

On fisheries, the basic compromise reflected in the original single negotiating text accommodated all essential Canadian interests, and has re-emerged intact in the revised text. In fact, there were very few changes to the fisheries articles, and these were mostly editorial in nature, including the change we brought about to the Anadromous Species Article to correct certain editorial problems that had found their way into the original single negotiating text. The most difficult issue that remains to be resolved is the question of rights of access by landlocked and "geographically disadvantaged" states to the fisheries within the economic zones of coastal states in the same region or sub-region. The revised single negotiating text contains provisions on this subject that will require further negotiations. They contain no provisions that would materially derogate from Canada's sovereign rights over fisheries in the future 200-mile economic zone, nor would we be prepared to accept such derogation in future negotiations.

With respect to the continental shelf, the previous affirmation of coastal states sovereign rights to the edge of the continental margin was confirmed together with the concept of revenue-sharing in respect of the seabed resources found between the 200-mile limit and edge of the margin.

Canada was extremely active in New York in the debate on the preservation of the marine environment. The basic Canadian approach is reflected in the revised single negotiating text on this subject, whereby the draft articles establish an umbrella convention laying down fundamental treaty obligations to preserve the marine environment. The original single negotiating text was already in large measure acceptable to Canada but it was particularly deficient in our view on the subject of the control of pollution from ships. It provided very limited powers to coastal states over ships found in the territorial sea, economic zone, or in ports (in respect of violations committed elsewhere). The revised single negotiating text contains major improvements. It moves some appreciable way towards striking the balance between, on the one hand, the rights and duties which coastal states, flag states and port states must have to control pollution from vessels, and, on the other hand, the need to maintain freedom of maritime commerce and communications.

Canada has also been seeking a provision in this section of the Convention which would provide international recognition that Canada has the right to protect the Arctic marine environment by the imposition of higher vessel source pollution standards than those agreed to internationally. The revised single negotiating text contains such a provision. The formulation which now appears has been discussed by the states most directly concerned and will, we hope, provide a basis for general agreement.