

Shore Leave: **Rare, Brief** **and in Danger** **of Extinction**



The ITF Seafarers' Trust was established in 1981 as a body with charitable status under UK law. It is dedicated to the welfare of seafarers, irrespective of nationality, race or creed.

Registered Charity in England & Wales Number 281936

ITF House, 49-60 Borough Road, London, SE1 1DR, United Kingdom

www.seafarerstrust.org

DOI: <http://dx.doi.org/10.21677/250326>

ISBN: 978-91-988967-9-4

Cover photo:

Anna Ni, pexels.com

Table of Contents

Table of Contents.....	3
List of Tables.....	4
List of Figures	4
Abbreviations and Acronyms	5
Acknowledgement.....	5
Disclaimer	5
Executive Summary	7
1. Background.....	9
2. Methods	12
3. Results	13
3.1 Sample characteristics	13
3.2 Shore leave frequency	14
3.3 Shore leave duration	16
3.4 Association of shore leave frequency and duration with work-related characteristics.	17
3.4 Barriers to shore leave	20
3.5 Activities and modes of transport used during shore leave.....	30
4. Conclusion	33
References.....	36
Appendix 1	39
Appendix 2	45
Appendix 3	46

List of Tables

Table A 1.	
Sociodemographic and work-related characteristics of the respondents (survey)	45
Table A 2.	
Association between shore leave frequency (number of times) and work-related characteristics	46
Table A 3.	
Association between shore leave duration (number of hours) and work-related characteristics.....	47

List of Figures

Figure 1. Seafarers' shore leave frequency (n=5,879).....	14
Figure 2. Seafarers' shore leave duration (n=5,879)	16
Figure 3. Barriers to seafarers' shore leave (n=5,879)	20
Figure 4. Most prevalent barriers to shore leave by ship type (n=5,879).....	28
Figure 5. Visit to seafarers' centres during shore leave (n=5,879)	30
Figure 6. Activities seafarers engage in during shore leave (n=5,879).....	31
Figure 7. Modes of transport used during shore leave (n=5,879).....	32

Abbreviations and Acronyms

FAL Convention	Convention on Facilitation of International Maritime Traffic
IMO	International Maritime Organization
ILO	International Labour Organization
ISPS Code	International Ship and Port Facility Security Code
MLC	Maritime Labour Convention
UNCTAD	UN Conference on Trade and Development

Acknowledgement

The World Maritime University expresses its deep appreciation to the ITF Seafarers' Trust for providing access to the survey data for analysis and reporting.

We would like to thank the organisations and individuals who helped with distributing the survey.

A special thanks to the seafarers who participated in the survey.

Disclaimer

The designation employed and the presentation of the material in all parts of this report do not imply the expressions of any opinion whatsoever on the part of the Research Team, nor of the World Maritime University, nor of the International Transport Workers' Federation Seafarers' Trust.

This report, as well as any data and/or any map included herein, are without prejudice to the status of or sovereignty of any territory, to the delimitation of international frontiers and boundaries, and to the name of any territory, city, or area. Any reference to firms or commercial products does not imply their endorsement by the World Maritime University (WMU).

No representation or warranty is provided as to the accuracy or completeness of the information and data contained in this report. Such information and data are considered current as of the date of this report. There is no obligation or intention to update the information and data at any time after the date of this report. The report contains information or data obtained from third parties. While it is believed that any third-party information is accurate and given in good faith, all such third-party information or data has not necessarily been independently verified.

Nothing herein shall constitute or be considered to be a limitation upon or waiver of the privileges and immunities of the World Maritime University, in accordance with its Charter and as provided for in the Convention of Privileges and Immunities of the Specialized Agencies of 21 November 1947, including Annex XII, as amended.

This report is copyrighted under the Universal Copyright Convention. Information and short excerpts from this report may be reproduced without consent, with the exception of images whose copyright is identified, on the condition that the complete reference of the publication is given.

An application should be made to World Maritime University, PO Box 500, SE 201 24 Malmo, Sweden, or by email: info@wmu.se, for additional rights.

Recommended citation for the full report

Carrera-Arce, M., Baumler, R., Bhatia, B.S., and Du, L. (2025). *Shore Leave: Rare, Brief and in Danger of Extinction*. World Maritime University. doi: <http://dx.doi.org/10.21677/250326>

Executive Summary

Shore leave for seafarers is generally accepted as a custom, if not a right, essential for well-being and pressure relief from the responsibilities of life on board. However, it is clear that the ability of seafarers to take shore leave has been seriously eroded and may even be facing extinction.

The combination of workload on board and limited time in port make it virtually impossible for seafarers to make time for shore leave. Commercial pressures have increased, and there is a serious risk that facilities available for seafarers will decline due to a lack of demand.

The culprits are multiple. Without sufficient crew on board to cover the workload, companies fail to create schedules that allow for shore leave. Increasing numbers of inspections add to the burden. Port states can focus on security and efficient port operations without any compulsion to facilitate leave for foreign crew. The lack of easily accessible facilities and high transport costs dampen demand for shore leave, and seafarers themselves make the rational choice to stay on board. The fact that there is no single point of responsibility for the problem makes it challenging, but not impossible, to focus on effective solutions.

The purpose of this research is to quantify the current levels of shore leave in terms of frequency and length of time spent ashore and to identify the barriers.

The survey benefits from a significant and representative sample size of 5,879 valid responses. It indicates that more than a quarter of seafarers do not get any shore leave at all, and a third have only one or two incidents of shore leave over the period of their contracts (6.6 months average).

When they do manage to take shore leave, 47% of those responding affirmatively spent less than three hours ashore, and 46.5% between three and six hours.

The negative results were strongly correlated with the vessel types of offshore vessels and tankers. Not surprisingly, cruise ships and passenger ship crews were less adversely impacted.

Officers reported going ashore less often than ratings and other ranks.

The depth of feeling on the subject from seafarers is evident from their responses to the open questions. Many focused on port state bureaucracy and security restrictions, while others highlighted the impossibility of balancing work/rest hours, watches, and compulsory overtime.

At a time when mental health and well-being are recognised as important considerations for seafarers' health and safety on board, access to shore leave should be promoted to ensure the safe management of the vessel.

Further, given the looming crew shortages, affording decent opportunities for relaxation from work should be a priority for attracting and retaining crew.

All stakeholders, from flag States to port States, agents to shipping companies and seafarers themselves, need to recognise that the current regime is leading towards the extinction of shore leave as a viable concept. All parties need to collaborate to ensure that this vital component of life at sea is maintained and expanded.

1. Background

The International Labour Organization (ILO) Maritime Labour Convention, 2006 (MLC, 2006) Regulation 4.4 Access to shore-based welfare facilities requires Member States to develop and provide access to welfare facilities and services. Paragraph 5 (Guideline B4.4.6 – Seafarers in a foreign port) underscores that “every effort should be made by those responsible in port and on board a ship to facilitate shore leave for seafarers as soon as possible after a ship’s arrival in port.” [1]

Shore leave is not just a regulatory requirement but a fundamental aspect of seafarers’ well-being. It preserves their humanity by allowing them to reconnect with the world, relax, and maintain their health. Regulation 2.4 paragraph 2 emphasises this, stating that in addition to home leave, “Seafarers shall be granted shore leave to benefit their health and well-being [...]”

Therefore, providing decent working and living conditions, including access to shore-based facilities and services, signifies “humane conditions of labour” (ILO Constitution preamble) for seafarers.

Furthermore, the Convention on Facilitation of International Maritime Traffic (FAL Convention) from the International Maritime Organization (IMO) mandates “Crew members [seafarers] shall be allowed ashore by the public authorities while the ship on which they arrive is in port [...]” and “[...] in a manner which excludes discrimination such as on the grounds of nationality, race, colour, sex, religion, political opinion, or social origin and irrespective of the flag State of the ship.” [2]

Finally, the IMO Guidelines on fatigue (MSC.1/Circ.1598) list the availability (or not) of short leave in the potential causes of stress and fatigue [3].

In short, the Member States acting as flag or port States shall develop and promote access to shore leave in ports for those working at sea. In this respect, flag States shall recall companies their roles in facilitating access to shore leave for seafarers. Additionally, port States shall ease access to shore for seafarers calling their ports.

In practice, a worsening trend

Despite regulatory developments by the ILO and IMO to promote shore leave, industry reports and academic work reiterate the decreasing prospects for seafarers' shore leave and its' negative impact on their health and well-being.

Since implementing the International Ship and Port Facility Security Code (ISPS Code) in 2004, the ports have been isolated from the rest of the community. Often, questionable security procedures by some ports and terminals deny seafarers access to shore leave [4].

More importantly, the pace of shipping has accelerated, meaning intensified workload and short port stays, both factors significantly reducing shore leave possibilities and social interaction beyond the ship [5-8].

Seafarers' inability to go onshore has short and long-term effects on their health, well-being, and willingness to stay in the occupation [9]. Researchers have reported that the current average port stay is below 24 hours [10] [11].

Previous surveys have reported that during the contract period,¹ 76% of seafarers never or rarely go ashore, and only 20% of them use crew welfare facilities [13] [14]. Post-2021 longitudinal surveys have evidenced this enduring problem by capturing seafarers' testimonials and complaints until today [15-18]. Consequently, reduced shore leave leads to fewer opportunities for seafarers to alleviate stress or obtain essential products [19-21].

Research for action

Opportunities for seafarers to enjoy shore leave have been progressively and significantly reduced. Indeed, since the 1980s, port infrastructure transformations have accelerated turnover and significantly reduced port stays [22].

The COVID-19 pandemic represented the pinnacle of depriving seafarers of many of their labour rights. The overwhelming majority of seafarers, forced to work beyond their contractual periods for many months, were denied access to shore, even in some instances for medical emergencies [23-25].

During the COVID-19 crisis, the ITF Seafarers' Trust undertook several initiatives to connect with seafarers and understand the day-to-day challenges of lockdown and the subsequent crew change crisis. In addition, the Trust allocated funds to support seafarers' centres and welfare services in ports that may otherwise have been bankrupted due to the enforced

¹ A 2024 report confirms that most contracts range from 6 to 10 months [12].

absence of their clients. As the world re-opened after the pandemic, the Trust became aware that, whilst crew change challenges had been resolved, return to previous levels of shore leave may not have been realised.

The current situation tends to isolate sea workers more than ever, accentuating their marginalisation [9]. Access to shore leave remains a significant challenge and one of the main well-being priorities [17].

The main purpose of this research is to quantify shore leave frequency and time spent ashore. Further, identifying the main barriers to shore leave provides an extensive picture of the difficulties to overcome. While recommendations are not made in the report, the outcome of the survey is expected to trigger discussion and action around the implementation of MLC, 2006 Regulation 4.4.

2. Methods

In May 2024, the ITF Seafarers' Trust designed and launched an online survey of seafarers to gauge the current situation in relation to seafarers' access to shore leave. The survey was promoted until the end of the year. To improve representation among Chinese seafarers, who generally appear less represented, potentially due to language barriers, a Chinese version was specifically designed. The survey was otherwise available in English to all respondents.

The survey took the form of a questionnaire (included in Appendix 1) that was first tested with a sample group of seafarers and then promoted through the Trust, the ITF, its affiliates, and welfare, professional and industry organisations. It contained closed-ended questions using Likert scales of a different number of points depending on the questions. Additionally, open-ended questions were used to collect qualitative insights. The results were then shared with World Maritime University for academic analysis.

The sample size was estimated to ensure a representative number of responses concerning the main sociodemographic and work-related details. Considering the population of seafarers is estimated at 1.9 million [26] for a confidence level of 95% and margin error of 0.05, the sample size required is a minimum of 385 subjects. The total sample size obtained is 15 times larger than the required number. However, due to the heterogeneous study population, the sample size was increased to ensure statistical significance by having the minimum number of main nationalities, positions and departments on board and the vessels' main type and trade [27].

Before completing the survey, respondents were clearly informed in advance about the purpose of the study and the use of the personal data processed

(<https://www.seafarerstrust.org/our-privacy-and-cookies-policies>).

Descriptive and inferential analyses using SPSS were conducted. Additionally, open-ended were thematically analysed.

3. Results

A total of 5,899 seafarers responded to the survey. Twenty responses were removed from the study due to unusual or false details, leaving 5,879 valid responses for analysis.

3.1 Sample characteristics

Appendix 2 (Table A1) presents the respondents' relevant characteristics.

The sample is composed of multinational seafarers, with higher representation from India (37.2%), China (18.2%), and the Philippines (15.2%). Other nationalities well represented include Indonesia (4.8%), Ukraine (3.5%), the United States (3.2%), Turkey (2.3%), Russia (1.9%), and Croatia (1.9%).

Most respondents (62.2%) were officers, while ratings (32.2%) were also well-represented. Over half of the sample works in the deck department (57.2%), 35.7% in the engine and 5.9% in the galley.

The seafarers worked on different types of ships, mainly tankers (45.5%), dry bulk carriers (24.3%), and containers (17.2%). Almost 75% of the vessels spent between 1 and 3 days² in port, with an equal distribution between those spending 1 to 1.5 days (37.5%) and 2 to 3 days (37.3%).

The average contract length of the seafarer respondents was 6.6 months.

The following sub-sections present descriptive and inferential data on shore leave. They also include details on seafarers' activities when going ashore and the transport modes used.

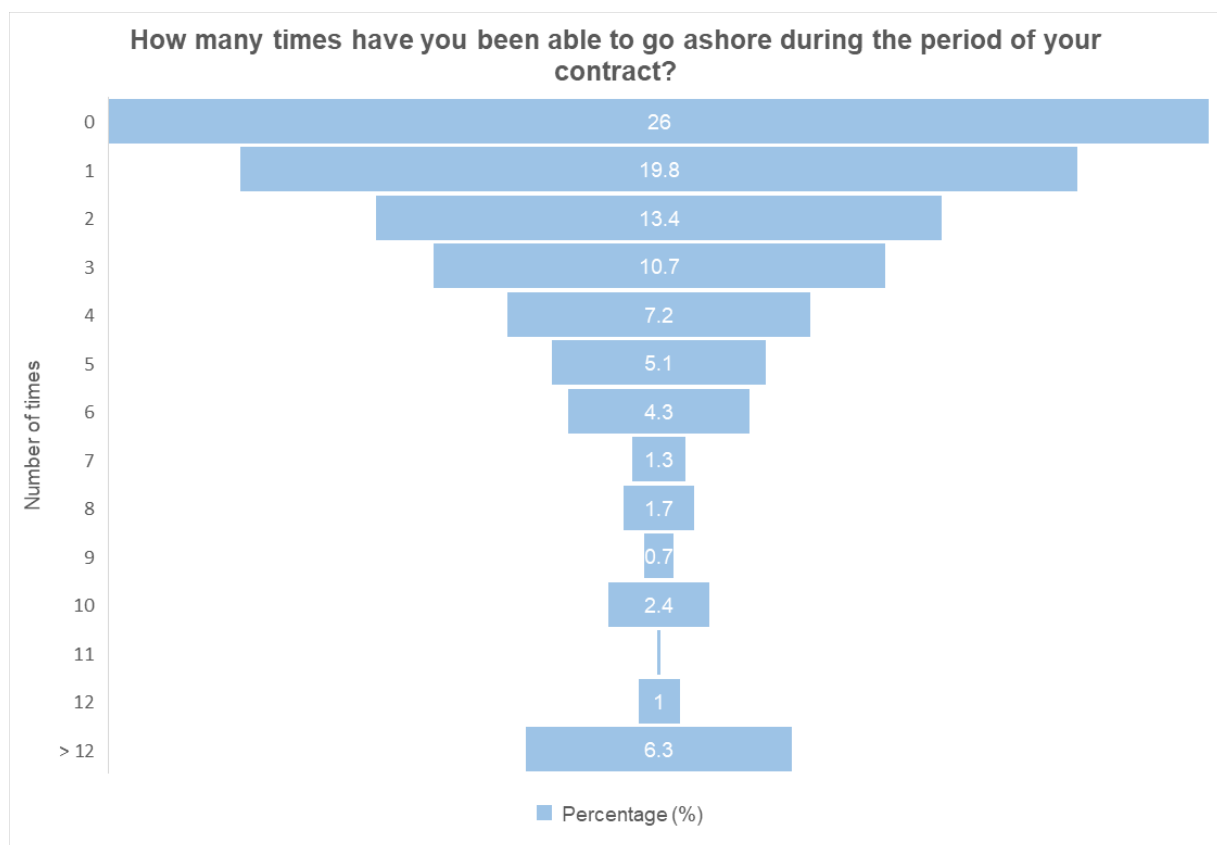
² The 2024 UNCTAD report estimated the median time for vessels in ports at 0.99 days [27]. This study found longer vessels stay in port due to the high proportion of dry bulk carriers and tankers.

3.2 Shore leave frequency

Figure 1 shows that:

- One in four seafarers did not get shore leave during their entire contract period; the most common category (26%);
- 19.8% had shore leave only once, 13.4% twice, 10.7% three times, and 7.2% four times;
- A percentage of 6.3% went ashore more than 12 times.

Figure 1. Seafarers' shore leave frequency (n=5,879)



Below is a representative list of comments regarding access to shore leave: “no shore leave available”, “no shore leave granted”, “no shore leave allowed”, “I did not go”, and “never got a chance to get off ship”, among others. Remarkably, many comments also pointed out the prolonged inexistence of shore leave during the entire contract or even for months or years:

“I haven’t taken shore leave during my contract.”

Officer, deck, Turkey, tanker, 4 months on board³

“Never went ashore in last 10 years.”

Officer, deck, India, tanker, 1 month on board

“No chance to go ashore after the pandemic.”

Officer, deck, Philippines, dry bulk, 1 month on board

“Last shore leave was in 2017.”

Officer, deck, India, tanker, 4 months on board)

“We were onboard the vessel without shore leave for over 60 days.”

Rating, deck, United States, tanker, 7 months on board

Highlights
In a sample of seafarers whose contract length average is 6.6 months, nearly 70% of seafarers never or rarely (1 to 3 times) went ashore. This means seafarers go ashore less than once every two months, and many have no shore leave.

³ All quotes include in parenthesis the position, vessel department, nationality, vessel type and time on board of the seafarer when completing the survey.

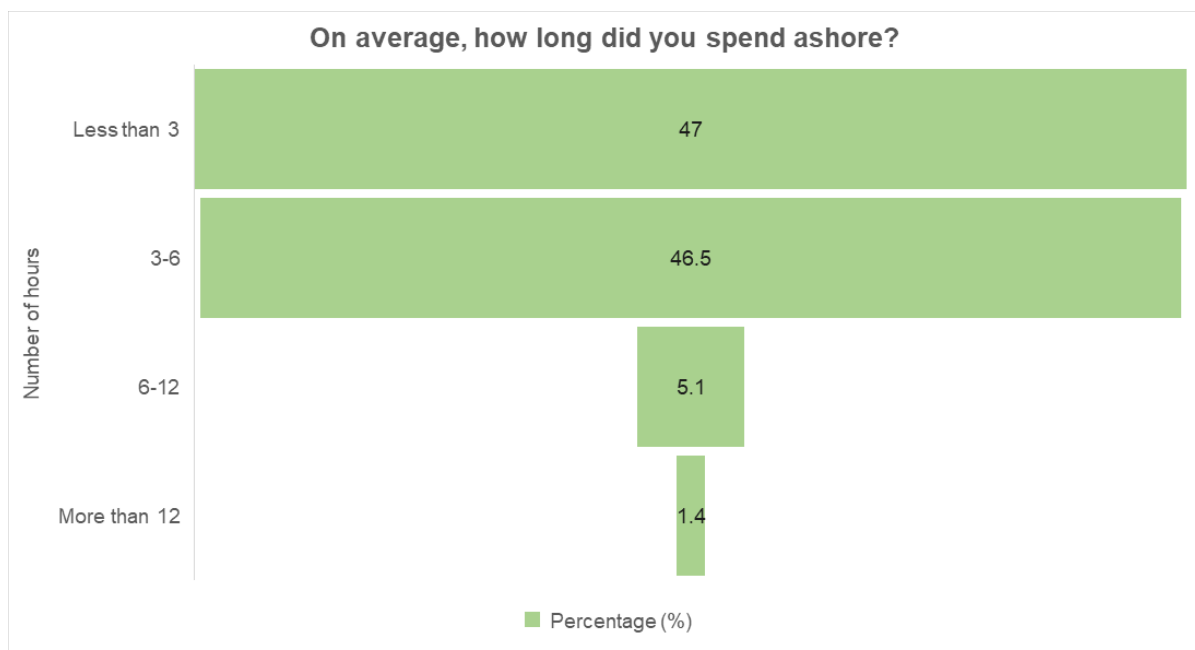
3.3 Shore leave duration

As represented in Figure 2:

Of those seafarers who were able to take shore leave:

- Nearly half (47.0%) of those who went ashore stayed for less than 3 hours;
- 93.5% spent less than 6 hours;
- Only a tiny % of seafarers (6.5%) spent 6 hours or more ashore.

Figure 2. Seafarers' shore leave duration (n=5,879)



Highlights

Ninety-three point five per cent of seafarers whose contract length average is 6.6 months went ashore less than once every two months and, when going ashore, stayed less than 6 hours. This means hardly any seafarers have a full day ashore during the contract period.

3.4 Association of shore leave frequency and duration with work-related characteristics⁴

Positions

Officers are less likely to get shore leave than ratings (Table A2):

- 30.3% of officers never went ashore;
- 20.3% of ratings never went ashore;
- 12.1% of the category “other” (e.g., seafarers from the hotel department, working in the galley or providing medical services) never went ashore;
- Also, the “other” category reports more shore leave, with 17% going ashore more than 12 times.

On the other hand, time spent ashore was similar across positions (Table A3). The percentage of seafarers who spent more than 6 hours ashore was higher among “the “other” category (10%) in comparison with officers (6.5%) and ratings (5.9%), but this difference was not statistically significant.

Departments

Seafarers from deck and engine departments reported significantly less frequent shore leave than those working in the galley and the category “other” department (Table A2).

Those in the category of “other” department presented the highest percentage of shore leave more than 10 times during the contract (45.5%) in comparison with galley (17.2%), engine room (8.8%) and deck departments (9.1%).

No statistically significant differences exist in the time spent ashore between the departments (Table A3).

⁴ Appendix 3 presents complete tables with the statistics and significance (Tables A2 and A3).

Vessels types

Statistical analysis shows that the vessel type significantly influences both the frequency and duration of shore leave (Tables A2 and A3).

Seafarers serving on offshore vessels and tankers had the least access to shore leave; 40.8% and 37.3%, respectively, had no shore leave during their entire contract. In contrast, the percentages of seafarers with no shore leave were lower, though still significant for those working on dry bulk (19.9%), car carriers (18.8%), other (12.2%), containers (9.9%), passenger ferries (5.4%) and cruise ships (3.2%).

For all vessel types, with the exception of cruise ships, passenger ships and “other” ships, the most prevalent responses indicated less than three instances of shore leave within a contract period. On the other hand, seafarers serving on cruise ships, passenger ships or “other” ship types went ashore more than 12 times – significantly more frequently.

Concerning time spent ashore (Table A3):

For seafarers that do manage to take shore leave, for the vast majority, the amount of time spent ashore is very brief:

- Less than 3 hours ashore is prevalent for 72.2% of cruise ships, 62.4% of car carriers, 50.7% offshore and 50% of passenger ferries;
- Around 90% of seafarers working on dry bulk, containers and tankers spent 1 to 6 hours ashore;
- Spending more than 6 hours is rare for seafarers of most vessels (not more than 6.3%), except for offshore (13.9%), “other” category (20.8%) and passenger ships (23.5%).

Unsurprisingly, the type of vessel is significantly associated with the time spent in port. Most cruise ships (65.8%), passenger ships (62.5%), containers (47.9%) and car carriers (43.0%) spent less than 1 day in port, while 90.1% of tankers spent between 1 and 3 days, 85% of dry bulk vessels more than 2 days; ($\chi^2=2842.402$, $df=21$, $p<0.01$, Cohen’s $d= 0.70$, large effect size).

Notably, the time the vessel spends in port is not significantly related to the frequency of shore leave but to the time spent ashore (Tables A2 and A3).

In other words, the time a vessel spends in port is relevant but not a determinant of shore leave; other vessel-related aspects also have a role to play. For example, most tankers (90%) spent between 1 and 3 days, and 84% of dry bulk spent more than 2 days in respective terminals. The remoteness of certain terminals may prevent seafarers from going ashore, as

suggested by the very low frequency of tanker crew's presence ashore. On the other hand, most cruise ships spend less than 1 day, but the closeness to shore facilities facilitates more frequent access.

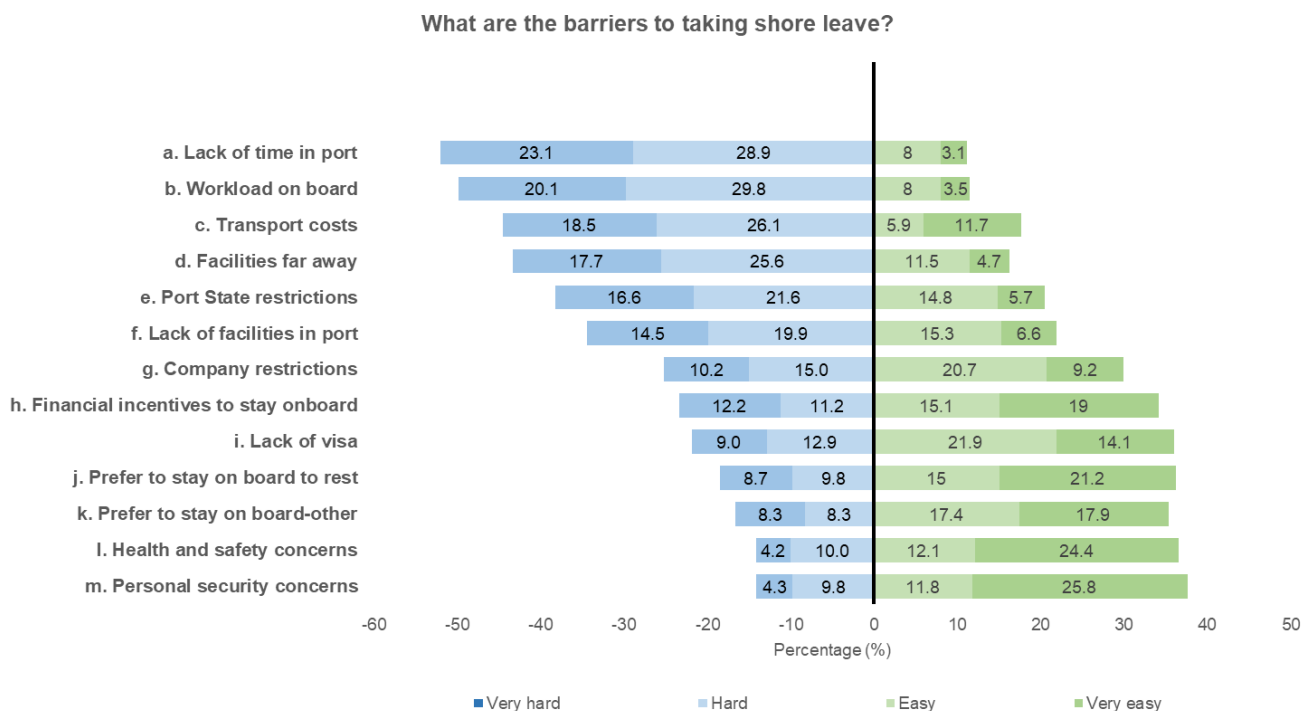
Highlights
<p>Officers are the category with the lowest access to shore leave.</p> <p>Deck and engine department members have fewer shore leave visits as opposed to seafarers working in the galley or "other" areas of the ship.</p> <p>Crew on offshore vessels and tankers have the least access to shore leave and spend the least amount of time ashore.</p> <p>Ship type matters, but time in port is not the sole determinant.</p>

3.4 Barriers to shore leave

Figure 3 depicts the barriers to shore leave, indicating:

- Seafarers identify, first, lack of time in port and workload as the greatest obstacles to shore leave;
- Transportation costs and facilities remoteness constitute the second set of major barriers;
- Port State restrictions and lack of facilities in port come third;
- Company restrictions are cited by a lower but still significant percentage of seafarers (about a quarter).

Figure 3. Barriers to seafarers' shore leave (n=5,879)



Note: The barriers ranged from factors that make taking shore leave “Very hard” to “Very easy.” Respondents might also rate the barriers as “Average” on the 5-point Likert-type scale used for this question. The value of “Average” was for a. 36.9%, b. 38.6, c. 37.8, d. 40.6, e. 41.2, f. 43.6, g. 44.9, h. 42.5, i. 42.1, j. 45.4, k. 48.2, l. 49.2, and m. 48.3. These values are not included in the chart to contrast the difficult (“Very hard” + “Hard”) and the easy barriers (“Very easy” + “Easy”) to overcome.

Seafarers provided 3397 comments on shore leave barriers. These insights identified predominant themes mainly focused on port State restrictions (n=310), the workload on board (n=227), lack of time in port (n=147), company restrictions (n=132), transport costs (n=98), and lack of facilities, mainly transport (n=50), corroborating the most frequently observed barriers in Figure 3.

The most significant number of comments referred to port State restrictions, mainly highlighting port bureaucratic hurdles, authorities' inspections waiting time, port strict security measures or local regulations (tightened after the COVID-19 pandemic and linked to higher charges), and discriminatory treatment for seafarers (i.e., certain nationalities) leading to difficulties in facilitating or even denying shore leave:

“Bureaucracy in the harbours! They look for Seamans as a second-class person; it is very hard and difficult in [port names]! ISPS restrictions, I spent in the gate too much time due to Identification and ISPS many restrictions, at [port name] is very hard! I spent a long time embarking and disembarking; they didn't have a system with identification cards for seafarers.”

Officer, deck, Brazil, container, 1.7 months on board

“I have experience in [port names] where shore leave is not allowed at present. The excuses given include private port or port authority not allowing it, and COVID-19 restrictions still being in place. Some port agents even say that issuing shore passes will be chargeable. There are many reasons, but in reality, no one thinks about seafarers. We are the soldiers of the sea, and during COVID, we have sacrificed so much, yet there is no respect for seafarers.”

Officer, deck, India, dry bulk, 4 months on board

“Some terminals have strict security rules, in [port name] where the port security charges 400 USD round trip for transport to the terminal gate, making it impossible/expensive to even consider shore leave. Moreover, some places still haven't lifted restrictions post-COVID.”

Officer, deck, India, tanker, 0.5 months on board

“Shore visits not permitted by local regulations.”

Officer, deck, Greece, cruise, 4 months on board

Comments concerning workload on board as a major barrier were associated with ship inspections and extra onboard work demand (e.g., maintenance) when in port:

“Too many activities like services, supplies, SIRE inspections, etc. during each call in port”

Officer, deck, Latvia, tanker, 4 months on board

“Constant inspections, which causes fatigue in general during long voyages. You are stressed cause in the upcoming port, there will be like 3 inspections, and you won’t sleep or go out or anything. It has become a nightmare overall.”

Officer, deck, Croatia, tanker, 4 months on board

“[...] there’s almost always some or the other work planned at the port in the engine room, which leaves us with very little time and/or manpower to be left with. [...], it becomes quite certain that it’s pretty futile to think of a shore leave for any kind of a stress relief or a change of scenery for once.”

Officer, engine room, India, tanker, 7.5 months on board

“Due to daily terminal duty, it’s almost impossible to get shore leave; others are not able to cover as only one person in this position.”

Officer, deck, India, cruise, 9.5 months on board

Respondents’ comments also gave the lack of time in port much attention. Shore leave availability does not mean time to go ashore. Seafarers have to balance between a short period of the ship or rest:

“Usually, matching the work/rest balance is complicated, as you count with few hours between watches or the overtime you must do. Therefore, you always need to sacrifice your rest in order to go ashore.”

Rating, deck, Italy, cruise, 6 months on board

“[...] ordinary seaman in a car carrier vessel most likely can’t go out because of the poor work-rest hours at the port by the management, and it is always the problem in every vessel I have boarded. The sad part is that the work rest hour record on board is fake, and they will not record the actual duty time for this ordinary seaman.”

Rating, deck, Philippines, car carrier, 6.5 months on board

“There are only two junior officers running on 6-on and 6-off watches during the port stay. That’s why it is too difficult to go ashore. Otherwise, your 6-hour rest will be ruined. The additional junior officer is a must.”

Officer, deck, Philippines, container, 2 months on board

“As a deck officer, most of the time, our shore leave is based on our port watch schedule and chief officers’ approach to officers; while having 6 on 6 off watch it is almost impossible to go out without making another officer take your watch for a couple of hours, and after you are back in port you have to take night watch which makes it hard to stand. [...]”

Officer, deck, Turkey, tanker, 4.5 months on board

“Sometimes it’s hard to go shore because it conflicts with my working hours.”

Rating, galley, Philippines, tanker, 1.5 months on board

A significant number of comments stressed company restrictions, not facilitating shore passes⁵, holding crews on board to work or rushing them back:

“Company did not try hard to get shore passes. In case the availability of shore pass, they hardly give permission to go outside and set the reminder to come back very soon.”

Rating, engine room, India, dry bulk, 9.5 months on board

⁵ Respondents’ concerns about the availability and charges for shore leave passes are notable, despite FAL Convention Standard 3.47 indicating “Crew members shall not be required to have a special permit, e.g., ashore leave pass, for the purpose of shore leave.” [2]

“Most of the time, the company restricts shore leave for maintenance works.”

Officer, engine room, India, tanker, 7 months on board

High transportation costs (e.g., boat) were also underlined, especially for seafarers serving on tankers:

“There is no such thing as relatively cheap transportation.”

Officer, deck, China, container, 4 months on board

“Closed terminal. Access to the shore is available only by boat, which is very expensive [...].”

Officer, deck, Latvia, tanker, 4.5 months on board

“Shore leave is denied in most of the terminals for security reasons. Wherever shore leave is allowed via service boat, service boat costs are exorbitant, which prevents the company from arranging it.”

Officer, deck, India, tanker, 4.5 months on board

“A lot of private taxis are charging exorbitant amounts from seafarers just to go on shore leave.”

Officer, deck, Ghana, dry bulk, 5 months on board

“Transportation cost is also too much as we always need private taxis due to port rules.”

Officer, deck, Philippines, dry bulk, 6 months on board

“In [country name], walking is not allowed inside the dock, there is no special road for walking, and only the dock shuttle bus is required to go to the gate of the dock, but the dock shuttle bus usually has to wait for a long time and is not on time. Even some ports can only choose black cars to enter and exit the dock, and the price of black cars is generally several times the usual price.”

Officer, deck, China, container, 1 month on board

The comments concerning obstructing shore leave revealed three new themes: onboard management (n=131), the role of agents (n=55), and unethical port practices (n=17).

First, in some instances, onboard managers do not facilitate shore leave. Onboard management prioritises the vessel operations and inspections over access to shore:

“Our captain is not taking shore passes... last time we went ashore, we paid for our shore pass.”

Rating, galley, Philippines, tanker, 5.8 months on board

“Sometimes the captain keeps the shore leave even when the agent is already sending the shore leave to the vessel for all crews.”

Rating, deck, Myanmar, tanker, 7.8 months on board

“Most of the time, the captain and chief engineer are worried about port State inspections. That’s why they restrict the crew from going ashore, especially in [country name] ports and other countries that implement stringent inspections.”

Officer, deck, Philippines, dry bulk, 3 months on board

Second, the criticism towards the role of agents is also pictured in several comments, mainly connected with getting shore passes and charging expensive fees for the crews:

“A lot of agents get just lazy to arrange for the shore leave formalities for ships. If other foreign ship crew can go on shore leave, which is arranged by their agent, why can some agents not arrange it for us?”

Officer, deck, Malaysia, offshore, 2 months on board

“Seafarers paying shore leave pass and expensive car service of port agents.”

Rating, deck, Philippines, container, 6.75 months on board

Third, unethical practices at some ports were also described by some respondents:

“In [...] it is very expensive to go on shore. You need to pay various fees to different authorities to go on shore. Very corrupt practice.”

Officer, engine room, Philippines, dry bulk, 2 months on board

“Mostly now private ports are not allowing shore leave for the crew; I face too much problem in [...] ports, they are not allowing Indian seafarers for shore leave. The reason is they need bribes, for example, cigarettes provision, or money, etc.”

Rating, deck, India, tanker, 9.75 months on board

Additional comments emphasised the absence of shore leave for seafarers and the necessity of it, even making it mandatory, for the good of their overall well-being and the rest of the crew:

“Shore leave should be made compulsory for seafarers irrespective of rank and responsibilities. [...]. Personally speaking, my last shore leave was in June 2018; of course, there were COVID restrictions in between. The shore leave for seafarers should also be part of KPIs; this will push management to send seafarers for shore leave.”

Officer, engine room, India, tanker, 4.5 months on board

“I wasn’t able to go ashore because of too many unnecessary jobs my boss gave me. [...]. I suggest making shore leave for all crew a mandatory requirement. It is for the benefit of the mental well-being of the seafarers. Shipping companies can arrange shore workers when the ship is in port so the seafarers can go ashore for shore leave.”

Officer, engine room, Philippines, dry bulk, 9 months on board

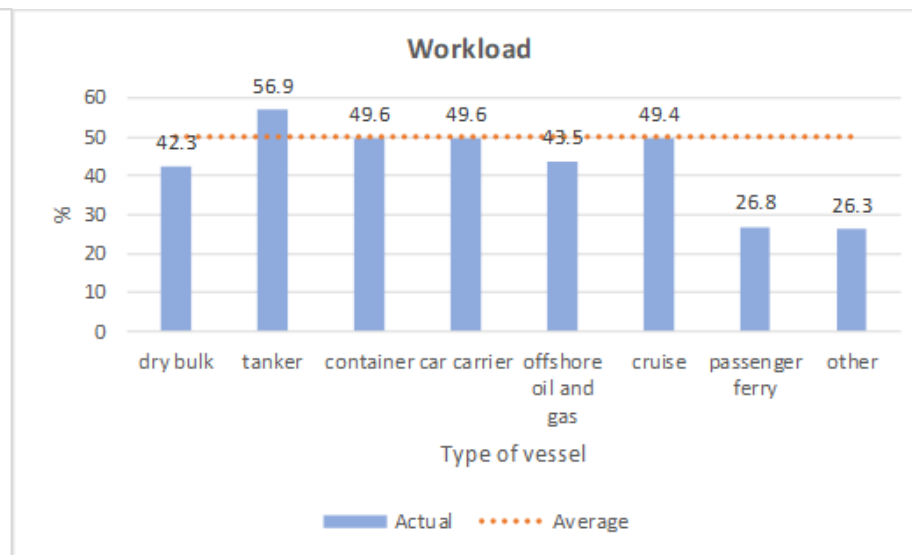
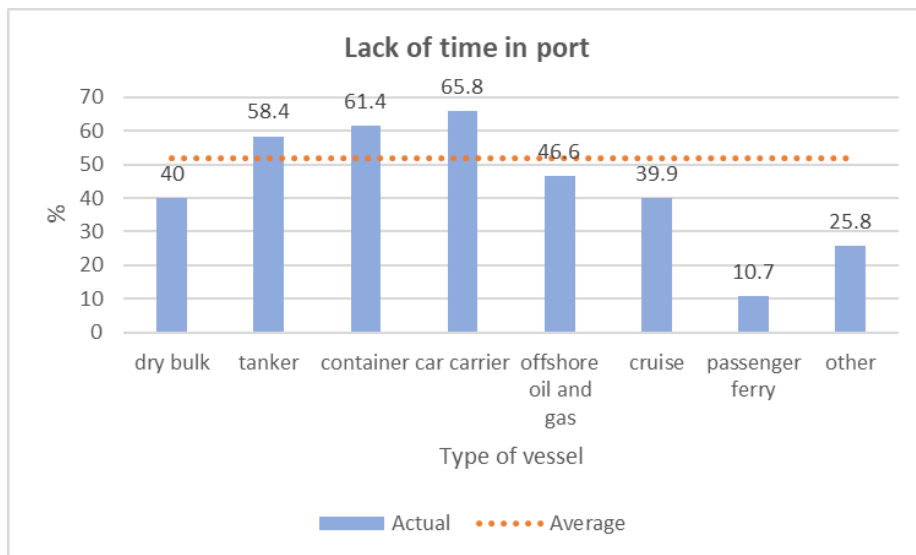
Highlights
Lack of time and intense workload prevent seafarers from going ashore.
The costs related to transport and, in some instances, shore passes also prevent seafarers from leaving the ship.
In short, combining multiple factors produces a quasi-impossibility to access shore leave.

3.4.1 Shore leave barriers by type of ship

Figure 4 presents the barriers to shore leave (combined “Very hard” and “Hard” responses) by ship type:

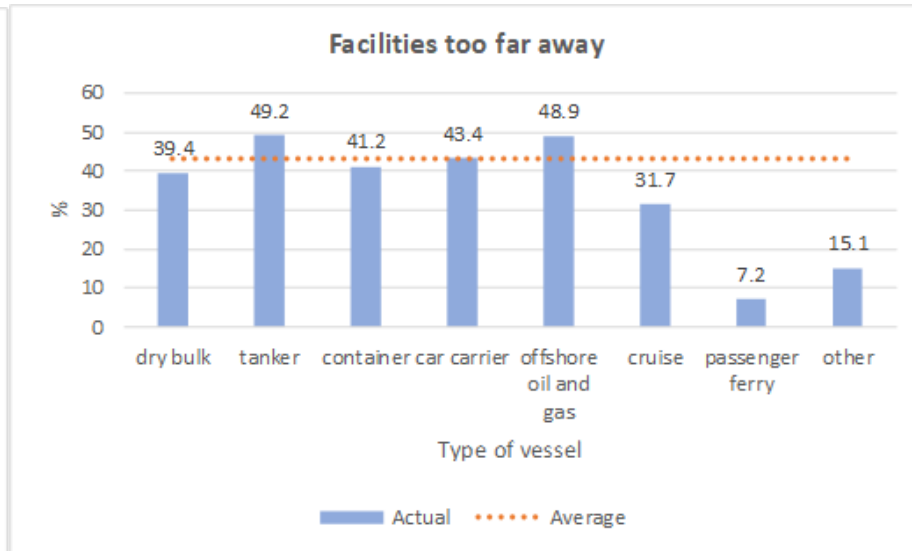
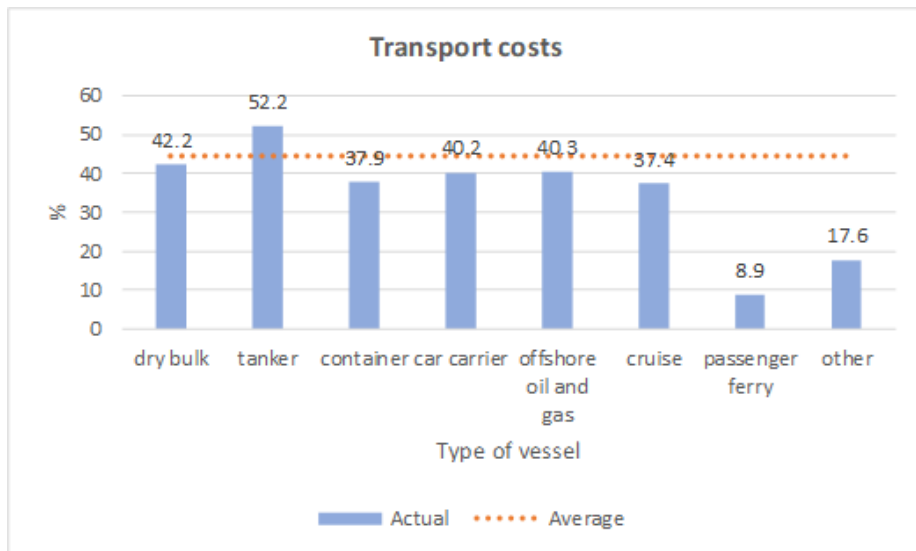
- Lack of time in port was the greatest obstacle for most seafarers on car carriers, containers, tankers, and offshore;
- The workload on board was the second highest obstacle, regardless of the type of ship, although it was notably challenging for tankers (statistical significance). Cruise ship was an exception where the workload barrier was reported ahead of lack of time;
- Transportation costs and facilities remoteness were also significant obstacles for many seafarers regardless of the type of ship, except for passenger ferries and the category “other.” Seafarers working on tankers found transport costs particularly challenging (statistical significance);
- Port State restrictions were also a great barrier for cruise ships, tankers and offshore vessels (statistically significantly more than other vessels);
- Seafarers serving on tankers, offshore vessels and cruise ships reported company restrictions as a relevant barrier (statistically significantly more than other vessels).

Figure 4. Most prevalent barriers to shore leave^a by ship type (n=5,879)



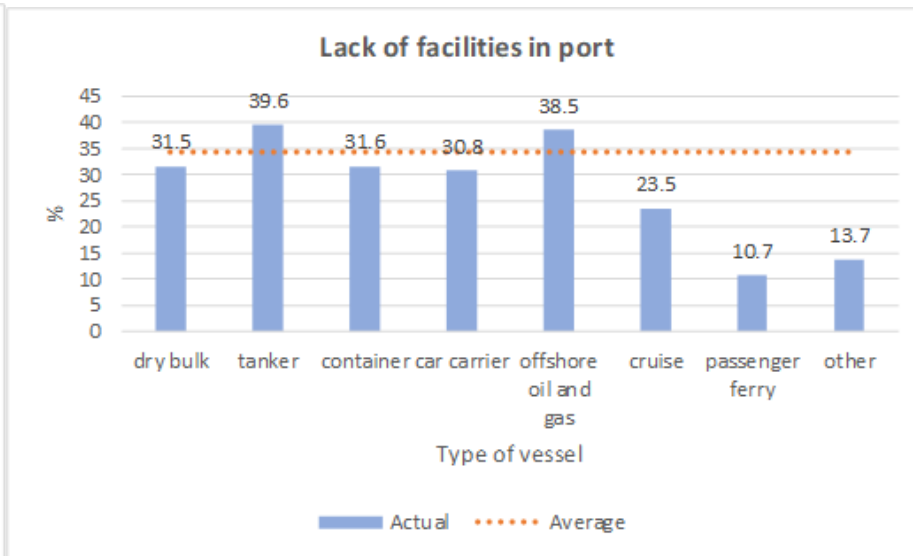
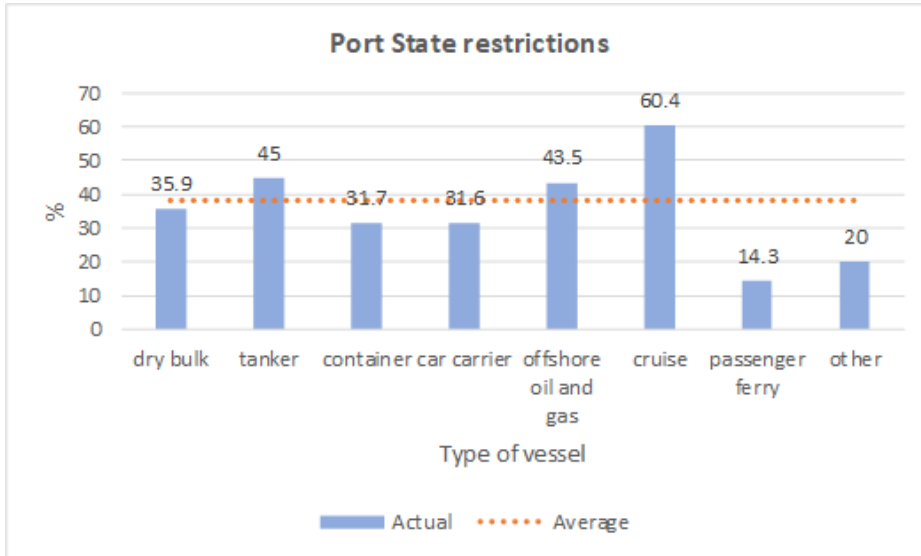
Note: $\chi^2 (28, N = 5879) = 493.891, p < 0.01, \text{Cohen's } d=0.29$ (medium effect size).

Note: $\chi^2 (28, N = 5879) = 376.275, p < 0.01, \text{Cohen's } d=0.25$ (medium effect size).

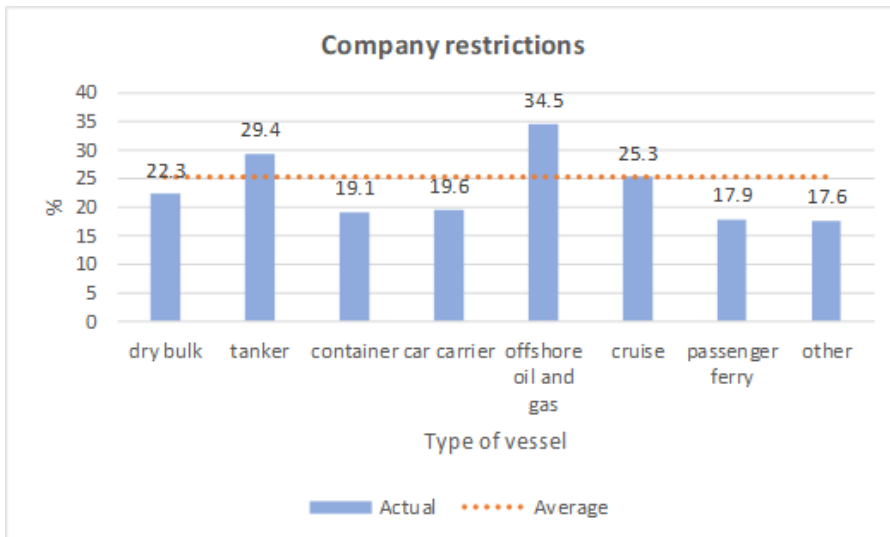


Note: $\chi^2 (28, N = 5879) = 354.406, p < 0.01, \text{Cohen's } d=0.25$ (medium effect size).

Note: $\chi^2 (28, N = 5879) = 354.046, p < 0.01, \text{Cohen's } d=0.25$ (medium effect size).



Note: $\chi^2 (28, N = 5879) = 318.331, p < 0.01, \text{Cohen's } d=0.23$ (small-medium effect size). Note: $\chi^2 (28, N = 5879) = 217.750, p < 0.01, \text{Cohen's } d=0.21$ (small-medium effect size).



Note: $\chi^2 (28, N = 5879) = 154.812, p < 0.01, \text{Cohen's } d=0.16$ (small effect size).

^aCombined "Very hard" and "Hard" responses.

3.5 Activities and modes of transport used during shore leave

3.5.1 Activities during shore leave

As Figure 5 shows:

- Only one in five seafarers visited a seafarers' centre during the contract.

Figure 5. Visit to seafarers' centres during shore leave (n=5,879)

Did you visit a Seafarers Centre?

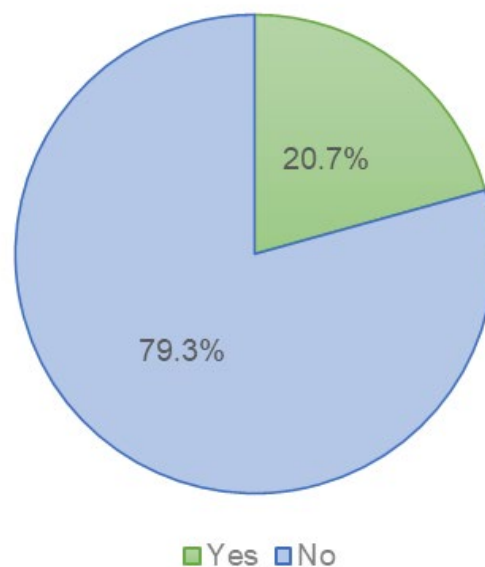


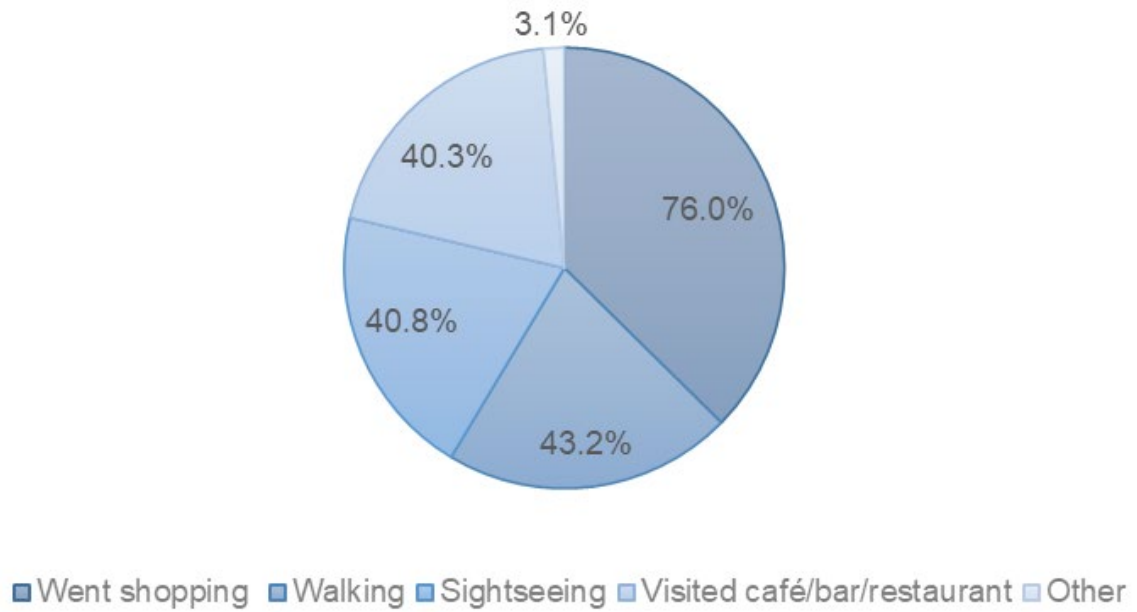
Figure 6 depicts the preferred activities of seafarers when going ashore:

- Shopping constituted the main reason for shore leave (76%);
- When having shore leave, almost half of the sample also did activities with a recreational and/or psychological impact, like going for a walk (43.2%), sightseeing (40.8%) and visiting café/bar/restaurants (40.3%).

Seafarers who selected other activities listed meeting/visiting families and/or friends, medical visits (including dental), and well-being-related activities (e.g., sports, religion-related, wellness, and personal hygiene such as hairdresser visits).

Figure 6. Activities seafarers engage in during shore leave (n=5,879)

What else did you do when went ashore?



Highlights

Considering seafarers' limited time in ports, they focus on utilitarian activities such as shopping first, walking, sightseeing and food.

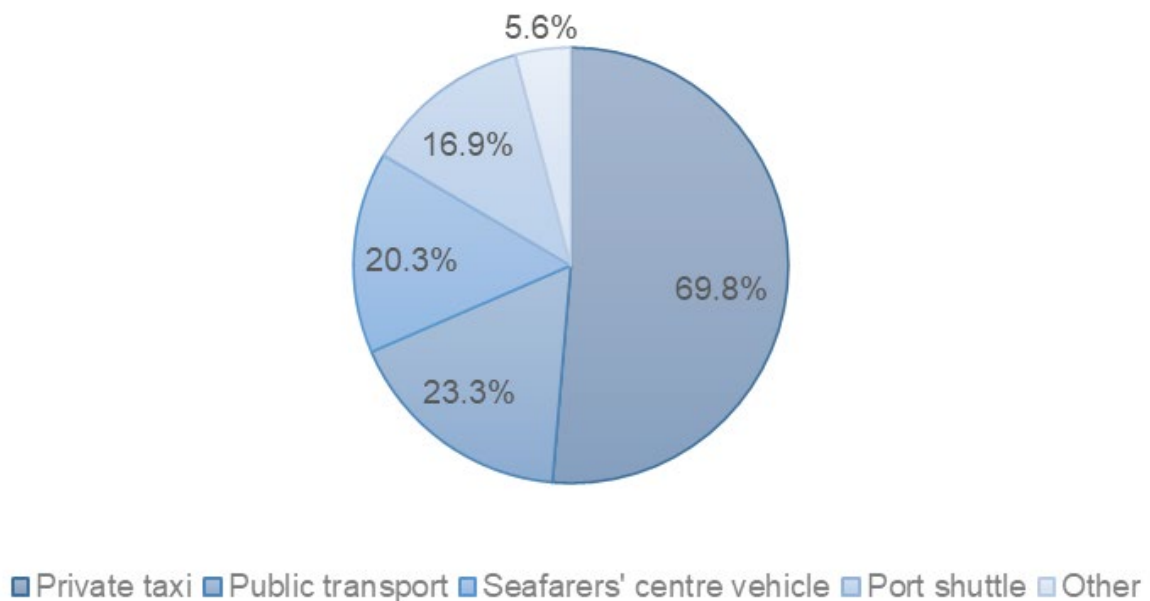
3.5.2 Modes of transport used

As indicated in Figure 7:

- Most seafarers (69.8%) used a private taxi to go ashore;
- Other modes of transport were used significantly less, either public transport (23.3%), seafarers' centre vehicle (20.3%) or port shuttle (16.9%). However, using the centres' vehicle was significantly associated with visiting a seafarers' centre, increasing the percentage of seafarers utilising this mode of transport to 59.5% of seafarers during the visits (Fisher's Exact test, $p < 0.01$);
- A small percentage of the sample (5.6%) report "other," specifying the mode of transport as biking or walking. A few also mentioned using vehicles arranged by the agent or the company, rental cars, or boats.

Figure 7. Modes of transport used during shore leave (n=5,879)

Which form of transport did you use?



Highlights

Significantly, going ashore often has a cost for seafarers. Cheap or free options are not always available or convenient to use.

4. Conclusion

In practice, multiple inter-related factors severely compromise seafarers' right to shore leave.

Being at sea means staying on ships

As reported in the literature, shore leave access has been eroded over the years.

This survey reports that one in four seafarers are not getting any shore leave at all, whilst nearly 70% of seafarers report either not going or rarely going ashore (between 1 and 3 times) during an entire contract.

The most significant obstacles to shore leave are lack of time in port and, second, high workload, exacerbated by multiple inspections. Transport costs and distance from facilities are also major barriers. Port State restrictions and lack of port facilities, including transportation services, were also stated as barriers. Many seafarers also complain about company restrictions, onboard management and agents' lack of effort.

Officers report fewer shore leave visits than any other category. Contrary to ratings, officers often associated with watch obligations must manage their own service. Therefore, they cannot be easily replaced if going ashore.

Seafarers serving onboard tankers and offshore vessels disclose fewer opportunities for shore leave during the contract duration than those on other vessel types. Together with workload, distance and access to shore facilities can be extremely challenging and/or costly for those on such ships.

Short time restricts possibilities

Six hours is the maximum period ashore for 93.5% of seafarers, irrespective of the ranks, departments and types of vessels.

When onshore, 76% of seafarers go shopping. Other activities such as walking, sightseeing, visiting café/bar/restaurants and meeting relatives also have some significance.

Seafarers frustrated by lack of shore leave

Seafarers express deep concerns about the lack of shore leave. They emphasise the adverse effects on health and safety and the work-life balance of being deprived of escaping the ship environment. Unable to breathe out, they cannot acquire presents or essential goods or time off essential for their health and well-being.

The psychological effects are also significant because going onshore reconnects seafarers as individuals, reducing the feeling of being excluded and dehumanised and restoring energy and mental resources necessary for task performance back into the ship [9].

Non-existent or limited shore leave cannot be just assessed in isolation but in combination with an exhausting work life. Indeed, a study on hours of work and rest found that 53.3% of a worldwide sample of 6,304 seafarers work more than 74.9 hours per week on average. Only 7.4% declared working 48 hours or less per week [28].

Working over 60 hours a week, insufficient rest, and deprivation of leisure and social life is a toxic combination. Shore leave would alleviate these issues [29].

Inaction leads to extinction

Despite its importance in ensuring seafarers' health and well-being, the absence of shore leave seems to be accommodated rather than addressed. Shipping structures and pace combine with detrimental consequences on the human element.

“I have been working in the shipping industry since 2006. I have noticed that all the ports have slowly found ways to deny shore leave to the ship’s crew. If they can’t tell NO! straightaway, then they will impose heavy charges so that everyone automatically refuses to go ashore. Plus, the workload and the commercial pressure on senior officers are so much that they find it difficult to go ashore. Generally, oil/chemical refineries where our tankers go for loading or discharging are far away from the cities. There is nothing close by where we can go and relax a bit, have some nice food or go shopping. There are ports which force us to use boats for shore leave, and those boats are very expensive and unaffordable! After a long sailing, we feel exhausted, and it’s our right, I think, to get a shore leave.”

(Officer, deck, India, engine room, 6 months on board)

Despite well-intentioned MLC, 2006 provisions recalling that *“every effort should be made by those responsible in port and on board a ship to facilitate shore leave for seafarers as soon as possible after a ship’s arrival in port.”* (Guidelines B4.4.6) [1], fast turnover in port, intense workload and all sorts of restrictions, including financial ones, remain untouched and unaddressed by authorities.

This survey corroborates previous and concurrent evidence. In short, shore leave accessibility represents an unaddressed crisis. Worryingly, the survey reveals that a significant proportion of seafarers are locked for extensive periods on ships with no or exceptional access to shore leave, excluding them from a certain human normality.

The culture of placing the ship’s interests first [30] prevails. Therefore, seafarers’ right to shore leave is at high risk of extinction. The absence of shore leave seriously breaches well-being and human rights and may additionally threaten long-term shipping sustainability.

References

- [1] ILO, "Maritime Labour Convention, 2006," ILO-London, 2006.
- [2] IMO, "RESOLUTION FAL.14(46) (adopted on 13 May 2022) AMENDMENTS TO THE ANNEX TO THE CONVENTION ON FACILITATION OF INTERNATIONAL MARITIME TRAFFIC, 1965," IMO-London, 2022.
- [3] IMO, "MSC.1/Circ.1598. GUIDELINES ON FATIGUE." IMO-London, 2019.
- [4] C.A.E. Graham, "Maritime security and seafarers' welfare: Towards harmonization," *WMU J Marit Affairs*, vol. 8, no. 1, pp. 71–87, Apr. 2009, <https://doi.org/10.1007/BF03195154>.
- [5] E. Kahveci, "Fast turnaround ships and their impact on crews," Seafarers International Research Centre Cardiff University, 1999. [Online]. Available: <https://orca.cardiff.ac.uk/id/eprint/167215/1/Fast%20Turnaround%20Ships.pdf>
- [6] H. Sampson, and N. Ellis, "Seafarers' mental health and wellbeing," IOSH, 2019. [Online]. Available: <https://orca.cardiff.ac.uk/id/eprint/127214/1/seafarers-mental-health-wellbeing-full-report.pdf>
- [7] M. Oldenburg, and H. J. Jensen, "Maritime welfare facilities - utilization and relevance for the compensation of shipboard stress," *J Occup Med Toxicol*, vol. 14, no. 11, Apr. 2019, <https://doi.org/10.1186/s12995-019-0231-3>.
- [8] M. Carrera-Arce, R. Baumler, B. S. Bhatia, and J. Hollander, "Seafarers' voices during the COVID-19 crisis and beyond: when excessive workload and related impacts become a turning point to quit," *Aust. J. Marit. Ocean Aff*, pp. 1–20, Mar. 2025, <https://doi.org/10.1080/18366503.2025.2480951>.
- [9] M. Carrera-Arce, R. Baumler, and J. Hollander, "COVID-19 Crisis Impacts on Seafarers and their families," Research funded by the Swedish Government, 2024. [Online]. Available: https://commons.wmu.se/lib_reports/84/.
- [10] B. Slack, C. Comtois, B. Wiegman, and P. Witte, "Ships time in port," *Int J Shipp Transp Logist*, vol. 10, no. 1, pp. 45–62, Jan. 2018, doi: 10.1504/IJSTL.2018.10008534.

- [11] UNCTAD, "Review of Maritime Transport 2022. Navigating stormy waters," UNCTAD-Geneva, 2022. [Online]. Available: https://unctad.org/system/files/official-document/rmt2024_en.pdf
- [12] IDWAL, "Social Impact Report," 2024. [Online]. Available: <https://www.idwalmarine.com/social-impact-report>
- [13]. Futureonautics Maritime, "The Crew Communications Survey 2014," Futureonautics, 2014.
- [14]. Futureonautics Maritime, "Crew connectivity 2018 survey report," Futureonautics, 2018.
- [15] The Mission to Seafarers, "Seafarers Happiness Index Quarter 4 2022 and Annual Review," 2022. [Online]. Available: <https://www.happyatsea.org/news/article/2021-the-yo-yo-year/>
- [16] The Mission to Seafarers, "Seafarers Happiness Index Q4 2023," 2024. [Online]. Available: https://safety4sea.com/wp-content/uploads/2024/01/Seafarers-Happiness-Index-Q4-2023-2024_01.pdf
- [17] Safety4Sea, "Seafit Crew Survey 2024," 2024. [Online]. Available: <https://seafit.safety4sea.com/wp-content/uploads/media/SEAFiT-Crew-Survey-Report-2024/>
- [18] The Mission to Seafarers, "Seafarers Happiness Index Q4 2024," 2025. [Online]. Available: https://www.seafarershappinessindex.org/wp-content/uploads/Seafarers_Happiness_Index_Q4_2024-2.pdf
- [19] J. McVeigh, and M. MacLachlan, "A silver wave? Filipino shipmates' experience of merchant seafaring," *Mar Policy*, vol. 99, pp. 283–297, Jan. 2019, <https://doi.org/10.1016/j.marpol.2018.10.012>
- [20] J. McVeigh, M. MacLachlan, F. Vallières, P. Hyland, R. Stilz, H. Cox, and A. Fraser, "Identifying predictors of stress and job satisfaction in a sample of merchant seafarers using structural equation modeling," *Front Psychol*, vol.10, pp. 70, Feb. 2019, <https://doi.org/10.3389/fpsyg.2019.00070>.

- [21] H. Sampson, and I. Acejo, "The port-based welfare needs of women seafarers," Seafarers International Research Centre Cardiff University, 2023. [Online]. Available: <https://orca.cardiff.ac.uk/id/eprint/164905/1/The%20port-based%20welfare%20needs%20of%20women%20seafarers.pdf>
- [22] ILO, "The Impact on Seafarers' Living and Working Conditions of Changes in the Structure of the Shipping Industry. Report for discussion at the 29th Session of the Joint Maritime Commission, JMC/29/2001/3," ILO-Geneva, 2001.
- [23] D. Shan, "Occupational safety and health challenges for maritime key workers in the global COVID-19 pandemic," *Int Labour Rev*, vol. 161, no. 2, pp. 267–287, 2022, doi:10.1111/ilr.12220.
- [24] S. K. Brooks, and N. Greenberg, "Mental health and wellbeing of seafaring personnel during COVID-19: Scoping review," *J Occup Health*, vol. 64, no. 1, pp. 12361, 2022, doi: 10.1002/1348-9585.12361.
- [25] A. A. Hebbar, and N. Mukesh, "COVID-19 and seafarers' rights to shore leave, repatriation and medical assistance: a pilot study," *Int Marit Health*, vol. 71, no. 4, pp. 217–228, 2020, doi: 10.5603/IMH.2020.0040.
- [26] BIMCO/ICS, "Seafarer Workforce Report. The global supply and demand for seafarers in 2021," 2021.
- [27] UNCTAD, "UNCTADstat Data centre," 2024. <https://unctadstat.unctad.org/datacentre/>. [Accessed Sep. 10, 2024].
- [28] B. S. Bhatia, R. Baumler, M. Carrera-Arce, M. E., Manuel, and I. Bartuseviciene, "Quantifying an Inconvenient Truth: Revisiting a Culture of Adjustment on Work/Rest Hours," World Maritime University, 2024. [Online]. Available: <http://dx.doi.org/10.21677/240201>
- [29] ILO, "Ensuring decent working time for the future. General Survey concerning working-time instruments. Report III (Part B) International Labour Conference 107th Session," ILO-Geneva, 2018.
- [30] R. Baumler, B. S. Bhatia, and M. Kitada, "Ship first: Seafarers' adjustment of records on work and rest hours," *Mar Policy*, vol. 130, no. 1, pp. 104186, Aug. 2020, doi:10.1016/j.marpol.2020.104186.

Appendix 1

SEAFARER SHORELEAVE QUESTIONNAIRE

Help us to understand current practice around shore leave and guide our efforts to improve seafarers' welfare and wellbeing in ports.

Start now

SEAFARER SHORELEAVE QUESTIONNAIRE

About this survey

The ITF Seafarers' Trust provides grants to improve facilities and services for seafarers in ports, such as seafarers' centres and vehicles. This questionnaire is intended to enhance our understanding of access to shore leave, identify potential barriers and guide our grant-making strategy regarding port based welfare.

We will keep any identifying information you provide to this survey private, unless you give us permission to share it. Our privacy policy can be read on our website: <https://www.seafarerstrust.org/our-privacy-and-cookies-policies>

About you

Your name

Enter your answer

Your nationality

Enter your answer

Are you an officer / a rating / other rank?

Select your answer

Officer

Rating

Other rank

Do you work mainly on deck / in the engine room / in the galley / other?

Select your answer

On deck

In the engine room

In the galley

Other

What type of vessel do you currently work on?

Select your answer

Dry Bulk

Container

Tanker

Offshore Oil & Gas

Cruise

Passenger Ferry

Car Carrier
Other

Is your vessel operating:
Internationally? (Tramping)
On a fixed route? (Liner)
Other

If choosing internationally:
What is the length of your most recent contract in months?
e.g. 10 months
Enter your answer

How long have you been on board so far this contract?
e.g. 9 months and 2 weeks
Enter your answer

On average, how long does your vessel spend in port?
Select your answer
Less than 1 day
1 to 1.5
2-3
4+days

If choosing on a fixed route
Between which ports?
Enter your answer

What is the length of your most recent contract in months?
e.g. 10 months
Enter your answer

How long have you been on board so far this contract?
e.g. 9 months and 2 weeks
Enter your answer

On average, how long does your vessel spend in port?
Select your answer
Less than 1 day
1 to 1.5 days
2 to 3 days
4+ days

If selecting others
What is the length of your most recent contract in months?
e.g. 10 months
Enter your answer

How long have you been on board so far this contract?
e.g. 9 months and 2 weeks

Enter your answer

On average, how long does your vessel spend in port?

Select your answer

Less than 1 day

1 to 1.5 days

2 to 3 days

4+ days

Shore leave

(If you are currently ashore, consider the following questions in relation to your last contract.)

How many times have you been able to go ashore in the last month?

Select your answer

0

1

2

3

4

5

6

6+

How many times have you been able to go ashore in the last 3 months?

Select your answer

0

1

2

3

4

5

6

7

8

9

10

11

12

12+

How many times have you been able to go ashore during the period of your contract?

Select your answer

0

1

2

3

- 4
- 5
- 6
- 7
- 8
- 9
- 10
- 11
- 12
- 12+

On average, how long did you spend ashore?

Select your answer

Less than 1 hour

Less than 3 hours

3-6 hours

6-12 hours

More than 12 hours

Ports

In which ports have you taken shore leave in the last month?

Enter your answer

In the last 6 months?

Enter your answer

Did you visit a seafarers' centre?

Yes

No

If you select yes

Which seafarers' centre(s) did you visit?

Enter your answer

What (else) did you do when you went ashore?

Tick as many options as apply

Went shopping

Sightseeing

Walking

Visited cafe/bar/restaurant

Other

Which forms of transport did you use?

Tick as many options as apply

Private Taxi

Seafarers' Centre vehicle

Port shuttle

Public transport

Other

If you select No

What (else) did you do when you went ashore?

Tick as many options as apply

Went shopping

Sightseeing

Walking

Visited cafe/bar/restaurant

Other

Which forms of transport did you use?

Tick as many options as apply

Private Taxi

Seafarers' Centre vehicle

Port shuttle

Public transport

Other

Barriers to shore leave

What are the barriers to taking shore leave?

Rank the list below ranging from things that make it very easy to very hard to take shore leave.

	Very easy	Easy	Average	Hard	Very hard
Work load on board	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Lack of time in port	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Company restrictions	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Port State restrictions	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Lack of visa	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Lack of facilities in ports visited	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Facilities too far away	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Transport costs	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Health and Safety concerns	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Personal security concerns	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Prefer to stay on board to rest	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Financial incentives to stay on board	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Prefer to stay on board for other reasons	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

If you had other reasons for difficulties in accessing shore leave, please explain:

Enter your answer

Is there anything else you would like to tell us?

Enter your answer

Would you be happy to be contacted for further information in relation to this survey?

Yes

No

If selected yes

Please provide your email address so we can contact you further about the survey

Enter your answer

Appendix 2

Table A 1.
Sociodemographic and work-related characteristics of the respondents (survey)

Sample Characteristics	n (%) or mean (SD) (Total n=5,879) ^a
Nationality	
India	2188 (37.2)
China	1068 (18.2)
Philippines	892 (15.2)
Indonesia	283 (4.8)
Ukraine	206 (3.5)
United States	191 (3.2)
Turkey	137 (2.3)
Russia	111 (1.9)
Croatia	109 (1.9)
Other	694 (11.8)
Position on board	
Officer	3654 (62.2)
Rating	1844 (31.4)
Other	381 (6.5)
Department on ship	
Deck	3364 (57.2)
Engine	2098 (35.7)
Galley	349 (5.9)
Other	67 (1.1)
Type of vessel	
Tanker	2676 (45.5)
Dry bulk	1429 (24.3)
Container	1014 (17.2)
Offshore	223 (3.8)
Cruise Ship	158 (2.7)
Car carrier	117 (2.0)
Passenger ferry	56 (1.0)
Other (e.g., fruit carrier, tugboat, multi-purpose, etc.)	207 (3.5)
Vessel time in port	
< 1 day	867 (14.7)
1 to 1.5 day	2190 (37.3)
2 to 3 days	2188 (37.2)
4+ days	634 (10.8)
Recent contract length (months)	
	\bar{x} : 6.6 (SD: 2.4)
0-3 months	509 (8.8)
>3-6 months	1760 (28.7)
>6-9 months	2136 (36.2)
>9-11 months	414 (7.1)
>11 months	35 (2.2)
Time on board in the current contract (months)	
	\bar{x} : 4.7 (SD: 2.9)

^aMissing data: Department on ship: 1 missing; time on board: 279 missing; recent contract length: 108 missing.

Appendix 3

Table A 2.
Association between shore leave frequency (number of times) and work-related characteristics

	0 %	1-3 %	4-6 %	7-9 %	10-12 %	>12 %	χ^2 (df)	p	Effect size (Cohen's d)
Position							281.156 (10)	<0.01	Small-medium (0.22)
Officer	30.3	45.6	13.7	2.5	2.8	5.2			
Rating	20.3	42.2	21.2	5.7	4.2	6.3			
Other	12.1	35.2	22.6	6.0	6.6	17.6			
Department							165.896 (15)	<0.01	Small (0.17)
Deck	26.6	44.1	16.8	3.6	3.3	5.7			
Engine	26.2	45.0	16.1	4.0	3.1	5.7			
Galley	17.2	40.7	20.6	4.3	6.3	10.9			
Other	29.9	16.4	6.0	1.5	9.0	37.3			
Vessel type							1494.826 (35)	<0.01	Large (0.50)
Tanker	37.3	47.2	11.1	1.9	1.2	1.4			
Dry bulk	19.9	45.9	19.9	5.1	4.3	5.0			
Container	9.9	43.8	26.4	6.4	5.1	8.4			
Offshore	40.8	31.8	14.3	2.2	3.6	7.2			
Cruise Ship	3.2	18.4	17.7	6.3	12.7	41.8			
Car carrier	18.8	51.3	21.4	1.7	1.7	5.1			
Passenger ferry	5.4	21.4	14.3	3.6	7.1	48.2			
Other	12.1	21.7	17.9	5.3	11.6	31.4			
Vessel time in port							3.147 (1) ^a	p>0.05	
< 1 day	19.8	37.6	19.0	4.5	5.2	13.8			
1 to 1.5 day	31.2	42.9	14.8	3.6	2.6	4.9			
2 to 3 days	26.4	47.6	16.5	3.3	2.7	3.5			
4+ days	14.8	42.9	19.9	4.7	6.9	10.7			

Note: Chi-square test used unless otherwise stated. ^aLinear by linear association test used.

Table A 3.
Association between shore leave duration (number of hours) and work-related characteristics

	Less than 3 %	3-6 %	6-12 %	>12 %	χ^2 (df)	p	Effect size (Cohen's d)
Position					0.894 (1) ^a	>0.05	
Officer	47.1	46.4	5.2	1.3			
Rating	46.6	47.5	4.5	1.4			
Other	47.8	42.3	6.6	3.4			
Department					0.037 (1) ^a	>0.05	
Deck	48.4	45.3	4.8	1.5			
Engine	42.6	50.6	5.4	1.4			
Galley	56.2	37.0	5.2	1.7			
Other	65.7	29.9	3.0	1.5			
Vessel type					5.457 (1) ^a	<0.01	Small-medium (0.23)
Tanker	45.1	49.8	4.3	0.7			
Dry bulk	50.3	43.6	4.8	1.3			
Container	40.7	53.0	5.5	0.8			
Offshore	50.7	35.4	8.5	5.4			
Cruise Ship	72.2	22.2	3.8	1.9			
Car carrier	62.4	35.9	0.9	0.9			
Passenger ferry	50.0	26.8	12.5	10.7			
Other	45.4	33.8	11.1	9.7			
Vessel time in port					55.307 (1) ^a	<0.01	Small (0.14)
< 1 day	56.2	37.9	4.0	1.8			
1 to 1.5 day	47.0	48.3	3.9	0.8			
2 to 3 days	45.0	48.5	5.3	1.2			
4+ days	41.0	45.0	9.6	4.4			

Note: Chi-square test used unless otherwise stated. ^aLinear by linear association test used.