

Seafarer Statistics

Statistical Release

January 2013



Department
for Transport

Seafarer Statistics 2012

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 2012.



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Responsible Statistician:
Ella Taylor

FURTHER INFORMATION

Media Enquiries:
020 7944 3066

Public Enquiries:
Ella Taylor
020 7944 3087
maritime.stats@dft.gsi.gov.uk

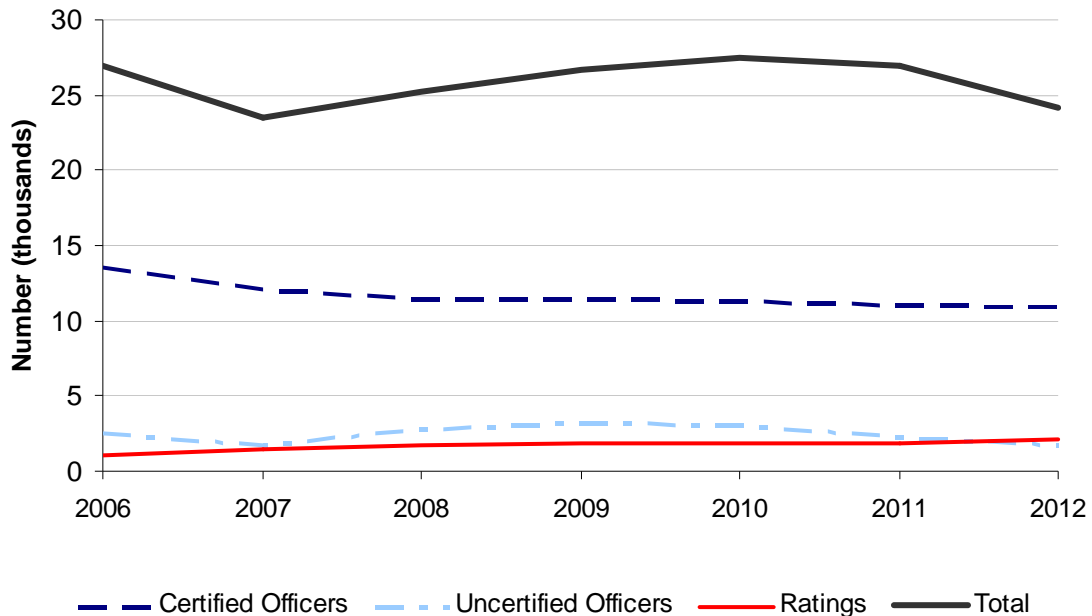
The key findings:

- The **total number of UK seafarers** active at sea in 2012 was estimated to be 24,100.
- The **total number of UK seafarers** fell by 10 per cent compared to 2011, the second consecutive year of decline following the peak in 2010. The reduction was due to a decline in ratings (numbers fell 21 per cent) and uncertified officers (numbers fell 27 per cent).
- In 2012 there were 10,930 **UK certified officers** active at sea, broadly stable compared to 2011 (11,000 officers), but following the downward trend seen since 2006.
- The number of **ratings** steadily increased between 2007 and 2011, with a 46 per cent rise over the four years. However, between 2011 and 2012 numbers fell from 11,880 to 9,330, which was partly due to a large company moving their operations out of the UK.
- The total number of **officer cadets in training** for the financial year 2011/2012 peaked at 2,160. This was a 19 per cent increase since 2010/11. Numbers have more than doubled in the decade since 2001/02
- In 2012 there were 903 **new entrants under the SMarT1 scheme**, close to the previous peak of 925 in 2009.

1. 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, 2006 - 2012



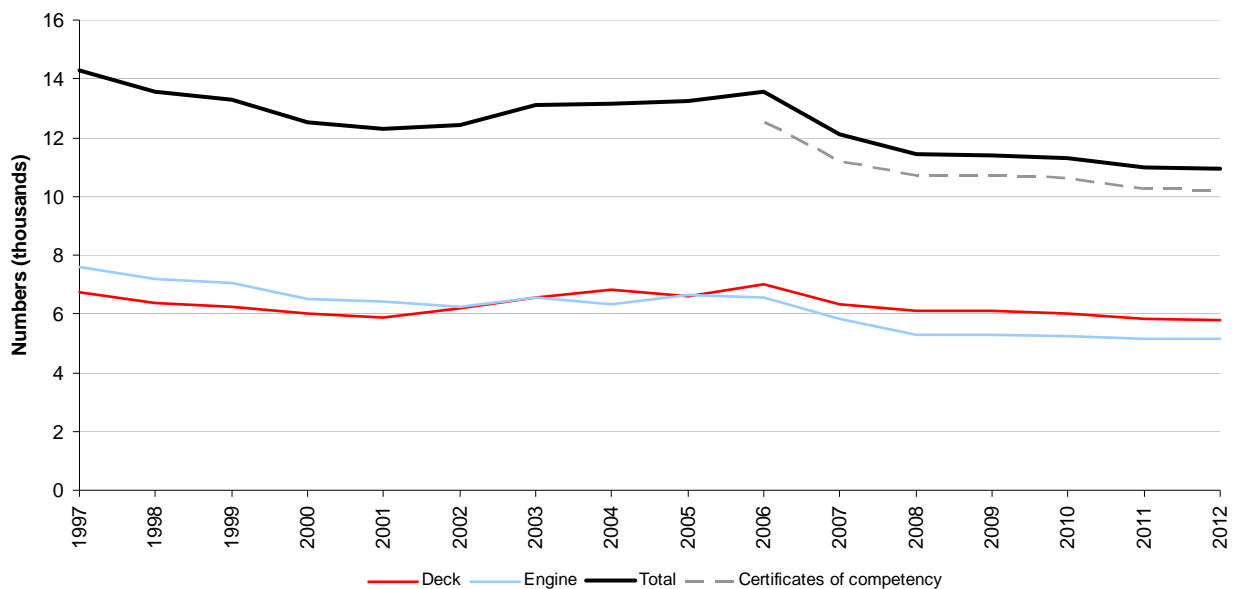
- The **total number of UK seafarers** active at sea in 2012 is estimated to have been 24,100. This was composed of:
 - 10,930 **certified officers** (with an assumed retirement age of 62)
 - 1,680 **uncertified officers**
 - 9,330 **ratings**
 - 2,160 **officer trainees**
- There was a 10 per cent decrease in the **total number of UK seafarers** active at sea since between 2012 and 2011, which was due to a decline in ratings (numbers fell 21 per cent) and uncertified officers (numbers fell 27 per cent). This was the second consecutive year of decline following the peak in 2010 and only 3 per cent higher than the dip in numbers seen in 2007.
- Around two thirds of UK seafarers held qualifications relating to the handling of ships and their engines. There was a slight increase in the number of UK seafarers with these qualifications between 2011 and 2012 (from 15,000 to 15,380), but this was 15 per cent lower than the peak in 2006.

Detailed statistics (tables and charts) on all UK seafarers can be found in the web tables, [SFR0110](#), [SFR0160](#) & [SFR0170](#)

2. UK Certified Officers Active at Sea

These estimates are primarily composed of those seafarers holding Certificates of Competency (CoC). In 2006, newer forms of certificate were also introduced¹. A retirement age of 62 has been assumed for all certified officers.

Chart 2: UK certified officers active at sea, 1997 - 2012



- In 2012 there were an estimated 10,930 **UK officers** active at sea holding certificates awarded by the Maritime and Coastguard Agency (MCA)¹. This is broadly similar to the 2011 estimate (11,000 officers) but there has been a downward trend in numbers since 2006, with numbers falling by 2,640 officers (19 per cent) over this 6 year period.
- Around half of all **UK certified officers** held qualifications relating to the handling of the ship, with 5,790 deck officers and 5,130 engineers holding these qualifications.
- The number of **UK officers holding CoCs** fell slightly between 2011 and 2012, to 10,220 officers. The number of officers holding CoCs has been falling steadily over the past six years, following a larger fall in 2007. This reduction may have been due to a surge in renewed certificates prior to February 2002 when STCW95 was fully implemented. Certificates are valid for five years and if not renewed, certificates issued in this period would have expired by June 2007.

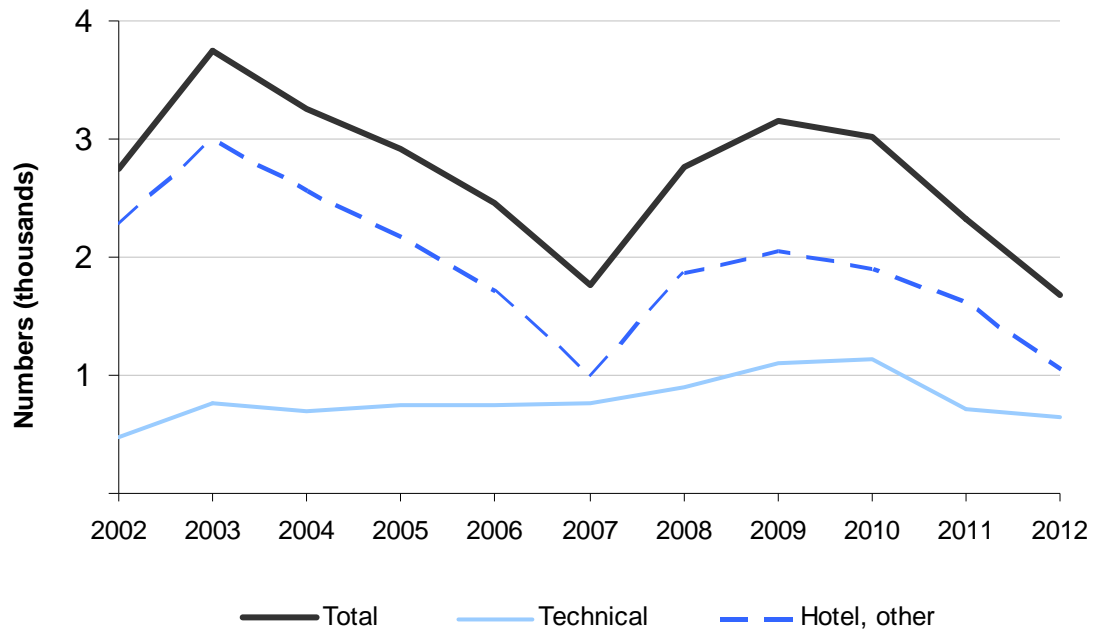
Detailed statistics (tables and charts) on certified UK seafarers can be found in the web tables, [SFR0120 & SFR0160](#).

¹ Certified 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.

3. Uncertified Officers

Those officers without certificates can be separated into technical officers and seafarers engaged in catering and hotel functions.

Chart 3: UK uncertified officers, 2002 - 2012



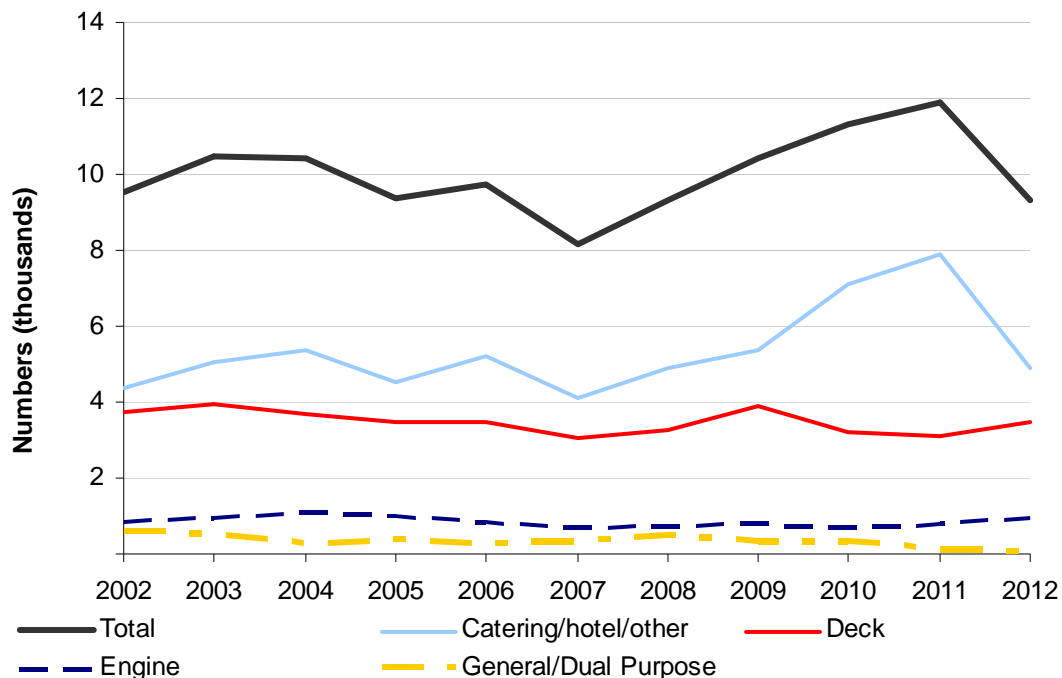
- From 2011 to 2012 the total number of **uncertified officers** decreased by 27 per cent (2,320 to 1,680). This decrease was primarily the result of a large company transferring their operations out of the UK. **Uncertified officers** are mainly employed by the cruise and ferry industry where large scale changes can rapidly take place making the numbers volatile.
- Of the 1,680 **uncertified officers** in 2012, 640 were employed in technical capacities, with the remainder employed in the hotel and catering departments. The hotel and catering departments saw the most significant change in numbers as a result of the aforementioned company move (a decrease of 35 per cent to 1,050 in 2012 compared to 1,610 in 2011).

Detailed statistics (tables and charts) on uncertified UK seafarers can be found in the web tables, [SFR0130 & SFR0170](#)

4. Ratings

Ratings are semi-skilled, experienced workers 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). In a similar fashion to uncertified officers they are largely employed by the cruise and ferry industry which can result in rapid fluctuations in numbers.

Chart 4: UK ratings active at sea, 2002 – 2012



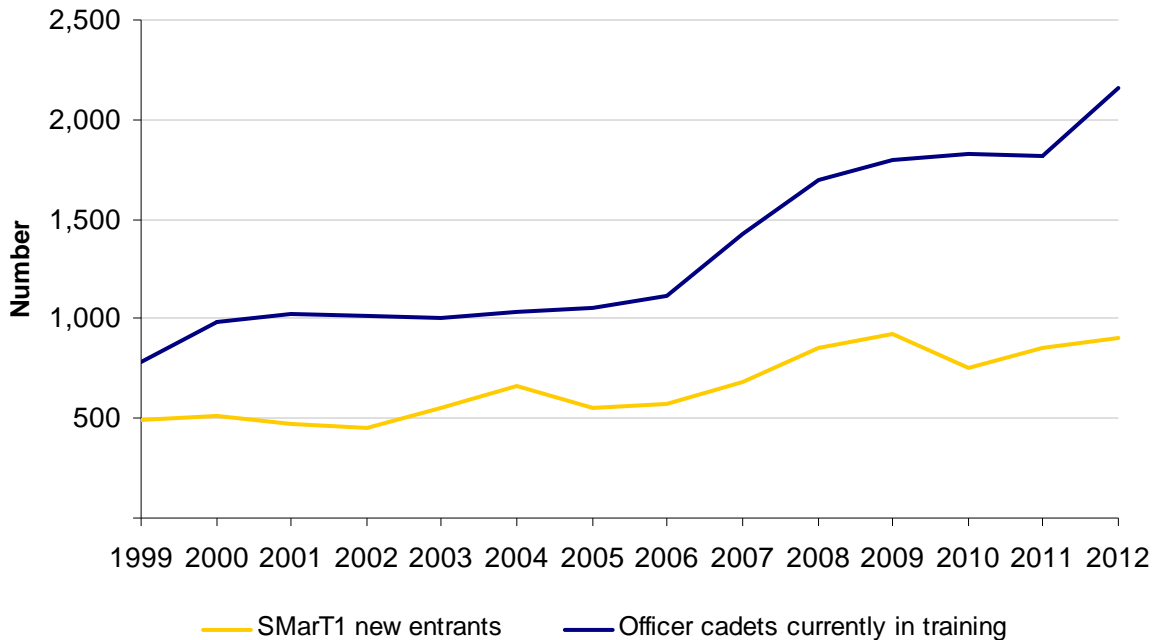
- The number of **ratings** steadily increased from 2007 to 2011, with a 46 per cent rise over the four years. However, numbers fell between 2011 and 2012, from 11,880 to 9,330, largely due to the corporate move mentioned in section 3.
- Around half of **ratings** were employed in the catering and hotel departments. These ratings saw the largest reduction in numbers, decreasing by 38 per cent from 2011.
- The number of **ratings** employed to work on the deck of the ship has remained flat since 2002, with a 7 per cent decrease over the decade to 3,460 in 2012.

Detailed statistics (tables and charts) on UK ratings can be found in the web tables, [SFR0140 & SFR0170](#)

5. 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, 1999 - 2012



- The total number of **officer cadets in training** for the financial year 2011/2012 peaked at 2,160. This was a 19 per cent increase since 2010/11 and numbers have more than doubled in the decade since 2001/02.
- In 2012 there were 903 **new entrants under the SMarT1 scheme**, close to the previous peak of 925 in 2009.

Detailed statistics (tables and charts) on UK cadets can be found in the web tables, [SFR0150 & SFR0160](#)

6. Gender Profiles of UK Seafarers

Chart 6: Gender distribution of UK officers

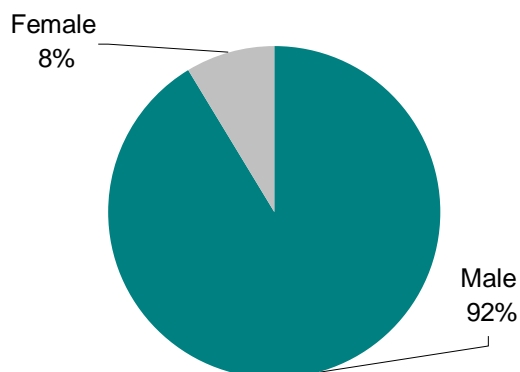
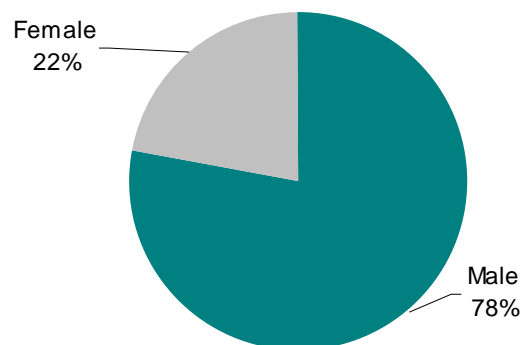


Chart 7: Gender distribution of UK ratings



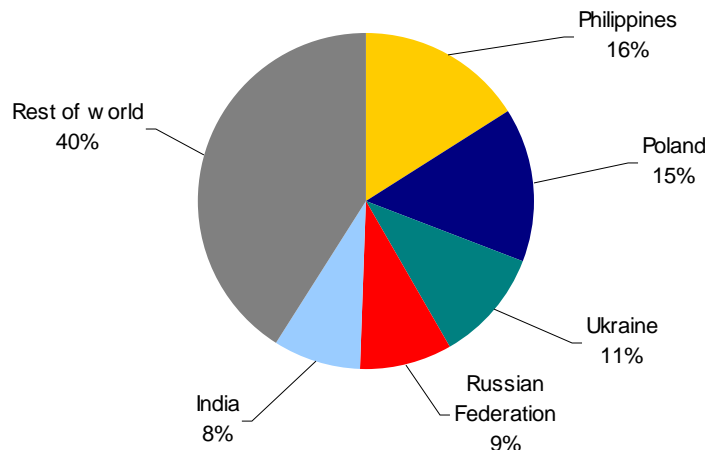
- In 2012, 92 per cent of **UK officers** were male. This was largely due to the deck, engine and technical positions, where men accounted for 97 per cent, 99 per cent and 99 per cent respectively. The ratio of men to women was smaller in the catering and hotel departments where women accounted for 38 per cent of all staff.
- **UK ratings** in 2012 had a similar split to those of the officers in the deck and engine specialisms. Only 1.0 per cent of engine and 1.1 per cent of deck ratings were women. Again the catering and hotel departments saw a smaller gender divide with women accounting for 22 per cent, resulting in over 20 per cent of ratings being women compared to 8 per cent of officers.

Detailed statistics (tables and charts) on seafarer demographics can be found in the web tables, [SFR0210 - SFR0250](#)

7. Non-UK Officers with Certificates of Equivalent Competency

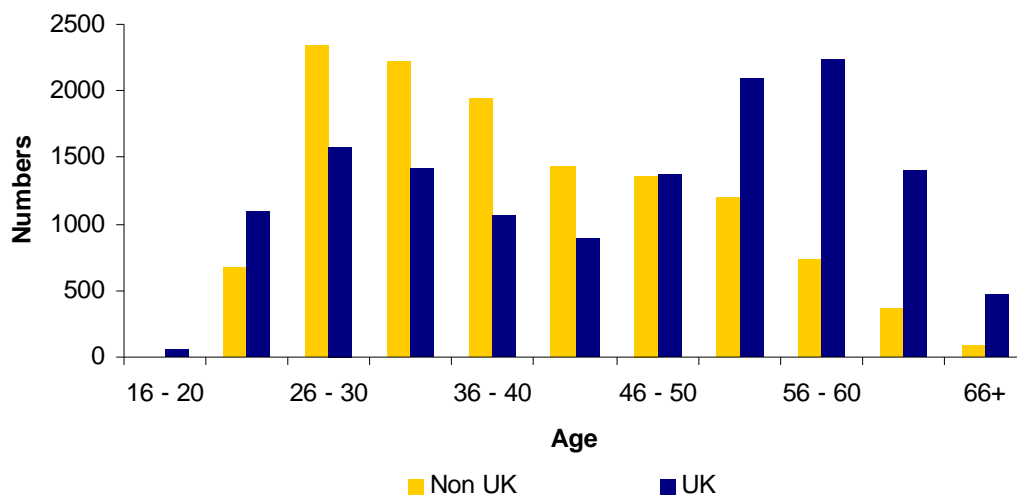
Non-UK nationals are required to hold a certificate of equivalent competency (CEC) before working as a deck or engine officer on a UK registered vessel.

Chart 7: Nationality distribution of non-UK officers with CECs



- More **seafarers holding CECs** came from the Philippines than any other foreign country. In 2012 there were 1,940 from the Philippines (16 per cent of non-UK seafarers holding CECs), 1,750 from Poland (15 per cent) and 1,280 from Ukraine (11 per cent). The ten countries that accounted for the most seafarers holding CECs remained unchanged from 2011.

Chart 8: Certified Officers Age Profile, Non-UK CEC & UK CoC



- There was a distinct difference in age distributions between **UK CoC** and **non-UK CEC officers**. The majority of non-UK officers in 2012 were below 40 yrs (58 per cent) whereas the majority of UK officers were over 40 yrs (62 per cent). There were 3 times more UK officers than non-UK in the 56-60 age range, whereas there were nearly double the number of non-UK officers compared to UK officers in the 36-40 age range.

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

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 certified 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 uncertified 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 Auxiliary 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:

<https://www.gov.uk/government/publications/seafarer-statistics-2012>

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/organisations/department-for-transport/series/seafarers-statistics>

The next update in this annual series is due in January 2014.

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 certified 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 certified 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.