

What will be more particularly at stake at the Conference will be control over ship-generated pollution. The main questions which will have to be settled in respect of this type of pollution relate to who may adopt anti-pollution standards, which authority may enforce them and over which area they should be applicable.

Canada does, of course, subscribe to the idea that competent international organizations should establish appropriate, stringent standards of universal application against marine pollution. Canada also agrees that in areas beyond the jurisdiction of coastal states, the state of the ship's registry should have the primary responsibility for enforcing these standards.

But Canada, with its long coastline and its very special ecological conditions and physical hazards, considers that coastal states should be empowered to prescribe and enforce their own anti-pollution standards, to the extent necessary, over and above the internationally agreed rules, not only in their territorial waters but also within their areas of jurisdiction beyond. It is on that basis that Canada adopted in 1970 the Arctic Waters Pollution Prevention Act and related regulations under the Canada Shipping Act.

A number of states, mainly the important shipping nations, are adamantly opposed to any suggestion that would give a coastal state effective unilateral mechanisms to protect its marine environment since they fear that such jurisdiction would allow it to interfere indiscriminately with navigation. For these countries, only internationally agreed standards enforced mainly by the state of the ship's registry should be applicable not only on the high seas but in the territorial waters of coastal states as well.

The developing coastal states by and large adhere to the economic zone concept according to which the coastal state would have full jurisdictional powers in respect to marine pollution in the 200-mile zone. However, some of these states are having second thoughts regarding the adoption of high international standards, since they tend to view them as impediments in the way of their future development, in particular their shipbuilding projects.