

Marine War Risks (Russia, Ukraine & Belarus - RUB)

Business as usual

Our team

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About Miller

We are a leading independent specialist (re)insurance broking firm with more than 700 people across our UK and international operations.

Our reputation as the strongest advocates in the business comes from our exceptional people delivering exceptional results for over 120 years.

With a client-first approach, we value our long-standing relationships and continue to build strong and rewarding partnerships.



Miller is a Chartered Insurance Broker, the industry's gold standard for insurance brokers. We have committed to delivering professional excellence and adhering to a Code of Ethics.



With effect from 1st January 2023, changes in the reinsurance market have restricted or excluded marine hull war, war loss of hire, cargo war and charterer's war P&I exposures arising from the current Russia-Ukraine conflict.

As a result, much of the direct marine war market are being forced to pass on exclusions imposed by their reinsurers, leaving them only able to continue to service RUB business with significantly reduced line sizes or prohibiting them from covering these risks altogether.

The effect of this on the direct marine market is that many shipowners are now struggling to obtain continued coverage when operating with Russian, Ukraine or Belarus exposures.

Miller is able to offer continued protection, providing access to unrestricted capacity of up to USD150m per vessel and/or cargo interest as applicable for marine hull war and associated perils, marine cargo war and charterer's war with Lloyd's and Company market A-rated security.

Cover Type	Annual war cover or standalone war breach cover and/or single transit cover.
Interest	Hull & machinery war (including interests such as increase value OR disbursements), war loss of hire, cargo war and charterer's war P&I.
Territorial restrictions	None – including calls to Russia, Ukraine and Belarus, subject to single satisfactory sanctions check.
Limit	USD150m any one vessel, or cargo any one vessel or conveyance. Higher limits available on request.
Conditions	All customary standard market clauses (ITC, Nordic Plan, German etc.) – no CEND exclusion.