

## Explanation of New Policy

**Transit2insure.com is now underwritten by new Insurers on a non marine policy and differs from the cover you had before, when it was underwritten on a 'marine' policy format.**

This should make it far easier to understand, although there are some aspects of difference in the cover you will now have.

We are required to issue what is known as an IPID, which you will find later and which explains some aspects of the cover in an EU approved format (so it's pretty unreadable), but we hope you will find this explanation helpful.

The entire wording is on this site and you should read and understand that, but here are some of the major differences between the cover you used to purchase and what is on offer now.

- The wording has several words in **bold type**. This means they have a defined meaning throughout the document, which you can find in '**definitions**' (see Policy Wording).
- Previously you had war and strikes cover. In the new wording, we cannot offer this. However, previously, Insurers could raise premium substantially or cancel war and strikes cover with 48 hours notice if a destination looked as though it was going off the rails, so this probably isn't of any great practical effect.
- The old basis of claims settlement was 'cost and restoration, plus 10%'. This was a marine Insurance peculiarity and the logic was that if you had to replace ordinary goods (rather than Antiques, etc) it might cost you more to source them, so the 10% was some sort of solace, This doesn't really apply to 'The Trades', so it has been dropped. The new basis is cost price or selling price (whichever is more appropriate), plus the transport cost, in the event of a total loss.
- Many things are much clearer under the new wording and some matters that were legally implied or inherent in the old Insurance Cargo Clauses are now spelled out.
- Theft cover for losses from any vehicle owned, hired or driven by you is now excluded.
- The new policy does not give you cover in the event of '**General Average**' being declared. As a rough and quick explanation, **General Average** is something which can be declared when a ship is in trouble and has to lighten its cargo by throwing it overboard. If this is successful and the ship reaches port, all of the cargo owners in that vessel have to contribute towards the owners of the jettisoned cargo's loss.
- You should look at and understand General Condition 12, in policy wording. If you don't declare the full value of your sending &/or transport cost, then claims will be scaled back if you have a partial loss.
- You must be scrupulously honest when buying Insurance, so if you have any concerns on this score, do give me, John Wakefield or my colleagues a call during our working hours of 9am to 5pm. My Direct Line Is 01 306 73 41 06. (*Note: please see General Condition 6 in Policy Wording*)
- The deductible (a.k.a. excess) has increased from £100 to £ 250. It had remained unchanged since 1995 and is no longer at a viable level. Please do not insure sendings of a value of £250 or less, for obvious reasons. The Post Office may be a better option for you with such small sendings.

## Declaration

You will be required to agree to the following declarations in order to be eligible to purchase a valid policy from the Transit2insure website:

1. I/We have read the policy document and the explanation of the new policy and understand it.
2. I/We trade in at least one of the following categories:- a bona fide Antiques or Fine Art Dealer, Watch Maker or Repairer, Jeweller, Antiques and Fine Art shipper or Artist. (Note: please see General Exclusion 15 in policy wording)
3. I/We have had either a) no claims or losses arising out of items in transit during the last five years or b) if I/We have, then I/We have received written (e-mailed) permission from John Wakefield at Transit2insure.com to continue using the website.
4. I/We are not acting in the capacity of a private individual.