



Expo 86's robot mascot is a popular attraction at the International Energy Exposition being held until October 31 in Knoxville, Tennessee.

of Canada's two transcontinental railways as well as home base to the British Columbia Railway, the nation's third largest system. Major trucking companies, coastal tug and ferry systems are based within its boundaries. Its fishing and float-plane fleets are among the largest in the world.

Located just 48 kilometres from the Canada-United States border, Vancouver is within easy reach of other important west coast cities like Seattle, San Francisco and Los Angeles.

Waterfront sites

Expo 86 will be held on two sites totalling more than 50 hectares of waterfront property in the heart of Vancouver. The exposition will provide a new focus for Vancouver's modern transportation, tourist and entertainment facilities.

The sites, within walking distance of downtown shopping areas, theatre and business districts and historic Gastown and Chinatown, are to be linked by a new advanced light rapid transit (ALRT) system.

Bordered by a new 60 000-seat covered amphitheatre, the main site on False Creek lies across from the Granville Island farmers' market. Major new housing and commercial developments will be completed on the northern perimeter before 1986.

Burrard Inlet harbour, situated two kilometres from the main exposition site, is the auxiliary Expo 86 site where the Canadian pavilion is being built. The pavilion is being erected on the waterfront

along with a new National Harbours Board cruise ship facility in a combined \$134-million package. The site provides an ideal vantage point for rail and deep sea demonstrations. After the exposition the Canadian pavilion will be transformed into a trade and convention centre.

A new "sea-bus" already ferries people from Vancouver's north shore to the Burrard Inlet site and cruise ship passengers will disembark beside the pavilion. From there they can ride the quiet new ALRT to the main site in False Creek.

The ALRT will be the latest state-of-the-art in urban transportation with aluminum trains travelling a 21-kilometre route six metres above the city at 72 kilometres an hour. Designed by Ontario's Urban Transit Development Corporation and built by the British Columbia government with financial assistance from the federal government, the system is expected to be in operation by January 1.

Canadian claims in fishing dispute

Canada filed its first written arguments in the case involving the maritime boundary in the Gulf of Maine area with the Registrar of the International Court of Justice in The Hague on September 27.

The Gulf of Main boundary case centres on a dispute between Canada and the United States as to the dividing line between respective continental shelves and 200-mile fishing zones on the Atlantic coast. Verbal proceedings in the case will be held in The Hague in late 1983 or early 1984.

In the document, called a "memorial", Canada claims almost half of Georges Bank, the rich fishing grounds and promising hydrocarbon area seaward of the Gulf of Maine, off the coasts of Nova Scotia and Massachusetts. The basic Canadian argument is that the equidistance line claimed by Canada represents an equitable solution that takes account of all relevant factors.

The United States also filed a memorial on the same day asserting a claim to the entire Bank.

By agreement between the two countries, their respective memorials and other written pleadings are not to be made public until the opening of oral proceedings. At least one further exchange of written pleadings (known as a "counter-memorial") will take place before that time.

The case will be heard by a special

five-member Chamber of the International Court of Justice comprising: the president of the Chamber Judge Roberto Ago of Italy; Judge André Gros of France; Judge Hermann Mosler of the Federal Republic of Germany; Judge Stephen Schwebel of the United States; and Judge *ad hoc* Maxwell Cohen of Canada. Canada's agent in the case is the legal adviser to the Department of External Affairs L.H. Legault; the US agent is the legal adviser to the State Department Davis Robinson.

Bus manufacturer has record year

Flyer Industries Limited of Winnipeg, a Manitoba bus manufacturer, has experienced record sales and profits during the past year and company officials expect the trend to continue in the future.

"We have just completed the best 12 months in our history," said company president Douglas McKay, "and I think Flyer has a bright future. Because of ultimate energy shortages, there will be a growing need for greater use of public transit and there is every reason to believe that Flyer can participate in the increasing demand for buses."

Flyer's profits in 1981 amounted to \$2.5 million, compared with a profit of \$936 106 in 1980 and a loss of \$4.5 million in 1979. Sales increased from \$41.6 million in 1980 to \$54.9 million in 1981.

More diesel buses produced

Flyer, which is owned by the Manitoba government, employs 570 people at three plants.

It produces some 400 diesel and trolley buses a year, turning out a model that seats 50 people and is 40 feet long. The company is the major manufacturer of trackless electric trolley buses in North America, but as only nine North American cities — including Toronto, Hamilton, Vancouver and Edmonton — currently operate trolleys, diesels make up most of Flyer's output.

According to Mr. McKay, Flyer's improved performance can be attributed partly to its new emphasis on quality, delivery and performance. The company paid no contract penalties in 1981.

"Most of our customers are civic transit systems that operate on funds furnished by taxpayers," Mr. McKay said. "This opens the door for possible