

PETROLEUM EMPLOYEES UNION

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SINCE : 1954

Date: 02.09.2024

To

GGM – COL

ONGC, 11 High,
Mumbai.

Subject – **Concerning Crew change by FCB (Fast Crew Boats).**

Respected Sir,

The recent order ONGC/MR/COL/53/2024 date 29.08.2024 issued by your office has caused an insurgence among our offshore employees and I bring it your notice that the recent move of Management has not being taken in a good taste. Although the crew change is limited to Neelam, Heera and Ratna Fields, it goes without saying that our Staff employees are not looking forward to boarding on FCBs for crew change for a variety of reasons.

The trial crew change that took place to ONGC installation was a disaster in itself, where the crew suffered severe sea sickness which also included high officials of Management. Also there is not a standard provision for man-handling in a safe and convenient way since it will be done with the help of crane and basket which is an issue not to be overlooked. In the past, massive magnitude of accident has taken place, BHN accident being one, where recurrence of another cannot be denied.

Most important of all, majority of our employees make an overnight journey to Mumbai and if they are subjected to further travel by FCB may cause further exhaustion taking in account sea sickness. Taking charge upon reaching installation would not only be impossible, but if taken in pretense, a possibility of work hazard and fatal accidents cannot be denied. Thus, putting the safety of entire installation at risk since it takes merely a weak-link for it to fall apart.

In addition to putting employee well-being in jeopardy, regular consumption of medication (for sea sickness) for it will cause body to develop resistance against these medicines. Also, regular consumption will result in side effects. It has happened in several instances that contractual employees have been sick for a few days upon reaching installation by boat.

Our employees already face grueling working conditions in offshore which are not adequately acknowledged by management. Yet our employees are being subjected to further deprivation of facilities which reflects that management could go to lengths for ensuring cost cutting setting aside the our employees' interest.

Also the time it would take on the return journey from offshore is to be accounted for. Most of our employees loose at least a day from their off-period in travelling to home town,

which is why our company had introduced flight travel to minimize travel time. Crew change by FCBs while defeat the entire purpose of flight travel and rather work in reducing the off period for our employees. How does management intend to make up for the 2-3 days (to and fro) that will be required for cumulative travel is not taken into consideration?

It is evidently clear that the decision makers have never set foot on a boat and are unaware of the hardships that our employees have to go through which reflects in how ignorantly the order has been issued given the nature of short-sightedness of the entire proposal. Chopper travel was introduced in order to improve efficiency on a cumulative plateau and not as a luxury. But with an intention of cost cutting in view, management is steering our esteemed organization in reverse direction as repercussions are not being considered in practice. Such reckless steps taken by management are adversely affecting morale of our offshore employees, who despite contributing by working in isolated environment, away from family for lengths and challenges of weather. Thus rendering changes in policies, which were functioning smoothly, uncalled for and unfathomable.

It is important to note that Western Offshore Unit (WOU) which delivers 70% of entire production of ONGC for decades, is rather being subjected to degradation over and again, on purpose, whereas our employees should have been facilitated for their enormous contribution.

Our union is in support with sentiments of employees which is evident from the insurgency in offshore and duly inform management that the notion of taking consent of employees for granted is wrongly perceived. Thus in conclusion, our staff employees will opt for chopper travel as opposed to the counterpart of travel through FCBs.

Regards,



(Santosh J. Patil)
General Secretary

Copy to:

1. Chairman & CEO, ONGC, N.Delhi.
2. Director (T&FS)
3. Director (Prodn.)
4. Director (Explorer)
5. Director (HR)
6. ED-Western Offshore, Mumbai.
7. ED-Asset Manager B&S / MH / NH
8. ED – CDS (SW) / (DW)
9. ED – HDS (SW) / (DW)
10. ED – Chief HSE, N.Delhi.
11. ED-Chief ER, N.Delhi.
12. GGM-HRO, WOU, Mumbai.
13. GM (HR) I/C IR, Mumbai.
14. GM (MS) I/C Medical Mumbai.