AUSTRALIAN INDUSTRY STANDARDS

SKILLS FORECAST

ANNUAL UPDATE 2020

MARITIME

MARITIME IRC

Annual Update to Industry Skills Forecast and Proposed Schedule of Work 2020

IRC Skills Forecast and Proposed Schedule of Work (ISF) are required once every three years. In the intervening years SSOs will report on the research questions listed below.

SSOs can also include additional cases for change to training packages as necessary. This will require evidence on why additional proposal(s) should be considered during an intervening year between the full ISFs (see item 4).

It is important that SSOs work with IRCs and other relevant stakeholders to provide evidence demonstrating to the AISC the veracity of claims. Where possible, statistical data should be used as an evidential basis.

SECTION A

1. Inform the AISC of any new industry workforce, skills developments or trends to emerge since the submission of a full ISF.

The Maritime industry is being rapidly transformed by new technologies and automation. Some of the most recent areas of change include:

Dredging operations

Australian maritime shipping is set to grow in the near future. Therefore, larger vessels will berth at Australian ports, highlighting the significance of ongoing maintenance dredging operations in order to ensure the safe passage of vessels. Dredging is important to improve the performance of shipping channels and maintain their declared depth. Dredging operations are crucial as any oversight or error could lead to critical damage to infrastructure and lead to both fatality and high financial loss.[1] Dredging is also accompanied by environmental obligations, which necessitates a highly skilled and trained workforce to perform the relevant tasks and comply with regulations.[2]

There are also new technologies being trialled internationally such as the hybrid propulsion technology in dredging where the new Energy Management System (EMS) ensures immediate load taking and dynamic power demand, enabling the system to be adjusted automatically and optimise the dredging vessel performance and lifecycle. As a result, all the systems are integrated and the dredger facilitates smooth and continuous operations.[3] Given the sensitivity of dredging operations and the expected growth in demand, the industry has to ensure its

[1] Professional Mariner. (2019). "Dredge Contractor's Ineffective Oversight Linked to Pipeline Explosion." Professional Mariner: Journal of the Maritime Industry. Issue 239, Oct/Nov.
[2] Port of Melbourne. (2019). Dredging Program 2012-22: Environmental Management Plan REV 7.
[3] Ship Technology. (2019). "Wärtsilä Rolls Out Hybrid Product to Enhance Dredging Operations." Retrieved from https://www.ship-technology.com/news/wartsila-dredging-operations/

workforce is properly trained in seamless and safe operations as well as compliance with technical and environmental regulations and obligations.

Changing maritime operations

There has been significant development in information and communication systems in modern navigation. The International Maritime Organisation is leading new navigation initiatives under the umbrella term of "e-navigation". It is defined as the harmonised collection, integration, exchange, presentation, and analysis of Maritime information on board and ashore by electronic means to enhance navigation and improve safety and security.[4] There is also an international trend to implement Navigation Satellite Systems as a main means of shipboard navigation, which highlights the significance of electronic aids in navigation.[5]

These new systems will generate a substantial volume of data that will contribute to effective decision-making, enhanced safety, better environmental protection, and improved Maritime traffic management. The industry needs to foster the development and provision of e-navigation services and changes to training in order to facilitate the implementation of new communication and navigation technologies.[6]

New technologies are also poised to improve berthing and un-berthing, which is considered a challenging undertaking that can lead to fatal accidents. Autonomous berthing and un-berthing technology is currently under development which is expected to be operational by 2025. Remote monitoring and auto-collision technologies will also be trialled alongside this technology. It is expected the new advancements will reduce human errors, which are attributed to 80% of Maritime accidents.[7] Automated mooring technology is also in use where remote-controlled vacuum pads can moor or release vessels.[8]

These technologies will continue to reshape maritime operations in different capacities. For the industry to take advantage of these new opportunities and keep pace with cutting-edge emerging technologies, upskilling the workforce is a priority.

2. Qualification utilisation:

Identify circumstances in which employers:

- employ people with VET qualifications
- do not employ people with VET qualifications

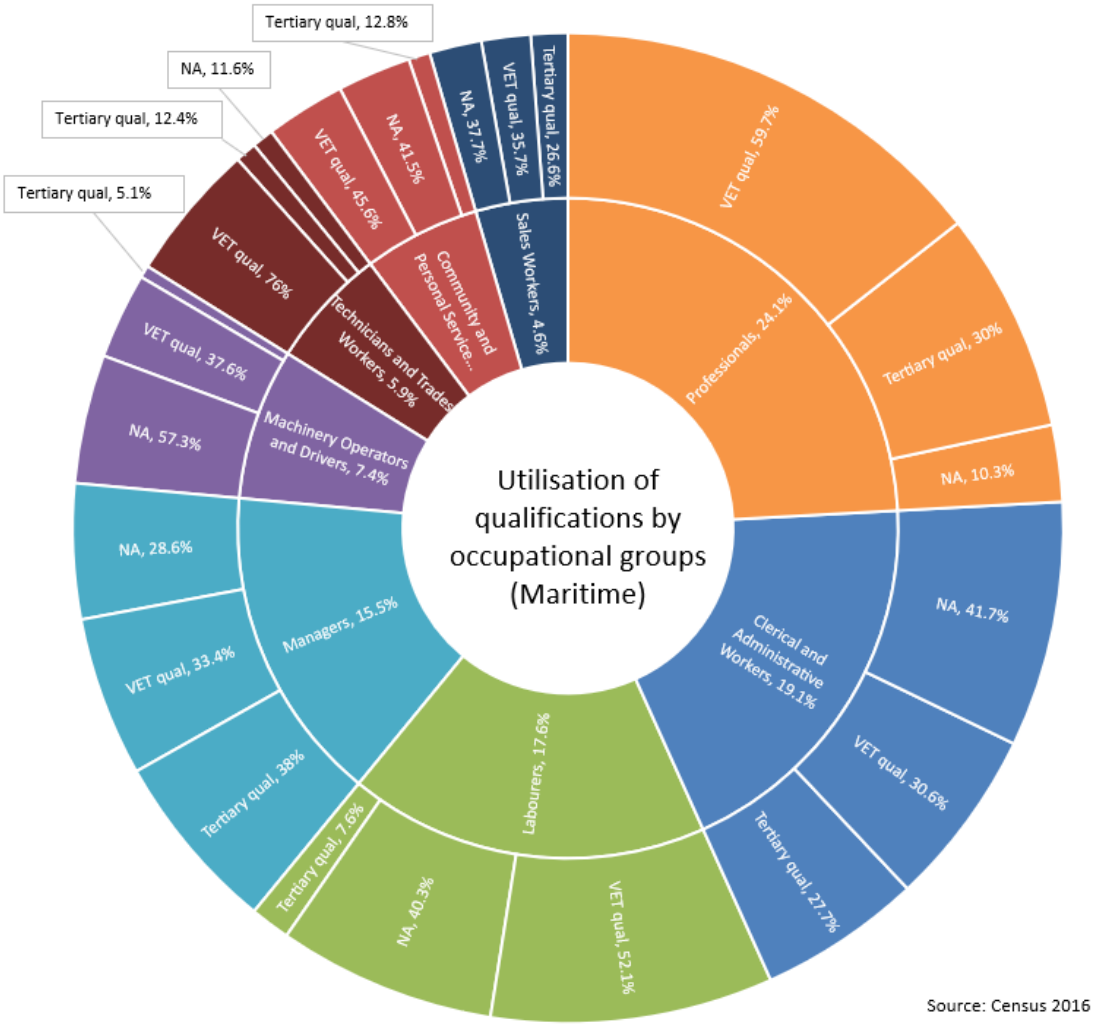
[4] Whyte, P. (2018). "It is not Where You Are. It's Where You Should be That Matters." Maritime Reporter Magazine. Vol: 80, No. 9. September 2018.
[5] Australian Maritime Safety Authority. (2017). Looking Ahead AMSA's Operating Environment 2017-2027.
[6] Ibid.
[7] Ship Technology. (2019). "Berth Control: Looking at the Potential of Auto-Berthing Technology." Retrieved from https://www.ship-technology.com/features/berth-control-looking-potential-auto-berthing-technology/
[8] Maritime Executive. (2019). "New Mooring Technology Operational for Tankers." Retrieved from https://www.maritime-executive.com/article/new-mooring-technology-operational-for-tankers

Qualification utilisation by occupational group

The occupational group that most utilises VET qualifications in the Maritime industry (see graphic below) are Technicians and Trades Workers, where 76% of workers have a VET qualification. However, this group is primarily made up of cooks, fitters, welders and electricians.

- Maritime professionals also have high utilisation at 59.7% and make use of MAR Training Package qualifications directly, being comprised mainly of Masters, Engineers and Deck Officers.
- The next group, other industry support personal, also have above average qualification utilisation at 52.1% and make use of the MAR training package since this group is largely made up of deck hands and freight handlers.
- The Community and Personal Service Workers grouping primarily comprises tourism workers and here 45.6% hold a VET qualification which is just higher than the number that hold no qualification (41.5%).
- Among Machinery Operators and Drivers, 37.6% of workers hold a VET qualification and this group is largely made up of crane and plant operators as well as truck drivers and storepersons who count themselves in the Maritime industry. A far larger portion of this grouping have no qualification (57.3%).
- A third of Managers have a VET qualification which is somewhat less than the proportion that hold a tertiary qualification (38%).
- VET qualification utility among Sales Workers as well as Clerical and Administrative Workers is lowest among the occupational groups, being 30.6% and 35.7% respectively. Tertiary qualifications for these groups were lower in both instances.

Overall, VET qualifications are held by 46.1% of workers in the Maritime Industry which is more than double the number of tertiary qualifications held in the industry.



3. Are employers using training outside the national system and if so, why?

Accredited course	2015	2016	2017	2018
52697WA - Diploma of Marine Studies	39	45	43	32

The most common training outside the national system is on the in-house Safety Management System training, which is an AMSA regulatory requirement. Due to the diversity of Safety Management systems across various enterprises this training varies greatly between enterprises.

4. Identify qualifications with low and no enrolments. Provide reasons and evidence for the need to retain/delete these qualifications.

The IRC have identified that the Certificate III in Maritime Operations (Marine Cookery) has low enrolments that this is due to a lull in the industry.

The following qualifications are listed for deletion in the upcoming MAR Release 6.0. The remaining qualifications with zero enrolments have been published recently (2018) or will be updated in Release 6.0.

- MAR30215 Certificate III in Maritime Operations (Marine Surveying)
- MAR40118 Certificate IV in Maritime Operations (Marine Surveying)
- MAR50215 Diploma of Maritime Operations (Marine Surveying)

The following units have also been listed for deletion in MAR Release 6.0. This list includes 10 units with zero enrolments in the last four years.

- MARM001 Apply knowledge of safety management system legal framework in the workplace
- MARM002 Apply vessel construction theory to marine survey tasks
- MARM003 Identify factors that affect a commercial vessel's fitness for purpose
- MARM004 Work in a marine surveying sector
- MARM005 Assess compliance with marine environment protection requirements
- MARM006 Assist in the survey of commercial vessels
- MARM007 Assist in the survey of vessel mechanical features
- MARM008 Evaluate vessel stability
- MARM009 Implement a systematic approach to the audit of safety management systems
- MARM010 Survey lifesaving appliances, fire and other safety systems
- MARM011 Calculate, assess and report on vessel trim and stability
- MARM012 Conduct a range of surveys on domestic commercial vessels
- MARM013 Conduct an audit of safety management systems
- MARM014 Develop marine survey reports
- MARM015 Participate in investigating marine incidents
- MARM016 Survey hull and superstructure of a commercial vessel
- MARM017 Survey vessel operational systems
- MARM018 Undertake a periodic statutory survey
- MARM019 Establish a marine surveyor practice
- MARE001 Communicate effectively when performing engineering duties
- MARF010 Work safely in confined spaces on a vessel
- MARF014 Respond to emergencies
- MARJ004 Inspect and report defects and damage to vessel
- MARF012 Control safe access to and on vessel
- MARA006 Monitor loading, unloading and stowage of cargo
- MARG004 Provide leadership to crew

The following zero enrolment units are being updated to improve industry relevance in Release 6.0

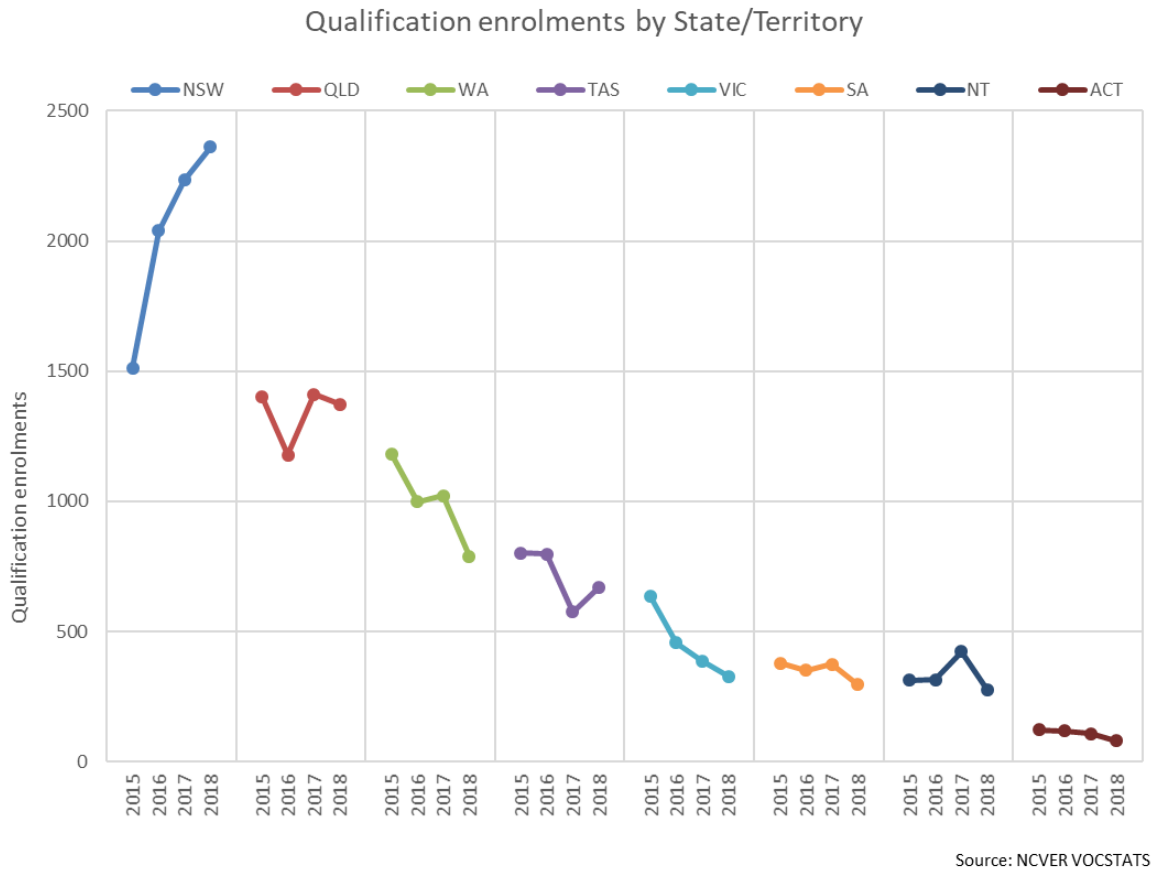
- MARA008 Contribute to safe anchor handling and towing operations
- MARB018 Implement vessel planned maintenance system
- MARB019 Manage stores for planned maintenance system
- MARF016 Carry out fast rescue craft operations
- MARG005 Supervise a crew

The following zero enrolment units have not been updated since 2015 and are not part of any existing project.

- MARB015 Maintain firefighting appliances
- MARC023 Operate and maintain a boiler
- MARC024 Operate and maintain a steam engine up to 750 kW and steam auxiliary equipment
- MARC025 Operate and maintain engines for auxiliary systems other than steam auxiliary systems

These units will be deleted when AMSA change the regulatory requirements for operating steam driven vessel. This review by AMSA is in progress.

Qualification enrolments in Maritime (see graphic below) have declined in nearly all States and Territories except New South Wales. Growth here has been driven primarily by increases in lower level qualifications like **Certificate I in Maritime Operations (General Purpose Hand Near Coastal)** which nearly doubled enrolments between 2015 and 2018 (96%) and **Certificate II in Maritime Operations (Coxswain Grade 1 Near Coastal)** which grew by 65% in the same period. There was also very substantial growth in **Certificate III in Maritime Operations (Marine Engine Driver Grade 2 Near Coastal)** and **Certificate III in Maritime Operations (Master up to 24 metres Near Coastal)** though starting from smaller **initial enrolments increased by 213% and 62% respectively**. At a unit level, this increase in New South Wales appears to be entirely caused by government funding which increased by 89% in the period while domestic fee for service enrolments declined by 5%.



Source: NCVER VOCSTATS

5. Reasons for non-completion of qualifications and skill sets (including micro-credentials). Where students complete qualifications or skill sets, what was the purpose of undertaking them (e.g. finding employment, upskilling)?

Data on reasons for non-completion are unfortunately not available at the qualification and Skill Set level in Total VET Activity (TVA) data. Our analysis relates to the known study reason of students that passed, failed or withdrew from units of competency.

The primary reasons for study, accounting for more than 40% of all results, were self-development or personal interest followed by study being a requirement of one's job. Students who chose either of the top two reasons were very likely to pass (95.6%). Nearly a third (29.7%) of students that failed were studying in order to get a job which was also the top reason chosen by students that withdrew (23.7%).

Study reason	Passed	Failed	Withdrawn
For personal interest or self-development	8497	98	263
It was a requirement of my job	6723	81	204
I wanted extra skills for my job	5178	48	409
To get a better job or promotion	4114	58	254
To get a job	4038	174	566
To get into another course of study	2563	20	80
Other reasons	1677	52	296

To try a different career	1518	48	167
To develop my existing business	661	5	93
To start my own business	541	1	57

6. Identify, where possible, opportunities for use of cross-sector units developed by the AISC.

Due to the regulatory requirements of the Maritime regulator contained in the Maritime units the opportunity for use of the cross-sector units is limited.

7. If there are jobs that have experienced changes in skill requirements, provide evidence for these changes and their impact.

The biggest change to job roles in the maritime industry is the continued adoption of more automation and technology. The Dredging Services industry's growth from 2014-19, shows a 37.2% (Ibis world) growth which will maintain the demand for dredging services in Australia. Ports are taking advantage of these trends and port expansions are being undertaken to accommodate larger shipping fleets.

8. Identify barriers to employers hiring apprentices and trainees. Are employers using alternative pathways/labour strategies to address these barriers?

The demise of the Australian flagged shipping fleet has meant the number of berths for seafarers has reduced substantially thus having a direct effect on available traineeships in this industry. Whilst the domestic industry is not experiencing the same reduction there are only minimal opportunities for Traineeships in this space. Additional industry stressors including health pandemics', bush fires, coral bleaching, drought and financial markets are having an immediate significant impact on the industry.

9. Other relevant activities.

Due to the occurrence of COVID-19, the IRC will be monitoring the impact to industry and making changes as required for the future. As it is currently a fluid situation and is changing daily, the scale and scope of change is yet to be determined.

SECTION B

STAKEHOLDER CONSULTATION

An extensive consultation process has been undertaken in the development of the Skills Forecast and Proposed Schedule of Work

Stakeholders involved in the consultation process:

10 IRC Members
889 AIS MAR Maritime Training Package subscribers
8 State Training Authorities

Ongoing Consultation

Provide details of employers and businesses for each sector and state that SSOs have met with as part of:

1. ongoing engagement and validation with industry and stakeholders
2. collection of industry intelligence
3. promotion of the VET system
4. cultivating and maintaining networks and partnerships with industry including engagement in rural and regional areas.

Entity Name	Sector	State	Rural/Regional/Remote (RRR)	Activity
Association of Marine Park Tourism Operators	Maritime	State	Regional	1,2,3,4
Australian Institute of Marine and Power Engineers (AIMPE)	Maritime	National		1,2,3
Australian Maritime College (AMC)	Maritime	Multi-State	Rural/Regional	1,2,3
Australian Maritime College (AMC), University of Tasmania	Maritime	Multi-State	Rural/Regional	1,2,3
Australian Maritime Officers Union (AMOU)	Maritime	National	Rural/Regional	1,2,3
Australian Maritime Safety Authority	Maritime	National	Rural/Regional/Remote	1,2,3

Entity Name	Sector	State	Rural/Regional/Remote (RRR)	Activity
Australian Offshore Solutions	Maritime	National	Rural/Regional/Remote	1,2,3
Australian Volunteer Coast Guard	Maritime	National	Rural/Regional/Remote	1,2,3,4
Binnacle	Maritime	State		1,2
Charles Darwin University	Maritime	State	Rural/Regional/Remote	1,2,3
Chevron Australia Pty Ltd	Maritime	National		1,2
DP Master	Maritime	Multi-State		1,2
Dynamic Maritime Solutions	Maritime	Multi-State		1,2
Farstad Shipping Offshore Simulation Centre	Maritime	Multi-State	Rural/Regional	1,2,3,4
Golder Associates	Maritime	State		1,2
Great Barrier Reef International Maritime College	Maritime	State	Rural/Regional/Remote	1,2,3,4
GulfMark Offshore	Maritime	Multi-State		1,2
Lands End Australia (consultant)	Maritime	Multi-State		1,2,
Lodestar Marine	Maritime	State		1,2

Entity Name	Sector	State	Rural/Regional/Remote (RRR)	Activity
Marine Rescue NSW	Maritime	State	Rural/Regional/Remote	1,2,3,4
Maritime NSW	Maritime	State		1,2,3
Maritime Union of Australia	Maritime	National	Rural/Regional/Remote	1,2,3,4
MT Directorate of Navy Workforce Management	Maritime	National		1,2,3
NSW Fishing Industry Training Committee Ltd	Maritime	State	Rural/Regional/Remote	1,2,4
NSW Maritime Services	Maritime	State		1,2,3,4
NSW TAFE	Maritime	State	Rural/Regional/Remote	1,2,3,4
Off shore marine Whitsunday	Maritime	State	Rural/Regional/Remote	1,2,3,4
P&O Maritime	Maritime	National		1,2,4
Plumley Pearson & White	Maritime	State		1,2
Port Authority NSW	Maritime	State		1,2
Port of Melbourne	Maritime	State		1,2
Position Inc	Maritime	State	Regional	1,2
Projects Global	Maritime	National	Rural/Regional/Remote	1,2,3,4
Propel Marine	Maritime	State		1,2,4

Entity Name	Sector	State	Rural/Regional/Remote (RRR)	Activity
Quay Maritime Consultancy	Maritime	Multi-State		1,2
Queensland Marine Training Services	Maritime	State	Rural/Regional	1,2,3
Queensland Police Service	Maritime	State	Rural/Regional/Remote	1,2,3,4
Richard White Consulting	Maritime	State		1,2
Royal Australian Navy	Maritime	National	Regional	1,2,3
Sea School International Pty Ltd	Maritime	State	Rural/Regional/Remote	1,2,3,4
Sea Swift Pty Ltd	Maritime	National	Rural/Regional/Remote	1,2,3,4
SeaLink Travel Group	Maritime	National		1,2,3,4
Serco	Maritime	National		1,2,3,4
Serco Asia Pacific	Maritime	National		1,2,3,4
Serco Defence	Maritime	National	Rural/Regional/Remote	1,2,3,4
SET Maritime	Maritime	State		1,2
South Metropolitan TAFE	Maritime	State	Rural/Regional/Remote	1,2,3,4
South Metropolitan TAFE, Western Australia	Maritime	State	Rural/Regional/Remote	1,2,3,4

Entity Name	Sector	State	Rural/Regional/Remote (RRR)	Activity
Svitzer Australia Pty Ltd	Maritime	National	Rural/Regional/Remote	1,2,3,4
Tactical Maritime Solutions	Maritime	Multi-State		1,2
TAFE WA	Maritime	State	Rural/Regional/Remote	1,2,3,4
TAFE Gippsland	Maritime	State	Rural/Regional/Remote	1,2,3,4
TAFE NSW	Maritime	State	Rural/Regional/Remote	1,2,3,4
TAFE NSW - Hunter	Maritime	State	Rural/Regional/Remote	1,2,3,4
TAFE NSW (Newcastle)	Maritime	State	Rural/Regional/Remote	1,2,3,4
TAFE SA	Maritime	State	Rural/Regional/Remote	1,2,3,4
Teekay Shipping Australia	Maritime	Multi-State		1,2,3,4
The Navigation Centre	Maritime	Multi-State		1,2,3,4
University of New South Wales	Maritime	State	Rural/Regional/Remote	1,2,3,4
University of Tasmania	Maritime	State	Rural/Regional/Remote	1,2,3,4
Yalga-binbi Institute of Community Development (YBI)	Maritime	State	Rural/Regional/Remote	1,2,3,4

SECTION C

PROPOSED NEW WORK

2020-21

DREDGING OPERATIONS – DEVELOPMENT

Dredging is a vital part of operating safe and efficient ports and channels. Dredging management is a form of sustainable infrastructure asset management involving maintenance and capital dredging. A proposed new Skill Set and four new Units of Competency will incorporate new dredging technologies and maritime industry best practices and will incorporate the applicable AMSA regulatory requirements.

MARITIME OPERATIONS (LINESPERSON) – REVIEW AND DEVELOPMENT

This project will review and develop the MAR20116 Certificate II in Maritime Operations (Linesperson) qualification and up to eight associated Units of Competency and consider the use of imported Units of Competency within the qualification.

MARINA OPERATIONS – REVIEW AND DEVELOPMENT

This project will review and develop the MAR30318 Certificate III in Marina Operations qualification and up to ten associated Units of Competency and consider the use of imported Units of Competency within the qualification. (not reviewed in 2018, updated with revised Units of Competency only)

2021-22

PERFORM REFRIGERATION WORK SKILL SET – DEVELOPMENT

This project will enable MED1 and above to carry out necessary refrigeration repairs and maintenance and comply with relevant legislation. This project will use existing Units of Competency from other training packages.

2022-24

MARITIME TRAINING PACKAGE

There are no MAR Maritime Training Package products currently identified for review or development during this forecast period. Where imported Units of Competency are identified as either deleted or superseded, the IRC may elect to revise the affected qualification(s) through the IRC minor upgrade process.

2020-21 PROJECT DETAILS

DREDGING OPERATIONS DEVELOPMENT

Description

Maintenance and Capital dredging is a vital part of operating safe and efficient ports and channels. Dredging maintenance is a form of sustainable infrastructure asset management involving maintenance dredging which is removal of mobile natural settlements that exist in channels, basins and berth pockets. Capital dredging is a removal and relocation of natural previously undisturbed seabed to increase water depth for shipping channels, swing basins and berth pockets.

Rationale

The Maritime IRC and the dredging industry have identified the need to develop a new Dredging Operations Skill Set and four new Units of Competency to provide seafarers the skills and knowledge to undertake maintenance and capital dredging operations within Australian territorial waters. Dredging safety operations is an industry focus. The most common incidents and accidents that occur on a dredger are caused by inadequate training, impaired workers and a lack of a safe work environment provided by employers. Accidents including crush and amputations, drowning, hypothermia, and other injuries are a continuous threat to maritime workers and can happen at any given moment while working aboard a vessel.

The reduction of injury and incidents during dredging operations has become a clear priority for dredging companies who have developed their own customised safety programmes to prevent industrial accidents.

Avoiding damage to sensitive and protected areas of Australia's marine environment is key for long-term sustainability of Australia's tourism industries. Dredging operations need to be conducted with minimal impact to Australia's marine environment.

The proposed project will provide vocational skills transferability across the maritime industry, support the mobility of skilled workers, provide opportunities for professional development, address safety and regulatory requirements, incorporate dredging best practices and emerging technologies. A skilled trained workforce will assist in reducing the risk of damage to sensitive and protected areas of Australia's marine environment.

Ministers' Priorities Addressed

- The project does not propose removal of obsolete and superfluous qualifications from the National Register
- The project will ensure that more information is made available about Dredging Operations and training delivery to training providers
- The project will address the needs of individuals and industry and provide transferable skills in the Maritime industry
- The project will support creation of Units of Competency that can be owned and used by multiple industry sectors
- The project proposes the development of additional Skill Sets

- The project does not propose the incorporation of existing accredited course materials into the MAR Maritime Training Package

Consultation Plan

AIS will:

- Undertake consultation on behalf of the IRC with industry stakeholders and all State Training Authorities (STAs)
- Seek public feedback and input into development of material throughout the project's duration
- Communicate the establishment and progress of the project to enterprises, STAs, State/Territory Industry Training Advisory Bodies, Peak Bodies, Registered Training Authorities (RTOs) and other interested parties, through the AIS website and newsletter, electronic direct mail, social media and other communication channels.
- Conduct initial consultation with stakeholders to identify and invite key representatives to establish the Technical Advisory Committee (TAC)
- Conduct face to face consultation and engagement sessions as required
- Facilitate TAC meetings to undertake review and development work
- Communicate the process of drafting Training Package materials (Qualifications/ Units of Competency/Skill Sets) and seek feedback from stakeholders to validate draft material through email, the AIS website and other communication channels throughout the review process.

Scope of Project

The project will develop a new Dredging Operations Skill Set and four new Units of Competency to provide seafarers the skills and knowledge to undertake maintenance and capital dredging operations within Australian territorial waters. Dredging is a four-part process: loosening the material, bringing the material to the surface (together with extraction), transportation and disposal. Dredges are generally classified as suction or mechanical.

The proposed project will provide vocational skills transferable across the dredging industry, provide opportunities for professional development, incorporate dredging best practices and emerging technologies, whilst reducing the risk of injury and damage to sensitive and protected areas of Australia's marine environment. It will look across all skill needs for the various types of dredging and provide the base skills and knowledge required by the operator and its workers.

Project activity is planned to be undertaken from July 2020, with a Case for Endorsement planned for submission before September 2021.

Training Package

- MAR Maritime Training Package

Qualifications

- N/A

Units of Competency

- Up to four new Units of Competency be developed (Refer to Table A)

Skill Sets

- One new Skill Set to be developed in Dredging Operations (Refer to Table A)

MARITIME OPERATIONS (LINESPERSON) – REVIEW AND DEVELOPMENT

Description

This project will review the MAR20116 Certificate II in Maritime Operations (Linesperson) qualification and associated Units of Competency. A Linesperson has a range of tasks in vessel mooring and unmooring operations. These include applying knowledge of maritime terminology and port procedures, transmitting and receiving information by marine radio, and performing mooring and unmooring activities. A linesperson will also maintain mooring equipment, shift mooring lines using mechanical means, and adhere to workplace health and safety, emergency and terminal security procedures.

Rationale

The Maritime IRC and Industry has identified the need to revise the Certificate II in Maritime Operations (Linesperson). A Linesperson is engaged in a range of tasks in vessel mooring and unmooring operations. These operations are changing as new technology and equipment is employed. The risk of injury to tug crews and linesmen is high and it is critical for linespersons' safety that they have the appropriate skills and knowledge to work with highly automated line equipment and perform manual operations.

Tasks include applying knowledge of maritime terminology and port procedures, transmitting and receiving information by marine radio, and performing mooring and unmooring activities. A linesperson will also maintain mooring equipment, shift mooring lines using mechanical means, and adhere to workplace health and safety, emergency and terminal security procedures. Ensuring that the Linesperson understands and can perform these duties is critical to regulatory compliance and safety.

Ministers' Priorities Addressed

- The project has not identified the removal of any obsolete and superfluous qualifications from the National Register to date
- The project will ensure more information is made available about Maritime Operations training delivery to training providers
- The project will address the needs of individuals and industry and provide transferable skills from one occupation to another in the Maritime industry
- The project will support creation of units of competency that can be owned and used by multiple maritime industry sectors
- The project will not develop a new Skill Set for the MAR Maritime Training Package
- The project does not propose the incorporation of existing accredited course materials into the MAR Maritime Training Package

Consultation Plan

AIS will:

- Undertake consultation on behalf of the IRC with industry stakeholders and all STAs
- Seek public feedback and input into development of material throughout the project's duration
- Communicate the establishment and progress of the project to enterprises, STAs, State/Territory Industry Training Advisory Bodies, Peak Bodies, RTOs and other interested parties, through the AIS website and newsletter, electronic direct mail, social media and other communication channels.
- Conduct initial consultation with stakeholders to identify and invite key representatives to establish the Technical Advisory Committee (TAC)
- Conduct face to face consultation and engagement sessions as required
- Facilitate TAC meetings to undertake review and development work
- Communicate the process of drafting Training Package materials (Qualifications/ Units of Competency/Skill Sets) and seek feedback from stakeholders to validate draft material through email, the AIS website and other communication channels throughout the review process.

Scope of Project

The project will revise the qualification Certificate II in Maritime Operations (Linesperson) and associated Units of Competency. The revision will incorporate emerging automated mooring technologies and changed AMSA maritime and transport security regulatory requirements into the qualification. Safety requirements will also be strengthened in the Units of Competency to assist in addressing the high number of incidents and accidents in this sector of the industry.

Project activity is planned to be undertaken from July 2020, with a Case for Endorsement planned for submission before September 2021.

Training Package

- MAR Maritime Training Package

Qualifications

- MAR20116 Certificate II in Maritime Operations (Linesperson)

Units of Competency

- Develop One new Unit of Competency (Refer to Table A)
- Review eight Units of Competency (Refer to Table A)

Skill Sets

- N/A

MARINA OPERATIONS – REVIEW & DEVELOPMENT

Description

The use of commercial and recreational vessel marinas is growing. Workers in the marina industry perform a range of tasks such as berthing, mooring, refuelling, storage of vessels and a range of boatyard tasks connected to sailing, cruising and general boating.

Rationale

The Maritime IRC and Industry have identified the need to revise the Certificate III in Marina Operations to update and include current industry practices aligned with new and emerging automated mooring technologies and changed transport security and maritime regulatory requirements.

Individuals working in a marina will undertake a wide range of operational tasks. This work includes refuelling vessels, maintaining marina infrastructure, preserving and maintaining the environmental surroundings and adhering to marina regulations.

The project will provide opportunities for entry level seafarers to develop skills and knowledge which are consistent with modern day marina operations and ancillary facilities.

Ministers' Priorities Addressed

- The project has not identified for the removal of any obsolete and superfluous qualifications from the National Register to date
- The project will ensure that more information is made available about Maritime Operations training delivery to training providers
- The project will address the needs of individuals and industry and provide transferable skills from one occupation to another in the Maritime Industry
- The project will support creation of units that can be owned and used by multiple industry sectors
- The project is not developing a Skill Set for the MAR Maritime Training Package
- The project does not propose the incorporation of existing accredited course materials into the MAR Maritime Training Package

Consultation Plan

AIS will:

- Undertake consultation on behalf of the IRC with industry stakeholders and all STAs
- Seek public feedback and input into development of material throughout the project's duration
- Communicate the establishment and progress of the project to enterprises, STAs, State/Territory Industry Training Advisory Bodies, Peak Bodies, RTOs and other interested parties, through the AIS website and newsletter, electronic direct mail, social media and other communication channels.
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- Conduct face to face consultation and engagement sessions as required
- Facilitate TAC meetings to undertake review and development work

- Communicate the process of drafting Training Package materials (Qualifications/ Units of Competency/Skill Sets) and seek feedback from stakeholders to validate draft material through email, the AIS website and other communication channels throughout the review process

Scope of Project

This project will review the Certificate III in Marina Operations qualification, associated Units of Competency. The review will incorporate new technology, environmental requirements and safety measures currently being used into the Units of Competency.

Project activity is planned to be undertaken from July 2020, with a Case for Endorsement planned for submission before October2021.

Training Package

- MAR Maritime Training Package

Qualifications

The following qualification requires revision;

MAR30318 - Certificate III in Marina Operations

Units of Competency

- Review seven Units of Competency (Refer to Table A)
- Develop one new Unit of Competency (Refer to Table A)

Skill Sets

- N/A