



Offshore Update - 22/04/2020

ATT Offshore Members

This is the latest update for our industry. Feel free to share this with your email contacts.

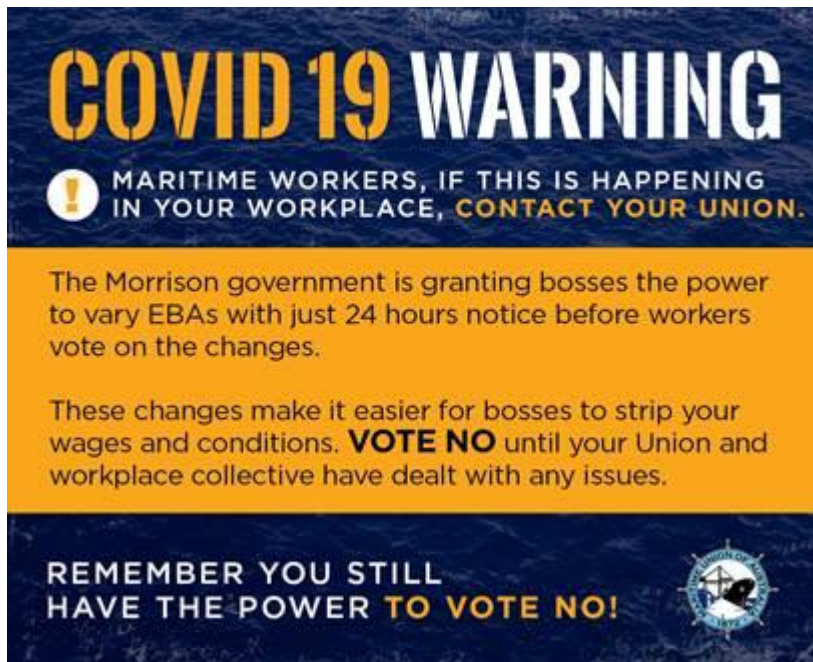
Federal Government makes significant changes to the Fair Work Act

In the past Employers seeking to vary or change an EBA were required to provide 7 days notice to their Employees before they were able to vote on those changes. With the new changes in place Employers are now able to change your workplace agreement with a mere 24 hours notice. This of course is subject to their Employees endorsing a variation to the agreement and voting in favour of that change.

If this happens then please get in touch with your Official immediately. Also, if they request you to vote, we would encourage all members to participate in the vote and VOTE NO unless otherwise advised by your official.

Whilst we don't believe that the offshore employers would try this, we wouldn't be surprised if they did. The impact of endorsing a variation could be catastrophic to the industry hence why we need to be informed of any proposals made by the Employers. If endorsed, Employers could implement reductions in pay and undermine your job security, along with other benefits that work in their favour.

These changes apply to all EBAs across all industries.



Offshore Sector taking a hit as the price of Oil takes a further dive and COVID fears continue to Haunt the Oil Majors

Last week Woodside cancelled a small seismic job for 5 days in the North West. This resulted in the Seismic vessel and a support vessel being cancelled. This is the first job that has had its contract cancelled as a result of (what we believe) the price of oil.

Beach Energy have also announced that it has issued Diamond Offshore with a notice of termination for the Ocean Onyx rig contract. The Onyx only just arrived into Victorian waters for the commencement of the drilling campaign. Given the rig arrived late, Beach jumped at that opportunity and exercised its right to terminate the contract. The flow on effect into our industry will mean approximately 5 vessels will be taken off the contract as well.

It is rumoured however that they will fire up again in 2 to 3 months.

It has been reported that Inpex have also pushed back some of their planned operations out of Broome. From what we are being told, this may affect 1 possibly 2 vessels.

Whilst currently our industry is not looking great, what we are hearing is that the main Oil and Gas players intend for things to go back to normal by the second half of this year.

Border Closures, Industry Rosters and Isolation Payments

Western Australia still has the strictest requirements of all states and territories in relation to workers having to isolate. The WA government still maintains that maritime workers are classified as FIFO workers and therefore must isolate upon entry into the state.

Depending on whether or not your employer is up to date with the regulations in place, Maritime workers should be exempt from having to isolate in the rest of the country. Whilst our members should be exempt, the authorities particularly in the NT, QLD and Tasmania may have differing views. It may depend on whether or not your employer has filled out the appropriate paperwork in

time or correctly. It may also be up to the border force person you deal with on the day. You may also be required to isolate when you return home to one of these other states.

By now you should be aware that the industry discussion in relation to isolating and extended swings fell apart because the industry representative AMMA were not able to lead when the industry needed them to. As a result, we have had to deal with each of the employers individually. Other than Solstad all of the Employers that have to bring workers into WA are paying the isolation days as dead days. We are in discussions with Solstad management and intend to have them pay the same as the rest of the industry.

Here is an update on what the industry are currently doing:

- **Solstad** – as mentioned above more discussions are being had in relation to the rosters and the isolation payments. We hope to have this addressed over the coming days.
- **Maersk** – are maintaining their 5-week rosters but are paying dead days to those East Coast members that are traveling across to WA.
- **AOS** – are paying dead days for all crew in isolation before joining their vessel. Currently working as per EBA in relation to their rosters.
- **GO Offshore** – are paying dead days for all crew in isolation before joining their vessel. Given the scenario at GO Offshore, the parties have agreed to a Norwegian style roster.
- **OSM** – Some of their vessels have had an increase in swing length by 1 week without double bubble penalty but have agreed that all crew would isolate and be paid at dead days. Their Siem vessels have not moved to isolate their crew even though there have been reports that one of their vessels overseas picked up the virus which spread throughout the entire vessel. Go figure.....
- **Atlas** – are maintaining their EBA rosters but are paying dead days to those East Coast members that are traveling across to WA.
- **Rigforce** – are maintaining their EBA rosters but are paying dead days to those East Coast members that are traveling across to WA.
- **Swire** – Trying to use WA crew on WA jobs and East coast members working elsewhere in the country to avoid paying for isolation periods. No change to EBA swing lengths.
- **MMA** – Again MMA are trying to use WA crew on WA jobs and East coast members working elsewhere in the country to avoid paying for isolation periods. No change to EBA swing lengths either.
- **Toll** – this **GRUB OUTFIT** has terminated two of their most loyal longstanding casual employees because they live on the East Coast. It's a bloody disgrace and we are already pursuing all legal avenues on behalf of these workers! Toll Management have not been forthcoming with any information nor detail in relation to their workers nor have they been open towards any of their other workers either. There

are currently other interstate permanent members in isolation that don't know whether they are going to be paid at all, let alone dead days. We will of course seek to challenge Toll if need be.

- **Dof** – Trying to use WA crew on WA jobs and East coast members working elsewhere in the country to avoid paying for isolation periods. No change to EBA swing lengths.

As you can see, the industry is beginning to take shape with some Employers working with us, others carrying on as usual whilst others are dead set against us. At least the membership can begin to understand what to expect when transiting.

Offshore Employers apply for Jobkeeper

We have been made aware that a few employers have written to our membership in relation to filling out paperwork to access the Job keeper payment scheme. We have written to each of these Employers with the view that they be open and upfront on their intentions.

What we need to understand from each of the Employers that are opting to apply for the Jobkeeper scheme is that the forms you would be filling out are being used for the purpose of keeping people employed, albeit on \$1500 per fortnight, who would otherwise become unemployed (or redundant) and not for any other purpose or the issuance of any other Jobkeeper directions.

- Jobkeeper is \$1500 a fortnight paid to your employer to pass on to you provided they tick certain boxes about loss of revenue;
- If you are normally paid more than \$1500, you don't see it and it operates as a wage subsidy for your employer and you continue to get your normal wage;
- If you are normally paid less than \$1500, you receive the full amount from the employer;
- You can be asked but you don't have to agree to do additional hours to match the \$1500 payment and you get your \$1500 anyway.

Only persons engaged with the company must have been employed as of March 1st this year would be eligible to access this payment. If you think you qualify, then contact the Employer directly.

In Unity,

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"Australian Democracy was built on Civil Disobedience"

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