

technical nature of the issues and of the complex inter-relationship between Annex II and the basic exploration/exploitation system contained in the ICNT; it has been impossible to achieve consensus on these areas in the limited time available and therefore the Chairman has wisely taken a cautious approach in maintaining the ICNT Annex II, introducing some modest improvements at this point and hopefully leaving the way open for a more substantive revision of Annex II at the Eighth Session.

Revised texts on subsidiary organs of the Authority, presented by the Chairman of Committee I (Engo/Cameroon), reflect the consensus and appear to be largely non-controversial, embodying two subsidiary organs (Economic Commission and Legal and Technical Commission) with streamlined procedure and functions respecting each.

Pending or planned unilateral seabed mining legislation prompted expressions of concern by the Group of 77 and other countries regarding the potentially serious implications for UNCLOS of such action. At the final plenary, the Group of 77 made a strong condemnatory declaration on this subject, stating that it was contrary to customary international law and relevant UNGA resolutions and would disrupt UNCLOS negotiations. Consistent with earlier Canadian statements, the Canadian delegation, while recognizing and sympathizing with the pressures on industrialized countries to enact such legislation, urged patience in light of the tremendous progress already achieved by the Conference on a wide range of issues. Canada draws a distinction between the right to develop ocean technology and deep seabed activities directed to that end in the absence of a treaty and the actual exploitation of the seabed in the absence of a treaty; the Canadian Government supports the first kind of activity but does not support unilateral action of the kind intended in present circumstances.

The most significant concrete progress achieved thus far at the resumed session has been in the field of the preservation of the marine environment, an issue on which Canada has consistently taken the lead. A list of proposed amendments to the ICNT which offer a substantial improvement to the existing vessel-source pollution provisions have attracted substantial support. As a result of Canadian initiatives, one of the proposals that was accepted strengthens coastal state boarding and inspecting powers in the case of a violation of pollution laws in the economic zone. The other improvements relate to the regional setting and enforcement of pollution laws as a condition of port entry,