Maritime Maps

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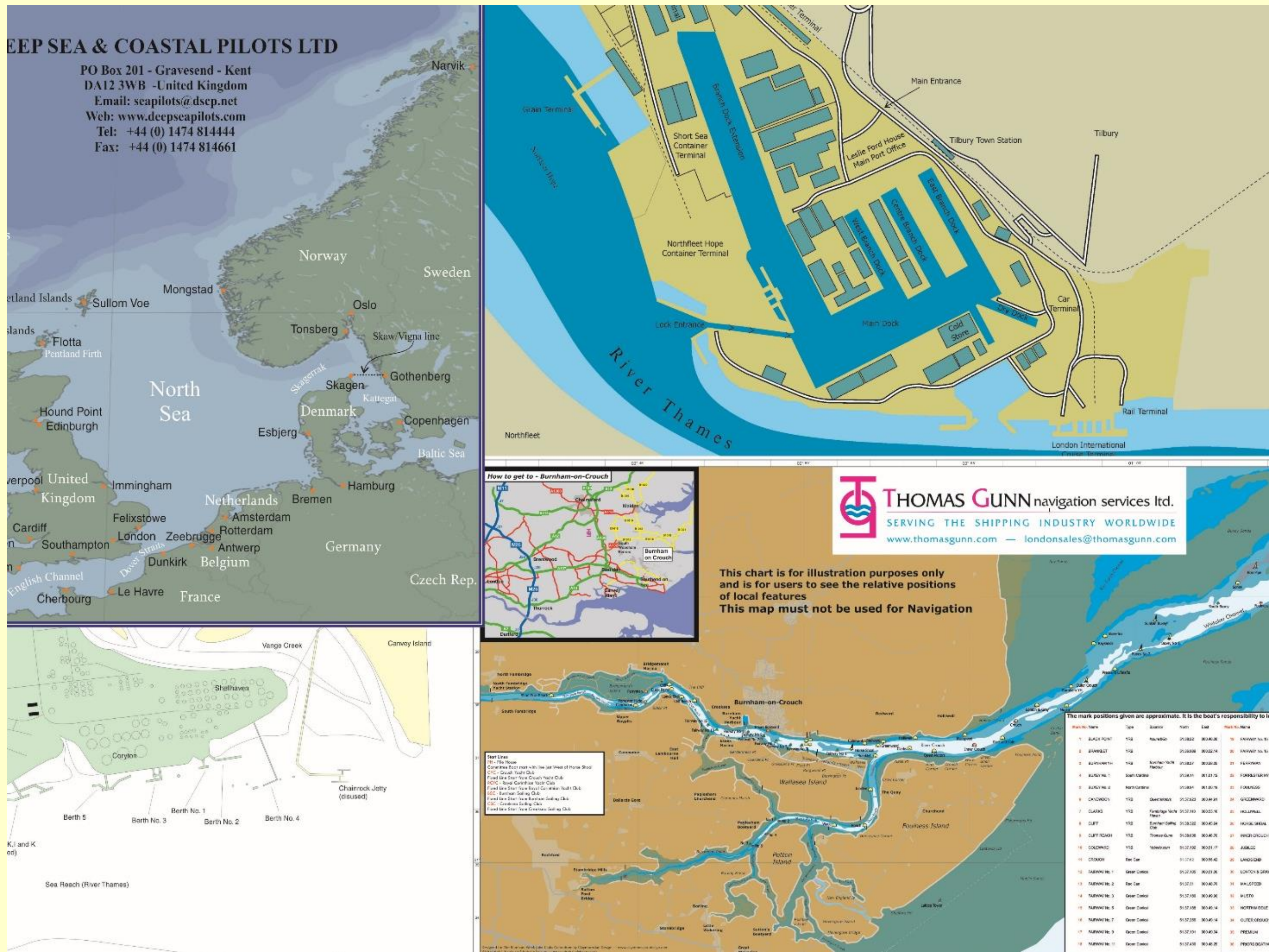
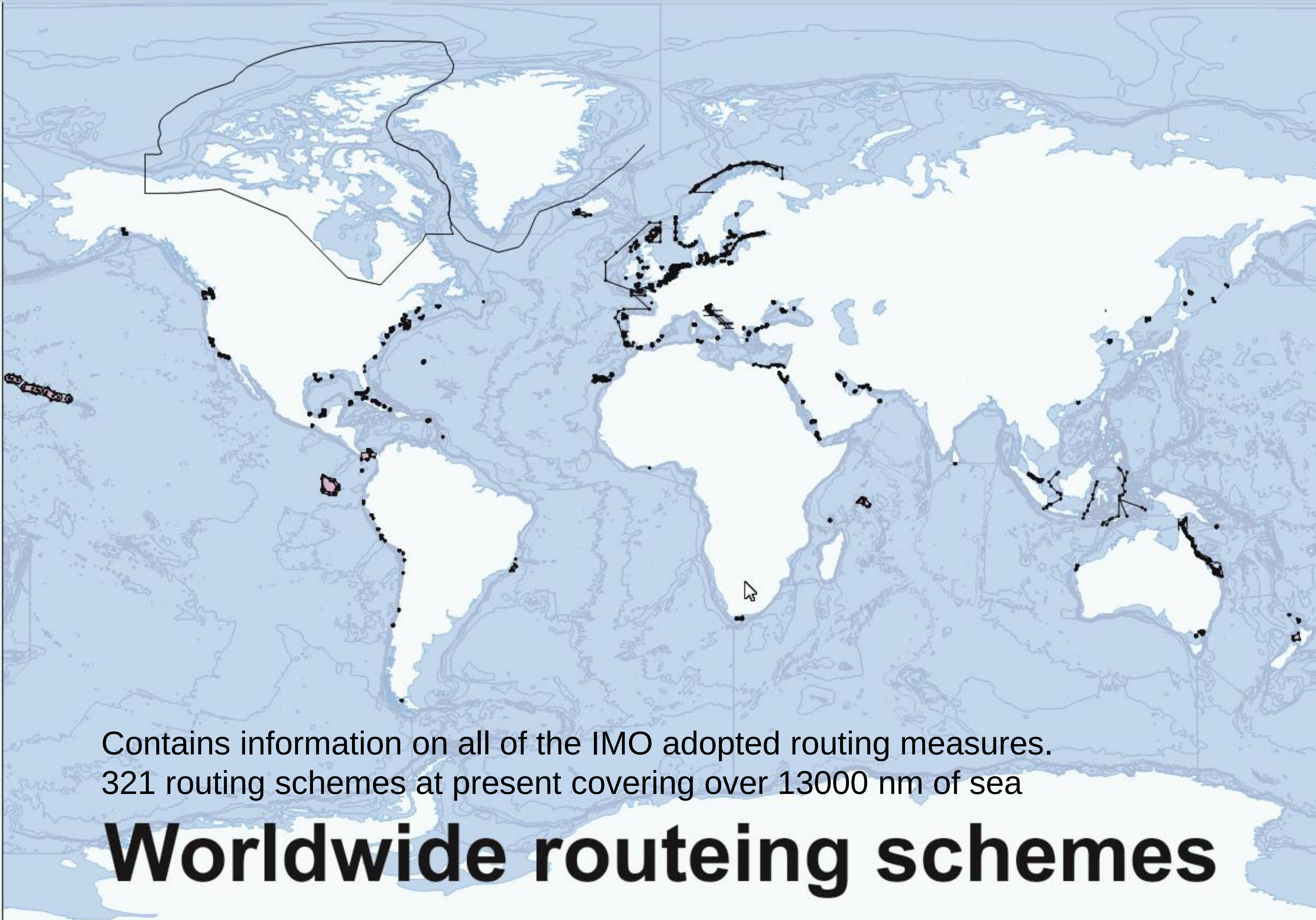
Maritime Maps are data providers for the following datasets:

- **Ship's Routing**
- **PSSA**
- **MARPOL**
- **Loadline Zones**
- **International navigation limits**
- **Joint War Hull Committee limits**



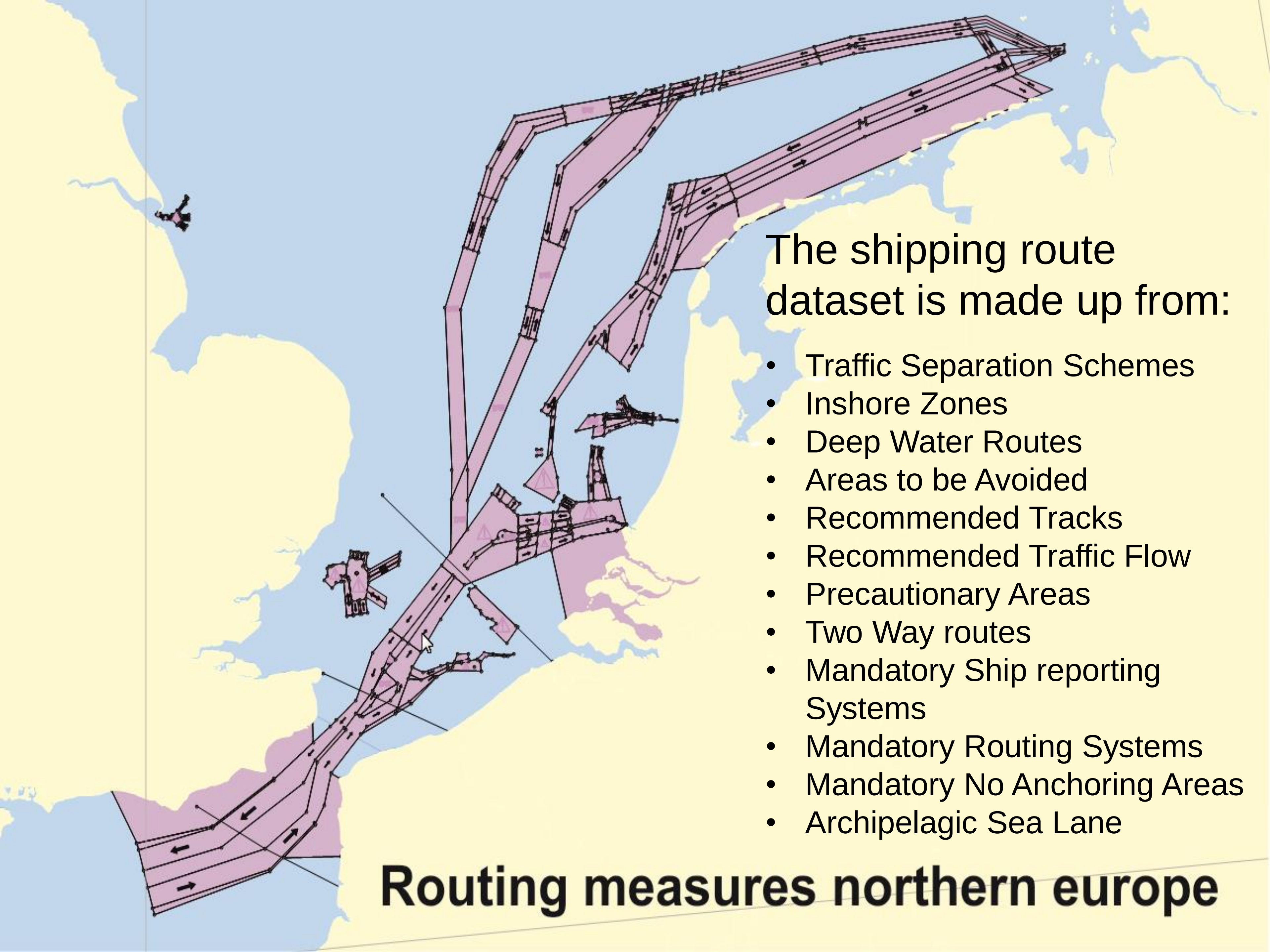


Worldwide routeing schemes

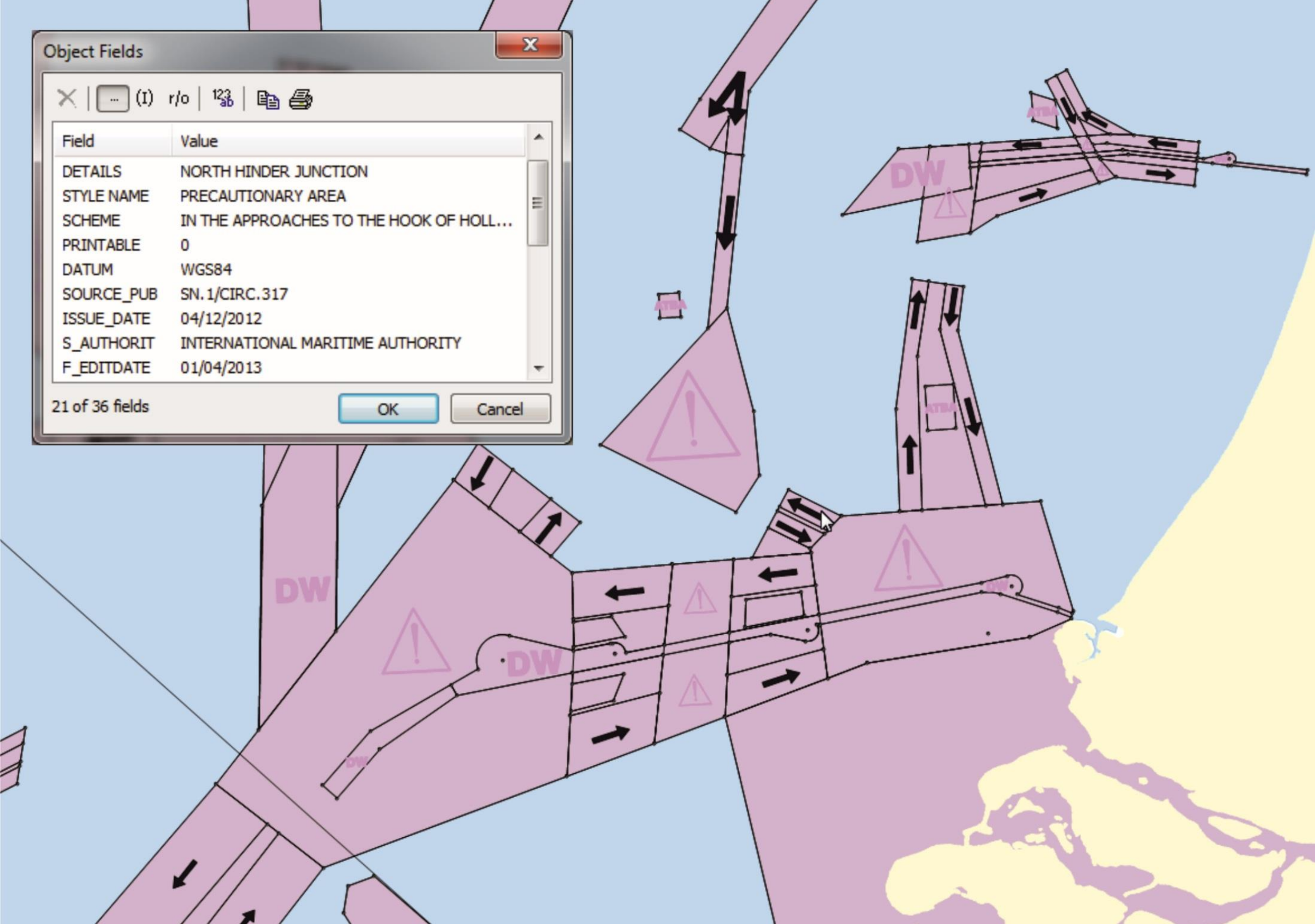
Contains information on all of the IMO adopted routing measures.
321 routing schemes at present covering over 13000 nm of sea

The shipping route dataset is made up from:

- Traffic Separation Schemes
- Inshore Zones
- Deep Water Routes
- Areas to be Avoided
- Recommended Tracks
- Recommended Traffic Flow
- Precautionary Areas
- Two Way routes
- Mandatory Ship reporting Systems
- Mandatory Routing Systems
- Mandatory No Anchoring Areas
- Archipelagic Sea Lane



North Hinder Junction



The dataset is made up from the data contained in over 400 circulars and documents published by the IMO over the last 50 years.

As the documents go back to the late 1960's and have been supplied by various sources over the years using different datum's and styles of expressing position (degrees-minutes-seconds, degrees-minutes-decimal of minutes, degrees-decimal of degrees etc..) everything has had to be manually plotted and converted to WGS 84. There are now over 5000 positions specified.

RESOLUTION A.284(VIII)

Adopted on 20 November 1973
Agenda item 10

ROUTEING SYSTEMS

THE ASSEMBLY,

NOTING Article 16(i) of the Convention on the Inter-Governmental Maritime Consultative Organization concerning the functions of the Assembly,

RECALLING Regulation 8, Chapter V of the International Convention for the Safety of Life at Sea, 196 and the amendment thereto adopted by Resolution A.205(VII),

RECALLING FURTHER Resolution A.228(VII) on observance of traffic separation schemes,

NOTING that the International Regulations for Preventing Collisions at Sea, 1972, and, in particular Rules 1(d) and 10 thereof provide for adoption by the Organization of, and the behaviour of vessels in or near, traffic separation schemes,

RECOGNIZING that there is a need to bring the terms, definitions and general principles concerning traffic separation and routeing, as set out in Annex II to Resolution A.161(ES.IV), into harmony with the International Regulations for Preventing Collisions at Sea, 1972,

RECOGNIZING ALSO that the practice of complying with routeing measures adopted by IMCO for international use would contribute considerably to the avoidance of collisions between ships,

RECOGNIZING FURTHER that such practice would consequently reduce the risk of pollution of the marine environment and the risk of damage to marine life resulting from collisions or strandings,

CONFIRMING that IMCO is recognized as the only international body for establishing and adopting routeing measures on an international level,

NOTING that the Ninth International Hydrographic Conference charged the International Hydrographic Bureau to deal with matters relating to presentation on the charts and in sailing directions, details of routeing provisions which have been considered, approved and adopted by IMCO for international use,

HAVING CONSIDERED the Recommendations by the Maritime Safety Committee at its twenty-fifth, twenty-seventh and twenty-eighth sessions,

RESOLVES:

(a) to adopt the general provisions pertaining to Ships' Routeing approved by the Maritime Safety Committee at its twenty-seventh and twenty-eighth sessions, the text of which appears at Annex I to this Resolution, as a substitute for the terms, definitions and general principles covering traffic separation and routeing set out in Annex II to Resolution A.161(ES.IV);

(b) to adopt the routeing measures approved by the Maritime Safety Committee at its twenty-fifth, twenty-seventh and twenty-eighth sessions, the text of which appears at Annex II to this Resolutior

REQUESTS the Maritime Safety Committee to revise and update as necessary the publication on "Ships' Routeing" to reflect the decisions taken in the foregoing part of this Resolution and to approve new routeing measures and revisions, cancellations and suspensions of routeing measures previously adopted by the Organization and to submit recommendations thereon to the Assembly for adoption,

INVITES the governments concerned to advise ships under their flag to comply with the adopted routeing measures,

URGES governments, when planning either to introduce new traffic separation schemes similar to those included in the IMCO publication on "Ships' Routeing" or to amend existing schemes in that publication, to consult the Organization in advance whenever practicable,

IN THE STRAIT OF DOVER AND ADJACENT WATERS
(Reference charts: British Admiralty 1406, 1598, 1895 and 2451)

Description of the traffic separation scheme

(a) A separation zone, one mile wide, is centred upon the following geographical positions:
(1) 51°28′.0 N., 2°07′.1 E.
(2) 51°16′.5 N., 1°52′.4 E.

(b) A separation line connects the following geographical positions:
(3) 51°16′.5 N., 1°52′.4 E.
(4) 51°06′.1 N., 1°38′.2 E.

(c) A separation zone, one mile wide, is centred upon the following geographical positions:
(5) 51°06′.1 N., 1°38′.2 E.
(6) 50°57′.2 N., 1°23′.6 E.

(d) A natural separation zone is formed by The Ridge or Le Colbart.

(e) A separation zone, two miles wide, is centred upon the following geographical positions:
(7) 50°48′.9 N., 1°16′.2 E.
(8) 50°37′.9 N., 1°04′.4 E.
(9) 50°33′.7 N., 0°57′.8 E.

(f) A separation zone bounded by a line connecting the following geographical positions:
(10) 50°33′.0 N., 0°59′.0 E.
(11) 50°34′.4 N., 0°56′.7 E.
(12) 50°28′.8 N., 0°00′.0
(13) 50°25′.0 N., 0°00′.0

(g) A traffic lane for south-westbound traffic is established between the separation zones/line described in paragraphs (a), (b), (c) and (d) above and a line connecting the following geographical positions:
(14) 51°30′.4 N., 2°00′.0 E.
(15) 51°23′.0 N., 1°50′.0 E.
(16) 51°14′.1 N., 1°44′.1 E.
(17) 51°06′.9 N., 1°31′.0 E.
(18) 50°57′.3 N., 1°12′.2 E.

(h) The traffic lane for south-westbound traffic described in paragraph (g) above is continued between the separation zones described in paragraphs (d), (e) and (f) above and a separation zone, half a mile wide, centred upon the following geographical positions:
(19) 50°57′.3 N., 1°12′.2 E.
(20) 50°52′.0 N., 1°02′.2 E.
(21) 50°36′.8 N., 0°27′.4 E.
(22) 50°34′.7 N., 0°00′.0

(i) A traffic lane for north-eastbound traffic is established between the separation zones described in paragraphs (e) and (f) above and a separation zone, half a mile wide, centred upon the following geographical positions:
(23) 50°37′.7 N., 1°21′.0 E.
(24) 50°26′.6 N., 0°58′.8 E.
(25) 50°12′.0 N., 0°00′.0

(j) The traffic lane for north-eastbound traffic described in paragraph (i) above is continued between the separation zones/line described in paragraphs (a), (b), (c), (d) and (e) above and a line connecting the following geographical positions:
(26) 51°20′.0 N., 2°24′.6 E.
(27) 51°06′.4 N., 1°49′.0 E.
(28) 50°53′.6 N., 1°30′.8 E.
(29) 50°44′.5 N., 1°27′.0 E.
(30) 50°37′.7 N., 1°21′.0 E.

(k) A deep-water route forming part of the north-eastbound traffic lane between the north-western edge of the Sandettie Bank and the separation line/zone described in paragraphs (a) and (b) above has been established between the following latitudes:
(i) 51°10′.3 N.
(ii) 51°22′.0 N.
The general direction of the route is 046°.

Inshore traffic zones

The areas between the outer boundaries of the traffic separation scheme and the adjacent coasts are designated as inshore traffic zones.

Notes:
WARNING

I. A deep-water route forming part of the north-east-bound traffic lane is established to the northwest of the Sandettie Bank and masters considering the use of this route should take into account the proximity of traffic using the south-westbound lane.

The main traffic lane for north-eastbound traffic lies to the south-east of the Sandettie Bank and shall be followed by all such vessels as can safely navigate therein having regard to their draught.

II. In the area of the deep-water route east of the separation line vessels are recommended to avoid overtaking.

III. Attention is also drawn to the note pertaining to the "At West Hinder" traffic separation scheme (Page 27).

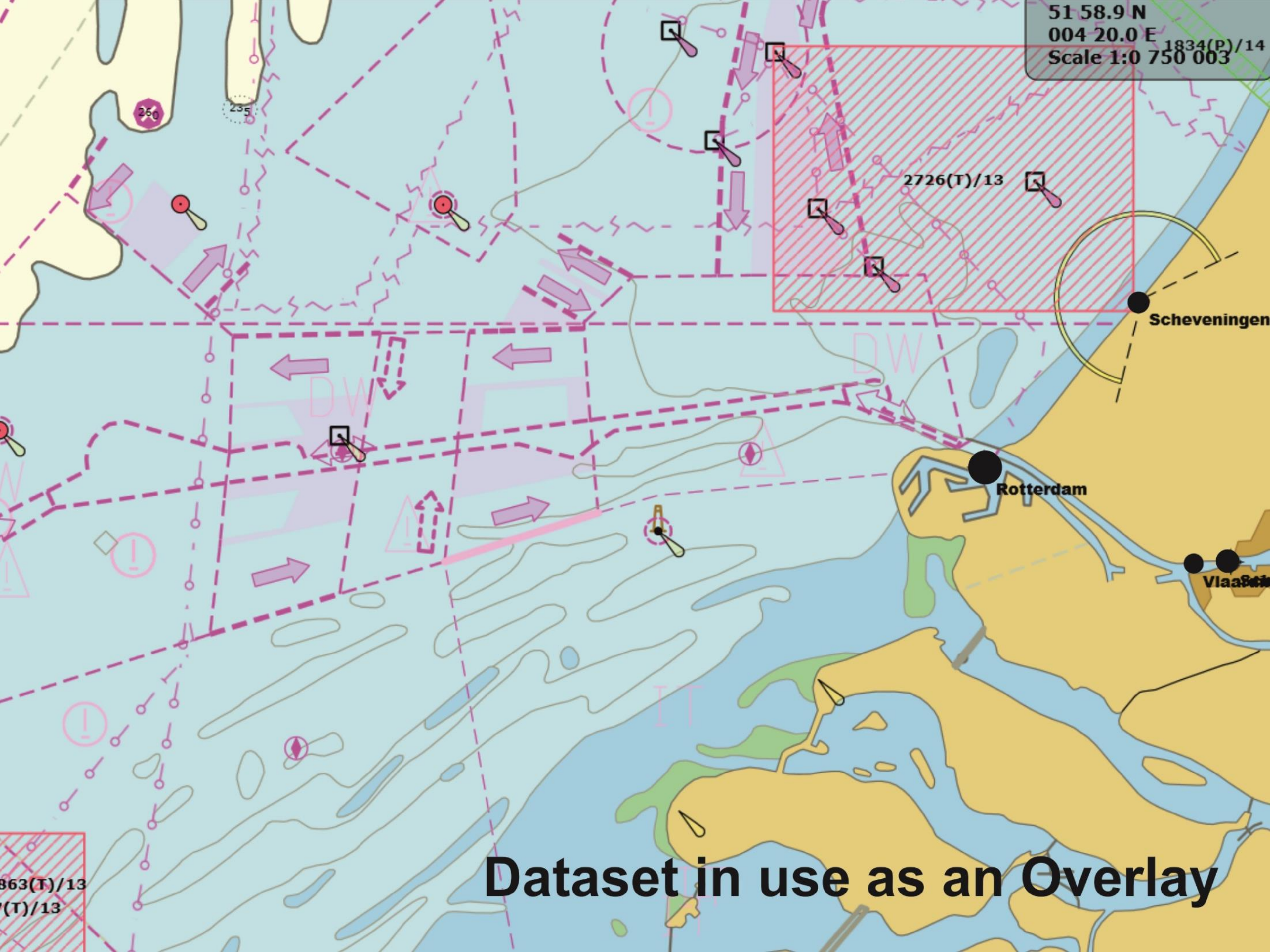
Extract of data fields

ID	POINTID	SCHEME	STYLE NAME	DETAILS	SCHEME_TYPE	S-57 CODE	S-57 ACR...	S-57 ATT...	S-57 AT...	SOURCE_PUB	Longitude (I)	Latitude (I)
437644	18	IN THE EAST LAMMA AND TATHONG CHANNELS	POINT	EASTERN APPROACHES	TRAFFIC SEPARATION SCHEME	33	CTRPNT	1				
437714	18	IN PRINCE WILLIAM SOUND	POINT	CAPE HINCHINBROOK	TRAFFIC SEPARATION SCHEME	33	CTRPNT	1				
437755	18	IN THE STRAIT OF JUAN DE FUCA AND IT'S APPROAC...	POINT	WESTERN LANES	TRAFFIC SEPARATION SCHEME	33	CTRPNT	1				
437865	18	IN PUGET SOUND AND IT'S APPROACHES	POINT	ROSARIO STRAIT	TRAFFIC SEPARATION SCHEME	33	CTRPNT	1				
438165	18	IN THE HARO STRAIT AND BOUNDARY PASS, AND IN ...	POINT	HARO STRAIT AND BOUNDARY PASS	TRAFFIC SEPARATION SCHEME	33	CTRPNT	1	[illegible]	[illegible]	[illegible]	[illegible]
438505	18	APPROACHES TO PUERTO CALLAO	POINT	MAIN SHIPPING CHANNEL	TRAFFIC SEPARATION SCHEME	33	CTRPNT	1	CATTSS	SHIP'S ROUTEING 2010	77°13.63 W	12°02.16 S
438551	18	IN THE APPROACHES TO PUERTO PISCO	POINT	WESTERN APPROACH	TRAFFIC SEPARATION SCHEME	33	CTRPNT	1	CATTSS	SHIP'S ROUTEING 2010	76°24.99 W	13°41.06 S
438647	18	IN THE APPROACHES TO IQUIQUE	POINT	PART 1	TRAFFIC SEPARATION SCHEME	33	CTRPNT	1	CATTSS	SHIP'S ROUTEING 2010	70°10.68 W	20°12.10 S
438770	18	IN THE APPROACHES TO CHEDABUCTO BAY	POINT	PART 3	TRAFFIC SEPARATION SCHEME	33	CTRPNT	1	CATTSS	SHIP'S ROUTEING 2010	60°41.70 W	45°24.00 N
438823	18	IN THE APPROACHES TO CHESAPEAKE BAY	POINT	WESTERN APPROACH	TRAFFIC SEPARATION SCHEME	33	CTRPNT	1	CATTSS	SHIP'S ROUTEING 2010	75°55.43 W	36°54.97 N
438914	18	IN THE APPROACHES TO THE PORT OF VERACRUZ	POINT	NORTH APPROACH	TRAFFIC SEPARATION SCHEME	33	CTRPNT	1	CATTSS	SHIP'S ROUTEING 2010	95°57.00 W	19°19.00 N
439234	18	BETWEEN GRAND CAMARY AND FUERTEVENTURA	POINT	TRAFFIC SEPARATION SCHEME	TRAFFIC SEPARATION SCHEME	33	CTRPNT	1	CATTSS	SHIP'S ROUTEING 2010	14°51.84 W	28°09.63 N
439274	18	BETWEEEN GRAND CANARY AND TENERIFE	POINT	TRAFFIC SEPARATION SCHEME	TRAFFIC SEPARATION SCHEME	33	CTRPNT	1	CATTSS	SHIP'S ROUTEING 2010	15°50.37 W	28°22.33 N
439853	18	DEEP-WATER ROUTE OFF THE EAST COAST OF LANGE...	POINT	PART 1	TRAFFIC SEPARATION SCHEME	33	CTRPNT	1	CATTSS	SHIP'S ROUTEING 2010	10°53.80 E	54°56.30 N
440067	18	DEEP-WATER ROUTE LEADING TO JAZAN ECONOMIC ...	POINT	PART 1	TRAFFIC SEPARATION SCHEME	33	CTRPNT	1	CATTSS	SHIP'S ROUTEING 2010	41°19.90 E	17°02.48 N
440177	18	IN THE REGION OF THE SHETLAND ISLANDS	POINT	PART 2	AREA TO BE AVOIDED	33	CTRPNT	1	CATTSS	SHIP'S ROUTEING 2010	1°17.00 W	60°40.00 N
440213	18	OFF THE SOUTH WEST COAST OF ICELAND	POINT	PART 1	TRAFFIC SEPARATION SCHEME	33	CTRPNT	1	CATTSS	SHIP'S ROUTEING 2010	22°58.30 W	64°01.70 N
440327	18	OFF THE FLORIDA COAST	POINT	PART 1	AREA TO BE AVOIDED	33	CTRPNT	1	CATTSS	SHIP'S ROUTEING 2010	80°27.50 W	24°57.50 N
440501	18	IN THE APPROACHES TO SALINA CRUZ	POINT	PART 1	TRAFFIC SEPARATION SCHEME	33	CTRPNT	1	CATTSS	SHIP'S ROUTEING 2010	95°10.00 W	16°09.95 N
440753	18	TWO WAY ROUTES OFF THE SOUTH WEST COAST OF I...	POINT	PART 1	TWO-WAY ROUTE	33	CTRPNT	1	CATTSS	SHIP'S ROUTEING 2010	22°58.30 W	64°01.70 N
440958	18	IN THE GULF OF FINLAND - GOFREP	POINT	PART 1	MANDATORY SHIP REPORTING SYS...	33	CTRPNT	1	CATTSS	SHIP'S ROUTEING 2010	26°29.50 E	60°09.20 N
441026	18	WEST EUROPEAN TANKER REPORTING SYSTEM - WET...	POINT	PART 1	MANDATORY SHIP REPORTING SYS...	33	CTRPNT	1	CATTSS	SHIP'S ROUTEING 2010	7°25.00 W	37°10.00 N
441239	18	MANDATORY NO ANCHORING AREAS IN THE TORTU...	POINT	PART 3	NO ANCHORING AREA	33	CTRPNT	1	CATTSS	SHIP'S ROUTEING 2010	83°00.05 W	24°39.00 N
441466	18	OFF VLIELAND	POINT	PART 1	TRAFFIC SEPARATION SCHEME	33	CTRPNT	1	CATTSS	SHIP'S ROUTEING 2010	5°11.38 E	53°29.02 N
441502	18	TERSCHELLING - GERMAN BIGHT	POINT	PART 3	TRAFFIC SEPARATION SCHEME	33	CTRPNT	1	CATTSS	SHIP'S ROUTEING 2010	6°20.37 E	53°48.24 N
441920	18	IN THE APPROACHES TO THE POLISH PORTSD IN THE...	POINT	WEST PART - NORTH EAST PART	TRAFFIC SEPARATION SCHEME	33	CTRPNT	1	CATTSS	SHIP'S ROUTEING 2010	18°57.00 E	54°40.00 N
442226	18	OFF THE COAST OF NORWAY FROM VARDO TO ROST	POINT	OFF SLETTNESS	TRAFFIC SEPARATION SCHEME	33	CTRPNT	1	CATTSS	SHIP'S ROUTEING 2010	29°05.48 E	71°20.58 N
442438	18	IN THE APPROACHES TO THE RIVER HUMBER	POINT	EASTERN APPROACHES	TRAFFIC SEPARATION SCHEME	33	CTRPNT	1	CATTSS	SHIP'S ROUTEING 2010	0°18.29 E	53°31.90 N
442678	18	IN THE REGION OF MAHE ISLAND IN THE SEYCHELLES	AREA TO BE AVOIDED	PART 1	AREA TO BE AVOIDED	112	RESARE	14	RESTRN	SHIP'S ROUTEING 2010	54°45.07 E	4°20.86 S
453732	18	RECOMMENDED ROUTES TO THE NORTH-WEST OF T...	POINT	PART B	RECOMMENDED TRAFFIC	33	CTRPNT	1	CATTSS	SN.1/CIRC.309	93°10.78 W	18°27.63 N
453883	18	IN THE SUNK AREA AND IN THE NORTHERN APPROA...	POINT	PART 2	TRAFFIC SEPARATION SCHEME	33	CTRPNT	1	CATTSS	SHIP'S ROUTEING 2010	1°47.16 E	51°42.44 N
454034	18	IN NORRA KVARKEN	POINT	PART 3	TRAFFIC SEPARATION SCHEME	33	CTRPNT	1	CATTSS	COLREG.2/Circ.63	21°03.33 E	63°35.40 N
454468	18	OFF THE WESTERN COAST OF NORWAY	POINT	OFF STAD	TRAFFIC SEPARATION SCHEME	33	CTRPNT	1	CATTSS	SHIP'S ROUTEING 2010	3°57.70 E	61°53.97 N
454560	18	OFF THE COAST OF SOUTHERN NORWAY	POINT	OFF FARSUND	TRAFFIC SEPARATION SCHEME	33	CTRPNT	1	CATTSS	COLREG.2/CIRC.62	6°32.78 E	57°48.09 N
473796	18	IN THE APPROACHES TO IJMUIDEN	POINT	NORTH	TRAFFIC SEPARATION SCHEME	33	CTRPNT	1	CATTSS	COLREG.2/CIRC.64	4°08.30 E	52°33.28 N
474025	18	OFF TEXEL	POINT	PART 1	TRAFFIC SEPARATION SCHEME	33	CTRPNT	1	CATTSS	COLREG.2/CIRC.64	3°58.32 E	52°55.22 N
474240	18	IN THE APPROACHES TO THE HOOK OF HOLLAND A...	POINT	MAAS NORTH-WEST	TRAFFIC SEPARATION SCHEME	33	CTRPNT	1	CATTSS	COLREG_2/CIRC64	3°31.29 E	52°07.72 N
474501	18	IN THE APPROACHES TO THE HOOK OF HOLLAND A...	POINT	MAAS CENTRE	TRAFFIC SEPARATION SCHEME	33	CTRPNT	1	CATTSS	SN.1/CIRC.317	3°34.66 E	52°05.04 N
474802	18	OFF SAN FRANCISCO	POINT	WESTERN APPROACH	TRAFFIC SEPARATION SCHEME	33	CTRPNT	1	CATTSS	COLREG.2/CIRC.64	123°03.79 W	37°33.54 N
474996	18	IN THE APPROACHES TO LOS ANGELES - LONG BEACH	POINT	SOUTHERN APPROACH	TRAFFIC SEPARATION SCHEME	33	CTRPNT	1	CATTSS	COLREG.2/CIRC.64	118°02.30 W	33°20.00 N
475133	18	IN THE APPROACHES TO IJMUIDEN	POINT	PART 1	DEEP WATER ROUTE	33	CTRPNT	1	CATTSS	SN.1/CIRC.317	4°07.74 E	52°30.03 N
475197	18	DEEP-WATER ROUTE LEADING TO EUROPOORT	POINT	EUROGEUL	TRAFFIC SEPARATION SCHEME	33	CTRPNT	1	CATTSS	SN.1/CIRC.317	2°46.62 E	51°53.17 N
493510	18	AT WEST HINDER	POINT	PART 1	TRAFFIC SEPARATION SCHEME	33	CTRPNT	1	CATTSS	SHIP'S ROUTEING 2010	2°36.92 E	51°23.45 N
706442	18	TWO-WAY ROUTE IN THE GREAT BARRIER REEF AND T...	POINT	NORTHERN LIMIT	TWO-WAY ROUTE	33	CTRPNT	7		SN.1/CIRC.326	142°17.07 E	10°29.41 S
706497	18	TWO-WAY ROUTE IN THE GREAT BARRIER REEF INNER...	POINT	GBR INNER	TWO-WAY ROUTE	33	CTRPNT	7		SN.1/CIRC.326	143°38.59 E	12°52.25 S
706641	18	TWO-WAY ROUTE IN THE GREAT BARRIER REEF INNER...	POINT	GBR INNER	TWO-WAY ROUTE	33	CTRPNT	7		SN.1/CIRC.326	148°01.82 E	19°47.59 S

The Dataset's are supplied in LAT/Long WGS 84 and as a SHP file.
Updates are issued as and when required depending on the IMO, but on average there is normally at least one update per year.

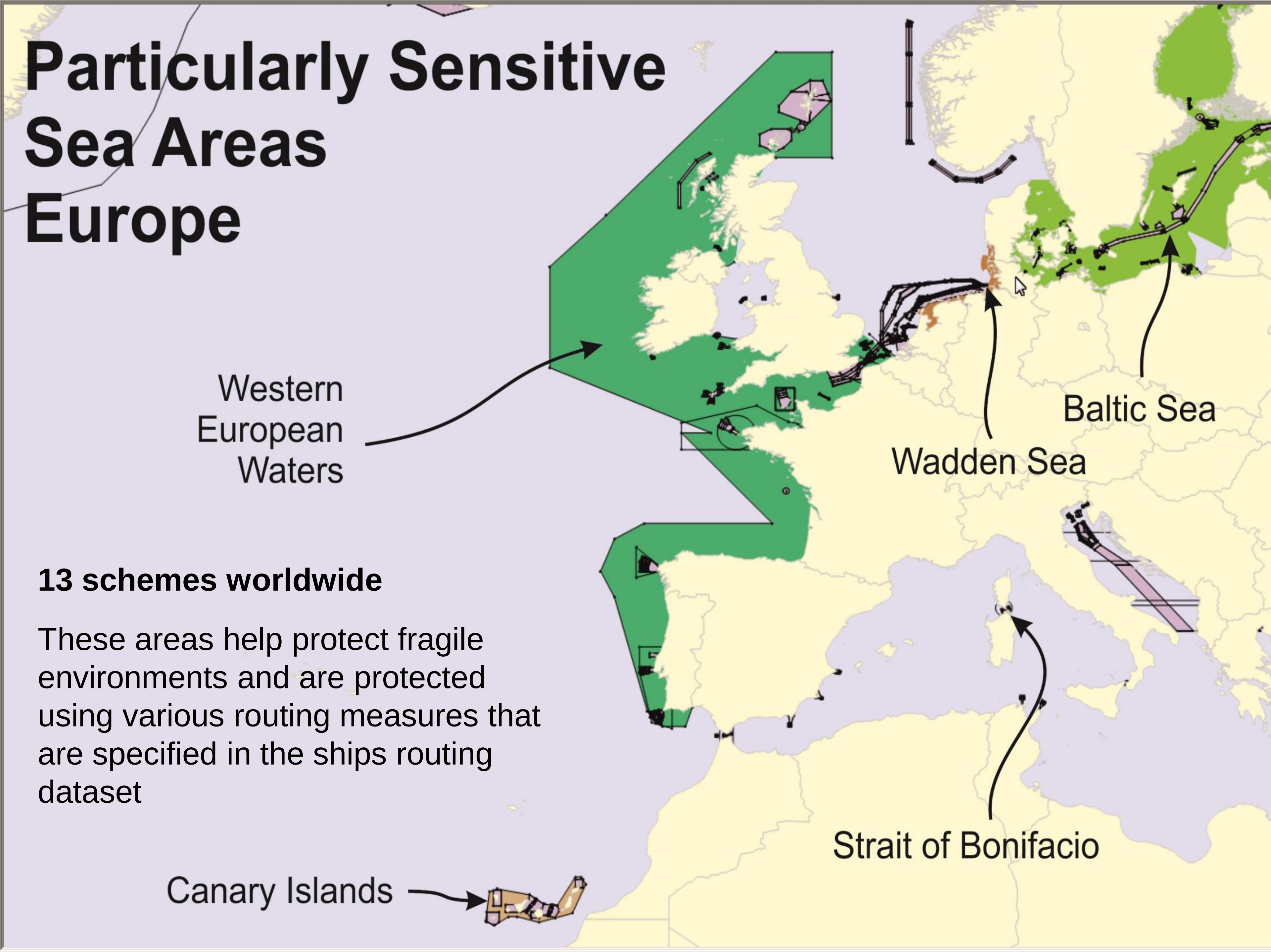
Data is supplied for worldwide coverage but can be broken down into 3 areas worldwide.

- Europe/Med/Baltic
- America
- Middle East/Asia/Australasia



Dataset in use as an Overlay

Particularly Sensitive Sea Areas Europe

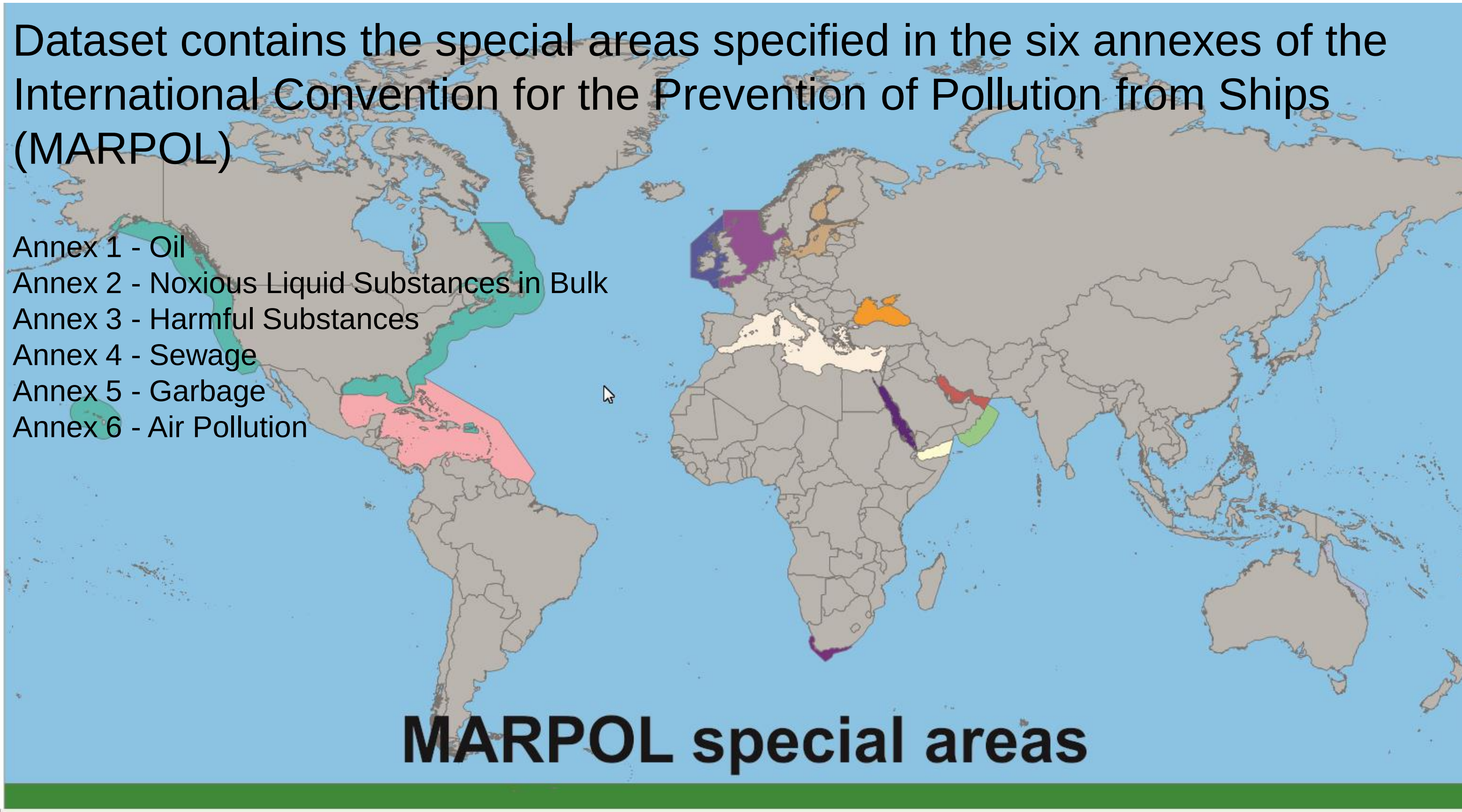


13 schemes worldwide

These areas help protect fragile environments and are protected using various routing measures that are specified in the ships routing dataset

Dataset contains the special areas specified in the six annexes of the International Convention for the Prevention of Pollution from Ships (MARPOL)

Annex 1 - Oil
Annex 2 - Noxious Liquid Substances in Bulk
Annex 3 - Harmful Substances
Annex 4 - Sewage
Annex 5 - Garbage
Annex 6 - Air Pollution

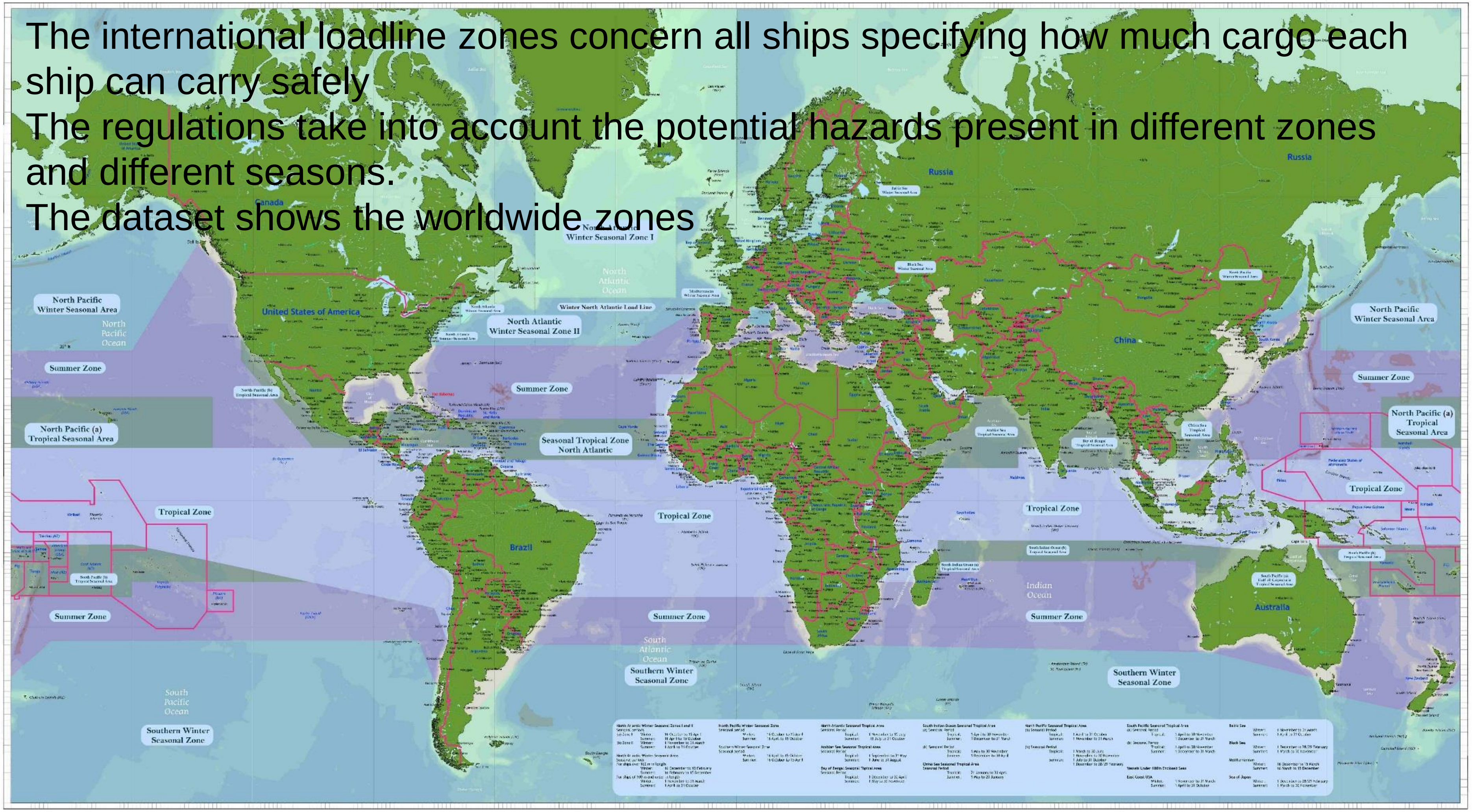


ID	Name	Oil	Noxious liquid substances ...	Harmful substances	Sewage	Sewage (comminuted and disinfected)	Garbage (plastics)	Garbage (dun...	Garbage (all other garba...	Garbage (Food wastes)	Garbage (food wastes Gr...	Air Pollution
8	the Antarctic area	yes	yes	no	yes	yes	no	no	no	yes	yes	no
541599	the Baltic Sea	yes	no	no	yes	yes	no	no	no	yes	yes	yes
541600	the Black Sea	yes	no	no	yes	yes	no	no	no	yes	yes	no
541601	the Mediterranean sea	yes	no	no	yes	yes	no	no	no	yes	yes	no
541602	the Red Sea	yes	no	no	yes	yes	no	no	no	yes	yes	no
541603	the Gulfs area	yes	no	no	yes	yes	no	no	no	yes	yes	no
541604	the Gulf of Aden	yes	no	no	yes	yes	no	yes	yes	yes	yes	no
541605	the North West European waters	yes	no	no	yes	yes	no	yes	yes	yes	yes	no
541606	the Oman area of the Arabian Sea	yes	no	no	yes	yes	no	yes	yes	yes	yes	no
541607	the Southern South African waters	yes	no	no	yes	yes	no	yes	yes	yes	yes	no
541608	Neareast Land	no	no	no	no	no	no	no	no	no	no	no
541614	the North Sea	no	no	no	yes	yes	no	no	no	yes	yes	yes
541615	the Wider Caribbean Region	no	no	no	yes	yes	no	no	no	yes	yes	no
541619	The North American Area (Pacific Coast)	yes	yes	no	yes	yes	no	yes	yes	yes	yes	yes
541620	The North American Area (Hawaiian Islands)	yes	yes	no	yes	yes	no	yes	yes	yes	yes	yes
541621	The North American Area (Atlantic Coast)	yes	yes	no	yes	yes	no	yes	yes	yes	yes	yes
541622	The North American Area (Puerto Rico and the Virgin Islands)	yes	yes	no	yes	yes	no	yes	yes	yes	yes	yes

The international loadline zones concern all ships specifying how much cargo each ship can carry safely

The regulations take into account the potential hazards present in different zones and different seasons.

The dataset shows the worldwide zones



INSTITUTE WARRANTY LIMITS

In insurance, a set of warranties (i.e. same as conditions, in insurance) in a hull policy which prohibit the vessel from entering certain waters (mainly ice areas) without payment of additional premium or with a change in conditions.

INTERNATIONAL NAVIGATING CONDITIONS (01/11/03)

NAVIGATING LIMITS

Unless and to the extent otherwise agreed by the Underwriters in accordance with Clause 3 below, the vessel shall not enter, navigate or remain in the areas specified below at any time or, where applicable, between the dates specified below (both days inclusive):

Area 1 - Arctic
(a) North of 70°N. Lat.

(b) Barents Sea

except for calls at Kola Bay, Murmansk or any port or place in Norway, provided that the vessel does not enter, navigate or remain north of 72°30' N. Lat. or east of 35° E. Long.

Area 2 – Northern Seas
(a) White Sea.

(b) Chukchi Sea.

Area 3 - Baltic
(a) Gulf of Bothnia north of a line between Umea (63° 50' N. Lat.) and Vasa (63° 06' N. Lat.) between 10th December and 25th May.

(b) Where the vessel is equal to or less than 90,000 DWT, Gulf of Finland east of 28° 45' E. Long. between 15th December and 15th May.

(c) Vessels greater than 90,000 DWT may not enter, navigate or remain in the Gulf of Finland east of 28° 45' E. Long. at any time.

(d) Gulf of Bothnia, Gulf of Finland and adjacent waters north of 59° 24' N. Lat. between 8th January and 5th May, except for calls at Stockholm, Tallinn or Helsinki.

(e) Gulf of Riga and adjacent waters east of 22° E. Long. and south of 59° N. Lat. between 28th December and 5th May.

Area 4 - Greenland
Greenland territorial waters.

Area 5 – North America (east)
(a) North of 52° 10' N. Lat. and between 50° W. Long. and 100° W. Long.

(b) Gulf of St. Lawrence, St. Lawrence River and its tributaries (east of Les Escoumins), Strait of Belle Isle (west of Belle Isle), Cabot Strait (west of a line between Cape Ray and Cape North) and Strait of Canso (north of the Canso Causeway), between 21st December and 30th April.

(c) St. Lawrence River and its tributaries (west of Les Escoumins) between 1st December and 30th April.

(d) St. Lawrence Seaway.

(e) Great Lakes.

JWHC

Joint war hull committee listed areas

The Joint War Committee comprises underwriting representatives from both the Lloyd's and IUA company markets, representing the interests of those who write marine hull war business in the London market covering War, Piracy, Terror and related perils

JWLA021
12th June 2013

JWC Hull War, Piracy, Terrorism and Related Perils Listed Areas (12th June 2013)
Africa
Benin
Eritrea, but only South of 15º N
Gulf of Guinea, but only the waters of the Togolese, Beninese and Nigerian Exclusive Economic Zones north of Latitude 3º N
Libya
Nigeria
Somalia
Togo
Indian Ocean / Arabian Sea / Gulf of Aden / Gulf of Oman / Southern Red Sea
Waters as defined overleaf
Asia
Pakistan
Indonesia / Malaysia / Philippines
Borneo, but only the north east coast between the ports of Kudat and Tarakan inclusive
The port of Jakarta
Sulu Archipelago including Jolo, as defined overleaf
Middle East
Bahrain excluding transit
Iran
Iraq, including all Iraqi offshore oil terminals
Israel
Lebanon
Saudi Arabia excluding transit
Syria
Yemen
South America
Venezuela, including all offshore installations in the Venezuelan EEZ

LLOYD'S MARKET ASSOCIATION
A Joint Committee of the LMA and IUA

IUA OF LONDON