

Northwest Atlantic. The Convention on Future Multilateral Co-operation in the Northwest Atlantic Fisheries, establishing NAFO, was the result. It requires that Canadian fishermen be given special consideration in the allocation of fish stocks on the Grand Banks and Flemish Cap beyond the Canadian 200-mile limit in recognition of the responsibility Canada has assumed over the years for surveillance and inspection in these areas and the dependency of Canadian coastal communities on these stocks. NAFO got off to a good start in 1979, and it is expected that it will play a valuable role in the Northwest Atlantic in future years.

The practical and legal complexity of the maritime boundary and fisheries problems between Canada and the U.S. greatly increased in 1976 and 1977 when the U.S. and Canada, respectively, created 200-mile fishing zones adjacent to their coasts. Because of overlap in the claimed maritime zones in the boundary areas and problems related to management of transboundary fish stocks, the two governments entered into negotiations aimed at resolving jurisdictional differences by means of a comprehensive boundary and fisheries treaty applicable to the Atlantic, Pacific and Arctic coasts. These negotiations were pursued from 1977 to 1979.

Resolution of the west coast and Arctic boundaries dispute, as well as agreement on a comprehensive west coast fisheries treaty, did not prove possible. However, on March 29, 1979, two agreements were signed on (1) east coast fisheries and (2) submission of the Gulf of Maine maritime boundary to third party adjudication. The March 29, 1979 treaties—the east coast fishery agreement and the boundary adjudication agreement—are inextricably linked so that neither can come into force without the other. At the present time, neither Canada nor the U.S. has ratified them. While hearings were anticipated in the U.S. Senate during 1979, to date these have not been held.

Canada and the U.S. also signed two west coast fisheries agreements on March 29, 1979. The first is a Protocol amending the Canada-U.S. Halibut Convention of 1953, taking into account the situation pertaining after the respective extensions of fisheries jurisdiction to 200 miles. Limits are set on the halibut catch by Canadian vessels until March 31, 1981, with specific provision as to the amount and location of the catch. The second agreement gives provisional effect to the Halibut Protocol, pending its ratification and regulates the catch of groundfish by U.S. vessels in Canadian west coast fisheries waters until March 31, 1981. Limits are imposed both in respect of the timing and amount of the catch.

During 1979, Canada and the U.S. continued to pursue bilateral negotiations towards a west coast salmon interception agreement which would establish effective mechanisms to ensure that both nations benefited from their own salmon conservation and enhancement programs.

During the year, increasing international interest also focused on the need for more effective conservation of

Atlantic salmon. Canada prepared a draft international convention designed to assist in realizing this objective. The draft is based on the anadromous species principles developed at the United Nations Law of the Sea Conference. The text was transmitted to the U.S. and to the EEC for their comments in late 1979. It is expected that officials of Canada, the U.S. and the EEC will meet early in 1980 to examine whether a common approach to international conservation of Atlantic salmon can be developed. Given the general agreement that international efforts appear to offer the most efficacious solution to the problem, the prospects for a successful meeting appear to be good.

Environmental law

During 1979, the break up of the British registered oil tanker *Kurdistan* in the Gulf of St. Lawrence in March and the capsizing and eventual sinking of the Panamanian-registered ore carrier *Lee Wang Zin* off the coast of British Columbia in December again highlighted the need for a more effective environmental regime to protect the oceans from pollution.

Canada was active at the bilateral and multilateral levels in efforts to enhance marine environmental protection. A Canada-U.S. Vessel Traffic Management Agreement for the West Coast Juan de Fuca Region was signed in December 1979, making mandatory for all vessels navigating in the Strait of Juan de Fuca a traffic management-traffic separation scheme designed to promote the safety of navigation and the protection of the environment in the region. On the east coast, Canadian and Danish officials concluded, in July 1979, a revised Canada-Denmark Marine Pollution Contingency Plan providing for the development of appropriate preparedness measures against pollution incidents resulting from off-shore hydro-carbon exploration or extraction under Canadian or Danish jurisdiction. A bonding arrangement was developed by the Canadian Government to provide access to compensation by potential Danish claimants in the event of damage resulting from a pollution incident in Canadian waters. Arrangements for potential Canadian claimants had already been put in place by the Danish Government. Information was also exchanged relating to oil exploration activities on both sides of the Davis Strait and regarding proposals to transport liquefied natural gas by ship from the islands of the Canadian Arctic along the Greenland coast of Davis Strait.

Multilaterally, Canada continued to press at the Law of the Sea Conference for improvements in the revised Informal Composite Negotiating Text. Most of the Conference work on the protection and the preservation of the marine environment has been completed, establishing for the first time an umbrella treaty of environmental law as sought by Canada, including special provisions which would serve to protect the environment in the ice-covered waters of the Canadian Arctic. Discussions at the Conference in terms of environmental matters are now focusing exclusively on the