

## Canada-Pacific Rim relations

Canada must redouble its efforts to develop the broader understanding needed to define its dynamic relationship with the countries of the Pacific Rim, Secretary of State for External Affairs Mark MacGuigan said in a speech to the second Pacific Rim Opportunities Conference in Toronto, February 24.

"Our policies and activities must be increasingly responsive not only to our own interests but to the specific priorities and aspirations — political, economic and cultural — of the countries concerned.

Dr. MacGuigan said that Canada's relationship with the Association of South-east Asian Nations was a case in point with a sense of common interest going beyond economics and trade. ASEAN leaders have acknowledged the importance of Canada's support for ASEAN efforts to bring about peaceful solutions to the problems of the region — political and humanitarian, as well as economic, he said.

## Industry input required

The minister added that the initiative of the private sector was necessary to Canada's relationship with the Pacific Rim nations. Dr. MacGuigan spoke of the work of the Canadian Committee of the Pacific Basin Economic Council (PBECC) which he said is "succeeding in promoting a more co-ordinated and systematic approach to the region".

Co-operation between the federal government and private organizations such as PBECC and the Canada-Japan Business Co-operation Committee have become an integral and regular feature of Canadian activities in Asia and the Pacific. Federal-provincial co-operation in promoting the growth of these relations has also increased, said Dr. MacGuigan.

The minister also mentioned the proposed Canada foundation for Asia and the Pacific which is currently under study. The foundation was suggested at the first Pacific Rim Opportunities Conference held last year in Vancouver. The foundation, somewhat removed from government, would serve to promote the relationship between Canada and its Pacific partners and would act as a body to co-ordinate Canadian activities in the region. As part of the feasibility study for such an organization, a symposium was held jointly by York University and the University of Toronto in December and is being followed by symposiums at the Universities of Montreal and British Columbia.

## Canadian to lead NATO naval force

Commodore Hugh M. MacNeil of Halifax, Nova Scotia, will succeed Commodore J.J. Lefflang of the Royal Netherlands Navy as the Commander of NATO's Standing Naval Force Atlantic (STANAVFORLANT) on April 1. His flagship for the first four months will be Canada's *HMCS Huron*.



Commodore Hugh M. MacNeil

Commodore MacNeil is currently commander of the First Canadian Destroyer Squadron based in Halifax. His previous appointments include commandant of the Maritime Warfare School in Halifax, commanding officer of the destroyer *HMCS Algonquin* and a NATO research and development post in Belgium.

## Composition of force

STANAVFORLANT comprises four to nine destroyer and frigate-type ships, and up to 2 000 officers and men who serve up to six-month tours of duty. Ships normally are relieved after this period by a vessel of the same nationality or one from another NATO country. At present there are naval vessels from Canada, West Germany, Britain, the United States and the Netherlands in the force.

The commander of the force is selected annually on a rotational basis from one of the contributing countries and, while aboard his flagship, is aided by an operational staff from the participating nations.

Other Canadians who have led the force are Vice-Admiral D.S. Boyle (retired), Rear-Admiral D.N. Mainguy, Commodore G.L. Edwards and Commodore G.M. de Rosenroll (retired).

STANAVFORLANT is under the over-

all operational control of the Supreme Allied Commander, Atlantic, in Norfolk, Virginia. It carries out a wide variety of duties, including participation in a major exercise every fall in the eastern Atlantic and once every two years in the western Atlantic.

## Tanker oil limits imposed for environment protection

The quantity of crude oil or oil product which may be carried in tankers in the waters of Head Harbour Passage, New Brunswick has been limited with the enactment of new federal government regulations.

Under the regulations contained in the Canada Shipping Act, tankers will now be permitted to carry a maximum of 5 000 cubic metres, which represents the limit tankers generally carry in the area to serve local needs.

This action reflects the importance the Canadian and New Brunswick governments attach to the valuable economic and environmental resources of the Passamaquoddy area, which include a multi-million-dollar fishing industry with its ancillary enterprises such as processing factories, a unique marine environment including the Deer Island archipelago, as well as tourism and recreational resources including the Roosevelt-Campobello International Park. The government of Canada is determined to maintain and develop a prosperous local economy based on the exploitation of renewable resources.

## Value of resources

The value of these resources, and the risks presented to them by oil pollution, were documented in a series of studies published between 1974 and 1979 by the Departments of Environment and of Fisheries and Oceans. The navigational difficulties of Head Harbour Passage were assessed and confirmed by Transport Canada in 1976.

The new regulations would have some effect on the Pittson Company's proposed oil port and refinery at Eastport Maine, whose crude supplies and product would be shipped in tankers through Head Harbour Passage. The Canadian government has indicated that it is sympathetic to the energy needs of New England and is prepared to discuss with the United States government alternatives which would safeguard the environment, the economy and way of life in the Passamaquoddy region.