

What does Maritime 2050 say about the Maritime Skills Commission?

What does Maritime 2050 say the MSC will do? (The numbering is mine)

What?	Source?	Comment?
<p>Government aims to establish a Maritime Skills Commission bringing existing leading maritime skills experts together, ...</p> <ol style="list-style-type: none"> 1. to report on the existing and future skills needs of the industry on a 5-yearly cycle, 2. to inform the maritime training curriculum and keep it up to date with the evolving needs of the sector. <p><i>[With a slightly wider take here, presumably intended to be part of point (1) above]:</i> This Commission will seek to keep abreast of future industry changes, and consequently ensure that all parts of the sector are up to date and training offers match and exceed industry expectations.</p>	<p>Recommendations: Short Term (1-5 years)</p> <p>p144, main report</p>	<p>It's not entirely clear that the two bullets are meant to be separate points, but the first is much wider than the second and deserves to be a separate point.</p>
<ol style="list-style-type: none"> 3. The Maritime Skills Commission will be tasked with overseeing the identification of opportunities for the UK maritime sector to access reskilling programmes, ensuring the workforce can take advantage of a wide range of initiatives. 4. To this end, government and industry will be alive to training programmes and reskilling initiatives in other sectors, allowing opportunities to be taken to attract new workers from a wider section of society, and ensuring existing maritime workers are never barred from suitable training programmes. 	<p>Recommendations: Short Term (1-5 years)</p> <p>detail from p144, main report</p>	<p>The "never barred" point is a reference to previous problems with access to re-training for redundant North Sea workers</p>
<ol style="list-style-type: none"> 5. The Maritime Skills Commission will, working with maritime training bodies, consider how to ensure professional development plans are built into training programmes across all roles so trainees know from the outset the routes available to them and the qualifications needed. 	<p>Recommendations: Medium Term (5-15 years)</p>	
<ol style="list-style-type: none"> 6. The creation of a Maritime Skills Commission will take as one of its core elements, reporting on potential technological development across the sector and the implications resulting from it for our maritime workforce. 	<p>p130, full report</p>	

<p>7. Government to increase UK global influence on seafarer training by providing the policy and regulatory direction needed to support further roll out of UK maritime training institutions/programmes overseas.</p> <p>[more clearly here]: ... to be a global provider of maritime training, marketing strategies will be designed to position the UK at the forefront in this global market.</p>	<p>Recommendations: Medium Term (5-15 years)</p> <p>p144, full report</p>	<p>This is quite a different recommendation; it is about promoting trade</p>
<p>8. The maritime workforce will be encouraged to have individual learning and development plans to give focus to long term career trajectories.</p>	<p>p144, full report, under “How we get there”</p>	<p>This isn’t unambiguously allocated to the MSC, but would seem to fit it well</p>

Other “people” recommendations allocated elsewhere or not allocated:

<p>Headline “people” ambition, not all of which is intended to be for the Commission: “Grow our maritime workforce and transform their diversity enhancing our reputation as the world leader in the provision of maritime education and training”.</p>		
<p>WOMEN IN MARITIME TASKFORCE</p>		
<p>i. Government will fund the production of the ‘people like me’ maritime industry project to help address the image and perception of the industry and demonstrate how we can effectively showcase its value to a wider diversity of people.</p> <p>ii. Joint delivery between government and industry of the Women in Maritime Charter.</p> <p>iii. Widening the scope of the Women in Maritime Taskforce to consider diversity as a whole, including undertaking a short study assessing the diversity data of trainees across the UK maritime sector.</p>		<p>Three linked recommendations</p>
<p>CAREERS SINGLE BODY</p>		
<p>iv. Raise awareness of the maritime sector in schools by having a single industry body overseeing a more coordinated cross-sector in-school awareness and ambassador programme.</p>	<p>Recommendations: Short Term (1-5 years)</p>	<p>These three clearly link, and are all for the “single industry body”, though the timescale for</p>
<p>v. Task a single industry body for bringing greater coherence and coordination to the promotion of maritime careers sector wide.</p>	<p>Recommendations: Medium Term (5-15 years)</p>	

vi. Put in place a clear and universally supported careers promotion plan that achieves an outcome of UK employees being listed in the top five maritime nations' listings.	Recommendations: Medium Term (5-15 years)	recommendations (v) and (vi) is oddly timid.
vii. Alongside this, career paths will be mapped and clear information about the courses and qualifications needed for each step in that path will be provided.	p144, full report, under "How we get there"	Logically goes with the career single body
INTERNET CONNECTIVITY WORKING GROUP		
viii. Government, industry, and academia to jointly establish an internet connectivity working group to identify action needed to drive internet connectivity at sea in support of social care and continuous education	Recommendations: Short Term (1-5 years)	
ROYAL NAVY		
ix. Government will support Royal Navy efforts to enhance training facilities and delivery, developing assured and accredited maritime training centres which will use their capacity to support the training of all maritime enterprise skills.	Recommendations: Short Term (1-5 years)	
LEAD UNALLOCATED		
x. Government will introduce appropriate regulatory changes to realise the benefits of new technologies to seafarer training.	Recommendations: Short Term (1-5 years)	These seem very similar despite the difference in recommended timescales MNTB lead?
xi. UK will develop cutting edge seafarer training maximising the use of future technologies such as virtual reality and augmented reality .	Recommendations: Medium Term (5-15 years)	
xii. Ensure the UK tonnage tax regime has a training element which continues to support UK maritime workforce ambitions while also supporting growth of the UK tonnage tax regime.	Recommendations: Short Term (1-5 years)	Chamber lead?
xiii. Ensure there is greater harmonisation of certification standards within the UK for different maritime sectors.	Recommendations: Medium Term (5-15 years)	Current MNTB action
xiv. Through to 2050, the UK to play a leading role at IMO and ILO , in setting the global framework for maritime training and skills, and positioning the UK as the world leader.	Recommendations: Long Term (15 years and beyond)	UK Chamber of Shipping lead?

A NEW SOCIAL FRAMEWORK BODY / GROUP?		
xv. Develop a social framework that lays out UK expectations for the welfare of the UK maritime workforce. xvi. Government and industry to push for worldwide recognition and standardisation of seafarer ID cards through the ILO. xvii. Government to introduce a National Minimum Wage for all seafarers working in the UK territorial waters , affording them the same protection as land-based workers. xviii. Government and industry to produce mental healthcare guidelines and develop mental resilience testing for seafarers.	Recommendations: Short Term (1-5 years)	
xix. Push for a limit on hours per shift through IMO and ILO to combat seafarer fatigue.	Recommendations: Medium Term (5-15 years)	
xx. The UK will lead on exploring opportunities to encourage greater cooperation between the ILO and IMO on seafarer welfare issues. xxi. Lead the way in addressing modern day slavery concerns within the industry with the aim of eradicating it.	Recommendations: Long Term (15 years and beyond)	
There will no doubt be “people” implications arising from other recommendations under ‘trade’, ‘environment’, ‘de-commissioning’, and so on.		

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