



Introduction. The 2024 WA Jobs, Education and Training (WAJET) Industry Survey required a 600 word profile on each occupation. Below is ANZSCO code 231299 Marine Transport Professionals nec used for specialisation: Vessel Traffic Officer (VTO). 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 code 231299 Marine Transport Professionals nec used for specialisation: Vessel Traffic Officer (VTO)

Introduction. The ANZSCO code 231299 Marine Transport Professionals is used for the Maritime specialisation Vessel Traffic Officer (VTO) or Vessel Tracking Service Officers (VTSO). This is a landside Maritime occupation in ports. WA has five port authorities responsible for 13 ports. WA has three VTS authorities:

- Fremantle Port Authority
- Pilbara Ports Authority – Port Hedland
- Pilbara Ports Authority – Port of Dampier

Role. The three VTO teams support shipping traffic approaching port and pilotage to dock in high traffic channels. The VTO works in the control tower at larger WA ports to manage channel congestion. The role requires calm, multi-tasking under pressure. The workforce is small. There would be approximately 40 VTO in WA working under supervision of the Harbour Masters. Competition for suitable individuals is strong. The workforce shortage for VTO is acute and persistent.

Maritime stakeholder feedback. The Vessel Traffic Officer (VTO) is responsible for the coordination of ships within the port or harbour. The VTO communicates with vessels, work sites and offshore installations to coordinate the safe movement of vessels in the sea lanes, port or harbour from a port control centre. The VTO is not licenced under Maritime law to give vessels instructions. Practice in WA is that the VTO works under the supervision of a Harbour Master who is a qualified Ship's Master. Workforce demand is strong. VTO are not generally FIFO. The official industry term is Vessel Tracking Services Operators (VTSO). The common terms are Vessel Traffic Officer (VTO) working in Vessel Tracking Services (VTS).

Qualification. The AMSA qualification is C0103-1 vessel traffic services operator training. VTS training is available at Australian Maritime College, Tasmania. AIS issued MAR30022 Certificate III in Vessel Traffic in late 2022 but it is not validated.

Recruitment of unqualified individuals. No AMSA seafaring qualifications are mandated for Vessel Tracking Services. The workforce shortages in the Pilbara and the Maritime skills crisis drives recruitment from landside professions. Port authorities recruit unqualified individuals from schoolteacher, emergency services and Defence Force to work under the supervision of a Harbour Master who is qualified 231213 Ship's Master.

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

Maritime skills crisis. Maritime stakeholders report acute and persistent workforce shortage of seagoing occupations Ship's Master, Ship's Engineer, Ship's Officers and Deck hands. Stakeholders acknowledge that the Training pathway is not working due to limited training berths on Australian ships.

Sovereign capability. Vessel Tracking Officer (VTO) does not require AMSA seafaring qualifications. However the acute shortage of VTO reflects the Australian Maritime industry skills crisis. 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.

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