



4 AUGUST 2021

# OFFSHORE UPDATE

## M U A W A B R A N C H

Comrades,

### OFFSHORE EBA MEMBERS MEETING

All members in WA are invited to attend the Branch for the next Offshore EBA report back. Those who cannot attend, can come in via Zoom.

**The meeting will take place at 2:00pm (WST) on Thursday - 12 August 2021**

Those participating via Zoom should copy the link below into their web search browser:  
<https://us02web.zoom.us/j/87198377360?pwd=anR3R1N0L2o5dGZ6eU9Jc0hLTUtEdz09>

**Meeting ID:** 871 9837 7360      **Passcode:** 136991

Following the meeting, the Branch will be hosting a few beers where members will have the opportunity to speak with Officials.

### IT'S GO TIME!

Most of you would be on the WA Branch Facebook page. This is where the "Go Offshore, You Can't be Sirius" campaign began.

The company made themselves the target, as they brought in a vessel that was well below Aussie standards and after not agreeing to a single claim through 10 bargaining meetings – our decision was easy. We applied for a Protected Action Ballot and our members returned a strong YES Vote.

The campaign took a turn as the company sought to engage Strike Breakers through labour hire firm's such as AOS and Atlas.

Our members are not Scabs and refused to work for a labour hire firm whilst onboard a Go Offshore vessel. The company was forced to employ these workers directly as they always have.

What's most interesting about this was – Go Offshore has been pushing back on the exact claims that we just secured with the manning agents... and not only has sought to engage them under the terms we are seeking but they would have willingly paid them approx. 20% on top.

The next step of this campaign took us down a route that could see the industry agreeing to a common agreement across the entire offshore. Only Go Offshore were not prepared to completely address our key concern around the scope.

That is – Go is effectively refusing an agreement for their employees, and the entire industry, that they were willing to have on their vessels through the manning agents with the manning agent cut on top.

We are continuing to negotiate with the company, but we are also expecting them to send out a single non-union Agreement that covers off on all three departments.

It's not often the MUA, AMOU and AIMPE are on the same page, but we are all United in telling them that we don't want this single All-department agreement.

Its just about Go Time for us, as we won't be letting our protected action lapse. They need to reach agreement with us, and quickly.

**UNITED WE STAND – DIVIDED WE FALL**

## REVALIDATION & HARDSHIP TRAINING

All members that require revalidations before doing any course, must confirm sea time by getting a signed letter from the company. Please ensure they use their official company letterhead.

You require 365 day's in the last 5 years, or 3 months of sea time in the last 6 months, to revalidate.

Sea time before September 2016 will be close to expiring or already expired. The further into 2021 we go, your 2016 sea time will lapse.

Members seeking to claim for the Hardship funding need to speak with Jack McCabe before locking in courses. **Members who pay for their own training will not be reimbursed.**

If anyone has any questions or wants more detail regarding the hardship funding, please contact Jack McCabe by either email at jack.mccabe@mua.org.au or call on 0410 390 081.

## EMPLOYERS COVID REQUEST

Some of the Employers have begun asking our members whether they have been vaccinated. We maintain that it's none of their business, and our members are not required to provide that information should they not want to.

If anyone is feeling as if they are being bullied into providing this detail to their Employer, they should get in touch with their Official for assistance.

## MORE WORK ON THE HORIZON

### Floatel

The Floatel is on course to return and once again is likely to be crewed by Go Offshore and ESS. The contract is expected to begin in mid-2022 and should last for about two months. What we are hearing is that Chevron, Woodside, and others are looking at picking up Floatel whilst its here in Australia. This could be here for closer to two years.

### AOS

AOS have got the two McDermott's jobs coming down later this year. The DLV 2000 and the LV 108 shortly after. We have heard that they have a bit more work lined up for next year as well.

### MMA

MMA have also been recruiting as they have various vessels about to mobilise and head for Australia.

## Santos Final Investment

Santos has also announced a final investment decision (FID) to proceed with the US\$3.6 billion gas and condensate project, located offshore the Northern Territory, Australia. The Barossa development will comprise of an FPSO, subsea production wells, supporting subsea infrastructure and a gas export pipeline tied into the existing Bayu-Undan to Darwin LNG pipeline. This is set to commence early next year.

This job should create approx 600 jobs throughout the construction phase and secure 350 jobs for the next 20+ years of production.

## Decommissioning

The Federal Government has introduced a new levy on all offshore oil and gas producers, so they can begin to recoup some of the costs associated with the decommissioning of the Northern Endeavour.

Woodside sold off the Northern Endeavour to Northern Oil and Gas Australia (NOGA) back in 2016. NOGA went into liquidation after the industry regulator shut down production in February 2020 due to unacceptable safety risks, resulting in the taxpayers having to flip the bill for the decommissioning.

This new levy is expected to raise about \$367 million a year and the Northern Endeavour clean-up, (which is out for tender), has been estimated to cost up to \$1 billion.

## Decommissioning (continued)

The current estimated decommissioning costs for all decommissioning projects across the entire offshore industry sits around \$52 billion, which will deliver tonnes of work for our members.

The MUA has spent a heap of time and resources through our researchers in National Office, building the research and lobbying case that underpin our submissions to national government enquiries, to ensure that the attempts by oil and gas companies to avoid cleaning up their mess fails. We have worked tirelessly in this area to ensure there is a strong pipeline of decommissioning work over the next decade.



## EAST COAST MEMBERSHIP FACING MORE DIFFICULTIES

### *The WA Boarder situation is fucked!*

Offshore companies are having to run their seafarers through the NT and the Howard Springs facility before bringing them into WA. That loophole may soon be ending which is problematic for many of our members on the east coast.

We have already been told by some members that have arrived in WA from the NT, that they were asked by the WA police to provide proof and travel details of them travelling from their original state to the NT and accommodation provisions.

## East Coast Membership (continued)

WA residents returning from affected states to date haven't had an issue being let back in.

The WA Branch will continue to promote the position that this union is a national union, and the offshore oil and gas industry is a national industry that must continue to take seafarers from wherever they live in Australia.

Members need to continue to work the even time roster so that companies are forced to fill positions from our East Coast membership, rather than get WA seafarers (or relocated members) to work over cycle or during their leave.

Mark McGowan and the WA Labor Government are on the verge of shutting down the Oil and Gas industry, unless they begin accepting that our members are essential workers.

The Employers, Their Reps (AMMA & MIAL), Our Members, and the Union are all on the same page and are doing whatever we can to open the borders to seafarers. Unfortunately, it's my belief that they will keep our members out, until a rig is forced to shut down due to a vessel no longer being able to support it. Perhaps then the oil majors will begin getting into the government as well.

## DELAYS IN MSIC'S BEING ISSUED

We have been advised that MSIC card applicants may currently be experiencing delays in receiving their Police check.

More information about this issue can be found on the MUA website at <https://www.mua.org.au/news/member-update-notice-delays-processing-police-checks-msic-cards>

If members are needing to renew their MSIC, they should do so well in advance of it expiring.

## HOT SHOTS

Where there is sufficient shore labour, seafarers should be refusing to take on cargo unless the vessel is tied up. Other than the safety issue, section 94 of the Nav Act deals with seafarers loading and unloading vessels in an Australian port.

### ***“94 Employment of seafarers in loading and unloading***

*(1) A person must not employ a seafarer at an Australian port in handling cargo in connection with the loading or unloading of a regulated Australian vessel or a foreign vessel:*

*(a) if sufficient shore labour is available; or*

*(b) if sufficient shore labour is not available—other than in accordance with any requirements prescribed by the regulations.*

### ***Fault-based offence***

*(2) A person commits an offence if the person contravenes subsection (1).*

*Penalty: 100 penalty units.*

### ***Civil penalty***

*(3) A person is liable to a civil penalty if the person contravenes subsection (1).*

*Civil penalty: 1,000 penalty units.”*

Our seafaring membership could be faced with penalties if reported, as can the Master and the employer. If the crew are asked to do a hot shot, they should get the correct advice from the Union before proceeding.

### **In Unity**

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