

and Canadian off-shore fisheries resources. Recent amendments to the Canada Shipping Act will impose stringent anti-pollution measures within Canada's territorial sea and newly-created fishing zones. It is our hope that these moves on Canada's part will lead to international agreement, developing the new Law of the Sea so as to be acceptable to coastal and flag states alike.

The Preparatory Committee of the 1973 Law of the Sea Conference has just concluded a four-week meeting in Geneva. This has been primarily concerned with organizational preparations for the forthcoming Conference which we hope will further develop this important and dynamic field of law in all its facets. A major objective is to resolve, through multilateral agreement, the outstanding issues relating to the sea and the seabed which have been a source of differences among states and could lead to further differences in the future.

The Canadian Delegation in Geneva last week outlined a process which could be implemented without awaiting the results of the 1973 Conference. This would involve the immediate determination, as of a stated date, of the minimum non-contentious area of the seabed beyond the limits of national jurisdiction; the simultaneous establishment of an interim international machinery for that area; and the simultaneous creation of an "international development fund" to be derived from voluntary contributions made by the coastal states, on the basis of a fixed percentage of revenues accruing from off-shore exploitation beyond the outer limits of their internal waters. We are looking forward with interest to the reaction to the Canadian suggestion. It will be discussed at the next Preparatory Committee Meeting this summer.

Canada has been actively involved in all these efforts to lay down agreed norms in international legal instruments directed towards preserving and promoting the peaceful uses of our environmental heritage, under the rule of law. We shall continue our support for the development and expansion of the areas subject to such rule. For example, we have been pressing for several years for the conclusion of an effective liability convention in respect of objects launched into outer space. The Canadian position on this question has consistently favoured a victim-oriented treaty which will ensure that just and equitable compensation will be paid to states suffering loss due to injurious space activities.

When examining the creation of new international law, we must certainly take note of the recent efforts of the International Civil Aviation Organization. ICAO, with its headquarters here in Montreal, has recently made important strides in its fight to prevent and deter aircraft hijackings and other forms of unlawful interference with air transport. The kind of international legal framework being developed, including the 1963 Tokyo Convention on crimes on board aircraft; the 1970 Hague