was held in September. Canada's role in these proceedings reflected its place both as host of the Organization and as a major participant in the field of civil aviation, with the interests of its airline industry and travelling public to protect and promote.

Maritime and multimodal transportation

After a number of years of preparatory work, a *Convention on international multimodal transport of goods* was adopted at a UN conference in Geneva in May 1980. This convention seeks to facilitate trade through the adoption of uniform rules governing transportation contracts, relations between shippers and operators and a common understanding on liability regimes applicable to multimodal movement of goods. Canada participated in the conference and signed the convention *ad referendum*. Preparations for consultations with industry and other levels of government were begun in the latter part of the year to determine whether Canada should ratify and apply the convention.

In areas more strictly limited to maritime transport, the year was fairly uneventful with the international community continuing its consideration of the major policy issues identified at the fifth session of the United Nations Conference on Trade and Development (UNCTAD V) in 1979. Domestically, the refinement of future options for Canada's shipping policy continued to be a focus.

As part of the UNCTAD V follow-up, a special UNCTAD session was held at the beginning of the year in Geneva to consider the issue of the phasing out of open ship registries. Although a work program was agreed upon along with some of the salient questions that had to be addressed in assessing the impact of open registries on various trades and on the fleets of the developing world, there remained a very clear divergence of views on this matter between the developing and developed countries. The former, with the understandable exception of the open registry countries, continued to press for steps that would encourage the rapid phasing out of flags of convenience, while the developed countries remained strongly opposed to any action that could result in higher cost and less efficient shipping. Further work pursuant to the various resolutions adopted at UNCTAD V was also undertaken in September at the seventh session of UNCTAD's Committee on Shipping. While resolutions in a number of areas such as port congestion, technical assistance and training were agreed upon, little progress was made on the most contentious issue—that of open registries. This latter issue will be considered at a special international meeting in mid-1981.

Cargo reservation systems remained an area of considerable concern in the international arena, with the EC continuing preparatory steps prior to European-wide accession to the UN *Code of conduct for liner conferences*. Canada, along with a number of other OECD countries such as the USA, Australia and New Zealand, remained unconvinced of the value of adopting the code which will probably come into force with European accession. Given the likely European reservation that cargo-sharing will not apply in intra-OECD trade, coupled with non-accession by the USA, it is expected that at least the immediate effect of the code on Canadian shipping will be minimal. Canada continued to work with other OECD countries to resist moves towards cargo reservation in the dry and liquid bulk trades. These efforts were co-ordinated primarily through the forum of the Maritime Transport Committee of the OECD, which also focused on a co-ordinated response in more technical areas such as the creation of a uniform international system of marine insurance, a process still in relative infancy.

Canada continued to be active in the Intergovernmental Maritime Consultative Organization (IMCO) both through its role as council member—with the Canadian representative as council chairman—and in the technical committees that deal with the establishment of technical standards on marine pollution, maritime safety and with the formulation of international conventions aimed at the universal implementation of such standards.

Canada also participated in a number of technical conferences and meetings on various transportation matters held under the auspices of the OECD, the ECE, the European Council of Ministers of Transport and other international organizations and agencies.

Space and communications

Because of Canada's size, international co-operation in space activities has always been an essential element of its space program. In 1980, this took place through participation in multilateral bodies and in bilateral co-operative activities.

Canada continued its active involvement in the UN Committee on the Peaceful Uses of Outer Space (UNCOPUOS). Of particular interest was the second session of the working group of experts on the use of nuclear power sources in outer space as well as the beginning of serious legal consideration of this issue. Preparations continued for the second UN Conference on the Exploration and Peaceful Uses of Outer Space (UNISPACE), which will be held in August 1982 in Vienna. In another forum, Canada took the decision to participate in two programs of the European Space Agency: remote sensing and large communications satellites. Co-operation continued with the US National Aeronautics and Space Agency (NASA), and several joint programs were identified. One of the most highly visible aspects of Canada-US space co-operation was the construction and delivery by Canada of the remote manipulator arm for use on the space shuttle.

On the communications front, considerable activity took place in the OECD, particularly with regard to the emerging issue of the information revolution. Canada abstained from adhering to the OECD guidelines on the protection of privacy and transborder flows of personal data pending completion of an assessment of the impact and implications for this country of transborder data flows. The Deputy Minister of Communications chaired the "high level conference" on information, communications and computer policy, the first such conference held by the OECD since 1975.