

set up sanctuaries which would attract those industries responsible for the worst type of pollution, causing eccentric and unhealthy capital flows and laying up trouble for the future.

Problems of this kind remind us that advances in international law do not take place in a vacuum. The underlying political problems must first be solved, and political agreement reached. Generally speaking, this is the stage of greatest difficulty, where movement is slowest. Once political agreement is achieved, the writing of the law becomes a highly technical matter for experts.

Still within the United Nations framework, the Specialized Agencies have also been very active in the creation of new international law. The work of one such agency, the Intergovernmental Maritime Consultative Organization (IMCO), is closely related to protection of the environment. Canada has been participating in preparing for the IMCO-sponsored Marine Pollution Conference, to be held in 1973. The elaboration of a draft Convention on the Establishment of an International Fund for the Compensation of Victims of Oil Pollution is of particular concern to us. We are also involved in the Maritime Safety Committee of IMCO, which examines navigation and safety requirements for vessels and makes recommendations on those aspects of shipping.

Canada has a particular interest in shifting the emphasis of the Law of the Sea toward the protection of the interests of coastal states. The Law of the Sea has historically been written to protect the interest of the so-called "flag states" that have very great shipping industries, and has been designed to provide for the greatest possible freedom of movement and action for merchant fleets. Recent maritime disasters, such as the sinking of the *Arrow*, have brought home to us the need to combine maximum freedom of movement for shipping with essential controls to protect the coastal environment.

Canada's position in this general field of international law is well known. We strongly favour international co-operation to preserve the oceans of the world and the ecological balance of especially fragile areas. With the urgency of the problems in mind, the Government passed two important acts last year directed towards protecting the Canadian Arctic and the marine environment 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.