



Introduction. The 2024 WA Jobs, Education and Training (WAJET) Industry Survey required a 600 word profile on each occupation. Below is 231214 Ship's Officer. 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 231214 Ship's Officer

Definition. The Maritime Occupation 231214 Ship's Officer navigates and controls the safe operation of a ship and supervises and coordinates the activities of deck crew. Licensing is required through the Australian Maritime Safety Authority (AMSA). An alternative title is Deck Officer. The Ship's Officer works under command of the Ship's Master ANZSCO 231213. Skill Level is 1.

Qualification. The qualification requirement for the Ship's Officer varies according with the size of the ship and crew. The top AMSA qualification is the Chief Mate Certificate of Competency. South Metropolitan TAFE offers MAR60220 Advanced Diploma of Maritime Operations (Master Unlimited) and MAR50320 Diploma of Maritime Operations that align to the AMSA certificates. Specialist endorsements may be required. For example qualifications for Oil & Gas tankers. AMSA Ship's Officer qualifications are:

1. Chief Mate Certificate of Competency
2. Chief Mate less than 3000 Gross Tonnage Certificate of Competency
3. Mate less than 500 Gross Tonnage Certificate of Competency
4. Watchkeeper Deck Certificate of Competency
5. Watchkeeper Deck less than 500 Gross Tonnage Certificate of Competency

Ship's Officer training pathway. An example ship's crew has a Captain with a Masters Unlimited. There may be three Deck or Ship's Officers under a First Officer and three technical officers or engineers under a Chief Engineer. There may be eight to 15 Deck Hands or Integrated Ratings on deck and engine room tasks. Ideally all Ship's Officers are on 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 1.

Maritime skills crisis. Maritime companies report acute and persistent workforce shortage for Ship's Officer. 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. The acute shortage of Ship's Officer creates persistent shortages in related occupations like Marine Pilot and downstream landside Maritime occupations like Harbour Master, Marine Surveyor, Marine Assurance, Marine Superintendent, Cargo Planner, Regulator and Trainer. The tiny Australian flagged merchant fleet means training berths have disappeared. This 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 remains on the Australian Government agenda.

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