

# **MARITIME BOUNDARY DELIMITATION AND NATIONAL DEVELOPMENT: THE BAY OF BENGAL AND THE GULF OF GUINEA IN PERSPECTIVE**

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## **INTRODUCTION**

Since the dawn of man's creation, people have always divided the world into territorial areas. Boundary disputes, whether terrestrial or maritime, are about control of space and resources including national security, and national honor. Taken together these factors produce highly volatile situations that can unsettle interstate relations or give rise to enmity between states, and in some cases to armed conflict. Disagreements regarding boundaries, especially in the maritime area between states, also adversely affect economic development, as public entities and private parties wanting to exploit the resources of an area in dispute are unable to do so due to conflicting claims and uncertainties regarding regulatory authority and absence of necessary rights.

The period after 1945 has seen growing interest in the practical aspects of maritime boundary making. Coastal state practice, impelled by economic and strategic considerations, has encroached upon maritime space once regarded as being outside the jurisdiction of any state. The great revision of the laws of the sea which culminated in the Montego Bay Convention of 1982 has endorsed the right of coastal states to maritime zones including the Exclusive Economic Zone (EEZ) extending up to 200 nautical miles in respect of the Continental Shelf (CS) even further. The regime of the EEZ and CS has exponentially extended states' entitlement to ocean space leading to proliferated maritime boundary disputes. There is now more at stake politically, economically and strategically as larger areas of ocean space along with their resources have become subject to appropriation regulation by nation states. Perhaps, the most disputed waters in the world today is the South China Sea where China, Vietnam, Philippines, Brunei, Taiwan and Malaysia are contesting ownership or part ownership of the Paracel and the Spratly Islands for economic, political and strategic reasons.

The process of negotiating well-defined maritime boundaries between states is tedious, time consuming and subject to uncertainties. Besides, the delimitation of maritime borders is a politically charged process that could obstruct the harvest of maritime resources for years. Notwithstanding these challenges, Bangladesh advocated clear boundary delimitation with Myanmar and India through the courts. On the contrary, Nigeria brokered a Joint Development Agreement (JDA) with Sao Tome and Principe (STP), an Island nation in the Gulf of Guinea, to

cooperatively develop the oil and Gas resources in their overlapping zone pending proper delimitation of their maritime borders. However, maritime resources especially oil and gas deposits do not respect borders due to their fugacious nature and they straddle across maritime boundaries at will especially around overlapping zones. The development of such straddling resources across international boundaries raises complex legal issues as there is no clear-cut rule under international law for apportioning such resources. The absence of effective strategies for cross border utilization or management of this situation remains an impediment to the effective exploration and exploitation of maritime resources for enhanced socio-economic and national development.

The purpose of this study is to analyse and compare the methods employed by Bangladesh and Nigeria to resolve maritime boundary issues in the Bay of Bengal and in the Gulf of Guinea respectively, with a view to recommend strategies for the effective management of the maritime resources in their overlapping zones.

The main objective of this study is to analyse and compare maritime boundary delimitation principles and methods adopted by Bangladesh and Nigeria to demarcate their maritime boundaries with their neighbours in the Bay of Bengal and in the Gulf of Guinea respectively. The specific objectives are to exchange useful lessons between Nigeria and Bangladesh with regards to the choice of maritime boundary delimitation procedures, establish the advantages and disadvantages of the various approaches to maritime boundary delimitation in the Bay of Bengal and the Gulf of Guinea and the effects on exploration and exploitation of marine resources for national development. The study would also identify the possible areas of cooperation between nations in maritime boundary dispute resolution in the Bay of Bengal, the Gulf of Guinea and in other seas around the world. Finally, it would recommend cooperative development of maritime resources through the process of Joint Development Agreements (JDAs).

## **THEORETICAL FRAMEWORK**

### **Boundary Delimitation between Adjacent States**

Boundary disputes have existed since we began drawing boundaries. However, when the regime of CS and EEZ introduced via UNCLOS 1982 extended coastal State's rights out from 12 to 200 miles and beyond in the case of the CS thereby creating many new opportunities for dispute. The first of such disputes is where two opposing coasts are more than 24 miles but less than 400 miles apart and the second is where adjacent States had agreed to a boundary out for

12 miles, but cannot agree on the boundaries for further extent of the sea areas between them. In addition, a newfound petroleum resource of the subsea strata has further increased the possibilities for maritime boundary disputes between states. Boundaries close to shore, as between adjacent States or closely-opposing States, tend not to be very contentious; in these cases there usually is plenty of historical evidence to buttress a claim. Further offshore, however, there is more latitude for disagreement. It is primarily in these instances that international law must look to principles rather than history to settle maritime boundary dispute among states.

### **Principles of maritime Boundary Delimitation**

The UNCLOS makes no major new contribution to the law of delimiting marine boundaries between opposing and adjacent States. It however sets out slightly different treatment for TS boundary delimitation from that of the CS or the EEZ. In all cases the UNCLOS calls on parties to resolve their boundary disputes by agreement. For the CS and the EEZ there is the additional provision that such an agreement be on the basis of international law and achieve an equitable solution. If no agreement is achieved on a CS or EEZ boundary, the Parties are directed to the general dispute resolution procedures. Since EEZ and CS delimitations are the basis of most boundary disputes, UNCLOS adopts existing international law on boundary delimitation as its principle for resolving disputes. That principle is exceedingly broad, but it can most clearly be stated as: the Parties shall use equitable principles, or equitable criteria, taking into account all the relevant circumstances, in order to come to an equitable result when settling their boundary disputes. Clearly, the result, rather than the means, is the dominant criterion for assessing the suitability of the boundary. Equity, by its very definition, will be unique for each situation and geography. In situations of very simple geography where there are no **special circumstances**, international law seems to have concluded that equidistance should be the principle chosen for boundary delimitation between opposing or adjacent coasts.

Sovereign equality between States, political status of the territories, variation between mainland and islands, and relative lengths of coastlines are among the many factors that may be put forward as equitable principles which should be invoked whenever necessary. Others are natural prolongation of land territory, historic use and economic interests and degrees of overlap. However, no one principle is equitable in all instances. At various times an equitable result has been argued as one that divides the relevant and disputed marine waters equally, in proportion to the lengths of relevant coastline or in proportion to the relevant land areas. In light of so many equitable principles, these issues are so contentious and at times there appears

to be no discernable trend in tribunal decisions. To this extent, equitable principles play out as best seen within the context of concrete examples. Notwithstanding, Articles 15, 74 and 83 of the UNLOS set the guidelines for the delimitation of the TS, EEZ and CS between states. Equally, the criteria for the measurement of the extent of each zone from the coast are spelt out under Article 48 while Article 5 defines the criteria for drawing the all important **baseline** which is the reference point from which all other distances are measured (United Nations Division of Ocean Affairs, 2000). The pictorial representation of the maritime zones discussed in this section is at Annex A.

### **The Concept of National Development**

The term development has several definitions all of which embraces many integrated variables. The term has been viewed from several dimensions including historical, cultural, social, economic and political among others. The United Nations Development Programme (UNDP) sees national development as the conducive environment which enables people to develop their full individual potential and lead productive and creative lives in accordance with their needs and interests (UNDP, 2001). Garuba also observes that development means several things to different people at various periods. Hence, he states that “while some people tend to see development as economic growth, some see it as self-reliance, others as modernization and yet some others their basic needs” (Garuba, 1997, p.23). On the other hand, Nwolise views development as the process of transformation of economic and environmental facets of the state through human and technological advancement and its application to produce higher per capita income, good roads, bridges, communication and other facilities (Nwolise, 1998). This definition is based on the checklist of factors whose connecting links are elitist and western oriented. Some other scholars posit that development implies modernisation, and that modernisation is synonymous with economic growth, which presupposes a sustained secular increase in total national income or in national income per head of the population. Accordingly, this study conceptualises national development as the political, social, environmental and economic progress of a society and its transformation to produce higher per capita income through industrialisation and provision of socio-economic infrastructure such as, good roads, bridges, speedy communication and other facilities.

### **Relationship between Maritime Boundary Delimitation and National Development**

Boundary delimitation facilitates better security and potentials for improved national incomes which are critical ingredient for national development. Maritime boundary delimitation drives

increased exploration and exploitation of maritime resources, engenders improved maritime economic activities and improves investment in maritime sector. These will in turn generate employment, infrastructural development and stimulate economic growth for enhanced national development. Conversely, disputed maritime boundaries negatively impact on economic growth and national development. Therefore, a direct relationship exists between maritime boundary delimitation and national development. This relationship is depicted in Figure 1.

**Figure 1: Relationship between Maritime Boundary Delimitation and National Development**

**Source: Researcher's Design**

## **MARITIME BOUNDARY DISPUTE RESOLUTION - AN APPRAISAL OF BAY OF BENGAL AND GULF OF GUINEA**

In contemporary ocean governance, UNCLOS emerged as the accepted Law of the Sea to overcome the shortcomings of previous laws including the older 'freedom of the seas' concept where national rights were limited to three nautical miles. In 1945 President Truman of the USA unilaterally extended his nation's maritime control to cover all the natural resources of their continental shelf. Thereafter, some other nations followed suit and claimed the EEZ and the CS. This development gave rise to conflicting claims which resulted in maritime boundary disputes and the need to delimit maritime boundaries in order to prevent maritime dispute between nations.

### **Maritime Boundary Disputes Resolution in the Bay of Bengal**

The Sea Lanes of Communication (SLOC) that connects Bangladesh with the outside world is the umbilical cord that supports the country across a broad spectrum of her economic activities. The Bay of Bengal provides passage to 95% of Bangladesh's trades and offers livelihood to almost thirty millions of its peoples that live around the coast (Alam, 2004). In this connection, Bangladesh enacted the Territorial Water and Maritime Zones act in 1974 and declared its baseline on 8 points all of which were located offshore (Table 1) along the 10-fathom line.

**Table 1: Geographical Coordinates of Baseline points Proclaimed by Bangladesh's Maritime and Territorial Zone Act of 1974**

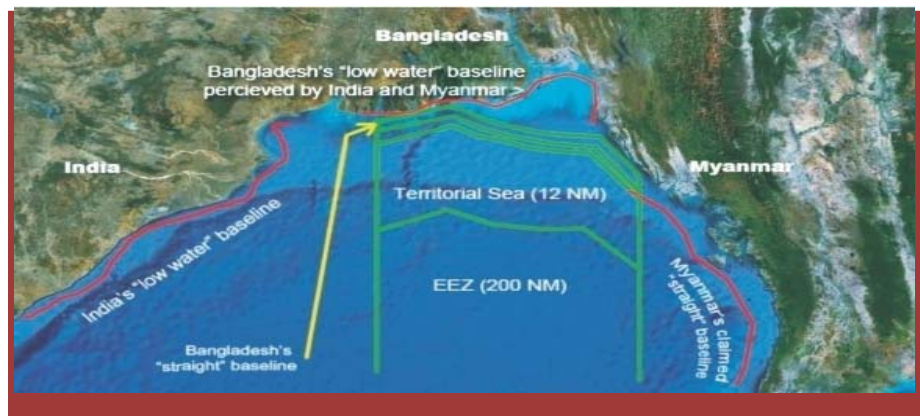
Point No	Latitude	Longitude
1	21°12'00"N	89°06'45"E
2	21°15'00"N	89°16'00"E
3	21°29'00"N	89°36'00"E
4	21°21'00"N	89°55'00"E
5	21°11'00"N	90°33'00"E
6	21°07'30"N	91°06'00"E
7	21°10'00"N	91°56'00"E
8	20°21'45"N	92°17'30"E

**Source:** (Maritime Doctrine of Bangladesh, 2012)

Subsequently, Bangladesh claimed 12 nautical miles TS, 18 nautical miles CZ and 200 nautical miles EEZ. This claim was however rejected by other littoral states in the Bay of Bengal as well as other international bodies.

The littoral countries that have direct boundary with and claims in the Bay of Bengal are Bangladesh, India, Myanmar and Sri Lanka. The littoral countries are oriented in such a way that the claims overlap with each other. In reality, only Bangladesh, India and Myanmar feature prominently in maritime boundary disputes in the Bay. The disputes among the three nations are based on two fundamental disagreements; the type of baseline and the direction from which to measure other maritime zones. India and Myanmar prefer a **normal baseline** that closely follows the curves of the vertical coastlines for their maritime boundaries (Figure 2).

**Figure 2: Equitable and Equidistant Baselines in the Bay of Bengal**

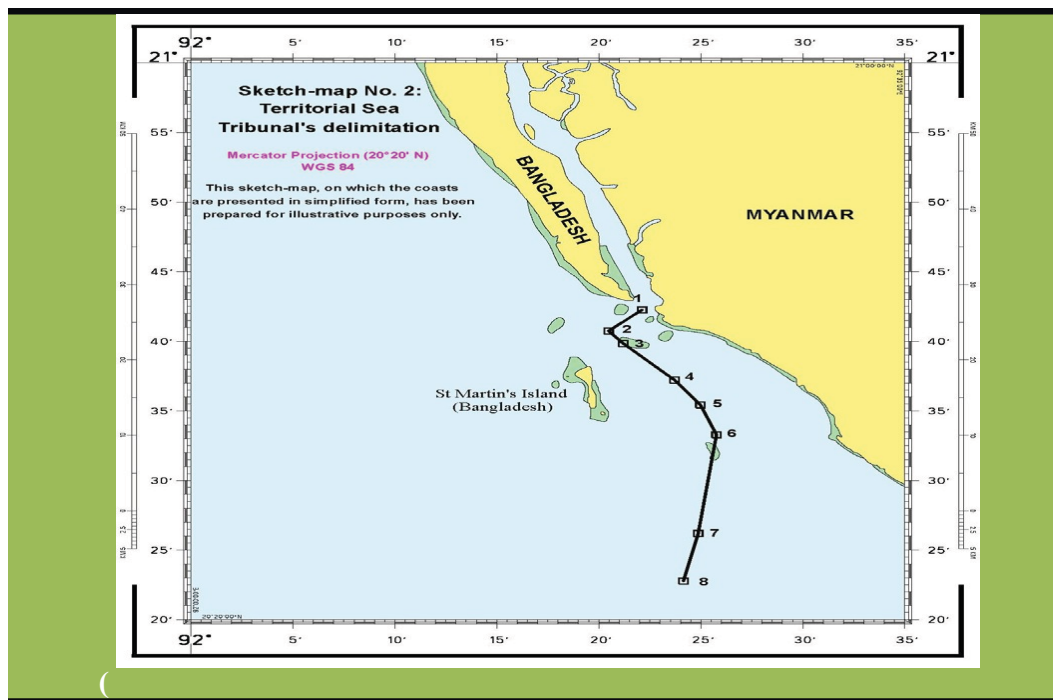


**Source:** (National Maritime Foundation, 2014)

On the other hand, Bangladesh prefers a **straight baseline** anchored on different coastal landmarks and the St Martins Islands. This position is based on the fact that the coastline of Bangladesh is deeply indented and very uneven. Besides, it is difficult to construct normal baseline with the many rivers which unite with the sea on the Bangladesh coastline. Notwithstanding this condition, India and Myanmar delineated their maritime boundaries at the west and east shore of the Bay of Bengal based on 'equal distance' from their respective coastlines. Such demarcation deprives Bangladesh her access to the EEZ and CS.

In spite of this impasse, India and Myanmar announced their offshore blocks and granted licenses to International Oil Companies (IOCs) for exploration and extraction of oil and gas in the contested sea area. In defence of its maritime claim, Bangladesh used its naval force to stop Myanmar from exploration inside the overlapping zone in 2008. Similarly, India began exploration of gas close to the disputed territory. Bangladesh reacted and granted license to ConocoPhillips to commence exploration of gas in the same disputed block with India. To prevent escalation of the dispute, both the countries suspended exploration activities in the disputed zones pending the resolution of the deadlock. Under these circumstances, Bangladesh took the bold step for settlement of maritime issue through compulsory dispute settlement procedure under UNCLOS and presented the two cases to ITLOS and PCA respectively.

**Figure 2: The Territorial Sea Boundary Delimited by the ITLOS**

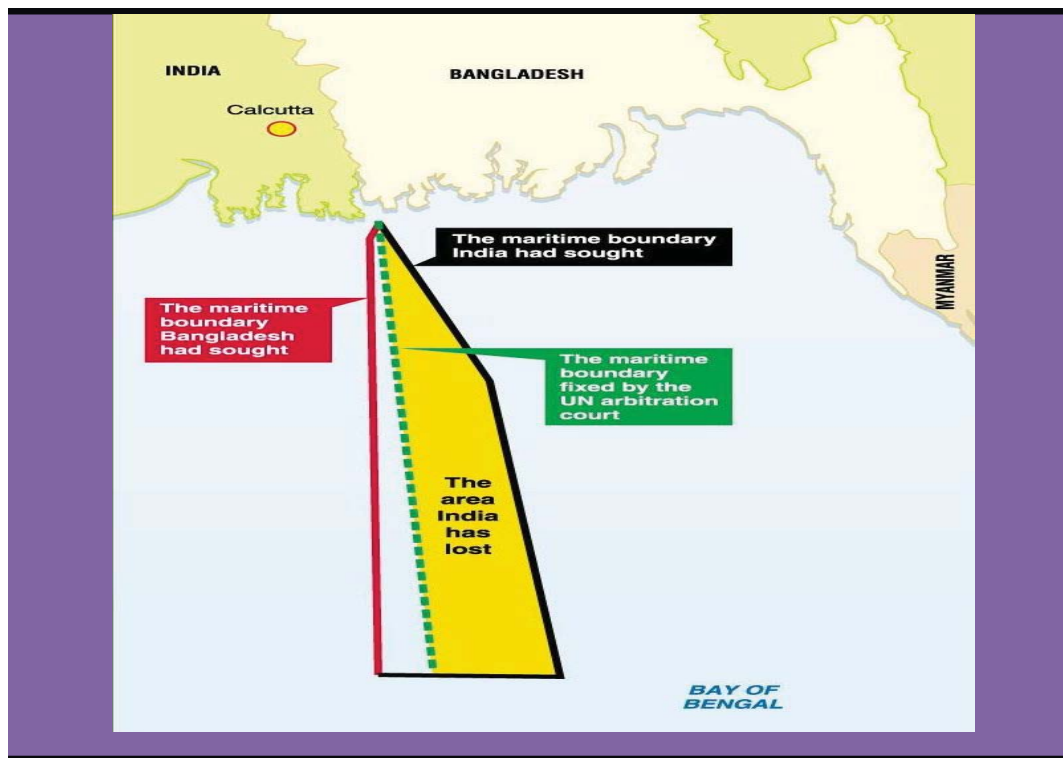


Source: ITLOS Judgment, p. 57

In 2012, ITLOS awarded 111,000 sq km of the disputed waters to Bangladesh which then provided access to the CS beyond 200 nautical miles (Figure 2). Again, on 7 July 2014, the PCA in arbitration between Bangladesh and India issued its judgment and awarded Bangladesh a sizable portion of the contested sea area. In the case against India, Bangladesh sought ten oil wells and approximately 25,602 square kilometers of sea area. PCA awarded her the ten oil wells together with 19,467 square kilometers of sea area (See Figure 3).

**Figure 3: Bangladesh and India Sea Area Delimited by PCA Verdict**





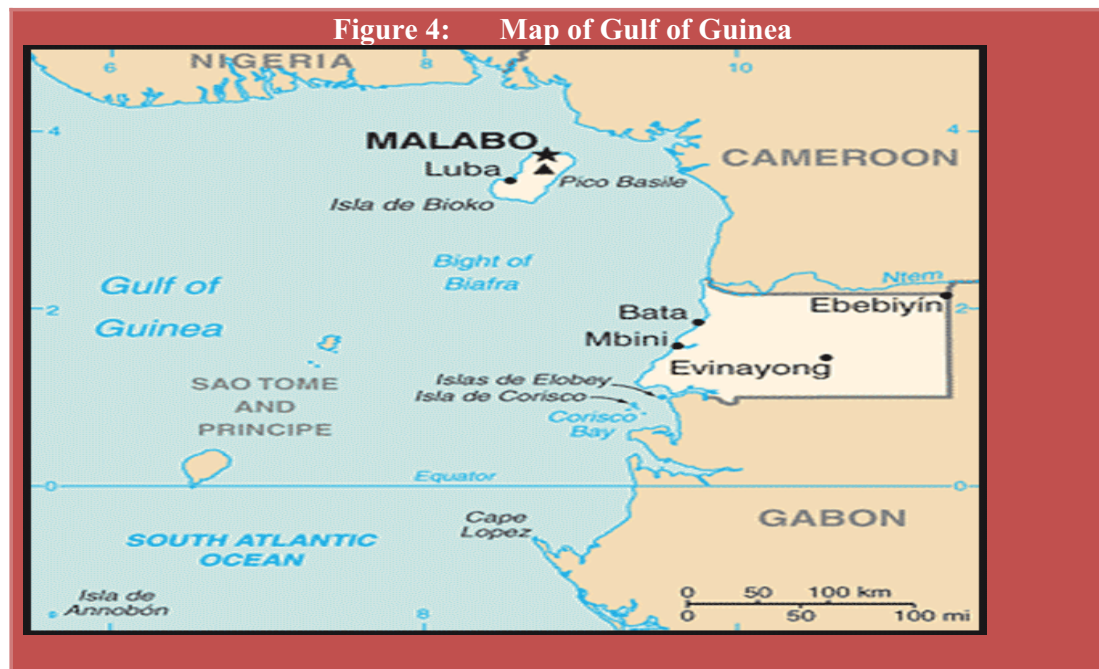
**Source:** (Hydro International, 2014)

These verdicts moved Bangladesh forward and created a new dimension within the scope and potentials of the country's economic development. They brought to an end, the nearly four decades of maritime boundary disputes between Bangladesh and her two neighbouring states (Zamir, 2014).

### **Maritime Boundary Disputes Resolution in the Gulf of Guinea**

The Gulf of Guinea (GoG) is a natural resource-rich region spanning the Atlantic littoral, including territories in West, Central and Southern Africa and it is a host to one of the richest sources of hydro-carbons in the world. With estimated reserves of 24 billion barrels of crude oil, the Gulf of Guinea is likely to become the world's leading deepwater offshore oil production center. International concerns for energy security have raised the stakes in the GoG and consequently increased the international significance of the region. However, African land and maritime borders have notoriously been poorly demarcated due to colonial legacies. The maritime boundaries are even more problematic because of the overlapping jurisdiction associated with them. With clearly defined territorial and maritime boundaries mostly lacking, conflicts and disputes over natural resources in the GoG have been heightened. Examples of maritime disputes in the GoG include those between Nigeria and Cameroon over the Bakassi Peninsula and the festering one between Ghana and Cote d'Ivoire over the segments of their oil-

rich waters. This study examines the Nigeria/Cameroon dispute over the Bakassi Peninsula and the Nigeria - STP JDA in their overlapping zones {Figure 4}.

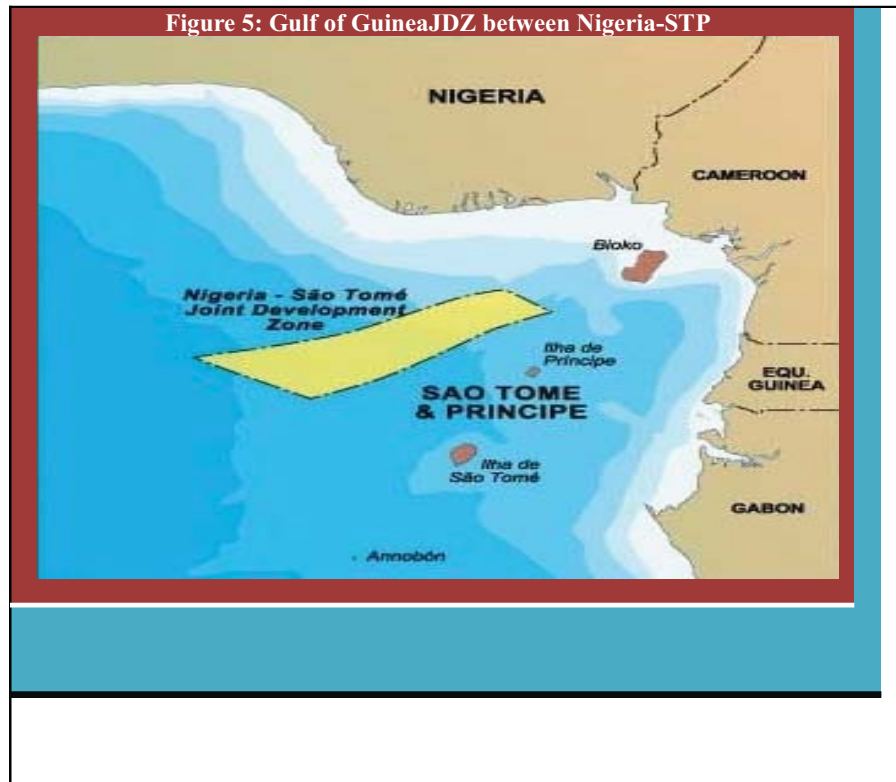


**Source:** <http://www.factba.se/gr/maps>

Ironically, the Bakassi Peninsula was for decades neglected by both Nigeria and Cameroon. Its significance for both countries began to grow when it became apparent in the early 1980s that the region contained sizable oil deposits. This development prompted Cameroon to file complaint at the ICJ in March 1994, seeking a determination of the ownership of the peninsula. Cameroon's case relied primarily on a border treaty signed in 1913 between Britain (then colonial power in Nigeria) and Germany (which then controlled Cameroon). Under the treaty Cameroon was to be ceded the Bakassi Peninsula. In addition to the colonial legacy, Cameroon's claim to the peninsula was strengthened by an accord (the Maroua Declaration) signed in 1975 by the then leaders of the two nations. On these basis, ICJ upheld the validity of the 1913 agreement, the Maroua Declaration, and awarded the Bakassi Peninsula to Cameroon.

Nigeria's negotiations with STP over their overlapping EEZ began in earnest in the late 1990s. STP had claimed archipelagic status under Article 46 of UNCLOS and had drawn a 200 mile EEZ limited in the north-easterly direction by the median line negotiated with Equatorial Guinea and in the North West by what they perceived as the median line between the two countries. On the other hand, Nigeria under the 200 mile EEZ legislation claimed an area which overlapped very considerably with STP EEZ. To resolve the issue, both the nation started

negotiations in 2000 but it rapidly became apparent that the two sides were deadlocked. However, in a dramatic turn of events, the two sides agreed to resolve their differences through a JDZ in the area of overlap to enable joint exploration of the overlapping area on a 60/40 ratio in favour of Nigeria. A pictorial representation of the Nigeria/STP JDZ is at Figure 5.



Source: (ERHC Energy Inc, 2012)

### The Maritime Boundary Delimitation - Development Nexus

The verdict in the maritime boundary dispute between Bangladesh and her two neighbours affords it the opportunity to maximize the benefit of the all important maritime resources to generate economic income and to translate the income into developmental project to improve the living standard of the people and to ensure long term sustainable development of the nation. Alongside the economic growth and national development comes added responsibilities for the nation as a littoral state. For instance, the verdicts and its acceptance has reflected the desire of the people of the affected countries to move forward confidently into a new era of **cooperation** in the maritime sector. Secondly, it has removed the obstacles to exploitation of natural resources in this area for Bangladesh and the nation can now encourage deep sea fishing to the benefit of its rising population. Furthermore, the judgments would help Petrobangla (created to operate, monitor and control all aspect of petroleum operations in Bangladesh) to launch new

bidding process for the exploration and subsequent exploitation in the shallow and deep sea areas allocated in the Bay with greater confidence. The sea can now provide the alternative to the dwindling land resources to help boost the economy and create huge employments for the ever increasing population. On the other hand, challenges exist in the harvest of these resources. In the past, all estimates on the resources in the allocated sea areas have been based on speculations rather than facts and figures based on appropriate survey data. The consequence of this is that on eventual commencement of exploitation of the resources, especially the hydrocarbon, it may be discovered that most of the resources are on the other side of the boundary. Even when they are found to be on the Bangladesh side of the border, they may straddle across in such a manner that it affects the quantity recoverable from the Bangladesh's side. This situation may lead to competitive mining between Bangladesh and India on the western side and with Myanmar on the eastern side thereby reducing the life span of the resources and creating room for wastage of the resources. Secondly, the responsibility for Bangladesh to ensure maritime security and preservation of the maritime environment under her jurisdiction has grown tremendously with the recent expansion. Thirdly, lack of awareness of the political class on opportunities that abounds in the maritime sector is an impediment to the development of the sector in most developing nations, Bangladesh inclusive. Put together, these factors negatively impacts on state investment and harvest of the gains in this all important sector of the economy.

To this extent, Bangladesh needs to generate more maritime awareness among its political class and to broaden the nation's horizon towards utilizing resources of the sea to bring about necessary socio-economic changes in the lives of the people of Bangladesh. The nation should take measures to strengthen and maintain naval and coast guard presence in the added sea area in order to safeguard the resources and ensure maritime security in the area. In addition, Bangladesh should obtain up-to-date data on the resources of the sea bed through a fresh survey of the sea areas awarded to the nation in order to enable the country to take informed decisions on the vast oil and gas reserve estimated to be worth billions dollars.

Besides, conventional and non-conventional threats in the maritime environment, especially maritime terrorism, piracy, sea robbery and poaching (illegal, unregulated and unreported fishing) as well as pollution and maritime safety have taken dimensions that no one nation can effectively curtail. In order to tackle these challenges, Bangladesh needs to seek cooperation with India and Myanmar. The cooperation will enable joint management of the sea and the resources therein with India and Myanmar especially around the former overlapping zones. The

type of cooperation should take the form of a JDZ that could be modified to suit the purpose of achieving joint development of the resources which are likely to straddle across borders, joint policing of the sea to check all forms of vices including prevention of maritime pollution and conservation of the maritime resources and environment. All these put together would enhance economic growth which could be effectively transformed into national development through effective management in Bangladesh and in Nigeria.

## **CONCLUSION**

Maritime boundary delimitation is essential for the harvest of the seabed resources, which could prove crucial to the economic and political well-being as well as the national development of coastal States. It can arguably be viewed as an essential precursor to the full realisation of the resource potential and the peaceful management of the oceans and seas within a state's jurisdiction. Well demarcated maritime boundary between states enhances exploration and exploitation of maritime resources, maritime economic activities and investment in the maritime sector. These will in turn stimulate economic growth through increased revenue generation from maritime economic activities. The economic growth which is an outcome of the harvest of resources from the demarcated sea area can then be properly utilized for enhanced national development through the generation of employment, improved infrastructural development and provision of other social amenities that are essential for the wellbeing of the citizens of the state. Conversely, unsettled maritime boundary disputes between states will generate the opposite effect on economic growth, revenue generation from maritime activities and national development.

Most coastal states make extensive claims to maritime zone in order to maximize the benefits of the resources therein for economic, political and strategic benefits. These excessive claims have created maritime boundary disputes in the Bay of Bengal, the Gulf of Guinea and around the global maritime space. To a large extent, unresolved maritime boundary disputes have the tendency to impact negatively on maritime resource development and the economic wellbeing of affected states and could lead to conflicts between contending states. In this connection, this paper analyzed and compared the maritime boundary disputes resolution and the delimitation procedures adopted by Bangladesh in the Bay of Bengal and by Nigeria in the Gulf of Guinea in order to exchange valuable lessons between the two states.

Bangladesh, India and Myanmar feature prominently in maritime boundary disputes in the Bay of Bengal. The disputes among the three nations are based on two fundamental disagreements;

the type of baseline and the direction from which to measure other maritime zones. While India and Myanmar prefer a **normal baseline** that closely follows the curves of the vertical coastlines for their maritime boundaries, Bangladesh prefers a **straight baseline** anchored on different coastal landmarks and the St Martins Islands to ensure equitable demarcation of the boundaries. Bangladesh's position is based on the fact that the coastline of Bangladesh is deeply indented and very uneven. Besides, given the triangular shape of the Bay of Bengal, such demarcation not only deprives Bangladesh her entitlement to sea resources in the EEZ and CS, it also made it a semi **zone-locked** country without access to the CS. To resolve the dispute, Bangladesh presented the two cases to ITLOS and PCA respectively. In 2012, ITLOS awarded Bangladesh about 111,000 sq km of the disputed waters in the eastern part of the Bay of Bengal including the CS beyond 200 nautical miles. Again, on 7 July 2014, the PCA in arbitration between Bangladesh and India issued its judgment and awarded Bangladesh ten oil wells and 19,467 square kilometers out of the contested 25,602 square kilometers of the contested sea area. These verdicts moved Bangladesh forward and created a new dimension within the scope and potentials of the country's economic and national development.

In the Gulf of Guinea where clearly defined territorial and maritime boundaries are mostly lacking, conflicts and disputes over natural resources is anchored around competition for control of maritime resources. This study examined the Nigeria and Cameroon dispute over the Bakassi Peninsula and the Nigeria – Sao Tome and Principe JDA. From a factual point of view and as far as demarcation of maritime zones are concerned, the practice in the Gulf of Guinea shows that bilateral negotiations, combined mediation and litigation as well as interim arrangements pending maritime delimitation have been very efficient in helping to resolve maritime disputes or as a preparatory phase for it. Nevertheless, the compulsory dispute resolution procedures adopted by Bangladesh for the delimitation of her boundary with India and Myanmar remains the best and sustainable option recognized by the international courts.

Notwithstanding, in order to benefit maximally from these option, Bangladesh needs to generate more maritime awareness among its political class and to broaden the nation's horizon towards utilizing resources of the sea to bring about necessary socio-economic changes in the lives of the people of Bangladesh. In this connection, the nation should take steps to strengthen and maintain naval and coast guard presence in the added sea area in order to safeguard the resources and ensure maritime security in the area. In addition, Bangladesh should obtain up-to-date data on the resources of the sea bed through proper survey of the sea areas awarded to the



nation in order to enable the country to take informed decisions on the vast oil and gas reserve estimated to be worth billions dollars in her new sea area.

To achieve all these requirements is heavily dependent on capital investments running into billions of dollars. This may be unaffordable in the interim. Besides, conventional and non-conventional threats in the maritime environment, especially maritime terrorism, piracy, sea robbery and poaching (illegal, unregulated and unreported fishing) as well as pollution and maritime safety have taken dimensions that no one nation can effectively curtail alone. To tackle these challenges, Bangladesh needs set aside maritime sovereignty and jurisdictional issues and seek cooperation with India and Myanmar to effectively develop the maritime resources in its expanded sea areas. The type of cooperation should take the form of a JDZ similar to that between Nigeria and Sao Tome and Principe. However, it could be modified to suit the purpose of achieving joint cooperation to harvest and protect the resources especially oil and gas which are likely to straddle across the newly delimited borders.

## **RECOMMENDATIONS**

In view of the fugacious nature of petroleum resources, they straddle across borders in an uncontrollable manner. In this connection, much more needs to be done in form of resource management across borders and cooperation between the countries in order to derive maximum benefit from the resources. Against this background, it is recommends that the Government of Bangladesh should aggressively engage India and Myanmar in the cooperative management of the living and non-living resources as well as to secure and protect the environmental resources in their common sea areas in the Bay of Bengal.

The Nigeria-Sao Tome and Principe JDA in the gulf of Guinea is an interim arrangement recommended by UNCLOS 82. However, this is only a provisional arrangement pending proper delimitation of the maritime boundary between the two nations. The only permanent solution is to officially delimit the boundary between the two states by agreement or otherwise. Accordingly, it is recommended that Nigeria should emulate Bangladesh and adopt the compulsory dispute resolution model to permanently demarcate her maritime boundaries with other neighbouring nations in the Gulf of Guinea.

In view of the lack of maritime awareness among the political leaders in Bangladesh and Nigeria, all stakeholders in the maritime industry extractive industrial entrepreneurs, the navy and other maritime related industrialists needs to generate maritime awareness among the

political class of both the nations to broaden the nation's horizon towards utilizing maritime resources to bring about necessary socio-economic changes in the lives of the citizens.

Finally, to ensure preservation, exploration and optimum utilisation of marine resources, Bangladesh needs to adopt a comprehensive and functional national maritime policy which will be required to derive maximum benefit from the newly acquired maritime territories.

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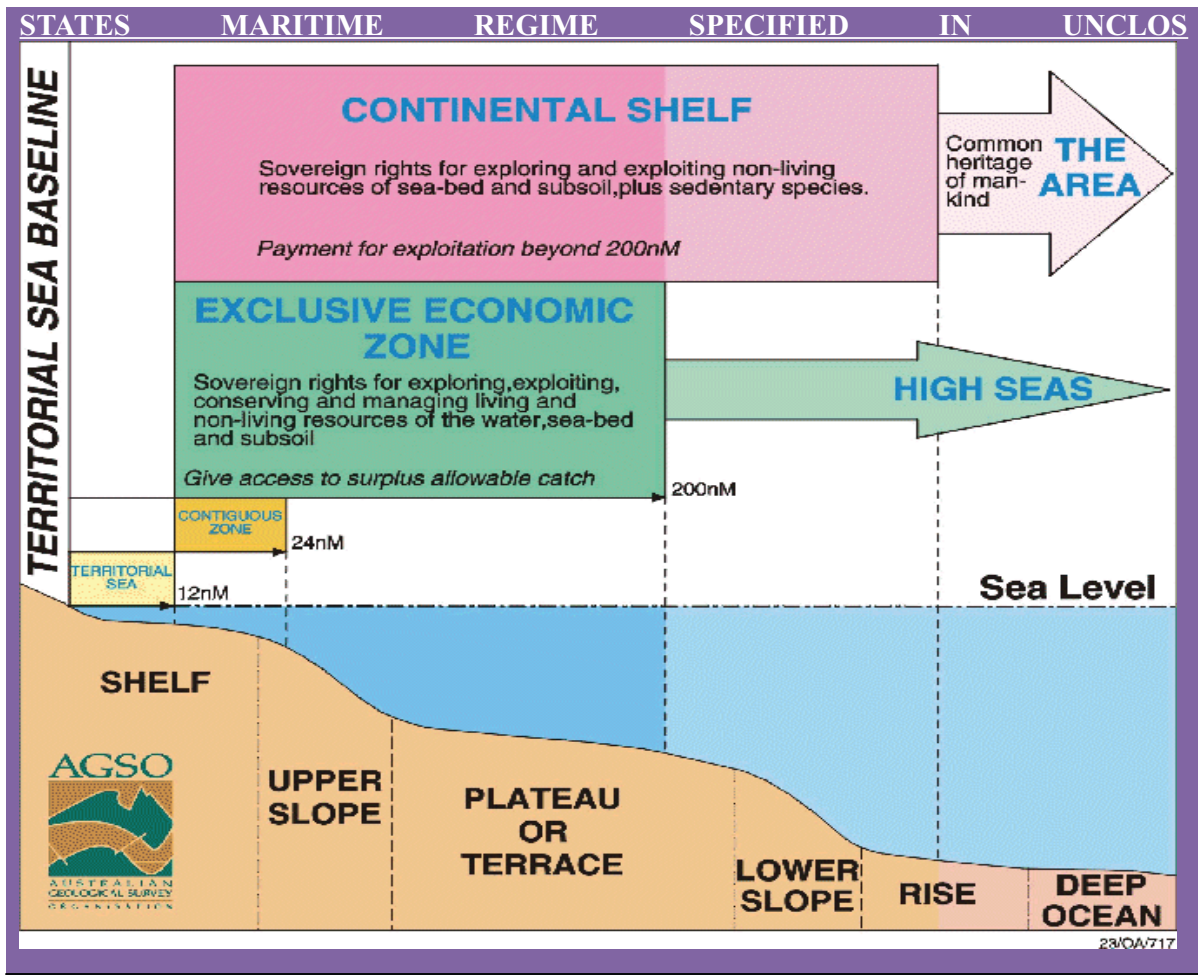
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ANNEX A TO  
CAPTAIN SALAMI IRP  
DATED 14 OCTOBER 2014



Source: Australian Geological Survey Organisation (AGSO)

## **Author**

Captain (NN) Ademoh Jatto Salami was born on 10 December 1967 in Okene, Kogi state of Nigeria. He was commissioned as a Sub Lieutenant into the Nigerian Navy on 19 September 1992. Since commission, he has served in various capacities onboard Nigerian Navy ships as Watch Keeping Officer, Watch Keeping Duty Officer, Navigating Officer and Executive Officer among others. He has also held a number of appointments on shore establishments among which are Base Operations Officer, Base Administrations Officer and as Instructor in various Nigerian Navy training schools and establishments amongst others. The senior officer was at various times an Assistant Director of Training at the Defence Headquarters and as the Assistant Director of Manning at the Nigerian Navy Headquarters both in Abuja, Nigeria. He was the Assistant Director of Administration at the Naval Headquarters, Abuja before he was nominated to participate in the National Defence Course 2014 in Bangladesh.

The senior officer attended a number of courses at home and abroad. These include the Sub Technical Course and the Officers' Long Course both at the Nigerian Navy Ship QUORRA, specialising in Navigation and Direction. He undertook his junior and Senior staff course at the Armed Forces Command and Staff College (AFCSC) Jaji, Nigeria in 2001 and 2005 respectively. He equally attended some overseas courses. These include the Exclusive Economic Zone Management Officers' Course at the erstwhile HMS DRYAD in UK, the Search and Rescue Inland Planning Course at the Coastguard Training Center in York Town Virginia, USA and the Stabilisation and Peace Support Operations Course in UK. The senior officer is happily married to Mrs Morayo Joycelyn Salami and they are blessed with 3 girls and one boy. His hobbies include photography, travelling and reading.