

Canada pleased with progress at Law of the Sea Conference

"The Canadian Government and I, and I think the other ministers who were present, are generally pleased with the progress made in attaining most of the objectives that the Canadian Government had set down at the Geneva session of the Law of the Sea," stated Secretary of External Affairs Allan J. MacEachen on May 22.

Mr. MacEachen, in a report to the Standing Committee on External Affairs and National Defence, stated that a "negotiating text", tabled on the last day of the conference, would be the basis from which delegates would work at the resumed session next year. His impressions of that document follow:

The text demonstrates the fact that there has now been sufficient development of new principles of international law to permit some radical departures from the pre-existing traditional principle of the Law of the Sea. On fisheries, the progress has been dramatic. Most countries have agreed on the new concept of the economic zone, which is neither territorial sea nor high seas, as the key to an accommodation between the interests of the coastal states on the one hand and the distant water-fishing states on the other.

Canada's position has always been that the economic zone must be exclusive in that a coastal state must have complete management rights over fisheries in the zone, coupled with the right to reserve to itself as much of the allowable catch as it has the capacity to take. At the same time, the economic zone must be a shared resource zone in the sense that the coastal state should allow other states to harvest stocks surplus to its needs under coastal-state control and regulation. There appears to be a basis of agreement emerging on just these principles.

Salmon fishing

Of particular importance to Canada is the inclusion of a provision in the negotiating text on anadromous salmon species whereby fishing for salmon would be confined to the economic zones only, except where this would create economic dislocation for a state other than the state of origin. The text clearly recognizes the primary interest and responsibility of the state of origin in the anadromous stocks.

This I think is a very important development because we had been fighting, so to speak, an uphill battle in promoting the interests of this species of fish, this anadromous species, and,

therefore, the fact that it has found its way into this text is of great importance to Canada.

Marine environment

The economic zone should, in Canada's view, also include coastal-state jurisdiction for the purpose of preserving the marine environment. Unfortunately, the negotiating text does not clearly accord to coastal states the rights to set national standards in the economic zone area, but only within the territorial sea, with respect to vessel discharges and operations. As to the enforcement of rules for the prevention of pollution from ships, the negotiating text does not go as far as we would have wanted in according a role to coastal states as well as to flag states. However, insofar as the rights to establish vessel construction, manning and equipment standards in Arctic waters are concerned, the language of the negotiating text makes it clear that the exercise of such rights is in no way contrary to the draft convention and that there is no restriction on such regulatory power in those areas.

That is another, I believe, important point from the Canadian point of view.

International transit passage

The single text has adopted the basic concept of transit passage, as advocated by the major maritime powers, as the regime applicable to navigation through international straits. Canada would have preferred to see passage through such straits subject to stricter controls on the part of the coastal states involved. However, the provisions define the straits as only those which are used for international navigation and exclude straits lying within the internal waters of a state. As Can-

ada's Northwest Passage is not used for international navigation and since Arctic waters are considered by Canada as being internal waters, the regime of transit does not apply to the Arctic and we are therefore able to continue to enact and enforce pollution-control regulations in that area.

Continental shelf revenue-sharing Canada's long-standing position that it exercises sovereign rights over the continental margin both within and beyond 200 miles is fully reflected in the negotiating text. At the same time we are conscious of the need to work out equitable arrangements with respect to those countries which either are landlocked or do not have a continental shelf.

Consequently, we are prepared to explore prior to and at the next session of the conference the possibility of financial contributions related to the resources of the continental shelf between 200 miles from shore and the seaward edge of the continental margin.

This idea is also reflected in the negotiating text. This, of course, has reference to the concept of revenue sharing that has been raised at the conference and at one stage the Canadian delegation was authorized by the Government to consider and explore this question of financial contributions.

More negotiations at next session

There are, of course, many other important issues referred to in the more than 300 draft articles in the negotiating text. In summary, however, I can say without hesitation that this round of work, or negotiations, in the conference has made great progress. We had hoped that it would be possible to make even further progress. While a unified text has been produced, which can provide an extremely useful basis for future negotiations, it has no legal status yet and will not of itself constitute the proposed convention. Considerable negotiation is still required.

In these circumstances...the Canadian Government, like many others represented at the conference, will be making a very careful appraisal of the results of the conference with a view to determining what further action should be taken to promote the future development of the international Law of the Sea....