

## RUSSIAN FEDERATION

Maritime claims of the former USSR are considered to remain in effect for its component successor States unless otherwise declared.

### SUMMARY OF CLAIMS

TYPE	DATE	SOURCE	LIMITS	NOTES
TERRITORIAL SEA	Sep 1989	Joint Statement by the U.S. and USSR		Joint Statement on Uniform Interpretation of the Rules of International Law Governing Innocent Passage through the Territorial Sea. See <a href="#">LIS No. 112</a> for text of Statement (page 87) and U.S. analysis (page 52).
	Apr 1993	<a href="#">Act on the State Border</a> (Includes amendments up to 1999, but not 2000, 2002, 2003 amendments.)		Confirmed USSR borders (land, water, subsoil, and airspace) as Russian Federation borders.
	Jul 1998	<a href="#">Federal Act on Internal Waters, Territorial Sea and Contiguous Zone</a> (Federal Law No. 155-FZ)	12nm	Also applies to all islands of the Russian Federation. Amended by Federal Law No. 132-FZ of Jul 2012 (below).  Amended by Federal Law No. 510-FZ of Dec 2022 in relation to the Northern Sea Route (NSR); Article 14.3 purports to require foreign warships and other government vessels request permission to enter "inland waters" of the NSR 90 days in advance, places a limit on the number of foreign warships in NSR waters, and submarines to transit surfaced with their flag raised.  <i>The US does not recognize these claims.</i>
	Jul 2012	Federal Law No. 132-FZ (See U.S. State Department translation, below)		Describes the area of the NSR, based on historical claims, to include areas of territorial sea and EEZ. Authorized regulations to require permission for foreign-flagged vessels to enter and transit areas within Russia's claimed territorial sea, and to require prior notification through an application for a transit permit and certification of adequate insurance.  <i>While these regulations do not apply to sovereign immune vessels, the U.S. does not recognize these claims as applied to all other vessels.</i> The U.S. protested these claims in CY 2015. (See <a href="#">2015 Digest of U.S. Practice in International Law</a> , page 526, for text of protest. See <a href="#">LIS No. 112</a> for history of U.S. protests.)
	July 2021	Ministry of Foreign Affairs Note No. 4703/DSA		Purports to require sovereign immune vessels give one hour notice prior to entering Russia's claimed territorial sea.  <i>The US does not recognize this claim.</i> The U.S. protested this claim in CY 2021 and conducted an operational assertion in FY 2022.

TYPE	DATE	SOURCE	LIMITS	NOTES
ARCHIPELAGIC, STRAIGHT BASELINES, & HISTORIC CLAIMS	Feb 1984	<a href="#">Declaration 4604</a>		<p>Promulgated coordinates for straight baselines off the continental coast and islands of the Pacific Ocean, the Sea of Japan, the Sea of Okhotsk and the Bering Sea. Peter the Great Bay is enclosed as internal waters by these straight baselines, and is also claimed as a historic bay (<a href="#">LIS No. 107</a>, page 19). (See <a href="#">LIS No. 107</a> for text of Declaration, U.S. analysis and maps.)</p> <p><i>The U.S. does not recognize these straight baseline claims nor the historic bay claim for Peter the Great Bay. The U.S. protested these claims in CY 1984-1987 and conducted operational assertions in FY 1982, 1984, 1986, 2019, and 2021. (See <a href="#">LIS No. 112</a> for history of U.S. protests.)</i></p>
	Jan 1985	<a href="#">Declaration 4450</a>		<p>Promulgated coordinates for straight baselines off the continental coast and islands of the Arctic Ocean and the Baltic and Black Seas. (See <a href="#">LIS No. 109</a> for U.S. analysis and map.)</p> <p><i>The U.S. does not recognize these straight baseline claims. The U.S. protested these claims in CY 1984-1987 and conducted operational assertions in FY 1982, 1984, and 1986.</i></p> <p>The Dmitry Laptev and Sannikov Straits are enclosed as internal waters by these straight baselines.</p> <p><i>The US does not recognize this claim. (See <a href="#">LIS No. 112</a> for U.S. analysis and history of protests.)</i></p>

TYPE	DATE	SOURCE	LIMITS	NOTES
ARCHIPELAGIC, STRAIGHT BASELINES, & HISTORIC CLAIMS, Continued	Jul 1998	<a href="#">Federal Act on Internal Waters, Territorial Sea and Contiguous Zone (Federal Law No. 155-FZ)</a>		<p>Enabling legislation for straight baselines; no coordinates given. Enabling legislation to designate and publish unspecified bays, seas, and straits whose mouths are broader than 24nm as historic, internal waters; no official list published.</p> <p>Claimed "the waterways of the Northern Sea Route, [as] the historical national unified transport line of communication of the Russian Federation in the Arctic, including the Vilkitsky, Shokalsky, Dmitry Laptev and Sannikov straits".</p> <p>Russia has claimed Peter the Great Bay and the Dmitry Laptev and Sannikov Straits as historic, and thus internal, waters. (Note: "Historic bays and historic title refer to waters that are treated as internal but would not have that character if it were not for the existence of a historic bay or historic title. In order to establish the existence of a historic bay or historic title, the coastal state must demonstrate its (1) open, notorious, and effective exercise of authority; (2) continuous exercise of that authority; and (3) acquiescence by foreign states in the exercise of that authority.")</p> <p><i>The U.S. does not recognize these historic water claims.</i> The U.S. has protested these claims numerous times and conducted operational assertions in FY 2019 and 2021. (See <a href="#">LIS No. 112</a> and <a href="#">LIS No. 107</a> for protest history.)</p>
	Dec 2003	<a href="#">Joint Statement by Ukraine and Russian Federation on the Sea of Azov and Strait of Kerch</a> (page 131)		<p>Joint statement which claimed the Sea of Azov and Strait of Kerch as historic, internal waters of the two nations. Declared that "military ships under the flags of other states can enter the Sea of Azov and go through the Strait of Kerch only by an invitation of Ukraine or Russia agreed with the other state."</p>
	Jul 2012	Federal Law No. 132-FZ (See U.S. State Department translation, below)		<p>Described area of the NSR, based on historical claims, to include areas of territorial sea and EEZ. Authorized regulations to require permission and permits to enter and transit the NSR. Characterized four major straits (Kara Gate, Vilkitsky, Sannikov, and Dmitry Laptev) as part of the NSR and "internal maritime waters."</p> <p><i>The U.S. does not recognize these NSR claims.</i> The U.S. protested these claims in CY 2015. (See <a href="#">2015 Digest of U.S. Practice in International Law</a>, page 526, for text of protest. See <a href="#">LIS No. 112</a> for history of U.S. protests.)</p>

TYPE	DATE	SOURCE	LIMITS	NOTES
ARCHIPELAGIC, STRAIGHT BASELINES, & HISTORIC CLAIMS, Continued	Dec 2022	Federal Law amending the Federal Law on Internal Marine Waters, the Territorial Sea and the Continuous Zone (Law No. 510-FZ)		<p>Purports to mandate 90 days notice for sovereign immune vessels to transit the "internal waters" of the NSR; no more than one sovereign immune vessel for each nation in the NSR "internal waters" at any one time; that submarines transit surfaced; and, that transit in these passages may be suspended.</p> <p>Federal Law No. 132-FZ of 2012 (see U.S. State Department translation, below) claimed four major straits (Kara Gate, Vilkitsky, Sannikov, and Dmitry Laptev) of the Northeast Passage as internal waters.</p> <p><i>The U.S. does not recognize these waters as internal waters, and therefore disputes the law's applicability in those areas. (See <a href="#">LIS No. 112</a> for history of U.S. protests.)</i></p>
	Jul 1998	<a href="#">Federal Act on Internal Waters, Territorial Sea and Contiguous Zone (Federal Law No. 155-FZ)</a>	24nm	Established contiguous zone.
CONTINENTAL SHELF	Oct 1995	<a href="#">Federal Law on the Continental Shelf</a>	200nm/ CM	Also applies to all islands of the Russian Federation.
	Dec 2001	<a href="#">ECS Submission</a>		<p>Submitted request to the CLCS to extend the limits of the continental shelf beyond 200nm in the Barents Sea, the Bering Sea, the Sea of Okhotsk, and the Central Arctic Ocean. The CLCS made its <a href="#">recommendations</a> (page 6) in Jun 2002.</p> <p>The CLCS received <a href="#">communications</a> from Canada, Denmark, Japan, Norway, and the U.S. regarding this submission</p> <p>Per CLCS recommendations, in Sep 2013, Russia deposited with the UN (<a href="#">M.Z.N.97.2013.LOS</a>) a <a href="#">chart</a> showing the outer limit of its EEZ in the Sea of Okhotsk. And in Nov 2016, Russia deposited with the UN (<a href="#">M.Z.N.124.2016.LOS</a>) charts <a href="#">10100</a> and <a href="#">10101</a> describing the outer limits of its continental shelf beyond 200nm in the Barents Sea.</p>
	Feb 2013	<a href="#">Revised ECS Submission (Sea of Okhotsk)</a>		<p>Per CLCS 2002 recommendations, submitted partial revised request to extend the limits of its continental shelf in the Sea of Okhotsk beyond 200nm. The CLCS made its <a href="#">recommendations</a> in Mar 2014.</p> <p>The CLCS received a <a href="#">letter from Japan</a> regarding this submission.</p> <p>Per CLCS recommendations, in Jun 2016, Russia deposited with the UN (<a href="#">M.Z.N.121.2016.LOS</a>) a <a href="#">chart</a> describing the outer limits of its continental shelf beyond 200nm in the Sea of Okhotsk.</p>

TYPE	DATE	SOURCE	LIMITS	NOTES
<b>CONTINENTAL SHELF, Continued</b>	Aug 2015	<a href="#">Revised ECS Submission (Arctic Ocean)</a>		Per CLCS 2002 recommendations, submitted partial revised request to extend the limits of the continental shelf in the Arctic Ocean beyond 200nm. In Mar 2021, Russia submitted <a href="#">two Addenda</a> to the 2015 partial revised submission in respect of the Arctic Ocean.  The CLCS received <a href="#">communications</a> from Canada, Denmark, and the U.S. regarding this submission  The CLCS made its <a href="#">recommendations</a> in Feb 2023.
	Dec 1998	<a href="#">Federal Act on the EEZ</a>	200nm	Also applies to all islands of the Russian Federation.
	Jul 2012	Federal Law No. 132-FZ (See U.S. State Department translation, below)		Describes the area of the NSR and purports to require permission for foreign-flagged vessels to enter and transit areas within Russia's claimed EEZ and only on prior notification to Russia through an application for a transit permit and certification of adequate insurance.  <i>While these regulations do not apply to sovereign immune vessels, the U.S. does not recognize these claims as applied to all other vessels.</i> The U.S. protested these claims in CY 2015. (See <a href="#">2015 Digest of U.S. Practice in International Law</a> for text of protest (page 526). See <a href="#">LIS No. 112</a> for history of U.S. protests.)
	Sep 2013	<a href="#">M.Z.N.97.2013.LOS</a>		Deposited with the UN <a href="#">Chart No. 60102</a> showing the outer limits of the EEZ in the Sea of Okhotsk.
<b>MARITIME BOUNDARIES</b>	Feb 1957	<a href="#">Agreement with Norway</a>		Maritime boundary agreement (Varangerfjord) signed; EIF Apr 1957. A <a href="#">Descriptive Protocol</a> relating to this agreement was signed in Nov 1957; EIF Mar 1958. (See <a href="#">LIS No. 17</a> for U.S. analysis and map.)
	Mar 1957	<a href="#">Treaty with Poland</a>		Treaty on the demarcation of the frontier signed; EIF May 1957.
	Mar 1958	<a href="#">Protocol with Poland</a>		Territorial sea boundary agreement (Gulf of Gdansk) signed; EIF Jul 1958. (See <a href="#">LIS No. 55</a> for U.S. analysis and map.)
	May 1965	<a href="#">Agreement with Finland</a>		Maritime boundary agreement (Gulf of Finland) signed; EIF May 1966. (See <a href="#">LIS No. 16</a> for U.S. analysis and map.)
	May 1967	<a href="#">Agreement with Finland</a>		Continental shelf boundary agreement (North-Eastern Baltic Sea) signed; EIF Mar 1968. (See <a href="#">LIS No. 56</a> for U.S. analysis and map.)
	Aug 1969	<a href="#">Treaty with Poland</a>		Continental shelf boundary agreement (Gulf of Gdansk) signed; EIF May 1970. (See <a href="#">LIS No. 55</a> for U.S. analysis and map.)

TYPE	DATE	SOURCE	LIMITS	NOTES
<b>MARITIME BOUNDARIES, Continued</b>	Jun 1978	<a href="#">Agreement with Turkey</a>		Maritime boundary agreement (Black Sea) signed; EIF May 1981. (See <a href="#">LIS No. 109</a> for U.S. analysis.)
	Feb 1980	<a href="#">Agreement with Finland</a>		Maritime boundary agreement (Gulf of Finland and North-Eastern Baltic Sea) signed; EIF Jul 1980.
	Feb 1985	<a href="#">Agreement with Finland</a>		Agreement confirming maritime boundaries established in prior agreements (Gulf of Finland and Baltic Sea) signed; EIF Nov 1986.
	Apr 1985	Agreement with Korea		Boundary agreement.
	Jul 1985	Treaty with Poland		Maritime boundary agreement (Baltic Sea) signed.
	Jan 1986	Agreement with Korea		Maritime boundary agreement (EEZ and continental shelf).
	Feb 1987	<a href="#">Exchange of Notes with Turkey</a>		Exchange of notes constituting a maritime boundary agreement (Black Sea) signed.
	Apr 1988	<a href="#">Agreement with Sweden</a>		Maritime boundary agreement (Baltic Sea) signed; EIF Jun 1988 (with <a href="#">maps</a> ). (Based on the <a href="#">Agreement on the Principles for Delimitation in the Baltic Sea</a> signed and EIF in Jan 1988.)
	Jun 1989	<a href="#">Agreement with Poland and Sweden</a>		Maritime boundary agreement (Baltic Sea) signed; EIF May 1990.
	Jun 1990	<a href="#">Agreement with U.S.</a>		Maritime boundary agreement signed.
	Sep 1990	<a href="#">Agreement with Korea</a>		Agreement concerning the regime of the state frontier signed.
	Oct 1997	<a href="#">Treaty with Lithuania</a>		Maritime boundary treaty (Baltic Sea) signed.
	Nov 2005	<a href="#">Agreement with Lithuania and Sweden</a> (page 15)		Maritime boundary agreement (Baltic Sea) signed; EIF Jun 2011.
	Jul 2007	<a href="#">Agreement with Norway</a> (page 42)		Maritime boundary agreement (Varangerfjord) signed; EIF Jul 2008.
Sep 2010	<a href="#">Treaty with Norway</a>		Maritime boundary agreement (Barents Sea and Arctic Ocean) signed; EIF Jul 2011.  Article 3 creates a "Special Area" granting special rights to Russia, where Russia shall "be entitled to exercise such sovereign rights and jurisdiction derived from exclusive economic zone jurisdiction that Norway would otherwise be entitled to exercise under international law."	
<b>LOS CONVENTION</b>	Dec 1982			Signed Convention, with <a href="#">Declaration</a> regarding dispute resolution.
	Mar 1997			Ratified Convention, with <a href="#">Declaration</a> regarding dispute resolution; bound by Part XI Agreement.

**ADDITIONAL INFORMATION**

Following is a U.S. Department of State official translation of Federal Law No. 132-FZ of 28 July 2012. (This material was published on the website: <http://www.rg.ru/2012/07/30.more-dok.html>.)

U.S. Department of State  
Office of Language Services  
Translating Division



LS No. 09-2012-0030  
Russian/English  
JS/PH

**TRANSLATION**

**RF Federal Law No. 132-FZ of July 28, 2012, "On Amendments to Certain Legislative Enactments of the Russian Federation concerning State Regulation of Commercial Navigation in the Waters of the Northern Sea Route"**

Date of signature: July 28, 2012

Date of promulgation: July 30, 2012 00:00

**Adopted by the State Duma on July 3, 2012**

**Approved by the Federation Council on July 18, 2012**

**Article 1**

Paragraph 1 of Article 4 of Federal Law No. 147-FZ "On Natural Monopolies" of August 17, 1995 (Collected Legislation of the Russian Federation, 1995, No. 34, item 3426; 2003, No. 2, item 168; No. 13, item 1181; 2006, No. 1, item 10; 2007, No. 46, item 5557; 2011; No. 29, item 4281; No. 50, item 7343) shall be supplemented by the subparagraph that reads as follows:

"icebreaker pilotage of vessels, [or] pilotage of vessels by an ice-qualified pilot in the waters of the Northern Sea Route."

**Article 2**

Article 14 of Federal Law No. 155-FZ of July 31, 1998, "On the Internal Maritime Waters, Territorial Sea, and Contiguous Zone of the Russian Federation" (Collected Legislation of the Russian Federation 199, No. 31, item 3833; 200, No. 30, item 3616) shall read as follows:

"Article 14. Navigation in the Waters of the Northern Sea Route

Navigation in the waters of the Northern Sea Route, a historically established national transport communication route of the Russian Federation, shall be carried out in accordance with the generally recognized principles and norms of international law, the international treaties of the Russian Federation, this Federal Law, and other federal laws, as well as regulations issued in accordance with them."

**Article 3**

The Code of Commercial Navigation of the Russian Federation (Collected Legislation of the Russian Federation, 1999, No. 11, item 2207; 2001, No. 22, item 2125; 2005, No. 52, item 5581; 2006, No. 50, item 5279; 2007, No. 46, item 5557; No. 50, item 6246; 2011, No. 25, item 3534; No. 30, item 4590; 2012, No. 18, item 2128) shall be amended as follows:

- 1) the fifth subparagraph 5 of Article 2 shall be supplemented with the words "ice-qualified" after the word "pilot";
- 2) In paragraph 4 of Article 5:
  - a) in the first subparagraph, the word "route" shall be replaced by the word "waters";
  - b) in the second subparagraph, the words "on the routes" shall be replaced by the words "in the waters";
- 3) Article 5<sup>1</sup>. Navigation in the waters of the Northern Sea Route

1. The waters of the Northern Sea Route are understood to mean the expanse of water that adjoins the northern littoral of the Russian Federation, that comprises the internal maritime waters, the territorial sea, the contiguous zone, and the exclusive economic zone of the Russian Federation, and that is demarcated on the east by the line of demarcation of the maritime expanses with the United States of America and parallel to Cape Dezhnev and the Bering Strait, and on the west by the meridian of Cape Zhelaniye to the archipelago of Novaya Zemlya, the eastern shoreline of the archipelago of Novaya Zemlya, and the western boundaries of the straits of Matochkin Shar, Karskiye Vorota, and Yugorskiy Shar.

2. The guidelines for navigation in the waters of the Northern Sea Route, approved by the federal executive agency authorized by the Government of the Russian Federation, shall be applicable for the purpose of ensuring safe navigation as well as preventing, reducing, and controlling pollution of the marine environment by vessels, and shall contain:

- 1) the procedure for navigation of vessels in the waters of the Northern Sea Route;
- 2) the rules for icebreaker pilotage of vessels in the waters of the Northern Sea Route;
- 3) the rules for pilotage of vessels by an ice-qualified pilot in the waters of the Northern Sea Route;
- 4) the rules for pilotage of vessels along routes in the waters of the Northern Sea Route;
- 5) the guidelines on navigational-hydrographic and hydrometeorological support for navigation of vessels in the waters of the Northern Sea Route;
- 6) the rules for radio communication during navigation of vessels in the waters of the Northern Sea Route;

7) other guidelines pertaining to organization of navigation of vessels in the waters of the Northern Sea Route.

3. Organization of navigation of vessels in the waters of the Northern Sea Route shall be carried out by the administration of the Northern Sea Route created in the form of a federal government institution performing the following main functions:

- 1) receipt of applications to obtain permits for navigation of vessels in the waters of the Northern Sea Route, review of such applications, and issuance of licenses for navigation of vessels in the waters of the Northern Sea Route;
- 2) monitoring of hydrometeorological, ice, and navigation conditions in the waters of the Northern Sea Route;
- 3) agreement on installation of aids to navigation and on regions for conducting hydrographic projects in the waters of the Northern Sea Route;
- 4) provision of information services (applicable to the waters of the Northern Sea Route) with respect to organization of navigation of vessels, requirements for ensuring the safe navigation of vessels, navigational-hydrographic support for navigation of vessels, and support for icebreaker pilotage of vessels;
- 5) preparation of recommendations for developing routes for navigation of vessels and using vessels from the icebreaker fleet in the waters of the Northern Sea Route, taking into account the hydrometeorological, ice, and navigational conditions in these waters;
- 6) assistance in organizing search and rescue operations in the waters of the Northern Sea Route;
- 7) issuance of certificates to individuals who serve as ice-qualified pilots for vessels, authorizing their service as ice-qualified pilots for vessels in the waters of the Northern Sea Route;
- 8) assistance in conducting operations to eliminate the consequences of pollution by dangerous and harmful substances, waste water, or rubbish from vessels.

4. The permits provided for by subparagraph 3(1) of this article for the navigation of vessels in the waters of the Northern Sea Route shall be issued on condition that the vessel fulfills the requirements pertaining to safe navigation and protection of the marine environment from pollution from vessels (in respect to the waters of the Northern Sea Route) that are established by the international treaties of the Russian Federation, the laws of the Russian Federation, the rules for navigation in the waters of the Northern Sea Route specified in paragraph 2 of this article, and [on condition that] it submits documents certifying that it possesses the insurance or other financial guarantee of civil liability stipulated by the international treaties of the Russian Federation and laws of the Russian Federation for harm resulting from pollution or for other harm caused by the vessel.

5. The amount of the fee for icebreaker pilotage of a vessel or for pilotage of a vessel by an ice-qualified pilot in the waters of the Northern Sea Route shall be determined in accordance with the laws of the Russian Federation on natural monopolies, taking into account the tonnage of the vessel, the ice class of the vessel, the distance over which the pilotage is carried out, and the shipping season.

The payment for icebreaker pilotage of a vessel or for pilotage of a vessel by an ice-qualified pilot in the waters of the Northern Sea Route shall be determined on the basis of the scope of services actually rendered.”;

4) paragraph 1 of Article 79 shall be supplemented with the words “, including documents certifying the possession of insurance or other financial guarantee of civil liability stipulated by the international treaties of the Russian Federation and the laws of the Russian Federation for harm resulting from pollution or for other harm caused by a vessel.”;

5) paragraph 1 of Article 107 shall be supplemented by the words “, and also for the raising, removal, and destruction of property that has sunk in the waters of the Northern Sea Route”;

6) Article 247 shall read as follows:

“Article 247. Application of the Rules Established by this Chapter

1. The rules established by this chapter shall be applicable unless otherwise agreed by the Parties. In the cases explicitly specified in this chapter, an agreement between the Parties that is inconsistent with the rules established by this chapter shall be null and void.

2. The rules established by this chapter shall also be applicable with respect to vessels navigating in the waters of the Northern Sea Route.”;

7) in paragraph 76 of Article 249, the words “and of foreign vessels” shall be added after the words “international registry of vessels.”

#### **Article 4**

This Federal Law shall enter into force upon the expiration of one hundred eighty days following the date of its official promulgation.

**The President of the Russian Federation**  
**V. Putin**