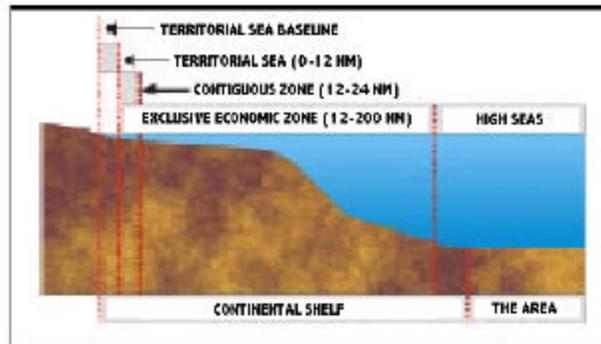


**SEAS** – For legal enforcement purposes the Ocean is divided up into various seas/waters, both Domestic and International.

- The low tide mark along the coast is known as the **Baseline**.
- Extending from the baseline is the **Territorial Sea** (The first 3NM of the Territorial Sea are considered Coastal Waters). These territorial waters that extend out to 12NM are subject to sovereign jurisdiction, *that of the nearest country*.
- The belt of water adjacent to the territorial sea is the **Contiguous Zone**, the outer limits, which do not exceed 24NM from the baseline. In this zone, the coastal state may turn back a ship prior to entering its territorial waters or arrest a ship that is leaving its territorial waters based on a violation of local law (or a plan to commit).
- The zone seaward of the territorial sea with an outer boundary up to 200 miles from the baseline is the **Exclusive Economic Zone** (EEZ). This zone is subject to coastal state rights and jurisdiction, including the regulation of: nonliving resources; living resources; other economic resources, such as the production of energy from the water, currents, and winds; artificial islands, installations, and structures; marine scientific research; and pollution control.
- The ocean areas outside the territorial seas and maritime zones of coastal states are known as the **High Seas** (or the International Waters), falling under no single country's jurisdiction.



### **Mariner License Endorsements**

- Licenses that specify **Near Coastal** denotes voyages up to 200 miles, or within the EEZ.
- Licenses that specify **Oceans** denotes voyages with of unlimited miles.
  - Further information on Mariners' Licenses is available through the Regional Exam Center (1-800-972-8881).

### **Jurisdiction Application**

- Domestic regulations apply to all US vessels in domestic and international waters, and all foreign vessels in domestic waters when specified in the Code of Federal Regulations.
- International Regulations apply to all vessels engaged on an international voyage. US has jurisdiction to enforce these regulations on US vessels, *and foreign vessels* when Clear Grounds is present.
  - Clear Grounds is evidence of noncompliance with requirements of relevant conventions or unfamiliarity with shipboard safety procedures.
- State jurisdiction extends out to 9NM (Texas). Vessels within 9NM would fall under an individual State's regulations as opposed to just Federal.

## **Relevant Significant International Regulations**

- MARPOL – International Convention for the Prevention of Pollution from Ships: The MARPOL Convention is the main international convention covering prevention of pollution of the marine environment by ships from operational or accidental causes.
  - “Pollution” is defined throughout six (6) separate annexes in the convention and covers:
    - Oil
    - Noxious Liquid Substances (NLS)
    - Harmful Substances in Packaged Form
    - Sewage
    - Garbage
    - Air Pollution
  - Enforcement of MARPOL: Any violation of the MARPOL 73/78 Convention within the jurisdiction of any Party to the Convention is punishable either under the law of that Party or under the law of the flag State. In this respect, the term "jurisdiction" in the Convention should be construed in the light of international law in force at the time the Convention is applied or interpreted.
  - Additional information on MARPOL can be found at: [www.imo.org/conventions](http://www.imo.org/conventions)
- SOLAS – International Convention for the Safety of Life at Sea: The SOLAS Convention in its successive forms is generally regarded as the most important of all international treaties concerning the safety of merchant ships. The main objective of the SOLAS Convention is to specify minimum standards for the construction, equipment and operation of ships, compatible with their safety.
  - SOLAS “Safety” Regulations are defined throughout the twelve (12) Chapters in the Annex and covers:
    - General Provisions
    - Construction and Fire Protection
    - Life-saving
    - Radiocommunications
    - Navigation
    - Carriage of cargoes
    - Dangerous goods
    - Nuclear ships
    - Safe operation management

- High-speed craft
  - Maritime Security
  - Additional measures for bulk carriers
- Enforcement of SOLAS: Flag States are responsible for ensuring that ships under their flag comply with its requirements, and a number of certificates are prescribed in the Convention as proof that this has been done. Control provisions also allow Contracting Governments to inspect ships of other Contracting States if there are clear grounds for believing that the ship and its equipment do not substantially comply with the requirements of the Convention - this procedure is known as Port State Control.
  - Additional information on SOLAS can be found at: [www.imo.org/conventions](http://www.imo.org/conventions)