

2022

REPORT ON MOTORCYCLE
DELIVERY WORKER
FATALITIES IN TURKEY



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Introduction

Much like many parts of the world, takeout and home delivery services have become an integral part of life in Turkey, especially in sectors such as food and grocery. This trend has been amplified by the pandemic. While there are no official statistics regarding the number of motorcycle delivery workers in Turkey, it is widely acknowledged that their number is around two hundred thousand. However, despite the growing importance of delivery workers in the service sector, legal safeguards for delivery work remain underdeveloped. Delivery work is not categorized as “hazardous profession,” allowing individuals without a “Vocational Competence Certificate” to enter the profession without proper training. Consequently, issues such as social security coverage, worker safety, and health training are limited. The proliferation of precarious work under the guise of self-employment has become widespread, leading to the employment of migrant workers at low wages without job security. Consequently, accidents and fatalities related to delivery work have been on the rise.

While at least 30 motorcycle delivery workers lost their lives while working in Turkey in 2021, this number increased to at least 58 in 2022. This alarming statistic means that, on average, at least one delivery worker lost their life every week. To address this critical issue, we assembled a team comprising research assistants, volunteers from the Health and Safety Labour Watch, children’s rights advocates, human rights activists, lawyers, social media experts, and our colleagues actively working as delivery workers. We present this report with the hope that it will contribute to the efforts of all unions, associations, and organizations involved in the motorcycle delivery sector across various countries.

AN OVERVIEW OF MOTORCYCLE DELIVERY WORKER FATALITIES

Understanding the work-related deaths in the delivery sector is intrinsically tied to addressing the comprehensive rights of delivery workers. Human rights inherently encompass a holistic perspective where all rights are interconnected. For instance, the requirement for an individual to work more than the legally mandated 45 hours per week can be a significant distraction, directly impacting and jeopardizing the right to life. Likewise, the practice of providing speed-based incentives compels drivers to operate at higher speeds, frequently resulting in violations of traffic regulations. The need for speedy deliveries and the lack of stringent regulations are among the primary causes of fatal accidents. When wages are insufficient to cover basic needs such as housing and nutrition, delivery workers may be compelled to take on multiple jobs and assume greater risks. In summary, the failure to uphold one right for motorcycle workers has a cascading effect on the realization of other rights, ultimately resulting in fatal consequences.

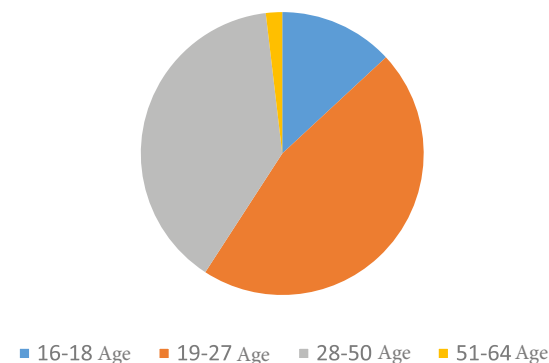
The right to life of delivery workers, like in many other professions, is intrinsically tied to the enforcement of fundamental labor rights. Numerous entities impact a worker's fundamental right to work, including the workplace where the worker is employed, motorcycle and equipment manufacturers, customers, local governments, ministries, the media, and traffic stakeholders, among others.

The following data provides information on motorcycle delivery workers who tragically lost their lives, including the locations of these fatalities, their ages, the months and seasons in which the fatalities occurred, and the companies they were affiliated with. However, it's essential to recognize that this data cannot

comprehensively capture the challenges faced by all delivery workers, nor should the lives of workers be reduced to mere statistics. Each worker is an individual with a unique story, dreams, and disappointments. They have loved ones—mothers, fathers, children, siblings, and more—waiting for them.

In 2022, a total of 58 motorcycle delivery drivers lost their lives while on duty across at least 18 provinces in Turkey. Of the 58 fatalities, 28 occurred in Istanbul, 4 in Ankara, 3 each in Izmir and Adana, and 2 each in Mersin, Kocaeli, Denizli and Manisa.

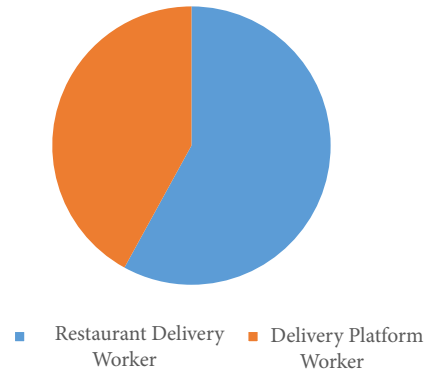
Delivery workers who died while working by age groups:



Seven of the workers who tragically lost their lives were children, with four of them being only 17 years old. The majority of delivery workers who died while working were between the ages of 19 and 50. Specifically, there were 26 individuals between the ages of 19 and 27, and 22 individuals between the ages of 28 and 50. One worker tragically passed away at the age of 58.

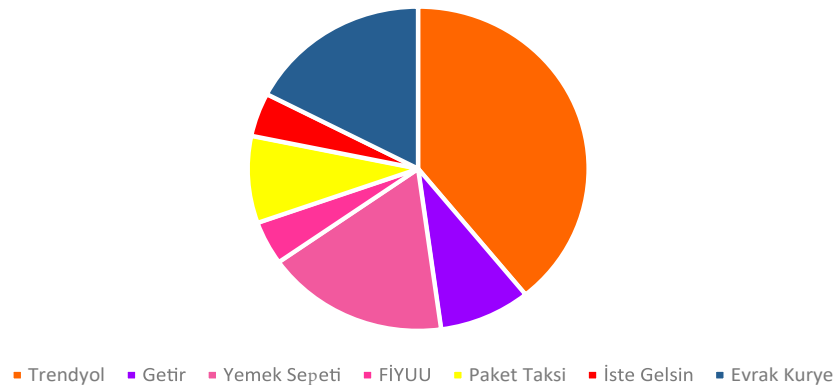
A noteworthy aspect within this data is the presence of young individuals, aged 19 to 27, who are typically in the age group for university education. Unfortunately, it remains unclear how many of these workers were also students. This data raises questions about the adequacy of the state's social policies concerning students within this age bracket, highlighting the need for a thorough review and potential reform in this regard.

Delivery workers who died while working by workplace



Of the drivers who tragically lost their lives, 58% (34 individuals) were restaurant delivery workers, and 42% (23 workers) were platform workers. Based on observations from the field regarding the working conditions of restaurant delivery workers, it is evident that employing individuals without social security, failing to provide adequate equipment or supplying low-quality helmets, neglecting timely motorcycle maintenance, disregarding occupational safety and health measures, and subjecting workers to pressures like excessive speed expectations are common practices within the restaurant industry.

Delivery platform workers who died according to the companies they worked for



The prevalence of digital delivery platforms in recent years has led to an increase in the number of delivery workers, in the status of self-employed, with their ranks quickly swelling to tens of

thousands. The breakdown of these platform workers who tragically lost their lives in 2022 by company affiliation is as follows:

Trendyol **9** - Yemek Sepeti **4** - Getir **2** - Fiyuu **1** - Paket Taksi **2** - İste Gelsin **1** - Evrak Kurye⁽¹⁾ **4**

The fact that Trendyol tops the list with the highest number of delivery worker fatalities among platform companies raises important questions about the human rights responsibilities of these companies, especially Trendyol. These companies' pay-per-package structures and incentive systems, including "bonuses" and "hot hours", promote higher earnings for workers who complete deliveries quickly. It is crucial to assess this system where workers' earnings depend on the speed of delivery and the number of packages delivered, in terms of occupational safety and health.

In Which Months Did Delivery Workers Lose Their Lives the Most?

The absence of traditional seasonal norms due to the climate crisis has made it challenging to pinpoint the exact seasons in which delivery worker fatalities occur. Nonetheless, statistical data has been compiled regarding the months in which motorcycle delivery workers tragically lost their lives.

Table: In Which Months Did Delivery Workers Died the Most?

Month	Number of Delivery Workers
January	3
February	3
March	3
April	1
May	5
June	2
July	4
August	13
September	2
October	8
November	6
December	8

(1) Evrak Kurye is not a platform company. It refers to delivery workers who deliver documents, working in self-employed status.

Notably, delivery workers experienced a higher frequency of fatalities in the months of August, October, and December. While we have observed an increase in the number of individuals working as delivery workers during August, along with a decrease in the use of safety equipment, we currently lack sufficient data to make a similar assessment for the months of October and December. Nonetheless, this is an issue that warrants investigation by public authorities.

Child Delivery Worker Fatalities

Delivery work is not legally permissible for children. Although individuals can obtain M, A1, and B1 class motorcycle licenses starting from the age of 16, this does not grant them the right to work as delivery workers. Therefore, the loss of lives among child delivery workers not only constitutes occupational homicides but also represents a specific violation of children's rights.

The seven child delivery workers who tragically lost their lives should be examined within the framework of state and commercial enterprise responsibilities, with necessary measures and inspections put in place to prevent such violations from recurring. Although exact statistical figures are unavailable, it is known that many children work as delivery workers. Delivery work is a profession that lacks legal regulation for professional standards, does not fall under the category of hazardous professions, and contains various legal loopholes that can be exploited by commercial enterprises. In this field, injuries and fatalities occur. It is of utmost urgency that regulations regarding motorcycle delivery workers, which also involve children, are established promptly. Compensation and indemnification should be determined taking into consideration the "child status" of those who lost their lives.

Migrant Delivery Worker Fatalities

In the current year, at least four migrant motorcycle delivery workers lost their lives in work-related incidents. The fact that it took days to even identify the names of the deceased workers vividly reflects the insecurity and isolation experienced by migrant workers. The employment of migrant delivery workers, without social security, receiving low wages, and often lacking occupational health and safety measures, should be subject to closer scrutiny by relevant institutions, with necessary measures implemented.

CAUSES OF MOTORCYCLE DELIVERY WORKER FATALITIES

Compiling statistics on the causes of courier fatalities is nearly impossible due to the difficulty of accessing eyewitnesses and accident reports for each fatality. Moreover, focusing on discussions regarding driver errors in delivery worker fatalities obscures the responsibilities of duty-bearers. Each of these fatalities represents a preventable negligence. Several factors contribute to workers' serious injuries and fatalities, including speed pressure, systems based on delivery volume and speed, bonuses per package, the "the more orders you deliver, the more you earn" system, and the lack of mandatory professional qualification training, i.e., the working regime itself. Other factors include the disregard for motorcyclists in traffic, drunk drivers, lack of proper equipment or poor quality of equipment, poor quality of motorcycle, road potholes, and barriers having a guillotine effect with dangerous bottom structures and vertical bars at certain intervals, among others.

Chain of Responsibility in Motorcycle Delivery Worker Fatalities:

The "workplace" for delivery drivers, essentially, is the traffic. Nevertheless, delivery worker fatalities should be treated as "work-related homicides," not merely "traffic accidents." Dozens of drivers face accidents with severe injuries, while hundreds experience minor injuries while working. Therefore, it is crucial to emphasize the chain of responsibility in "work-related homicides."

At the forefront of the chain of responsibility is the fact that motorcycle delivery work is not classified as "Very Hazardous Professions." If the Ministry of Labor and Social Security designates motorcycle delivery work, which carries the risk of fatality, as a "Very Hazardous Profession," the "Vocational Competence Certificate" would become mandatory. This, in turn, would necessitate the strict enforcement and inspection of Occupational Health and Safety measures in this field. In the current situation, since traffic accidents involving delivery workers are not heard in Labor Courts, they are labeled as "traffic accidents," preventing discussions about workplace responsibilities. Consequently, employers are not yet held accountable as parties/responsible entities in the few cases related to motorcycle delivery worker

fatalities filed in Turkey.

However, every delivery worker, including delivery platform workers, works under an employer. Employers bear responsibility for the professional qualifications and equipment capacities of workers. Just as employers are held responsible when a worker dies in a factory, employers (including those resembling “business partners” for platform workers) are also responsible for delivery workers who die in traffic. Unfortunately, the legal misclassification of delivery workers as self-employed seemingly absolves companies of their responsibilities regarding the rights of delivery workers. This leaves workers vulnerable to companies. Consequently, companies evade their obligations regarding workers’ rights through legal loopholes, while the state leaves delivery workers defenseless against companies.

We wished to include the following article published in December 2022 in Kurye News⁽²⁾, which has been sharing news from the field about delivery worker problems and demands for two years, in our report as it reflects the psychological state of delivery workers

“One day my death will also be announced.”

When reading comments and messages on news articles about delivery worker fatalities published in Kurye News, a striking and poignant picture unfolds. This psychology can be traced in comments made beneath articles reporting fatalities, in WhatsApp groups, in front of businesses where people gather to wait for packages, in private conversations, and within family discussions.

Delivery workers not only face the risk of death; they live in fear of it!

“I start my day by saying goodbye to my wife and children, never knowing what might happen.”

Delivery workers commence their day with the worry of whether they will return home safely in the evening.

Starting the day by saying goodbye to loved ones and navigating through traffic without knowing what might transpire at any moment takes an exceedingly burdensome psychological toll.

“We, delivery workers, bury one of our colleagues every day. That’s enough, God damn everyone who caused this. Let the penalties be made heavier, we do not want to die. I’m very afraid that one day I’ll be reported on here, too.”

The wind felt on the face while riding a motorcycle is the death felt on the back of the neck!

“Admin, if something happens to me one day, please know that my 3-year-old son is entrusted first to God and then to his delivery worker brothers.”

Despite alarming statistics on injuries and deaths, the motorcycle delivery job does not yet carry the status of “Dangerous Professions.” The mandatory Vocational Competence Certificate is also lacking. Many of these deaths could have been prevented with adequate precautions, training, proper supervision of the chain of responsibility, and effective penalties. The penalties are not effectively discouraging unsafe practices, and those responsible for causing deaths can often avoid significant consequences through legal measures or receive only minor penalties.

Delivery workers are advocating for the implementation of worker health and safety measures, comprehensive training, and necessary precautions because they do not want to lose their lives in the line of duty!

“I’ve grown accustomed to it; I’m waiting to see when my turn will come. May the Lord have mercy on me.”

As Kurye News, we hope to see an empty frame for the photos of delivery workers who lost their lives, and we do not wish to report on their deaths.

(2) <https://kuryehaber.com/2022/12/bir-gun-benim-de-olum-haberim-yapilacak/>

CONCLUSION AND RECOMMENDATIONS

Policy demands and recommendations for all actors are listed below:

Legislators and Enforcers:

- Develop legal regulations for motorcycle delivery work in alignment with international agreements.
- Classify motorcycle delivery work as "Very Hazardous Professions."
- Maintain statistical data on delivery worker deaths and injuries, conduct research on their working conditions, and ensure transparent public awareness.
- Inspect the working conditions of motorcycle delivery workers and prohibit the employment of workers without professional qualifications and safe driving certificates.
- Guarantee social security for delivery platform workers and ensure that their daily working hours adhere to legal and humane standards.
- Regulate and control unregistered and precarious work.
- Collaborate with delivery workers and their organizations before making any regulations regarding the motorcycle delivery profession.
- The Ministry of Family and Social Services, entrusted with child protection coordination, should actively step in regarding cases involving children who have lost their lives while working as delivery workers. They should take the requisite actions to classify these instances as violations of children's rights and initiate appropriate measures to prevent such occurrences.

- The Ministry of Family and Social Services, in coordination with the Ministry of Labor and Social Security and the Ministry of National Education, should inspect workplaces employing children as unregistered delivery workers, impose sanctions, and facilitate the reintegration of children into the education system.

- The Ministry of Transport and Infrastructure should transform the barriers under the responsibility of the General Directorate of Highways into biker-friendly barriers that will make them more protected for motorcyclists.

- Advertisements with fast delivery commitments made by companies have a fundamental role in the operation of fast delivery system and are one of the main reasons for delivery worker deaths. The Ministry of Industry and Trade should prohibit such "deadly advertisements".

Municipalities:

- Transform "killer barriers" with a guillotine effect, leading to serious injuries and fatalities, into "Biker-Friendly Barriers" designed to enhance safety of delivery workers.

- Launch initiatives to create dedicated routes for delivery workers, drawing inspiration from successful examples worldwide.

- Strengthen monitoring and controls related to road maintenance, lighting, and warning signs to prevent accidents. Recognize that even minor negligence in these aspects causes can result in serious injuries and fatalities, emphasizing the importance of proactive safety measures.

Companies and Small Businesses:

- Ensure that daily and weekly working hours for delivery workers adhere to legal limits. Discontinue company policies that permit platform workers to work for 12 or even 14 hours.

- Guarantee fair and livable wages for all delivery workers. Eliminate practices that compromise worker safety, including incentives like premiums, bonuses, and "hot hours." Abandon practices fostering unhealthy competition among delivery workers, encouraging extended working hours.

- Discontinue dispatching orders over large areas with insufficient personnel, as it puts delivery worker lives at risk. Revise distribution strategies to avoid fatal consequences.

- Avoid creating and broadcasting “deadly advertisements” featuring rapid, urgent, and instant delivery messages, recognizing the potential risks involved.
- Employ only registered and licensed delivery workers to ensure competence and adherence to regulations.
- Provide annual worker safety and health training for delivery workers engaged in very hazardous professions. Ensure that those without safe driving training are not employed.
- Revise contracts between delivery platform workers and companies, removing clauses that expose workers to precarious situations. Establish transparent contracts emphasizing payment based on hours worked rather than per package. Companies should take responsibility for worker health and safety and involve workers in decision-making processes.
- Explicitly prohibit child labor in all aspects of delivery work.
- Foster increased collaboration with delivery workers’ associations, unions, and organizations.

Media Organizations:

- Refrain from incorporating fast delivery slogans in company advertisements. Instead, prioritize content that promotes public awareness of safe delivery practices.
- When reporting motorcycle delivery worker deaths, avoid categorizing the issue as mere traffic accidents. Emphasize that these incidents are cases of occupational homicide. Develop news content that draws attention to relevant authorities, exposes the chain of responsibility, and raises awareness about this critical issue.

Customers:

- While companies often promote fast orders and hot deliveries to enhance customer satisfaction, customers should cultivate an awareness of safe delivery practices rather than prioritizing speed. Assess the quality of service based on security rather than sheer speed.

Delivery Worker Organizations:

- Exert public pressure on responsible parties and raise awareness about delivery worker deaths.
- Conduct awareness-raising initiatives within the motorcycle delivery worker community regarding the issue of worker deaths. Encourage delivery workers to prioritize their health and safety, refusing to work in unsafe conditions. Delivery associations, unions and other organizations should take on the responsibility of fostering a professional culture that adheres to these principles.

Delivery Workers:

- Motorcycle delivery workers, numbering around two hundred thousand, should proactively build a unified community and organizational network.
- Consistently work towards understanding legal rights concerning the right to work and life, and strive to both utilize and enhance these rights.
- Make the promotion of professional awareness a shared objective for every delivery worker. Advocate for the mandatory requirement of a Vocational Competence Certificate, and ensure that working with social security coverage and proper equipment becomes a consistent standard.
- Instead of normalizing violations of traffic rules due to the pressure of speedy deliveries, drivers should foster collective stances against any form of mobbing that coerces them to exceed speed limits. Fully exercise all the rights granted by occupational health and safety laws.
- Be willing to exercise the “right to refrain from working” in situations that pose serious and imminent dangers, as stipulated in Article 13 of Occupational Health and Safety Law No. 6331. This right can be employed as a protective measure against employers who attempt to compel delivery workers to work in adverse weather conditions or other unsafe conditions.

MOTORCYCLE DELIVERY WORKERS WHO DIED WHILE WORKING IN 2022

	Name and Surname	Age	City/District of the Incident	Date of Death	Company Employed ⁽¹⁾	Cause of Death
1	Velit Barman	33	İstanbul/Tuzla	January 1, 2022	Restaurant	Collision with a car
2	Fırat Diri	22	İstanbul/Pendik	January 4, 2022	Paket Taksi	Collision with a car
3	Necati Yasin Batır	19	Denizli/ Merkezefendi	January 17, 2022	Yemek Sepeti	Hit by a drunk driver
4	Ahmet Rüştü Bayar	22	Ankara/Dikmen	February 10, 2022	Trendyol	Collision with a car
5	Güney Sarıkaya	25	İstanbul/Başakşehir	February 20, 2022	Trendyol	Collision with a parked vehicle in the emergency lane
6	Ahmet Şahin	17	Manisa/Yunus Emre	February 24, 2022	Restaurant	Hitting a moving truck
7	Ahmethan Artukoğlu	26	İstanbul/ Kağıthane	March 3, 2022	Trendyol	Collision with a car
8	Okan Öztürk	32	İstanbul/ Küçükçekmece	March 23, 2022	Evrak Kurye	Crashing into barriers and getting trapped under an earth mover truck
9	Ahmet Karasu	22	Antalya/Kepez	March 26, 2022	Restaurant	Collision with a turning garbage truck
10	Zafer Umut Bayram	17	İstanbul/Sancaktepe	April 4, 2022	Restaurant	Losing control due to rainfall and crashing into a garbage truck
11	Kubilay Aydın	25	İstanbul/Pendik	May 10, 2022	Trendyol	Collision with a car
12	Mehmet Gülmez	22	İstanbul/Pendik	May 10, 2022	Restaurant	Collision with a parked truck in the emergency lane
13	Kerep Aksungur	33	Çorum	May 11, 2022	Restaurant	Collision with a car
14	Şehmus Hatay	26	Adana/Seyhan	May 22, 2022	Restaurant	Hit by a car that went through a red light

(1) In the table, the definition Restaurant refers to restaurant delivery workers, i.e. workers working for a single business including grocery stores, döner shops, pide shops, snack bars, water sellers etc.

MOTORCYCLE DELIVERY WORKERS WHO DIED WHILE WORKING IN 2022

	Name and Surname	Age	City/District of the Incident	Date of Death	Company Employed	Cause of Death
15	Osman Çetiner	33	Manisa/Yunus Emre	May 28, 2022	Getir	Collision with a car
16	Halil Togay	17	İzmir/Torbalı	June 17, 2022	İste Gelsin	Collision with a car
17	Cavit Güdücü	39	Kocaeli/İzmit	June 25, 2022	Restaurant	Falling into the void while trying to get out of the elevator between two floors.
18	Sinan Kaya	28	Aydın/Çine	July 14, 2022	Restaurant	Losing control while driving
19	Tayfun Aydoğan	22	İstanbul/Kadıköy	July, 17 2022	Paket Taksi	Unilateral accident for unknown reasons
20	İsa Uzel	19	Kırıkkale	July 21, 2022	Restaurant	Collision with a car
21	İslam Sönmez	27	Adana/Seyhan	August 1, 2022	Restaurant	Collision with a car that crossed his path
22	Enes Aygüneş	19	Sakarya/Adapazarı	August 9, 2022	Restaurant	A chain accident involving a pickup truck and a minibus
23	Ali Ataç	21	İstanbul/ Küçükçekmece	August 11, 2022	Restaurant	Collision with a car
24	Begenc Tarhanov	48	İzmir/Çeşme	August 15, 2022	Restaurant	Losing control and overturning while passing by a vacuum truck
25	Buğra Barış Kurt	18	Kocaeli/Darıca	August 15, 2022	Restaurant	Hitting a streetlight pole while in motion
26	Abdülmecit Alğan	28	İstanbul/Beykoz	August 16, 2022	Yemek Sepeti	Collision with a car

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	Name and Surname	Age	City/District of the Incident	Date of Death	Company Employed	Cause of Death
27	Metin Sarıyer	28	İstanbul/Beykoz	August 16, 2022	Yemek Sepeti	Collision with a car
28	Rıdvan Kocatepe	28	İstanbul/Şişli	August 20, 2022	Restaurant	Hit by a car that went through a red light
29	Ylham Rahmedov	32	İstanbul/Kartal	August 23, 2022	Restaurant	Collision with a car
30	Hasan Şimşek	28	Mersin/Toroslar	August 23, 2022	FiYUU	Collision with a car
31	Sinan Çakır	42	İstanbul/Başakşehir	August 24, 2022	Evrak Kuryesi	Collision with a truck
32	İskender Çimen	17	Adana/Seyhan	August 28, 2022	Restaurant	Getting trapped under a tanker manoeuvring without signaling
33	Demhat Abukan	18	İstanbul/ Küçükçekmece	August 31, 2022	Restaurant	Losing control and hitting the median
34	Alican Altun	22	İstanbul/Pendik	September 25, 2022	Restaurant	Although the police report states that he lost control, an eyewitness testified that he died as a result of a hit-and-run.
35	Furkan Öz	18	İstanbul/Sarıyer	September 27, 2022	Restaurant	Collision with a car
36	Yavuz Gülücü	29	Diyarbakır/Silvan	October 7, 2022	Restaurant	Crash into a police car on the road closed to traffic
37	Ali Bilgiç	28	İstanbul/Şişli	October 12, 2022	Evrak Kurye	Accident of unknown cause

MOTORCYCLE DELIVERY WORKERS WHO DIED WHILE WORKING IN 2022

	Name and Surname	Age	City/District of the Incident	Date of Death	Company Employed	Cause of Death
38	Veli Metehan Çakır	20	Isparta	October 13, 2022	Restaurant	Collision with a truck
39	Umut Gökçöl	24	İstanbul/Ataşehir	October 15, 2022	Trendyol	Hit by a vehicle after losing control
40	Semih Parılı	30	Denizli/ Merkezefendi	October 17, 2022	Restaurant	Collision with a car
41	İbrahim P.	58	İstanbul/ Küçükçekmece	October 21, 2022	Evrak Kurye	Getting trapped between a truck and a barrier
42	Ayhan Ertürk	40	İstanbul/Pendik	October 22, 2022	Trendyol	Hit by a speeding car
43	Mahdi Shabani	25	İstanbul/Esenyurt	October 27, 2022	Restaurant	Collision with a car
44	Rıza Sevinç	19	Düzce	October 29, 2022	Restaurant	Hit by a drunk driver
45	Ayhan Yıldırım	41	İstanbul/Sarıyer	November 2, 2022	Yemek Sepeti	Collision with a truck
46	Samet Özgül	28	Ankara/Yenimahalle	November 6, 2022	Trendyol	Knife attack by 3 people in a traffic dispute
47	Bünyamin Berker	22	Malatya/Battalgazi	November 19, 2022	Restaurant	Falling into a trench dug opened for sewage
48	Doğan Karbuz	XX	İstanbul/Tuzla	November 22, 2022	Restaurant	Collision with a car

MOTORCYCLE DELIVERY WORKERS WHO DIED WHILE WORKING IN 2022

	Name and Surname	Age	City/District of the Incident	Date of Death	Company Employed	Cause of Death
49	Ali Topal	25	Samsun/Tekeköy	November 24, 2022	Restaurant	Collision with a car
50	Hasan Önal	31	Ankara/Sincan	November 29, 2022	Trendyol	Losing control and hitting the barriers
51	Baran Azun	28	İstanbul/ Küçükçekmece	December 3, 2022	Trendyol	Accident of unknown cause
52	Mehmet Zülfü Aslan	25	Muğla/Menteşe	December 5, 2022	Restaurant	Getting trapped under a concrete mixer
53	Bilinmiyor(XX)	XX	İstanbul/Sultanbeyli	December 8, 2022	Restaurant	Hit by a tanker truck
54	Enes Çelik	19	Gaziantep/Şahinbey	December 11, 2022	Restaurant	Accident of unknown cause
55	Ali Çubuk	34	Mersin/Tarsus	December 20, 2022	FİYUU	Heart attack
56	Berkan Özdemir	19	Ankara/Yenimahalle	December 24, 2022	Getir	Hit by a drunk driver
57	Kadir Gulberdiyev	25	İstanbul/Kağıthane	December 25, 2022	Restaurant	Collision with a vehicle upon entering the reverse direction
58	Hasan Cihan Aslan	26	İzmir/Bornova	December 26, 2022	Restaurant	Suicide

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