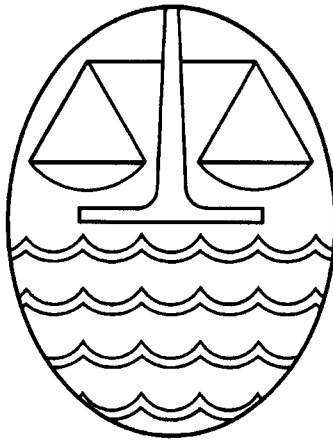


Division for Ocean Affairs and the Law of the Sea
Office of Legal Affairs

Law of the Sea



Bulletin No. 27



United Nations
New York, 1995

NOTE

The designations employed and the presentation of the material in this publication

Publication in the Bulletin of information concerning developments relating to the law of the sea emanating from actions and decisions taken by States does not imply recognition by the United Nations of the validity of the actions and decisions in question.

IF ANY MATERIAL CONTAINED IN THE BULLETIN IS REPRODUCED IN
PART OR IN WHOLE, DUE ACKNOWLEDGEMENT SHOULD BE GIVEN

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I. UNITED NATIONS CONVENTION ON THE LAW OF THE SEA

A. Status of the United Nations Convention on the Law of the Sea as of 5 April 1995

1. Chronological list of ratifications, accessions and successions to the United Nations Convention on

the Law of the Sea and their regional groups ^{1/}

Number	Date of ratification/ accession/succession	State/Entity	Regional group
24	30 September 1985	United Republic of Tanzania	African

Number	Date of ratification/ accession/succession	State/Entity	Regional group
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2. Alphabetical list of States Parties to the United Nations Convention
on the Law of the Sea

Algeria		
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3. ITALY

Declaration made upon ratification ^{1/}

Upon depositing its instrument of ratification Italy recalls that, as a State member of the European Community, it has transferred competence to the Community with respect to certain matters governed by the Convention. A detailed declaration on the nature and extension of the competence transferred to the European

Community will be made in due course in accordance with the provisions of Annex IX of the Convention

4. GERMANY

Statements and declaration made upon accession 1/

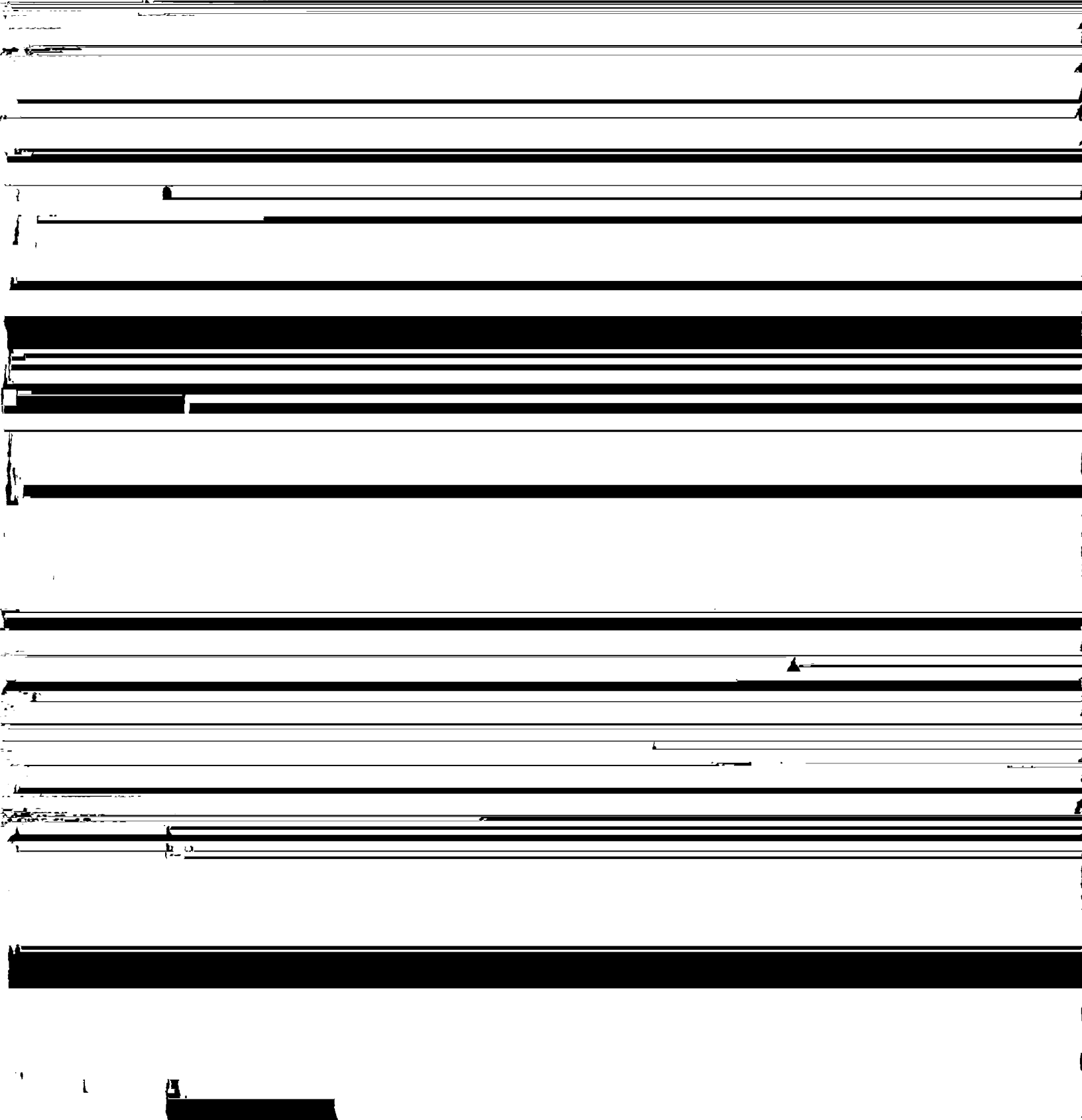
[Original: German]

Statements

- I. The Federal Republic of Germany recalls that, as a member of the European Community, it has transferred competence to the Community in respect of certain matters governed by the Convention. A detailed declaration on the nature and extent of the competence transferred to the European Community will be made

- II. For the Federal Republic of Germany the link between Part XI of the United Nations Convention on the Law of the Sea of 10 December 1982, and the 1988 Convention on the High Seas is

passage. The right to extend the breadth of the territorial sea up to 12 nautical miles will significantly increase



Land-locked States

As to the regulation of the freedom of transit enjoyed by land locked States transit shall be regulated as follows

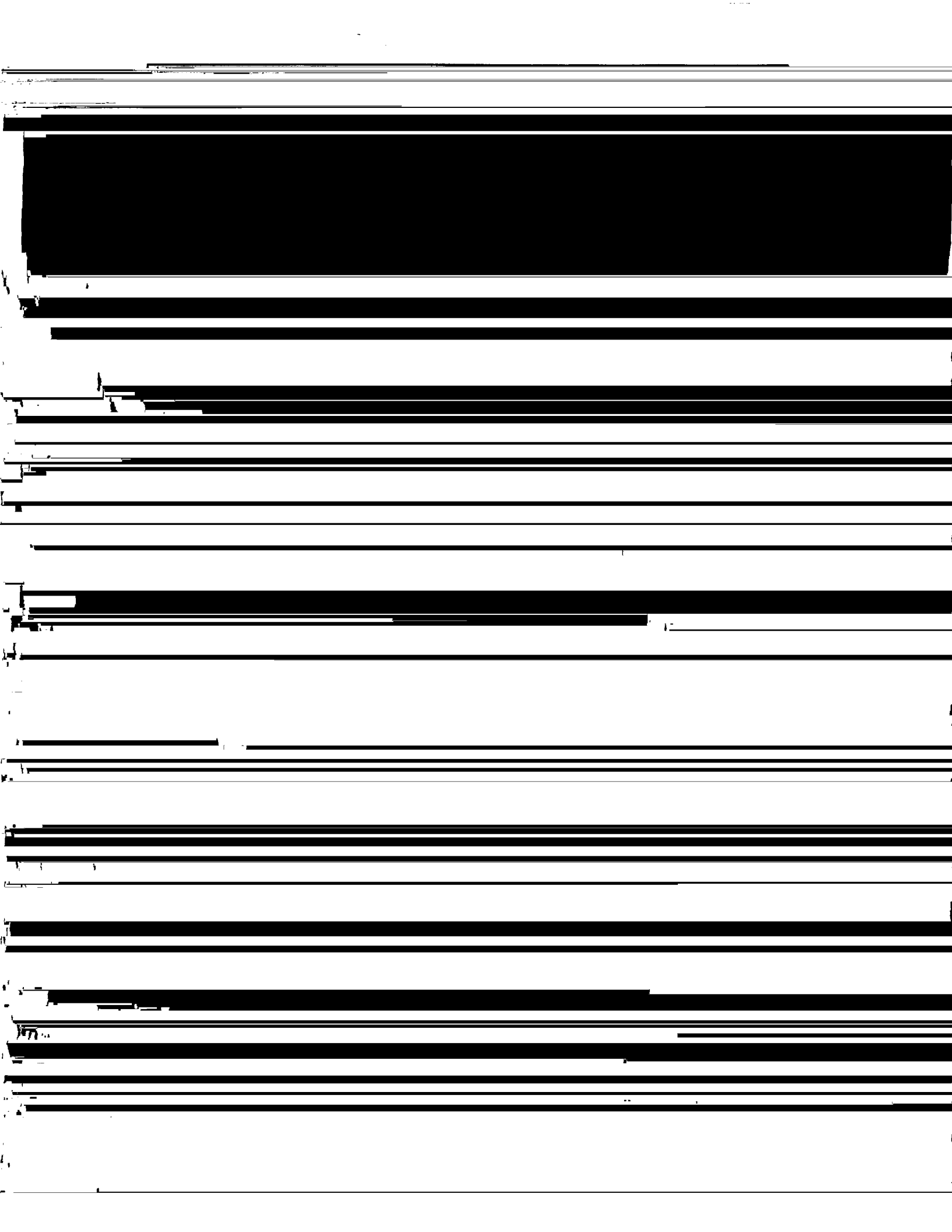
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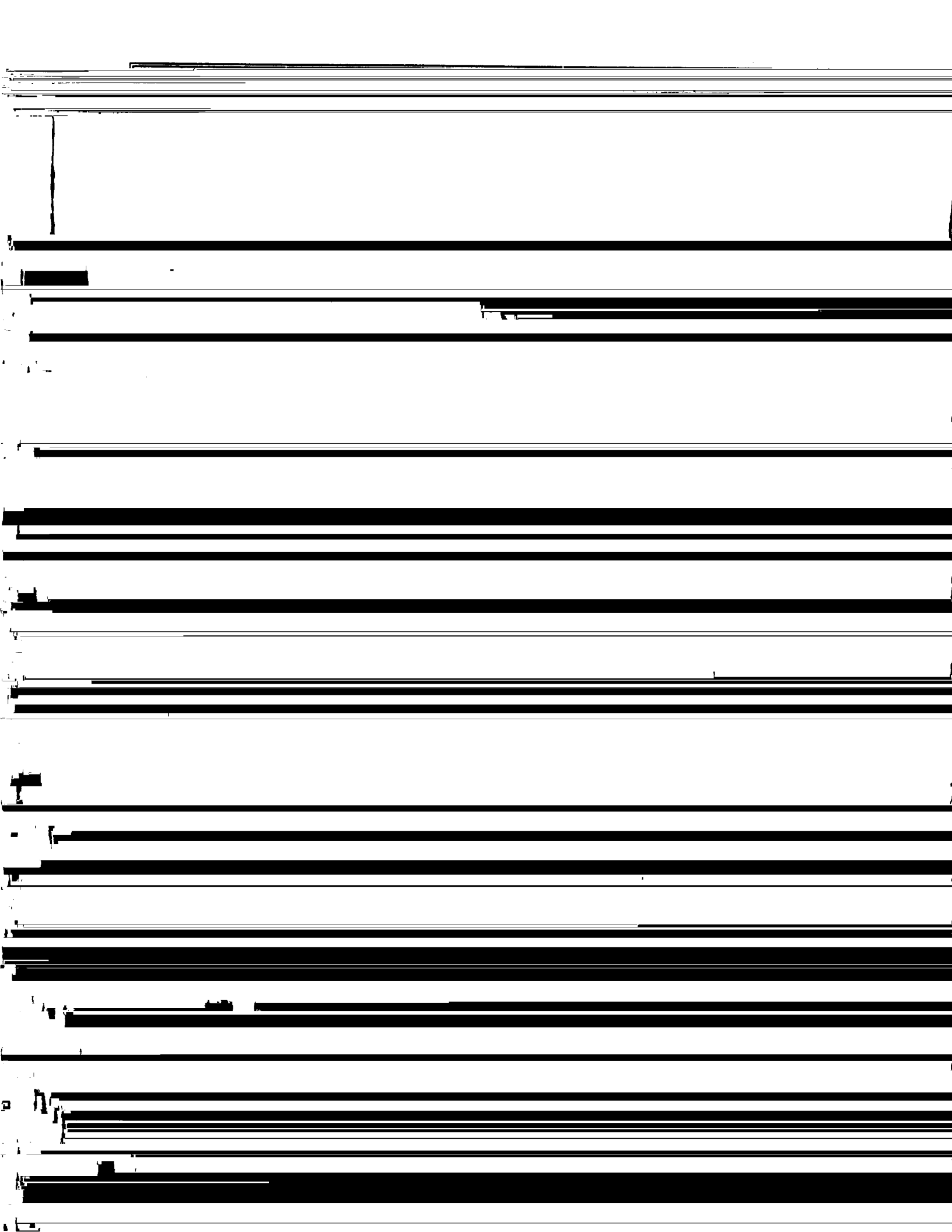
5. CROATIA

Statement made upon succession ^{1/}

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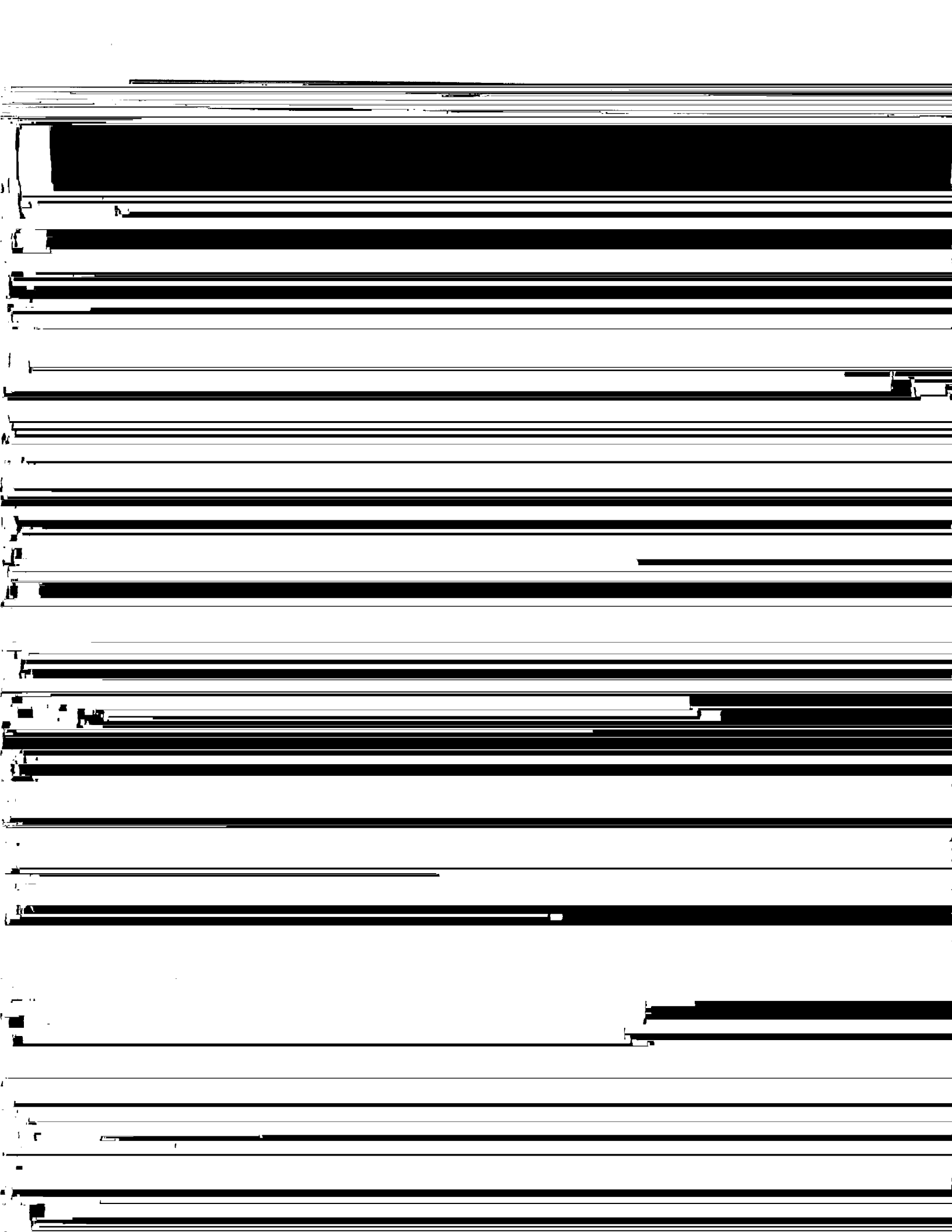
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	13 January 1995



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Implementation of Part XI of the Convention	
Provisional application ^{2/} as of:	Ratification; accession; ^{2/} definitive signature; ^{3/} participation ^{4/}
No	
5 November 1994	
1 November 1994	
2 November 1994	
No	
January 1995 ^{7/}	

Title of the	Publication; Author; Editor; Publisher; Edition						December 1994	December 4 1995	November 14 1995		
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Implementation of Part XI of the Convention	
Provisional notification as of:	Ratification; accession; definitive signature; participation
February 1995	
November 1994	
No	
November 1994	
November 1994	
November 1994	
November 1994	
No	
November 1994	

Part relating to the implementation of Part XI of the Convention

Signature ^{2/}	Provisional application ^{3/} as of:	Ratification; accession; ^{4/} definitive signature; ^{5/} participation ^{6/}
	16 November 1994	19 August 1994 ^{7/}
1st 1994 #	16 November 1994	
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Presentation of Part XI of the Convention	
Member	Ratification, accession, definitive signature, participation
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[Original: Spanish]

The Permanent Mission of Venezuela wishes to refer to article 7 of the Agreement relating to the implementation of Part XI of the United Nations Convention on the Law of the Sea, adopted by the General Assembly in its resolution 48/263.

With regard to General Assembly resolution 48/263, adopted on 28 July 1994, which provides for the provisional application of Part XI of the Convention, that arrangement is not applicable to Venezuela because Venezuela is not a party to the United Nations Convention on the Law of the Sea since it did not sign it and, therefore, did not ratify it either. This also explains Venezuela's abstention in the vote held when resolution

As a consequence of the foregoing, Venezuela is not bound by the United Nations Convention on the Law of the Sea or by General Assembly resolution 48/263, nor can its rights or position be affected in any way, directly or indirectly, by those instruments.

II. LEGAL INFORMATION RELEVANT TO THE UNITED NATIONS CONVENTION
ON THE LAW OF THE SEA

A. Recent national legislation

[Original: French]

Legislative Decree No. 94-13 of 17 Dhu'lhijjah 1414, corresponding to 28 May 1994

The President of the State,

On the report of the Minister of Agriculture,

In view of the Constitution, particularly articles 12, 115 and 117 thereof,

TITLE I

GENERAL PROVISIONS

Article 1

The purpose of the present legislative decree is to implement a national fisheries policy designed to:

- Protect and preserve marine and freshwater fisheries resources through rational exploitation with the aid of appropriate means;
- Institute a system for monitoring the impact of fisheries;

Extend national sovereignty to the resources located beyond the territorial waters by instituting a

reserved fishing zone;

- Promote and develop inland fishing and specific fisheries.

CHAPTER I

Article 2

- "Authority responsible for fisheries" means the fisheries administration;

- "Waters under national jurisdiction" means internal waters, territorial waters, and the zone

Implementing organs

Article 4

For purposes of the application of

TITLE II

CONDUCT OF FISHING

CHAPTER I

Conditions for the conduct of fishing

Article 7

~~Any purchase, sale, import or transfer of ownership of fishing vessels by individuals or bodies corporate~~

shall be subject to approval by the Fisheries Administration.

Article 8

~~Any construction, conversion or modification in whole or in part of the structure of a fishing vessel shall~~

be subject to approval by the competent authorities in conformity with the legislation in force

Such vessels shall, in particular, clear their decks of all gear in any way that it is possible to do so.

Article 13

Fishing, by whatsoever procedure, may be limited or prohibited in any area where it is necessary to protect the marine resources.

Article 18

The use of the public freshwater or maritime domain for purposes of setting up establishments as defined in article 17 above shall give rise in all cases to concessions in accordance with the legislation in force.

Article 19

The various types of fishery establishments, the terms for their setting-up and the rules for the operation shall be defined by regulations.

CHAPTER III

Persons authorized to engage in fishing

Article 20

Only persons entered in the Seaman's Register may sail on board commercial fishing vessels in possession of a register roll specifying that they are authorized to engage in fishing.

Article 21

The conduct of scientific fishing shall be reserved to institutions and agencies holding a special permit.

Reports shall be transmitted to the competent jurisdiction. A copy must be transmitted to the fisheries

Article 32

Where the competent fisheries authority does not have at its disposal the means with which to carry out destruction immediately, it may call upon specialized bodies for this purpose.

Article 36

The public prosecutor's office may refrain from instituting judicial proceedings upon payment by the offender of an on-the-spot fine within thirty (30) days following the establishment of a violation.

Payment of the on-the-spot fine, the amount of which shall not be less than the minimum fine entailed by the violation committed, shall be made to the Department of the Treasury.

Article 37

Recidivism shall be deemed to have occurred where, during the two years prior to the establishment of a violation, at least one judgement has been rendered against the offender for violation of the provisions of the

Article 42

The penalties provided for in this legislative decree shall be imposed on:

~~The captain where the violation is committed with a vessel. However, the captain shall~~

Article 47

The crews of vessels arriving in a fishing area must not, under any circumstances, set up or cast their nets or other gear in such a way as to cause mutual harm or to disturb those who have already begun their fishing operations.

Article 48

All fishermen shall be prohibited from berthing, anchoring or mooring their vessels, for any reason whatsoever, at the nets, buoys or other fishing apparatus of others.

Article 49

It shall be forbidden to hook, raise or inspect nets and fishing gear belonging to others.

Article 50

It shall be forbidden to moor or anchor nets or any other fishing gear in an area where other fishermen already established.

Article 56

The use for fishing of prohibited substances or bait, even those not liable to weaken, stun, intoxicate or kill marine and freshwater animals and plants, shall be prohibited

Article 58

The use for fishing purposes of the gear referred to in article 57 above shall be prohibited

Article 64

Anyone who engages in fishing for commercial or scientific purposes without the requisite authorizations or



Article 72

Anyone who cuts nets which have become entangled without the mutual consent of the parties concerned shall be sentenced to a fine in the amount of 10,000 to 20,000 dinars.

However, all liability for the damage shall cease if the impossibility of separating the nets by other means can be demonstrated.

The attribution of blame shall be determined by the order of arrival in the fishing areas.

Article 73

... shall be sentenced to a term of ...



The possession, transport, processing and sale of fishery products which have not attained the prescribed

Species caught in violation of the first paragraph of this article must, in all cases, be immediately returned

The fact that such fishery products are returned shall not clear the offender of the violation committed

TITLE VI

VIOLATIONS AND PENALTIES RELATING TO FOREIGN FISHING VESSELS

Article 86

All foreign-flagged fishing vessels operating without authorization in waters under national jurisdiction shall be boarded, taken to an Algerian port and detained by the reporting agent until such time as a final decision is rendered by the competent jurisdiction.

Article 87

Where pursuit is initiated within waters under national jurisdiction, boarding may take place beyond such waters.

The right of pursuit ends once the vessel being pursued enters waters under the jurisdiction of its country or of a third State.

Article 88

When an Algerian fishing surveillance vessel shall fire a

blank warning shot.

If the foreign fishing vessel refuses to comply, and in case of absolute necessity, live ammunition shall be

Article 92

In the event of recidivism, the person(s) found guilty of fishing in waters under national jurisdiction shall be sentenced to a fine in the amount of 600,000 to 4,000,000 dinars and the confiscation of the vessel.

Article 93

The foreign fishing vessel shall be detained pending payment of the court costs, fines and civil damages.

2. AUSTRALIA

Seas and Submerged Lands Act 1973, as amended by the Maritime
Legislation Amendment Act 1994 ^{1/}

An Act relating to Sovereignty in respect of certain Waters of the Sea and in respect of the Airspace over,
the Continental Shelf and Subsoil beneath those Waters and to Certain Rights in respect of the Continental Shelf

1/ The Maritime Legislation Amendment Act 1994

(b) To punish infringements of those laws:

BE IT THEREFORE ENACTED by the Queen, the Senate and the House of Representatives of Australia:

Interpretation

3. (1) In this Act, unless the contrary intention appears:

"Australia" includes the Territories to which this Act extends;

"continental shelf" has the same meaning as paragraph 1 of article 76 of the Convention;

"contiguous zone" has the same meaning as in article 33 of the Convention;

"exclusive economic zone" has the same meaning as in articles 55 and 57 of the Convention;

"territorial sea" has the same meaning as in articles 3 and 4 of the Convention;

"the Convention" means the United Nations Convention on the Law of the Sea, 1982.

PART II
SOVEREIGNTY, SOVEREIGN RIGHTS AND RIGHTS OF CONTROL

Division 1
The territorial sea

Interpretation

5. In this Division, "the territorial sea" means the territorial sea of Australia.

Sovereignty in respect of territorial sea

6. It is by this Act declared and enacted that the sovereignty in respect of the territorial sea, and in respect of the airspace over it and in respect of its bed and subsoil, is vested in and exercisable by the Crown in right of the Commonwealth.

Limits of territorial sea

(1) The Government of the Commonwealth, in exercising its powers under this Act, is not to do anything that is inconsistent with

(2) The Government of the Commonwealth, in exercising its powers under this Act, is not to do anything that is inconsistent with the limits of the waters of any part of the territorial sea

Секретариат

В

[The remainder of the page contains multiple lines of text that are almost entirely obscured by heavy horizontal black redaction bars. Only a few faint fragments of text are visible between the bars.]

Charts of limits of continental shelf

13. (1) The Minister may cause to be prepared and issued such charts as he thinks fit showing any matter relating to the limits of the continental shelf of Australia.

(2) The mere production of a copy of a paper purporting to be certified by the Minister to be a true copy

limits of the continental shelf of Australia.

Division 2A
The contiguous zone

Rights of control in respect of contiguous zone

Certain property not vested in Commonwealth

15. Nothing in this Part shall be taken to vest in the Crown in right of the Commonwealth any wharf, jetty, pier, breakwater, building, platform, pipeline, lighthouse, beacon, navigational aid, buoy, cable or other structure or works.

Saving of other laws

16. (1) The preceding provisions of this Part:

- (a) Do not limit or exclude the operation of any law of the Commonwealth or of a Territory other than the Northern Territory, in force at the date of commencement of this Act or coming into force after that date; and
- (b) Do not limit or exclude the operation of any law of a State or of the Northern Territory in force at the date of commencement of this Act or coming into force after that date, except in so far as the law is expressed to vest or make exercisable any sovereignty or sovereign rights otherwise than as provided by the preceding provisions of this Part.

(2) A law of a State or of the Northern Territory shall not be taken to be within the words of exception in paragraph (b) of subsection (1):

- (a) By reason that the law makes provision with respect to, or touching or concerning, any seabed or subsoil that is declared by Division 1 to be within the Commonwealth.

3. GERMANY

4 - 1 - 11 November 1994 by the Government of the Federal Republic of Germany concerning

[REDACTED]

(2) Baltic Sea

The outer limit of the territorial sea of the Federal Republic of Germany in the Baltic Sea shall be a line connecting the following points:

- | | | |
|-----|------------|-------------|
| (1) | 54°44'17"N | 10°10'14"E; |
| (2) | 54°41'46"N | 10°13'12"E; |
| (3) | 54°39'27"N | 10°15'34"E; |
| (4) | 54°36'45"N | 10°18'36"E; |
| (5) | 54°35'10"N | 10°20'00"E; |

The geographical coordinates of the above points shall be determined by reference to European Datum (ED 50).

The delimitation of the German territorial sea in the Baltic Sea is indicated in the Maritime Boundaries Chart 2921). ^{2/}

At an appropriate later time, the Government of the Federal Republic of Germany will decide on the lateral delimitation of the territorial sea of the Federal Republic of Germany towards the Kingdom of Denmark.

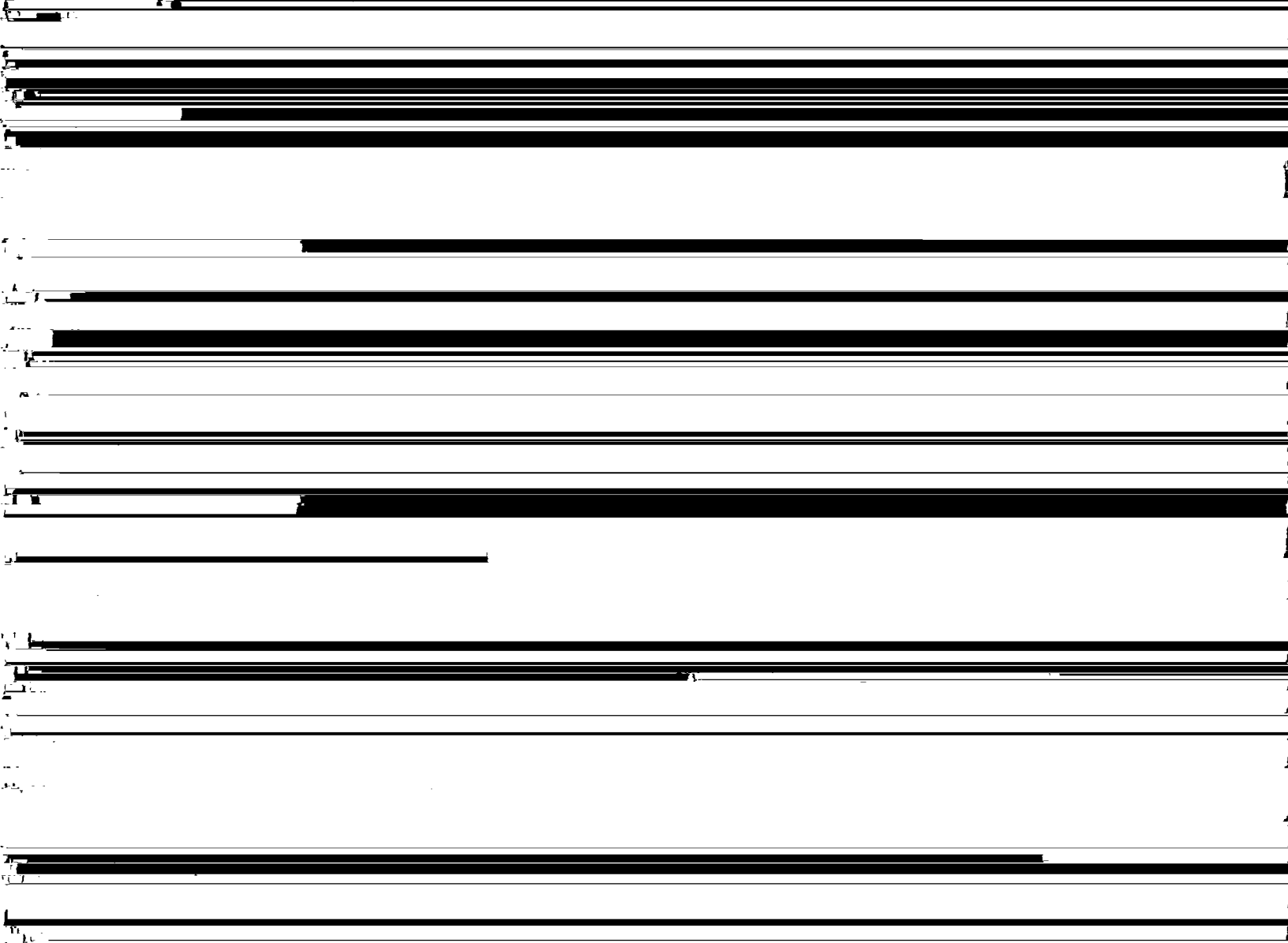
E ₆	55°00'00,0" N	5°00'00,0" E
E ₇	55°20'00,0" N	4°20'00,0" E
E ₈	55°45'54,0" N	3°22'13,0" E
D	55°50'06,0" N	3°24'00,0" E
S ₇	55°55'09,4" N	3°21'00,0" E
S ₆	55°46'21,8" N	4°15'00,0" E
S ₅	55°24'15,0" N	4°45'00,0" E
S ₄	55°15'00,0" N	5°09'00,0" E
S ₃	55°15'00,0" N	5°24'12,0" E
S ₂	55°30'40,3" N	5°45'00,0" E
S ₁	55°10'03,4" N	7°33'09,6" E
S ₀	55°05'59,4" N	8°02'44,4" E

The geographical coordinates of the above points shall be determined by reference to European Datum (ED 50).

The delimitation of the German exclusive economic zone in the North Sea shall be published in the Maritime Boundaries Charts 2920.

III

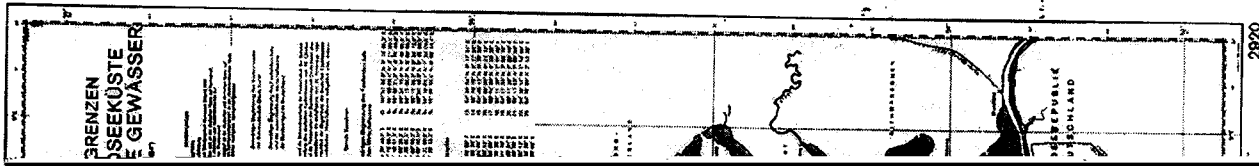
The outer limit of the exclusive economic zone



28.	54°24'39,9" N	12°06'43,5" E
29.	54°41'15,9" N	12°26'35,7" E
30.	54°45'49,7" N	12°44'59,9" E
31.	54°50'01,7" N	12°56'02,4" E
32.	55°00'30,2" N	13°08'53,1" E
33.	55°00'37,9" N	13°09'26,8" E
34.	55°01'16,9" N	13°47'08,4" E
35.	54°57'53,9" N	13°59'15,3" E
36.	54°57'44,8" N	13°59'34,2" E
37.	54°48'45,0" N	14°10'22,0" E
38.	54°48'45,0" N	14°24'51,0" E
39.	54°39'30,0" N	14°24'51,0" E
40.	54°32'10,4" N	14°38'12,2" E
41.	54°31'57,7" N	14°37'42,0" E
42.	54°29'56,4" N	14°44'56,7" E
43.	54°22'56,5" N	14°35'55,7" E
44.	54°10'04,6" N	14°21'05,0" E
45.	54°07'35,0" N	14°14'18,9" E
46.	54°07'36,4" N	14°12'09,1" E.

The geographical coordinates of the above points shall be determined by reference to European Datum (ED 50).

7. Location of the German exclusive economic zone in the Baltic Sea shall be published in the





4. TURKEY

Maritime Traffic Regulations for the Turkish Straits and the Marmara Region,
entered into force on 1 July 1994 ^{1/}

PART I
PURPOSE, SCOPE AND DEFINITIONS

Purpose and scope

Article 1

The purpose of these Regulations is to

2. Vessels carrying cargo classified by the International Maritime Organization as dangerous, (including petroleum and its derivatives) and vessels constructed or used for the carriage of substances qualified in the International Convention for the Prevention of Pollution from Ships 1973 as modified by the Protocol of 1978 (MARPOL 73/78) and its annexes as pollutants and such vessels which have not effected the necessary operations to eradicate the dangers of such cargo;

3. Vessels carrying nuclear, dangerous and noxious wastes as defined in international conventions and domestic legislation;

(i) "Deep-draught vessel" means a vessel with a maximum draught of 10 metres or more;

(j) "Large vessel" means a vessel 150 metres or more in length;

(k) "Total towing length" means the distance between the fore of the towing vessel and the aft of towed vessel or the distance between the aft of the pushing vessel and the fore of the vessel being pushed when sailing at full speed ahead.

(l) "Northern entrance to the Strait of Istanbul" means the line joining Anadolu Lighthouse to Turkeli Lighthouse;

(m) "Southern entrance to the Strait of Istanbul" means the line joining Ahirkapi Lighthouse to Kadikoy

(n) "Northern entrance to the Strait of Canakkale" means the longitude passing through Zincirbozan Lighthouse;

(o) "Southern entrance to the Strait of Canakkale" means the line joining the Lighthouse of Mehmetcik Cape to the Lighthouse of Kumkale;

(p) "Daytime" means the period between sunrise and sunset;

(q) "Nighttime" means the period between sunset and sunrise.

PART II GENERAL PROVISIONS

Boundaries Article 3

The boundaries of the traffic separation scheme which shall apply in the Straits and the Marmara region are delimited:

In the north, by the north border of the area joining the following points:

41° 16' N 028° 55' E

41° 21' N 028° 55' E

41° 21' N 029° 16' E

41° 14' N 029° 16' E

In the south, by the south border of the ...

40° 05' N 026° 11' E
40° 02' N 025° 55' E
39° 50' N 025° 53' E
39° 44' N 025° 55' E
39° 44' N 026° 09' E

Traffic Separation Scheme
Article 4

A traffic separation scheme ...

... and both cables will be prepared for lowering

with crew standing by;

... .. A

Sailing Plan II
Article 8

Masters who have given Sailing Plan I and established that their vessel is in conformity with the conditions prescribed in article 6, shall give Sailing Plan II two hours before

Sailing Plan II, which shall be given by VHF to the Traffic Control Centre, should contain the following information:

Pilotage sign
Article 12

Vessels transiting through the Straits and the Marmara region with a pilot shall hoist an (H) pennant during

Transit sign
Article 13

Vessels transiting through the Straits and the Marmara region while under way or at anchor during daytime shall hoist a (T) pennant. They will display at night a green light visible over an arc of the horizon of 360 degrees.

A vessel interrupting its transit passage or whose transit passage has been interrupted shall not display the transit sign.

Conditions of anchorage for vessels in transit
Article 14

While navigating in the Straits steering will be controlled manually automatic pilot system

used. The emergency steering gear will also be kept ready for immediate use with personnel on duty to use it.

Steady steering light
Article 16

Vessels, the distance between whose bridge and fore is 150 metres or more, and vessels, whose bridge is very close to the fore of the vessel, at nighttime shall carry at the fore of the vessel a light

For [redacted] "under command" in the course of escape, the master of the vessel shall [redacted]

[redacted] Traffic Control Station and follow the instructions given [redacted]

Obligation to navigate within the lanes
Article 25

Vessels must proceed within the designated traffic lanes. Vessels which cross the lanes may be fined according to article 11 of Law No. 618 on the Ports, as well as be brought to the attention of the International Maritime Organization and the flag State.

Deep-draught vessels
Article 26

Deep-draught vessels navigating in the straits shall exhibit at night three lights in a vertical line visible over

Other vessels in the Straits shall not inhibit the manoeuvres of deep draught vessels and shall provide sufficient space for navigation. At crossing and turning points in the traffic separation scheme, other vessels in the Straits, shall keep clear of the course of deep-draught vessels.

Anchorage locations
Article 27

Anchorage locations for the traffic separation scheme are given below:

- (a) The Strait of Istanbul northern entrance anchorage locations are shown in Annex 2/1

PART IV
COMMON ARTICLES FOR THE STRAITS AND THE SEA OF MARMARA

Large vessels

Article 29

_____ shall provide information to

[The remainder of the page is heavily redacted with thick black horizontal bars.]

Vessels are not to anchor in the traffic separation scheme except for emergency situations. In case a vessel has to anchor due to an emergency, the traffic control station will be immediately notified. The Administration will then move the vessel by using pilots and tugs to a safer location to clear the traffic separation scheme.

Ban on environmental pollution
Article 33

No refuse, landfill, bilge water, domestic and industrial waste, ecologically harmful or unsanitary material

Call point report

Article 27

Vessels longer than 20 metres in length entering the Straits of Istanbul will present a call point report via

Air draught

Vessels navigating in the traffic separation scheme in the Strait of Istanbul will pay all due attention to the navigational warning lights of the bridges over the Strait.

Vessels 58 metres or greater in height cannot pass the Strait of Istanbul.

Vessels with air draughts between 54 metres and 58 metres will be escorted by as many tugboats as necessary to be determined by the Administration to ensure that they keep on course.

Local maritime traffic

Article 39

In the area delimited by the lines drawn from the Türkeli Lighthouse to the Anadolu Lighthouse in the

Visibility
Article 41

Information on reduced visibility will be provided by the Administration to vessels and others concerned.

(a) Whenever visibility is 2 NM or less in any part of the Strait, vessels passing through the Strait shall

keep their radar turned on constantly to provide radar readings. On vessels with two radars, one of them will be assigned to the pilot's use.

(b) When visibility is 1.5 NM or less in any part of the Strait, vessels whose radar does not provide a complete display ability shall not enter the Strait.

(c) When visibility in the Strait is 1 NM or less, vessels carrying hazardous cargo and large vessels shall not enter into the Straits.

(d) When visibility in any part of the Straits is 0.5 NM, maritime traffic shall be open in the appropriate direction and closed in the opposite. In such situations only vessels less than 100 meters in length which

... .. its port to a docking area in the Port of Istanbul which lies outside the

[REDACTED]

Call point report
Article 48

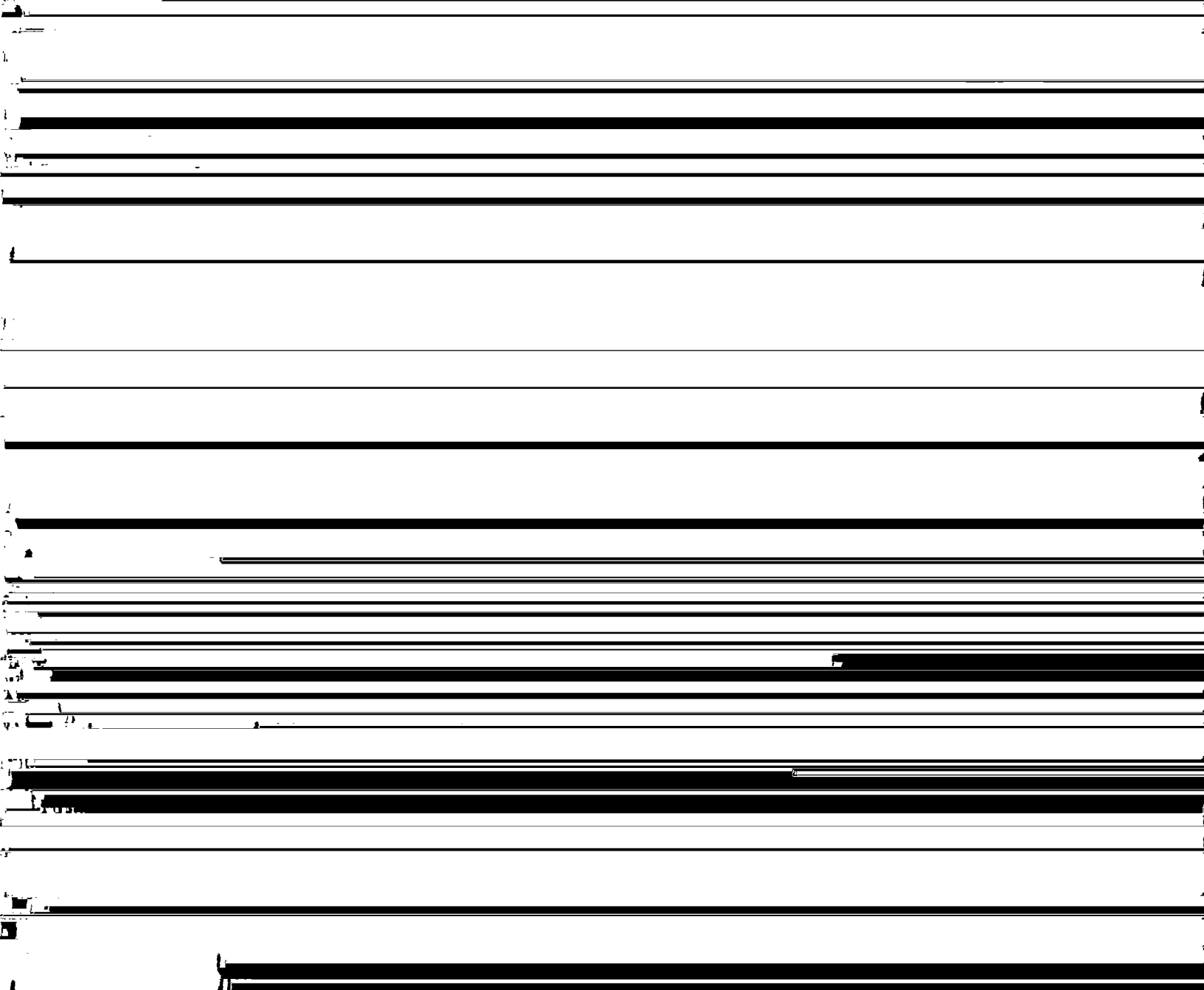
Vessels greater than 20 metres entering the Strait of Canakkale will present a call point report via VHF, the contents and location of which will be determined by the Administration.

Local maritime traffic
Article 49

Vessels crossing between the shores of the Strait, intra-city ferries and other vessels will pass through the traffic separation lanes as rapidly as possible. Such vessels will avoid the routes of vessels proceeding from the Aegean to the Sea of Marmara, and vice versa, and will take care not to cause evasive manoeuvres. In case of the danger of collision, vessels will take action according to COLREG 72/79.

Currents
Article 50

(a) At the Strait of Canakkale vessels the difference between whose speed and the wind



(f) When visibility in the Strait is suitable for navigation, the arrangement and order of entering the Strait shall be arranged and notified to the waiting vessels and persons concerned by the Traffic Control Centre.

When a large vessel with hazardous cargo enters the Strait, a similar vessel approaching from the opposite direction may not enter the Strait until the previous vessel has exited. There shall be a distance of at least 20 NM between two such vessels which are proceeding in the same direction.

Pilotage services

Article 53

Pilotage services will be carried out in the Straits in the following manner:

A. Transiting vessels:

(a) In the Aegean Sea: Pilots will embark and disembark west of the longitude passing through the Kumkale Lighthouse;

(b) In the Sea of Marmara: Pilots will embark and disembark east of the longitude which passes through Gelibolu Lighthouse;

B. Vessels entering or leaving port:

(a) Vessels coming from outside the Strait and headed for a port in the Strait will take on board the Strait pilot When under way these vessels will disembark the Strait pilot

Meeting points with agents

Article 56

Vessels may hold contacts with agents for less than one hour, south of the line joining the Kanlidere and Karanfil lighthouses and to the far starboard side of their traffic separation lane.

For meetings longer than an hour the anchorage locations must be used.

PART VII
OTHER ARTICLES

Violations and regulations

Article 57

Unless a more severe penalty is prescribed by relevant Turkish legislation, the penal articles of Port Law No. 618 will be applied to masters and crew of vessels in violation of these Regulations.

Entry into effect

Article 58

The articles of these Regulations, prepared in accordance with article 115 of the Constitution of the Republic of Turkey, article 37 of Law No. 3046 on the Establishment and Principles of Responsibility of Ministries and article 2 of Port Law No. 618, and reviewed by the Council of State, will enter into effect on 1 July 1994.

Execution

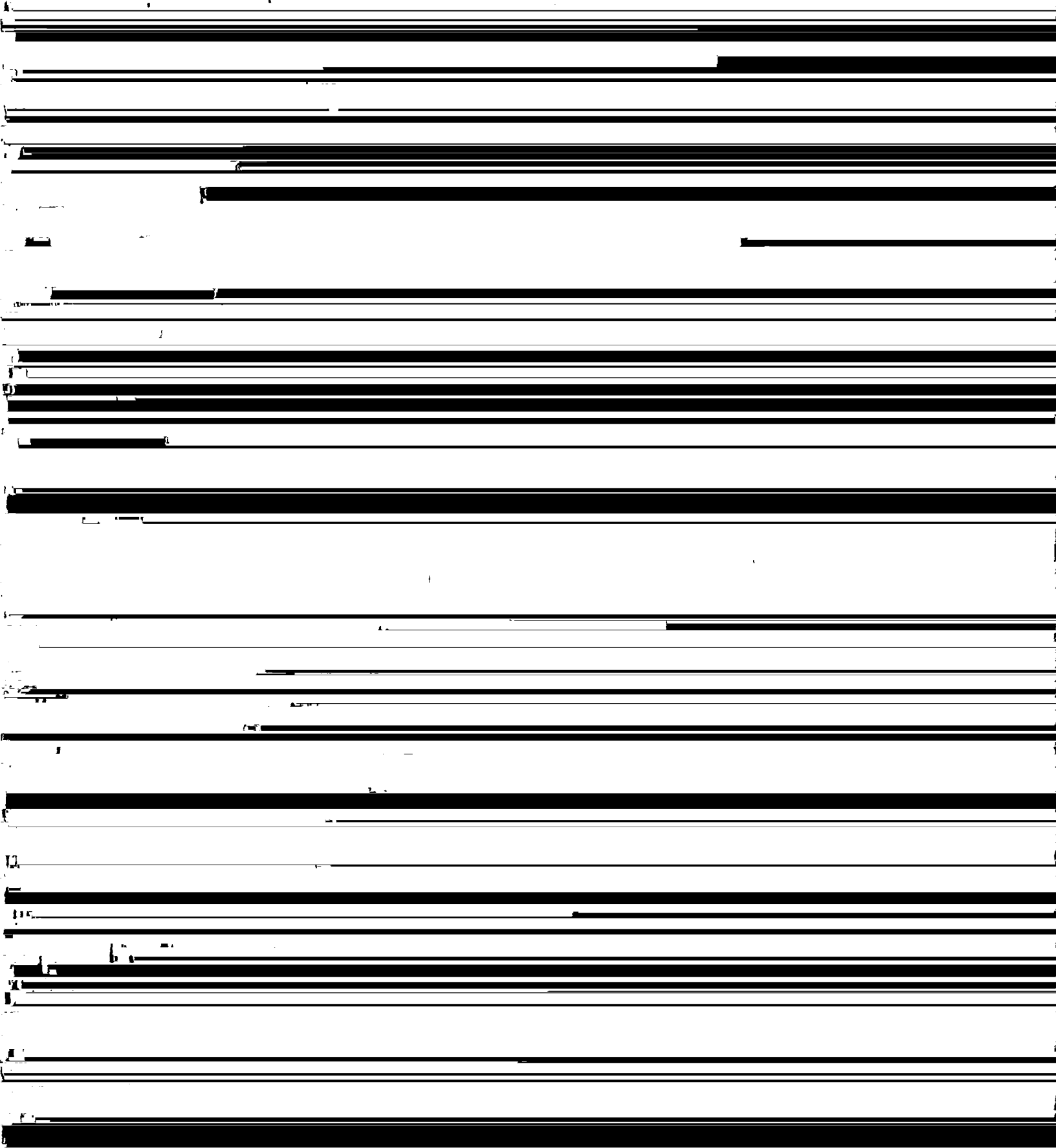
Article 59

The execution of the articles of these Regulations will be the responsibility of the Council of Ministers.

**5. UNITED KINGDOM OF GREAT BRITAIN AND NORTHERN IRELAND
(FALKLAND ISLANDS)**

Proclamation extending the Falkland Islands Outer Conservation Zone, 22 August 1994 ^{1/}

... 1994 which will have the effect of



SCHEDULE

The outer zone is bounded by lines of the type described in column 2 joining the points defined to the nearest minute of arc by coordinates of latitude and longitude on WGS 72 Datum specified in column 1.

<u>Column 1</u> Coordinates of latitude and longitude	<u>Column 2</u> Line type
1. 47° 42'S 60°45'W	1-2 Meridian
2. 48° 20'S 60°45'W	2-3 Rhumb line
3. 49° 00'S 60°56'W	3-4 Rhumb line
4. 49° 26'S 61°14'W	4-5 Arc of circle which has a radius of 150 nautical miles and its centre at latitude 51°40'S, longitude 59°30'W, drawn clockwise
5. 54° 02'S 58°13'W	5-6 Rhumb line
6. 54° 38'S 58°02'W	6-7 Meridian
7. 55° 30'S 58°02'W	7-8 Rhumb line
8. 56° 14'S 58°31'W	8-9 A line drawn counter clockwise 200 nautical miles from the coast

points on the baseline of the territorial sea of the Falkland Islands

9. 47° 42'S 60°45'W 7-8 Rhumb line

B. Communication and statement from States

1. ARGENTINA

Note dated 22 August 1994 from the Ministry of Foreign Affairs, International Trade and Worship of Argentina addressed to the Embassy of the United Kingdom of Great Britain and

[Original: Spanish]

to the Embassy

2. YUGOSLAVIA

Statement of the Ministry of Foreign Affairs of Yugoslavia on
the occasion of the entry into force of the United Nations
Convention on the Law of the Sea and the beginning of the
work of the International Seabed Authority ^{1/}

The Federal Republic of Yugoslavia, as a Member State, welcomes the entry into force of the United

Yugoslavia, as a Mediterranean and maritime country, took an active and constructive part in the elaboration of the Convention on the Law of the Sea. It has consistently and principally sought solutions which would promote international cooperation in this field on the basis of equality and respect for the sovereignty and

III. REGIONAL DECLARATION AND TREATIES

1.1.1. *Agreement of the Fishery*

2. Convention on the Conservation and Management of Pollack Resources
in the Central Bering Sea, 16 June 1994

The Parties to this Convention,

Recognizing the urgent necessity to cooperate in taking measures for the conservation and management of

pollack resources in the Central Bering Sea consistent with international law, and

Noting the adoption of the United Nations Convention on the Law of the Sea in 1982,

Have agreed as follows:

ARTICLE I

ARTICLE IV

1. The functions of the Annual Conference shall be:

- (a) To establish the allowable harvest level for pollack in the Convention Area (hereinafter referred to as "the AHL") for the succeeding year;
- (b) To establish an individual national quota of pollack in the Convention Area (hereinafter referred to

ARTICLE V

1. Each Party has one vote in making decisions at the Annual Conference.
2. Except as provided elsewhere in this Convention, decisions of the Annual Conference on matters of substance shall be taken by consensus. A matter shall be deemed to be of substance if any Party considers it to be of substance.

4. The Scientific and Technical Committee shall make recommendations to the Annual Conference with
_____ for the succeeding year

_____ Technical Committee may perform such functions as follow from other provisions of

(c) To notify the other Parties of the location of any transshipments of fish and fish products to transport vessels 24 hours prior to such transshipment.

4. The Parties shall exchange:

(a) Information collected by real time satellite monitoring systems



(b) Catch data on a sufficiently regular basis

(a) The flag-State Party shall be notified promptly of alleged violations. The flag-State Party shall take appropriate measures in accordance with its national laws and regulations, including prompt investigation. The flag-State Party shall order the fishing vessel to cease operations in violation of the provisions of this

3. If fishing operations by nationals, residents or vessels of any non-Party could affect adversely the attainment of the objectives of this Convention the Parties shall take measures, including:

[REDACTED]

...into force of this Convention the Parties may, by unanimous agreement, invite other States

ANNEX

PART 1

Pursuant to paragraph 2 of article VII, the AHL shall be determined as follows:

(a) Based on scientific and technical information reviewed by the Scientific and Technical Committee, one institution each designated by the Russian Federation and the United States of America, as the agreed parties

(b) If there is insufficient scientific and technical information available to allow the two institutions designated pursuant to paragraph (a) above to establish

(b) Shall take full account of the applicable fishing effort of each Party, the harvesting and processing capacity of the fishing vessels that may be involved, and their relative efficiency;

(c) Shall not prejudice the opportunity for the fishing vessels of all Parties to participate in the fishery; and

(d) Shall include a starting date for the fishery, a programme for effectively monitoring catch, procedures for closing the fishery and, where appropriate, other specific conservation and management measures.

