



Introduction. The 2024 WA Jobs, Education and Training (WAJET) Industry Survey required a 600 word profile on each occupation. Below is 231213 Ship's Master. The text below is open source and free for use when LDSC is correctly acknowledged. The text is open to correction. The Logistics and Defence Council (LDSC) welcomes input on 08 9388 8781 or <https://www.ldsc.asn.au/contact.html>

Industry Advisory Group. LDSC invites stakeholders to join our Maritime Industry Advisory Group 08 9388 8781 or <https://www.ldsc.asn.au/contact.html>

Based on your Maritime industry consultations and the feedback provided please provide a 600 word summary for Occupation ANZSCO 231213 Ship's Master

Definition. 231213 Ship's Master controls and manages the operations of a ship or boat. Registration or licensing is required through the Australian Maritime Safety Authority (AMSA). Particular ships require additional specialist AMSA licence codes eg LPG Tankers. An alternative title is Ship's Captain. It is Skill Level 1.

Qualification. 231213 Ship's Master is the Captain or 'skipper' of the ship. Master Unlimited or Master 1 is the highest AMSA qualification in the career path for Master and Deck Officers. The oil and gas industry seek Ship's Masters with 10 years sea time plus specialist tickets. South Metropolitan TAFE offers the MAR60220 Advanced Diploma of Maritime Operations (Master Unlimited), which aligns with the AMSA certificate.

Ship's Master training pathway. An example ship's crew has a Captain with a Masters Unlimited. There may be three technical officers under a Chief Engineer and three Deck Officers under a First Officer. There will be eight to 15 Deck Hands or Integrated Ratings. Ideally all Deck Officers are working through the AMSA pathway to an international Masters Unlimited to Captain a ship. Equally the Engineer Officers should be progressing to AMSA Engineer class 1. The fastest this can be achieved is nine years. For example: Third Mate to Second Mate three years - Second Mate to First Mate three years - First Mate to Master three years. There is a high attrition rate. Generally it takes 10 to 20 years to qualify Class One.

Maritime skills crisis. Every WA Maritime company reports acute and persistent workforce shortage for 231213 Ship's Master. All stakeholders acknowledge that the Training pathway is not working due to limited training berths on Australian ships. The Australian merchant fleet has shrunk from 100 to thirteen ships in three decades. This creates the acute shortage of Ship's Master and feeder crew occupations like 231214 Ship's Officer. This creates persistent shortages in the related occupations Marine Pilot and into downstream landside Maritime occupations such as Harbour Master, Marine Surveyor, Marine Assurance, Marine Superintendent, Cargo Planners, Regulators and Trainers. The tiny Australian flagged merchant fleet means training berths have disappeared. The loss of the training pipeline means that the maritime workforce is aging out. Australia is reliant on charter of foreign flagged vessels and international maritime workforce. International vessels carry the majority of coastal container shipping in Australia.

Demand factors:

- Global demand for WA iron ore, oil & gas
- Global demand for WA wheat
- Demand for Engineers and Technicians

Supply factors:

- Limited training berths on Australian ships
- Aging out of Maritime workforce
- Cost of training
- Long lead time to obtain licence
- AMSA licensing or compliance requirements
- Additional sea-time for specialist roles
- Competition for Engineers and supporting technical workforce

Sovereign capability. Establishing an effective Australian Training Pathway for Ship's Master, Ship's Engineer and Ship's Officers in a global shipping market is one part of Sovereign capability: The Commonwealth must lead. For training berths there must be Australian ships. Investment in an Australian flagged merchant fleet must include discussion of investment in port infrastructure and shipbuilding. Ultimately Australian foreign and defence policies will dictate Australian projection into the Indo-Pacific and policy on sovereign control of ports and shipping will follow. Commonwealth policy will follow the Australian Government Response to the Strategic Fleet Taskforce Final report issued November 2023. Coastal shipping reform continues to be on the Australian Government agenda.

John Fisher john@ldsc.asn.au 0448 743 970