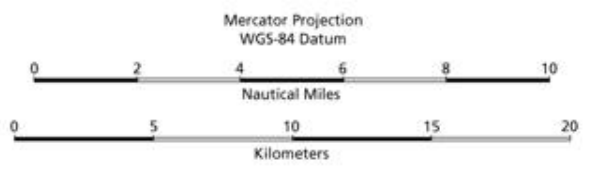


# **Delimitation of Maritime Boundary between Bangladesh and Myanmar in the Bay of Bengal**

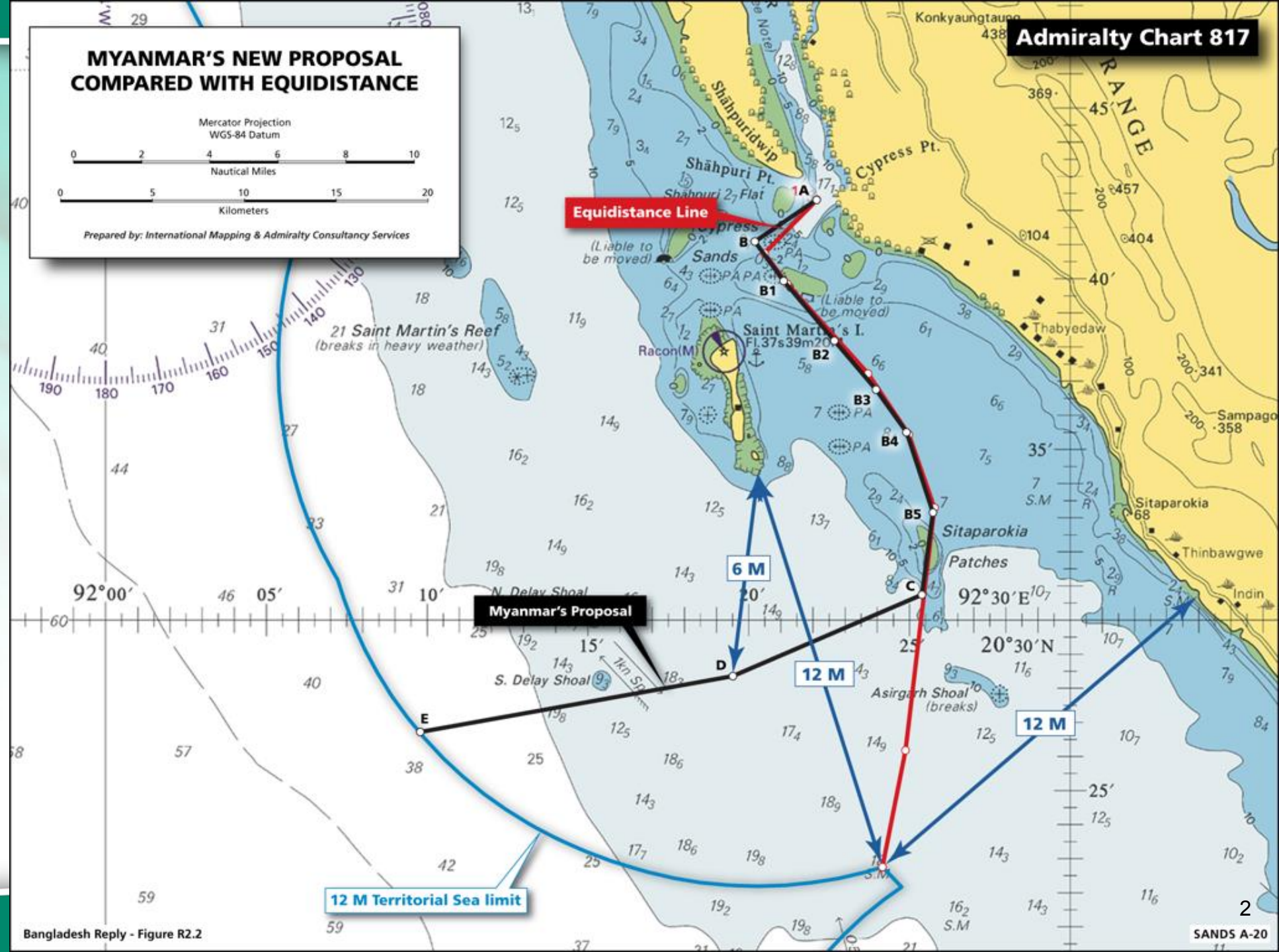
**Rear Adm. Md. Khurshed Alam (retd)**

**Secretary, Ministry of Foreign Affairs, Dhaka**

### MYANMAR'S NEW PROPOSAL COMPARED WITH EQUIDISTANCE



Prepared by: International Mapping & Admiralty Consultancy Services



AGREED MINUTES BETWEEN THE BANGLADESH DELEGATION  
AND THE BURMESE DELEGATION REGARDING THE DELIMITATION  
OF THE MARITIME BOUNDARY BETWEEN THE TWO COUNTRIES

1. The delegations of Bangladesh and Burma held discussions on the question of delimiting the maritime boundary between the two countries in Rangoon (4 to 6 September 1974) and in Dacca (20 to 25 November 1974). The discussions took place in an atmosphere of great cordiality, friendship and mutual understanding.

2. With respect to the delimitation of the first sector of the maritime boundary between Bangladesh and Burma, i.e., the territorial waters boundary, the two delegations agreed as follows:-

I. The boundary will be formed by a line extending seaward from Boundary Point No.1 in the Naaf River to the point of intersection of arcs of 12 nautical miles from the southernmost tip of St. Martin's Island and the nearest point on the coast of the Burmese mainland, connecting the intermediate points, which are the mid-points between the nearest points on the coast of St. Martin's Island and the coast of the Burmese mainland.

The general alignment of the boundary mentioned above is illustrated on Special Chart No. 114 annexed to these minutes.

II. The final coordinates of the turning points for delimiting the boundary of the territorial waters as agreed above will be fixed on the basis of the data collected by a joint survey.

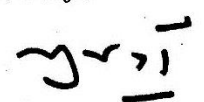
3. The Burmese delegation in the course of the discussions in Dacca stated that their Government's agreement to delimit the territorial waters boundary in the manner set forth in para 2 above is subject to a guarantee that Burmese ships would have the right of free and unimpeded navigation through Bangladesh waters around St. Martin's Island to and from the Burmese sector of the Naaf River.

: 2 :

4. The Bangladesh delegation expressed the approval of their Government regarding the territorial waters boundary referred to in para 2. The Bangladesh delegation had taken note of the position of the Burmese Government regarding the guarantee of free and unimpeded navigation by Burmese vessels mentioned in para 3 above.


5. Copies of a draft Treaty on the delimitation of territorial waters boundary were given to the Burmese delegation by the Bangladesh delegation on 20 November 1974 for eliciting views from the Burmese Government.

6. With respect to the delimitation of the second sector of the Bangladesh-Burma maritime boundary, i.e., the Economic Zone and Continental Shelf boundary, the two delegations discussed and considered various principles and rules applicable in that regard. They agreed to continue discussions in the matter with a view to arriving at a mutually acceptable boundary.

  
(Commodore Chit Hlaing)

Leader of the Burmese  
Delegation.

Dated, November 23, 1974.

  
(Ambassador K.H. Kaiser) 23.11.74.

Leader of the Bangladesh  
Delegation.

Dated, November 23, 1974.

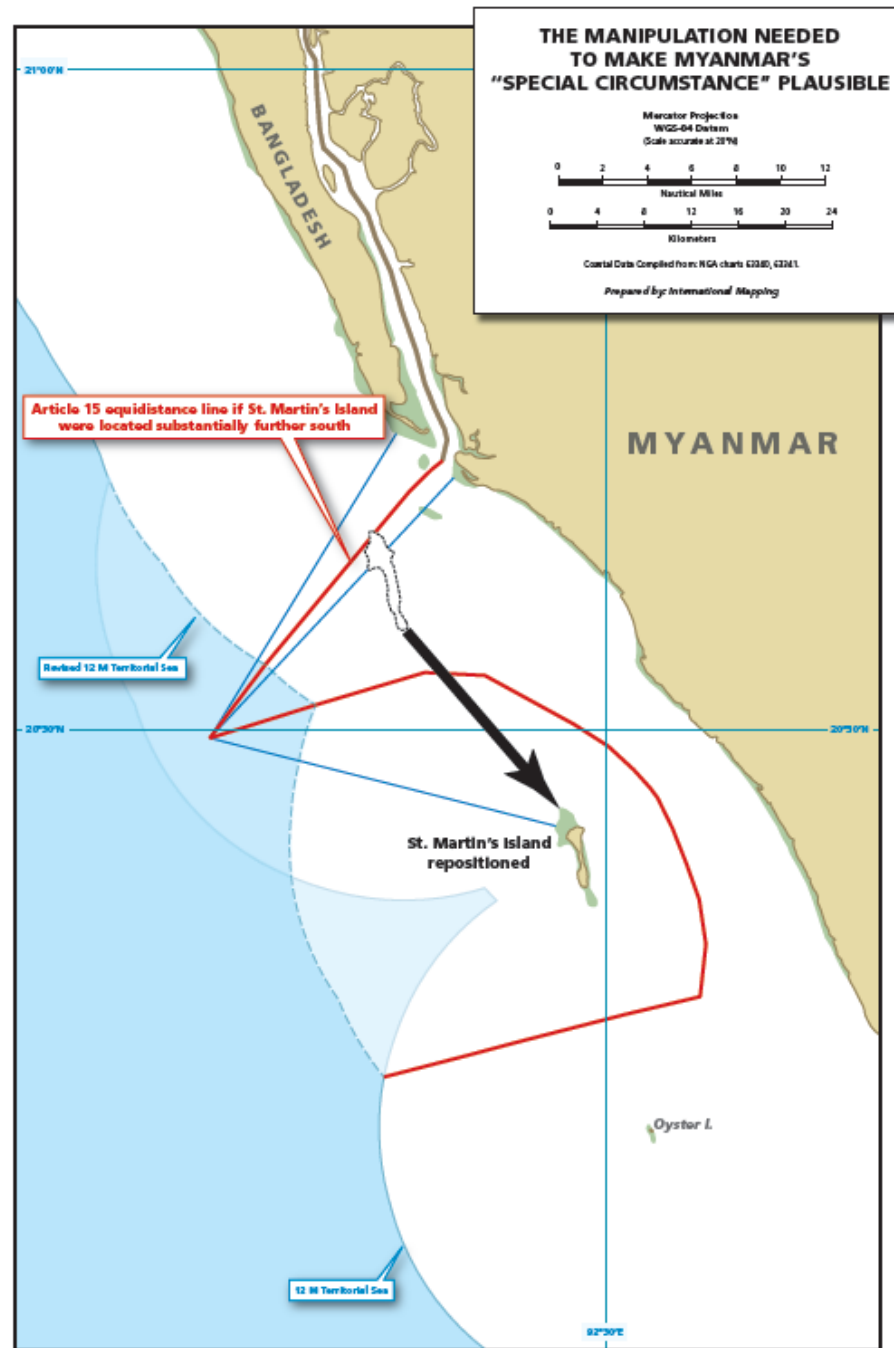
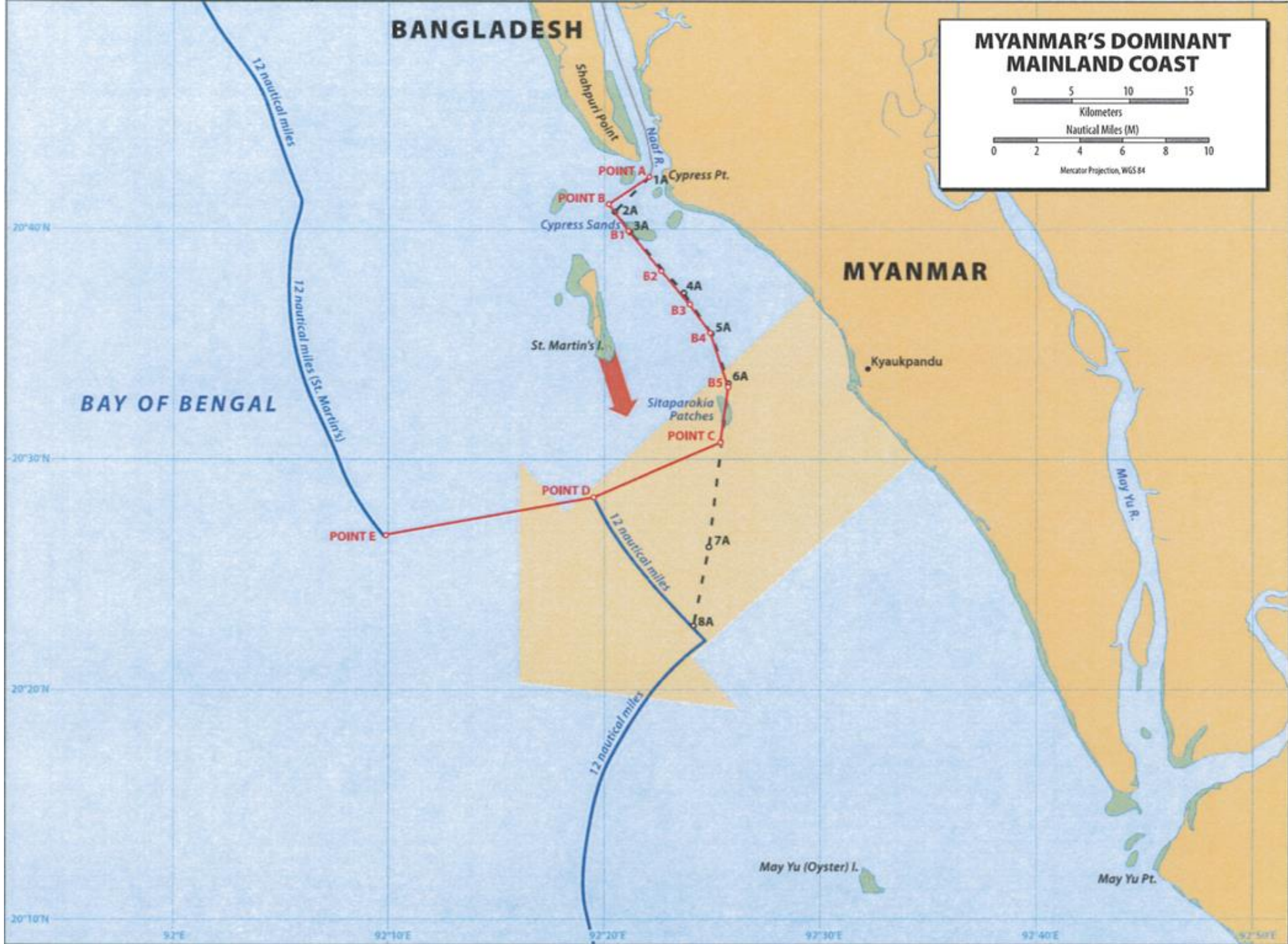


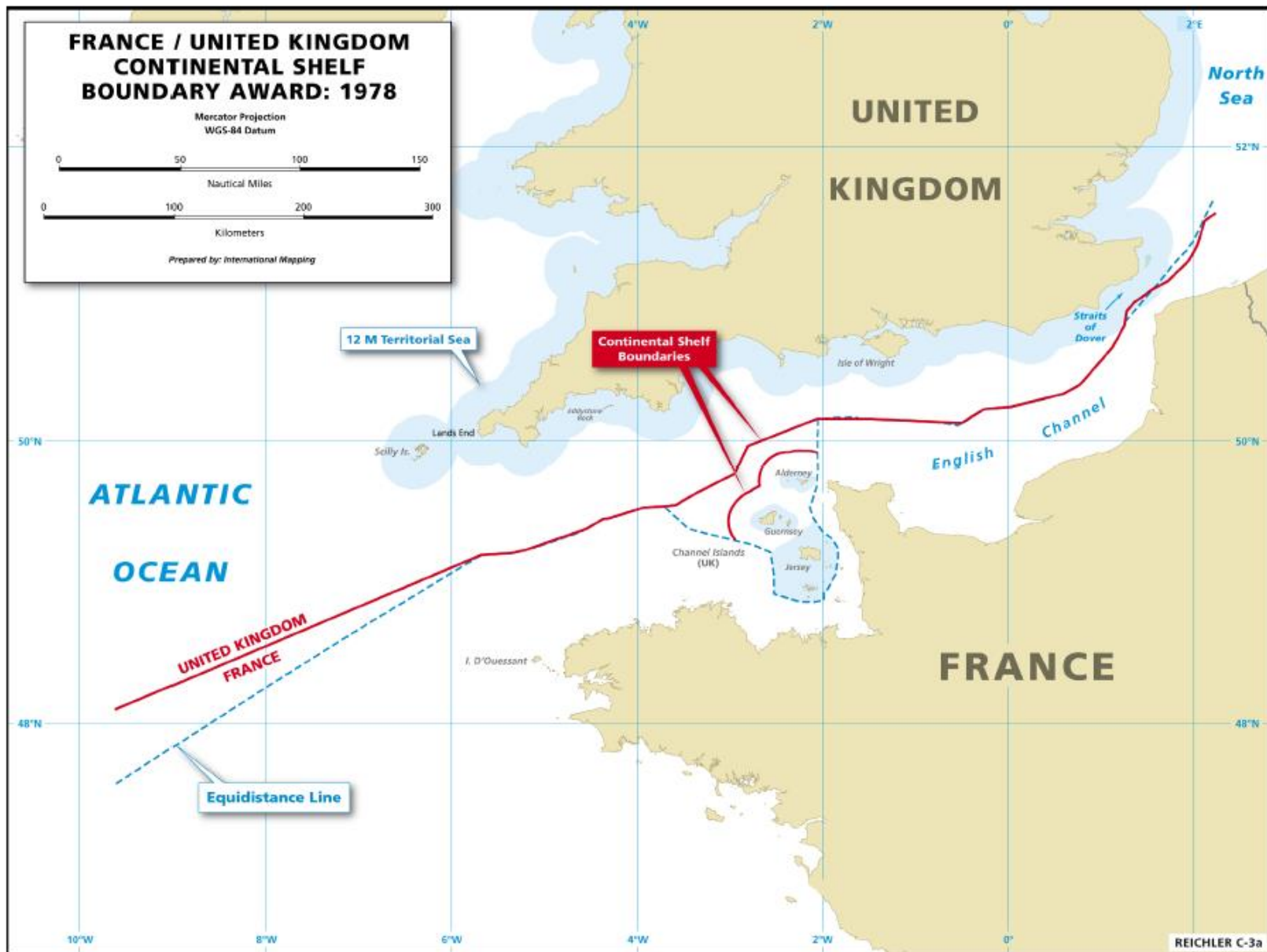
Figure R2.3



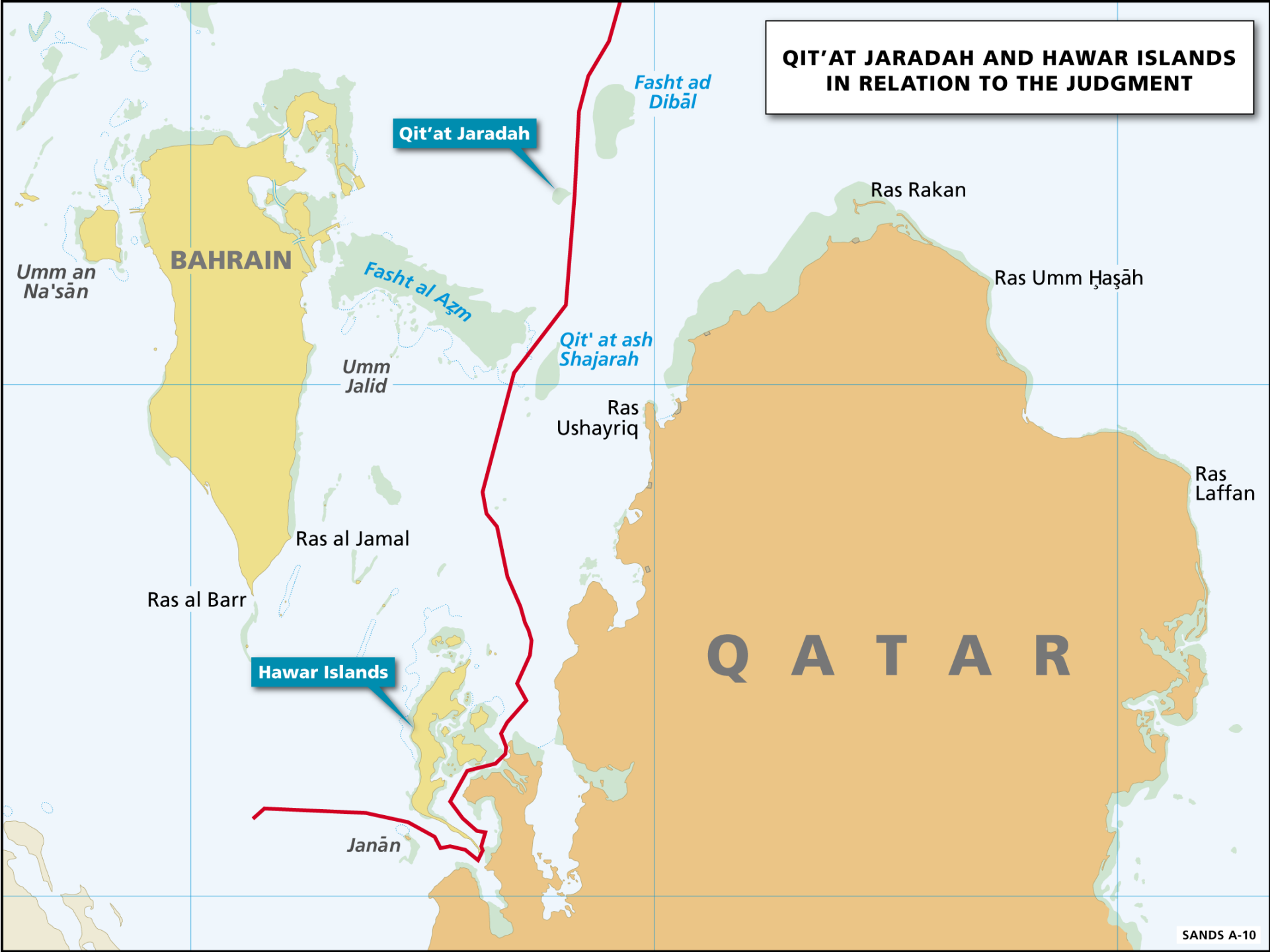
**Aerial views of St. Martin's Island**







**QIT'AT JARADAH AND HAWAR ISLANDS  
IN RELATION TO THE JUDGMENT**





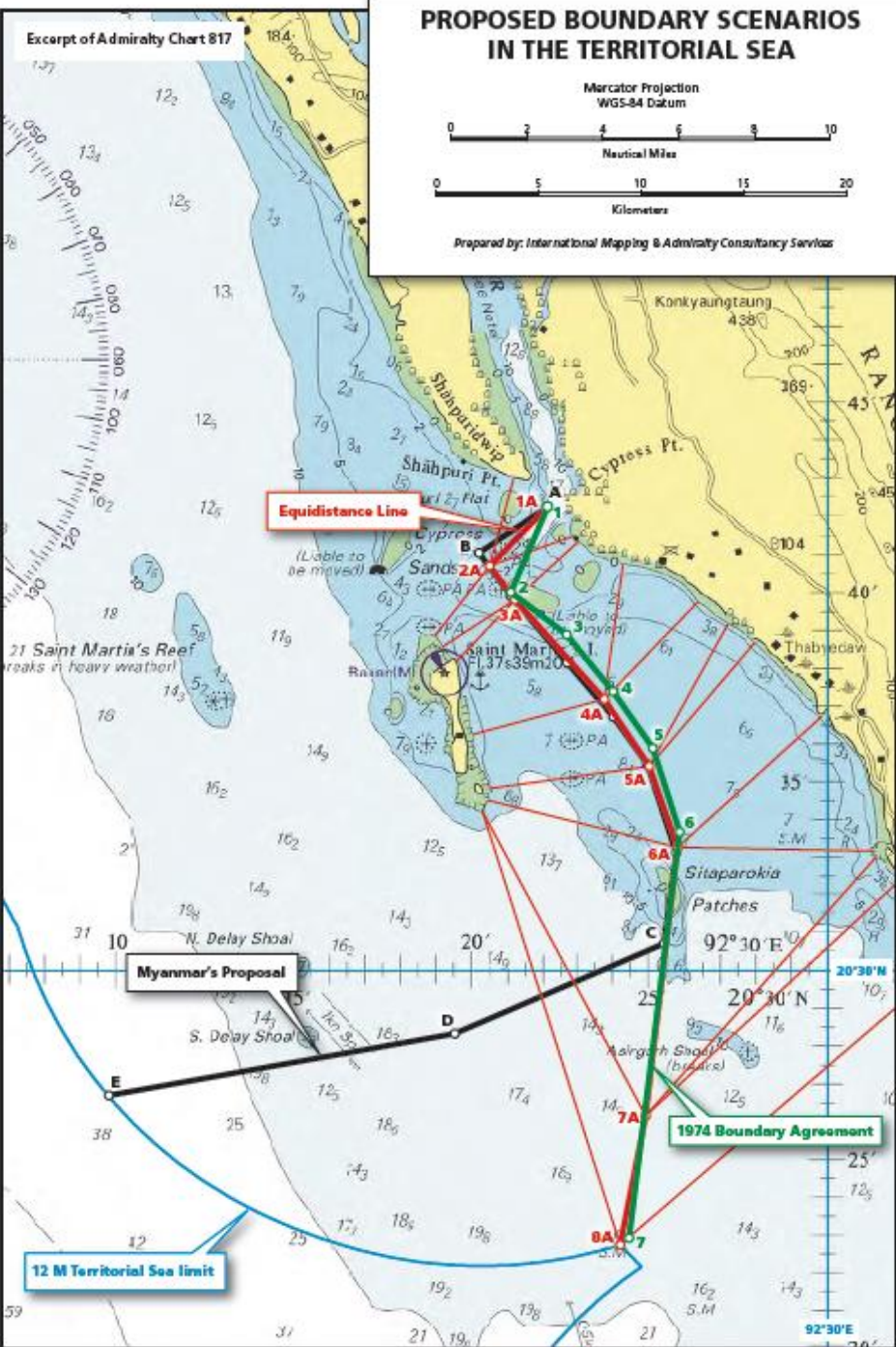
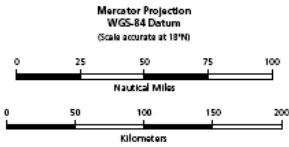


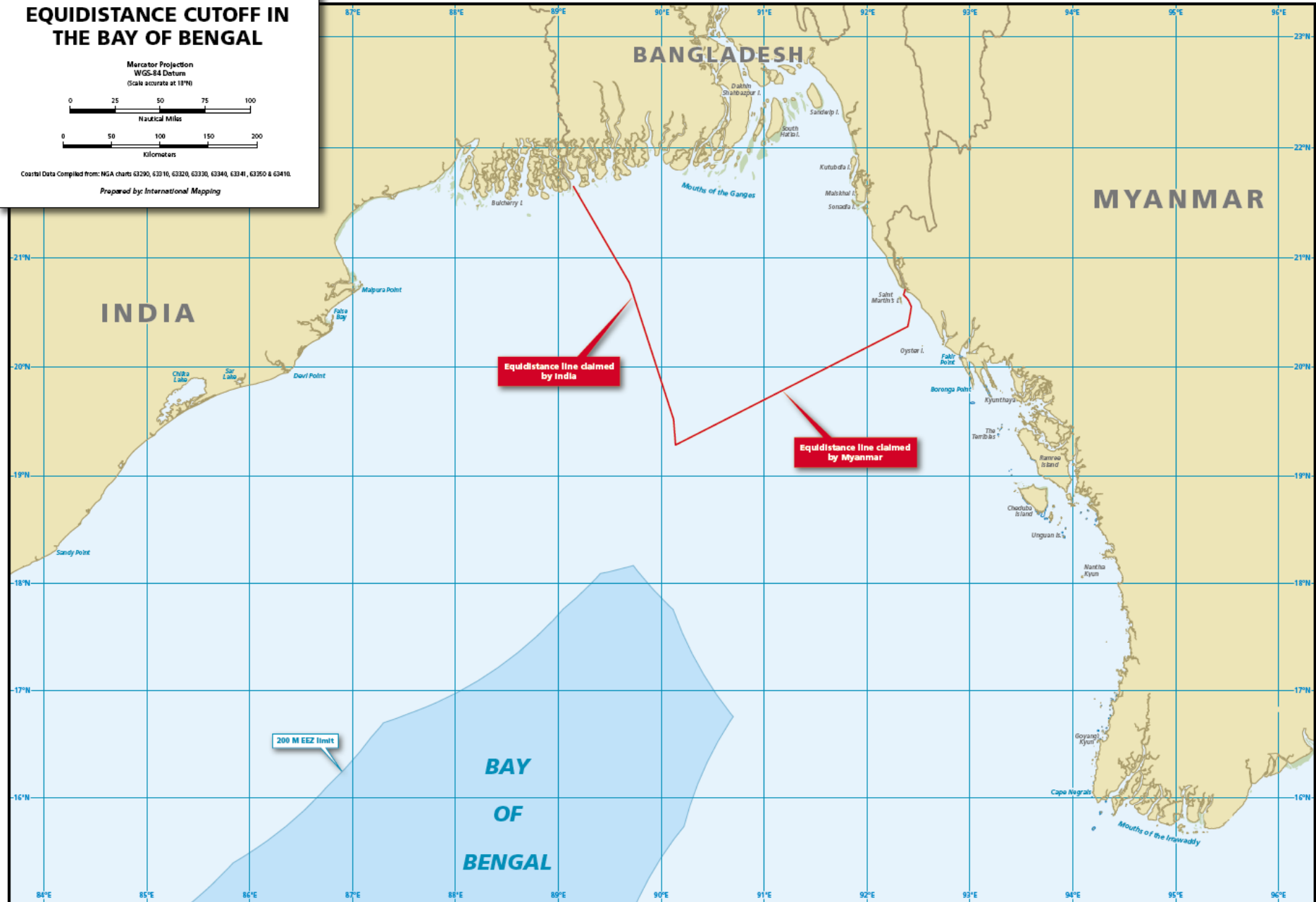
Figure B2.7

# Delimitation of EEZ

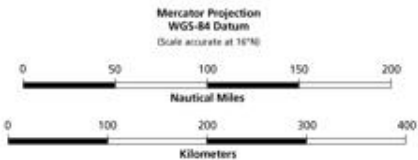
# EQUIDISTANCE CUTOFF IN THE BAY OF BENGAL



Coastal Data Compiled from: NGA charts 63290, 63310, 63320, 63330, 63340, 63341, 63350 & 62410.  
Prepared by: International Mapping

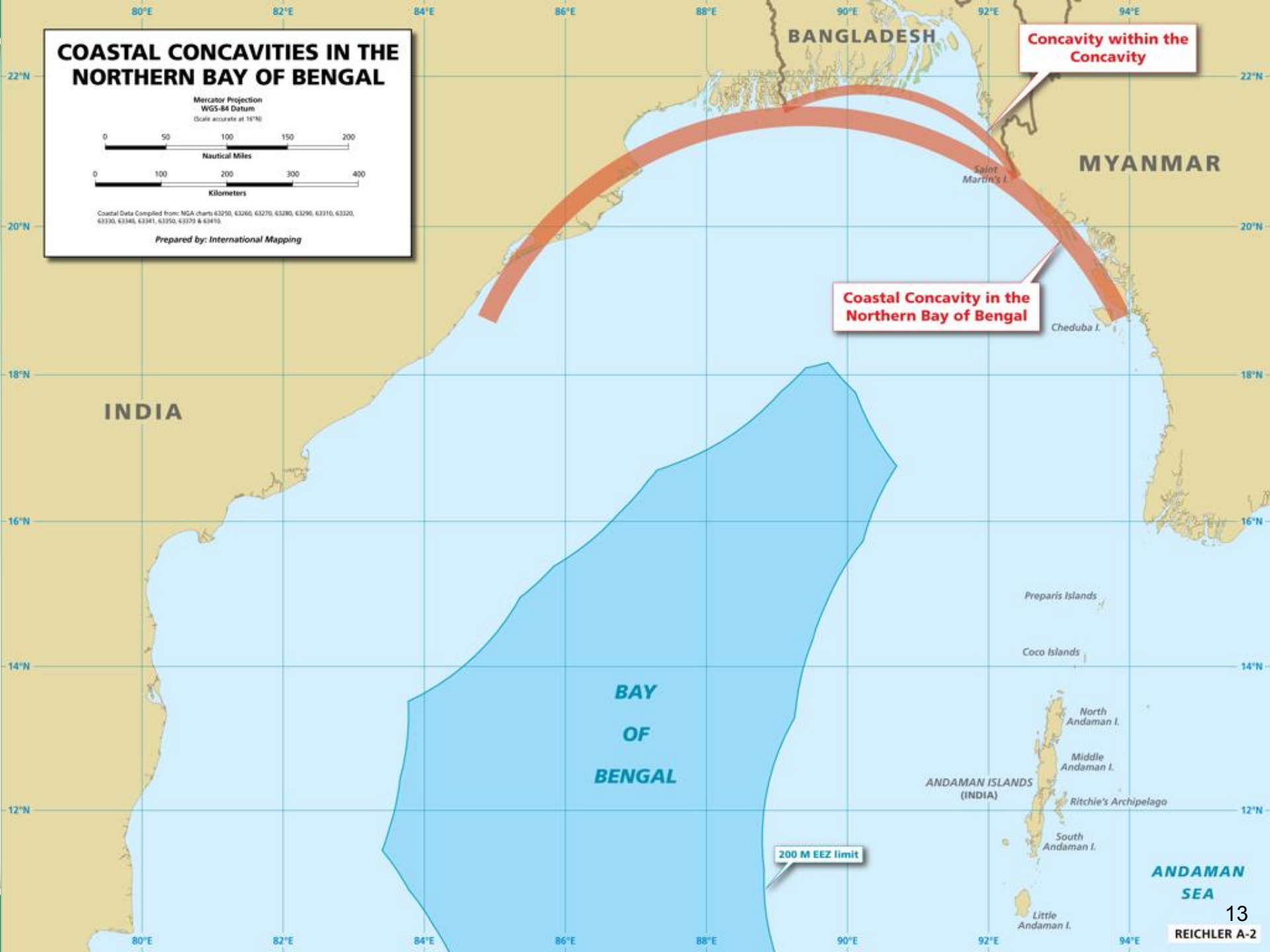


# COASTAL CONCAVITIES IN THE NORTHERN BAY OF BENGAL



Coastal Data Compiled From: NGA charts 63250, 63260, 63270, 63280, 63290, 63310, 63320, 63330, 63340, 63350, 63360, 63370 & 63410.

Prepared by: International Mapping



ANDAMAN SEA





Figure 6.10



Figure 6.11

State A

State B

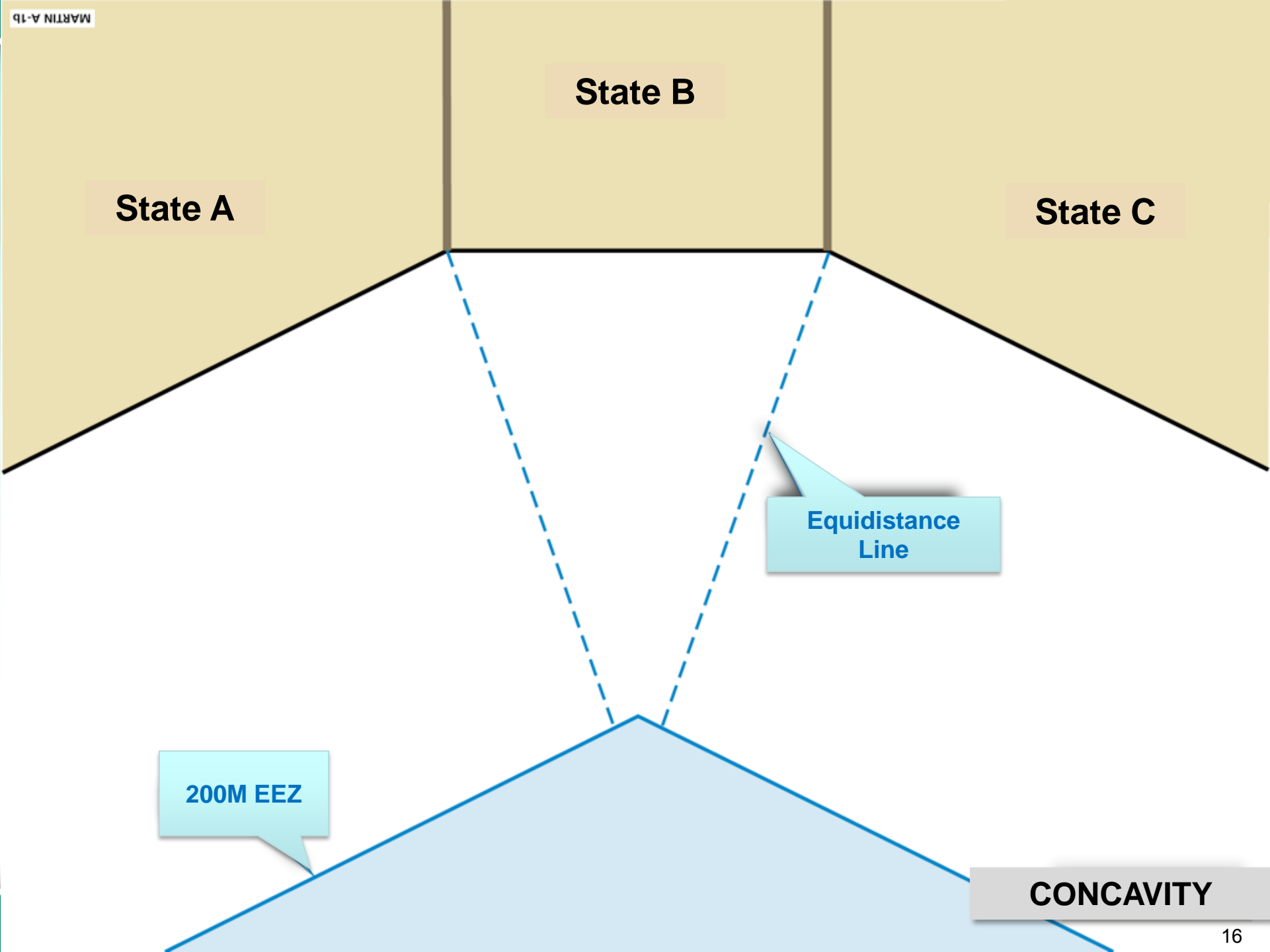
State C

Equidistance  
Line

200M EEZ

NEUTRAL COAST





State A

State B

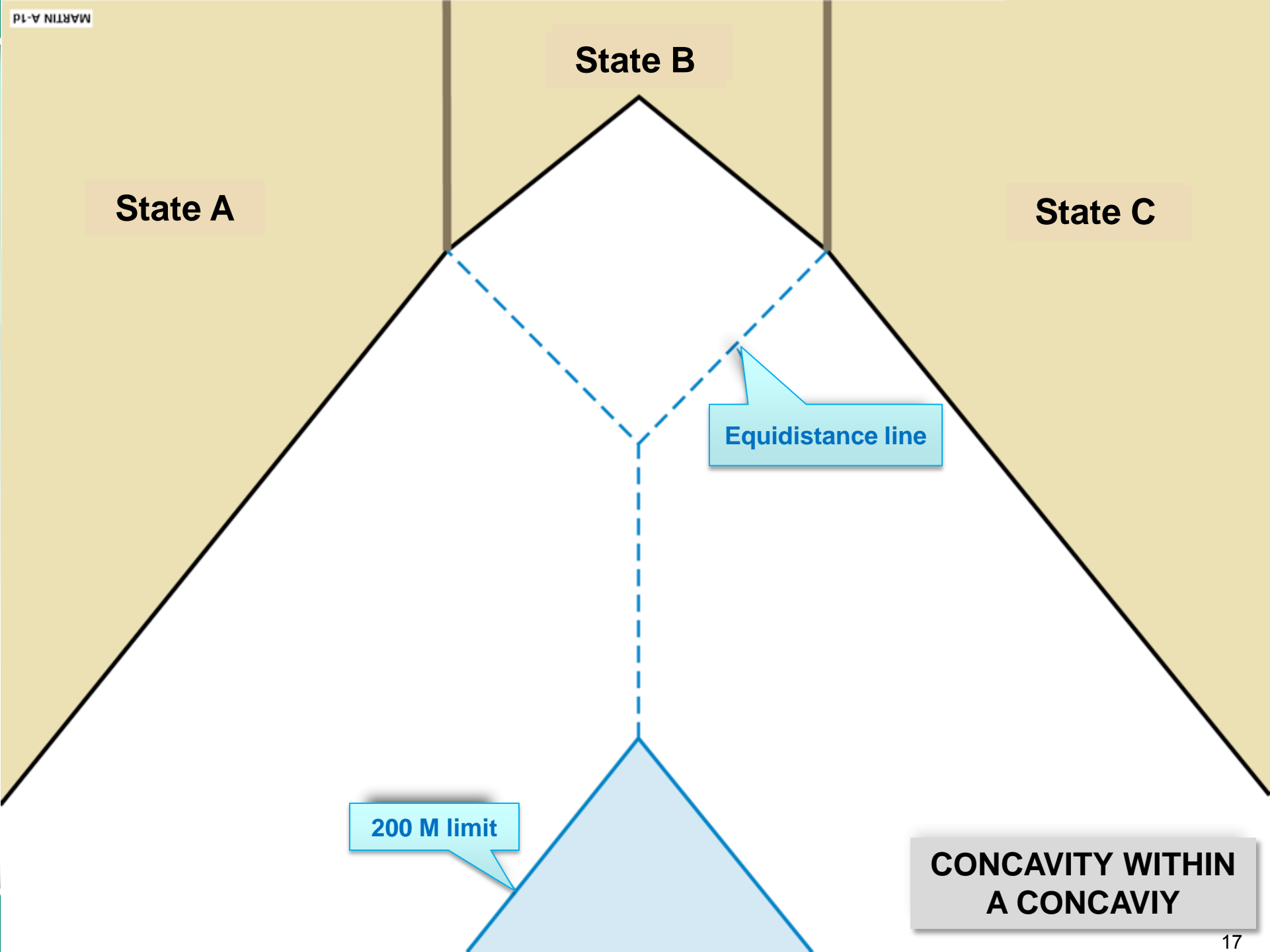
State C

Equidistance  
Line

200M EEZ

CONCAVITY





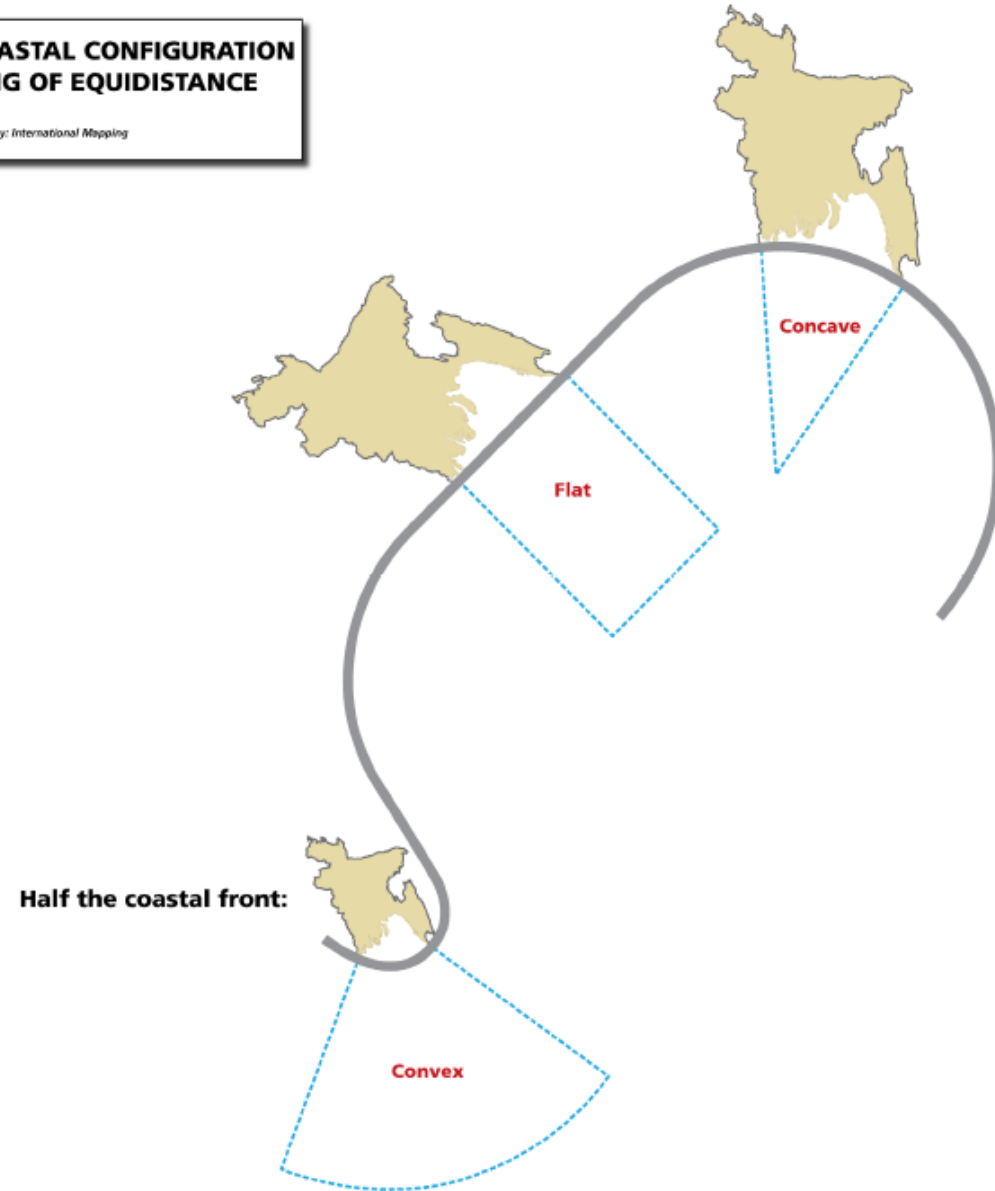
**CONCAVITY WITHIN  
A CONCAVIY**





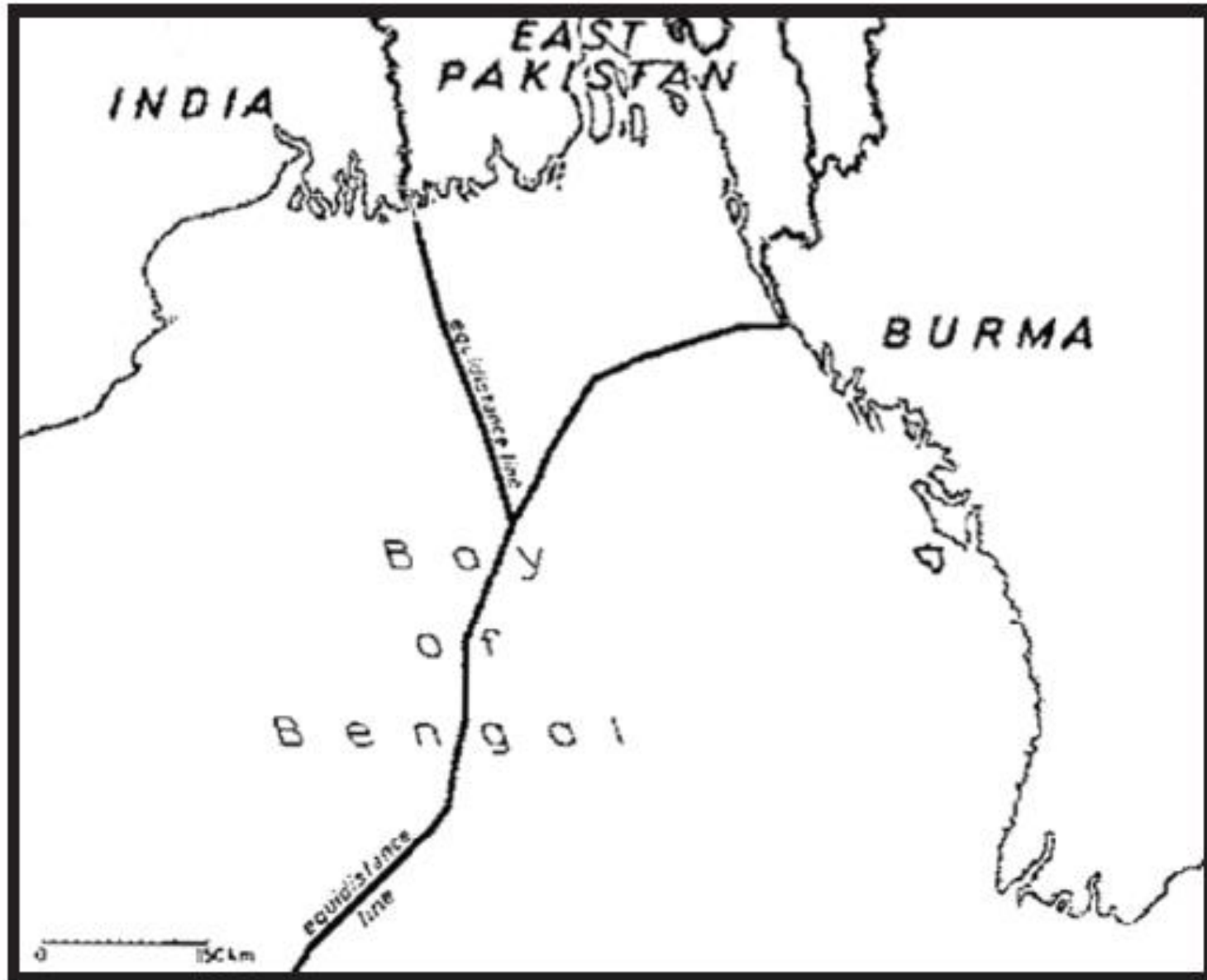
**THE IMPACT OF COASTAL CONFIGURATION  
ON THE PLOTTING OF EQUIDISTANCE**

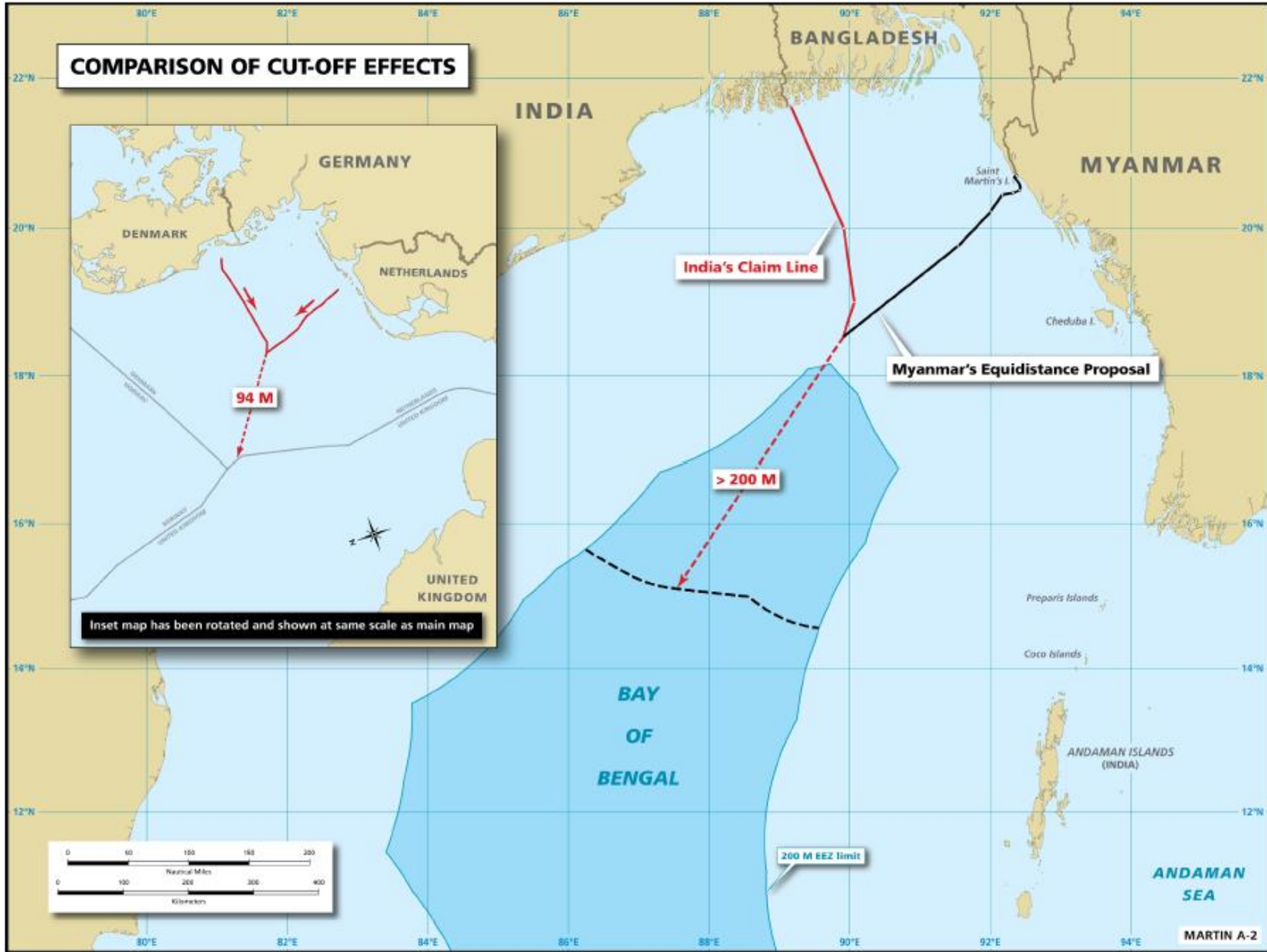
*Prepared by: International Mapping*

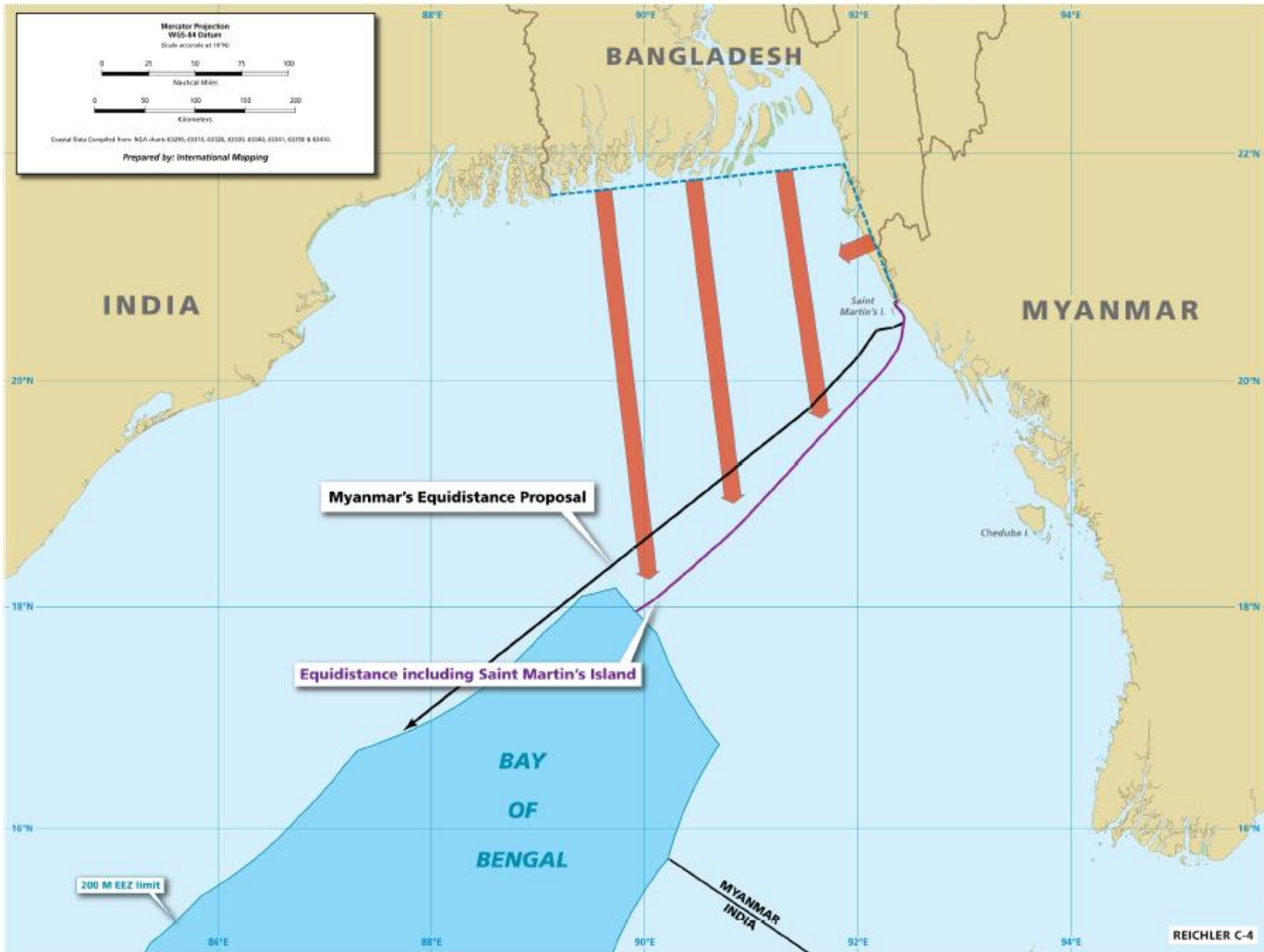


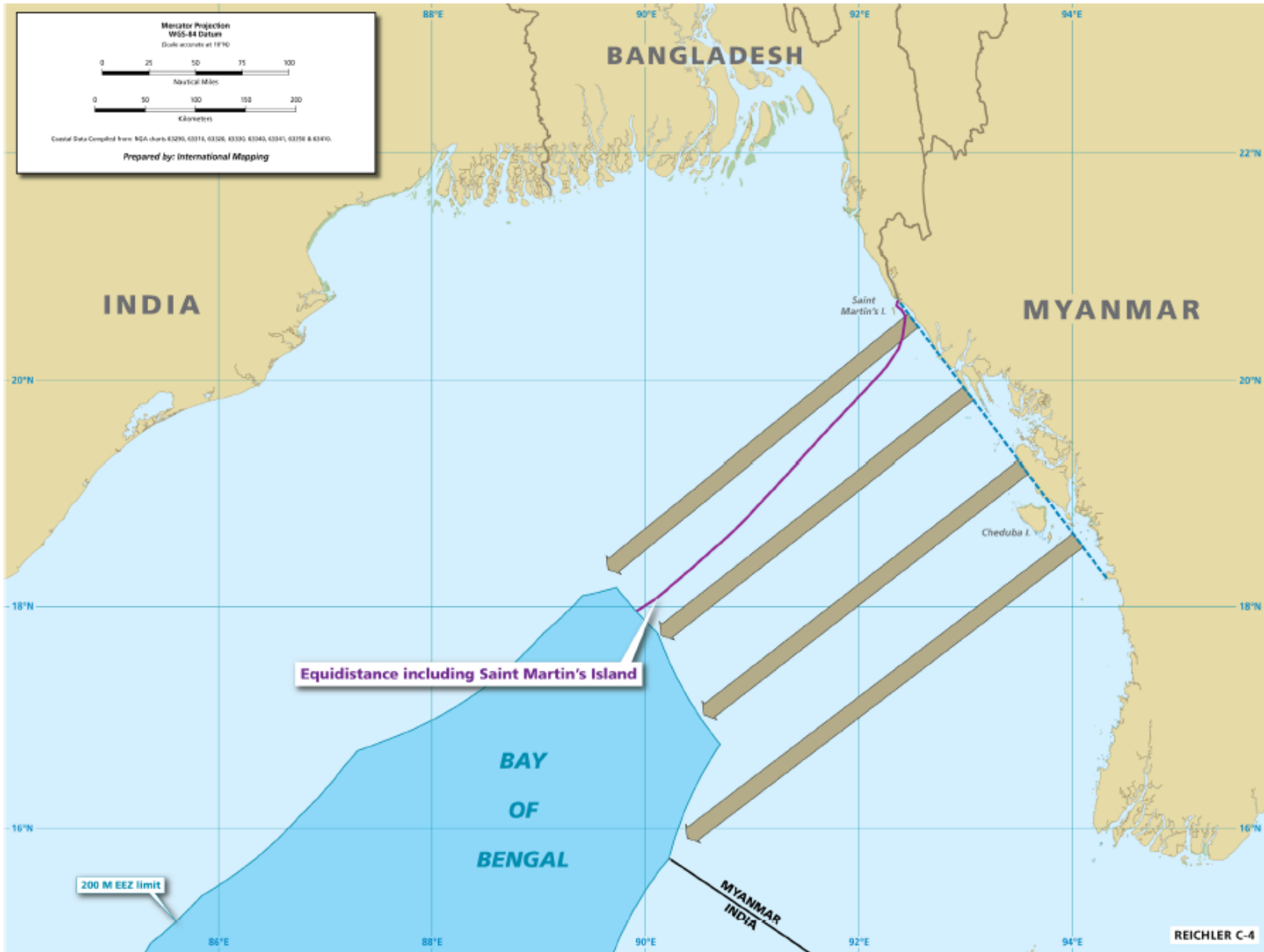
SANDS B-7

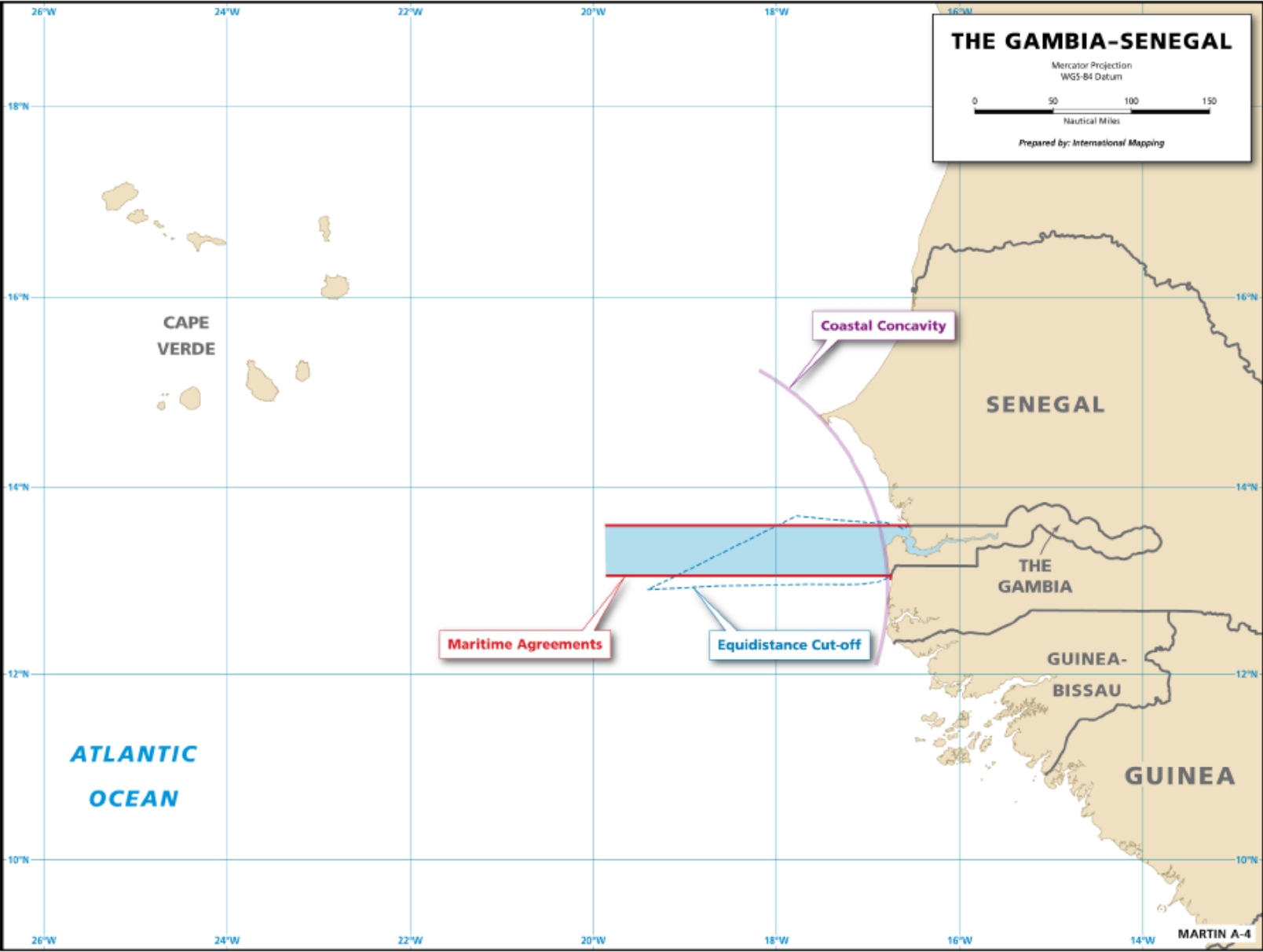
**FIGURE NO. 9 FROM THE MEMORIAL  
SUBMITTED BY THE FEDERAL REPUBLIC OF GERMANY:  
21 AUGUST 1967**

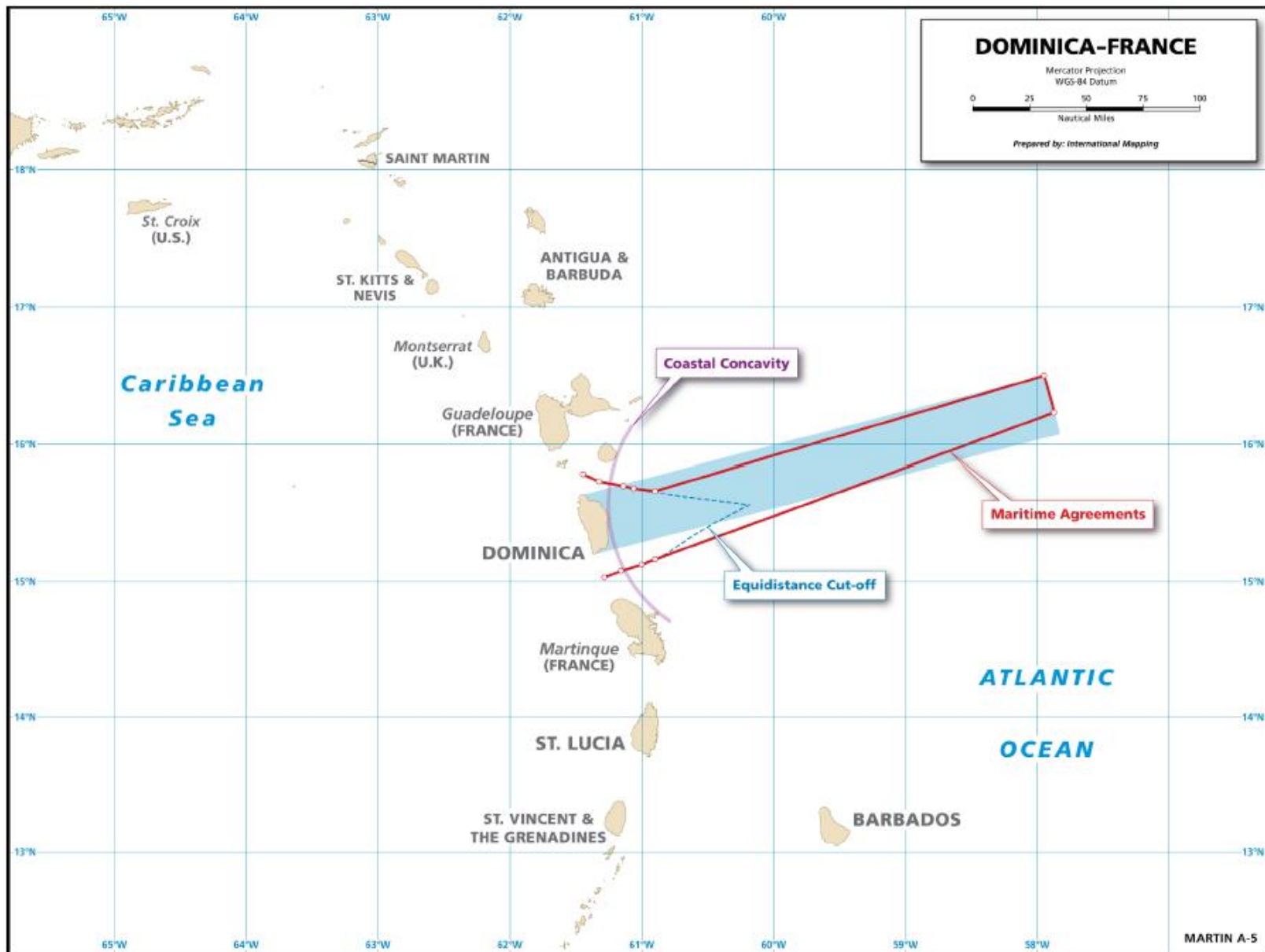


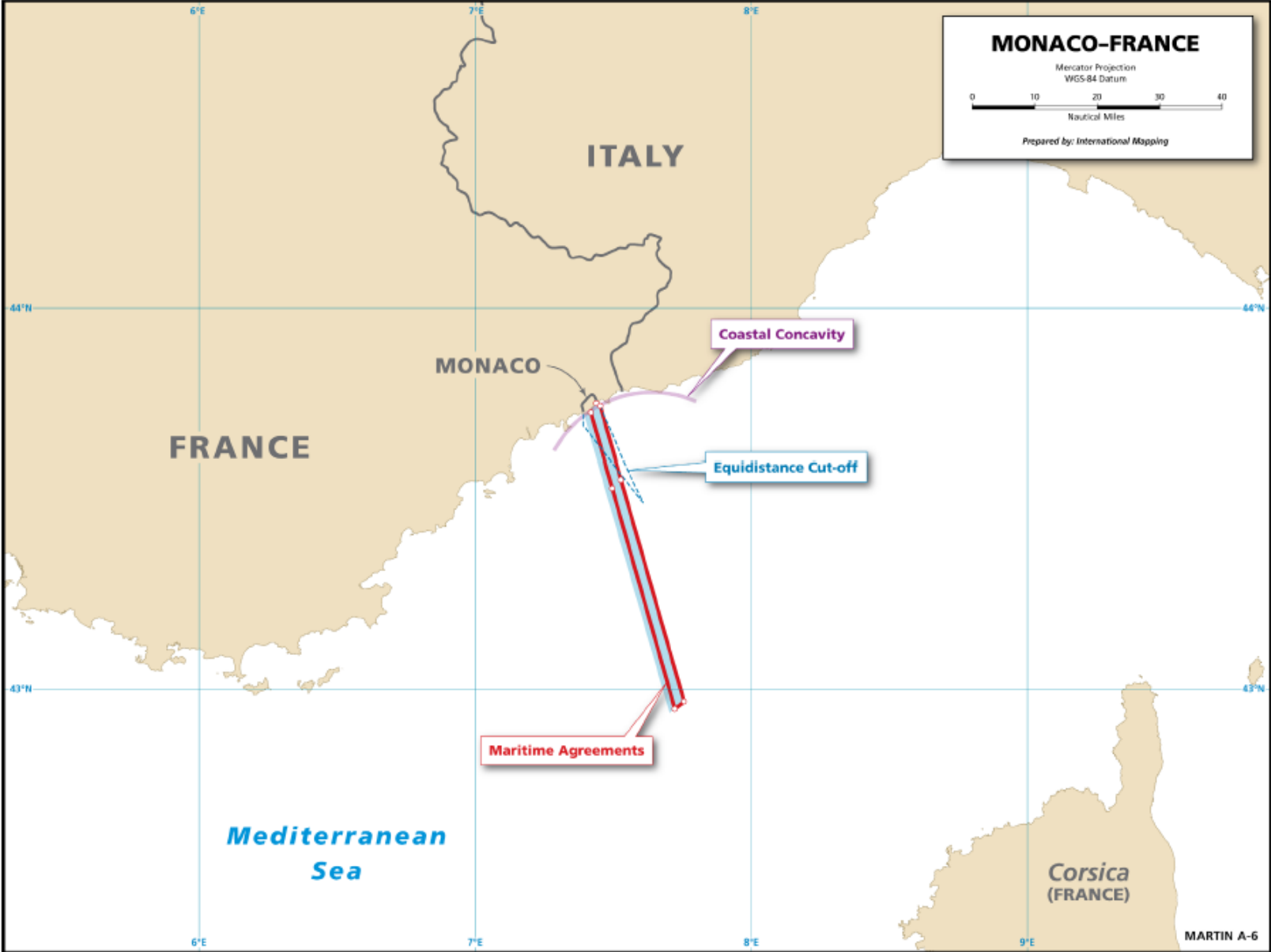




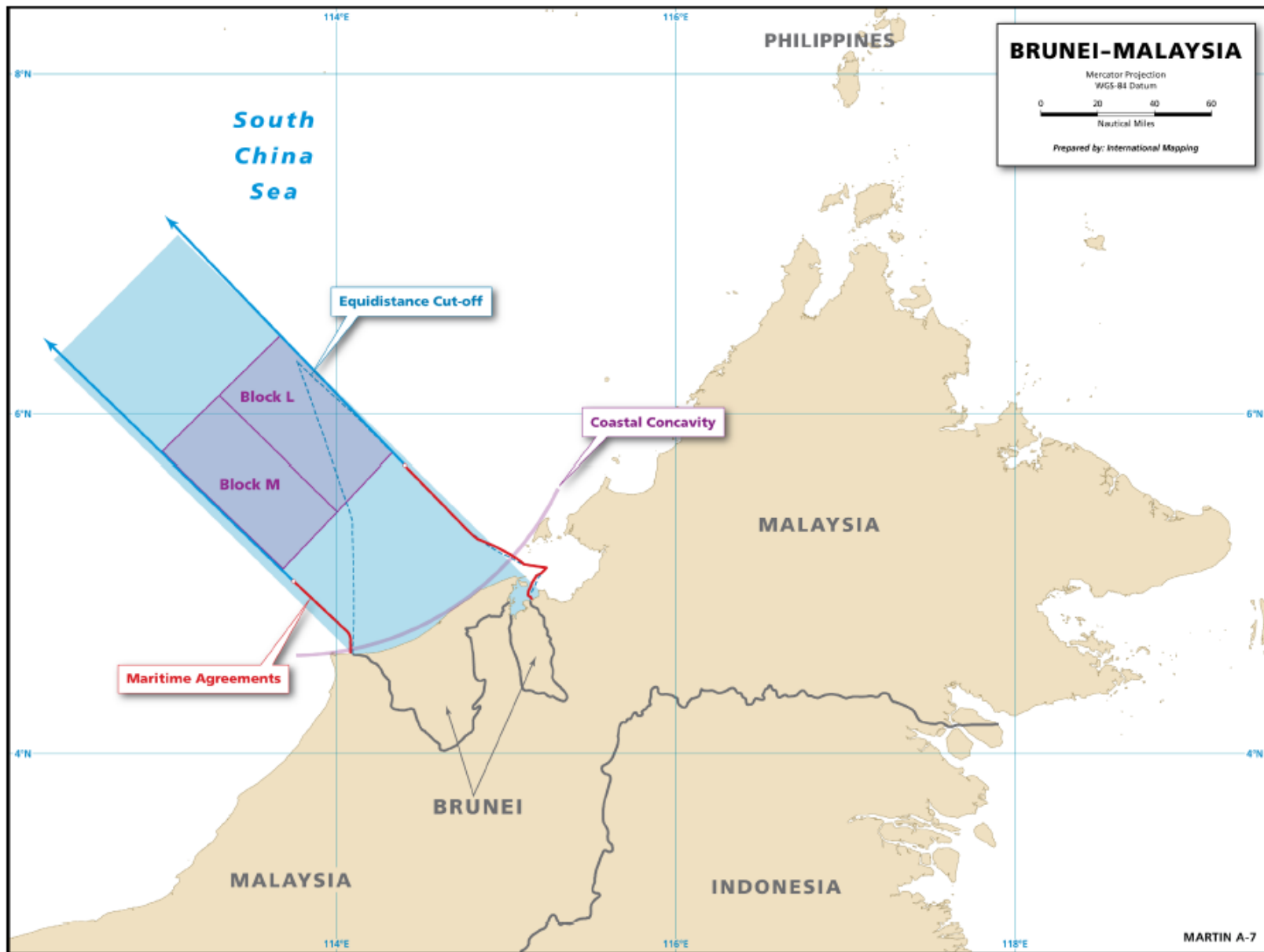


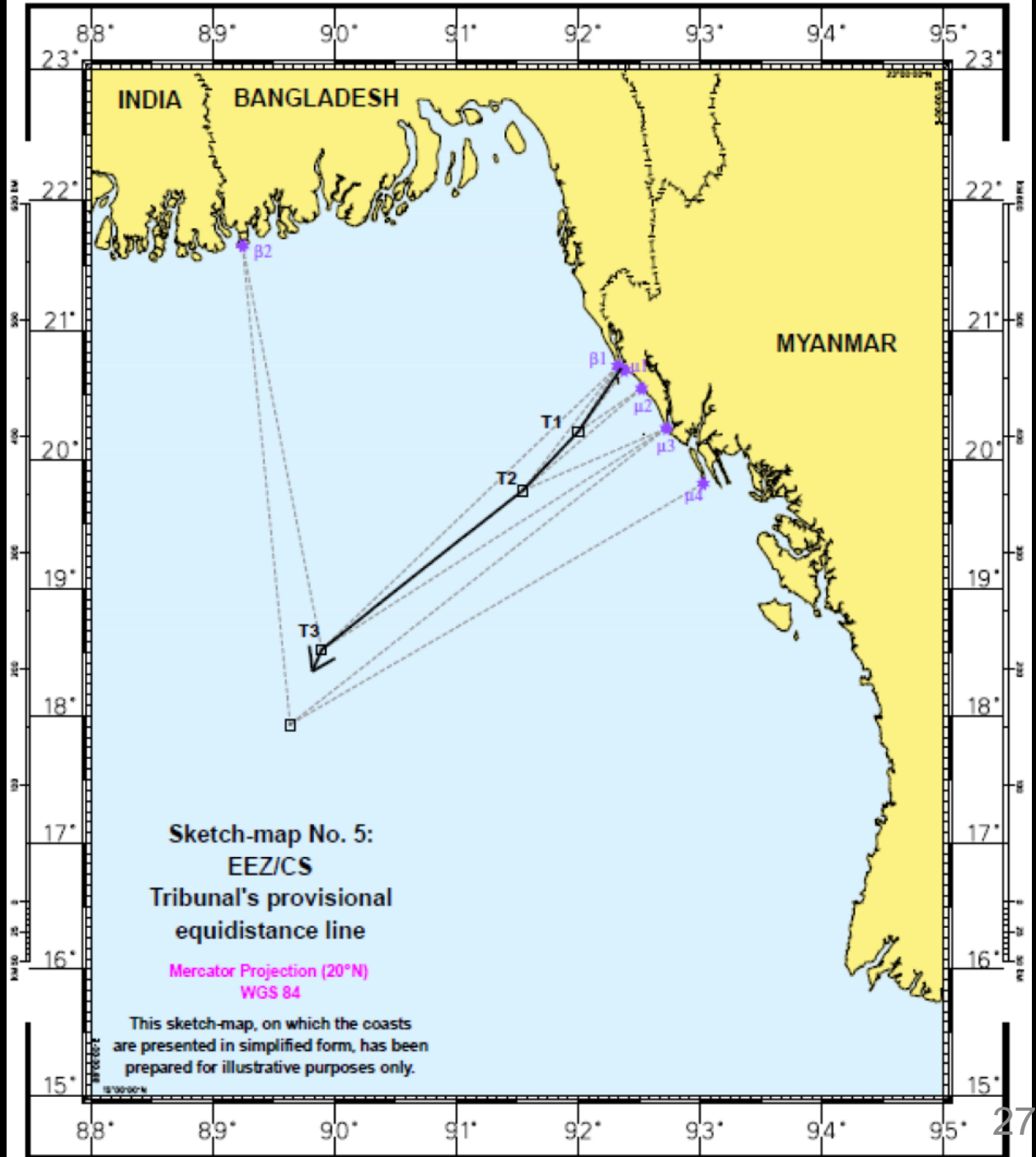


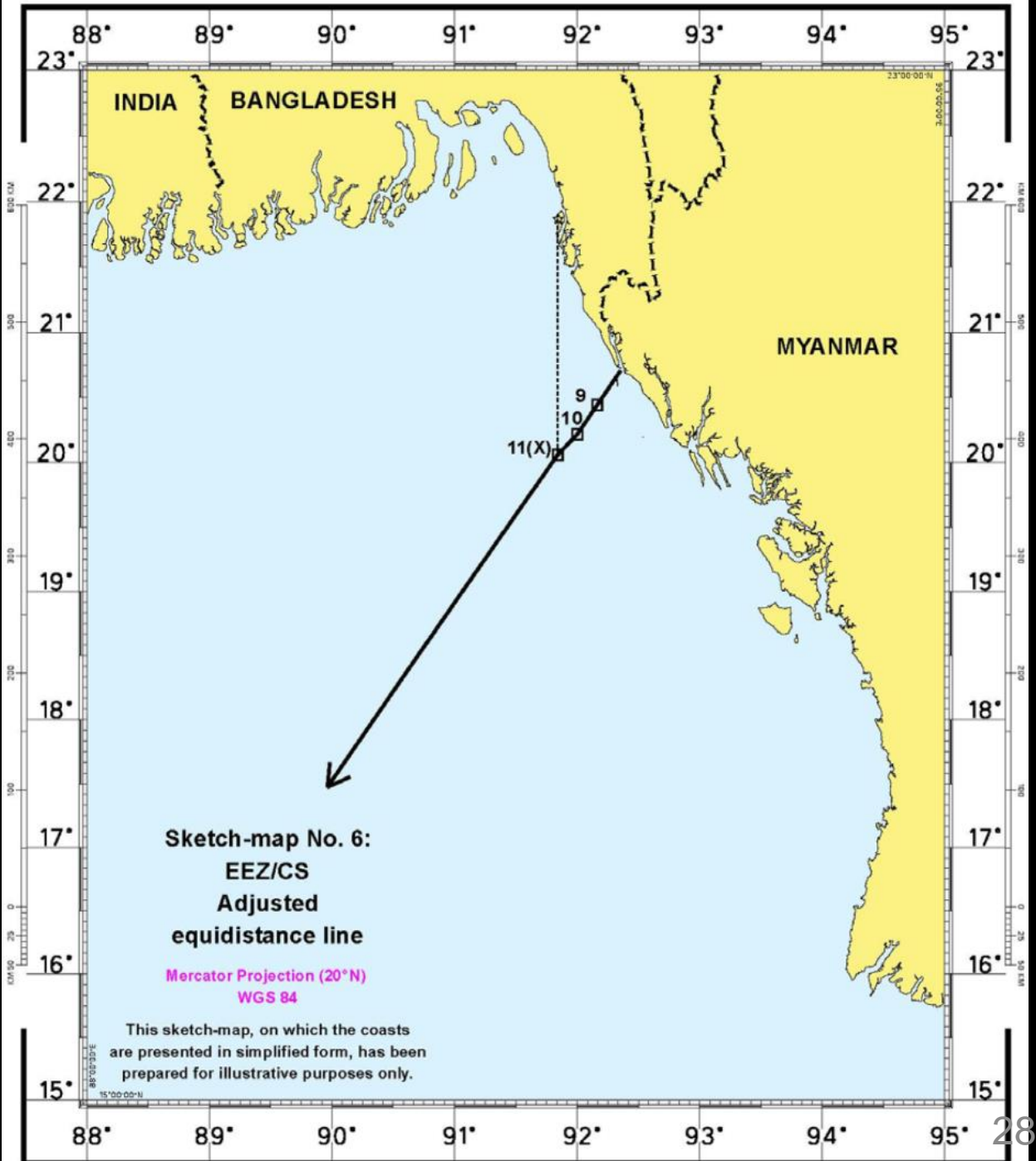












# Delimitation of Outer Continental Shelf

## United Nations Convention on the Law of the Sea, 1982

56

of equitable sharing criteria, taking into account the interests and needs of developing States, particularly the least developed and the land-locked among them.

### Article 83

*Delimitation of the continental shelf  
between States with opposite or adjacent coasts*

1. The delimitation of the continental shelf between States with opposite or adjacent coasts shall be effected by agreement on the basis of international law, as referred to in Article 38 of the Statute of the International Court of Justice, in order to achieve an equitable solution.
2. If no agreement can be reached within a reasonable period of time, the States concerned shall resort to the procedures provided for in Part XV.
3. Pending agreement as provided for in paragraph 1, the States concerned, in a spirit of understanding and cooperation, shall make every

“1. The delimitation of the continental shelf between States with opposite or adjacent coasts shall be effected by agreement on the basis of international law, as referred to in Article 38 of the Statute of the International Court of Justice, in order to achieve an equitable solution”.

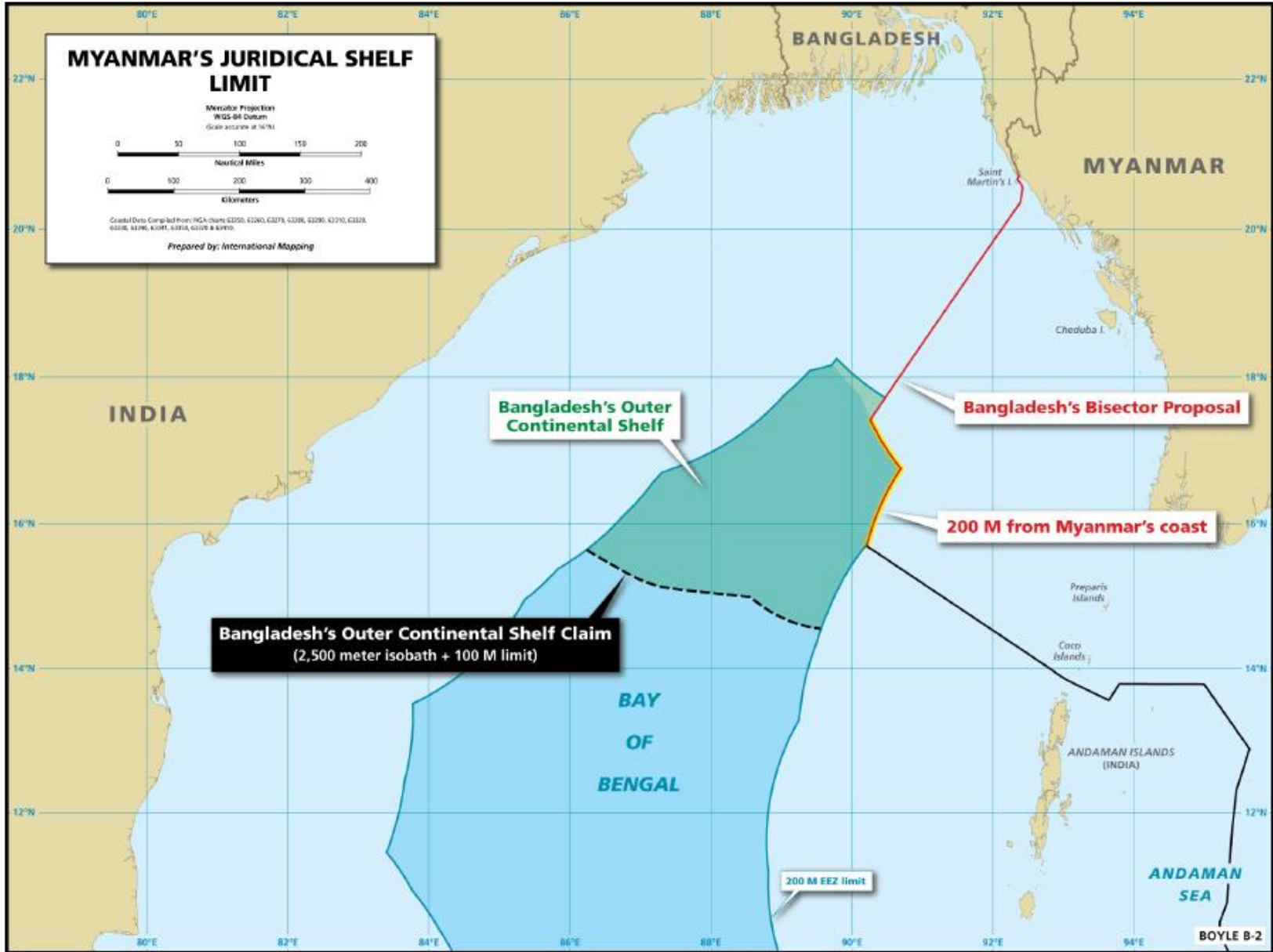
on charts or a scale of 1:50,000 or larger, or, as the case may be, appropriate lists of geographical coordinates of points, specifying the geodetic datum, may be substituted for such outer limit lines or lines of delimitation.

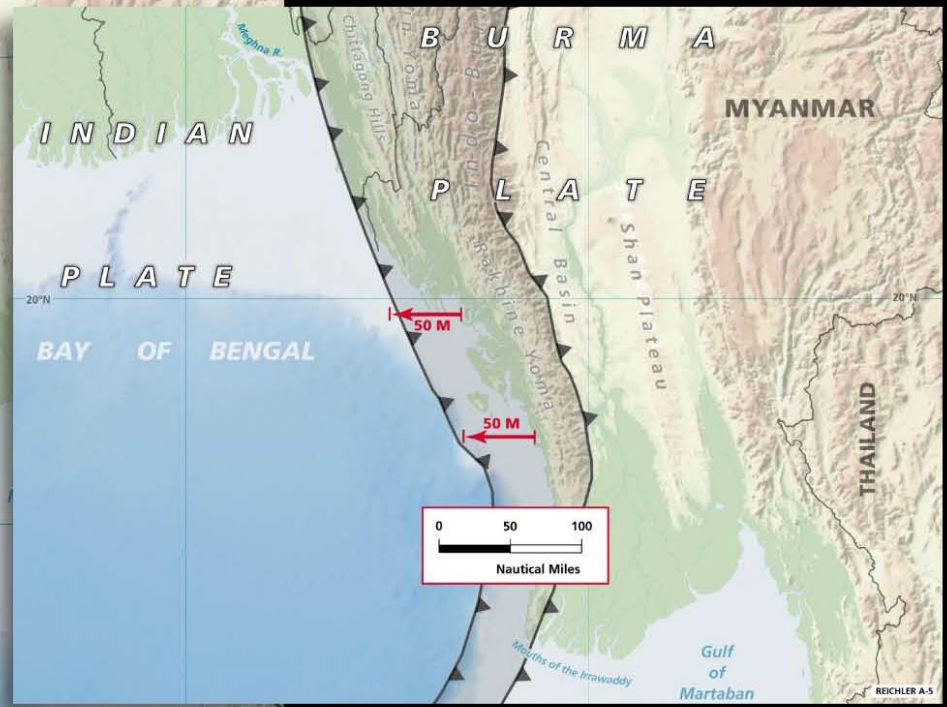
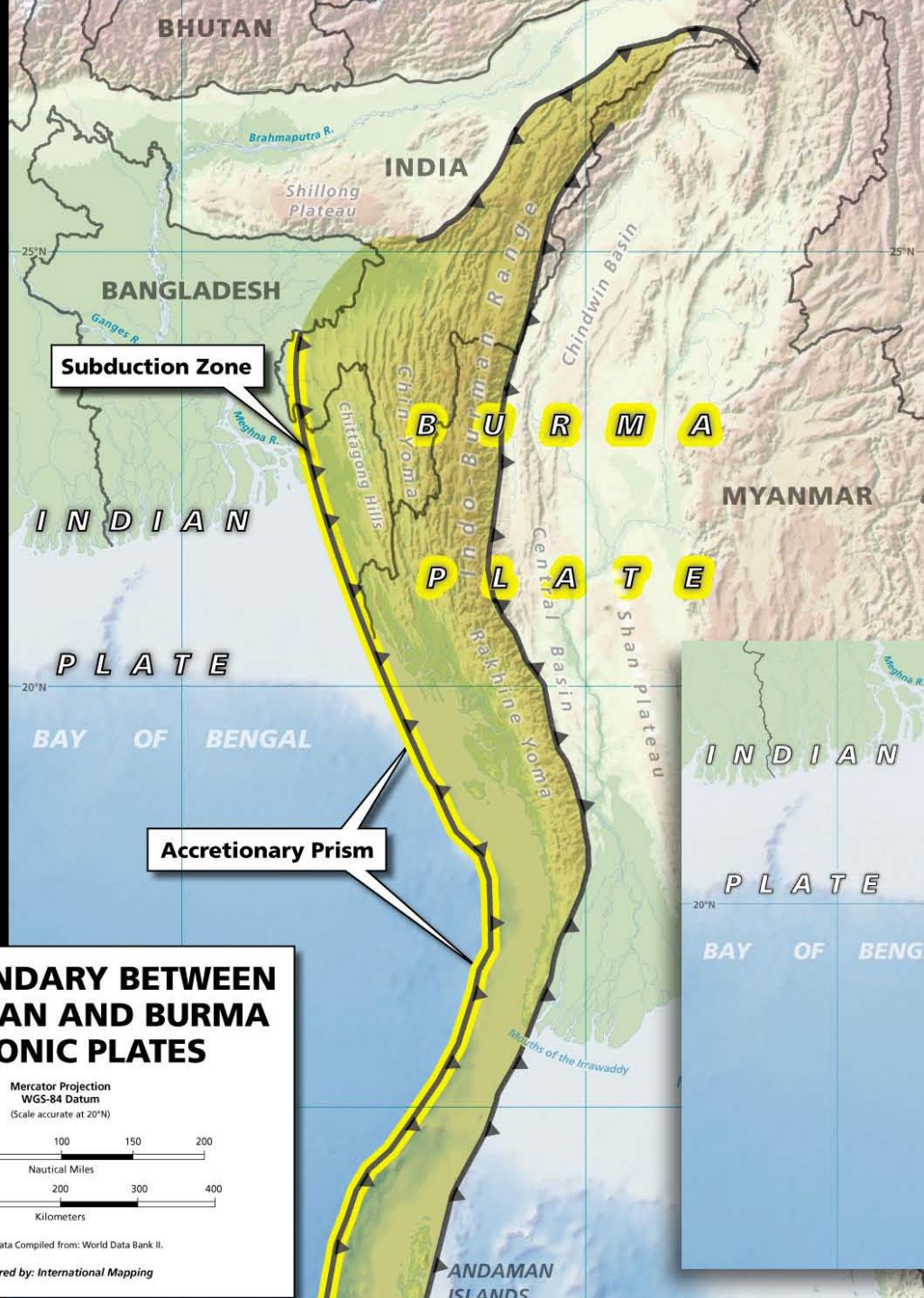
2. The coastal State shall give due publicity to such charts or lists of geographical coordinates and shall deposit a copy of each such chart or list with the Secretary-General of the United Nations and, in the case of those showing the outer limit lines of the continental shelf, with the Secretary-General of the Authority.

### Article 85

*Tunnelling*

This Part does not prejudice the right of the coastal State to exploit the subsoil by means of tunnelling, irrespective of the depth of water above the subsoil.





**THE BOUNDARY BETWEEN THE INDIAN AND BURMA TECTONIC PLATES**

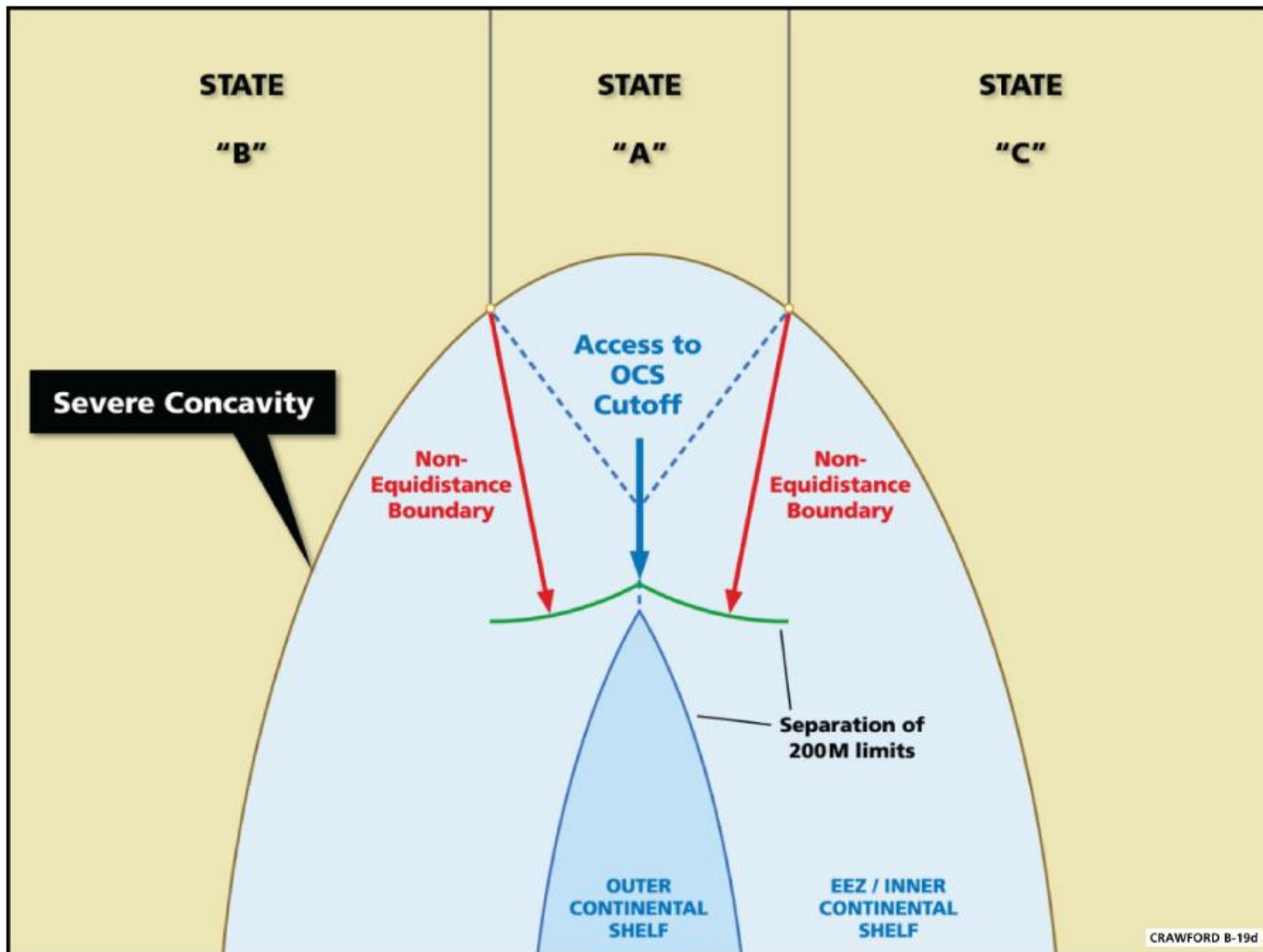
Mercator Projection  
WGS-84 Datum  
(Scale accurate at 20°N)

0 50 100 150 200  
Nautical Miles

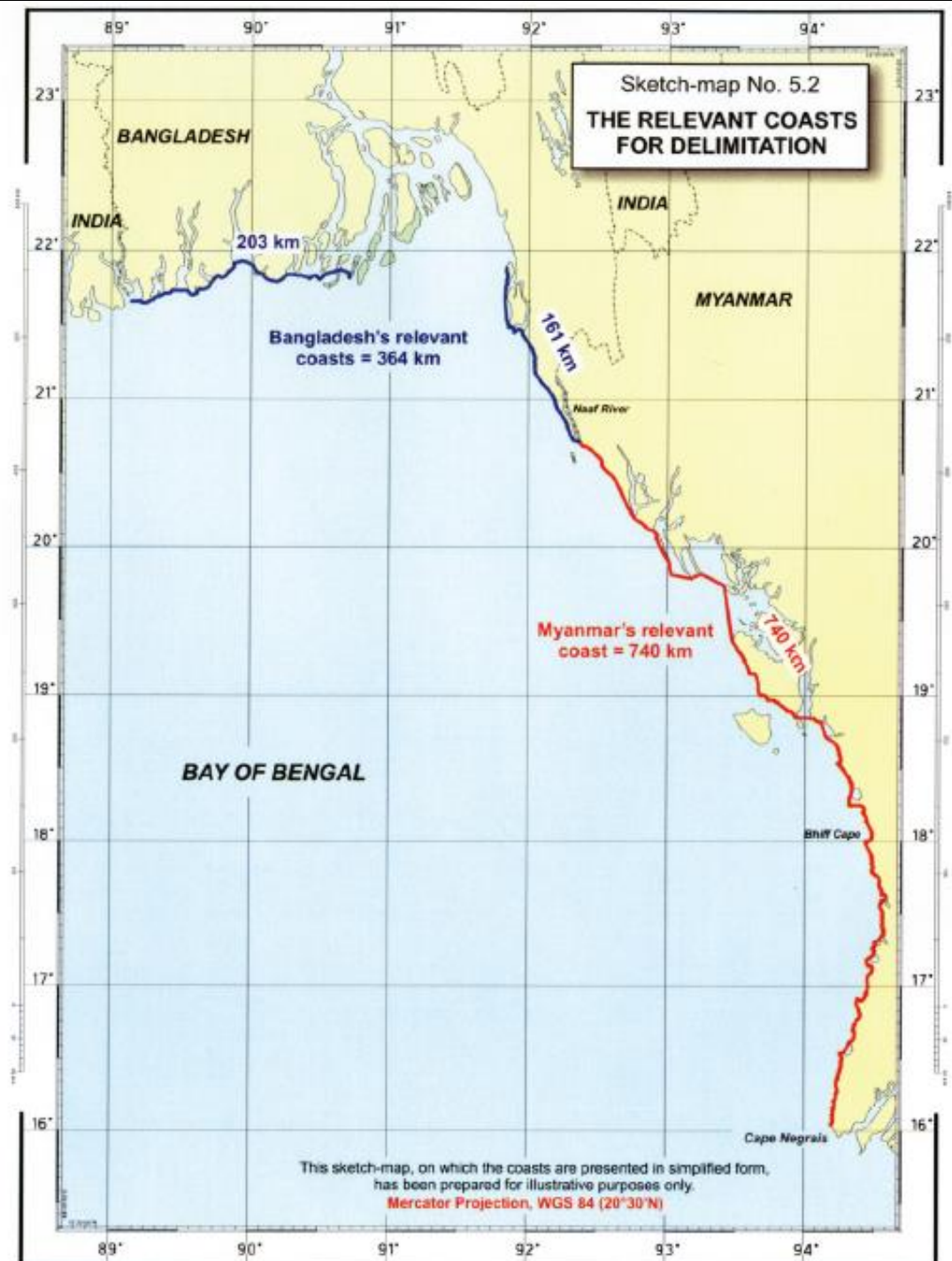
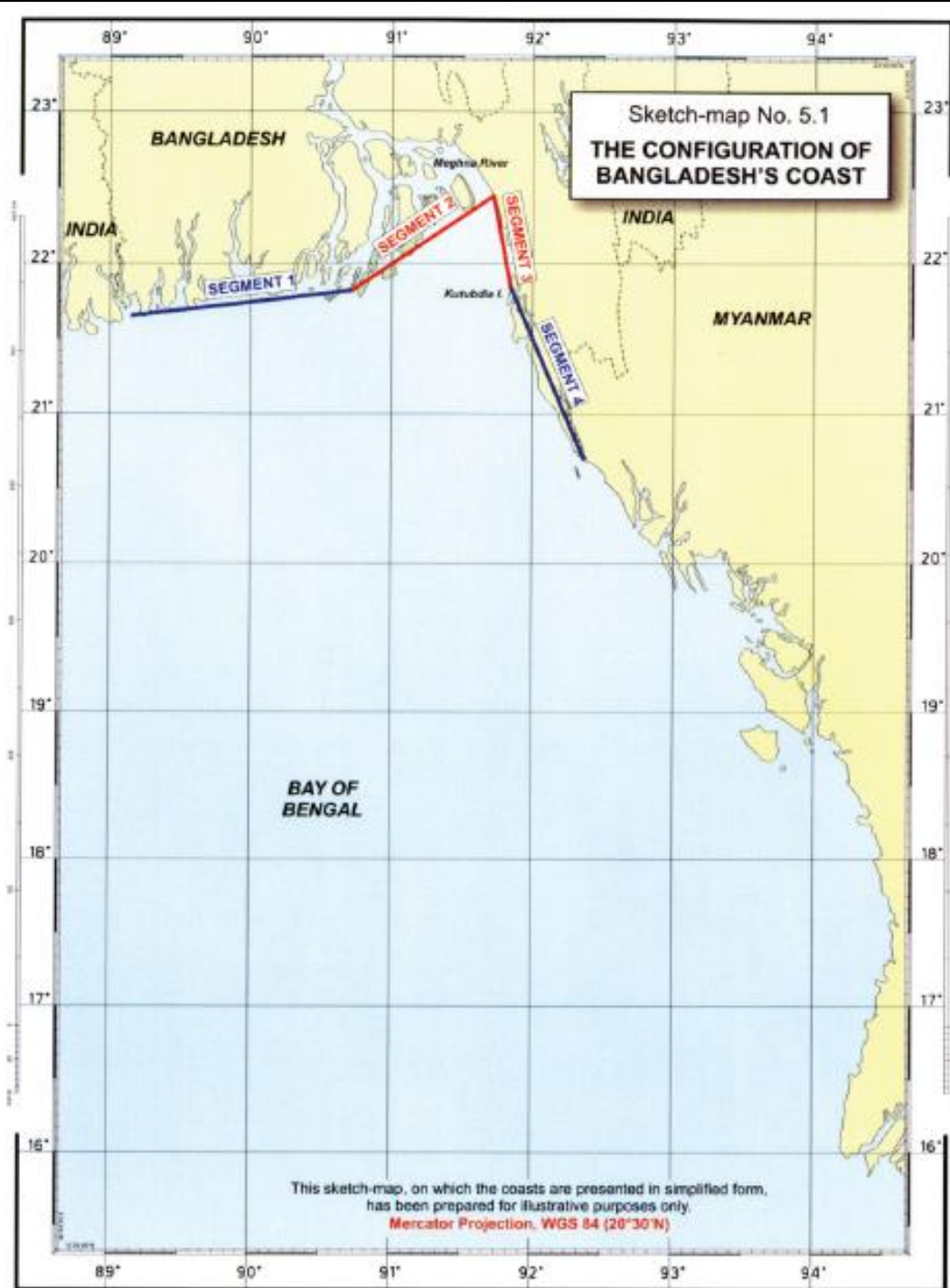
0 100 200 300 400  
Kilometers

Coastal Data Compiled from: World Data Bank II.

Prepared by: International Mapping





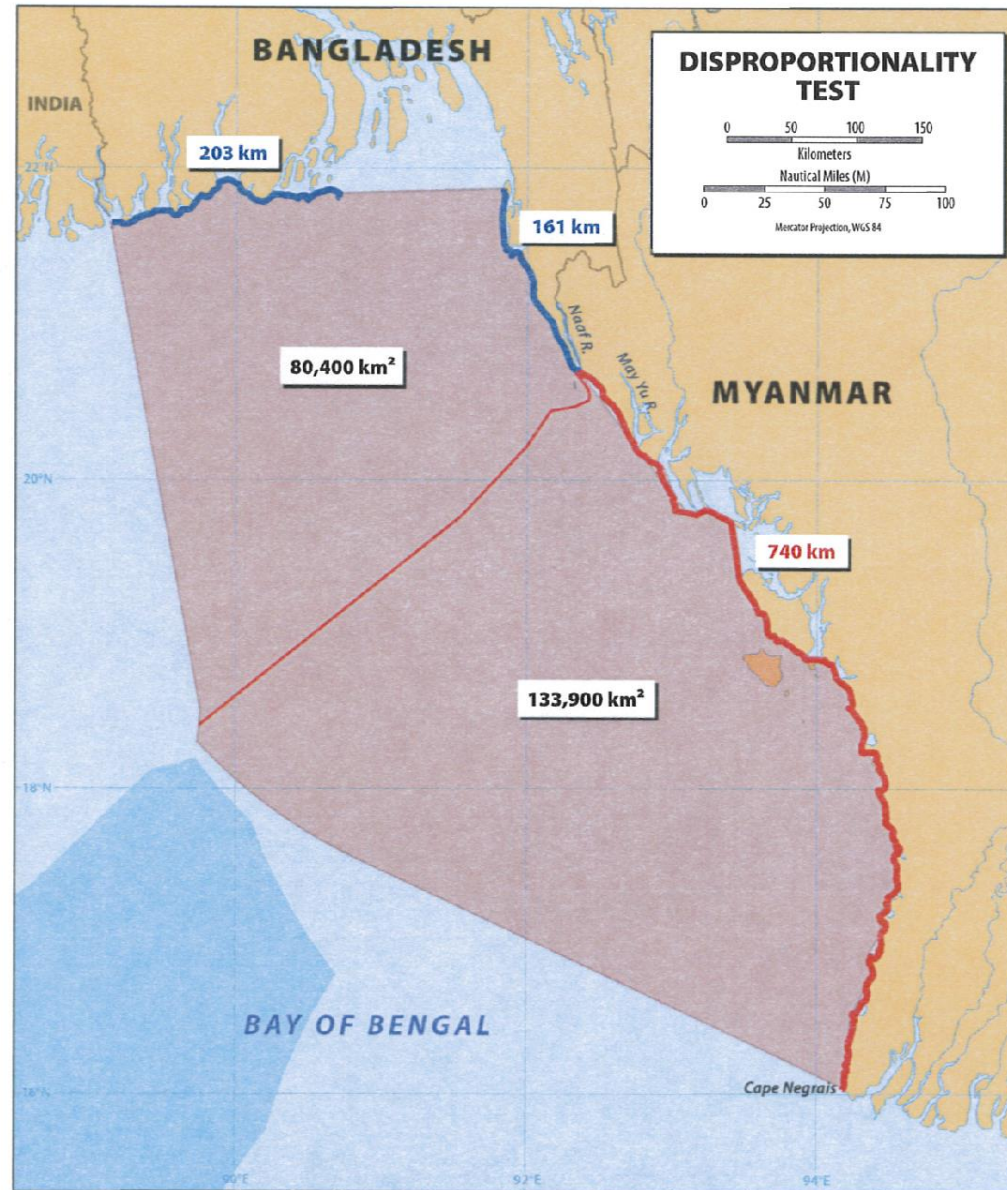


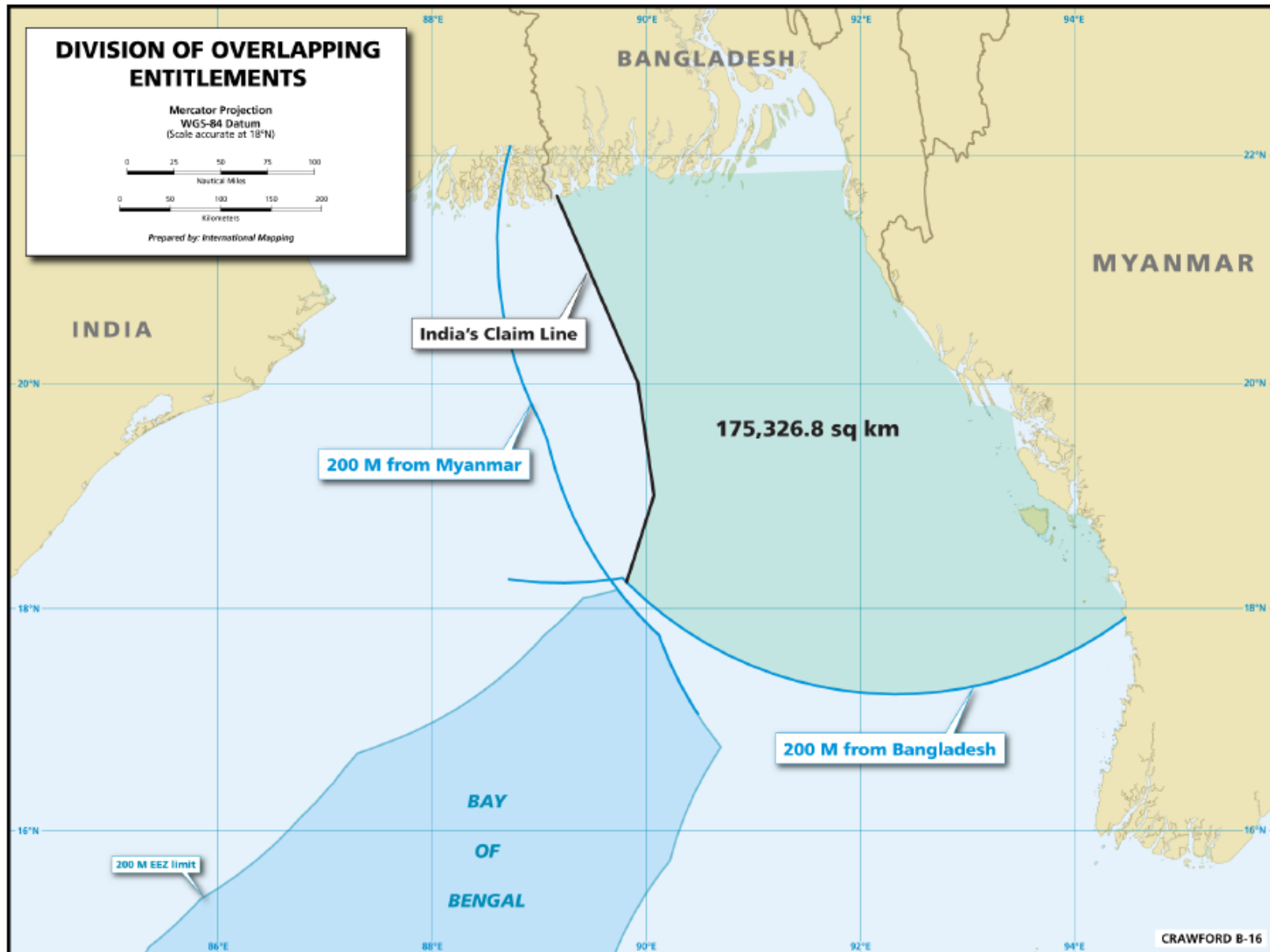
**AREA RATIO**  
Bangladesh 80,400 km<sup>2</sup>  
Myanmar 133,900 km<sup>2</sup>

**1 : 1.66**

**COASTAL LENGTHS RATIO**  
Bangladesh 364 km  
Myanmar 740 km

**1 : 2.03**



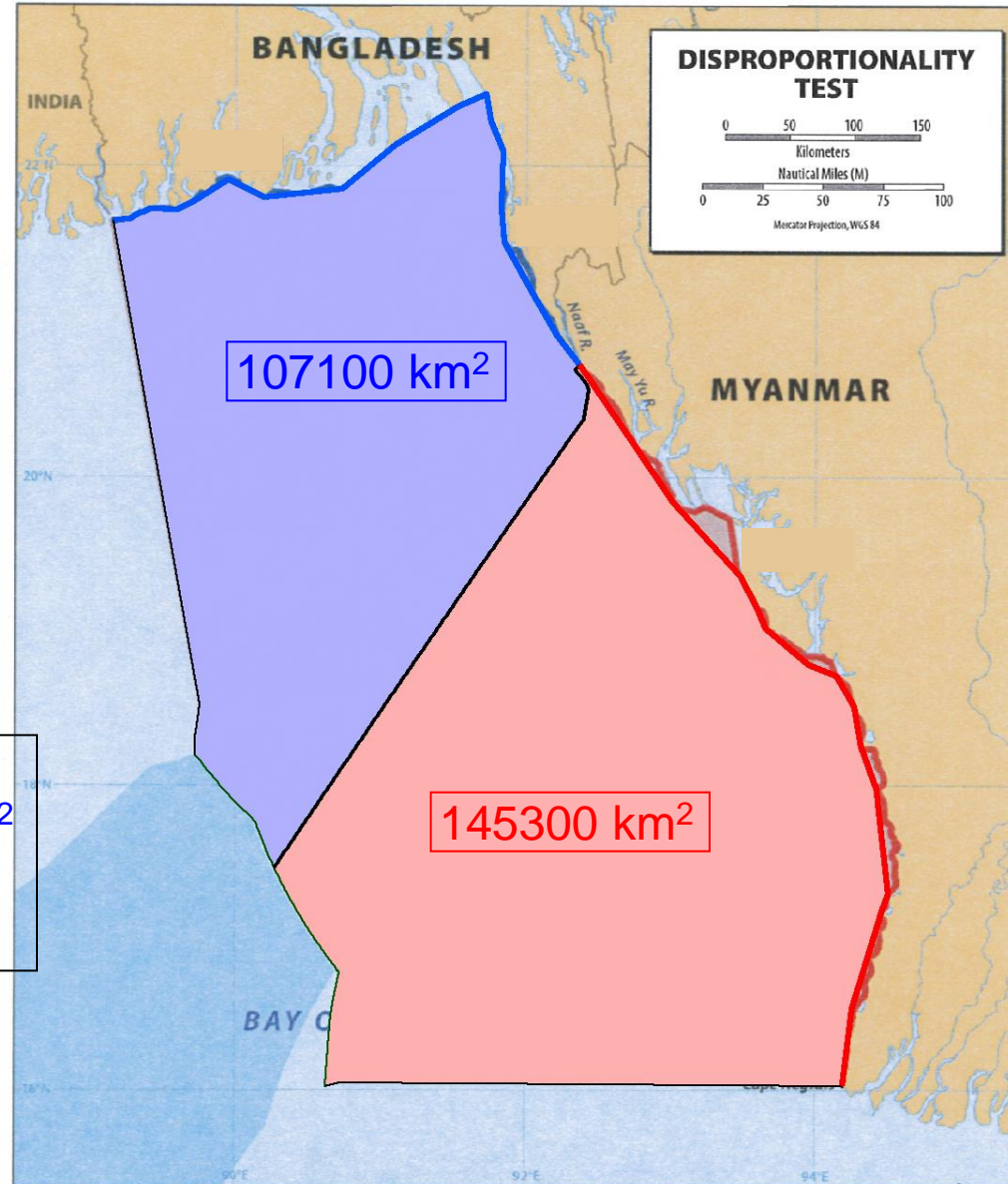


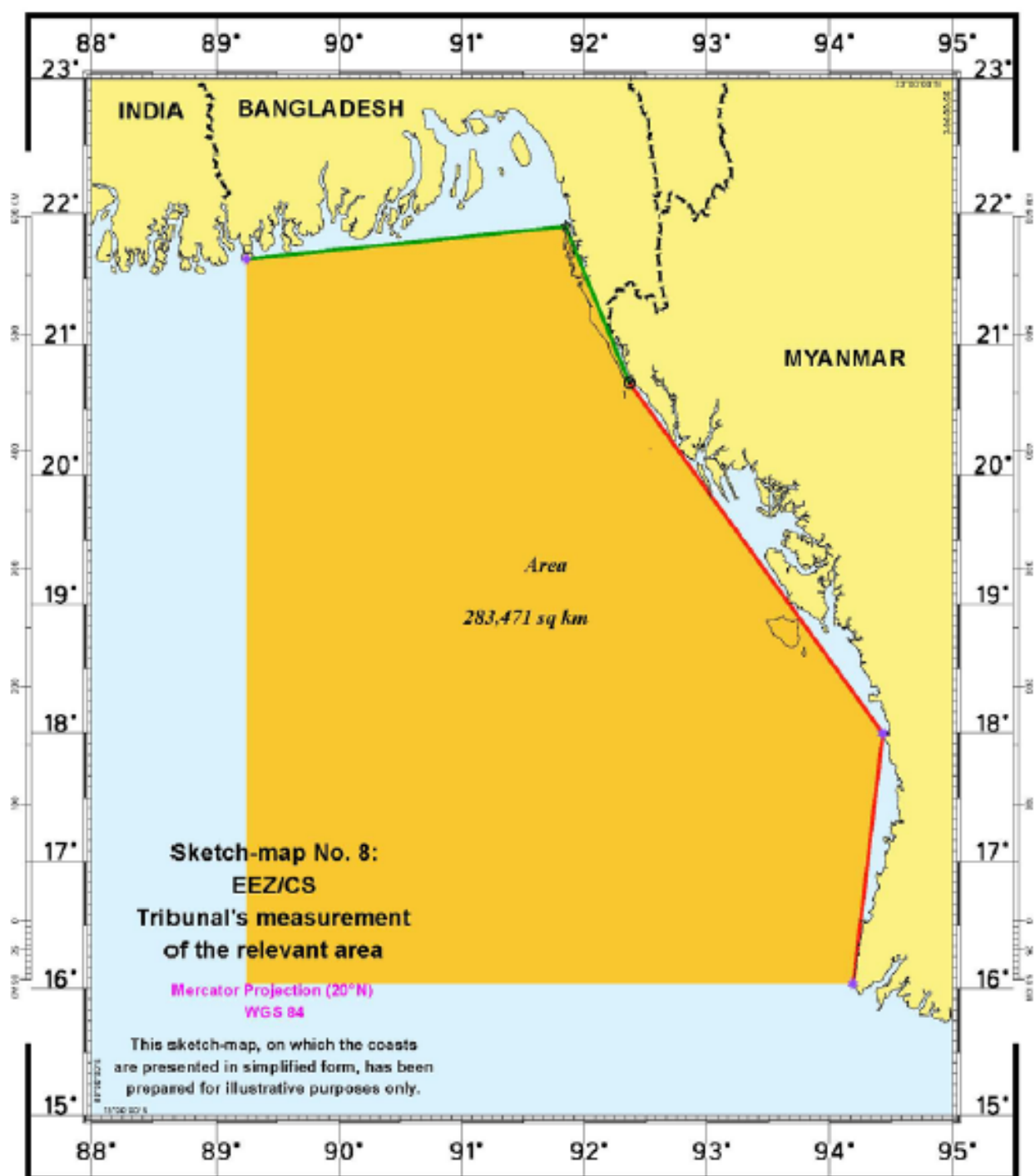
Disproportionality  
Test

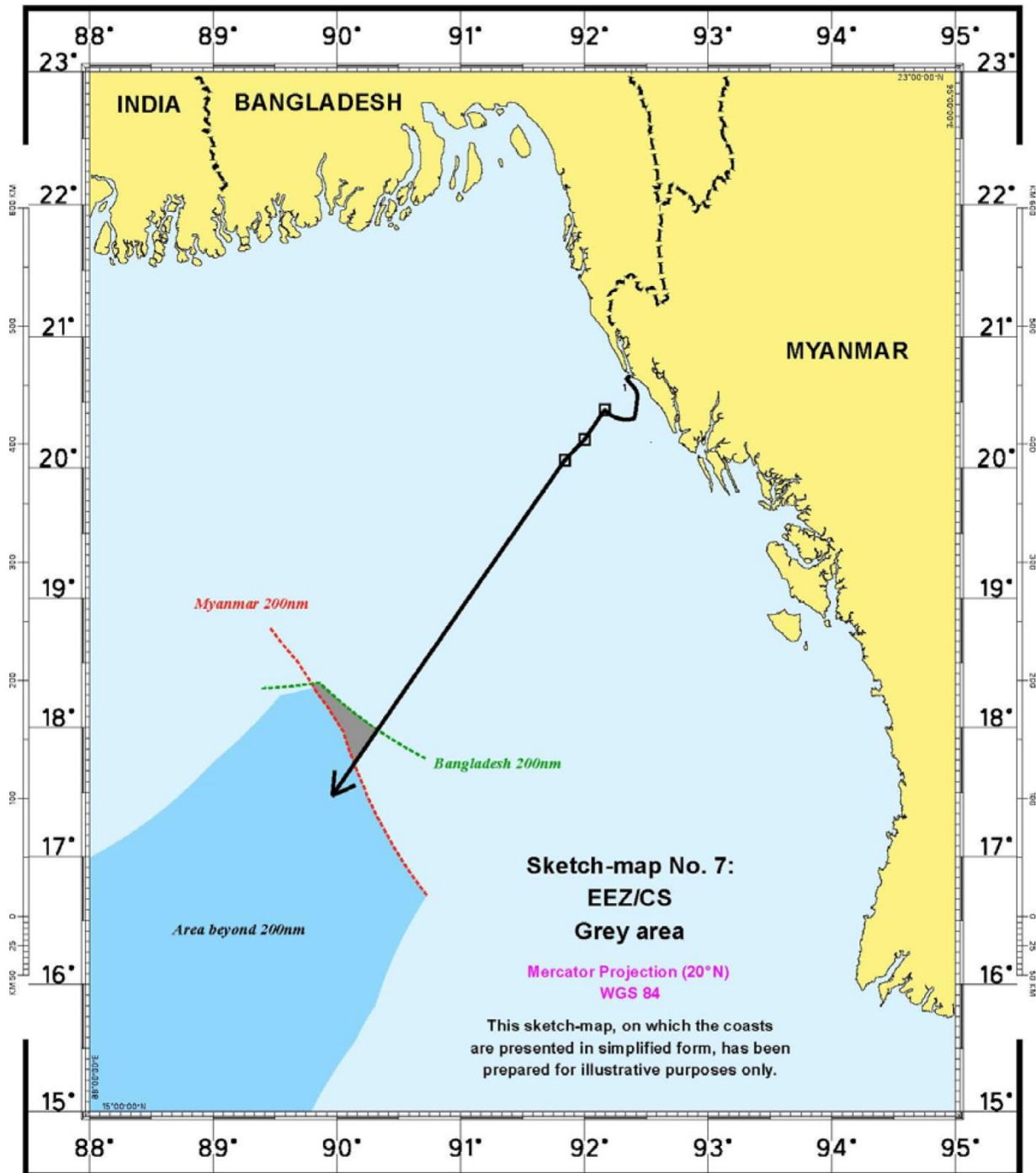
Bangladesh's Bisector  
(215°)  
Proposal

Coastal ratio:  
Bangladesh 510 km  
Myanmar 600 km  
Ratio= 1 : 1.17

Area ratio:  
Bangladesh 107100 km<sup>2</sup>  
Myanmar 145300 km<sup>2</sup>  
Ratio= 1 : 1.36







- ❖ Through this legal process Bangladesh and Myanmar have demonstrated their adherence to its firm constitutional commitment to respect for international law and peaceful settlement of international disputes.
- ❖ Medium and long-term energy security interest of the country.
- ❖ Expansion of the nation's fishing industry towards the deep sea.
- ❖ Planned measures for exploration of living and non living resources in the Bay.

**THANK YOU**