

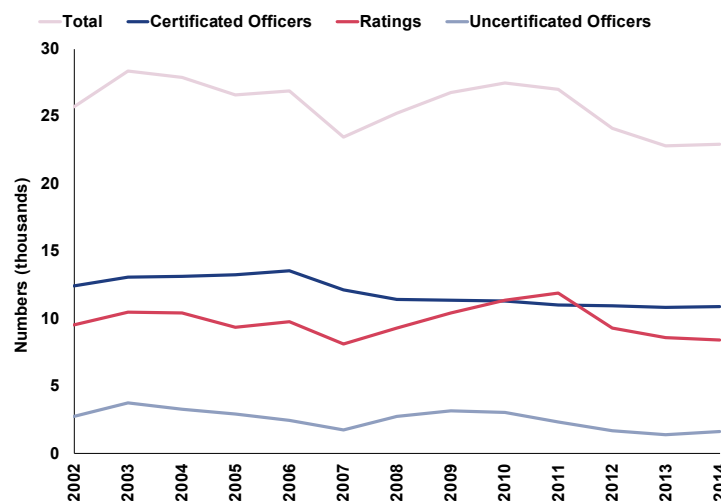


Seafarer Statistics, 2014

In 2014, the total number of UK seafarers active at sea was 22,910, a slight increase of less than 1 per cent compared to 2013.

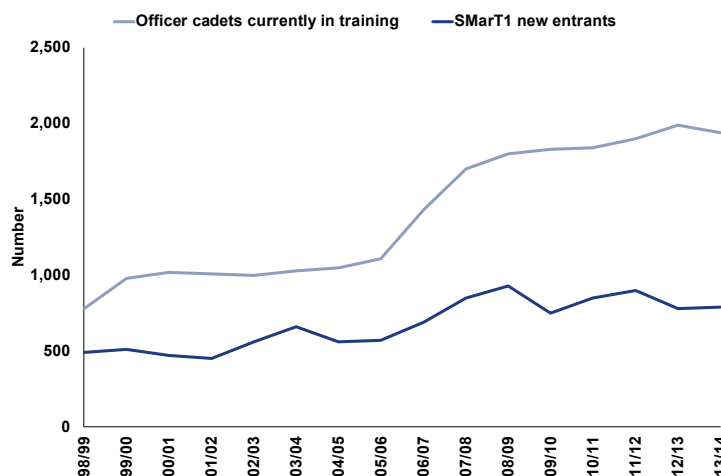
- There were 10,910 certificated **UK officers** active at sea, 1 per cent more than in 2013.
- There were 1,650 uncertificated **UK officers** active at sea, 16 per cent more than in 2013.
- The number of **UK ratings** fell for the third consecutive year to 8,420, a 2 per cent annual fall.

UK Seafarers Active at Sea, 2002-2014



- There were 1,940 **officer cadets in training**, the second highest level for over a decade.
- The number of **new entrants under the SMarT1 scheme** in the financial year 2013/14 was 790.

Officer Trainees, 1999-2014



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 2014.

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All UK Seafarers Active at Sea

The **total number of UK seafarers** active at sea (with an assumed retirement age of 62 in 2014) is estimated to have been 22,910. This was composed of:

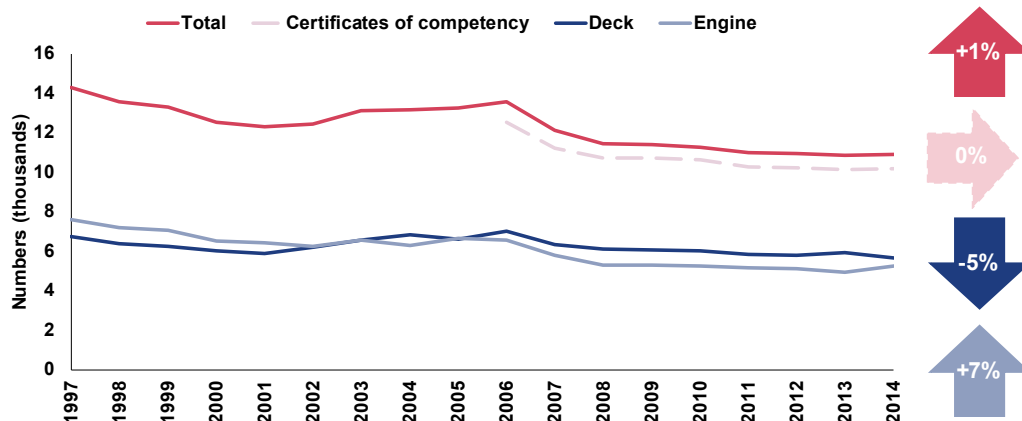


There was a less than 1 per cent increase in the **total number of UK seafarers** active at sea between 2013 and 2014. This occurred principally due to a slight increase in the number of certificated officers by 60 (a 1 per cent increase on the previous year) and an increase in the number of uncertificated officers by 230 (a 16 per cent increase on the previous year).

This was the first annual increase in the total number of UK seafarers, since 2010.

UK Certificated Officers Active at Sea

UK certificated officers active at sea, 1997 - 2014



The total number of UK officers active at sea increased by 1 per cent in 2014 to 10,910, mainly due to the increase in officers holding CoCs.

This is the first increase in the number of UK officers since 2006 where this series peaked before falling sharply in 2007. This 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** increased by 7 per cent from 2013 to 2014 to 5,260.
- The number of **deck officers** decreased by 5 per cent to 5,650 from 2013 to 2014.

UK seafarers active at sea

These estimates include any UK national who works on a registered vessel in a regular sea-going capacity. Fishing boats are not included in this registration, and qualifications for working on fishing boats are different to those discussed in this release.

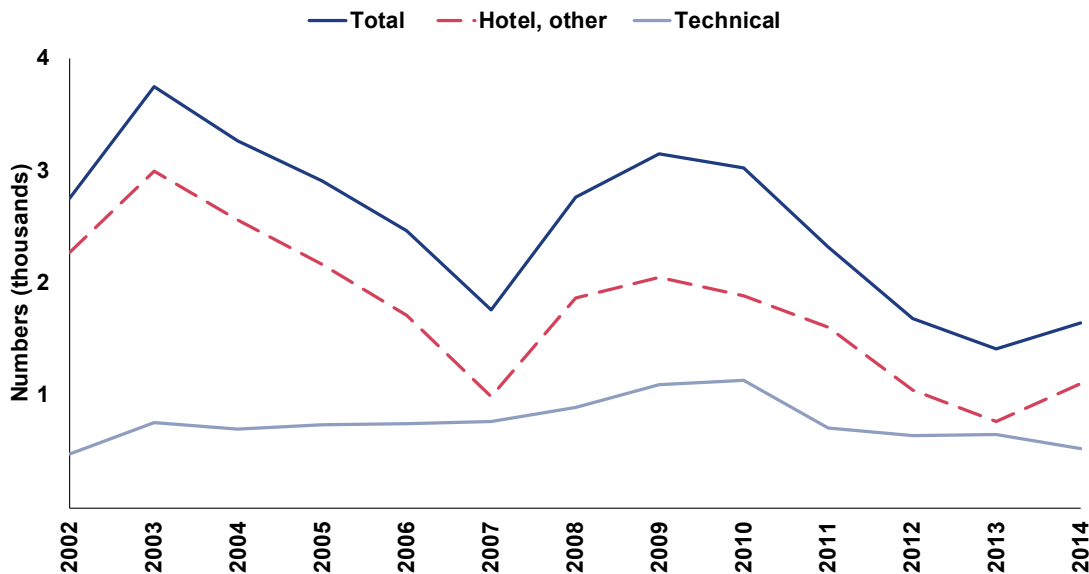
UK certificated officers

These estimates are primarily composed of those seafarers holding Certificates of Competency (CoC). In 2006, newer forms of certificates were also introduced. Certificated officers are all officers holding CoCs, Tug and Inshore Craft endorsements, yacht endorsements and Certificates of Equivalent Competency (see technical notes for more details). A retirement age of 62 has been assumed for all certificated officers.

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 Uncertificated Officers Active at Sea

UK uncertificated officers active at sea, 2002 - 2014



- From 2013 to 2014 the total number of UK uncertificated officers increased by 16 per cent from 1,410 to 1,650.
- The increase this year follows a sizeable fall from 2012 to 2013 which was heavily influenced by a sharp drop in uncertificated officers reported by one of the largest UK shipping companies.
- There were 530 uncertificated officers employed in technical occupations in 2014, a decrease of 17% on the 650 that were employed in 2013. The number of hotel and catering employees saw a 45 per cent increase from 770 in 2013 to 1,110 in 2014, the first increase seen since 2009.

UK uncertificated officers

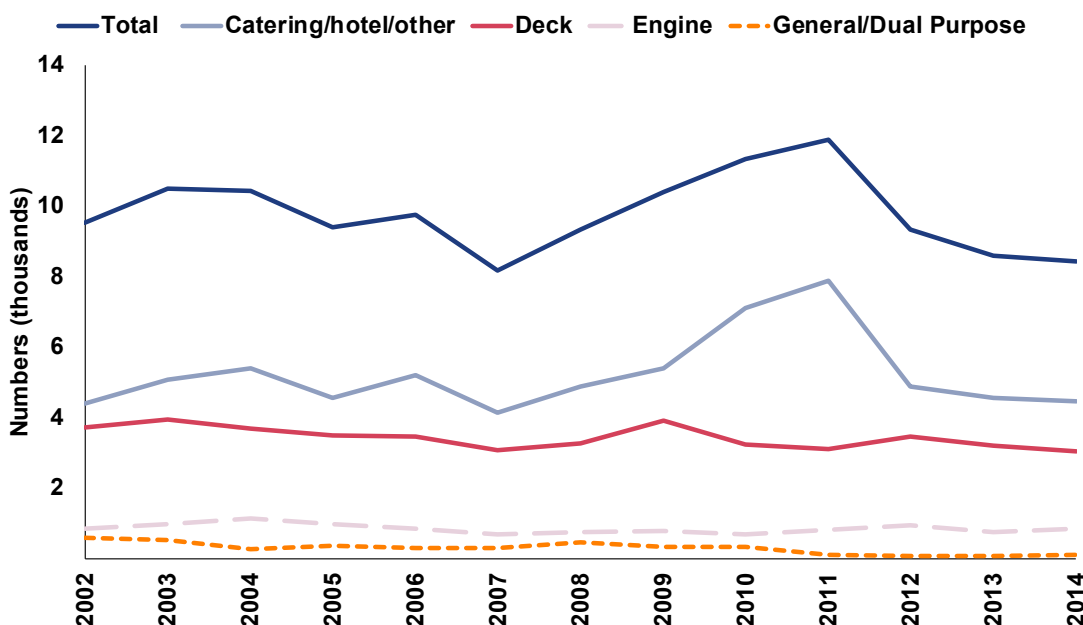
These estimates are for officers without certificates who are employed in technical occupations or working in catering/hotel functions. Uncertificated officers are mainly employed by the cruise and ferry industry where large scale changes can rapidly take place, which makes these total employment numbers volatile, see page 4 for more detail.

Source: Cos Manpower Survey

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

UK Ratings

UK ratings active at sea, 2002 - 2014



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.

UK Ratings

- Between 2013 and 2014, the estimated total number of **UK ratings** decreased by 2 per cent to 8,420. 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.
- This data represent Chamber of Shipping membership, including a small number of companies which hold large market shares. As a result, when a large market leader moves its operation to territories beyond the Chamber of Shipping remit, the statistics fluctuate.
- Just over a half of all ratings (53 per cent) in 2014 were employed in the catering/hotel/other occupation category while just over a third (36 per cent) were employed as deck ratings.
- The total number of UK **deck ratings** declined by 6 per cent to 3,020 between 2013 and 2014 while the total number of UK **engine ratings** increased by 11 per cent to 850 over the same period, continuing the fluctuating trend seen for both groups.

UK ratings

Source: Cos Manpower Survey
Detailed statistics (tables and charts) on certificated UK seafarers can be found in the web table, [SFR0140](#).

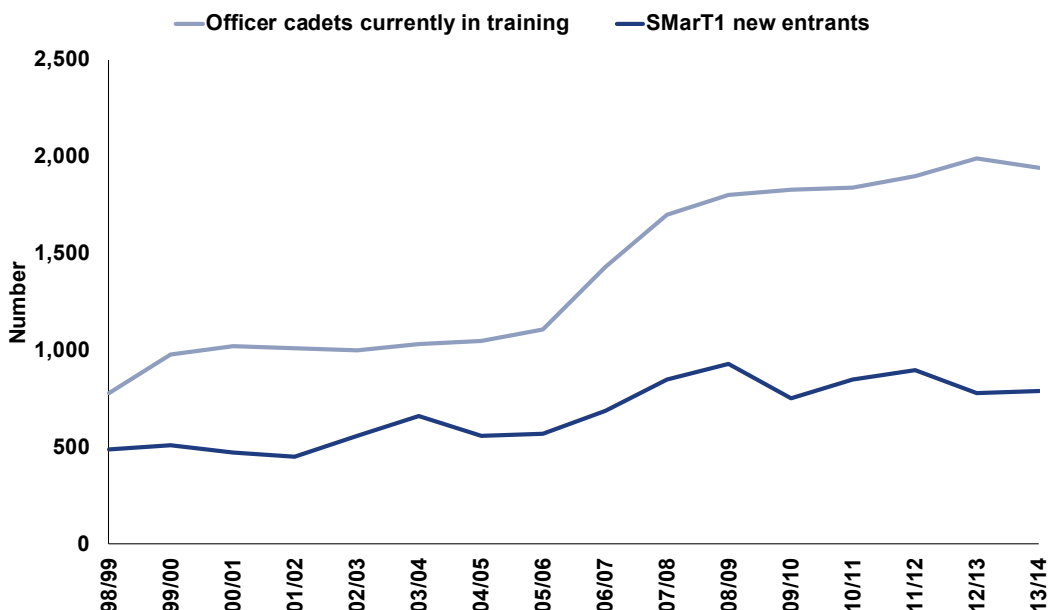
Officer Trainees

- The estimated total number of **officer cadets in training** for the financial year 2013/14 was the second highest at 1,940 since the SMarT1 scheme was introduced in 1998. This was a 2 per cent decrease since 2012/13 and a 88 per cent increase from 10 years ago in 2003/04.
- The number of **new entrants under the SMarT1 scheme** in the financial year 2013/14 was 790.

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.

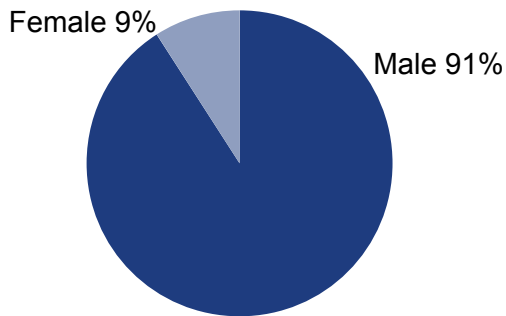
Officer trainees, 1999-2014



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](#).

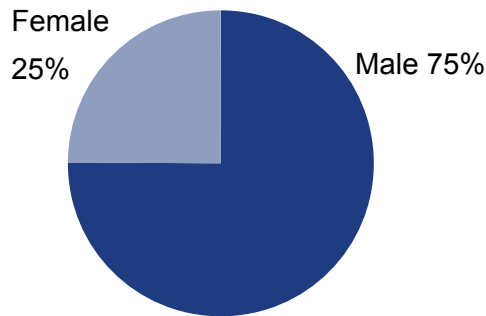
Gender Profiles of UK Seafarers

Gender distribution of UK officers



Base total:
4,900 officers

Gender distribution of UK ratings



Base total:
4,950 ratings

- The proportion of **UK officers** who were male was 91 per cent in 2014. Among deck officers, engine officers and technical officers, the proportion of officers who were male were 95 per cent, 99 per cent and 99 per cent respectively. Female officers were concentrated in the catering/hotel/other officer category which had 35 per cent of employees as women.
- Deck and engine **UK ratings** in 2014, both represented a similar split to deck and engine UK officers. Men accounted for 99 per cent of deck and nearly 100 per cent of engine ratings. The catering/other category of UK ratings had the highest proportion of women at 38 per cent.

Gender profiles

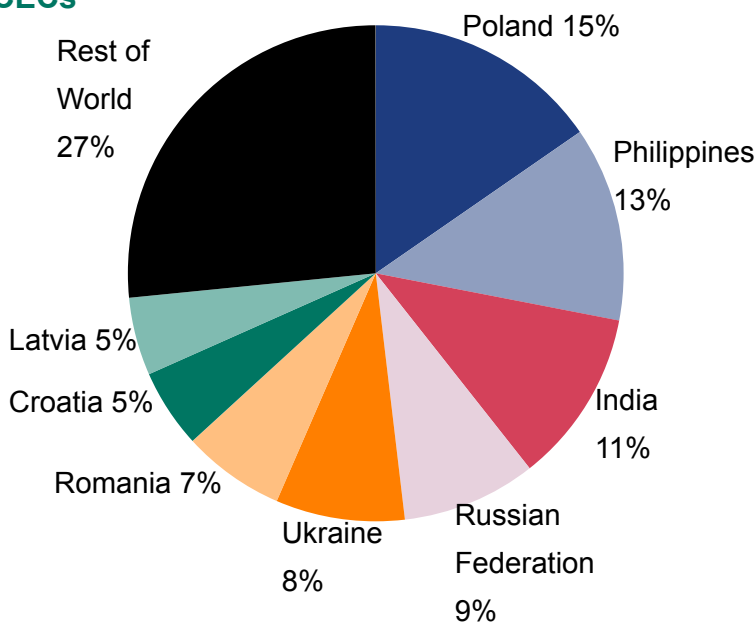
The gender and age data are derived from chamber of shipping survey data.

Source: CoS Manpower Survey.

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

Non-UK Officers with CEC

Nationality distribution of non-UK officers with CECs



In 2014 there were 11,820 non-UK nationals with valid CECs. The country with the largest single share of total CEC holders was Poland with 15 per cent. The Philippines had the next largest proportion with 13 per cent, followed by India and the Russian Federation which had 11 and 9 per cent respectively. These are similar proportions to those seen in 2013.

Non-UK Officers with CEC

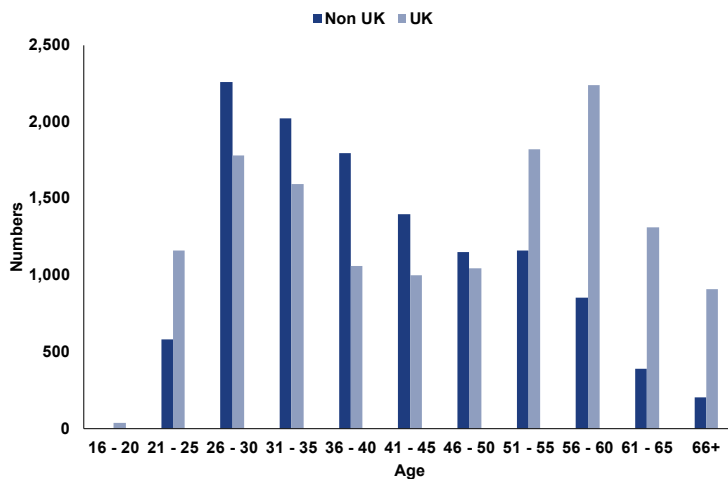
Officers with training from outside the UK are required to hold a Certificate of Equivalent Competency (CEC) before working as a deck or engine officer on a UK registered vessel. The estimates in this section make no assumptions on the retirement age or whether seafarers are active at sea.

Source: CoS Manpower Survey.

Detailed statistics (tables and charts) on certificated UK seafarers can be found in the web table, [SFR0260](#).

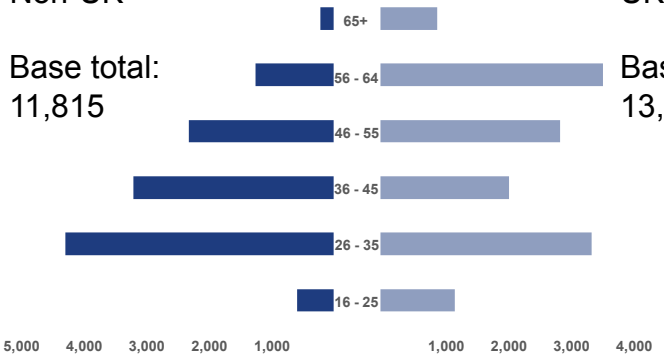
UK CoC & Non-UK CEC Officers

Age profiles of certificated officers, non-UK CEC and UK CoC



Non-UK

Base total:
11,815



UK

Base total:
13,955

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 2014. The proportion of UK CoC holders aged under 41 was 40 per cent whereas the proportion of non-UK CEC holders aged under 41 was 56 per cent. There were also over 3 times more UK nationals holding CoCs over 60 than non-UK nationals holding CECs over 60.

UK CoC & non-UK CEC officers

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

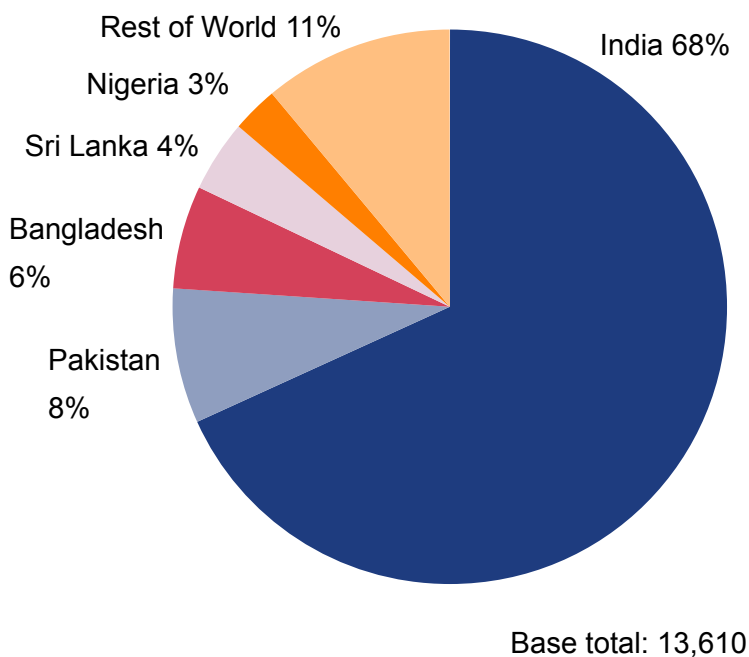
Non-UK officers with CoC

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.

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

Non-UK Officers with Certificates of Competency

Nationality distribution of non-UK officers with CoCs



In 2014 there were 13,610 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 CoCs were all members of the Commonwealth. In total 86 per cent of non-UK CoCs are from the Indian subcontinent.

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. This report assumes 16 per cent of certificated seafarers are not currently active at sea. This is based on academic research. 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/statistics/seafarer-statistics-2014>

A technical note describing the data sources, methods, definitions and data issues in more detail can be found here: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/398013/seafarers-technical-note.pdf

National Statistics are produced to high professional standards set out in the National Statistics Code of Practice. They undergo regular quality assurance reviews to ensure they meet customer needs. <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 2016.

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 endorsement, 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.
- **Deck.** Deck officers are responsible for handling the navigation, communications, cargo and overall management of the ship and people on board.
- **Engine.** Engineering officers are responsible for operating and maintaining all the mechanical and electrical/electronic equipment throughout the ship.
- **General purpose / dual purpose.** This rating is the denomination for seafarers working as ratings on both deck and engine. These ratings help officers sail and maintain vessels.