



Norwegian Union of Marine Engineer – Covid 19, information Norway

“The Norwegian government has introduced the most radical measures taken since World War II”

- ✓ [Information and advice from Norwegian authorities](#)
- ✓ [Helsenorge.no - coronavirus](#)
- ✓ [Regarding change of crew on Norwegian vessels](#)
- ✓ [ITF map showing the effect of Covid-19 restrictions](#)
- ✓ [COVID-19 Global Port Restrictions Map](#)

ITF - making sure protective equipment against covid-19 is available at your workplace

- ✓ [Health and safety document](#)

The maritime covid-19 assessment tool is an interactive support tool with information on assessment, treatment and follow-up of individuals with suspected Coronavirus disease (COVID-19) at sea; [The maritime COVID-19 assessment tool](#)

- [Information about covid-19 at sea](#)
- [Coronavirus - How to beat it](#)
- [Norwegian Maritime Authority form for assessment of medical fitness](#)
- [COVID-19: Employers' Obligations on Health & Safety](#)



Open message from major labour providing unions affiliated to the ITF to global seafarers and the International Community

The race to develop a Covid-19 response that controls the virus, protects people and provides relief for battered economies is an urgent priority.

However, as major labour providing unions that represent nearly two-thirds of the world's seafarers, we are extremely concerned by and frustrated over the lack of understanding the global community has of the challenges faced by the men and women working at sea, and who know feel forgotten by many Governments of the world .

Since the beginning of March the International Transport Workers' Federation (ITF) and its affiliated unions including ourselves, together with industry representatives and UN specialized agencies, have explored all possible ways to raise the attention of governments, flag states and the general public to the crucial and fundamental role seafarers play in today's global supply chain and world trade. We have highlighting the need to provide all necessary assistance to facilitate crew changes for those of you who have completed your contracts.

We have taken decisions responsibly, at the time when the virus was peaking, ensuring the world continued to receive the necessary supplies and essential services provided by seafarers.



This was only possible because of the sacrifice of the seafarers – your willingness to continue to support the world’s communities, in most cases many of you had completed or were about to complete your tour of duty. Seafarers like yourself, with the support of your families simply continued to transport the necessary goods without complaint, professionally taking on the challenge, despite being ostracized by many countries that closed their borders and denied access to emergency medical assistance and shore leave.

We welcomed the announcements made by the G20 Ministers at their summit in April 2020, which invited governments to consider seafarers, and other workers, instrumental to the global response to provide the uninterrupted delivery of essential goods. Followed by a powerful and unequivocal message from the UN Secretary General calling on States to facilitate crew change as a matter of priority, recognizing the role of seafarers and the difficulties they faced in the current environment.

Dramatic photos of exhausted medical professionals engaged in assisting people hit the global news. As did examples of other key workers continuing with their work, allowing us to carry on with our lives safely and in comfort. With no mention of seafarers, the maritime industry was left to fight against government bureaucracy and not in just one country, but in almost all countries. States passed their responsibilities on to each other, or on to the industry itself making it almost impossible for over 200,000 seafarers to return home, and for their replacements to join ships.

We are Seafarers and we listen to Seafarers. We accept your frustration for not receiving the recognition you deserve for the work you do to keep the global economy moving. We accept the criticism that at times has been expressed when the frustration and anxiety has reached a tipping point because you are unable to leave or join the ship, and for the repeated exemptions of the maritime instruments that regulate your safety and well-being. We hear you and we will continue to support you as best we can.

It is alarming that even countries where the vast majority of seafarers come from have failed to develop a robust and practical plan to facilitate a prompt/swift return home of their seafarers, or to send them on ships. Countries whose economies benefit from the placement of seafarers on ships in international trade via the income the seafarers bring home Too little was done and not sufficiently coordinated to address the mass of seafarers that have to return or leave to join ships. These countries should be leading the global response to address the issue of crew change. These countries have the responsibility to stand up for their seafarers, their citizens and say “enough is enough” to the global community, to alert the world to the risk that exhausted seafarers, after months on board without their ships being inspected to verify ships’ safety equipment, is a health and safety hazard. Seafarers have rights and your rights need to be respected.

The ITF and its affiliated unions took a decision to draw the line – to not accept blanket exemptions to seafarers’ contracts or ship certifications. We believe that it is irresponsible to force the seafarers to extend their contracts further. The risk of accidents, loss of life, maritime disasters and threats to the environment are too dangerous a reminder for all of us to allow it to happen.

We appreciate the reasons why countries had imposed travel restrictions. There was a clear need to protect the health and safety of their populations against the pandemic. However, in the current climate, with an increasing number of governments attempting to restart their economies, depriving seafarers of their rights by preventing crew change is no longer a plausible excuse. The world needs goods to be transported, and crew changes must happen now. This includes ensuring that more flights start operating since the pandemic has also dramatically affected the civil aviation industry.

Forcing seafarers whose contracts have ended to remain on board further will result in the number of crew changes required to increase exponentially day after day, and by the end of August there will be around 375,000 seafarers in need of replacement. If nothing changes, this will exasperate further the ability to perform crew changes, and this is not acceptable, something has to change now.



Commercial interests cannot be an excuse or reason to condone further extensions of the current regulations and if this is allowed by flag states then they become an accomplice, potentially responsible for accidents, which may occur to seafarers, the ships and the environment along with the P&I Clubs.

We will not accept any discrimination or inequality of seafarers. However, we want to be clear about the ITF and its affiliated unions' position; seafarers who have finished their contracts, or the extended contracts, and do not agree or want to extend contracts even further, then the ITF and we as your unions will continue to do everything possible to assist you. We are not calling and have not called for work stoppages, and neither has the ITF. But we have said that we will continue to assist seafarers who want to exercise their rights not to extend their contracts and we will stand with them – and stand with you.

-
- [ITF message to seafarers: Enough is enough, crew change now](#)
 - [ITF GUIDANCE ON YOUR RIGHTS TO CREW CHANGE](#)
 - [12-step solution for governments to free seafarers from COVID-19 lockdown](#)
 - [Message from ITF Seafarers' Section chair David Heindel](#)
 - [IMO Secretary-General issues personal message to seafarers](#)
 - [Extending the validity of personal certificates](#)
 - [COVID-19 - Extension of certificates and vessel instructions](#)
 - [Guidelines regarding seafarers signing on and off ships in Norwegian ports](#)
 - [Hours of rest and manning – NB- NUME has demanded the authority to revoke this!](#)
 - [Supervision of newbuildings, conversions and registrations](#)
 - [Allows for remote ISM audits](#)
 - [Paris MOU guidance regarding the impact of COVID-19](#)
 - [Treat seafarers with “dignity and respect” during COVID-19 crisis](#)
 - [Inmarsat cuts costs for seafarers as response to COVID-19](#)
 - [Maritime unions and employers call on governments](#)
 - [Joint letter on free movement of fishermen](#)
 - [Seafarers must be exempt from travel bans, ICS and ITF](#)
 - [Treat seafarers with “dignity and respect”](#)
 - [Operators look for regulators' support for COVID-19 crew change plan](#)
 - [Inland waterways - Recommendations for measures in the sector](#)

Crews coming from abroad

Not be closer to persons outside the household than 2 meters for more than 15 minutes. Prohibit traveling on public transport. Domestic flights and Offshore helicopter traffic as normal, further flight to the final destination for the quarantine will be accepted. Taxi trips must take place in maxi-taxi.

Deviations from the agreements and local adaptations

NUME and Norwegian ships owner's association are agreed on a mandate protocol of limited duration only related to situations arising from the change of crew during the Corona situation that the local parties in each shipping company can agree on solutions as;

- Shorter notice and deviation from schedule - does not trigger extra payment
- The schedule can extend from 4 weeks to 6 weeks on board.



Sickness

- A change has been introduced for the right to self-report for 14 days for those quarantined.
- Reduction of the employer's period for payment of sick pay linked to the coronary pandemic to 3 days

Layoff

- The number of days payable for employers is reduced from 15 to 2 days.
- The daily allowance is provided with 80 per cent of the daily allowance basis up to 3G and 62.4 % of the daily allowance basis between 3G and 6 G.
- The income limit for entitlement to unemployment benefit is reduced to 0.75 G.
- Removal of "waiting days"
- Partial layoffs - working hours reduction to 40% instead of 50%

(1G = Nkr. 99 858.-)

Other

- Cleaning on board
- Valid / invalid absence when quarantined
- Quarantine pay
- Nursing allowance / attendance allowance
- The spring's main tariff settlement and negotiations are postponed until the autumn
- Ensure that maritime students receive distance education and STCW graduation certificates and can continue their career development

The political situation in Norway:

The Government and the Parliament has so far agreed on three separate "Corona-virus relief bills" to ensure suspended workers' pay, welfare measures to the society, activity for businesses who are affected by the virus and future activity for Norwegian business.

The Government and the Parliament has agreed on a "Corona-law", an act that allows the Government to adopt new laws and regulations without having to pass this through the Parliament. The law can be overruled by the Parliament if 1/3 of the members disagree with the new law or regulations. The purpose of this act is to give the Gov. extended powers to secure normal functions in the society.

Contact:
Odd Rune Malterud
Assistant Director & Technical Manager
Norwegian Union of Marine Engineers
Mob. +47 913 21 563 mail: orm@dnmf.no