



Seafarer Statistics, 2013



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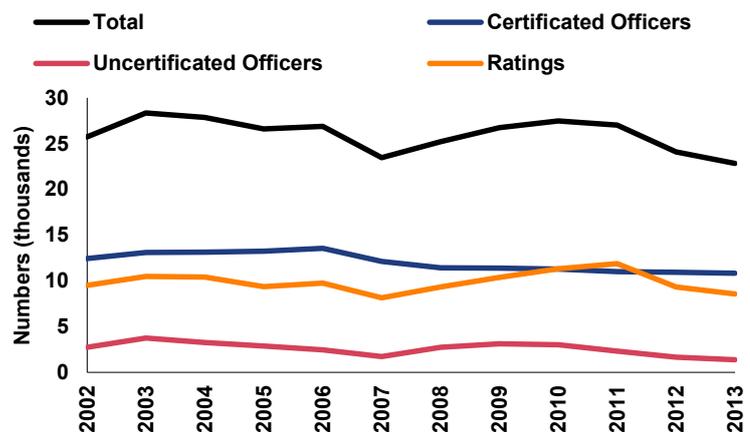
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Key Findings

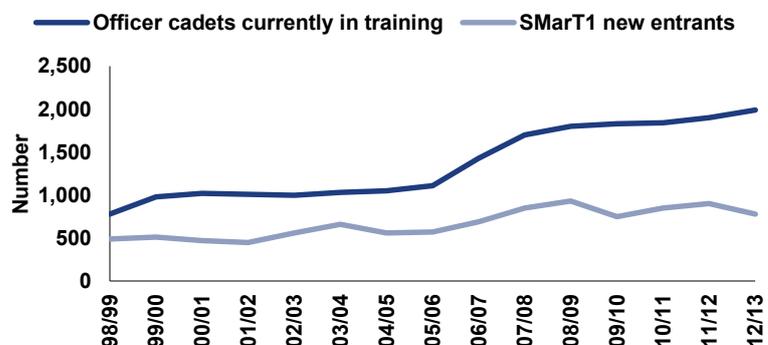
In 2013:

- The **total number of UK seafarers** active at sea fell for the third consecutive year to 22,830, a **5 per cent annual decrease**.
- There were 10,840 **certificated UK officers** active at sea, 1 per cent less than in 2012.
- The number of **UK ratings** fell for the second consecutive year to 8,590, an 8 per cent annual fall.
- There were 1,990 **officer cadets in training**, the highest level for over a decade.
- The number of **new entrants under the SMarT1 scheme** in the financial year 2012/13 was 780.

UK Seafarers Active at Sea, 2002-2013



Officer Trainees, 1998-2013



About this release

This statistical release provides estimates for the number of UK seafarers active at sea, including demographic analysis. The release covers some statistics on non-UK seafarers who are qualified to work on UK registered vessels. These statistics are updated annually and reflect numbers as at the end of June 2013.

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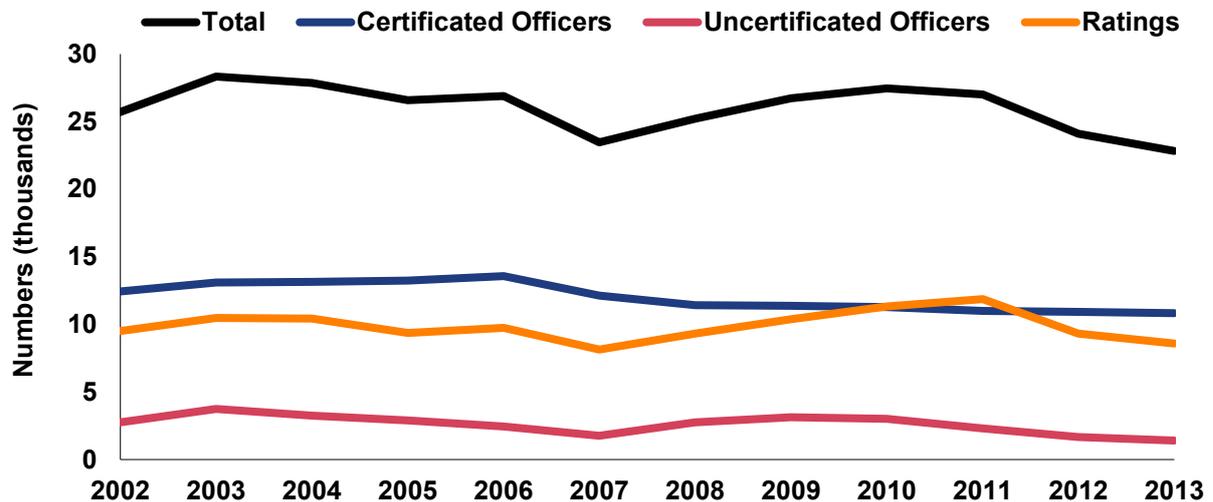
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All UK Seafarers Active at Sea

These estimates include any UK national who works on a registered vessel in a regular sea-going capacity.

Chart 1: UK seafarers active at sea, 2002 - 2013



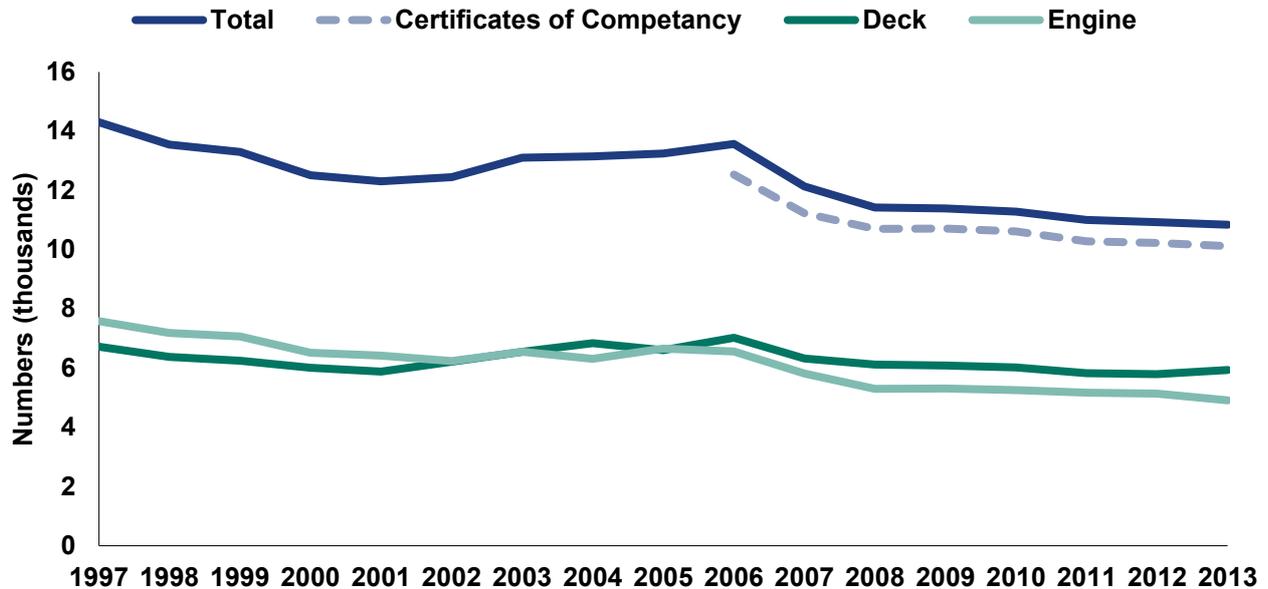
- The **total number of UK seafarers** active at sea in 2013 is estimated to have been 22,830. This was composed of:
 - 10,840 **certificated officers** (with an assumed retirement age of 62)
 - 1,410 **uncertificated officers**
 - 8,590 **ratings**
 - 1,990 **officer trainees**
- There was a 5 per cent decrease in the **total number of UK seafarers** active at sea between 2012 and 2013. This occurred principally due to a decline in the number of ratings by 740 (an 8 per cent decline on the previous year) and a decline in the number of uncertificated officers by 270 (a 16 per cent decline on the previous year). Further details are discussed later on in the release.
- Whilst the decline in the total number of UK seafarers in 2013 was smaller than the 11 per cent decline observed from 2011 to 2012, this was the third consecutive annual fall following the peak in 2010. The total number of seafarers is now 3 per cent less than the previous low point seen in 2007.

Source: Maritime and Coastguard Agency (MCA) certificates records; Chamber of Shipping (CoS) Manpower Survey.
Detailed statistics (tables and charts) on all UK seafarers can be found in the web tables, [SFR0110 & SFR0160](#).

UK Certificated Officers Active at Sea

These estimates are primarily composed of those seafarers holding Certificates of Competency (CoC). In 2006, newer forms of certificates were also introduced.¹ A retirement age of 62 has been assumed for all certificated officers.

Chart 2: UK certificated officers active at sea, 1998 - 2013²



- The total number of **UK officers** active at sea declined by 1 percent in 2013 to 10,840, mainly due to the decline in officers holding CoCs.
- The number of UK officers has been falling over the past seven years. The series peaked in 2006 before falling sharply in 2007 which may have been due to a surge in renewed certificates prior to February 2002 when the STCW95 regulations were fully implemented. Certificates are valid for five years and if not renewed, certificates issued in this period would have expired by June 2007.
- The number of **Engine officers** declined by 4 per cent from 2012 to 2013 to 4,910 continuing the downward trend seen since 2005.
- The number of **Deck officers** increased by 2 per cent to 5,930 from 2012 to 2013 which is the first annual increase seen since 2007.

Source: MCA certificates records; CoS Manpower Survey.

Detailed statistics (tables and charts) on certificated UK seafarers can be found in the web tables, [SFR0120](#) & [SFR0160](#).

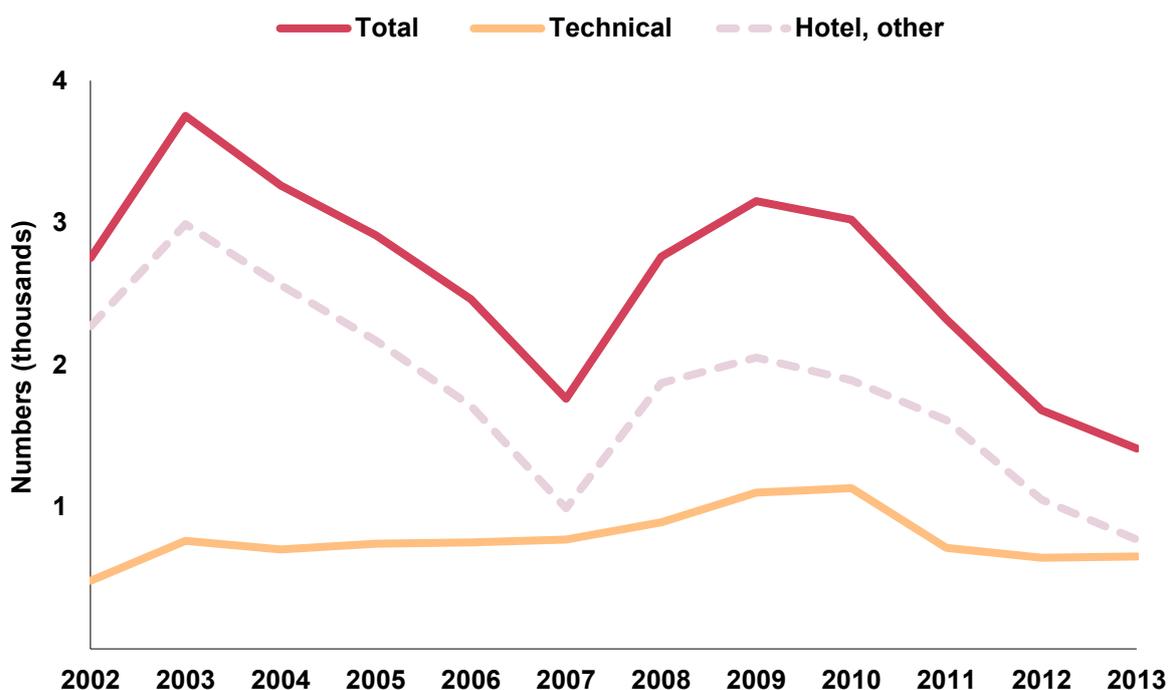
¹ Certificated officers refers to all officers holding CoCs, Tug and Inshore Craft endorsements, yacht endorsements and Certificates of Equivalent Competency. See technical notes for more details.

² The break in the CoC series in Chart 2 is due to the introduction of newer forms of certificates mentioned above.

UK Uncertificated Officers Active at Sea

These estimates are for officers without certificates who are employed in technical occupations or working in catering/hotel functions. Uncertificated officers are mainly employed by the cruise and ferry industry where large scale changes can rapidly take place, which makes these total employment numbers volatile.

Chart 3: UK uncertificated officers active at sea, 2002 - 2013



- From 2012 to 2013 the total number of **UK uncertificated officers** decreased by 16 per cent from 1,680 to 1,410. This sizeable fall was heavily influenced by a sharp drop in uncertificated officers reported by one of the largest UK shipping companies.
- The decrease this year follows a 27 per cent decrease from 2011 to 2012 which was primarily the result of another large company transferring their operations out of the UK.
- There were 650 uncertificated officers employed in technical occupations in 2013, a marginal increase on the 640 that were employed in 2012. The number of hotel and catering employees saw a 27 per cent decline to 770 from 2012 to 2013, continuing the downward trend seen since 2009. Historically uncertificated officers were predominately hotel/other, but this current decline means they are approximately evenly split across technical and hotel/other professions.

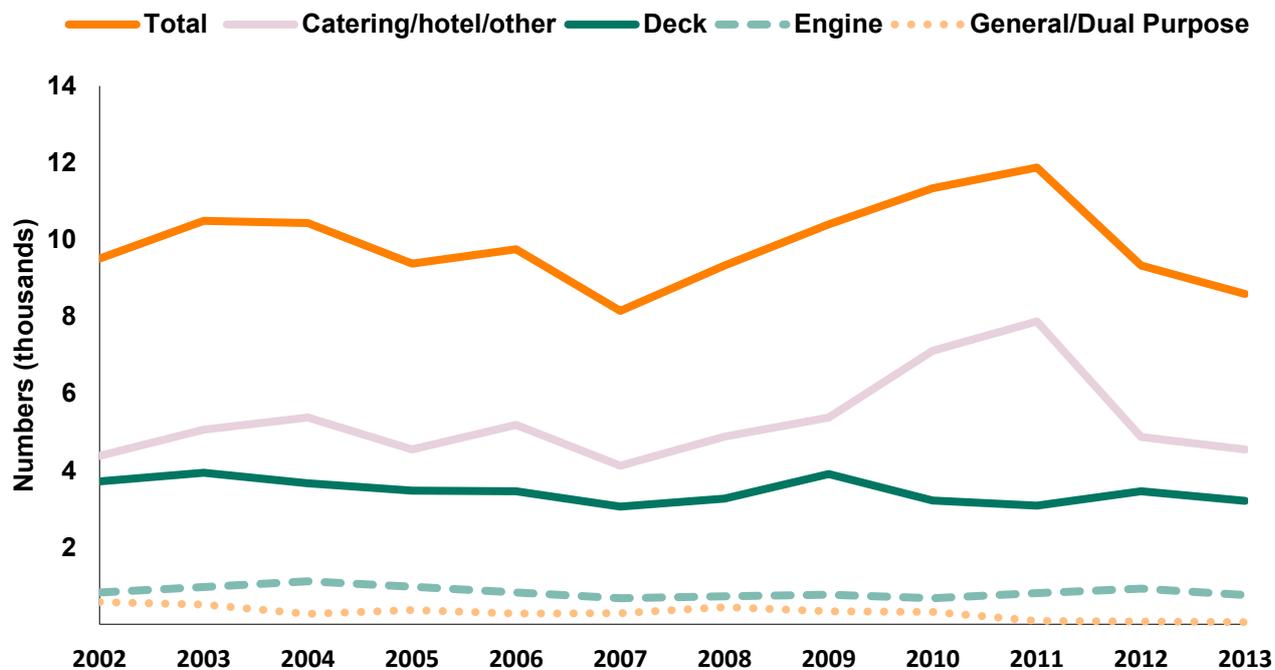
Source: CoS Manpower Survey.

Detailed statistics (tables and charts) on certificated UK seafarers can be found in the web tables, [SFR0130 & SFR0160](#).

UK Ratings

Ratings are semi-skilled experienced workers who are not required to revalidate their competencies as certificated officers are. Other staff without maritime training such as entertainment, hotel, and catering staff also have rating status.

Chart 4: UK ratings active at sea, 2002 - 2013



- Between 2012 and 2013, the estimated total number of **UK ratings** decreased by 8 per cent to 8,590 which followed a 21 per cent decrease from the 2011 peak to 2012. Ratings are largely employed by the cruise and ferry industry which can result in large fluctuations in numbers. These fluctuations are driven predominantly by the Catering/Hotel/Other category with the Deck, Engine and General/Dual Purpose categories remaining more stable.
- Over half of ratings (53 per cent) in 2013 were employed in the catering/hotel/other occupation category while over a third (37 per cent) were employed as deck ratings.³
- The total number of UK **deck ratings** declined by 7 per cent to 3,210 between 2012 and 2013 while the total number of UK **engine ratings** declined by 18 per cent to 760 over the same period, continuing the fluctuating trend seen for both groups.

Source: CoS Manpower Survey.

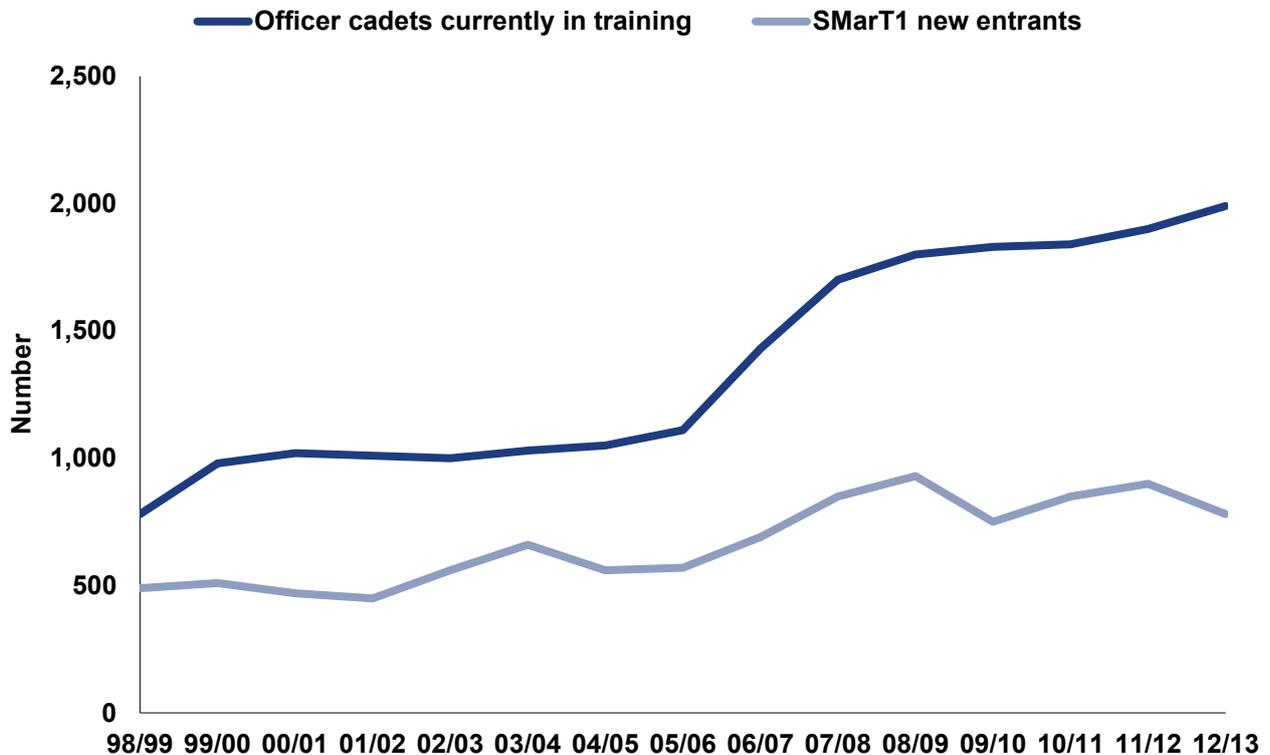
Detailed statistics (tables and charts) on certificated UK seafarers can be found in the web tables, [SFR0140](#).

³ The Catering/hotel/other rating category includes 60 technical ratings and 60 ratings whose profession is unknown.

Officer Trainees

Cadets can take up to four years to get a certificate of competency from the MCA. New entrants are supported by the SMarT1 scheme.

Chart 5: Officer trainees, 1998 – 2013



- The estimated total number of **officer cadets in training** for the financial year 2012/2013 peaked at 1,990. This was a 5 per cent increase since 2011/12 and a 99 per cent increase from 10 years ago in 2002/03.
- The number of **new entrants under the SMarT1 scheme** in the financial year 2012/13 was 780.

Source: Derived from monthly financial claims submitted to the MCA by training providers. Detailed statistics (tables and charts) on certificated UK seafarers can be found in the web tables, [SFR0150 & SFR0160](#).

Gender Profiles of UK Seafarers

Chart 6: Gender distribution of UK officers

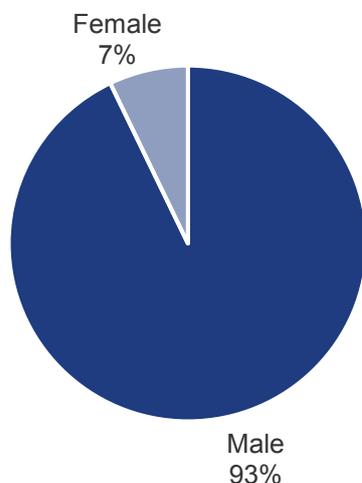
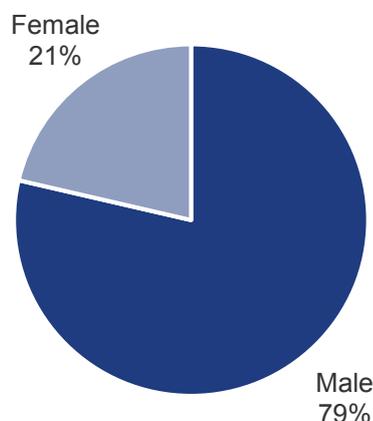


Chart 7: Gender distribution of UK ratings



- The proportion of **UK officers** who were male was 93 per cent in 2013. Among deck officers, engine officers and technical officers, the proportions of officers who were male were 96 per cent, 99 per cent and 99 per cent respectively. Female officers were more heavily concentrated in the Catering/Hotel/Other officer category which had 37 per cent of employees as women.
- Deck and engine **UK ratings** in 2013 had a similar split to deck and engine UK officers. Men accounted for 99 per cent of deck ratings and nearly 100 per cent of engine ratings.⁴ The catering/other category of UK ratings had the highest proportion of women at 36 per cent.⁵
- Due to the relatively small number of Catering/Hotel/Other UK officers and the relatively high number of Catering/Other UK ratings, the overall proportion of UK ratings who are women, 21 per cent, is greater than the overall proportion of UK officers who are women, 7 per cent.

Source: CoS Manpower Survey.

Detailed statistics (tables and charts) on certificated UK seafarers can be found in the web tables, [SFR0210 & SFR0250](#).

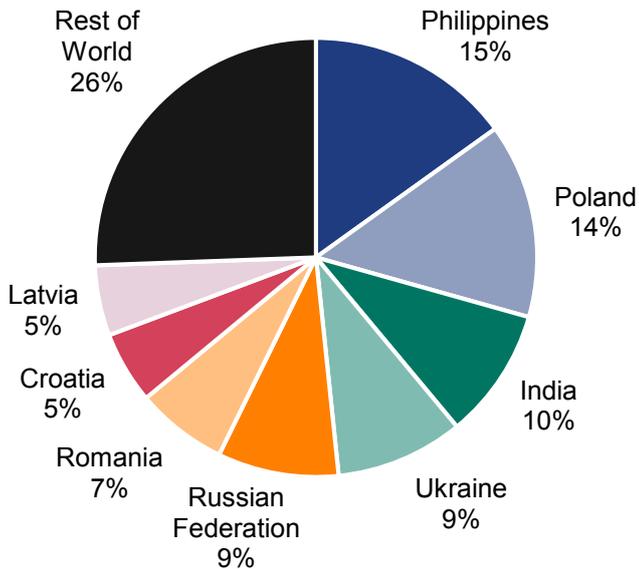
⁴ An estimated 0.3 per cent of UK engine ratings were women.

⁵ As in the UK Ratings section of this Statistical Release, the Catering/hotel/other rating category includes 60 technical ratings and 60 ratings whose profession is unknown.

Non-UK Officers with Certificates of Equivalent Competency

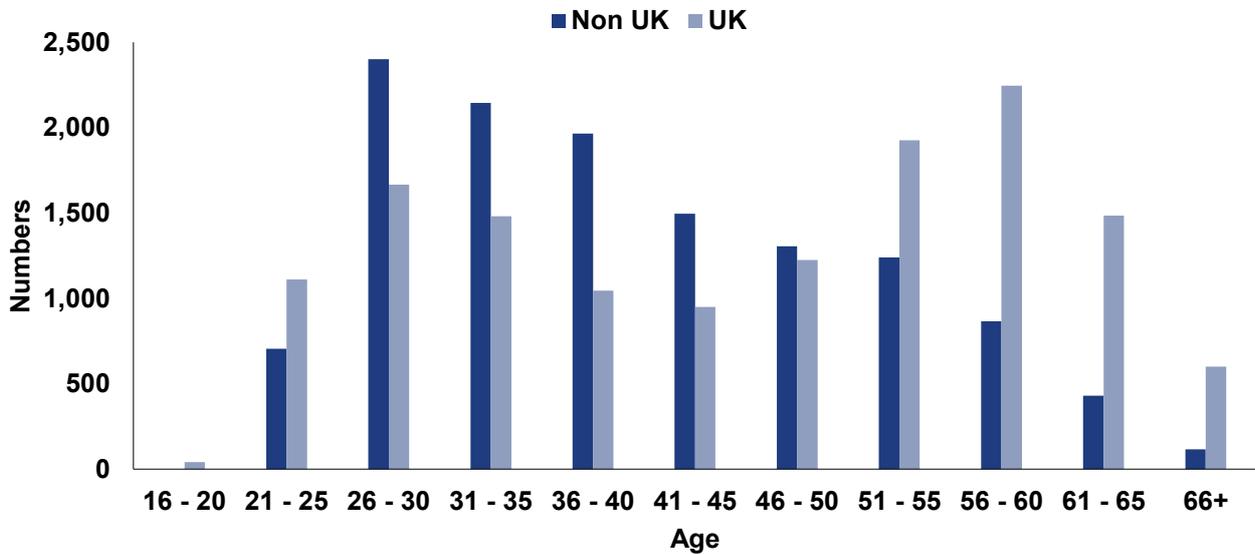
Officers with training from outside the UK are required to hold a Certificate of Equivalent Competency (CEC) before working as a deck or engine officer on a UK registered vessel. The estimates in this section make no assumptions on the retirement age or whether seafarers are active at sea.

Chart 8: Nationality distribution of non-UK officers with CECs



- In 2013 there were 12,660 non-UK nationals with valid CECs. The country with the largest single share of total CEC holders was the Philippines with 15 per cent. India had the next largest proportion of CEC holders with 10 per cent in 2013, followed by Ukraine and the Russian Federation which each had 9 per cent. These are similar proportions to those seen in 2012.

Chart 9: Age Profiles of Certificated Officers, non-UK CEC and UK CoC



- There was a distinct difference between the age distribution of UK nationals holding CoCs and the age distribution of non-UK nationals holding CECs in 2013. The proportion of UK CoC holders aged under 41 was 39 per cent whereas the proportion of non-UK CEC holders aged under 41 was 57 per cent. There were also over 3 times more UK nationals holding CoCs over 60 than non-UK nationals holding CECs over 60.

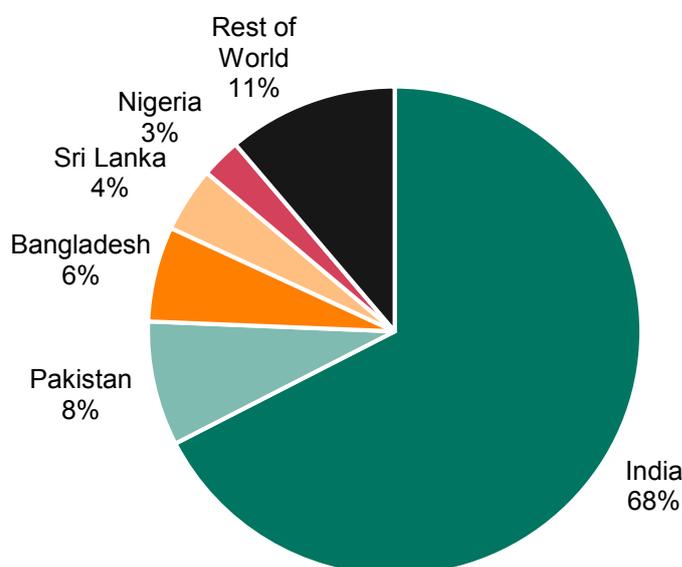
Source: MCA certificates records.

Detailed statistics (tables and charts) on non-UK CEC officers can be found in the web tables, [SFR0260 & SFR0280](#) and detailed statistics on the age ranges of UK seafarers can be found in the web tables [SFR0210 – SFR0240](#).

Non-UK Officers with Certificates of Competency

Non-UK officers graduating from UK colleges obtain the same Certificate of Competency as UK nationals. Some non-UK CoC holders will proceed to work on UK registered vessels while others will use the UK CoC to work on non-UK registered vessels. The estimates in this section make no assumptions on the retirement age or whether seafarers are active at sea.

Chart 10: Nationality distribution of non-UK officers with CoCs



- In 2013 there were 13,280 non-UK nationals with valid CoCs. Just over two thirds of this total were from India. The next 4 non-UK countries with the greatest proportion of CECs were all members of the Commonwealth.

Source: MCA certificates records.

Detailed statistics (tables and charts) on non-UK CoC officers can be found in the web tables, [SFR0290](#).

Strengths and Weaknesses of the data

- The data on certificated officers is from a good quality administrative source, the Maritime and Coastguard Agency (MCA), but the proportion of certificate holders who are active at sea has to be estimated. There have also been small changes in the scope of the certification system, which cannot be fully adjusted for in the years 1998 to 2005.
- Data on uncertificated officers and ratings comes from a membership survey by the Chamber of Shipping (CoS). A small proportion of UK national seafarers however will be employed by companies which are not represented by the CoS. Furthermore, while the overall coverage of employment by CoS members is good, some details are incomplete or difficult to interpret, which may lead to some inaccuracies in the final results. Combining this consideration with the fact that some types of employment tend to be genuinely highly volatile, year to year variations in the statistics should be treated with caution, and the results used rather as a general guide to broad levels of employment.
- Data on seafarer trainees are based mainly on claims from training providers for reimbursement under the Government's Support for Maritime Training (SMarT) scheme. A small minority of trainees (e.g. Royal Fleet Auxiliary employees) are not eligible for such schemes.

For more detail on strengths and weaknesses of the data, see the Technical Notes referred to in the Further Information section below.

Further Information

This release is a summary of a larger set of data tables, charts and documentation on seafarer statistics available from the Department for Transport web site at:

<https://www.gov.uk/government/publications/seafarer-statistics-2013>

A technical note describing the data sources, methods, definitions and data issues in more detail can be found here:

<https://www.gov.uk/transport-statistics-notes-and-guidance-seafarers>

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<http://www.statisticsauthority.gov.uk/assessment/code-of-practice/index.html>

Details of Ministers and officials who receive pre-release access to these statistics up to 24 hours before release can be found here:

<https://www.gov.uk/government/publications/pre-release-access-lists-for-maritime-and-shipping-series>

The next update in this annual series is due in January 2015.

Glossary

For definitions of the different categories of seafarer referred to in these statistics summary, see the individual sections on each category above.

- **Maritime and Coastguard Agency (MCA).** An executive agency of the UK Department for Transport. Among other things, it is responsible for the certification of seafarers.
- **STCW95.** The International Convention on Standards of Training, Certification and Watchkeeping for Seafarers sets qualification standards for personnel working on seagoing merchant ships. It was adopted in 1978 and significantly amended in 1995 – the standards as amended being referred to as STCW95.
- **Certificates of Competency (CoC)** are issued by the MCA to UK nationals and non-UK nationals meeting the required standards under STCW for watchkeeping officers.
- **Certificates of Equivalent Competency (CEC)** are issued by the MCA in recognition of CoCs issued by certain overseas countries to allow officers with qualifications from non-UK colleges to work on UK-registered vessels. Most CEC holders are foreign nationals, but a small number are UK nationals, and the latter are included in the 'top line' UK certificated officer statistics
- **CEC/TIC/Yacht.** Among the administrative changes adopted by the MCA following the introduction of STCW95 was the recognition of Certificates of Equivalent Competency, and the introduction of Certificates of Competency with limited endorsements, specifically for Tugs and Inshore Craft only and for Yachts only. About 700 UK nationals now hold one of these types of certificate, and appear in the 'top line' UK certificated officer statistics.
- **SMarT.** Government funding is available to support seafarer training under the Support for Maritime Training (SMarT) scheme administered by the Maritime and Coastguard Agency. Most UK residents undergoing training towards their first STCW Certificate of Competency are eligible for support under the SMarT1 element of the scheme.
- **UK Chamber of Shipping.** The trade association representing the interests of UK ship owners. Organisations in some related fields are eligible for associate membership, including manning agencies, who are included in the Chamber membership survey on which some of these statistics are based.