Middle-East
High-Risk Waters
Special Endorsement

Edition 2026.09

INDEX

Contents Page No.

General 3
Important Note: 3
1. Geographical Definition of Coverage 3
2. Warranties 3
3. Absolute Exclusions 5
4. Transit through the Strait of Hormuz 6
5. Preconditions for Claim Settlement 7
6. Other Agreements 7
7. Voyage Declaration Questionnaire - Appendix I 8

General

This Special Endorsement is integral part of the P&I Certificate of Entry, with priority over the general terms and conditions of the P&I Certificate of Entry; if there is any inconsistency between this Special Endorsement and other terms of the P&I Certificate of Entry, this Special Endorsement shall prevail.

Important Note:

This Special Endorsement only modifies the P&I cover. War-risk perils including hostilities, missile / UAV attacks, capture and seizure within JWC-listed waters remain absolute exclusions under the P&I Certificate of Entry. Separate war-risk insurance shall be purchased.

1. Geographical Definition of Coverage

The Middle-East Comprehensive High-Risk Area defined as follows:

1.1 The territorial sea of Iran (within 12 nautical miles) and all ports, internal waters and inshore waters of Iran;

1.2 The entire area of the Persian Gulf (Arabian Gulf), the Strait of Hormuz and the entire waters of the Gulf of Oman;

1.3 The waters west and south of the line connecting Ras al-Hadd (geographical coordinates: 22°42.5'N, 59°54.5'E) in the west and the Iran-Pakistan border (geographical coordinates: 25°10.5'N, 61°37.5'E) in the northeast;

1.4 All waters of the Red Sea south of Latitude 25°30'N, Bab-el-Mandeb Strait (including its Traffic Separation Scheme), entire waters of Gulf of Aden, all territorial seas, ports, anchorages and inshore waters of Yemen; this scope includes Saudi Red-Sea coastal waters designated in JWC Listed Areas; the general 12-nm-coastal-waters exception shall not apply to Yemeni coastline;

1.5 Any subsequent waters designated or excluded under war-risk regime issued by the International Group of P&I Clubs (IG) and Joint War Committee (JWC/JWLA) shall be automatically incorporated into this Middle-East Comprehensive High-Risk Area without further endorsement.

2. Warranties

The Member(s) (including Shipowners/Ship Managers/Ship Operators/Charterers) must strictly comply with the following warranties. Any breach of these warranties shall entitle the Association to immediately terminate cover under the P&I Certificate of Entry, reject any relevant claims, and not refund the related Calls received (including additional Calls).

2.1 Voyage and Pre-Voyage Risk Control Warranty

2.5.1 The Member(s) must submit a written report to the Association 48 hours prior to the vessel entering the Middle-East Comprehensive High-Risk Area, including but not limited to: estimated arrival time, full voyage routing plan, detailed list of calling ports, type and quantity of cargo, charterer and related-party information, crew list, vessel security plan, risk assessment report for the High-Risk Area in the recent 72 hours (including military dynamics, Houthi shipping-attack warnings, navigation alerts, current JWC circulars, self-compliance check conclusion against latest IG circular requirements, etc.);

2.5.2 Vessels entering the Middle-East Comprehensive High-Risk Area shall implement the "single voyage approval system". Without the written approval of the Association, the vessel is prohibited from repeated navigation, back-tracking or long-term stay in the High-Risk Area.

- For Persian Gulf / Gulf of Oman segment: duration of a single entry shall not exceed 48 hours; the vessel shall not call at any port or anchorage in Iran throughout the voyage.

- For Red Sea-Bab-el-Mandeb-Gulf of Aden segment: simple transit passage shall not exceed 72 hours; IG-recommended Maritime Security Transit Corridor (MSTC/IRTC) routes shall be prioritized. Any intended call at ports of Yemen or Oman or Saudi Red-Sea high-risk ports requires special written

approval from the Association; calling at any Yemeni port or anchorage without approval is strictly prohibited.

2.5.3 Strictly comply with relevant circulars issued by UK P&I Club and International Group of P&I Clubs (IG), including but not limited to the War Risk Cancellation Notice dated 2 March 2026, JWC JWLA-033, JWLA-034 and subsequent amendments, IG operational guidance for Red-Sea / Persian-Gulf high-risk waters and Best Management Practice 5(BMP5), together with navigation bans, maritime notices and sanction-compliance regulations of flag State and coastal States within High-Risk Area. Vessel shall take due account of UKMTO maritime security alerts and implement routing-avoidance recommendations. Voyage planning shall duly evaluate mine-risk and GNSS jamming scenarios with alternative position-fixing contingency arrangements in place.

2.2 Vessel and Classification Warranty

2.5.1 The vessel shall be no overdue inspections or unresolved classification defects. Oil tankers shall additionally have double-hull construction and serviceable Inert Gas System (IGS).

2.5.2 The vessel's mechanical system, navigation system and communication system (GPS, AIS, satellite broadband / satellite phone, emergency beacon, jamming-alert equipment, multiple independent backup positioning equipment as required under IG guidance) must be 100% in good condition. System testing shall be completed within 24 hours prior to entering the High-Risk Area, and complete test records shall be kept for inspection. While transiting Red Sea-Bab-el-Mandeb segment, AIS shall normally remain active; any AIS failure due to electronic jamming must be fully recorded in deck logbook. Vessel shall conduct specific contingency drill against GNSS spoofing / jamming and retain drill records.

2.5.3 The hull, cargo hold and ballast system have no structural defects; if it is an oil tanker, it must be equipped with a double hull and an Inert Gas System (IGS), and the system is in normal operation. Vessel physical hardening measures (observation posts, protective barriers, flood-lights, water monitors etc.) shall be implemented in compliance with IG and BMP5 requirements.

2.3 Security and Crew Warranty

2.5.1 During the vessel's stay within Middle-East Comprehensive High-Risk Area, ISPS Security Level 3 shall be enforced. For Red Sea-Bab-el-Mandeb-Gulf of Aden segment, 24-hour armed guards assigned by the Association approved professional security contractors shall be on-board. Engaged Private Maritime Security Company (PMSC) and Privately Contracted Armed Security Personnel (PCASP) shall satisfy IG guidance, IMO Circular MSC.1405 and ISO/PAS 28007 standards; copies of security service contracts shall be filed with the Association. Vessel shall implement hardening measures against UAV and fast-attack-boat threats; the on-board security contingency plan shall be filed with the Association.

2.5.2 All crew members have no records in sanction lists issued by the United Nations, U.S. OFAC, European Union and United Kingdom, and shall not hold nationalities linked to sanctioned entities of Iran, Syria, DPRK or Yemen.

2.5.3 Master and Chief Officer shall hold relevant sea-going experience: at least 5 years for Persian-Gulf voyages; at least 3 years for high-risk Red-Sea / Gulf-of-Aden transits. All crew must complete special drills covering anti-UAV, anti-fast-boat, anti-terrorism, anti-piracy and GNSS-jamming response within the last 3 months; qualified drill records shall be retained for inspection. In accordance with IG guidance, ongoing crew security briefings, fatigue management and seafarers' mental-wellbeing support shall be implemented; briefing records shall be kept on-file for review.

2.4 Sanction and Compliance Warranty

2.5.1 The vessel, shipowners, ship managers, operators, charterers and beneficial owners have not been subject to any sanctions by UN, U.S. OFAC, EU or UK; there shall exist no transaction, cooperation, fund flow or affiliation with sanctioned entities of Iran, DPRK, Syria or Yemen.

2.5.2 The vessel shall not carry any prohibited goods including but not limited to weapons, ammunitions, UAV-components, nuclear-related materials and sanctioned cargoes. Calling at sanctioned ports or

conducting any operations at Yemen-sanctioned-controlled ports is prohibited.

2.5.3 The Member(s) agrees to accept Know-Your-Customer and sanction screening conducted by the Association at any time, and provide documents such as vessel-equity structure, beneficial-owner details, charter-party copies and capital-flow records for inspection upon request. The Member(s) shall continuously monitor IG circular updates on sanctions and maritime risks and ensure materially-relevant circular instructions are disseminated and implemented on-board in a timely manner.

2.5 Notice and Cooperation Warranty

2.5.1 During navigation in Middle-East Comprehensive High-Risk Area, upon any incident or threat (including suspected UAV approach, fast-boat interception, attack, collision, grounding, AIS / communication black-out, GNSS jamming etc.), the Member(s) shall notify the Association within one hour both by email and satellite-phone, and submit full incident report within 24 hours. In case of suspected attack-indications within Red-Sea-Bab-el-Mandeb segment, report shall also be lodged to UKMTO with submission evidence retained. Incident report shall include statement demonstrating compliance status against IG / BMP5 risk-control guidance.

2.5.2 After occurrence of incident, the Member(s) shall fully cooperate with the Association in investigation, evidence-gathering, defence and recovery. No private settlement, admission of liability or waiver of recovery right without the Association's consent. The Association reserves right to inspect vessel-side full documentation including IG-circular briefings, drill logs, equipment test records and PMSC security-service documents.

3. Absolute Exclusions

Regardless of the cause, the Association shall not be liable for any liability, loss or expense arising from the following circumstances, and no calls shall be refunded.

3.1 Exclusion of War and Hostile Acts

3.1.1 War, civil war, revolution, rebellion, riot; hostilities, military exercises, missile-strikes, UAV-attacks, Houthi military operations and armed fast-boat assaults;

3.1.2 Capture, seizure, detention, requisition, confiscation, nationalization or expropriation of vessel (acts by authorities of Iran, Yemen, Saudi Arabia or any other jurisdiction);

3.1.3 Losses caused by mines, torpedoes, bombs, ordnance-remnants; losses arising out of piracy, terrorism and politically-motivated sabotage.

3.2 Exclusion of Sanction and Illegal Acts

3.2.1 Any liability or loss arising from breach of UN / U.S. OFAC / EU / UK sanctions or involvement with sanctioned persons or sanctioned transactions;

3.2.2 Losses from the Member(s)' deliberate hazardous conduct;

3.2.3 Intentional entry into prohibited waters;

3.2.4 Navigating or staying in High-Risk Area without the Association written approval;

3.2.5 Deliberate entry notwithstanding explicit attack warnings issued by IG, JWC or UKMTO;

3.2.6 Calling at sanctioned Yemeni ports;

3.2.7 Failure to follow IG-recommended transit corridor without reasonable objective justification;

3.2.8 Losses caused by smuggling, illegal carriage, operation without valid documentation, or breach of port, customs or environmental-protection regulations of coastal States.

3.3 Exclusion of Improper Acts of Vessel and Crew

3.3.1 Loss arising where vessel-age, classification or equipment fails to satisfy warranties;

3.3.2 Pre-voyage testing / maintenance omitted leading to failure of communication, security or anti-jamming equipment, including un-logged intentional AIS shut-down within Red-Sea segment;

3.3.3 Loss arising from non-compliance with IG/BMP5 requirements on vessel hardening, GNSS resilience, crew

briefings and drills;

3.3.4 Loss caused by uncertified / incompetent crew, crew-sanction-links, or crew's wilful misconduct or gross negligence including intoxication, negligent lookout and improper operation.

3.4 Exclusion of Special Liabilities

3.4.1 All war-risk liabilities. This P&I Certificate of Entry provides NO war-risk cover whatsoever; separate war-risk policy must be arranged;

3.4.2 4. Nuclear risk, radioactive contamination;

3.4.3 Pollution-loss and wreck-removal loss caused by war or hostilities;

3.4.4 Loss of hire, freight, demurrage, detention-loss, loss-of-profit and all consequential economic losses;

4. Transit through the Strait of Hormuz

4.1. Definitions

4.1.1 Strait of Hormuz Area: the geographic waters of the Strait of Hormuz and adjacent high-risk waters of the Persian/Arabian Gulf and Gulf of Oman as notified by the Association with coordinates.

4.1.2 Restricted Transit Consideration: any financial, in-kind, guarantee or benefit consideration (direct or indirect, via agents or intermediaries, including crypto and set-off) provided to the IRGC, Iran Persian Gulf Strait Authority or their sanctioned affiliates to obtain their unilateral transit approval or safe passage undertaking. This excludes lawful pilotage, aids-to-navigation, search & rescue and port dues levied by competent maritime authorities under the United Nations Convention on the Law of the Sea (UNCLOS).

4.1.3 International Transit Lane: lanes for transit passage under UNCLOS, excluding lanes conditional on Iranian unilateral security approval.

4.2. Warranties of the Member(s)

4.2.1 The Member(s) warrant that prior to entering the Strait of Hormuz Area, the Vessel(s) shall obtain separate written voyage approval from the Association, with voyage plan, route risk assessment, security plan and Voyage Declaration Questionnaire (Owner's Declaration and Undertaking) - Appendix I. The Association reserve the right to decline approval, impose additional premium or issue a 24/72 hours cancellation notice for cover in this area.

4.2.2 The Member(s) warrant not to apply to the IRGC or UN/US/EU/UK sanctioned parties for their unilateral transit permit, nor pay or promise any Restricted Transit Consideration for passage.

4.3. Exclusions

Notwithstanding anything to the contrary in this P&I Certificate of Entry, the Association shall not be liable for any loss, damage, arrest, detention, crew liability, salvage, general average, defence cost or third-party liability arising directly or indirectly from:

4.3.1 The Vessel transiting the Strait of Hormuz Area without prior written voyage approval from the Association;

4.3.2 The Member(s), Master, Manager, Charterer or Agents applying for IRGC unilateral transit approval, or paying or promising any Restricted Transit Consideration;

4.3.3 AIS shut-off, deliberate deviation from UNCLOS transit lanes, refusal of lawful maritime inspection, or provocative navigation causing boarding, interception, detention or armed attack;

4.3.4 Any conduct that would expose the Association, Reinsurers or any Cover Participant to breach of UN Resolutions, US OFAC, EU Sanctions, UK Sanctions and counter-terrorism legislation;

4.3.5 Fines, penalties, confiscation, ransom or settlement payments arising out of any of (4.3.1)-(4.3.4) above.

4.4. Automatic Discharge of Cover

If any Restricted Transit Consideration is paid or the sanctioned permit application is made, cover for this Strait transit voyage shall automatically terminate upon the occurrence of such act, and the Association have the full right to reject all related claims.

4.5. Saving Clause

This Clause (4. Transit through the Strait of Hormuz) shall not apply only where all of the following are satisfied:

4.5.1 The Vessel exercises transit passage under UNCLOS within internationally recognised transit lanes, maintains active AIS and complies with lawful Omani/international maritime inspection;

4.5.2 Written voyage approval from the Association is obtained;

4.5.3 No application for an IRGC unilateral safe-passage permit and no Restricted Transit Consideration is made;

4.5.4 All arrangements comply with applicable UN, US, EU and UK sanctions and counter-terrorism law.

4.6. Order of Precedence

This Clause (4. Transit through the Strait of Hormuz) prevails over inconsistent War Risks, and Sanction Clauses in the Certificate of Entry. Matters not addressed herein remain subject to the Certificate of Entry's standard LMA/ICC terms.

5. Preconditions for Claim Settlement

When submitting a claim, all the following pre-conditions must be satisfied cumulatively for the Association to accept claim; failure on any single item entitles the Association to reject claim outright.

5.1. The Member(s) has fully complied with every warranty set out under this Endorsement, including all risk-control obligations converted from IG circulars and BMP5, no breach whatsoever;

5.2. Proximate cause of incident falls within underlying P&I policy scope and is not subject to any exclusion of this Endorsement;

5.3. Timely incident notification (including necessary UKMTO reporting) and complete incident report (including IG compliance statement) submitted;

5.4. No concealment, fraud or unauthorized third-party settlement, and full cooperation with the Association's investigation, evidence-collection and recovery-exercise;

5.5. Complete supporting documentation including voyage risk assessment, crew briefings, drill logs, equipment test reports and PMSC service documents regarding IG-guideline implementation shall be available for inspection.

6. Other Agreements

6.1. This Endorsement shall take effect upon vessel's entry into Middle-East Comprehensive High-Risk Area and automatically terminate when vessel fully exits such area. If underlying the P&I Certificate of Entry expires while vessel remains within High-Risk Area, this Endorsement shall terminate concurrently.

6.2. The Association has the right to revise geographical scope, warranties, exclusions, calls and liability-limits, in light of evolving Middle-East military conflict, Houthi maritime threat, new or amended risk-control guidance / circulars issued by IG Group, updated JWC/JWLA listed-areas and sanction-policy changes. Amendments shall be notified in writing to the Member(s) with 48-hour advance notice, and revised terms shall apply upon the effective date stated in such notice.

6.3. Matters not expressly covered by this Endorsement shall be governed by general terms of underlying the P&I Certificate of Entry.

7. Voyage Declaration Questionnaire - Appendix I

Voyage Declaration Questionnaire
(Owner’s Declaration and Undertaking)

1. Introduction

This questionnaire is used for pre-voyage risk control under the Special Exclusion and Warranty Clause for Transit through the Strait of Hormuz. Any covered vessel intending to transit the Strait of Hormuz Area shall have its owner (the Member(s)) complete this questionnaire truthfully before commencement of the voyage, as a basis for obtaining the Association’s written voyage approval and confirming continuation of cover. Where the questionnaire is completed inaccurately, information is concealed, or the Vessel transits the Area without prior written approval from the Association, the Association shall be entitled to discharge cover in respect of the relevant voyage in accordance with the Certificate of Entry and the Clause.

2. Declarant and Vessel Information

Item	Details
Declarant (Owner / Member) Name	
Address and Contact of Declarant	
Vessel Name	
Vessel Type	
Port of Registry / Flag	
IMO No. / Call Sign	
Certificate of Entry No.	
Declarant Contact (Tel / E-mail)	

3. Part I - Voyage Information

Item	Details
Expected Date / Period of Transit through the Strait of Hormuz	
Intended Lane (International Transit Lane / Other)	
Load Port and Discharge Port of this Voyage	
Cargo Description	
Expected Time Spent in the Area	
Written Voyage Approval Received from the Association	Yes / No (Ref. No.)

4. Part II - Declarations (Key Risk Control Points)

No.	Declaration	Yes/No	Remarks

No.	Declaration	Yes/No	Remarks
1	Have you received any notice from the Iranian side (including IRGC or Iran Persian Gulf Strait Authority) requiring the application for a transit permit or submission of registration materials?	Yes / No	
2	Have you applied, or do you intend to apply, to the IRGC or any UN/US/EU/UK sanctioned party for their unilateral transit permit, or submitted registration materials?	Yes / No	
3	Have you paid, or do you intend to pay, any Restricted Transit Consideration (direct/indirect, cash/in-kind/agent/crypto) to obtain a transit permit or safe passage undertaking?	Yes / No	
4	Have you obtained the Association's written voyage approval? (If not yet obtained, do you undertake not to enter the Area before obtaining it?)	Yes / No	
5	Do you undertake to keep AIS active throughout, navigate within the internationally recognised transit lanes, and comply with lawful international and coastal State maritime inspection?	Yes / No	
6	Do you acknowledge and agree that the Association shall be discharged from cover for the relevant voyage in cases of unauthorised transit, application to sanctioned parties for a permit, or payment of consideration, in accordance with the Policy and the Clause?	Yes / No	

5. Part III - Owner's Declaration and Undertaking

The undersigned (Owner / Member) hereby declares and warrants that:
(a) the information provided in this questionnaire is true, accurate and complete, with no concealment or misrepresentation;
(b) the Vessel shall not enter the Strait of Hormuz Area before obtaining the Association's written voyage approval;
(c) the Declarant will not apply to the IRGC or any UN/US/EU/UK sanctioned party for their unilateral transit permit, nor submit registration materials, nor pay any Restricted Transit Consideration, directly or indirectly, for passage;
(d) the Declarant will keep AIS active, navigate within the internationally recognised transit lanes, and comply with lawful international and coastal State maritime inspection;
(e) the Declarant acknowledges and agrees that, upon breach of the above undertakings or the Certificate of Entry terms, the Association shall be entitled to discharge cover for the relevant voyage, and the Declarant shall bear all consequences arising therefrom.

6. Part IV - Signature

Signature of Authorised Representative (Owner / Assured): _____

Title: _____

Company Seal: _____

Date: _____ (DD) _____ (MM) _____ (YYYY)

(To be completed by Underwriters) Received and noted by Underwriters: _____

Underwriting Signature: _____ Date: _____ (DD) _____ (MM) _____ (YYYY)