



International Boundary Study

Series A

Limits in the Seas

No. 1 – January 21, 1970

Indonesia – Malaysia *Continental Shelf Boundary*

(Country Codes: ID-MY)

**The Geographer
Office of the Geographer
Bureau of Intelligence and Research**

INTERNATIONAL BOUNDARY STUDY

Series A

LIMITS IN THE SEAS

No. 1

CONTINENTAL SHELF BOUNDARY: INDONESIA-MALAYSIA

This research document of the Geographer, Bureau of Intelligence and Research of the Department of State is intended for background use only. This document does not represent an official acceptance by the United States Government of the line or lines represented on the charts or, necessarily, of the specific principles involved, if any in the original drafting of the lines. Additional copies of the studies may be requested by mail from The Geographer, Department of State, Washington, D. C. 20520 or by phone (Telephone: 63-22021 or 63-22022).

INDONESIA - MALAYSIA CONTINENTAL SHELF BOUNDARY

On October 27, 1969, the Government of Malaysia and the Government of the Republic of Indonesia entered into an Agreement dividing the continental shelf between the two countries. Ratifications were exchanged on November 7, 1969.

The Agreement set forth the following principles:

ARTICLE I

(1) The boundaries of the Malaysian and the Indonesian continental shelves in the Straits of Malacca and the South China Sea are the straight lines connecting the points specified in column 1 below whose coordinates are specified opposite those points in columns 2 and 3 below:-

A. In the Straits of Malacca:

<u>(1)</u> <u>Point</u>	<u>(2)</u> <u>Longitude E</u>	<u>(3)</u> <u>Latitude N</u>
1.	98° 17'.5	05° 27'.0
2.	98° 41'.5	04° 55'.7
3.	99° 43'.6	03° 59'.6
4.	99° 55'.0	03° 47'.4
5.	101° 12'.1	02° 41'.5
6.	101° 46'.5	02° 15'.4
7.	102° 13'.4	01° 55'.2
8.	102° 35'.0	01° 41'.2
9.	103° 03'.9	01° 19'.5
10.	103° 22'.8	01° 15'.0

B. In the South China Sea (Western Side - Off the East Coast of West Malaysia):

<u>(1)</u> <u>Point</u>	<u>(2)</u> <u>Longitude E</u>	<u>(3)</u> <u>Latitude N</u>
11.	104° 29'.5	01° 23'.9
12.	104° 53'.0	01° 38'.0
13.	105° 05'.2	01° 54'.4
14.	105° 01'.2	02° 22'.5
15.	104° 51'.5	02° 55'.2
16.	104° 46'.5	03° 50'.1
17.	104° 51'.9	04° 03'.0
18.	105° 28'.8	05° 04'.7
19.	105° 47'.1	05° 40'.6

20.

105° 49'.2

06° 05'.8

C. In the South China Sea (Eastern Side - Off the Coast of Sarawak):

<u>(1)</u> <u>Point</u>	<u>(2)</u> <u>Longitude E</u>	<u>(3)</u> <u>Latitude N</u>
21.	109° 38'.8	02° 05'.0
22.	109° 54'.5	03° 00'.0
23.	110° 02'.0	04° 40'.0
24.	109° 59'.0	05° 31'.2
25.	109° 38'.6	06° 18'.2

(2) The coordinates of the points specified in Paragraph (1) are geographical coordinates and the straight lines connecting them are indicated on the chart attached as Annexure 'A' to this Agreement.

(3) The actual location of the abovementioned points at sea shall be determined by a method to be mutually agreed upon by the competent authorities of the two Governments.

(4) For the purposes of paragraph (3) "competent authorities" in relation to Malaysia mean the Pengarah, Pemetaan Negara, Malaysia and includes any person authorized by him and in relation to the Republic of Indonesia, the Direktur, Direktorat Hidrografi Angkatan Laut, Republik Indonesia and includes any person authorised by him.

ARTICLE II

Each Government hereby undertakes to ensure that all the necessary steps shall be taken at the domestic level to comply with the terms of this Agreement.

ARTICLE III

This Agreement shall not in any way affect any future agreement which may be entered into between the two Governments relating to the delimitation of the territorial sea boundaries between the two Countries.

ARTICLE IV

If any single geological petroleum or natural gas structure extends across the straight lines referred to in Article I and the part of such structure which is situated on one side of the said lines is exploitable, wholly or in part, from the other side of the said lines, the two Governments will seek to reach agreement as to the manner in which the structure shall be most effectively exploited.

ARTICLE V

Any dispute between the two Governments arising out of the interpretation or implementation of this Agreement shall be settled peacefully by consultation or negotiation.

ARTICLE VI

This Agreement shall be ratified in accordance with the constitutional requirements of the two Countries.

ARTICLE VII

This Agreement shall enter into force on the date of the exchange of the Instruments of Ratification.

IN WITNESS WHEREOF, the undersigned, being duly authorized thereto by their respective Governments, have signed this Agreement.

DONE IN DUPLICATE AT Kuala Lumpur the 27th day of October, 1969 in the Malaysian, Indonesian and English languages. In the event of any conflict between the texts, the English text shall prevail.

ANALYSIS

The turning and terminal points of the Continental Shelf Boundary Agreement, as well as the Indonesian and Malaysian baselines, have been plotted on United States Naval Oceanographic Chart No. H.O. 5591 for the purposes of this study.

The area through which the continental shelf boundary (CSB) has been drawn includes water depths which are all less than 100 fathoms (200 meters), except for Point 25 which marks the termination of the CSB in the South China Sea. The water depth at that point is 100 fathoms.

Malaysia's recently constructed baselines were apparently intended to put Malaysia on an equal footing in the division of the continental shelf with Indonesia which had previously drawn straight baselines. The CSB represents an attempt at dividing the shelf equally between the baselines of the two countries.

The continental shelf boundary is comprised of three separate segments. In the western end of the Strait of Malacca, Point 1 is located 54 nautical miles southeast of the edge of the continental shelf and the water is 55 fathoms deep. Point 1 is located such that there is no apparent conflict with Thailand claims to the shelf.

The first segment of the CSB, Point 1 to Point 10, is 399 nautical miles in length, with an average distance of 39.9 nautical miles between the turning or terminal points. The

greatest depth along this segment of the CSB is 55 fathoms with an average depth of 22.7 fathoms. In the Strait of Malacca, the CSB equally divides the seabed between the Malaysian and Indonesian straight baselines. The average distance of the mid-points from the Indonesian and Malaysian baselines is 17.9 nautical miles along this segment. The eastern terminus of this segment of the CSB is at Point 10 where the Singaporean claim to the territorial sea exerts an influence in the Singapore Strait.

The second segment of the CSB begins at Point 11, the eastern margin of the Singapore Strait, and extends to Point 20 which is in the South China Sea. The CSB has a length of 310 nautical miles with an average distance of 31.0 nautical miles between the turning or terminal points. Point 20, the termination point of this segment of the CSB, is equidistant from Malaysia, Indonesia and South Viet-Nam. In this area, the CSB follows a course which is mid-way between the Indonesian and Malaysian straight baselines. The mid-points of this segment are at an average distance of 67 nautical miles from the two straight baselines. The average depth at the mid-points is 31.5 fathoms with the greatest depth being 43 fathoms.

Prior to this Agreement, in the area of the second and third segments of the CSB, there were conflicting claims to the continental shelf between Indonesia and Malaysia. The second segment of the CSB, i.e., Points 11-20, obviously has been delimited independent of the prior claims and represents an equal division of the shelf between the respective baselines.

The third segment of the CSB extends for a distance of 264 nautical miles from Point 21, Tg Datu, on the island of Borneo, to Point 25 which terminates at the 100 fathom contour, i.e., the edge of the continental shelf. The average distance between the turning or terminal points is 52.8 nautical miles, and the average depth of water at the points is 67 fathoms with the greatest depth being ___ fathoms.

The following table presents the physical characteristics of the 25 points of the continental shelf boundary:

Point	Water Depth (fathoms)	Distance bet points (nautical miles)	Nearest Territory		
			Indonesian	Mid-Point (nautical miles)	Malaysian
1.	55		Udjung Peureulak	42	Pulau Perak
2.	37	39	Udjung Tamiang	38	Baseline
3.	34	83	Pulau Berhala	18	Baseline
4.	30	18	Baseline	15	Pulau Jarak
		101			

Point	Water Depth	Distance bet points (fathoms)	Nearest Territory		
			Indonesian (nautical miles)	Mid-Point	Malaysian (nautical miles)
5.	9	43	Baseline	13	Baseline
6.	10	34	Pulau Rupert	11	Cape Racado
7.	19	26	Baseline	10	Pulo Undan
8.	13	36	Pulau Bengkalis	12	Tg Tohor
9.	5	19	Baseline	14	Baseline
10.	15		The Brothers	6	Pula Kokob
Singapore Strait					
11.	14	19	Tg Berakit	11	Mainland
12.	22	22	Tg Berakit	30	Baseline
13.	30	28	Tokong Malangbiru	39	Baseline
14.	30	34	Baseline	30	Palau Aur
15.	31	56	Pulau Damar	33	Baseline
16.	37	14	Pulau Mangkai	66	Baseline
17.	40	72	Pulau Mangkai	71	Baseline
18.	43	41	Tokong Nanas	106	Pulau Tenggol
19.	37	24	Tokong Belajar	135	Pulau Tenggol
20.	31		Pulau Semiun	149	Pulau Tenggol
Disconnected Points					
21.	land	58	Tg Datu	--A	Tg Datu
22.	30	102	Pulau Kepala (50)		Tg Datu (58)
23.	58	52	Senua (103)		Tg Sirik (139)
24.	80	52	Pulau Laut (125)		Tg Sirik (185)
25.	100		Pulau Laut (132)		Tg Sirik (236)

A. For the rest of the table, distances are no longer to the mid-point from the territory in question; but rather the distance is from the territory to the terminal or turning point on the continental shelf boundary, i.e., points 22 through 25. The distance appears immediately after the land feature.