



North West Strategic Review of Skills Provision

Port & Related Sector Final Report

WM Enterprise

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Section 1: Sector Overview

Introduction

The port and related sector accounts for just over 8% of employment in the North West and 14.2% in England. This report looks at the port and related sector and covers the following sub-sectors:

- Fishing (SIC 0501) – This class includes fishing in ocean, coastal or inland waters, taking of marine and freshwater crustaceans and molluscs and the hunting of aquatic animals. It also covers the gathering of marine materials and service activities incidental to fishing;
- Sea and coastal water transport (SIC 6110) – This covers passenger sea and coastal water transport including the transport of passengers over water, the operation of ferries, water taxis, excursion, cruise, sightseeing boats and the rental of ships and boats with crew for conveyance. The section also covers freight sea and coastal water transport, including the transport of freight over water and the transport by towing or pushing of barges, oil-rigs etc;
- Other supporting water transport activities (SIC 6322) – This class covers activities related to water transport of passengers, animals or freight including the operation of terminal facilities, the operation of waterway locks, navigation, piloting and berthing activities, salvage activities and lighthouse activities.
- Renting of water transport equipment (SIC 7122) – This includes the renting and operating leasing of passenger water equipment and other water equipment such as commercial boats and ships without operator.

The main types of port facilities include those providing services for:

- Containers
- Freight and Passenger Ferries
- Liquid bulks
- Dry bulks
- Semi-bulks (e.g. forest products)
- Cargo (including palletised)
- Cruise vessels
- Fishing fleets
- The offshore industry
- Island ferries
- Leisure services

Ports also provide onsite facilities for ship repair, recreational marinas, warehousing, industrial units that may be run by a variety of companies, although the harbour authority will continue to be responsible for safe navigation in the port. All these additional services must be taken into account when planning the provision of skills training for the industry.

Sector Size**Current Size of the Port and Related Sector and Sub-sectors Regionally and Nationally**

	North West				Location Quotient (ln=1) By Employment	England			
	Employees		Workplace Units			Employees		Workplace Units	
	No.	%	No.	%		No.	%	No.	%
6110: Sea and coastal water transport	679	0.02%	54	0.02%	0.42	12135	0.05%	1009	0.05%
0501: Fishing	70	0.00%	76	0.03%	0.45	1168	0.01%	1616	0.08%
6322: Other supporting water transport activities	1615	0.05%	81	0.04%	0.70	17088	0.08%	744	0.04%
7122: Renting of water transport equipment	69	0.00%	22	0.01%	0.46	1112	0.01%	413	0.02%
Total Port and Related	2433	0.08%	233	0.10%	0.58	31503	0.14%	3782	0.20%
Total Employment	2,974,090		225,592			22,175,255		1,926,503	

Source: Annual Business Inquiry 2002

Sub-sectors of particular importance to the North West, in terms of employment, appear to be 'other supporting water transport activities' and 'sea and coastal water transport'. In comparison with England as a whole, the North West is below average in terms of employment within the port and related sector.

In terms of the actual numbers of employees and workplaces, Greater Merseyside has the highest levels of activity in the region, with highest concentration of employment in Sefton.

Port and Related Sector by Sub-region

	Employees		Workplace Units	
	Number	% of total	Number	% of total
Liverpool	629	0.3%	26	0.2%
Knowsley	N/A	0.0%	N/A	0.0%
Halton	N/A	0.1%	N/A	0.3%
Sefton	N/A	0.6%	N/A	0.1%
Wirral	N/A	0.1%	23	0.3%
St Helens	N/A	0.0%	N/A	0.0%
LSC Greater Merseyside	1505	0.3%	70	0.2%
Bolton	N/A	0.0%	N/A	0.1%
Bury	0	0.0%	0	0.0%
Manchester	N/A	0.0%	N/A	0.0%
Oldham	0	0.0%	0	0.0%
Rochdale	N/A	0.0%	N/A	0.0%
Salford	N/A	0.0%	N/A	0.1%
Stockport	N/A	0.0%	N/A	0.0%
Tameside	N/A	0.0%	N/A	0.0%
Trafford	N/A	0.0%	N/A	0.0%
Wigan	N/A	0.1%	N/A	0.1%
LSC Greater Manchester	241	0.0%	32	0.0%
Blackburn with Darwen	0	0.0%	0	0.0%
Blackpool	N/A	0.0%	N/A	0.0%
Burnley	0	0.0%	0	0.0%
Chorley	N/A	0.0%	N/A	0.1%
Fylde	N/A	0.1%	N/A	0.1%
Hyndburn	N/A	0.0%	N/A	0.0%
Lancaster	N/A	0.2%	N/A	0.3%
Pendle	0	0.0%	0	0.0%
Preston	N/A	0.0%	N/A	0.1%
Ribble Valley	N/A	0.0%	N/A	0.1%
Rossendale	0	0.0%	0	0.0%
South Ribble	N/A	0.0%	N/A	0.0%
West Lancashire	N/A	0.0%	N/A	0.1%
Wyre	N/A	0.2%	21	0.6%
LSC Lancashire	224	0.0%	52	0.1%
Allerdale	N/A	0.2%	N/A	0.5%
Barrow-in-Furness	N/A	0.3%	N/A	0.6%
Carlisle	0	0.0%	0	0.0%
Copeland	N/A	0.1%	N/A	0.7%
Eden	N/A	0.0%	N/A	0.1%
South Lakeland	N/A	0.1%	N/A	0.2%
LSC Cumbria	210	0.1%	52	0.3%
Chester	N/A	0.0%	N/A	0.1%
Congleton	N/A	0.2%	N/A	0.1%
Crewe and Nantwich	N/A	0.0%	N/A	0.1%
Ellesmere Port and Neston	N/A	0.1%	N/A	0.2%
Macclesfield	N/A	0.0%	N/A	0.0%
Vale Royal	N/A	0.3%	N/A	0.1%
Warrington	N/A	0.0%	N/A	0.0%
LSC Cheshire and Warrington	255	0.1%	27	0.1%

Change

National and Regional Sector Change

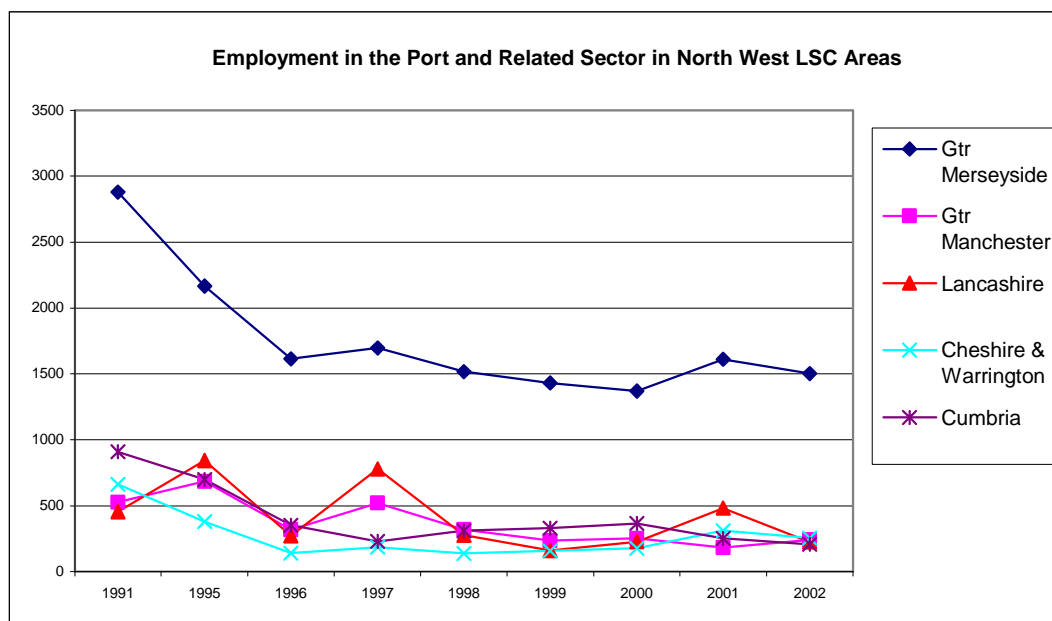
	North West				England			
	Employees		Workplace Units		Employees		Workplace Units	
	No.	% of Total	No.	% of Total	No.	% of Total	No.	% of Total
1991	5435	0.2%	131	0.1%	52743	0.3%	1645	0.1%
1995	4774	0.2%	249	0.1%	43086	0.2%	3700	0.2%
1996	2699	0.1%	225	0.1%	39704	0.2%	3704	0.2%
1997	3413	0.1%	291	0.1%	38560	0.2%	4020	0.2%
1998	2561	0.1%	237	0.1%	35284	0.2%	3650	0.2%
1999	2316	0.1%	182	0.1%	33160	0.2%	3700	0.2%
2000	2391	0.1%	183	0.1%	31357	0.1%	3769	0.2%
2001	2842	0.1%	245	0.1%	32412	0.1%	3822	0.2%
2002	2433	0.1%	233	0.1%	31503	0.1%	3782	0.2%

Sub-Regional Sector Change

	Gtr Merseyside		Gtr Manchester		Lancashire		Cheshire & Warrington		Cumbria	
	No.	%	No.	%	No.	%	No.	%	No.	%
1991	2880	0.6%	N/A	0.1%	N/A	0.1%	N/A	0.2%	N/A	0.5%
1995	2165	0.4%	686	0.1%	844	0.2%	379	0.1%	699	0.4%
1996	1613	0.3%	319	0.0%	272	0.1%	142	0.0%	353	0.2%
1997	1697	0.3%	521	0.0%	779	0.1%	187	0.0%	229	0.1%
1998	1518	0.3%	319	0.0%	276	0.0%	138	0.0%	310	0.2%
1999	1430	0.3%	236	0.0%	N/A	0.0%	N/A	0.0%	330	0.2%
2000	1369	0.2%	252	0.0%	227	0.0%	177	0.0%	366	0.2%
2001	1611	0.3%	184	0.0%	483	0.1%	312	0.1%	251	0.1%
2002	1503	0.3%	241	0.0%	225	0.0%	255	0.1%	209	0.1%

In comparison to England, this sector is of average importance to the North West in terms of employees and workplace units. In terms of the individual LSC areas, the proportion of employees compared with England suggests that this sector is of below average importance for Greater Manchester and Lancashire; is of average importance to Cheshire and Warrington and Cumbria; and above average importance to Greater Merseyside.

Line Graph of Employment Change by Sub-Region Over Time



This Port and Related has been experiencing a gradual decline during the past decade, although there has been a slight increase in employment in a couple of areas during 2000-2001.

Sector Context

This section examines the factors that may affect the development of the Port and Related sector in the future.

Economy

The Port industry across England, Scotland, Wales and Northern Ireland consists of around 120 commercial ports, handling over 580 million tonnes of cargo every year. In addition, there are 500 smaller harbours, tailored to providing services for yachtsmen and fishing boats. The industry comprises a diverse group of independent and specialist facilities, each catering for a different corner of the market. However, given that technology has enabled more cargo to be handled in containers and trailers, rather than cartons, boxes and bags as in previous times, there has been a substantial reduction in manpower over the last 35 years. In 1965, UK ports employed 100,000 people; by 2000 this figure had reduced by 75% to around 25,000¹. However, this workforce is able to handle over 15% more cargo than in 1965 (due to technological changes) making the process less labour intensive and more time and cost effective.

The future of the port industry is promising as world trade is increasing at twice the rate of the world GDP. Further, over 90% of this trade is handled by the world's ports, as it is a reliable and comparatively inexpensive means of transporting cargo. Due to the anticipated increase in world trade, there has been an increase in the demand for new facilities in recent times. For instance, P&O have recently announced their plans to open a new terminal at Shellhaven near Canvey Island, and the Associated British Ports' proposal to develop Dibden Bay in Southampton Water. In order for British ports to remain competitive at global level, the industry must ensure that it is quick to respond to change and competition in the market. It also needs to ensure it keeps up with changes in technology that will enable it to improve its services and reduce costs. Competition in this industry is fierce and any new business is

¹ BPIT Employment Survey, 1998

usually the result of winning trade from competitors, highlighting the importance of marketing and customer service in retaining existing customers and attracting new ones.

National demographic implications for the sector

A survey undertaken in 1998 by the British Ports Industry Training (BPIT) found that over 30% of the respondents felt that the high average age of the workforce would pose a problem to the industry over the next few years². The average age of managers and pilots is 60 and the highest concentration of employees is in the 40-45 age bracket. There have been significant difficulties in recruiting younger replacement managers and pilots due to the decreasing number of qualified English-speaking master mariners. Certain areas of the country where pay and location are not as attractive are finding recruitment even harder. For example, in Cumbria, recent advertisements for deputy harbourmasters in Workington had very low response rates. Moreover, cargo operatives were generally found to be in their forties, which is significantly older than other types of employee in the port industry. This raises concern as manual handling is still an important activity in most ports and can be very physically demanding for those in late middle age.

The industry currently abstains from recruiting young people for cargo-handling roles shown by the statistic that only 1.7% of staff were under 20 years old³. There needs to be a change in attitudes to dispel the idea that those under the age of 21 are unsuitable for cargo handling roles because they are incapable of working in potentially hazardous working environment. Evidence has shown this viewpoint to be incorrect if the young trainees receive high-quality training at every stage of their career. For instance, at the Bristol Port Company, sixty 17-18 year olds were recruited as trainee cargo operatives and after benefiting from a well-developed training programme for two years, attained NVQs in Cargo Handling at levels 1 and 2.

It is also important to acknowledge, however, the sector has a poor Health and Safety record, and it will need to improve its performance training and raising awareness amongst staff. This assumes even greater importance of the industry wishes to recruit young people.

Skills and Policy Issues

Much of the fishing industry is regulated by the Maritime and Coastguard Agency (MCA), which imposes statutory requirements for training at most of the job roles defined above. The Sea Fish Industry Authority (Seafish), which is concerned with undertaking research and projects aimed at raising standards, improving efficiency and ensuring the successful development of the seafood industry, are also involved in organising much of this training through a network of industry training organisations across the country. All fishermen must hold a Seafish certificate to demonstrate that they meet the statutory requirements for training. For deckhands there is a requirement for all entrants to undertake three 1-day safety courses (Sea Survival, Fire Fighting and First Aid), though these are attendance-based and not performance-based qualifications per se. There are then 2 statutory qualifications for deck officers known as Deck Officers Class 1 and 2 (Fishing Vessel). Class 1 relates to Skipper Unlimited and Class 2 to Skipper Limited. There is currently no legal standard for Inshore skippers, though this comprises much of the current fishing fleet. Seafish has developed voluntary standards for this role (see below). For engineering roles, there are again two statutory qualifications Class 1 and Class 2 (Engineering Officer). Class 1 is for Chief Engineers and Class 2 for Second engineers. However, the statutory requirement only applies to large vessels over 750kW and hence applies to only a minority of the fleet.

To fill the gaps in the qualifications structure, Seafish has developed standards for occupational and vocational training across the industry. This covers the whole range of job roles:

² BPIT Skills Survey, 1998

³ BPIT Labour Market Survey, 1998

- Marine Vessel Support is an NVQ Level 2 qualification for deckhands;
- Marine Vessels Operations is delivered at both NVQ Levels 3 and 4. The Level 3 qualification is appropriate to inshore skippers (where there is no statutory training requirement) and Level 4 is for Limited and Unlimited Skippers;
- Marine Engineering Operations is also delivered at Levels 3 and 4 for Second Engineers and Chief Engineers respectively.

Legislation

A significant change in legislation in July 1989 that had a dramatic effect on the industry and the labour market was the abolition of the National Dock Labour Scheme. As a result, over the last 10 years the labour market has dramatically changed from a highly organised and regulated system, to one which now relies on temporary workers and only the minimum required amount of staffing. However, since this change in legislation removed many of the controls on working practices, customers have pushed for quality systems, such as ISO 9002. Accordingly, in order to meet such standards, ports are committed to ensuring their workforce is sufficiently skilled and employees are aware of the importance of handling the cargo safely and efficiently. Moreover, a benefit of the abolition of the scheme for the industry was the disintegration of dockworkers powers. Dockworkers had previously been able to obtain high pay rises and demand high levels of manpower, as employers wished to avoid severe disruption to the operation of the port. Due to these changes, which have made the docks operate more efficiently, there is little difference between the unloading costs in 1989 with the present costs⁴.

There are a number of commercial and policy trends which are having a major impact on ports. Commercially, the main changes are the rapid growth of container and ferry traffic, the increasing size of ships and a highly competitive market place. Competition between ports is a major issue and recent proposals from the European Commission, including the Ports Package have attempted to tackle competition issues both within and between ports, through common rules for the provision of port services. Consultation on the proposals has only just begun and it is unlikely that legislation will start to have an effect before the middle of the decade. The proposals deal mainly with provision of services, such as cargo handling, pilotage and towage, but will also focus on labour reform.

Furthermore, the EU wishes to introduce a directive where organisations will have to competitively bid for all private work (e.g. stevedoring, towage, vessel mooring or pilotage). This will have a major impact on employment and training, as port staff will now have to compete to retain the right to handle the ports cargo. If they are unsuccessful, there will be a number of highly trained staff made redundant or transferred to successful tenderers. If an operator has to employ new staff, they will need to invest in substantial training for them which may take up to 2 years.

The Port Marine Safety Code was introduced in 2000 and was aimed at achieving a nationally agreed approach to matters of navigational safety. The Code requires each port to undertake a risk assessment and produce navigational safety plans (on which there has been wide consultation with users and others). Already, the British Ports Association has been working with the Department of the Environment, Transport and the Regions on identifying competencies and standards for the recruitment and training of marine staff, such as pilots and harbour masters. The industry is determined to ensure the highest possible standards apply where safety is concerned. Legislation set down by the Maritime and Coastguard Agency (MCA) is obviously a key driver for qualifications in the industry, though it was noted that enforcement of the regulations by the MCA is poor.

Technological Change

The introduction of new technology has enabled the industry to unload cargo more quickly and efficiently using self-discharging vessels, larger cranes and grabs, customised ships and palletisation. It is now possible for 30 tonnes of cargo in a container to be loaded on or off a

⁴ BPIT - Skills Foresight Report for the UK Ports Industry, November 2000

ship in under a minute by just one person using a crane, rather than taking 10 men 2 hours to load or unload a cargo of boxes and cartons.

Moreover, UK ports could revolutionise the way they operate by replicating the technology and/or working practices of successful ports. For instance, Thamesport is the most technologically advanced port in the UK, with remote operated gantries that deliver containers to waiting vehicles or vessels, but its technology has yet to be replicated by any other UK port. However, the UK ports industry is not averse to innovation; some ports have introduced hand-held computers for checking cargo quantities, and new, sophisticated customs clearance systems are being used in places like Liverpool and Felixstowe. Bar code reading systems have also been introduced to aid supply chain distribution at an international level through an international information exchange network. E-commerce opportunities are currently being developed and are anticipated to have a major impact on the industry. Moreover, Vessel Traffic Management Services (VTMS) are being used at a number of the UK's larger ports so that vessels can be tracked on radar in the same way air traffic control tracks aircraft. The only concern is whether the current ageing workforce will be able to acquire the necessary IT skills to keep up with all these technological advances.

Drivers of Demand/Supply (including Skills gaps and shortages)

The nature of the port industry is changing, with the emphasis no longer solely on facilitating the transfer of goods between water and land. Nowadays, it is becoming increasingly common for ports to be involved in other parts of the logistics chain. Companies are now realising the benefits of moving inland distribution centres to the ports, as the ports are now providing added value services like classifying, packaging and palletising the goods before being distributed. Ports are also beginning to diversify even further by undertaking the transfer of the cargo from road to rail.

There are several drivers affecting the demand and supply of skills and qualifications in the sector. For instance, take up of training is affected by the timing and location of delivery. As vessels are often at sea 5 days a week, weekend delivery in a port-side location is often required. Moreover, most fishermen are self-employed so the cost of training can be prohibitively high. Poor perceptions of the industry as a career also affect entry to the sector, with recruitment difficulties a major problem in the industry. Low levels of demand for training has meant that Further Education sector interest in the industry has dwindled with many institutions having stopped providing training. The need for providers to be approved by the MCA has also meant the loss of a number of providers. Availability of suitably trained instructors is also a major problem. Action is required to identify people with the right skills and technical expertise. Lack of flexibility in previous funding has posed problems. For example, assessors of vocational training cannot realistically go out to sea for 5 days to assess 1 individual on a boat. Seafish devised a system of written evidence to get round this but this was not satisfactory for some and resulted in the failure of some schemes. Hence, greater flexibility in assessment is required to reflect the specific nature of the 'workplace' in the industry.

The skills foresight report for the UK Ports Industry is based on information from sources like the Employment Survey 1998 and the Skills Survey 1998, and prepared by the British Ports Industry Training in November 2000, have reported a number of interesting findings about the current skills gaps and shortages in the industry, and the anticipated need for new skills over the next five years (detailed in the table overleaf).

	Management	Supervisors	Operatives
Communication skills	X	X	
Negotiation skills	X		
Presentation skills		X	
Man management	X		
Information Technology	X	X	X
Motivation		X	
Leadership		X	
Team-working		X	
Report-writing		X	
Avoiding confrontation		X	
Health and safety awareness		X	X
Lift truck attachments			X
Computerised stock control			X
Attitudes and temperament			X

Source: BPIT - Skills Foresight Report for the UK Ports Industry, November 2000

First, it is felt that over the next five years, there will be a greater need for more contract labour. This is due to the irregular arrival of ships, which expect immediate attention. This places extreme pressure on ports, especially at peak times, as they do not always have a sufficiently flexible workforce to manage extra workload. Therefore, ports need to have a supply of contract labour who can be contacted at short notice to help with the extra demand. This practice is already fairly widespread and, as a result, it has prompted the introduction of a new code of practice developed by the industry to address the safety implications of hiring short-term, temporary labour. *"The engagement of non-permanent employees on cargo handling operations in the Ports Industry"*, PSO, 2000, requires adequate induction training to be provided to contract labour and for the cargo handling company to ensure that individuals are able to undertake the required tasks competently and safely. It is the responsibility of the supplier of contract labour to ensure that everyone registered with them is trained to an acceptable standard. However, labour suppliers across the UK have reported difficulties with finding suitable training facilities and cannot afford the cost of training all their members. The port industry can help to alleviate this situation by providing training facilities within the ports or by arranging training at nearby facilities.

Second, with regard to marine officers, it has been forecast that the UK ports industry will need to employ around 100 mariners per year in order to avoid a skills shortage over the coming years. However, obstacles to the achievement of this target have already been identified, including the fact that the main source of recruitment for these roles is the Merchant Navy, who have reported a deficiency in the number of English speaking deck officers. This deficiency is forecast to worsen over the period 1998 – 2010 with the amount of suitable labour expected to fall by 60% from 9,200 to just 3,700. There are already reports of recruitment difficulties for harbour masters and pilots, which can only be partly attributed to the rates of pay offered in such a highly competitive industry. An in-depth investigation needs to be undertaken to establish the industry's future needs, along with an assessment of the availability of appropriate labour.

Conversely, the situation with supervisors in the industry is not due to a skills shortage, rather skills gaps for those already occupying those roles. The main issue is that employees are generally promoted to the role of supervisor without specialised management training to equip them with the necessary supervisory skills, due to the added financial pressures of expensive supervisor training. Some port organisations have tried to address this problem by recruiting supervisors externally, but have found that although the individuals possess the relevant management skills, they tend to lack the industry-specific knowledge. However, this situation is being addressed by the proposed development of Supervisory qualifications (Level 3 NVQs and SVQs) which will be discussed pending a review of the Management standards at the upcoming Standards review in February 2004. It is hoped that the port industry will encourage the uptake of these qualifications.

Likewise, there are apparent skills gaps in effective management skills for former mariners promoted to the role of port manager. The main problem is that a ships master employs a more instructional and dictatorial management style than a port manager who needs to use a

more subtle approach to motivate and manage staff. The Class 1 Deck Officer's certificate does not, therefore, guarantee the individual possesses essential management skills. Interpersonal skills and the ability to motivate staff to work as a team are a vital role of a port manager. Thus, the industry must address the problem by arranging suitable training for such experienced professionals lacking effective management skills. The Port Marine Safety Code published by the DETR in March 2000 requires that all marine managers must not only have the relevant qualifications, but must also be suitably trained for management.

Due to the competitive nature of the cargo handling sector and the influx of new employees to handle increasing trade demands, many new employees lack basic skills required for the job such as literacy, numeracy and basic IT skills. This emphasises the importance of induction training, to ensure cargo handlers know how to work safely in the potentially hazardous conditions that dockwork involves. It also highlights the need for more provision of training in basic literacy, numeracy and IT skills for adults in the wider community.

Moreover, this foresight report has identified a number of skills that employees must be equipped with in order to face the challenges posed by an ever-changing industry. First, due to the introduction of a number of regulations and quality standards in the industry, including ISO 9002, there is a need for employees to be kept up to date with the latest information to ensure compliance. Quality systems such as ISO 9002 require the workforce to be highly skilled, aware of the importance of zero damage and motivated to ensure that cargo is handled efficiently. Moreover, as customers' expectations continue to rise, ports must now ensure that **all** their employees can demonstrate satisfactory customer service skills, in order to succeed in such a competitive environment. Therefore, ports must encourage their employees to study for Customer Services NVQs and SVQs.

The industry itself is also looking to expand its expertise to enable it to become involved in other parts of the logistics chain. It is particularly interested in providing services like storing cargo, reprocessing, repackaging and onward distribution, which are currently provided by stevedores, shipping and forwarding agents. If the industry successfully infiltrates other parts of the logistics chain, this will have major implications regarding the need for skills training due to the additional responsibilities and new staff this will entail. This will require a more flexible workforce which is qualified to perform a number of tasks, especially as new trades and equipment are introduced into the industry. There is an opportunity here for NVQs to help encourage employees to become multi-skilled.

Due to the anticipated deficiency of marine officers over the next few years, the BPIT introduced an apprenticeship scheme in 2001 – The Foundation Modern Apprenticeship Scheme. This will involve employing 18 year olds to work in a general marine capacity before moving them around other roles at a port. By the time they reach 22, they will have gained enough insight into the sector to decide which area they would like to specialise in. They can then be trained as VTS operators, pilots or harbourmasters, with the added experience of work shadowing to gain an insight into exactly what the role entails. In order to qualify for the scheme, the youngsters will have to demonstrate a strong work ethic, an awareness of health and safety, and an idea of where they would like their career path to take them. Primary and secondary schools should be made aware of school leavers' current lack of appreciation of the importance of a strong work ethic in the workplace, so that they can adapt schooling methods accordingly.

Section 2: Quantification of the Occupation Structure of the Sector

The Port and Related Sector has absolute low numbers of people employed within the major categories of employment and within the sector as a whole. Thus, only 2433 people are employed within this sector in the North West. Amongst these, the distribution of employment is relatively even with "Associate Professional and Technical Occupations" comprising the largest category of employment (18.43% of all employees). There are no specialisms relating to this sector in the NW, unlike other sectors such as Engineering (associate professional and technical occupations), Logistics (process, plant and machine operatives), and Health (associate professionals & personal service occupations) all of which have concentrations of 30% or more employed within certain categories.

Occupational Structure of the Port & Related Sector in the North West		
Occupation	% of Port & Related sector employees in the North West	Estimated Number of employees in the North West
Managers & Senior Officials	13.83	336
Corporate Managers	11.43	278
Managers & Proprietors in Agriculture and Services	2.40	58
Professional Occupations	4.44	108
Science & Technology professionals	3.07	75
Health professionals	0.00	0
Teaching & Research professionals	0.00	0
Business & Public Service professionals	1.36	33
Associate Professional and Technical Occupations	18.43	448
Science & Technology associate professionals	0.00	0
Health & social welfare associate professionals	0.50	12
Protective service associate professionals	0.00	0
Culture, media and sports associate professionals	0.00	0
Business and public service associate professionals	17.93	436
Admin and Secretarial Occupations	17.18	418
Admin occupations	14.18	345
Secretarial and related occupations	3.00	73
Skilled Trade Occupations	16.55	403
Skilled agricultural trades	10.41	253
Skilled metal & electrical trades	3.27	80
Skilled constructions & building trades	0.77	19
Textiles, printing and other skills trades	2.10	51
Personal Service occupations	1.14	28
Caring personal service occupations	0.00	0
Leisure and other personal service occupations	1.14	28
Sales and Customer services occupations	3.19	78
Sales occupations	1.30	32
Customer service occupations	1.89	46
Process, plant and machine operatives	11.22	273
Process, plant and machine operatives	0.46	11
Transport and mobile machine drivers and operatives	10.76	262
Elementary occupations	14.02	341
Elementary trades, plant and storage related occupations	10.34	252
Elementary administration and service occupations	3.68	90
Total	100.00	2433
Source: LFS, weighted to employment structure in the North West from ABI 2002		

Largest Occupations⁵

Sector specialism only become apparent through an analysis of the jobs performed by employees. Most strikingly 17.89% of all employees in the sector are ship and hovercraft officers, followed by those employees as seafarers (8.65%) and transport and distribution clerks (8.13%). In all, the twenty largest occupations in the sector account for 75.12% of employees.

With regard to the analysis of the largest and main occupations within the sub-sectors of the port and related industry, the rental of water transport equipment (7122) and fishing (0501) have not been included. This is because employment figures for this sub-sector are so low, with only 69 and 70 employees concentrated across just 2 and 8 occupations respectively.

20 Largest Occupations in the Port & Related Sector in the North West		
Occupation	% of Port & Related Employees	Estimated Number of Employees in the North West
3513 Ship and hovercraft officers	17.89	400
8217 Seafarer (m navy), brge, lght, boat	8.65	200
4134 Transport and distribution clerks	8.13	200
9141 Stevadores, dockers and slingers	4.88	100
1161 Transport and distribution managers	4.50	100
4150 General office assistants or clerks	3.68	100
4215 Personal assists & othr secretaries	2.94	100
9149 Oth good hndng & storage occup nec	2.80	100
5434 Chefs, cooks	2.58	100
5241 Electricians, electrical fitters	2.46	100
7212 Customer care occupations	2.32	100
1132 Marketing and sales managers	1.89	0
1136 Info & communication technol mngers	1.72	0
9235 Refuse and salvage occupations	1.65	0
7129 Sales related occupations n.e.c.	1.60	0
5223 Mtl working prod & maintnce fitter	1.56	0
2132 Software professionals	1.53	0
2122 Mechanical engineers	1.50	0
1162 Storage and warehouse managers	1.43	0
8221 Crane drivers	1.40	0
Total employment in 20 largest occupations	75.12	1828
Total employment in sector	100	2433
Source: LFS, weighted to employment structure in the North West from ABI 2002		

⁵ For all of the tables that follow the total employment figures and percentages at the foot of each table are accurate. For ease of presentation the individual figures for each occupation have been rounded up or down to the nearest hundred.

Largest occupations within the sub-sectors of the Port and Related sector

The following sections analyse the largest occupations within each of the port and related sub-sectors.

Sea and Coastal Water Transport (611) sub-sector

This sub sector accounts for over 25% of employment in the port and related sector, but it only has three occupations with more than 100 employees. These are the same as the three largest occupations as for the sector as a whole, though the percentage figures for ship and hovercraft officers, transport and distribution clerks and seafarers are all higher than for the aggregate sector. In all, the twenty largest occupations in the sub-sector account for 85.07% of employment.

20 Largest Occupations in the Sea and Coastal Water Transport (611) sub-sector in the North West		
Occupation	% of sub-sector employees	Estimated Number of Employees in the North West
3513 Ship and hovercraft officers	20.77	100
4134 Transport and distribution clerks	11.54	100
8217 Seafarer (m navy), brge, lght, boat	11.33	100
4150 General office assistants or clerks	3.84	0
1161 Transport and distribution managers	3.80	0
7212 Customer care occupations	3.66	0
4215 Personal assists & othr secretaries	3.48	0
1132 Marketing and sales managers	2.98	0
1136 Info & communication technol mngers	2.71	0
7129 Sales related occupations n.e.c.	2.52	0
2132 Software professionals	2.41	0
2122 Mechanical engineers	2.37	0
1162 Storage and warehouse managers	2.25	0
4131 Filng & othr recrds assists & clrks	2.07	0
3532 Brokers	1.90	0
4121 Credit controllers	1.61	0
4114 Officers non-gov organisations	1.55	0
9141 Stevadores, dockers and slingers	1.49	0
9149 Oth good hndlng & storage occup nec	1.41	0
6219 Leisure & travel serv occuptns nec.	1.40	0
Total employment in 20 largest occupations	85.07	578
Total employment in sector	100	679
Source: LFS, weighted to employment structure in the North West from ABI 2002		

Other supporting water transport activities (6322) sub-sector

Over 35% of all sector employees are employed in the "other supporting water transport activities sub-sector". Once again, ship and hovercraft officers account for the largest percentage of employees at 13.38%, followed by stevedores, dockers and slingers at 11.17%. The twenty largest occupations account for over 86% of employment within the sub-sector.

20 Largest Occupations in the Other supporting water transport activities (6322) sub-sector in the North West		
Occupation	% of sub-sector employees	Estimated Number of Employees in the North West
3513 Ship and hovercraft officers	13.38	200
9141 Stevedores, dockers and slingers	11.17	200
1161 Transport and distribution managers	5.94	100
5434 Chefs, cooks	5.50	100
9149 Oth good hndng & storage occup nec	5.43	100
9235 Refuse and salvage occupations	4.68	100
5241 Electricians, electrical fitters	4.49	100
5223 Mtl working prod & maintnce fitter	4.42	100
8217 Seafarer (m navy), brge, lght, boat	4.14	100
4150 General office assistants or clerks	3.54	100
8219 Transport operatives n.e.c.	2.75	0
5319 Construction trades n.e.c.	2.71	0
9233 Cleaners, domestics	2.48	0
8211 Heavy goods vehicle drivers	2.34	0
4134 Transport and distribution clerks	2.31	0
8221 Crane drivers	2.31	0
3562 Personnel & ind relations offs	2.31	0
8222 Fork-lift truck drivers	2.25	0
1121 Prod. works & maintenance managers	2.25	0
2434 Chartrd surveyors (not qntity surv)	2.24	0
Total employment in 20 largest occupations	86.63	1399
Total employment in sector	100	1615
Source: LFS, weighted to employment structure in the North West from ABI 2002		

Main Occupations

Aside from the omission of "generic" occupations, such as General office assistants, personal assistants and chefs & cooks, the main occupations within the port and related sector are very similar to the largest occupations. We define "main" as being both sector specific and having at least 100 employees. Using this definition, we see that around 1200 employees are employed within the 7 largest main occupations.

Main Occupations in the Port & Related Sector in the North West		
Occupation	% of Port & Related Employees	Estimated Number of Employees in the North West
3513 Ship and hovercraft officers	17.89	400
8217 Seafarer (m navy), brge, lght, boat	8.65	200
4134 Transport and distribution clerks	8.13	200
9141 Stevadores, dockers and slingers	4.88	100
1161 Transport and distribution managers	4.50	100
9149 Oth good hndng & storage occup nec	2.80	100
5241 Electricians, electrical fitters	2.46	100
1136 Info & communication technol mngers	1.72	0
9235 Refuse and salvage occupations	1.65	0
5223 Mtl working prod & maintnce fitter	1.56	0
2132 Software professionals	1.53	0
2122 Mechanical engineers	1.50	0
8221 Crane drivers	1.40	0
8222 Fork-lift truck drivers	1.40	0
8219 Transport operatives n.e.c.	0.97	0
Total in main occupations	61.05	1485
Total in Port & Related sector in NW	100	2433
Source: LFS, weighted to employment structure in the North West from ABI 2002		

Main Occupations by LSC Area

The LSC Merseyside area dominates employment in the Port and Related Sector. It accounts for the largest proportion of employees regionally within the largest 15 "main" occupations. The other 4 sub-regions within employ a similar proportion of people. Any comments about the significance of employment within sub-regions in this sub sector must be set within the context that, whilst Merseyside has a total of 1503 employees, only 2433 employees are employed within the sector across the North West.

Main Occupations by LSC Area					
Number Employed in the Port and Related Sector in North West by region					
Occupation	Cumbria	Lancashire	Gtr Manchester	Gtr Merseyside	Cheshire & Warrington
3513 Ship and hovercraft officers	N/A	N/A	N/A	N/A	N/A
8217 Seafarer (m navy), brge, lght, boat	N/A	N/A	N/A	N/A	N/A
4134 Transport and distribution clerks	N/A	N/A	N/A	N/A	N/A
9141 Stevadores, dockers and slingers	N/A	N/A	N/A	N/A	N/A
1161 Transport and distribution managers	N/A	N/A	N/A	N/A	N/A
9149 Oth good hndlng & storage occup nec	N/A	N/A	N/A	N/A	N/A
5241 Electricians, electrical fitters	N/A	N/A	N/A	N/A	N/A
1136 Info & communication technol mngers	N/A	N/A	N/A	N/A	N/A
9235 Refuse and salvage occupations	N/A	N/A	N/A	N/A	N/A
5223 Mtl working prod & maintnce fitter	N/A	N/A	N/A	N/A	N/A
2132 Software professionals	N/A	N/A	N/A	N/A	N/A
2122 Mechanical engineers	N/A	N/A	N/A	N/A	N/A
8221 Crane drivers	N/A	N/A	N/A	N/A	N/A
8222 Fork-lift truck drivers	N/A	N/A	N/A	N/A	N/A
8219 Transport operatives n.e.c.	N/A	N/A	N/A	N/A	N/A
Total in main occupations	N/A	N/A	N/A	N/A	N/A
Total in the Port & Related sector in each region	209	225	241	1503	255

Source: LFS, weighted to employment structure in the North West from ABI 2002

Main occupations within the sub-sectors of the Port and Related sector

The following sections are concerned with the analysis of the main occupations within each of the port and related sub-sectors.

Sea and Coastal Water Transport (611) sub-sector

This sub-sector employs few people (679 employees). However, it is interesting as it only incorporates five occupations, whereas the twenty "largest" occupations each account for at least 1% of employment. This suggests that this sub-sector is relatively "heavy" in terms of generic occupations such as credit controllers, brokers and sales related occupations.

Main occupations in the Sea and Coastal Water Transport (611) sub-sector in the North West		
Occupation	% of sub-sector employees	Estimated Number of Employees in the North West
3513 Ship and hovercraft officers	20.77	100
4134 Transport and distribution clerks	11.54	100
8217 Seafarer (m navy), brge, lght, boat	11.33	100
1161 Transport and distribution managers	3.80	0
9141 Stevadores, dockers and slingers	1.49	0
Total in main occupations	48.94	332
Total in the Sea and Coastal Water Transport (611) sub-sector in the North West	100	679
Source: LFS, weighted to employment structure in the North West from ABI 2002		

Other supporting water transport activities (6322) sub-sector

Although only 48.43% of employees in this sub-sector are categorised as being utilised in main occupations, there are 10 occupations which have at least 1% of employment within them. Once again, the largest of these is ship and hovercraft officers (13.38%).

Main occupations in the Other supporting water transport activities (6322) sub-sector in the North West		
Occupation	% of sub-sector employees	Estimated Number of Employees in the North West
3513 Ship and hovercraft officers	13.38	200
9141 Stevadores, dockers and slingers	11.17	200
1161 Transport and distribution managers	5.94	100
8217 Seafarer (m navy), brge, lght, boat	4.14	100
8219 Transport operatives n.e.c.	2.75	0
8211 Heavy goods vehicle drivers	2.34	0
4134 Transport and distribution clerks	2.31	0
8221 Crane drivers	2.31	0
8222 Fork-lift truck drivers	2.25	0
Total in main occupations	46.59	752
Total in the Other supporting water transport activities (6322) sub-sector in the North West	100	1615
Source: LFS, weighted to employment structure in the North West from ABI 2002		

Section 3: Current Demand for Qualifications by Main Occupations

In order to generate estimates of future demand for qualifications, which the LSCs will attempt to meet through their StAR process, an estimate of current demand for qualifications in each of the main occupations has been produced as a baseline.

Highest Qualification by Occupation

The NVQ equivalent level of the estimated highest qualification held by employees within each of the main occupations in the North West is shown in the table below. These estimates have been generated from the national Labour Force Survey and, given what is known about overall qualification levels in the region compared to England as a whole, they may over estimate the level of qualification held. However, they do provide an indication of the differences between the main occupations regarding the qualifications required. Trade apprenticeship qualifications, which have no direct NVQ equivalent, have been apportioned between NVQ level 2 and 3 on a 50/50 basis. This is standard practice.

Main occupation	NVQ Level 4 and above	NVQ 3	NVQ 2	Below NVQ 2	Other	None
1136 Information & communication technology managers	0.0	45.6	54.4	0.0	0.0	0.0
1161 Transport and distribution managers	38.8	15.3	0.0	30.9	15.0	0.0
2122 Mechanical engineers	62.5	18.7	18.7	0.0	0.0	0.0
2132 Software professionals	0.0	0.0	49.1	0.0	50.9	0.0
3513 Ship and hovercraft officers	30.4	24.4	19.2	4.1	21.9	0.0
4134 Transport and distribution clerks	10.0	15.6	29.0	22.9	0.0	22.5
5223 Metal working production & maintenance fitter	0.0	74.1	25.9	0.0	0.0	0.0
5241 Electricians, electrical fitters	0.0	82.0	18.0	0.0	0.0	0.0
8217 Seafarer (merchant navy); barge, lighter and boat operatives	0.0	15.2	15.1	8.7	61.0	0.0
8219 Transport operatives n.e.c.	0.0	0.0	0.0	0.0	0.0	100.0
8221 Crane drivers	0.0	42.1	0.0	57.9	0.0	0.0
8222 Fork-lift truck drivers	0.0	21.7	78.3	0.0	0.0	0.0
9141 Stevedores, dockers and slingers	0.0	19.4	0.0	16.1	48.9	15.6
9235 Refuse and salvage occupations	0.0	0.0	0.0	53.8	0.0	46.2

The table above provides an estimate of the qualifications held by those in working in the main occupations within the port and related sector. Qualifications levels in the region are lower than the national average. However, it is not possible to apply a weighting to the national data, as was done with the occupation data. Applying a weighting across all occupations, based on the proportion of people in the North West holding higher level qualifications relative to the proportion nationally, would underestimate the number of qualifications held by people in these groups. Not applying a weighting, however, inevitably leads to the opposite situation, with the level of qualifications held being overestimated, particularly amongst lower level occupations.

The lack of formal entry requirements for many jobs within the sector means that there is a wide range in the level of qualifications held. It appears that the general level of qualifications held is low. Only 4 out of the 14 listed main occupations have employees who hold a qualification equivalent to Level 4 or higher.

Employees who work as information and communication technology managers hold qualifications equal to Levels 2 or 3. For a management level job, however, it is interesting to note that no one holds qualifications equivalent to level 4 or above. Transport and distribution managers appear to be better qualified, with 38.8% of employees qualified to Level 4 or above. All workers in this occupation hold some type of qualification.

Mechanical engineers are the highest qualified workers in the main occupations of the port and related sector. Nearly 63% of them hold qualifications at Level 4 or above. The rest of the workers in this occupation have gained qualifications through trade apprenticeships.

Qualifications held by software professionals are very different. Just over 49% of those employed hold Level 2 qualifications, with the remaining 51% holding those at another level or those defined as 'other'. The method of data collection makes it difficult to discover what these qualifications are, although they may be linked to the professional qualifications provided by the British Computer Society and the Institute for the Management of Information Systems.

Ship and hovercraft officers are amongst the best qualified workers in the sector, with 30.4% of them holding qualifications equivalent to Level 4 or higher. The nature of entry, progression and available qualifications mean that those employed in this occupation tend to hold a wide range of qualifications.

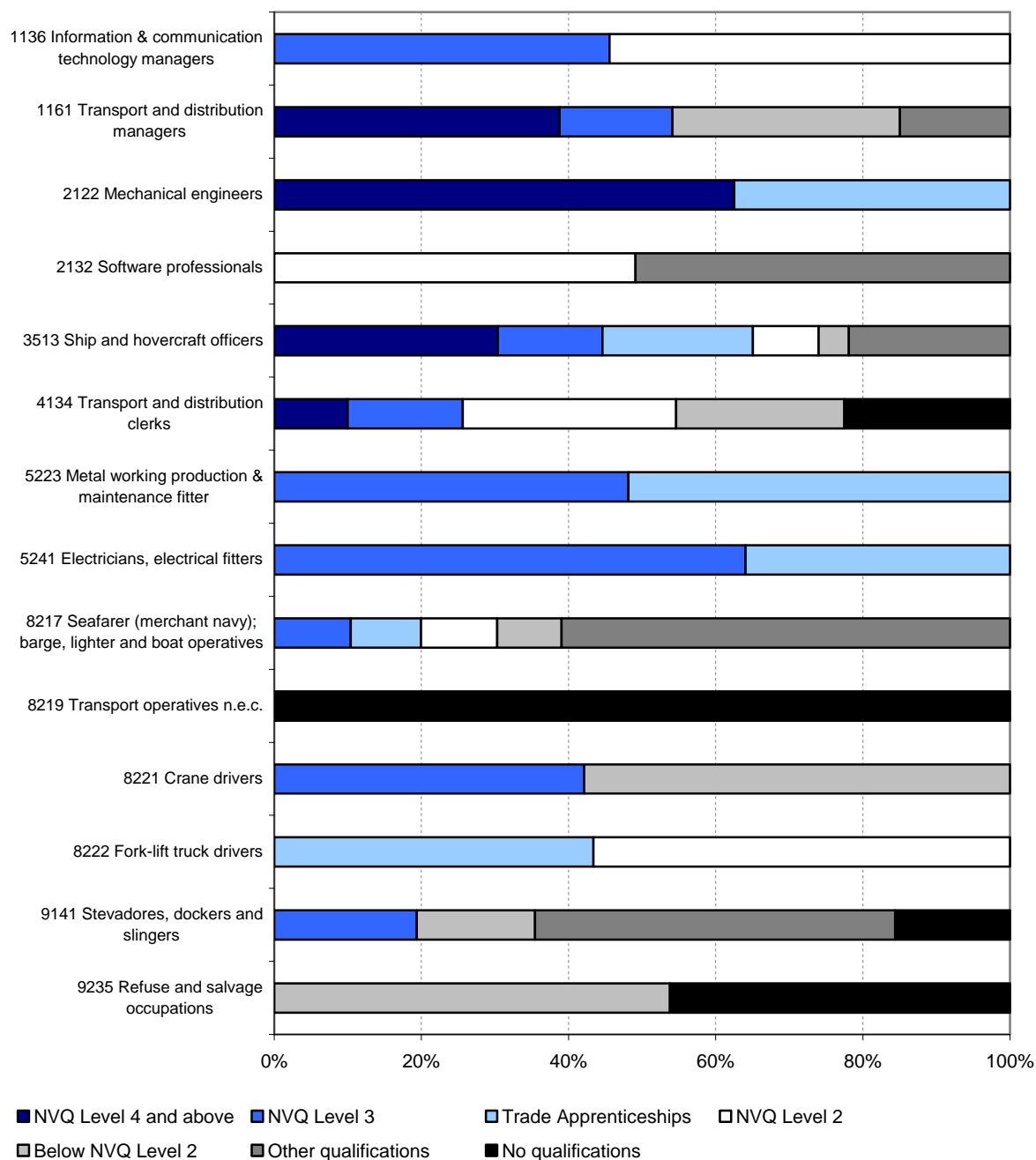
The qualifications of those employed as transport and distribution clerks are very wide ranging. Whilst 10.0% hold qualifications equivalent to Level 4 or above, 22.5% have no qualifications. This is because there are no formal entry requirements for this occupation

The educational attainment of those employed in metal working production or as maintenance fitters is very similar to electricians/electrical fitters. Qualifications are held at either NVQ Level 3 or trade apprenticeships. By contrast, 61.0% of seafarers hold qualification defined as 'other'. Data collection methods make it difficult to identify the nature of these qualifications, but it is probable that they are linked to the certificates of competency. All people in this occupation hold some form of qualification. The same cannot be said for those employed as transport operatives. In this occupation, no one held any form of qualification, making it the most poorly skilled occupation in the port and related sector (main occupations).

All crane drivers hold either qualifications equivalent to Level 3 or some form of 'other' qualification. The data collection methods make it difficult to determine the exact nature of these other qualifications, but is likely that they are linked to the Certificate of Training Achievement, which is an occupational requirement.

All forklift truck drivers hold qualifications higher than Level 2, with 43.4% gaining qualifications through trade apprenticeships. Just over 84 % of stevedores, dockers and slingers hold some form of qualification. The majority of these are described as 'other', making it difficult to assess the level of skills held. Given the nature of this work and that only 19.4% hold qualifications equivalent to level 3, it is possible to infer that 'other' qualifications are not of a significantly high level, and could relate to health and safety regulations. Those employed in refuse and salvage operations are generally poorly qualified. Just over 46% hold no qualifications, whilst the remaining 54% hold 'other' qualifications. Given the lack of entry requirements and no specific progression routes, this is not surprising.

Estimated level of Highest Qualification Held by Occupation



Source: LFS, Autumn 2002

Whilst the data from the LFS provides useful information on the level of qualifications held, there is little information regarding their type or subject. The use of computer-aided interviewing means that the 'raw data' of the names of the actual qualifications held is lost almost instantly, as interviewers select a qualifications type from a list on screen. However, the LFS does contain information regarding the subjects studied at A-level or above, including degrees. Nevertheless, these are multiple responses and it is not straightforward to identify the most popular or occupationally relevant subject studied. This makes it difficult to assess the proportion of current employees holding qualifications, which are identified as required/common qualifications in the main occupations by sector experts/career literature.

Qualifications by Main Occupation – Required, Common and Needed for Progression

The table below shows the qualifications required to enter and progress from the main occupations in the port and related sector. A more detailed version of the table, identifying the precise qualifications required, rather than the a level or general subject area is attached as appendix 2.

The information in this table needs to be interpreted carefully. The stated required qualifications for a particular occupation may not actually reflect the qualifications held by those currently employed in that occupation. However, it must be assumed that over time, and particularly for new entrants, the requirement to have the qualification stated will become more important.

The table below shows, for each occupation, routes to entry, entry level qualifications, common qualifications and qualifications required for progression. In some cases it has not been possible to identify qualifications for each of these categories.

It was intended that this table would also show the proportion of employees in each occupation holding the stated qualifications, using the data available on the highest qualification. However, the data collected through the LFS is coded on collection and therefore no raw data on the actual qualifications exists.

Indicative Distribution of Qualifications by Main Occupation				
	Routes to Entry	Entry Level Qualifications	Common Qualifications	Qualifications for Progression
1136 Information & communication technology managers	There are no formal entry requirements. Entry is possible at a number of levels: GCSEs, A level, HND, Advanced Modern Apprenticeship (Information Technology & Electronic Services), degree or equivalent.	Level 2-4 ICT related subject		Depending on level of entry higher education courses such as NVQs at Levels 4-5, HND/Cs or degree courses in IT and computing fields.
1161 Transport and distribution managers	Although there are no formal requirements most entrants hold a BTEC HNC/HND or a relevant degree. Certificate of Professional Competence (CPC).	Usually between levels 2-4.	Possible common qualifications could include NVQs in Distributive Operations or Distribution, Warehousing and Storage Operations at Level 3. Certificate of Professional Competence (CPC).	Depending on level of entry, experience and area of expertise, relevant higher education qualifications could be followed. Possible courses could include MSc in Transport Management, MSc in Purchasing and Supply Chain Management, and MSc in Logistics
2122 Mechanical engineers	Entry is usually with a first degree or BTEC HND/HNC in mechanical engineering or related engineering subject.	Level 2-5 Engineering	- Degree in Engineering subject. - Incorporated or chartered status.	Incorporated or chartered status.
2132 Software professionals	There are no formal entry requirements. Entrants often hold BTEC HNC/HND or degree level qualifications. Employment may also be gained through	Level 2+ ICT subject		- Professional qualifications, including those of the British Computer Society (BCS) and the Institute for the Management of Information Systems (IMIS).

Indicative Distribution of Qualifications by Main Occupation				
	Routes to Entry	Entry Level Qualifications	Common Qualifications	Qualifications for Progression
	relevant work experience.			- Graduate Professional Development Award (GDPA).
3513 Ship and hovercraft officers	<p>There are no formal entry requirements.</p> <p>- Merchant navy entry can be through cadet or degree sponsorship where entry requirements start at GCSE level.</p>	Level 1-4	<p>- Coastguard Agency (MCA) Certificates of Competency as Officer of the Watch (OOW).</p> <p>- NVQ Level 3 in Marine Vessel Operations. Maritime</p> <p>- New entrants to the fishing industry are required to take four Maritime and Coastguard Agency (MCA) approved one-day training courses.</p> <p>- Inshore area skippers require NVQ Marine Vessel Operations (Skipper: Fishing Inshore) Level 3 and Seafish Inshore Skipper's certificate.</p> <p>- Limited area skippers require NVQ Marine Vessel Operations (Skipper: Fishing Limited) Level 4 and Deck Officer (Fishing Vessel) Class 2.</p> <p>- Unlimited area skippers require NVQ Marine Vessel Operations (Skipper: Fishing Unlimited) Level 4 and Deck Officer (Fishing Vessel) Class 1. Must also hold a Ship Captain's Medical qualification</p>	Progression is through MCA Master Certificates of Competency.

Indicative Distribution of Qualifications by Main Occupation				
	Routes to Entry	Entry Level Qualifications	Common Qualifications	Qualifications for Progression
4134 Transport and distribution clerks	There are no formal entry requirements although entrants usually possess GCSEs.		Possible common qualifications could include NVQs in Distributive Operations or Distribution, Warehousing and Storage Operations at Level 3.	Depending on level of entry, experience and area of expertise, relevant higher education qualifications could be followed. Possible courses could include MSc in Transport Management, MSc in Purchasing and Supply Chain Management, and MSc in Logistics
5223 Metal working production & maintenance fitter	There are no formal entry requirements although entry is common with GCSEs, GNVQs BTEC or Modern Apprenticeship qualifications.	Level 2-3 engineering	Possible common qualifications could include - Modern Apprenticeships in Engineering Maintenance at NVQ Level 3. - NVQ level 3 in Fishing Vessel Engineering	Further professional qualifications are required to become a licensed engineer.
5241 Electricians, electrical fitters	There are no formal entry requirements It is recommended to have at least GCSE (A-C) in maths, English and science or equivalent qualifications. Entry is also possible through the Advanced Modern Apprenticeship in Engineering - Electrical & Electronic Servicing	Level 2+	Apprentices work towards: - City & Guilds Electrical Installation (2351) - NVQ Level 3 Installing and Commissioning Electro-technical Systems and Equipment. Also available are: - Electrical Installation (2360) Part 1 and Part 2. - Engineering Systems Maintenance (2140), - BTEC National Certificate in Engineering, - NVQ Level 3 in Engineering Maintenance. - Electronics Servicing (2240), - NVQ Engineering Assembly Level 3.	
8217 Seafarer (merchant navy); barge, lighter and	There are No formal academic requirements.	Level 1 +		Further qualifications available include:

Indicative Distribution of Qualifications by Main Occupation				
	Routes to Entry	Entry Level Qualifications	Common Qualifications	Qualifications for Progression
boat operatives				- NVQ Level 2-3. - Officer of the Watch (OOW) status.
8219 Transport operatives n.e.c.	No formal academic requirements.			Possible qualifications include: - NVQ level 2 in Marine Operations - NVQ level 2 in Port Passenger Operations.
8221 Crane drivers	No formal academic requirements.		Certificate of Training Achievement. (CTA).	
8222 Fork-lift truck drivers	No formal academic requirements. Standard test approved by the Health and Safety Commission.		Standard test approved by the Health and Safety Commission. Possible qualifications include: - NVQs Level 2 in Lift Truck Operations, - Levels 1 and 2 in Specialised Plant and Machinery - Distributive Operations Level 1 or Distribution and Warehousing Level 2	
9141 Stevedores, dockers and slingers	No formal academic requirements.			NVQ levels 1 and 2 Stevedoring.
9235 Refuse and salvage occupations	No formal academic requirements.			

Sources: learndirect, www.learndirect-advice.co.uk; Careers in Shipping, www.gotosea.org.uk; The Marine Society, www.marine-society.org; The Merchant Navy Training Board, www.british-shipping.org; Maritime and Coastguard Agency, www.mcga.gov.uk; Seafish, www.seafish.org. Institute of Mechanical Engineers, www.imeche.org.uk; Institute of Electrical Engineers, www.iee.org.

Section 4: Estimates of Future Qualifications

Future demand for qualifications within the identified main occupations will depend on two factors:

- The skills required within an occupation, which will be influenced by changes in work practices, technology and perhaps legislation; and
- The number of new entrants into an occupation, which is the result of both the absolute change in the numbers employed in that occupation and the level of turnover within the occupation.

The table below provides an estimate of the change in employment in the port and related sector in the North West over the next ten years. The annual rate of change forecast in the CE / IER Working Futures forecasts has been applied to regional employment in the sector in the base year of 2002.

Overall, the port and related sector is forecasted to decline slightly. It is predicted that there will be small increases until 2006, but from herein, employment within the sector is expected to decrease by a small amount year on year. The total number of people employed in the North West is expected to decrease by just 47 over the next ten years, a percentage decrease of 1.9%.

Forecast Change in Port and Related Sector Employment in the North West		
Year	Annual % Change	Forecast Employees
2002	-3.19	2433
2003	0.64	2449
2004	0.57	2463
2005	0.88	2484
2006	-1.54	2446
2007	-0.79	2427
2008	-0.44	2416
2009	-0.34	2408
2010	-0.41	2398
2011	-0.24	2392
2012	-0.24	2386

Source: Annual Business Inquiry 2002, CE/IER Forecasts

This absolute change disguises the level of replacement demand; that is the turnover within the port and related workforce, which occurs as a result of retirements, deaths, occupational and geographical mobility. Replacement demand is often at least as significant as absolute changes in the number employed in determining the number of new entrants to an occupation.

Rates of Change in Employment by Occupational Group in the Port and Related Sector						
	2002-04, %		2004-07, %		2007-10, %	
	Expansion	Replacement	Expansion	Replacement	Expansion	Replacement
11 Corporate Managers	4.27	10.44	3.24	15.74	-0.42	0.01
21 Science/Tech Professionals	3.50	10.78	1.99	16.06	-0.46	0.12
35 Bus/Public Serv. Assoc Prof.	3.12	8.09	2.10	12.27	-0.74	-0.12
41 Administrative Occupations	0.61	12.30	-2.13	17.69	-0.70	0.32
52 Skilled Metal/Elec Trades	-6.17	-2.45	-12.79	-5.42	-20.53	12.65
82 Transport Drivers and Ops	3.09	15.00	1.47	22.30	-0.73	0.35
91 Elementary: Trades/Plant/Stor	-3.12	18.65	-7.55	26.47	-1.19	4.70
92 Elementary: Admin/Service	-0.10	9.98	-3.95	14.40	-1.55	-0.59

Source: CE / IER forecasts

The IER provides forecasts of occupational growth and decline at the sub-major occupational group level. The table overleaf applies the forecast rates of new entrants as a result of expansion / decline and replacement demand for each group to the main occupations within that group. This assumes that each occupation within the same sub-major occupational group is growing or declining at the same rate and experiences the same level of labour turnover as a result of replacement demand, which may not be correct.

The table overleaf shows the total forecast number of new entrants to each of the main occupations over the three periods of interest – 2002 to 2004, 2004 to 2007 and 2007 to 2010. This comprises the absolute change in numbers forecast to be employed in each occupation, and the number of new entrants forecast as a result of replacement demand – that is, to replace existing employees in the occupation of interest who, for whatever reason, move out of employment in that occupation^{6, 7}.

The table illustrates that in almost all cases, replacement demand has a greater effect on the number of new entrants to an occupation compared to the absolute change in employment in that occupation. Whilst it is expected that over 100 new entrants will be required for both the 2002–2004 and 2005–2007 periods, by the 2007–2010 period, employment is expected to be fairly static with a slight overall negative net requirement. Forecasts for each LSC sub-region are contained in appendix 3.

⁶ NB – the default assumptions on the IER dataset mean that replacement demand does not take into account the effects of geographical mobility between regions. Geographical mobility is assumed to be zero.

⁷ Note that people moving between jobs within the same occupation, e.g. leaving employment as a care assistant in one care home and moving to the same job in another care home, are not included in estimates of replacement demand as the net effect on the occupation as a whole is nil.

Forecast Number of New Entrants in the Port and Related Sector Main Occupations in the North West											
Occupation	Estimated Number of employees in the North West, 2002	Estimated change 2002-04		Estimated net new entrants, 2002-04	Estimated change 2004-07		Estimated net new entrants, 2004-07	Estimated change 2007-10		Estimated net new entrants, 2007-10	
		Replacement	Expansion		Replacement	Expansion		Replacement	Expansion		
3513 Ship and hovercraft officers	400	35	14	49	55	9	65	-1	-3	-4	
8217 Seafarer (m navy), brge, lght, boat	200	32	7	38	48	3	52	1	-2	-1	
4134 Transport and distribution clerks	200	24	1	26	35	-4	31	1	-1	-1	
9141 Stevadores, dockers and slingers	100	22	-4	18	30	-9	22	5	-1	4	
1161 Transport and distribution managers	100	11	5	16	18	4	22	0	0	0	
9149 Oth good hndng & storage occup nec	100	13	-2	11	17	-5	12	3	-1	2	
5241 Electricians, electrical fitters	100	-1	-4	-5	-3	-7	-10	6	-10	-4	
1136 Info & communication technol mngers	0	4	2	6	7	1	8	0	0	0	
9235 Refuse and salvage occupations	0	4	0	4	6	-2	4	0	-1	-1	
5223 Mtl working prod & maintnce fitter	0	-1	-2	-3	-2	-5	-6	4	-6	-2	
2132 Software professionals	0	4	1	5	6	1	7	0	0	0	
2122 Mechanical engineers	0	4	1	5	6	1	7	0	0	0	
8221 Crane drivers	0	5	1	6	8	1	8	0	0	0	
8222 Fork-lift truck drivers	0	5	1	6	8	1	8	0	0	0	
8219 Transport operatives n.e.c.	0	4	1	4	5	0	6	0	0	0	

Source: Generated from IER forecasts, ABI 2002 / LFS 2002

1136 Information & Communication Technology Managers			
Time period	2002-2004	2004-2007	2007-2010
Expected new Entrants	6	8	0
Estimated range of new entrants for whom required qualifications will need to be provided¹	4-6	5-7	0
Current pattern of qualifications	0.0 % Level 4 45.6 % Level 3 54.4 % Level 2 0.0 % Level 1 and below		
Stated required qualifications	Level 2-4 ICT related subject		
Estimated level of demand from current employees	0	0	0
Anticipated increase in number of required qualifications	4-6	5-7	0
Stated common qualifications	None stated		
Implications for LSC	There is likely to be a very small demand for LSC funded qualifications.		

¹ 79% of new entrants estimated to need provision of required qualifications between 2002 -04, 75% between 2004-07 and 0% between 2007-10. A 15% margin for error has been included.

3513 Ship and Hovercraft Officers			
Time period	2002-2004	2004-2007	2007-2010
Expected new Entrants	49	65	-4
Estimated range of new entrants for whom required qualifications will need to be provided¹	40-49	51-65	0
Current pattern of qualifications	30.4 % Level 4 24.4 % Level 3 19.2 % Level 2 4.1 % Level 1 and below		
Stated required qualifications	Level 1-4		
Estimated level of demand from current employees	0	0	0
Anticipated increase in number of required qualifications	40-49	51-65	0
Stated common qualifications	<ul style="list-style-type: none"> - Coastguard Agency (MCA) Certificates of Competency as Officer of the Watch (OOW). - NVQ Level 3 in Marine Vessel Operations. Maritime. - New entrants to the fishing industry are required to take four Maritime and Coastguard Agency (MCA) approved one-day training courses. - Inshore area skippers require NVQ Marine Vessel Operations (Skipper: Fishing Inshore) Level 3 and Seafish Inshore Skipper's certificate. - Limited area skippers require NVQ Marine Vessel Operations (Skipper: Fishing Limited) Level 4 and Deck Officer (Fishing Vessel) Class 2. - Unlimited area skippers require NVQ Marine Vessel Operations (Skipper: Fishing Unlimited) Level 4 and Deck Officer (Fishing Vessel) Class 1. Must also hold a Ship Captain's Medical qualification 		
Estimated range of new entrants for whom common qualifications will need to be provided²	22-29	29-39	-
Estimated level of demand from current employees	0	0	0
Anticipated increase in number of common qualifications (Level 3 to 4)	22-29	29-39	-
Implications for LSC	The demand for LSC funded qualifications is generated by new entrants to this occupation. There is a small level of demand in the first two periods but this tails off, as there are no new entrants in 2007-10.		

¹ 96% of new entrants estimated to need provision of required qualifications between 2002 -04, 94% between 2004-07 and 0% between 2007-10. A 15% margin for error has been included.

² IER data estimates that 95% of new entrants will be likely to require new skills. As the level of common qualifications is around 55%, overall it is estimated that 52% of new entrants will demand common qualifications.

4134 Transport and Distribution Clerks			
Time period	2002-2004	2004-2007	2007-2010
Expected new Entrants	26	31	-1
Estimated range of new entrants for whom common qualifications will need to be provided¹	1-3	2-3	-
Current pattern of qualifications	10.0 % Level 4 15.6 % Level 3 29.0 % Level 2 45.4 % Level 1 and below		
Estimated level of demand from current employees²	8	8	8
Anticipated increase in number of common qualifications	9-11	10-11	8
Stated common qualifications	Possible common qualifications could include NVQs in Distributive Operations or Distribution, Warehousing and Storage Operations at Level 3.		
Implications for LSC	The demand for LSC funded qualifications is small and fairly consistent across the three periods from 2002-2010. The source of the demand in the first two periods is from a combination of addressing current employees' skills gaps and ensuring adequate provision for new entrants to this occupation. In the last period the level of demand decreases, as there are no new entrants in 2007-10.		

¹ Employees entering this occupation as a result of expansion or replacement of retired employees are those most likely to demand new qualifications. IER data predicts that approximately 100% of new entrants fall into this category for this occupation. New entrants that are most likely to take up new qualifications are predicted to do so in line with the existing pattern of qualifications in the industry. In keeping with the common qualifications in this industry, it is assumed that qualifications will be demanded at Level 3. According to the current pattern of qualifications, 15.6% of employees are qualified at this level. Therefore, overall, it is assumed that 9% of new entrants will demand LSC funded qualifications. As this estimate is based on a number of assumptions, a 15% margin for error has been calculated within the figures in the table.

²NESS data estimates that 11.4% of current employees have a skills gap due to technical and practical deficiencies. Therefore, there will be a demand for qualifications to meet this skills requirement.

5241 Electricians and Electrical Fitters			
Time period	2002-2004	2004-2007	2007-2010
Expected new Entrants	-5	-10	-4
Estimated range of new entrants for whom required qualifications will need to be provided¹	0	0	0
Current pattern of qualifications	0.0 % Level 4 82.0 % Level 3 18.0 % Level 2 0.0 % Level 1 and below		
Stated required qualifications	Level 2-4		
Estimated level of demand from current employees	0	0	0
Anticipated increase in number of required qualifications	0	0	0
Stated common qualifications	<p>Apprentices work towards:</p> <ul style="list-style-type: none"> - City & Guilds Electrical Installation (2351) - NVQ Level 3 Installing and Commissioning Electro-technical Systems and Equipment. <p>Also available are:</p> <ul style="list-style-type: none"> - Electrical Installation (2360) Part 1 and Part 2. - Engineering Systems Maintenance (2140), - BTEC National Certificate in Engineering, - SQA National Certificate modules or NVQ Level 3 in Engineering Maintenance. - Electronics Servicing (2240), - SQA National Certificate modules 		
Estimated range of new entrants for whom common qualifications will need to be provided	0	0	0
Estimated level of demand from current employees	0	0	0
Anticipated increase in number of common qualifications	0	0	0
Implications for LSC	There is no anticipated demand for LSC funded qualifications for this occupation.		

¹ 0% of new entrants estimated to need provision of required qualifications between 2002-04, 2004-07 and 2007-10. A 15% margin for error has been included.

8217 Seafarer (Merchant Navy), Barge and Light Boat			
Time period	2002-2004	2004-2007	2007-2010
Expected new Entrants	38	52	-1
Estimated range of new entrants for whom required qualifications will need to be provided¹	20-27	25-34	0
Current pattern of qualifications	0.0 % Level 4 15.2 % Level 3 15.1 % Level 2 8.7 % Level 1 and below		
Stated required qualifications	Level 1-4		
Estimated level of demand from current employees	0	0	0
Anticipated increase in number of required qualifications	20-27	25-34	0
Stated common qualifications	None stated		
Implications for LSC	The demand for LSC funded qualifications in generated by new entrants to this occupation. There is a small level of demand in the first two periods but this tails off, as there are no new entrants in 2007-10.		

¹ 63% of new entrants estimated to need provision of required qualifications between 2002 -04, 58% between 2004-07 and 0% between 2007-10. A 15% margin for error has been included.

8222 Fork-lift Truck Drivers			
Time period	2002-2004	2004-2007	2007-2010
Expected new Entrants	6	8	0
Estimated range of new entrants for whom common qualifications will need to be provided¹	2-4	3-5	0
Current pattern of qualifications	0.0 % Level 4 21.7 % Level 3 78.3 % Level 2 0.0 % Level 1 and below		
Estimated level of demand from current employees	0	0	0
Anticipated increase in number of common qualifications	2-4	3-5	0
Stated common qualifications	Standard test approved by the Health and Safety Commission. Possible qualifications include: - NVQs Level 2 in Lift Truck Operations, - Levels 1 and 2 in Specialised Plant and Machinery - Distributive Operations Level 1 or Distribution and Warehousing Level 2		
Implications for LSC	There is likely to be a very small demand for LSC funded qualifications in the first two periods but beyond this no demand is anticipated.		

¹ Employees entering this occupation as a result of either expansion or replacement are likely to demand new qualifications. IER data predicts that approximately 60% of new entrants fall into this category for this occupation. New entrants that are most likely to take up new qualifications are predicted to do so in line with the existing pattern of qualifications in the industry. Thus, qualifications will be demanded between levels 1 and 2. According to the current pattern of qualifications, 78.3% of employees are qualified at this level. Therefore, overall, it is assumed that 47% of new entrants will demand LSC funded qualifications. As this estimate is based on a number of assumptions, a 15% margin for error has been calculated within the figures in the table.

Implications by Qualification

The table below collates the information regarding demand for qualifications from each occupation and presents an aggregate demand for each of the main LSC-funded qualifications in the sector.

Estimated Demand for Main Port and Related Sector Qualifications in the North West			
Qualification Title	02-04	04-07	07-10
NVQ Levels 1-4	60-76	76-99	0
NVQ Levels 2-4 ICT related subject	4-6	5-7	0
<ul style="list-style-type: none"> - Coastguard Agency (MCA) Certificates of Competency as Officer of the Watch (OOW). - NVQ Level 3 in Marine Vessel Operations. Maritime. - New entrants to the fishing industry are required to take four Maritime and Coastguard Agency (MCA) approved one-day training courses. - Inshore area skippers require NVQ Marine Vessel Operations (Skipper: Fishing Inshore) Level 3 and Seafish Inshore Skipper's certificate. - Limited area skippers require NVQ Marine Vessel Operations (Skipper: Fishing Limited) Level 4 and Deck Officer (Fishing Vessel) Class 2. - Unlimited area skippers require NVQ Marine Vessel Operations (Skipper: Fishing Unlimited) Level 4 and Deck Officer (Fishing Vessel) Class 1. Must also hold a Ship Captain's Medical qualification 	22-29	29-39	-
Possible common qualifications could include NVQs in Distributive Operations or Distribution, Warehousing and Storage Operations at Level 3.	9-11	10-11	8
<ul style="list-style-type: none"> NVQs Level 2 in Lift Truck Operations, - Levels 1 and 2 in Specialised Plant and Machinery - Distributive Operations Level 1 or Distribution and Warehousing Level 2 	2-4	3-5	0

Section 5: Qualifications Supply

Table 1 shows the number of enrolments for courses relating to Port and Related Sectors that have been delivered by FE and WBL providers during 2001/02. The courses on offer were comprehensive ranging in both level and type. However, Table 1 does not capture the courses for enrolments less than 40 and is therefore incomplete.

Table 1

Qualification			Number of enrolments			Achievements	Success %
Level	Type	Title	FE	WBL	Total		
3	NVQ	NVQ in Installing and Commissioning Electrotechnical Systems	227	1673	1900	43	15.1
3	NVQ	NVQ in Engineering Maintenance	276	1038	1314	190	62.7
Other	Other	C&G 2380 16th Edition of the IEE Wiring Regulations	1260	0	1260	1,045	84.1
2	Other	C&G 2351 Knowledge of Electrical Installation Engineering	914	0	914	293	88.5
1 & Entry	Other	Basic Lift Truck Operator Certificate (all Truck Types)	428	0	428	414	97.0
2	NVQ	NVQ in Engineering Maintenance	278	89	367	23	28.0
1 & Entry	Other	C&G 2360-01 Electrical Installation Part 1 Competences	349	0	349	137	59.8
1 & Entry	Other	C&G 2360-05 Electrical Installation Part 1 (Theory)	341	0	341	117	59.7
4, 5 & HE	HNC/HND	HNC in Engineering (Electrical/Electronic)	321	0	321	103	61.3
1 & Entry	Other	C&G 2360-06 Electrical Installation Part 1 (Theory and Pract	320	0	320	125	71.8
4, 5 & HE	HNC/HND	HNC in Engineering	250	0	250	95	69.3
2	Other	C&G 2360-02 Electrical Installation Part 2 Competences	189	0	189	83	44.1
Other	Other	Proficiency in Survival Craft and Rescue Boat	170	0	170	134	78.8
2	Other	Coastal Skipper/Yachtmaster Offshore - Shorebased	167	0	167	123	73.7
2	Other	C&G 2360-07 Electrical Installation Part 2 (Theory)	146	0	146	71	66.4
4, 5 & HE	HNC/HND	HNC in Engineering (Mechanical Engineering)	127	0	127	53	91.4
2	Other	C&G 2360-08 Electrical Installation Part 2 (Theory and Pract	115	0	115	37	34.6
Other	Other	Lift Truck Operation	113	0	113	62	80.5
4, 5 & HE	HNC/HND	HNC in Engineering (Process/Plant/Instrumentation)	85	0	85	8	28.6
4, 5 & HE	HNC/HND	HNC in Engineering (Plant and Process Plant)	82	0	82	27	60.0
4, 5 & HE	HNC/HND	HND in Engineering	81	0	81	37	69.8
4, 5 & HE	Other	C&G 2360-03 Electrical Installation Course C	73	0	73	15	33.3
2	Other	Dayskipper/Watch Leader - Practical	72	0	72	53	73.6
3	NVQ	NVQ in Marine Engineering Operations	71	0	71	12	17.4
4, 5 & HE	HNC/HND	HND in Nautical Science	69	0	69	19	28.4
4, 5 & HE	HNC/HND	HNC in Engineering (Mechanical/Manufacture)	59	0	59	17	36.2
1 & Entry	Other	C&G 2240 Electronics Servicing Part I	57	0	57	30	81.1
Other	Other	Advanced Lift Truck Operation	51	0	51	41	100.0
1 & Entry	Other	Fork Truck Operator (Novice)	49	0	49	49	100.0

Source: FE Data - ISR 25 (2001/02), WBL Data - ILR Period 16e (2001/02)

Based on the results shown in Table 1, the majority of courses were at Level 4 and over (31%), followed by Level 2 (24%) and then those at Entry and Level 1 (21%). In terms of

qualifications, the majority of courses led to those classified as 'other' (59%), followed by HNC/HND (28%) and then NVQs (16%).

The vast majority of students were enrolled on courses delivered by FE providers (71%). Indeed, 27 of the 29 courses listed above were not available through WBL provision.

'Achievements' measure the number of learners who obtained a qualification in their chosen subject. It is probably more meaningful to examine them as a proportion of total enrolments, rather than numerically as shown in the table. Thus, courses achieving the 10 best performing achievement rates did not lead to a formal qualification (i.e. they were of the type defined as 'other'). There were 16 courses in which achievement rates were below 40%, and half of these were either NVQs or HNC/HNDs.

The success rate is calculated by multiplying the retention rate (*the percentage of learners who were still in learning at the end of the planned duration of their programme or who had successfully completed their learning by that time*) by the achievement rate (*the percentage of learners who successfully completed all elements of their individual learning plan (or equivalent)*)⁸. There is not a direct relationship between the number of enrolments, the number of achievements and the success rate because the success rate is not calculated on the basis of all learners enrolled, but from a sub-set of all learners, i.e. those who have been retained.

The top ten courses achieved success rates over 75%, although not all of these corresponded to the top ten achievement rates. Thus, whilst the achievement rate for a HNC in Engineering (Mechanical Engineering) was 42%, the success rate was 91%. Aside from this course, all the other top performing courses did not, once again, lead to a formal qualification. Instead, there was a dominance of NVQ and HNC/HND courses with the ten lowest success rates – again, following the achievement rate trend.

Table 2

Enrolments and Achievements in the Port and Related Sector by Level				
	FE	WBL	Total	Number of achievements
L1	21.4	0.0	15.5	23.0
L2	23.2	0.3	17.0	19.1
L3	19.6	0.0	14.3	29.9
L4, L5, HE	10.7	3.1	8.6	10.1
Other	25.1	96.6	44.6	17.9
Total	100.0	100.0	100.0	100.0

Table 2 shows the percentage of enrolments and achievements for courses relating to Port and Related Sectors by level and provider for the period 2001/02. Taking FE provision alone, there was virtually an equal split of enrolments for courses at Level 1 (21%), Level 2 (23%) and 'other' (25%). Enrolments through WBL provision were also dominated at the 'other' Level (97%), although far more excessively. This is reflected in aggregate averages, with the majority of enrolments again at the 'other' level. However, the number of overall achievements was disproportionate to their enrolments. Thus, there was a higher rate of achievement for Levels 1, 2, 3, 4 and over, and much lower for the 'other level' (18%).

Table 3

Enrolments and Achievements in the Port and Related Sector by Qualification Type				
	FE	WBL	Total	Number of achievements
Other	71.2	0.3	51.9	81.6
NVQ	12.6	98.9	36.2	7.6
HND/HNC	16.2	0.8	12.0	10.8
Total	100.0	100.0	100.0	100.0

⁸ The way the success rate is calculated differs slightly between the FE and WBL sectors.

Table 3 shows the number of enrolments and achievements for courses relating to Port and Related Sectors by qualification type for the period 2001/02. A large proportion of all courses did not lead to a formal qualification, (52%), although there was a higher percentage leading to NVQs (36%) than HND/HNCs (12%). The majority of courses delivered by FE providers led to an 'other' qualification type, whilst those provided by WBL providers led to NVQs (99%). Turning to achievements, again, this was dominated by 'other' qualifications (82%), with just under a fifth leading to either NVQs or HND/HNCs.

Table 4

Quality of Provision Port and Related Training in the North West				
Name of Provider	Number of leavers	Retention Rate (%)	Achievement Rate (%)	Success Rate (%)
North West Total FE	5,712	89.1	74.5	71.1
North West Total	427			43.6

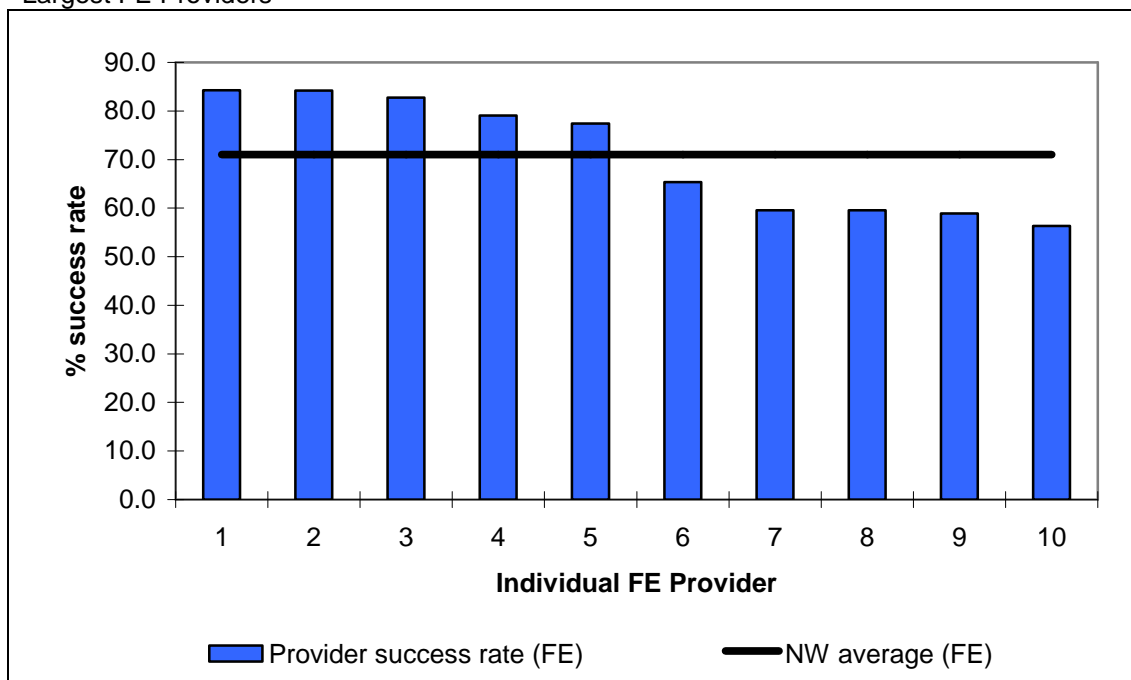
Source: FE Data - ISR 25 (2001/02), WBL Data - ILR Period 16e (2001/02)

Table 4 and Graphs 1 and 2 show the overall success rates for Port and Related Sector qualifications by FE and WBL providers during 2001/02. Overall, FE providers achieved a higher success rate (71%) than WBL providers (44%).

There was some, but not extensive, variation between the 10 individual FE providers. Thus, Graph 1 shows that the highest success rate was over 80%, achieved by two providers, whilst the lowest was over 50%. Five providers all achieved success rates higher than the overall average.

Graph 2 shows the success rates for the ten individual WBL providers. Here, there was extensive variation between them. Thus, success rates varied from less than 5% to 100%. Six providers achieved success rates lower than the regional average (44%), whilst another three achieved over 75%.

Graph 1: Overall success Rates on LSC-funded Port and Related Qualifications – NW Largest FE Providers



Graph 2: Overall success Rates on LSC-funded Port and Related Qualifications – NW
Largest WBL Providers

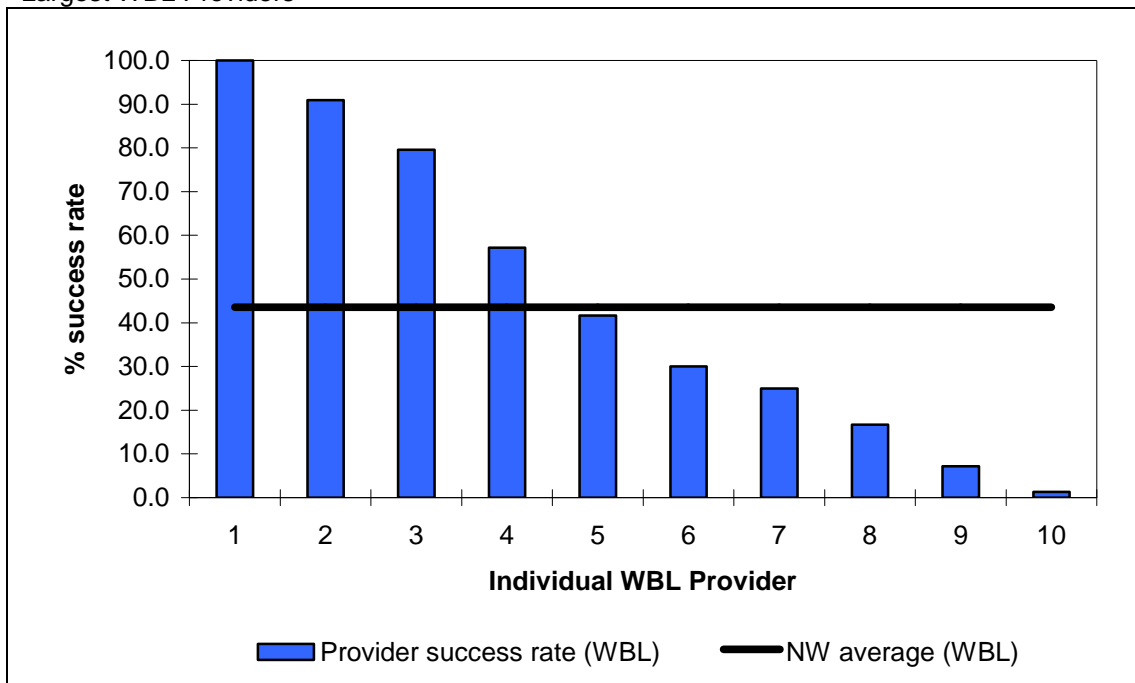


Table 5

Participation in LSC Funded Port and Related Qualifications, 2001/02							
Learner Area of Residence	Total Number of Enrolments	Enrolments in Cumbria	Enrolments in Lancashire	Enrolments in Gtr Merseyside	Enrolments in Gtr Manchester	Enrolments in C&W	Enrolments outside NW
LSC Cumbria	1,222	865	64	7	6	6	274
LSC Lancashire	2,339	4	1,399	184	67	4	681
LSC Gtr Merseyside	1,996	0	101	1,266	12	240	377
LSC Gtr Manchester	3,717	0	67	167	2,422	46	1,015
LSC Cheshire & Warrington	1,166	0	22	122	89	647	286
TOTAL	10,440	869	1,653	1,746	2,596	943	2,633

Source: FE Data - ISR 25 (2001/02), WBL Data - ILR Period 16e (2001/02)

Table 5 shows the number of enrolments for Port and Related qualifications by individual LSC learner areas of residence for the period 2001/2002. The key points to emerge are as follows:

- The total number of enrolments were just under 10,500.
- The highest number of enrolments were from learners living in Greater Manchester (36%) and the lowest from those living in Cumbria (12%) and Cheshire and Warrington (11%).
- Enrolments in each LSC area were, in the main, from local learners. However, there were some sub-regional variations. Thus, whilst 99% of all enrolments in Cumbria were from learners living in the area, the comparable percentage for Cheshire and Warrington was 69%. Here, 31% of its enrolments were from learners living *outside* the sub-region.
- There was a high percentage of students enrolled on courses outside the NW (25%). The majority of this sample were living in Greater Manchester (39%), followed by those living in Lancashire (26%). Learners living in the other sub-regions who were enrolled on courses outside the region comprised between 10–14% of the sample.

Table 6

Learner Area of Residence	Total Number of Enrolments	% Male	% Female	% White	% Non-white	% Student with Disability
LSC Cumbria	1,222	96.9	3.1	84.8	15.2	1.0
LSC Lancashire	2,339	97.7	2.3	70.5	29.5	2.5
LSC Gtr Merseyside	1,996	98.3	1.7	65.5	34.5	2.7
LSC Gtr Manchester	3,717	97.6	2.4	77.1	22.9	3.3
LSC Cheshire & Warrington	1,166	97.5	2.5	70.2	29.8	2.6
TOTAL	10,440	97.7	2.3	73.5	26.5	2.6

Source: FE Data - ISR 25 (2001/02), WBL Data - ILR Period 16e (2001/02)

Table 6 shows the total number of enrolments for Tourism qualifications for each LSC area in the NW by gender, ethnicity and disability. The key points to emerge are as follows:

- Overall, there was a dominance of enrolments from male learners (98%), with female participation comprising 2%. This was, broadly, reflected in the individual sub-regions, although Cumbria exceeded the regional average with female participation at 3%.
- There was a good balance of enrolments between white and non-white learners, with the latter comprising 27% of all enrolments. However, there was some sub-regional variation with participation rates from non-whites ranging from 15% in Cumbria to 35% in Greater Merseyside.
- On average, 3% of all enrolments were from students with a disability. This was reflected in the individual sub-regions, although this learner group only comprised 1% in Cumbria.

Coastal Skipper/Yachtmaster Offshore – Shorebased Level 2

Table 7

Participation in LSC Funded Coastal Skipper/Yachtmaster Offshore – Shorebased, Level 2, 2001/02							
Learner Area of Residence	Total Number of Enrolments	Enrolments in Cumbria	Enrolments in Lancashire	Enrolments in Gtr Merseyside	Enrolments in Gtr Manchester	Enrolments in C&W	Enrolments outside NW
LSC Cumbria	48	47	0	0	1	0	0
LSC Lancashire	4	1	0	0	3	0	0
LSC Gtr Merseyside	10	0	0	9	0	1	0
LSC Gtr Manchester	69	0	0	0	66	3	0
LSC Cheshire & Warrington	36	0	0	0	0	36	0
TOTAL	167	48	0	9	70	40	0

Source: FE Data - ISR 25 (2001/02), WBL Data - ILR Period 16e (2001/02)

Table 7 shows the number of enrolments for a Coastal Skipper/Yachtsman Offshore qualification at Level 2 by individual LSC learner areas of residence for the period 2001/2002. The key points to emerge are as follows:

- The total number of enrolments were low at 167. The majority of these learners were living in Greater Manchester (41%), followed by Cumbria (29%) and then Cheshire and Warrington (22%). Very few learners who were enrolled on this course were living in either Lancashire or Greater Merseyside.
- Enrolments in each LSC area were, in the main, from local learners. Thus, between 90% and 98% of enrolments in each LSC area were from learners living in the sub-region. The exception to this was Lancashire in which all of its local learners were enrolled on courses outside the LSC area. Proportionately, Cheshire and Warrington had a higher percentage of enrolments from those living outside the sub-region (6%).
- There were zero learners enrolled on this type of course outside the NW.

Table 8

Participation in LSC Funded Coastal Skipper/Yachtmaster Offshore – Shorebased, Level 2, 2001/02						
Learner Area of Residence	Total Number of Enrolments	% Male	% Female	% White	% Non-white	% Student with Disability
LSC Cumbria	48	91.7	8.3	85.4	14.6	0.0
LSC Lancashire	4	100.0	0.0	75.0	25.0	0.0
LSC Gtr Merseyside	10	80.0	20.0	70.0	30.0	0.0
LSC Gtr Manchester	69	81.2	18.8	73.9	26.1	1.4
LSC Cheshire & Warrington	36	83.3	16.7	52.8	47.2	2.8
TOTAL	167	85.0	15.0	72.5	27.5	1.2

Source: FE Data - ISR 25 (2001/02), WBL Data - ILR Period 16e (2001/02)

Table 8 shows the number of enrolments for a Coastal Skipper/Yachtsman Offshore qualification at Level 2 by gender, ethnicity and disability. The key points to emerge are as follows:

- There was a higher percentage of enrolments from women compared to the average for all Port and Related Sector qualifications. Here, female participation comprised 15% of all enrolments. However, the extent of this varies across the sub-regions, ranging from 8% in Cumbria to 20% in Greater Merseyside. All enrolments in Lancashire were from male learners.
- The overall participation rate from non-white learners (28%) mirrors the regional average for all Port and Related Sector qualifications. However, again, there are significant sub-regional variations ranging from 15% in Cumbria to 47% in Cheshire and Warrington.
- The regional average for enrolments from students with a disability was 1%. Three sub-regions did not have any enrolments from this learner group, whilst Cheshire and Warrington exceeded the regional average.

Table 9

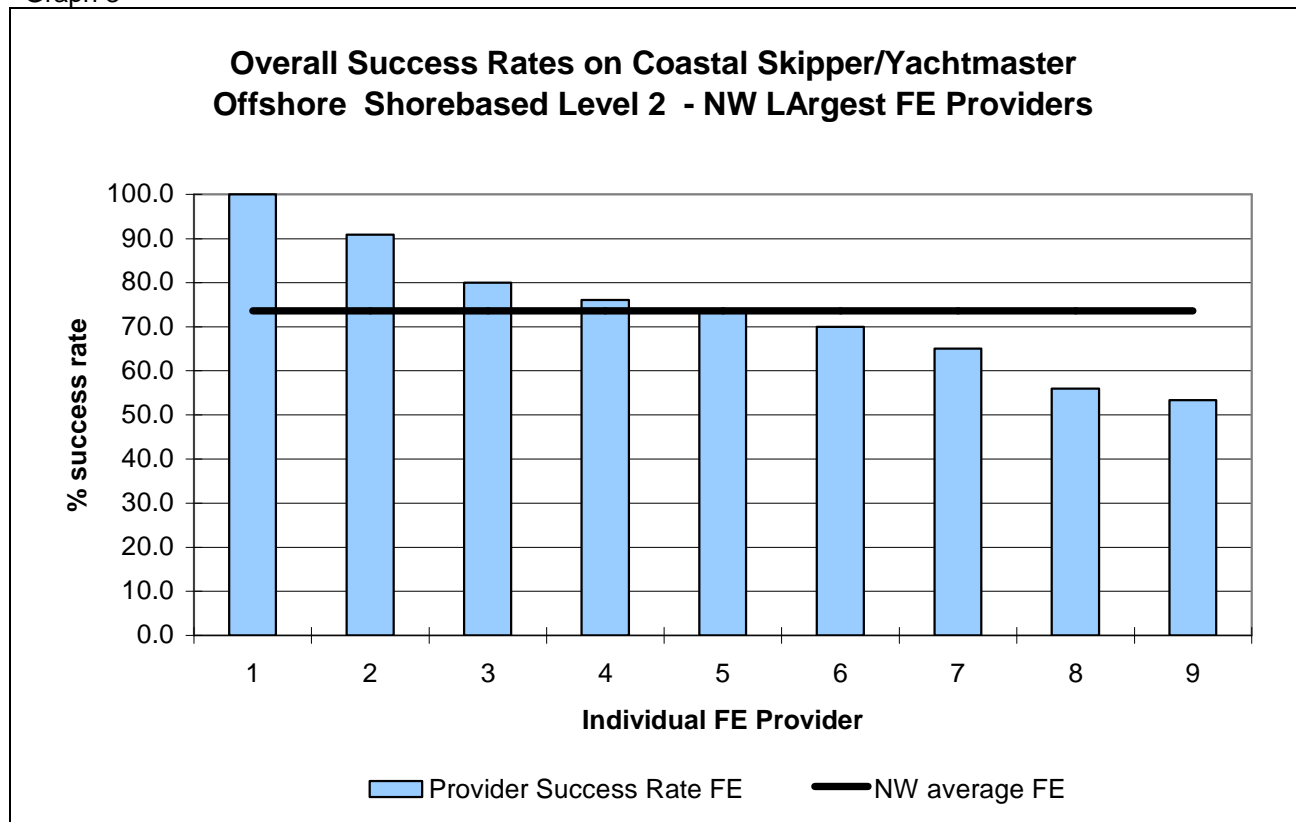
Quality of Provision of Coastal Skipper/Yachtmaster Offshore – Shorebased in the North west				
Name of Provider	Number of leavers	Retention Rate (%)	Achievement Rate (%)	Success Rate (%)
North West Total	167	83.8	87.9	73.7

Source: FE Data - ISR 25 (2001/02), WBL Data - ILR Period 16e (2001/02)

Table 9 and Graph 3 shows the success rates for a Coastal Skipper/Yachtsman Offshore qualification at Level 2 by FE providers during 2001/02. The key points to emerge are as follows:

- The overall success rate was 74%.
- There was limited variation between individual FE providers. Out of nine, six achieved success rates over 70%, whilst the other three achieved between 55–65%.

Graph 3



Proficiency in Survival Craft and Rescue Boat

Table 10

Participation in LSC Funded Proficiency in Survival Craft and Rescue Boat, 2001/02							
Learner Area of Residence	Total Number of Enrolments	Enrolments in Cumbria	Enrolments in Lancashire	Enrolments in Gtr Merseyside	Enrolments in Gtr Manchester	Enrolments in C&W	Enrolments outside NW
LSC Cumbria	18	0	6	0	0	0	12
LSC Lancashire	34	0	23	0	0	0	11
LSC Gtr Merseyside	73	0	32	0	0	0	41
LSC Gtr Manchester	27	0	8	0	0	0	19
LSC Cheshire & Warrington	18	0	7	0	0	0	11
TOTAL	170	0	76	0	0	0	94

Source: FE Data - ISR 25 (2001/02), WBL Data - ILR Period 16e (2001/02)

Table 10 shows the number of enrolments Proficiency in Survival Craft and Rescue Boat by individual LSC learner areas of residence for the period 2001/2002. The key points to emerge are as follows:

- Total enrolments were low at 170. The majority of these learners were living in Greater Merseyside (43%), followed by Lancashire (20%) and then Greater Manchester (16%). Very few learners who were enrolled on this course were living in either Cumbria or Cheshire and Warrington (11% respectively).
- Learners were enrolled on courses either in Lancashire (45%) or, to a greater extent, outside the region (55%). Thus, no learners were enrolled for this course in any of the other sub-regions.

Table 11

Participation in LSC Funded Proficiency in Survival Craft and Rescue Boat, 2001/02						
Learner Area of Residence	Total Number of Enrolments	% Male	% Female	% White	% Non-white	% Student with Disability
LSC Cumbria	18	100.0	0.0	94.4	5.6	5.6
LSC Lancashire	34	100.0	0.0	82.4	17.6	5.9
LSC Gtr Merseyside	73	100.0	0.0	84.9	15.1	4.1
LSC Gtr Manchester	27	100.0	0.0	85.2	14.8	3.7
LSC Cheshire & Warrington	18	100.0	0.0	77.8	22.2	0.0
TOTAL	170	100.0	0.0	84.7	15.3	4.1

Source: FE Data - ISR 25 (2001/02), WBL Data - ILR Period 16e (2001/02)

Table 11 shows number of enrolments Proficiency in Survival Craft and Rescue Boat for each LSC area by gender, ethnicity and disability. The key points to emerge are as follows:

- All the enrolments were from male learners – there was no female participation.
- There is less of a balance between white and non-white learners compared to the regional average for courses relating to the Port and Related Sectors. Here, non-white learners comprised 15% of all enrolments. However, there was variation between the individual sub-regions, ranging from 6% of enrolments from this learner group in Cumbria to 22% in Cheshire and Warrington.
- The regional average for enrolments from students with a disability was 4%, although once more there was sub-regional variation. Thus, whilst Cheshire and Warrington had zero enrolments from this learner group, Lancashire and Cumbria had 6%.

Table 12

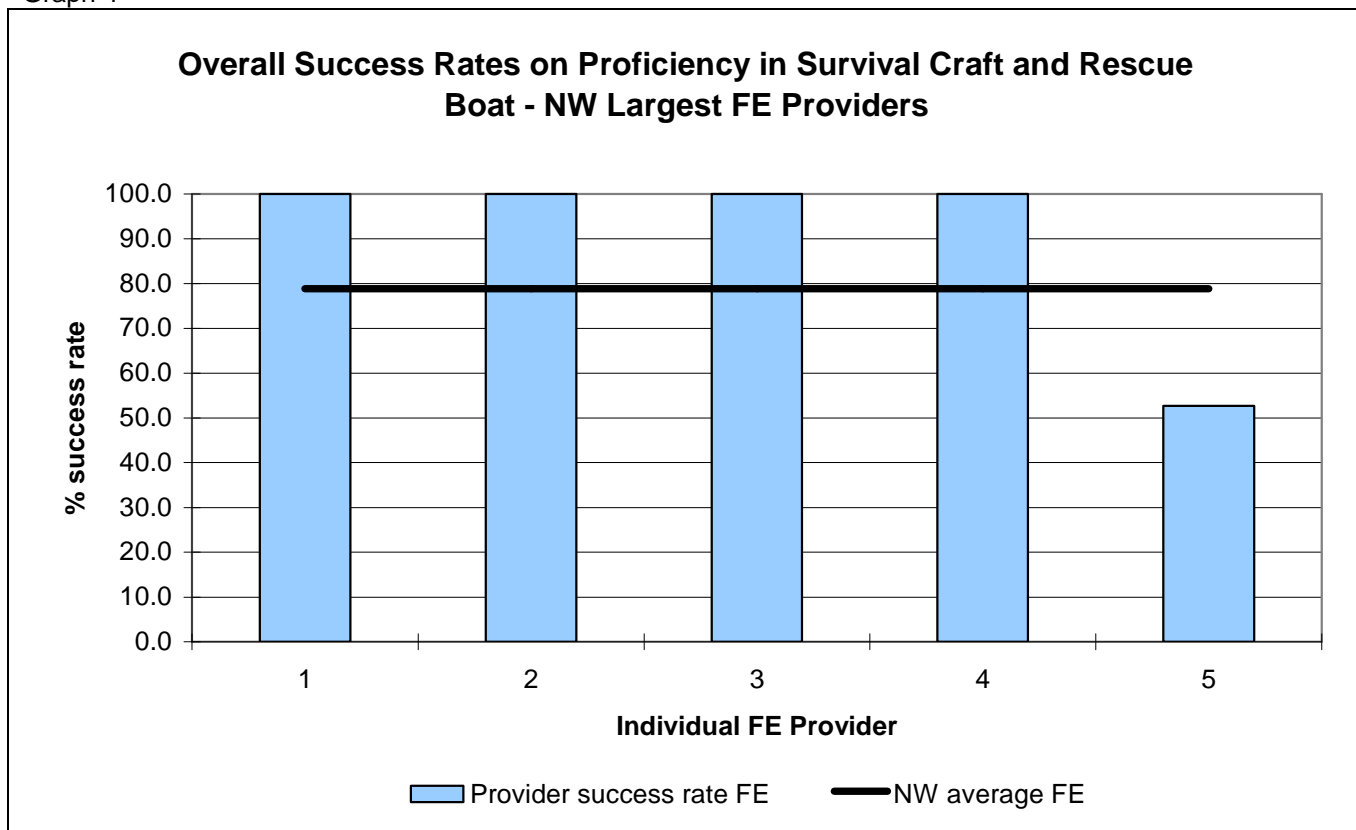
Quality of Provision of Proficiency in Survival Craft and Rescue Boat in the North West				
Name of Provider	Number of leavers	Retention Rate (%)	Achievement Rate (%)	Success Rate (%)
North West Total	170	100.0	78.8	78.8

Source: FE Data - ISR 25 (2001/02), WBL Data - ILR Period 16e (2001/02)

Table 12 and Graph 4 shows the success rates for Proficiency in Survival Craft and Rescue Boat by FE providers during 2001/02. The key points to emerge are as follows:

- The average regional success rate was 79%.
- There were five providers across the NW and four of them achieved success rates of 100%. However, the fifth provider only achieved just over 50%.

Graph 4



NVQ in Engineering Maintenance Level 2

Table 13

Participation of Provision of LSC Funded NVQ in Engineering Maintenance, Level 2, 2001/02							
Learner Area of Residence	Total Number of Enrolments	Enrolments in Cumbria	Enrolments in Lancashire	Enrolments in Gtr Merseyside	Enrolments in Gtr Manchester	Enrolments in C&W	Enrolments outside NW
LSC Cumbria	23	11	0	2	0	0	10
LSC Lancashire	25	0	8	6	0	0	11
LSC Gtr Merseyside	138	0	0	30	1	101	6
LSC Gtr Manchester	119	0	0	9	81	1	28
LSC Cheshire & Warrington	62	0	0	4	0	48	10
TOTAL	367	11	8	51	82	150	65

Source: FE Data - ISR 25 (2001/02), WBL Data - ILR Period 16e (2001/02)

Table 13 shows the number of enrolments for NVQ Level 2 in Engineering Maintenance by individual LSC learner areas of residence for the period 2001/2002. The key points to emerge are as follows:

- The total number of enrolments were low at 367. The majority of these learners were living in Greater Merseyside (38%), followed by Greater Manchester (32%) and then Cheshire and Warrington (17%). Very few learners who were enrolled on this course were living in Cumbria (6%) or Lancashire (7%).
- In three of the sub-regions, there was a propensity for learners to enrol on courses outside their LSC area of residence. Thus, 78% of learners living in Greater Merseyside were enrolled on courses outside the sub-region, with the comparable figures for Lancashire and Cumbria at 68% and 52% respectively. However, in Greater Manchester, and Cheshire and Warrington, there was a far higher percentage of enrolments from local learners (68% and 74% respectively).
- Examining enrolments in LSC area of residence revealed that in three of the sub-regions (Cumbria, Lancashire and Greater Manchester) between 99–100% of them were from local learners. Thus, all 11 enrolments in Cumbria were from those living within the sub-region. By contrast, both Greater Merseyside (41%) and Cheshire and Warrington (68%) had a higher proportion of enrolments from those living outside the sub-region.
- Eighteen percent of all learners were enrolled on courses outside the NW. The majority of this sample was living in Greater Manchester (43%).

Table 14

Participation of Provision of LSC Funded NVQ in Engineering Maintenance, Level 2, 2001/02						
Learner Area of Residence	Total Number of Enrolments	% Male	% Female	% White	% Non-white	% Student with Disability
LSC Cumbria	23	91.3	8.7	91.3	8.7	0.0
LSC Lancashire	25	100.0	0.0	84.0	16.0	8.0
LSC Gtr Merseyside	138	95.7	4.3	52.2	47.8	12.3
LSC Gtr Manchester	119	96.6	3.4	82.4	17.6	15.1
LSC Cheshire & Warrington	62	96.8	3.2	43.5	56.5	16.1
TOTAL	367	96.2	3.8	65.1	34.9	12.8

Source: FE Data - ISR 25 (2001/02), WBL Data - ILR Period 16e (2001/02)

Table 14 shows the total number of enrolments for NVQ Level 2 in Engineering Maintenance for each LSC area by gender, ethnicity and disability. The key points to emerge are as follows:

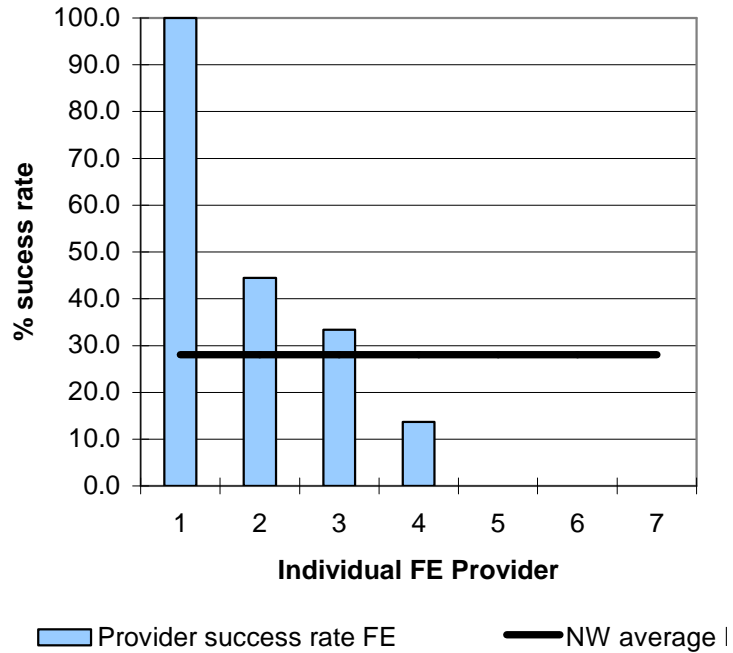
- The vast majority of enrolments were from male learners, with female participation at only 4%. This was broadly reflected in the individual sub-regions, although Cumbria exceeded the regional average with female participation at 9%. By contrast, there were zero enrolments from women in Lancashire.
- There was a good balance of white and non-white learners, with the latter comprising 35% of all enrolments. (This exceeded the regional average for all Port and Related Sector enrolments). However, there were significant variation between individual sub-regions, with 9% of enrolments from non-white learners in Cumbria and 57% in Cheshire and Warrington.
- The regional average for enrolments from students with a disability was 13%, again exceeding the overall average for all Port and Related Sector enrolments. However, there was significant sub-regional variation, ranging from 0% in Cumbria and 16% in Cheshire and Warrington.

Table 15

Quality of Provision NVQ in Engineering Maintenance in the North West				
Name of Provider	Number of leavers	Retention Rate (%)	Achievement Rate (%)	Success Rate (%)
North West Total FE	68	57.4	41.0	28.1
North West Total WBL	25	n/a	n/a	28.0

Source: FE Data - ISR 25 (2001/02), WBL Data - ILR Period 16e (2001/02)

**Graph 5:
Overall Success Rates of NVQ in
Engineering Maintenance Level 2 -
NW Largest FE Providers**



**Graph 6
Overall Success Rates in NVQ in
Engineering Maintenance Level 2 - NW
Largest WBL Providers**

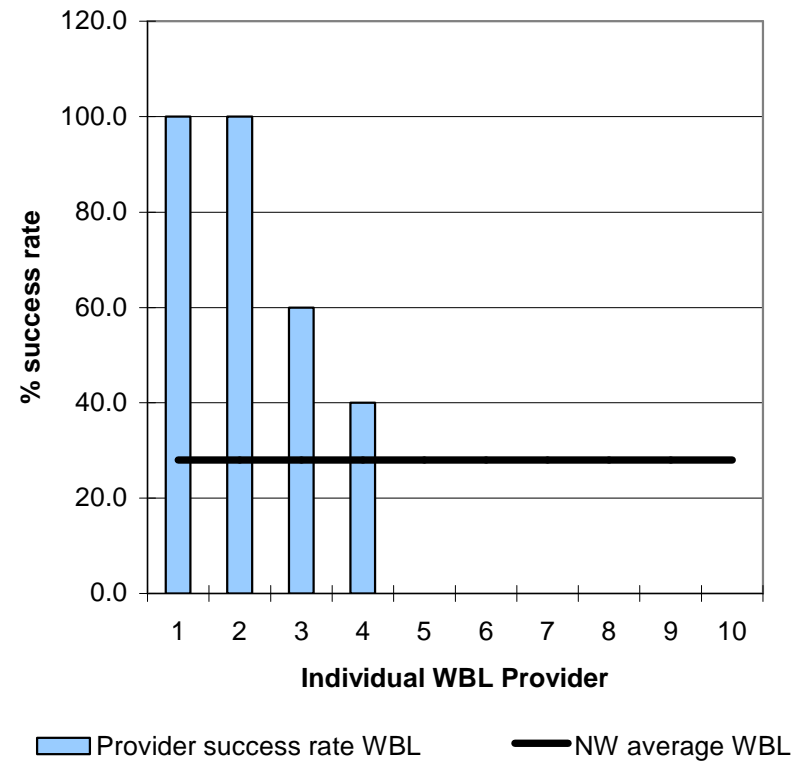


Table 15 and Graphs 5 and 6 show the overall success rates for NVQ Level 2 in Engineering Maintenance by FE and WBL providers, for the NW during 2001/02. The key points to emerge are as follows:

- The success rate for both types of providers was the same at 28%.
- There was significant in the success rates of the four FE providers, ranging from just over 10% to 100%.
- There were four WBL providers, with two of them achieving 100% success rates. The other two achieved 60% and 40% respectively. Thus, the lowest WBL success rate was still higher than two of the FE providers.

NVQ in Engineering Maintenance Level 3

Table 16

Participation of Provision of LSC Funded NVQ in Engineering Maintenance, Level 3, 2001/02							
Learner Area of Residence	Total Number of Enrolments	Enrolments in Cumbria	Enrolments in Lancashire	Enrolments in Gtr Merseyside	Enrolments in Gtr Manchester	Enrolments in C&W	Enrolments outside NW
LSC Cumbria	275	236	1	3	0	6	29
LSC Lancashire	268	0	65	31	4	2	166
LSC Gtr Merseyside	245	0	1	221	2	1	20
LSC Gtr Manchester	396	0	0	45	141	5	205
LSC Cheshire & Warrington	130	0	0	25	3	84	18
TOTAL	1,314	236	67	325	150	98	438

Source: FE Data - ISR 25 (2001/02), WBL Data - ILR Period 16e (2001/02)

Table 16 shows the number of enrolments for NVQ Level 3 in Engineering Maintenance by individual LSC learner areas of residence for the period 2001/2002. The key points to emerge are as follows:

- Total number of enrolments were relatively high at just over 1300, exceeding those for NVQ Level 2 in this qualification. The majority of these learners were living in Greater Manchester, with the proportion of learners resident in Cumbria, Lancashire Greater Merseyside virtually the same (between 21–19%). The lowest percentage of enrolments were in Cheshire and Warrington (10%).
- A high percentage of learners living in Lancashire and Greater Merseyside were enrolled on courses outside the sub-region, 76% and 65% respectively. By contrast, there were a far higher percentage of enrolments from local learners in Cumbria (86%), Lancashire (90%) and Cheshire and Warrington (65%).

- Enrolments in individual LSC areas were predominately from local learners. Thus, 100% of all enrolments in Cumbria were from local learners, with the comparable figures for Lancashire and Greater Manchester 97% and 94% respectively. By contrast, there was a higher proportion of enrolments from learners living outside the area in Greater Merseyside (32%) and Cheshire and Warrington (14%).
- A third of all learners were enrolled on courses outside the NW. The majority of this sample was living in Greater Manchester (48%) or Lancashire (38%).

Table 17

Participation of Provision of LSC Funded NVQ in Engineering Maintenance, Level 3, 2001/02						
Learner Area of Residence	Total Number of Enrolments	% Male	% Female	% White	% Non-white	% Student with Disability
LSC Cumbria	275	96.7	3.3	94.5	5.5	0.4
LSC Lancashire	268	99.3	0.7	75.4	24.6	1.5
LSC Gtr Merseyside	245	97.1	2.9	82.0	18.0	0.8
LSC Gtr Manchester	396	97.0	3.0	94.9	5.1	1.5
LSC Cheshire & Warrington	130	98.5	1.5	96.9	3.1	3.1
TOTAL	1,314	97.6	2.4	88.7	11.3	1.3

Source: FE Data - ISR 25 (2001/02), WBL Data - ILR Period 16e (2001/02)

Table 17 shows the total number of enrolments for NVQ Level 3 in Engineering Maintenance for each LSC area by gender, ethnicity and disability. The key points to emerge are as follows:

- The vast majority of enrolments were from male learners, with female participation at only 2%. However, there was a marginal increase in female enrolments in Cumbria, Greater Merseyside and Greater Manchester (all at 3%). By contrast, female participation was lower than the regional average in Lancashire and Cheshire and Warrington.
- The majority of learners were white, with non-white learners comprising 11% of all enrolments. However, there was significant sub-regional variations, with enrolments from this learner group ranging from 3% in Cheshire and Warrington and 25% in Lancashire.
- Students with a disability comprised 1% of all enrolments across the region. This was broadly reflected amongst the sub-regions, although Cheshire and Warrington exceeded the regional average (3%).

Table 18

Quality of Provision of NVQ in Engineering Maintenance, Level 3 in the North West				
Name of Provider	Number of leavers	Retention Rate (%)	Achievement Rate (%)	Success Rate (%)
North West Total	92	90.2	54.2	47.9
North West Total	209	n/a	n/a	69.4

Source: FE Data - ISR 25 (2001/02), WBL Data - ILR Period 16e (2001/02)

Table 18 shows the success rates for NVQ Level 3 in Engineering Maintenance by FE and WBL providers during 2001/02. The success rate for the former at 48% was lower than the average for WBL providers, which was 70%.

Section 6: Summary and Conclusions – Port and Related

This section collates the findings from the research and offers some conclusions about the supply and demand of qualifications for the main occupations identified for the Port & Related sector in the North West. The IER forecasts of occupational change provide the estimates of forecast demand for the whole of each of the three year periods presented.

The following table presents the potential mismatches between demand and supply relevant to the main engineering occupations. Based on the gap between demand and supply, two qualifications appear to be undersupplied – these are:

- NVQ Level 3 in Marine Vessel Operations, Maritime;
- Deck Officer (Fishing Vessel) Class 2;
- Ship Captain's Medical qualification; and,
- NVQ Level 3 Distribution, Warehousing and Storage Operations.

Potential Mismatches in the Demand for and Supply of Qualifications Relevant to the Port and Related Sector in the North West						
	Qualification Title	2002-2004	2004-2007	2007-2010	2001/02 Qualification Output	Sufficient?
1136 Information & Communication Technology Managers	NVQ Levels 2-4 ICT related subject	4-6	5-7	0	+	-
3513 Ship and Hovercraft Officers	NVQ Levels 1-4	60-76	76-99	0	+	-
	Coastguard Agency (MCA) Certificates of Competency as Officer of the Watch (OOW).	22-29	29-39	-	+	-
	NVQ Level 3 in Marine Vessel Operations. Maritime.				0	N
	Maritime and Coastguard Agency (MCA) approved one-day training course.				+	-
	NVQ Marine Vessel Operations (Skipper: Fishing Inshore) Level 3				+	-
	Seafish Inshore Skipper's certificate.				+	-
	NVQ Marine Vessel Operations (Skipper: Fishing Limited) Level 4				+	-
	Deck Officer (Fishing Vessel) Class 2.				3	N
	NVQ Marine Vessel Operations (Skipper: Fishing Unlimited) Level 4				+	-
	Deck Officer (Fishing Vessel) Class 1				+	-
Ship Captain's Medical qualification	10				N	
4134 Transport and Distribution Clerks	NVQ in Distributive Operations ⁹	9-11	10-11	8	247	Y
	NVQ in Distribution, Warehousing and Storage Operations at Level 3.				0	N

+ Information not available.

- Insufficient information to make judgement.

Y - Current provision is sufficient.

N – Current Provision is insufficient.

⁹ This qualification is also common in the Engineering, Food & Drink, Energy and Logistics sectors.

8222 Fork-lift Truck Drivers	NVQ in Lift Truck Operations, Levels 1 and 2 in Specialised Plant and Machinery	2-4	3-5	0	1	Y
					17	Y
	Distributive Operations Level 1 ¹				247	Y
	Distribution and Warehousing Level 2 ¹⁰				334	Y

¹⁰ This qualification is also common in the Engineering, Food & Drink, Energy, Logistics and Bio -tech sectors.

LSC Cumbria

- The proportion of people employed in the Port & Related sector in Cumbria is 0.1% of all employees.
- Employment in the sector in Cumbria fell by 70% between 1992 and 2002. The regional decline was 55% for the same period.
- It is predicted that employment levels for this sector across the region will be relatively stable, with a decrease of 1% anticipated by 2010. If change in the sub-region reflects that at regional level, this implies a decrease of 2 employees in Cumbria.
- Cumbria accounts for 9% of regional employment in the sector overall.
- There were 1,222 learners living in Cumbria who were enrolled on LSC funded Port & Related sector courses, accounting for 12% of all enrolments in the North West.
- Seven percent of learners living in Cumbria travelled to another sub-region to study Port & Related courses in 2001/02, whilst 22% studied outside the region.
- The table overleaf shows, for LSC funded qualifications, how current provision matches forecast demand in Cumbria. Using provision in 2001/02 as a baseline, it appears that no qualification areas are in short supply.

	Qualification Title	2002-2004	2004-2007	2007-2010	2001/02 Qualification Output	Sufficient?
1136 Information & Communication Technology Managers	NVQ Levels 2-4 ICT related subject	0	0	0	+	-
3513 Ship and Hovercraft Officers	NVQ Levels 1-4	4-6	6-7	0 0	+	-
	Coastguard Agency (MCA) Certificates of Competency as Officer of the Watch (OOW).	2-2	2-3	0	+	-
	NVQ Level 3 in Marine Vessel Operations. Maritime.				+	-
	Maritime and Coastguard Agency (MCA) approved one-day training course.				+	-
	NVQ Marine Vessel Operations (Skipper: Fishing Inshore) Level 3				+	-
	Seafish Inshore Skipper's certificate.				+	-
	NVQ Marine Vessel Operations (Skipper: Fishing Limited) Level 4				+	-
	Deck Officer (Fishing Vessel) Class 2.				+	-
	NVQ Marine Vessel Operations (Skipper: Fishing Unlimited) Level 4				+	-
	Deck Officer (Fishing Vessel) Class 1				+	-
	Ship Captain's Medical qualification				+	-
4134 Transport and Distribution Clerks	NVQ in Distributive Operations ¹¹				1	1-8
	NVQ in Distribution, Warehousing and Storage Operations at Level 3.	+	-			

+ Information not available.

- Insufficient information to make judgement.

Y - Current provision is sufficient.

N – Current Provision is insufficient.

¹¹ This qualification is also common in the Engineering, Food & Drink, Energy and Logistics sectors.

8222 Fork-lift Truck Drivers	NVQ in Lift Truck Operations	0	0	0	+	-
	Levels 1 and 2 in Specialised Plant and Machinery				+	-
	Distributive Operations Level 1 ³				23	Y
	Distribution and Warehousing Level 2 ¹²				23	Y
Aggregation:	Distributive Operations Level 1	1	1-8	0	23	Y

¹² This qualification is also common in the Engineering, Food & Drink, Energy, Logistics and Bio -tech sectors.

LSC Lancashire

- Employment in Lancashire decreased by 73% between 1991 and 2002. The regional decline was 55% in the same period.
- It is predicted that employment levels for this sector across the region will be relatively stable, with a decrease of 1% anticipated by 2010. If change in the sub-region reflects that at regional level, this implies a decrease of 2 employees in Lancashire.
- Lancashire accounts for 9% of regional employment in the sector.
- There were 2,339 learners living in Lancashire who were enrolled on LSC funded Port & Related sector courses, accounting for 22% of all enrolments in the North West.
- Eleven percent of learners living in Lancashire travelled to other sub-regions to study in 2001/02 and in 2001/02, and 29% of studied outside the region.
- The table overleaf shows, for LSC funded qualifications, how current provision matches forecast demand in Lancashire. Using provision in 2001/02 as a baseline, it appears that no qualification areas, for which data is available, are in short supply.

	Qualification Title	2002-2004	2004-2007	2007-2010	2001/02 Qualification Output	Sufficient?
1136 Information & Communication Technology Managers	NVQ Levels 2-4 ICT related subject	0	0	0	+	-
3513 Ship and Hovercraft Officers	NVQ Levels 1-4	5-6	6-8	0	+	-
	Coastguard Agency (MCA) Certificates of Competency as Officer of the Watch (OOW).	2	2-3	-	+	-
	NVQ Level 3 in Marine Vessel Operations. Maritime.				+	-
	Maritime and Coastguard Agency (MCA) approved one-day training course.				+	-
	NVQ Marine Vessel Operations (Skipper: Fishing Inshore) Level 3				+	-
	Seafish Inshore Skipper's certificate.				+	-
	NVQ Marine Vessel Operations (Skipper: Fishing Limited) Level 4				+	-
	Deck Officer (Fishing Vessel) Class 2.				+	-
	NVQ Marine Vessel Operations (Skipper: Fishing Unlimited) Level 4				+	-
	Deck Officer (Fishing Vessel) Class 1				+	-
	Ship Captain's Medical qualification				+	-
4134 Transport and Distribution Clerks	NVQ in Distributive Operations ¹³				1	1
	NVQ in Distribution, Warehousing and Storage Operations at Level 3.	+	-			
8222 Fork-lift Truck Drivers	NVQ in Lift Truck Operations	0	0	0	+	-

+ Information not available.

- Insufficient information to make judgement.

Y - Current provision is sufficient.

N – Current Provision is insufficient.

¹³ This qualification is also common in the Engineering, Food & Drink, Energy and Logistics sectors.

	Levels 1 and 2 in Specialised Plant and Machinery				+	-
	Distributive Operations Level 1 ⁵				85	Y
	Distribution and Warehousing Level 2 ¹⁴				79	Y
Aggregation:	Distributive Operations Level 1	1	1	1	85	Y

14 This qualification is also common in the Engineering, Food & Drink, Energy, Logistics and Bio -tech sectors.

LSC Greater Manchester

- Employment in Greater Manchester decreased by 65% between 1991 and 2002. The regional decline was 55% in the same period.
- It is predicted that employment levels for this sector across the region will be relatively stable, with a decrease of 1% anticipated by 2010. If change in the sub-region reflects that at regional level, this implies a decrease of 10 employees in Greater Manchester.
- Greater Manchester accounts for 10% of regional employment in the sector.
- There were 3,717 learners living in Greater Manchester who were enrolled on LSC funded Port & Related sector courses, accounting for 36% of all enrolments in the North West.
- Eighteen percent of learners living in Greater Manchester travelled to other sub-regions to study in 2001/02 and in 2001/02, and 19% of studied outside the region.
- The table overleaf shows, for LSC funded qualifications, how current provision matches to forecast future demand in Greater Manchester. Using provision in 2001/02 as a baseline, it appears that no qualification areas, for which data is available, are in short supply.

	Qualification Title	2002-2004	2004-2007	2007-2010	2001/02 Qualification Output	Sufficient?
1136 Information & Communication Technology Managers	NVQ Levels 2-4 ICT related subject	0	0	0	+	-
3513 Ship and Hovercraft Officers	NVQ Levels 1-4	4-5	5-6	0	+	-
	Coastguard Agency (MCA) Certificates of Competency as Officer of the Watch (OOW).	1-2	2	-	+	-
	NVQ Level 3 in Marine Vessel Operations. Maritime.				+	-
	Maritime and Coastguard Agency (MCA) approved one-day training course.				+	-
	NVQ Marine Vessel Operations (Skipper: Fishing Inshore) Level 3				+	-
	Seafish Inshore Skipper's certificate.				+	-
	NVQ Marine Vessel Operations (Skipper: Fishing Limited) Level 4				+	-
	Deck Officer (Fishing Vessel) Class 2.				+	-
	NVQ Marine Vessel Operations (Skipper: Fishing Unlimited) Level 4				+	-
	Deck Officer (Fishing Vessel) Class 1				+	-
	Ship Captain's Medical qualification				+	-
4134 Transport and Distribution Clerks	NVQ in Distributive Operations ¹⁵				0-1	1
	NVQ in Distribution, Warehousing and Storage Operations at Level 3.				+	-

+ Information not available.

- Insufficient information to make judgement.

Y - Current provision is sufficient.

N – Current Provision is insufficient.

¹⁵ This qualification is also common in the Engineering, Food & Drink, Energy and Logistics sectors.

8222 Fork-lift Truck Drivers	NVQ in Lift Truck Operations	0	0	0	+	-
	Levels 1 and 2 in Specialised Plant and Machinery				+	-
	Distributive Operations Level 1 ¹⁶				85	Y
	Distribution and Warehousing Level 2 ¹⁶				124	Y
Aggregation:	NVQ in Distributive Operations	0-1	1	0	85	

¹⁶ This qualification is also common in the Engineering, Food & Drink, Energy, Logistics and Bio-tech sectors.

LSC Greater Merseyside

- The proportion of people employed in the Port & Related sector in Greater Merseyside is 0.3% of all employees.
- Employment in the sector in Greater Merseyside decreased by 48% between 1991 and 2002. The regional decline was 55% in the same period.
- It is predicted that employment levels for this sector across the region will be relatively stable, with a decrease of 1% anticipated by 2010. If change in the sub-region reflects that at regional level, this implies a decrease of 15 employees in Greater Merseyside.
- Greater Merseyside accounts for 62% of regional employment in the sector.
- There were 1,996 learners living in Greater Merseyside who were enrolled on LSC funded Port & Related sector courses, accounting for 19% of all enrolments in the North West.
- Eighteen percent of learners living in Greater Merseyside travelled to other sub-regions to study in 2001/02 and in 2001/02, and 19% of studied outside the region
- The table overleaf shows, for LSC funded qualifications, how current provision matches forecast demand in Greater Merseyside. Using provision in 2001/02 as a baseline, it appears that no qualification areas, for which data is available, are in short supply.

	Qualification Title	2002-2004	2004-2007	2007-2010	2001/02 Qualification Output	Sufficient?
1136 Information & Communication Technology Managers	NVQ Levels 2-4 ICT related subject	0	0	0	+	-
3513 Ship and Hovercraft Officers	NVQ Levels 1-4	44-55	55-72	0	+	-
	Coastguard Agency (MCA) Certificates of Competency as Officer of the Watch (OOW).	16-21	21-28	-	+	-
	NVQ Level 3 in Marine Vessel Operations. Maritime.				+	-
	Maritime and Coastguard Agency (MCA) approved one-day training course.				+	-
	NVQ Marine Vessel Operations (Skipper: Fishing Inshore) Level 3				+	-
	Seafish Inshore Skipper's certificate.				+	-
	NVQ Marine Vessel Operations (Skipper: Fishing Limited) Level 4				+	-
	Deck Officer (Fishing Vessel) Class 2.				+	-
	NVQ Marine Vessel Operations (Skipper: Fishing Unlimited) Level 4				+	-
	Deck Officer (Fishing Vessel) Class 1				+	-
	Ship Captain's Medical qualification				+	-
4134 Transport and Distribution Clerks	NVQ in Distributive Operations ¹⁷				7-8	8
	NVQ in Distribution, Warehousing and Storage Operations at Level 3.	+	-			

+ Information not available.

- Insufficient information to make judgement.

Y - Current provision is sufficient.

N – Current Provision is insufficient.

¹⁷ This qualification is also common in the Engineering, Food & Drink, Energy and Logistics sectors.

8222 Fork-lift Truck Drivers	NVQ in Lift Truck Operations, Levels 1 and 2 in Specialised Plant and Machinery	0	0	0	+	-
	Distributive Operations Level 1 ⁹				39	Y
	Distribution and Warehousing Level 2 ¹⁸				76	Y
	Aggregation: Distributive Operations Level 1				7-8	8

¹⁸ This qualification is also common in the Engineering, Food & Drink, Energy, Logistics and Bio -tech sectors.

LSC Cheshire and Warrington

- The proportion of people employed in the Port & Related sector in Cheshire & Warrington is 0.1% of all employees.
- Employment in the sector in Cheshire & Warrington decreased by 33% between 1991 and 2002. The regional decline was 55% in the same period.
- It is predicted that employment levels for this sector across the region will be relatively stable, with a decrease of 1% anticipated by 2010. If change in the sub-region reflects that at regional level, this implies a decrease of 3 employees in Cheshire & Warrington.
- Cheshire & Warrington accounts for 10% of regional employment in the sector.
- There were 1,166 learners living in Lancashire who were enrolled on LSC funded Port & Related sector courses, accounting for 11% of all enrolments in the North West.
- Twenty percent of learners living in Cheshire & Warrington travelled to other sub-regions to study in 2001/02, and 25% studied outside the region.
- The table overleaf shows, for LSC funded qualifications, how current provision matches forecast future demand in Cheshire & Warrington. Using provision in 2001/02 as a baseline, it appears that no qualification areas, for which data is available, are in short supply.

	Qualification Title	2002-2004	2004-2007	2007-2010	2001/02 Qualification Output	Sufficient?
1136 Information & Communication Technology Managers	NVQ Levels 2-4 ICT related subject	0	0	0	+	-
3513 Ship and Hovercraft Officers	NVQ Levels 1-4	3-4	4-5	0	+	-
	Coastguard Agency (MCA) Certificates of Competency as Officer of the Watch (OOW).	1	1-2	-	+	-
	NVQ Level 3 in Marine Vessel Operations. Maritime.				+	-
	Maritime and Coastguard Agency (MCA) approved one-day training course.				+	-
	NVQ Marine Vessel Operations (Skipper: Fishing Inshore) Level 3				+	-
	Seafish Inshore Skipper's certificate.				+	-
	NVQ Marine Vessel Operations (Skipper: Fishing Limited) Level 4				+	-
	Deck Officer (Fishing Vessel) Class 2.				+	-
	NVQ Marine Vessel Operations (Skipper: Fishing Unlimited) Level 4				+	-
	Deck Officer (Fishing Vessel) Class 1				+	-
	Ship Captain's Medical qualification				+	-
4134 Transport and Distribution Clerks	NVQ in Distributive Operations ¹⁹				0	0
	NVQ in Distribution, Warehousing and Storage Operations at Level 3.	+	-			

+ Information not available.

- Insufficient information to make judgement.

Y - Current provision is sufficient.

N – Current Provision is insufficient.

¹⁹ This qualification is also common in the Engineering, Food & Drink, Energy and Logistics sectors.

8222 Fork-lift Truck Drivers	NVQ in Lift Truck Operations, Levels 1 and 2 in Specialised Plant and Machinery	0	0	0	+	-
	Distributive Operations Level 1 ¹¹				+	-
	Distribution and Warehousing Level 2 ²⁰				15	Y
	Aggregation: Distributive Operations Level 1				32	Y
		0	0	0	15	Y

20 This qualification is also common in the Engineering, Food & Drink, Energy, Logistics and Bio-tech sectors