

Mexico/Canada career training

Up to 20 Canadians will be offered career-related training and experience in Mexico as part of the 1979-1980 Canada-Mexico Exchange Program for young specialists and technicians.

Training, which will begin in late September, will vary in length from four to 12 months.

The program, created by a formal bilateral agreement signed by Canada and Mexico in 1973, is designed to provide young Canadians and Mexicans with career-related training and experience and the opportunity to learn about each other's culture.

In Mexico, Canadians with related academic backgrounds can take training in fields such as: anthropology (social and physiological); archaeology; architecture (urban planning and development, conservation and restoration, low-cost housing); museology; social medicine (sociology); and tourism (planning and development of sites).

The National Council for Science and Technology in Mexico (CONACYT) selects young Mexican specialists and technicians for training in Canada. Canadian companies will be asked to provide training for the Mexican candidates.

Mennonites sponsor refugees

Minister of Employment and Immigration Bud Cullen has announced an agreement designed to facilitate participation by the Mennonite Central Committee in the refugee sponsorship program, introduced under the new Immigration Act last April.

"The Mennonites have long shown their concern for the world's displaced and persecuted," said the minister, "and this agreement will enable them to further expand this traditional involvement."

The agreement, the first to be signed with a Canadian church, makes the Mennonite Central Committee (Canada) legally responsible for sponsorships involving its member groups across Canada.

The elimination of red tape will promote more sponsorships, which are in addition to cases considered under the Government's regular refugee program. Mennonite groups are now ready to receive about 500 refugees under this agreement.

The agreement also introduces a system

under which the Mennonite Central Committee and the Federal Government can share the commitment with respect to more difficult refugee cases. The Government will provide financial assistance and other services usually offered to refugees, and local constituent groups will supply special services, such as arranging day care for a working mother or finding special accommodation for someone who might otherwise be refused entry.

"It is my hope," said Mr. Cullen, "that this agreement with the Mennonite Church will serve as an example for other national church organizations and voluntary agencies, encouraging a wide spectrum of Canadians to become personally involved in helping those less fortunate than ourselves."

Law of the Sea Conference

Secretary of State for External Affairs Don Jamieson, Minister of Justice and Attorney General of Canada Marc Lalonde, and Minister of Fisheries and Oceans Roméo LeBlanc are heading the Canadian delegation to the eighth session of the United Nations Law of the Sea Conference, now meeting in Geneva until April 27. J. Alan Beesley, Canada's High Commissioner to Australia, is Deputy Head of the delegation.

The eighth session of the Law of the Sea Conference is focusing on the major unresolved issues related to the establishment of an international system for the exploitation of the resources of the deep seabed and the definition of the outer edge of the continental margin. Discussion is continuing on delimitation of maritime boundaries between adjacent or opposite states, marine scientific research, rights of land-locked and geographically disadvantaged states and settlement of disputes.

Earlier sessions of the Conference have brought about general agreement in favour of the principle of the common heritage of mankind, the 200-mile exclusive economic zone and freedom of transit through straits used for international navigation.

For Canada, the Conference has provided multilateral endorsement of the 200-mile fishing zone and the 12-mile territorial sea and contributed to increased acceptance of enhanced coastal state jurisdiction over pollution from ships,

particularly in ice-covered Arctic waters. The resurgence of the fishing industry in the Maritime provinces has resulted from the influence of the Conference.

The Canadian delegation is, therefore, working towards the adoption of a comprehensive treaty essential to Canada's vital interests, as well as to global peace and security.

Aluminum foils explosions

A Canadian company has developed a system for handling chemicals, oils, and other flammable products that prevents these and similar substances from exploding, even when they are aflame.

Called Explosafe, the anti-explosion system involves packing containers designed for use with flammables, with a layered, cellular honey-comb-like structure of expanded metal mesh called Explofoil. The material is manufactured from a thin aluminum foil and, when installed in a gas tank or other container, has the effect of dividing the container into more than 20,000 cells *per* gallon of liquid stored. Yet the foil itself displaces only 1 per cent of the fuel volume of the tank.

Principles

The system is based on three very simple principles. To stop flammable material exploding one must reduce the reaction temperature; break up the moving flame; and increase the vapour/air ratio through evaporation. In practice, this has the effect of forming a fine film on the aluminum foil strands, thereby shifting the mixture out of the flammable range.

The idea originated with Joseph Szego, a Hungarian inventor and owner of an aluminum foundry in the Thirties. He later immigrated to Canada and approached Vulcan Industrial Packaging Limited of Rexdale, Ontario, as a possible manufacturer for the product.

In 1976, the company introduced the Explosafe containers to the public in three common sizes, and by 1977 it was selling the Explofoil to other manufacturers to make anti-explosive containers.

Today, the market for the Explosafe system is virtually unlimited. Wherever flammable liquids or gases are used, transported or stored, the system can add an enormous safety margin. For industrial and consumer gasoline containers, outboard and inboard marine use, motor