

Seafarer Statistics 2011

This Statistical Release presents estimates of the number and characteristics of UK seafarers, also including some statistics of non-UK seafarers qualified to serve on UK registered vessels, and indicative projections of the future number of UK certificated officers. Statistics are updated annually.



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FURTHER INFORMATION

Media Enquiries:

020 7944 3066

Public Enquiries:

Jeremy Grove

020 7944 4441

maritime.stats@dft.gsi.gov.uk

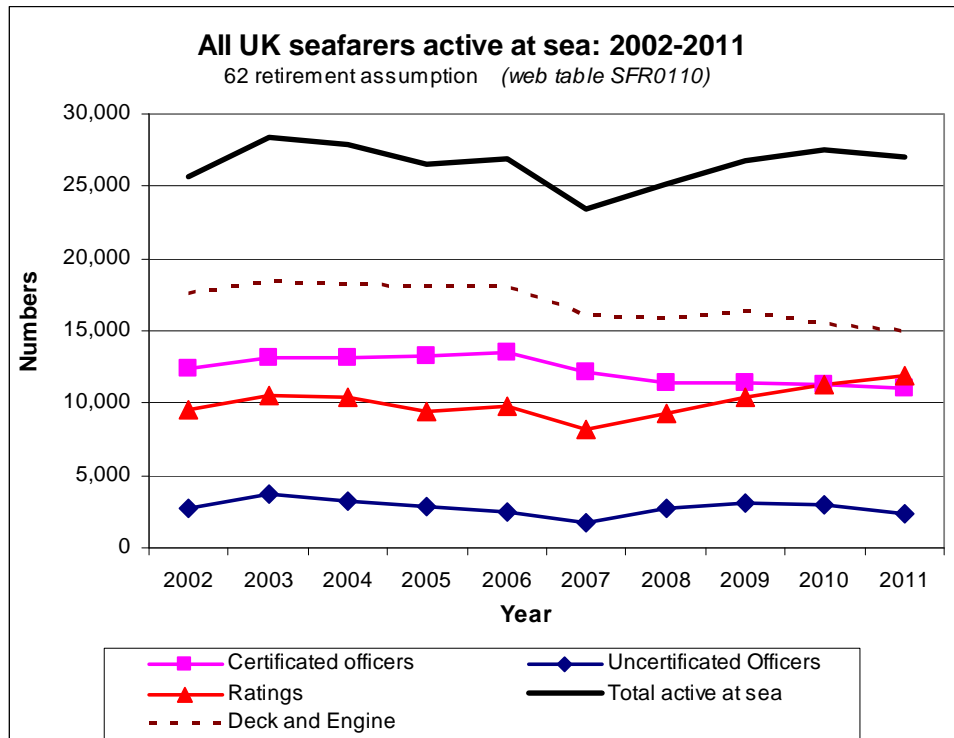
The key findings:

- In 2011, an estimated 27,000 UK nationals were working regularly at sea (*UK seafarers active at sea*).
- Of these, about 15,000 held qualifications related to handling ships or their engines, while the remainder were employed for other technical or customer service duties.
- The total number of UK seafarers active at sea was about 5 per cent higher in 2011 than in 2002, the earliest year for which estimates are available for all groups. However, the number of these with qualifications relating to ship and engine handling was 15 per cent lower over the same period.
- The estimated number of UK *certificated officers* active at sea in 2011 was about 11,000. This was about 28 per cent lower than in 1997 after taking into account changes in the certification system, and 2 per cent lower than in 2010.
- The average number of officer cadets in training during 2010/11 was 1,820, compared with about 1,000 in 1999/2000.
- The number of UK officer cadet new entrants was 850 in 2010/11 compared with around 500 in 1999/2000 and 754 in 2009/10.

1. All UK seafarers active at sea

Definition: Any UK national who works on a registered vessel in a regular sea-going activity is included in the estimates. This includes certificated and non-certificated officers, ratings and trainees. *Estimates are as at end June in each year.*

- The total number of UK seafarers active at sea in 2011, assuming a retirement age of 62, was estimated as 27,000 consisting of
 - 11,000 certificated officers
 - 2,300 uncertificated officers
 - 11,900 ratings (comprising 4,000 deck/engine, 7,900 catering/hotel)
 - 1,800 officer trainees.
- Overall seafarer numbers were 5 per cent higher in 2011 than in 2002, the earliest years for which estimates are available for all categories.
- Of these, 15,000 (56 per cent) held qualifications related to handling ships or their engines ('deck' or 'engine' officers and ratings), while the remainder were employed for other duties (e.g. technical or hotel/hospitality staff), or were trainees. (See Technical Notes for full classification).
- The number of seafarers with qualifications related to ship or engine handling was about 15 per cent lower than in 2002

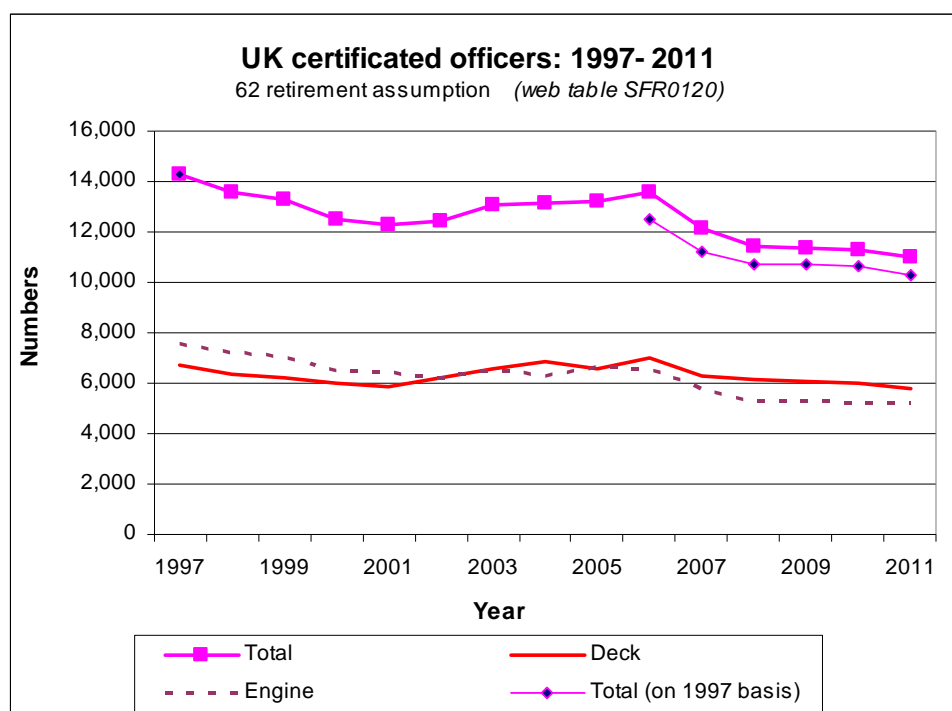


For data table and chart see: <http://assets.dft.gov.uk/statistics/tables/sfr0110.xls>

2. UK Certificated Officers

Definition: Officers holding a Certificate of Competency issued or recognised by the Maritime and Coastguard Agency (MCA) which qualifies them as watchkeeping officers, able to take responsibility for handling a ship (deck officers) or its engines (engineers). *These estimates are based on MCA administrative records of certificates held, adjusted to allow for those officers who still hold a valid certificate but are not "active at sea" or who have retired.*

- The number of UK certificated officers active at sea in 2010 was estimated to be 11,000. After excluding about 700 who hold forms of certificate introduced in recent years¹, this is about 28 per cent lower than in 1997.
- Deck officer numbers are estimated to have been about 5,800 in 2011, and engineer officer numbers about 5,200. After excluding the newer forms of certificate, these show an estimated decline of 19 per cent and 36 per cent respectively since 1997.
- The drop of 11 per cent between 2006 and 2007 may have been due to a surge in certificate revalidations prior to February 2002, the deadline for certification under STCW95. Certificates are valid for 5 years, and if not renewed, certificates issued in this period will have expired by June 2007.



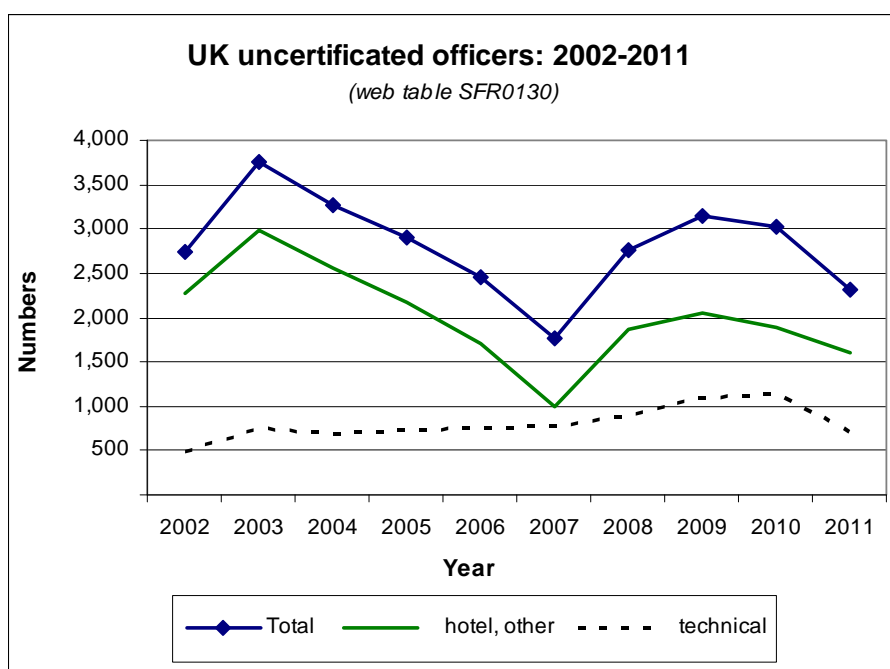
For data table and chart see: <http://assets.dft.gov.uk/statistics/tables/sfr0120.xls>

¹ See 'CEC/TIC/Yachts' in Glossary below

3. Uncertificated officers

Definition: Officers not required to hold MCA deck/engineering certificates of competency (i.e. not watchkeepers), for example electrical officers, electronic officers, electro-technical officers, refrigeration engineers; catering officers, pursers. *These estimates are based on a survey of members of the UK Chamber of Shipping. A small number of UK nationals may be employed in similar capacities by companies which are not UK Chamber members. Terminology varies between companies, so there may be some uncertainty in the classification of some individuals to specialisms, or between uncertificated officer and rating grades.*

- Technical officer employment had shown a steady increase from around 700 in 2003 to 1,100 in 2010, but appears to have dropped back to a little over 700 in 2011.
- The number of hotel and other uncertificated officers (including catering officers) are heavily influenced by the cruise and ferry sectors, in which large scale changes can rapidly take place. Following a significant reduction in this group between 2003 and 2007, numbers increased from 1,000 to 2,000 between 2007 and 2009, before dropping back to around 1,600 in 2011.

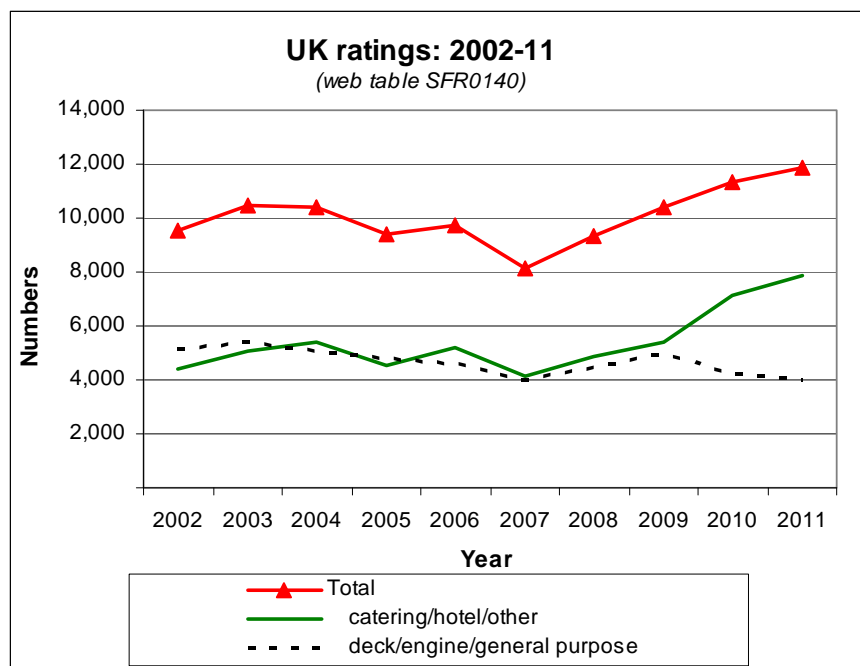


For data table and chart see: <http://assets.dft.gov.uk/statistics/tables/sfr0130.xls>

4. Ratings

Definition: Ratings are semi-skilled, experienced workers who are required to hold specific certificates, such as lifeboat or fire drill, but who are not required to revalidate their competencies as certificated officers are. Other staff without maritime training also have rating status (e.g. entertainment, hotel, and catering staff). *These estimates are from the same source as those for uncertificated officers, and are affected by the same data issues as described in the preceding section.*

- About 4,000 UK deck, engine room and general purpose ratings were active in 2011, about 22 per cent fewer than in 2002.
- Around 7,900 catering/hotel ratings were employed in 2011, about 80 per cent more than in 2002. Numbers in this group can be relatively volatile due to the influence of the cruise and ferry industry.

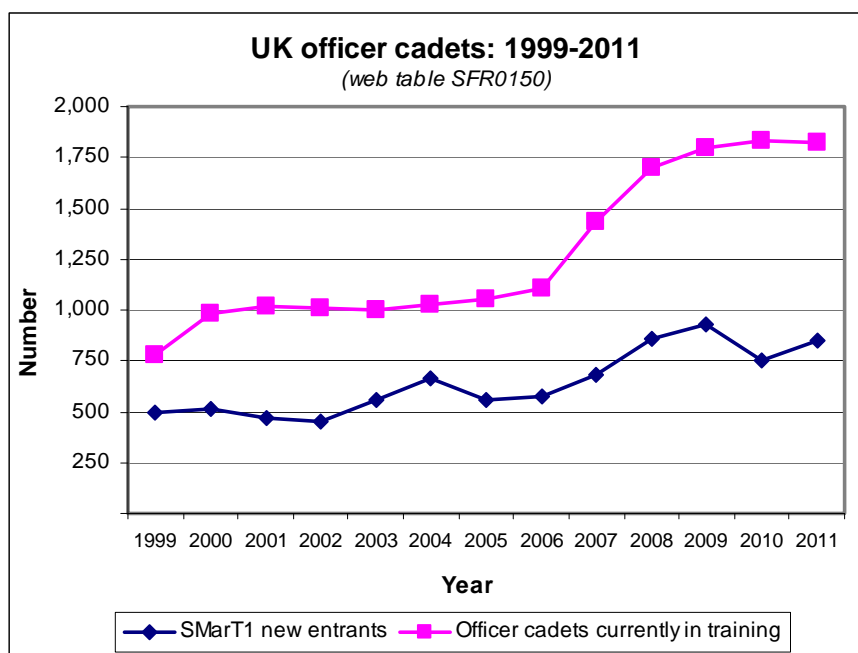


For data table and chart see: <http://assets.dft.gov.uk/statistics/tables/sfr0140.xls>

5. Officer trainees

Definition: Officer trainees ('cadets') entering an approved programme of training leading to a first certificate of competency or licence as a deck, engineer or dual officer, and which is supported under the SMarT1 scheme administered by the MCA. This can take up to four years. *These estimates are derived from monthly financial claims submitted by training providers. A small number of cadets are not eligible for SMarT funding, and therefore are not included. Also not included are other forms of maritime training not leading to a first certificate (e.g. for ratings, conversion courses for experienced personnel).*

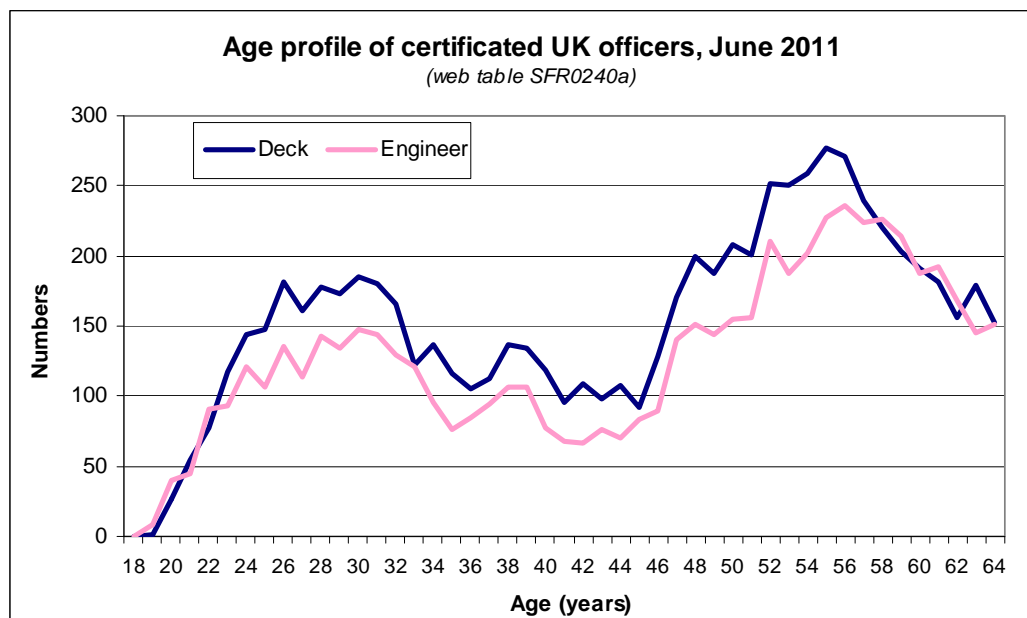
- Officer trainee new starts under the SMarT1 programme increased from around 500 in 1999/2000 to 925 in 2008/9, falling to 754 in 2009/10, and recovering somewhat to 850 in 2010/11.
- As a result the average number of officer cadets in training during the year rose to 1,820 in 2010/11, compared with about 1,000 in 1999/2000.



For data table and chart see: <http://assets.dft.gov.uk/statistics/tables/sfr0140.xls>

6. Demographic profiles of UK seafarers

The age distribution of UK certificated officers is shown in the chart in the following section. The UK officers show a relatively old profile, with the greatest numbers aged in their fifties, although there is now a second, smaller peak at around thirty, as a result of increased recruitment in recent years.



Projections have been made of the number of UK certificated officers, based on assumptions about wastage rates, retirement age and cadet intake. The number is projected to decline by 29 per cent by 2021, largely due to the high average age of officers currently in employment. The projections indicate a 'bottoming out' of the decline in around 2026, but this is dependent on the assumptions used in the model.

For projections see:

<http://assets.dft.gov.uk/statistics/releases/seafarer-statistics-2011/seafarer-projections-2011.pdf>

The chart above shows all officers with valid certificates – not all of these are necessarily active at sea, and the proportion not active might be greater among older age groups. Nevertheless, it is estimated from the Chamber of Shipping survey that about 60 per cent of UK certificated officers active at sea are aged 40 or over. The proportion is even higher for UK deck and engine ratings, at about 75 per cent.

It is also estimated that about 2.7 per cent of UK deck officers active at sea are female, along with about 0.5 per cent of engineer officers. The proportions for deck and engine ratings are 1.1 per cent and 0.3 per cent respectively. Women are much more strongly represented in the hotel and catering departments, accounting for about 37 per cent of officers and 42 per cent of ratings.

For demographics tables and charts see:

http://www.dft.gov.uk/statistics?orderby=title&post_type=table&s=sfr02

7. Non-UK officers with Certificates of Equivalent Competency

Information is also available from the MCA administrative system on foreign nationals holding Certificates of Equivalent Competency (CECs). These are required for an officer with qualifications gained overseas to serve on a UK registered ship, and remain valid until the officer's Certificate of Competency issued by their own country expires (a maximum of 5 years). Therefore not all officers holding a valid certificate will necessarily still be working on a UK registered ship, but they are very likely to have done so within the previous 5 years.

As at the end of June 2011, 16 per cent of holders of CECs were from the Philippines, 15 per cent were from Poland, and 11 per cent from the Ukraine. In total just under 12,500 valid CECs were held by foreign nationals under the age of 65.

For data tables and charts see:
http://www.dft.gov.uk/statistics?orderby=title&post_type=table&s=sfr02

8. Strengths and weaknesses of the data

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

- The data on certificated officers is from a good quality administrative source, but the proportion of certificate holders who are actually working 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. This achieves virtually complete coverage of the employees of Chamber members. However, some UK nationals will be employed by non Chamber members, although the numbers are suspected to be relatively small. Secondly, while the overall coverage of employment by Chamber members is good, some details are incomplete or hard 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 very variable from year to year, variations in the statistics from year to year 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 Auxilliary employees) are not eligible for such schemes.

9. 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:

<http://www.dft.gov.uk/statistics/series/seafarers/>

Other documents which form part of this release include a note on projections of the number of UK certificated officers

<http://assets.dft.gov.uk/statistics/releases/seafarer-statistics-2011/seafarer-projections-2011.pdf>

and a technical note describing the data sources, methods, definitions and data issues in more detail <http://assets.dft.gov.uk/statistics/series/seafarers/seafarer-statistics-technical-note.pdf>

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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:

<http://assets.dft.gov.uk/statistics/series/seafarers/seafarerstatsprerelease.pdf>

The next update in this annual series is due in early 2013.

10. 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 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 non-UK officers 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.

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- **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.