

adopted in 1970 to protect our Arctic environment (Arctic Waters Pollution Prevention Act, Chap.2 (1st Supp.) RSC) which attracted so much criticism from major maritime powers has now obtained broad international acceptance.

### III. Port States

The new concept of universal port state jurisdiction is incorporated in the text. This will mean that a port state may bring proceedings against a vessel voluntarily in its port in respect of a discharge violation occurring anywhere on the high seas. The port state will also be empowered to bring proceedings against a foreign vessel in respect of discharge violations in the internal waters, territorial sea or economic zone of another state upon the request of that state or the flag state.

6. The marine pollution provisions in the Composite Text, which are almost certain to be among the central elements of any draft law of the sea convention, constitute a major step forward in the development of the legal order of the oceans. These provisions have not been finally agreed and do not have legal force. And states, for the most part, will be inhibited from extending their pollution jurisdiction until the Conference has at least taken more definitive decisions on the Composite Text. But it is difficult to conceive how the traditional rule of