International Labour Organization

STCMLC/2025/INF

Global register of fatalities at sea: Experimental data collection

Preliminary report

Information document prepared for the fifth meeting of the Special Tripartite Committee (7–11 April 2025)

Department of Statistics
Geneva, 2025

▶ Abbreviations

EqUASIS	European Quality Shipping Information System
ICF	International Statistical Classification of Diseases and Related Health Problems
ICLS	International Conference of Labour Statisticians
ILC	International Labour Conference
ILO	International Labour Organization
IMO	International Maritime Organization
MLC	Maritime Labour Convention
WHO	World Health Organization

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▶ A. Introduction

1. Seafaring has long been one of the most hazardous occupations. It is associated with high risks of mortality from occupational accidents, health-related issues, suicide, unexplained disappearances at sea and undetermined causes

2. Valid, reliable and timely data on seafarer fatalities is critical to shaping effective safety policies for maritime transport, monitoring their effectiveness and identifying areas requiring preventive measures. While fatalities caused by occupational accidents have been systematically monitored in most countries for decades, there is no comprehensive data collection system for seafarers' deaths arising from other causes, such as health-related issues, suicides, incidents involving persons overboard or other causes.

3. The COVID-19 pandemic highlighted this gap, as movement restrictions imposed during the period were observed to have a significant impact on seafarers' mental health. This is likely to have contributed to an increase in suicides on board vessels. However, without the systematic collection of data on suicides, it was impossible to determine whether such incidents were indeed on the rise.

4. Currently, the ILO collects and disseminates data on fatal (and non-fatal) injuries resulting from occupational accidents but does not capture data on other causes of death. In addition, data on fatal injuries in "Sea and coastal water transport" (ISIC rev 4 [1] code 501) is reported together with data on "Inland water transport" (ISIC rev 4 [2] code 502), as well as other types of transport and storage activities.

5. As a result, there is currently no comprehensive data on all work-related fatalities at sea. Addressing this gap is essential to improve the safety and well-being of seafarers worldwide.

▶ B. Background

Requirements of the Maritime Labour Convention, 2006, in respect of seafarer fatalities

6. The Special Tripartite Committee (STC) of the Maritime Labour Convention, 2006, as amended (MLC, 2006), at its Fourth Meeting (Part II) in May 2022 adopted several amendments to the Code of the Convention. [3] The amendments were subsequently approved by International Labour Conference (ILC) in June 2022, and entered into force on 23 December 2024, in accordance with Article XV, paragraph 7, of the MLC, 2006.

7. One of the amendments to the Code requires that all deaths of seafarers employed, engaged or working on board ships are adequately investigated and recorded, and reported on an annual basis to the Director-General of the International Labour Office to be published in a global register.

[1] https://unstats.un.org/unsd/demographic-social/census/documents/isic_rev4.pdf.
[2] https://unstats.un.org/unsd/demographic-social/census/documents/isic_rev4.pdf.
[3] Text of the amendments adopted on 13 May 2022 (ilo.org).

8. Although the amendment was expected to enter into force in December 2024, it was agreed that it would be beneficial to collect the required data on an experimental basis for 2023. [4]

9. For this purpose, the ILO, in consultation with the Officers of the STC and the governments who sponsored this amendment to the MLC, 2006 (Australia, France, Kenya, New Zealand, Norway and Panama) developed a brief questionnaire (available at https://www.ilo.org/resource/other/global-register-seafarer-deaths-questionnaire-excel-version) to support the implementation of this amendment and the establishment of a global register on seafarer deaths. The main objective of the register is to investigate fatalities from occupational accidents, health-related issues, suicide, persons overboard and other undetermined causes on ships covered by the MLC and to determine whether they have been increasing over time, and to compare fatality rates across countries and over time.

10. It is the first effort to establish a database on the number of seafarer fatalities by cause of death.

Presentation of the questionnaire

11. The main objectives of the trial questionnaire, conducted at the beginning of 2024, were:

- to allow governments to prepare for formal reporting starting in 2025; [5]
- to identify areas requiring improvements in the questionnaire, including the suitability of the definitions provided and the feasibility of collecting the requested level of detail.

12. The questionnaire consisted of two sections:

- information about the source of statistics (coverage, reporting agency contact details, etc.);
- data collection table: number of seafarer deaths by cause of death, ship type, size and location of ship, and the seafarer's sex, age, occupational position and department.

13. The questionnaire's definitions are aligned with the following:

- MLC: the seafarers and ships that are covered, and those that are excluded from coverage; [6]
- existing statistical standards on occupational accidents and injuries adopted by the International Conference of Labour Statisticians (ICLS): [7] deaths that occur within one year of the occupational accident on the ship are to be included;
- WHO International Statistical Classification of Diseases and Related Health Problems [8] (ICD): the typology of causes of deaths.

14. To ensure comparability with existing maritime transport statistics, the questionnaire used classifications that are consistent with, for example, the classification of types of ships and the size of ships in EqUASIS publication "The world merchant fleet in 2020 (equasis.org)[9] and to some

[4] Collection will be mandatory for ratifying members as from 2025 and voluntary for the others.
[5] It is recognized that some information requested may not currently be available at the country level, as national administrative records may not yet align with the requirements set out by the amendments to the MLC. It is believed that this trial data collection exercise will contribute to address this issue.
[6] For example, Non-merchant ships, private yachts and fishing boats are not to be covered.
[7] Resolution concerning statistics of occupational injuries (resulting from occupational accidents) https://www.ilo.org/resource/resolution-concerning-statistics-occupational-injuries-resulting.
[8] https://www.who.int/classifications/classification-of-diseases.
[9] https://www.equasis.org/EquasisWeb/public/PublicStatistic?fs=HomePage.

extent with IMO classifications (https://www.imo.org/en/OurWork/Safety/Pages/RegulationsDefault.aspx).

Distribution and participation

15. The invitation to complete the questionnaire, along with instructions, was sent to all ILO Member States at the end of March 2024. Letters were addressed to Ministries of Labour and, where available, national maritime authorities.

16. Respondents were requested to complete the questionnaire and provide data for 2023. If 2023 data was unavailable, they could submit data for the most recent available year (2022 or 2021). Respondents were also encouraged to offer suggestions and comments to improve the questionnaire.

17. The questionnaire, available in the three official ILO languages (English, French and Spanish), was provided in both Excel format and as an online form.

18. Despite being an experimental survey, responses were received from 57 countries. A list of reporting countries is included in Appendix I of this report. Of the 57 responding countries, 51 provided data, while three countries (Armenia, Eswatini and Romania) indicated that no ships fly their national flag, and three countries (Colombia, Kiribati and Malta) indicated that no data are currently available, but that it is planned to collect such data in future. Of the 51 countries that reported data, five (Barbados, Belgium, Brazil, Slovenia and Sri Lanka) did not provide any metadata regarding the coverage of the seafarers in the reference group and/or types of fatalities.

▶ **Table 1. Responses to the experimental data collection on seafarers' deaths by underlying cause of death**

	No. of countries
Responding countries	57
Countries with data	51
Countries with metadata	46

19. The next two sections provide an analysis of: (a) reported seafarer fatalities across the various categories, including occupational accidents, illnesses/diseases, persons overboard, suicides, cases under investigation, and other causes; and (b) coverage of the data. The results are not adjusted for non-responses.

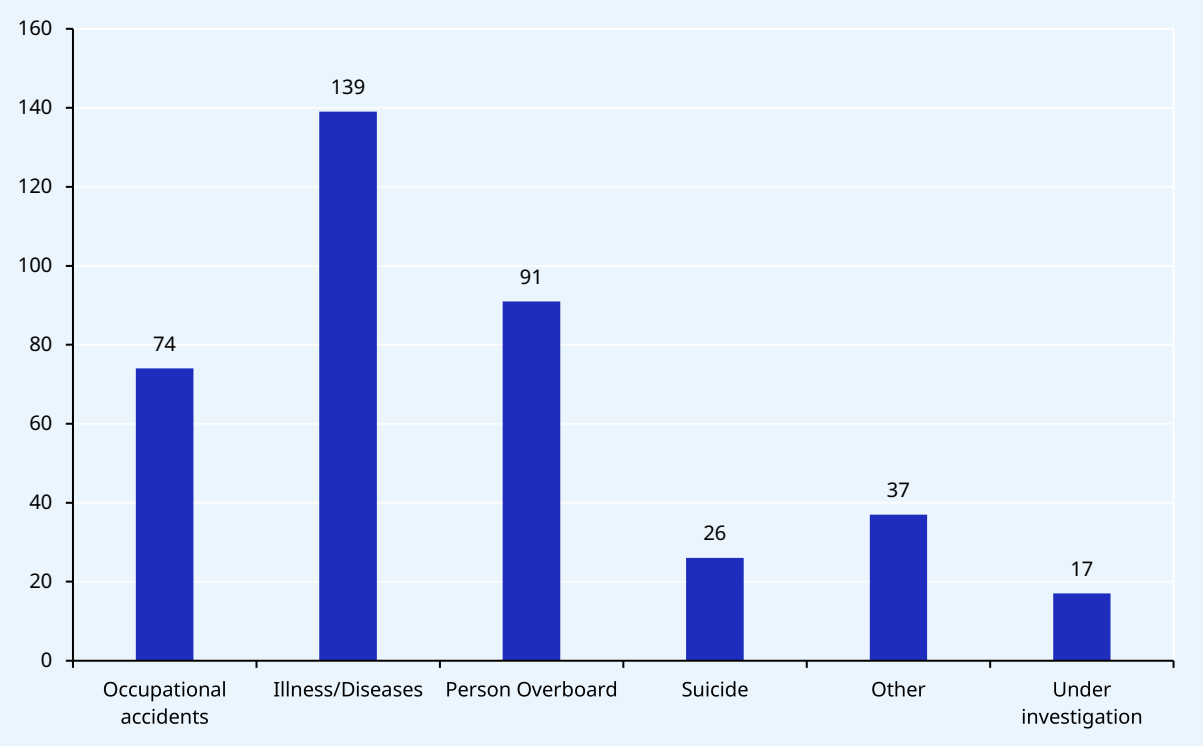
▶ C. Fatalities among seafarers

20. One of the objectives of the questionnaire was to shed light on the current availability of data on the number of seafarer deaths by underlying cause of death, by ship type, size and location of the ship, and the seafarer's sex, age, occupational position and department. Data was requested on five main causes of fatalities: occupational accidents, health-related factors, persons overboard, suicide and other causes, as well as fatalities that are still under investigation.

Seafarers' deaths by cause of fatality

21. A total of 403 fatalities were reported across 51 countries. The leading causes of fatalities were: illnesses/diseases with 139 cases; persons overboard, with 91 cases; and occupational accidents, with 74 cases. These three categories accounted for over 75 per cent of all fatalities, with illnesses/diseases being the most significant cause. Suicides accounted for 6.5 per cent of all reported fatalities. Fatalities from other causes (9.2 per cent) included deaths attributed to natural causes, alcohol-related incidents, murders and deaths ashore. Some 4.2 per cent of fatalities could not be categorized by cause as they were still under investigation at the time of reporting.

▶ **Figure 1. Number of seafarers' deaths by cause of fatality, 2023 ***



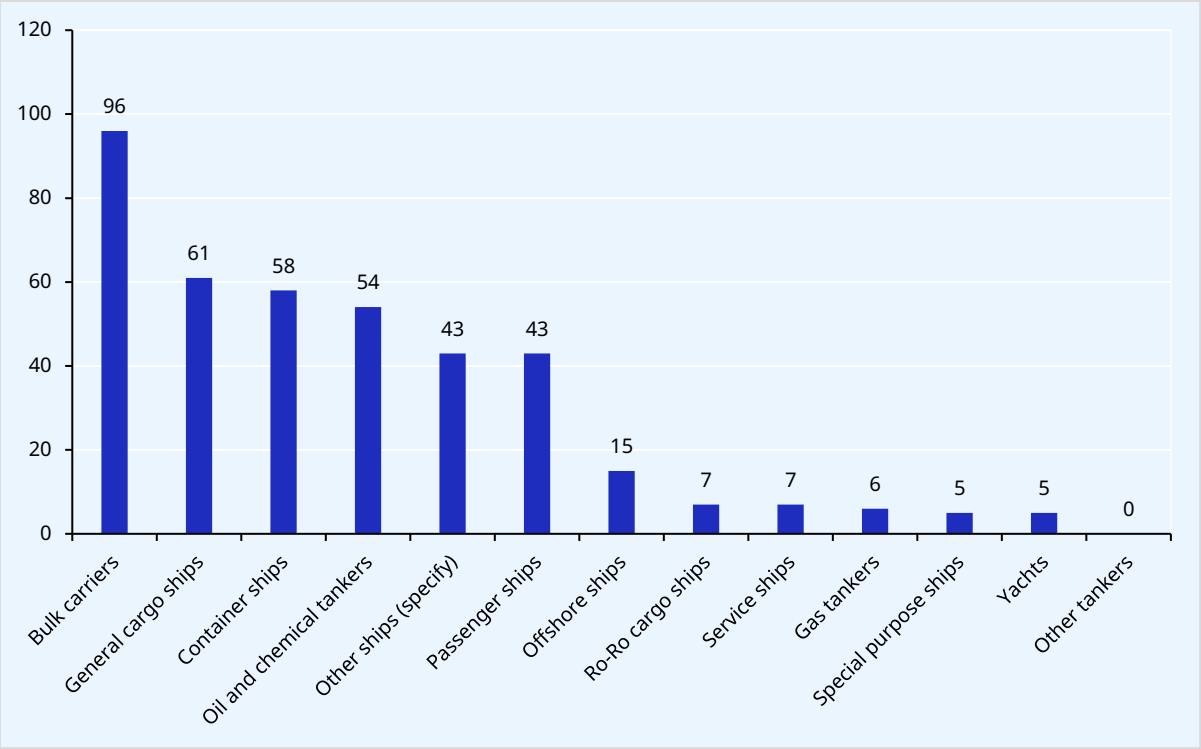
* Based on information reported by 51 countries. All data are for reference year 2023, except for Estonia 2021 and Germany 2021. One country (Brazil) only reported the total number without disaggregation by type of fatality.

Seafarers' deaths by ship type

22. Ship type was specified for a total of 400 fatalities. Nearly 25 per cent of all fatalities occurred on bulk carriers. General cargo ships, container ships and oil and chemical tankers collectively accounted for 45 per cent of total fatalities.

23. The distribution of causes of fatalities across ship types closely mirrors the overall trends, suggesting that ship type does not significantly influence the leading causes of fatalities.

▶ **Figure 2. Number of seafarers' deaths by ship type, 2023 ***



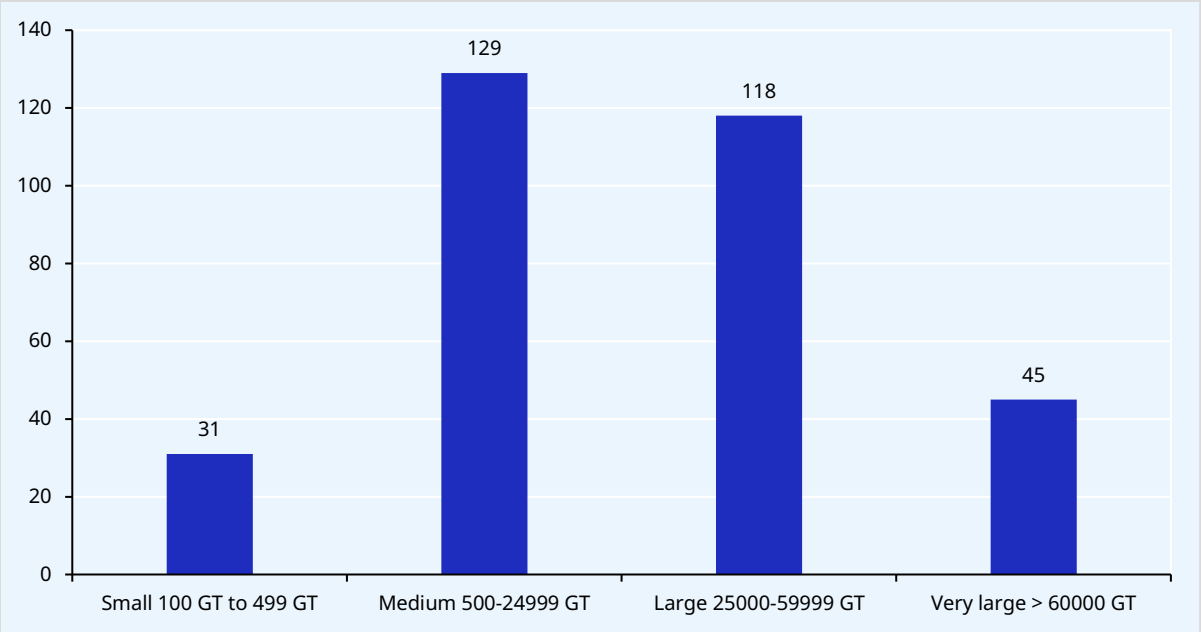
* Based on information reported by 51 countries. All data are for reference year 2023, except for Estonia 2021 and Germany 2021. Some countries only reported the total number without disaggregation by ship type.

Seafarers' deaths by ship size

24. Ship size was specified for a total of 323 of the fatalities reported. Nearly 80 per cent of these fatalities occurred on medium and large ships.

25. The distribution of the causes of fatalities by ship size is closely aligned with overall trends, suggesting that ship size does not significantly influence the leading causes of fatalities.

▶ **Figure 3. Number of seafarers' deaths by ship size, 2023 ***



* Based on information reported by 51 countries. All data are for reference year 2023, except for Estonia 2021 and Germany 2021. Some countries only reported the total number without disaggregation by ship size.

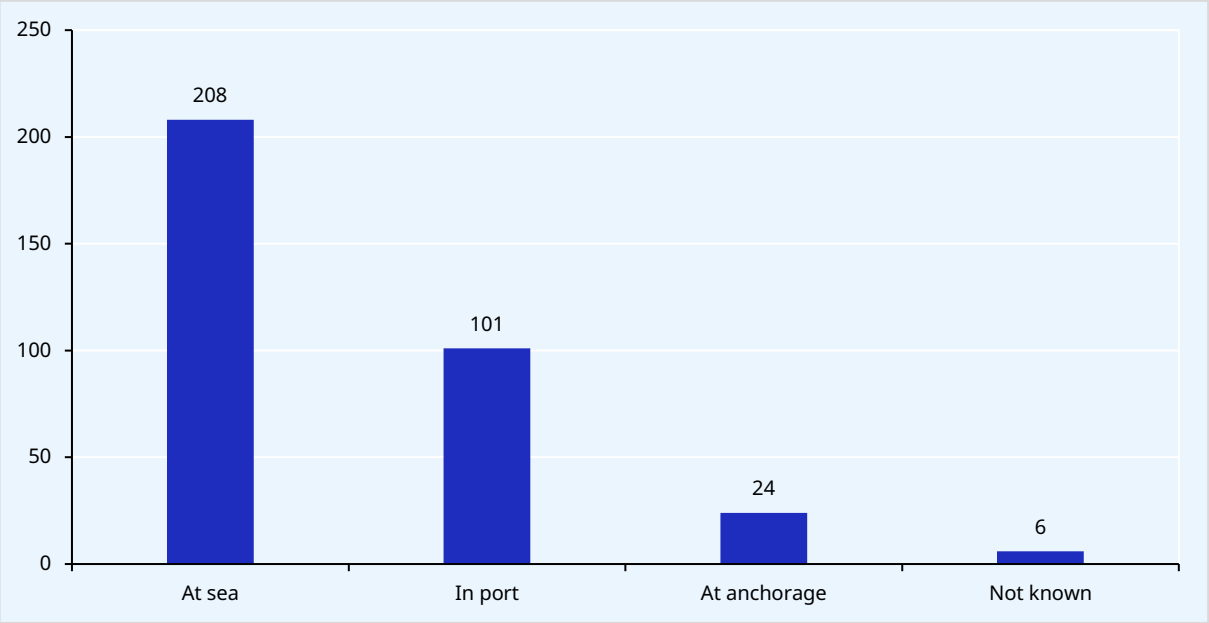
Seafarers' deaths by ship location at the time of fatality

26. The location of the ship was specified for a total of 339 fatalities. Over 60 per cent of all fatalities occurred while the ship was at sea, and nearly 30 per cent while the ship was in port.

27. A detailed analysis of fatalities by ship location and cause of death (see Appendix II) reveals the following:

- at sea, fatalities due to health-related issues are twice as likely to occur as those caused by occupational accidents;
- in port, the number of fatalities from health-related issues is relatively comparable to those resulting from occupational accidents.

▶ **Figure 4. Number of seafarers' deaths by ship location, 2023 ***

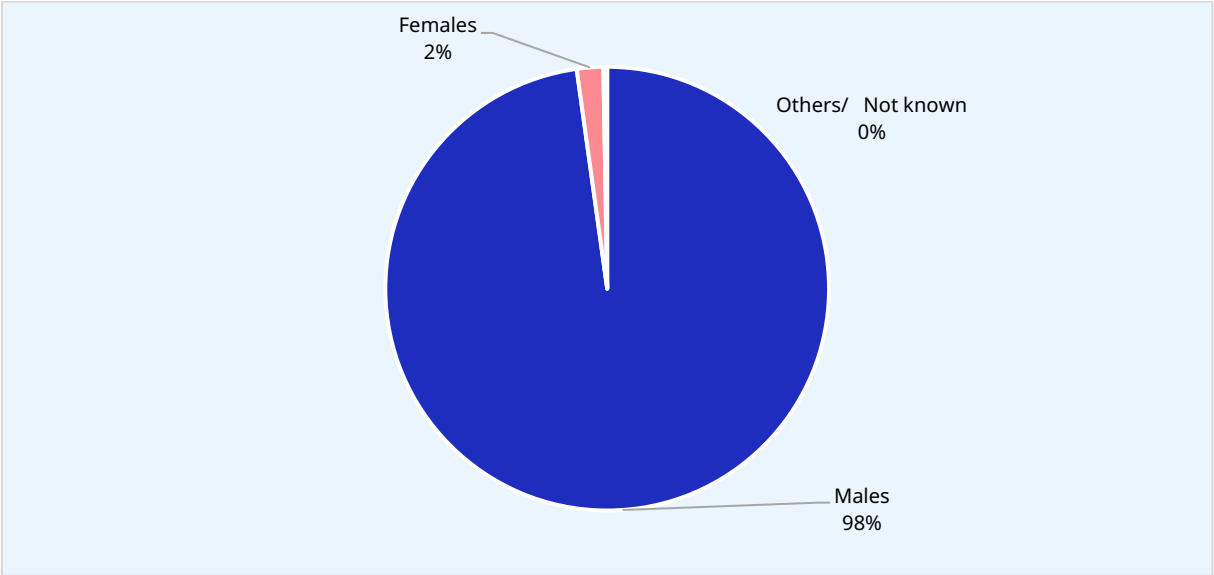


* Based on information reported by 51 countries. All data are for reference year 2023, except for Estonia 2021 and Germany 2021. Some countries only reported the total number without disaggregation by ship location.

Seafarers' deaths by the sex of the victim

28. Well over 90 per cent of all victims were men.

▶ **Figure 5. Percentage of seafarers' deaths by the sex of the victim, 2023 ***



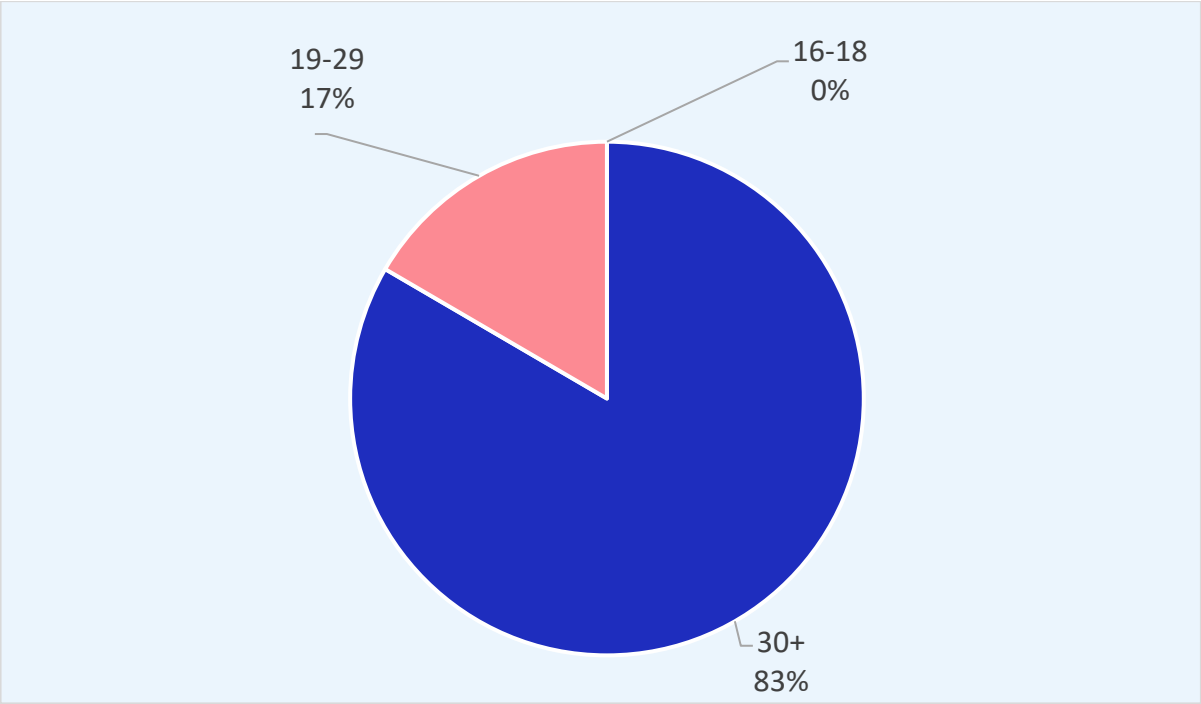
* Based on information reported by 51 countries. All data are for reference year 2023, except for Estonia 2021 and Germany 2021. Some countries only reported the total number without disaggregation by sex.

Seafarers' deaths by the age of the victim

29. The total number of fatalities for which the age of the victim was specified was 223.

30. Of the fatalities for which the age was reported, 83 per cent of victims were aged 30 years and over, and 17 per cent were aged 19–29 years.

▶ **Figure 6. Percentage of seafarers' deaths by the age of the victim, 2023 ***



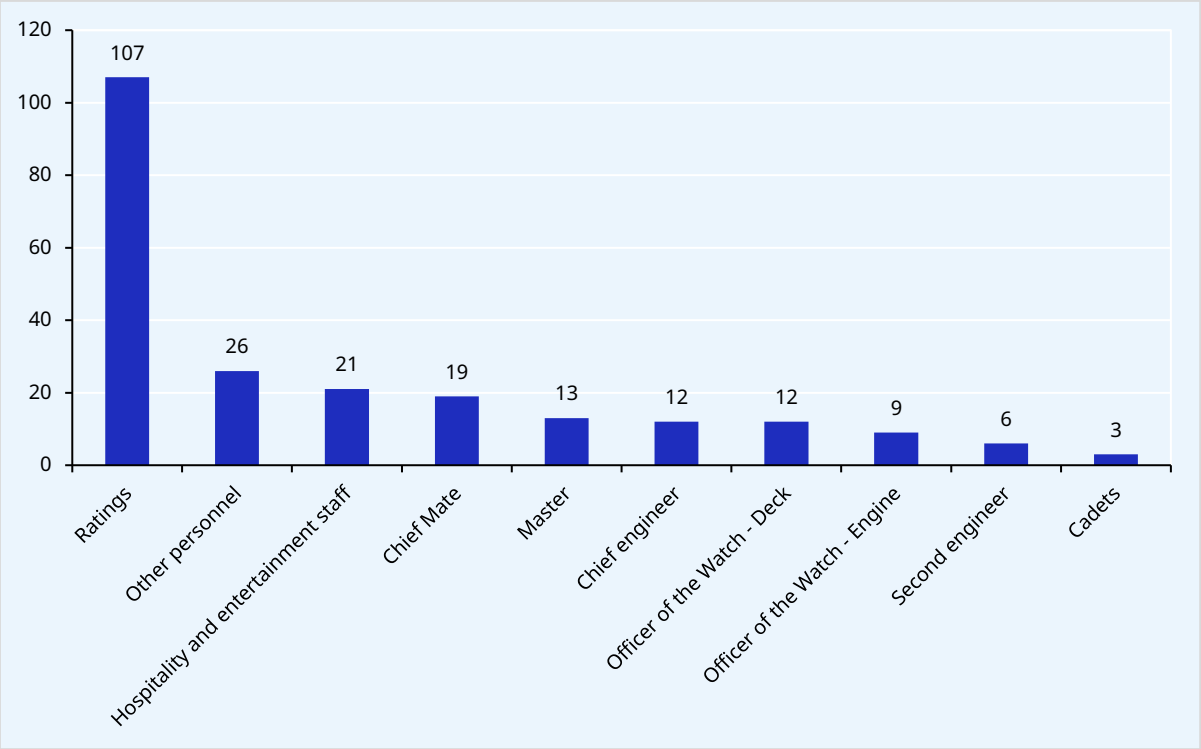
* Based on information reported by 51 countries. All data are for reference year 2023, except for Estonia 2021 and Germany 2021. Many countries only reported the total number without disaggregation by age.

Seafarers' deaths by the rank of the victim

31. The total number of fatalities for which the rank of the victim was specified was 228c.

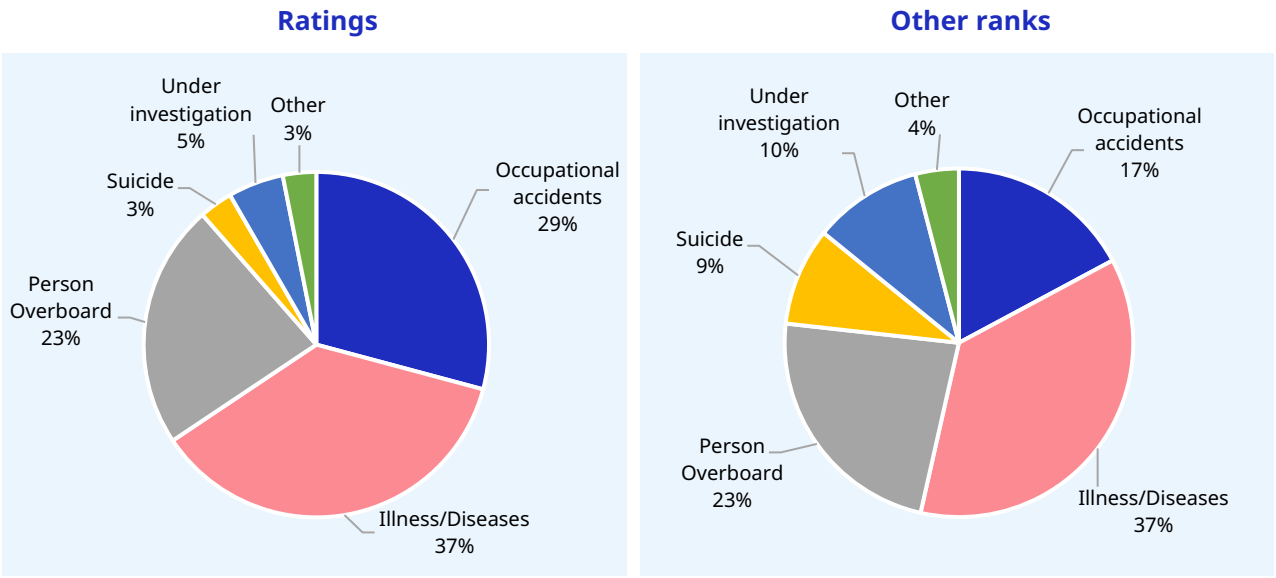
32. Nearly half of the victims were ratings. A detailed analysis of fatalities by rank and cause of death (see Appendix II) reveals that ratings are more likely to fall victim to occupational accidents compared to other ranks (Chapter 7). On the other hand, other ranks are more likely to commit suicide.

▶ Figure 7. Number of seafarers' deaths by rank of the victim, 2023 *



* Based on information reported by 51 countries. All data are for reference year 2023, except for Estonia 2021 and Germany 2021. Many countries only reported the total number without disaggregation by rank.

▶ Figure 8. Deaths of ratings and other ranks by cause of death, 2023 *



* Based on information reported by 51 countries. All data are for reference year 2023, except for Estonia 2021 and Germany 2021. Many countries only reported the total number without disaggregation by rank.

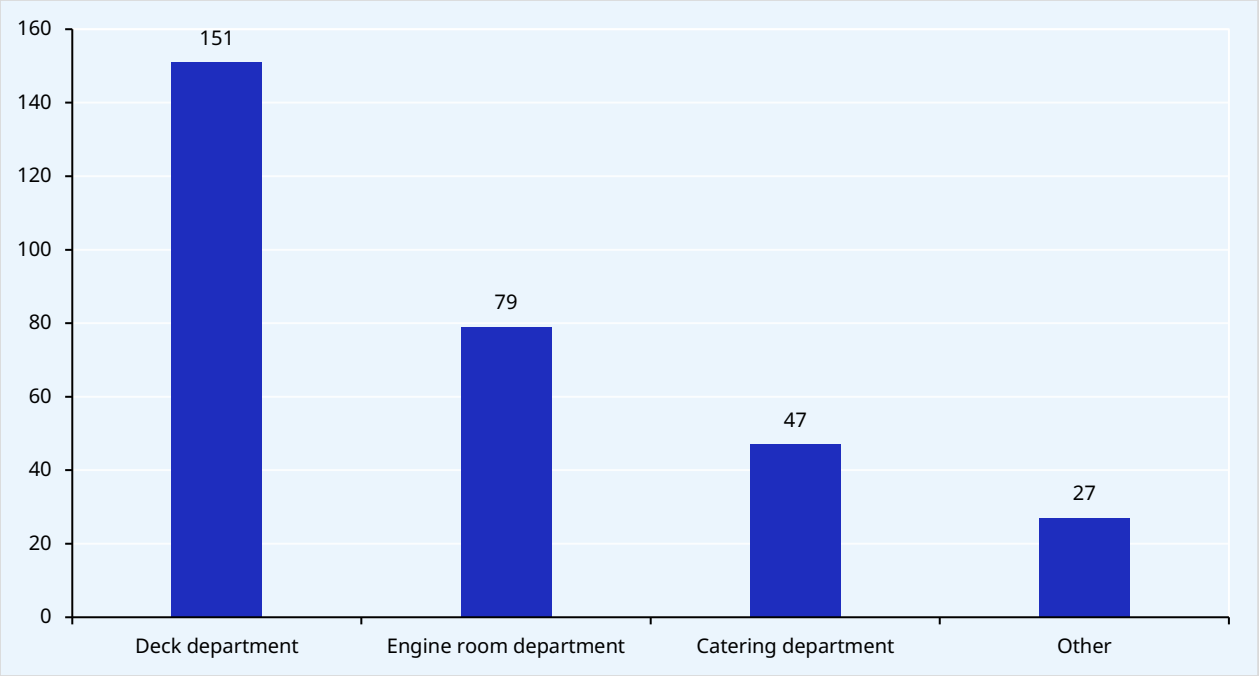
Seafarers' deaths by department

33. The total number of fatalities for which the department was specified was 304. Nearly 50 per cent of the victims worked in the deck department, which suggests that the deck department has the largest exposure to risk factors. Approximately 25 per cent were from the engine department.

34. A detailed analysis of fatalities by department and cause of death (see Appendix II) highlights the following:

- workers in the deck department face an equal likelihood of fatalities from occupational accidents, illnesses/diseases or falling overboard;
- workers in the engine department are more likely to die from health-related issues than from occupational accidents; and
- fatalities from suicide are more prevalent among those in the engine department than in the deck department.

▶ Figure 9. Number of seafarers' deaths by department, 2023 *



* Based on information reported by 51 countries. All data are for reference year 2023, except for Estonia 2021 and Germany 2021. Many countries only reported the total number without disaggregation by department.

▶ D. Coverage of data

35. The second objective of the questionnaire was to shed light on the comparability of data on seafarers' deaths in terms of the coverage of data on the underlying cause of death, seafarers, ships and fatalities occurring within one year of the accident.

Coverage of data on seafarers' deaths by underlying cause of death

36. The questionnaire requested data on five primary causes of fatalities among seafarers: occupational accidents, health-related factors, persons overboard, suicide and other causes. The results highlighted significant differences in the data coverage of these causes of death, which are critical for developing a comprehensive set of statistics on seafarer fatalities.

37. Fatalities resulting from occupational accidents are monitored by 87 per cent of countries. Data on fatalities caused by health-related issues and persons overboard are covered in 73.9 and 76.1 per cent of countries, respectively.

38. The documented gaps in coverage and the availability of data on all causes of death underscore the need for significant improvements. A few countries reported specific plans to enhance their statistics in the near future to include all types of fatalities.

39. Some countries only report fatalities resulting from occupational accidents and/or persons overboard. Some countries, including Egypt, Ireland, Italy and Norway, indicated that their national legislation or institutional arrangements limit their records to occupational accidents and persons overboard. These fatalities are typically managed by Marine Casualty Investigation Boards. In contrast, other causes of death, such as those related to health-related problems, fall under the jurisdiction of other government agencies, such as social protection agencies. Deaths related to illness or suicide were not reported by these countries.

▶ **Table 2. Coverage of data on seafarers' deaths by underlying cause of death, 2023 ***

Coverage of seafarer deaths	No. of countries	Per cent of countries
Illness/disease	34	73.9%
Occupational accident	40	87.0%
Person overboard (presumed deceased)	35	76.1%
Suicide	27	58.7%
Other	16	34.8%
Under investigation/Unknown	11	23.9%

* Based on information reported by 46 countries. Some countries did not provide this information.

Time limit for fatalities resulting from occupational accidents

40. Significant differences exist between countries in the coverage of fatalities occurring within a specific time frame (one year) after an occupational accident. Only 17.3 per cent of reporting countries included information on such time limits, and even among these countries there are notable variations in the maximum period considered. For example, Egypt includes only fatalities that occur within three months of an occupational accident, while fatalities involving missing persons (persons overboard) are limited to a maximum reporting period of 30 days. South Africa restricts its coverage to fatalities occurring within three days of the accident, and Luxembourg allows up to 30 days. In contrast, France imposes no time limit, meaning all fatalities linked to occupational accidents, regardless of when they occur, are included in its statistics.

41. These discrepancies introduce significant comparability challenges. Countries with longer reporting periods, such as France, are more likely to capture a greater number of fatalities than those with shorter time frames, or no coverage of fatalities occurring after a certain period.

▶ **Table 3. Coverage of fatalities taking place within one year of an accident, 2023 ***

Country	Maximum period
New Zealand	1 year
Luxembourg	30 days
Sierra Leone	1 year
France	No limit
Egypt	3 months for occupational accidents, 30 days for missing person
Panama	1 year
South Africa	3 days

* Based on information reported by 46 countries. Some countries did not provide this information.

Seafarers covered

42. The coverage of seafarers also varies significantly between countries. Fatalities among ratings are covered in 73.9 per cent of responding countries, while fatalities among other ranks are included in fewer than 60 per cent of countries. In many cases, information on seafarer coverage is either incomplete or entirely missing, which affects the representativeness of the results.

43. Consequently, these findings should be interpreted with caution, as the gaps and inconsistencies in coverage may limit the reliability and comparability of data across countries.

▶ **Table 4. Seafarers covered, 2023 ***

Seafarers reference group	No. of countries	Per cent of countries
Ratings	34	73.9%
Chief mate	27	58.7%
Master	27	58.7%
Chief engineer	25	54.3%
Officer of the watch – Engine	25	54.3%
Officer of the watch – Deck	24	52.2%
Second engineer	24	52.2%
Hospitality and entertainment staff	20	43.5%
Cadets	18	39.1%
Other personnel	16	34.8%

* Based on information reported by 46 countries. Some countries did not provide this information.

Ship types covered

44. The types of ships included in statistics also vary significantly between countries. This variation is largely due to the different maritime activities across countries and to the fact that not all types of ships are registered under every flag. For instance, the maritime statistics of Switzerland exclusively cover bulk carriers, as these are the only ships registered under its flag. Similarly, countries such as Armenia, Eswatini and Romania report that no ships are registered under their flags, resulting in an absence of data for these nations.

▶ **Table 5. Types of ships covered, 2023 ***

Types of ships covered	No of countries	Per cent of countries
General cargo ships	28	60.9%
Special purpose ships	20	43.5%
Container ships	22	47.8%
Ro-Ro cargo ships	16	34.8%
Bulk carriers	26	56.5%
Oil and chemical tankers	25	54.3%
Gas tankers	18	39.1%
Other tankers	14	30.4%
Passenger ships	24	52.2%
Yachts	10	21.7%
Offshore ships	20	43.5%
Service ships	14	30.4%
Other ships (specify)	16	34.8%

* Based on information reported by 46 countries. Some countries did not provide this information.

45. Finally, the inclusion of fishing vessels in the compilation of data on seafarers' fatalities varies. A number of countries (e.g. Belize, Denmark, Iceland, Italy, Mauritius, Norway and the United Kingdom) include fatalities on fishing vessels in their statistics.

▶ E. Recommendations for future data collection

46. To ensure the success of future data collection efforts, it is crucial to:

- maintain an up-to-date contacts database. Ensuring that the contacts database is complete and regularly updated requires not only the efforts of the ILO, but also the commitment of Member States to inform the ILO of any updates.
- enhance the accessibility of the e-questionnaire: make the e-questionnaire as user-friendly and accessible as possible, as many respondents encountered issues with user registration and passwords. The ILO was only made aware of these problems by individuals who reached out

for assistance. It is likely that others abandoned the process entirely when they encountered difficulties. As a fallback option, ensure the questionnaire is available in an Excel format to accommodate those who face technical challenges.

- improve the questionnaire design: implement improvements based on the feedback received from respondents and the anomalies observed during the current round of data collection.

▶ F. Summary and conclusions

47. The safety of seafarers is paramount, and understanding the risks they face is critical to preventing accidents and fatalities. The collection and compilation of data on fatalities is essential to shape policies that protect workers and improve seafarers' safety globally. However, the present analysis reveals significant gaps in data availability and comparability, and variations in the types of fatalities covered, the seafarers covered, ship types and the inclusion or exclusion of fishing vessels. In addition, discrepancies in the inclusion and/or exclusion of fatalities occurring within one year of an accident further affect the comparability of data on seafarers' fatalities. Disparities in data coverage between countries complicate efforts to harmonize statistics worldwide.

Limitations and challenges

48. Several limitations hinder the comparability of seafarer fatalities data:

- data availability and timeliness: challenges with data availability and, to some extent, delays in reporting, impede effective analysis;
- data harmonization: standardizing data collection across Member States remains a significant challenge due to variations in the coverage of fatalities and the exclusion of fatalities occurring within one year of an accident;
- scope: discrepancies in the coverage of seafarers lead to the heterogeneity of fatality data;
- lack of data disaggregation by ship type, ship size, department, age, sex and rank: differences in the types and size of ships included in statistics, as well as the absence of the key demographic characteristics of victims, further complicate global data harmonization.

Recommendations

49. Some countries have established robust reporting systems, resulting in more comprehensive and reliable data coverage. Other countries can learn from these systems by focusing on:

- enhancing the infrastructure for data collection;
- Improving the comprehensiveness of data, beyond occupational accidents, through the expansion of data collection to include fatalities caused by health-related issues, suicide and other workplace risk factors is also essential for the development of targeted policies to address all the underlying causes of fatalities;
- strengthening enforcement mechanisms.

Conclusion

50. The results highlight notable differences in the availability and quality of the data sources used to generate statistics on seafarers' fatalities. While most countries have established recording systems capable of tracking fatalities from certain causes, the data available in approximately half of reporting countries does not support the detailed disaggregation of fatalities by key factors. Furthermore, coverage by the cause of fatalities requires improvement to ensure representativeness.

51. By addressing these gaps, national authorities can develop effective interventions to reduce fatalities and create a safer and healthier working environment for all seafarers.

▶ Appendix I

Countries responding to the experimental data collection on seafarers' deaths by type of underlying cause of death

1	Albania	**30**	Isle of Man
2	Antigua and Barbuda	**31**	Italy
3	Argentina	**32**	Jamaica
4	Armenia**	**33**	Kenya
5	Australia	**34**	Kiribati *
6	Bahamas	**35**	Latvia
7	Barbados	**36**	Lithuania
8	Belgium	**37**	Luxembourg
9	Belize	**38**	Malta *
10	Bermuda	**39**	Mauritius
11	Brazil	**40**	Mexico
12	Bulgaria	**41**	Morocco
13	Canada	**42**	New Zealand
14	China	**43**	Norway
15	Colombia *	**44**	Panama
16	Cyprus	**45**	Portugal
17	Denmark	**46**	Romania **
18	Egypt	**47**	Sierra Leone
19	Estonia	**48**	Singapore
20	Eswatini **	**49**	Slovenia
21	Finland	**50**	South Africa
22	France	**51**	Spain
23	Georgia	**52**	Sri Lanka
24	Germany	**53**	Sweden
25	Greece	**54**	Switzerland
26	Hong Kong, China	**55**	Thailand
27	Iceland	**56**	Ukraine
28	India	**57**	United Kingdom of Great Britain and Northern Ireland
29	Ireland		

* Countries with no data ** Countries with no ships flying their flag.

Appendix II

Summary statistics

Main aggregates: Seafarer fatalities by cause of death, 2023 *

	Total fatalities	Occupational accidents	Illness/ disease	Person overboard	Suicidal	Under investigation	Others
Total No. of seafarer deaths	**403**	**74 (18.4%)**	**139 (34.5%)**	**91 (22.6%)**	**26 (6.5%)**	**17 (4.2%)**	**37 (9.2%)**
By ship type	400	72 (18%)	132 (33%)	88 (22%)	26 (6.5%)	17 (4.2%)	22 (5.5%)
By gross tonnage	323	53 (16.4%)	102 (31.6%)	71 (22%)	18 (5.6%)	16 (5%)	7 (2.2%)
By ship location	339	66 (19.5%)	103 (30.4%)	70 (20.6%)	18 (5.3%)	16 (4.7%)	7 (2.1%)
By sex	364	69 (19%)	122 (33.5%)	81 (22.3%)	23 (6.3%)	15 (4.1%)	19 (5.2%)
By age	223	43 (19.3%)	70 (31.4%)	44 (19.7%)	12 (5.4%)	15 (6.7%)	5 (2.2%)
By rank	228	45 (19.7%)	71 (31.1%)	45 (19.7%)	12 (5.3%)	15 (6.6%)	7 (3.1%)
By department	304	59 (19.4%)	103 (33.9%)	70 (23%)	18 (5.9%)	15 (4.9%)	7 (2.3%)

* Based on information reported by 51 countries. Some countries only reported the total number without disaggregation or type of fatality

Data Summaries of Seafarer fatalities, 2023 *

	Total fatalities	Occupational accidents	Illness/ disease	Person overboard	Suicidal	Under investigation	Others
Total No. of seafarer deaths	403	74 (18.4%)	139 (34.5%)	91 (22.6%)	26 (6.5%)	17 (4.2%)	37 (9.2%)
By ship type							
Bulk carriers	96	23 (24%)	34 (35.4%)	16 (16.7%)	7 (7.3%)	0 (0%)	5 (5.2%)
General cargo ships	61	18 (29.5%)	7 (11.5%)	20 (32.8%)	0 (0%)	7 (11.5%)	0 (0%)
Container ships	58	6 (10.3%)	29 (50%)	10 (17.2%)	8 (13.8%)	1 (1.7%)	2 (3.4%)
Oil and chemical tankers	54	6 (11.1%)	24 (44.4%)	8 (14.8%)	4 (7.4%)	2 (3.7%)	5 (9.3%)
Other ships (specify)	43	12 (27.9%)	1 (2.3%)	19 (44.2%)	0 (0%)	1 (2.3%)	3 (7%)
Passenger ships	43	4 (9.3%)	20 (46.5%)	4 (9.3%)	5 (11.6%)	5 (11.6%)	4 (9.3%)
Offshore ships	15	1 (6.7%)	10 (66.7%)	2 (13.3%)	1 (6.7%)	0 (0%)	0 (0%)
Ro-Ro cargo ships	7	0 (0%)	3 (42.9%)	1 (14.3%)	0 (0%)	0 (0%)	1 (14.3%)
Service ships	7	1 (14.3%)	1 (14.3%)	4 (57.1%)	0 (0%)	0 (0%)	1 (14.3%)

	Total fatalities	Occupational accidents	Illness/ disease	Person overboard	Suicidal	Under investigation	Others
Gas tankers	6	1 (16.7%)	3 (50%)	0 (0%)	1 (16.7%)	1 (16.7%)	0 (0%)
Special purpose ships	5	0 (0%)	0 (0%)	3 (60%)	0 (0%)	0 (0%)	0 (0%)
Yachts	5	0 (0%)	0 (0%)	1 (20%)	0 (0%)	0 (0%)	1 (20%)
Other tankers	0	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
By gross tonnage							
Small 100 GT to 499 GT	31	1 (3.2%)	0 (0%)	8 (25.8%)	0 (0%)	0 (0%)	1 (3.2%)
Medium 500-24999 GT	129	28 (21.7%)	29 (22.5%)	34 (26.4%)	5 (3.9%)	11 (8.5%)	3 (2.3%)
Large 25000-59999 GT	118	21 (17.8%)	52 (44.1%)	18 (15.3%)	11 (9.3%)	4 (3.4%)	1 (0.8%)
Very large > 60000 GT	45	3 (6.7%)	21 (46.7%)	11 (24.4%)	2 (4.4%)	1 (2.2%)	2 (4.4%)
By ship location at time of occurrence							
At sea	208	33 (15.9%)	61 (29.3%)	45 (21.6%)	10 (4.8%)	8 (3.8%)	3 (1.4%)
In port	101	26 (25.7%)	31 (30.7%)	22 (21.8%)	8 (7.9%)	6 (5.9%)	4 (4%)
At anchorage	24	5 (20.8%)	10 (41.7%)	3 (12.5%)	0 (0%)	2 (8.3%)	0 (0%)
Not known	6	2 (33.3%)	1 (16.7%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
By sex							
Males	356	69 (19.4%)	119 (33.4%)	81 (22.8%)	21 (5.9%)	14 (3.9%)	19 (5.3%)
Females	7	0 (0%)	3 (42.9%)	0 (0%)	2 (28.6%)	0 (0%)	0 (0%)
Others/Not known	1	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1 (100%)	0 (0%)
By age							
30+	186	35 (18.8%)	62 (33.3%)	32 (17.2%)	9 (4.8%)	14 (7.5%)	5 (2.7%)
19-29	37	8 (21.6%)	8 (21.6%)	12 (32.4%)	3 (8.1%)	1 (2.7%)	0 (0%)
16-18	0	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
By rank							
Ratings	107	28 (26.2%)	35 (32.7%)	22 (20.6%)	3 (2.8%)	5 (4.7%)	3 (2.8%)
Other personnel (specify)	26	6 (23.1%)	1 (3.8%)	8 (30.8%)	0 (0%)	2 (7.7%)	1 (3.8%)
Hospitality and entertainment staff	21	0 (0%)	10 (47.6%)	1 (4.8%)	6 (28.6%)	2 (9.5%)	0 (0%)
Chief Mate	19	4 (21.1%)	7 (36.8%)	2 (10.5%)	0 (0%)	2 (10.5%)	1 (5.3%)
Master	13	0 (0%)	6 (46.2%)	2 (15.4%)	0 (0%)	1 (7.7%)	0 (0%)
Chief engineer	12	2 (16.7%)	2 (16.7%)	2 (16.7%)	0 (0%)	2 (16.7%)	0 (0%)

	Total fatalities	Occupational accidents	Illness/ disease	Person overboard	Suicidal	Under investigation	Others
Officer of the Watch - Deck	12	2 (16.7%)	3 (25%)	6 (50%)	0 (0%)	0 (0%)	0 (0%)
Officer of the Watch - Engine	9	0 (0%)	3 (33.3%)	2 (22.2%)	2 (22.2%)	1 (11.1%)	1 (11.1%)
Second engineer	6	2 (33.3%)	3 (50%)	0 (0%)	0 (0%)	0 (0%)	1 (16.7%)
Cadets	3	1 (33.3%)	1 (33.3%)	0 (0%)	1 (33.3%)	0 (0%)	0 (0%)
By department							
Deck department	151	37 (24.5%)	44 (29.1%)	38 (25.2%)	5 (3.3%)	9 (6%)	4 (2.6%)
Engine room department	79	15 (19%)	28 (35.4%)	18 (22.8%)	5 (6.3%)	4 (5.1%)	1 (1.3%)
Catering department	47	1 (2.1%)	26 (55.3%)	8 (17%)	7 (14.9%)	0 (0%)	2 (4.3%)
Other	27	6 (22.2%)	5 (18.5%)	6 (22.2%)	1 (3.7%)	2 (7.4%)	0 (0%)

* Based on information reported by 51 countries. Some countries only reported the total number without disaggregation or type of fatality.

Summary of Data Coverage, 2023 *

Coverage of seafarer fatalities	No. of countries with data (total = 46)
Illness/disease	**34 (73.9%)**
Occupational accident	40 (86.9%)
Person overboard (presumed deceased)	35 (76.0%)
Suicide	27 (58.6%)
Under investigation/unknown	11 (23.9%)
Other	16 (34.7%)
Fatalities covered within one year of accident	
Yes	8 (17.3%)
3 days	1 (2.0%)
30 days	1 (2.0%)
3 months	1 (2.0%)
1 year	3 (6.5%)
No limit	1 (2.0%)
No	36 (78.2%)
Seafarers reference group	
Ratings	34 (73.9%)
Chief mate	27 (58.6%)
Chief Engineer	25 (54.3%)
Hospitality and entertainment staff	20 (43.4%)
Master	27 (58.6%)
Officer of the watch – Deck	24 (52.1%)
Officer of the watch – Engine	25 (54.3%)
Second Engineer	24 (52.1%)
Other personnel	16 (34.7%)
Cadets	18 (39.1%)
Types of Ships Covered	
General cargo ships	28 (60.8%)
Special purpose ships	20 (43.4%)
Container ships	22 (47.8%)
Ro-Ro cargo ships	16 (34.7%)

Coverage of seafarer fatalities	No. of countries with data (total = 46)
Bulk carriers	26 (56.5%)
Oil and chemical tankers	25 (54.3%)
Gas tankers	18 (39.1%)
Other tankers	14 (30.4%)
Passenger ships	24 (52.1%)
Yachts	10 (21.7%)
Offshore ships	20 (43.4%)
Service ships	14 (30.4%)
Other ships (specify)	16 (34.7%)

* Based on information reported by 46 countries. Some countries did not provide information on the coverage of seafarer fatalities.