



A SHIPPER'S GUIDE TO

# global cargo insurance

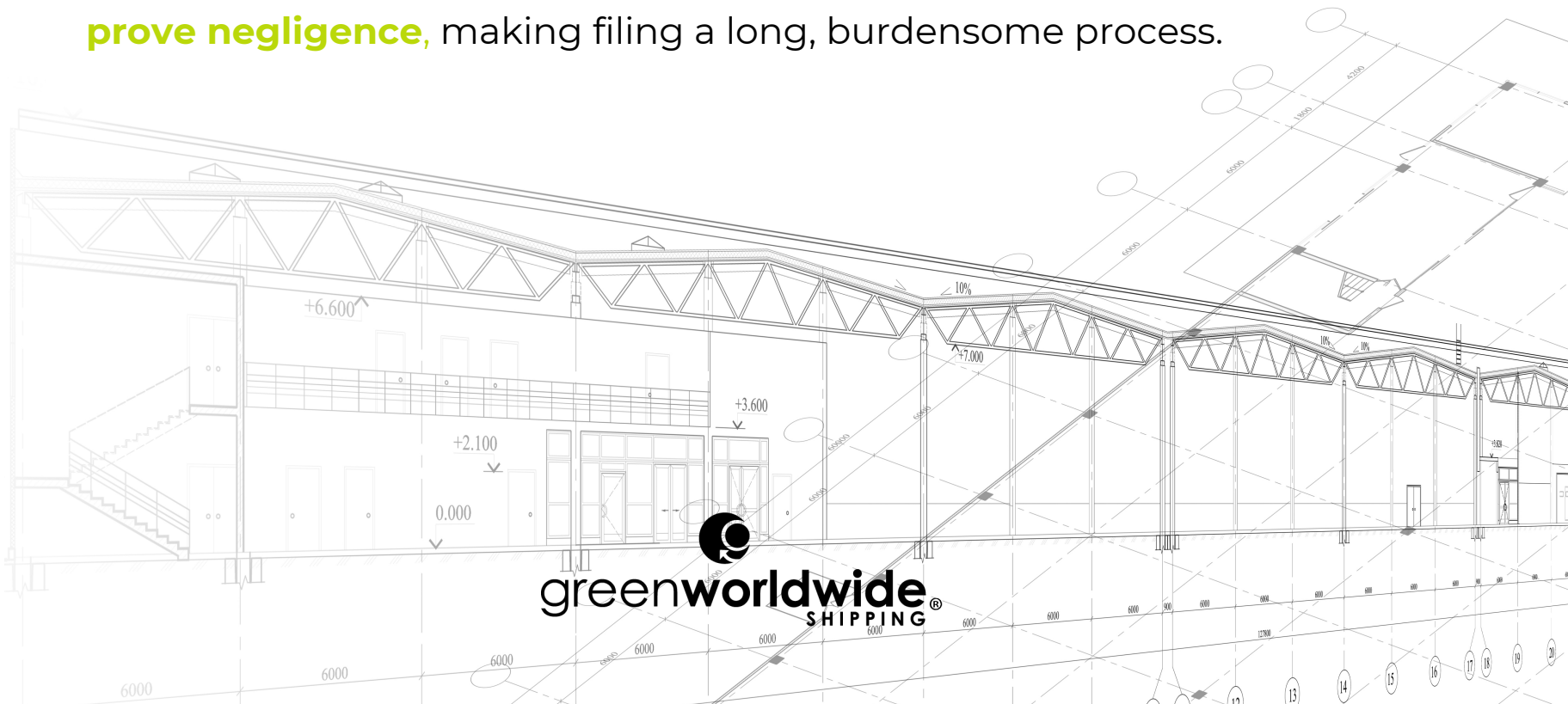
**“Why should I pay for it?**

**If something happens, the  
carrier is obligated to  
cover my losses.”**



Legally, both international and domestic carriers must hold a minimum amount of liability coverage – unfortunately, this is usually **insufficient for the full extent of a potential loss.**

And much like due process, carriers are only liable if the claimant can **prove negligence**, making filing a long, burdensome process.



**“I buy CIF and/or  
sell CFR.”**

When purchasing under foreign CIF incoterms, shippers are bound to the stipulations of an **overseas legal system**, which typically favor domestic interests, and with insuring conditions that can vary wildly from U.S. practices.

***Is your supply chain and relationship with manufacturing strong enough to handle a lengthy financial case?***

Under CFR exports, the seller is still obligated to provide coverage for the **inland transit to the port.**

***If damage occurs, will the selected policy expeditiously cover enough of the loss to relieve cash flow?***



**“I’ve never had a loss  
and nothing will ever  
happen to my  
goods.”**



If you've **never** experienced a freight loss, **we congratulate you!**

Your goods may be less susceptible to loss than most, but statistically speaking, they are still at risk and ripe for the picking.

**30% OF LOSSES IN-TRANSIT ARE UNAVOIDABLE**

Insurance companies can predict you will eventually have a loss due to the extreme rigors of transit, such as long voyages, extensive lifting, thieves, moving, shifting, loading, poor weather and piracy.

**GREEN'S**

# **global cargo insurance**



**COMMERCIAL  
INVOICE**

**+**



**FREIGHT  
COSTS**

**+**

**10%**


**ADDITIONAL  
COVERAGE!**

**110% INSURED VALUE**

**WE INSURE FOR 100% OF YOUR CIF VALUE -  
THEN, ADD 10% MORE, JUST IN CASE.**

# protect your ship

“All-risk,” door-to-door insurance coverage not only protects shippers from physical loss or damage during the course of transit, but also in the case of **miscellaneous perils**.



**WAR RISK**  
**CONCEALED DAMAGE**  
**STRIKE, RIOTS, & CIVIL**  
**MARINE EXTENSION CLAUSE**  
**WAREHOUSE TO WAREHOUSE**  
**30-DAY CONSOLIDATION**  
**GENERAL AVERAGE**

**ON AVERAGE,  
ONE SHIP SINKS EVERY DAY.**

# general average

Under general average, if a company's cargo must be thrown overboard in order to save the whole vessel from sinking, all other companies with cargo onboard **must pay restitution** – at times, this can include the loss of the vessel in its entirety.

Even if your goods arrive unharmed, a bond must still be posted before your freight will be released by the steamship line.

Shippers experience at least **one general average loss every 8 years.**

# TYPICAL CARRIER

# coverage limitations

international  
airfreight



BASED ON MONTREAL  
CONVENTION OF 19SDR

ocean  
cargo



\$500 USD PER FREIGHT UNIT  
FOR LOSS WHILE ON OR  
LOADING/UNLOADING VESSEL

LTL trucking



\$15 USD - \$25 USD  
PER POUND

FCL trucking



\$100,000 USD  
PER TRUCK

domestic  
airfreight



\$0.50 USD PER POUND

small package



\$100 USD PER PACKAGE

intermodal



\$250,000 USD PER TRAIN



**WHAT IS**

# **sufficient coverage?**

**\$1,500,000 BY ANY ONE OCEAN VESSEL**

**\$250,000 LADEN ON DECK**

**\$250,000 FOR ANY ONE BARGE/TOW**

**\$1,000,000 BY ANY ONE INTERNATIONAL AIRCRAFT**

**\$500,000 BY ANY ONE DOMESTIC TRUCK/RAIL CAR**

**\$500,000 BY ANY ONE DOMESTIC AIRCRAFT**

**\$50,000 ONE PACKAGE SHIPPED BY MAIL, INCL. PARCEL POST**



GO ON,

**treat yourself to...**

- end-to-end coverage** ✓
- terms of sale fulfillment** ✓
- single point-of-contact** ✓
- expediting claims handling** ✓
- no annual minimum deposit** ✓
- a++ rated insurance company** ✓

**BOTTOM LINE,**

**we speak freight.**

**ISN'T IT TIME TO START MOVING  
FREIGHT *FORWARD*?**

[greenworldwide.com](http://greenworldwide.com)

atlanta

chicago

dallas

denver

houston

los angeles

miami

new york

seattle

**GREEN WORLDWIDE SHIPPING**

IS A *TECHNOLOGY-FORWARD*  
PROVIDER OF INTERNATIONAL  
SUPPLY CHAIN SERVICES.

EMPOWERING OUR FREIGHT  
EXPERTS TO POWER YOUR FREIGHT.

PRIVATELY-OWNED,  
TO BE EFFECTIVELY MANAGED.

