

## Assistance to Libya

On August 3, 1953 the Economic and Social Council, which had been asked by the General Assembly to study how the United Nations might help to finance the urgent programmes of social and economic development in the new Libyan state,<sup>1</sup> recommended that all governments able to do so should be invited to provide financial and technical assistance to aid Libya's economic development "in the spirit of the United Nations Charter and within their possibilities". The recommendation did not seek to discourage bilateral aid outside the United Nations, although several states had considered this prejudicial to Libya's independence.

At the eighth session of the Assembly in December 1953 Libya's spokesman indicated that a 45 per cent deficit in the \$17,000,000 regular budget was being met by friendly states. Devastated during the war, however, the country badly needed additional United Nations aid for its development budget.

The debate revealed little prospect of special contributions under United Nations auspices, but since many believed the United Nations should provide at least an opportunity for such contributions, a resolution to that effect jointly sponsored by the Arab states, Indonesia, Pakistan and Turkey was adopted without opposition. Only the Soviet bloc abstained.

## Transport and Communications Questions

The Transport and Communications Commission will not meet again until 1955, but several of its projects have this year occupied the attention of other organs of the United Nations.<sup>2</sup>

At its sixth session the Commission had recommended that the Protocol on a Uniform System of Road Signs and Signals should be opened for signature by the Secretary-General. The Economic and Social Council, however, instructed the Secretary-General to continue his consultations concerning the contents of the Protocol and the date it should be opened for signature. By April 1954, of the replies received from 33 governments only eight had indicated readiness to sign without reservation. The Council accordingly requested the Transport and Communications Commission at its next session to consider what further action might be deemed desirable.

The fifteenth session of ECOSOC had instructed the Secretary-General to inquire whether governments would make experts available to correlate studies on the pollution of sea-water for transmission to the proposed Intergovernmental Maritime Consultative Organization. But the United Kingdom Government, in view of the increasing seriousness of the problem of pollution of the sea by oil, summoned a conference which met in London April 20 - May 12, 1954. Forty-two countries, including Canada, were represented at the conference, or sent observers. It prepared an International Convention for the Prevention of the Pollution of the Sea by Oil, which will come into effect 12 months after ten governments (including 5 countries of not less than 500,000 tons gross of tanker tonnage) have become party. Canada has signed subject to acceptance.

<sup>1</sup>See *Canada and the United Nations 1951-52*, pp. 24-25.

<sup>2</sup>See *Canada and the United Nations 1952-53*, p. 50.