Bangladesh Marine Tariffs

Effective from 09.07.2020

The Insurance Development & Regulatory Authority (IDRA) has approved the Rules, Regulations, Rates, Advantages, Terms and Conditions, proposed by and inconsultation with the Central Rating Committee, as contained herein, for transaction of Marine Insurance Business in Bangladesh, in accordance with the provisions of Article 17 of Insurance Act 2010.

This Tariff supersedes the previous Marine Tariff dated 01-01-2000 and the circulars relating to special rates and amendments of rates issued by Central Rating Committee under Chief Controller of Insurance (CCI) and Insurance Development & Regulatory Authority (IDRA) from time to time. This Tariff comes into effect on 09.07.2020 in respect of new business/renewals falling due on or after that date.

This Tariff is binding on all Non-Life Insurance Companies operating in Bangladesh.

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01.07.1975
01.01.2000
13.01.2020

General Rules and Regulations

Section - 1

Section – 1

General Rules and Regulations

1. General:

This Tariff Book has been prepared in a loose-leaf format with page number and date of issue mentioned in each page. Whenever a particular Tariff provision(s) is revised, the relevant page(s) containing such revised provision(s) shall be replaced by new page(s) with revised issue date. The Users should ensure from time to time that the Tariff book in their possession is complete in all respects and contain all updated/revised pages.

2. Scope:

The Tariff applies to all Marine insurance business underwritten throughout Bangladesh by all Non-Life Insurance Companies licensed to operate in Bangladesh.

3. Policy Wordings and Clauses:

i) The previous SG Marine Cargo Insurance Policy has been discontinued in the international markets and a simple Insurance Policy is now being used. For the sake of guidance and uniformity in practice among all insurers, a specimen Cargo Insurance Policy appears at Annexure "A".

ii) The basic Institute Cargo Clauses are as follows:

Institute Cargo Clauses (A) 1/1/09

Institute Cargo Clauses (B) 1/1/09

Institute Cargo Clauses (C) 1/1/09

Institute Cargo Clauses (Air) (excluding sendings by Post) 1/1/09

Institute War Clauses (Cargo) 1/1/09

Institute War Clauses (Air Cargo) (excluding sendings by Post) 1/1/09

Institute War Clauses (Sendings by Post) 1/3/09

Institute Strikes Clauses (Cargo) 1/1/09

Institute Strikes Clauses (Air Cargo) 1/1/09

Institute Classification Clause 01/01/2001

Air Risk only clauses

Institute Coal Clauses 01/10/1982

iii) Other Clauses as applicable to specialized trade or shipment shall be subject to relevant standard clauses, issued by the Institute of London Underwriters or standard clauses provided and/or specified in the Tariff.

4. Minimum Premium:

5. It is not permissible for any insurer to issue any specific policy in Marine Department, charging a premium less than Tk.500/- and any specific declaration certificate of separate letter of cover in place of certificate under a Marine Open policy carrying a premium less than Tk.100/-.

However, this provision regarding Minimum premium of Tk.100/- shall not apply where the full premium under the open policy has been paid in advance.

Where cargo is carried in a vessel not complying with the Institute Classification Clause, the additional premium applicable for overage, under tonnage and non – classification as per schedule under this section of the Tariff shall be charged, subject to changes in the schedule from time to time.

If the cover under the policy is extended by covering additional perils during the period of the policy necessitating issue of another document, a minimum premium of Tk.100/- per document shall apply to each subsequent document issued to provide wider coverage.

6. Wider Cover:

No risk, in addition to those provided for in the Tariff, may be included without appropriate additional premium.

7. Premium Rates:

All rates provided in the Tariff are Gross rates, unless expressly provided otherwise in this Tariff, and no discount whatsoever thereon is permissible.

8. Agency Commission/Brokerage:

It is permissible to pay Agency commission and Brokerage to licensed Insurance Agents and Brokers, at rates as approved under Insurance Laws. Such Agency commission and Brokerage shall be calculated on Gross Premium, as mentioned under 6 above.

9. Stamp Duty/VAT and other taxes:

(a) Marine policy shall carry stamp duty as per the Stamp Act 1899 (and subsequent amendments thereto). The stamp duty shall be recoverable from the Assured.

(b) VAT and other taxes shall be charged to the insured as per law

(c) Stamp duty and VAT shall be calculated on Gross Premium, as mentioned under 6.

10. Rates, terms and conditions applicable to Risks exceeding country capacity:

Whenever the value of any one consignment/shipment exceeds the country capacity of Bangladesh, it would be permissible to place the amount of Risk (Sum insured) exceeding country capacity with Overseas Reinsurer(s) by way of facultative reinsurance and in such cases Premium rates, terms, conditions, exclusions shall be determined by the participating leading Overseas reinsurer and such rates, terms and conditions shall apply to the entire policy of insurance; provided that the leading Overseas Reinsurer will have a meaningful participation in that facultative reinsurance and that the Reinsurer will have a minimum rating standard as determined by IDRA, from a recognized Rating Agency

The country capacity of Bangladesh will be determined from time to time, as per advice of Sadharan Bima Corporation (SBC), and circulated to all Insurers by Insurance Development & Regulatory Authority (IDRA) as per recommendation of Central Rating Committee (CRC).

11. Deductible/Excess:

Deductible: In the context of Marine Cargo Insurance, a Deductible usually refers to a pre-determined fixed amount which is deducted from each and every Claim.

Excess: An excess, usually expressed in terms of a fixed Percentage (%) of sum insured or of Claim amount and is calculated in Marine Cargo Claim in the following manner:-

a) Claim shall be subject to deductible of ---------- percent of the Sum Insured of the entire/whole shipment. The insured shall bear this amount (calculated as the percentage of the entire/whole shipment) on each and every claim arising from that shipment.

b) Each and every loss (E.E.L) shall be subject to a deductible of ---------- percent of the claim amount. This implies that the pre-determined percentage of excess, as applicable, will be deducted from the claim amount of each and every loss.

Unless otherwise indicated under specific Tariff provisions or subsequently modified/redefined by CRC Circulars, the above interpretations shall prevail in this tariff for application of Excess, both on sum insured or on Loss amount (EEL) basis.

12. War and/or Strikes Riots & Civil Commotion's Risks:

(a) War and/or S.R. & C.C. Risks shall be covered in conjunction with Marine/Transit Risks only.

(b) The rate of premium for covering War and/or S.R.C.C. Risks shall be as per scale.

(c) Where the risks of War/SRCC are not included, cover shall be subject to the Institute War Exclusion Clause & Strike Exclusion. Conditions 6 & 7 of Institute Cargo Clauses A, B and C (1/1/2009) already contain such War and SRCC exclusion.

(d) **Notice of War Risk cancellation Clause**

All Open policies and open covers must contain the Institute War Cancellation Clause for the time being in force.

(e) **Notice of Strikes etc. Risk Cancellation Clause**

Open policies or Open covers shall not be written without a 30 days' (or less) Cancellation Clause as for Marine Risks except for shipments to or from the USA to which 48 hour's cancellation Clause shall be applied.

(f) **Sailing warranty**

The appropriate one of the following sailing warranties shall be inserted in any specific policy or certificate covering or including war: -

I. **Declaration against an Open cover or Open Policy:**

"Warranted to sail within 7 days from the date of the acceptance of the risk or held covered at the current Rate on the date of sailing subject to 7 days' notice of cancellation for risks that have not attached under the Institute War Clauses."

II. **Otherwise:**

(a) **Cargo under bill of lading:**

"Warranted to sail within 7 days from the date of the acceptance of the risk or held covered at the current Rate on the date of sailing subject to 7 days' notice of cancellation for risks that have not attached under the Institute War Clauses."

(b) **Postal Sending (by Sea or Air):**

"Warranted the interest covered by this policy will be posted within 7 days of the original acceptance or held covered at the Rate current on the day of posting subject to 7 days' notice of cancellation in respect of risks which have not attached in respect of the foregoing."

13. General:

The word 'policy/ies" wherever used, either in the General Rules and Regulations or in the various Tariffs, shall mean specific policy, open policies, open cover, Certificate of Insurance.

14. Open Policies and Open Covers:

i) **Cancellation clause**

All open policies and open covers shall contain a cancellation clause requiring written notice from either side of a period not exceeding 30 days. War and/or S.R. & C.C. shall be subject to cancellation clause as provided in the relevant Tariff.

ii) **The following warranty must be inserted in all open policies & open covers: -**

"This contract is subject to such Tariff rates and regulations in force at the time the risk on each despatch attaches hereunder".

15. Existing rates, terms and conditions etc. under Open policies/Open covers which are not in conformity with the revised Rates, terms and conditions under the applicable section of Tariff shall be withdrawn from the next renewal date of such open policies/Open Covers. In all other cases if cover issued for a period of more than 12 months, the existing Rates shall be withdrawn and Rates applicable as per this tariff shall be applied effective midnight from ……...

16. Tariff rates and Premium etc., Calculations:

(a) Where any risk falls in whole or in part within the scope of any tariff, then the appropriate tariff rate applicable to the part of the risk coming within a tariff, shall be shown on the policy, subject always to Regulation 4 "Minimum Premium".

(b) Where a Rate for "All Risks" as per ICC 'A' in respect of any commodity is provided in the same or any other section of this Tariff, any variations in the covers provided in the Tariff shall be referred to the Central Rating Committee and pending decision of Insurance Development & Regulatory Authority (IDRA) a Rate not less than the Tariff Rate applicable for All Risks Cover shall be provisionally charged.

(c) No risk additional to those provided for and Rated in a tariff may be included without additional premium.

16. Rating of Vessels other than Liners:

Vessels which are over 15 years of age but not over 25 years of age and have established and maintained a regular pattern of trading on an advertised schedule to load and unload at specified ports will be declared as liners by the Insurance Development & Regulatory Authority (IDRA).

Other vessels over the age of 15 years shall be charged overage extra as per the scale of additional premium provided in the Tariff.

Additional premium for non-classification and under-tonnage shall also be charged as indicated in the Scale of Additional Premium.

Institute Classification Clause 01/01/2001

QUALIFYING VESSELS

1. This insurance and the marine transit rates as agreed in the policy or open cover apply only to cargoes and/or interests carried by mechanically self-propelled vessels of steel construction classed with a Classification Society which is: -

1.1 a Member or Associate member of the International Association of Classification Societies (IACS)*, or

1.2 a National Flag Society as defined in Clause 4 below, but only where the vessel is engaged exclusively in the coastal trading of that nation (including trading on an inter island route within an archipelago of which that nation forms part).

Cargoes and/or interest carried by vessels not classed as above must be notified promptly to underwriters for rates and conditions to be agreed. Should a loss occur prior to such agreement being obtained cover may be provided but only if cover would have been available at a reasonable commercial market rate on reasonable commercial market terms.

AGE LIMITATION

2. Cargoes and/or interests carried by Qualifying vessels (as defined above) which exceed the following age limits will be insured on the policy or open cover conditions subject to an additional premium to be agreed.

Bulk or combination carriers over 10 years of age or other vessels over 15 years of age unless they:

2.1 have been used for the carriage of general cargo on an established and regular pattern of trading between a range of specified ports, and do not exceed 25 years of age, or

2.2 were constructed as containerships, vehicle carries or double-skin open-hatch gantry crane vessels (OHGCs) and have been continuously used as such on an established and regular pattern of trading between a range of specified ports, and do not exceed 30 years of age.

CRAFT CLAUSE

3. The requirements of this Clause do not apply to any craft used to load or unload the vessel within the port area

NATIONAL FLAG SOCIETY

4. A National Flag Society is a Classification Society which is domiciled in the same country as the owner of the vessel in question which must also operate under the flag of that country.

PROMPT NOTICE

5. Where this insurance requires the assured to give prompt notice to the Underwriters, the right to cover is dependent upon compliance with that obligation.

LAW AND PRACTICE

6. This insurance is subject to Bangladesh law and practice.For a current list of IACS Member and Associate Members please refer to the IACS website at www.iacs.org.uk

SCHEDULE NO. 05 (21.04.92)

ADVISORY SCHEDULE OF MINIMUM ADDITIONAL PREMIUM FOR SHIPMENTS BY VESSELS HELD COVERED IN THE INSTITUTE CLASSIFICATION CLAUSE

A) When payable by reason of the age limitations, irrespective of the policy terms.

	Approved cargoes other than carried in bulk and/or combination carriers		Cocoa, coffee, cotton, fertilizes Nuts and oilseeds and their by products (e.g. cakes, expellers pellets and the like) Rice, sugar, tallow and fats vegetable oils. Approved cargoes carried in bulk and/or combination carriers.		Fish meal fresh and/or chilled meat or fish Copra, gaplek, manioc, tapioca and all their products. Jute, sisal, molasses.		Cement, sulphur, coal, coke and/or related by products, ores, concentrates, scrap metal and other high density cargoes (including heavy ferrous and non-ferrous cargoes such as steel beams, angles, sheets, bars, pig iron and the like).		Timber and all other timber products (e.g. paper products, wood pulp, newsprint, kraft liner board and the like).		
	A %	B %	A %	B %	A %	B %	A %	B %	A %	B %	
										Word	Voys within scan/uk/cont (Bayonne/Hamburg)
Bulk and/or combination carriers 11-15 years	N/A	N/A	0.15	0.1	0.2	0.15	0.325	0.2	0.5	0.1	No Surcharge
Mineral oil tankers over 50,000 grt 11-15 years	0.05	0.025	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All vessels 16-20 years old	0.185	0.125	0.28	0.185	0.56	0.375	0.7	0.5	1	0.2	0.1
21-25 years old	0.375	0.25	0.56	0.375	1.125	0.75	0.3	1	2	0.4	0.2
26-30 years old	0.6	0.375	0.75	0.5	1.5	1	2	1.35	2.5	0.6	0.3

1) Vessels over 30 years old at underwriter's discretion.
2) Underwriter's attention is especially drawn to the need for a further loading of these additional premiums when a vessel is under 1000 C.R.T.
3) The minimum additional premiums in column (A) of this schedule may be reduced to those of columns (B) for shipments by vessels of managements with goods records.
4) It should be noted that no accounts is made for deductibles other than those which amount to trade losses
5) Approved cargo means all cargoes other than main cargoes mentioned under column 2,3,4 & 5

B) when payable for reason other than (A) held covered subject to a premium and on conditions to be agreed.

War, Strikes, Riot
and
Civil Commotion Tariff

Section - 2

Section – 2

WAR, STRIKES, RIOT & CIVIL COMMOTION TARIFF

Rules, Regulations and Schedule of minimum War and S.R. & C.C. Rates for Cargo and/or specie and/or all interest other than Hull, Shipowners' interest and accompanied personal effects.

Applicable to all business whether accepted facultatively or otherwise.

All War, S.R. & C.C. Rates must be shown separately in policies and bills for premium.

For vessels sailing on and after 9th October, 2001, only to apply to risks underwritten or declarations accepted by underwriters on and after 9th October, 2001.

FOR DIRECT SHIPMENTS

No reduction to be granted for Mine Risks only.

Rates applicable to sailling's within 7 days or held covered but open slips and/or open contracts may not be written without a cancellation clause for War Risks not exceeding 7 days, S.R. & C.C. Risks subject to 7 days cancellation clause except for shipment to and from USA to which a 48 hours clause must be applied.

For interior transits in Bangladesh (not in conjunction with an overseas voyages) the 48 hours clause must be applied for S.R. & C.C. risks.

All dates are inclusive of date of acceptance of original declaration.

TRANSSHIPMENT – (defined as transshipment between vessels or between vessel and aircraft).

Where transshipment or transshipments take place the minimum rate to be charged for the whole transit to the final destination shall be the highest rate applicable on any stage of the whole transit plus any sur-charge required under section 4 below:

ON-CARRIAGE ets.: When cargo is not discharged at the originally intended destination but remains on board for one or more subsequent voyages, or is over carried and subsequently re-shipped to original or substituted port of discharge, the additional war Rate payable shall be 50 percent of the scale rate for the return voyage only shall be paid, unless the contract of affreighment has been terminated when the full scale rate will become payable on re-shipment.

The schedule rate for any voyage may not be reduced even should part of the voyage have elapsed at the time the risk is accepted by Underwriters.

Subject to Institute War Clause (Cargo) and Institute strikes clauses (Cargo) current at the time of commencement of risk.

(a)	Specie, Bank Notes and/or diamonds	------ 100 percent of the Cargo schedule rates.
	Except	
	Gold, Silver and Coins shipped in Bullion Room by Liners only.	------ 50 percent of the Cargo schedule rates.
(b)	Bonds and/or securities by Registered post.	------ 50 percent of the Cargo schedule rates, but subject to a minimum rate of 0.025%

Minimum rates

As per schedule No.83 of War & SRCC.

4. S.R. & C.C. Risks.

Cover for S.R. & C.C. only may be granted to cover transit risks (including stationary risks in the normal course of transit, e.g. stay in customs or port warehouse), in respect of ocean voyages, or for canal or river voyages or for land transits only, at a minimum rate shown in the schedule No. 83

Whenever appearing the term H/C indicates that the voyage in question may be rated at underwriters discretion.

Voyages which include a Delay to Cargo:

Cargo may be insured against War and S.R. & C.C. Risks during delays on a voyage, through the overseas vessel either drifting, anchoring or slow steering within an area designated by the assured and agreed by underwriters, provided the following conditions are complied with the additional premium is paid:

1. The contract of carriage is not terminated.

2. The following notice of cancellation and Automatic Cancellation 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 expire 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 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 when soever 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 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 streams, 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 it is accepted that the current Institute War Clause (Cargo) with such amendments are deemed to be Institute Clause.

The reasonable Despatch Clause will still be applicable.

ADDITIONAL PREMIUMS applicable to voyages, which include a delay to Cargo subject to the above ruling:

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

Crude oil stored afloat –For Government Account:

For crude oil stored on board a vessel which is insured under the Institute War and Strike Clause – Crude Oil stored Afloat (1.2.83) is to be insured under the current Institute War Clause (Cargo).

The following minimum rate will apply:

0.12% per annum or pro rata subject to a minimum rate of 0.05%.

Cargo other than crude oil stored afloat in mechanically self-propelled vessels:

For cargo stored afloat and which is insured under the Institute war and Strike Clauses –Cargo Stored Afloat in Mechanically self-propelled vessel (1.6.82).

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

0.15% per annum or pro rata subject to a minimum rate of 0.05%

any other area to be H/C.

AIR WAR AND S.R. & C.C. RISKS

Compulsory schedule of Minimum War and S.R. & C.C. Rates for cargo and/or Specie and/or all interests other than Hull, Aircraft Owners' Interest and accompanied personal Effects.
Applicable to all business whether accepted facultatively or otherwise.

For sending on and after 9th October, 2001.
Only to apply to risks underwritten or declarations accepted by Underwriters on and after 9th October, 2011.
For Direct Sending
Rates applicable to departures within 7 days or held covered but open slips and/or open contracts may not be written without a cancellation Clause for War Risks not Exceeding 7 days, S.R. & C.C. risks subject to 7 days cancellation clause except for sending to and from USA to which a 48 hour's Clause must be applied.
All dates are inclusive of date of acceptance or original declaration.

Transshipment: (Defined as transshipment between aircraft or between aircraft and Vessel).

Where transshipment or transshipments take place the minimum Rate to be charged for the whole transit to the final destination shall be the highest Rate applicable on any stage of the whole transit.

On Carriage Etc.
When Cargo is not discharged at the originally intended destination but remains on board for one or more subsequent transit, or is over carried and subsequently re-shipped to original or substituted airport single transit beyond the originally intended airport of discharge, but where the over carriage is to an air contract of carriage has been terminated when the full scale Rate will become payable on re-shipment

The schedule Rate for any transit may not be reduced even should part of the transit have elapsed at the time the risk is accepted by Underwriters.

For sendings by Air insured subject to the appropriate Institute War Clause (Air Cargo) and Institute Strikes Clause (Air Cargo) current at the time of commencement of risk.

Bank notes and/or Diamonds and/or all other valuables	100% of the cargo Schedule Rates.
Specie and/or Bullion	75% of the cargo Schedule Rates subject to a minimum rate of 0.0125%
Bonds and/or Securities by Registered post	25% of the cargo Schedule Rates.

Schedule of Rates

The rate applicable to the highest rates airport of call is the Rate to be applied./As per Schedule No. 83 of War & SRCC.
N.B.: - The war Rate is to be Shown separately from the basic transit Rate.
Wherever appearing, the term 'H/C' indicates that the voyage in question may be Rated at Underwriters discretion.

Marine Rating Committee

Schedule - 83

01-07-75
1-1-2000
24-9-2001

SCHEDULE 83 : ISSUID BY THE WAR RISKS RATING COMM
AND APPLICABLE TO ALL SAILINGS OR FLIGHTS ON OR AFTER 1600 HRS GMT TUESDAY 9TH OCTOBER 2001
(All previous schedules are superseded)
WAR AND STRIKES RISKS

Schedule of minimum war and strikes rates for cargo, specie and all interests other than hull, aircraft owners, shipowners and charterars 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
The Schedule is compulsory for all voyages and flights other than those to, from or within the western hernisphere, where it is advisory (seenote attached).
MINIMUM RATES FOR VOYAGES &/OR FLIGHTS
(All rstes are per cent)
H/C indicates that the voyage and/or flight in question is "Held Covered" and will be rated at underwriters discretion.

	MARINE				AIR		
	A	B	C	D	E	F	G
	Institute War Clauses	Institute Strikes Clauses War and Stikes Risks ceasing at Port of discharge	Institute War and Institute Strkes Clauses Strikes Risks ceasing at place of destination War Risk ceasing as per Clause	Institute War and Institute Strkes Clauses Strikes Clauses (Air Cargo)	Institute War (Air Cargo) and Institute	Institute War Clauses (Air Cargo)	Institute War Claus (Sendings by Post)
1) Voyages Flights other than as specified below	.05	.05	.05	.05	.05	.05	.05
2) Voyages Flights within the following area							
Australis	.05	.05	.05	.05	.05	.05	.05
New Zealand	.05	.05	.05	.05	.05	.05	.05
The Sound (Ore sund) Between Denmark & Sweden	.05	.05	.05	.05	.05	.05	.05
Westen herniphere other than (3) below	.05	.05	.05	.05	.05	.05	.05
3) Voyages Flights to or from the following areas							
Abkhazia	.05	.15	.05	.1775	.175	.05	.2
Afghanistan	.05	H/C	.05	H/C	H/C	H/C	H/C
Angola	.05	.25	.05	.2775	.3	.05	.5
Armenia	.05	.15	.05	.1775	.175	.05	.5
Azerbaijan	.05	.15	.05	.1775	.175	.05	.5
Bunurdi	.05	.375	.05	.4021	.4	.05	.5
Cambodia	.05	.1	.05	.1275	.125	.05	.15
Chechnia, Republic of	H/C	H/C	H/C	H.C	H/C	H/C	H/C
Colombia	.05	.1	.05	.1275	.125	.05	.15
Congo, Democretic Republic of (formerty Zaine)	.10	H/C	H/C	H/C	H/C	H/C	H/C
Eriba	H/C	.05	H/C	.05	H/C	H/C	.05
Guinea-Bisau	0.5	.15	.05	1775	.175	.05	.2
Indonesia (Other than Java)	.05	.1	.05	.1275	.125	.05	.15
Iraq .05	H/C	.05	H/C	H/C	H/C	H/C	
Israel and the Paksinisa Authority	.05	H/C	.05	H/C	H/C	.05	H/C
Liberia	.05	.15	.05	.2	.1875	.05	.75
Macedonia	H/C	H/C	H/C	H/C	H/C	H/C	H/C
Nigeria	.05	H/C	H/C	H/C	H/C	.05	H/C
Pakistan	.05	H/C	.05	H/C	H/C	.15	H/C
Ruanda	.05	.15	.05	.1775	.175	.15	2
Sierra Leone	H/C	H/C	H/C	H/C	H/C	H/C	H/C
Somalia	.05	.375	.425	.425	.4125	.15	.5
Srilanka	H/C	H/C	H/C	H/C	H/C	H/C	H/C
Tadjikstan	.05	H/C	.05	H/C	H/C	H/C	H/C
Zimbabue	.05	H/C	.05	H/C	H/C	.05	H/C
Where permitted under legislative order Including West Band and Gaza, Mount Scopus and the Mount of China							

(continued over)

4)

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 sending 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, which ever 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 voyage 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 contract must include a clause permitting cancellation of war and strikes risks within a maximum of 7 days, except for strikes risk on shipments to or from the USA where a maximum of 48 hours in 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 addition 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's 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 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 of 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 Union of Soviet Socialist Republics, 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 above conditions: -

Delay up to 7 days 0.005% above appropriate scale rate

Subsequent period 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-propolled 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 5%

(b) any other area to be H/C

War Risks Rating Committee Cargo & Air

Room 1085

Lloyd's of London, 1 lime street

London Ec3M 7 DQ

Bangladesh Import Tariff.

Section-3

IMPORT TARIFF
Rates are strictly Gross: All Rates must be shown on the Policy.

GENERAL CONDITION

1. **Scope of the Tariff**

i) This Tariff applies to all imports into Bangladesh

a) By steamer or Powered Vessels.

b) by mechanised goods carrying vehicles via land routes including Rail. Rates as per this tariff.

c) By Air: The Rates are to be charged for imports by Air will be as per Air tariff.

ii) Exclusions: Specie, Bullion, Currency Notes, Securities, Paper of values, Precious Stones and Jewellery, Precious Metals, Personal Effects, Postal Despatches and Bulk Petroleum Oil are Excluded from the scope of this Tariff. All non-petroleum oil (e.g. edible oils) in bulk come within the scope of the Tariff.

2. **Regulations and Agreement**

The Regulation and Agreements Section are applicable to this tariff except where otherwise varied by the provisions hereinafter included.

3. **Scope of Cover:**

(i) Wider cover in terms of the Institute Cargo Clauses 'A' may be given by charging 'B' rate plus all the five rates as per Rate schedule No.1A.

(ii) There is no provision in the Tariff for reduction in Rates in respect of so much of the sum insured as is represented by cover against Customs Duty and Tax.

(iii) Any variation of any tariff terms and/or conditions whereby the risk of insurers is made less is permissible, but such variation shall not entitle the assured to any reduction in tariff rates unless such variation of the terms and/or conditions of the tariff has been submitted to the Central Rating committee and a special Rate has been fixed.

Ruling: 1. Wider cover like Theft, Pilferage and Non-delivery can be granted with Clause 'C' charging additional premium as per schedule but Theft and Pilferage alone cannot be granted.

4. On Deck Cargoes:

On deck cargoes: (Excluding containersed and Motor Vehicles.) must be covered at double the Tariff Rates of this Tariff and cargoes in containers shipped on deck be Rated at normal Tariff rates.

5. Compulsory Excess:

(a) Vegetable oil in drums: A compulsory excess of 0.5% must be applied on the whole shipment without giving any reduction in the Tariff rates.

(b) Motor Vehicles unboxed: A compulsory excess of Tk.5000/- must be applied on shipment without giving any reduction in the Tariff rates.

(c) Tea howsoever packed: A compulsory excess of 1% must be applied on the whole shipment without giving any reduction in the Tariff rates.

(d) Yarn, Artificial Fibre and/or Silk: A compulsory excess of 1% must be applied on the whole shipment without giving any reduction in the Tariff rates.

6. Transshipment:

Allowed as Per ICC Clauses.

7. Specials Rates:

Where the rating under this tariff conflicts with the established experience of a particular client's business, the committee may consider application for Special Rating subject to fulfillment of certain conditions prescribed by the Insurance Development & Regulatory Authority (IDRA).

Note: The committee will not entertain application for special rating in respect of customs duty and tax.

8. Special Rate for Bulk Shipments of all Vegetable Oil and/or Meals (granules) and/or Tallow &/or Fats:

As per Institute Cargo Clauses –'A'.

In Bulk excluding contamination 1.00%

Including contamination 1.50%
With excess of 0.50% on the whole shipment.

1. Warranted shipped on fully classed tankers as per Institute Classification Clause and not over 10 years of age, but held covered subject to payment of appropriate overage premium? as per scale and notwithstanding the foregoing warranted not shipped on tankers which are "War Built" or trade under the Greek Flag which must be submitted to the IDRA for special rating prior to the inception of risk.

2. Warranted supervised loading and discharge by recognised Surveyors.

9. (Nil/Wrong/Obliterated Marks Clause:)

It is obligatory to place the following Clause on all marine Policies covering risk of non-delivery:

Policy No.....

The risk of Non-delivery covered by this policy is subject to under noted Warranties:

Warranted that:

a) Notwithstanding anything contained in the Short-Landing Report/Certificate issued by Chittagong/Chalna/Mongla port Trust the assured and their Agent shall not refuse to accept the offer, if any, made by the carriers' of goods contained in package(s) landed from the ship under NIL/WORNG/OBLITERATED marks, unless such goods are proved to be of a nature and specification materially different from what is mentioned in the relevant invoice.

b) By reference to Para (1) above, the assured and their agents shall, for the purpose of proving that the goods offered by the carriers are materially different from the specification mentioned in the relevant invoice, apply forthwith to the carries, under advice to the insurer, for joint survey relating to connection or otherwise of the goods with the relevant invoice.

Provided that in the event of carriers; refusal to arrange joint survey for the purpose of aforesaid, the assured and their Agents shall notify in writing to the carriers; the date, time and place fixed for survey by the surveyors nominated by the insurer and request the carriers at the same time to depute their representative to be in attendance at the time of survey.

Provided further that the aforesaid, formality shall be completed by the assured or their agents within 30 days of the date of Carriers letter offering the package(s) under NIL marks.

c) The assured and their Agents shall furnish to the insurer survey report referred to in paragraph (b) above and other related documents as may be required by the insurer at least 60 days in advance of the time when the right of action against the carriers would become barred by statute.

d) The Assured and their Agents shall send to the insurer copies of all letters relating to the claim written to and received from the Carriers, Bailees and other third parties, immediately after such letters are sent or received by the Assured and their Agents.

WATER BORNE

IMPORT – FROM ANY PLACE OF THE WORLD EXCEPT ISRAEL
For Transit by Steamer or Powered Vessels

Rate Schedule No. 1
Subject to minimum premium of Tk. 500.00
Rates shown in this Tariff are in percentage (%)

Basic Rates

The following minimum basic Rates should be charged in respect of all cargo under deck by Vessels falling within the Classification Clause (Ware house to Ware house):-

Port	ICC-"A"	ICC-B	ICC-C
Any Seaport of Bangladesh	0.45% plus all five rates as per Rate schedule No.1A	0.45%	0.30%

Rate Schedule No.1A

SL NO.	ITEMS	ND	TP	Hooks, holing bursting, tearing, leakage, loss of contents caused by damaged to containers.	RFWD, Extraneous, Substance, Heating	Breakage & Scratching splitting.
	1	2	3	4	5	6
1.	Machinery, Spare parts and accessories for Industrial Agriculture & Earthmoving Machinery excluding Tractors.	0.18	0.11	0.11	0.07	0.36
2.	Office Machinery viz Computers, Calculators, Typewriters, Photo-Copiers etc. Garments accessories.	0.18	0.50	0.11	0.11	0.72
3.	Cast iron Pipes & other casting	0.18	0.11	0.07	---------	0.72
4.	Sanitary ware, earthenware, Porecelainware, Glassware, Tiles & Bricks, Asbestos Sheet & Ridges, Graphite Sheets/Rods/ Tubes. Raw materials of ceramic industries	0.18	0.11	0.07	0.11	2.52
5.	Carbon Electrodes/Rods used for manufacture of Dry Cell Batteries.	0.18	0.11	0.07	0.13	0.14
6.	Fire Bricks & Refractors	0.14	0.11	0.11	0.14	2.00

SL NO.	ITEMS	ND	TP	**Hooks, holing bursting, tearing, leakage, loss of contents caused by damaged to containers.**	**RFWD, Extraneous, Substance, Heating**	**Breakage & Scratching splitting.**
7.	Electrical Goods except those provided in item 8 & 9 below.	0.18	0.14	0.07	0.18	0.58
8.	Electrical Tubes, Bulbs, Valves, Switch Fuses/Gears, Distribution Boards, Fuse Units, insulators, x- ray Tubes/Plates & Photographic Plates.	0.18	0.18	0.07	0.18	2.16
9.	Refrigerators, Air-conditioners, Radios, Radiograms, Tape Recorders, Record Players, Washing Machine, Electric & Gas cookers & Cooking Ranges, Television sets, VCR/VTR Sets, Juicers, Mixers.	0.18	0.11	0.11	0.18	1.98
10.	Sheet/Plate Glass, Special & /or Moulded Glass item e.g Wind Screens, Wired Glass etc.	0.18	0.11	0.11	0.14	3.25
11.	Survey, Photographic, Scientific Laboratory, Optical Equipment & X- Ray Machines medical equipment's, Lab equipment's, optical equipment's, medical bed ect.	0.18	0.25	0.11	0.18	1.15
12.	Video/Audio Cassettes Tapes	0.18	0.25	0.11	0.18	0.14

13.	Empty Bottles & Vials	0.18	0.14	0.07	0.18	2.16

SL NO.	ITEMS	**ND**	**TP**	**Hooks, holing bursting, tearing, leakage, loss of contents caused by damaged to containers.**	**RFWD, Extraneous, Substance, Heating**	**Breakage & Scratching splitting.**
14.	Empty LPG Containers & Plastic empty LPG Composite Cylinder.	0.18	0.14	0.07	0.07	0.36
15.	Batteries for Motor Vehicles	0.18	0.11	0.07	0.18	1.25
16.	All other Batteries & Battery Container including Components thereof whether for motor Vehicles Batteries or otherwise	0.25	0.14	0.07	0.18	1.25
17.	Dry or Iner Cells	0.18	0.14	0.07	0.18	1.08
18.	Parts & Accessories of Cycles, Motor Cycles, Motor Cars, Motor Rickshaw, Tractors and all other Vehicles.	0.25	0.25	0.11	0.18	0.36
19.	Galvanized Iron & Steel Sheets/ Pipes, Mild Steel Sheets, Black Plain Iron Sheets & Tin Plates. Billets for steel Mills	0.18	0.14	0.07	0.18	------
20.	Liquids in Drums, Casks, Barrels, Glass Carboys & Tins. All types of chemicals (other then these mentioned herein), Raw	0.18	0.14	0.58	0.14	------

	materials of Cosmetics Industries					
21.	Liquids in Plastic Carboys, Goods in plastic bottle and other plastic container.	0.18	0.14	0.58	0.14	------

SL NO.	ITEMS	**ND**	**TP**	**Hooks, holing bursting, tearing, leakage, loss of contents caused by damaged to containers.**	**RFWD, Extraneous, Substance, Heating**	**Breakage & Scratching splitting.**
22.	Tallows, greases & jellified Substances in Drums, Casks, Barrels & Tins.	0.18	0.25	0.50	0.14	------
23.	Powders, Gums & Resins in Drums, Cask, Barrels & cartons.	0.18	0.25	0.18	0.18	----
24.	Bottled Goods in cases & cartons.	0.25	0.25	0.72	0.18	----
25.	Tinned Goods in cases & cartons. All kinds of beverage	0.25	0.25	0.18	0.18	-----
26.	Plastic Bottled goods in cases & cartons, Medicine in cartons/pesticides in bags or in carton.	0.25	0.25	0.25	0.18	----
27.	Powders, Gums, Resins & other in bags	0.18	0.25	0.11	0.18	-----
28.	Cement in bags.	0.18	0.72	0.36	0.18	----
29.	Yarn, Art fibre &/or Silk in fully pressed iron bound bales &/or in wooden cases. Raw cotton in fully pressed bales, carpet.	0.18	0.29	0.11	0.18	-------

SL NO.	ITEMS	**ND**	**TP**	**Hooks, holing bursting, tearing, leakage, loss of contents caused by damaged to containers.**	**RFWD, Extraneous, Substance, Heating**	**Breakage & Scratching splitting.**
30.	Yarn, Art Fibre &/or in other packing.	0.25	0.50	0.14	0.18	-----
31.	Pants & Second-hand Clothing.	0.25	0.45	0.18	0.18	-----
32.	Paper in Bales, Pulp, passport (Blank printed), Toys & playing cards for games.	0.18	0.58	0.14	0.18	-----
33.	News Print/Paper in Reels subject to ½" cutting warranty, Stationeries, pen, Magazine etc.	0.18	0.25	0.11	0.18	-----
34.	News Print/Paper in Reels without warranty.	0.18	0.25	0.11	0.18	-----
35.	Stainless Strip 1 ½ " width in spools, Reels Packed in airtight cases (for manufacture of Razor Blades)	0.18	0.25	0.11	0.18	0.07
36.	Hides & Skins with particular reference to Raw Pickled Lamp and Sheep (Skins), Finished lather, Lather goods, i.e. footwear, Lather bag etc. Animal Health Products.	0.18	0.25	0.11	0.18	0.04

37.	Photographic Papers in small Card-Boards Boxes repacked in Wooden Cases.	0.18	0.36	0.18	0.18	0.04

SL NO.	ITEMS	**ND**	**TP**	**Hooks, holing bursting, tearing, leakage, loss of contents caused by damaged to containers.**	**RFWD, Extraneous, Substance, Heating**	**Breakage & Scratching splitting.**
38.	Aluminum Foil Strips in Cases	0.18	0.32	0.11	0.18	0.07
39.	Potato Seeds in Bags/cases	0.18	0.61	0.14	0.22	
40.	Iron or Steel Wire packed in Metallic Drums	0.18	0.25	0.11	0.14	
41.	Iron or Steel Wire packed in Non Metallic Drums	0.18	0.25	0.11	0.18	
42.	All grains and pulses including seeds in bags	0.10	0.11	0.11	0.11	
43.	Sugar/Salt in bags	0.10	0.15	0.15	0.20	
44.	All other goods not otherwise provided for herein	0.25	0.72	0.14	0.18	0.94
45.	PVC Resin, T.P.M.C Rubber, All kinds of plastic Mould, Thread Rubber, Bounding Gum, Rubber Compound Sheet	0.18	0.25	0.18	0.18	
46.	Poultry Feed, Fish Feed/Meal, Animal Feeding, Mineral & Vitamin Pre-mix for poultry/Hatchery Industries	0.18	0.25	0.11	0.18	
47.	Bags used for Cement only	0.10	0.11	0.11	0.11	
48.	Soya Cake, Soya bean Extraction & or Oil Cake.	0.10	0.11	0.11	0.11	
49.	Concrete Poles/wooden Poles used as Electric Pillar	0.25	0.50	0.14	0.18	0.50

50.	Bolts, Nuts, Files except other hardware item in this tariff	0.18	0.11	0.11	0.07	0.36
51.	Olive Oil, Cod Liver Oil in carton/tin	0.18	0.14	0.58	0.14	
52.	Personal effects and Household goods.	0.18	0.11	0.11	0.18	1.50
53.	Tyre for all kinds of Vehicles	0.25	0.25	0.11	0.18	0.36

54.	Wooden log except electric Pillar	0.25	0.72	0.14	0.18	
55.	Timber & All other Timber products (i.e. used for paper products, wood pulp, craft liner board, newsprints etc.	0.25	0.72	0.14	0.18	
56.	Artificial hair	0.18	0.29	0.11	0.18	
57.	Gas Lighter	0.18	0.11	0.11	0.18	1.25
58.	Watches & Clocks	0.18	0.11	0.11	0.18	1.25
59.	Goods in glass carboys	0.18	0.11	0.07	0.11	2.00
60.	Tar/or its liquid products in drums/tins	0.18	0.14	0.58	0.14	
61.	Cattle/Animals	0.25	0.72	0.14	0.18	
62	Stone	0.20	0.20	0.10	0.20	

Other Rates

SL NO.	ITEMS	ICC-A	ICC-B	ICC-C	ND	TPND	ICC-B+ND	ICC-+TPND	ICC-+ND	ICC-C +TPND
	FURNITURE, FIXTURE, FITTINGS AND INTERIOR DECORATIONS.	1.80	0.45	0.30						

NB: The following warranties are applicable for import of Cattle/Animal by Ship or Air:-

a. Loss, damage or expenses caused by in-sufficiency or unsuitability or faulty stowage of subject matter insured shall in no case be covered by this insurance.

b. Death by disease & epidemic during the course of transit by Ship or Air shall not be covered.

Rate Schedule No. 1B

Financed under AID/GRANT/LOAN

SL NO.	ITEMS	ICC-A	ICC-B	ICC-C	ND	TPND	ICC-B +ND	ICC-B +TPND	ICC-C +ND	ICC-C +TPND
1	Machinery and Spare Parts	0.50								
2	Other Cargoes	0.60								

Rate Schedule No. 1C

Special Consideration

SL NO.	ITEMS	ICC-A	ICC-B	ICC-C	ND	TPND	ICC-B +ND	ICC-B +TPND	ICC-C +ND	ICC-C +TPND
1.	Motor Vehicles in CBU Condition.	1.08	0.54	0.43						
i	On Deck									
ii	Under Deck/Container	0.72	0.43	0.36						

01.07.1975
01.01.2000
13.01.2020

SL NO.	ITEMS	ICC-A	ICC-B	ICC-C	ND	TPND	ICC-B +ND	ICC-B +TPND	ICC-C +ND	ICC-C +TPND
2.	**Telecommunication Equipment including Mobile Phone sets.**									
I	With 1% Excess of EEL	0.15	0.10	0.08			0.12	0.14	0.10	0.11
Ii	Without applying 1% Excess of EEL	0.19	0.13	0.09			0.15	0.18	0.12	0.13
3	**TV Channels** Machinery and Equipment With 1% Excess of EEL	0.15	0.10	0.08			0.12	0.14	0.10	0.11
4.	**Power Plant**									
I	Machinery, Spare and Equipment With 1% Excess of EEL but minimum Tk.5 Lacs	0.16 (Excluding WAR & SRCC)	0.14	0.09	-	-	-	-	-	-
Ii	Machinery, Spare and Equipment Without any Excess	0.48	0.15	0.10	-	-	-	-	-	-
5	**Radio/television/ freeze/AC** In CKD & CBU Condition	3.06	0.45	0.30	0.18	0.29				

SL NO.	**ITEMS**	ICC-A	ICC-B	ICC-C	ND	TPND	ICC-B +ND	ICC-B +TPND	ICC-C +ND	ICC-C +TPND
6.	Solar Power Systems									
i)	Machinery, Equipment & Associated Items With 1% Excess but minimum Tk.2.5 Lac EEL	0.18	0.14	0.09	-	-	-	0.16	0.10	-
ii)	Machinery, Equipment & Associated Items Without Excess	0.25	0.20	0.12	-	-	-	0.23	0.14	
7.	**Frozen** Meat, Fish, Fruits & Seeds Excluding Rejection Clause	2.00	0.45	0.30	-	-	-	0.86	0.61	
8.	**Textile/Spinning Mills under BTMA Local** Machinery, Raw materials and Spares	0.57	0.21	0.16	-	-	-	-	-	-
9	**Coal**	1.15% (Institute Coal Clauses 1.10.82)								

Rate Schedule No. 1D
Bulk Shipment

SL NO.	ITEMS	ICC-A	ICC-B	ICC-C	ND	TPND	ICC-B +ND	ICC-B +TPND	ICC-C +ND	ICC-C +TPND
1.	**Fertilizer in Bulk**	2	3	4	5	6	7	8	9	10
I	In Bulk with excess 0.50% of sum Insured	0.80	0.45	0.30	-	-	-	-	-	-
ii	In Bags with excess 0.50% of sum insured	0.60	0.45	0.30	-	-	-	-	-	-
2	**Petroleum** Under Bulk Oil Clause with excess 0.30% of sum insured	0.23	0.11	0.07	-	-	-	-	-	-
3	**Cement Clinker/Gypsum in Bulk** The loading unloading is to be supervised by the surveyors of international repute & in case of any shortage insured be advised to lodge claims with the suppliers direct under ICC-A clauses	0.54	0.34	0.23	-	-	-	-	-	-
4	**Edible Oil in crude form in Bulk** With a deductible of 0.50% of sum insured	0.23	0.14	0.09						

5.	**Vegetable Oil** All Vegetable Oil &/or Meals (Granules) &/or Tallow&/or fats									

SL NO.	ITEMS	ICC-A	ICC-B	ICC-C	ND	TPND	ICC-B +ND	ICC-B +TPND	ICC-C +ND	ICC-C +TPND
i	Excluding Contamination With Excess of 0.50% of sum insured	0.90								
ii	Including Contamination With Excess of 0.50% of sum insured	1.35								
6	**Furnace Oil** Institute Bulk Oil Clause 1-2-83 War & Strikes	0.36								
7.	**Lubricant Oil and Finished Products**									
i	Finished all sorts of oil in drums & tins packed in carton.	0.45	0.27	0.09						
ii	Additives & Chemicals oil in drums & or Tins Packed in Carton	0.45	0.27	0.09						
iii	Based Oil in ISO Tank & Flexi Tanks	0.36	0.27	0.07						
Iv	Base Oil in Bulk	0.36	0.27	0.07						
8.	**Crude Salt in Bulk** Subject to 2% excess of sum insured	1.50	0.45	0.30						

01.07.1975
01.01.2000
13.01.2020

SL NO.	ITEMS	ICC-A	ICC-B	ICC-C	ND	TPND	ICC-B +ND	ICC-B +TPND	ICC-C +ND	ICC-C +TPND
9.	**Bitumen in Bulk**									
i	By Chartered/Non-Chartered vessel of value at risk	-	-	0.30						
ii	with 1% excess of sum insured	0.86	0.45							
iii	With 2% excess of sum insured	0.72	0.43							
iv	With 3% excess of sum insured	0.58	0.29	-						
v	With 4% excess of sum insured	0.43	0.22							
10	**LP Gas in Bulk** Liquid Petroleum Gas with 0.30% excess of sum insured	0.18	0.09	0.06						
11	**Pharmaceuticals Chemicals In bulk shipment**	1.08	0.45	0.30						

SL NO.	ITEMS	ICC-A	ICC-B	ICC-C	ND	TPND	ICC-B +ND	ICC-B +TPND	ICC-C +ND	ICC-C +TPND
12.	**Rice & Wheat In Bulk Shipment**									
i	Without any Excess	0.65	0.38	0.27	-	-	-	0.49	-	0.38
ii	With 1% Excess of sum insured	0.54								
Iii	With 2% Excess of sum insured	0.43								
Iv	With 3% Excess of sum insured	0.32								
	The above rates------ are subject to the following conditions:- 1. Warranted shipment per vessel classed as per the Institute Classification Clause (01.01.2001). 2. Warranted Cargo Shipped under supervision by Lloyds and/or by internationally recognized cargo surveyors and their certificate about shipment on board the vessel obtained. 3. Warranted discharging of cargo at the port of destination be supervised by Lloyds and/or by internationally recognized cargo surveyors. Cargo ISM Endorsement.									
13	**Raw Sugar/Sugar in Bulk and Sugar in Bags with 2% excess of sum insured**	0.70	0.45	0.30						

N.B.: Bulk Shipment other than above:

For Bulk Shipment of any cargoes other than above is to be approached in details to the Central Rating Committee, IDRA for rate, terms and conditions.

Rate Schedule No. 1E
100% Export Oriented Industries

Sl	Items	ICC "A"	ICC "B"	ICC "C"	ND	TP ND	ICC-B +ND	ICC-B +TPND	ICC-C +ND	ICC-C +TPND
1.	**Valid BGMEA Certified Industries** within/or outside of Export Processing zone Machinery, Raw Materials and Spares (The rates apply to BGMEA Members only)	0.50	0.19	0.14	-	-	0.32	0.36	0.26	0.31
2.	**Valid BKMEA Certified Industries** within/or outside of Export Processing zone Machinery, Raw Materials and Spares (The rates apply to BKMEA Members only)	0.50	0.19	0.14	-	-	0.32	0.36	0.26	0.31
3.	**Valid SME Certified Industries** for both the ADB aided and the Non-ADB aided Enterprises:- Machinery, Raw Materials and Spares	0.50	0.19	0.14	-	-	0.32	0.36	0.26	0.31
4.	**BOI approved 100% Export Oriented Industries** within/or outside of Export Processing Zone Machinery, Raw Materials and Spares	0.81	0.29	0.22	-	-	0.47	0.54	0.40	0.47
5.	BTMA Membership 100% Export Oriented Textile/Spinning Mills Machinery, Raw Materials and Spares (The rates apply to BTMA Members only)	0.50	0.19	0.14	-	-	0.32	0.36	0.26	0.31

NB: Other Terms and Conditions

1. Other terms & Conditions of BGMEA, BKMEA and BTMA will be as per circular No. Non-Life 71/2019 dated 09.09.2019, Circular No. Non-Life 72/219 dated 09.09.23019 & Circular No. Non-Life 73/2019 dated 09.09.2019.

01.07.1975
01.01.2000
13.01.2020

2. Other terms & Conditions of SME will be as per circular No. General 11/2006 dated 19.12.2006 & Circular No. General 12/2007 dated 20.02.2007 except SL No (i) of circular No. General No. 11/2006 dated 19.12.2006 which deleted i.e. 10% Tariff discount will not be applicable on revised premium rates as above.

Extension of cover beyond the period of 60 (sixty) days under the ICC "A", "B" & "C" Coverage

The period of 30 days provided in the ICC"A" , "B" & "C" Clauses may be extended whilst the goods are lying in the Carriers premises or another warehouse affording identical cover as provided in the policy for a period not exceeding 30(thirty) days (in addition to 60 days) on payment of additional premium @ 0.25% for each 15(fifteen) days or part thereof subject to the following Endorsement.

The request for extension of cover in writing should reach the Underwriters at least 10 (ten) days before the above mentioned expiry date highlighting the circumstances as to why extension is required

The cover provided under the policy, notwithstanding anything contained hereto the contrary, is extended to include a further period of _____ days whilst the goods lying in the Port/Carriers premises or in Clearing Forwarding Agents Warehouse or Bonded Warehouse at the destination beyond the period of 60(sixty) days mentioned in the Clause.

LANDBORNE

Import from
India, Nepal & Bhutan

For Transit by
LORRY/TRUCK/RAIL own power

All Cargoes other than
Rice, Wheat, Maize, Cattle, Stone, Cement Clinker, Bran
Perishable items like Onion, Garlic, Ginger, Fresh Fruits & Fish
Specially Rated 100% Export Oriented Industry's materials

General Purposes

Subject to minimum premium of Tk. 500.00
Rates shown in this Tariff are in percentage (%)
Warehouse to Warehouse coverage

Sl	Items	Rail/Lorry Risks	Rail/Lorry All Risks
1.	Excluding the commodities as per Schedule "A" & "B"	0.43	0.83
2.	Commodities as per Schedule "A"	-	1.26
3.	Commodities as per Schedule "B"	0.76	1.08

100% Export Oriented Industries Membership of BGMEA, BKMEA, BTMA & SME

Sl	Items	Rail/Lorry Risks	Rail/Lorry All Risks
1.	Excluding the commodities as per Schedule "A" & "B"	0.20	0.36
2.	Commodities as per Schedule "A"	-	0.58
3.	Commodities as per Schedule "B"	-	0.47

100% Export Oriented Industries Within/Outside EPZ

Sl	Items	Rail/Lorry Risks	Rail/Lorry All Risks
1.	Excluding the commodities as per Schedule "A" & "B"	0.29	0.58
2.	Commodities as per Schedule "A"	-	0.94
3.	Commodities as per Schedule "B"	-	0.76

Specially Rated Items

Sl	Items	Rail/Lorry Risks	Rail/Lorry All Risks
1.	Import of **Dal** (Pulse)	0.25	0.90
2.	Import of **Bolder Stone**	0.14	0.25
3.	**Fresh Fish** In Gunny bags in sealed wagon with 0.50% Excess on each and every loss.	0.43	0.65
4.	**Crop** Rice, Wheat, Maize In Gunny Bags/Polyester Bags in sealed Wagon without excess	0.25	0.90
5.	Crop Rice, Wheat, Maize In Gunny Bags/Polyester Bags in sealed Wagon with 0.5% excess of sum insured	0.25	0.79
6.	**Cattle** Cows, Buffaloes, Goat, Sheep	0.43	0.86
7.	**Cement** **Cement Clinkers/Stone** Excess 0.50% of sum insured	0.23	0.54
8.	**Crop Bran** Wheat Bran, Rice Bran, Maize Bran, Mastered seed oil cake, Dry Chillies.	0.36	0.43
9.	**Perishable Goods** Onion, Garlic, Ginger, Fresh Fruits In Gunny bags in sealed wagon with 0.50% Excess of each and every loss.	0.29	0.43

Sl	Items	Rail/Lorry Risks	Rail/Lorry All Risks
10.	**Dairy & Poultry Feed** In Gunny Bags/Polyester Bags in sealed Wagon without excess	0.25	0.35
11.	Telecommunication Machinery, Equipment & Mobile phones	0.25	0.50
12.	**Raw and /or Rubber goods (Problem)**	0.8	0.15 with 1% excess of EEL
13.	**Radio/Television/Freeze/AC** In CKD & CBU Condition	0.30	0.45 with 1% excess of EEL
14.	**Solar Power Systems (Problem)** Machinery, Panel, Battery, Spares & Equipment	0.13	0.14
15.	**Power Plant** Machinery, Spares and Equipment	0.25	0.40
16	**Coal**	0.25	0.60
17	**Plastic Empty LPG Composite**	0.15	0.23

N.B:- Following warranties are applicable for import of cattle (Cows, Buffaloes, Goat, Sheep) from India to Bangladesh by Rail/Lorry (item No. -6):-

a) Loss, damage or expenses caused by in- sufficiency or Un-suitability or faulty stowage of the subject matter insured shall in no case be covered by this insurance.

b) Death by disease and epidemic during the course of Transit by Rail/Lorry shall not be covered.

Extension of cover beyond the period of 30 (thirty) days under the Rail/Truck/Lorry Risks and Rail/Truck/Lorry All Risks Clauses

The period of 30 days provided in the Lorry Clause may be extended whilst the goods are lying in the Railway/Road Carriers premises or another warehouse affording identical cover as provided in the policy for a period not exceeding 30(thirty) days (in addition to 30 days) on payment of additional premium @ 0.25% for each 15(fifteen) days or part thereof subject to the following Endorsement.

The request for extension of cover in writing should reach the Underwriters at least 10 (ten) days before the above mentioned expiry date highlighting the circumstances as to why extension is required

The cover provided under the policy, notwithstanding anything contained hereto the contrary, is extended to include a further period of _____ days whilst the goods lying in the Railway/Road Carriers premises or in Clearing Forwarding Agents Warehouse or Bonded Warehouse at the destination beyond the period of 30(thirty) days mentioned in the Clause.

COMMODITIES OF
SCHEDULE – "A"
EXTRA HAZARDOUS / FRAGILE CARGOES

1. Gunpowder
2. Ammunition
3. Celluloid
4. Spirits
5. Acids of all sorts
6. Sanitary ware, Earthenware, Porcelain ware, Glassware, Tiles and Bricks, Asbestos, Sheets and Ridge4s graphite.
7. Matches
8. Crackers and Fireworks
9. Electrical Tubes, Valves, Switch Fuses, Switch Gears and Distribution Boards, Fuse units, Insulators, X-ray tubes and plates and Photographic Plates.
10. Glass sheets and/or plates, Special and/or molded glass items e.g. Wind-Screens, Wired Glass etc.

SCHEDULE – 'B'
HAZARDOUS/FRAGILE CARGOES

Acetylene (Liquid)	Metallic Potassium	Stearine
Aluminum Carbide Dust	Mungo	Sulphide
Powder Resonate	Naphtha	Metallic of all kinds
Aniline	Naphthalene	Sulphide of Potash
Asphalt	Nitrates of all kinds	
Bamboo Mats	Oils of all kinds (other than Vegetable	Sulfur dyes or colours (excluding those
Benzene	Oils in tins not exceeding 10 lbs. in	packed in air tight vessels labeled with a
Benxeline	weight and/or in bottle.	certificate by manufactures that the dyes (or
Bi-chromate of Potash	Oil seed Cathy (including cotton seed	colour) contain at least 10 percent of inert
Bi-Sulphide of Carbon	cake)	inorganic salt)
Blacks of all Kinds	Oil Seed Meal	
Calcium Cyanamid except when packed in	Batteries (Other than Motor Vehicle	Tallow (Manufacture of un-manufactured)
Aromatically Sealed Drums, and each	Batteries)	Tar and its Liquid Products (Other than in
consignment accompanied by the	Paints (Liquid)	Bottles)
manufactures certificate that the products is	Paper, Asphalted Tarred and oiled	
contain not more than 0.3 percent of Carbide	Per-chlorate of Potash	Turpentine
Camphene	Permanganate of Potash	Varnishes
Candles	Peroxide of Potash (Potassium of per	Waste of all kinds (Excluding Silk and Tea
Caustic Soda	oxide)	waste)
Charcoal Chlorates of all kinds	Petroleum and its Liquid Products	
Chlorate of Potash	Phosphorus	Wax of all kinds
Coco-gem other than in tins &/or in Bottles	Pitch	Calcium
D.D.T. (Liquid)	Plastics: Nitro Cellulose Ranges	Carbide
Glycerin	Resin of all kinds	Camphor
Lime (Un-Slacked)	Rubber Solutions	
Lubricants Containing Mineral Products	Saw Dust	
	Shoddy	
	Slack Coal	

N.B.: The following conditions have to be inserted in all policies in respect of transit by Truck/Lorry from Indian Suppliers Depot to all the Land Ports in Bangladesh including Benapole :-

"It is a condition precedent to the liability under the Policy that after unloading of any consignment at ***Benapole*** or any ***Land port of Bangladesh***, if any loss or damage is suspected/apparent the insured/consignee will immediately arrange survey of the consignment there by a Licensed Insurance Surveyor in order to ascertain the condition of the consignment.
In the event of the Insured's failure to comply with the aforesaid requirement the insurer shall have no liability for such loss."

Import Rail/Lorry/Truck Risks only Clauses

1.	**Risk covered** This insurance covers, except as provided in Clauses 2,3 and 4 below, the risks of physical loss or damage to the insured goods caused by (a) (i) Fire (ii) Lightning (iii) Breakage of bridges (b) (i) Collision with or by the carrying vehicle/railway wagon (ii) Overturning of the carrying vehicle (iii) Derailment or accidents of like nature to the carrying railway wagon/vehicle	Risks clause
	Exclusions In no case shall this insurance cover 2.1 Loss, damage or expense attributable to willful misconduct of the assured. 2.2 Ordinary leakages, ordinary loss in weight or volume, or ordinary wear and tear of the subject matter insured. 2.3 Loss, damage or expenses caused by insufficiency or unsuitability of packing or preparation of the subject matter insured (for the purpose of this clause 2.3 "packing" shall be deemed to include stowage in a container or liftvan but only when such stowage is carried out prior to attachment of this insurance or by the assured or their servants) or when the subject matter is carried in open wagon/lorry/vehicle unless covered by tarpaulin. 2.4 Loss, damage or expense caused by delay, even though the delay be caused by a risk insured against. 2.5 Loss, damage or expense caused by inherent vice or nature of the subject matter insured except Coal.	General exclusion clause.
3.	In no case shall this insurance cover loss damage or expense caused by 3.1 war, civil war, revolution, rebellion, insurrection or civil strike arising there-from or any hostile act by or against a belligerent power. 3.2 Capture, seizure, arrest, restraint or detainment and the consequences thereof or any attempt thereat. 3.3 Derelict mines bombs or other derelict weapons of war.	War exclusion clause
4.	In no case shall this insurance cover loss damage or expense 4.1 Caused by strikers, locked-out workmen or persons taking part in labour disturbances, riots or civil commotions 4.2 Resulting from strikes, lock-outs, labour disturbances, riots or civil commotions 4.3 Caused by any terrorist or any person acting from a political motive.	Strike exclusion clause

5.	**Duration** This insurance attaches with the loading of each bale or package into the vehicle/rail for immediate transit and being continuous in all situation beyond the control of the insured in ordinary course of transit and ceases immediately after i) until delivery to the final warehouse at the destination named in the policy, or ii) in respect of transits by Rail only until expiry of 30 days from the time of loading of the Cargo on to the Railway wagon' Or iii) In respect of transits by road only, until expiry of 30 days from the time of loading of Cargo onto the vehicle; Whichever shall first occur	Transit clause
6.	**Claims** 6.1 In order to recover under this insurance the assured must have an insurable interest in the subject matter insured at the time of loss. 6.2 Subject to 6.1 above, the assured shall be entitled to recover for insured loss occurring during the period covered by this insurance, notwithstanding that the loss occurred before the contract of insurance was concluded unless the assured were aware of the loss and the underwriters were not	Insurable interest clause.
7 7	**Benefit of insurance** This insurance shall not inure to the benefit of the carrier of other Bailee.	Not to inure clause
8. 88 8.	**Minimizing losses** It is duty of the assured and their servants and agents in respect of loss recoverable hereunder 8.1 To take such measures as may be reasonable for the purpose of averting or minimizing such loss and 8.2 To ensure that all rights against carriers, Bailees or other third parties are properly preserved and exercised by lodging a monetary claim against Railway/Road carriers/Bailees within 6 (six) months from the date of Railway/Lorry receipt or as prescribed by the relevant statute. And the underwriters will, in addition to any loss recoverable hereunder, reimburse the assured for any charges properly and reasonably incurred in pursuance of these duties.	Duty of assured clause
9	Measures taken by the assured or the underwriters with the object of saving protecting or recovering the subject matter insured shall not be considered as a waiver or acceptance of abandonment or otherwise prejudice the right of either party.	Waiver clause

10	**Avoidance of delay** It is a condition of this insurance that the assured shall act with reasonable despatch in all circumstances within their control	Despatch clause
11	This insurance is subject to Bangladesh law & Practice.	
	Import Rail/Lorry/Truck All Risks Clauses	
1.	**Risk covered** This insurance covers all risks of loss or damage to the subject matter insured except as provided in Clauses 2,3 and 4 below	Risks clause
2.	**Exclusions** In no case shall this insurance cover 2.1 Loss, damage or expense attributable to willful misconduct of the assured. 2.2 Ordinary leakages, ordinary loss in weight or volume, or ordinary wear and tear of the subject matter insured. 2.3 Loss, damage or expenses caused by insufficiency or unsuitability of packing or preparation of the subject matter insured (for the purpose of this clause 2.3 "packing" shall be deemed to include stowage in a container or liftvan but only when such stowage is carried out prior to attachment of this insurance or by the assured or their servants) or when the subject matter is carried in open wagon/lorry/vehicle unless covered by tarpaulin. 2.4 Loss, damage or expense caused by delay, even though the delay be caused by a risk insured against. 2.5 Loss, damage or expense caused by inherent vice or nature of the subject matter insured except Coal.	General exclusion clause.
3.	In no case shall this insurance cover loss damage or expense caused by 3.1 War, civil war, revolution, rebellion, insurrection or civil strike arising there-from or any hostile act by or against a belligerent power. 3.2 Capture, seizure, arrest, restraint or detainment and the consequences thereof or any attempt thereat. 3.3 Derelict mines bombs or other derelict weapons of war.	War exclusion clause
4.	In no case shall this insurance cover loss damage or expense 4.1 caused by strikers, locked-out workmen or persons taking part in labour disturbances, riots or civil commotions 4.2 resulting from strikes, lock-outs, labour disturbances, riots or civil commotions 4.3 caused by any terrorist or any person acting from a political motive.	Strike exclusion clause

5.	**Duration** This insurance attaches with the loading of each bale or package into the vehicle/rail for immediate transit and being continuous in al situation beyond the control of the insured in ordinary course of transit and ceases immediately after i) Until delivery to the final warehouse at the destination named in the policy, or ii) In respect of transits by Rail only until expiry of 30 days from the time of loading of the Cargo on to the Railway wagon' Or iii) in respect of transits by Road only, until expiry of 30 days from the time of loading of Cargo on to the Vehicle; whichever shall first occur	Transit clause
6.	**Claims** 6.1 In order to recover under this insurance the assured must have an insurable interest in the subject matter insured at the time of loss. 6.2 Subject to 6.1 above, the assured shall be entitled to recover for insured loss occurring during the period covered by this insurance, notwithstanding that the loss occurred before the contract of insurance was concluded unless the assured were aware of the loss and the underwriters were not	Insurable interest clause.
7	**Benefit of insurance** This insurance shall not inure to the benefit of the carrier or other Bailee.	Not to inure clause
8.	**Minimizing losses** It is the duty of the assured and their servants and agents in respect of loss recoverable hereunder 8.1 to take such measures as may be reasonable for the purpose of averting or minimizing such loss and 8.2 to ensure that all rights against carriers, Bailees or other third parties are properly preserved and exercised by lodging a monetary claim against Railway/Road carriers/Bailees within 6 (six) months from the date of Railway/lorry receipt or as prescribed by the relevant statute and the underwriters will, in addition to any loss recoverable hereunder, reimburse the assured for any charges properly and reasonably incurred in pursuance of these duties.	Duty of assured clause
9.	Measures taken by the Assured or the Underwriters with the object of saving, protecting or recovering the subject matter insured shall not be considered as a waiver or acceptance of abandonment or otherwise prejudice the right of either party.	Waiver clause

10.	**Avoidance of delay** It is a condition of this insurance that the assured shall act with reasonable despatch in all circumstances within their control	Despatch clause
11.	This insurance is subject to Bangladesh law & practice.	

N.B.

i) Transit by Rail only shall include incidental transit by Road performed by Railway Authorities to or from Railway out-agency.

ii) Extension of cover beyond the period of 30(thirty) days under the Rail/Truck/Lorry risks only and Rail/Truck/Lorry All risks (Import) Clauses.

The period of 30(thirty) days provided in the above Clause may be extended whilst the goods are lying in the Railway/Road Carriers premises or another warehouse affording identical cover as provided in the policy for a period not exceeding 30(thirty) days (in addition to 30 days) on payment of additional premium @Tk.0.25% for each 15(fifteen) days or part thereof subject to the following endorsement: -

"The cover provided under the policy, notwithstanding anything contained here to the contrary, is extended to include a further period of ___ days whilst the goods are lying in the Railway/Road carriers premises or in clearing and forwarding agents warehouse or bonded warehouse at the destination beyond the period of 30 (thirty) days mentioned in the clause."

iii) The request for extension of cover in writing should reach the underwriters at least 10 (Ten) days before the above mentioned expiry date.

The cover beyond the said period shall only be provided under separate Fire and/or Burglary policies.

iv) Despatches by closed Wagon/Vehicle.

The rates provided in schedule 2, are for despatches by closed and/or Tarpaulin covered vehicle only.

v) Issue of policies to transport companies.

Issue of policies to transport companies or transport contractors or Freight forwarders or Clearing. Forwarding & Commission Agents, either in their own name of jointly with the owner of the goods, is prohibited under this Tariff, except on goods owned by them.

vi) No reduction in rate shall be made for any curtailment of the scope of the cover or narrowing of the ambit of insurance.

vii) Where no specific provision exists in this Tariff, it is not permissible for insurers in the case of transit risks provided for in the Fire Tariff, to issue a marine transit policy covering Fire risk alone unless a rate at least equivalent to the fire tariff rate for the same journey is charged.

viii) Import by Road Transit would commence from the time the goods leave the warehouse at the place mentioned in the policy for the commencement of the transit and continues during the ordinary course of transit until delivered at the final warehouse at the place mentioned in the policy for the termination of the transit. At intermediate stations if the insured goods come under control of the assured for allocation, redistribution, processing etc, the transit will be deemed to have come to an end and further transit shall become a second transit. However, the Assured may submit proposals for transits involving intermediate storage for allocation, redistribution, processing etc, to the appropriate committee and obtain special rating for such multi-transits and storages.

AIRBORNE

AIR CARGO TARIFF (IMPORT)

For Transit by
Approved Air Craft

All Cargoes other than
Precious Stones, Jewellery, Currency Notes, Diamonds
Specially Rated 100% Export Oriented Industry's materials
Telecommunication Equipment
Solar Energy Machineries

General Purposes

Subject to minimum premium of Tk. 500.00
Rates shown in this Tariff are in percentage (%)
Airport to Airport Coverage for Air Risk or with ND/TPND
Else Warehouse to Warehouse coverage for Air All Risks

Sl	Items	Air Risks	Air Risks +ND	Air Risk+ TPND	Air All Risks
1.	**All Cargoes** except precious stones, Jewellery, Currency Notes, Diamonds	0.22	0.43	0.65	0.86

100% Export Oriented Industries

BGMEA/BKMEA/SME/BTMA Member Organizations

Sl	Items	Air Risks	Air Risks +ND	Air Risk+ TPND	Air All Risks

Sl	Items	Air Risks	Air Risks +ND	Air Risk+ TPND	Air All Risks
1.	**BGMEA/BKMEA/SME Membership** Machineries, Spares & Raw Materials Except precious stones, Jewellery, Currency Notes, Diamonds	0.11	0.22	0.32	0.36

Sl	Items	Air Risks	Air Risks +ND	Air Risk+ TPND	Air All Risks
2.	**100% Export Oriented Industries** Machineries, Spares & Raw Materials Except precious stones, Jewellery, Currency Notes, Diamonds	0.14	0.32	0.50	0.54
3.	**BTMA Membership 100% Export Oriented Industries approved by BOI** Machineries, Spares & Raw Materials Except precious stones, Jewellery, Currency Notes, Diamonds	0.14	0.32	0.50	0.54
4.	**BTMA Membership Industries (Local)** Machineries, Spares & Raw Materials Except precious stones, Jewellery, Currency Notes, Diamonds	0.27	0.45	0.63	0.81
5.	**Solar Power Systems** Machinery, Panel, Battery, Spares & Equipment With 1% Excess but minimum Tk.2.5 lac EEL	0.11	0.12	0.18	0.25
6	**Software** Computer Software in DVD form	0.11	0.27	0.41	0.45
7.	**Telecommunication Devices** Machinery, Equipment, Spares incl. Mobile Sets with 1% excess of EEL.	0.08	0.10	0.12	0.15
8	**TV Channels** Machinery, Equipment, Spares incl. Films/DVD with 1% excess of EEL.	0.08	0.10	0.12	0.15
9.	**Radio/Television/Freeze/AC** In CKD & CBU Condition	0.07	0.09	0.11	0.14
10	**Power Plant** Machinery, Spares and Equipment	0.18	0.20	0.25	0.30

Extension of cover beyond the period of 30 (thirty) days under the Air Risks and Air All Risks Coverage

The period of 30 days provided in the Air Risks Clause may be extended whilst the goods are lying in the Carriers premises or another warehouse affording identical cover as provided in the policy for a period not exceeding 30(thirty) days (in addition to 30 days) on payment of additional premium @0.25% for each 15(fifteen) days or part thereof subject to the following Endorsement.

The request for extension of cover in writing should reach the Underwriters at least 10 (ten) days before the above mentioned expiry date highlighting the circumstances as to why extension is required

The cover provided under the policy, notwithstanding anything contained hereto the contrary, is extended to include a further period of _____ days whilst the goods lying in the Airport/Carriers premises or in Clearing Forwarding Agents Warehouse or Bonded Warehouse at the destination beyond the period of 30(thirty) days mentioned in the Clause.

BANGLADESH INLAND TARIFF.

Section - 4

Section – 4

Transit by Rail or Road

Applicable to risks throughout Bangladesh for all classes of Merchandize unless other wise provided elsewhere in the tariff.

All policies under this Tariff shall be subject to the following clauses and conditions as may be applicable

a. **Inland Rail/Lorry/Truck Risks only Clauses.**

1.	**Risk covered** This insurance covers, except as provided in Clauses 2,3 and 4 below, the risks of physical loss or damage to the insured goods caused by (a) (i) Fire (ii) Lightning iii) Breakage of bridges (b) (i) Collision with or by the carrying vehicle/railway wagon (ii) Overturning of the carrying vehicle (iii) Derailment or accidents of like nature to the carrying railway wagon/vehicle	Risks clause
2.	**Exclusions** In no case shall this insurance cover 2.1 Loss, damage or expense attributable to willful misconduct of the assured. 2.2 Ordinary leakages, ordinary loss in weight or volume, or ordinary wear and tear of the subject matter insured. 2.3 Loss, damage or expenses caused by insufficiency or unsuitability of packing or preparation of the subject matter insured (for the purpose of this clause 2.3 "packing" shall be deemed to include stowage in a container or liftvan but only when such stowage is carried out prior to attachment of this insurance or by the assured or their servants) or when the subject matter is carried in open wagon/lorry/vehicle unless covered by tarpaulin. 2.4 Loss, damage or expense caused by delay, even though the delay be caused by a risk insured against. 2.5 Loss, damage or expense caused by inherent vice or nature of the subject matter insured except coal.	General exclusion clause.
3.	In no case shall this insurance cover loss damage or expense caused by 3.1 war, civil war, revolution, rebellion, insurrection or civil strike arising there-from or any hostile act by or against a belligerent power. 3.2 Capture, seizure, arrest, restraint or detainment and the consequences thereof or any attempt thereat. 3.3 Derelict mines bombs or other derelict weapons of war.	War exclusion clause
4.	In no case shall this insurance cover loss damage or expense 4.1 Caused by strikers, locked-out workmen or persons taking part in labour disturbances, riots or civil commotions	Strike exclusion clause

	4.2 Resulting from strikes, lock-outs, labour disturbances, riots or civil commotions. 4.3 Caused by any terrorist or any person acting from a political motive.	
5.	**Duration** This insurance attaches with the loading of each bale or package into the vehicle/rail for immediate transit and being continuous in all situation beyond the control of the insured in ordinary course of transit and ceases immediately after i. until delivery to the final warehouse at the destination named in the policy, or i. in respect of transits by Rail only until expiry of 10 days from the time of loading of the Cargo on to the Railway Wagon' i. in respect of transits by Road only, until expiry of 7 days from the time of loading of Cargo on to the Vehicle; Whichever shall first occur	Transit clause
6.	**Claims** 6.1 In order to recover under this insurance the assured must have an insurable interest in the subject matter insured at the time of loss. 6.2 Subject to 6.1 above, the assured shall be entitled to recover for insured loss occurring during the period covered by this insurance, notwithstanding that the loss occurred before the contract of insurance was concluded unless the assured were aware of the loss and the underwriters were not	Insurable interest clause.
7.	**Benefit of insurance** This insurance shall not inure to the benefit of the Carrier or other Bailee.	Not to inure clause
8.	**Minimizing losses** It is the duty of the assured and their servants and agents in respect of loss recoverable hereunder 8.1 to take such measures as may be reasonable for the purpose of averting or minimizing such loss and 8.2 to ensure that all rights against carriers, Bailees or other third parties are properly preserved and exercised by lodging a monetary claim against Railway/Road Carriers/Bailees within 6 (six) months from the date of Railway/Lorry receipt or as prescribed by the relevant statute. And the underwriters will, in addition to any loss recoverable hereunder, reimburse the assured for any charges properly and reasonably incurred in pursuance of these duties.	Duty of assured clause
9.	Measures taken by the assured or the underwriters with the object of saving protecting or recovering the subject matter insured shall not be considered as a waiver or acceptance of abandonment or otherwise prejudice the right of either party.	Waiver clause
10.	**Avoidance of delay** It is a condition of this insurance that the assured shall act with reasonable despatch in all circumstances within their control	Despatch clause
11.	This insurance is subject to Bangladesh law & practice.	

Import Rail/Lorry/Truck ALL Risk Clauses

1.	**Risk covered** This insurance covers all risks of loss or damage to the subject matter insured except as	Risks clause

	provided in Clause Nos. 2,3 and 4 below.	

2.	**Exclusions** In no case shall this insurance cover 2.1 Loss, damage or expense attributable to willful misconduct of the assured. 2.2 Ordinary leakages, ordinary loss in weight or volume, or ordinary wear and tear of the subject matter insured. 2.3 Loss, damage or expenses caused by insufficiency or unsuitability of packing or preparation of the subject matter insured (for the purpose of this clause 2.3 "packing" shall be deemed to include stowage in a container or liftvan but only when such stowage is carried out prior to attachment of this insurance or by the assured or their servants) or when the subject matter is carried in open wagon/lorry/vehicle unless covered by tarpaulin. 2.4 Loss, damage or expense caused by delay, even though the delay be caused by a risk insured against. 2.5 Loss, damage or expense caused by inherent vice or nature of the subject matter insured except coal.	General exclusion clause.
3.	In no case shall this insurance cover loss damage or expense caused by 3.1 war, civil war, revolution, rebellion, insurrection or civil strike arising there-from or any hostile act by or against a belligerent power. 3.2 Capture, seizure, arrest, restraint or detainment and the consequences thereof or any attempt thereat. 3.3 Derelict mines bombs or other derelict weapons of war.	War exclusion clause
4.	In no case shall this insurance cover loss damage or expense 1.1 Caused by strikers, locked-out workmen or persons taking part in labour disturbances, riots or civil commotions. 1.2 Resulting from strikes, lock-outs, labour disturbances, riots or civil commotions. 1.3 Caused by any terrorist or any person acting from a political motive.	Strike exclusion clause
5.	Duration This insurance attaches with the loading of each bale or package into the Vehicle/Rail for immediate transit and being continuous in all situation beyond the control of the insured in ordinary course of transit and ceases immediately after: - i) Until delivery to the final warehouse at the destination named in the policy, or ii) In respect of transits by Rail only until expiry of 10 days from the time of loading of the Cargo on to the Railway wagon' Or iii) In respect of transits by road only, until expiry of 7 days from the time of loading of Cargo onto the Vehicle; Whichever shall first occur	Transit clause
6.	**Claims** 6.1 In order to recover under this insurance the assured must have an insurable interest in the subject matter insured at the time of loss. 6.2 Subject to 6.1 above, the assured shall be entitled to recover for insured loss occurring during the period covered by this insurance, notwithstanding that the loss occurred before the contract of insurance was concluded unless the assured were aware of the loss and the underwriters were not.	Insurable interest clause.
7.	**Benefit of insurance**	Not to inure

	This insurance shall not inure to the benefit of the carrier or other Bailee.	clause
8.	**Minimizing losses** It is the duty of the assured and their servants and agents in respect of loss recoverable hereunder 8.1 to take such measures as may be reasonable for the purpose of averting or minimizing such loss and 8.2 to ensure that all rights against carriers, Bailees or other third parties are properly preserved and exercised by lodging a monetary claim against Railway/Road carriers/Bailees within 6 (six) months from the date of Railway/lorry receipt or as prescribed by the relevant statute. And the underwriters will, in addition to any loss recoverable hereunder, reimburse the assured for any charges properly and reasonably incurred in pursuance of these duties.	Duty of assured clause
9.	Measures taken by the assured or the underwriters with the object of saving protecting or recovering the subject matter insured shall not be considered as waiver or acceptance of abandonment or otherwise prejudice the rights of either party.	Waiver clause
10.	**Avoidance of delay** It is a condition of this insurance that the assured shall act with reasonable despatch in all circumstances within their control	Despatch clause
11.	**law & practice:** This insurance is subject to Bangladesh Law & Practice.	

N.B.

i) Transit by rail only shall include incidental transit by road performed by railway authorities to or from railway out-agency.

ii) Extension of cover beyond the period of Ten/seven days under inland transit clause.

The period of ten/seven days provided in the Inland Transit Clause may be extended whilst the goods are lying in the railway/road carriers premises or any other warehouse affording identical cover as provided in the policy for a period not exceeding 2(two) weeks in addition to 10/7 days already provided at rates specified in rate schedule no. 3 subject to the following endorsement: -

"The cover provided under the policy, notwithstanding anything contained here to the contrary, is extended to include a further period of ___ weeks whilst the goods are lying in the Railway/Road carriers premises or in clearing and forwarding agents warehouse or bonded warehouse at the destination beyond the period of ten/seven days mentioned in the Inland Transit Clause."

iii) The request for extension of cover in writing should reach the underwriters at least 3(three) days before the above expiry date.

The cover beyond the said period shall only be provided under separate Fire and/or Burglary policies.

iv) Despatches by closed Wagon/Vehicle.

The rates provided in schedule 1, are for despatches by closed and/or Tarpaulin covered vehicle only.

v) **Issue of policies to Transport Companies.**

Issue of policies to Transport Companies or Transport Contractors or Freight Forwarders or Clearing. Forwarding & Commission Agents, either in their own name or jointly with the owner of the goods, is prohibited under this Tariff, except on goods owned by them.

vi) No reduction in rate shall be made for any curtailment of the scope of the cover or narrowing of the ambit of insurance.

vii) Where no specific provision exists in this Tariff, it is not permissible for insurers in the case of transit risks provided for in the Fire Tariff, to issue a Marine Transit policy covering Fire risk alone unless a rate at least equivalent to the Fire Tariff rate for the same journey is charged.

viii) Inland transit would commence from the time the goods leave the warehouse at the place mentioned in the policy for the commencement of the transit and continues during the ordinary course of transit until delivered at the final warehouse at the place mentioned in the policy for the termination of the transit. At intermediate stations if the insured goods come under control of the assured for allocation, redistribution, processing etc, the transit will be deemed to have come to an end and further transit shall become a second transit. However, the assured may submit proposals for transits involving intermediate storage for allocations, redistribution, processing etc, to the appropriate committee and obtain special rating for such multi-transits and storages.

INLAND TARIFF
Rate Schedule No. 1

Sl. No.	Commodities	Rail/Lorry/ Truck Risk only	Rail/Lorry/Truck All Risks
1.	Raw jute, cotton, hemp, staple fibre, vegetable fibre. (a) In fully pressed bales in closed wagons/closed vehicles/vehicles covered by tarpaulin. (b) Other than fully pressed bales in closed wagon/closed vehicles/vehicles covered by tarpaulin.	 0.29% 0.40%	 0.72% 0.83%
2.	All kinds of piece goods, Ready-made garments, hosiery, yarn, wool, wool tops Hessian & gunny bags. (a) In full pressed bales (b) In wooden cases (c) In cardboard cartoons (d) In gunny bags (e) Paper packing	 0.32% 0.32% 0.32% 0.32% 0.32%	 0.65% 0.65% 0.65% 0.65% 0.72%(with 0.50% excess of sum insured)
3.	All kinds of glass items, including Valves, Lamps, Sheds T.V. Tubes and Screen, X-ray & Electronics Tubes, Porcelain insulators and other Porcelain Electrical items.	0.36%	1.26%
4.	Precision instruments of all types including electronic and electric machine and equipments, microwave equipments, transmitter, computers, telephones and scientific & optical instruments meters, watches, clocks including spares and parts, air-conditioners, coolers, fans refrigerators, radios, transistors, record players, television sets. Tape recorders sewing machines and electric household appliances.	0.36%	0.90%
5.	Machinery	0.36	0.72%
6.	Chemicals (a) Non-Hazardous in drums (b) Non-Hazardous in tins (c) Hazardous in drums (d) Hazardous in tins (e) In glass carboys (f) Hazardous in bags	 0.32% 0.36% 0.43% 0.47% 1.15% 0.50%	 0.72% 0.83% 1.30% 1.37% 2.16% 1.44%

RATE SCHEDULE NO. 2

Premium rates for both garments and knit industries (for both members and non-members of BGMEA, BTMA and BKMEA) for the export of readymade garments and knit items from non-EPZ areas: -

Risks		Transit
Lorry/Truck All Risks	0.11% (1% excess of each & every loss)	From any place of Bangladesh to any Sea Port or International Air port or Inland Container Depot within the country
Lorry/Truck Risks only	0.06%	From any place of Bangladesh to any Sea Port or International Air port or Inland Container Depot within the country

RATE SCHEDULE NO. 3

For extension of duration beyond 10/7 days, additional premium @ 25% of the Tariff rate is to be charged for each 7(seven) days or part thereof up to a maximum period of 2(two) weeks.

RATE SCHEDULE NO. 4

Premium rate, terms and conditions for inland transit of various Telecommunication equipment including Mobile phone sets.

SL NO	Risks	Tariff rates
1	Truck/Rail/Lorry All Risk	0.15% with 1% excess of E.E.L
2	Truck/Rail/Lorry Risk only	0.10% with 1% excess of E.E.L

Premium rate for machinery and equipment of T.V. Channels.

SL	Risk	Tariff Rates
1	Truck/Rail/Lorry All risks	0.15% with 1% excess of E.E.L
2	Truck/Rail/Lorry risk only	0.10% with 1% excess of E.E.L

Inland Transit of Rice in Plastic bags/Jute bags/Jumbo bags by truck.

SL	Risk	Rates
1	Lorry All risk	0.54%

2	Lorry risk only	0.29%

Premium rate for goods in transit for pharmaceuticals finished goods by Lorry.

SL	Risk	Rates	
1	Lorry/Truck All risk	0.72%	
2	Lorry/Truck Risk only	0.32%	Per bottom BDT – 5 million and 3 million by truck.

Premium rates, terms & condition for inland transit of sugar.

SL	Risk	Rates	**Conditions,**
1	Lorry/Truck All risk	0.50%	Excess: 0.5% (pct.) of each and every loss There must be per bottom limit per location.
2	Lorry/Truck Risk only	0.29%	

Premium Rates, Terms & Condition for Inland Transit of Motor Cycles and similar other vehicles.

SL	Risk	Rates
1	Lorry/Truck All risk	0.72%
2	Lorry/Truck Risk only	0.36%

Premium Rates, Terms & Condition for inland transit of cement by barge/truck.

Sl. No.	**Risk**	**Rate**
01.	Barge	0.13% (against the terms of Inland Cargo Water born risk only.)
02.	Truck/Lorry/ Rail risk only	0.22%

03.	Truck/Lorry/ Rail All risk	0.54% (with 1% excess of the sum insured.)

Premium Rates, Terms & Condition for inland transit of Raw and/or Rubber goods

Sl. No.	Risk	Rate
01.	Truck/Lorry/ Rail/ All Risk	0.15% (with 1% excess of EEL)
02.	Truck/Lorry/ Rail Risk Only	0.08%

Inland Cargoes (Waterborne) Tariff

Section – 5

Section – 5

Inland Cargoes (Waterborne) Tariff

Applicable to all cargoes carried in Rivers, Canals or other smooth waters, including any land transit incidental thereto; including F.O.B. shipment

Inland Cargo (Water borne) clauses.

Sl. no.		
1.	**Risks covered** This insurance covers, except as provided in Clauses 2,3,4 & 5 below, loss of or damage to the subject matter insured reasonably attributable to 1.1 Fire or explosion 1.2 Vessel or craft being stranded grounded sunk or capsized 1.3 Overturning, derailment or collision of conveyance with any external objects other than water. 1.4 Discharge of cargo at a port of distress.	Risks clause
2.	**Exclusions** In no case shall this insurance cover 2.1 Loss, damage or expense attributable to willful misconduct of the Assured 2.2 Ordinary leakage, ordinary loss in weight or volume, or ordinary wear and tear of the subject matter insured 2.3 Loss, damage or expense caused by insufficiency or unsuitability of packing or preparation of the subject matter insured (for the purpose of this clause 2.3 "packing" shall be deemed to include stowage in a container or liftvan but only when such stowage is carried out prior to attachment of this insurance or by the assured or their servants) 2.4 Loss, damage or expense caused by inherent vice or nature of the subject matter insured 2.5 Loss, damage or expense proximately caused by delay, even though delay be caused by a risk insured against 2.6 Loss, damage or expense arising from the use of any weapon of war employing atomic or nuclear fission and/or fusion on other like reaction or radioactive force or matter. 2.7 Deliberate damage to or deliberate destruction of the subject matter insured or any part thereof by the wrongful act of any person or persons.	General Exclusion clause
3.	3.1 In no case shall this insurance cover loss, damage or expense arising from unseaworthiness or unfitness of vessel container or liftvan for the safe carriage of the subject matter insured, where the assured or their servants are privy to such unseaworthiness or unfitness at the time the subject matter insured is loaded therein. 3.2 The underwriters waiver any breach of the implied warranties of seaworthiness of the vessel and fitness of the vessel to carry the subject matter insured to destination unless the assured or their servants are privy to such unseaworthiness or unfitness.	unseaworthiness & unfitness exclusion clause.
4.	In no case shall this insurance cover loss damage or expense caused by 4.1 War, Civil war, revolution, rebellion, insurrection, or civil strike arising there-from, or any hostile act by or against a belligerent power.	War exclusion clause.

	4.2 Capture, seizure, arrest, restraint or detainment and the consequences thereof or any attempt threat. 4.3 Derelict mines bombs or other derelict weapons of war.	
5.	In no case shall this insurance cover loss damage or expense 5.1 Caused by strikers, locked-out workmen, or persons taking part in labour disturbances, riots or civil commotions 5.2 Resulting from strikes, lock-outs, labour disturbances, riot or civil commotions 5.3 Caused by any terrorist or any person acting from a political motive.	Strike exclusion clause.
6.	**Duration** This insurance attaches with the loading of each bale or package in to the vessel for immediate transit and being continuous in all situation beyond the control of the insured in ordinary course of transit and ceases immediately after; 6.1 Until delivery of the goods at destination named in the policy; or 6.2 On the expiry of 30 (thirty) days from the time of loading of cargo on to the vessel whichever shall first occur 6.3 If owing to circumstances beyond the control of the Assured either the contract of carriage is terminated at a port or place other than the destination named therein or the transit is otherwise terminated before delivery of the goods as provided for in clause 4 above then this insurance shall also terminate unless prompt notice is given to the underwriters and continuation of cover is requested when the insurance shall remain in force, subject to an additional premium if required by the underwriters.	Transit clause.
7.	Where, after attachment of this insurance, the destination is changed by the assured, held covered at a premium and on conditions to be arranged subject to prompt notice being given to underwriters.	Change of voyage clause
8.	**Claims** 8.1 in order to recover under this insurance the Assured must have an insurable interest in the subject matter insured at the time of loss. 8.2 Subject to 8.1 above, the assured shall be entitled to recover for insured loss occurring during the period covered by this insurance, notwithstanding that the loss occurred before the contract of insurance was concluded, unless the assured were aware of the loss and the underwriters were not.	Insurable interest clause
9.	**Benefit of insurance** This insurance shall not inure to the benefit of the carrier or other Bailee.	Not to inure clause
10.	**Minimizing losses** It is the duty of the assured and their servants and agents in respect of loss recoverable hereunder 10.1 to take such measures as may be reasonable for the purpose of averting or minimizing such loss and 10.2 to ensure that all rights against carriers are properly preserved and exercised by lodging a monetary claim against carriers within six months from the date of issue of bill of lading or as prescribed by the relevant statute and the underwriters will, in addition to any loss recoverable hereunder, reimburse the assured for any charges properly and reasonably incurred in pursuance of these duties.	Duty of assured clause
11.	Measures taken by the assured or the underwriters with the object of saving protecting or recovering the subject matter insured shall not be considered as waiver or acceptance of abandonment or otherwise prejudice the rights of either	Waiver clause

	party.	
12.	**Avoidance of delay** It is a condition of this insurance that the assured shall act with reasonable despatch in all circumstances within their control	Reasonable despatch clause
13.	**Law & practice:** This insurance is subject to Bangladesh Law & Practice.	

	Inland Cargo (Water borne) clauses – All Risks.	
1.	**Risks covered** This insurance covers all risks of loss or damage to the subject matter insured except as provided in clause 2, 3 and 4 below:	
2.	**Exclusions** In no case shall this insurance cover 2.1 Loss, damage or expense attributable to willful misconduct of the Assured and/or his agents 2.2 Ordinary leakage, ordinary loss in weight or volume, or ordinary wear and tear of the cargo insured 2.3 Loss, damage or expense caused by insufficiency or unsuitability of packing or preparation of the subject matter insured (for the purpose of this clause 2.3 "packing" shall be deemed to include stowage in a container or liftvan but only when such stowage is carried out prior to attachment of this insurance or by the assured or their servants) 2.4 Loss, damage or expense proximately caused by delay even though the delay be caused by a risk insured against 2.5 Loss, damage or expense caused by inherent vice or nature of the cargo insured. 2.6 Loss, damage or expense arising from the use of any weapon of war employing atomic or nuclear fission and/or fusion on other like reaction or radioactive force or matter. 2.7 Deliberate damage to or deliberate destruction of the subject matter insured or any part thereof by the wrongful act of any person or persons.	
3.	3.1 In no case shall this insurance cover loss, damage or expense arising from unseaworthiness or unfitness of vessel container or liftvan for the safe carriage of the subject matter insured, where the assured or their servants are privy to such unseaworthiness or unfitness at the time the subject matter insured is loaded therein. 3.2 The underwriters waiver any breach of the implied warranties of seaworthiness of the vessel and fitness of the vessel to carry the subject matter insured to destination unless the assured or their servants are privy to such unseaworthiness or unfitness.	unseaworthiness & unfitness exclusion clause.
4.	In no case shall this insurance cover 4.1 War, Civil war, revolution, rebellion, insurrection, or civil strike arising there-from, or any hostile act by or against a belligerent power. 4.2 Capture, seizure, arrest, restraint or detainment and the consequences thereof or any attempt threat. 4.3 Loss, damage or expense caused by strikers, locked-out workmen or persons taking part in labour disturbances, riots or civil commotions 4.4 Derelict mines bombs or other derelict weapons of war. 4.5 Caused by any terrorist or any person acting from a political motive	
5	This insurance attaches with the loading of each bale or package in to the vessel for immediate transit and being continuous in all situation beyond the control of the insured in ordinary course of transit and ceases immediately after;	Duration Clause
5.	5.1 Until delivery of the goods at destination named in the policy; or	

	5.2 On the expiry of 30 (thirty) days from the time of loading of cargo on to the vessel whichever shall first occur. 5.3 If owing to circumstances beyond the control of the Assured either the contract of carriage is terminated at a port or place other than the destination named therein or the transit is otherwise terminated before delivery of the goods as provided for in clause 4 above then this insurance shall also terminate unless prompt notice is given to the underwriters and continuation of cover is requested when the insurance shall remain in force, subject to an additional premium if required by the underwriters.
6.	Where, after attachment of this insurance, the destination is changed by the assured, held covered at a premium and on conditions to be arranged subject to prompt notice being given to underwriters.
7.	**Claims** 7.1 In order to recover under this insurance the Assured must have an insurable interest in the subject matter insured at the time of loss. 7.2 Subject to 7.1 above, the assured shall be entitled to recover for insured loss occurring during the period covered by this insurance, notwithstanding that the loss occurred before the contract of insurance was concluded, unless the assured were aware of the loss and the underwriters were not.
8.	**Benefit of insurance** This insurance shall not inure to the benefit of the carrier or other Bailee.
9.	**Minimizing losses** It is the duty of the assured and their servants and agents in respect of loss recoverable hereunder 9.1 To take such measures as may be reasonable for the purpose of averting or minimizing such loss and 9.2 To ensure that all rights against carriers, Bailees or other 3rd parties are properly preserved and exercised by lodging a monetary claim against lading or as prescribed by the relevant statute and the underwriters will, in addition to any loss recoverable hereunder, reimburse the assured for any charges properly and reasonably incurred in pursuance of these duties. 9.3 Measures taken by the assured or the underwriters with the object of saving protecting or recovering the subject matter insured shall not be considered as waiver or acceptance of abandonment or otherwise prejudice the rights of either party.
10.	**Avoidance of delay** It is a condition of this insurance that the assured shall act with reasonable despatch in all circumstances within their control
11.	**Law & practice:** This insurance is subject to Bangladesh Law & Practice.

INLAND CARGOES (WATER BORNE) TARIFF.

RATE SCHEDULE NO. 1

From:	To:	Rate for inland cargoes (water borne) clauses	Rate for all risks	
		(Raw Jute & other goods)	Raw jute	Other goods
		Rates	Rates	Rates
Any loading station in Bangladesh	Overseas vessel at Khulna, Chalna/Mongla or Chittagong. (any port of Bangladesh)	0.25%	0.72%	0.65%
Any loading station in Bangladesh	Any discharging station in Bangladesh (other than above.)	0.25%	0.68%	0.65%

RATE SCHEDULE NO. 2

SHORT VOYAGES (Not applicable to transit by Rail)

For voyages between Chalna/Mongla, Khulna, Khalishpur and Daulatpur and also for voyages less than 35 miles the following concessional rates shall apply: -

Rate for inland cargoes (water borne) clauses.		Rate for all risks	
		Raw Jute	Other goods
Raw Jute & other goods	0.11%	0.22%	0.25%

N.B. For extension of duration beyond 30 (thirty) days 25% of the Tariff rate is to be charged for each 7(seven) days or part thereof for maximum 14(fourteen) days.

Bangladesh Specie Tariff

Section-6

Section – 6

Bullion and specie (including securities) jewellery, precious stones Tariff.

Definitions: (a) BULLION means Raw Gold or Silver in lump. (b) SPECIE means Metal in the form of minted pieces. **By Steamer, Aircraft, Rail and Road.**	**Rate (all risks)**
i. **By Aircraft** From airport to airport within the territory of Bangladesh. From any Bangladesh airport to any airport in foreign country, provided no transshipment is involved. ii. **By Rail** From any place to any other place within the territory of Bangladesh. iii. **By Road**	**0.10%** **0.12%** **0.12%** To be referred to the committee

N.B.

1. Whenever War and/or SRCC cover is granted, the current scale rates must be charged.

2. Rates provided herein are for All Risks cover and wherever applicable, Institute Cargo Clause (A) or Inland Transit Risk Clause (A) as applicable shall be used.

3. Securities shall be insured for their face value or market value whichever is less and 40% of the schedule premium rate shall be charged.

Policies covering securities shall be subject to the following warranty:

"Warranted that in the event of loss of or damage to the securities, the indemnity will be limited to the cost of obtaining duplicate securities unless it is established that the lost securities have been encashed fraudulently".

4. Where valuables are carried in the Bullion Room of a Liner. 75% of the schedule rate is chargeable.

Cover does not include the risk of infidelity of the Assured's employees. This may, however, be covered at an extra premium of 20% of the ascertained premium.

BANGLADESH Tea Tariff

Section - 7

Tea Tariff

Section – 7

1. **Scope of the tariff:**

From the time of plucking the tea, tea in process, packing, storage and in transit upto buyers warehouse abroad but not beyond the port area or inland transit from place to place within Bangladesh.

2. **Terms:**

Policy shall be subject to Tea Clause as per specimen given in this tariff.

N.B. Wider cover for dispatch by County Boat is prohibited.

3. **Rates:**

	ICC 'C' for Inland Vessel & Truck/Lorry/Rail-Risk	All Risks
a) From the time of plucking to Chittagong warehouse/auction house by any mode of conveyance except country boat.	0.05%	0.07%
b) From Auction House/Rly. Station in Chittagong to insured's warehouse and/or alongside the vessel in Chittagong by Truck/Rail.		0.04%
c) From Chittagong Warehouse to buyer's Warehouse abroad by (not beyond the port area) all classed vessels. Overage under tonnage extra will be charged according to tariff in addition to the rates shown herein.	0.11%	0.29%

To Nepal via India by Rail (All Risks) =0.80%

To Nepal via India by Truck (All Risks) =1.08%

TEA CLAUSES AND CONDITIONS

On tea the crop valued at Tk. Per lbs the estimated outturn of the crop being lbs, it is understood that the assured may increase or decrease the value of the tea hereby insured according to what it may fetch at the auction and premium will be adjusted and losses paid at the rate obtained at the auction plus the rate of excise duty paid per lbs. provided always that such excise duty is actually paid and is not refundable.

IN THE EVENT of loss before manufacture, 4 lbs. of green leaf will considered equal to 1 lbs of manufactured tea.

MODE OF CONVEYANCE/

Any mode of traditional conveyance.

DURATION OF COVER.

This insurance commences from the time leaf is plucked and continues whilst at and from the Gardens and/or Factories whilst carrying by any conveyance en route to CHITTAGONG PORT and/or ANY WAREHOUSE IN CHITTAGONG. Tea sold in CHITTAGONG to be held covered here under until delivered to the buyers F.O.B. or elsewhere in CHITTAGONG.

HELD COVERED/

For covered shipments to be declared and rated separately upon declaration.

CONDITION OF COVER/

This insurance is against all risks of loss of or damage (EXCLUDING HAIL DAMAGE) to the subject matter insured but shall in no case be deemed to extend to cover loss , damage or expense proximately caused by delay or inherent vice or nature of the subject matter insured.

The policy can be extended to cover S.R. & C.C. risk as per institute S.R.C.C. Clause current on the date of dispatch on payment of additional premium as per scale.

CLAIMS:

Any loss or damage to be settled without reference to the liability or non-liability of the carriers or other Bailees whether under special arrangement between the assured and carriers or other Bailees or otherwise.

Claims for loss or damage within the terms of these clauses shall be payable irrespective of percentage. In the event of damage, brokers certificate to be accepted as proof of claim and claims to be adjusted on price in bond.

WASTE AND/OR RESIDUE AND/OR STALKY TEA – To be hereafter declared at values as agreed on policy conditions including non-delivery.

It is hereby agreed to extend this contract to cover tea which may be manufactured at any neighbouring garden of the same ownership as the producing garden including the risk of transit to and from.

15% ON GARDEN CLAUSE

NOTWITHSTANDING – anything herein contained to the contrary, it is agreed that this insurance covers tea whilst at the gardens for any purpose whatever. In the event of loss arising from the risks of Fire, Strikes or civil commotion the sum recoverable hereunder shall be the full amount of such loss upto but not exceeding the value of the 15(fifteen) percent of the estimated total weight of crop.

CONTINUATION CLAUSE

In the event of any shipment coming upon this policy the value of which is in excess of the sum then remaining available it is mutually agreed that the insurer shall grant a policy for such excess upto but not beyond the amount of this policy and the assured shall pay the premium thereon at the same rate.

BANGLADESH JUTE AND JUTE GOODS EXPORT TARIFF

Section –8

Jute & Jute Goods Export Tariff

Section –8

1. **Scope of the tariff: This tariff is applicable to:**

(i) Interest: Shipments of jute and jute goods;

(ii) Voyage: From Any Sea Port of Bangladesh to anywhere in the world

2. Regulations & agreements section is applicable to this Tariff except where otherwise varied by the provisions hereinafter included.

3. **Rates:**

The following minimum Rates should be charged in respect of all Cargo under desk by vessels falling within the Classification Clauses.

(A) **To anywhere in the world:**

		Rates
(1) Jute	(i) C	0.24%
	(ii) B	0.36%
	(iii) A	0.43%
(2) Jute goods	(i) C	0.22%
	(ii) B	0.29%
	(iii) A	0.36%

4. Transshipment: For each transshipment, an additional premium of 0.25% should be charged.

5. **Terms:**

(i) Jute/Jute goods: The rates shown against 'C' above are subject to the use of the Institute jute clause dated 01-01-1984.

(ii) Other rates shown against 'B' and 'A' are subject to the usual Institute Cargo Clauses A & B.

6. **Inland transit**: Whenever there is an Inland transit prior to loading in an overseas vessel, the transit must be covered by a separate policy or certificate under the inland vessels tariff.

BANGLADESH EXPORT TARIFF

(Other than Jute, Jute goods and Tea)

Section - 9

Export Tariff
Premium Rates for Export By Ship
Section –9

Rate Schedule No. 1 (The rates are from warehouse to warehouse)

Sl. No.		Type of Goods	Nature of Cover	Rates
	1	Spices in synthetic bags	ICC – 'A'	1.08 %
			ICC – 'B'	0.72 %
			ICC – 'C'	0.25 %
	2	Spices in other bags	ICC – 'A'	0.90 %
			ICC – 'B'	0.72 %
			ICC – 'C'	0.25 %
	3	Spices in tins	ICC – 'A'	0.72 %
			ICC – 'B'	0.54 %
			ICC – 'C'	0.22 %
	4	Chilies	ICC – 'A'	0.90 %
			ICC – 'B' +TPND	0.54 %
			ICC – 'B' +ND	0.40 %
			ICC – 'C'	0.22 %
			ICC – 'C' +ND	0.29 %
	5	Turmeric, coriander seed & dry ginger in bags	ICC – 'A'	0.90 %
			ICC – 'B'	0.50 %
			ICC – 'C'	0.29 %
	6	Chilies & Turmeric powder in synthetic bags	ICC – 'A'	1.08% (including atmospheric effects)
			ICC – 'B'	0.54 %
			ICC – 'C'	0.29 %
	7	Chilies & Turmeric powder	ICC – 'A'	0.65 %
			ICC – 'B'	0.36 %
			ICC – 'C'	0.29 %
	8	Betel (pan) & Raw ginger	ICC – 'A' ICC – 'B' ICC – 'C'	0.72 % 0.50 % 0.29 %
	9	Dry coconut & tamarind	ICC – 'A'	0.65 %
			ICC – 'B'	0.43 %
			ICC – 'C'	0.29 %
	10	Catechu	ICC – 'A'	0.58 %
			ICC – 'B'	0.43 %

			ICC – 'C'	0.29 %
	11	Rice	ICC – 'A'	0.72% (1% excess of sum insured)
			ICC – 'B'	0.50% (1% excess of sum insured)
			ICC – 'C'	0.29%
	12	Rice bran and wheat bran in bags	ICC – 'A'	0.36 %
			ICC – 'B'	0.29 %
			ICC – 'C'	0.22 %
	13	Pulse	ICC – 'A'	0.58 % (in case of bulk shipment 1% excess of sum insured)
			ICC – 'B'	0.43 %
			ICC – 'C'	0.25 %
	14	Salted boiled dried shell-less prawns	ICC – 'A'	0.58 %
			ICC – 'B'	0.43 %
			ICC – 'C'	0.29 %
	15	Dry fish in synthetic bags	ICC – 'A'	0.72 %
			ICC – 'B'	0.43 %
			ICC – 'C'	0.29 %
	16	Fish maws & Shark fins	ICC – 'A'	0.58 %
			ICC – 'B'	0.29 %
			ICC – 'C'	0.22 %
	17	Tortoise shell	ICC – 'A'	0.36 %
			ICC – 'B'	0.29 %
			ICC – 'C'	0.22 %
	18	Frozen frog legs prawn & shrimps in refrigerated vessel	ICC – 'A'	2.52 (excluding rejection clause)
			ICC – 'B'	0.50 %
			ICC – 'B'+TPND	0.86 %
			ICC – 'C'	0.36 %
			ICC – 'C'+ND	0.61 %
	19	Frozen fish	ICC – 'A'	3.6% (without rejection Clause) Attachment of the risk is subject to the condition that necessary clearance is to be obtained from the rating committee in respect of each & every shipment prior to loading.
			ICC – 'B'	0.54 %

			ICC – 'B' +TPND	0.86 %
			ICC – 'C'	0.36 %
			ICC – 'C'+ND	0.61 %
	20	Potato in bag in refrigerated vessel	ICC – 'A'	0.90% (5% excess of each and every loss)
			ICC – 'B'	0.43 %(5% excess of eel)
			ICC – 'C'	0.29 %
	21	Fresh fruits & vegetables in Air conditioned chamber	ICC – 'A'	2.88% (5% excess of each and every loss)
			ICC – 'B'	1.44 % (5% excess of eel)
			ICC – 'C'	0.36 %
	22	Aerosol Spray	ICC – 'A'	0.54% (excluding any loss of weight)
			ICC – 'B'	0.36% (excluding any loss of weight)
			ICC – 'B'+TPND	0.43% (excluding any loss of weight)
			ICC – 'C'	0.22 %
	23	Mosquito coil	ICC – 'A'	0.72 %
			ICC – 'B'	0.22 %
			ICC – 'C'	0.36 %
	24	HDPE T-Shirt bags Embossed and Blocked	ICC – 'A'	0.36 %
			ICC – 'B'	0.32 %
			ICC – 'C'	0.25 %
	25	Synthetic bags	ICC – 'A'	0.36 %
			ICC – 'B'	0.32 %
			ICC – 'B'	0.25 %
	26	Cotton (karpas) & kapok	ICC – 'A'	0.36 %
			ICC – 'B'	0.32 %
			ICC – 'C'	0.25 %
	27	Rayon yarn & Silk fabrics	ICC – 'A'	0.36 %
			ICC – 'B'	0.32 %
			ICC – 'C'	0.25 %
	28	Padding	ICC – 'A'	0.43 %

			ICC – 'B'	0.36 %
			ICC – 'C'	0.25 %
Finished goods	29	Finished Leather	ICC – 'A'	0.29 %
			ICC – 'B'	0.18 %
			ICC – 'C'	0.14 %
	30	Leather Products, shoes, specialized textiles and readymade garments and garments accessories	ICC – 'A'	0.36 %
			ICC – 'B'	0.22 %
			ICC – 'C'	0.18 %
	31	Iron billets	ICC – 'A'	0.72 % (shipment by weight will be subject to 1% excess of sum insured
			ICC – 'B'	0.50 % (shipment by weight will be subject to 1% excess of sum insured)
			ICC – 'C'	0.25 %
	32	C.I. Sheet in crate and bundles	ICC – 'A'	0.58 %
			ICC – 'B'	0.40 %
			ICC– 'B'+ND	0.47 %
			ICC – 'C'	0.29 %
			ICC– 'C'+ND	0.36 %
	33	Nylon waste (in gunny bags)	ICC – 'A'	0.58 %
			ICC – 'B'	0.43 %
			ICC – 'C'	0.29 %
	34	Waste hair, fur and waste cotton	ICC – 'A'	0.43 %
			ICC – 'B'	0.36 %
			ICC – 'C'	0.22 %
	35	Books & journal newspaper and used postage stamps	ICC – 'A'	0.43 %
			ICC – 'B'	0.32 %
			ICC – 'C'	0.22 %

	36	Paper	ICC – 'A'	0.72 %
			ICC – 'B'	0.50 %
			ICC – 'C'	0.29 %
	37	All Ceramic items	ICC – 'A'	1.44 %
			ICC – 'B'	0.50 %
			ICC – 'C'	0.29 %
	38	Porcelain ware	ICC – 'A'	1.44 %
			ICC – 'B'	0.36 %
			ICC – 'C'	0.22 %
	39	Sanitary goods	ICC – 'A'	1.73 %
			ICC – 'B'	1.44 %
			ICC – 'C'	0.36 %
	40	Melamine	ICC – 'A'	0.83 %
			ICC – 'B'	0.43 %
			ICC – 'C'	0.29 %
	41	Rubber sheet in bales	ICC – 'A'	0.25 %
			ICC – 'B'	0.18 %
			ICC – 'C'	0.11 %
	42	Rubber in raw form in bags	ICC – 'A'	0.29 %
			ICC – 'B'	0.21 %
			ICC – 'C'	0.12 %
	43	Telephone & electric wires, electric fans, handicrafts, harican and musical instrument	ICC – 'A'	0.54 %
			ICC – 'B'	0.29 %
			ICC – 'C'	0.22 %
	44	Super enameled copper wire	ICC – 'A'	0.54 %
			ICC – 'B'	0.40 %
			ICC – 'C'	0.25 %
	45	Dry cell battery	ICC – 'A'	0.90 %
			ICC – 'B'	0.50 %
			ICC – 'C'	0.36 %
	46	Electric bulb	ICC – 'A'	2.88 %
			ICC – 'B'	2.16 %
			ICC – 'C'	0.36 %
	47	Equipments for telephone exchange with digital set, PABX set, TVR, Fax Machine, Microwave oven	ICC – 'A'	1.44 %
			ICC – 'B'	1.08 %
			ICC – 'C'	0.36 %

	48	Films and Gramophone records	ICC – 'A'	0.54 %
			ICC – 'B'	0.36 %
			ICC – 'C'	0.22 %
	49	Crushed bone in gunny bags	ICC – 'A'	0.72 % (with 1% excess of sum insured)
			ICC – 'B'	0.43 % (with 1% excess of sum insured)
			ICC – 'C'	0.29 % ((with 1% excess of sum insured)
	50	Cow-guts (dried)	ICC – 'A'	0.58 %
			ICC – 'B'	0.36 %
			ICC – 'C'	0.22 %
	51	Bees Wax	ICC – 'A'	0.58 %
			ICC – 'B'	0.43 %
			ICC – 'C'	0.22 %
	52	Tamarind seed, broom of all kinds and broom sticks coconut kernel and coir products and bamboo products	ICC – 'A'	0.36 %
			ICC – 'B'	0.29 %
			ICC – 'C'	0.22 %
	53	Naptha, Molasses, herbs and crude, drugs	ICC – 'A'	0.58 %
			ICC – 'B'	0.29 %
			ICC – 'C'	0.22 %
	54	Spirit	Steel drums	**A** 1.08% **B** 0.72% **C** 0.43%
			Plastic Carboys	1.80% 1.08% 0.65%
			Glass Carboys	2.16% 1.62% 1.08%
	55	Handicrafts	ICC – 'A'	0.54 %
			ICC – 'B'	0.36 %
			ICC – 'C'	0.22 %
	56	Hides & skin in bundles and oil cake in bulk	ICC – 'A'	0.72 %
			ICC – 'B'	0.43 %
			TP	0.18 %
			ND	0.11 %
			ICC – 'C'	0.22 %
	57	Machineries and other items used for construction/ other works in Bangladesh & returned back	ICC – 'A'	1.44 %
			ICC – 'B'	0.50 %
			B+TPND	0.72 %
			ICC – 'C'	0.29 %
			C+ND	0.43 %
	58	Fertilizer	ICC – 'A'	0.90 % (1% excess of sum insured)
			ICC – 'B'	0.58 %
			ICC – 'C'	0.29 %

	59	Export of cement in bag and in bulk	ICC – 'A'	1.44% (with 0.50% excess of sum insured)
			ICC – 'B'	0.32% (with 0.50% excess of sum insured)
			ICC – 'C'	0.18% (with 0.50% excess of sum insured)
			ICC – 'B'+TPND	0.63% (with 0.50% excess of sum insured)
			ICC – 'C'+TPND	0.55% (with 0.50% excess of sum insured)
	60	Edible oil	ICC – 'A'	0.90%(1% excess of sum insured)
			ICC – 'B'	0.50% (1% excess of sum insured)
			ICC – 'C'	0.29%
	61	Timber logs	ICC – 'A'	0.36 %
			ICC – 'B'	0.32 %
			ICC – 'C'	0.22 %
	62	Fire Bricks	ICC – 'A'	7.20%(1% excess of sum insured)
			ICC – 'B'	2.16 %
			ICC – 'C'	0.36 %
	63	Tobacco	ICC – 'A'	0.54 % (2% excess of each & every loss)
			ICC – 'B'	0.29 %
			ICC – 'C'	0.22 %
	64	Cosmetics, detergent powder, honey, fruit juice, medicines, cellophane of glycerin	ICC – 'A'	0.54 %
			ICC – 'B'	0.29 %
			ICC – 'C'	0.22 %
	65	Tooth Pick and Tooth Brush	ICC – 'A'	0.36 %
			ICC – 'B'	0.29 %
			ICC – 'C'	0.22 %
	66	Ball Pen	ICC – 'A'	0.50 %
			ICC – 'B'	0.43 %
			ICC – 'C'	0.25 %
	67	Match Boxes	ICC – 'A'	0.72 %
			ICC – 'B'	0.43 %
			ICC – 'C'	0.29 %
	68	Stainless steel cutlery	ICC – 'A'	0.61 % (with 1% excess of sum insured)
			ICC – 'B'	0.40 % (with 1% excess of sum insured)
			ICC – 'C'	0.25 % (with 1% excess of sum insured)
	69	100% export oriented BGMEA, BKMEA, BTMA & SME	ICC – 'A'	0.29%
			ICC – 'B'	0.14%
			ICC – 'C'	0.11%

	70	Export of Sugar in Bulk (Per bottom limit Tk. 30 Crore)	ICC – 'A'	0.90 % (with 1% excess of sum insured)
			ICC – 'B'	0.43 % (with 1% excess of sum insured)
			ICC – 'C'	0.29 % (with 1% excess of sum insured)
	71	Export of by-Cycle	ICC – 'A'	0.72% (with 1% excess of sum insured)
			ICC – 'B'	0.54 % (with 1% excess of sum insured)
			ICC – 'C'	0.22 % (with 1% excess of sum insured)
	72	Export of Mirror glass and other glasses	ICC – 'A'	3.25%
			ICC – 'B'	0.35%
			ICC – 'B' + TPND	3.07% (Including breakage)
			ICC – 'B' + TPND	0.55% (Without breakage)
			ICC – 'B' + ND	0.48%
			ICC – 'C'	0.25%
			ICC – 'C' + ND	0.38%
	73	Jute Stick, Charcoal Powder	ICC – 'A'	1.08%
			ICC – 'B'	0.54%
			ICC – 'C'	0.29%

PREMIUM RATES FOR EXPORT BY AIR

Rate schedule no. 2

The rates are from warehouse to warehouse

Sl. No.	Type of goods	Name of cover	Rates
1	Stainless steel cutlery	Air All risks	0.50%
2	HDPE T-shirt bags embossed & blocked	Air All risks	0.65%
3	Dry cell battery	Air All risks	0.65%
4	Padding	Air All risks	0.36%
5	Tortoise	Air All risks	0.29%
6	Betel (pan) & raw ginger	Air All risks	0.72%
7	Dry ginger	Air All risks	0.58%
8	Dry coconut & Tamarind	Air All risks	0.58%
9	Tamarind seed, broom of all kinds & broom sticks coconut kernel & coir-products & bamboo products.	Air All risks	0.58%
10	Cotton (karpas) & kapok	Air All risks	0.43%
11	Porcelain ware	Air All risks	1.44%
12	Films & gramophone records	Air All risks	0.43%
13	Books & journal, newspaper & used postage stamps	Air All risks	0.43%
14	Leather products, shoes, specialized textiles and ready made garments	Air All risks	0.29%
15	Telephone, electric wires, electric Fan, handicrafts, haricane & Musical instruments.	Air All risks	0.54%
16	Cosmetics, detergent powder, honey fruit, juice, medicines, cellophane of glycerin.	Air All risks Air Risk only	0.43% 0.18%
17	Mosquito coil	Air All risks	0.72%
18	Flower	Air All risks	0.90%
19	Finished leather	Air All risks	0.29%
20	Pink pearl	Air All risks	1.08%
21	Polythene bags	Air All risks	0.36%
22	Tortoise shell	Air All risks	0.29%
23	Fish maws and shark fins	Air All risks	0.43%
24	Rice bran and wheat bran in bags	Air All risks	0.29%
25	Rayon yarn and silk fabrics, cotton yarn, jute yarn	Air All risks	0.36%
26	Export of by-cycle	Air All risks Air risks only	0.50% 0.14%
27	Export of medicine	Air All risks Air risks only	0.54% 0.18%
28	Export of mirror glass and other glass	Air All risks	0.61%

29	Natural rubber sheet in bales	Air All risks Air risks only	0.25% 0.11%
30	Rubber in raw form in bags	Air All Risks Air Risks only	0.29% 0.12%
31	Export of Redymade garments	Air Risks only Air Risk+ND Air Risk+TPND	0.14% 0.18% 0.22%
32	Tax Stamp	Air All Risks	0.54%
33	Jute Stick, Charcoal Powder	Air All Risks	0.54%
		Air Risk only	0.23%

PREMIUM RATES FOR EXPORT BY LAND

Rate schedule No. 3

The rates are from Bangladesh to India, Nepal & Bhutan

		Extra hazardous goods as per inland tariff description	Any other goods
1.	Rail/Lorry/Truck Risks only	0.36%	0.29%
2.	Rail/Lorry/Truck All risks	1.00%	0.72%

BANGLADESH SHUT-OUT CARGO TARIFF

Section -10

SHUT-OUT CARGO TARIFF

Section – 10

1. This tariff applies to all cargoes (other than TEA, insured under Tea crop policy in terms of the Tea market agreement) which one being shut out by the overseas vessel.

2. The cover is to be granted as an extension of Inland Transit Policy.

SHUT – OUT CARGO:

Rates for shut-out cargo -	
(i) Craft/Raft/Lighter/Barge in mid-stream	50% of the original rate for return journey
(ii) Storage risk	20% for storage of shutout cargo for two weeks or part thereof while awaiting shipment by another vessel from the date of rejection the rate will apply on the value of the shut out cargo.

N.B. When the goods are returned to Shipper's warehouse involving Rail/Road Transit, appropriate full premium as per Inland Transit (Rail or Road) Tariff shall become chargeable for the return journey in addition to the above.

BANGLADESH INLAND
HULL TARIFF

Section - 11

Inland

Marine Hull Tariff.

Section – 13

1. **Hull**

For the purpose of this Tariff "Hull" includes Hull, Machinery, Tackle, refrigeration machinery and any auxiliary equipment.

2. **Scope of the Tariff**

(a) This tariff is applicable to all vessels operating in Inland Waterways, Estuaries and coastal Waters of Bangladesh.

(b) Inland Time Clauses (Hulls) cover will be restricted to iron/steel body vessels up to 40 (forty) years of age.

(c) Inland Time Clauses (Hulls) is strictly prohibited for wooden Vessels both powered & non-powered.

(d) All hull policies shall be subject to a compulsory deductible @1.00% on the sum insured with a minimum of Tk.1,00,000 (one lac) in respect of each & every claim including sue, labour & salvage charges but excluding Total loss or constructive Total loss.

3. **Regulations & agreements**

Section is applicable to this tariff except where otherwise varied by the provisions herein after included.

4. **Trading limit**

The rates apply only to vessels operating or plying in Bangladesh. For voyage(s) between Bangladesh adjoining provinces of India viz-west Bangal, assam, Tripura Estate, Meghalaya and Bihar the following additional premium must be charged.

i) For annual term 20% of the original premium.

5. **Cancellation returns**

Police(s) may be cancelled allowing prorata monthly return of premium for each un-commenced month but subject to a minimum retention of 25% of the annual premium.

6. **Short period policies**

May be issued as per short period scale shown below.

For a period not exceeding 1 month 20 percent of the annual rate.

For a period exceeding 1 month but not exceeding 2 months 30 percent of the annual rate

"	"	"	2	"	"	"	"	3	"	40	"	"	"	"
"	"	"	3	"	"	"	"	4	"	50	"	"	"	"
"	"	"	4	"	"	"	"	5	"	60	"	"	"	"
"	"	"	5	"	"	"	"	6	"	70	"	"	"	"
"	"	"	6	"	"	"	"	7	"	75	"	"	"	"
"	"	"	7	"	"	"	"	8	"	80	"	"	"	"
"	"	"	8	"	"	"	"	9	"	85	"	"	"	"
"	"	"	9	"	"	"	"	12	"	full annual rate				

Short period policies may be extended for further short periods by charging additional premium on short period scales and each extension should be treated as a fresh proposal and rated as such. However, no short period policy should be so extended as to make the total period under such policy exceed twelve months.

7. **Time and voyage**

The rates in this Tariff apply to time policies only. Policies covering, as specific voyage within the trading limit should be issued as short period time policies.

8. **Warranties**

A) All policies must be subject to the following warranties: -

i) Warranted that the vessel complies with all Government Regulations regarding Navigation and safety as in force.

ii) Warranted that when laid up the vessel must have a watchmen on board.

iii) Warranted that all powered vessels shall be in possession of a valid survey certificate issued by the Government surveyor or other such authority

iv) Warranted that dumb-craft shall only be operated under a valid annual license issued by the Government of the People's Republic of Bangladesh.

v) Warranted that powered vessels shall not engage in towage operation except in accordance with the Rules Governing tows as laid down by the BIWTA.

vi) Towing charges if any shall be limited to BIWTA'S towing charges current schedule.

B) All policies covering fishing vessels must be subject to the following warranty:

i) Warranted loss of net covered only when the vessel it-self is total loss only

ii) That the fishing vessels are allowed to ply within economic zone of Bangladesh but shall not proceed beyond the South of 20° Degrees North in the Bay of Bengal.

9. **Fleet discount**

ON VESSELS GROUPWISE EXCLUDING WOODEN VESSELS.

Group	No. of vessel	Discount in percentage
A	5 to 10	5%
B	11 to 20	10%
C	21 to 50	15%
D	51 to above	20%

10. **Rates**

a) The following rates shall apply for TLO (With sue, Labour & Salvage charges) and Inland Time Clauses Hulls as per appropriate Time Clauses (Hull) but there shall be no lay up return under the Clauses.

b) Payment of Inland Marine Hull premium in 4(four) equal instalment is allowed.

All Rates per annum, percent net
Revised Premium Rating Structure
Underwriting limit: Value up to country limit

A. Powered Iron/Steel body vessels excluding Fishing vessels/Trawlers and Oil Tankers.

Age	TLO With Sue, Labour & salvage Charges	TC Hull
a) upto 10 years	1.58	2.34
b) Exceeding 10 years but upto 15 years	1.76	2.62
c) Exceeding 15 years but upto 20 years	2.03	3.02
d) Exceeding 20 years but upto 25 years	2.39	3.56
e) Exceeding 25 years but upto 30 years	2.90	4.30
A. (1) Non-powered iron/steel body vessels excluding Fishing vessels/Trawlers and Oil tankers**.**		
a) upto 10 years	1.40	2.16
b) Exceeding 10 years but upto 15 years	1.57	2.42
c) Exceeding 15 years but upto 20 years	1.80	2.78
d) Exceeding 20 years but upto 25 years	2.12	3.29
e) Exceeding 25 years but upto 30 years	2.57	3.97
A. (2) Power iron/steel body Fishing Vessel/Trawler Including Oil Tankers.		
a) upto 10 years	1.80	2.75
b) Exceeding 10 years but upto 15 years	2.02	3.08
c) Exceeding 15 years but upto 20 years	2.32	3.54
d) Exceeding 20 years but upto 25 years	2.74	4.18
e) Exceeding 25 years but upto 30 years	3.31	5.05

Rules:

(I) For vessels above 30 years of age but not exceeding 45 years, the rates appearing in column A.(e), A.(1)(e) & A. (2) (e) should be loaded by 0.25 paisa for each additional year.

(II) For vessels exceeding 45 years of age and covering TLO including sue, labour & salvage charges should be referred to Central Rating Committee (IDRA) for rates, terms and conditions.

(III) Vessels exceeding 40 years of age not to be given TC Hull cover.

(IV) The following scales of loading should be charged on premium in case of TC Hull and TLO including salvages, sue & labour charges coverage in face of the following claim ratio: -

Claim ratio upto 25% of premium	No Loading

Exceeding 25% but upto 50%	5.00% of basic premium
Exceeding 50% but upto 75%	7.50% of basic premium
Exceeding 75% but upto 100%	10.00% of basic premium
More than 100%	15.00% of basic premium

(V) No loading of premium to be applied if a vessel had no claim in the year immediately preceding the present underwriting year.

(VI) The Committee proposed to follow the International rules and regulations in case of sue, labour and salvage charges

Inland Marine Hull Tariff

All rates per annum percent nett.

B. Wooden vessels powered including fishing vessels.

Age	Value up to Tk.10 lacs	Over Tk.10 lacs but upto Tk.20 lacs	Over Tk.20 lacs but upto Tk.30 lacs	Over Tk.30 lacs but upto Tk.45 lacs	Over Tk.45 lacs but upto Tk.75 lacs
	TLO with sue, labour	TLO with sue, labour	TLO with sue, labour	TLO with sue, labour	TLO with sue, labour
a) Upto 5 years	6.55	5.90	5.45	5.05	4.80
b) Upto 6-10 years	7.50	7.05	6.40	5.65	5.10
c) Upto 11-15 years	8.05	7.50	6.55	6.10	5.50

Proposal: For vessels over 15 years is to be referred to Central Rating Committee, IDRA for fixing up rates and other terms and conditions.

Rules:

i) Where the Hull values are in excess of Tk.75 lacs the Tariff rates as may be applicable to vessels of the value of Tk.75 lacs must be provisionally charged and thereafter the matter should be referred to Central Rating Committee for special rating.

ii) Cover required in variance to the provisions of the Tariff should be referred to Central Rating Committee (IDRA)

iii) “25% of the full insured value shall be at the risk of the insured on powered wooden vessels and in no case the liability of the insurer shall exceed 75% of such value”.

B.1. Wooden vessels non-powered.

Age	Value up to Tk.3 lacs	Over Tk.3 lacs but upto Tk.5 lacs	Over Tk.5 lacs but upto Tk.7 lacs
	TLO with sue, labour	TLO with sue, labour	TLO with sue, labour
a) Upto 5 years	11.25	9.40	7.50
b) Upto 6-10 years	14.05	9.40	9.40

PROPOSAL: For vessels over 10 years is to be referred to Central Rating Committee (IDRA) for fixing up rates and other terms and conditions.

NOTES:

i) For non-powered wooden vessel valued over 7 lacs, the Tariff rates as may be applicable for vessel valued upto Tk.7 lacs must be provisionally charged and thereafter referred to Central Rating Committee for special rating.

RULES:

i) "25% of the full insured value shall be at the risk of the insured on non-powered wooden vessels and in no case the liability of the insurer shall exceed 75% of such value".

ii) The boats made of Fibre Glass should be rated as wooden vessels.

IMPORTANT NOTE:

Premium rates under A, A1, A2, B & B1 of this Tariff are applicable to vessels operating in Inland waterways, Estuaries and coastal water of Bangladesh only

01.07.1975
01.01.2000
13.01.2020