

2024

REPORT ON MOTORCYCLE DELIVERY WORKER FATALITIES IN TURKEY



KURYE HAKLARI DERNEĐİ

IMPRESSUM

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FOREWORD

In Turkey, hundreds of workers lose their fundamental rights to life every year while working to sustain their livelihoods. According to the Health and Safety Labour Watch (İSİG), at least 1,897 workers died in “occupational homicides” in 2024. This high number of fatalities does not occur by accident or as unexpected, isolated incidents. It is the result of a work regime that compels workers to risk their lives without necessary precautions, supported by the economic, political, and legal systems that perpetuate it.

As the Delivery Worker Rights Association, we identified that **at least** 63 delivery workers lost their lives while working in 2024. We emphasize the phrase “at least” in our reports because there are no official statistics in Turkey that document courier fatalities. By regularly monitoring data from sources such as Courier News, the Health and Safety Labour Watch, unions, confederations, and associations conducting research on delivery workers, as well as national and digital media, we gather information. Additionally, we consult lawyers and track relevant social media and digital communication groups. Thus, we document these fatalities with our limited resources.

The continued high number of delivery worker fatalities this year indicates that significant problems in workplace safety and health persist in the industry. To draw attention to these issues, examine the factors leading to worker deaths, advocate for necessary precautions and regulations, and fundamentally defend the value of human life, we are publishing our report again this year.

The section **Overview of Motorcycle Delivery Worker Fatalities** shares details about the 63 couriers who lost their lives—when and where they worked, their ages, and the companies they were employed by. It highlights ongoing exploitative conditions in the industry, such as pay-per-delivery systems, speed-based incentives, low wages, long working hours, inadequate and poor-quality equipment, harsh weather conditions, and insufficient oversight mechanisms. This year, we draw particular attention to the deaths of six child couriers, underscoring the state’s obligations to uphold children’s rights. Additionally, the report identifies six fatalities among delivery workers aged 51-64, challenging the misconception that courier work is solely for young individuals.

Baker Khundakji, the Future of Work Lead at the International Transport Workers’ Federation (ITF), shares data on delivery worker fatalities in various countries in her article, **“Rider Deaths is a Global Issue.”** She emphasizes that platform delivery workers worldwide face severe occupational safety and health challenges and that delivery work should be recognized as a highly hazardous profession. Khundakji points out that the lack of occupational safety among platform couriers has been one of the main drivers of recent industry regulations. She notes that governments have begun implementing new regulations, while platform companies have started providing protective safety equipment, offer training, or reaching agreements with unions. These measures, she argues, reflect the growing acknowledgment by both governments and platform companies that platform delivery work requires additional safeguards. The article calls on policymakers in Turkey to realistically assess the high risks faced by couriers and to consider safety-focused regulations for the sector.

Although this report focuses on fatalities, it also emphasizes that delivery work takes a toll on many couriers emotionally, mentally, and physically, jeopardizing their health and leading to various occupational diseases. The section **“Surviving Death: Courier Narratives on Motorcycle Accidents”** details the experiences of delivery workers who suffered accidents while working and endured lengthy recovery periods, lasting days, weeks, or even months. Those who have narrowly escaped death recount how couriers survive almost by chance, how unprotected and vulnerable they are during

and after an accident, the lack of support from relevant institutions, and how only a few companies offer merely symbolic assistance. Workers remind government officials and companies of their responsibilities, demanding justice for those who have lost their lives and safety for those who remain.

In his article **“The Hidden Legal Status of Platform Delivery Workers”**, Dr. **Murat Özveri**, Editor-in-Chief of the Journal of Labor and Society and an expert in labor and industrial relations, discusses how platform companies, which are in fact employers, use a series of unlawful, fraudulent practices to evade the obligations imposed by labor laws and escape liability for potential workplace accidents. By labeling couriers as “independent entrepreneurs” or “self-employed couriers,” they pressure both the couriers and the state to accept a legal status that does not align with the material reality of their work relationship. Özveri states that these platform delivery workers are, in reality, “dependent employees,” meaning their legal status should be classified as “workers,” and any accidents they experience should be considered workplace accidents. The article emphasizes that it is the employer—namely the platform companies—who bears the obligation to inform couriers of the hazards of their work, the risks these hazards entail, and the ways to protect themselves from such risks. Furthermore, the article highlights that employers are responsible for taking all necessary precautions to ensure couriers are not adversely affected by these risks.

The final article of the report, **“Reporting Delivery Worker Deaths and the Debated Legal Regulation”**, highlights the importance of the Delivery Worker Rights Association’s efforts to bring the precarious working conditions of couriers to public attention and to make their deaths visible by documenting and reporting data. It also underscores the necessity of involving couriers and courier organizations in the legal regulation process while discussing the shortcomings of the proposed legislation currently on the agenda. The article asserts that occupational health and safety is a fundamental right and that policies should align with international norms. It argues that recording and publicizing courier deaths—essentially workplace homicides—is a means of resisting business models that disregard human life. In this context, it contends that tracking and reporting worker fatalities is a political act.

The **Conclusion and Recommendations** section highlights the significance of regulatory discussions on the sector this year, even if they remain incomplete. As in previous reports, this section summarizes the duties and responsibilities of various actors in preventing courier deaths, the necessary measures to be taken, and the inspections and regulations that need to be implemented.



OVERVIEW OF MOTORCYCLE DELIVERY WORKER FATALITIES

Rider deaths should not be regarded as mere traffic accidents caused by individual errors or as unfortunate incidents. Instead, they must be examined in depth as part of the structural problems within the sector and broader social dynamics. Events that affect the right to life of delivery workers are reflections of ongoing exploitative conditions in the sector, such as pay-per-delivery systems and speed-based incentives, low wages, long working hours, being forced to work in harsh weather conditions, and ineffective oversight mechanisms. Therefore, these deaths are closely linked to the overall working conditions in the sector rather than individual mistakes. Economic, administrative, and legal actors and institutions that allow these adverse working conditions to persist also bear responsibility. For instance, the failure to classify motorcycle delivery work as a “Highly Hazardous Profession” and the absence of mandatory Professional Competency Certification create a significant legal gap with fatal consequences.

The working conditions of couriers are shaped by the attitudes of various stakeholders, including individual employers, platform companies, ministries, local governments, the media, customers, motorcycle and equipment manufacturers, and other road users. For this reason, rider deaths must be understood within a system where all these actors are interconnected and part of broader mechanisms for social justice. The search for solutions should also be approached within this framework, with particular attention to lawmakers and employers as key players.

The data presented in this report is not merely intended to provide numerical information about deaths but, more importantly, to make the labor and life struggles of couriers visible. At the heart of this struggle is the effort each courier puts into contributing to their families, loved ones, and society in the cities where they work. Therefore, our goal is not to reduce riders’ lives to mere statistics but to take a step toward reminding society of the value of their labor and lives—and to advocate for that value.



MOTORCYCLE DELIVERY WORKERS WHO DIED WHILE WORKING IN 2024

	Name and Surname	Age	City/District of the Incident	Date of Death	Company Employed ⁽¹⁾	Cause of Death
1	Oğuzhan Gezer	28	İstanbul - Şişli	Jan 3, 2024	Trendyol	Hit the rear left door of a taxi, fell under a minibus, and died.
2	VolkanKaraçık	35	İzmir - Bornova	Jan 4, 2024	Trendyol	Lost control of the handlebar after a vehicle appeared in front and died after 5 months of struggle.
3	Muhammed Ali Moral	27	İstanbul - Esenyurt	Jan 13, 2024	Document Courier	Crashed into a stationary vehicle in the safety lane and died.
4	Ercüment İslamoğlu	25	İzmir - Karabağlar	Jan 14, 2024	Restaurant	Collided with a minibus, sustained severe injuries, and died in the hospital.
5	Mustafa Gül	34	İstanbul - Kadıköy	Jan 15, 2024	Document Courier	Hit by a drunk driver and died.
6	Cihan Karatepe	23	İstanbul - Avcılar	Jan 17, 2024	Paket Taksi	Lost control of the handlebar and hit the median, dying on impact.
7	Haşim Araz	42	Mardin	Jan 20, 2024	Restaurant	Lost handlebar control after a vehicle cut him off, sustained severe injuries, and died 16 days later.
8	Mehmet Ali Nar	17	Mersin	Feb 1, 2024	Restaurant (Paşa Döner)	Died after being hit by a car.
9	Hasan Çıbık	29	İstanbul - Kağıthane	Feb 4, 2024	Document Courier	Crashed into a stationary vehicle in the safety lane and died.
10	Ahmet Demirel	20	Kayseri	Feb 7, 2024	Restaurant	Died after colliding with a car.
11	Cihan Demir	25	İstanbul - Beşiktaş	Feb 15, 2024	Restaurant	Died after being rear-ended by a car.
12	Mahmut Özdemir	38	Antalya - Serik	Feb 24, 2024	Restaurant	Died after colliding with an ambulance.
13	Baran Gök	17	Adana - Seyhan	Feb 28, 2024	Restaurant	Died after hitting a pedestrian at a crosswalk.
14	Ahmet Arda	60	Kocaeli	Mar 4, 2024	Trendyol	Died after being hit by a truck.
15	Ferdi Ayyıldız	23	Kahramanmaraş	Mar 6, 2024	Restaurant (Pasa-port Pizza)	Died after being hit by a car.

(1) The term 'Restaurant' in the table refers to delivery workers employed by a single establishment, such as grocery stores, döner shops, pide (Turkish flatbread) shops, snack bars, and water sellers, as opposed to those working for digital platforms. Digital platforms are specified by their names, such as Yemeksepeti and Trendyol. The term 'Document Courier' refers to couriers who work independently, without being employed by a specific business, and deliver documents on request.

MOTORCYCLE DELIVERY WORKERS WHO DIED WHILE WORKING IN 2024

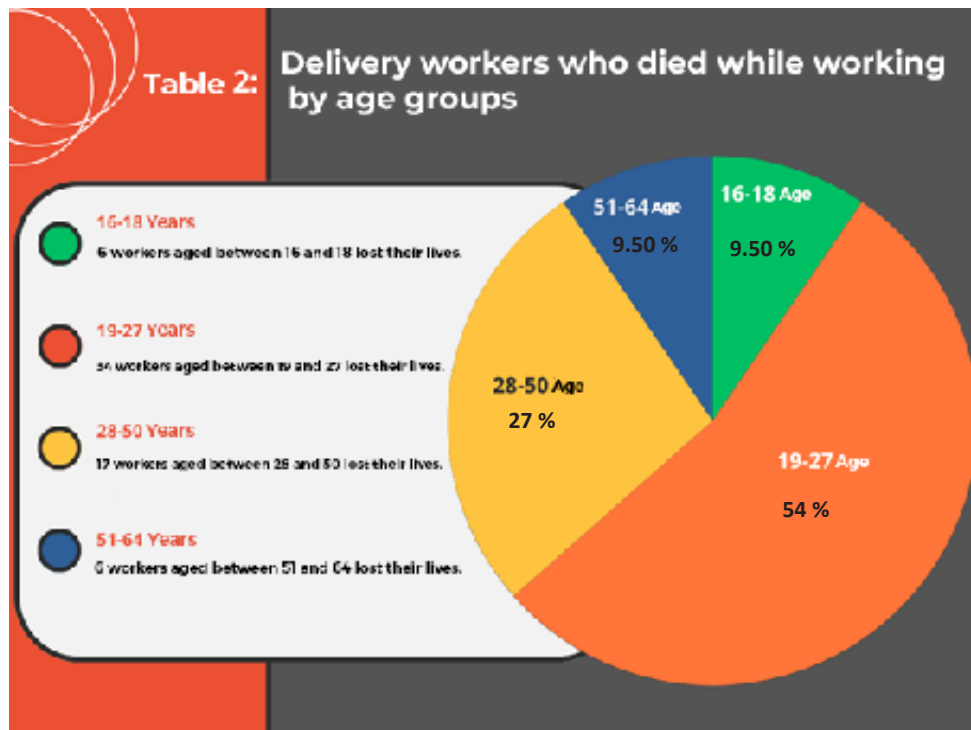
	Name and Surname	Age	City/District of the Incident	Date of Death	Company Employed	Cause of Death
16	Anıl Abdullah Gül	27	İstanbul - Beşiktaş	Mar 9, 2024	Restaurant	Died after being hit by a car and then run over by a bus.
17	Berkin Sezer	20	Ankara Çankaya	Mar 20, 2024	Restaurant (Döner Shop)	Lost control in a turn, crashed, and died after 2 days in the hospital.
18	Mehmet Efe Demircan	26	Kayseri	Mar 28, 2024	Restaurant (Pide Shop)	Died after being hit by a car.
19	Aziz Soysaç	25	Denizli	Mar 29, 2024	Restaurant	Died after colliding with a car that was overtaking illegally.
20	Muhammet Kaan Akbulak	17	Kocaeli	Apr 11, 2024	Restaurant	Died after colliding with a public bus.
21	Kemal Kahveci	43	İstanbul - Pendik	Apr 20, 2024	Restaurant (Pizza Buls)	Died after being hit by a car.
22	Sefa Şerif Efe	23	Samsun	Apr 21, 2024	Restaurant (Maydonoz Döner)	Died after being rear-ended by a car.
23	Murat Can Karaokur	23	Kahramanmaraş	Apr 23, 2024	Yemeksepeti	Died after colliding with a car that turned without signaling.
24	Tugay Atasoy	29	İstanbul - Arnavutköy	Apr 24, 2024	Document Courier	Died after being hit by a cement mixer truck.
25	Emre Erselvi	22	Manisa	May 8, 2024	Document Courier	Died after being hit by a tractor.
26	Mustafa Uğur	40	Samsun	May 9, 2024	Restaurant (Döner Shop)	Lost handlebar control and collided with a dumpster, resulting in death.
27	Ata Emre Akman	20	Balıkesir	May 11, 2024	Restaurant (Domino's Pizza)	Died after being stabbed by an aggressor.
28	Ali Can Keskin	32	İstanbul - Beşiktaş	May 23, 2024	Yemeksepeti	Died after losing control in a turn and crashing into a pole.
29	Yunus Emre	20li yaşlar	Bursa - Yıldırım	May 25, 2024	Restaurant	Lost handlebar control and died.

MOTORCYCLE DELIVERY WORKERS WHO DIED WHILE WORKING IN 2024

	Name and Surname	Age	City/District of the Incident	Date of Death	Company Employed	Cause of Death
30	Emircan Mazak	17	Bartın	Jun 5, 2024	Restaurant	Lost handlebar control and hit the median, dying on impact.
31	Erkan Biber	59	İzmir - Seferihisar	Jun 25, 2024	Paket Taksi	Died after being hit by a car and succumbing to injuries after a month-long struggle.
32	Beyhan Özkan	52	İstanbul - Küçükçekmece	Jul 9, 2024	Document Courier	Died after colliding with a car that suddenly entered the safety lane.
33	Mehmet Sait Atik	21	Adana - Seyhan	Jul 25, 2024	Restaurant	Died after being hit by a taxi.
34	Muhammet Güven	38	İstanbul - Bağcılar	Jul 28, 2024	Document Courier	Died after colliding with a motorcycle and falling under another car.
35	İbrahim Ortaklı	26	Eskişehir	Jul 28, 2024	Restaurant	Died after being hit by a car.
36	Kemal Esmer	32	Diyarbakır	Aug 7, 2024	Restaurant	Died after being hit by a drunk driver.
37	Özgün Güneş	40	İstanbul - Kadıköy	Aug 9, 2024	Restaurant	Died in an accident involving a pedestrian; it was his second day on the job.
38	Mehmet Emin İrgin	17	Aksaray	Aug 13, 2024	Restaurant	Died after crashing into a parked truck.
39	İsa Erdem	20	Sakarya	Aug 19, 2024	Restaurant	Died after being hit by a car.
40	Mustafa Bacakcı	51	Kocaeli	Aug 23, 2024	Restaurant	Died after a collision with a taxi.
41	Talha Koşmaz	18	Kütahya	Aug 26, 2024	Restaurant (Ünlü Pizza)	Died after colliding with an SUV.
42	Mehmet Ayyıldız	25	İstanbul - Tuzla	Aug 27, 2024	Yemeksepeti	Died in a hit-and-run accident on D100 Highway, colliding with barriers.
43	Kerem Turhan	21	Sakarya	Aug 28, 2024	Domino's Pizza	Died after being hit by a car.
44	Özgür Çıplak	47	İzmir - Karşıyaka	Sep 2, 2024	Yemeksepeti	Died after crashing into a truck.
45	Murat Erkılıç	25	Bursa - Osmangazi	Sep 14, 2024	Restaurant	Lost handlebar control and hit barriers, resulting in death.
46	Baran Çevik	19	Ankara - Polatlı	Sep 16, 2024	Restaurant (Döner Shop)	Died after being hit by a truck at an intersection.
47	Oktay Sözdinler	58	Ankara - Balgat	Sep 21, 2024	Fiyuu Tıkla Gelsin	Died after crashing into a car stopped in the right lane due to a breakdown.

MOTORCYCLE DELIVERY WORKERS WHO DIED WHILE WORKING IN 2024

	Name and Surname	Age	City/District of the Incident	Date of Death	Company Employed	Cause of Death
48	Mahmut Kara	19	Manisa	Sep 27, 2024	Restaurant (Döner Shop)	Died after being hit by a tanker truck.
49	Emrah Koç	23	Batman	Sep 28, 2024	Restaurant	Died in an accident involving a pedestrian.
50	Abdullah Rıdvan Şahin	19	Karaman	Sep 29, 2024	Restaurant	Lost handlebar control and died.
51	Ümit Becerikli	26	İstanbul - Esenyurt	Oct 7, 2024	Restaurant	Died in an accident involving a pedestrian.
52	Hasan Emre	27	Manisa	Oct 11, 2024	Fiyuu Tıkla Gelsin	Died after being hit by a car running a red light.
53	Cemil Körükçü	22	Afyonkarahisar	Oct 20, 2024	Restaurant	Died in a collision with a car.
54	Osman Çiçil	31	Muğla - Bodrum	Oct 22, 2024	Restaurant (Döner Shop)	Died after being rear-ended by a drunk driver.
55	Babajan Hamrayev	34	İstanbul - Zeytinburnu	Nov 3, 2024	Document Courier	Died after being rear-ended by a car.
56	Murat Kutluk	50-55	İstanbul - Kadıköy	Nov 8, 2024	Restaurant	He collapsed while on a motorcycle and died. His wife Aynur Kutluk; "he had palpitations since morning."
57	Mustafa Arıcan	41	Ankara - Çankaya	Nov 12, 2024	Restaurant	Died after being hit by a car running a red light.
58	Emre Gürkan	19	Diyarbakır	Nov 12, 2024	Restaurant (Çiğ Köfte Shop)	Lost handlebar control and hit the median, dying on impact.
60	Mehmet Aktaş	24	Burdur	Nov 16, 2024	Fiyuu Tıkla Gelsin	Died in a collision with a truck.
60	Ümit Güney	27	Kocaeli	Nov 28, 2024	Paket Taksi	Died after crashing into a car being removed from an accident scene.
61	Okan Akgül	25	İstanbul - Beşiktaş	Dec 2, 2024	Trendyol	Died after crashing into a car stopped in the right lane with no warning signs.
62	Taha Cebir	20	Rize	Dec 13, 2024	Restaurant	Died in a collision with a car.
63	Fatih Gültekin	26	İstanbul - Sultanbeyli	Dec 13, 2024	Restaurant (Dürüm Shop)	Details of the accident are unknown.



The age distribution of deceased delivery workers provides insight into the demographic groups that predominantly participate in this sector. Among the 63 workers who lost their lives, 34 were between the ages of 19 and 27. Rising inflation, worsening living conditions, and inadequate minimum wage, combined with the limited job opportunities available for young people, drive many into delivery work. Additionally, platform companies target young people through advertising campaigns with slogans like “Earn 120-150K TL monthly,” “Be your own boss,” and “Earn as much as you work.” Influencer promotions and media narratives further reinforce this, claiming couriers “earn four times more than bankers” or “outperform white-collar workers,” drawing more young people into the sector. This age group also overlaps with university-age individuals. However, while more university students either combine work and study or drop out entirely, there is

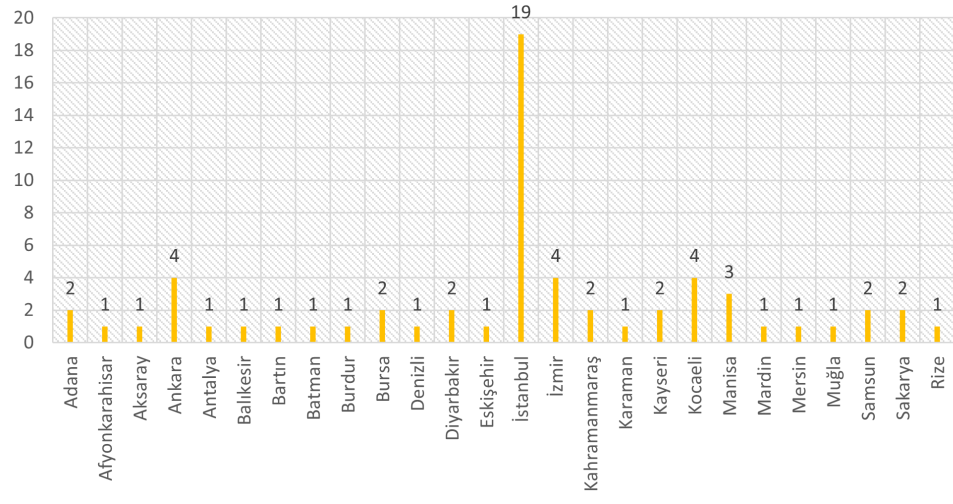
insufficient data on how many couriers are students.

Child Delivery Workers

The deaths of six child couriers highlight a serious and troubling issue. The presence of children in delivery work—lacking sufficient experience or training—not only exposes them to extreme risks but also constitutes a grave violation of children’s rights, demanding urgent state intervention.

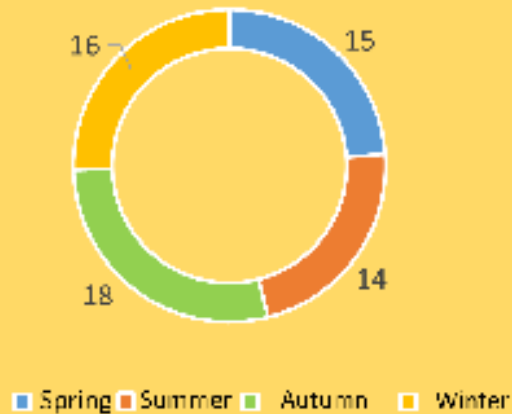
According to the Ministry of Labor and Social Security’s guidelines on acceptable child labor, there are no provisions allowing children to work in the transportation sector. However, individuals aged 16 and above can obtain an A1 motorcycle license. Observations suggest that children, whether licensed or informally employed in small neighborhood businesses (e.g., kebab shops, bakeries, grocery stores, markets), often work without proper oversight or registration. Any future regulations must prioritize children’s rights and establish comprehensive protections for child couriers, whose numbers are believed to be significant.

Table 3: Distribution of Worker Fatalities by City



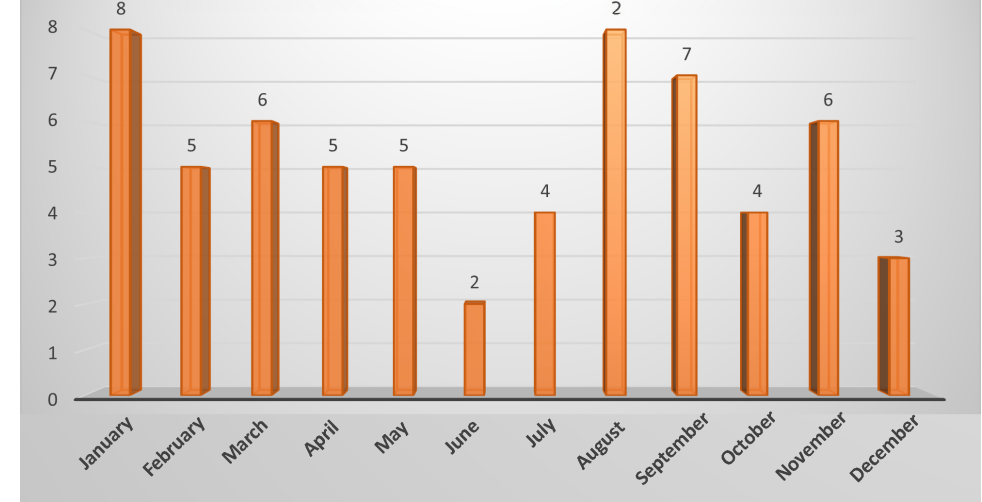
In 2024, it was reported that 63 delivery workers lost their lives across 26 cities. Among these, Istanbul saw the highest number of fatalities, by a significant margin. This can be easily attributed to the population difference. However, in making these evaluations, it is important to remind local governments and public authorities of their responsibilities. Local governments and ministries are obligated to implement regulations that protect the right to life.

Table 4: Seasonal Distribution of Fatalities Among Delivery Workers



When examining the seasons in which couriers lost their lives, no significant pattern emerges. Additionally, the lack of seasonal norms due to the climate crisis complicates clear interpretations.

Table 5: Monthly Distribution of Fatalities Among Delivery Workers



In 2024, the highest number of courier deaths occurred in January, August, and September.

While deaths in August decreased compared to 2022, there was an increase compared to 2023. In 2022, August saw the highest number of fatalities, but there was a significant decline in 2023. August, being the hottest month, sees couriers reducing their use of protective equipment due to high temperatures. Moreover, it is known that many individuals who do not primarily work as couriers take up seasonal courier jobs during the summer and autumn months. Further research is needed to explain the August peak.

In January 2024, eight delivery worker deaths were recorded, making it, along with August, the month with the highest fatalities. January 2023 also saw eight deaths, but the number significantly increased compared to 2022.

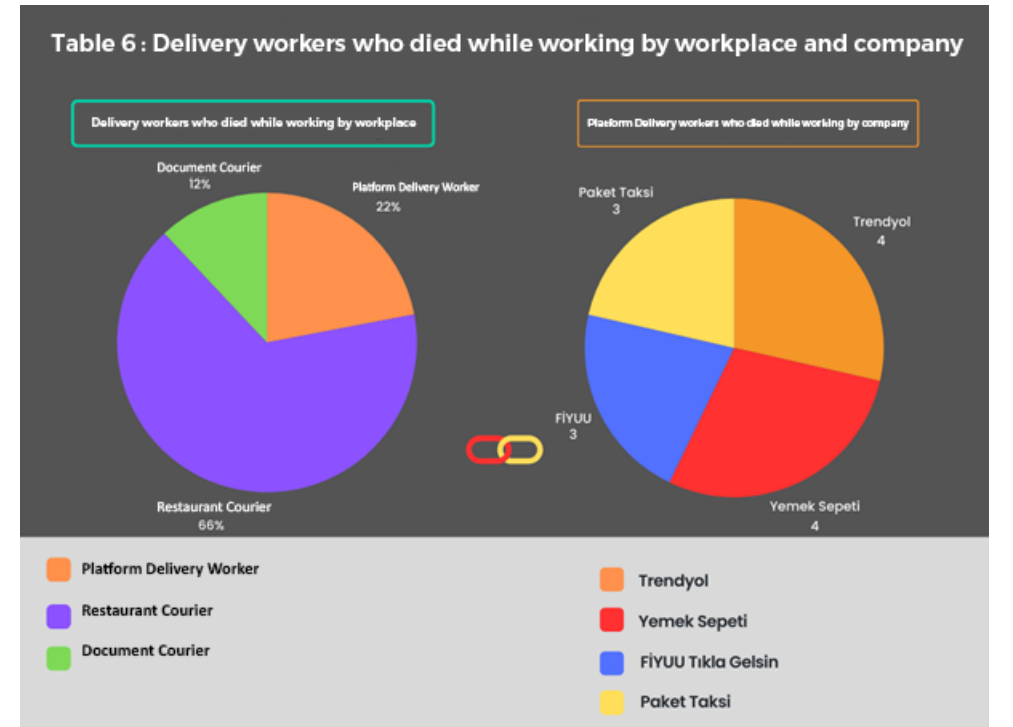
In 2024, 66% of the deceased couriers worked in individual businesses such as bakeries, kebab shops, and water delivery services; 22% were platform delivery workers operating as self-employed individuals for platforms like Trendyol, Yemeksepeti, and Paket Taksi; and 12% were document couriers.

In 2024, of the 63 deaths, 41 were restaurant couriers, 14 were platform delivery workers, and 8 were document couriers. Compared to 2022 and 2023, there was an increase in fatalities among restaurant and document couriers, while the number of platform delivery workers decreased. However, the increased access to information networks by the Delivery Worker Rights Association, compared to previous years, must also be considered as a factor influencing these statistics. For instance, deaths among document couriers are often reported in the media merely as traffic accidents, without specifying the victims' professions. The association compiled these statistics through communication groups for document couriers, courier associations, and lawyers tracking accident and death cases.

Despite these methodological factors, several reasons can explain the higher fatalities among restaurant delivery workers. Many restaurants employ fewer couriers than needed, relying on part-time couriers during peak hours. This practice, which involves delivering many packages with a limited number of couriers, introduces numerous risks. Additionally, it has been observed that couriers are either not provided with proper equipment or are given low-quality gear, motorcycles lack regular maintenance, and standards related to working hours and conditions are often violated in such businesses.

On the other hand, platform companies do not disclose the number of active delivery workers. Issues such as decreased wages, increased costs, and a lack of accountability in resolving problems may have reduced the number of couriers working on platforms compared to previous years. Consequently, the decline in death rates might reflect this reduction in the workforce. However, the fact that these companies do not share the number of active workers on a monthly and annual basis makes accurate evaluations impossible.

Nevertheless, the number of couriers losing their lives under the umbrella of these large companies remains alarmingly high. These companies must be reminded, loudly, of their obligation to protect workers' right to life, emphasizing that even one fewer death is possible through proper regulations. Therefore, the aforementioned companies should promptly review their working conditions.



RIDER DEATHS IS A GLOBAL ISSUE

Baker Khundakji

Future of Work Lead- International Transport Workers' Federation (ITF)

It is widely recognised that riders and other platform workers face serious challenges to their safety and health at work. However understanding the problems they face is difficult because of a lack of data. The exact number of on-location platform workers is often unknown and since they are not usually considered employees, their health and safety statistics are either not collected, or are hidden within other categories. This contributes to hiding the brutal reality faced by riders and drivers in the platform economy across the world.

The work ITF has supported on rider safety, along with publicly-available data make it clear that riders everywhere face unsafe working conditions and that it ought to be considered a high-risk occupation. For example, in 2023 we sponsored some initial research into rider deaths among migrant workers in just 5 countries, revealing 26 deaths from accidents or violence, a figure the researchers stated was 'a strong underestimation' of the real numbers. An indication of the dangers of work in the sector can be seen in even a brief summary of some existing data:

In the US many riders are murdered while working. A 2023 report showed over 50 deaths since 2017, and a 2024 report into murders of app workers showed at least 9 delivery riders had been killed while working.⁽¹⁾ Many riders are also killed in traffic accidents. In New York City alone 10 riders died during 2024.⁽²⁾ At national level the figure therefore must be higher – particularly since the US Bureau of Labour statistics reports that delivery and trucking is the 6th most dangerous occupation in the country.⁽³⁾

We see a similar situation in China, where during 2019 traffic police in the city of Shanghai reported over 300 rider casualties, calculating that a rider was being killed or injured every two days.⁽⁴⁾ In 2023 the Australian Transport Workers' Union (TWU) calculated that 150 riders a year had suffered injuries in Victoria alone over the past four years⁽⁵⁾. Before this the TWU also reported that in the Australian state of Victoria 5 riders died while working in just two months of 2020. Meanwhile in Spain the national road traffic observatory has reported that rider traffic accidents make up almost a third of all road accidents, with the majority of the riders involved working for either Uber or Glovo.⁽⁶⁾ They also highlighted that the figure was growing. From this it is clear that working as a delivery rider for a digital platform is an extremely dangerous occupation, wherever you are in the world.

Riders themselves across the world report high levels of accidents and violence:

According to ILO data in 2021, almost 90% of riders reported feeling safety concerns at work.⁽⁷⁾ In the US in 2021 almost 22% of riders reporting having suffered an accident or some form of violence while working.⁽⁸⁾ In Mexico, according to another 2021 survey, almost 50% of riders reported suffering accidents or violence.⁽⁹⁾ Meanwhile in Brazil a 2023 University of Bahia survey found that almost 60% of riders reported being victims of accidents or violence at work.⁽¹⁰⁾ While it is obvious that more systematic work on this needs to be done, it is clear that riders themselves consider their work to be extremely dangerous.

Some of the danger is inherent in being out on the road, but much of it is also due to the specific ways in which work is controlled in the platform economy, as is recognised in much of the emerging regulation of the sector. In fact, the lack of safety for riders in particular, and platform workers in general, has been a major motivation in the regulation of work in the sector – with Spain's Riders' Law, the EU's Platform Work Directive, Mexico's Labour Reform Bill, and Australia's 'Closing Loopholes' regulation all intended to improve the health and safety of these vulnerable workers, as well as ensure their other rights.

The importance of the issue has also been tacitly acknowledged by many leading platforms, with the Fairwork Foundation's research in 2024 showing that 7 platforms in India, one platform in Chile, and 4 out of 5 platforms in Italy now provide safety equipment and training.⁽¹¹⁾ This is a step in the right direction, like the MOU that Uber has signed with ITF that specifically commits it to discussing health and safety issues with workers so as to improve safety for them.

These facts demonstrate that there is a growing trend from both governments and platform companies recognising that work in the platform delivery sector is dangerous and requires additional protections.

This report by Kurye Hakları Derneği is an important contribution to the global body of evidence on the dangers experienced by delivery riders, and we urge the policymakers in Turkey to a realistic assessment of the high risks riders are exposed to, and consider what a safety-focused regulation of work in the sector might look like.

In Unity,



1) https://8585d5f5-3bf9-4ca9-81f2-26dce6d9e662.usfiles.com/uqg/8585d5_aa7df6dcafeb4363b-Ofa70f1d1cd80ef.pdf
<https://www.euronews.com/next/2022/04/07/over-50-us-gig-worker-deaths-in-five-years-highlight-the-dangers-of-the-platform-economy>

2) <https://documentedny.com/2024/12/05/delivery-worker-deaths-safety/>

3) 2021 yılında ABD Çalışma İstatistikleri Bürosu (BLS), yerel kurye ve teslimat işçileri arasında 24 ölüm bildirdi.

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SURVIVING DEATH: COURIER NARRATIVES ON MOTORCYCLE ACCIDENTS

“Every day, we leave home after saying our goodbyes. We don’t know if we’ll return safely in the evening. Have you ever left your house thinking, ‘I might die or get injured today’? We work every day knowing that we might die or, at best, get injured. This is what we call motorcycle couriering. And the painful part is that what we fear inevitably happens one day. Either we die or narrowly escape death.”

These words belong to Ali, a courier in Istanbul who collided with a car that cut him off without signaling. After the accident, Ali was unable to work for months due to his broken leg, struggling both financially and psychologically. His words reflect the mental state of tens of thousands of motorcycle couriers.

Couriers on the road every day face constant risks of accidents and death due to factors such as speed pressure, pay-per-delivery systems, the invisibility of motorcycles in traffic, and lack of proper training. The causes of courier deaths discussed throughout this report are also the causes of courier accidents. This year, alongside focusing on fatalities, we wanted to highlight courier accidents and give a voice to those who narrowly escaped death.⁽¹⁾

Unseen Suffering in Statistics

According to the Road Traffic Accident Statistics Report from the Traffic Department, 94,095 motorcycle accidents were recorded in 2024. This

(1) *Moto kurye kazaları, kuryelerin kazalar sonrası yaşadıkları ve bu kazaların ardında yatan nedenler geniş kapsamlı araştırmalara ve raporlamalara konu edilmelidir.*

equates to an average of 7,841 motorcycle accidents per month and approximately 261 accidents per day. Unfortunately, the Traffic Department (or any related institution) does not specifically analyze courier-related accidents within these statistics. However, given the high density of couriers in city traffic and field observations, it can be inferred that couriers are involved in a significant portion of these accidents.⁽²⁾

Not only are statistics on couriers absent, but existing statistics fail to capture their personal stories. Every year in Turkey, countless motorcycle couriers suffer significant physical and psychological damage. Survivors of near-death accidents must fight to recover, not only physically but also mentally.

“Every Courier Has an ‘Accident Story’”

·“The accident happened about five months ago. It occurred at a blind spot; neither the car owner nor I saw each other.”

·“I was delivering a package on the highway at 60-70 km/h in the right lane when a car heading toward an exit ramp hit me from behind.”

·“It started drizzling in April, and the road was slightly damaged. Suddenly, the rear wheel slipped, and the bike tipped over, dragging me along. My left wrist broke from the impact.”

If you stop any motorcycle courier on the street and start a conversation, they will inevitably share an “accident story.” These stories, much like “military service stories,” seem endless. No courier exists without an accident story.

Lingering Scars of Accidents

“I underwent open surgery on my left arm and index finger, lasting about 4.5 hours and requiring nearly 70 internal and external stitches. My arm still bears permanent scars due to 70% muscle and tendon damage, and I’ve lost sensation in my finger.”

(2) <https://bianet.org/yazi/her-gun-en-az-300-motosiklet-kazasi-oluyor-301179>

“My right shoulder was dislocated and swollen from the impact. After it healed, it was reset, but now, whenever I lift my shoulder, the bone pops out. If this worsens, I might need surgery.”

“My anterior cruciate ligament (ACL) was torn, causing both psychological and financial hardships.”

“I feel constant anxiety while riding. It’s like someone might hit me from behind at any moment. I couldn’t work for two months, fell behind on payments, and had issues with the bank.”

Couriers recount their physical injuries with remarkable calmness, as though describing routine events. Perhaps they see their experiences as natural consequences of the risks they knowingly accept. While some scars heal quickly, others remain for years.

Material and Psychological Scars

Couriers are less composed when discussing their financial and psychological struggles. Their voices often tremble as they describe the burdens of being unable to work, particularly for those with families.

“The first week, I had trouble sleeping. Then I felt incomplete. I couldn’t use my arm like I used to, but I stayed optimistic, believing I would ride again someday,” said Murat from Ankara.

Yusuf from Izmir shared: *“My wife was in the early stages of pregnancy. After the accident, she had to take care of me constantly. We lived in fear of losing our baby. The only thing that kept me going was my wife’s support and care.”*

“My family was deeply affected. They didn’t usually call me while I was working, but now they keep calling, asking when I’ll be home, pressuring me to quit couriership.”

All ten couriers interviewed for this article mentioned financial difficulties, whether they were out of work for a week or five months. Contrary to misleading advertisements, couriers do not earn much money and struggle to make ends meet even after missing work for just a few days.

Insurance Is Insufficient, and Lack of Insurance Is a Major Problem

·“The company I worked for had insurance. I submitted my report to the insurance company and received a fixed amount. However, I don’t have personal insurance.”

·“I didn’t have accident insurance. I applied to a social welfare organization but didn’t receive any help.”

·“Unfortunately, I don’t have accident insurance.”

·“I didn’t know where to apply for support. Drivers need to be more aware



of motorcycles, and roads need to be more maintained.”

Couriers also highlighted the lack of comprehensive, mandatory traffic insurance and the indifference of platform companies. They emphasized the need for stricter licensing requirements and awareness campaigns about insurance options.

“Justice for Deceased Couriers, Safety for Living Couriers”

The stories of injured couriers underscore the urgent need for better working conditions, comprehensive insurance coverage, and robust support systems following accidents. The issues surrounding courier deaths, such as pressure to deliver quickly, pay-per-delivery systems, lack of proper equipment, and inadequate infrastructure, are equally pertinent to courier accidents.

Couriers should not be left to fight alone during or after accidents. Insurance coverage should be expanded, platform companies should prioritize couriers’ lives, and stricter licensing and training requirements should be enforced. As Ahmet from Istanbul said, *“Other drivers don’t see motorcycles as vehicles or the riders as human lives. There should be stricter penalties for reckless drivers who cause fatal or severe injuries.”*

The 2024 Motorcycle Delivery Worker Fatalities Report also aimed to give a voice to couriers who narrowly escaped death. A tweet from a justice campaign for Samet Özgül⁽³⁾ read: *“We demand JUSTICE for the deceased couriers and SAFETY for the living ones.”*

(3) <https://x.com/bernzgl94/status/1849858561331036656>

THE CONCEALED LEGAL STATUS OF MOTORCYCLE DELIVERY WORK

Dr. Murat Özveri

Editor-in-Chief, Çalışma ve Toplum (Labour and Society) Journal

Couriering is not a newly emerging profession. Since the commodification of goods and services in trade, couriering has always been a vital support service. What currently fuels debates around this service, particularly regarding its providers and their legal status, is how ‘motorcycle couriering’ has been framed and expanded within a legal framework that misaligns with its nature and function. The task of transporting goods, messages, or documents via motorcycles is often cited as an example of new work formats driven by modern technologies.

It is often emphasized that new technologies bring new labor relations. However, no technology independently creates these new relationships. Every new technology has an owner who seeks to leverage it for greater profit, benefiting from the novelty of the technology. On the other hand, if the goods or services enabled by the new technology do not become essential, they hold little value for capitalists. Thus, capital only adopts new technologies when it can generate new demands for the products or services they offer. Motorcycle couriering emerged within this context, being established as a necessity, with its market structured accordingly.

Various practical factors—such as the increasing and complex traffic in metropolitan areas, the growing demand for speed, and the desire to eliminate time constraints—have transformed motorcycle courier services into an indispensable necessity. To minimize accountability, those profiting from these services have labeled the providers as “tradesperson couriers” (“esnaf kurye”).

The “tradesperson courier” designation is no coincidence. Legal systems define relationships, rights, and obligations through legal statuses. Courier services inherently involve a three-way relationship. The law must define this tripartite relationship within a legal framework to clarify the corresponding rights and responsibilities.

The issue is not as complex as it might seem. The material relationships between the following determine the courier’s legal status, and thereby their rights and obligations:

- The sender and the courier
- The courier and the recipient
- The sender and the recipient (via the courier)

For instance, the transaction between the sender, who sends a package to a specific address, and the recipient, who receives it, may stem from a sales contract. The sender is the seller, and the recipient is the buyer. The rights and obligations between them will be governed by the legal rules of the sales contract. The seller, who sends the package, and the buyer, who receives it in the agreed-upon quality and quantity, are obligated to pay the

agreed price. Both parties fulfill their obligations, and the legal relationship between them is concluded. Perhaps they will never establish any further relationship, at least not under any legal obligation.

A legal relationship has also been established between the sender and the courier. The sender has purchased the service of having the package delivered to the specified address using a motorcycle in exchange for a fee. The interpretation of the legal relationship between the sender and the courier will determine the rights and obligations of the parties involved.

If you define the courier by adding the term ‘esnaf’ (tradesperson), indicating that they work on their own behalf, the sender who hires them will acquire the status of the courier’s customer. A transport contract will arise between the parties, and under this contract, the courier will be responsible for delivering the sender’s package to the specified address, assuming the role of the business owner. Due to their economic activity, the courier will be subject to tax obligations. Since they work independently, they will be insured under Law No. 5510 and will be required to pay insurance premiums. The courier will have the freedom to determine their working hours, conditions, tools, and the manner and timing of service provision. Any accident that occurs during the provision of this service will be considered a traffic accident, and for someone else to be held responsible, fault must lie with them in the specific incident. For example, in an accident caused by brake failure due to the motorcycle’s maintenance being neglected, the fault will lie with the courier, as they were responsible for the maintenance.

If you define the relationship between the sender and the courier through an employment contract, the situation will evolve into an entirely different scenario. In this case, the employer who gives the package to the courier becomes the employer, and the courier becomes the employee. As the employer, they are required to pay the courier a wage, which must be at least the minimum wage. This wage corresponds to a maximum of 45 hours of work per week. For any work exceeding 45 hours a week or 11 hours per day, the hourly wage must be paid at a 50% increase. The employer must also grant the courier a full 24-hour paid weekly rest period within a seven-day span. The employer’s responsibility in this relationship is not limited to paying the wage. The employer has a duty of supervision. Under this



duty, the employer must identify the work-related dangers and the risks they bring, outline the measures to mitigate these risks, provide the courier with the necessary training, equip the courier with the appropriate tools to avoid these risks, and carry out the necessary maintenance to ensure that the tools and equipment do not become sources of danger.

The choice between these two legal statuses has been dictated by employers who have positioned couriers as the central link in marketing goods and services, structuring operations around their labor. During the global pandemic, the surge in online shopping expanded the business volume of suppliers and e-commerce companies. To meet this growing demand, motorcycle delivery work became a distinct form of employment. However, instead of hiring couriers under formal employment contracts, employers classified them as “*esnaf kurye*” to evade labor law obligations and avoid liability for workplace accidents. In doing so, they pressured both couriers and the state into accepting a legal status that does not reflect the actual nature of their work.

A series of unlawful, deceptive transactions are carried out one after another to conceal the employment relationship between the courier and the employer. Deception (*muvazaa*) refers to all transactions that formally create a legal status while masking the parties’ true intentions. Such transactions are not only illegal but, if they hold any significance, also unethical. They constitute fraud against both individuals and the state.

Every stage of this relationship involves fraud and deception. Each newly hired motorcycle courier is assigned a business registration number, and they are reported to the Social Security Institution (SGK) as if they were self-employed business owners. This practice has become so normalized—turning illegality into legality—that advertisements now circulate online, offering couriers locations where they can register a business address other than their home, solely for paperwork purposes. In reality, motorcycle couriers work dependently on a piece-rate basis and are, in fact, workers. Yet, with a simple employer declaration, they are suddenly transformed into independent business owners, while commercial companies refer to these workers as their “business partners.”

In reality, however, the courier’s duties—including what they will deliver, where they will deliver it, which route they will take, and how many deliveries they will make each day—are all determined by the employer’s instructions. The courier is fulfilling their obligation to work under the employer’s orders. Therefore, the courier is a dependent worker. All elements of dependency are present in the material relationship. The fact that the courier is not officially insured does not imply a lack of dependency. On the contrary, it indicates that new work relationships are carried out without security, thus demonstrating the existence of dependency. The same applies in terms of taxes, as the tax burden that should be borne by the employer is instead passed onto the worker.

As seen, despite all its innovations, new forms of work have not eliminated the dependency that defines employee status. Instead, they have obscured it, making it less visible in an attempt to conceal it. Labor law must adapt by reinterpreting the concept of dependency to address the precariousness brought by new work relationships—such as the lack of income security, the exclusion of workers from social security systems, and the shifting of work-related costs onto workers. In short, to prevent the emergence of conditions reminiscent of the post-industrial revolution’s misery, labor law must dismantle the veils employers use to obscure and minimize dependency.

It is necessary to call things by their proper names. Whether couriers obtain a business registration number through their homes or are granted a workplace solely through the provision of such a number, those referred to as “*esnaf kurye*” are, in reality, dependent workers, and their legal status is that of employees. Anything used to conceal the employer-employee relationship is legally invalid and considered deception, fraud, and fraudulent activity. The courier works for a wage under the employer’s orders and instructions, in a manner that would not be possible without being part of the employer’s work organization. The fact that the wage is determined by the number of deliveries does not alter the reality of an employer-employee relationship. It simply indicates that the wage is based on a per-piece rate.

Motorcycle couriers' accidents are considered workplace accidents because their relationship with the employer is one of employer and employee. Even if no premiums have been paid for accident insurance, the injured courier is still entitled to benefits. The employer has the responsibility to inform the courier about the dangers of the job, the risks these dangers create, and the ways to mitigate those risks. Additionally, the employer must take all necessary precautions to protect the courier from these risks.

Furthermore, the employer has obligations under labor law regarding working hours, weekly rest days, and public holidays. These obligations cannot be avoided simply by obtaining a workplace number or labeling the courier as "esnaf kurye." As long as couriers remain determined to assert their rights, the employer will not be able to legally evade these responsibilities.



REPORTING DELIVERY WORKER DEATHS AND THE DEBATED LEGAL REGULATION

Since its establishment, the Delivery Worker Rights Association has been tracking and reporting on issues faced by motorcycle couriers, including occupational health and safety conditions and work-related fatalities.

⁽¹⁾Through these reports, we aim not only to identify the underlying causes and accountability chains behind these incidents but also to raise public awareness.

We find it important to share the protests organized by motorcycle couriers following the deaths of their colleagues in order to raise public awareness. At the same time, we support the families of riders who have lost their children in their search for justice, standing with them in courtrooms and in front of courthouses, continuing our demand for justice and solidarity with the phrase 'Couriers should not die.' Through our institutional representation, we give interviews to the press throughout the year regarding worker fatalities.

Our reports not only resonate in the field but also serve as a reference source across various platforms nationwide. The data we provide has been the subject of questions and research proposals by members of the Turkish Grand National Assembly, and it has even prompted the leader of the main

(1) In 2021, Kurye Haber published the first reports on courier fatalities in Turkey. Additionally, the Health and Safety Labour Watch (İSİG) has been sharing data on courier fatalities in its recent workplace accident reports. We would like to note that, in preparing the Motorcycle Delivery Worker Fatalities Reports, we have been in solidarity with Kurye Haber and the İSİG.

opposition party to present our proposed solutions from the parliament podium.

Moreover, the widespread use of our reports by all media outlets as a basis for news, along with various motorcycle courier associations, federations, and unions adopting our data as a primary source of information and sharing it on social media, underscores the significance and inclusivity of our work. Additionally, the frequent citations of our reports by academics researching the precarious working conditions of motorcycle couriers further solidify our status as a trusted source in this field.

Our reports are also translated into English and shared with transport workers unions, associations, and solidarity networks operating in many countries worldwide, especially the International Transport Workers' Federation (ITF).

The broad acceptance of our reports, which draw attention to rider deaths and offer solutions, is a concrete indicator of how crucial proper monitoring, documentation, and reporting processes are. These efforts strengthen our fight to improve the working conditions of couriers.

Tracking Worker Deaths is Part of the Struggle for Workers' Rights

Occupational health and safety is not a luxury or a privilege; it is a fundamental human right. Ensuring the right to life at the workplace is a universal responsibility that goes beyond national borders. The International Labour Organization (ILO) standards impose significant obligations on governments, employers, and trade unions regarding the prevention of workplace accidents and occupational diseases, the identification of risks, and the implementation of solutions. In this context, monitoring and reporting worker deaths is not just a data collection activity but also a tool for struggle and social change. In the fight for workers' rights, these efforts serve as a call to all responsible parties to remember their duty to be accountable.

Turkey is a signatory to international agreements such as the European Convention on Human Rights, the United Nations' fundamental human rights documents, the ILO's core conventions, and the European Social Charter. Despite these commitments, the annual rise in workplace accidents and fatalities clearly demonstrates that states and employers are failing to meet their obligations. The reporting efforts, by making these violations visible and demanding solutions, represent a practice of the workers' movement that encompasses not only national borders but also international norms and obligations.

Legal Regulations Should Be Prepared Through Consultation

The long-standing struggle of the Delivery Worker Rights Association and the motorcycle courier community has finally led to the acceptance of the need for a legal regulation. We believe that steps to be taken by the relevant ministries regarding the courier profession and the initiative for regulation in this matter are crucial. However, the fact that the regulation process is not being carried out in a participatory manner with courier organizations by the government is a significant shortcoming.

Draft laws and regulations must be shared with courier organizations and couriers themselves. Utilizing digital tools to create the broadest consultation platform is essential for resolving couriers' urgent problems within the scope of upcoming regulations. Workers wish to have a say in decisions affecting their future, rather than learning about them in fragmented news reports.

The publicly discussed aspects of the proposed regulation raise concerns that they may not address workers' actual needs. The changes proposed in the new regulation include the following:

- Businesses will not commit to a delivery time for orders. Couriers will ensure that packages are delivered within a "reasonable time."
- Couriers will not accept deliveries for addresses where delivery is not feasible.
- A requirement for not having been convicted of certain crimes will be

imposed on motorcycle couriers.

- In food delivery businesses, only products that are not classified as cargo, weighing a maximum of 20 kilograms or having a volume of up to 100 decimeters cubed, can be transported.
- Motorcycle couriers will be responsible for any damage to the packages they transport and will take necessary precautions to protect the environment, human health, and prevent pollution.
- Under the Personal Data Protection Law (KVKK), the confidentiality of sender and recipient information will be ensured.
- Undelivered parcels will be returned to the sender or the institution.
- Couriers will be required to use protective equipment, which will include a reflective vest with the word "courier" written on it.
- Motorcycles or mopeds used for courier deliveries must be no older than 10 years.
- Additionally, the introduction of a professional qualification certificate will help combat informal employment.

While some of these regulations could contribute to addressing industry problems, there are doubts about whether they truly reflect riders' demands.

What Do Workers Want?

Couriers and courier organizations emphasize that legal regulations have long been an essential need. The fact that anyone can work as a motorcycle courier without any training or even a driver's license is a significant concern. The concerns are somewhat alleviated by the proposed draft law, as reported in the media. Specifically, the prevention of informal labor in the delivery sector and the mandatory introduction of a professional qualification certificate are seen as significant improvements by the courier community. The removal of the fast delivery commitment, replaced by a reasonable time frame for delivery, is expected to benefit workers, provided there is proper oversight.

However, for the bill to deliver real solutions, it must be developed with input from workers' demands from the outset. Courier organizations stress

that this legal regulation should be shaped through broad public discussion and the involvement of all actors in the sector. Bills that are not developed in this way often have significant shortcomings. For instance, the ministries responsible for preparing the regulation also bear the responsibility for implementation and oversight. However, the extent to which this will be done remains uncertain in this bill.

The bill still overlooks the fact that motorcycle delivery work is a dangerous profession and should be classified as one of the “high-risk occupations.” Among the couriers’ demands, the need for their profession to be categorized as “high-risk” and to receive the recognition and protection it deserves is paramount. A law that is enforced without taking serious measures against accidents and workplace fatalities will fail to carry meaningful weight. Moreover, it is essential that not only the professional qualification certificate but also the training costs be covered by employers, and that advanced driving courses be made mandatory.

From the media headlines, it is clear that demands for a livable wage, decent working conditions, and the protection of workers are absent from the draft bill. Issues such as long working hours (10-12 hours), uninsured labor, and insecure working conditions remain unaddressed. Regulating work hours, ensuring humane working conditions, and guaranteeing fair wages are critical to improving occupational health and safety. Furthermore, one of the key demands is to prevent the illegal employment of minors under the age of 18 and to ensure that couriers are not put at risk by providing paid leave during adverse weather conditions.

Couriers, who face life-threatening consequences due to decisions made about them without their input, seek not only the protection of their legal rights but also the safeguarding of their right to life.

In fact, documenting courier deaths, which are essentially occupational homicides, and sharing them with the public is one of the tools for resisting labor models that disregard human life. Worker deaths are not just statistics; they represent a serious societal issue that must be central to any struggle for workers’ rights. Monitoring and reporting worker fatalities is inherently political.

CONCLUSION AND RECOMMENDATIONS

There is no single cause of motorcycle courier deaths, nor will a few regulatory measures be enough to resolve the issue. Comprehensive research is essential to understand the factors leading delivery workers to these fatal outcomes and to assess all the links in the chain of responsibility. Unlike previous years, some legal regulations are currently being discussed during the preparation of the ‘death report.’ While we, at the Delivery Worker Rights Association, view the emergence of these regulations as significant, the fact that they have not been shared with couriers and courier organizations through official channels raises concerns. This exclusion of key stakeholders from the process suggests that the potential regulation may have serious shortcomings.

This year, we reiterate our call for lawmakers to consider the data, problem assessments, and proposed solutions presented in our reports. We remind all parties—from lawmakers to employers, advertisers to customers, and traffic stakeholders to couriers and courier organizations—that motorcycle courier fatalities are preventable, and each has a role and responsibility in preventing these tragic events.

The profession of motorcycle courier should be classified by the Ministry of Labor and Social Security as one of the “High-Risk Occupations.” The working conditions of couriers should be monitored, and couriers without professional qualifications and safe driving certificates should not be employed. Practices such as working long hours (12-14 hours), employing child labor, and informal employment must be prevented.

Roads and traffic should be made more suitable for motorcyclists, and it is crucial that motorcycles are visible to other drivers. Extensive efforts must be made by the Ministry of Transport and Infrastructure and Municipalities to transform barriers, often referred to as “killer barriers” by motorcyclists, into “Motorcycle-Friendly Barriers.” There should be stricter oversight regarding road maintenance, lighting, and warning signs. Establishing and expanding motorcyclist-only lanes, similar to those seen in countries like France, Argentina, and Malaysia, is vital for the safety of couriers.

The Advertising Board, operating under the Directorate-General for Consumer Protection and Market Surveillance of the Ministry of Trade, should ban advertisements with fast delivery promises. The media should emphasize the importance of safe delivery and include news content that raises awareness about courier fatalities. Customers should prioritize the safety of deliveries over speed.

Companies and businesses must provide delivery workers with a livable wage, and methods that jeopardize worker safety, such as commissions, bonuses, and peak-hour payments, should be abandoned. Riders should not be employed without insurance or licenses. The contracts of platform workers should be free of clauses that undermine their security. Transparent contracts, where workers are paid by the hour rather than per package, where employers take responsibility for worker health and safety, and where workers have a say in their terms, are essential for the well-being of workers.

The lack of effective investigations in cases of courier fatalities, and the fact that in many cases such as those of Yunus Emre Göçer, Tefik Kalkan, Sefa Şerif Efe, and many others, low sentences have been handed down based on the charge of “causing death by negligence,” with almost no arrests, should be addressed. In courier fatalities resulting from armed and knife attacks, such as those of Samet Özgül, Ata Emre Akman, and Muhammet Çetinkaya, legal measures should be taken to not only reduce penalties but also implement changes that will bring justice to the victims. Federations, associations, unions, chambers, and other organizations representing delivery workers must intensify their efforts to bring courier deaths to the forefront, investigate the underlying causes, share unsafe working conditions

with the public, and increase pressure on the institutions responsible for these fatalities.

Workers’ right to refuse work in dangerous and life-threatening conditions, as specified in Article 13 of the Occupational Health and Safety Law No. 6331, must be guaranteed, especially against employers’ pressure to send couriers out in adverse weather conditions. Provincial governors should more carefully evaluate meteorological data and consider the demands of worker organizations when making administrative decisions related to severe weather conditions.

Delivery workers must defend their lives and rights against an insecure working regime that disregards their well-being, protest the low wages disguised as “market conditions” that force them to work long hours just to make ends meet, develop collective stances against workplace pressure and harassment, and, through organizing, unite for a safer, more humane life—thinking not only of their present but also their future.



2024

REPORT ON MOTORCYCLE DELIVERY WORKER FATALITIES IN TURKEY

Delivery Worker Rights Association

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