

authorities from time to time on these and other ongoing discussions.

24. The proposed agreement would require ships to comply with clearance procedures and directions from the traffic control centres which would carry out functions analagous to those of air traffic control centres. As in the case of the Canada/USA agreement with respect to aircraft control near the common boundary (C.T.S.1963, No.20), it is considered desirable for Canadian traffic centres to exercise authority over vessels in certain USA waters and for the USA traffic centre to exercise authority over vessels in certain Canadian waters. Each Government would accept responsibility for enforcing compliance with vessel traffic management regulations in waters under its own jurisdiction. At the same time, each Government would undertake to develop vessel traffic management regulations which will be compatible, to the extent possible, with those of the other. A number of legal and jurisdictional problems are being addressed in the current discussions. Before the proposed agreement can be brought fully into effect, the USA will require implementing legislation and appropriate amendments to the USA Ports and Waterways Act are currently before Congress. (Canadian authorities already have the necessary legislative authority under the Canada Shipping Act.)

25. Both sides are re-examining these problems and it is hoped that early agreement can be reached.

LIABILITY AND COMPENSATION

26. Canada/USA consultations have been held over an extended period with a view to ensuring prompt and adequate compensation