

Comprehensive SOL Insurance

INTRODUCTION

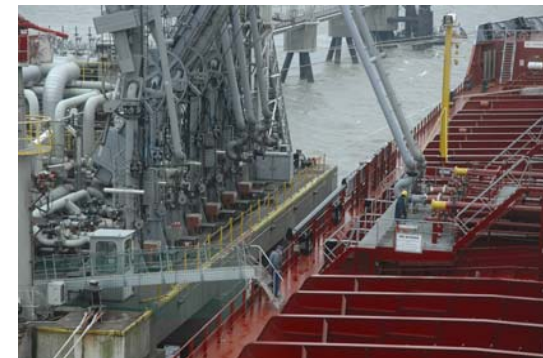
SOL or Shipowners' Liability to Cargo is a common term used to describe the insurance arranged to cover a member's liabilities arising from a breach of contract of carriage, where such a breach deprives the carrier of the right to rely on defences or rights of limitation which would otherwise have been available to him. A typical SOL example is geographical deviation or departure from the contractually agreed voyage; liability for loss of and/or damage to cargo arising out of such a deviation falls outside the scope of standard P&I.

For many years Skuld has been able to offer deviation (see **Breach of Contract Insurance**) on a case-by-case basis as and when declared. However, Skuld's Comprehensive SOL Insurance has been specially developed to provide a package solution for members requiring coverage for a range of agreed scenarios pre-selected by the member. Skuld's Comprehensive SOL Insurance is offered on a 'per member per annum' basis and once it is in place, no advance declaration and/or express approval by the Association is required.

WHAT IS COVERED?

Skuld's Comprehensive SOL Insurance covers the member for liabilities arising out of loss of and/or damage to cargo and cargo's proportion of general average and salvage and special charges not recoverable by reason of breach of contract or duty in respect of the carriage, custody or care of cargo arising out of but not limited to one or more of the following pre-agreed scenarios:

- geographical deviation of the vessel from the contractual voyage
- cargo being carried on vessels other than that named in the bill of lading;
- cargo being loaded on the vessel after a casualty prior to dry-docking or repair
- cargo being carried beyond its destination and returned by the same vessel
- cargo being shipped on board vessels other than those of the member prior to the delivery of such cargo to the member's vessels for the carriage thereof and similarly after such carriage
- cargo, including mail and/or merchandise, being stowed in spaces not certified for the carriage of cargo





Products

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- cargo remaining on board the vessel during dry-docking
- cargo being transferred to and/or from and/or being carried on board feeder vessels
- cargo being transferred from one point to another by water and/or rail and/or air and/or motor trucks and/or other conveyances
- cargo being transhipped at any port or ports, place or places (including both under-carriage and over-carriage of cargo) instead of being carried on board the original vessel to the destination stated in the bill of lading
- cargo being discharged from and reloaded upon the same vessel and/or cargo being shifted within the confines of the vessel for any reason whatsoever at any port or place of shipment or destination and/or at any port or place between the point of shipment and the point of destination
- cargo being discharged onto lighters at any port or place prior to the surrender of bills of lading by the consignees or their representatives
- cargo being lightered to other than the scheduled loading or unloading berth
- cargo being stored on lighters before loading or after discharging from vessels.

The maximum sum insured is agreed in advance with the member and may apply any one accident or occurrence, or as an aggregate annual sum insured, up to USD 50 million.

WHO CAN BE COVERED?

Any member of Skuld with a full P&I entry in the Association (including cargo) can apply for Skuld's Comprehensive SOL Insurance.