

# INTERNATIONAL BROTHERHOOD OF TEAMSTERS

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October 18, 2021

Austin Sang Sik Chang, President  
Korea International Trade Association  
Washington D.C. Center  
1600 L St. NW, Suite 401  
Washington D.C., 20036

Dear President Chang,

The International Brotherhood of the Teamsters (IBT) represents over 1.4 million members in the transport industry and throughout the economies of the United States, Canada, and Puerto Rico. We are affiliated to the International Transport Workers' Federation, the global union federation which represents the voice of transport workers at the International Labor Organization (ILO) and in other international bodies.

Our union has watched the development of the Korean Safe Rates system over the last few years. We believe the system has set a standard for the world to follow to advance road safety and decent work for road transport workers. Recent research has demonstrated that Korean Safe Rates has already been effective in reducing dangerous on-road practices, such as working excessive hours, driving while fatigued, speeding and overloading, which are the main cause of accidents. Indeed, Korean Safe Rates is a best practice example of implementation of the provisions on 'sustainable payments' in the [\*ILO Guidelines on the Promotion of Decent Work and Road Safety in the Transport Sector\*](#) (VI-A, paras 73 to 82).

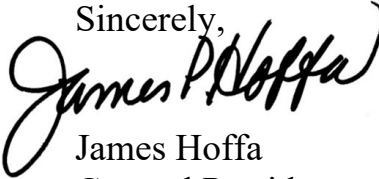
I write to express concern about news we have heard from our brothers and sisters in South Korea that your Association has been boycotting the Safe Rates Committee, the tripartite body established by law to set fair and safe minimum rates for truck drivers annually. This action is clearly an attempt to derail the negotiations to set rates for next year. Furthermore, we cannot help but understand it as an effort

Austin Sang Sik Chang, President  
Korea International Trade Association  
October 19, 2021  
Page 2

to undermine the whole Safe Rates system ahead of expected consideration in the National Assembly of legislation to extend the system passed its current termination date at the end of 2022.

In the United States and globally we are now experiencing huge supply chain bottlenecks, in large part due to a lack of truck drivers willing to work while being misclassified as self-employed, toiling under poor conditions for low rates of pay. At its core, the problem is not a driver shortage, but a decent work shortage. It is essential that systems like Safe Rates, which guarantee safe and fair pay and working conditions for truck drivers irrespective of their legal employee status, are maintained and expanded to address this global problem.

We call on your association to do the right thing, return to the Safe Rates Committee, negotiate in good faith, and do your part as a responsible stakeholder in ensuring that the Safe Rates system can work as designed to advance decent work for truck drivers and safety of the entire road-using public in South Korea.

Sincerely,  
  
James Hoffa  
General President

JPH/TB:kw