



# **International Boundary Study**

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## **Denmark – Germany Boundary**

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# INTERNATIONAL BOUNDARY STUDY

No. 81

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# DENMARK - GERMANY BOUNDARY

## I. INTRODUCTION

The Denmark - Germany boundary results from an Allied-sponsored plebiscite following World War I. The plebiscite divided Schleswig into the Danish north and German south generally along existing communal boundaries. Although objections were voiced at the time of voting over minor points along the line, the boundary has since gained universal acceptance.

The demarcated boundary measures approximately 42 miles across the Jutland peninsula with an additional 32 miles being delimited in the east in the Flensburger Forde (Flensborg Fjord) and 18 miles in the west through the North Frisian Islands.

A north - south trending ridge divides the Jutland peninsula into two distinct geographic regions. To the east, the smaller of the two comprises a landscape of gently-sloping forested hills alternating with flattish, fertile basins. The mouths of the many short rivers have been drowned and navigable fjords penetrate deeply into the land. In contrast, the larger western portion resembles the "geests" and moors of Germany and the Netherlands. Unproductive sandy and stony soils have required intensive fertilization and the addition of marl to permit even limited agriculture. The shore, often called the Iron Coast, lacks natural harbors and is dominated by sand dunes, capes, and spits which alternate with rugged and rocky cliffs.

## II. BOUNDARY ALIGNMENT

The official delimitation of the Denmark - Germany boundary, contained in the demarcation protocol of the Commission de delimitation de la frontiere dano-allemande, is as follows:

TRANSLATION of the French boundary description which is included in the official boundary documents drafted in Paris on September 3, 1921 by the COMMISSION DE DELIMITATION DE LA FRONTIERE DANO-ALLEMANDE.

### DESCRIPTION OF THE BOUNDARY

### BETWEEN DENMARK AND THE GERMAN REICH (PRUSSIA)

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### The sea boundary in the Baltic Sea

This boundary, which is fixed by 13 straight lines, begins:

- 1) at a point having 54° 49' 16".3 Northern latitude and 9° 56' 38.2" longitude East of Greenwich which forms the Eastern terminal of the boundary and proceeds in the direction of Dybbol Molle until it strikes the line Kejnaes-Vesterskov Molle;
- 2) from there it proceeds in the direction of Vesterskov Molle;
- 3) follows the middle line in Holnaes Lighthouse angle;
- 4) then Skodsbol lighthouse line;
- 5) and Ringenaes lighthouse line;
- 6) it leaves this last line about 200 meters before it reaches a level with buoy "G" and strikes Laagmaj lighthouse line at a point lying midway between the red buoy "H" and the black buoy "3";
- 7) from there it follows the Laagmaj lighthouse line until it meets the line between Holnaes lighthouse and a point having 54° 50' 00" .0 Northern latitude and 9° 25' 00" .0 longitude East of Greenwich;
- 8) it then follows this last line to the point with the coordinates mentioned;
- 9) from there it proceeds in the direction 315° (reckoned from North to East) to 400 meters from the Trefavne line at the Northern coast of the fjord. From there
- 10, 11, 12, 13) it goes in 4 straight lines almost parallel with the Northern coast of the fjord to the middle of the bridge at Skomagerhus.

From the Eastern terminal point of the boundary the dividing line of the territorial waters goes in a South-Easterly direction in extension of the first piece of the boundary line, following the middle line of the main channel South of Bredegrunden until the point of intersection with the line Pols Huk-Sliminde lighthouse and from there mathematically straight along this line to the open sea.

### **The land boundary**

The boundary cuts right through the bridge located west of Skomagerhus, then follows a straight line to the mouth of the Krusaaen and from there the middle line of this stream until the boundary of the property of Kobbermollen. Following the Southern and Eastern landmarks of this property, the boundary reaches the Eastern shore of the Molledammen North of Kobbermollen, which it then follows until the field path at this North-Western end of the dam, so that this road is allotted to Denmark. The boundary then crosses the Krusaa - Kobbermolle road and follows the municipal boundary between Krusaa and Kobbermolle until it meets the high road from Flensborg to Aabenraa. After having followed the Eastern side of this high

road a distance of about 200 meters in a Northerly direction, the boundary crosses this country road at right angles and, the forest area belonging to Krusaagaard (farm) being allotted to Germany, continues in a Westerly direction a distance of about 350 meters to a point on the municipal boundary between Krusaa and Nyhus lying about 40 meters South-East of the Northern point of the land property of the Krim Brick Factory. The boundary is then formed by the municipal boundaries between Nyhus and Harreslev on the one side and Krusaa and Bov on the other side until the field crossroad about 200 meters East of Paddeborg station, with the exception, however, of the areas specified below:

- 1) the boundary leaves the old landmarks of Nyhus Municipality at the point about 150 meters East of the Krusaa where this landmark turns Northward, and continues in the same direction until the stream, so that the entire wedge projecting Northward which is formed by the old municipal border is allotted to Denmark;
- 2) The 120 meters' long and 90 meters' wide area which is situated about 300 meters South-East of Ronsdam and which the old municipal border of Nyhus encloses to the North, West and South, is allotted to Denmark;
- 3) The triangle with a base line of about 60 meters and a height of about 40 meters which lies by the municipal border of Harreslev midway between Paddeborg station and Nyhus Sea, is allotted to Denmark.

From the crossroad East of Paddeborg the boundary follows the Northern side of the road leading to the station until the bend of the road, where it crosses the road and turns in a South-Eastern direction until it meets the railroad border about 40 meters South of the boundary between the municipalities of Bov and Harreslev. The boundary then follows the Eastern limit of the railroad a distance of about 145 meters to the South and here it crosses the bridge at right angles until a point located 15 meters West of the Western-most track. It then runs parallel with this track in a Northern direction to a point lying about 70 meters South of the municipal border, then turns to the West and strikes, after having crossed the country-road, a point about 20 meters South of the point of contact of the borders between the three municipalities of Bov, Harreslev and Froslev.

Thence the boundary follows the municipal border between Harreslev and Froslev to a point about 400 meters North of the farm Simondys, then crosses a field path and thereupon follows the Western and Southern limits of a land area situated on this road until a point 250 meters East of the said farm where the limits mentioned again strike a road; following the Western side of this road a distance of about 250 meters to the South it turns Westward and thereupon joins the Southern limit of the land of Simondys farm until it meets the field path from Ellund to Froslev, which it crosses and turns Northwestwards, where 167 meters further it meets the municipal border between Ellund and Froslev, which border it follows a distance of about 2,300 meters, so as to enclose a portion of the area with buildings belonging to the 2

farms of Ellund Mark. This portion of the 2 farms with an extent of about 36 hectares is thereby allotted to Denmark, but in such a way that the field path South of the 2 farms remains with Germany, and the boundary thereafter again meets the municipal border at a point lying about 500 meters further West.

From there the boundary is formed by the municipal border between Ellund, Osterby and Jardelund on the one hand and Froslev, Kragelund and Eggsbaek on the other hand, until it meets Skelbaekken (a brook), the middle line of which it then follows until the sharp bend Northwards which this watercourse forms South of G1. Pebersmark. The boundary then leaves the watercourse and continues in a westerly direction to the source of the Gammelaaen by the road to Ny Pebersmark. The boundary then follows the middle line of the Gammelaa and then the middle line of the Sydaa to about 50 meters East of the country road Aventoft-Tonder.

From there the boundary goes about 18 meters to the South, then changes direction and proceeds about 18 meters to the West until it strikes the Eastern edge of the high road ditch which it follows about 60 meters; then it crosses the country road at right angles and then follows the ditches in the marshy region South of the Vidaaen at a distance from this stream varying between 100 and 400 meters until it reaches the Sommerdiget North-East of Ringsvaerft. After having followed the Northern side of this ditch and then for a distance of about 60 meters its Western side, the boundary leaves the ditch in order thence in a South-Westerly direction to follow the middle of a ditch which lies about 180 meters North of Ringsvaerft, so that the areas belonging to Ringsvaerft are allotted to Germany, and thereupon reaches Rudebol Sea about 200 meters West of Ringsvaerft.

The boundary then extends into the sea in a Southern direction until it reaches the middle between the two shores, then runs approximately in a Westerly direction through the sea and strikes land again at Rosenkrans about 200 meters South of the mouth of the Vidaa; it continues to the middle of the village street where it forms a sharp angle towards the South, following the middle line of the street a distance of about 130 meters and then going in a Westerly direction, so that the 3 Western farms (Gaarde) of the villages are allotted to Denmark, and then reaches the Northern side of the so-called "Kaer" Dike at the South-Eastern corner of Rudebol Kog.

The boundary is then formed by the North side of the Kaer Dike and its extension, so that the Northern ditch until Dreisprung is divided by the boundary line, which follows its middle, and from Dreisprung until its terminal point in the vicinity of Siltoft the ditch is allotted to Germany. In this point the boundary goes from the Northern to the Southern side of the ditch, then follows the Southern edge of the front garden of the Western-most farm in G1. Frederiks Kog and then divides the driveway leading from the Norre Dyke to the Sea Dyke, into two parts, of which the Northern is allotted to Denmark and the Southern to Germany, until the point where the crown of the Sea Duke forms a prominent bend Westwards.

From there the boundary goes in a South-Westerly direction and follows first the extension and next the middle line itself of the ditch which divides the land situated in the dike angle, until the point of intersection between this middle line and the extension of the line which forms the outer edge of the dike way on the stretch where it goes in the direction North - South.

The point of intersection mentioned is the end of the land boundary.

### **The sea boundary in the North Sea**

This boundary is determined by 9 straight lines:

1) It goes from the end of the land boundary close by Siltoft at right angles out from the coast to a point lying midway between the coast and the Eastern point of the island of Sild (Nosse);

2) goes from there Northwards until the red buoy "C" at the southern edge of Hojer Dyb;

3, 4, 5) and from there and until the buoy "Lister Ley" (which will be moved about 200 meters toward the East) it is fixed by 3 straight lines, the terminal points will be indicated by the buoys "C", "B" (which last will be moved about 0.35 nautical mile towards the West) "A" and "Lister Ley" (which will be moved about 200 meters towards the East);

6, 7, 8) from Lister Ley and until the light buoy North of List West lighthouse it consists of 3 straight lines which approximately follow the middle line of the water;

9) from there it is formed by a straight line with the direction of 258° (reckoned from North to East) until it crosses the line connecting the Westernmost point of Romo Flak and the extreme North-Western point of the island of Sild. The point of intersection is the terminal point of the Western sea boundary.

From this point the dividing line of the territorial waters follows the same direction until it crossed a straight line determined by bearing List Eastern lighthouse over the centrepoint between Lists two Western lighthouses, whereafter it follows the last-named line to the open sea.

Between the buoy "C" and the buoy "Lister Ley" the boundary shall follow the natural displacements of the channel so that free admission to the harbor of Hojer is always assured to Denmark to an extent which corresponds to the present conditions. Between the buoy "Lister Ley" and the issue of Lister Dye the boundary and dividing line of the territorial waters shall follow the middle of the channel in its natural



displacements. The rectifications entailed by such natural displacement may be arranged between the two interested parties themselves.

### **Remarks**

In case of disagreement between the text of the boundary description and the cartographic documents for the demarcation, the latter are to prevail.

When the boundary is determined by a waterway (Krusaa, Skelbaek, Gammelaa, Sonderaa) the middle line of this waterway, reckoned by the water level indicated by the grass growth, forms the boundary. The boundary thus defined shall follow the waterways in their gradual and natural displacements.

Proposals for the regulation of the boundary waterways may be carried out, provided the two States agree so to do, on condition that the changes brought about by these proposals are of slight importance and do not comprise a larger area than on an average 4 hectares per kilometer. The boundary line shall thereafter in general follow the middle line of the regulated boundary waterway.

Where the boundary does not follow a waterway it is laid down in detail by the maps and measurement sheets.

The sea boundaries separate the Danish national waters from the German national waters; each of them is continued by a dividing line for the territorial waters. The terminal points of the boundary lie in the points of intersection between the boundary and the boundary lines for the national waters.

In order to fix the terminal point of the Western sea boundary the Commission has considered the line which connects the extreme Western point of Romo Flak with the extreme North Western point of the island of Sild as the boundary line of the national waters in accordance with the general rules of International Law for the establishment of the limits of national waters and with the spirit of the Convention of May 6, 1882 regarding fishing inspection in the North Sea.

### **III. TREATIES AND OTHER INTERNATIONAL ACTS**

Southern Jutland, the territory north of the Elbe River, was for centuries a transitional land between Dane and German. By 1386, the Danish Duchy of Schleswig, (South Jutland north of the Eider) had become a hereditary fiefdom of the German country, later duchy, of Holstein (Jutland south of the Eider and north of the Elbe). After 1460, both duchies were joined, over German objections, in personal union with the Danish crown. Holstein, although under the Danish king, constituted a part of the Holy Roman Empire and (after 1815) of the German Confederation. In contrast, Schleswig remained outside of both.

After 1846, Denmark attempted on several occasions to annex both duchies. German objections, based upon differing hereditary traditions, led to a local revolt and Prussian military intervention. A concert of European powers postponed general hostilities by forcing a Prussian withdrawal. However, in 1864 war broke out and the combined forces of Austria and Prussia defeated Denmark and forced the cession of the two duchies.

A. **Treaty of Vienna** signed on October 30, 1864 (Great Britain, Foreign Office, British and Foreign State Papers, vol. 54, pp. 522 - 530.)

Denmark ceded all rights and claims to Schleswig, Holstein, and Lauenburg to Prussia and Austria effectively moving the Dano - German boundary from the Elbe northward to the Konge Aa, north of Ribe, a distance of nearly 175 miles.

Austria and Prussia, however, soon quarreled and a brief campaign in 1866 settled the issue of the Schleswig - Holstein problem in favor of a victorious Prussia.

B. **Treaty of Prague** signed on August 23, 1866 (ibid., vol. 56, pp. 1050ff.)

Austria ceded its portions of Schleswig - Holstein to Prussia. (Article V of the treaty provided for the retrocession to Denmark of the northern districts of Schleswig which contained Danish majorities. The provision, however, was negated by the Treaty of Vienna signed on October 11, 1878 leaving Germany [since 1871] with a free hand.)

C. **Copenhagen Frontier Convention** signed on February 12, 1900 (ibid., vol. 92, pp. 1025ff.)

Two minor corrections were made in the boundary to provide for the regulation of frontier streams. The territory exchanged was measured in acres. The convention, however, shows that the Vienna boundary had been demarcated.

The frontier then remained static until Germany's defeat in World War I. Denmark began to agitate, at this time, for the return of territories occupied by Danes.

D. **Treaty of Versailles** signed on June 28, 1919 effective January 10, 1920

Section XII, Article 109 through 114, provided for the division of Schleswig (Holstein was not considered) into two zones for the purpose of a plebiscite to determine sovereignty. An international commission supervised the voting which on February 10, 1920 gave Denmark a majority in Zone 1 (the north) and, on March 14, Germany a majority in Zone 2 (the south). The boundary between the zones, in effect, became the international boundary.

E. **Treaty between the Principal Allied Powers and Denmark relative to Slesvig**, signed at Paris on July 5, 1920 (Great Britain, Foreign Office, British Treaty Series, No. 17, 1922, Cmd. 1585.

Northern Schleswig was transferred to Denmark and the boundary commission, created by Versailles, demarcated the definitive boundary. Their report is quoted in Section II above. The commission also made a series of maps:

Kort over Landgraensen mellem Tyskland (Projsen) og Denmark, 1:5,000, July 1920 - May 1921 in 18 sheets.

These maps and the description were deposited with the Council of Ambassadors in Paris as the final settlement of the Versailles obligations towards Schleswig - Holstein.

**F. Treaty between the Federal Republic of Germany and the Kingdom of Denmark on the Delimitation of the Continental Shelf in the North Sea**, signed in Bonn on June 9, 1965.

While not a boundary, Denmark and Germany agreed to a line dividing the inner continental shelf in the North Sea waters adjacent to their respective territorial seas. The division is accomplished by a straight line from the terminal point of the territorial sea boundary, specified in the 1921 agreement, to a point with the following European datum coordinates:

55° 10' 03.4" North  
7° 33' 09.6" East

The line measures about 30 nautical miles in length and the terminal point is equidistant from the western capes of Blaavandshuk (Denmark) and Sylt (Germany).

#### **IV. SUMMARY**

The Denmark - Germany boundary is an established international boundary and should be so shown on official U.S. maps. The delimited boundary includes set courses in the Flensburger Forde in the east as well as in the Frisian waters in the west. Scale permitting, the sea boundary should also be shown on official U.S. maps.

No disputes exist along the current boundary. It is well demarcated and is shown accurately on the cited treaty map series as well as on the official topographic maps of both Denmark and Germany. Because the geodetic systems of the two countries are not identical, geographic coordinates will not coincide.

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