

## Canada calls for settlement

Namibia should long since have become independent and joined the United Nations, said Canada's Ambassador to the United Nations Michel Dupuy in an address to the UN during the Security Council's consideration of the question of Namibia in New York, April 27.

Mr. Dupuy said that Canada had worked closely with Britain, France, the Federal Republic of Germany, and the United States since the effort to achieve an internationally accepted settlement began. The efforts of the Western Five, as the countries have become known, have been supported by the Secretary-General, the United Nations Secretariat and the African Group, particularly the Front Line States and Nigeria, he said.

"Canada regrets the failure of the Geneva talks and is deeply concerned over South Africa's intransigent attitude which has blocked implementation of the United Nations' settlement plan and heightened tensions throughout Southern Africa," said Mr. Dupuy. He said that without an internationally accepted settlement in Namibia, the situation can only deteriorate leading to intensified armed conflict and increased regional instability. "The South African position is legally, politically and morally untenable and cannot be long maintained," said the Ambassador.

### Full commitment

Canada remains fully committed to pursuing a negotiated settlement in the case of Namibia, said Mr. Dupuy. "However, it has become apparent that progress towards a settlement will only be made if the transitional process is fair and the result satisfactory to, and respected by, all Namibians," he said. Canada along with its colleagues from the Five, will examine possibilities for strengthening the existing plan in order to give greater confidence to all parties in the future of an independent Namibia, said Mr. Dupuy.

"Canada believes that the way must be left open for the pursuit of an internationally acceptable settlement. It is with that in mind that we contemplate with deepest concern the call for sanctions before this council. Such a course, we believe would probably put an end to United Nations' efforts and could indefinitely delay progress towards Namibian independence," warned Mr. Dupuy.



Michel Dupuy

Canada shares the frustrations of the international community over the failure to bring the United Nations' effort to a successful conclusion, he added. Mr. Dupuy said that the negotiation process must now be intensified and efforts made to build on the work which has already gone into the question so far. "It is essential to retain support for a negotiated solution and to avoid unnecessarily putting obstacles in that path," he said. Canada urges the Security Council to reiterate its support and reaffirm its commitment to the goal of self-determination for the Namibian people, said the Ambassador.

## CP Rail studies electrification

CP Rail is investigating a method of electrifying steep grades in the Rockies and the Selkirks, with the aim of reducing fuel consumption, reports the *Canadian Press*.

The plan is part of a larger CP Rail program to reduce energy consumption and increase energy efficiency. Currently, trains are hauled by diesel locomotives with sufficient horsepower to pull them over the steepest grades. But this requires vast amounts of diesel fuel.

By electrifying just the grades, the railway would be able to pull heavier trains or use fewer locomotives to obtain the most efficient fuel operation while increasing capacity at the same time.

Both Canadian National Railways and CP Rail are looking for ways to reduce

their operating costs while increasing their capacity to haul bulk commodities such as coal, potash, sulphur and grain.

Charles Pike, CP Rail's vice-president of operations and maintenance said conservation groups often have advocated electrification of Canada's railways to reduce oil consumption. However, the cost of converting from diesel to electricity would necessitate some government funding.

Mr. Pike told a meeting of the Canadian Institute of Traffic and Transportation that in 1980, CP Rail consumed about 910 million litres of diesel fuel at a cost of \$145 million, but the company anticipates the bill for this year will be more than \$200 million for about 980 million litres. He said that as recently as 1972, this same amount of fuel would have cost about \$32 million.

He said CP Rail also is conserving fuel by double-tracking grade revisions at three locations in the mountains. Two are complete and a third will be finished this year.

## Automotive forum in Toronto

Toronto will host SITEV-America, an international industrial development forum for the automotive sector, June 16-18.

SITEV-America will serve as a forum for auto parts and vehicle manufacturers from around the world to meet for discussions on joint ventures, licensing arrangements, partnerships and opportunities for establishing production facilities in the Americas.

Toronto was chosen as the site for SITEV-America over competing jurisdictions in the United States and Canada.

Participants in SITEV-America will include buyers from North, Central and South America, Europe and Japan; industrial location specialists representing European and Japanese auto manufacturers; original equipment market suppliers, as well as national, state, provincial, municipal and industrial development officials. Financial, taxation and project planning experts will also attend to provide detailed information to interested companies.

For the past three years, the Ontario government has participated in SITEV's annual show in Geneva, and last May, the largest Ontario trade mission ever, comprising 35 Ontario auto parts manufacturers, attended the SITEV trade fair.

UN photo by Y. Nagata