INTERCONTINENTAL CANALS ARE ARTIFICIAL WATERWAYS BUILT ACROSS THE Isthmus OF TERRITORY BY CONNECTING TWO PARTS OF THE SEAS. TODAY, AS AIR TRANSPORTATION LINKS MANY PARTS OF THE GLOBE WITH GIANT PLANES SHUTTLING REGULARLY BACK AND FORTH ACROSS THE OCEANS, NONTHELESS, THESE CANALS ARE INDISPENSABLE MEANS OF COMMUNICATION AND TRANSPORTATION FOR HEAVY AND BULKY COMMERCIAL GOODS. THEIR GEOGRAPHICAL LOCATIONS MADE THEM POLITICALLY, STRATEGICALLY AND MILITARILY MORE SIGNIFICANT FOR WORLD'S NATIONS, PARTICULARLY FOR THE SUPER POWERS.


THE STUDY HAS BEEN A COMBINATION OF POLITICAL AS WELL AS LEGAL FIELD. THE EMPHASIS IS ON LEGAL CONCEPTS, BUT IT IS DIFFICULT TO EXPLAIN THE PROBLEM IN A PURELY LEGALISTIC FRAMEWORK AS FOREIGN POLICY CONSIDERATION, INTERNATIONAL RELATIONS
and domestic strains continuously use to play an important role and affect each other.

In this work, "internationalisation" of the intercontinental canals is suggested under an "Authority" established by the United Nations to run the canals according to the legal regime agreed upon. The 'Authority' is to be consisted of representatives of the littoral states and principal Canal user states within and without any hemispheric limitations. The 'Authority' must be made responsible to the United Nations as a whole. Internationalisation in the form of a UN 'Authority' could be expected to endure the security of these waterways during peace as well as wartime.

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( MADHU KUMARI )