

## Schedule # 212 for Cargo War & Strikes risks

APPLICABLE TO ALL SAILINGS OR FLIGHTS ON OR AFTER 0900 HRS GMT FRIDAY 20 OCTOBER 2023

Schedule of minimum war and strikes rates for cargo, specie and all interests other than hull, aircraft owners', shipowners' and charterers' interests or containers insured for time and accompanied personal effects.

**ALL INSURANCES HEREUNDER TO BE SUBJECT TO THE INSTITUTE WAR AND INSTITUTE STRIKES CLAUSES CURRENT AT THE COMMENCEMENT OF RISK**

### MINIMUM RATES FOR VOYAGES &/OR FLIGHTS

(All rates are per cent)

H/C indicates that the voyage and/or flight in question is "Held Covered" and will be rated at Munich Re's discretion

Location	Risk Level	Institute War and Institute Strikes Clauses Risks ceasing at port/airport of discharge	Institute War and Institute Strikes Clauses Strikes Risks ceasing at place of destination  War Risk ceasing as per Clause		
1) Voyages/Flights <u>other than as specified below</u>		0,05%	0,05%		
2) Voyages/Flights within the following areas					
Australia		0,05%	0,05%		
New Zealand		0,05%	0,05%		
The Sound (Ore Sund) between Denmark & Sweden		0,05%	0,05%		
Western hemisphere <u>other than (3) below</u>		0,05%	0,05%		
3) Voyages/Flights to or from the following areas					
Congo - Brazzaville (aka Republic of Congo)	Moderate	(1.2)	0,05%		
Argentina	Elevated	(1.8)	0,05%		
Bangladesh		(2.1)			
Brazil		(2.0)			
Burundi		(2.3)			
Cote d'Ivoire (Ivory Coast)		(1.8)			
Egypt		(1.8)			
Eritrea		(2.0)			
Georgia		(1.8)			
Guinea		(1.9)			
India		(2.0)			
India (Eastern India: Bihar, Chhattisgarh, Jharkhand, Orissa, Maharashtra) for Ground-War/Strikes		(2.1)			
Indonesia		(1.8)			
Kenya		(2.3)			
Malay Peninsula (Piracy in the Singapore Strait in its entirety and the South China Sea bound at 4°N to the north, 1°N to the south and 106°E to the east.)		(1.9)			
North Korea		(2.1)			
Peru		(2.0)			
Russia (North Caucasus Federal District, less Stavropol Territory)		(2.0)			
South Korea		(2.0)			
Turkey		(2.2)			
Venezuela		(2.1)			
Burkina Faso	High	(3.1)	0,075%		
Cameroon (Ground:All)		(2.4)			
Columbia		(2.5)			
Congo - Kinshasa (aka DRC)		(3.1)			
Ethiopia		(3.1)			
Gulf of Aden sea area and to 65° E off the Somali coast, bound to the north by latitude 23°30' N, and bound to the south by 12°S and in the Red Sea by 14°N		(2.0)			
Mexico		(2.7)			
Mozambique		(2.7)			
Pakistan		(2.6)			
Russia		(2.9)			
					0,10%
					0,150%

Afghanistan	Very High	(4.2)	H/C	H/C
Central African Republic		(4.1)		
Chad		(3.4)		
Iraq		(3.7)		
Israel		(3.2)		
Niger	(3.5)			
Gulf of Guinea, in the sea area between 4°30'W 5°8'44.274"N and 3°6'13.966"W 2°20'12.8"N in the west, and 9°46'18.636"E 2°20'12.8"N (Cameroon-Equatorial Guinea border) in the east.	High	(2.9)		
Iran		(2.9)		
Saudi Arabia (Red Sea Coast)	Very High	(2.5)		
Lebanon		(3.5)		
Libya		(3.9)		
Mali		(4.2)		
Nigeria		(3.2)		
Persian or Arabian Gulf and adjacent waters including the Gulf of Oman west of Longitude 58°E		(3.4)		
Russia (Ground: within 200km of the land border with Ukraine. Marine: Black Sea coast within territorial waters.)		(3.9)		
Saudi Arabia (Gulf Coast)		(3.5)		
Somalia		(3.7)		
South Sudan		(3.3)		
Occupied Palestine Territory (Being the area defined by the EU and UN as Gaza Strip and territory of the West Bank, East Jerusalem)	Severe	(4.6)	H/C	H/C
Sudan		(5.1)		
Syria		(4.7)		
Yemen (Marine: Territorial Waters)		(4.8)		
Yemen		(5.1)		
Ukraine	Extreme	(6.5)	H/C	H/C
Ukraine (Ground: Donbass conflict zone; Marine: Black Sea coast and Sea of Azov within territorial waters)		(6.6)		

<b>4)</b>		
a) Bullion, gold, silver and coins shipped in bullion room by liners		50% of schedule rate
b) Bullion, gold, silver and coins shipped by air		0.025% or 75% of air rate if higher
c) Annual policies for sendings of bullion, gold, silver and coins with full premium based on turnover		To be rated at Underwriters' discretion in respect of areas other than shown under paragraph 3 above, to be shown separately as a proportion of the marine premium. Voyages shown under paragraph 3 above to be rated as paragraph 4a) or 4b)
d) Bonds, securities, cash and/or similar interest (not subject to reissue clause)		Not less than 0.025% or 25% of schedule rate if higher
e) Bonds, securities, cash and/or similar interest (subject to reissue clause)		Full schedule rate applied to estimated reissue cost, or 5% of face value, whichever is the greater
f) Touring exhibitions of paintings and fine arts involving more than two transits		Not less than one third of the aggregate of the schedule rates for each leg of transit (specific applications for special rating may be made to the WRRC for very large exhibitions)
g) Freight contingency risks and contingent interest under C&F and FOB sale contracts		H/C

**5) Voyages including a delay to cargo - see Appendix 1**

**6) Cargo stored afloat in mechanically self-propelled vessels - see Appendix 2**

**NOTES**

Western Hemisphere is defined for the purpose of this Schedule as North, Central and South America, the West Indies, Bermuda and Hawaii.

The Schedule applies to risks underwritten or declarations accepted by underwriters on and after the date specified on page 1 of the Schedule

- for (a) war and strikes risks - by vessels sailing or flights commencing on and after that date  
for (b) strikes risks only - for voyages and/or flights commencing after that date.

Rates are applicable to sailings within 7 days, otherwise terms are those in force at the time of sailing. All open contracts must include a clause permitting cancellation of war and strikes risks within a maximum of 7 days, except for strikes risks on shipments to or from the USA where a maximum of 48 hours is required.

The war rate is to be shown separately from the basic transit rate. No reduction is to be granted for

- (a) mine risks only  
(b) risks where part of the voyage has already elapsed when the risk is accepted by underwriters

**Transshipment**

Where one or more transshipments take place between vessels or between vessel and aircraft, the minimum rate for the entire transit shall be the highest rate applicable on any stage of the transit.

#### Carriage beyond original destination

When cargo is not discharged at the destination originally intended and is over-carried and subsequently reshipped to the original or substituted port of discharge, the additional war rate payable shall be 50% of the scale rate for each additional voyage or flight after the port of discharge originally intended. However, if the contract of affreightment has been terminated the full scale rate will become payable on reshipment.

#### APPENDIX 1 - VOYAGES WHICH INCLUDE A DELAY TO CARGO

Cargo may be insured against war and strikes risks during delays on a voyage, through the oversea vessel either drifting, anchoring or slow steaming within an area designated by the assured and agreed by underwriters, provided the following conditions are complied with and the following additional premium is paid.

1. the contract of carriage is not terminated
2. the following Notice of Cancellation and Automatic Termination Clause is inserted for the whole voyage.

This insurance may be cancelled by either the Underwriters or the Assured giving 48 hours notice (such cancellation becoming effective on the expiry of 48 hours from midnight of the day on which notice of cancellation is issued by or to the Underwriters). The Underwriters agree however to reinstate this insurance subject to agreement between the Underwriters and the Assured prior to the expiry of such notice of cancellation as to the new rate of premium and/or conditions and/or warranties.

Whether or not such notice of cancellation has been given this insurance shall

TERMINATE AUTOMATICALLY:

\* Upon the occurrence of any hostile detonation of any weapon of war employing atomic or nuclear fission and/or fusion or other like reaction or radioactive force or matter, wheresoever or whensoever such detonation may occur and whether or not the subject matter insured may be involved.

\* Upon the outbreak of war (whether there be a declaration of war or not) between any of the following countries: United Kingdom, United States of America, France, the Russian Federation, the People's Republic of China;

\* In the event of the subject -matter insured or the named storage vessel being requisitioned either for title or use.

\* In the event either of cancellation by notice or of automatic termination of this insurance by reason of the operation of the above provisions a net return of premium shall be payable to the Assured, pro rata or as may be agreed.

3. The vessel slow steams, drifts or anchors in a position which is
  - (a) not at the final destination
  - (b) not within a port area

Subject to all the above conditions the current Institute War Clauses (Cargo) with such amendments are deemed to be the Institute Clauses. The Reasonable Despatch Clause will still be applicable.

Additional premiums applicable to voyages which include a delay to cargo subject to the above conditions:

\* delay up to 7 days 0.005% above appropriate scale rate

\* subsequent periods of 7 days or part 0.005% each additional 7 days or part

#### APPENDIX 2 - CARGO STORED AFLOAT IN MECHANICALLY SELF-PROPELLED VESSELS

For cargo stored afloat and which is insured under the Institute War and Strikes Clauses - Cargo Stored Afloat in Mechanically Self-Propelled Vessels (1.6.82)

The following minimum rate will apply in respect of those areas not rated higher than the basic voyage war rate:

- (a) 0.15% per annum or pro rata subject to a minimum rate of 0.05%
- (b) any other area to be H/C.

#### IMPORTANT NOTICE (to be read in conjunction with the Munich Re Schedule for Cargo War & SRCC Risks)

As a special service for our clients, Munich Re has set up the attached "Munich Re Schedule for Cargo War and SRCC Risks". This schedule is purely advisory and may be used for information or as stipulated in your reinsurance treaties.

The schedule is based on the risk categories designated in the [Global Cargo Watch List \(GCWL\)](#) issued on behalf of the [London Market Joint Cargo Committee](#). The applicable GCWL category and corresponding premium rate for any particular transit/ risk shall be that which is in force at the time the transit / risk commences. The schedule will be updated from time to time as required, and such updates will be sent to you or the persons nominated on your behalf. Whilst Munich Re will endeavor to update and distribute the updates to the Schedules as close in time to any changes in the GCWL as possible, we trust you will understand that we can not accept any liability for delay, omission or mistakes in connection with this service.

Upon request we would be happy to assist you with information and underwriting support with regard to assessing the current situation in so called "Held Covered" areas.

For easy reference, we have also set up a web-site, where the current Schedule is displayed. The web-site is reserved for the exclusive use of our clients and can only be accessed with an individual password. The password will be sent to you upon request to your local Munich Re Marine underwriter or client coordinator. We would ask you to treat the password as strictly confidential and not to communicate it to unauthorized persons especially outside your own company.