

Canadian ports or at places in Canada.

16. Internationally accepted standards, as embodied in Canadian regulations, apply within the 200 mile fishing zones. For example, in accordance with the provisions of the 1954 Convention for the Prevention of Pollution of the Sea by Oil, as amended (to which Canada is a party), regulations under the Canada Shipping Act pertaining to the discharge of oil by tankers and other ships, the maintenance of oil record books on board ship and specified cargo tank sizes continue to apply. Under the provisions of the Convention, violations by foreign ships in the extended fishing zones are reported to the flag state for appropriate enforcement action.

17. In addition, Canada continues to reserve its right under customary and codified international law to take action as may be necessary in the new fishing zones and beyond to prevent, mitigate or eliminate grave and imminent danger of pollution damage to our marine resources, coastline or related interests arising from vessel-source pollution or threat of pollution. In 1969 a Conference under the auspices of the Intergovernmental Maritime Consultative Organization adopted the Convention relating to Intervention on the High Seas in Cases of Oil Pollution Casualties (the same Conference adopted a Civil Liability Convention, see section below on Liability and Compensation). Canada abstained on the final vote adopting the Convention on the grounds that customary law already accorded to a coastal state the right to intervene in cases of maritime casualties to protect its marine environment and the Convention failed to adequately reflect coastal state rights in this regard.