

ters of all kinds affecting shipping, in order to achieve the highest practicable standards of maritime safety and efficiency in navigation. There are 65 members of IMCO.

As part of its special responsibility for maritime matters, IMCO exercises bureau functions for the International Conventions on Safety of Life at Sea, Prevention of Pollution of the Sea by Oil and Facilitation of International Maritime Traffic. Most recently, in 1966, a new International Convention on Loadlines was drawn up to replace an earlier convention.

IMCO also advises other international bodies in shipping matters and co-ordinates its activities with other UN Specialized Agencies in dealing with atomic energy, aviation, health, labour, meteorology, oceanography, postal matters and telecommunications.

Canada has participated in all the activities of IMCO during 1966, being an elected member both of the Council and of the Maritime Safety Committee. On the strictly technical side, Canada is a voluntary member, contributing to all of the technical sub-committees of the Maritime Safety Committee.

Participating in the activities of the United Nations Development Programme, IMCO is rapidly expanding its scope of activities. A number of Canadian experts have been nominated for service in IMCO-sponsored programmes, and one is currently serving in Tunisia, where assistance with maritime regulatory matters have been sought. A programme of fellowships in the maritime field is now being expanded and a survey of Canadian facilities which might offer appropriate courses is under way.

A recent increase of interest in improvement of marine safety through traffic-control systems in the approaches to major ports has followed IMCO's consideration of a Canadian proposal to amend the Safety of Life at Sea Convention to admit the principle of mandatory very-high frequency communications equipment aboard ships. The ship-shore communications system now being developed in the St. Lawrence river is the yardstick by which the Convention amendment is being judged.

Canada has much to contribute to IMCO in the modern approach to shipping matters and, conversely, has much to gain by the application to its huge domestic fleet of internationally-recognized safety standards. Canada paid in 1966 1.43 per cent of IMCO's budget¹, or \$14,067 (Cdn).

World Meteorological Organization

With the admission during 1966 of Singapore, Nepal and Guyana, membership in the World Meteorological Organization (WMO) now comprises 117 states and 12 dependent territories.

¹ See Appendix I, Section 4.