

Part II
TREATIES

Division I
**THE TERRITORIAL SEA AND THE CONTIGUOUS
ZONE¹**

Subdivision A. Multilateral Treaties

AGREEMENT ON THE RESCUE OF ASTRONAUTS, THE RETURN OF
ASTRONAUTS AND THE RETURN OF OBJECTS LAUNCHED INTO
OUTER SPACE. DONE AT WASHINGTON, LONDON AND MOSCOW
ON 22 APRIL 1968, articles 1-5²

¹ For the texts touching upon the territorial sea and the contiguous zone in connexion with exploration for and exploitation of the continental shelf, marine pollution, and fishing and conservation of living resources, see *infra* DIVISIONS II, III, and IV, respectively.

² *Infra* DIVISION III, SUBDIVISION A, 1.

Subdivision B. Bilateral Treaties

1. BAHRAIN-SAUDI ARABIA BOUNDARY AGREEMENT, DATED 22 FEBRUARY 1958¹
2. TREATY OF NAVIGATION BETWEEN THE FEDERAL REPUBLIC OF GERMANY AND THE SPANISH STATE. DONE AT SAN SEBASTIAN, on 27 AUGUST 1968²

Article 1

Each Contracting Party shall grant to the other freedom of navigation, in accordance with the provisions of this Treaty.

Article 2

(1) To the extent that relations between the Contracting Parties in respect of navigation are not regulated by virtue of their common membership in international organizations or by multilateral agreements, to which both are parties, they shall be governed by this Treaty.

(2) Each Contracting Party shall apply as liberally as possible the restrictions permitted under the provisions of the agreements or the regulations of the organizations referred to in paragraph (1) and shall endeavour to abolish or relax such restrictions to the extent that its economic, financial and foreign exchange situation allows.

...

Article 6

(1) Each Contracting Party shall accord to ships flying the flag of the other Contracting Party treatment equal to that which it accords to its own ships or to those of any other State in the ports under its sovereignty or jurisdiction in so far as concerns freedom of access to ports and their utilization and the use of the navigational and commercial facilities which each Contracting Party makes available to ships, their cargoes and passengers. Equal treatment as aforesaid shall extend to the provision of services and facilities of all kinds, such as the allocation of berths, the use of loading and unloading equipment, repairs and charges and fees of any kind levied on behalf of or for the account of the State, public authorities, franchise-holders or bodies of any kind.

¹ *Infra* DIVISION II, Subdivision B, 1.

² Spanish text provided by the Permanent Representative of Spain to the United Nations in a note verbale of 4 November 1971. Translation by the Secretariat of the United Nations.

(2) Ships flying the flag of either Contracting Party may freely embark and disembark passengers and load and unload goods in any of the ports of the other Contracting Party which are open to foreign shipping. Each Contracting Party shall accord to ships flying the flag of the other Contracting Party the same rights as it accords to its own ships in so far as concerns the carriage of passengers and cargo.

Article 7

If a ship flying the flag of one of the Contracting Parties is stranded or wrecked on the coasts of the territory of the other Contracting Party or is forced to take shelter in a port of the other Contracting Party, last-mentioned Contracting Party shall extend to the ship, crew, passengers and personal effects of the crew and of passengers and to the cargo of the ship the same protection and assistance as it would extend to a ship in similar circumstances flying its own flag. Articles salvaged from the ship shall be exempt from import and export duties on condition that they have not been imported or are spoiled and that the relevant fiscal provisions are in all cases complied with. In case of the stranding or wreck of a ship flying the flag of one of the Contracting Parties, the competent consular representative shall be notified immediately.

...

Article 9

Wherever this Treaty accords both national treatment and most-favoured-nation treatment, the more favourable treatment shall be applied.

Article 10

The provisions of this Treaty relating to national treatment and most-favoured-nation treatment as regards navigation shall not apply to:

- (a) The privileges accorded to high-sea sports associations;
- (b) The provision of maritime services in ports and roadsteads or on beaches, including pilotage, towing and salvage;
- (c) The coasting trade and inland navigation;
- (d) Fishing at fishing grounds over which the Contracting Parties exercise sovereign rights;
- (e) The privileges accorded to the products of a country's own maritime fishing and hunting;
- (f) Emigration and the transport of emigrants.

Article 11

This Treaty shall not apply to warships.

Article 12

Each Contracting Party shall accord to the other Contracting Party national treatment as provided for in this Treaty, in consideration of the fact that the other Contracting Party accords national treatment in respect of the same matters.

...

3. AGREEMENT ON SETTLEMENT OF MARITIME BOUNDARY LINES AND SOVEREIGN RIGHTS OVER ISLANDS BETWEEN QATAR AND ABU DHABI. SIGNED ON 30 MARCH 1969¹

Recognizing the cordial and fraternal relations that exist between the two sister Arab States, and desirous of settling maritime boundary lines and sovereign rights over islands on the basis of their mutual interests, the two Contracting Parties have agreed as follows:

- (1) That "Dina" Island is part of the territory of Abu Dhabi;
- (2) That the islands of "Lashat" and "Shraho" are part of the territory of Qatar;
- (3) That both States will have no further national claims against each other in islands and waters beyond the maritime boundary lines herein agreed to.

(4) That the maritime boundary lines referred to in paragraph (3) above are as follows:

(a) A straight line between Point A at:

Lat.	25	31	50
Long.	53	02	05

and point B, "Bir Elbundug", at:

Lat.	25	05	54,79
Long.	52	36	50,98

(b) A straight line between point B (described above), and point C, at:

Lat.	24	48	40
Long.	52	16	20

(c) A straight line from point C (described above) to point D (at Bab Khor Eladid at the territorial sea boundary) at:

Lat.	24	48	40
Long.	52	16	20

(5) That the above points and lines shall as soon as possible be drawn in a small maritime boundary chart in duplicate, each to be signed by both Contracting Parties;

(6) That the Contracting Parties will have equal rights of ownership over "Hagl Elbundug" and agreed to consult each other in all matters concerning its exploitation;

(7) That "Hagl Elbundug" shall be exploited by ADMA (Abu Dhabi Marine Areas Co.) in accordance with the terms of the agreements between the Company and the Ruler of Abu Dhabi. All revenues, profits and benefits derived from such exploitation shall be divided on equal shares by the Governments of Qatar and Abu Dhabi.

¹ Unofficial English translation supplied by the Permanent Representative of State of Qatar to the United Nations in a letter of 27 July 1972.

4. AGREEMENT BETWEEN THE GOVERNMENT OF THE REPUBLIC OF FINLAND AND THE GOVERNMENT OF THE UNION OF SOVIET SOCIALIST REPUBLICS CONCERNING RESCUE OPERATIONS IN FINNISH AND SOVIET WATERS. DONE ON 25 AUGUST 1971¹

The Government of the Republic of Finland and the Government of the Union of Soviet Socialist Republics,

Desiring to develop further good-neighbourly relations and to strengthen co-operation between the two countries.

Considering that the swift provision of assistance can be a decisive factor in the successful rescue of a vessel in distress and its cargo,

Have, with a view to providing vessels in distress with the most effective possible assistance in all cases, agreed on the following:

Article 1

If a vessel sailing under the flag of one Contracting Party proceeding or otherwise present in the territorial or inland maritime waters of the other Contracting Party, requires assistance because it has met with an accident or is in distress, the master or owner of the vessel may, at his own discretion, call on a vessel sailing under the flag of either Contracting Party to render assistance and carry out rescue operations.

Where a vessel of one Contracting Party has met with an accident or is in distress outside the limits of the territorial waters of the other Contracting Party and requires immediate assistance, such vessel may be brought into the territorial or inland maritime waters of the other Contracting Party with the aid of any vessel sailing under the same flag, for the purpose of repairing the damage. In such cases, the procedure for entering territorial or inland maritime waters provided for in article 2 of this Agreement shall apply to the vessel rendering assistance.

Vessels present in the territorial or inland maritime waters of the other Contracting Party must comply with its laws and regulations relating to visits of foreign vessels and nationals and to the conduct of rescue and hoisting operations due regard being had to the provisions of this Agreement.

The provisions of this Agreement relating to vessels shall also apply to other floating installations.

Article 2

Free access to the territorial or inland maritime waters of the Contracting Parties, as provided for in article 1, for the purpose of rendering assistance shall be subject to the condition that the competent authorities of the country in whose waters the vessel in distress is present receive, as soon as possible and not later than the time when the rescue vessel or other vessel of one Contracting Party rendering assistance reaches the territorial waters of the other Contracting Party, information on the nature of the distress and on the

¹ United Nations, *Treaty Series*, vol. 801, No. 11406. Entered into force on 24 September 1971 in accordance with article 6. Translation by the Secretariat of the United Nations.

names of the organization (enterprise or institution) and the vessel (or vessels) which are to carry out the rescue operations.

The procedure for communicating the information referred to in the first paragraph of this article shall be determined by means of a special exchange of letters.

Article 3

The assistance referred to in this Agreement shall include any type of rescue, hoisting, towing or other assistance given at sea to a vessel in distress or its cargo.

Article 4

This Agreement shall apply to warships to the extent that such application is in conformity with the laws and regulations in force in the territory of each Contracting Party governing the entry of foreign warships into its waters.

Article 5

This Agreement shall be applicable in Soviet territorial and inland maritime waters in the Baltic Sea, including the Gulf of Finland, with the exception of areas in which navigation or anchoring is prohibited, as announced in "Notices to Mariners".

This Agreement shall be applicable in Finnish territorial and inland maritime waters in the Baltic Sea, the Gulf of Finland and the Gulf of Bothnia, with the exception of areas in which navigation or anchoring is prohibited, as announced in "Notices to Mariners".

The Contracting Parties shall give prompt, favourable consideration to requests for permission to carry out rescue operations in the prohibited areas.

Article 6

This Agreement is concluded for a term of three years and shall enter into force thirty (30) days after the date of its signature.

Unless it is denounced by one of the Contracting Parties at least six months before the expiry of the said term, the Agreement shall remain in force for a further term of one year, and it shall similarly be deemed to be extended for successive terms until such time as it is denounced by one of the Contracting Parties at least six months before the expiry of its current term.