Territorial Sea



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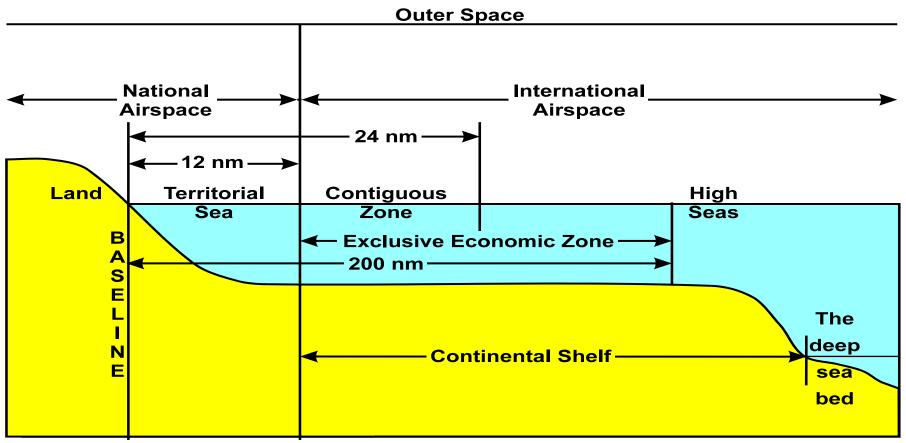






Outline

- Maritime Zones
- Territorial sea
 - Width
 - Innocent passage
 - Coastal State jurisdiction



- Establish the outer limits of States
- Define the competence of coastal States to enforce their laws against other States and their nationals
- Define the rights and duties of other States and their nationals in specific parts of the sea

The maritime zones determine:

- Powers of coastal States over foreign vessels and their nationals
- Rights of foreign States and their nationals in various maritime zones
- Rights for the international community as a whole

Three categories:

- 1. Zones under sovereignty of states
- 2. Zones under sovereign rights of states
- 3. Waters not subject to sovereignty or sovereign rights of states

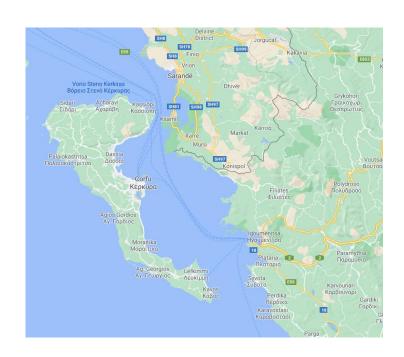
Rule of thumb is -

- the closer one gets to land, the stronger the powers of the coastal state
- the further one moves away from the land, the weaker the powers of the coastal state

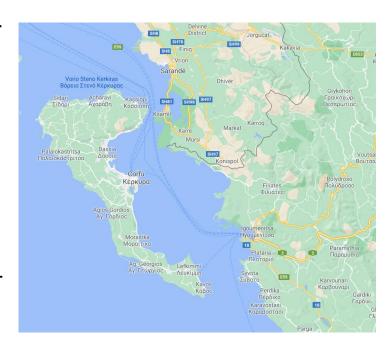
Territorial Sea

- Sovereignty over waters
- 12 nautical miles maximum
- Subject to right of innocent passage
- Measured from territorial sea baselines
- Generated by land

- Corfu Channel Case
 - Albanian shore batteries fire on Royal Navy ships – May 1946
 - RN squadron passes through south to north – 2 ships hit by sea mines – 45 dead; 42 injured – Oct 1946
 - RN undertakes minesweeping operation – located a number of recently placed mines – Nov 1946



- Corfu Channel Case
 - ICJ upholds right of innocent passage for warships
 - Albania responsible for ensuring vessels are safe, even if it did not lay the mine, as it must have been aware it was laid
 - Warships at action stations was still permissible, as they were not overtly threatening the coastal State
 - Minesweeping operation was unlawful passage must be continuous and expeditious



- Language use in Corfu Channel Case adopted in 1958
 Convention on the Territorial Sea and Contiguous Zone
- Presently in Part II Section 3 of the UN Law of the Sea Convention
- Passage can be to internal waters or not, and may involve stopping at a port or not (Art 18)

- Must be continuous and expeditious (Art. 18)
- Stopping or anchoring are possible where:
 - incidental to ordinary navigation
 - rendered necessary by force majeure or distress
 - rendering assistance to persons, ships or aircraft in danger or distress
- Can be temporarily suspended for essential security purposes, but not discriminate, and be published in advance (Art. 25(3))

- Innocent passage is not prejudicial to the peace, good order or security of the coastal State (Art. 19)
- Examples:
 - threat or use of force
 - weapons exercises
 - acts prejudicial to the defence or security of the coastal State
 - propaganda affecting State security
 - launching or landing aircraft or any military device
 - breaking fiscal, immigration, sanitary or customs regulations
 - wilful pollution
 - fishing
 - research or survey
 - interfering with communications
 - any other activity not having a direct bearing on passage

- Submarines must navigate on the surface and show their flag (Art. 20)
- Nuclear vessels (cargo and/or propulsion) or vessels carrying dangerous or noxious substances can pass, but must comply with international conventions applicable (Art. 23)

- Coastal State can make laws for: (Art. 21)
 - safety of navigation
 - protection of cables, pipelines, navigational aids and the like
 - marine living resources
 - environmental protection
 - Marine scientific research
 - Fiscal, immigration, sanitary and customs laws

- Criminal jurisdiction over vessels exercising a right of innocent passage is limited to: (Art. 27)
 - Where master calls for assistance
 - Consequences of crime extend to the territorial sea or the State itself
 - Measures to curb the drug trade
 - Diplomatic request

- Civil jurisdiction: (Art. 28)
 - None
- Warships and non-commercial government vessels are sovereign immune (Art. 29)
- Non-compliance:
 - Leave immediately
 - Flag State liable for damages

- No charge except for services pilotage et cetera (Art. 26)
- Not available for aircraft
- Traffic separation schemes must be public and IMO consideration is relevant (Art. 22)

