

However, eventually the Government of the United Kingdom, supported by the United States and other maritime nations, called for an emergency meeting of the Council of the Intergovernmental Maritime Consultative Organization. This is a specialized agency of the United Nations, organized to provide for cooperation among governments in many areas of shipping activity, and includes all major shipping nations of the world.

Recognizing that a *Torrey Canyon* casualty could occur off the shores of this country, interest in the United States was of course high, both as to corrective measures at a national level and as to international cooperation toward the same end. In that connection, the Chairman of the House Merchant Marine and Fisheries Committee issued a statement strongly supporting an international approach to the problem.

The Council of IMCO met in Extraordinary Session in May, 1967, and instituted a series of studies of the problem brought into focus by the *Torrey Canyon* accident. The measures to be considered were in three categories: (a) those to prevent future accidents, (b) those to minimize damage if accidents should occur, and (c) legal questions.

It was agreed that top priority should be given to those items which dealt with the type of problem presented by the *Torrey Canyon* accident but that final results of the studies should include other proposals of general application to maritime safety.

A mere recitation of the subjects which IMCO agreed to study indicates the breadth and depth of the inquiry which is underway:

- a. Minimizing incidents by:
 - (1) Preventive measures on sea lanes and prohibited areas
 - (2) Additional navigational aids
 - (3) Shore guidance for movement of ships
 - (4) Speed restrictions
 - (5) Testing of navigational equipment
 - (6) Training and qualification for officers and crew
 - (7) Use of automatic pilots
 - (8) Design, construction and equipment of ships
 - (9) Identification and charting of hazards
 - (10) Organization of watches
- b. National and international procedures in the event of accident.
- c. Oil pollution research relative to prevention in the event of accident.
- d. Legal matters:
 - (1) Investigation of casualties
 - (2) Reexamination of the 1954 International Convention
 - (3) Jurisdiction over foreign vessels on the high seas
 - (4) Liability and compensation
 - (5) Free movement of salvage equipment.

In connection with the work of IMCO in this field of pollution of the seas, other international agencies are also involved. For example, the International Chamber of Shipping, which is an organization composed of shipping associations from all the principal maritime nations of the world, is very much involved in the work on the technical issues. At its Annual Meeting held a few weeks ago in London, the matter of the various legislative proposals now pending in the United States Congress was the subject of great concern. Following the Meeting, ICS agreed upon the following statement for public release:

"In the past year the far-reaching implications of the *Torrey Canyon* incident which have been remitted to the Intergovernmental Maritime Consultative Organization have been under active consideration by the International Chamber of Shipping. The I.C.S. has been coordinating views on the various studies and recommendations within the legal, technical and navigational fields and has put its practical advice at the disposal of IMCO. The I.C.S. is particularly anxious that, while IMCO and the Comité Maritime International are endeavouring to find legal solutions to the problem of oil discharged into the sea, governments should resist the temptation to introduce their own legislation to lay down procedures and deal with liability for damage. Unilateral legislation by any one government on matters of international concern can only cause serious interruption of existing international shipping practices in the maintenance of which all countries have a vital interest."

In effect they are saying to us in this country: