

ARCTIC WATERS POLLUTION PREVENTION ACT

The problems of liability requirements that delayed the introduction of Canada's Arctic Waters Pollution Prevention Act having been overcome, the Act and its accompanying regulations were proclaimed on August 2.

The chief stumbling-block had been the desire of ship-owners and cargo-owners to obtain insurance to cover pollution liability, and the absence of such insurance owing to the fact that, before the Arctic Waters Pollution Prevention Act had been drafted, the need for this kind of coverage had not existed.

A way has now been found whereby the absolute liability that the Act places on ship-owners and cargo-owners for any pollution resulting from the passage of their ships through Arctic waters can be insured.

The new regulations, which specify the financial responsibility to be assumed by ship- and cargo-owners will, while clearly defining "absolute liability", recognize certain limited defences similar to those established in international conventions and those also set out in the pollution provisions of the Canada Shipping Act.

OIL SPILLS

The limits of liability will also conform with the international convention relating to pollution of the sea by oil. This has been done to enable Canada to take advantage of supplementary international funds

that will shortly be made available to cover the cost of pollution clean-up in excess of the insured limits, which at this time are set at a maximum of \$30 million.

The regulations will apply to all pollutants rather than to pollution by oil alone, although only oil-pollution is covered under present international liability requirements.

The regulations are designed to apply to shipping passing through Arctic waters. They do not, at this time, specify limitations regarding the size of ship or the amount of potential pollutant that may be carried. An intensive study of cargoes, destinations, and any pollutants currently being carried, is under way to determine whether such limitations should be imposed in the future. The promulgation of the Act and the regulations should not, therefore, be considered as an indication that the Government is prepared at this time to approve the passage of large oil tankers throughout Arctic waters.

With careful design, proper navigational aids and competent crews, movement of oil by tanker through Arctic waters may be possible in the future.

In addition to the liability and financial responsibility regulations applying to ships, similar regulations will be applied with respect to land-based operations that could pollute the seas round Canada's northern coasts and from activities other than normal shipping.

CENTRE OF ASIAN STUDIES

In Vancouver recently, the Secretary of State for External Affairs, Mr. Mitchell Sharp, announced that the Government of Canada would provide a grant to help defray the capital cost of establishing a Centre of East Asian Studies on the campus of the University of British Columbia. The Japan World Exposition Foundation has agreed to donate the Expo 70 Sanyo Pavilion to the Centre and the sum of \$700,000 for construction has been pledged by Japanese sources. Mr. Sharp said that the Canadian Government would be prepared to join with the government of British Columbia and with private donors in contributing to the capital cost. The federal contribution would match the contribution by British Columbia up to the amount of \$400,000.

By providing facilities for the study of East Asian affairs, languages and culture, Mr. Sharp noted, such a Centre would do much to strengthen and further good relations and, particularly, to promote trade and cultural exchanges between Canada and the "Pacific Rim" countries, especially Japan and China. He expressed his appreciation to the Japan World Exposition Foundation and the Federation of Economic Organization of Japan and of all the other contributors for their generosity and assistance in helping to establish this Centre.

CHINA AT MAN AND HIS WORLD

The People's Republic of China, represented for the first time at Man and His World, brings to its pavilion a unique blend of classical culture and contemporary craftsmanship.

One of the special aspects of this pavilion at Montreal's annual summer exhibition on St. Helen's Island, is that artists from all the provinces of China were aware that their work would be exhibited at Man and His World. Opinions are invited about the quality and style of the contributions and a guest book has been set aside in which visitors may make comments.

The ground floor of the Pavilion of China contains an entire section devoted to Chinese classical paintings since the fifteenth century Ming Dynasty. A huge work in needlepoint hangs in the centre of this display.

On the opposite side are 16 colour pictures, describing the scenes and points of interest of Peking, Shanghai, Yenan and Shao shan and one of the Great Wall of China.

Many of the classical paintings by such masters as Hsia Chang (1388-1470) and Hsu Wei (1521-1593) are done in the special Chinese style and bear the various seals of connoisseurs who have left their mark of authenticity on these works through the ages.