

The limitations of international law, in whatever forum that law may be applied, are thus almost totally inadequate to meet the claims for compensation which would arise as a result of a massive oil spill. Under present international conventional law the liability of a shipowner carrying oil is limited to \$7 million per incident. Given the total effect a massive oil spill could have upon the living resources and the use and amenities provided by the marine environment, it can be assumed that this amount would provide in many cases only minimal compensation for the many potential victims. Nor does it appear that recent or present international activities to improve the current inadequate situation will be sufficient to provide full and adequate compensation for oil pollution victims in all cases. The 1969 Brussels Civil Liability Convention continues to limit the liability of a shipowner to a maximum of \$14 million and does not assign any responsibility to the owner of the pollutant. The projected international fund for oil pollution victims which was promoted in the first instance by coastal states as a means of correcting some of the defects of the 1969 Convention also seems destined to fall short of the objective of full and adequate compensation for oil pollution victims. It may also set an unrealistic limitation on financial liability, although it will at least impose some of the burden upon the owner of the pollutant, namely, the oil companies. In sum, present international conventional law offers only limited and solely financial reparation to pollution victims.

Apart from the legal remedies which may be available to gain some measure of monetary compensation the Canadian Government must take into account that oil pollution off the West Coast may cause damage to wildlife and fish stocks which would have a bearing on present international arrangements between the United States and Canada. In the case of salmon, for example, depletion of Canadian stocks could give rise to Canadian requests for compensation by way of fishing for United States salmon. In addition Canada might wish to guard against a situation where depletion of United States salmon stocks by United States oil pollution damage might result in pressure by United States fishermen to fish Canadian stocks. A proportionate reduction in United States exploitation of the bird populations might also have to be considered, should United States oil pollution kill large numbers, in order that Canadians would continue to enjoy established benefits.