Limits in the Seas

No. 121

Straight Baseline and Territorial Sea Claims:
South Korea
LIMITS IN THE SEAS

No.121

STRAIGHT BASELINE AND TERRITORIAL SEA CLAIMS:

SOUTH KOREA

September 30, 1998

Office of Oceans Affairs
Bureau of Oceans and International Environmental and Scientific Affairs
U.S. Department of State
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INTRODUCTION

This study analyzes the claims to straight baselines and the territorial sea made by the Republic of Korea in 1977, and amended in 1995.\(^1\) The original claim to straight baselines was made by Presidential Decree No. 9162 which entered into force on September 20, 1978. That same Decree made special provisions for the territorial sea limit in the Western Channel of the Korea Strait.

The law amending the 1977 Territorial Sea and Contiguous Zone Act, Law No. 4986 was promulgated on December 6, 1995. This law is reproduced in Annex 1 of this study. Six months later, Enforcement Decree of Territorial Sea and Contiguous Zone Act (Presidential Decree No. 15133) was enacted on July 31, 1996. The geographical coordinates of the straight baseline turning points and the territorial sea limits in the Korea Strait are given in Table 1 and 2, respectively, of this Decree, which are reproduced with the Decree in Annex II of this study. With one minor difference in one of the straight baseline turning points, the straight baseline turning points and the territorial sea limit claimed in 1978 and 1996 are identical.

BASIS FOR ANALYSIS

The United Nations Convention on the Law of the Sea (LOS Convention), which the Republic of Korea ratified on January 29, 1996, reflects customary international law for the principles that underlie the proper and legal establishment of baselines. The rules for drawing baselines are contained in articles 5-11 and 13-14 of the LOS Convention. Article 5 states that "except where otherwise provided in this Convention, the normal baseline for measuring the breadth of the territorial sea is the low-water line along the coast." Paragraph 1 of article 7 is the paramount paragraph that establishes the geographical conditions that must be met should a coastal State elect to claim straight baselines in particular locations. This paragraph states that straight baselines may be drawn only in two specific geographic situations, that is, (a) "in localities where the coastline is deeply indented and cut into", or (b), "if there is a fringe of islands along the coast in its immediate vicinity".\(^2\)

The purpose of authorizing the use of straight baselines is to allow the coastal State, at its discretion, to enclose those waters which have, as a result of their close interrelationship with the land, the character of internal waters. According to the LOS Convention, "the sea areas lying within the lines must be sufficiently closely linked to the land domain to be

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\(^1\) On December 31, 1977 the Republic of Korea promulgated Law No. 3037 (Territorial Sea and Contiguous Zone Act). This study updates, and supercedes, the brief description of the Korean straight baselines given in Limits in the Seas (LIS) No. 82, Straight Baselines: Republic of Korea, January 22, 1979. All mileage in this study, unless otherwise indicated, is nautical miles. One nautical mile equals 1,852 meters.

\(^2\) LOS Convention, article 7(1); also found in article 4(1) of the Convention on the Territorial Sea and the Contiguous Zone 15 U.S.T. 1606, T.I.A.S. No. 639, 516 U.N.T.S. 205.
subject to the regime of internal waters”. By using straight baselines, a State may also eliminate complex patterns, including enclaves, in its territorial sea, that would otherwise result from the use of normal baselines.

A United Nations study stated that when determining whether "conditions apply which would permit the use of straight baselines it is necessary to focus on the spirit as well as the letter of the first paragraph of article 7" (of the LOS Convention). And, as a noted geographer has stated, "proper straight baselines usually have a number of segments, each composed of several legs, interspersed with sections of the low-water mark of island and mainland coasts....The length of individual legs is short and the baseline is rarely more than 24 nautical miles from an exposed coast". Article 14 of the LOS Convention acknowledges that a combination of methods is appropriate for determining the type of baselines in particular areas: "The coastal State may determine baselines in turn by any of the methods provided for in the foregoing articles to suit different conditions."

South Korea's coastline is deeply indented in several areas and there are areas off the coast which are fringed with islands. However, the means by which South Korea has drawn particular straight baseline segments in several locations do not meet the LOS Convention geographic conditions required for applying straight baselines. And, in these areas, the waters enclosed by the straight baseline system do not have the close relationship with the land, but rather reflect the characteristics of the territorial sea or high seas. For these areas it would be appropriate to use the normal baseline, the low-water mark. Overall, an area of approximately 20,260 square kilometers (5,915 square nautical miles) has been claimed as internal waters that should be either territorial seas or high seas.

Neither the LOS Convention nor the Convention on the Territorial Sea and the Contiguous Zone place a specific distance limit on the length of a straight baseline. However, several analyses have suggested limits ranging from 24 to 48 miles. The position of the United States is that as a general rule baseline segments should not exceed 24 miles. The following analysis supports 24 miles as the maximum baseline length:

3 LOS Convention, article 7(3).
The 24-mile maximum segment length is implied from a close reading of the relevant articles of the LOS Convention. Article 7(1) speaks of the 'immediate vicinity' of the coast. Article 7(3) states that 'the sea areas lying within the line must be sufficiently closely linked to the land domain to be subject to the regime of internal waters.' In both of these descriptions, the implication is strong that the waters to be internalized would otherwise be part of the territorial sea. It is difficult to envision a situation where international waters (beyond 12 miles from the appropriate low-water line) could be somehow 'sufficiently closely linked' as to be subject to conversion to internal waters.

This implication is reinforced by article 8(2) which guarantees the right of innocent passage in areas converted to internal waters by straight baselines. Innocent passage is a regime applicable to the territorial sea (with a maximum breadth of 12 miles). Preservation of innocent passage carries over pre-existing rights in waters that were territorial in nature before the application of straight baselines. Given this theme of linkage to territorial waters, it follows that, as a rule, no straight baseline segment should exceed 24 miles.9

ANALYSIS OF SOUTH KOREA'S STRAIGHT BASELINES

The Korean straight baselines have been plotted on, and this analysis is made from, Operational Navigational Chart G-10 (ONC, which is Lambert Conformal Conic projection chart with a scale of 1:1,000,000). The baseline is depicted on the attached map for illustration purpose only.

North of point 1, along South Korea’s east coast, the low-water line has been used to determine the outer limit of the territorial sea. Korea has claimed 19 straight baseline segments beginning along its southeast coast, near Pusan, enclosing all the islands and rocks off its southern and western coasts (except for Cheju-do). As shown in Table 1, 12 of these segments are 24 miles or shorter. Five of the segments are between 24 and 48 miles; and 2 segments exceed 48 miles, with the longest segment (which connects point 13-14 between Jeolmyeong Seo and Soheugsan Do off the s.w. coast) being 60.3 miles in length.10 Once the baseline lengths exceed 24 miles, particularly when the features being connected are quite small (in some cases no more than rocks) and isolated, it becomes highly unlikely that the waters being enclosed are "sufficiently closely linked to the land domain to be subject to the regime of internal waters".11

Table 1
Length of South Korea's Baseline Segments

<table>
<thead>
<tr>
<th>Length (nautical miles)</th>
<th>Number of segments (percent of total)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than 24</td>
<td>12 (63.2%)</td>
</tr>
</tbody>
</table>

9 Roach and Smith, footnote 24, pp. 64-65.
10 The following are translations from the Korean for some geographical features: "man" means bay; "gab" means promontory; "chu" means lagoon; "am" means rock; "do" means island; "seo" means islet.
11 LOS Convention, article 7(3).
<table>
<thead>
<tr>
<th>Distance</th>
<th>Count</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>24.1 to 48</td>
<td>5</td>
<td>(26.3%)</td>
</tr>
<tr>
<td>Greater than 48.1</td>
<td>2</td>
<td>(10.5%)</td>
</tr>
<tr>
<td>Longest</td>
<td>19</td>
<td>segments</td>
</tr>
<tr>
<td></td>
<td>60.3 miles</td>
<td></td>
</tr>
</tbody>
</table>
The first segment (points 1-2) encloses Yongil Bay with a 6.1 mile closing line. This bay meets the requirements of an article 10 bay. Segment two (points 3-4) also encloses an article 10 bay with a 3.1-mile closing line.

Point 5 is situated on a rock less than one mile seaward of Pusan. Not only is this feature not appropriate to be included in a straight baseline system, since it is an isolated feature with no other islands in the area, there is no straight baseline segment drawn from the mainland to the rock. This gap creates an uncertainty as to where boundary is between internal waters and the territorial sea.

The island, Saeng Do, on which basepoint number 6 lies could be used in defining an article 10 bay along that part of the South Korean mainland near Pusan. From point 6 South Korea has drawn an excessive 34.9 mile baseline to Al-som (point 7), a small islet at the southern entrance of the Western Channel. From here the baseline system continues through point 8 (Kanyo Am), point 9 (Sangbaeg Do), to point 10 (Komun Do). Points 7, 8, 9, are all very small features separated by distances of 46.1 and 19.6 miles, respectively. The distance between point 9 and Komun Do, a slightly larger feature, is 14.4 miles. These features cannot be considered as fringing the Korean mainland; these points range from 12 to 29 miles distant from the mainland. A series of straight baselines could be drawn closer to the mainland where there are larger and more islands which meet the LOS Convention criteria.

Beginning at point 6, and continuing to an area landward of point 18, a valid straight baseline system could be established if the islands closer to the mainland were used. However, the baseline segments connecting points 6 to 18 are excessive. From point 6, South Korea creates baseline segments that connect isolated small features. The segment connecting point 13-14 is 60.3 miles in length, clearly an excessive length. The islands on which basepoints 7 through 23 are located may not be used to draw a straight baseline system. A 12-mile territorial sea, however, may be drawn from the low-water line of these islands.

It should be noted that the final point 23 is located on Soryeong Do and that there is no straight baseline attaching it to the mainland. Similar to basepoint 5, this creates a situation where it is unclear where the internal waters ends and the territorial sea begins.

No straight baselines have been drawn to Cheju Do, a large island situated about 50 miles south of South Korea's mainland.
SOUTH KOREA'S TERRITORIAL SEA CLAIM

By Presidential Decree No. 9162 of 20 September 1978 and amended by Presidential Decrees No. 13463 (7 September 1991) and No. 15133 (31 July 1996) the Republic of Korea has claimed a 12-mile territorial sea. It has made modifications to its territorial sea claim in the Western Channel of the Korea Strait (see map).

Coupled with Japan's similar decision to modify its territorial sea claim off Tsushima, situated opposite the South Korea coast, a high seas corridor has been maintained in this international strait. Seaward from South Korea's basepoint 5 to point 7, along a stretch of water about 46 miles this high seas corridor is approximately 22 miles wide. It is assumed that navigational and hydrographic characteristics exists in this high seas corridor allowing for safe navigation.

Strait Used For International Navigation

Part III of the LOS Convention addresses the regime of passage through straits used for international navigation. Straits connecting one part of the high seas, or exclusive economic zone (EEZ), to another part of the high seas, or EEZ, are governed by transit passage. Under the legal regime of transit passage, as specified by Section 2 of this part of the LOS Convention (articles 37-44), ships and aircraft of all States, including warships and military aircraft, enjoy the right of unimpeded passage through such straits.

Transit passage is defined in articles 38 and 39 as the freedom of navigation and overflight solely for the purpose of continuous and expeditious transit of the strait in the normal modes of operation used by ships and aircraft. This type of transit would allow submarines to transit submerged (which is not allowed through the territorial sea in the absence of coastal State consent) since that is their normal mode of operation. Surface warships would be allowed to transit in a manner consistent with sound navigational practices and the security of the force including formation steaming and the launching and recovery of aircraft.

It should be noted that the LOS Convention addresses this type of situation where a route of high seas or exclusive economic zone exists through a strait. Article 36 states:

This Part [Part III of the LOS Convention] does not apply to a strait used for international navigation if there exists through the strait a route through the high seas or through an exclusive economic zone of similar convenience with respect to navigational and hydrographical characteristics; in such routes, the other relevant Parts of this Convention, including the provisions regarding the freedoms of

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12 By Law No. 30 of 1977, and Cabinet Order No. 206 of 1993 Japan extended its territorial sea to 12 miles, except for specified areas in five international straits which creates territorial sea limits between 3 and 12 miles. Among the five international straits is the Western Channel of the Tsushima (Korea) Strait. See Limits in the Seas No. 120, "Straight Baseline and Territorial Sea Claims: Japan", April 30, 1998. Japan ratified the Law of the Sea Convention on June 20, 1996.
navigation and overflight, apply.

Should the navigational and hydrographic characteristics for safe navigation not be present, then transit passage rights would prevail for those parts of that strait in accordance with Part III.

**Prior Notification/Authorization of Warships to Enter the Territorial Sea**

One further aspect of South Korea's territorial sea claim deserving comment is its requirement in Article 4 of Presidential Decree 15133 that a foreign warship or other government ship operated for non-commercial purposes give notification and receive authorization prior to entering and transiting Korea's territorial sea in accordance with its Territorial Sea and Contiguous Zone Act. There is no provision in the LOS Convention for a coastal State to place any notification or authorization requirements on any type of vessel to enter the territorial sea for the purpose of conducting innocent passage.\(^{13}\)

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\(^{13}\) The United States protested this claim when it was first made by South Korea in 1977. The negotiating records show that there were lively debates on this subject at the Third UN Law of Sea conference. Shortly before the concluding session of the Conference in Montego Bay, Jamaica, Conference President, Ambassador Tommy Koh, made the following statement during an academic conference:

> I think the Convention is quite clear on this point. Warships do, like other ships, have a right of innocent passage through the territorial sea, and there is no need for warships to acquire the prior consent or even notification of the coastal State.

ANNEX I

Territorial Sea and Contiguous Zone Act\textsuperscript{14}

\textit{Law No. 30337, promulgated on 31 December 1977}

\textit{Amended by Law No. 4986, promulgated on 6 December 1995}

**Article 1**

Breadth of territorial sea

The territorial sea of the Republic of Korea shall be the area of the sea up to the outer limit of twelve (12) nautical miles measured from the baseline. However, the breadth of the territorial sea may be determined differently in specified areas within the limit of twelve (12) nautical miles in accordance with the Presidential Decree.

**Article 2**

Baseline

(1) The normal baseline for measuring the breadth of the territorial sea is the low-water line along the coast as marked on large-scale charts officially recognized by the Republic of Korea.

(2) In the area of the sea where there are special geographical features, the straight line joining the points as provided for in the Presidential Decree may be employed as the baseline.

**Article 3**

Internal waters

The area of the sea on the landward side of the baseline for measuring the breadth of the territorial sea shall be the internal waters.

**Article 3 bis**

Breadth of contiguous zone

The contiguous zone of the Republic of Korea shall be the area of the sea up to the outer limit of twenty-four (24) nautical miles from the baseline, excluding the territorial sea of the Republic of Korea. However, the breadth of the contiguous zone may be determined differently in specified areas within twenty-four (24) nautical miles from the baseline in accordance with the Presidential Decree.

\textit{(Newly enacted by Law No. 4986, 6 December 1995)}

Article 4
Boundary with adjacent or opposite States

The delimitation of the territorial sea and contiguous zone of the Republic of Korea in relation to the territorial sea and contiguous zone of other States with adjacent or opposite coasts, unless otherwise agreed upon between the States concerned, shall be the median line every point of which is equidistant from the nearest point on the baseline of the Republic of Korea and the nearest point on the baseline of the State concerned.
(Amended by Law No. 4986, 6 December 1995).

Article 5
Passage of foreign ships

(1) Foreign ships enjoy the right of innocent passage through the territorial sea of the Republic of Korea so long as the passage is not prejudicial to the peace, public order or security of the Republic of Korea. When a foreign warship or a government ship operated for non-commercial purposes intends to pass through the territorial sea it shall give a prior notice to the authorities concerned under the conditions as provided for by the Presidential Decree.

(2) A foreign ship shall be considered to be prejudicial to the peace, public order or security of the Republic of Korea if it engages in any of the following activities in the territorial sea, except when the activities stipulated in subparagraph (b) to (e), (k) and (m) have been authorized, approved or consented to by the authorities concerned:

(a) any threat or use of force against the sovereignty, territorial integrity or independence of the Republic Korea, or which in any manner violates the principles of international law embodied in the Charter of United Nations;
(b) any exercise or practice with weapons of any kind;
(c) the launching, landing or loading of any aircraft;
(d) the launching, landing or taking on board of any military device;
(e) submerged navigation;
(f) any act aimed at collecting information to the prejudice of the security of the Republic of Korea;
(g) any act of propaganda or instigation to the prejudice of the security of the Republic of Korea;
(h) the embarking or disembarking of any commodity, currency or person contrary to the regulations of Republic of Korea on customs, fiscal policies, control of immigration or health and sanitation;
(i) the discharge of pollutants exceeding the standards as provided for in the Presidential Decree;
(j) fishing activities;
(k) the carrying out of any research or survey activities;
(l) any act aimed at interfering with any systems of communication, or damaging the facilities or installations of the Republic of Korea; and
(m) any other activities provided for in the Presidential Decree which are not
directly related to passage.

(3) The innocent passage of foreign ships may be suspended temporarily in specified areas of the territorial sea in accordance with the Presidential Decree if such suspension is considered to be essential to the security of Republic of Korea.

Article 6
Stopping of foreign ships

If a foreign ship (excluding foreign warships and government ships operated for non-commercial purposes) is suspected of having violated the provisions of article 5, the authorities concerned may issue necessary orders or take other necessary measures, such as stopping, search or seizure.

Article 6 bis
Power of competent authorities in contiguous zone

In the contiguous zone of the Republic of Korea, the competent authorities may exercise their official authority to the extent required for the purposes of the following subparagraphs, under the conditions as provided for by laws and regulations:

(a) prevention of any act violating the relevant laws and regulations of the Republic of Korea concerning customs, fiscal policies, control of immigration or health and sanitation, in the territorial land or sea of the Republic of Korea; and
(b) sanction against any act contrary to the relevant laws and regulations of the Republic of Korea concerning customs, fiscal policies, control of immigration or health and sanitation, in the territorial land or sea of the Republic of Korea.

(Newly enacted by law No. 4986, 6 December 1995)

Article 7
Punishment

(1) The crew or other passengers on board a foreign ship who have violated the provisions of article 5, paragraph (2) or (3), shall be punished with imprisonment for a period not exceeding five years or with a fine not exceeding two hundred million (200,000,000) won, and when the circumstances are considered serious, such ship, its equipment, its catch and other unlawful articles may be confiscated.

(Amended by Law No. 4986, 6 December 1995)

(2) The crew or other passengers on board a foreign ship who have disobeyed, hindered or evaded the order issued or the measure taken under article 6 shall be punished with imprisonment for a period not exceeding two years or with a fine not exceeding ten million (10,000,000) won.

(3) In the cases of paragraph (1) and (2) of this article, the penalty of both
imprisonment and a fine may be imposed.

(4) In case the violation of this article concurrently constitutes crimes under other laws, the severest penalty provided for in the respective laws shall be applied.

Article 8
Exception in cases of foreign warships and government ships operated for non-commercial purposes

If a foreign warship or government ship operated for non-commercial purposes or its crew or passengers on board violate this Act or other relevant laws or regulations, such ship may be required to correct the violation or to leave the territorial sea.

Addendum

This Act shall enter into force as of such date within four months from the date of this Act as provided for by the Presidential Decree.
(This Act shall enter into force as of 30 April 1978 under Presidential Decree No. 8994 promulgated on 9 April 1978)

Addendum

This Act shall enter into force as of such date within one year from the date of its promulgation as determined by the Presidential Decree.
(Law No. 4986, 6 December 1995)
ANNEX II

Enforcement Decree of Territorial Sea and Contiguous Zone Act

Presidential Decree No. 9162, 20 September 1978
Amended by Presidential Decree No. 13463, 7 September 1991
and by Presidential Decree No. 15133, 31 July 1996\(^\text{15}\)

Article 1
Purpose

The purpose of this Decree is to regulate matters entrusted by the Territorial Sea and Contiguous Zone Act (hereinafter referred to as "the Act") and those necessary for its enforcement.

Article 2
Basepoint of straight baseline

In measuring the breadth of the territorial sea, each area of the sea where the straight line is employed as the baseline and the basepoint thereof in accordance with the provision of article 2, paragraph (2), of the Act shall provided for in table I annexed hereto.

Article 3
Breadth of territorial sea in Korea Strait

In accordance with the provisions of the proviso of article 1 of the Act, the territorial sea in the sea forming the Korea Strait used for international navigation shall be the area of the sea on the landward side of the line connecting the lines as provided for in table 2 annexed hereto.

Article 4
Passage of foreign warships or other government ships

If a foreign warship or other government ship operated for non-commercial purposes intends to navigate through the territorial sea, it shall notify the following particulars to the Minister of Foreign Affairs not later than three days (excluding public holidays) prior to its passage in accordance with the latter part of article 5, paragraph (1), of the Act, except in cases where the area of the sea through which the aforementioned ship navigates forms a strait used for international navigation in which no high sea route exists:

1. Name, type and official number of the ship;
2. Purpose of the passage; and

3. Passage route and schedule.
Article 5
Activities of foreign ships in territorial sea

(1) If a foreign ship intends to conduct any of the activities provided for in subparagraphs (b) to (e), (k) or (m) of article 5, paragraph (2), of the Act, it shall submit the application specifying the following particulars to the Minister of Foreign Affairs and shall obtain authorization, approval or consent from the authorities concerned:

1. Name, type and official number of the ship;
2. Purpose of the activity;
3. Area of the sea of the activity, passage route and schedule.

(2) Any authorization, approval or consent obtained from the authorities concerned with respect to the activities provided for in subparagraphs (b) to (e) or (k) of article 5, paragraph (2), of the Act in accordance with other laws and regulations shall be regarded as authorization, approval or consent obtained under this Decree.

Article 6
Standard for control of discharge of pollutants

The provisions of articles 5, 11, 14, paragraph (1), and 16 paragraphs (1) and (2), of the Sea Pollution Prevention Act shall be applied with respect to the standards for control of discharge of pollutants as provided for in subparagraph (i) of article 5, paragraph (2), of the Act.

(Amended by Presidential Decree No. 13463, 7 September 1991)

Article 7
Temporary suspension of the innocent passage

(1) Temporary suspension of the innocent passage of a foreign ship in the specified area of the territorial sea in accordance with article 5, paragraph (3), of the Act shall be effected by the Minister of National Defence, subject to deliberation in advance by the State Council and approval of the President.

(2) Upon approval of the President under the provisions of paragraph (1), the Minister of National Defence shall, without delay, give publicity to the area of the sea in which the innocent passage is suspended temporarily, the duration of suspension and the reasons therefor.

Addenda

(1) (Enforcement Date) This Decree shall enter into force as of 20 Sept. 1978.

(2) (Amendment of Other Regulations) Article 2 of the Regulation concerning the Enforcement Date of the Territorial Sea Act, Presidential Decree No. 8994 and the Table
annexed thereto shall be deleted respectively.

**ADDENDA**

(Presidential Decree No. 13463, 7 September 1991; Enforcement Decree of the Sea Pollution Prevention Act)

**Article I**

Enforcement date

This Decree shall enter into force as of 9 September 1991.

**Articles 2 to 5**

[Omitted][16]

**Addenda**

1. (Enforcement Date) This Decree shall enter into force as of 1 August 1996.

2. Omitted. [17]

**Table I**

Areas of the seas where straight lines are employed as baselines and the basepoints thereof

<table>
<thead>
<tr>
<th>Areas</th>
<th>Basepoints</th>
<th>Geographical designations</th>
<th>Coordinates</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yeongil Man*</td>
<td>1</td>
<td>Dalman Gab*</td>
<td>36° 06’ 05” North Latitude</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>129° 26’ 06” East Longitude</td>
</tr>
<tr>
<td></td>
<td>2</td>
<td>Janggi Gab</td>
<td>36° 05’ 19” North Latitude</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>129° 33’ 36” East Longitude</td>
</tr>
<tr>
<td>Ulsan Man</td>
<td>3</td>
<td>Hwaam Chu*</td>
<td>35° 28’ 13” North Latitude</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>129° 24’ 39” East Longitude</td>
</tr>
<tr>
<td></td>
<td>4</td>
<td>Beomweol Gab</td>
<td>35° 25’ 45” North Latitude</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>129° 22’ 16” East Longitude</td>
</tr>
<tr>
<td>South Sea</td>
<td>5</td>
<td>1.5 Meter Am*</td>
<td>35° 09’ 59” North Latitude</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>129° 13’ 12” East Longitude</td>
</tr>
<tr>
<td></td>
<td>6</td>
<td>Saeng Do* (south end)</td>
<td>35° 02’ 01” North Latitude</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>129° 05’ 43” East Longitude</td>
</tr>
<tr>
<td></td>
<td>7</td>
<td>Hong Do</td>
<td>34° 31’ 52” North Latitude</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>128° 44’ 11” East Longitude</td>
</tr>
<tr>
<td></td>
<td>8</td>
<td>Ganyeo Am</td>
<td>34° 17’ 04” North Latitude</td>
</tr>
</tbody>
</table>

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[17] Ibid.
<table>
<thead>
<tr>
<th>No.</th>
<th>Location</th>
<th>Longitude</th>
<th>Latitude</th>
</tr>
</thead>
<tbody>
<tr>
<td>9</td>
<td>Sangbaeg Do</td>
<td>127° 51' 25&quot; East</td>
<td>34° 01' 38&quot; North</td>
</tr>
<tr>
<td></td>
<td></td>
<td>127° 36' 48&quot; East</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Geomun Do</td>
<td>127° 19' 35&quot; East</td>
<td>34° 00' 00&quot; North</td>
</tr>
<tr>
<td>11</td>
<td>Yeoseo Do</td>
<td>126° 55' 39&quot; East</td>
<td>33° 57' 56&quot; North</td>
</tr>
<tr>
<td>12</td>
<td>Jangsu Do</td>
<td>126° 38' 25&quot; East</td>
<td>33° 54' 55&quot; North</td>
</tr>
<tr>
<td>13</td>
<td>Joelmyeong Seo</td>
<td>126° 38' 25&quot; East</td>
<td>33° 54' 55&quot; North</td>
</tr>
<tr>
<td>14</td>
<td>Soheugsan Do *</td>
<td>125° 04' 42&quot; East</td>
<td>34° 02' 40&quot; North</td>
</tr>
<tr>
<td>15</td>
<td>Sogugheul Do (northwest of Soheugsan So)</td>
<td>125° 04' 42&quot; East</td>
<td>34° 06' 51&quot; North</td>
</tr>
<tr>
<td>16</td>
<td>Hong Do</td>
<td>125° 10' 25&quot; East</td>
<td>34° 40' 18&quot; North</td>
</tr>
<tr>
<td>17</td>
<td>Go Seo (northwest of Hong Do)</td>
<td>125° 11' 25&quot; East</td>
<td>34° 43' 03&quot; North</td>
</tr>
<tr>
<td>18</td>
<td>Hoeng Do</td>
<td>125° 59' 14&quot; East</td>
<td>35° 20' 03&quot; North</td>
</tr>
<tr>
<td>19</td>
<td>Sangwang-deung Do</td>
<td>126° 06' 16&quot; East</td>
<td>35° 39' 30&quot; North</td>
</tr>
<tr>
<td>20</td>
<td>Jig Do</td>
<td>126° 04' 15&quot; East</td>
<td>35° 53' 10&quot; North</td>
</tr>
<tr>
<td>21</td>
<td>Eocheong Do</td>
<td>125° 58' 11&quot; East</td>
<td>36° 07' 05&quot; North</td>
</tr>
<tr>
<td>22</td>
<td>Seogyeog-yeolbi Do</td>
<td>125° 32' 30&quot; East</td>
<td>36° 36' 36&quot; North</td>
</tr>
<tr>
<td>23</td>
<td>Soryeong Do</td>
<td>125° 45' 02&quot; East</td>
<td>36° 58' 38&quot; North</td>
</tr>
</tbody>
</table>

* "Man" means bay  "Chu" means lagoon  
  "Gab" means promontory  "Am" means rock  
  "Do" means island  "Seo" means islet

**Table 2**

Outer Limits of the territorial sea in the Korea Strait

1. The outer line at a distance of three nautical miles measured from the straight baselines joining, in order, basepoint 5 (1.5 metre Am), basepoint 6 (Saeng Do) and basepoint 7 (Hong Do),

2. The line drawn from basepoint 5 (1.5 metre Am) at 127 degrees intersects the above-mentioned line a point which is three nautical miles from basepoint 5. From this intersection point a line drawn at 93 degrees intersects the outer limit line of twelve nautical miles measured from the baseline.
3. The line drawn from basepoint 7 (Hong Do) at 120 degrees intersects the line mentioned in number above at a point which is three nautical miles from basepoint 7. From this intersection point a line drawn at 172 degrees intersects the outer limit line of twelve nautical miles measured from the baseline.
Territorial Sea Limits in the Western Channel of the Korea (Tsushima) Strait

Korea's limits defined in Presidential Decree No. 15133, 31 July 1996
Japan's limits defined in Cabinet Order No. 206 of 1993

Lines shown are for illustrative purposes only.