IBF LIST

of designated risk areas, with applicable benefits

(As agreed by the Warlike Operations Area Committee on the 15th of October 2026 and extended until the 5th of November 2026)

1. **IBF Warlike Operations Area –** *12 nm. off the mainland Yemeni Coast, including all ports and excluding the Maritime Security Transit Corridor (MSTC) in its entirety – Charts 1 and 2.*
    - **Bonus equal to basic wage, payable for 5 days minimum + per day if longer;**
    - **Doubled compensation for death and disability;**
    - **Right to refuse sailing into the area, with repatriation at company's cost and compensation equal to 2 month's basic wage**
    - **Mandatory requirement for ship operators to implement enhanced security arrangements equivalent to ISPS Level 3**

2. **IBF Warlike Operations Area –** *Southern Section of the Red Sea and the Gulf of Aden, boundary commencing from the Yemeni coast border, stretching across to the Eritrea coast. Area encompassing the Bab El Mandeb Strait including the Maritime Security Transit Corridor (MSTC) in its entirety and the Gulf of Aden– Charts 1 and 2*
    - **Bonus equal to basic wage, payable for 5 days minimum + per day if longer;**
    - **Doubled compensation for death and disability;**
    - **Right to refuse sailing into the area, with repatriation at company's cost and compensation equal to 2 month's basic wage**
    - **Mandatory requirement for ship operators to implement enhanced security arrangements equivalent to ISPS Level 3**

3. **IBF Warlike Operations Area –** *Sea of Azov and the Strait of Kerch, north of latitude 45° 03' 00'N – Chart 3*
    - **Bonus equal to basic wage, payable for 5 days minimum + per day if longer;**
    - **Doubled compensation for death and disability;**
    - **Right to refuse sailing into the area, with repatriation at company's cost and compensation equal to 2 month's basic wage**
    - **Mandatory requirement for ship operators to implement enhanced security arrangements equivalent to ISPS Level 3**

4. **IBF Warlike Operations Area –** *Northern Black Sea Region – Chart 3 (see the Details section for the coordinates)*
    - **Bonus equal to basic wage, payable for 5 days minimum + per day if longer;**
    - **Doubled compensation for death and disability;**
    - **Right to refuse sailing into the area, with repatriation at company's cost and compensation equal to 2 month's basic wage**
    - **Mandatory requirement for ship operators to implement enhanced security arrangements equivalent to ISPS Level 3**

5. **IBF Warlike Operations Area –** *all ports in Ukraine*
    - **Bonus equal to basic wage, payable for 5 days minimum + per day if longer;**
    - **Doubled compensation for death and disability;**
    - **Right to refuse sailing into the area, with repatriation at company's cost and compensation equal to 2 month's basic wage**

- **Mandatory requirement for ship operators to implement enhanced security arrangements equivalent to ISPS Level 3**

6. **IBF High Risk Area –** *Black Sea – Chart 3 (see the Details section for the coordinates)*
    - **Bonus equal to basic wage, payable for the actual duration of stay / transit;**
    - **Doubled compensation for death and disability;**
    - **Right to refuse sailing into the area, with repatriation at company's cost and compensation equal to 2 month's basic wage**
    - **Mandatory requirement for ship operators to implement enhanced security arrangements equivalent to ISPS Level 3**

7. **IBF Warlike Operations Area –** *Persian Gulf, Straits of Hormuz and Gulf of Oman - Chart 4 (see the details section for the area coordinates)*
    - **Bonus equal to basic wage, payable for 5 days minimum + per day if longer;**
    - **Doubled compensation for death and disability;**
    - **Right to refuse sailing into the area, with repatriation at company's cost and compensation equal to 2 month's basic wage**
    - **Mandatory requirement for ship operators to implement enhanced security arrangements equivalent to ISPS Level 3**

8. **IBF Extended Risk Zone** – *Gulf of Oman Chart 4 - The area is defined from Ra's al Hadd light on a bearing of 035 degrees to reach the limiting latitude of 24° 00'N*
    - **Bonus equal to basic wage, payable only on the day the vessel is attacked;**
    - **Doubled compensations for death and disability if they occur on the day the vessel is attacked**
    - **Increased BMP level**

9. **IBF Extended Risk Zone** – *Chart 5 & 6 – 12NM off Israel and Lebanon coastline, excluding the areas designated under Item 10 (Level 2).*
    - **Bonus equal to basic wage, payable only on the day the vessel is attacked;**
    - **Doubled compensations for death and disability if they occur on the day the vessel is attacked**
    - **Increased BMP level**

10. **IBF Extended Risk Zone – Level 2 –** Israeli Mediterranean Ports and Lebanese Ports - *An exceptional measure limited in period and region due to the ongoing conflict in the middle east only, for the purposes of vessels alongside in port as well as during pilotage on arrival or departure.*
    - **Bonus equal to basic wage, payable for the actual duration of stay in Level 2 of the Extended Risk Zone**
    - **Doubled compensation for death and disability;**
    - **Increased BMP level**

Chart 1: <u>IBF Warlike Operations Area (WOA)</u> – *Southern Red Sea*

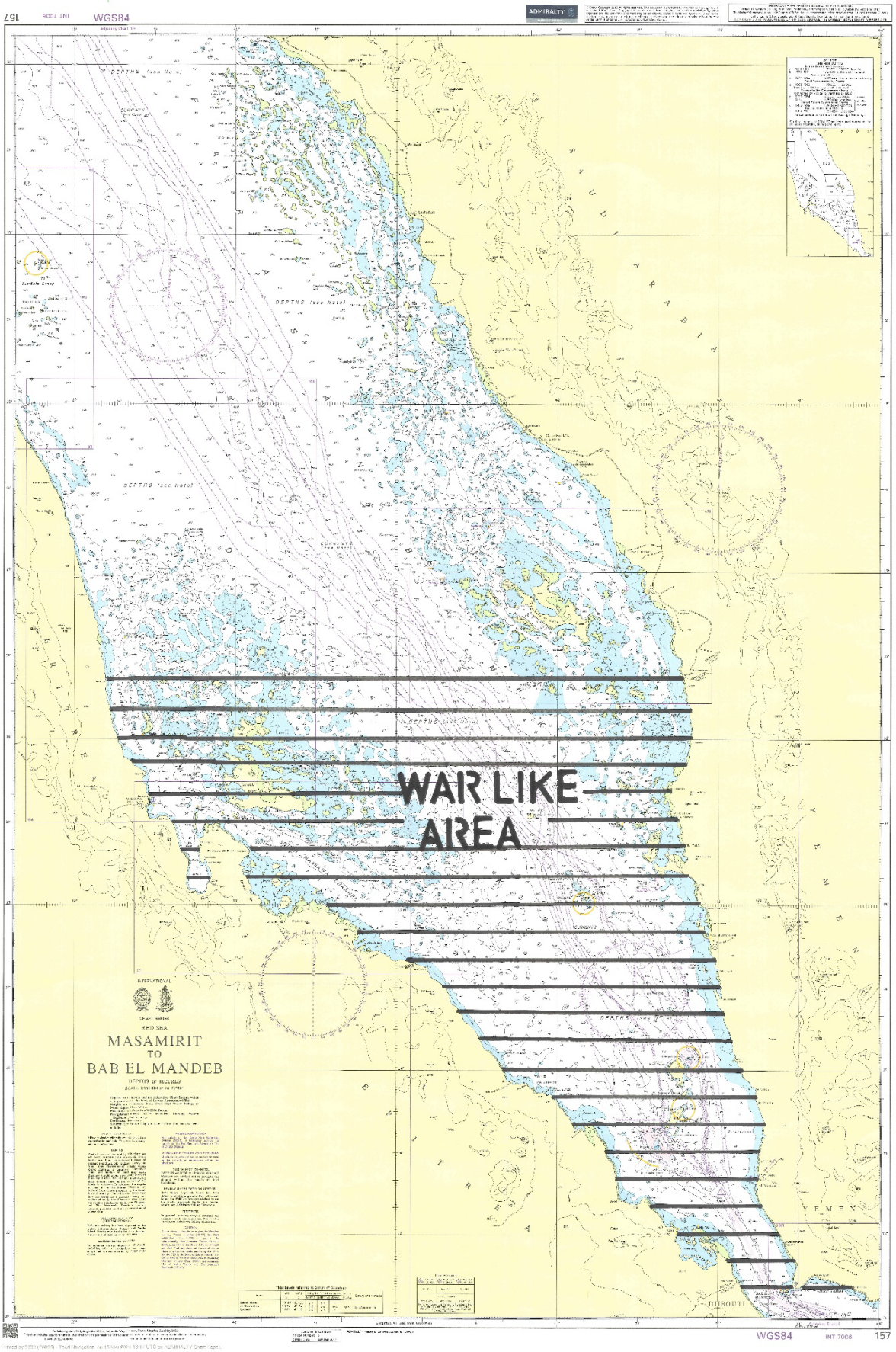


Chart 2: IBF Warlike Operations Area (WOA) - *Gulf of Aden and Approaches*

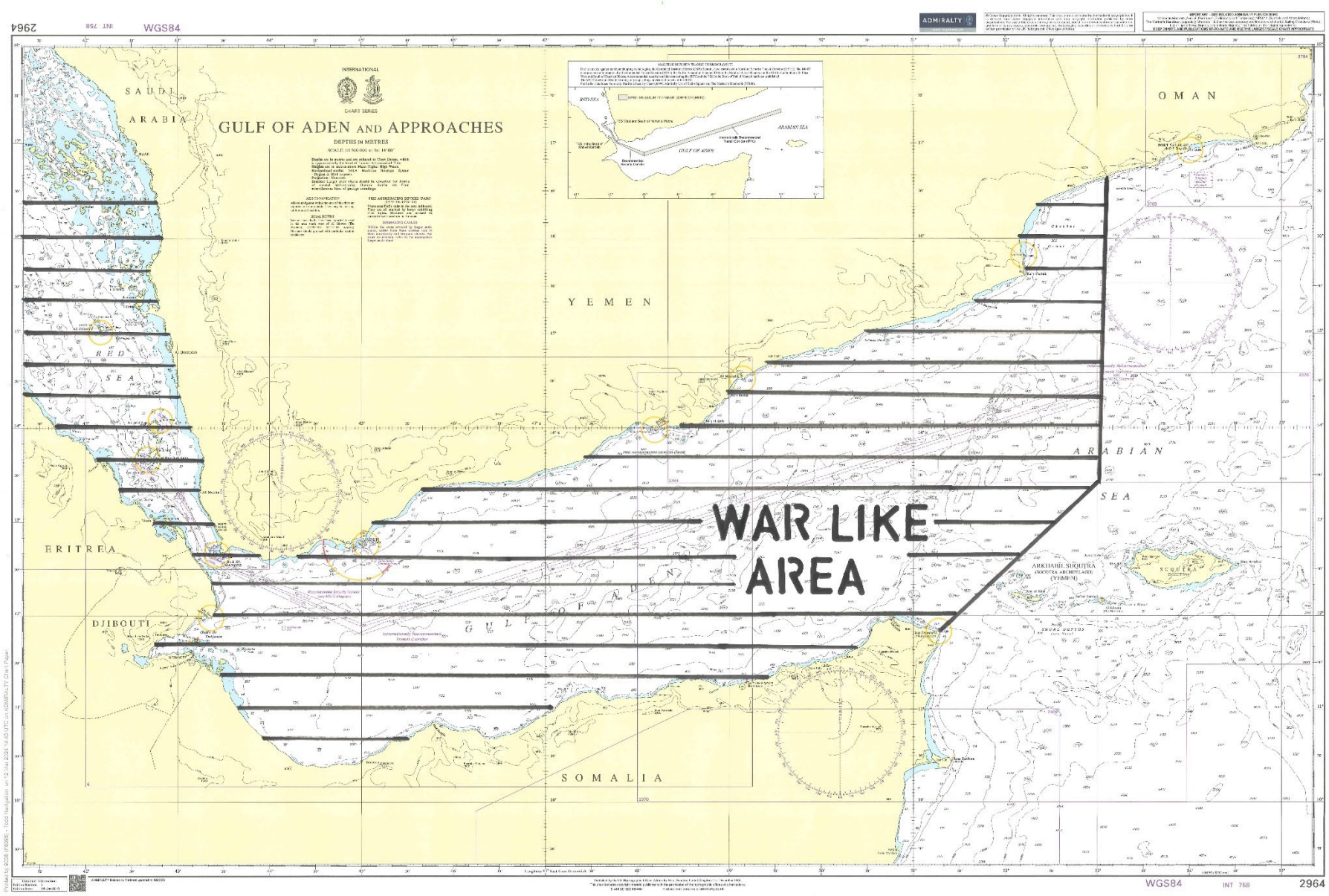


Chart 3:

- **IBF Warlike Operations Area (WOA) –** *Sea of Azov and the Strait of Kerch;*
- **IBF Warlike Operations Area (WOA) –** *Northern Black Sea Region;*
- **IBF High Risk Area (HRA) –** *Black Sea*

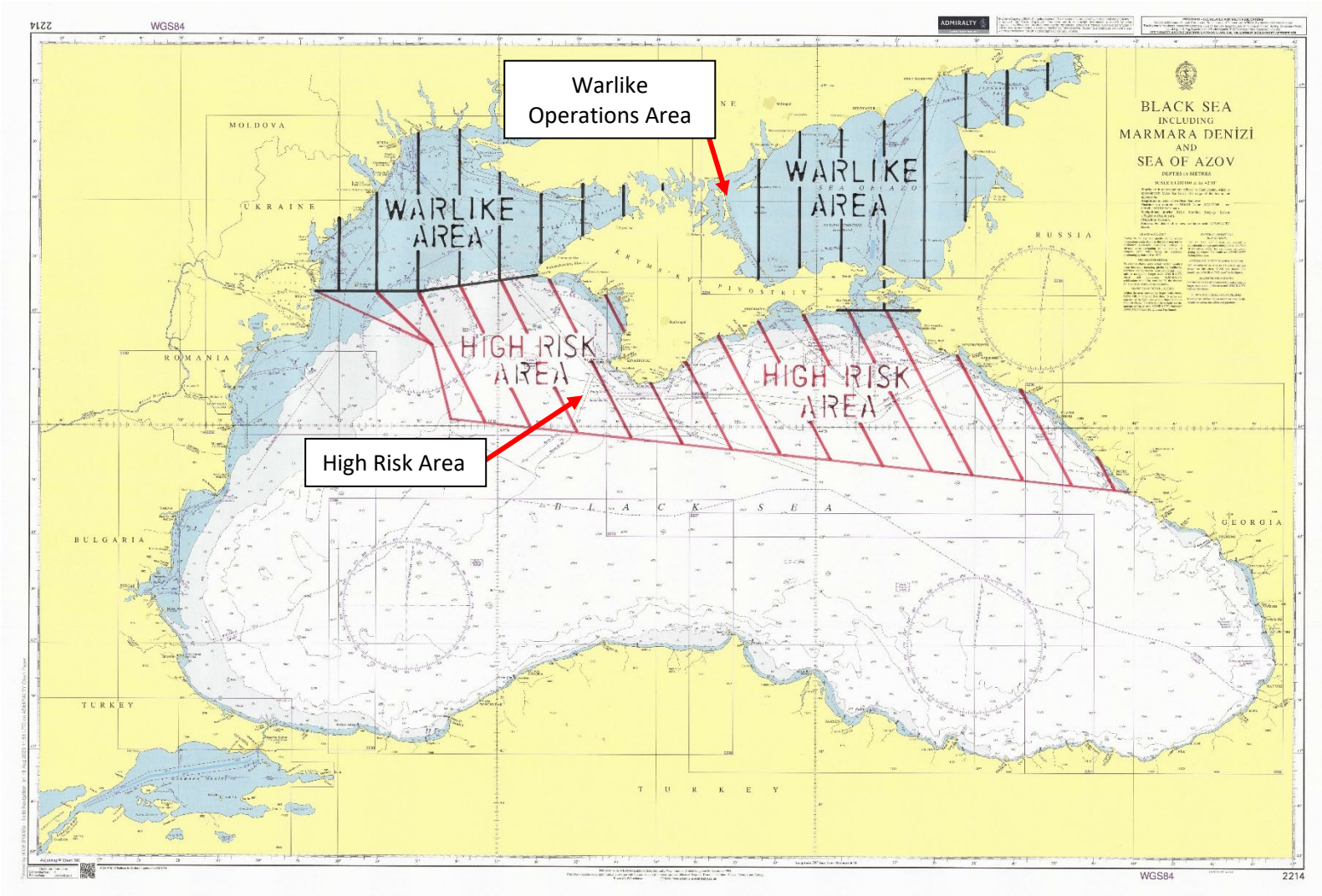


Chart 4:

- **IBF Warlike Operations Area (WOA)** – *Persian Gulf, Straits of Hormuz and Gulf of Oman*
- **IBF Extended Risk Zone (ERZ)** – *Gulf of Oman*

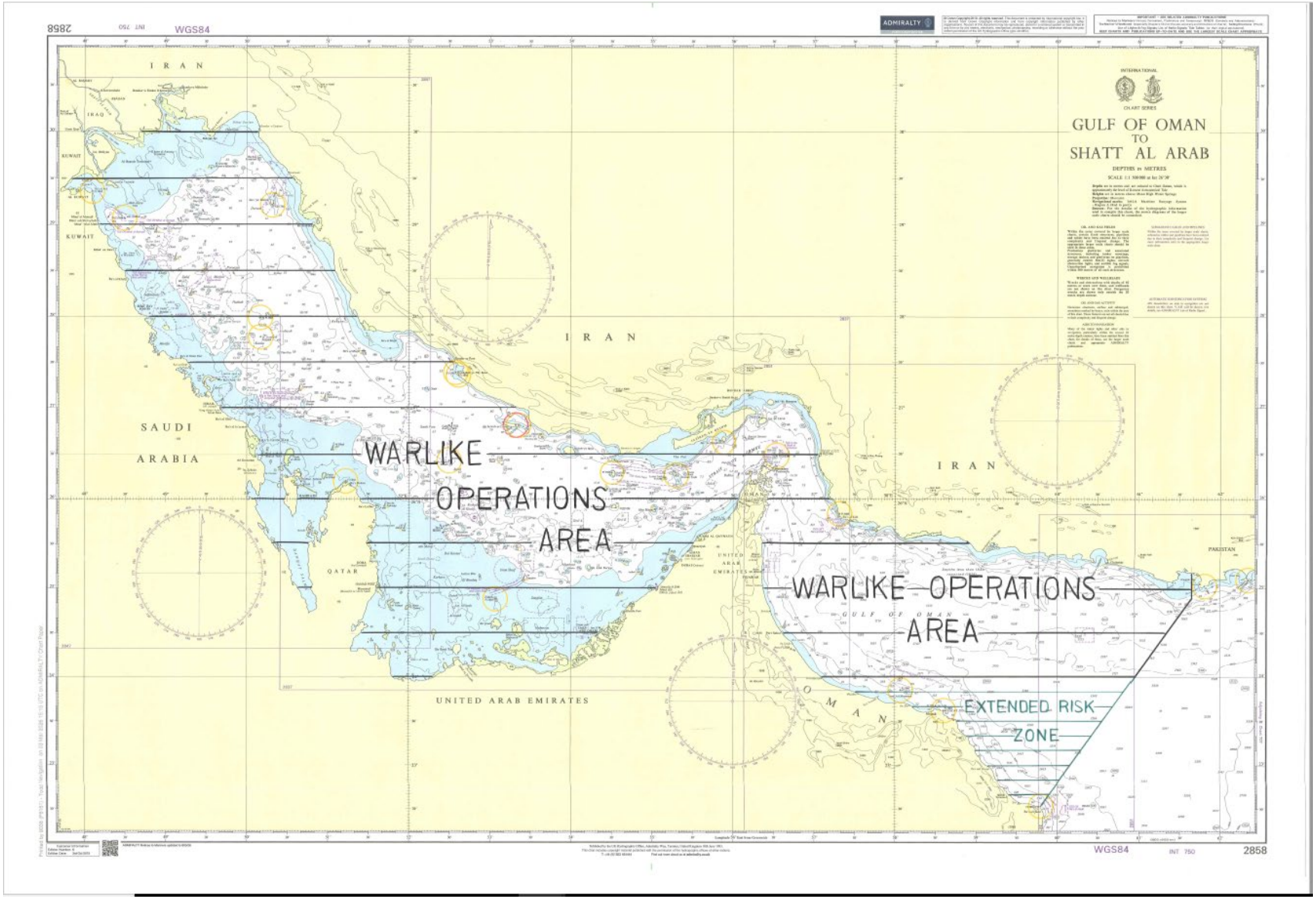


Chart 5:

- **IBF Extended Risk Zone (ERZ)** – *12NM off Israel and Lebanon coastline*

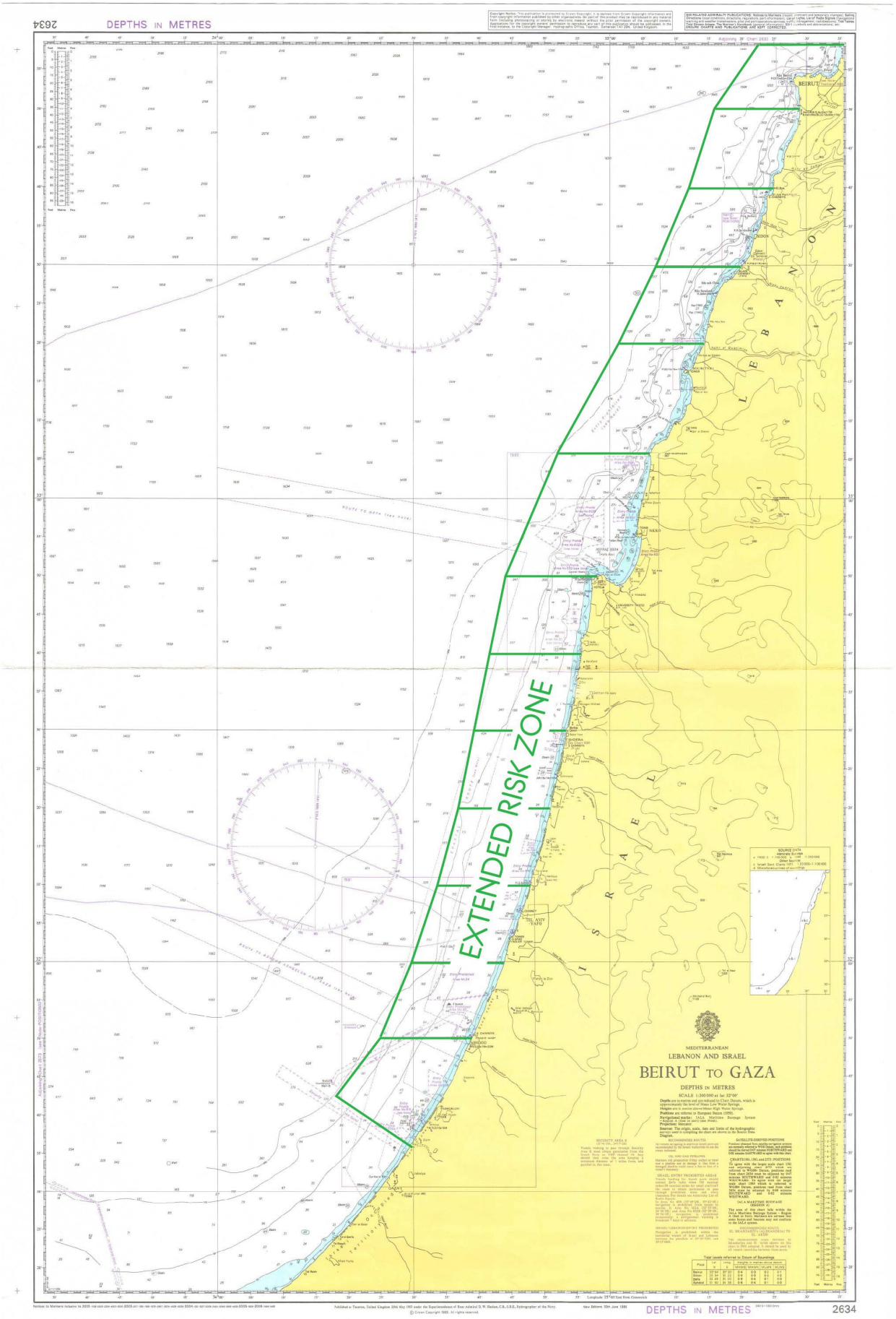
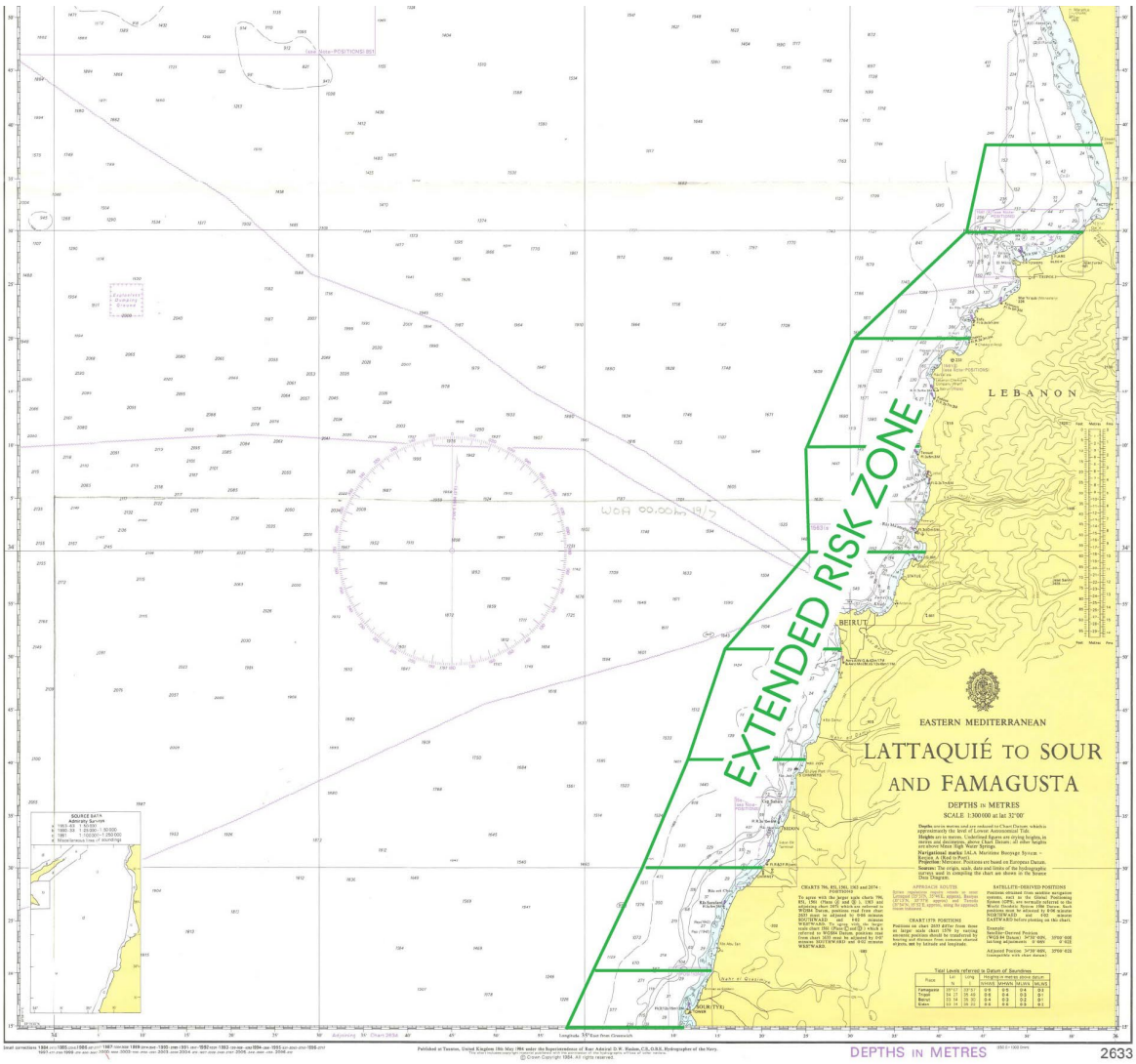


Chart 6:

- **IBF Extended Risk Zone (ERZ)** – *12NM off Israel and Lebanon coastline*



DESIGNATION 1.

IBF Warlike Operations Area – 12 n.m. off Yemeni mainland Coast

- *This Warlike Operations Area includes Yemeni territorial waters extending up to the 12 nautical miles limit from the border of Yemen with Saudi Arabia in the Red Sea and the border of Yemen and Oman in the Gulf of Aden, with the exclusion of the Maritime Security Transit Corridor (MSTC) in the Red Sea where the lanes of this safe passage corridor overlap with this Warlike Area.*
- *This Warlike Area applies to all vessels, whether underway or not, including all vessels at anchor and berthed "all fast" within the Area.*

During a vessel's transit of this Area, the protection of seafarers through the ISPS Level 3 measure shall be adopted, which may include the provision of personnel or systems which appropriately reduce the vulnerability of a vessel. The sufficiency of such extra security measures should be determined depending on vessel type, size, freeboard during transit and speed, with consulting and seeking advice of respective ITF union(s) where necessary.

During the period of transit/stay within this Warlike Area, seafarers shall be entitled to compensation amounting to 100% of the basic wage and a doubled compensation payable in case of death and disability. This entitlement should be payable for a minimum of 5 days upon the entry into the Area and further for each day of the vessel's actual stay

in the Area.

In the case of vessels transiting the IBF Warlike Area, seafarers have the right not to proceed with the passage. In such an event, the seafarer concerned shall be repatriated at the company's cost with benefits accrued until date of return to the port of engagement and with the payment of 2 months' basic wage as compensation.

This designation is in force from 0001Z on 1st of March 2018 to the 23rd of November 2026, with further extensions being subject to mutual consent between the IBF parties.

DESIGNATION 2.
IBF Warlike Operations Area – Southern Red Sea and the Gulf of Aden

- *Boundary commencing from the Saudi Arabia Border at 16°24.12 N and running due West until the Eritrea coastline.*
- *This area stretches south of this boundary encompassing the Bab el Mandeb Strait and continues into the Gulf of Aden.*
- *The Eastern boundary line of the area commences from the Yemen-Oman border South to co-ordinates 13° 25.0" N, 053° 00.0' E, the boundary line continues SW from this point to intersect with the Gees Gwardafuy beacon.*
- *The Warlike Area includes the Maritime Security Transit Corridor (MSTC), please see Chart 2 for further details.*
- *The coast of Djibouti and Somalia are also included within this warlike area..*

During a vessel's transit of this Area, the protection of seafarers through the ISPS Level 3 measure shall be adopted, which may include the provision of personnel or systems which appropriately reduce the vulnerability of a vessel. The sufficiency of such extra security measures should be determined depending on vessel type, size, freeboard during transit and speed, with consulting and seeking advice of respective ITF union(s) where necessary.

During the period of transit/stay within this Warlike Area, seafarers shall be entitled to compensation amounting to 100% of the basic wage and a doubled compensation payable in case of death and disability. This entitlement should be payable for a minimum of 5 days upon the entry into the Area and further for each day of the vessel's actual stay in the Area.

In the case of vessels transiting the IBF Warlike Area, seafarers have the right not to proceed with the passage. In such an event, the seafarer concerned shall be repatriated at the company's cost with benefits accrued until date of return to the port of engagement and with the payment of 2 months' basic wage as compensation.

This designation shall be in effect from 19th of March 2024 to 23rd of November 2026, with further extensions being subject to mutual consent between the IBF parties.

DESIGNATION 3:

IBF Warlike Operations Area – Sea of Azov and the Strait of Kerch, north of latitude 45° 03' 00'N

- *This Area includes all waters and ports of the Sea of Azov and the Strait of Kerch north of latitude **45° 03' 00'N.***

During a vessel's transit of this Area, the protection of seafarers through the ISPS Level 3 measure shall be adopted, which may include the provision of personnel or systems which appropriately reduce the vulnerability of a vessel. The sufficiency of such extra security measures should be determined depending on vessel type, size, freeboard

during transit and speed, with consulting and seeking advice of respective ITF union(s) where necessary.

During the period of transit/stay within this Warlike Area, seafarers shall be entitled to compensation amounting to 100% of the basic wage and a doubled compensation payable in case of death and disability. This entitlement should be payable for a minimum of 5 days upon the entry into the Area and further for each day of the vessel's actual stay in the Area.

In the case of vessels transiting the IBF Warlike Area, seafarers have the right not to proceed with the passage. In such an event, the seafarer concerned shall be repatriated at the company's cost with benefits accrued until date of return to the port of engagement and with the payment of 2 months' basic wage as compensation.

This designation shall be in effect from 1st of November 2023 to 23rd of November 2026, with further extensions being subject to mutual consent between the IBF parties.

DESIGNATION 4:

IBF Warlike Operations Area - Northern Black Sea Region

- *This Warlike Operations Area runs from the Ukrainian/Romanian border to position 45° 10'N 031° 00'E and to position 45° 21'N 032° 30'E.*

The entitlements are the same as those listed in **Designation 3** above (**Warlike Operations Area – Sea of Azov and the Straits of Kerch, north of latitude 45° 03' 00'N)**

This designation has been in effect from 1st of March 2022 and shall continue until 23rd of November 2026, with further extensions remaining subject to mutual consent between the IBF parties.

DESIGNATION 5:

IBF Warlike Operations Area – All ports in Ukraine

- *This Warlike Area applies to all vessels, whether underway or not, including all vessels at anchor and berthed "all fast" within the Area.*

The entitlements are the same as those in **Designations 3 and 4** above.

This designation has been in effect from 1st of March 2022 and shall continue until 23rd of November 2026, with further extensions remaining subject to mutual consent between the IBF parties.

DESIGNATION 6:

IBF High Risk Area – Black Sea

In the north, this High Risk Area borders with:

- *the Warlike Operations Area in the northern Black Sea region (Designation 4) on the line from the Ukrainian/Romanian border to position 45° 10'N 031° 00'E and to position 45° 21'N 032° 30'E;*
- *the Crimean Peninsula coastline;*
- *the Warlike Operations Area in the Sea of Azov and the Straits of Kerch (Designation 3) limited by latitude 45° 03' 00'N*

- *In the south, this High Risk Area is limited by the line running from Point 1 – 43° 25' 01'N 39° 55' 00'E to Point 2 – 44° 04' 00'N 31° 24' 00'E, to Point 3 – 44° 44' 00'N 31° 11' 00'E and to Point 4 – 45° 12' 00'N 29° 41' 00'E.*

During a vessel's transit of this Area, the protection of seafarers through the ISPS Level 3 measure shall be adopted, which may include the provision of personnel or systems which appropriately reduce the vulnerability of a vessel. The sufficiency of such extra security measures should be determined depending on vessel type, size, freeboard during transit and speed, with consulting and seeking advice of respective ITF union(s) where necessary.

During the period of transit/stay within this High Risk Area, seafarers shall be entitled to compensation amounting to 100% of the basic wage and a doubled compensation payable in case of death and disability. This entitlement should apply on each day of the vessel's stay in the High-Risk Area.

In the case of vessels transiting the IBF High Risk Area, seafarers have the right not to proceed with the passage. In such an event, the seafarer concerned shall be repatriated at the company's cost with benefits accrued until date of return to the port of engagement and with the payment of 2 months' basic wage as compensation.

This designation shall be in effect from 1st November 2023 to 23rd of November 2026, with further extensions being subject to mutual consent between the IBF parties.

DESIGNATION 7:
IBF Warlike Operations Area – Persian Gulf, Straits of Hormuz and Gulf of Oman

- *The area is defined from position 24° 00'N 057° 06'E Easterly along the 24° 00'N latitude line to position 24° 00'N, 060° 58'E. Taking a Bearing of 035° from Ra's al Hadd light (from 24° 00'N, 060° 58'E) to position 24° 52'30"N 061° 39'.00"E then North to meet the Pakistan boarder at position 25°10'30"N 061°39'E.*
- *All navigable water West of this line is designated as a Warlike Operations Area.*
- *Persian Gulf and the Gulf of Oman includes all ports, terminals, road anchorages and inland waterways.*
- *This Warlike Operations Area applies to all vessels, whether underway or not, including all vessels at anchor and berthed "all fast" within the Area.*

During a vessel's transit of this Area, the protection of seafarers through the ISPS Level 3 measure shall be adopted, which may include the provision of personnel or systems which appropriately reduce the vulnerability of a vessel. The sufficiency of such extra security measures should be determined depending on vessel type, size, freeboard during transit and speed, with consulting and seeking advice of respective ITF union(s) where necessary.

During the period of transit/stay within this Warlike Area, seafarers shall be entitled to compensation amounting to 100% of the basic wage and a doubled compensation payable in case of death and disability. This entitlement should be payable for a minimum of 5 days upon the entry into the area and further for each day of the vessel's actual stay in the area.

In the case of vessels transiting the IBF Warlike Area, seafarers have the right not to proceed with the passage. In such an event, the seafarer concerned shall be repatriated at the company's cost with benefits accrued until date of return to the port of engagement and with the payment of 2 months' basic wage as compensation.

This designation shall be in effect from 0001Z 6th of March 2026 to 0001Z 5th of November 2026, with further extensions being subject to mutual consent between the IBF parties.

DESIGNATION 8:
IBF Extended Risk Zone – Gulf of Oman

- *The northern limit of this area is defined from position 24° 00'N 057° 06'E Easterly along the 24° 00'N latitude line to position 24°00'N 060° 58'E*
- *Then from Ra's al Hadd light on a bearing of 035° degrees to intercept the limiting latitude of 24° 00'N at position 24°00'N 060° 58'E*

During a vessel's transit of this area, protection of seafarers through the provision of increased security measures should be adopted. Such measures must be above the latest Best Management Practices for Maritime Security (BMP 5) level and may include the provision of personnel or systems which appropriately reduce the vulnerability of a vessel. The sufficiency of such extra security measures should be determined depending on vessel type, size, freeboard during transit and speed, with consulting and seeking advice of respective ITF union(s) where necessary.

During the period of transit of the Extended Risk Zone, each seafarer shall be entitled to a bonus equal to 100% of the basic wage and a doubled compensation in case of injury or death on any day during which the vessel they are serving on is attacked. The proof of these entitlements shall be subject to a confirmed entry into the ship's logbook and a report of attack being lodged with recognised international reporting authorities. The maximum period when these entitlements may apply shall not exceed the number of days of the vessel's transit of the IBF Extended Risk Zone.

For the purpose of this article, an attack means any hostile or unauthorised action taken by a third party involving the use of force, weaponry (including but not limited to missiles, drones, or mines), including any collateral damage or damage arising from misidentification sustained as a result of such use, or any wilful attempt to seize, board, or damage the vessel, or to harm the crew, which leads to the activation of the relevant vessel contingency plans including the alerting of the whole crew.

This designation shall be in effect from 0001Z 2nd of March 2026 to 0001Z 5th of November 2026, with further extensions being subject to mutual consent between the IBF parties.

DESIGNATION 9:
IBF Extended Risk Zone – 12 Nautical miles coast of Israel and Lebanon

- *The northern limit of this area is defined from position 34°38'10'N 035°35.05'E Easterly to position 34°38'10'N 035°58'10E*
- *12 nautical miles off shore*
- *The southern limit of this area is defined from 31°41.8'N 034°17.9'E to 31°35'41"N 034°29'27"E*

During a vessel's transit of this area, protection of seafarers through the provision of increased security measures should be adopted. Such measures must be above the latest Best Management Practices for Maritime Security (BMP 5) level and may include the provision of personnel or systems which appropriately reduce the vulnerability of a vessel. The sufficiency of such extra security measures should be determined depending on vessel type, size, freeboard during transit and speed, with consulting and seeking advice of respective ITF union(s) where necessary.

During the period of transit of the Extended Risk Zone, each seafarer shall be entitled to a bonus equal to 100% of the basic wage and a doubled compensation in case of injury or death on any day during which the vessel they are serving on is attacked. The proof of these entitlements shall be subject to a confirmed entry into the ship's logbook and a report of attack being lodged with recognised international reporting authorities. The maximum period when these

entitlements may apply shall not exceed the number of days of the vessel's transit of the IBF Extended Risk Zone.

For the purpose of this article, an attack means any hostile or unauthorised action taken by a third party involving the use of force, weaponry (including but not limited to missiles, drones, or mines), including any collateral damage or damage arising from misidentification sustained as a result of such use, or any wilful attempt to seize, board, or damage the vessel, or to harm the crew, which leads to the activation of the relevant vessel contingency plans including the alerting of the whole crew.

This designation shall be in effect from 0001Z 13th of March 2026 to 0001Z 5th of November 2026, with further extensions being subject to mutual consent between the IBF parties.

DESIGNATION 10:
IBF Extended Risk Zone – Level 2 – Israeli Mediterranean Ports and Lebanon Ports

- *Applies to vessels alongside in Israeli Mediterranean Ports and Lebanon Ports, as well as during pilotage on arrival or departure.*

An exceptional measure limited in period and region due to the ongoing conflict in the middle east only, for the purposes of vessels alongside in port as well as during pilotage on arrival or departure.

Protection of seafarers through the provision of increased security measures should be adopted. Such measures must be above the latest Best Management Practices for Maritime Security (BMP 5) level and may include the provision of personnel or systems which appropriately reduce the vulnerability of a vessel. The sufficiency of such extra security measures should be determined depending on vessel type, size, freeboard during transit and speed, with consulting and seeking advice of respective ITF union(s) where necessary.

During the period of pilotage and when alongside in the port area, seafarers shall be entitled to compensation amounting to 100% of the basic wage rounded up to each full day and a doubled compensation payable in case of death and disability. This entitlement should apply on each day of the vessel's stay in level 2 of the Extended Risk Zone.

This designation shall be in effect from the 3rd of April 2026 to the 5th of November 2026, with further extensions being subject to mutual consent between the IBF parties.