

## 2. Indonesia

### Indonesian Government Regulation No. 37 on the Rights and Obligations of Foreign Ships and Aircraft Exercising the Right of Archipelagic Sea Lane Passage through Designated Archipelagic Sea Lanes 28 June 2002<sup>2</sup>

The President of the Republic of Indonesia,

To consider:

- (a) That the provisions of Law Number 6, 1996, on Indonesian waters, which constitutes the implementation of the United Nations Convention on the Law of the Sea 1982, stipulates, among others, that the rights and obligations of foreign ships and aircraft exercising the right of archipelagic sea lane passage will be further determined by government regulation;
- (b) That Law Number 6, 1996, on Indonesian Waters, also stipulates that the Government determines the most suitable sea lanes, including the air routes above the sea lanes, through the designation of the axis lines, as published on nautical charts;
- (c) That at the 69th session of the International Maritime Organization in 1998, the Maritime Safety Committee, with resolution MSC.72 (69), adopted the Indonesian submission concerning Indonesian archipelagic sea lanes;
- (d) That based on the considerations in points (a), (b) and (c), there is a requirement for the establishment of government regulations concerning the rights and obligations of foreign ships and aircraft exercising the right of archipelagic sea lane passage through designated sea lanes;

In view of:

- 1. Article 5, paragraph 2, of the 1945 Constitution as amended in the Third Amendment of the 1945 Constitution;
- 2. Law Number 6, 1996, on Indonesian Waters (State Gazette 1996, Number 73, Supplementary State Gazette Number 3647);

has decided

To enact:

Government Regulation on the Rights and Obligations of Foreign Ships and Aircraft Exercising the Right of Archipelagic Sea Lane Passage through Designated Archipelagic Sea Lanes, 28 June 2002

#### Chapter 1 General provisions

#### Article 1

For the purpose of this Government Regulation:

- 1. An archipelagic sea lane is a sea lane as defined in article 1, paragraph 8, of the Law, in which it is described as a lane for exercising the right of archipelagic sea lane passage.
- 2. The Law is Law Number 6, 1996, on Indonesian Waters.

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<sup>2</sup> Text from IMO Circular SN/Circ.200/Add.1 of 3 July 2003. Annexes I – VII reproduced directly from that Circular.

3. The right of archipelagic sea lane passage is the right of foreign ships and aircraft to transit as defined in article 18, paragraph 1 and paragraph 2, of the Law.
4. The right of innocent passage is the right of foreign ships to transit as defined in article 11 of the Law.
5. Territorial sea means territorial sea as defined in article 3, paragraph 2, of the Law.
6. Archipelagic waters means waters as described in article 3, paragraph 3, of the Law.
7. Convention means the Convention as defined in article 1, point 9, of the Law.

## Chapter II

### The rights and obligations of foreign ships and aircraft exercising the right of archipelagic sea lane passage

#### Article 2

Foreign ships and aircraft may exercise the right of archipelagic sea lane passage for the purposes of navigation and overflight from one part of the high seas or an exclusive economic zone to another part of the high seas or an exclusive economic zone through the territorial sea and archipelagic waters of Indonesia.

#### Article 3

1. The exercise of the right of archipelagic sea lane passage as described in article 2 is conducted through a sea lane or air route above the sea lane designated as an archipelagic sea lane for the purpose of transit in such sea lanes, as stipulated in article 11.
2. Pursuant to this Regulation, to exercise the right of archipelagic sea lane passage in other parts of Indonesian waters can be conducted after such a sea lane has been designated in those waters for the purpose of this transit.

#### Article 4

1. Foreign ships and aircraft exercising the right of archipelagic sea lane passage must transit without delay through or above the archipelagic sea lane in normal mode solely for the purpose of continuous, expeditious and unobstructed transit.
2. Foreign ships and aircraft that exercise the right of archipelagic sea lane passage shall not deviate more than 25 nautical miles to either side of the axis lines during passage, provided that such ships and aircraft shall not navigate or fly over closer to the coast than 10 per cent of the distance between the nearest points on islands bordering the sea lane.
3. Foreign ships and aircraft exercising the right of archipelagic sea lane passage must refrain from any threat or use of force against the sovereignty, territorial integrity or political independence of the Republic of Indonesia or in any other manner in violation of the principle of international law embodied in the Charter of the United Nations.
4. Foreign military warships and aircraft when exercising the right of archipelagic sea lane passage are not allowed to conduct war exercises or exercises using any kind of weapons with ammunition.
5. Except for a situation involving force majeure or distress, aircraft exercising the right of archipelagic sea lane passage shall not land on Indonesian territory.
6. All foreign ships when exercising the right of archipelagic sea lane passage are not allowed to stop or anchor or to move back and forth while passing, except in the case of force majeure or in distress or for the purpose of rendering assistance to persons or ships in distress.
7. Foreign ships and aircraft exercising the right of archipelagic sea lane passage are prohibited from carrying out unauthorized broadcasting or interfering with telecommunications systems and are prohibited from establishing direct communications with unauthorized persons or groups within the territory of Indonesia.

Article 5

Foreign ships or aircraft, including research or hydrographic vessels while exercising the right of archipelagic sea lane passage shall not conduct marine scientific research or hydrographic surveys with the use of either detection equipment or sample gathering equipment, unless granted permission to do so.

Article 6

1. Foreign ships, including fishing vessels, exercising the right of archipelagic sea lane passage are prohibited from carrying out fishing activities.
2. Foreign fishing vessels exercising the right of archipelagic sea lane passage while required to fulfil the obligations stipulated in paragraph 1 must also keep their fishing gear stowed.
3. Foreign ships and aircraft exercising the right of archipelagic sea lane passage shall not embark or disembark persons, goods or currency in contravention of customs, immigration, fiscal and health laws except in the situation of force majeure or distress.

Article 7

1. Foreign ships when exercising the right of archipelagic sea lane passage shall observe the generally accepted regulations, procedures and international practices for the safety of navigation, including the regulations relating to collision prevention at sea.
2. Transiting ships in the traffic separation scheme established in the archipelagic sea lanes are obliged to observe the said scheme.
3. Foreign ships exercising the right of archipelagic sea lane passage shall not damage or disrupt navigation facilities and submarine cables and pipelines.
4. Foreign ships exercising the right of archipelagic sea lane passage in the area where facilities for the exploitation or exploration of natural resources are located shall not sail within 500 metres of the prohibited zone around the installation.

Article 8

1. Foreign civil aircraft exercising the right of archipelagic sea lane passage shall:
  - (a) Comply with the aviation regulations as established by the International Civil Aviation Organization concerning flight safety;
  - (b) Continuously monitor the radio frequencies as directed by the air traffic control authority or the appropriate international emergency radio frequency.
2. Foreign national aircraft exercising the right of archipelagic sea lane passage shall:
  - (a) Respect the aviation regulations concerning flight safety as stipulated in paragraph 1(a);
  - (b) Observe the obligations as stipulated in paragraph 1(b).

Article 9

1. Foreign ships exercising the right of archipelagic sea lane passage are prohibited from discharging oil, oily waste and other dangerous materials into the marine environment, and/or conducting other activities in contravention of international standards and regulations to prevent, reduce and control marine pollution originating from the ship.

2. Foreign ships exercising the right of archipelagic sea lane passage are prohibited from dumping waste into Indonesian waters.
3. Foreign nuclear-powered ships or ships carrying nuclear materials, or other inherently dangerous or noxious substances exercising the right of archipelagic sea lane passage, must bring documents and observe special precautionary measures as determined by international agreements for such vessels.

#### Article 10

1. Persons or legal personalities responsible for the operation of foreign cargo ships, aircraft or government-owned ships and aircraft used for commercial purposes exercising the right of archipelagic sea lane passage shall take responsibility for any loss or damage suffered by Indonesia as a result of non-compliance with the provisions in articles 7, 8 and 9.
2. The flag State of a ship or the State of registry of an aircraft shall bear international responsibility for any loss or damage suffered by Indonesia as a result of non-compliance with the provisions in articles 7, 8 and 9 by warships or foreign aircraft when exercising the right of archipelagic sea lane passage.

#### Chapter III Designation of archipelagic sea lanes to be used for exercising the right of archipelagic sea lane passage

#### Article 11

1. The archipelagic sea lane that is used to exercise the right of archipelagic sea lane passage for navigation between the South China Sea and the Indian Ocean or in the opposite direction, for traversing the Natuna Sea, the Karimata Strait, the Java Sea and the Sunda Strait is Archipelagic Sea Lane I, which constitutes the axis connecting points I-1 to I-15 as described in the List of Coordinates and explained in article 12, paragraph 2.
2. Archipelagic Sea Lane I as outlined in paragraph 1 contains the Archipelagic Sea Lane Spurs IA joining Archipelagic Sea Lane I at point I-3 for navigation from the Singapore Strait through the Natuna Sea or in the opposite direction, and constitutes the axis lines connecting points IA-1 and I-3, as detailed in the List of Coordinates and explained in article 12, paragraph 2.
3. The archipelagic sea lane that is used to exercise the right of archipelagic sea lane passage for navigation from the Sulawesi Sea to the Indian Ocean or in the opposite direction, for traversing the Makassar Strait, the Flores Sea and the Lombok Strait is Archipelagic Sea Lane II, which constitutes the axis lines connecting points II-1 to II-8, as detailed in the List of Coordinates and explained in article 12, paragraph 2.
4. The archipelagic sea lane that is used to exercise the right of archipelagic sea lane passage for navigation from the Pacific Ocean to the Indian Ocean or in the opposite direction, for traversing the Maluku Sea, the Seram Sea, the Banda Sea, the Ombai Strait and the Sawu Sea is Archipelagic Sea Lane III.A, which constitutes the axis lines connecting points III.A-1 to III.A-13 as detailed in the List of Coordinates and explained in article 12, paragraph 2.
5. Archipelagic Sea Lane III.A, as outlined in paragraph 4, includes:
  - (a) Archipelagic Sea Lane Spurs III.B, which joins Archipelagic Sea Lane III.A at point III.A-8 for navigation from the Pacific Ocean to the Indian Ocean and in the opposite direction through the Maluku Sea, the Seram Sea, the Banda Sea and the Leti Strait, and constitutes the axis lines connecting points III.A-8, III.B-1 and III.B-2, as detailed in the List of Coordinates and explained in article 12, paragraph 2;
  - (b) Archipelagic Sea Lane Spurs III.C, which joins Archipelagic Sea Lane Spurs III.B at point III.B-1 for navigation from the Pacific Ocean to the Arafura Sea or in the opposite direction through the Maluku Sea, the Seram Sea and the Banda Sea, and constitutes the axis lines connecting points III.B-1, III.C-1 and III.C-2, as detailed in the List of Coordinates and explained in article 12, paragraph 2;

(c) Archipelagic Sea Lane Spurs III.D, which joins Archipelagic Sea Lane III.A at point III.A-11 for navigation from the Pacific Ocean to the Indian Ocean or in the opposite direction through the Maluku Sea, the Seram Sea, the Banda Sea, the Ombai Strait and the Sawu Sea, and constitutes the axis lines connecting points III.A-11 and III.D-1, as detailed in the List of Coordinates and explained in article 12, paragraph 2;

(d) Archipelagic Sea Lane Spurs III.E, which joins Archipelagic Sea Lane III.A at point III.A-2 for navigation from the Indian Ocean to the Sulawesi Sea or in the opposite direction through the Sawu Sea, the Ombai Strait, the Banda Sea, the Seram Sea and the Maluku Sea, or for navigation from the Timor Sea to the Sulawesi Sea or in the opposite direction through the Leti Strait, the Banda Sea, the Seram Sea and the Maluku Sea or for navigation from the Arafura Sea to the Sulawesi Sea or in the opposite direction through the Banda Strait, the Seram Sea and the Maluku Sea, and constitutes the axis lines connecting points III.A-2, III.E-1 and III.E-2, as detailed in the List of Coordinates and explained in article 12, paragraph 2.

#### Article 12

1. The axis lines of the archipelagic sea lanes and connecting points of such sea lanes as stipulated in article 11 above are depicted on nautical charts for publication as required.
2. The geographical coordinates of the connecting points of the archipelagic sea lanes as stipulated in article 11 are listed in the Geographical Coordinates Table in annex I, annex II, annex III, annex III.A and annex III.B.
3. The positions of the connecting points of the archipelagic sea lanes at I-1, I-15, I.A-1, II-1, II-8, III.A-1, III.A-13, III.B-2, III.C-2, III.D-1 and III.E-2 as the outermost of such connecting points listed in the Geographical Coordinates Table in article 12, paragraph 2, are situated at the intersection of the axis lines of the archipelagic sea lanes and the territorial sea boundaries.
4. In circumstances where, as a result of natural change, the outermost of the connecting points are not identical with the Geographical Coordinates Table, as stipulated in article 12, paragraph 2, the geographic position of such points shall be determined in the exact location.
5. An illustrated map depicting the axis lines and the connecting points as stipulated in article 11 is attached in annex IV, annex V, annex VI and annex VII.

#### Chapter IV Other provisions

#### Article 13

The provisions in this Government Regulation shall not derogate the right of foreign ships to exercise the right of innocent passage within the archipelagic sea lanes.

#### Article 14

The provisions in this Government Regulation concerning Indonesian archipelagic sea lane passage shall not be effective for the Leti Strait and part of the Ombai Strait bordering East Timor, since, due to the changing status of East Timor, such straits are no longer part of the Indonesian archipelagic waters.

#### Article 15

Six months after the entry into force of this Government Regulation, foreign ships and aircraft can exercise the right of archipelagic sea lane passage only through the designated Indonesian archipelagic sea lanes as stipulated in this Government Regulation.

Chapter V  
Final provisions

Article 16

This Government Regulation shall enter into force on the date of its promulgation.

So as to be known by any person, it is hereby ordered that this Government Regulation shall be published in the State Gazette of the Republic of Indonesia.

Ratified in Jakarta, on 28 June 2002

President of the Republic of Indonesia, Megawati Soekarnoputri

Promulgated in Jakarta on 28 June 2002

Minister for the State Secretariat, Republic of Indonesia, Bambang Kesowo

## **Elucidation of Government Regulation Number 37, 2002, on the Rights and Obligations of Foreign Ships and Aircraft Exercising the Right of Archipelagic Sea Lane Passage through Designated Archipelagic Sea Lanes**

### General

Law Number 6, 1996, on Indonesian Waters, was enacted as the implementation of Law Number 17, 1985, on the Ratification of the United Nations Convention on Law of the Sea (UNCLOS). In accordance with that Convention, the sovereignty of the Republic of Indonesia encompasses not only the land, internal waters, territorial seas and archipelagic waters, but also the airspace over those areas.

Although Indonesia has sovereignty over its territorial seas and its archipelagic waters, Law Number 6, 1996, on Indonesian Waters, pursuant to the 1982 UNCLOS, includes the provisions that foreign ships and aircraft shall enjoy the right of archipelagic sea lane passage through the territorial seas and archipelagic waters of Indonesia for the purpose of traversing those waters from one part of the high seas or an exclusive economic zone to another part of the high seas or other exclusive economic zone.

Law Number 6, 1996, on Indonesian Waters, comprises the basic provision on the rights of archipelagic sea lane passage as stipulated in the 1982 UNCLOS, while further arrangements for such right will be regulated in government regulations.

The aforementioned Government Regulation, therefore, consists of provisions for the implementation of the archipelagic sea lane passage rules as detailed in Law Number 6, 1996, on Indonesian Waters, and other stipulations concerning archipelagic sea lane passage as stipulated in the 1982 UNCLOS.

For the implementation of such passage, and pursuant to the Convention, Indonesia may designate particular archipelagic sea lane passage by specifying sea lanes for such passage from among the routes normally used for international navigation.

Security risks may be an issue if the right of archipelagic sea lane passage is exercised through routes normally used for international navigation as stipulated in article 53, paragraph 12, of the Convention since transit through archipelagic sea lanes incorporates specific freedoms.

In order to reduce those risks, it is considered necessary to designate archipelagic sea lane passage for such transit.

The Indonesian Government designates these archipelagic sea lanes in observance of the concerns of the international community expressed through the competent organization for international navigation, namely the International Maritime Organization (IMO). On 19 May 1998, the Maritime Safety Committee (MSC-69-IMO) accepted the Indonesian submission to designate three archipelagic sea lanes and its spurs which can be used to exercise the right of archipelagic sea lane passage through Indonesian waters. Further to the acceptance by IMO of the Indonesian proposal, the geographical coordinates of connecting lines for these three archipelagic sea lanes and their spurs shall be enacted into the Government Regulation.

The designation of these three archipelagic sea lanes and their spurs does not indicate that these three lanes can only be used by foreign ships for the purpose of exercising the right of archipelagic sea lane passage from one part of the high seas or an exclusive economic zone to another part of the high seas or other exclusive economic zone through the Indonesian waters. Foreign ships planning to navigate from one part of the high seas or an exclusive economic zone to one of the Indonesian ports or to another part of the high seas or other exclusive economic zone may do so with the exercise of the right of innocent passage in Indonesian waters equally within the archipelagic sea lanes or beyond the archipelagic sea lanes.

In the light of that consideration and pursuant to articles 18 and 19 of Law Number 6, 1996, on Indonesian Waters, it is deemed necessary to enact a Government Regulation on the Rights and Obligations of Foreign Ships and Aircraft Exercising the Right of Archipelagic Sea Lane Passage through Designated Archipelagic Sea Lanes.

This Government Regulation contains stipulations regarding:

- (a) General provisions;
- (b) The rights and obligations of foreign ships and aircraft while exercising the right of archipelagic sea lane passage through the established sea lanes;
- (c) Designation of archipelagic sea lanes to be used for exercising the right of archipelagic sea lane passage;
- (d) Other provisions; and
- (e) Final provisions.

As the implementation of Law Number 6, 1996, on Indonesian Waters, this Government Regulation constitutes the accomplishment of the ratification of the 1982 UNCLOS with Law Number 17, 1985. Accordingly, in order to ensure consistent interpretation of the provisions of this Government Regulation with that of the 1982 UNCLOS and pursuant to the elucidation of articles of Law Number 6, 1996, it is deemed necessary within the elucidation of the provisions of this Government Regulation to refer to specific articles and paragraphs of the 1982 UNCLOS, particularly where its provisions are not found in Law Number 6, 1996, on Indonesian Waters, but rather in the 1982 UNCLOS.

The control required to ensure that foreign ships transiting the archipelagic sea lane passage in Indonesian waters abide by the provisions of this Government Regulation shall be conducted in accordance with the regulations as stipulated in article 24, paragraph 1, of Law Number 6, 1996. Such control is currently enforced, *among others*, based on the Territorial Sea and Maritime Environment Regulation of 1939 (Official Gazette, 1939, Number 443) and its implementation regulation, namely the Territorial Sea and Maritime Environment Regulation (State Gazette, 1935, Number 525) along with the Decree of the Governor General Number 39, 1939, concerning the guidelines for the investigation of any crime committed at sea.

#### Article by article

##### Article 1

Sufficiently clear.

##### Article 2

The provisions on archipelagic sea lane passage may be used by foreign ships only to traverse Indonesian waters from one part of the high seas or an exclusive economic zone to another part of the high seas or another exclusive economic zone, while the provision on innocent passage can be used by foreign ships either to traverse Indonesian waters without entering any Indonesian seaports or anchoring in one of the Indonesian seaports.

Foreign ships sailing in Indonesian waters wishing to enter any Indonesian seaport or the other way around must adhere to the innocent passage provisions and accordingly while sailing in the archipelagic sea lanes must obey the stipulations of innocent passage and are prohibited from using the stipulations of archipelagic sea lane passage.

##### Article 3

Paragraph 1

Paragraph 2

Sufficiently clear.

##### Article 4

Paragraph 1



The provision in this paragraph serves as the application of article 54 in conjunction with article 39, paragraph 1, letter a, of the Convention.

Paragraph 2

The provision in this paragraph serves as the application of article 53, paragraph 1, of the Convention.

Paragraph 3

The provision in this paragraph serves as the application of article 54 in conjunction with article 39, paragraph 1, letter (b), of the Convention.

Paragraph 4

While exercising archipelagic sea lane passage, warships and foreign military aircraft are prohibited from conducting activities as referred to in this paragraph, because they are not directly associated with the normal mode for the purpose of continuous and expeditious transit and may cause disturbance to the State's peace, order and security.

The provision in this paragraph serves as the application of article 54 in conjunction with article 39, paragraph 1, letter (c), of the Convention.

Paragraph 5

While using the archipelagic sea lane passage, foreign ships and aircraft are prohibited from performing activities as referred to in this paragraph because they are not directly associated with the normal mode for the purpose of continuous, direct and expeditious transit and may cause a disturbance to the State's peace, order and security.

The provision in this paragraph serves as the application of article 54 in conjunction with article 39, paragraph 1, letter (c), of the Convention.

Paragraph 6

While using the archipelagic sea lane passage, foreign ships are prohibited from performing activities as referred to in this paragraph because they are not directly associated with the normal mode for the purpose of continuous, direct and expeditious transit and may cause a disturbance to the State's peace, order and security.

The provision in this paragraph serves as the application of article 54 in conjunction with article 39, paragraph 1, letter (c), of the Convention.

Paragraph 7

While using the archipelagic sea lane passage, foreign ships and aircraft are prohibited from performing activities as referred to in this paragraph because they are not directly associated with the normal mode for the purpose of continuous, direct and expeditious transit and may cause a disturbance to the State's peace, order and security.

The provision in this paragraph serves as the application of article 54 in conjunction with article 39, paragraph 1, letter (c), of the Convention.

Article 5

The provision in this paragraph serves as the application of article 54 in conjunction with article 40 of the Convention.

Article 6

Paragraph 1

The provision in this paragraph serves as the application of the laws on fisheries and article 54 in conjunction with article 42 paragraph 1, letter (c), of the Convention.

Paragraph 2

The provision in this paragraph serves as the application of the laws on fisheries and article 54 in conjunction with article 42, paragraph 1, letter (c), of the Convention.

Paragraph 3

The provision in this paragraph serves as the application of the laws on customs, fiscal, immigration and health along with the provision of article 54 in conjunction with article 42, paragraph 1, letter (d), and article 39, paragraph 1, letter (c), of the Convention.

Article 7

Paragraph 1

The provision in this paragraph serves as the application of article 54 in conjunction with article 39, paragraph 2, letter (a), of the Convention.

Paragraph 2

The provision in this paragraph serves as the application of article 53, paragraph 1, of the Convention.

Paragraph 3

The provision in this paragraph serves as the application of article 54 in conjunction with article 42, paragraph 1, letter (a), of the Convention.

Paragraph 4

The prohibited zone is the zone designated around the installations with a width of 500 (five hundred) metres from the outermost points of the installation, or other points constituting permanent parts of the installation where third party ships are prohibited from sailing.

While exercising archipelagic sea lane passage, foreign ships are prohibited from performing activities as referred to in this paragraph so as to protect such installations from the hazards resulting from the sailing of such foreign ships.

Article 8

Paragraph 1

The provision in this paragraph serves as the application of article 54 in conjunction with article 39, paragraph 3, of the Convention.

Paragraph 2

The provision in this paragraph serves as the application of article 54 in conjunction with article 39, paragraph 3, of the Convention.

Article 9

Paragraph 1

The provision in this paragraph serves as the application of article 54 in conjunction with article 42, paragraph 1, letter (b), and article 211, paragraph 2, of the Convention.

Paragraph 2

The provision in this paragraph serves as the application of article 210, paragraph 1, of the Convention.

Paragraph 3

The international treaties referred to in this paragraph are as follows:

1. Convention on the Physical Protection of Nuclear Materials;
2. Irradiated Nuclear Fuel (INF) Code;
3. International Maritime Dangerous Goods (IMDG) Code;
4. Hazardous Materials and Noxious Substances (HNS) Codes.

Article 10

Paragraph 1

The responsibility of persons or legal bodies for the operation of cargo ships or aircraft in this paragraph includes civil responsibilities such as to pay compensation for loss or damage.

Paragraph 2

The provision in this paragraph serves as the application of article 54 in conjunction with article 42, paragraph 5, of the Convention.

Article 11

Sufficiently clear.

Article 12

Paragraph 1

The addition of archipelagic sea lanes on navigational charts is meant to ensure that the navigation of foreign ships may be executed by adhering to the archipelagic sea lane passage requirements in accordance with the provision as stipulated in this Government Regulation as the implementation of the provisions of the 1982 UNCLOS.

Paragraph 2

Geographic coordinates for the archipelagic sea lane connecting points are cited in latitude and longitude, with explanatory notes on the waters where such points are situated as well as other data as required.

Paragraph 3

Sufficiently clear.

Paragraph 4

The provision in this paragraph is meant to provide legal certainty concerning the actual position of the outermost connecting points of such axis.

Paragraph 5

The illustrated maps as referred to in this paragraph comprise maps displaying general information as to the position of the axis of the archipelagic sea lanes and shall not constitute a navigation reference map.

Article 13

See the general explanation of paragraph 7.

Article 14

The Indonesian proposal on the designation of archipelagic sea lanes has been adopted by the International Maritime Organization under Maritime Safety Committee (MSC) resolution 72 (69) during the 69th session of the MSC convened in London from 11 to 20 May 1998, when the Leti Strait and part of the Ombai Strait bordering East Timor were still part of Indonesian archipelagic waters.

However, due to the changing status of East Timor, the Leti Strait and part of the Ombai Strait are no longer straits constituting part of Indonesian archipelagic waters as they have become straits situated between two countries.

Article 15

The provision in this article constitutes the specification for a change of the condition that, under the provision of article 53, paragraph 12, of the Convention, the right of passage for foreign ships and aircraft may be exercised using the routes normally used for international navigation to the situation whereby, according to the provision laid down in this Government Regulation, such right of passage for foreign ships and aircraft can be exercised through certain sea lanes.

Six months should be sufficient time to prepare for any matter required to ensure the safety of navigation through such archipelagic sea lanes.

Article 16

Sufficiently clear.

ANNEX I  
INDONESIAN GOVERNMENT REGULATION  
NUMBER 37 2002  
JUNE 28, 2002

**GEOGRAPHICAL COORDINATES TABLE  
ARCHIPELAGIC SEA LANE I**

| ARCHIPELAGIC SEA LANE  | REF.NO. | COORDINATES   |                             | INFORMATION   |
|--|---------|---------------|-----------------------------|---|
|  |         | LATITUDE      | LONGITUDE                   |   |
| ASL I for navigating between the South China Sea and the Indian Ocean, or the reverse, via the Natuna Sea, the Karimata Strait, the Java Sea and the Sunda Strait.                                 | I - 1   | 03° 35' 00" N | 108° 51' 00" E <sup>1</sup> | The Geographic position (I-1) to (I-3) determines the axis lines from the South China Sea to the Natuna Sea. The Geographic Position (I-3) to (I-5) determines the axis lines from the Natuna Sea to the Karimata Strait. The Geographic position (I-5) through to (I-7) determines the axis lines via the Karimata Strait. Geographic position (I-7) through to (I-12) determines the axis lines via the west Java Sea. Geographic position (I-12) to (I-15) determines the axis lines via the Sunda Strait to the Indian Ocean. The Geographic position (IA-1) to (I-3) determines the axis lines from the Singapore Strait via the Natuna Sea. |
|  | I - 2   | 03° 00' 00" N | 108° 10' 00" E              |   |
|  | I - 3   | 00° 50' 00" N | 106° 16' 20" E              |   |
|  | I - 4   | 00° 12' 20" S | 106° 44' 00" E              |   |
|  | I - 5   | 02° 01' 00" S | 108° 27' 00" E              |   |
|  | I - 6   | 02° 16' 00" S | 109° 19' 30" E              |   |
|  | I - 7   | 02° 45' 00" S | 109° 33' 00" E              |   |
|  | I - 8   | 03° 46' 45" S | 109° 33' 00" E              |   |
|  | I - 9   | 05° 12' 30" S | 106° 54' 30" E              |   |
|  | I - 10  | 05° 17' 15" S | 106° 44' 30" E              |   |
|  | I - 11  | 05° 17' 15" S | 106° 27' 30" E              |   |
|  | I - 12  | 05° 15' 00" S | 106° 12' 30" E              |   |
|  | I - 13  | 05° 57' 15" S | 105° 46' 20" E              |   |
|  | I - 14  | 06° 18' 30" S | 105° 33' 15" E              |   |
|  | I - 15  | 06° 24' 45" S | 104° 41' 25" E              |   |
| ASL SPURS IA   |         |               |                             |   |
| For navigating from the Singapore Strait to the Indian Ocean, and the reverse, via the Natuna Sea, the Java Sea and the Sunda Strait or to the South China Sea via the Natuna Sea and the reverse. | IA - 1  | 01° 52' 00" N | 104° 55' 00" E              |   |
|  | I - 3   | 00° 50' 00" N | 106° 16' 20" E              |   |

1. The data is presented as stipulated in the agreement with the IMO number MSC.72 (69). The second unit is expressed in decimal per minute.

PRESIDENT REPUBLIC INDONESIA,  
Signed

MEGAWATI SOEKARNOPUTRI

This is a true copy of the original  
Deputy Secretary of Cabinet  
Law and Legislation Section,  
signed.

Lambock V. Nahattands

ANNEX II

INDONESIAN GOVERNMENT REGULATION  
NUMBER 37 2002  
JUNE 28, 2002

**GEOGRAPHICAL CO-ORDINATES TABLE  
ARCHIPELAGIC SEA LANE II**

| ARCHIPELAGIC SEA LANE   | REF.NO.  | COORDINATES  |  | INFORMATION   |
|---|--|--|--|---|
|   |  | LATITUDE   | LONGITUDE  |   |
| ASL II<br><br>For navigating from the Sulawesi Sea to the Indian Ocean, and the reverse, via the Makassar Strait, the Flores Sea and the Lombok Strait. | II - 1<br>II - 2<br>II - 3<br>II - 4<br>II - 5<br>II - 6<br>II - 7<br>II - 8 | 00° 57' 00" N<br>00° 00' 00"<br>02° 40' 00" S<br>03° 45' 00" S<br>05° 28' 00" S<br>07° 00' 00" S<br>08° 00' 00" S<br>09° 01' 00" S | 119° 33' 00" E<br>119° 00' 00" E<br>118° 17' 00" E<br>118° 17' 00" E<br>117° 05' 00" E<br>116° 50' 00" E<br>116° 00' 00" E<br>115° 36' 00" E | The geographic position (II-1) to (II-2) determines the axis lines from the Sulawesi Sea to the Makassar Strait.<br>The geographic Position (II-2) to (II-5) determines the axis lines between the islands of Kalimantan and Sulawesi.<br>The geographic position (II-5) to (II-7) determines the axis lines <i>via</i> the Flores Sea.<br>The geographic position (II-7) to (II-8) determines the axis lines between the Lombok Strait and the Indian Ocean. |

PRESIDENT OF THE REPUBLIC OF INDONESIA,

signed

MEGAWATI SOEKARNOPUTRI

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Lambock V. Nahattands

ANNEX III

INDONESIAN GOVERNMENT REGULATION  
NUMBER 37 2002  
JUNE 28, 2002

**GEOGRAPHICAL CO-ORDINATES TABLE  
ARCHIPELAGIC SEA LANE IIIA**

| ARCHIPELAGIC SEA LANE  | REF.NO.   | COORDINATES   |  | INFORMATION   |
|--|---|---|--|---|
|  |   | LATITUDE  | LONGITUDE  |   |
| ASL IIIA<br><br>For navigating from the Pacific Ocean to the Indian Ocean via the Maluku Sea, the Seram Sea, the Banda Sea, the Ombai Strait and the Sawu Sea to the west of Sawu Island or the reverse. | III A - 1<br>III A - 2<br>III A - 3<br>III A - 4<br>III A - 5<br>III A - 6<br>III A - 7<br>III A - 8<br>III A - 9<br>III A - 10<br>III A - 11<br>III A - 12<br>III A - 13 | 03° 27' 00" N<br>01° 40' 00" N<br>01° 12' 00" N<br>00° 09' 00" N<br>01° 53' 00" S<br>02° 37' 00" S<br>02° 53' 00" S<br>03° 20' 00" S<br>08° 25' 00" S<br>09° 03' 00" S<br>09° 23' 00" S<br>10° 12' 00" S<br>10° 44' 30" S | 127° 40' 30" E<br>126° 57' 30" E<br>126° 54' 00" E<br>126° 20' 00" E<br>127° 02' 00" E<br>126° 30' 00" E<br>125° 30' 00" E<br>125° 30' 00" E<br>125° 20' 00" E<br>123° 34' 00" E<br>122° 55' 00" E<br>121° 18' 00" E<br>120° 45' 45" E | The geographic position (III A-1) to (III A-5) determines the axis lines from the Pacific Ocean via the Maluku Sea.<br>The geographic position (III A-5) to (III A-7) determines the axis lines through the Seram Sea.<br>The geographic position (III A-7) to (III A-9) determines the axis lines from the Banda Sea to the Ombai Strait. The geographic position (III A-9) to (III A-13) determines the axis lines via the Ombai Strait and the Sawu Sea between the islands of Sumba and Sawu to the Indian Ocean. |

PRESIDENT OF THE REPUBLIC OF INDONESIA,

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Lambock V. Nahattands

ANNEX IIIA

INDONESIAN GOVERNMENT REGULATION  
NUMBER 37 2002  
JUNE 28, 2002

**GEOGRAPHICAL CO-ORDINATES TABLE  
ARCHIPELAGIC SEA LANE IIIB & IIIC**

| ARCHIPELAGIC SEA LANE   | REF.NO.  | COORDINATES   |                | INFORMATION   |
|---|----------|---------------|----------------|---|
|   |          | LATITUDE      | LONGITUDE      |   |
| ASL SPURS IIIB<br><br>For navigating from the Pacific Ocean to the Timor Sea, or the reverse, via the Maluku Sea, the Seram Sea, the Banda Sea and the Leti Strait. | IIIA - 8 | 03° 20' 00" S | 125° 30' 00" E | The geographic position (IIIA-8) to (IIIB-2) determines the axis lines <i>via</i> the Banda Sea and the Leti Strait to the Timor Sea. |
|   | IIIB - 1 | 04° 00' 00" S | 125° 40' 00" E |   |
|   | IIIB - 2 | 08° 31' 00" S | 127° 33' 00" E |   |
| ASL SPURS IIIC<br><br>For navigating from the Pacific Ocean to the Arafura Sea, or the reverse, via the Maluku Sea, the Seram Sea and the Banda Sea.                | IIIA - 8 | 03° 20' 00" S | 125° 30' 00" E | The geographic position (IIIB-1) to (IIIC-2) determines the axis lines from the Banda Sea to the Arafura Sea.                         |
|   | IIIB - 1 | 04° 00' 00" S | 125° 40' 00" E |   |
|   | IIIC - 1 | 06° 10' 00" S | 131° 45' 00" E |   |
|   | IIIC - 2 | 06° 44' 00" S | 132° 35' 00" E |   |

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ANNEX IIIB

INDONESIAN GOVERNMENT REGULATION  
NUMBER 37 2002  
JUNE 28, 2002

**GEOGRAPHICAL CO-ORDINATES TABLE  
ARCHIPELAGIC SEA LANE IIID & IIIE**

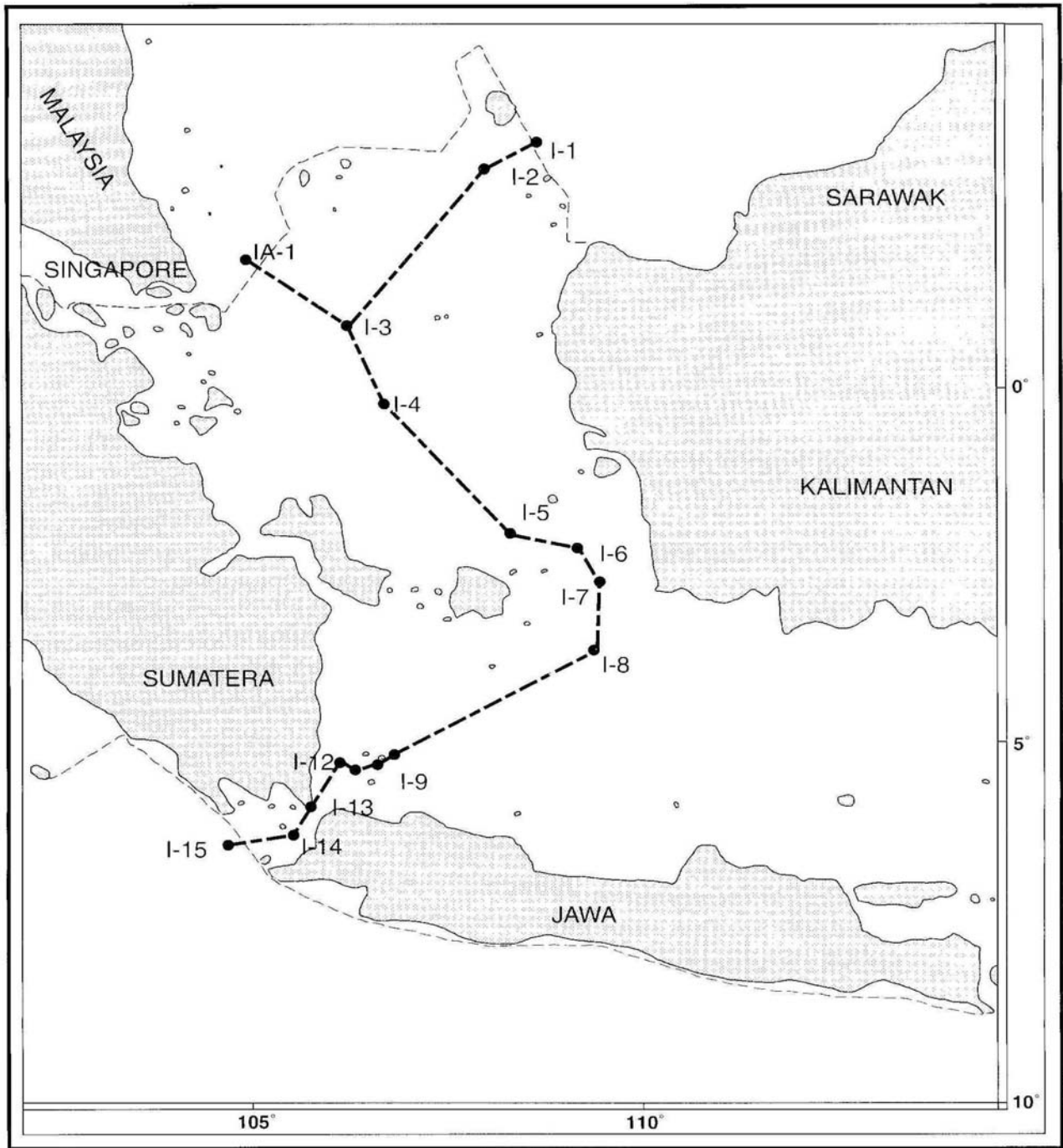
| ARCHIPELAGIC SEA LANE  | REF.NO.  | COORDINATES   |                | INFORMATION   |
|--|----------|---------------|----------------|---|
|  |          | LATITUDE      | LONGITUDE      |   |
| ASL SPURS IIID<br><br>For navigating from the Pacific Ocean to the Indian Ocean, or the reverse, via the Maluku Sea, the Seram Sea, the Banda Sea, the Ombai Strait and the Sawu Sea to the east of Sawu island to the Indian Ocean and back.  | IIIA -11 | 09° 23' 00" S | 122° 55' 00" E | The geographic position (IIIA-11) to (IIID-1) determines the axis lines from the Sawu Sea to the Indian Ocean in between Sawu Island and Roti Island. |
|  | IIID - 1 | 10° 58' 00" S | 122° 11' 00" E |   |
| ASL SPURS IIIE<br><br>For navigating from the Sulawesi Sea to the Indian Ocean, or the reverse, via the Maluku Sea, the Seram Sea, the Banda Sea, the Ombai Strait, and the Sawu Sea to the west of Sawu Island or the Sawu Sea to the East of Sawu Island or, the Indian Ocean via the Maluku Sea, the Seram Sea, the Banda Sea, the Leti Strait and the Timor Sea, or the Seram Sea and the Banda Sea to the Arafura Sea and back. | IIIE - 2 | 04° 32' 12" N | 125° 10' 24" E | The geographic position (IIIE-2) to (IIIA-2) determines the axis lines from the Sulawesi Sea to the Maluku Sea.                                       |
|  | IIIE - 1 | 04° 12' 06" N | 126° 01' 00" E |   |
|  | IIIA - 2 | 01° 40' 00" N | 126° 57' 30" E |   |

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ANNEX IV  
INDONESIAN GOVERNMENT REGULATION  
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JUNE 28, 2002



INDONESIAN ARCHIPELAGIC SEA LANE I  
WITH ARCHIPELAGIC SEA LANE BRANCH 1A

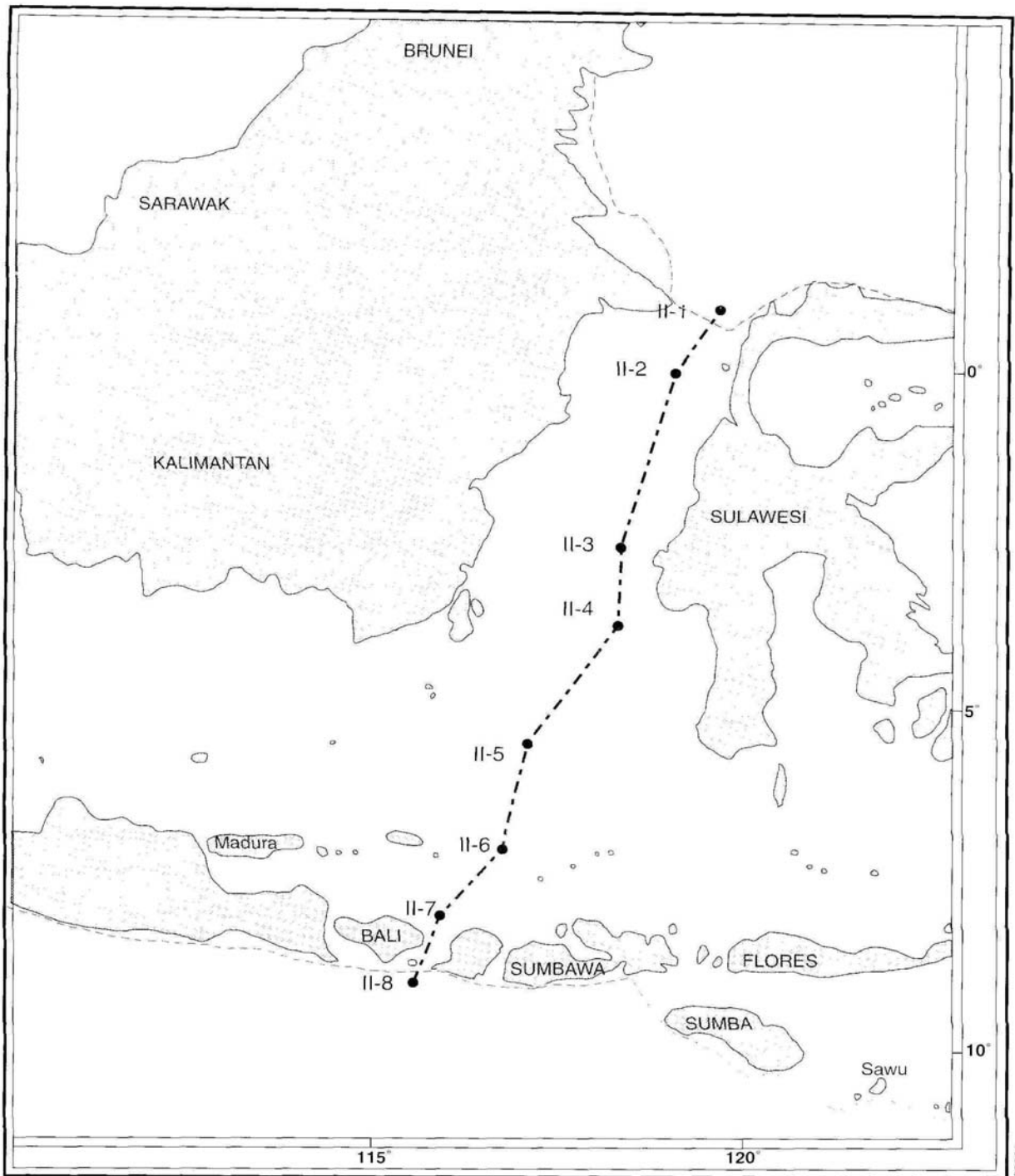
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ANNEX V  
INDONESIAN GOVERNMENT REGULATION  
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JUNE 28, 2002



INDONESIAN ARCHIPELAGIC SEA LANE II

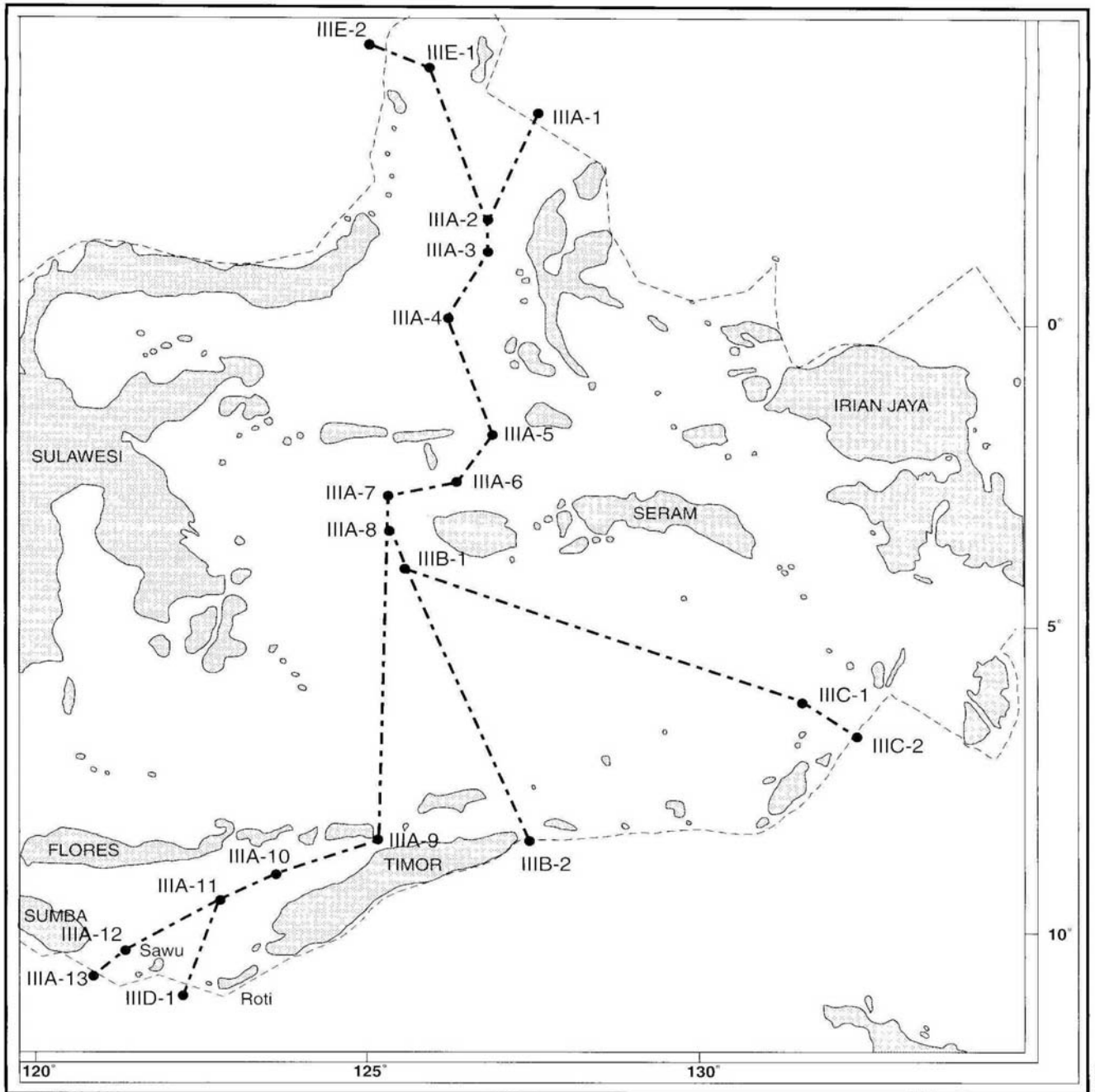
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ANNEX VI  
INDONESIAN GOVERNMENT REGULATION  
NUMBER 37 2002  
JUNE 28, 2002



**INDONESIAN ARCHIPELAGIC SEA LANE III**

**With archipelagic Sea Lane Branches IIIA, IIIB, IIIC, IIID and IIIE**

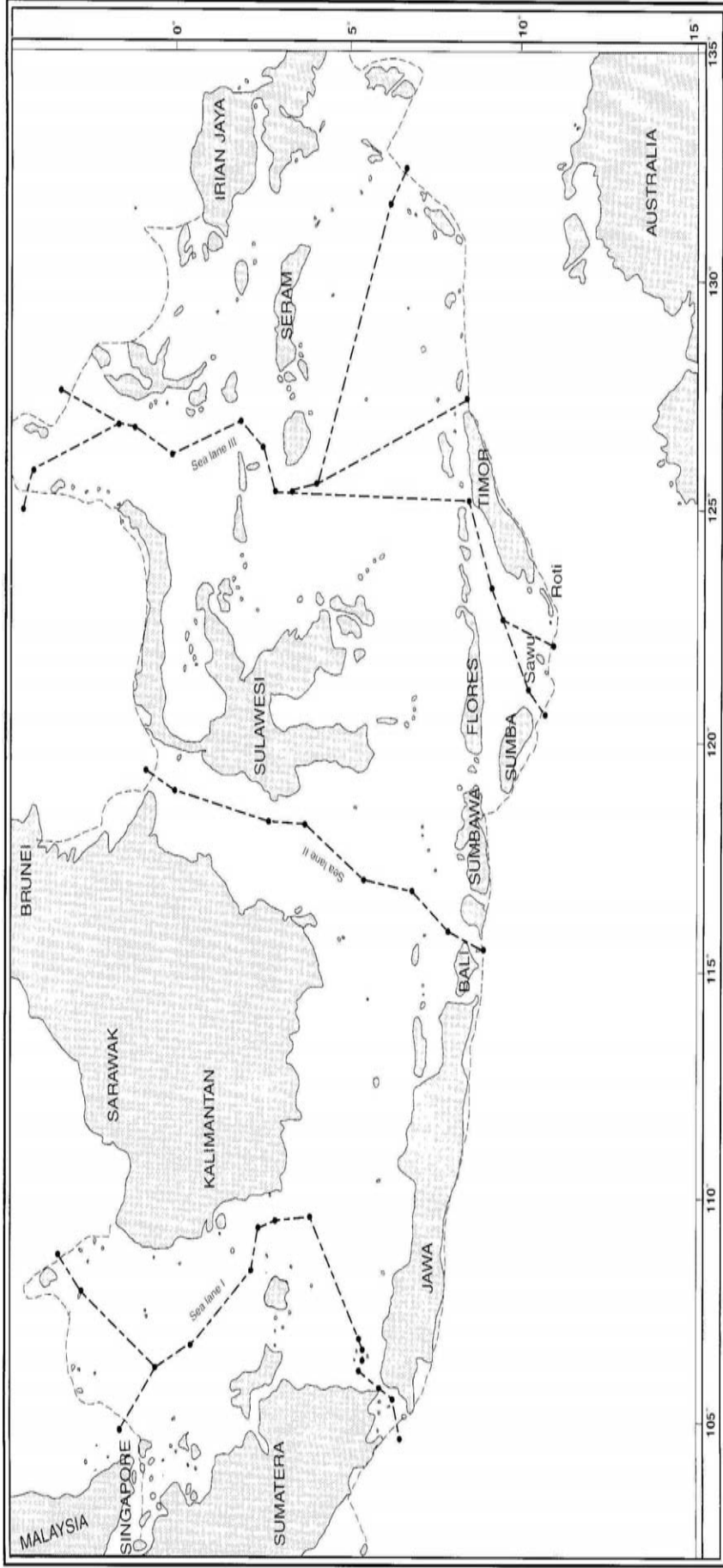
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ANNEX VII  
INDONESIAN GOVERNMENT REGULATION  
NUMBER 37 2002  
JUNE 28, 2002



INDONESIAN ARCHIPELAGIC SEA LANES I, II AND III

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