



## Offshore Update 16/03/2021

Comrades,

This Offshore update covers off the Offshore EBA negotiations, Employed Seafarers having access to the Covid Vaccination and Upcoming works.

### Offshore EBA Update

#### AOS EBA Update

Earlier today, the ballot for the new AOS EBA closed and we can report that an overwhelming majority of AOS members voted YES to a new Agreement. Congratulations to the AOS membership for locking in this Agreement for the next 19 months. The KEY condition won by the membership was ensuring that the terms and conditions of the EBA are upheld whilst working on board an Oil and Gas vessel!

Some of the other conditions include:

1. A small bump of 0.75% from October 31 last year which is back paid, plus another 0.75% from October 31 this year. The Agreement will then expire on 10<sup>th</sup> October 2022. The reason we opted not to go for the bigger increases, was to not disadvantage the AOS membership from the broader industry. Many of the other EBAs expire in 2022.
2. There is what is known as a “Lay Up” clause. This clause can only be enacted by agreement. The clause is designed to encourage Employers to keep vessels on the coast, creating work for our members and to do so, would mean that the vessel rate would go to the 100% rate. If the clause is enacted, the crew would work an 8- hour working day.
3. Travel has been tightened up to ensure that other than where members are travelling back to their homeport as a result of COVID, any time spent away from your nominated home address will be applied (as it should have been all along) – being treated as a travel day.
4. Training
  1. The Employer will spend a minimum amount equivalent to 0.5% of the total annual payroll for Integrated Ratings in the form of up-skilling.
  2. Should a casual complete training within 3 months of engagement and they use the training in accordance with the training matrix - The Employer will reimburse up to \$2,200 per Employee, per calendar year. No double dipping with other Employers.
  3. The Employer will pay for travel, accommodation etc for Union meetings/ training/ conferences for delegates up to \$2,200 per employee, per year. This applies for 2 x delegates from 0 – 6 vessels or 4 x delegates where the employer has 7+ vessels.

5. The superannuation clause has been altered.
  - **For Permanents**  
1.5% from the Employer Contribution has been moved into an income protection clause, leaving the Employer contribution at 13% where the Employee salary sacrifices 5% of their wages.
  - **For Casuials**  
0.5% from the Employer Contribution has been moved into a severance fund clause, leaving the Employer contribution at 13% where the Employee salary sacrifices 5% of their wages.

[The 13% for both Permanent and Casual Members increases to 13.5% on 1<sup>st</sup> July this year.](#)

6. The Income Protection clause has been drawn up as a majority vote of the Permanents to take place with the vote of the Agreement.
7. The Severance fund attracts the equivalent of 0.5% for casuials. On 10<sup>th</sup> July 2022, this amount increases to 1%. This fund will also require a vote of the membership, which will take place when the EA goes to vote. We have established severance for casuials for the first time, as was done in the dredging sector.

[The Union will continue to support PROTECT being the Income Protection and Severance provider.](#)

8. Vessel Crewing
  - Where a vessel is alongside in a major capital city, there will be an additional IR engaged as a Gangway watch for security purposes.
  - An additional Integrated Rating will be allocated to a vessel that is Anchor Handling in connection with a project that has four or more anchors.
  - AHTS Vessels that propel 18,000 BHP or above will have 5 x IRs and a Cook.

As a result of locking in the AOS Agreement, we have contacted Atlas, OSM, ESS and Entier with a view to get them to a similar arrangement.

### **General Offshore Updates**

Over the past 12 months, the Union has had to reach out to our members in a more modern fashion, by ways such as video conferencing. Most of the feedback we have received regarding the Zoom Meetings has been positive. Members from around the country, in regional areas, including on board vessels have been able to participate in our EBA updates, where in the past they have not had the opportunity to do so. It has made the process much more inclusive to a broader section of our membership.

Some of the larger Offshore report backs resulted in over 100 members being able to get involved.

In the past 2 months, we have been updating members via Zoom from Dof, Go Offshore, OSM, AOS and with Atlas being updated later this week. The broader industry updates are intended to commence again in April with the details being sent out soon.

Next week, Jack McCabe and I will be in the North West providing further detailed updates to any vessel in Port. Please reach out to us should your vessel be in Dampier.

### **Upcoming Works**

Work is on the horizon.

- MMA have secured 4 tug and barges for Technip, considering that MMA have been using casuals to make up their workforce and adding another 4 x vessels to their fleet, they will be in need for approx. 20 – 30 crew.
- Solstad currently have 8 vessels operating on the coast, with another 2 about to commence. Whilst Solstad have a large permanent workforce, they too will be in need for approx. 20 -30 casuals.
- Maersk have 2 x vessels headed back into Australia for approx. 2 x swings of work. They will need approx. 20 casual crew as well.
- GO Offshore have come out of the woodworks and have not only secured a solid 6 months of work with the GO Spica, but the GO Sirius is making a comeback as well. Another 10 x jobs will be up for grabs here.
- OSM have the Geo Coral and the Mariska G coming into Australia over the coming weeks. The company also have the 3 x Siem vessels in Geelong and the Siem Thiima out of the North West.
- Leaving AOS. AOS have locked in the Seven Oceans, the Deep Orient (Entier will do the catering on this vessel) and the McDermott's work is due to kick off later this year for the Inpex Project.

2021 was looking to be a similar year to that of 2020, but thankfully there is work here and there looks to be more coming in addition to what I have listed above.

To be clear, the Unions position with regards to vessels mobilising/ demobilising is that any time spent in Quarantine/ Isolation does NOT form part of the equal time roster. There appears to have been some misinformation going around about this matter.

We have also heard that there will be a travel bubble between Singapore and Australia by June this year.

### [Seafarers classified as Frontline Employees](#)

Maritime Employees can register as frontline workers to get priority in receiving the vaccination.

The MUA's position regarding the vaccinations is that we are pro-vaccination. Whilst we are pro-vaccination, we also maintain that no worker should be forced to vaccinate against their will. We base this decision on the health advice and the science which support vaccinations taking place, while not mandating vaccinations at this stage.

The issue that the industry will likely face, is that the Oil Majors may enforce their position onto their contactors stating, "no job – no start". To be clear, to date no Major has announced this position in Australia.

The MUA are currently looking at all legal options and will support the choice of our members to vaccinate or not. We will report back to the membership if the position from the Health Department or scientists changes, or if there is attempts to force a position that is not supported by science or the Health Department.

In Unity

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***"Australian Democracy was built on Civil Disobedience"***

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