



Offshore Update - 15/04/2020

ATT Offshore Members,

I hope you all managed to enjoy your Easter, whether you were on board or at home in isolation. Once again, all members are encouraged to read through this report and share it with your contacts.

National Cabinet means nothing to the WA Government – Back to square one again

Last Thursday we were told that the National Cabinet had come to an agreement with regards to maritime workers nationally being exempt from the isolation period. Today the WA government have advised us differently.

In a statement released by MIAL, the WA Government are still requiring a 14-day isolation period for maritime workers headed onto a vessel in WA.

The WA government claim that they are willing to work with other States to ensure that workers coming back home to WA do not need to isolate provided that they are coming back from a clean vessel.

What this means for our East Coast members flying into WA is;

- 2 weeks in isolation in WA;
- 5 weeks at Sea; and
- 3 weeks off in their respected states before heading back to WA for isolation again.

Members in Isolation FORCED to stay with Cruise ship passengers

Close to 100 Australian passengers on board the cruise ship MV Greg Mortimer were stranded off Montevideo in Uruguay until those passengers were eventually rescued and repatriated home to Australia.

There were approximately 80 confirmed cases of Covid-19 on board the plane before all the passengers were taken to a Melbourne Hotel close to the Airport.

The same hotel housed our MUA members along with another crew set to join their vessel. Clearly there was no due diligence by the Offshore Employer, nor the Federal Government or the Victorian Health Department let alone the Hotel itself. The hotel claimed that these passengers were all locked away on their own floor away from other hotel guests and therefore safe. Given that the hotel didn't clean the elevator, stairway and other communal areas each time one of these infected passengers came in contact with it, I guess it's safe to say that they knew best?

All members are encouraged to stay safe through these times as we cannot rely on these organisations to do it for us.

Significant Win/s - MUA Members Fight for Workplace Rights and Workplace Safety

Oceanic Champion

Over the Easter break, MUA members working on board the Oceanic Champion for OSM had a sit in and refused to leave the job that would undermine industry conditions. The reason for this action was because OSM and their clients were claiming that the vessel could depart from Fremantle **without** any Integrated Ratings onboard.

The company argued that they had obtained a dispensation letter from the NMA suggesting it was okay to sail a massive ship without any deck crew. When we asked for the letter, they provided us with an email exchange which was vague at best.

The crew onboard played a pivotal role in ensuring that the vessel was crewed safely. They contacted AMSA, following the MLC Disputes Process supporting the crew that were set to join the vessel. As a result of the crew holding the line, these off signing members guaranteed that they had back to backs on board before departing the vessel.

The on-signing members were then faced with contractual issues. Once again as a result of this **action** we prevailed, and the vessel is now headed overseas with an Australian crew!

A massive shout out to the Members of the Oceanic Champion!

Nordic Explorer

Similar to the Champion these members were told that the vessel would be sailing to Singapore with 2 IRs and a Cook. Same vessel owners, same crewing company only another 12 persons on board.

Yet again the members both on and off the vessel played their parts and were prepared to take it further to ensure that these vessels are crewed correctly.

Our Members on these vessels have delivered for the broader MUA Seagoing membership and should be commended on their actions!

Star of the South offshore wind project starts environmental approvals

The Star of the South project is another step closer to kicking off as developers have begun the process of seeking environmental approvals from both the Federal and Victorian governments. The Star of the South project is still in the early stages however has begun making progress in the initial consultation and planning processes for the project. Further information can be found below if interested:

<https://reneweconomy.com.au/star-of-the-south-offshore-wind-project-starts-environmental-approvals-59008/>

Norwegian Medical Certificates

Given the difficulty to renew a Norwegian medical certificate, the Norwegian Maritime Authority (NMA) is providing seafarer's the ability to work with an expired medical certificate, provided that the period does not exceed 6 months. They have provided a 6-month extension similar to AMSA.

Any worker that has been on a regular swing on a Norwegian vessel shouldn't have any issues in obtaining this extension as the NMA have allegedly approached the key stakeholders.

For more information see the NMA website - <https://www.sdir.no/en/news/news-from-the-nma/extending-the-validity-of-personal-certificates/>

In Unity,

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“Australian Democracy was built on Civil Disobedience”

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