

Prospects of Jobs in Marine Industry

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Introduction

The “Blue Economy” conceptualizes oceans and seas as “Development Spaces”. Within it, marine industry occupies a significant space. While talking about marine industries, it mostly includes port and shipping and all other related links that make up the marine industry as a whole. Jobs in the marine industry are created right at the moment the idea of ordering a ship takes place. It marks the start of an

shipping industry is alive with activity 24 hours a day, seven days a week. The marine sector provides excellent employment opportunities for several million people currently working in activities and companies directly and indirectly related to oceans and seas worldwide.

This paper will highlight on the career opportunity for seafarers in the marine industry.



incredible journey that will pull together people throughout the world and from all walks of life, as they work to support the truly international business of shipping.

Whether it is the lawyer checking the contracts, or the financier delivering the capital, the seafarer crewing the ship, the port worker handling the cargo, the broker arranging insurance, the pilot charting a safe course, the hauler trucking the goods, the police officer maintaining a secure port, or the chaplain supporting seafarers; the

An Overview of Marine Industry

Around 50,000 merchant ships, registered in over 150 nations and manned by over a million seafarers of nearly every nationality, transport every kind of cargo internationally. Several thousand oil rigs, support and offshore vessels are engaged in the exploration and drilling for oil and gas in almost every corner of the globe. Nearly four million commercial fishing vessels ply the seas and oceans at any given moment. And a myriad of recreational

ships, including several hundred large and mega cruise ships, offer the most diversified leisure and tourism services to an expanding market.

Marine activities therefore continue to expand, bringing benefits for people across the world.

Types of Jobs in the Marine Industry/Shipping

Salary of Wheelhouse Crew Salary of Engineering Crew June 2019 PAAL 19 Jobs in the marine sector can be broadly classified into two different categories: one in the wheel house and the other in the engine room of any vessel. In both the cases, field officers and ratings carry out different types of work. Following are the Engine Room job in shipping:

- Chief Engineer
- DDE (Designated Duty Engineer)
- Assistant Engineer (First, Second or Third)
- Engineer (Third or Fourth)
- Oiler
- Wiper

In the wheelhouse department, following are maritime jobs according to organogram sequence:

- Master or Captain
- Chief Mate, Chief Officer, or First Mate
- Second Mate or Third Mate
- Able Seaman (AB Deckhand)
- Ordinary Seaman (OS Deckhand)
- Deckhand

Salary of Wheelhouse Crew

Master or Captain: The master of the vessel is the highest paid position on board any vessel, which is something between \$125,000 and \$180,000 per year. This is dependent on the type of vessel, the size of the vessel, the location, the employer, and specific levels of expertise that one can offer. Extra sea hours, holiday and weekend

bonuses are often added to the salary mentioned here.

First Mate, Chief Officer, or Chief Mate: Salary as a First Mate, Chief Officer, or Chief Mate will range from \$80,000 to \$100,000 or more depending upon the size and type of the vessel.

Second and Third Mate: Salary as a Second or Third Mate will range from \$40,000 up to about \$80,000 depending on the size and type of the vessel.

Able Seaman Deckhand: The average salary for an able seaman is around \$43,000, but this can obviously vary greatly depending on the type of able seaman position, the location, the employer, experience of the crew etc.

Ordinary Seaman Deckhand: The OS deckhand will earn about \$30,000 which can vary depending on employer, the location, experience levels and skills.



Deckhand: A Deckhand earns a similar salary to the ordinary seaman

averaging \$30,000, which may vary on different factors as mentioned above.

Salary of Engineering Crew

Chief Engineer: Chief Engineer is making anywhere between \$75,000 and \$84,000 per year.

Designated Duty Engineer: The average annual salary for a DDE is \$57,000; although this would vary greatly depending on various factors.

Assistant Engineers: The general salary for an Assistant Engineer is about \$50,000 per year.

Engineer: The job of Third or Fourth Engineer can be very demanding. The general salary for this maritime position is around \$40,000 per annum.

Oiler: This is an entry level position on board a ship, and the average salary is between \$19,000 and \$25,000 per year.

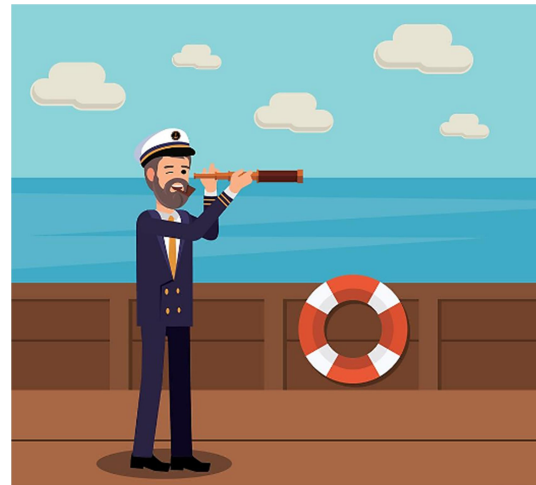
Wiper: This is an entry level position on a ship and the salary will range between \$19,000 and \$25,000.

Prerequisite for a Marine/ Shipping Job

As described before, marine jobs are broadly categorized into two different branches: one is Nautical and the other one is Engineering. On both branches there is requirement of officers and ratings.

The education qualification is also different for officers and ratings. For officers on completion of higher secondary education, one can join the Marine Academy for his training to join onboard ship as cadet. On the other hand on completion of SSC examination one can join the National Maritime Institute or any of the government approved marine institute

for the training as ratings.



Whether someone is working as an officer or a rating, education remains the very heart of the marine industry. Seafarers require extensive training before they can work onboard. It is of the essence to participate in drills, exercises or assessments to familiarize themselves with potential risks. Otherwise, the first time onboard may cause a cultural shock to prospective seafarers. Eventually, they tend to drop out of marine jobs. Studies have shown that crew members are generally more motivated with their roles when they're constantly learning new things, while working onboard.

Status of Bangladesh in Producing Seafarers

Bangladesh started the structured training of seafarers since 1952, when the Seamen Training Institute was established in Chattogram to train the ratings. That was the beginning of structured training of seafarers in Bangladesh. Later, in 1962 Bangladesh Marine Academy was established to train the officers. Thus, the heritage of training seafarers in Bangladesh is long with good reputation worldwide. The training and education of the Marine Academy and National Maritime

Institute has been matured with time. National Maritime Institute also imparts training to all fields of crewing the ship. Besides giving two years pre-sea training to the cadets of marine academy, they are also awarded with 4 years graduation from Bangabandhu Sheikh Mujibur Rahman Maritime University (BSMRMU).



Marine Fisheries Academy was established in 1973 to produce fishers for the ocean going fishing fleet. Fulfilling the domestic needs of the graduated cadets of Marine Fisheries Academy, they also placed themselves in the ocean going commercial ships. These cadets also obtain four years graduation from Maritime University of Bangladesh. Besides government maritime institutes, there are good number of private marine academy established in Bangladesh to train officers and ratings.

It is estimated that Bangladesh has approximately 16000 seafarers working on different ships worldwide.

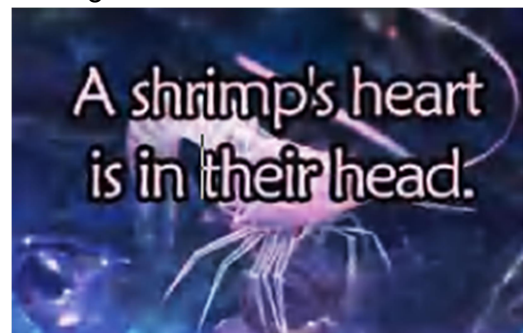
Global Supply and Demand of Seafarers

The worldwide population of seafarers serving on internationally trading merchant ships is estimated 1,647,500 seafarers, of which 774,000 are officers

and 873,500 are ratings. China, the Philippines, Indonesia, the Russian Federation and Ukraine are estimated to be the five largest supplying countries of all seafarers (officers and ratings). China is the biggest supplier of the officers, while the Philippines is the biggest supplier of ratings.

Prospects of Shipping Jobs in Bangladesh

In respect to geographical area, Bangladesh is a small country with huge number of population approximately about 175 million. About 2 lac young people are entering into the job market every year. In the marine field, Bangladesh has a capacity of imparting training about 500 officers and 500 ratings every year. It is often said that the fresher, the newly trained cadets and ratings, are not finding jobs. To some extent, the statement is true. The reason being, Bangladesh do not have enough merchant ships to render basic sea training to the newly recruited cadets and ratings. The employments of Bangladeshi seafarers are mostly dependent on the foreign flag. Still the progress is going well within manageable limit.



Sometimes in the past, most of the seafarers were supplied from Europe and many other developed nations. Presently the trend has changed. Now the Philippines alone supplies more

than 25% of the seafarers. China was another country which used to be one of the top ranking country in terms of supplying seafarers. Although China still has a greater contribution but the trend is declining. The Chinese are less interested to join the sea profession now. This vacuum is being filled up by India, Bangladesh, Myanmar, Vietnam and many other countries.

Over the years, Bangladeshi marine officers could establish their position in the global marine industry for their skill, conduct and many other qualities. Still there are demand for Bangladeshi crew members. To uphold this position Bangladesh needs to remain ready with good quality seafarers.

Besides oceangoing fleet, there are many other vessels plying across the globe, especially in Middle East, Australia, Indonesia, Singapore and in many other countries. These vessels are comparatively small and make coastal voyages. These are mostly tug boats, house boats, coastal vessels etc. The salary range of these crew are also very high. The requirements of certifications are also not of very high standard. They only need qualified and skilled crew. Bangladesh needs to take advantage of this demand.



Very recently, many Floating Storage Regasification Unit (FSRU) have been

permitted in Bangladesh to facilitate operation of the LNG carrier. Bangladesh does not have enough skilled seafarer to work onboard these ships. The process needs to be started in a way so that gradually Bangladeshi seafarers can achieve the skill and get job in these vessels. If required, training can be tailored to avail these kind of jobs anywhere across the globe.

The Mariana Trench can accommodate thirty Empire State Buildings each standing one on top of another.

Challenges in Expanding Job Market for Bangladeshi Seafarers

Although the job market is wide but often Bangladeshi seafarers cannot avail the opportunities to the extent possible or expected. Some of the challenges that holds back Bangladeshi seafarers to get an employment are enumerated below:

Visa issues: Bangladeshi seafarers face difficulties in obtaining visa for different countries. Because of this problem many of the owners are reluctant to employ Bangladeshi seafarers. Ease of visa process with countries like China, UAE, Singapore, Hong Kong, India, KSA, Kuwait, Qatar, and Cyprus may bring fruitful result to a greater extent.

Shore Leave: Often Bangladeshi seafarers are denied shore leave. It creates a kind of discrimination as well as the owner face difficulties in changing crew as per the plan which ultimately increases the cost and the owner who do not give priority for the employment of Bangladeshi seafarers.

Sea Training: Bangladesh doesn't possess enough ships under its flag.



As such, it becomes difficult to ensure practical sea training to the newly graduated seafarers.

Skill: Bangladesh does not have a large number of seafarers covering all kinds of skill/trade required for manning ships. Thus agents do not prioritize Bangladesh as a crew supplying country.

Way Forward

Well trained and motivated Bangladeshi seafarers are highly professional and skilled. The Bangladeshi officers have established their reputation in the global shipping community. To uphold this fame, Bangladesh should attach due priority on the training and education of the seafarers. While fulfilling the demand of flag vessel employment, it should also explore the foreign market. There are many countries withdrawing from sea profession. Bangladesh being a pioneer in this field should explore new market and contribute with its skillful sailors and officers. The training and education should be designed in such a way that Bangladesh be able to provide full manning to any particular ship of any type. The visa issue needs to be addressed with concerned countries to enhance the job market.

Measures Need to be Taken to Attract Young Seafarers

Due to lack of proper information and education, the young generation was not attracted to this profession. According to a study presented by the 'Mission to Seafarers', it is found that in some cases seafarers do not get certain facilities in some of the ships. This is an impediment to attract the young generation towards sea profession. Although most seafarers look for long term retention, sometimes they suffer from uncertainty of jobs at different levels of their services. This is also a reason why the young generation is not encouraged to join the sea profession. To overcome the situation, some of the measures are recommended:

Provide Enhanced Communications Services. It is sometimes reported that the sense of isolation may be one of the worst feelings in marine jobs. Enhanced communications services may ease the situation for better working environment.

Offer Better Wage. Financial factors are always significant when people choose a sea job. Wages earned in marine jobs should be above the similar professions at shore to attract the young.

Need for Shore Leave. Shore leave can improve seafarers' health as well as ensure safe and efficient operation

of a vessel. However, in the past few years, there has been a reduction in shore leaves granted to seafarers. Even after the FAL (Facilitation of International Maritime Traffic) convention on seafarers' right to shore leave being adopted in January 2018, the situation did not change much. This issue needs to be addressed globally.



The Importance of Following the “hours of rest” At times seafarer's dissatisfaction is high when one works excessive hours or performs demanding and stressful tasks. This may be compensated through standard norms of this profession.

Ensure Long Term Retention. The employer should ensure long term retention of the seafarers to relive them

from looking for jobs every time they sign off.

Conclusion

The shortage of seafarers has been identified as a global issue that is more likely to worsen in the immediate future. Future outlook indicates that the industry and relevant stakeholders should not expect to have an abundant supply of qualified and competent seafarers without concerted efforts and measures to address key manpower issues. The efforts need to be taken to promote sea careers at sea.

Marine education and training needs to be enhanced continuously and the employing agencies should make the plan of retaining their crew on a long term basis. In Bangladesh, maritime institutes are to ensure quality education and also have to train seafarers as per the need of the global marine job market. Besides, thinking of large vessels as alternate sources should also be explored. Increasing a reserve pool of seafarers can attract the global manning market towards Bangladesh.