



**OFFSHORE COORDINATING GROUP  
COVID-19 CONTROLS  
24-03-20**

OCG is calling for visible leadership from OGUK to deal with the concerns and uncertainty of the situation offshore right now. The fact that every operator is applying their own procedures to deal with the ongoing crisis is without question the cause of this. These actions by operators vary from the good, to the downright reckless! For this reason we are looking for OGUK to 'manage' the basics and demonstrate an 'industry' approach to the situation. We would suggest this industry approach should include as a minimum;

1. Physical Screening at an embarkation/disembarkation point at the airport. All workers scheduled to travel offshore should be screened (temperature etc.) and checked in a standardised manner. (See hotel proposal at 2 below) If any worker has arrived into the UK from a 'risk' area they can self isolate. If any arrive from offshore where a suspected case has been identified, they can be screened and if necessary treated/isolated.
2. Given the significantly reduced utilisation of hotel accommodation, an entire hotel could/should be booked out by OGUK and used as an embarkation/disembarkation point. This could be manned by a Doctor and medics for testing purposes and hotel rooms could be utilised for isolation purposes. Funding for this could be shared by industry and Government.
3. "Dirty helicopters" should be established for the transportation of those showing symptoms and these workers should be evacuated immediately to prevent escalation offshore. On being evacuated these workers should be taken to the embarkation/disembarkation site. The flight crews dedicated to providing this service should be screened every day and changed out if indications of symptoms are detected.
4. The 'dirty helicopters' could/should be partly funded from the Govt resource fund and industry. A doctor and a medic should be available to travel to any given offshore location with screening equipment, to test those who have been in contact with any suspected source.
5. Additional catering crew should be established on every unit designated for deep cleaning and to conduct a constant clean of busy and or contaminated areas. (handrails, shared areas) Reducing numbers of cleaning/catering services conflicts with the objective of reducing risks and we request any downman proposals are reconsidered.
6. Cabin sharing offshore must be considered and specifically the 2+1 scenario. If cabins are to be shared this should be done as far as reasonably practicable on the basis of opposite shifts allowing time for cleaning between occupancy. However, reduced manning should not involve the termination of employment; instead those downmanned should be self isolating in readiness for a short notice return to relieve/replace crew members unable to return.

7. A clearly defined position should be established and applied to the UK Government's Covid-19 "Job retention scheme" This should see all workers placed into a lay-off/stay at home situation receive the full entitlement to the benefits set out by Government. This would provide resilience to the sector and be funded by Government by and large.

8. The 'Plan' for management and control should be published and issued to every operator, and every operator should confirm acceptance and adherence to that plan. No deviations, no alternatives should be applied unless the alternative offers greater and/or improved control measures. The offshore workforce need to hear/see leadership from the 'industry' which we would suggest is lacking at this stage. The proposition that OGUK cannot mandate what their members do cannot be tolerated at this time of crisis. If ever we needed "collaboration" across this sector it is now. The OGA should be tasked with driving that collaboration supported by the HSE to establish best practice in the protection of the health and safety of the offshore workforce.

Jake Molloy, OCG Chair,

John Boland, OCG Vice Chair,

on behalf of;

Unite; GMB; RMT; Nautilus International; Balpa; Prospect.