

ANALYSIS ON INDIA'S EEZ : IT'S ESTABLISHMENT,NEGOTIATION AND DELIMITATION WITH NEIGHBOURING STATES

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ABSTRACT:

The United Nations Convention on the Law of the sea (UNCLOS) defines an Exclusive Economic Zone as extended 200 nautical miles from the shore, within which The coastal state has the right and responsibility to discover and use living and non-living resources, as well as to safeguard and manage them. India's fundamental maritime interest is safeguarding its exclusive economic zone. The Exclusive Economic Zone of India is about 2.37 million square kilometers guarded by the Indian Coast Guard ships. The seas and oceans are the principal routes of worldwide trade and communication because they contain various living and nonliving natural resources such as fish, oil, gas, and other minerals. Given the increasing reliance and importance of marine resources on states, specific laws regulating state jurisdiction, sovereignty, rights and privileges, and so on must be devised. Marine delimitation is a notion in territorial sovereignty that can be used to resolve international marine territorial disputes. We are going to investigate about how India has established EEZ ,how to negotiate with the Neighboring nations and their delimitations that will guide them in the right path. We are going to analyze importance of the exclusive economic zone in India which was established in January 1977. From article 55 to article 75 talks about exclusive economic zone their establishment, delimitations, etc.... under UNCLOS.

KEYWORDS: Exclusive economic zone, International law, UNCLOS, Nautical miles

INTRODUCTION:

The Law of Sea is a collection of international treaties and agreements that regulate all maritime activity. It promotes peace inside the water as well as amongst states that surround it. As one of the key areas of international law, it oversees all maritime economic activity, maintains navigational rules, and shields the sea from political power. It regulates the geographical activities of different coastal states and aids in the preservation of the aquatic ecology. The concept of the exclusive economic zone is one of the main compromises and concessions included in the 1982 Convention on the Law of the Sea. This concept has swiftly and extensively gained root in state practice, giving rise to the belief that it already

forms part of customary international law. One of India's primary maritime issues is the safeguarding of its exclusive economic zone (EEZ). Let's see about India's EEZ its establishment, negotiation, and delimitation with neighboring states.

OBJECTIVES:

- To establish the importance of exclusive economic zone in India.
- To find out the way which help us to negotiate with neighboring states.
- To discuss about different articles which talks about EEZ under UNCLOS.

REVIEW OF LITERATURE:

1. Barnes, Richard and Barrett, Jill (2016) This book looks at the fundamental ideas of UNCLOS and concludes that it may now be

referred to as a "living treaty" due to its adaptability to changing conditions. The assessment of UNCLOS's vigor, degree of existence, and preparedness for impending difficulties comes next.⁸⁸⁰

2. Sam Bateman(2007)This study suggests that domestic politics and regional battles in East Asia may have contributed to misconceptions about the law of the sea, making it challenging for the US to maintain strict interpretations of coastal region sovereignty and navigation regulations. A robust regional maritime security framework is needed in East Asia.⁸⁸¹

3. Dr. Sunil Kumar Agarwal and Kamlesh K Agnihotri (2021).Thus, this article offers a comprehensive summary of the marine problems caused by climate change, as well as the difficulties associated with accelerating sea level rise in coastal areas and the rights associated with them under the 1982 United Nations Convention on the Law of the Sea.⁸⁸²

4. Sindhura Natesha Polepalli(2002)This article looks at the nature of the mandatory dispute settlement procedures under UNCLOS, the jurisdictional restrictions or scope of the aforementioned mandatory procedures, and relevant international judicial pronouncements that may be applied in the Indian context to help India effectively address its maritime challenges.⁸⁸³

5. R. Rajesh Babu(2015)This paper reviews that The flag state bears responsibility and accountability for illegal, unreported, and unregulated (IUU) fishing by vessels flying its flag, as well as for the sustainable management of fisheries resources inside the Exclusive Economic Zone (EEZ). These issues are the main topics of this discussion. It also looks over and

talks about the Advisory Opinion from the Tribunal. The Tribunal's interpretation of the Convention in the Opinion has clarified the IUU regime, which is not adequately addressed by the UNCLOS. The Opinion should be used to reinforce international norms for IUU fishing and sustainable fisheries resource management.⁸⁸⁴

RESEARCH GAP:

This journal and articles speak about UNCLOS as a living treaty as it's useful for adaptability to changing conditions, it talks about how domestic politics and battles related to the law of the sea, it discusses marine problems caused by climate change, jurisdiction restrictions, sustainable management, etc. However, these papers and articles did not describe India's EEZ - the importance of exclusive economic zone, the way it helps us to negotiate with neighboring states, different articles which talks about EEZ under UNCLOS etc. we are going to discuss the objectives of our paper one by one.

ANALYSIS:

WHAT IS EEZ?

- Over 200 nautical miles, India has the authority to move ships, fish, gather intelligence, and carry out other sovereign actions since it is the exclusive economic zone (EEZ).
- The freedom of navigation, which allows foreign ships to travel the high seas, is one of the rights accorded to the Indian EEZ. Governments are authorized to sail over the high seas, even with armed ships, according to UNCLOS Article 87. The statute also outlines other uses of the sea that are recognized worldwide in regard to these freedoms. Information gathering and violent activities are forbidden when traveling within a country's exclusive economic zone (EEZ), according to UNCLOS.

⁸⁸⁰ Sindhura Natesha Polepalli, "The dispute settlement framework under the 1982 united nations convention on the law of the sea: Prospects for India (2020).

⁸⁸¹ Sam Bateman, UNCLOS and its limitations as the foundation for a regional maritime security regime (2009).

⁸⁸² Dr. Sunil Kumar Agarwal and Captain (IN) Kamlesh K Agnihotri (Retd.), UNCLOS and Climate-Induced Maritime Challenges in The Indian Ocean Region: Strategic Implications for India

⁸⁸³ Sindhura Natesha Polepalli, "The dispute settlement framework under the 1982 united nations convention on the law of the sea: Prospects for India (2020).

⁸⁸⁴ R. Rajesh Babu, "State responsibility for illegal, unreported and unrelated fishing and sustainable fisheries in the EEZ: some reflections on the ITLOS Advisory opinion of 2015 (2015).

ESTABLISHMENT OF EEZ:

An area of the ocean where a coastal nation enjoys sovereignty over both living and nonliving resources is known as a "exclusive economic zone," or "EEZ." It usually reaches 230 miles, or 200 nautical miles, outside of the country's territorial waters. A section of the ocean over which a sovereign state has the only right to conduct research and make use of marine resources is known as an exclusive economic zone, or EEZ. These rights include the capacity to extract oil and natural gas and to use wind and water power to generate electricity. This word was provided by the 1982 United Nations Convention on the Law of the Sea (UNCLOS). India adopted the United Nations Convention on the Law of the Sea (UNCLOS) in 1995, and it defines the idea of EEZ. Including the territorial sea, India's EEZ stretches up to 200 nautical miles (nm) from its baseline. The EEZ may be expanded in specific circumstances if the continental shelf stretches beyond than 200 nm. In the surrounding waters, the EEZ grants sovereign rights for the purposes of resource exploration, exploitation, conservation, and management (both living and non-living). India's 2.37 million square kilometer Exclusive Economic Zone is patrolled by Indian Coast Guard ships.

Article 55- Specific legal regime of the exclusive economic zone

The exclusive economic zone is an area beyond and adjacent to the territorial sea, subject to the specific legal regime established in this Part, under which the rights and jurisdiction of the coastal State and the rights and freedoms of other States are governed by the relevant provisions of this Convention.⁸⁸⁵

Article 56-Rights, jurisdiction and duties of the coastal State in the exclusive economic zone

1. In the exclusive economic zone, the coastal State has:

- (a) Sovereign rights for the purpose of exploring and exploiting, conserving and managing the natural resources, whether living or non-living, of the waters superjacent to the seabed and of the seabed and its subsoil, and with regard to other activities for the economic exploitation and exploration of the zone, such as the production of energy from the water, currents and winds;
- (b) Jurisdiction as provided for in the relevant provisions of this Convention with regard to:
 - (i) The establishment and use of artificial islands, installations and structures;
 - (ii) Marine scientific research;
 - (iii) The protection and preservation of the marine environment;
- (c) Other rights and duties provided for in this Convention.

2. In exercising its rights and performing its duties under this Convention in the exclusive economic zone, the coastal State shall have due regard to the rights and duties of other States and shall act in a manner compatible with the provisions of this Convention.

3. The rights set out in this article with respect to the seabed and subsoil shall be exercised in accordance with Part VI.⁸⁸⁶

Article 57-Breadth of the exclusive economic zone

The exclusive economic zone shall not extend beyond 200 nautical miles from the baselines from which the breadth of the territorial sea is measured.

Article 58-Rights and duties of other States in the exclusive economic zone

1. In the exclusive economic zone, all States, whether coastal or land-locked, enjoy, subject to the relevant provisions of this Convention, the freedoms referred to in article 87 of navigation and over flight and of the laying of submarine

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https://www.un.org/depts/los/convention_agreements/texts/unclos/part5.htm

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<https://www.vifindia.org/sites/default/files/Delimitation-of-the-Exclusive-Economic-Zone.pdf>

cables and pipelines, and other internationally lawful uses of the sea related to these freedoms, such as those associated with the operation of ships, aircraft and submarine cables and pipelines, and compatible with the other provisions of this Convention.⁸⁸⁷

2. Articles 88 to 115 and other pertinent rules of international law apply to the exclusive economic zone in so far as they are not incompatible with this Part.

3. In exercising their rights and performing their duties under this Convention in the exclusive economic zone, States shall have due regard to the rights and duties of the coastal State and shall comply with the laws and regulations adopted by the coastal State in accordance with the provisions of this Convention and other rules of international law in so far as they are not incompatible with this Part.⁸⁸⁸

The Confusion

India and the USA have differing views on coastal states' rights to prevent foreign military activities within their Exclusive Economic Zone (EEZ). India and China believe states should have greater control over these activities, but the right to stop them is not universally accepted and is not a formal part of international maritime law.

UNCLOS grants coastal states the freedom to exploit resources in the Exclusive Economic Zone (EEZ) and seabed, but it also does not impose any restrictions on foreign vessel passage or require notice for military vessels to make "innocent passage" within 12 nautical miles of the coast.

The US Navy has approved the transit of a military ship into India's Exclusive Economic Zone (EEZ) for the first time in recent memory. Even if previous investigations showed several unauthorized invasions in a single year, the US

Department of Defense has not immediately disclosed these actions to the public.⁸⁸⁹

Who Is Innocent Passage?

The UNCLOS permits a foreign ship carrying weapons to pass without endangering India's security, peace, or order. But there are limits, such not threatening people, employing force, gathering intelligence, boarding or disembarking, and loading or unloading.

WHAT IS AN EXCESSIVE MARITIME CLAIM?

A new maritime region with straight baselines encompassing Lakshadweep, a crucial nine-degree canal connecting South East Asia with the Gulf of Aden, was formed by India in 2009. UNCLOS only permits the use of straight baselines by archipelagic states, like Indonesia. The US does not acknowledge India's 2009 Gazette notification, but the latest FONOP⁸⁹⁰ operation raises concerns about potential risks to India's straight baselines.

DELIMITATION AND NEGOTIATION:

While India's maritime boundaries must be drawn with seven states on adjacent and opposing coasts—the Maldives, Sri Lanka, Indonesia, Thailand, Myanmar, and Bangladesh—its land borders are shared with six countries (Pakistan, China, Nepal, Bhutan, Bangladesh, and Myanmar). India ranks fifteenth in the globe with its 7,516.5 km (including island territories) shoreline; the longest coasts are in Canada (90,889 km) and Indonesia (54,705 km). Nearly all of India's maritime boundaries have been marked since the 1970s as a consequence of major political and diplomatic efforts. There are still two main exceptions Bangladesh and Pakistan.

Article 59—Basis for the resolution of conflicts regarding the attribution of rights and jurisdiction in the exclusive economic zone

In cases where this Convention does not attribute rights or jurisdiction to the coastal

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https://www.un.org/depts/los/convention_agreements/texts/unclos/unclos_e.pdf

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https://www.un.org/depts/los/convention_agreements/texts/unclos/unclos_e.pdf

⁸⁸⁹ [Explained: India and the United Nations Convention on the Law of the Sea \(UNCLOS\) - Usanas Foundation - Decode Diagnose Demystify](#)

⁸⁹⁰ [FY19 DoD FON Report FINAL.pdf \(defense.gov\)](#)

State or other States within the exclusive economic zone, and a conflict arises between the interests of the coastal State and any other State or States, the conflict should be resolved based on equity and in the light of all the relevant circumstances, taking into account the respective importance of the interests involved to the parties as well as to the international community as a whole.⁸⁹¹

Article 60- Artificial islands, installations and structures in the exclusive economic zone

1. In the exclusive economic zone, the coastal State shall have the exclusive right to construct and to authorize and regulate the construction, operation and use of:

- (a) artificial islands;
- (b) installations and structures for the purposes provided for in article 56 and other economic purposes;
- (c) installations and structures which may interfere with the exercise of the rights of the coastal State in the zone.⁸⁹²

2. The coastal State shall have exclusive jurisdiction over such artificial islands, installations and structures, including jurisdiction with regard to customs, fiscal, health, safety and immigration laws and regulations.

3. Due notice must be given of the construction of such artificial islands, installations or structures, and permanent means for giving warning of their presence must be maintained. Any installations or structures which are abandoned or disused shall be removed to ensure safety of navigation, taking into account any generally accepted international standards established in this regard by the competent international organization. Such removal shall also have due regard to fishing, the protection of the marine environment and the rights and

duties of other States. Appropriate publicity shall be given to the depth, position and dimensions of any installations or structures not entirely removed.

4. The coastal State may, where necessary, establish reasonable safety zones around such artificial islands, installations and structures in which it may take appropriate measures to ensure the safety both of navigation and of the artificial islands, installations and structures.

5. The breadth of the safety zones shall be determined by the coastal State, taking into account applicable international standards. Such zones shall be designed to ensure that they are reasonably related to the nature and function of the artificial islands, installations or structures, and shall not exceed a distance of 500 metres around them, measured from each point of their outer edge, except as authorized by generally accepted international standards or as recommended by the competent international organization. Due notice shall be given of the extent of safety zones.

6. All ships must respect these safety zones and shall comply with generally accepted international standards regarding navigation in the vicinity of artificial islands, installations, structures and safety zones.

7. Artificial islands, installations and structures and the safety zones around them may not be established where interference may be caused to the use of recognized sea lanes essential to international navigation.

8. Artificial islands, installations and structures do not possess the status of islands. They have no territorial sea of their own, and their presence does not affect the delimitation of the territorial sea, the exclusive economic zone or the continental shelf.⁸⁹³

Article 74-Delimitation of the exclusive economic zone between States with opposite or adjacent coasts

⁸⁹¹ Preamble of the UNCLOS - https://www.un.org/depts/los/convention_agreements/texts/unclos/part5.htm

⁸⁹² Preamble of the UNCLOS - https://www.un.org/depts/los/convention_agreements/texts/unclos/part5.htm

⁸⁹³ Preamble of the UNCLOS - https://www.un.org/depts/los/convention_agreements/texts/unclos/part5.htm

1. The delimitation of the exclusive economic zone 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 effort to enter into provisional arrangements of a practical nature and, during this transitional period, not to jeopardize or hamper the reaching of the final agreement. Such arrangements shall be without prejudice to the final delimitation.

4. Where there is an agreement in force between the States concerned, questions relating to the delimitation of the exclusive economic zone shall be determined in accordance with the provisions of that agreement.⁸⁹⁴

➤ In ***Somalia v Kenya*** case which is related to maritime delimitation in the Indian ocean, A maritime boundary dispute in the Indian Ocean prompted Somalia to file legal action against Kenya in 2014, asking the court to establish the border's full course, including the continental shelf. The Court of Appeals for the Supreme Court of the United Nations (UN) has ruled that there is no agreed maritime boundary between Somalia and Kenya. The court determined that the starting point of the single maritime boundary is the intersection of the straight line extending from the final permanent boundary beacon (PB 29) at right angles to the coast with the low-water line. The boundary delimiting the exclusive economic zone and continental shelf up to 200 nautical miles between Somalia and

Kenya follows the geodetic line starting with azimuth 114° until it reaches the 200 nautical mile limit.⁸⁹⁵

➤ **INDO- PAKISTANI DISPUTE:**

The Indo-Pakistani maritime dispute comprises two related issues—

1. the resolution of the land boundary in Sir Creek (a 38 km long estuary in the marshes of the Rann of Kutch) of the Gujarat (India) and Sindh (Pakistan) provinces.

2. the delineation of the maritime boundary seaward within the territorial sea and beyond.

- For decades, Pakistan's involvement in the Kashmir dispute and technological restrictions have prevented India and Pakistan from reaching a mutually acceptable resolution to their maritime boundary dispute. India aims to tackle these issues separately, but Pakistan links the land boundary in Sir Creek with the settlement of the maritime border. In January 1994, India offered to take up the discussions in the same manner that Pakistan had suggested in an attempt to reach a mutually satisfactory agreement.

- Originating in India in 1908, the Sir Creek dispute concerned a pile of firewood and implicated the kings of Sindh and Kutch. In 1914, the government of Bombay took up the matter and put Map number B74 into effect. It wasn't until the 1960s that arbitration was used to settle the disagreement. India claimed the northern edge of the Rann of Kutch, while Pakistan claimed half of it. 90% of India's claim was supported by the Indo-Pakistan Western Boundary Case Tribunal, which gave Pakistan minor sectors. Nonetheless, the disagreement over the demarcation of Sir Creek's head and top regarding the southern boundary was left out.

- Over the past nine years, India and Pakistan have held six rounds of official talks on the Sir Creek and maritime boundary issues. The

⁸⁹⁴ Preamble of the UNCLOS - https://www.un.org/depts/los/convention_agreements/texts/unclos/part5.htm

⁸⁹⁵ [Maritime Delimitation in the Indian Ocean \(Somalia v. Kenya\) \(icj-cij.org\)](https://www.icj-cij.org/)

first round in 1989 was met with no substantive agreement. The second, third, and fourth rounds were characterized by technical differences and factors governing Sir Creek's boundary determination. The fifth round in 1992 was not formally discussed, but the Indian Navy's research on defining a maritime boundary from the sea was not. The sixth round in 1998 resolved all outstanding issues under a two plus six "composite dialogue," including the establishment of a Working Group on Sir Creek.

- The technical differences between the two sides on the resolution of the maritime dispute are the following:

1. India and Pakistan have disputed the boundary of Sir Creek, with India claiming the entire creek and Pakistan claiming it on the eastern bank. Both countries have provided maps and legal interpretations, with India providing a 1925 Pakistani map (B74) showing the mid-channel principle. Pakistan argues that the 1914 Resolution of 1914 map shows a "green line" on the eastern bank, but India argues it has no legal value as a cartographic symbol.

2. India's proposal for the initial maritime boundary delimitation from the seaward side was rejected by Pakistan, who argued that Sir Creek and maritime boundary issues were interconnected. India proposed a mutually acceptable limit governed by the internationally recognized Law of the Sea, which would settle the majority of the maritime boundary.

3. In 1994, India proposed a maritime boundary in the territorial sea using the 'median'/'equidistant' principle, based on low water lines and tide elevations. Beyond the territorial sea, it could be governed by 'equidistant' and 'equitable' principles. However, Pakistan could rely solely on the 'equitable' principle.

4. Pakistan's declaration of straight baselines on September 10, 1996, which includes nine straight lines, has been challenged by India, as some of these lines are not in accordance with UNCLOS III Article 7(2) and its Point K is off the eastern bank of Sir Creek. India,

which has not yet declared its baselines, is expected to do so soon.

- The Indo-Pakistani maritime dispute concerns a disputed area of marshy swamp land and potentially 250 sq. miles of ocean and ocean floor, rich in hydrocarbons. Tensions remain between the two states in patrolling their respective maritime zones, with high stakes. Indian and Pakistani fishermen face arrest and imprisonment for straying into other countries' maritime zones. Since 1986, fishing trawlers have been seized and fishermen apprehended. In June 1997, India released 26 Pakistani boats and 195 crew, while Pakistan released 25 Indian boats and 194 crew. An additional 100 Indian and 34 Pakistani fishermen remain in each other's jails.⁸⁹⁶

➤ ***INDO-BANGLADESHI DISPUTE:***

- The determination of maritime borders and ownership over a tiny island are essential to the Indo-Bangladeshi conflict. Bangladesh advocates the "equitable" concept, but India supports the "equidistant" or "median-line" theory. In order to account for its concave coast, Bangladesh's 200 nm Exclusive Economic Zone (EEZ), which encompasses hundreds of square miles of continental shelf, would be calculated using a 10-fathom baseline. However, Bangladesh will become self-locked and unable to claim the entirety of its EEZ or continental shelf due to the "median line" principle that exists between Myanmar and Bangladesh as well as between India and Bangladesh.

- A two square mile island known as New Moore or Purbasha, which arose in the Bay of Bengal in 1970 as a result of volcanic activity, is claimed by Bangladesh and India. Located 2 nm off the coast of India and 5 nm off the Ganges delta, the island is known as South Talpatty in Bangladesh. Bangladesh maintains that the river flows west, while India maintains that the island lies on the island's natural extension of Indian territory. A disagreement resulted in the INS Andaman, an Indian frigate, being sent out in 1981.

⁸⁹⁶ [Strategic Analysis: Trends in the Delimitation of India's Maritime Boundaries \(columbia.edu\)](https://www.columbia.edu/~ljs2123/Strategic%20Analysis%20Trends%20in%20the%20Delimitation%20of%20India's%20Maritime%20Boundaries.pdf)

• The Indo-Bangladeshi maritime dispute revolves around India's claim to 16,000 sq. meters of continental shelf in the Ganges-Brahmaputra delta, while Bangladesh receives a smaller area. Despite multiple talks since 1974, the issue remains contentious.⁸⁹⁷

➤ **Romania v Ukraine** - Since the adoption of the Convention, the Court has gradually developed a maritime delimitation methodology to assist it in carrying out its task. In determining the maritime delimitation line, the Court proceeds in three stages, which it described in the case concerning Maritime Delimitation in the Black Sea.⁸⁹⁸

➤ As a result of Nicaragua providing scientific data to the CLCS, the International Court of Justice (ICJ) established jurisdiction in the 2016 case of **Nicaragua v. Colombia** to identify a border between the two countries that is longer than 200 nm. Seven judges countered, however, that the data provided to the CLCS would not prove the presence of an enlarged continental shelf. The courts took into account the CLCS's recommendations as a need to support a claim extending outward beyond 200 nautical miles. The State does not automatically have the right to an expanded continental shelf as a result of the submission.

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⁸⁹⁷ [Strategic Analysis: Trends in the Delimitation of India's Maritime Boundaries \(columbia.edu\)](#)

⁸⁹⁸ [A Commentary on the Dispute Concerning the Maritime Delimitation in the Indian Ocean \(Somalia v Kenya\) – EJIL: Talk! \(ejiltalk.org\)](#)

TABLE 1

Name of the Country	Date of Signature	Purpose of Agreement	Came into Force	S. No
Indonesia	14, January 1977	Concerning the Expansion of the 1974 Continental Shelf Line between the Two Countries in the Andaman Sea and Indian Ocean	15, August 1997	1
Myanmar	23, December 1986	Concerning the Determination of the Maritime Line in the Andaman Sea, the Coco Channel, and the Bay of Bengal	14, September 1987	2
Sri Lanka	22, November 1976	The supplementary agreement extends the maritime boundary between India, Sri Lanka, and the Maldives in the Gulf of Manaar from 13m to the Tri junction point (Point T).	5, February 1977	3
Maldives	28, December 1976	Concerning the Maritime Boundary of the Arabian Sea and Related Matters	28, December 1976	4
Thailand	27, October 1993	The maritime boundary between India, Thailand, and Myanmar in the Andaman Sea, from Point 7 to Tri junction Point (Point T), is crucial for maritime cooperation.	17, January 1996	5 ⁸⁹⁹



⁸⁹⁹ https://ciaotest.cc.columbia.edu/olj/sa/sa_99ror01.html

In contrast to Indonesia, which has 17,508 islands with a coastline of 54716 km and an EEZ of around 6.2 million sq. km, India, according to the National Institute of Oceanography, has a coastline length of 7500 km and an EEZ of 2.7 million sq. km.

India and Indonesia, two maritime nations with thriving ocean-based industries, had a significant stake in the first agreement governing international waterways. The first UNCLOS addressed the issue of archipelagic states, which require distinct legislation than landlocked and coastal states. Similarly, India had questioned some parts of the UN Convention on the Law of the Sea (UNCLOS) governing warship freedom of navigation due to incidents of involvement in its backyard, the Indian Ocean.

The goal of achieving an equal result may be impossible if a line based only on the criteria of equidistance is followed. Other geometrical criteria of delimitation are proposed by the equitable principle to ensure that the equal partition of regions stays ideal. According to UNCLOS Article 281, the peaceful resolution of an agreement between two nations prior to the application of the convention by their own decision is applicable. As a result, India contends that the EEZ agreement should only expand the unconstrained seas.

Exclusive Economic Zones (EEZs) are maritime zones extending 200 nautical miles from a coastal state's baseline. When two or more countries share a maritime boundary, they negotiate to delimit their respective EEZs. The United Nations Convention on the Law of the Sea (UNCLOS) provides a framework for such negotiations. Recently, Indonesia and Vietnam signed an EEZ delimitation agreement after 12 years of negotiations. The agreement is significant for several reasons. Firstly, it concludes a long negotiation between two countries and will hopefully end escalations and tensions between the two countries in its Undelimited EEZ area. Secondly, the agreement is concluded in the area of China's unilaterally

claimed Nine-dash line, which reiterates both countries' positions in not recognizing the Nine-dash line claim. Thirdly, it shows a regional practice of double line, where the delimitation boundaries of EEZ and continental shelf should be negotiated separately.

FINDINGS:

1. India has been signed two-tied agreements and three-tied agreements to sustain a correlation.
2. India's 2.37 million square kilometer Exclusive Economic Zone is patrolled by Indian Coast Guard ships.
3. India ranks fifteenth in the globe with its 7,516.5 km (including island territories) shoreline.
4. India's maritime boundaries must be drawn with seven states on adjacent and opposing coasts—the Maldives, Sri Lanka, Indonesia, Thailand, Myanmar, and Bangladesh.
5. India contends that the EEZ agreement should only expand the unconstrained seas.
6. India, according to the National Institute of Oceanography, has a coastline length of 7500 km and an EEZ of 2.7 million sq. km.
7. There are many decided cases for delimitation of india mainly in somaliya vs kenya.
8. Delimitation is analyzed by data and reports provided by the government.

CONCLUSION:

In conclusion, India's creation, delimitation, and negotiation of its Exclusive Economic Zone (EEZ) have shown its commitment to responsible ocean governance, economic expansion, and peaceful coexistence with its neighbors. Moving ahead, navigating the shifting maritime landscape will involve constant efforts toward sustainable resource management and diplomatic engagement. When safeguarding its EEZ, India considers a number of variables, including technological innovation, environmental responsibility, economic advancement, and diplomatic engagement. India plans to use a comprehensive and integrated strategy to exploit the maritime domain's potential for



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sustainable expansion while also promoting peace and prosperity in the region.

