



PROTOKOLLAT

4. marts 2026

Sagsnummer:
EMN-2023-00576

Under forhandlinger dags dato mellem Danske Rederier Arbejdsgiver og Maskinmestrenes Forening, Metal Maritime og Dansk EI-Forbund er der opnået enighed om at udvide aftalen af 2. februar 2026 angående betaling af tillæg for den gene og ulempe, der som følge af sikkerhedssituationen påvirker besejlingen af Rødehavet og den sydlige indsejling dertil til også at omfatte besejling af Persiske Golf, Hormuz Strædet og Omanbugten ved indsættelse af et nyt pkt. 5 og 6 der begge er gældende fra døgnets begyndelse (GMT) den 5. marts 2026.

1. Tillæg betales for den tid, skibet er under passage af det i pkt. 3 definerede område.
2. Tillægget udgør 100 % af grundhyren (basic wage) eller hvor en sådan ikke er fastsat, den sædvanlige faste hyre (excl. pension og tillæg).
3. Tillægget betales pr. påbegyndt 24 timer skibet opholder sig i det i regi af International Bargaining Forum (IBF) den 19. marts 2024 aftalte og afgrænsede "Warlike Operations Area" i den sydlige del af Rødehavet og i Aden Bugten, afgrænset som følger:

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 (Chart 2).

- *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 coast of Djibouti and Somalia are also included within this warlike area.*



Danske Rederier

Det afgrænsede område kan ses afbildet på det som bilag til dette protokollat indsatte kort.

4. Aftalen gælder fra og med døgnets begyndelse (GMT) tirsdag den 3. februar 2026 og indtil den 3. august 2026, i hvilken periode den af en af parterne kan opsiges med dags (24 timers) varsel til ophør ved et døgnets begyndelse (løbende døgn til ophør ved udgangen af efterfølgende døgn).
5. Tillægget jf. pkt. 2 betales pr. påbegyndt 24 timer skibet opholder sig i/er under passage af det i regi af International Bargaining Forum (IBF) den 2. marts 2026 aftalte og afgrænsede "High Risk Area" afgrænset som afbildet på det nederst indsatte kort som følger:

Persian Gulf, Straits of Hormuz and Gulf of Oman

- The area is defined from 24° 0'N 060° 38'E westerly along the 24° 0'N latitude line and from Ra's al Hadd light on a bearing of 035 degrees from 24° 0'N 060° 38'E to 24° 52'30"N 061° 39'.0"E then North to meet the Pakistan boarder at 25°10'30"N 061°37'2"E. All navigable water West of this line is designated as a high risk area.
- Persian Gulf and the Gulf of Oman includes all ports, terminals, road anchorages and inland waterways along the Iranian Coast
- This High Risk Area applies to all vessels, whether underway or not, including all vessels at anchor and berthed "all fast" within the Area.

6. Tillægget jf. pkt. 2 betales pr. påbegyndt 24 timer hvor skibet befinder sig i regi af International Bargaining Forum (IBF) den 2. marts 2026 aftalte og afgrænsede "Extended Risk Zone" afgrænset som afbildet på det nederst indsatte kort som følger:

Gulf of Oman

- 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
- From land point 24° 00'N 057° 06'E to 24° 00'N 060° 58'E to Ra's al Hadd Light 23° 32'N 059° 47'E



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7. Parterne er enige om at mødes med kort varsel hvis situationen skulle ændre sig.

København den 4. marts 2026



Danske Rederier Arbejdsgiver



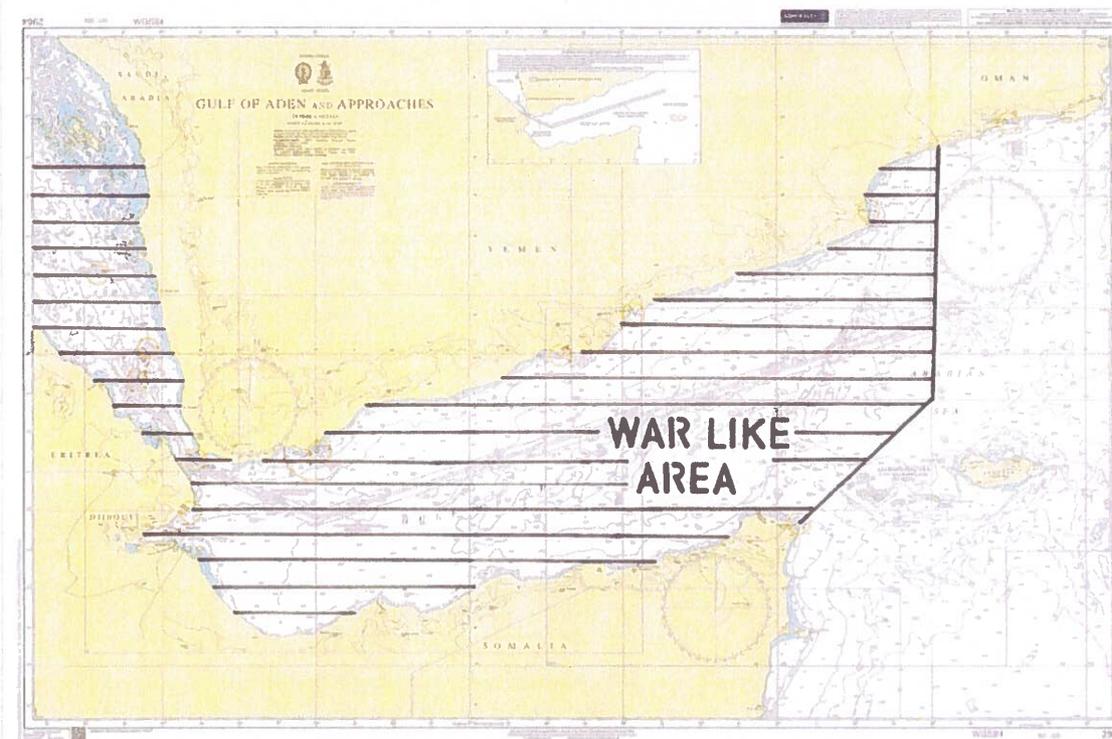
Maskinmestrenes Forening

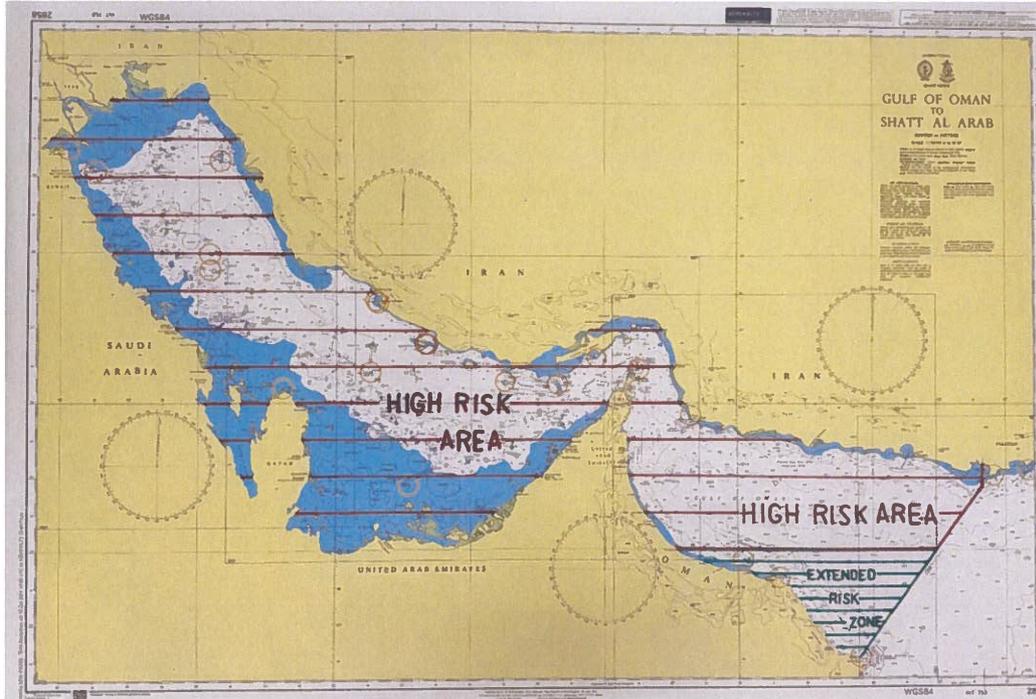


Metal Maritime



Dansk EI-Forbund
På vegne af CO SEA





Office translation of the Agreement dated 2nd February 2026 regarding Red Sea High Risk Supplement as amended 4th March 2026 to include the Persian Gulf, Straits of Hormuz and Gulf of Oman sections 5 & 6.

In negotiations today between Danish Shipping Employers and the Engineers' Association, Metal Maritime and the Danish Electrician Federation, agreement has been reached on the following regarding the payment of surcharges for the nuisance and inconvenience which, because of the war between Israel and Hamas, also affects navigation in the Red Sea and the southern entrance thereto.

1. Surcharges are payable for the time the ship is crossing the areas defined in paragraph 3.
2. The supplement amounts to 100% of the basic salary or, where this is not fixed, the usual fixed salary (excluding pension and supplements).
3. The surcharge is paid per commenced 24 hours the ship stays in the "War Risk Areas" demarcated under the auspices of the International Bargaining Forum (IBF) on 19 March 2024 in the southern part of the Red Sea and in the southern part of the southern coast of Yemen, delimited as follows:



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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 (Chart 2).

- 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 coast of Djibouti and Somalia are also included within this warlike area.

The demarcated area, can be seen on the map annexed to this Protocol.

4. The Agreement is effective from the beginning of the day (GMT) on Tuesday 3 February 2026 until 3 August 2026 within which period it may by either party be terminated with day's (24 hours) notice to terminate at the beginning of a day.

5. The surcharge, cf. clause. 2 is paid per commenced 24 hours the ship is staying in/passing the "High Risk Area" agreed and delimited under the auspices of the International Bargaining Forum (IBF) on 2 March 2026, delimited as shown on the second inserted map as follows:

Persian Gulf, Straits of Hormuz and Gulf of Oman

- The area is defined from 24° 0'N 060° 38'E westerly along the 24° 0'N latitude line and from Ra's al Hadd light on a bearing of 035 degrees from 24° 0'N 060° 38'E to 24° 52'30"N 061° 39'.0"E then North to meet the Pakistan boarder at 25°10'30"N 061°37'2"E. All navigable water West of this line is designated as a high risk area.
- Persian Gulf and the Gulf of Oman includes all ports, terminals, road anchorages and inland waterways along the Iranian Coast
- This High Risk Area applies to all vessels, whether underway or not, including all vessels at anchor and berthed "all fast" within the Area.

6. The surcharge, cf. clause. 2 is paid per commenced 24 hours the ship is staying in/passing the "Extended Risk Area" agreed and delimited under the auspices of the International Bargaining Forum (IBF)



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on 2 March 2026, delimited as shown on the second inserted map as follows:

Gulf of Oman

- 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
- From land point 24° 00'N 057° 06'E to 24° 00'N 060° 58'E to Ra's al Hadd Light 23° 32'N 059° 47'E

7. The Parties further agree to meet at short notice should the situation change.