

FOREWORD

The period covered in this six-year cumulation has witnessed an important transition in the history of marine affairs. At the beginning of the decade there was still considerable doubt about the outcome of the great law reform process which had begun in 1968. The Third U.N. Conference on the Law of the Sea, first convened in December 1973, still seemed threatened by the prospect of failure. But in December 1982, the United Nations Convention on the Law of the Sea was finally adopted by an overwhelming majority of delegations, and by the end of 1985, this immensely significant treaty had attracted over 150 signatures. One year later, the Convention had also gathered 35 ratifications, and it seemed likely to enter into force by 1991 if the rate of ratifications was maintained.

Even more important, state practice by the end of 1985 reflected the assertion by over 90 coastal states of their new entitlements within newly extended limits of national jurisdiction, and in varying degrees their acceptance of newly expanded responsibilities. If the 1970's were dominated by law-making issues and the process of global conference diplomacy, the 1980's have been characterized by efforts to *implement* new law of the sea through various sorts of national measures and cooperative arrangements.

At the end of 1986, there is little evidence of any substantial decrease in the high volume of marine law and policy literature generated in the 1970's. On present evidence, it appears that an annual average of over 1200 entries in *Marine Affairs Bibliography* might be maintained in the coming years. Nor is there any evidence of a significant alteration in the overall pattern of writings within the field, despite the shift away from negotiation issues to implementation problems in the law of the sea. Each year, the entries listed under the heading of "Law of the Sea" in *Marine Affairs Bibliography* constitute about two thirds of the total number of entries. Within this designation, the ratios among the various subject areas have not changed dramatically. The "legal regimes and maritime zones" continues to lead, followed by "living resources" and then "non-living resources." The topics of "marine archaeology" and "rivers, waterways and canals" attract the fewest entries. Moreover, in the special context of marine transportation, both the volume and the pattern of writing on maritime (admiralty) law, marine insurance, the shipping industry, ports and harbors, and similar topics, have been maintained.

Given the emphasis on implementation problems in the law of the sea, the expanding overlap between public and private sectors of "maritime law," and the close relationship between law and policy, the user of this immensely valuable index is made more aware than ever of the compilers' wisdom in choosing to define the scope of "marine law and policy" as widely as they do. More than any other

publication, *Marine Affairs Bibliography* presents a complete picture of the writings of the integrated field of "ocean law, policy, and management." It is impossible, of course, to attain total comprehensiveness, given the number of languages available around the world. But Professor Wiktor and Mr. Foster have come astonishingly close to perfection in their coverage of English and French language sources, and gone further to provide a fair sampling of writings in Spanish, Italian, German, and Portuguese. The appearance of this six-year cumulation reminds us, once again, of the extraordinary value of this bibliographic service to thousands of ocean-related researchers around the world.

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