



Press Statement

Re: GHANA NATIONAL PETROLEUM TANKER DRIVERS UNION STRIKE THREAT - AOMC SEEKS URGENT RESOLUTION

Accra, Ghana – 21/05/2024

The Association of Oil Marketing Companies (AOMC) expresses deep concern regarding the strike action by the Ghana National Petroleum Tanker Drivers Union (GNPTDU) in respect of the proposed Driver & Mate remuneration framework.

AOMC has made persistent attempts to address the concerns of the GNPTDU, acknowledging the critical role of tanker drivers in the petroleum supply chain. However, repeated efforts by the AOMC to engage with the leadership of GNPTDU to address their concerns have unfortunately been unsuccessful. Extensive efforts made to amicably address the issues, including seeking the intervention of the Trade Union Congress(TUC), have been unsuccessful.

It is important to highlight that AOMC members, who operate a significant portion of the tanker fleet, are heavily reliant on these drivers. Therefore, if the remuneration issue remains unresolved, a strike action could disproportionately impact our members who own and operate about 50% of the country's tankers. This scenario could compel them to defect from the Drivers Union altogether.

The AOMC would like to clarify that the responsibility for determining and paying employee remuneration lies with the employer being the respective Tanker Owners, and not the National Petroleum Authority(NPA) as the proposed framework seeks to do. It is purely an employer/employee relationship guided by the labour laws of Ghana. The NPA's role is primarily regulatory, focusing on ensuring compliance with industry standards and regulations. Compensation matters fall under the administrative purview of the employer being the Petroleum Service Providers (PSPs). Hence, NPA does not have the legal nor administrative capacity to take up this role from the employers of these drivers as the proposed framework in its current form seeks to do.


To address the issue effectively, and based on the drivers' statement that a percentage of their members do not receive remuneration from their employers, the AOMC has requested for a list of OMCs that are reportedly defaulting on their compensation obligations towards their employees(drivers). We appreciate that verifying specific instances of unpaid drivers is crucial and thus, we encourage the GNPTDU to share any information they may have regarding drivers who have not received proper remuneration to enable the AOMC assist in addressing same.

We recognize the importance of fair compensation for tanker drivers and their mates. However, a strike action would significantly disrupt the Country's fuel supply chain and potentially lead to shortages in the market with adverse effects on various sectors of the economy. The AOMC therefore urges all parties involved to prioritize constructive engagement and meaningful dialogue on the various options available to resolve the matter amicably.

The AOMC remains committed to finding a resolution that ensures the fair treatment of all stakeholders involved while maintaining the stability of the petroleum distribution network to ensure the smooth operation of Ghana's fuel supply chain.

Thank You

Yours Sincerely,

A handwritten signature in black ink, appearing to read 'Dr. Riverson Oppong', written in a cursive style.

Dr Riverson Oppong
CEO/Industry Coordinator