

must be in step with developments in technology that will enable the less affluent nations to enjoy the benefits of industrialization without incurring the dangers of unacceptable levels of pollution.

This must come about in a way that will enable these countries to compete in international markets. There is no fair or acceptable way to require developing nations to build higher costs into their economies than are faced by the technologically advanced nations. At the same time, any attempt to make an exception for the developing nations by providing lower standards of pollution control for them would be self-defeating. It would 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