



GAS TANKER DRIVERS ASSOCIATION
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29TH JULY, 2022.

ATTENTION: ALL MEDIA/PRESS HOUSES

PRESS RELEASE

SIT DOWN STRIKE BY TANKER DRIVERS!

We of the Gas Tanker Drivers Association and Petrol Tanker Unions, in consultation with the LPG Marketers Association (LPGMC) and Ghana LPG Operators Association (GLIPGOA), the other stakeholders in the LPG Downstream industry, wish to state the following:

- That we have communicated our grievances directly to the authorities on several occasions, and indirectly through mediums like the press, over a period of many years;
- That we have attempted several industrial actions to get our grievances addressed;
- That on all the occasions that we have undertaken industrial action, the authorities have always appealed to us to end the industrial action and assured us of a positive resolution of our grievances;
- That we have always heeded the appeals of the authorities and ended our industrial actions, based on the assurances of the authorities;
- That, regrettably, the various assurances of the authorities have never been fulfilled.
- That, in view of the foregoing, we have decided to lay down our tools in protest of the unfair treatment;
- That we intend to remain on strike until a decision is taken to resolve the following outstanding grievances.

Our grievances remain:

1. THE POOR WORKING CONDITIONS OF TANKER DRIVERS

It is very sad to note that most Tanker Drivers are not paid regular salaries. Also, where salaries are being paid, the monies being paid are meagre and incommensurate with the workload of the ordinary Tanker Driver.

We have complained and taken industrial actions on many occasions in the search for redress. Unfortunately, on every occasion, we are given assurances and promises that our concerns will be addressed. But the assurances and promises are always either forgotten or ignored as soon as we call off our action.

2. BAN ON LPG STATIONS UNDER CONSTRUCTION SINCE 2017

The continued ban on the construction of new LPG Stations and on stations already under construction and at various stages of development, has adversely affected most of our employers. Most of them had borrowed to invest in the construction of these stations before 2017. These investments by indigenous Ghanaian investors amount to not less than Ten (10) million dollars, or approximately Eighty-five million cedis (GHC85 million). But with the imposition of the ban, these investments have been abandoned and are wasting away at various sites across the country for the past FIVE (5) years.

Most of these investments were done with loans contracted with Banks in the country. This has put these investors under undue pressure from the Banks to repay the loans at very high interest rates, to the extent that some of our employers are being pursued through the courts and their assets being confiscated to defray these loans.

Consequently, our employers refer to this dormant investment as the main reason why they are unable to review our salaries.

Again, the authorities have over the years given assurances of the lifting of the ban but nothing has been done up to now.

3. UNFAIR TREATMENT OF PETROLEUM TANKER DRIVERS BY BOST AND NPA

With the introduction of seals and tracking devices on petroleum tankers, Tanker Drivers are suffering some unfair treatment by the Authorities. These unfair treatments come in the form of wrong accusation of tampering with seals and punishing a whole group of drivers for the alleged offence of one Tanker Driver. This is most unfair!

Also, the tracking system is being used to punish drivers and transporters for even a mandatory Health and Safety requirement as to stop and rest after every four (4) hours of driving. Every stop during transportation is viewed and characterised as diversion, to be followed by punitive sanctions.

We therefore demand that this unjust and unfair treatment cease immediately!

It is regrettable to note that, on all the occasions that we have raised concerns over the working conditions of Tanker Drivers, the relevant and allied authorities, that is, The National Petroleum Authority, The Ministry of Energy, The Ministry of Employment and Labour Relations, The Ministry of National Security have, on every occasion, agreed with our concerns and promised to resolve our grievances.

We have even had the opportunity to spell out our grievances at the Presidency, where the respective Ministers have been directed to resolve our grievances but to no avail.

Unfortunately, all the assurances to resolve our grievances have remained just that – assurances, with no concrete resolution.

In view of the foregoing, we the Gas Tanker Drivers Association with the support of the LPG Marketers Association and the Ghana LPG Operators Association, wish to state that, we are laying down our tools and embarking on a sit-down strike from Monday, 1st August, 2022 until our grievances are resolved.

We hereby wish to state that, we have tolerated promises and assurances for far too long, without any positive resolutions.

As such, we demand:

1. The immediate review of the working conditions of Tanker Drivers, especially drivers' salaries.
2. An immediate lifting of the ban on stations which were already under construction before the imposition of the ban in 2017, and subsequent lifting of the ban on construction of new LPG stations.
3. Immediate cessation of the unfair treatment of petroleum Tanker Drivers by BOST and NPA.

Thank you.

Signed:

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