



NorthStandard

International Navigating Limits



International Navigating Limits

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International Navigating Limits (INL)

In 2000, the Institute of Chartered Underwriters in London revised the Institute Warranty Limits (IWL). Since 1 November 2003, the limits have been referred to as the International Navigating Limits (INL).

The INL define the geographical limits within which ships are able to operate without incurring additional insurance premium from hull and machinery and other relevant underwriters. Operating outside the INL, in areas which can include significant hazards such as ice, could lead to damage to the ship and delay necessitated by repair.

Charterparty trading limits

INL are often referred to in the trading limits clauses of charterparties, see for example clause 4 of SHELLTIME 4.

The club suggests that members take into account INL when fixing ships to ports/regions which may fall outside INL. If a shipowner intends to allow the charterer to trade outside INL, members should liaise with the relevant underwriters and ensure that the charterparty takes into account the possible outcomes of trading outside INL.

A non-exhaustive list of contractual issues to be considered is as follows:

1. Whether there is liberty for the ship to trade outside INL. In this regard, the member needs to ensure the same liberty to trade outside INL also applies in any relevant head charterparty – so the contracts are 'back to back' on this issue;
2. A provision stating which party is to bear the cost of additional insurance should the ship trade outside INL;
3. A clause detailing which party will be responsible for any resulting damage;
4. A term expressly stating which party will be responsible for delay arising from damage/ time spent repairing damage caused by trading outside INL.

Insurance cover

Members should ensure that their insurance cover is in line with the trading limits as set out in the charterparty. Some shipowners may be insured under alternative trading limits (see for example the American Institute Trade Warranties limits).

This article intends to provide general guidance on the issues arising. It is not intended to provide legal advice in relation to any specific query.

The charts in this publication are for general guidance only and should not be used for navigational purposes.

Members should check with their H&M underwriters for limits under their policy.

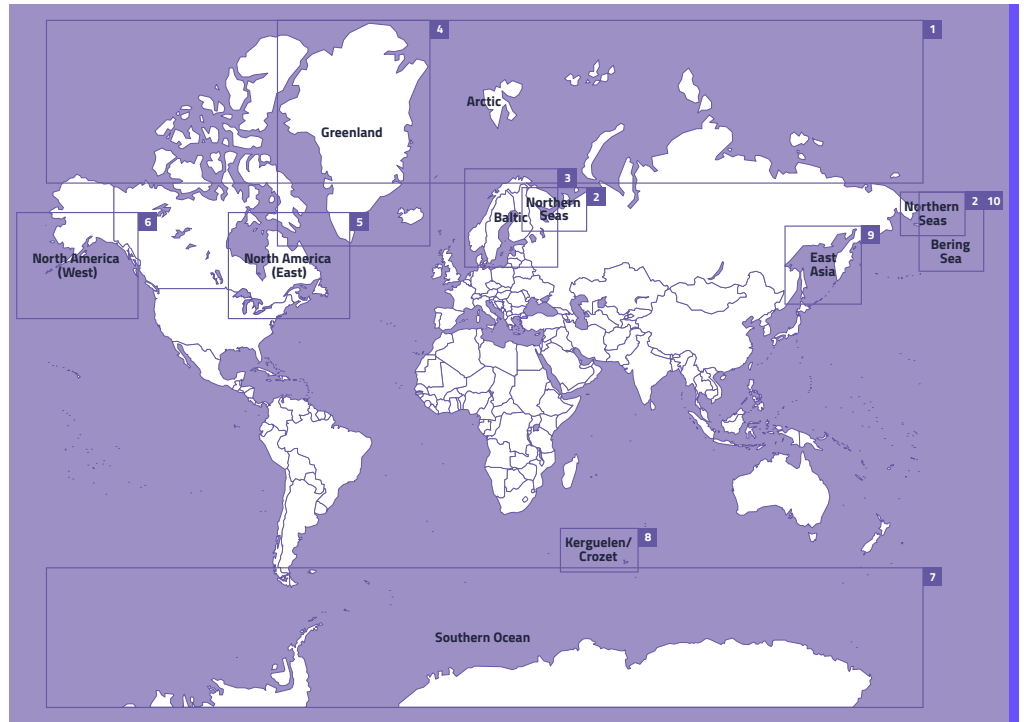
For further information, please contact your usual club representative or our loss prevention team:

nslossprevention@north-standard.com

International Navigating Limits (cont.)

Navigating Limits

Unless and to the extent otherwise agreed by the underwriters in accordance with, 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):

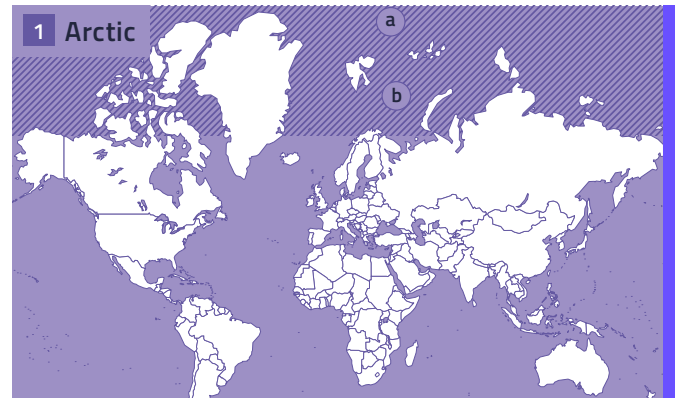


These maps indicate the International Navigating Limits. They should not be used for navigation.

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

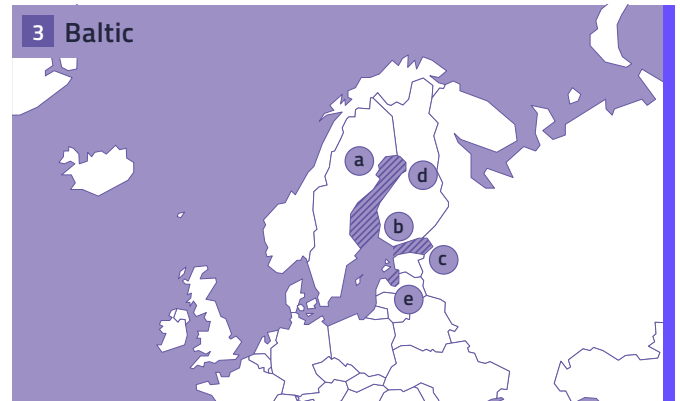
- a** White Sea.
- b** Chukchi Sea.



International Navigating Limits (cont.)

Area 3 – Baltic

- a** Gulf of Bothnia north of a line between Umea (63°50'N. lat.) and Vasa (63°06'N. lat.) between 10 December and 25 May.
- b** Where the vessel is equal to or less than 90,000 DWT, Gulf of Finland east of 28°45'E. long. between 15 December and 15 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 8 January and 5 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 28 December and 5 May.



Area 4 – Greenland

Greenland territorial waters.



Area 5 – North America (East)

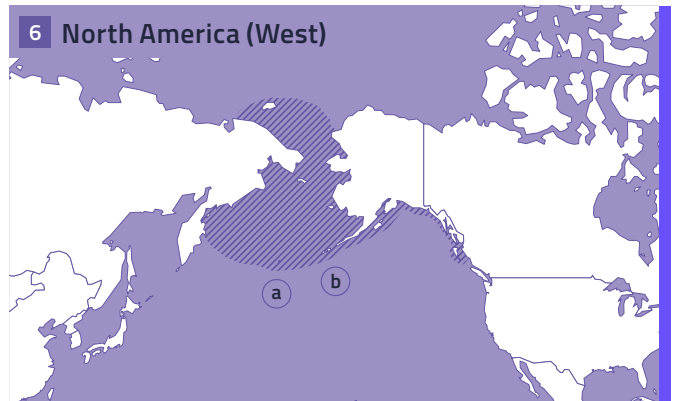
- a** North of 52°10'N. lat. and between 50°W. long. and 100°W. long.
- b** Gulf of St. Lawrence, St. Lawrence River and its tributaries (east of Les Escoumins), Strait of Belle Isle (west of Belle Isle), Cabot Strait (west of a line between Cape Ray and Cape North) and Strait of Canso (north of the Canso Causeway), between 21 December and 30 April.
- c** St. Lawrence River and its tributaries (west of Les Escoumins) between 1 December and 30 April.
- d** St. Lawrence Seaway.
- e** Great Lakes.



International Navigating Limits (cont.)

Area 6 – North America (West)

- a** North of 54°30'N. lat. and between 100°W. long. and 170°W. long.
- b** Any port or place in the Queen Charlotte Islands or the Aleutian Islands.



Area 7 – Southern Ocean

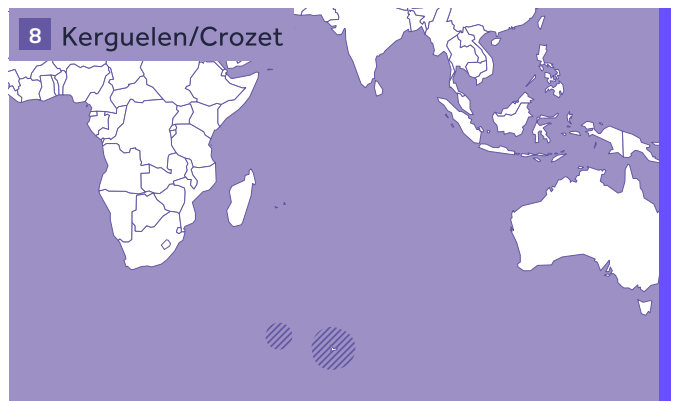
South of 50°S. lat. except within the triangular area formed by rhumb lines drawn between the following points:

- a** 50°S. lat.; 50°W. long.
- b** 57°S. lat.; 67°30'W. long.
- c** 50°S. lat.; 160°W. long.



Area 8 – Kerguelen/Crozet

Territorial waters of Kerguelen Islands and Crozet Islands.



Area 9 – East Asia

- a** Sea of Okhotsk north of 55°N. lat. and east of 140°E. long. between 1 November and 1 June.
- b** Sea of Okhotsk north of 53°N. lat. and west of 140°E. long. between 1 November and 1 June.
- c** East Asian waters north of 46°N. lat. and west of the Kurile Islands and west of the Kamchatka Peninsula between 1 December and 1 May.



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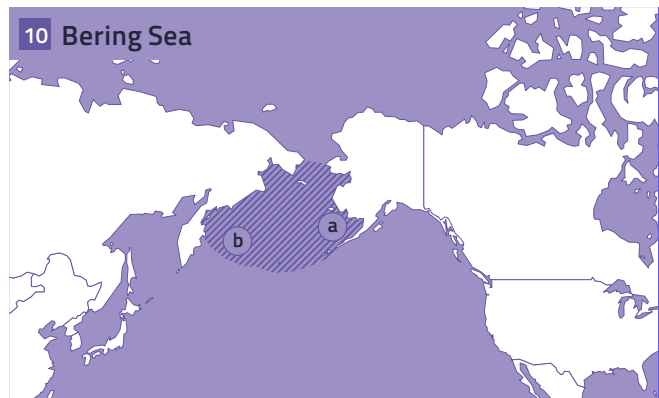
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International Navigating Limits (cont.)

Area 10 – Bering Sea

Bering Sea except on through voyages and provided that:

- a The vessel does not enter, navigate or remain north of 54°30'N. lat.; and
- b The vessel enters and exits west of Buldir Island or through the Amchitka, Amukta or Unimak passes; and
- c The vessel is equipped and properly fitted with two independent marine radar sets, a global positioning system receiver (or Loran-C radio positioning receiver), a radio transceiver and GMDSS, a weather facsimile recorder (or alternative equipment for the receipt of weather and routing information) and a gyrocompass, in each case to be fully operational and manned by qualified personnel; and
- d The vessel is in possession of appropriate navigational charts corrected up-to-date, sailing directions and pilot books.



Members requiring further information on this topic should direct their enquiries to either the club's loss prevention department or the author.

Disclaimer

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Unless the contrary is indicated, all articles are written with reference to English Law. However it should be noted that the content of this publication does not constitute legal advice and should not be construed as such. Members should contact NorthStandard for specific advice on particular matters.

Published June 2018. Reviewed March 2025.

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