

ver.di/ITF Berlin IMEC IBF Collective Bargaining Agreement

2024 – 2025 No. F«Flottenverträge»

In compliance with the policy of the International Transport Workers' Federation (hereinafter called "The ITF") and pursuant to an agreement between the ITF affiliated German Transport Department of the Vereinte Dienstleistungsgewerkschaft (ver.di) and the ITF, this Agreement is made the **14-Mar-2024** and effective from **01-Jan-2024** and shall remain in force until **31-Dec-2025**.

BETWEEN:

- (I) Signing on its own behalf and on behalf of all seafarers serving from time to time on board of the ships managed by the company described below:

The Union:

Vereinte Dienstleistungsgewerkschaft (ver.di), Paula Thiede Ufer 10, 10179 Berlin, Germany on behalf of its own and of the **INTERNATIONAL TRANSPORT WORKERS' FEDERATION (ITF)**, whose headquarters are at 49-60 Borough Road, London SE1 1 DS in the United Kingdom (Tel. +44 207-403 2733, Telegrams: INTRANSFE LONDON SEI)

- (II) Signing on its own behalf and on behalf of all companies which are responsible for the vessels managed by the company and are affiliate in the special agreements mentioned in Article 1.1.

The Company:

«REEDER»

«CO»

«Strasse_Hausnummer»

«PLZ» «Ort»

«Land»

Phone: «Telefon»

Fax: «Faxnummer»

Email: «eMail»

«REEDER_2»

«Strasse_2»

«PLZ2» «Ort_2»

«Land_2»

«Telefon_2»

«Faxnummer_2»

Article 1: Application

- 1.1 This ver.di/ITF IMEC IBF Collective Bargaining Agreement is made between the **ver.di/ITF Berlin** and «**REEDER**», «**Strasse_Hausnummer**», «**PLZ**» «**Ort**», «**Land**». This ver.di/ITF IMEC-IBF Agreement (hereinafter 'Agreement' or 'CBA') is based on the IBF Framework CBA which sets out the standard terms and conditions applicable to all seafarers serving on any German beneficially owned flag of convenience ship operated by a company in membership of the International Maritime Employers' Council in respect of which there is in existence an IMEC/ver.di IBF Special Agreement ("The Special Agreement") made between the International Transport Workers' Federation ("The ITF") and the Managers/Owners of that Ship hereinafter called "the company". Together with the IBF Special Agreement and the IBF Memorandum of Agreement, which may contain additional terms

and conditions relevant to seafarers, the IBF Framework CBA makes an integral part of the general IBF Settlement negotiated between the International Transport Workers Federation (ITF) and the Joint Negotiating Group of maritime employers (JNG).

- 1.2 This Agreement is deemed to be incorporated into and to contain the terms and conditions of the contract of employment of any seafarer to whom this Agreement applies.
- 1.3 It is understood and agreed that nothing contained in this Agreement is intended to or shall be construed as to restrict in any way the authority of the Master.
- 1.4 The Special Agreement requires the Company (inter alia) to employ the seafarers on the terms and conditions of this agreement, and to enter into individual contracts of employment with any seafarer to whom this Agreement applies, incorporating the terms and conditions of this Agreement. The Company undertakes that it will comply with all the terms and conditions of this Agreement.
- 1.5 The words “seafarer”, “ship”, ‘Special Agreement’, “union”, “ITF” and “company” when used in this Agreement shall have the same meaning in the ver.di/ITF IMEC IBF Collective Bargaining Agreement and the ver.di/ITF IMEC IBF Special Agreement. Furthermore, “seafarer” means any person who is employed or engaged or works in any capacity to whom this collective bargaining agreement applies. “MLC” means Maritime Labour Convention adopted by the General Conference of the International Labour Organization on 23 February 2006, as amended.
- 1.6 Each seafarer, shall be covered by the Agreement with effect from the date on which they are engaged, whether they have signed Articles or not, until the date on which they sign off or, if later the date until which, in accordance with this Agreement, the Company is liable for the payment of wages, whether or not any employment contract is executed between the seafarer and the Company and whether or not the Ship’s Articles are endorsed or amended to include the rates of pay specified in this Agreement.
- 1.7 For the entire period of seafarers’ employment under this Agreement the Company shall have measures in place of seafarers stay protected against discrimination and/or harassment on the basis of gender, religion, race, colour, nationality, political opinion, social origin and sexual orientation – compliant with the principles of the ILO Convention on Violence and Harassment, 2019 (No. 190).

Article 2: Pre-Employment

- 2.1 Each seafarer shall undertake to serve the Company competently and shall undertake that they possess, and will exercise, the skill commensurate with the certificates that they declare to hold, which should be verified by the Company.
- 2.2 The Company shall be entitled to require that any seafarer shall have a satisfactory pre-employment medical examination, at Company expense, by a Company-nominated doctor and that the seafarer answer faithfully any questionnaire on their state of health, which may be required. Failure to do so will affect the seafarer’s entitlement to compensation as per Articles 22, 23, 24, 25 and 26. The seafarer shall be entitled to receive a copy of the medical certificate issued in respect of such an examination. The provisions of this Article shall equally apply to seafarers who were previously employed by the Company, signed off due to medical reasons pursuant to Article 19.1 (b) and may be willing to be re-employed upon recovery. Any such recovered seafarer shall be treated equally to other candidates undergoing medical examination.

- 2.3 As far as practicable, companies who are direct employers or who use seafarers recruitment and placement services shall ensure that the standards laid down in the MLC are met including the requirement that no fees or visa costs are borne directly or indirectly, in whole or in part, by the seafarers for finding employment, the right for seafarers to inspect their employment documents and seek advice before engagement and preventing the recruitment or placement services from using means, mechanisms or lists to prevent seafarers from gaining employment for which they are qualified.
- 2.4 Each seafarer shall sign an MLC compliant seafarer's employment contract.
- 2.5 Documentation as required by Flag State shall be at Company expense.

Article 3: Probationary Service

- 3.1 The probationary period shall only apply during the first term of employment with the Company and shall be one third of the contract length but in any case, no more than ten (10) weeks. During this period both the seafarer and / or the Company shall be entitled to terminate the employment prior to the expiry of the contract. In such an event compensation for premature termination of employment provided shall not apply.

Article 4: Non-Seafarers Work

- 4.1 Neither seafarers nor anyone else on board whether in permanent or temporary employment by the Company shall carry out cargo handling services in a port, at a terminal or on board of a vessel, where dock workers, who are members of an ITF affiliated union, are providing the cargo handling services. Where there are not sufficient numbers of qualified dock workers available, the ship's crew may carry out the work provided that there is prior agreement of the ITF Dockers Union or ITF Unions concerned; and provided that the individual seafarers volunteer to carry out such duties; and those seafarers are qualified and adequately compensated for that work. For the purpose of this article "cargo handling services" may include but is not limited to: loading, unloading, lashing, unlashng, checking and receiving.
- 4.2 Where a vessel is in a port where an official trade dispute involving an ITF-affiliated dock workers' union is taking place, there shall not be any cargo operations undertaken which could affect the resolution of the dispute. The Company will not take any punitive measures against any seafarer who respects such dockworkers' trade dispute and any such lawful act by the seafarer shall not be treated as any breach of the seafarer's contract of employment, provided that this act is lawful within the country it is taken.
- 4.3 For crewmembers compensation for such work performed during the normal working week, as specified in Article 6, shall be by the payment of the overtime rate specified in ANNEX 2 for each hour or part hour that such work is performed, in addition to the basic pay. Any such work performed outside the normal working week will be compensated at double the overtime rate.
- 4.4 In implementing the provisions of Articles 4.1 and 4.2 above, specific conditions may apply as

identified in ANNEX 5 to this CBA.

Article 5: Duration of Employment

- 5.1 A seafarer shall be engaged for the period specified in ANNEX 1 to this Agreement and such period may be extended or reduced by the amount shown in ANNEX 1 for operational convenience.

Article 6: Hours of Duty

- 6.1 The normal hours of duty shall be as specified in ANNEX 1, but in no case shall exceed eight (8) hours per day from Monday to Friday inclusive.

Article 7: Overtime

- 7.1 Entitlement to overtime for all seafarers shall be as specified in ANNEX 2.
- 7.2 Overtime shall be recorded individually and in duplicate either by the Master or the Head of the Department, if requested by a seafarer a hard copy will be provided. Overtime related to non-seafarers' work as provided in Article 4 shall be identified separately.
- 7.3 Such record, endorsed by the Master or a person authorized by the Master, shall be accessible to the Seafarer. Every month the Seafarer shall be offered to endorse the record. After the record is endorsed, it is final. On completion of their contract, one copy shall be provided to the Seafarer, if such information is not already contained within the Seafarer's pay documents. A Seafarer may request a printed copy of their overtime records at any time during their contractual term.
- 7.4 Any additional hours worked during an emergency directly affecting the immediate safety of the ship, its passengers, crew or cargo, of which the Master shall be the sole judge, or for safety drills or work required to give assistance to other ships or persons in immediate peril shall not count for overtime payment.

Article 8: Holidays

- 8.1 For the purpose of this Agreement the days listed in ANNEX 1 shall be considered as holidays at sea or in port. If a holiday falls on a Saturday or a Sunday, the following working day shall be observed as a holiday.

Article 9: Rest Periods

- 9.1 Each seafarer shall have a minimum of 10 hours rest in any 24 hours period and 77 hours in any seven-day period.
- 9.2 This period of 24 hours shall begin at the time a Seafarer starts work immediately after having had a period of at least 6 consecutive hours off duty.
- 9.3 The hours of rest may be divided into no more than two periods, one of which shall be at least 6

hours in length, and the interval between consecutive periods of rest shall not exceed 14 hours.

- 9.4 The company shall post in an accessible place on board a table detailing the schedule of service at sea and in port and the minimum hours of rest for each position on board in the language of the ship and in English.
- 9.5 Nothing in this Article shall be deemed to impair the right of the Master of a ship to require a seafarer to perform any hours of work necessary for the immediate safety of the ship, persons on board or cargo, or for the purpose of giving assistance to other ships or persons in distress at sea. In such situation, the master may suspend the schedule of hours of work or hours of rest and require a seafarer to perform any hours of work necessary until the normal situation has been restored. As soon as practicable after the normal situation has been restored, the master shall ensure that any seafarers who have performed the work in a scheduled rest period are provided with an adequate period of rest. In addition, the STCW requirements covering overriding operational conditions shall apply, including those of STCW A-VIII/1, Article 9.
- 9.6 A short break of less than 30 minutes will not be considered as a period of rest.
- 9.7 Emergency drills and drills prescribed by national laws and regulations and by international instruments shall be conducted in a manner that minimises the disturbance of rest periods and does not induce fatigue.
- 9.8 The allocation of periods of responsibility on UMS (unmanned machinery ships) Ships, where a continuous watchkeeping in the engine room is not carried out, shall also be conducted in a manner that minimises the disturbance of rest periods and does not induce fatigue and an adequate compensatory rest period shall be given if the normal period of rest is disturbed by call-outs.
- 9.9 Records of seafarers' daily hours of rest shall be maintained to allow for monitoring of compliance with this Article.

Article 10: Wages

- 10.1 The wages of each seafarer shall be calculated in accordance with this Agreement and as per the Wage Scale attached to the valid Special Agreements and the only deductions from such wages shall be proper statutory and other deductions as recorded in this Agreement and/or other deductions as authorised by the seafarer. The Wage Scale shall be deemed as a minimum requirement. Where a higher entitlement than in the wage scale may be agreed for the Seafarer, such higher entitlement shall be guaranteed and may not be decreased for the duration of the tour of duty.
- 10.2 The seafarer shall be entitled to payment of their net wages, after deductions, in US dollars, or in a currency agreed with the seafarers, at the end of each calendar month together with an account of their wages, identifying the exchange rate where applicable.
- 10.3 Any wages not drawn by the seafarer shall accumulate for their account and may be drawn as a cash advance twice monthly. For the purpose of this provision seafarer cash cards and e-wallets may be considered equivalent to cash, subject to the seafarer's explicit consent and the availability of customer support.
- 10.4 For the purpose of calculating wages, a calendar month shall be regarded as having 30 days.
- 10.5 No seafarer employed in the Deck, Engine or Catering departments who is 18 or over and is not a

trainee shall be paid less than the equivalent rate of an ordinary seaman.

Article 11: Allotments

- 11.1 Each seafarer to whom this Agreement applies shall be allowed an allotment note free of charge, of up to 80% of basic wages (or such higher amount as agreed with the Master or the Company) payable at monthly intervals to one account as indicated by the seafarer after allowing for any deductions as specified in Article 10, in line with the provisions of MLC Standard A2.2, paragraph 5.

Article 12 Leave

- 12.1 Each seafarer shall, on the termination of employment for whatever reason, be entitled to payment of leave pay as specified in the Wage Scale attached to the valid Special Agreements for each completed month of service and pro rata for a shorter period.

Article 13: Subsistence Allowance

- 13.1 When food and/or accommodation is not provided on board, the Company shall be responsible for providing food and/or accommodation of suitable quality.
- 13.2 Whilst on paid leave a Seafarer shall be entitled to a daily subsistence allowance according to the Wage Scale attached to the valid Special Agreements.

Article 14: Watchkeeping

- 14.1 Watchkeeping at sea and, when deemed necessary, in port, shall be organised where possible on a three-watch basis.
- 14.2 It shall be at the discretion of the Master which seafarers are put into watches and which, if any, on daywork.
- 14.3 While watchkeeping at sea, the officer of the navigational watch shall be assisted by a posted lookout during the hours of darkness and as required by any relevant national and international rules and regulations, and also whenever deemed necessary by the master or officer of the navigational watch.
- 14.4 The Master and Chief Engineer shall not normally be required to stand watches.

Article 15: Manning

- 15.1 The Ship shall be competently and adequately manned so as to ensure its safe operation and the maintenance of a three-watch system whenever required and in no case manned at a lower level than in accordance with relevant and applicable international laws, rules and regulations.
- 15.2 In addition, the manning of each ship shall be determined following agreement between the Company and ver.di.

- 15.3 The agreed manning shall not include any temporary or riding squad workers. However, in certain circumstances, the company and the union can agree that for a limited period temporary riding squads may be used on board subject to the following principles:
- a) persons engaged for security purposes should not undertake other seafarers' duties;
 - b) only specific tasks authorized by the master can be carried out by the riding squads;
 - c) classification societies are to be informed of any survey or structural work carried out in compliance with IACS UR Z13;
 - d) all riding squads must be covered by agreements in line with ILO conventions and recommendations; and
 - e) riding squads should not be used to replace current crew or be used to undermine ITF agreements.

Article 16: Shorthand Manning

- 16.1 Where the complement falls short of the agreed manning, for whatever reasons, the basic wages of the shortage category shall be paid to the affected members of the concerned department. Every effort shall be made to make good the shortage before the ship leaves the next port of call. This provision shall not affect any overtime paid in accordance with Article 7.

Article 17: Warlike Operations / High Risk Area

- 17.1 A Warlike Operations area shall be determined by the IBF. The Company shall regularly receive from the respective IBF constituent information on Warlike Operations areas. An updated list of IBF Warlike Operations areas shall be kept on board the vessel and shall be accessible to the crew.
- 17.2 At the time of the assignment the Company shall inform the Seafarers if the vessel is bound to or may enter any Warlike Operations area. If this information becomes known during the period of the Seafarers' employment on the vessel the Company shall advise the Seafarers immediately.
- 17.3 If the vessel enters a Warlike Operations area:
- The Seafarer shall have the right not to proceed to such area. In this event the Seafarer shall be repatriated at Company's cost with benefits accrued until the date of return to the seafarer's home or port of engagement.
 - The Seafarer shall be entitled to a double compensation for disability and death.
 - The Seafarer shall also be paid a bonus equal to 100% of the daily basic wage for the duration of the ship's stay in a Warlike Operations area – subject to a minimum of 5 days' pay.
 - The Seafarer shall have the right to accept or decline an assignment in a Warlike Operations area without risking losing their employment or suffering any other detrimental effects.
- 17.4 In addition to areas of warlike operations, the IBF may determine High Risk Areas and define, on a case-by-case basis, the applicable seafarers' benefits and entitlements, as well as employers' and seafarers' obligations. In the event of any such designations the provisions of Articles 17.1 and 17.2 shall apply. The full details of any Areas so designated shall be attached to the CBA and made

available on board the vessel.

- 17.5 In case a Seafarer may become captive or otherwise prevented from sailing as a result of an act of piracy or hijacking, irrespective whether such act takes place within or outside IBF designated areas referred to in this Article, the Seafarer's employment status and entitlements under this Agreement shall continue until the Seafarer's release and thereafter until the Seafarer is safely repatriated home or to the place of engagement or until all Company's contractual liabilities end. These continued entitlements shall, in particular, include the payment of full wages and other contractual benefits. The Company shall also make every effort to provide captured Seafarers, with extra protection, food, welfare, medical and other assistance as necessary.

Article 18: Crew's Effects

- 18.1 When any seafarer suffers total or partial loss of, or damage to, their personal effects whilst serving on board the ship as a result of wreck, loss stranding or abandonment of the vessel, or as a result of fire, flooding, collision or an act of piracy or armed robbery against ships / hostage taking, excluding any loss or damage caused by the seafarer's own fault or through theft or misappropriation, they shall be entitled to receive from the Company compensation up to a maximum specified in ANNEX 3.
- 18.2 The seafarer shall certify that any information provided with regard to lost property is true to the best of their knowledge.
- 18.3 The Company shall take measures for safeguarding property left on board by sick, injured or deceased seafarers and for returning it to them or to their next of kin.

Article 19: Termination of Employment

- 19.1 The employment shall be terminated:
- a) upon the expiry of the agreed period of service identified in ANNEX 1;
 - b) when signing off owing to sickness or injury, after medical examination in accordance with Article 22, but subject to the provision of Article 26.
- 19.2 The Company may terminate the employment of a seafarer:
- a) by giving one month's written notice to the seafarer;
 - b) if the seafarer has been found to be in serious default of their employment obligations in accordance with Article 21;
 - c) upon the total loss of the ship, or when the ship has been laid up for a continuous period of at least one month or upon the sale of the ship.
- 19.3 A seafarer to whom this Agreement applies may terminate employment:
- a) for justified reasons, by giving one months' notice to the company;
 - b) when, during the course of a voyage it is confirmed that the spouse , partner (when nominated by the seafarer as the next of kin), parent or dependent child, has fallen dangerously ill or died.

- c) if the ship is about to sail into a warlike operations area or a High Risk Area, in accordance with Article 17 of this Agreement;
 - d) if the seafarer was employed for a specified voyage on a specified ship, and the voyage is subsequently altered substantially, either with regard to duration or trading pattern;
 - e) if the Ship is certified substandard in relation to the applicable provisions the Safety of Life at Sea Convention (SOLAS) 1974, the International Convention on Loadlines (LL) 1966, the Standards of Training Certification and Watchkeeping Convention (STCW) 1995, the International Convention for the Prevention of Pollution from Ships 1973, as modified by the Protocol of 1978 (MARPOL) or substandard in relation to ILO Convention No. 147, 1976, Minimum Standards in Merchant Ships as supplemented by the Protocol of 1996 and remains so for a period of 30 consecutive days provided that adequate living conditions and provisions are provided on board or ashore. In any event, a Ship shall be regarded as substandard if it is not in possession of the certificates required under either applicable national laws and regulations or international instruments;
 - f) if the ship has been arrested and has remained under arrest for 30 days;
 - g) if after any agreed grievance procedure has been invoked, the Company has not complied with the terms of this Agreement;
- 19.4 A seafarer shall be entitled to receive compensation of two months' basic pay on termination of their employment in accordance with 19.2(a) and (c), 19.3(c), (d), (e), (f) and (g) above and Article 24.1. There will be no entitlement to compensation if the seafarer's agreed period of service has expired as per 19.1 (a) and wages have been paid.
- 19.5 It shall not be grounds for termination if, during the period of the agreement, the Company transfers the seafarer to another vessel belonging or related to the same owner/manager, on the same rank and wages and all other terms, if the second vessel is engaged on the same or similar voyage patterns. There shall be no loss of earnings or entitlements during the transfer and the Company shall be liable for all costs and subsistence for and during the transfer.

Article 20: Repatriation / Embarkation

- 20.1 Repatriation shall take place in such a manner that it takes into account the needs and reasonable requirements for comfort of the seafarer.
- 20.2 During repatriation for normal reasons, the Company shall be liable for the following costs until the seafarers reach the final agreed repatriation destination, which can be either a place of original engagement or home:
- a) payment of basic wage;
 - b) the cost of accommodation and food;
 - c) reasonable personal travel and subsistence cost;
 - d) transportation of the seafarer's personal effects up to the amount agreed with the company.
- 20.3 A seafarer shall be entitled to repatriation at the Company's expense on termination of employment as per Article 19 except where such termination arises under Article 19.2(b).

20.4 The provisions of Articles 20.1, 20.2 and 20.3 shall also apply to seafarers travelling to join the vessel.

Article 21: Misconduct

- 21.1 The Company may terminate the employment of a seafarer following a serious default of the seafarers' employment obligations which gives rise to a lawful entitlement to dismissal, provided that the Company shall, where possible, prior to dismissal, give written notice to the seafarer specifying the serious default which has been the cause of the dismissal.
- 21.2 In the event of the dismissal of a seafarer in accordance with this article, the Company shall be entitled to recover from that seafarer's balance of wages the costs involved with repatriating the seafarer together with such costs incurred by the Company as are directly attributable to the seafarers proven misconduct. Such costs do not, however, include the costs of providing a replacement for the dismissed seafarer.
- 21.3 For the purpose of this Agreement, refusal by any seafarer to obey an order to sail the ship shall not amount to a breach of the seafarers' employment obligations where:
- a) the ship is unseaworthy or otherwise substandard as defined in Article 19.3 e);
 - b) for any reason it would be unlawful for the ship to sail;
 - c) the seafarer has a genuine grievance against the Company in relation to the implementation of this Agreement and has complied in full with the terms of the Company's grievance procedure, or
 - d) the seafarer refuses to sail into a Warlike Area or a High Risk Area as identified in Article 17.
- 21.4 The Company shall ensure that a fair, effective and expeditious on-board procedure is in place to deal with reports of breaches of employment obligations and with seafarer's complaints or grievances. Such procedure shall be available and equally apply to all crewmembers including Masters. It shall allow seafarers to be accompanied or represented during the procedure and provide safeguards against victimisation for raising complaints that are not manifestly vexatious or malicious.

Article 22: Medical Attention

- 22.1 A seafarer shall be entitled to immediate medical attention when required and to dental treatment of acute pain and emergencies at the Company's expense.
- 22.2 A seafarer who is hospitalised abroad owing to sickness or injury shall be entitled to medical attention (including hospitalisation) at the Company's expense for as long as such attention is required or until the seafarer is repatriated, pursuant to Article 20, whichever is the earlier.
- 22.3 A seafarer repatriated unfit as a result of sickness or injury, shall be entitled to medical attention (including hospitalisation) at the Company's expense:
- a) in the case of sickness, for up to 130 days after repatriation, subject to the submission of satisfactory medical reports;

- b) in the case of injury, for so long as medical attention is required or until a medical determination is made in accordance with Article 25.2 concerning permanent disability.
- c) in those cases where, following repatriation, seafarers have to meet their own medical care costs, in line with Article 22.3 (a), they may submit claims for reimbursement within 6 months, unless there are exceptional circumstances, in which case the period may be extended.

22.4 Proof of continued entitlement to medical attention shall be by submission of satisfactory medical reports, endorsed where necessary, by a Company appointed doctor. If a doctor appointed by or on behalf of the seafarer disagrees with the assessment, a third doctor may be nominated jointly between the Company and the Union, and the decision of this doctor shall be final and binding on both parties.

Article 23: Sick Pay

- 23.1 When a seafarer is landed at any port because of sickness or injury, a pro rata payment of their basic wages plus guaranteed or, in the case of officers, fixed overtime, shall continue until they have been repatriated at the Company's expense as specified in Article 20.
- 23.2 Thereafter the seafarers shall be entitled to sick pay at the rate equivalent to their basic wage while they remain sick up to a maximum of 130 days. The provision of sick pay following repatriation shall be subject to submission of a valid medical certificate, without undue delay.
- 23.3 However, in the event of incapacity due to an accident the basic wages shall be paid until the injured seafarer has been cured or until a medical determination is made in accordance with Article 25.2 concerning permanent disability.
- 23.4 Proof of continued entitlement to sick pay shall be by submission of satisfactory medical reports, endorsed, where necessary, by a Company appointed doctor. If a doctor appointed by or on behalf of the seafarer disagrees with the assessment, a third doctor may be nominated jointly between the Company and the Union, and the decision of this doctor shall be final and binding on both parties.

Article 24: Maternity

- 24.1 In the event that a crewmember becomes pregnant during the period of employment:
 - a) the seafarer shall advise the master as soon as the pregnancy is confirmed;
 - b) the Company will repatriate the seafarer as soon as reasonably possible but in no case later than the 26th week of pregnancy; and where the nature of the vessel's operations could in the circumstances be hazardous – at the first port of call;
 - c) the seafarer shall be entitled to receive contractual pay for the full contract period, plus 100 days basic pay;
 - d) the seafarer shall be afforded priority in filling a suitable vacancy in the same or equivalent position within three years following the birth of a child should such a vacancy be available.

Article 25: Disability

- 25.1 A seafarer who suffers permanent disability as a result of an accident whilst in the employment of

the Company regardless of fault, including accidents occurring while travelling to or from the ship, and whose ability to work as a seafarer is reduced as a result thereof, but excluding permanent disability due to wilful acts, shall in addition to sick pay, be entitled to compensation according to the provisions of this Agreement.

- 25.2 The disability suffered by the seafarer shall be determined by a doctor appointed by the Company. If a doctor appointed by or on behalf of the seafarer disagrees with the assessment, a third doctor may be nominated jointly between the Company and the Union, and the decision of this doctor shall be final and binding on both parties.
- 25.3 The Company shall provide disability compensation to the seafarer in accordance with ANNEX 3, with any differences, including less than 10% disability, to be pro rata.
- 25.4 A seafarer whose disability, in accordance with 25.2 above is assessed at 50% or more shall, for the purpose of this paragraph, be regarded as permanently unfit for further sea service in any capacity and be entitled to 100% compensation. Furthermore, any seafarer assessed at less than 50% disability but certified as permanently unfit for further sea service in any capacity by the Company-nominated doctor, shall also be entitled to 100% compensation. Any disagreement as to the assessment or entitlement shall be resolved in accordance with Article 25.2 above.
- 25.5 Any payment effected under 25.1 to 25.4 above, shall be without prejudice to any claim for compensation made in law, but shall be deducted from any settlement in respect of such claims.
- 25.6 The Company, in discharging its responsibilities to provide for safe and decent working conditions, should have effective arrangements for the payment of compensation for personal injury. When a valid claim arises, payment should be made promptly and in full, and there should be no pressure by the Company or by the representative of the insurers for a payment less than the contractual amount due under this Agreement. Where the nature of the personal injury makes it difficult for the Company to make a full payment of the claim, consideration to be given to the payment of an interim amount so as to avoid undue hardship.

Article 26: Loss of Life – Death in Service

- 26.1 If a Seafarer dies through any cause whilst in the employment of the Company including death from natural causes and death occurring whilst travelling to and from the vessel, or as a result of marine or other similar peril, but excluding death due to wilful acts, the Company shall pay the sums specified in the attached ANNEX 3 to a nominated beneficiary and to each dependent child up to a maximum of four (4) under the age of 18. If the Seafarer shall leave no nominated beneficiary, the aforementioned sum shall be paid to the person or body empowered by law or otherwise to administer the estate of the Seafarer. The Company shall also transport at its own expense the body to the seafarer's home where practical and at the families' request and pay the cost of burial expenses. Where the death has occurred at sea the repatriation of the body shall be carried out at the next scheduled port of call, subject to national legislation and as quickly as possible.
- 26.2 Any payment effected under this article shall be without prejudice to any claim for compensation made in law but shall be offset against any such payments.
- 26.3 For the purpose of this Article a seafarer shall be regarded as "in the employment of the company" for so long as the provisions of Articles 22 and 23 apply and provided the death is directly attributable

to sickness or injury that caused the seafarer's employment to be terminated in accordance with Article 19.1 (b).

- 26.4 The provisions of Article 25.6 above shall also apply in the case of compensation for Loss of Life – Death in Service as specified in this Article.
- 26.5 If a Seafarer goes missing at sea, whilst in the employment of the Company, including missing by accident or as a result of marine or other similar peril, but excluding missing due to an act of suicide, or a disappearance in port, the Company shall pay the same amounts as specified for *Loss of Life-Death in Service* in the attached ANNEX 3 to a nominated beneficiary and to each dependent child up to a maximum of four (4) under the age of 18. If the Seafarer leaves no nominated beneficiary, the aforementioned sum shall be paid to the person or body empowered by law, or otherwise, to administer the estate of the Seafarer.

Article 27: Insurance Cover

- 27.1 The Company shall conclude appropriate insurance to cover themselves fully against the possible contingencies arising from the Articles of this Agreement. Further, the Company shall ensure that a financial security system be provided on board to protect the crew against abandonment and to guarantee resolution of claims arising from 2014 amendments to MLC. The details of the applicable financial security system shall be posted in a conspicuous place on board where it is available to the seafarers.

Article 28: Food, Accommodation, Bedding, Amenities etc.

- 28.1 The Company shall provide, as a minimum, accommodation, recreational facilities, amenities and services, including social connectivity, as adapted to meet the special needs of seafarers who must live and work on ships. The Company shall also provide food and catering services in accordance with the standards specified in Title 3 of MLC and shall give due consideration to the Guidelines in that Convention, including the provision of equipment for sports, exercise, table games, deck games and, where possible, facilities for swimming. Where onboard drinking water falls below potable (safe-to-drink) standards, other fresh water shall be provided at no cost to the crew in sufficient amounts.
- 28.2 Seafarers will have access to free calls on a one-off basis linked to compassionate circumstances as per Article 19.3 emergencies.
- 28.3 The Company should, so far as is reasonably practicable, provide seafarers on board their ships with internet, with charges, if any, being reasonable in amount.
- 28.4 Seafarers off duty shall be granted shore leave upon the vessel's arrival in port, except only when leaving the vessel is prohibited / restricted by relevant authorities of the port state or due to safety and / or operational reasons.

Article 29: Personal Protective Equipment

- 29.1 The Company shall provide the necessary personal protective equipment in accordance with ISM/IMO regulations, or any applicable national regulations that specify any additional equipment,

for the use of each seafarer while serving on board.

- 29.2 The Company will supply the crew with appropriate personal protective equipment for the nature of the job, which will be sanitised, maintained, or replaced in line with the manufacturers' recommendations.
- 29.3 Seafarers should be advised of the dangerous nature and possible hazards of any work to be carried out and instructed of any necessary precautions to be taken as well as of the use of the protective equipment.
- 29.4 If the necessary safety equipment is not available to operate in compliance with any of the above regulations, seafarers should not be permitted or requested to perform the work.
- 29.5 Seafarers shall use and take care of personal protective equipment at their disposal and not misuse any means provided for their own protection or the protection of others. Personal protective equipment remains the property of the Company.

Article 30: Shipboard Safety Committee

- 30.1 The Company shall facilitate the establishment of an on board Safety and Health Committee, in accordance with the provisions contained in the ILO Code of Practice on Accident Prevention on Board Ship at Sea and in Port, and as part of their safety-management system as per the requirements of the ISM Code.
- 30.2 The Company shall provide a link between the Company and those on board through the designation of a person or persons ashore having direct access to the highest level of management as per the requirements of the ISM Code. The Company shall also designate an on board competent safety Officer who shall implement the Company's safety and health policy and program and carry out the instructions of the Master to:
 - a) improve the crew's safety awareness;
 - b) investigate any safety complaints and report the same to the Safety and Health Committee and the individual, where necessary;
 - c) investigate accidents and make the appropriate recommendations to prevent the recurrence of such accidents;
 - d) carry out safety and health inspections.
- 30.3 The Company acknowledges the right of the crew to elect a safety representative to the on board Safety and Health Committee. Such a representative shall be entitled to the same protections as the liaison representative as provided for in 31.5 below.

Article 31: Fees, Welfare Fund and Representation of Seafarers

- 31.1 Subject to national legislation, in order to be covered by this Agreement all seafarers shall be treated as members of an appropriate national trade union affiliated to the ITF.
- 31.2 The Company shall arrange to pay fees for seafarers covered by this Agreement. These fees may be deducted from the monthly gross wages and their amount shall be in accordance with the terms

of the relevant union. The deduction and payment of fees shall not lead to the seafarers automatically becoming registered members of the union, however it entitles all seafarers to equal trade union rights and representation for the period of coverage by this Agreement.

- 31.3 The Company shall pay contributions to the ITF Seafarers' International Assistance, Welfare and Protection Fund in accordance with the terms of the Special Agreement.
- 31.4 The Company acknowledges the right of seafarers to participate in union activities and to be protected against acts of anti-union discrimination as per ILO Conventions Nos. 87 and 98.
- 31.5 The Company acknowledges the right of the seafarers to elect a liaison representative from among the crew who shall not be dismissed nor be subject to any disciplinary proceedings as a result of the seafarer's duties as a liaison representative unless the Union has been given adequate notice of the dismissal and the agreed Grievance procedure has been observed.

Article 32: Equality

- 32.1 Each seafarer shall be entitled to work, train and live in an environment free from harassment and bullying whether sexually, racially or otherwise motivated. The Company will regard breaches of this undertaking as a serious act of misconduct on the part of seafarers.

Article 33: Waivers and Assignments

- 33.1 The Company undertakes not to demand or request any seafarer to enter into any document whereby, by way of waiver or assignment or otherwise, the seafarer agrees or promises to accept variations to the terms of this Agreement or return to the Company, their servants or agents any wages (including back wages) or other emoluments due or to become due to the seafarer under this Agreement and the Company agrees that any such document already in existence shall be null and void and of no legal effect.

Article 34: Seafarers' Employment Promotion Fund

- 34.1 The Company shall remit US\$10 per seafarer per month to the Seafarers' Employment Promotion Fund (SEPF) in order to meet the objectives as agreed at the IBF. The details of the applicable bank account and other requirements for the payment shall be as in ANNEX 6

Article 35: Validity of the Agreement

- 35.1 This agreement shall enter into force on 1st January 2024 and shall terminate on 31st December 2025.

ANNEX 1

Contract duration, Working Hours, Holidays

Duration of Employment

The maximum period of engagement referred to in Article 5 shall be nine (9) months, which may be extended to ten (10) months or reduced to eight (8) months for operational convenience. Thereafter, the seafarer's engagement shall be automatically terminated in accordance with Article 19 of this Agreement. This period of engagement may be reduced following local negotiations between the company in membership of the JNG and an ITF Affiliate. However, should the voyage duration be subject to such reduction any costs should be included within the overall cost of the settlement.

Normal Working Hours

Following accepted working practice in the country to which a local agreement applies; normal working hours shall not exceed eight (8) hours per day Monday to Friday inclusive.

Holidays

The days regarded as holidays in accordance with Article 8 shall be subject to National negotiations and to a minimum of ten (10) days.

For the purpose of this CBA the following days shall be observed as holidays:

- New Year's Day: 1 January.
- International Women's Day: 8 March
- *Good Friday: Friday 29 March 2024 and 18 April 2025.
- *Easter Monday: Monday 1 April 2024 and 21 April 2025
- Labour day: 1 May
- Early May Bank Holiday: first Monday of May.
- Spring bank holiday: last Monday of May.
- Summer bank holiday: last Monday of August.
- Christmas Day: 25 December.
- *Boxing Day: 26 December.

*these dates can be amended dependent to crew national holidays.

ANNEX 2

Wages, overtime, leave entitlements

Wages to be developed in accordance with the Total Crew Cost Methodology agreed by the IBF. The Wage Scales are attached to the valid Special Agreements

Ratings

Overtime Rate

In the case of ratings, the hourly overtime rate shall be 1.25 the basic hourly rate calculated by reference to the basic wage for the rating concerned shown in the Wage Scales attached to the valid Special Agreements and the normal weekly working hours as shown in ANNEX 1.

Guaranteed Overtime

Guaranteed overtime payments shall be not less than 103 hours per month for ratings with a 40 hour normal working week. Agreements already in force providing for guaranteed overtime payments outside these limits may remain in effect as provided for above.

Officers

Agreements, which provide for hourly overtime payments for officers should observe the principles set out above concerning overtime payments for ratings.

Agreements, which provide for consolidated wage rates for officers, including compensation for work performed outside the normal working week, should contain provisions dealing with:

- a) The maintenance of records of the officers' rest periods;
- b) The rate at which wage-related allowances not shown on the wage schedule e.g. sick pay, are calculated.

Agreements already in force providing for consolidated wage rates shall remain in effect as provided for above.

Annual Leave with Pay

Annual leave with pay shall be calculated on the basis of a minimum of 2.5 calendar days per month of employment.

Compensatory Leave Pay

Compensatory leave pay in addition to annual leave with pay shall be calculated on the basis of at least 5.5 days for each completed month of service and pro rata for a shorter period.

ANNEX 3

Compensation Payments

Crew's Effects

Maximum compensation for loss of effects as provided for in Article 18 of this Agreement shall be US\$3.500, which includes cash up to US\$ 350.

Disability

In the event a seafarer suffers permanent disability in accordance with the provisions of Article 25 of this Agreement, the scale of compensation provided for under Article 25.3 shall, unless more favorable benefits are negotiated, be:

2024

<i>Degree of Disability</i>	<i>Rate of Compensation</i>		
<i>Percentage (%)</i>	<i>Ratings</i>	<i>Junior Officers</i>	<i>Senior Officers (4)</i>
100	114,018	152,022	190,027
75	85,512	114,017	142,520
60	68,411	91,213	114,017
50	57,009	76,012	95,014
40	45,607	60,810	76,012
30	34,206	45,606	57,009
20	22,805	30,404	38,008
10	11,403	15,203	19,003

2025

<i>Degree of Disability</i>	<i>Rate of Compensation</i>		
<i>Percentage (%)</i>	<i>Ratings</i>	<i>Junior Officers</i>	<i>Senior Officers (4)</i>
100	116,299	155,063	193,828
75	87,223	116,298	145,371
60	69,780	93,038	116,298
50	58,150	77,533	96,915
40	46,520	62,027	77,533
30	34,891	46,519	58,150
20	23,262	31,013	38,769
10	11,632	15,508	19,384

Note: "Senior Officers" for the purpose of this article means Master, Chief Officer, Chief Engineer and 1st Engineer. "Junior Officers" for

the purpose of this clause means 2nd Officer, 2nd Engineer, 3rd Officer, 3rd Engineer, Radio Officer and Electrical Officer.

Loss of Life – Death in Service

Death in service benefits as provided in Article 26 of this Agreement shall, unless more favourable benefits are negotiated, be:

To the nominated beneficiary

2024 - US\$ 114,018

2025 – US\$ 116,299

To each dependent child (maximum four (4) under the age of 18)

2024 - US\$ 22,805

2025 – US\$ 23,262

ANNEX 4

COMPENSATION SCALE

Hand, Arm, Shoulder (If a person is left-handed, her/ his left hand is assessed as a right hand, and vice versa.)	Percentage Compensation	
	Right	Left
Fingers		
Loss of all fingers of one hand	55	50
Loss of one thumb and metacarpal bones	30	25
Loss of one thumb	25	25
Loss of extremity of one thumb	12	12
Loss of half of extremity of one thumb	8	8
Thumb with stiff extreme joint	5	5
Thumb with stiff metacarpophalangeal joint	3	3
Thumb with stiff extreme and metacarpophalangeal joints	15	15
Loss of forefinger (second finger)	10	10
Loss of middle and extreme joints of forefinger	10	10
Loss of extreme forefinger	5	5
Forefinger with stiff metacarpophalangeal joint in outstretched position	5	5
Forefinger with 90 degrees or more stretch deficiency in middle joint	5	5
Loss of middle finger (third finger)	10	10
Loss of middle and extreme joints of middle finger	8	8
Loss of extreme joint of middle finger	5	5
Middle finger with stiff metacarpophalangeal joint in outstretched position	5	5
Middle finger with 90 degrees or more stretch deficiency in middle joint	5	5
Loss of ring finger (fourth finger)	8	8
Loss of middle and extreme joints of ring finger	5	5
Loss of extreme joint of ring finger	3	3
Ring finger with stiff metacarpophalangeal joint in outstretched position	5	5
Ring finger with 90 degrees or more stretch deficiency in middle joint	5	5
Loss of little finger (fifth finger)	8	8
Loss of middle and extreme joints of little finger	5	5
Loss of extreme joint of little finger	3	3
Loss of thumb and forefinger (1st and 2nd fingers)	40	35
Loss of extreme joints of thumb and forefinger	18	18
Loss of thumb, forefinger and middle finger	50	45
Loss of extreme joints of thumb, forefinger and middle finger	20	20
Loss of thumb, forefinger, middle finger and ring finger (1st, 2nd, 3rd and 4th fingers)	55	50
Loss of forefinger and middle finger (2nd and 3rd)	25	25
Loss of middle and extreme joints of forefinger and middle finger	20	20
Loss of extreme joint of forefinger and middle finger	10	10
Loss of forefinger, middle finger and ring finger	35	30
Loss of middle and extreme joints of forefinger, middle finger and ring finger	25	25
Loss of extreme joints of forefinger, middle finger and ring finger	12	12
Loss of forefinger, middle finger, ring finger and little finger (2nd, 3rd, 4th and 5th)	40	35
Loss of middle and extreme joints of forefinger, middle finger, ring finger and little finger	35	30
Loss of extreme joints of forefinger, middle finger, ring finger and little finger	15	15
Loss of middle finger, ring finger and little finger (3rd, 4th and 5th)	30	30
Loss of middle and extreme joints of middle finger, ring finger and little finger	20	20
Loss of extreme joints of middle finger, ring finger and little finger	10	10
Loss of ring finger and little finger (4th and 5th)	20	20
Loss of middle and extreme joints of ring finger and little finger	15	15
Loss of extreme joints of middle finger and ring finger or of ring finger and little finger	5	5
Middle finger and ring finger with 90 degrees or more stretch deficiency in middle joint	8	8
Hand, Wrist		
Loss of one hand	60	55
Stiffness in good working position	10	10
Stiffness in poor working position	15	15
Fracture of radial bone healed with some dislocation and slight functional disturbances, possible friction	5	5
Consequences of fracture of radial bone: Forefinger to little finger down to 2 cm from the palm of the hand	18	18
Arm		
Loss of one arm	70	65
Amputation of upper arm	65	60
Amputation of forearm with good elbow movement	60	55
Amputation of forearm with poor elbow movement	65	60
Unhealed rupture of biceps	5	5
Axillary thrombosis	5	5

	Percentage Compensation	
	Right	Left
Elbow		
Stiffness in outstretched position	45	40
Stiffness in good working position	25	20
Stiffness in poor working position	30	25
Cessation of rotary function of forearm ("upright position")	20	15
Elbow bending reduced to 90 degrees or less	15	12
Stretch deficiency of up to 40 degrees	3	3
Stretch deficiency 40-90 degrees	5	5
Shoulder		
All mobility reckoned with "unset" shoulder blade. Stiffness in shoulder (with arm alongside body)	35	35
Elevation up to 90 degrees	15	15
Friction and some reduction of mobility	5	5
Habitual luxation	10	10
Luxatio acromio-clavicularis	5	5
Paralysis		
Total paralysis of plexus brachialis	70	65
Total paralysis of nervus radialis on the upper arm	25	20
Total paralysis of nervus ulnaris	30	25
Total paralysis of nervus medianus, both sensory and motoric injuries	35	30
For sensory injuries only	10	10
Foot, Leg, Hip		
Foot		
Loss of foot with good function of prosthesis	30	30
Loss of foot with poor function of prosthesis	35	35
Amputation of tarsus with stump capable of bearing	15	15
Loss of all toes on one foot	10	10
Loss of 1st toe (big toe) and some of its metatarsal bone	8	8
Loss of 1st toe (big toe)	5	5
Loss of extreme joint of big toe	3	3
Big toe with stiffness in metatarsophalangeal joint	5	5
Loss of one of the other toes	3	3
Ankle joint stiff at right angle or slight talipes equinus (up to 15 degrees)	15	15
Ankle joint stiff in pronounced talipes equinus position	20	20
Ankle joint where rotary mobility has ceased	5	5
Fallen arches aggravated by pains	8	8
Traumatic fallen arches	10	10
Leg		
Loss of one leg	65	65
Amputation at the knee or thigh with good function of prosthesis	50	50
Amputation at the knee or thigh with poor function of prosthesis	55	55
Loss of crus (shank) with good function of prosthesis	30	30
Loss of crus with poor function of prosthesis	35	35
Shortening by less than 3 cm	3	3
Shortening of at least 3 cm	10	10
Thigh shrinkage of at least 3 cm		
(Is not, however, added to the compensation for shortening or reduction of mobility)	8	8
Postthrombotic syndrome in one leg	5	5
Essential deterioration of varicose veins or leg sores	8	8
Knee stiff in good position	25	25
Knee with stretch deficiency of up to 5 degrees	3	3
Knee with bending capacity reduced to 90 degrees or less	10	10
Knee with hampering looseness	10	10
Knee with strong friction during movements, with muscle wastage exceeding 2 cm as measured 10 cm above the patella and reduction of mobility	8	8
Knee with somewhat regular and hampering incarcerations	5	5
Habitual luxation of kneecap	5	5
Loss of kneecap	5	5
Well functioning totally artificial kneecap	15	15
Hip		
Hip with stiffness in favorable position	30	30
Hip with severe insufficiency of hip function	50	50
Well functioning totally artificial hip joint	10	10
Paralysis		
Total paralysis of nervus fibularis	10	10
Total paralysis of nervus femoralis	20	20
Ischiadicusparesis - with good mobility	10	10
Ischiadicusparesis - with poor mobility	30	30

	Percentage Compensation	
	Right	Left
The Head		
Face		
Loss of all teeth (double dentures)	5	5
Loss of outer ear	5	5
Scalping	5	5
One-sided paralysis of the facialis nerve	10	10
Two-sided paralysis of the facialis nerves	15	15
Loss of sense of smell	10	10
One-sided paralysis of vocal chords with considerable speech difficulties	10	10
Paralysis of sensory (trigeminal) nerve to the face	5	5
Brain - Demens		
Mild demens	15	15
Mild-medium severe demens	25	25
Medium severe demens	40	40
Severe demens	65	65
Total demens	100	100
Postcommotional Syndrome	8	8
Eye		
Loss of one eye	20	20
Loss of both eyes	100	100
Loss of sight of one eye	20	20
Loss of sight of both eyes	100	100
Loss of sight of one eye with complications (e.g. glaucoma and/or contracted eye)	25	25
Loss of sight of one eye with possibility of improvement via operation (reserve eye)	18	18
Double vision	10	10
Double vision in outermost position	3	3
Loss of binocular vision (e.g. aphakia with visual power of at least 6/60)		
Aphakia with good contact glass function	15	15
Total one-sided ptosis	18	18
Flood of tears	3	3
Hemianopsia	40	40
Rightsided heminaopsia as a result of brain injury	50	50
Ears		
Total loss of hearing in one ear	10	10
Total loss of hearing in both ears	75	75
Normally no compensation is paid solely in respect of use of a hearing aid.		
Hampering tinnitus and distortion of hearing	3	3

Decimal Table									Fraction Table								
S	0.6	0.5	0.4	0.3	0.2	0.1	0.0		S	6/6	6/12	6/18	6/24	6/36	6/60	2/60	0
0.6	0	0	5	10	10	15	20		6/6	0	0	5	8	10	12	15	20
0.5	0	5	5	10	10	15	20		6/12	0	5	10	10	12	15	18	20
0.4	5	5	10	15	15	20	30		6/18	5	10	20	30	35	40	45	50
0.3	10	10	15	25	35	45	55		6/24	8	10	30	35	45	50	55	60
0.2	10	10	15	35	45	60	70		6/36	10	12	35	45	55	65	70	75
0.1	15	15	20	45	60	75	85		6/60	12	15	40	50	65	75	80	85
0	20	20	30	55	70	85	100		2/60	15	18	45	55	70	80	95	100
									0	20	20	50	60	75	85	100	100

Reduction of visual power of one or both eyes is assessed in accordance with the following decimal table or fraction table:

Visual power is assessed with the best available glasses.

Loss of hearing based on speech audiometry: assessed or calculated binaural loss of hearing in dB with well adjusted hearing aid. of hearing based on speech.

	HH: 0	HH: 1	HH: 2	HH: 3	HH: 4	HH: 5
CH: 0	0	5	-	-	-	-
CH: 1	-	8	15	30	-	-
CH: 2	-	12	20	35	50	-
CH: 3	-	-	30	40	55	65
CH: 4	-	-	-	50	60	70
CH: 5	-	-	-	-	65	75
HH = Hearing handicap CH = Communication handicap						
0 - no handicap 3 - considerable handicap						
1 - slight handicap 4 - severe handicap						
2 - mild to medium handicap 5 - total handicap						

	Percentage Compensation	
	Right	Left
Neck and Back		
Vertebral Column		
Fracture of body of the vertebra without discharge of medulla spinalis or nerves:		
Minor Fracture		
Minor Fracture with minor reduction of mobility	5	5
Medium severe Fracture without reduction of mobility	8	8
Medium severe Fracture with reduction of mobility	12	12
Very severe fracture or several medium severe fractures, possibly with formation of gibbus (hump):		
Slight to some reduction of mobility	15	15
Very severe reduction of mobility	20	20
If support (neck collar or support corset) is used	5	5
Pain - local or transmitted to extremities	2	2
Fracture with discharge of medulla spinalis or nerves:		
Assessed in accordance with the above rules with a supplementary degree for the discharge of nerves assessed in accordance with the other rules specified in the table.		
Consequences of Slipped Disc	12	12
Other Back Injuries	100	100
Cervical Column	25	25
Some reduction of mobility and/or local pains	8	8
If a supportive device (neck collar) is used	12	12
Radiating pains - root irritating	12	12
Other parts of the vertebral column	0	0
Back pains without reduction of mobility	5	5
If a supportive device (corset) is used	8	8
Back pains with some reduction of mobility	12	12
Back pains with considerable reduction of mobility	25	25
Injuries to the Medulla Spinalis		
Mild but lasting consequences - without bladder (possibly defecation) symptoms (objectively determinable neurological symptoms on a modest scale)	20	20
Mild but lasting consequences - with bladder (possibly defecation) symptoms (objectively determinable neurological symptoms on a modest scale)	25	25
Other lasting consequences without bladder symptoms as defined above	30	30
Other lasting consequences with bladder symptoms as defined above	35	35
Incontinence - please see abdominal cavity and pelvis (below)		
Heart and Lungs		
Heart and lung ailments are assessed with regard to the limiting of the functional capacity caused by the ailment, applying the following division into function groups:		
1. No limitation of physical activity	3	3
2. Minor limitation of physical activity	20	20
Symptoms appear only during strenuous activity:		
3. Considerable limitation of physical activity	45	45
Symptoms also appear during low levels of activity:		
4. Any form of physical activity produces symptoms, which can also be present during periods of rest	70	70
Steps are taken to support the division into functions by means of objective measurements for lung function, such as the forced exhalation volume in the first second, FEV 1.0.		
Assuming that the case is one of permanent reduction of FEV 1.0.		
FEV 1.0 of over 2 litres corresponds roughly to function group 1,		
FEV 1.0 of 1.5-2 litres corresponds roughly to function group 2,		
FEV 1.0 of about 1 litre corresponds roughly to function group 3. and		
FEV 1.0 of about 0.5 litre corresponds roughly to function group 4.		
Abdominal Cavity and Pelvis		
Loss of spleen	5	5
Loss of one kidney	10	10
Well functioning transplanted kidney	25	25
Anus praeternaturalis	10	10
Minor incontinence (i.e. imperious urination, possibly defecation)	10	10
Expulsive incontinence	25	25
Abdominal hernia, inoperable	20	20
Loss of both testicles	10	10
Loss of both ovaries before menopause	10	10
Loss of both ovaries after menopause	3	3
Loss of one or both epididymides	3	3
Urethra stricture, if a bougie must be used	15	15
Impotence not covered		

ANNEX 5

Non-Seafarers Work (Article 4) - Implementation

The parties fully subscribe to the intent and the principles of Article 4 of this CBA. However, they also acknowledge that, depending on the location of the port and the type of the vessel, a full implementation of the provisions contained, specifically, in the text of Articles 4.1 and 4.2 may imply prior contact between the Company and various third parties, such as Charterers.

Therefore, where such communication between the Company and respective third parties is necessary, the parties agree that the full implementation of the provisions of Articles 4.1 and 4.2 shall be deferred for a transitional period to be identified in each specific case between the parties of the CBA.

Such deferment shall not be longer than 1st January 2020 for container vessels operating in the following areas; Baltic Sea, Canada, North Europe and West Europe excluding Mediterranean Sea (European sub-regions as defined by the European Union).

Any disputes shall be subject to the IBF Disputes Procedure.

During any deferment of Articles 4.1 and 4.2 as identified above the following provisions shall apply:

- 4.1 *Neither ship's crews nor anyone else on board whether in permanent or temporary employment by the Company shall carry out cargo handling and other work traditionally or historically done by dock workers without the prior agreement of the ITF Dockers Union or ITF Unions concerned and provided that the individual seafarers volunteer to carry out such duties, for which they should be adequately compensated. For the purpose of this article "cargo handling" may include but is not limited to: loading, unloading, stowing, unstowing, pouring, trimming, classifying, sizing, stacking, unstacking as well as composing and decomposing unit loads; and also, services in relation with cargo or goods, such as tallying, weighing, measuring, cubing, checking, receiving, guarding, delivering, sampling and sealing, lashing and unlashng.*
- 4.2 *Where a vessel is in a port where an official trade dispute involving an ITF-affiliated dock workers' union is taking place, neither ship's crew nor anyone else on board whether in permanent or temporary employment by the Company shall undertake cargo handling and other work, traditionally and historically done by members of that union which would affect the resolution of such a dispute. The Company will not take any punitive measures against any seafarer who respects such dock workers' trade dispute and any such lawful act by the Seafarer shall not be treated as any breach of the Seafarer's contract of employment, provided that this act is lawful within the country it is taken.*

The provisions of Article 4.3 shall apply with immediate effect as written in this CBA.

ANNEX 6

Seafarers' Employment Promotion Fund Bank Account Details

For IMEC companies, the procedure for making payments into the Seafarers' Employment Promotion Fund shall be as in the IMEC Circular below:

SEPF Bank Account change

Members are advised that the bank account for payments towards The Seafarers' Employment Promotion Fund has changed.

With immediate effect, all payments to this fund only should be made to the following account:

The Seafarers Employment Promotion Fund

Bank Address: NatWest Bank, 216 Bishopsgate, London, EC2M 4QB (US\$ account)

Account number: 23814896

Sort code: 50-00-00

IBAN: GB36 NWBK 6073 0123 8148 96

SWIFT/BIC: NWBKGB2L

When making payments, please include:

- period covered
- IMEC member name to which payment is being made on behalf of
- payment request number

This ver.di/IMEC-IBF TCC CBA contains the pages 1 to 25 and is herewith agreed.

London, «Ort», 14 March, 2024

Signed by «REEDER»

signed on behalf of the ITF
Susana Pereira Ventura

SAMPLE