



Department for Transport

Seafarer Statistics, 2016

About this release

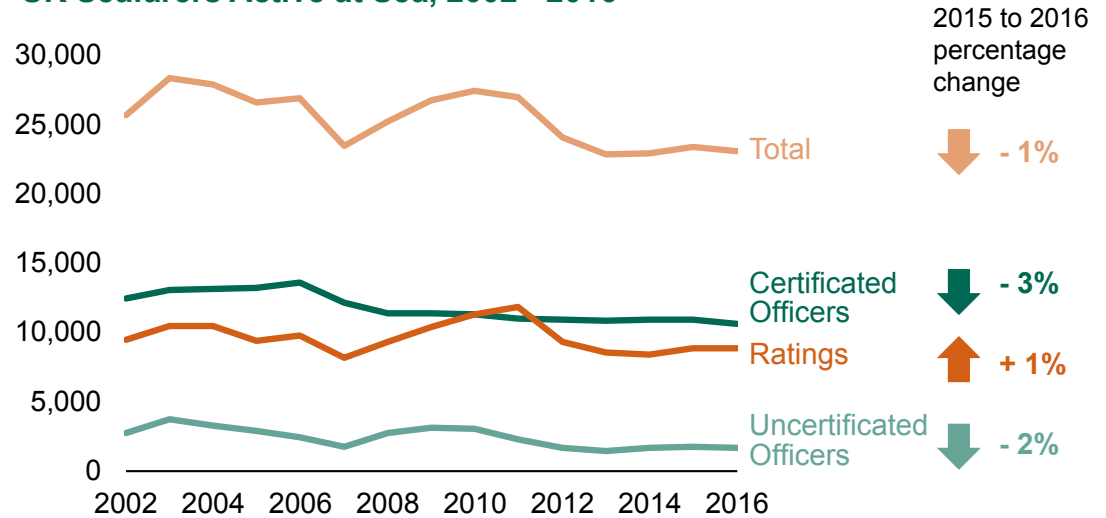
This statistical release provides estimates for the number of UK seafarers, including some demographic breakdowns. The release covers some statistics on non-UK seafarers who are qualified to work on UK registered vessels. These statistics are updated annually and reflect numbers as at the end of June 2016.

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
- Strengths & Weaknesses.....p8
- Further Information..... p9
- Glossary..... p10

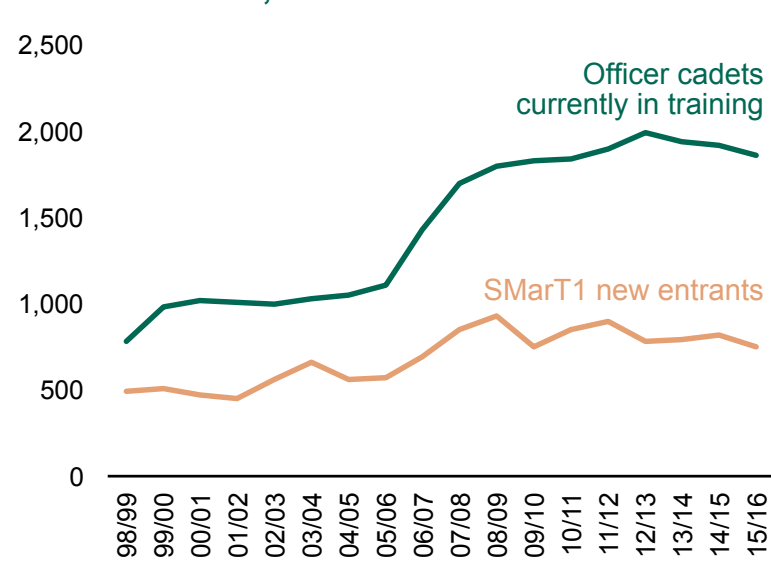
In 2016, the estimated total number of UK seafarers active at sea was 23,060, a small decrease of 1 per cent compared to 2015.

UK Seafarers Active at Sea, 2002 - 2016



There were 10,650 **certificated UK officers** active at sea in 2016, and a further 1,670 **uncertificated UK officers** active at sea in 2016. The number of **UK ratings** increased by 1 per cent to 8,880 compared to 2015.

Officer Trainees, 1999 - 2016



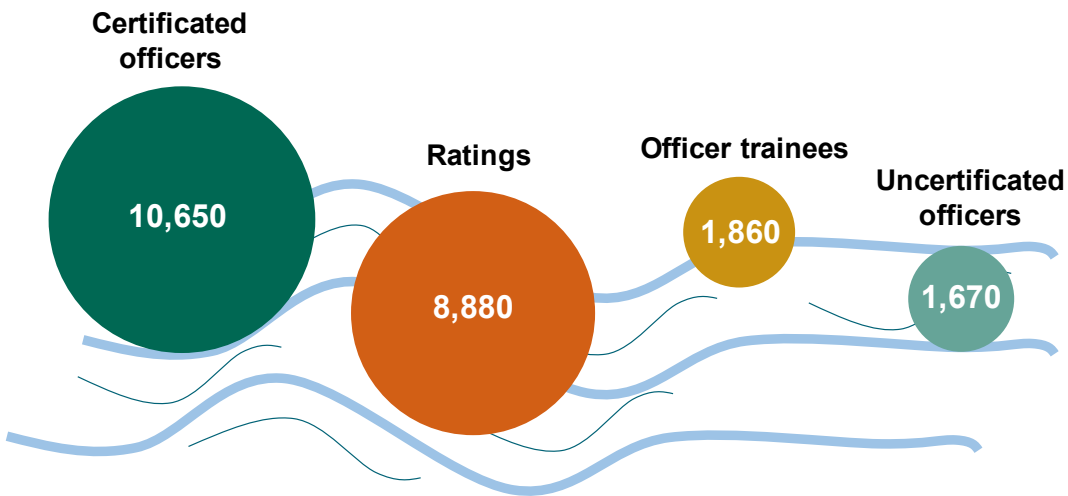
There were 1,860 **officer cadets in training** in the financial year 2015/16, a decrease of 3 per cent on 2014/15.

Of which, the number of **new entrants under the SMarT1 scheme** was 750, a decrease of 9 per cent on 2014/15.

All UK Seafarers Active at Sea

The **total number of UK seafarers** active at sea (with an assumed retirement age of 62) in 2016 is estimated to have been 23,060.

This was composed of:



The **total number of UK seafarers** active at sea between 2015 and 2016 declined by 1 per cent. This occurred principally due to a decrease in the number of **certificated deck officers** (a decrease of 290 officers on the previous year).

Fluctuations can occur in the number of **uncertificated officers and ratings** due to year-on-year changes in the company 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 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

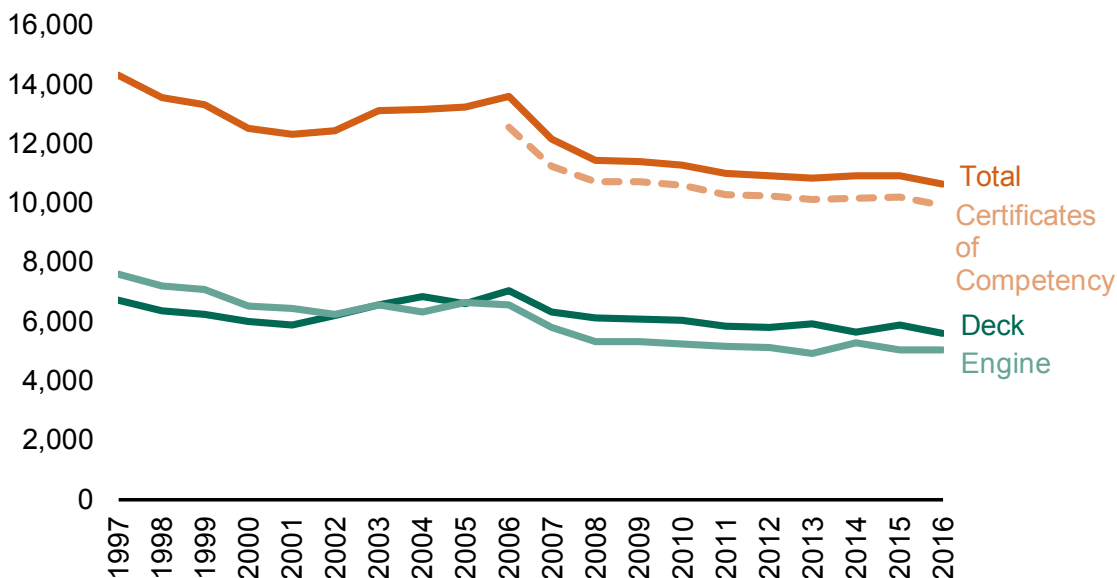
These estimates are primarily composed of those seafarers holding Certificates of Competency (CoC). In 2006, newer forms of certificates were also introduced. Certificated officers are all officers holding CoCs, Tug and Inshore Craft endorsements, yacht endorsements and Certificates of Equivalent Competency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

UK Certificated Officers Active at Sea

The total number of UK certificated officers active at sea declined to 10,650 in 2016. This is the first decrease since 2011.

Numbers peaked at 13,570 in 2006 and have since declined by 22 per cent over the last decade. 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 certificated officers active at sea, 1997 - 2016 ([SFR0102](#) and [SFR0106](#)).



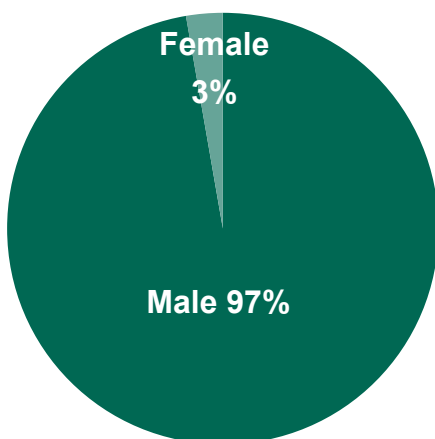
UK certificated officers

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

The total number of certificated officers active at sea has declined by 3 per cent since 2015. This is mainly due to the 5 per cent decrease in the number of **certificated deck officers** since 2015. The number of **certificated engine officers** active at sea remained stable in 2016 at 5,050 officers.

Gender Profile of UK Certificated Officers

Gender distribution of UK certificated officers, 2016 ([SFR0205](#))



Base total: 14,815 officers

The vast majority of UK certificated officers (97 per cent) were male in 2016. This varied slightly for the different capacities, with males accounting for 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.

Gender profiles

Source: Maritime and Coastguard Agency.

The gender data of UK certificated officers includes all certificated officers with certificates that expire between 01/07/2016 and 30/06/2021.

UK Uncertificated Officers Active at Sea

Between 2009 and 2013, the total number of uncertificated officers active at sea declined by 55 per cent. This was followed by two years of growth in 2014 and 2015.

In 2016, the total number of UK uncertificated officers active at sea decreased by 2 per cent from 1,710 in 2015 to 1,670. This was largely due to the decline in the number of **uncertificated technical officers** at sea.

UK uncertificated officers active at sea, 2002 - 2016 ([SFR0103](#) & [SFR0106](#))



There were 480 uncertificated officers employed in technical occupations in 2016, a decline of 23 per cent on the 620 that were employed in 2015. The number of catering/ hotel/ other employees increased by 11 per cent from 1,080 in 2015 to 1,200 in 2016.

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.

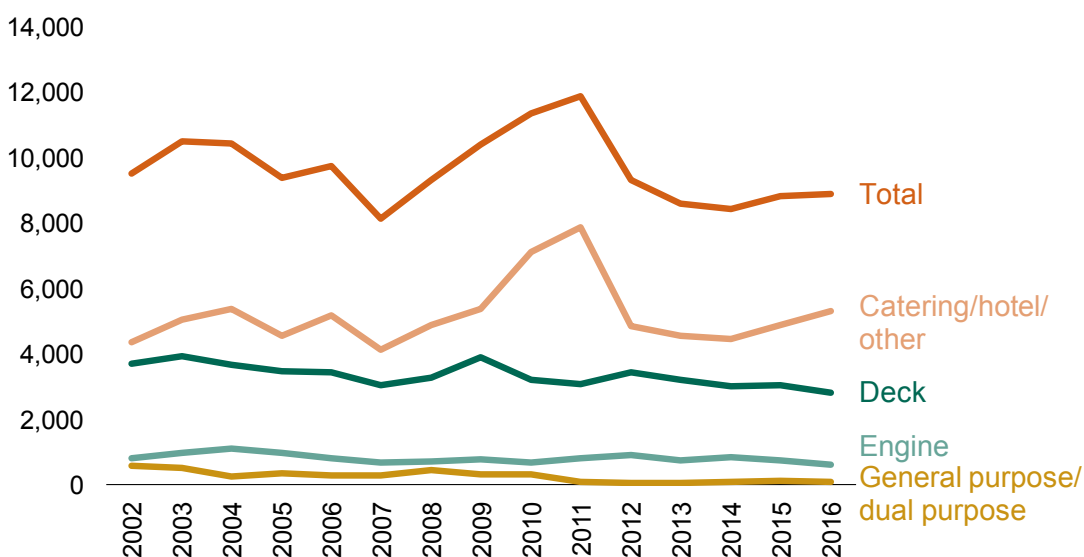
Source: CoS Manpower Survey

UK Ratings

Between 2015 and 2016, the estimated total number of **UK ratings** increased by 1 per cent to 8,880. This was driven by a 9 per cent increase in catering/ hotel/ other ratings, from 4,890 in 2015 to 5,330 in 2016. However, this was largely offset by a decline in the number of deck and officer ratings.

The total number of UK **deck ratings** in 2016 was 8 per cent lower than in the previous year and the total number of UK **engine ratings** was 15 per cent lower compared to the previous year, continuing the fluctuating trend seen for both groups.

UK ratings active at sea, 2002 - 2016 ([SFR0104](#))



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.

Source: CoS Manpower Survey

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. For example, the total number of ratings in the catering/ hotel/ other sector fell dramatically between 2011 and 2012, largely due to a company transferring their operations out of the UK. However, in the last two years, the number of UK ratings employed in the catering/ hotel/ other sector increased by 20 per cent.

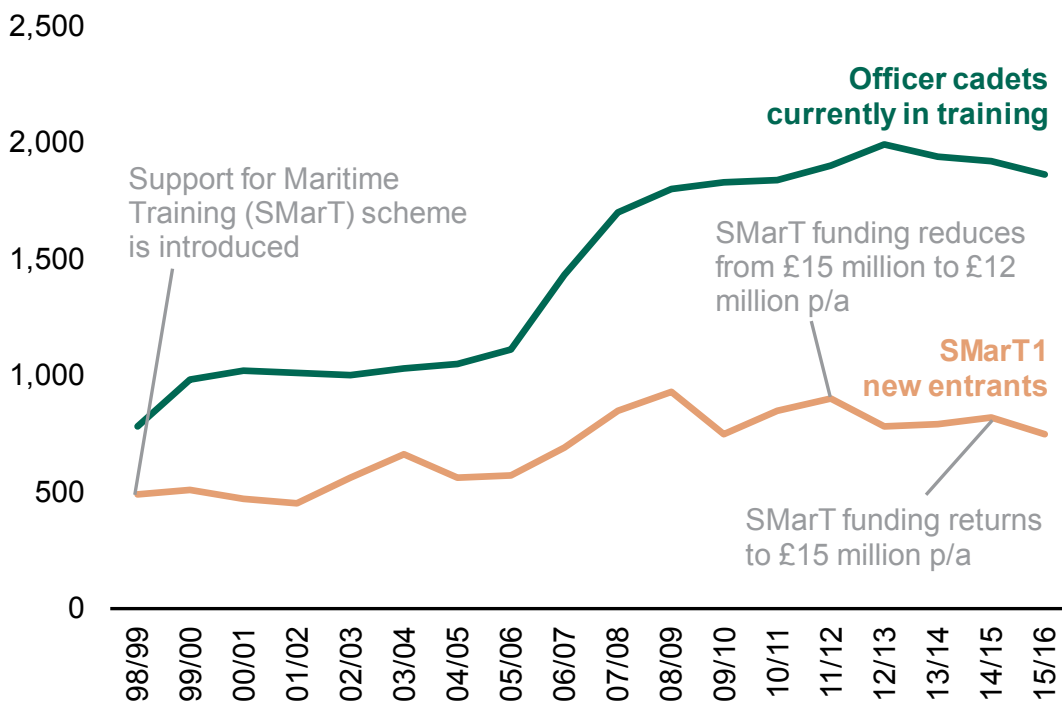
In 2016, 60 per cent of ratings were employed in the catering/ hotel/ other occupation category and a further 39 per cent were employed as deck or engine ratings.

Officer Trainees

The estimated total number of **officer cadets in training** for the financial year 2015/16 was 1,860. Of these, the number of **new entrants under the SMarT1 scheme** in 2015/16 was 750.

The number of SMarT trainees tends to reflect the level of SMarT funding, as can be seen in the chart below.

Officer trainees, 1999 - 2016 ([SFR0105](#))



Officer trainees

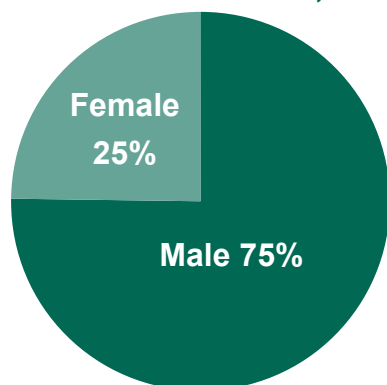
Cadets can take up to four years to get a certificate of competency from the MCA. New entrants are supported by the SMarT1 scheme.

Source: Derived from monthly financial claims submitted to the MCA by training providers.

Gender Profiles of UK Uncertificated Officers and Ratings

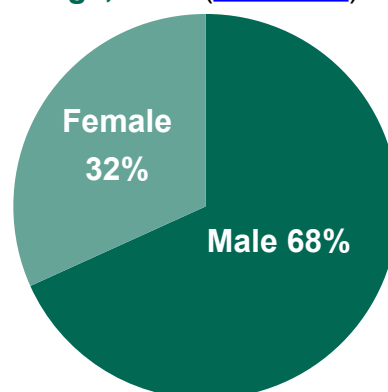
The proportion of **UK uncertificated officers** who were male was 75 per cent in 2016. Among technical officers, 96 per cent were male. Female officers were concentrated in the catering/ hotel/ other uncertificated officer category, in which 33 per cent of employees were women.

Gender distribution of UK uncertificated officers, 2016 ([SFR0205](#))



Base total: 1,670 officers

Gender distribution of UK ratings, 2016 ([SFR0205](#))



Base total: 8,875 ratings

In 2016, deck and engine **UK ratings** presented a similar split to deck and engine certificated UK officers (see section Gender Profiles of UK Certificated Officers, page 2). Men accounted for 96 per cent of deck ratings and 99 per cent of engine ratings. The catering/ hotel /other category of UK ratings had the highest proportion of women at 51 per cent.

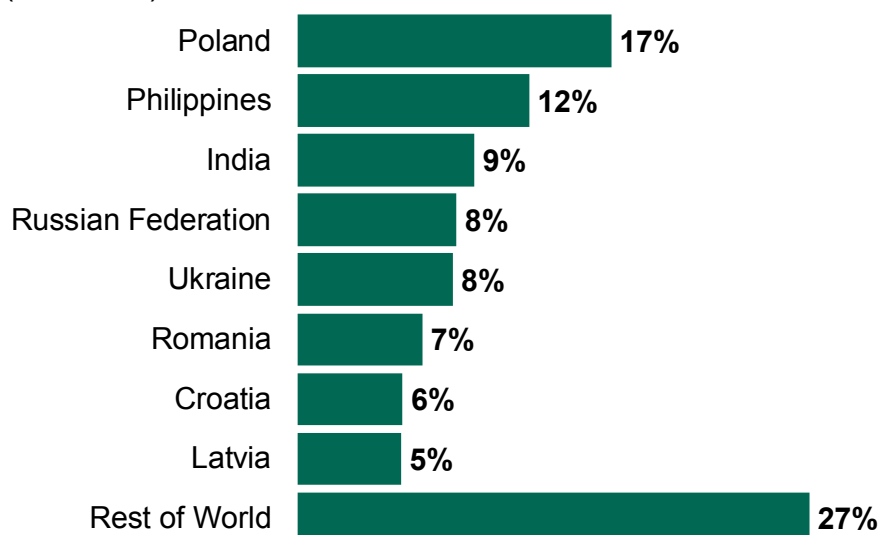
Non-UK Officers with Certificates of Equivalent Competency (CEC)

In 2016, there were 10,550 non-UK nationals with valid Certificates of Equivalent Competency (CECs). The country with the largest single share of total CEC holders was Poland with 17 per cent (unchanged from 2015).

The Philippines accounted for the next largest share of non-UK CEC officers (12 per cent). Indian CEC holders decreased from 12 per cent in 2015 to 9 per cent in 2016.

Nationality distribution of non-UK officers with CECs, 2016

([SFR0206](#))



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.

UK CoC and Non-UK CEC Officers

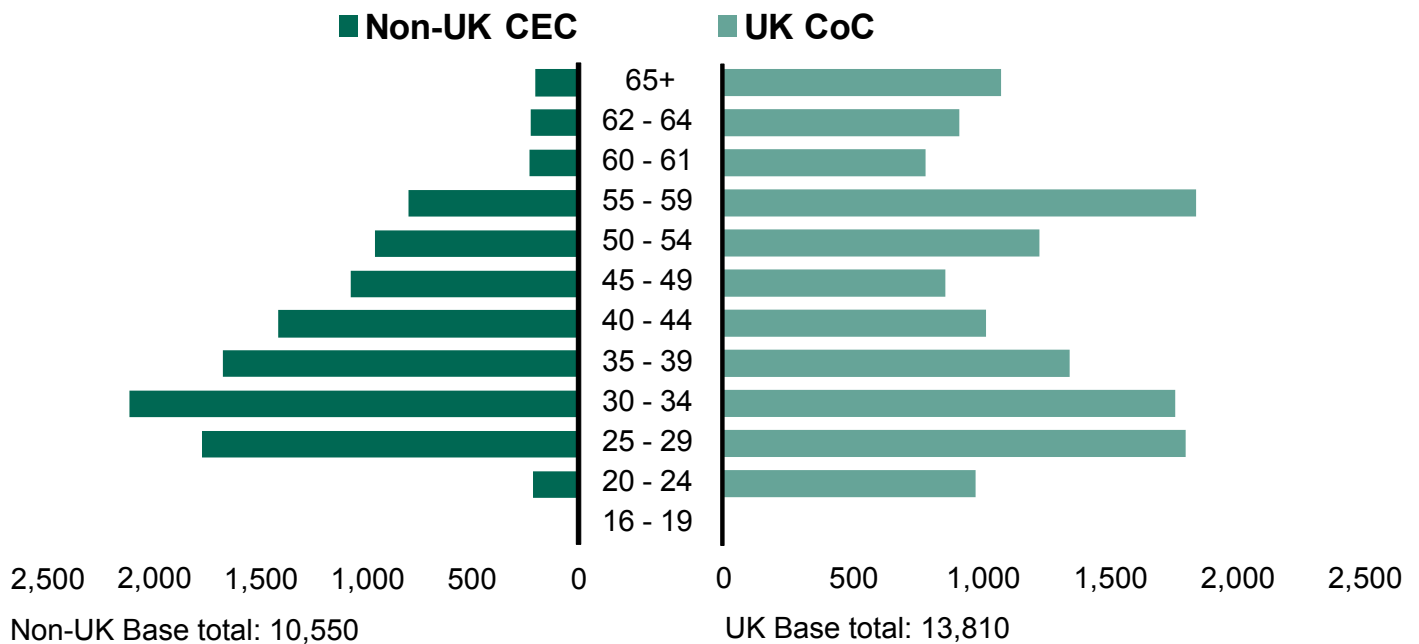
UK nationals holding CoCs were typically older than non-UK nationals holding CECs, with around a half of UK CoC holders aged 45 or over in 2016, compared to a third of non-UK CEC holders. The ageing profile of UK seafarers was one of the issues identified in the September 2015 [Maritime Growth Study](#) report.

UK CoC & non-UK CEC officers

Figures in this section do not include an assumption about retirement age as in earlier sections.

Source: MCA certificates records.

Age profiles of certificated officers, non-UK CEC and UK CoC, 2016 ([SFR0207](#))

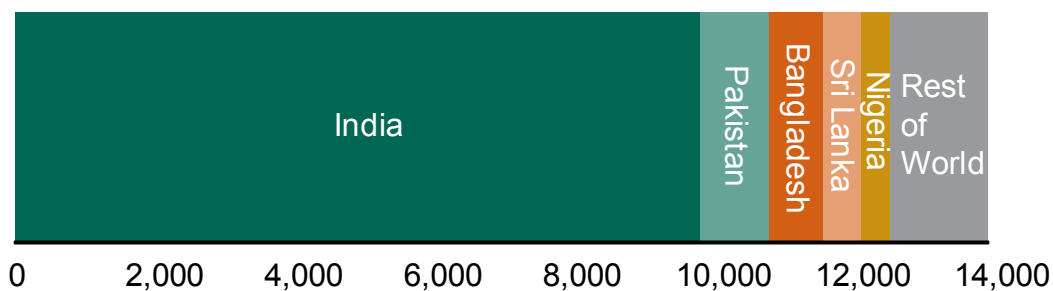


Non-UK Officers with Certificates of Competency

In 2016 there were 13,990 non-UK nationals with valid CoCs. Over two thirds of these were from India (70 per cent).

The next 4 non-UK countries with the greatest proportion of CoCs were all members of the Commonwealth. In total 87 per cent of non-UK CoCs were from the Indian subcontinent.

Nationality distribution of non-UK officers with CoCs, 2016 ([SFR0208](#))



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.

User Feedback

In September 2016, a [Seafarer user engagement exercise](#) was published in order to:

- Describe the current methodology used within the seafarers statistics published by DfT,
- Provide options for alternative methodologies and potential additional data sources,
- Ask users about their use of the statistics and whether we can better meet their needs.

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.

We would be grateful for any feedback that users have on this publication so that we can consider how the release can better meet user needs and how the dissemination of information can be improved. Please send any comments to Maritime.Stats@dft.gsi.gov.uk.

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 a 2004 study by London Metropolitan University¹. 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 is sourced from a membership survey by the Chamber of Shipping (sponsored by DfT). A proportion of UK national seafarers, however, will be employed by UK companies which are not represented by the CoS. The 2016 data collection was expanded to collect additional data (not published here) from companies who are not members of the Chamber, but were employing seafarers in the UK. This data will be used to assess the coverage of the membership survey and determine the coverage of the next data collection contract. 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 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.

¹ United Kingdom Seafarers Analysis 2004, D Glen, J Dowden and R Wilson, London Metropolitan University

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-2016>.

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 2018.



To hear more about DfT statistics publications as they are released please follow us on Twitter via our @DfTstats account: <http://www.twitter.com/DfTstats>. TWITTER, TWEET, RETWEET and the Twitter logo are trademarks of Twitter, Inc. or its affiliates

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.
- **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.