

Côte d'Ivoire (Ivory Coast) transport workers strike, 2010

- [\(mainly or initiated by\) people of color](#) [1]

Timing

April 12,
2010

to:

April 16,
2010

Location and Goals

Country:

Ivory Coast

Location City/State/Province:

Mostly in Abidjan and San Pedro

[View Location on Map](#)

Goals:

That the price of fuel (645 CFA francs/L) be reduced by 100 CFA francs

Methods

Methods in 1st segment:

- 005. Declarations of indictment and intention
- 106. Industry strike

Methods in 2nd segment:

- 005. Declarations of indictment and intention
- 106. Industry strike
- 107. Sympathy strike
- 172. Nonviolent obstruction

Methods in 3rd segment:

- 106. Industry strike
- 107. Sympathy strike
- 172. Nonviolent obstruction

Methods in 4th segment:

- 106. Industry strike
- 107. Sympathy strike
- 172. Nonviolent obstruction

Methods in 5th segment:

- 106. Industry strike
- 107. Sympathy strike
- 172. Nonviolent obstruction

Methods in 6th segment:

- 106. Industry strike
- 107. Sympathy strike
- 172. Nonviolent obstruction

Segment Length:

Approximately 5/6 days

Classifications

Classification:

Defense

Cluster:

Economic Justice

Group characterization:

- bus drivers
- taxi drivers
- truck drivers

Leaders, partners, allies, elites

Leaders:

The National Crisis Committee, representing transport labor unions (Leader Losseni Diabate)

Partners:

Many Ivoirian transport unions – taxi, bus, and truck

External allies:

Cocoa industry figures and foreign investors

Involvement of social elites:

Not Known

Joining/exiting order of social groups

Groups in 1st Segment:

Groups in 2nd Segment:

Groups in 3rd Segment:

Groups in 4th Segment:

Groups in 5th Segment:

Groups in 6th Segment:

Additional notes on joining/exiting order:

Different groups joined throughout the campaign (truck drivers being the most gradually joining group).

However, exact joining order is not known

Segment Length:

Approximately 5/6 days

Opponent, Opponent Responses, and Violence

Opponents:

The government of Cote d'Ivoire

Nonviolent responses of opponent:

Not Known

Campaigner violence:

Not Known

Repressive Violence:

Not Known

Success Outcome

Success in achieving specific demands/goals:

6 points out of 6 points

Survival:

1 point out of 1 points

Growth:

3 points out of 3 points

Total points:

10 out of 10 points

Notes on outcomes:

The strike ended as the government lowered the diesel price by 100 CFA francs/L.

The union survived through the campaign.

in the beginning, taxi and bus drivers made up most of the strikers. By the end, a huge part of truck drivers joined the strike in solidarity, and this posed a concern for the cocoa industry and foreign investors, pressuring the government to comply with the strikers' demands.

The Republic of Côte d'Ivoire, commonly known in English as Ivory Coast, is a Francophone West African country that plays a key role in transit trade for neighboring landlocked countries such as Burkina Faso, Mali, and Niger.

Since the beginning of 2010, the Ivorian government increased diesel prices twice to 645 CFA francs (\$1.34) per liter. This raise set Côte d'Ivoire as the highest fuel price in Francophone West Africa.

On Monday, April 12, 2010, the transport union declared the beginning of an indefinite transport strike. The transport unions demanded the government cut the diesel and petrol prices by 100 CFA francs from its 645 CFA

francs. Taxi and “woro woro” (communal taxi) owners parked their taxis at their homes and parking lots. Bus drivers occupied parking lots, grounding their vehicles. Truck drivers joined more gradually in solidarity of the strike.

In response, the Ministry of Energy Augustin Komoe proposed a reduction of 15 CFA francs to end the strike, but the trade unions did not accept it, and again demanded the reduction of 100 CFA francs. Marius Comoe, president of the Association for Consumers, said, “The high price of fuel is making life unbearably expensive for Ivoirians. We are willing to remain on strike until the government reduces the cost of fuel because the alternative is to continue with the unbearably high prices.”

While the government did not propose a more probable compromise, the halting of taxis, buses, and trucks posed a serious threat to other Ivoirian industries, particularly the cocoa industry. Côte d’Ivoire is the world’s largest producer of cocoa beans, accounting for 35 percent of global cocoa output in 2009. The lack of public transportation—buses and taxis—prevented workers from going to work. The Abidjan Transport Society (SOTRA), a government-owned public transportation organization, was the only company offering transportation. Other industry workers waited for the SOTRA busses at transit stations for hours. Even when the workers managed to get to work at the cocoa port, the striking truck drivers had already parked their trucks in a blockade, blocking the filling stations. This prohibited the workers from offloading the cocoa and other goods.

Cocoa farmers could not send the cocoa from the interior because the majority did not own their own trucks or other modes of transportation. Furthermore, ferry goods to neighboring landlocked countries all became stationary. International media such as Reuters and BBC broadcasted concerns for the impact of the strike on the industry and price increase of basic goods. Toward the end of the week, many more transportation unions, especially truck drivers, had joined the strike, creating more barricades and halting many other industries.

On Friday, April 16, the transporters called off the strike when the government cut the price of diesel. Strike leader Losseni Diabate announced that they were “satisfied.”

Research Notes

Sources:

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Reuters. “UPDATE 2-Trucks keep rolling despite Ivorian transport strike.” April 15, 2010.
<<http://uk.reuters.com/article/idUKLDE63E1Z120100415>.>

Handy Shipping Guide. “No End In Site As Truck Drivers Strike In Ivory Coast Continues.” April 16, 2010.
<http://www.handyshippingguide.com/shipping-news/no-end-in-site-as-truck-drivers-strike-in-ivory-coast-continues_1586.>

Additional Notes:

Côte d’Ivoire is the largest cocoa producing country in the world. It also plays a key role in transit trade for neighboring landlocked countries such as Burkina Faso, Mali, and Niger. International concern about the cocoa industry and price increases of goods influenced the government’s decision to decrease the price of diesel.

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Jeewon Kim, 06/12/2010

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