



Department for Transport

Seafarer Statistics, 2015

About this release

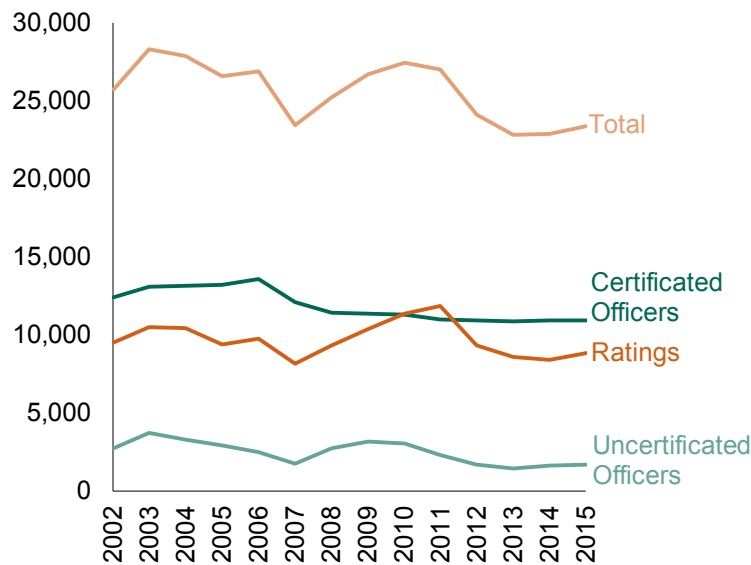
This statistical release provides estimates for the number of UK seafarers, including some demographic breakdowns. The release covers some statistics on non-UK seafarers who are qualified to work on UK registered vessels. These statistics are updated annually and reflect numbers as at the end of June 2015.

In this publication

- All UK Seafarers..... p2
- UK Certificated Officers.. p2
- Gender Profiles of
Certificated Officers.....p3
- UK Uncertificated
Officers..... p3
- UK Ratings..... p4
- Officer Trainees..... p5
- Gender Profiles of
Uncertificated Officers
and Ratings..... p6
- Non-UK Officers..... p6
- User Feedback..... p8
- Strength & Weaknesses
of the data..... p9
- Further Information..... p9
- Glossary.....p10

In 2015, the total number of UK seafarers active at sea was 23,380, an increase of 2 per cent compared to 2014.

UK Seafarers Active at Sea, 2002-2015

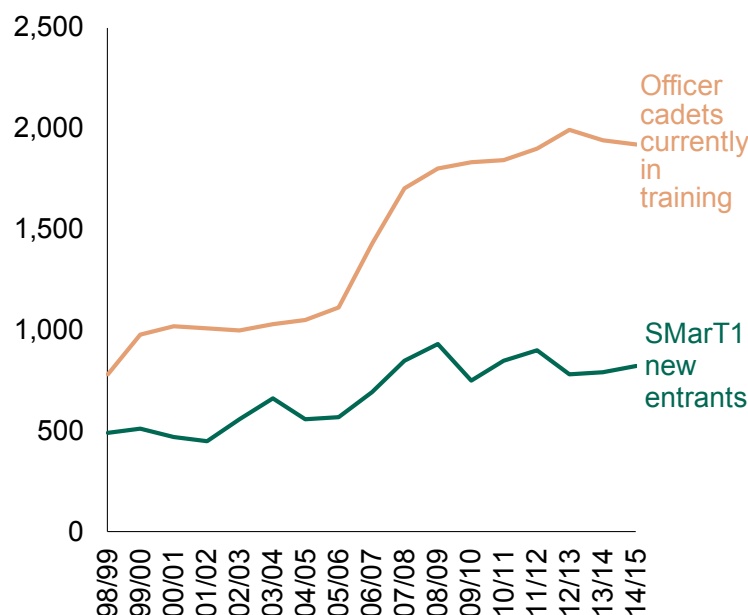


There were 10,930 **certificated UK officers** active at sea, almost unchanged from 2014.

There were 1,710 **uncertificated UK officers** active at sea, 4 per cent more than in 2014.

The number of **UK ratings** increased by 5 per cent to 8,830 compared to 2014, the first increase since 2011.

Officer Trainees, 1999-2015



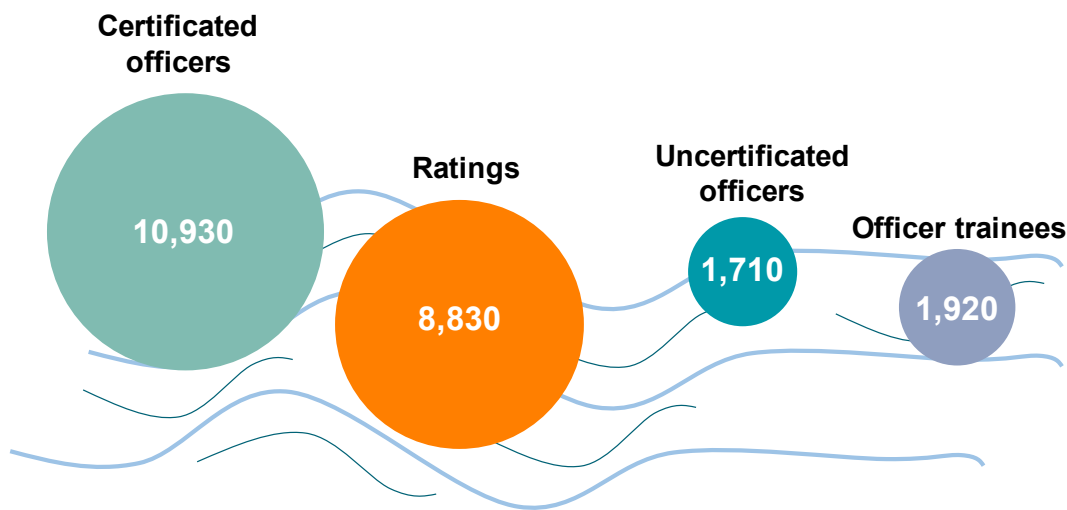
There were 1,920 **officer cadets in training** in the financial year 2014/15, almost unchanged from the previous year.

The number of **new entrants under the SMarT1 scheme** in 2014/15 was 820, an increase of 4 per cent on 2013/14.

All UK Seafarers Active at Sea

The **total number of UK seafarers** active at sea (with an assumed retirement age of 62 in 2015) is estimated to have been 23,380.

This was composed of:



There was a 2 per cent increase in the **total number of UK seafarers** active at sea between 2014 and 2015. This occurred principally due to a 5 per cent increase in the number of ratings (an increase of 410 on the previous year) and a 4 per cent increase in the number of uncertificated officers (an increase of 60 on the previous year).

Some fluctuation in the numbers of uncertificated officers and ratings may be due to year-on-year changes in membership of the UK Chamber of Shipping (CoS), and some members completing the survey in only one of the past two years.

Figures in *Seafarer Statistics* are not uplifted to account for UK sea transport companies who are not members of the CoS. Changes in membership of the CoS are also not accounted for.

UK Certificated Officers Active at Sea

The total number of UK certificated officers active at sea has remained stable since 2011, with 10,930 in 2015.

Numbers hit their peak of 13,570 in 2006, followed by a period of decline.

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.

UK seafarers active at sea

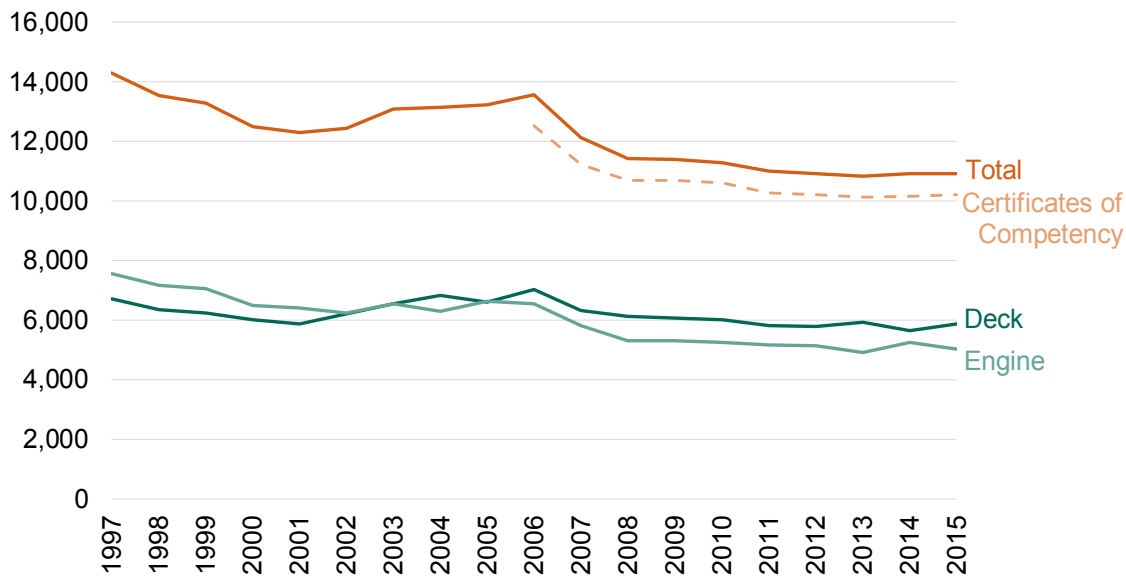
These estimates include any UK national who works on a registered vessel in a regular sea-going capacity. Fishing boats are not included in this registration, and qualifications for working on fishing boats are different to those discussed in this release.

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.

UK Certificated Officers Active at Sea

UK certificated officers active at sea, 1997-2015

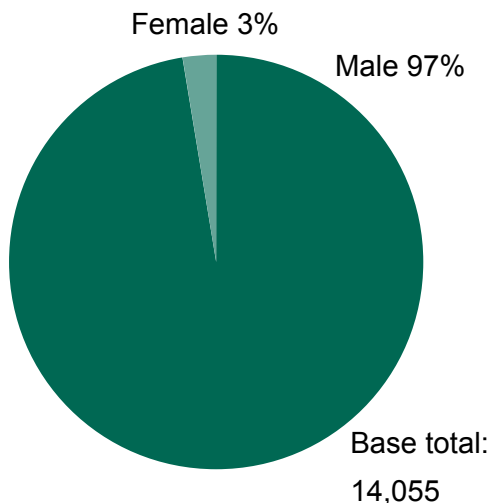


The number of **engine officers** decreased by 4 per cent from 2014 to 2015 to 5,040.

The number of **deck officers** increased by 4 per cent to 5,890 from 2014 to 2015.

Gender Profile of UK Certificated Officers

Gender distribution of UK certificated officers, 2015



The vast majority of UK certificated officers (97 per cent) were male in 2015. This varied slightly for the different capacities, with males making up 96 per cent of deck and 99 per cent of engine officers.

This is in contrast to the gender breakdown for uncertificated officers and ratings (see page 6), where the proportion of females is much larger.

UK certificated officers

Source: Maritime and Coastguard Agency (MCA) certificates records; Chamber of Shipping (CoS) Manpower Survey.

Detailed statistics (tables and charts) on UK certificated officers can be found in the web tables, [SFR0102](#) and [SFR0106](#).

Gender profiles

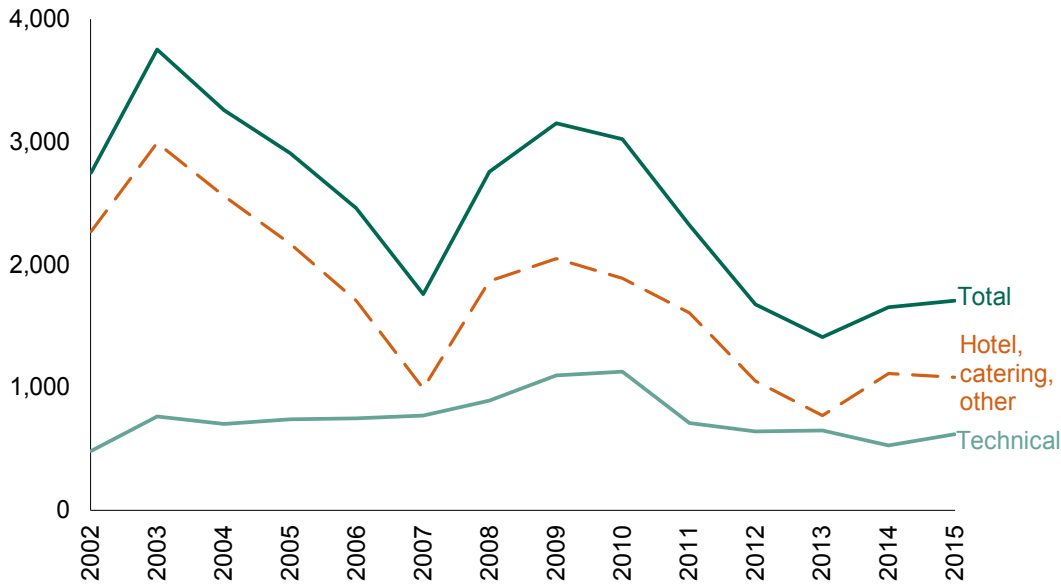
Source: Maritime and Coastguard Agency Detailed statistics (table and chart) on gender for certificated UK officers can be found in the web tables, [SFR0205](#).

UK Uncertificated Officers Active at Sea

From 2014 to 2015, the total number of UK uncertificated officers active at sea increased by 4 per cent from 1,650 to 1,710.

UK Uncertificated Officers Active at Sea

UK uncertificated officers active at sea, 2002-2015



This is the second consecutive year of increases, following a short period of decline between 2009 and 2013.

There were 620 uncertificated officers employed in technical occupations in 2015, an increase of 17 per cent on the 530 that were employed in 2014. The number of catering/ hotel/ other employees saw a 3 per cent decrease from 1,110 in 2014 to 1,080 in 2015.

UK uncertificated officers

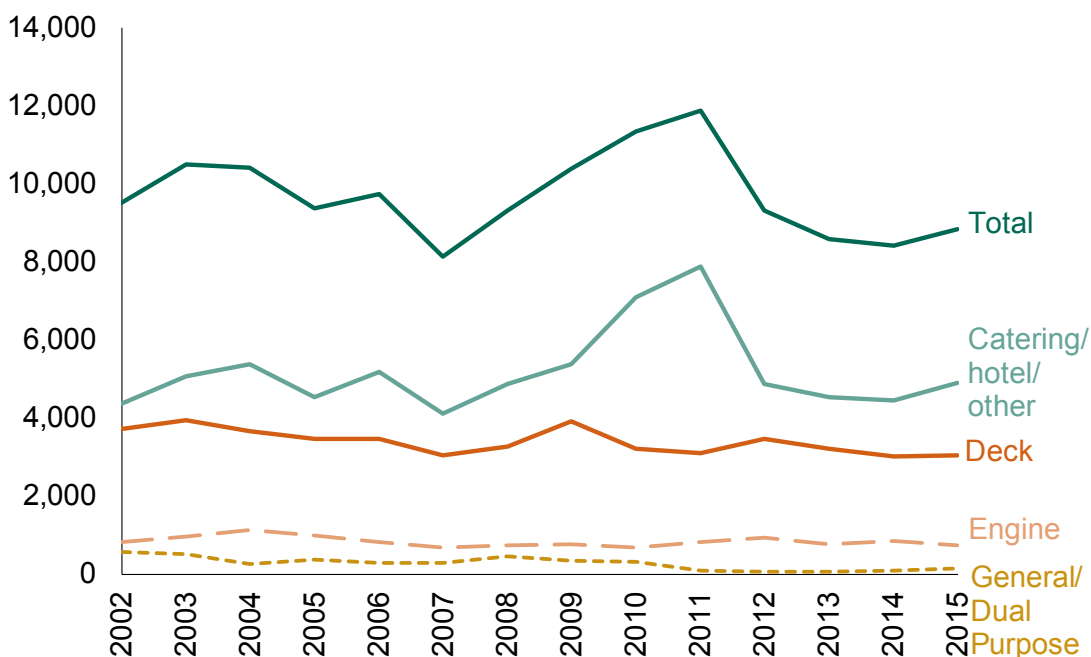
These estimates are for officers without certificates who are employed in technical occupations or working in catering/ hotel functions. Uncertificated officers are mainly employed by the cruise and ferry industry where large scale changes can rapidly take place, which makes these total employment numbers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

Source: CoS Manpower Survey

Detailed statistics (tables and charts) on uncertificated UK seafarers can be found in the web tables, [SFR0103](#) & [SFR0106](#).

UK Ratings

UK ratings active at sea, 2002-2015



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 2014 and 2015, the estimated total number of **UK ratings** increased by 5 per cent to 8,830. The main driver of this was a 10 per cent increase in **catering/ hotel/ other ratings**, from 4,460 in 2014 to 4,890 in 2015.

These figures represent Chamber of Shipping membership, including a small number of companies that hold large market shares. As a result, when a large market leader moves its operation to territories outside of the UK, the statistics can fluctuate. Ratings are largely employed by the cruise and ferry industry, and so these fluctuations are typically driven by the catering/ hotel/ other category.

Over half of all ratings (55 per cent) in 2015 were employed in the catering/ hotel/ other occupation category while just over a third (35 per cent) were employed as deck ratings.

The total number of UK **deck ratings** increased by 1 per cent to 3,060 between 2014 and 2015 while the total number of UK **engine ratings** decreased by 13 per cent to 740 over the same period, continuing the fluctuating trend seen for both groups.

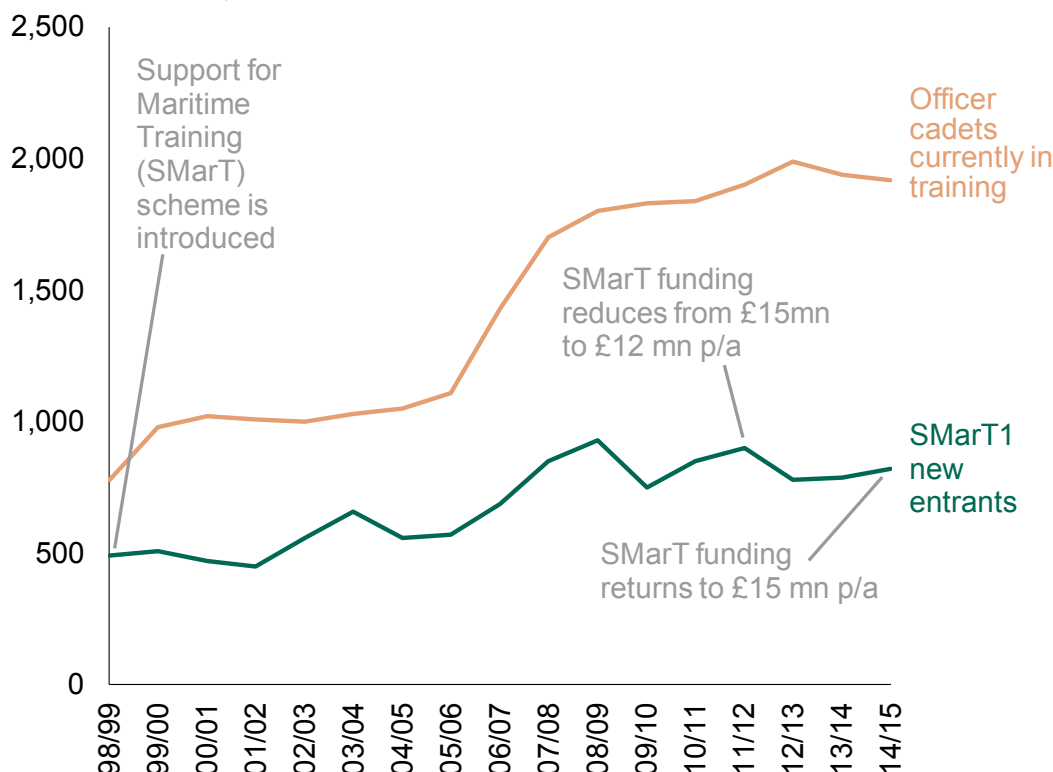
UK ratings

Source: CoS Manpower Survey

Detailed statistics (tables and charts) on UK ratings can be found in the web table [SFR0104](#).

Officer Trainees

Officer trainees, 1999-2015



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

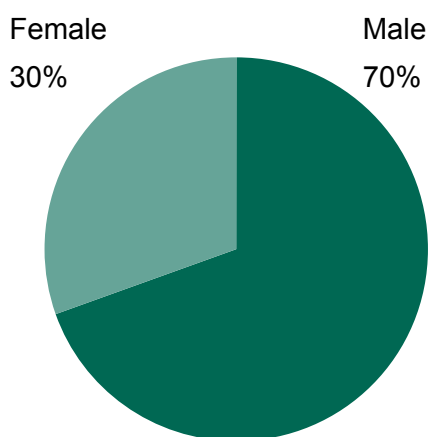
The estimated total number of **officer cadets in training** for the financial year 2014/15 was 1,920, a similar level to the recent peak in 2012/13. Of these, the number of **new entrants under the SMarT1 scheme** in 2014/15 was 820.

The number of SMarT trainees is largely dependent upon the level of SMarT funding, as can be seen in the chart on page 5.

Gender Profiles of UK Uncertificated Officers and Ratings

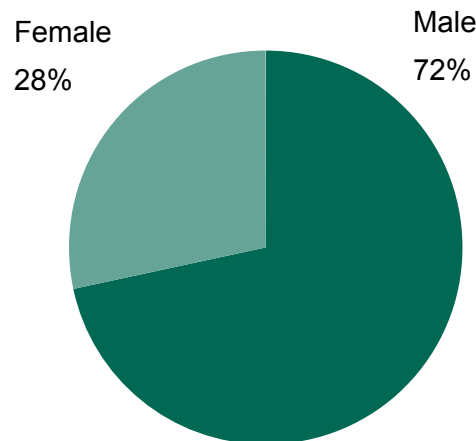
The proportion of **UK uncertificated officers** who were male was 70 per cent in 2015. Among technical officers, 98 per cent were male. Female uncertificated officers were concentrated in the catering/ hotel/ other officer category, in which 40 per cent of employees were women.

Gender distribution of UK uncertificated officers, 2015



Base total: 1,210 officers

Gender distribution of UK ratings, 2015



Base total: 5,695 ratings

In 2015, deck and engine **UK ratings** followed a similar split to deck and engine UK certificated officers (see section Gender Profiles of UK Certificated Officers, page 2). Men accounted for 99 per cent of deck and nearly 100 per cent of engine ratings. The catering/ hotel /other category of UK ratings had the highest proportion of women at 42 per cent.

Non-UK Officers with CEC

In 2015, there were 11,230 non-UK nationals with valid CECs. The country with the largest single share of total CEC holders was Poland with 16 per cent.

Officer trainees

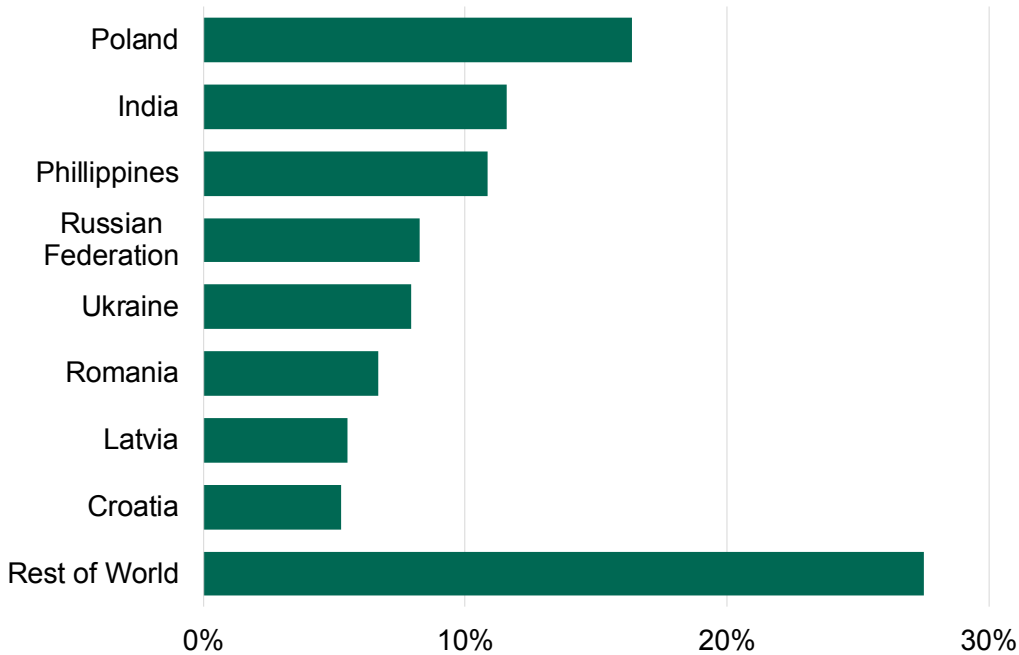
Source: Derived from monthly financial claims submitted to the MCA by training providers. Detailed statistics (tables and charts) on officer trainees can be found in the web table, [SFR0105](#).

Gender profiles

Source: CoS Manpower Survey. Detailed statistics (tables and charts) on gender for UK uncertificated officers and ratings can be found in the web tables, [SFR0205](#).

Non-UK Officers with CEC

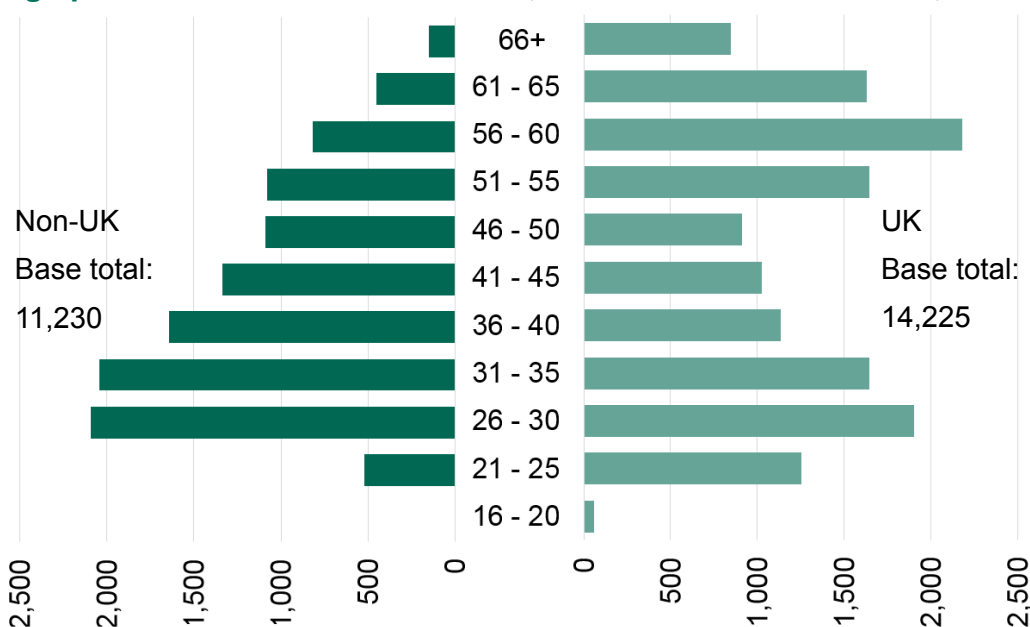
Nationality distribution of non-UK officers with CECs, 2015



India had the next largest proportion with 12 per cent, followed by the Phillippines and the Russian Federation which had 11 and 8 per cent respectively. These are similar proportions to those seen in 2014.

UK CoC and Non-UK CEC Officers

Age profiles of certificated officers, non-UK CEC and UK CoC, 2015



UK nationals holding CoCs were typically older than non-UK nationals holding CECs, with just over half of UK CoC holders aged 41 or over in 2015, compared to less than a third of non-UK CEC holders. The ageing profile of UK seafarers was one of the issues identified in the September 2015 [Maritime Growth Study](#) report.

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 non-UK officers with CEC can be found in the web table, [SFR0206](#).

UK CoC & non-UK CEC officers

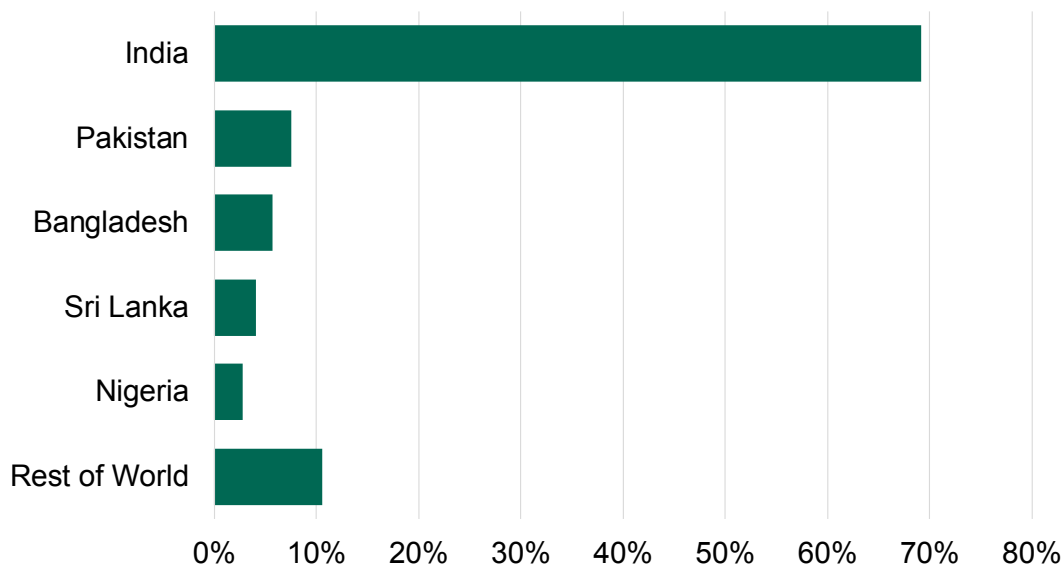
Figures in the chart on the left do not include an assumption about retirement age as in earlier sections.

Source: MCA certificates records.

Detailed statistics (tables and charts) on age for non-UK officers with Certificates of Equivalent Competency can be found in the web table, [SFR0207](#) and detailed statistics on the age ranges of UK officers with Certificates of Competency can be found in the web tables [SFR0201](#) & [SFR0202](#).

Non-UK Officers with Certificates of Competency

Nationality distribution of non-UK officers with CoCs, 2015



In 2015 there were 13,870 non-UK nationals with valid CoCs. Just over two thirds of these 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 were from the Indian subcontinent.

User Feedback

In 2016, the department will be undertaking a user engagement exercise to find out more about how the *Seafarer Statistics* are used and to collate views on the methodology. The aim of this will be to make sure that the statistics are as useful and accurate as possible and that they continue to be fit for purpose.

As this is a National Statistics publication, producers of the statistics should seek to achieve continuous improvement and ensure that they meet the requirements of informed decision-making by government, public services, business, researchers and the public. The Code of Practice for Official Statistics sets out the protocols and practices that should be followed, including (among others) meeting user needs, ensuring sound methods are used and that quality is assured, and this exercise will help to address these protocols and practices.

If you would like to be kept updated with progress, please send your contact details to Maritime.Stats@dft.gsi.gov.uk, or keep an eye on [this web page](#) for more information.

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, [SFR0208](#).

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 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. Year to year variations in the statistics should therefore 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-2015>.

A technical note describing the data sources, methods, definitions and data issues in more detail can be found here: <https://www.gov.uk/government/publications/maritime-and-shipping-statistics-guidance>.

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. <https://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 provisionally scheduled for January 2017.

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.