



**Introduction.** The 2024 WA Jobs, Education and Training (WAJET) Industry Survey required a 600 word profile on each occupation. Below is 231215 Marine Surveyor. 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 231215 Marine Surveyor**

**Definition.** ANZSCO Occupation 231215 Marine Surveyor surveys machines and hulls of ships to ensure they are constructed, equipped and maintained according to safety standards, rules and regulations laid down by marine authorities. The Skill Level is 1.

**Role.** The Marine Surveyor generally certifies international vessels to Australian standards for third parties. For example certifying a foreign vessel for a shipping company as fit to load wheat at Fremantle or an LPG tanker in Port Hedland as fit to pipe aboard LPG.

**Accreditation.** Marine Surveyor requires AMSA registration rather than training. There is currently no preferred qualification. Registration relies on experience. Marine Surveyors must be accredited by AMSA per section 22 of the National Law Regulation to conduct surveys required under Marine Order 503, Marine Order 507 and Exemption 40. Traditionally seagoing officers transitioned to landside survey jobs. Generally 231213 Ship's Master filled the operational survey roles and 231212 Ship's Engineer filled the technical survey jobs. Engineer class 1 is the highest AMSA qualification in the career path for Ship's Engineer. South Metropolitan TAFE offers the MAR60120 Advanced Diploma of Marine Engineering (Class 1) that aligns with the AMSA certificate.

**WA stakeholder feedback.** Workforce planning considerations for Marine Surveyor are identical to workforce factors for 231213 Ship's Master, 231212 Ship's Engineer and 231214 Ship's Officer. There is an acute shortage of Ship's Engineer and feeder occupations 712911 Boiler or Engine Operator or Marine Engine Driver (MED) caused by the lack of Australian seagoing training berths. The skills and experience needed for engineers means that Chief Engineers average over 50 years of age. The acute workforce shortage sees the industry use technical experts with no Maritime experience. For example Mechanical Engineers have been used to certify repairs to crane fittings on container ships as fit to unload in Fremantle.

**Maritime skills crisis.** WA stakeholders report acute and persistent shortage of maritime workforce. 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 231212 Ship's Engineer, 231213 Ship's Master and 231214 Ship's Officer. This creates persistent shortages 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 mariners. 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 November 2023. For example coastal shipping reform per Recommendation 6: Coastal trading review.

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