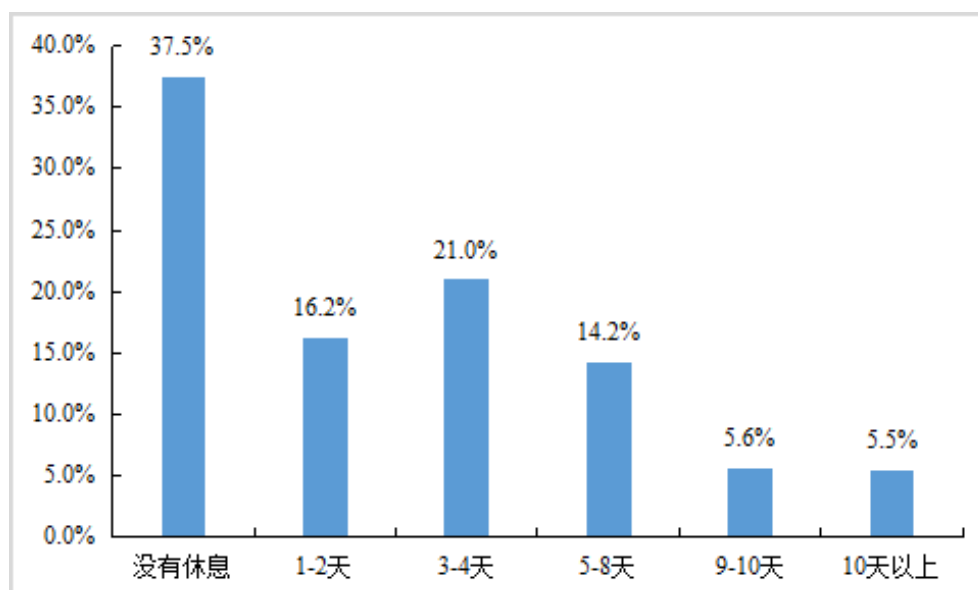


Figure 12 Distribution of average monthly rest time of drivers

3.6 According to the survey, 37.5% of truck drivers have no rest time. 16.2% of truck drivers have an average of 1-2 days off per month, 21.0% of truck drivers have an average of 3-4 days off per month, 14.2% of drivers have 5-8 days off, and 11.1% have more than 9 days off. Compared with other industries, the rest time of truck drivers is obviously insufficient.

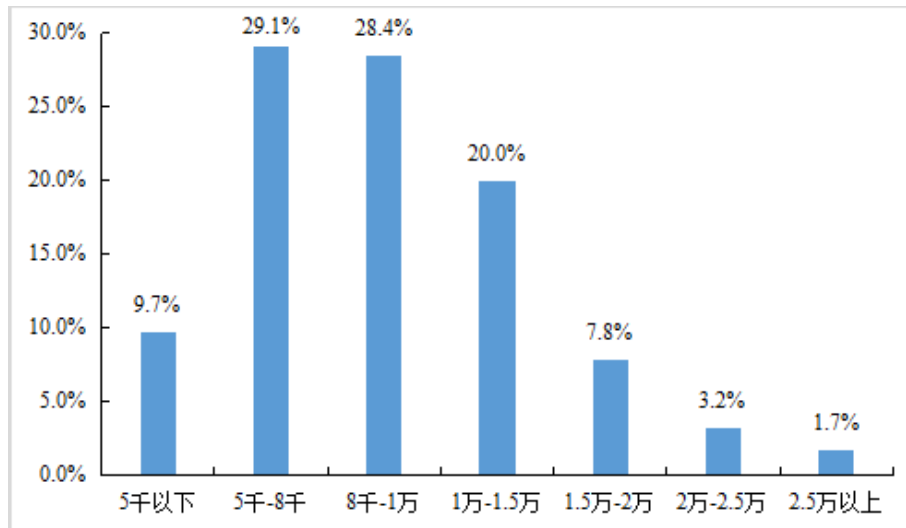


Figure 13 Distribution of average monthly income of truck drivers

3.7 The survey shows that 29.1% of truck drivers have an average monthly income of 5000-8000 yuan; The average monthly income of 28.4% of truck drivers is 8000-10000 yuan, and the total of the two is 57.5%. The average monthly income of 20.0% of truck drivers is between 10000 and 15000 yuan, 12.7% of truck drivers' monthly income is above 15000 yuan, and only 9.7% of the truck drivers' monthly income is below 5000 yuan.

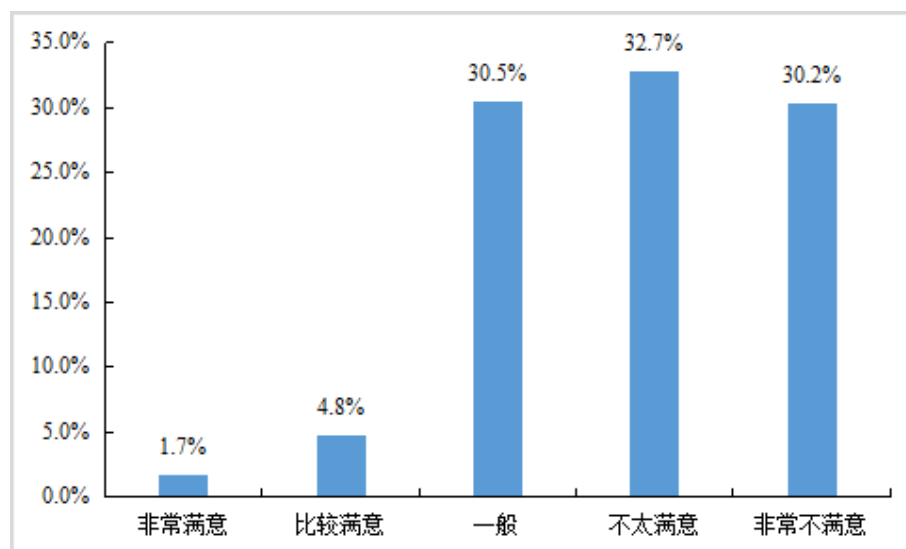


Figure 14 Distribution of truck drivers' average monthly income satisfaction

3.8 The survey shows that 62.9% of truck drivers are not satisfied with

the current income situation, 30.5% of truck drivers are generally satisfied with the current income situation, and 6.5% of truck drivers are satisfied with the present income situation. Compared with strong labor effort, truck drivers are generally not satisfied with their income level. When individual drivers undertake business, about one third of the freight is often paid in the form of fuel cards. Some drivers have a large number of fuel cards left and have to sell them at a discount for cash, resulting in a loss of actual revenue for drivers.

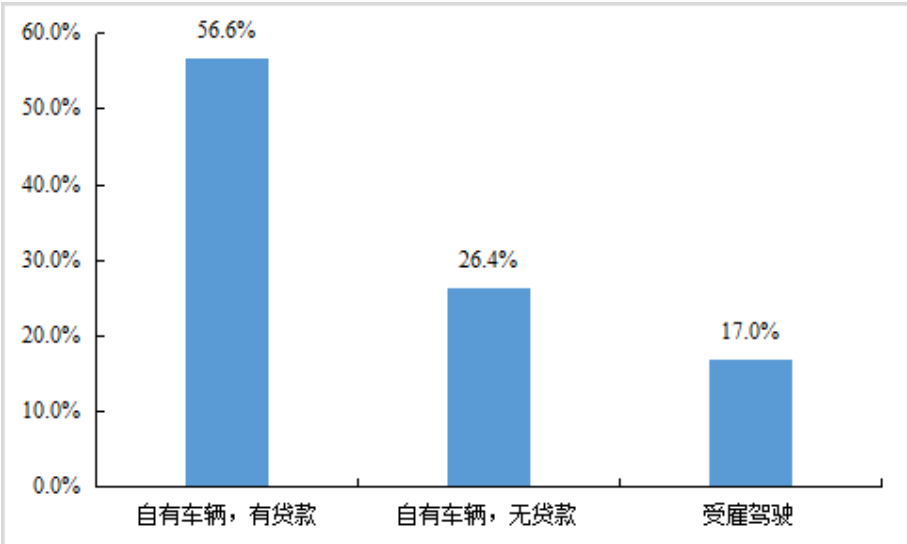


Figure 15 Distribution of truck drivers driving vehicle nature

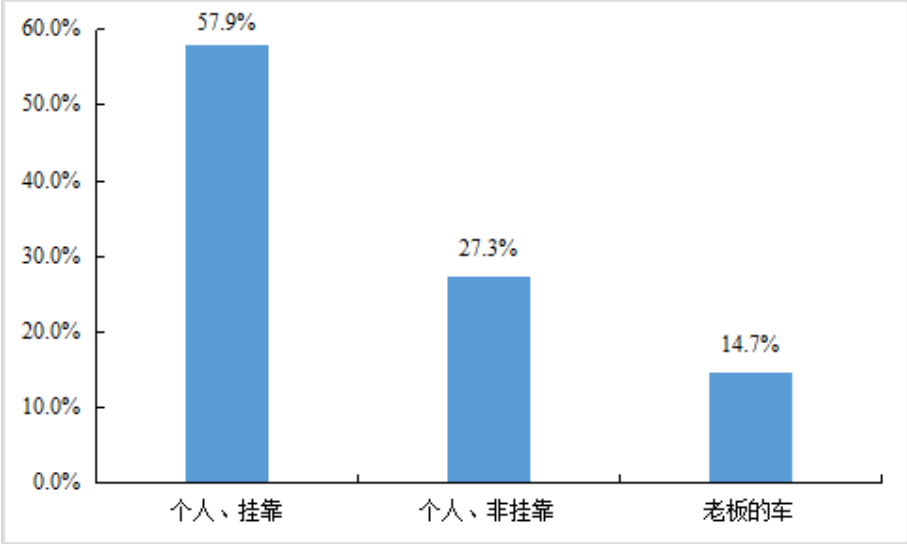


Figure 16 Distribution of vehicle affiliation of truck drivers driving

3.9 According to the survey, 83.0% of truck drivers reported that their vehicles were owned by themselves, 56.6% of which were still repaying loans, and only 17% of the vehicles driven by truck drivers were owned by employed enterprises or fleets. Self-employment of truck drivers is still relatively common, and the proportion of back loan drivers is relatively large. At present, the "O" down payment mode is prevalent in the truck

sales market. Financial companies use ultra-low threshold "O" down payment or low-down payment to attract a large number of truck drivers to enter the freight market, and financial companies turn the down payment burden into high monthly payment and high fees (maintenance, etc.) In the later period, which increases the purchase cost. At the same time, the driver is required to attach the vehicle to the affiliated company and charge higher fees, insurance premiums and inspection fees, which further increases the driver's burden. Front companies can obtain a large number of vehicle income invoices and transfer them to other markets. At the same time, after the expiration of the loan, the driver requests to transfer the vehicle out, and generally faces the problem of high transfer-out fee.

3.10 Of that vehicle driven by truck drivers, 85.2% were personal vehicle, of these, 57.9% of the vehicles were attached vehicles; only 14.7% of the vehicles were owners' vehicles. The problem of drivers operating under illegal affiliation still has not been alleviated.

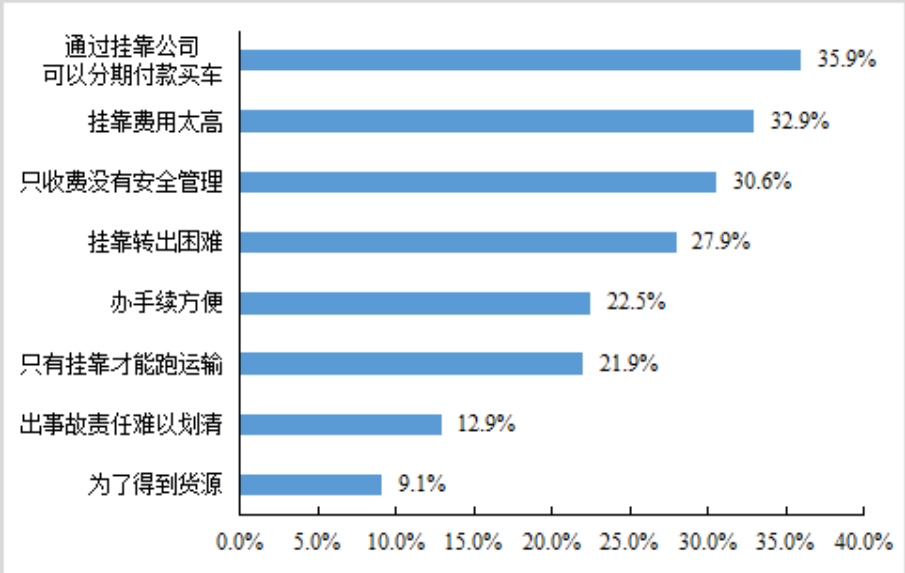


Figure 17 Distribution of truck drivers' views on affiliated vehicles

3.11 According to the survey, 35.9% of truck drivers use affiliated operation mainly to purchase cars in installments, mainly because personal loans can not "O" down payment, while truck drivers have poor credit, many drivers can not get loans due to insufficient credit. 22.5% of the truck drivers think that it is convenient to obtain the vehicle operation certificate through the affiliated operation, and the formalities are convenient. 21.9% of the truck drivers have the wrong understanding that only affiliated operation can run transportation. In terms of affiliation fees, 32.9% of truck drivers reflect that the cost of vehicle affiliation is on the high side, and in some places, the annual affiliation fee for bicycles is 3000-4000 yuan. In terms of safety management, 30.6% of the truck drivers believed that the affiliated enterprises only charged fees and did not fulfill

their safety management responsibilities, which also led to 12.9% of the truck drivers reflecting that it was difficult to draw a clear line of responsibility for the accidents of the affiliated vehicles.

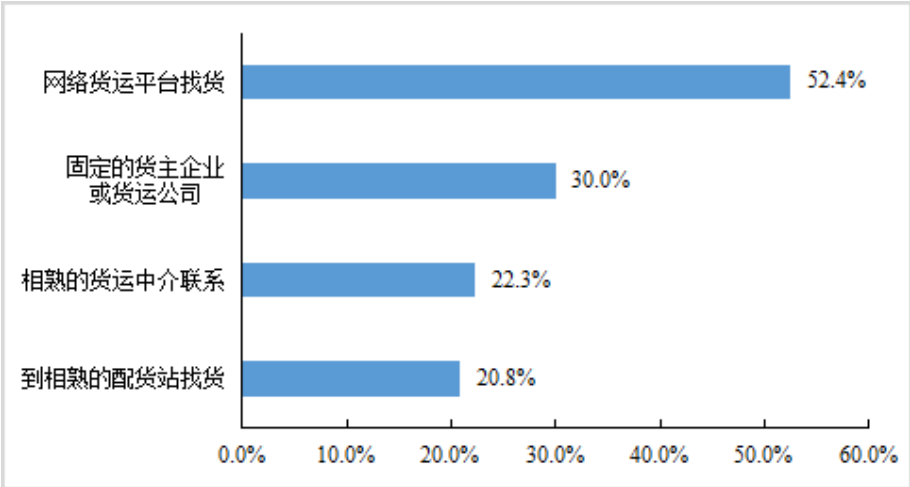


Figure 18 Distribution of sources of goods for truck drivers

3.12 According to the survey, 52.4% of truck drivers look for sources of goods on the freight Internet platform (online freight platform and transaction matching platform), which is significantly higher than the survey in 2016 .Freight Internet platform has become the main channel for scattered transport drivers to find sources of goods. Drivers with fixed cargo owners or freight companies providing supply of goods accounted for 30%, and contract transport sources of goods decreased compared with the 2016 survey. 22.3% and 20.8% of traditional scattered transportation find goods from familiar freight intermediaries or familiar distribution stations, respectively, which is obviously lower than the survey in 2016.

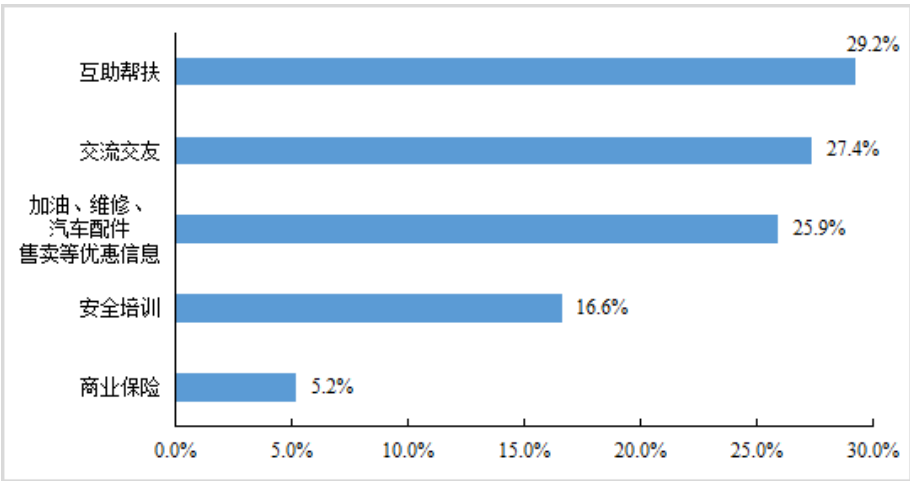


Figure 19 Distribution of other services obtained by truck drivers through freight Internet platform

3.13 The survey shows that in addition to finding sources of goods through the freight Internet platform, 29.2% of the truck drivers get help services

from the platform, 27.4% of the truck drivers make friends and communicate with each other from the platform, and 16.6% of truck drivers get safety training knowledge through the platform. Freight Internet platform is becoming an important home for truck drivers to communicate spiritually and get help and support in their work and life. 25.9% of truck drivers get preferential information services such as refueling, maintenance and auto parts sales on the platform, and 5.2% of drivers get commercial insurance services through the platform. Freight Internet platform reduces the cost of driver operation and procurement through the collection mode of "Many a little makes a mickle".

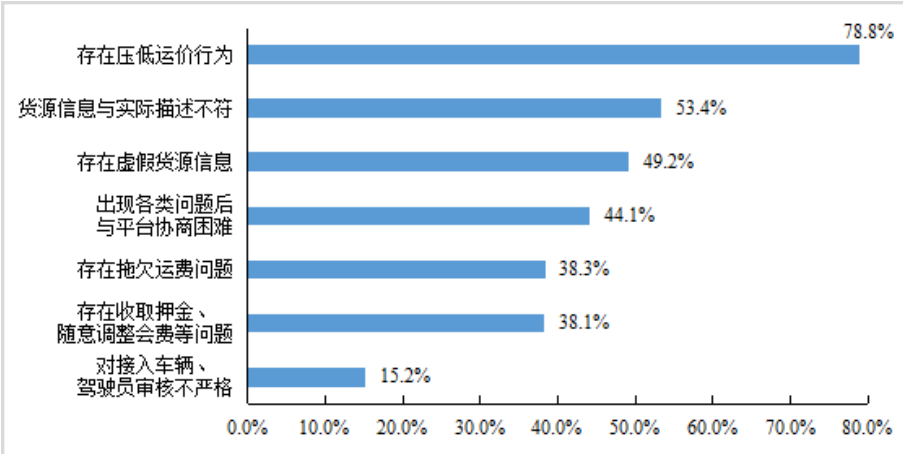


Figure 20 Problems existing in the use of freight Internet platform

3.14 As for the problems existing in the use of freight Internet platform for truck drivers, the biggest reflection is the behavior of lowering freight rates, 78.8% of truck drivers believe that there is behavior of lowering freight rates, accounting for nearly 80%. The second problem is the authenticity of the source of goods, 53.4% of truck drivers reflect that the source information does not match the true description, 49.2% of drivers believe that there is false source information. The third problem is the difficulty of customer service, with 44.1% of truck drivers reporting difficulties in negotiating with the platform after various problems. The fourth major problem is the issue of membership fees, 38.1% of truck drivers reflect more fees, there are a wide range of items such as transport deposits, security deposits, technical service fees, some platforms adjust the membership fee standards as you go. The fifth problem is the access threshold, 15.2% of truck drivers reflect that the access vehicles and drivers are not strictly audited, and there are no necessary access restrictions for some illegal vehicles, affiliated drivers and dishonest cargo owners (scalpers).

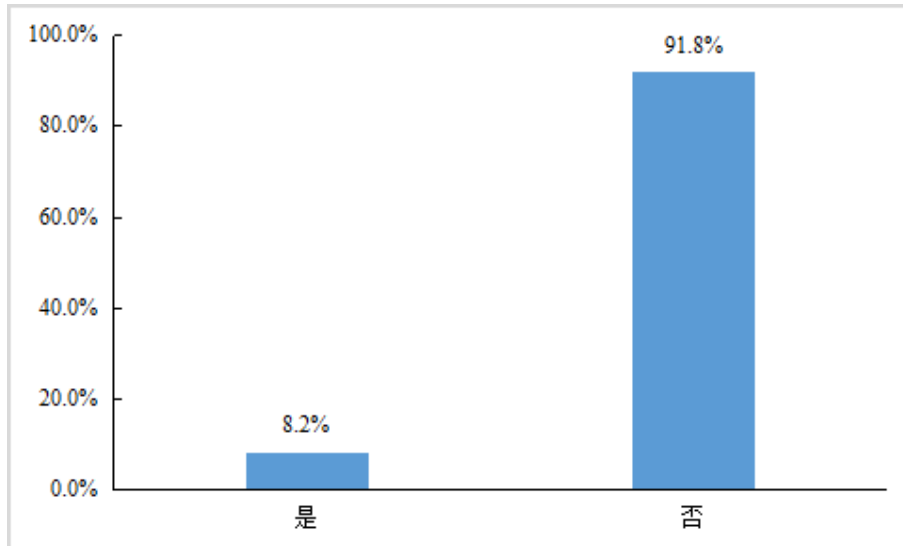


Figure 21 Whether the truck drivers clearly invoiced through the platform  
 3.15 In terms of tax collection, 91.8% of truck drivers do not know whether to issue VAT invoices to cargo owners through the network freight platform, and only 8.2% of truck drivers know that they would issue VAT invoices through the platform.

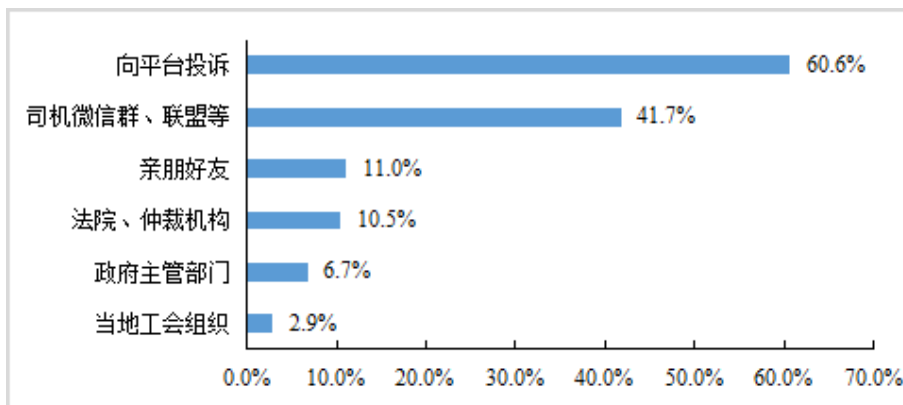


Figure 22 Distribution of handling methods after the occurrence of disputes on freight Internet platforms

3.16 For the handling of platform disputes, 60.6% of truck drivers will first complain to the platform customer service channels, 41.7% and 11% of truck drivers choose to seek advice and help through informal channels such as driver WeChat groups, alliances and friends and relatives, driver WeChat groups are becoming an important channel for informal communication. Only 10.5% of truck drivers choose legal channels such as courts and arbitration institutions to settle disputes or seek legal aid, while some truck drivers seek help from government departments and labor union organizations, accounting for 6.7% and 2.9% respectively.

## Chapter IV Sense of Policy Acquisition

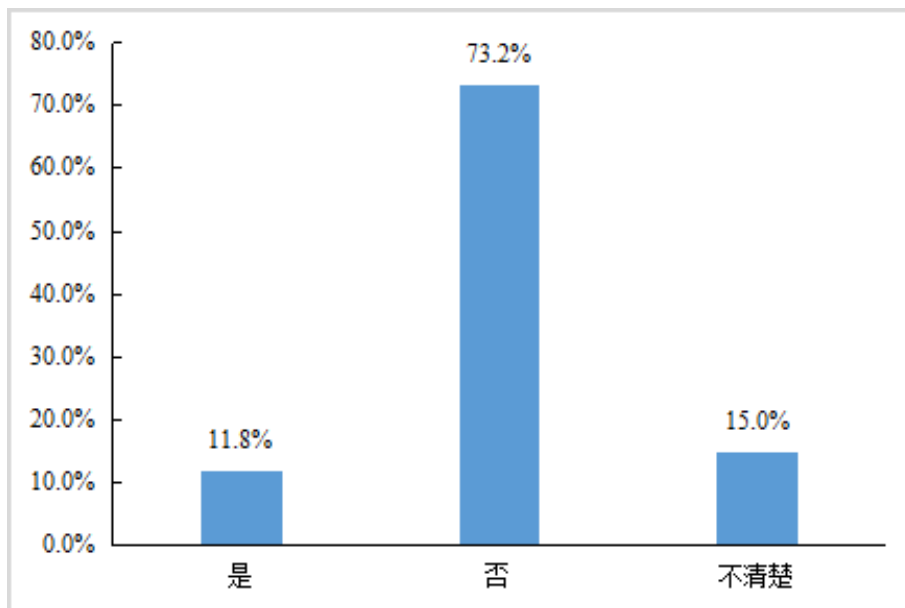


Figure 23 Change of expressway tolls under the toll policy by vehicle type (axle)

4.1 Since January 1, 2021, the toll collection manner for expressway trucks has been changed from toll-by-weight to vehicle type (axle) charging. According to the survey, 73.2% of truck drivers reported that the expressway toll was not reduced under the toll policy by vehicle type (axle), while only 11.8% of truck drivers believed that the expressway toll was reduced. Currently, individual drivers have a high empty-loaded rate due to scattered transportation. Affected by the supply structure of our country, the empty-loaded rate is unavoidable. Compared with the toll-by-weight, the tolls of vehicles mainly for one-way transportation, such as empty vehicle transportation and vehicle transportation, have increased significantly under the toll policy by vehicle type (axle). Some areas such as Chongqing adopt discount charges for empty vehicles, but mainly for ETC users of Chongqing trucks, with limited coverage.



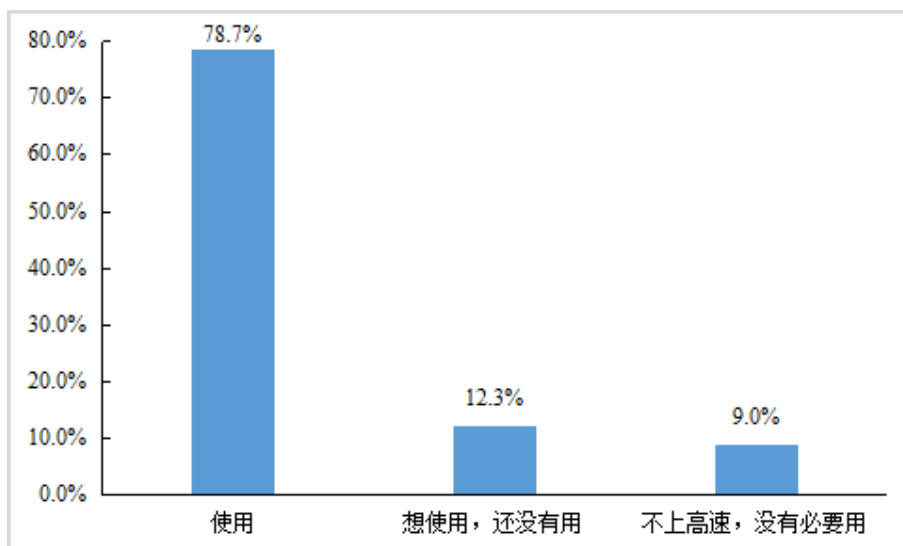


Figure 24 ETC Usage of Trucks of drivers surveyed

4.2 Relevant departments vigorously promote ETC charges for trucks. The survey shows that 78.7% of truck drivers use ETC. 12.3% of truck drivers want to use truck ETC, but they haven't used it yet; 9% of truck drivers don't use truck ETC because they don't go on the highway at ordinary times. At present, the export of expressway in some provinces and cities requires cargo owners to take special passages and carry out re-weighing, which has not yet realized the non-stop charging of trucks.

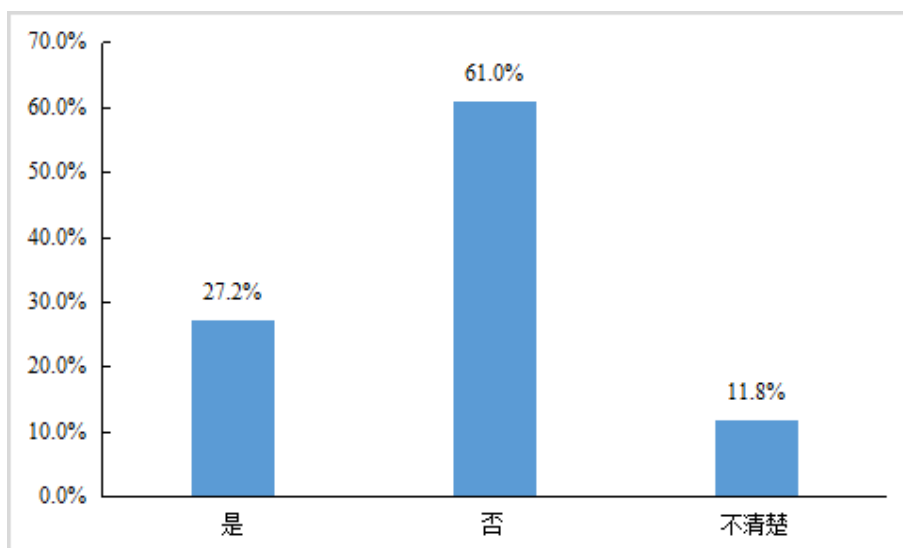


Figure 25 Change in the phenomenon of "Arbitrary Charges and Fines" on highways

4.3 Relevant departments have vigorously carried out the rectification of "Arbitrary Charges and Fines" on highways. The survey shows that 61% of the truck drivers still think that the current phenomenon of Arbitrary Charges and Fines on highways has not been improved, only 27.2% of the truck drivers think that it has been improved, and "Arbitrary Charges and Fines" on highways are still the problems that truck drivers reflect more.

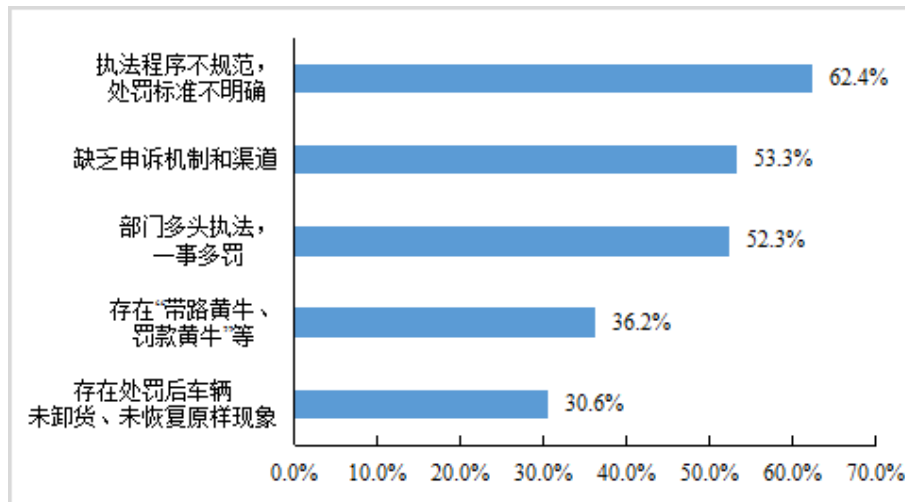


Figure 26 Problems existing in highway law enforcement

4.4 The survey shows that 62.4% of truck drivers believe that the highway law enforcement procedures are not standardized, the punishment standards are not clear, the discretion for the same illegal matters is large, and there are problems of unclear punishment levels. With the positive results of overrun and overloaded of expressway, the control of overloading of ordinary highways and expressway needs to be strengthened. 53.3% of truck drivers believe that there is a lack of appeal mechanisms and channels for highway law enforcement. Because drivers are on the road all the year round and are often punished on the road, it is difficult for them to stop and go to the local law enforcement agencies for administrative reconsideration. 52.3% believed that there was a phenomenon of multiple law enforcement departments and multiple penalties for one thing in highway law enforcement, and there was still a lack of joint law enforcement by traffic police and road administration in some places. Fair law enforcement, regular law enforcement and joint law enforcement are still the common demands of truck drivers. 36.2% thought that there were unreasonable phenomena such as "scalpers" in highway law enforcement. At present, according to the *Regulations for the Application and Use of Motor Vehicle Driving License*, truck drivers are demoted after deducting 12 points, that is, they are unable to engage in the original freight business. Most drivers dare not go on the road after deducting about 3 points in the scoring cycle, which not only affects the production and life of drivers, but also further aggravates the shortage of drivers.

4.5 In 2019, CCTV exposed the problem of "large tons and small standards" of 4.2-meter blue license light truck, which exceeded the total quality limit of vehicles and goods before loading, resulting in the phenomenon of "overload of empty trucks". Vehicle manufacturers have produced and launched a large number of "large tons and small standards"

vehicles to meet the market demand for "haul more and run faster" of blue licence light trucks. The Ministry of Public Security and the Ministry of Industry and Information Technology have carried out special renovation of "large tons and small standards" vehicles. At present, the problem of "large tons and small standards" of newly registered vehicles has been basically eliminated, but there are still a large number of "large tons and small standards" vehicles in the market. It is estimated that there are about 6 million 4.2 m blue light trucks in the market, and the proportion of "large tons and small standards" vehicles is over 50%. At present, there is no policy of reversion or recall of "large tons and small standards" vehicles in stock, but the law enforcement and annual inspection of "large tons and small standards" vehicles have been strengthened. Road surface law enforcement shall be treated as illegal refitting, with a penalty of 6 points and 2000 yuan, and the annual examination and inspection shall not pass. The purchase of vehicles can not be operated on the road, resulting in the loss of drivers' investment, unable to carry out business operations, and unable to guarantee their lives.

4.6 At present, the third-tier and above cities generally adopt the idea of "strong on passenger and weak on cargo" to restrict the traffic area, time and vehicle type of freight vehicles entering the city. The setting of traffic areas is unreasonable, and some industrial parks, commercial centers, logistics parks, freight yards and freight main corridors are also included in the restricted cage. Some cities restrict the passage of trucks during peak hours, while the window period for customers to receive goods is often restricted, drivers have to break the ban, and enterprises have to find a number of minivan drivers to "replace goods with passengers", which increases traffic congestion during peak hours. At present, yellow license trucks are restricted to enter the city, and blue license trucks entering the city are also managed by passes. In addition, there are no truck parking spaces in most cities, resulting in nowhere for trucks to load and unload or wait for parking. Most commercial facilities do not have dedicated truck loading and unloading areas, which increases the cost of loading and unloading.

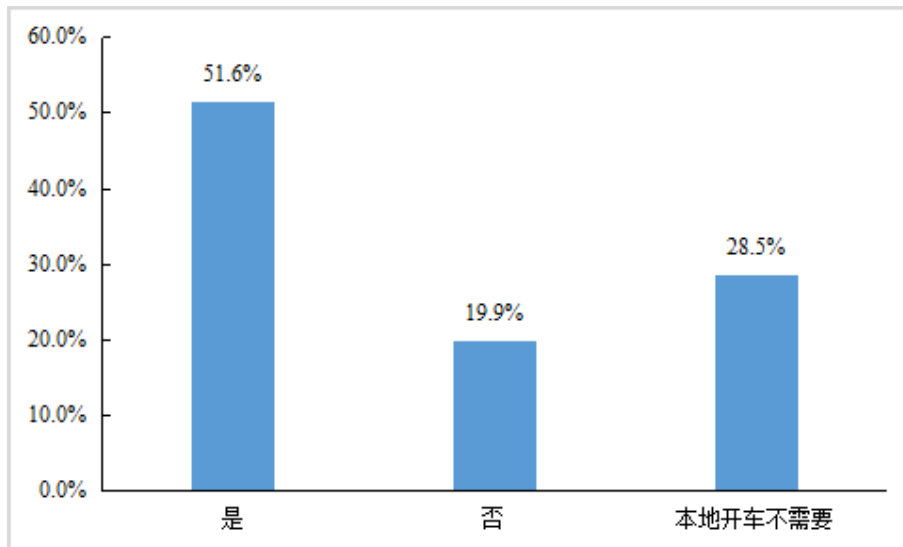


Figure 27 Enjoyment of different place annual review of vehicles

4.7 The state allows the annual examination of ordinary freight vehicles in different places. The survey shows that 51.6% of the vehicles can enjoy the policy of annual examination in different places, and 19.9% of the vehicles can not achieve annual examination in different places at present.

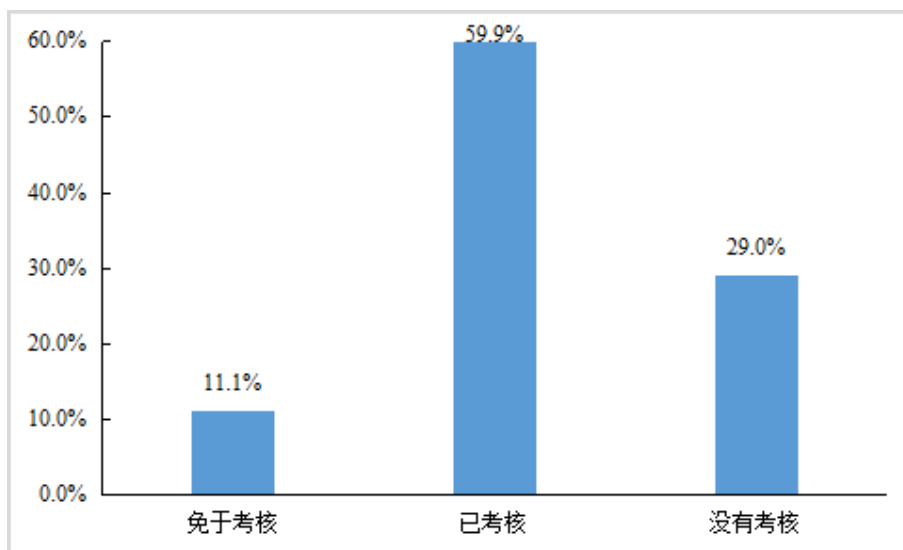


Figure 28 Participation of truck drivers in integrity rating assessment

4.8 The survey shows that 59.9% of truck drivers have participated in the integrity rating assessment. 11.1% of the truck drivers were exempted from the assessment, but 29% of the truck drivers had not yet participated in the integrity rating assessment.

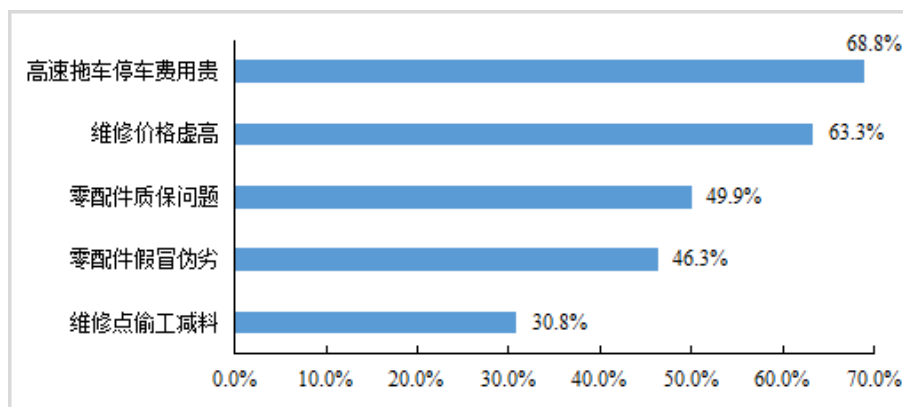


Figure 29 Problems existing in vehicle maintenance

4.9 In terms of vehicle maintenance, the survey shows that 68.8% of truck drivers think that high-speed towing fees and parking fees are too high, often tens of thousands of yuan. 63.3% thought that the maintenance price of vehicles in expressway and other areas was artificially high, and the expressway was 200 yuan for tire repair, which was 150 yuan higher than that in expressway. Nearly 50% of truck drivers believed that there were problems in the quality of vehicle spare parts, and 30.8% of truck drivers reported that there was jerry-building in the process of vehicle maintenance. Vehicle maintenance remains a concern for drivers.

4.10 In recent years, local governments have increased the elimination and renewal of vehicles with emission of China III and below, and introduced elimination subsidy policies one after another. Due to the large investment in trucks, the subsidy standard is higher, generally 5,000 yuan, and in some places, it reaches more than 30,000 yuan, which effectively guides drivers to eliminate and renew vehicles. However, the retirement price given by the scrap car factory is too low. The retirement price of a China III tractor weighing 8 tons is 6,000-8,000, and the scrap iron can be sold at 30,000-40,000 in the market. As a result, drivers are unwilling to eliminate and renew vehicles, and the subsidy policy issued by the government is greatly discounted. Article 19 of the *Measures for the Management Measures for the Recycling of Scrap Vehicles* stipulates: The purchase price of scraped automobiles shall be converted according to the metal content and priced with reference to the market price of scrap metals. "There is a big gap in the actual implementation".



## Chapter V Social Security

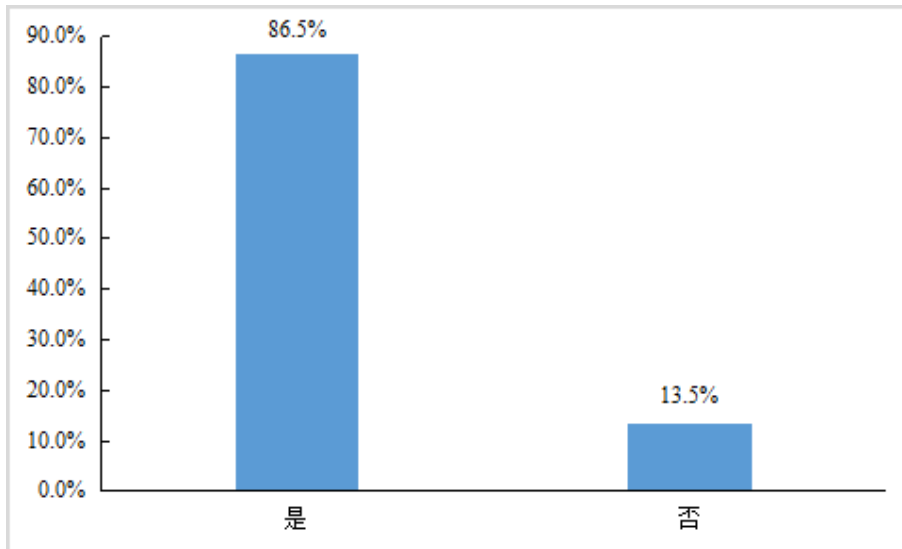


Figure 30 Distribution of occupational diseases among truck drivers

5.1 The survey shows that 86.5% of the truck drivers suffer from stomach diseases, cervical spondylosis, hypertension and other occupational diseases due to driving. The health problems of truck drivers deserve attention. Only 13.5% of the truck drivers do not have the above health problems.

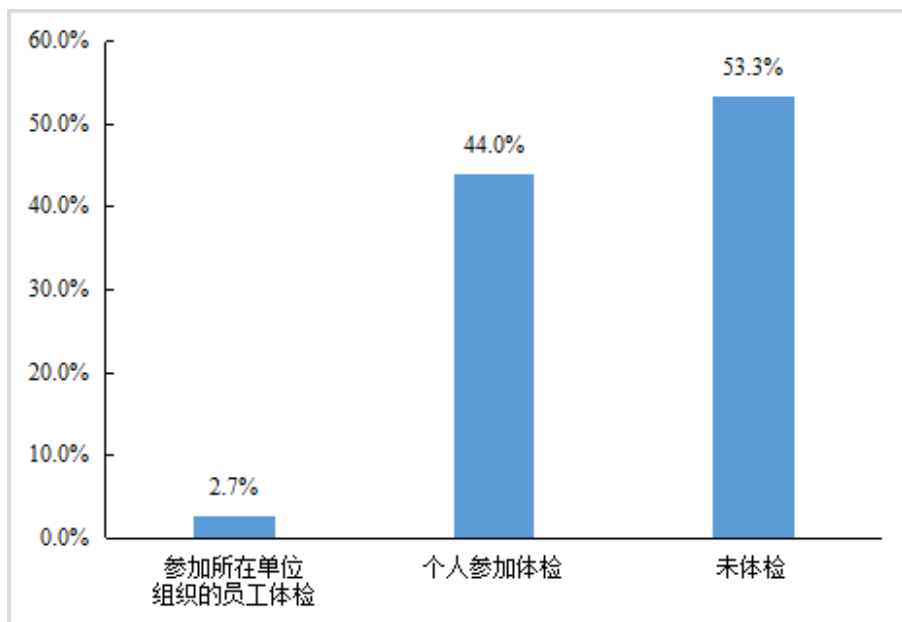


Figure 31 Distribution of physical examination of truck drivers

5.2 The survey showed that 53.3% of truck drivers did not take part in the physical examination, and the level of health protection was poor. 44% of the truck drivers had a physical examination at their own expense, and only 2.7% of the truck drivers participated in the staff physical examination organized by their units.

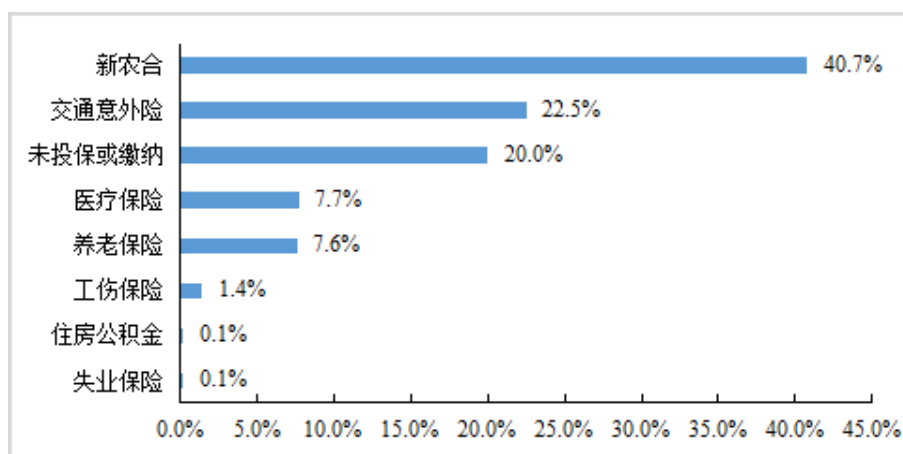


Figure 32 Individual or company insurance of truck drivers

5.3 The survey shows that 40.7% of truck drivers have participated in the new rural cooperative medical system, which is related to the large number of rural labor force in the driver group. 22.5% of truck drivers are insured for traffic accident insurance, only 7.7% are insured for medical insurance, 7.6% are insured for endowment insurance, the proportion of industrial injury insurance and unemployment insurance is even smaller, and 20% of truck drivers are not insured or pay insurance fees. The lack of social security for truck drivers is also one of the important reasons for their weak ability to resist risks.

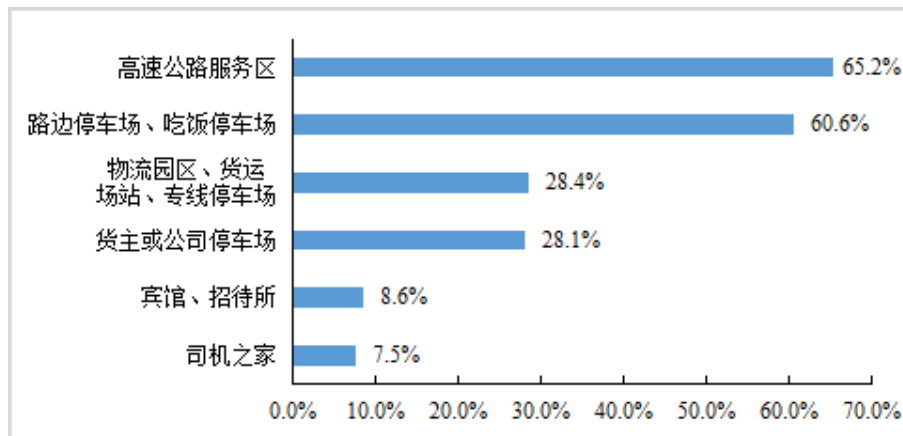


Figure 33 Distribution of rest places for truck drivers

5.4 According to the survey, 65.2% of truck drivers will rest in the expressway service area, 60.6% in the roadside parking lot and meal parking lot, 28% in the logistics park, station, cargo owner and other special line parking lot, and only 8% of truck drivers will choose to rest in hotels, guest houses or driver's homes.



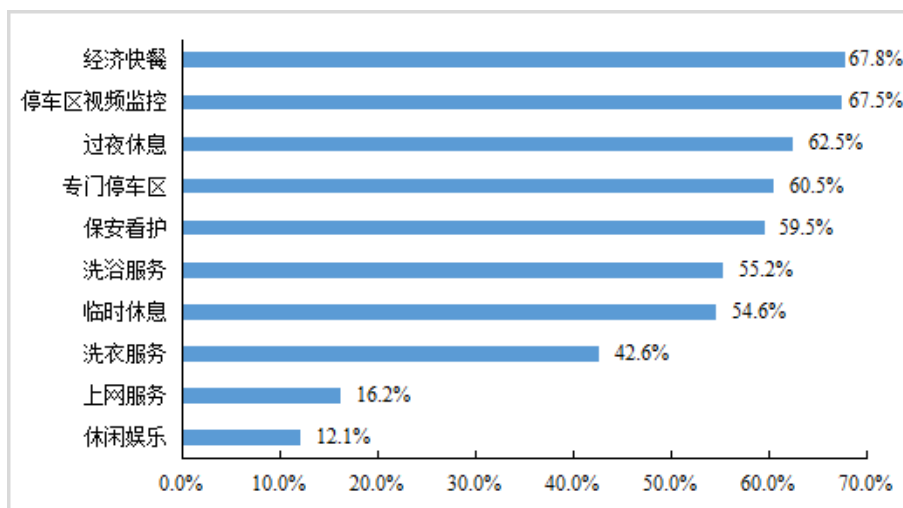


Figure 34 Distribution of services expected to be enjoyed in the "Driver's Home"

5.5 The survey shows that truck drivers hope to enjoy the services in the "driver's home" and other driver rest area in the order of meal breaks, parking monitoring, overnight rest, special parking areas, security guards, bathing services, temporary rest, laundry services and other ancillary services, drivers also hope to enjoy Internet services, recreation and other leisure services.

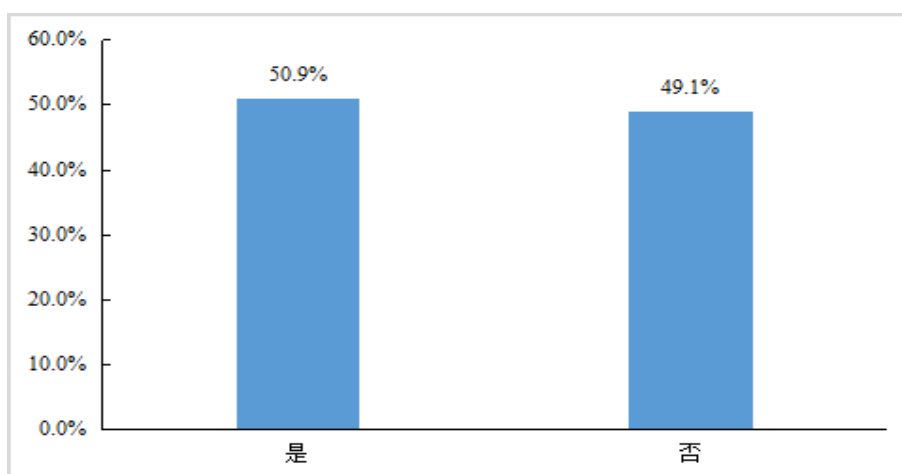


Figure 35 Membership of truckers' mutual aid organization

5.6 According to the survey, 50.9% of truck drivers participated in the truck friend mutual aid organization. At present, the truck friend mutual aid organization is becoming an important channel for drivers to organize themselves.

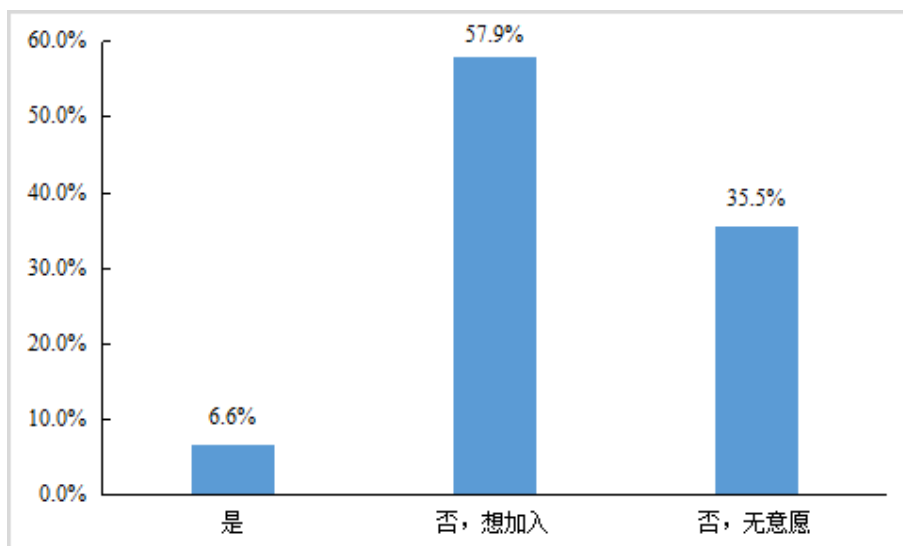


Figure 36 Distribution of truck drivers joining labor union

5.7 According to the survey, 93.4% of truck drivers have not yet joined the labor union, of which, 57.9% of drivers hope to join a labor union.

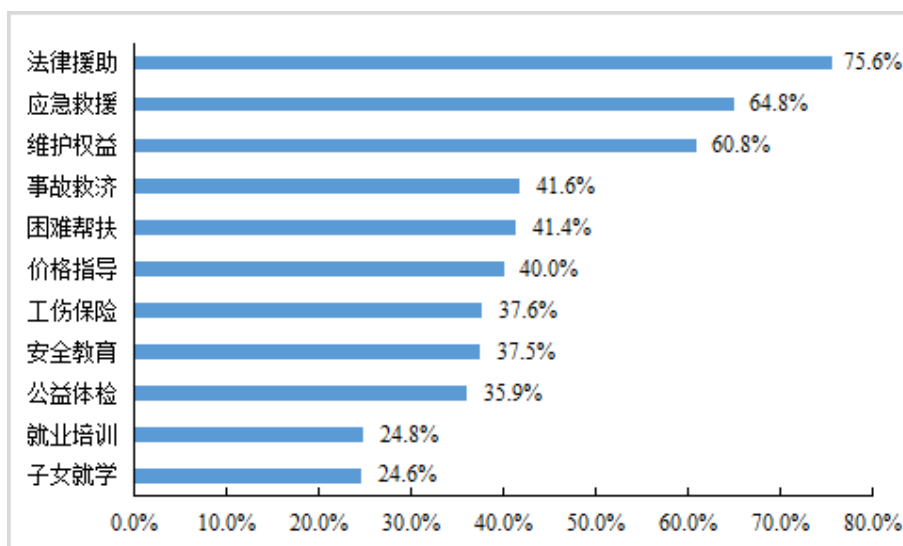


Figure 37 Distribution of public services that truck drivers hope social organizations to provide

5.8 The survey shows that among the public services that truck drivers hope to be provided by social organizations, the first one is rights protection services, with legal aid and rights protection accounting for 75.6% and 60.8% respectively, which are the public services that truck drivers need most. Followed by rescue services, the demand for emergency rescue services accounts for 64.8%, which is also a common service demand. The third is relief services, accident relief and difficult assistance accounted for 41.6% and 41.4% respectively. The fourth is the price monitoring type of service, drivers have a greater demand for price guidance, accounting for 40% of drivers surveyed. The fifth is the social security type of service, 37.6% of truck drivers hope to be able to insure

against work-related injuries. In addition, safety education, public welfare physical examination, employment training and other services are also commonly demanded services.

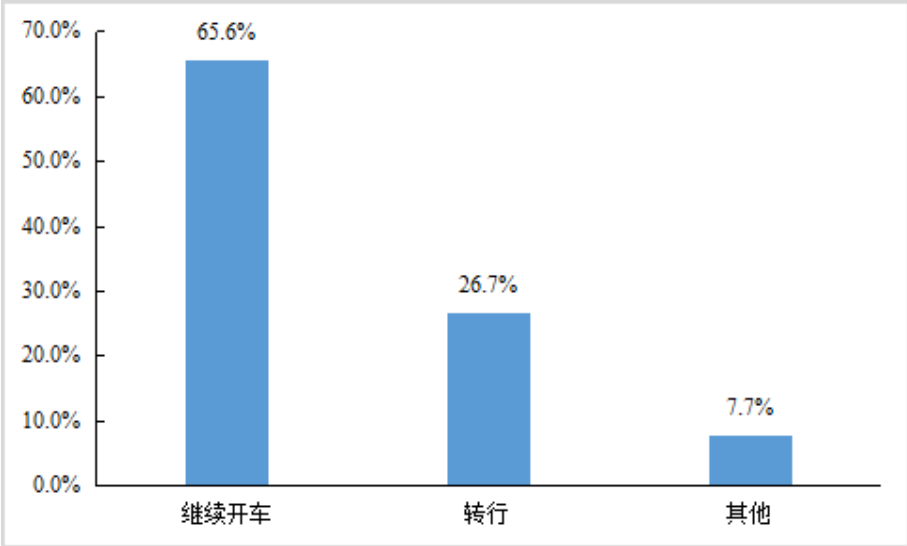


Figure 38 Distribution of truck drivers' willingness to drive in the next three years

5.9 The survey shows that in the next three years, 65.6% of the truck drivers will continue to work as drivers. The stability of truck drivers is generally strong, but 26.7% of the truck drivers consider switching to another job.

## Chapter VI Relevant Policy Recommendations

As an important practitioner in the road transport industry, more than 20 million truck drivers are the main force to smooth the domestic economic cycle and build a country with strong transportation network. In order to further safeguard the rights and interests of truck drivers and create a unified, open, orderly, fair and stable market business environment, the following policy recommendations are put forward:

### 6.1 Formulate a social insurance system for truck drivers

On the basis of the new rural cooperative medical system that truck drivers generally participate in, pension, unemployment, work-related injury and other insurance should be added. Strengthen the construction of social security system for individual drivers without employees and truck drivers with flexible employment, and guide relevant groups to integrate into the unified social security system. Study and formulate an industrial injury insurance system for the road transport industry, and improve the calculation and payment methods of industrial injury insurance premiums and ensure the sources of payment funds for individual industrial and commercial households without employees, part-time employees not insured by employing units, and truck drivers with flexible employment in the road transport industry. Relying on the freight Internet platform, carry out the promotion of new forms of industrial injury insurance, the industrial injury insurance premium is calculated and paid in a certain proportion.

### 6.2 Tackle unfair low-price competition in the industry

Study and implement the responsibilities of cargo owners and shippers and relevant punishment standards. Strengthen industry price supervision, rely on industry associations, issue freight index and standard freight tables, and strictly prohibit cargo owners or freight forwarders from paying freight below the cost price, resulting in overload and overrun of drivers. Strengthen the management responsibility of freight Internet platform, restrict the simple unlimited price ranking, and prohibit the overload and overrun transportation which is obviously lower than the cost price.

### 6.3 Standardize the governance mechanism of freight Internet platform

Revise the *Interim Measures for the Operation and Management of Road Freight Transport on Network Platforms*, bring the transaction matching platform into the scope of supervision, standardize the contract conclusion and performance mechanism between the shipper and the actual carrier, compact the management responsibility of the relevant subjects and the responsibility of the security subject, improve the pricing mechanism and dispute resolution mechanism, and standardize the platform fees. Safeguard the legitimate interests of all stakeholders of the platform.

#### 6.4 Govern freight arrears of truck drivers

Clarify that the authorities, institutions, large enterprises from small and medium-sized transport enterprises to purchase goods transport services, should be in accordance with industry norms, transaction habits reasonable agreement on payment terms and timely settlement of payments. If a state-owned enterprise purchases freight transport services directly from a freight driver, it shall settle the payment within 10 days from the date of delivery of the services. If the network freight platform purchases services directly from freight drivers, it shall settle the payment within 5 days from the date of delivery of freight driver services. The transaction matching platform should set up a freight guarantee mechanism for freight drivers, and pay in advance for those who exceed the reasonable payment period or have transaction disputes.

#### 6.5 Improve legal aid services for truck drivers

Promote truck drivers to join labor unions, innovate the "Internet +" labor union mode, and facilitate truck drivers to join labor unions. Build a public service platform for legal aid for truck drivers, open the driver service hotline, provide legal consultation, psychological consultation, dispute mediation, legal arbitration, accident relief and other public welfare services for truck drivers, publish the list of enterprises dealing with disputes, and bring the verified dishonest enterprises and cargo owners (scalpers) into the credit China platform.

#### 6.6 Formulate a list system of administrative penalties for highway law enforcement

Promote the comprehensive law enforcement mechanism of highway, formulate the list system of administrative penalties for comprehensive law enforcement of highway, and clarify the implementation standards of highway law enforcement departments, administrative penalties and discretionary grading. Refine the punishment matters, punishment procedures and punishment standards of joint law enforcement. Study and establish a scoring system for highway traffic law enforcement, and change the traditional administrative punishment from "money" to "points". Establish a national highway law enforcement administrative law enforcement network system to facilitate the interconnection and cross-regional mutual recognition of violation information, strengthen cooperation with social platforms to facilitate the delivery and processing of violation information, and realize administrative reconsideration of violations in different places.

#### 6.7 Strengthen the requirements of professional physical examination for truck drivers

The occupational physical examination of truck drivers should be included in the qualification requirements, and the inspection items such as drug abuse should be increased. The occupational physical examination of truck drivers should be included in the local labor union security projects, and the prevention and control of occupational diseases of truck drivers should be strengthened.

#### 6.8 Strictly prohibit "0" down payment lending for freight vehicles

Carry out special rectification actions to investigate and deal with the "0" down payment of trucks, severely crack down on the highest proportion of freight vehicle loans issued by various financial institutions that is lower than the current regulations, and prohibit the issuance of freight vehicle loans at a proportion lower than the national regulations.

#### 6.9 Govern the affiliated operation of road transport industry

Clean up and rectify the affiliated operation of road freight transport, guide the orderly transfer of affiliated vehicles, and restore the main role of individual drivers in the market. It is clear that the affiliated contract signed by the affiliated enterprise and the driver exempting himself from liability has no legal effect. Encourage affiliated companies to turn into truck agency service companies to handle business registration, license application, accounting processing and annual inspection for individual drivers. It is forbidden for financial institutions to issue truck loans and guide affiliated operations at a loan ratio lower than that stipulated by the state. Refer to the management measures for online ride-hailing drivers, individual drivers are allowed to directly apply for individual vehicle operation certificates to obtain business qualifications, or to implement "two certificates in one" for individual drivers. In the online convenience administrative licensing system, an individual transport operator license declaration channel is added to facilitate individual drivers to obtain the road transport business license.

#### 6.10 Properly solve the driver's "fuel card" problem

As for the detailed rules for the implementation of the "transport service for entrusting the actual carrier to complete" proposed by the State Administration of Taxation in its announcement No.30 of 2017, the carrier shall not over-distribute oil cards to the actual carrier. If the actual carrier does not agree to accept the oil card, the actual carrier shall not be forced to accept it. Refer to the accommodation industry, accelerate the reform of special VAT invoices in the refined oil industry, promote the policy of issuing special VAT invoices directly after refueling at gas stations, and include the refueling invoices provided by drivers after refueling in accordance with the actual transport services into the carrier's input deduction.

#### 6.11 Allow truck drivers to deduct 12 points for relegation treatment

For truck drivers who have deducted 12 points in a scoring cycle within three years and are not deducted at one time, they will not be demoted, and non-demotion measures such as taking part in subject examinations for one month will be taken.

#### 6.12 Open the direct application channel for automatic transmission traction vehicles

Incorporate the automatic transmission traction vehicles into A1 driver's license, allowing direct application. Shorten the additional driving time for A2 driver's license drivers who meet the driving time requirements to less than one year, and cancel the regulation that A2 driver's license internship period may not pull trailers on the highway.

#### 6.13 Solve the problem of preventing fatigue driving and rest on the highway

Make a scientific driving and rest system for truck drivers, allow the driving and rest time to be adjusted within a reasonable range, and improve the humanization degree of policy making. Study and formulate the parking plan of trucks on expressways, scientifically calculate the demand scale of truck parking spaces to prevent fatigue driving on expressways, and add special parking spaces for trucks in high-speed service areas, which shall not restrict trucks from entering. Set up temporary parking areas for trucks along expressways, allowing trucks to stop temporarily for rest.

#### 6.14 Vigorously promote differentiated toll collection of expressways

Expand the coverage of differentiated charging for empty cars, clarify the differentiated charging standards for empty cars, and implement national unification and vehicle unification. Implement differentiated charges for transport vehicles such as express delivery, vehicle transport and other transport vehicles, which are mainly light goods. Strictly implement the non-stop toll collection for trucks at the exit of expressway.

#### 6.15 Manage "large tons and small standards" stock trucks

Broaden the restriction standard for urban trucks from 4.5 tons or less to allow medium-sized trucks to pass, fully liberalize the types of vehicles in some cities on a pilot basis, and introduce a compensation policy for the withdrawal of stock trucks from the market that fail to meet the annual examination of "large tons and small standards".

#### 6.16 Relax the restrictions on the passage of freight vehicles in cities

Prohibit the city to restrict freight vehicles 24 hours a day, for industrial parks, commercial centers, logistics parks, freight yards around the station and the city's main freight channel, release the restrictions on passage,

allowing freight vehicles to pass. For freight vehicles that really need to pass during the restricted time, they are allowed to apply for temporary passes. Rationally set up and build special parking spaces for trucks to facilitate truck parking and loading operations.

#### 6.17 Carry out non-standard freight vehicle management action

Continue to strengthen the overrun and overloaded control of trucks, focus on the control of non-standard vehicles such as 100-ton kings and oversized compartments, issue timely control plans and clarify social expectations. Strengthen source control and road law enforcement, timely adjust the list of key enterprises for source control and make it public to the public, and strictly prohibit illegal and non-standard vehicles from passing on the road. From January 1, 2022, it is forbidden for super-long and low-flat semi-trailers and container semi-trailers to carry super-long compartments into the freight market. Timely start to revise the national standard of *Limits of Dimensions, Axle Load and Masses for Motor Vehicles, Trailers and Combination Vehicles*, and study and introduce truck models in line with China's actual situation.

#### 6.18 Adjust the price standard of truck scrapping in time

Regularly adjust the purchase price of scraped automobiles according to the market price of scrap metals, and shorten the price adjustment cycle for the period when the price of scrap metals fluctuates greatly.

#### 6.19 Standardize the emergency rescue and maintenance market of expressway.

It is clear that the highway company is responsible for towing the faulty vehicles on the highway free of charge. For those that really need to be towed by maintenance units, specific units shall not be designated. Allow non-designated maintenance service companies to carry out emergency rescue and maintenance services on expressways. Standardize parking fees and provide free parking during the handling of traffic accidents.

#### 6.20 Further promote the public welfare action of caring for truck drivers

Promote truck drivers to join labor unions, innovate the "Internet +" labor union mode, and facilitate truck drivers to join labor unions. Enhance drivers' motivation to join the labor union with the attractiveness of labor union services, build a public service platform for truck drivers' labor union members, issue truck drivers' membership service cards, and provide public welfare emergency rescue, legal consultation, difficult assistance, public welfare physical examination, safety education and other services for members of the labor union, as well as parking concessions, hotel accommodation concessions, gas station refueling concessions, service area shopping and catering concessions, network leisure consumption



concessions and other services. Establish a cross-provincial labor union mutual assistance mechanism, and cross-provincial drivers in different places can enjoy local trade union membership services. Rely on industry associations, establish a labor union federation of the road freight industry to strengthen self-discipline and standardized development of the industry. Recognize the advanced deeds of truck drivers and spread the positive energy of the industry. Attract all sectors of society to join, multi-party linkage to promote the action of caring for truck drivers, enabling the road freight industry to become a respected industry and freight drivers to become an enviable profession for young people.

In 2015, the Ministry of Transport, the Ministry of Public Security, the All-China Federation of Trade Union and the China Federation of Logistics & Purchasing jointly launched the "Care for Truck Drivers Initiative". As the implementing unit of the initiative, the China Federation of Logistics & Purchasing will actively promote a series of activities to care for truck drivers, so that truck drivers can truly achieve decent work and happy life.

In order to give full play to the positive role of labor unions and associations participating in social governance, uphold the spirit of openness, cooperation, sharing and public welfare, and further mobilize social forces and integrate social resources, in December 2020, National Committee of the Chinese seamen & Construction Workers' Union, China Federation of Logistics & Purchasing, China Communications and Transportation Association, China Road Transport Association and China Workers Development Foundation jointly launched the "Truck Driver Career Development and Guarantee Action" to encourage and guide social organizations and caring enterprises to fulfill their social responsibilities in accident insurance, assistance and mutual assistance, build a public welfare platform to care for truck drivers and promote the positive energy of the industry, and make contributions to protecting the rights and interests of truck drivers and promoting the healthy and stable development of the industry. Welcome more stakeholders to participate in the action of caring for truck drivers.