

## Relief assistance for 1980-81

Canada contributed more than \$21 million in humanitarian and emergency relief in the 1980-81 fiscal year through the Canadian International Development Agency (CIDA).

The League of Red Cross Societies administered CIDA's response to a plea for drought and refugee relief in the East African countries of Uganda, Djibouti and Somalia. CIDA provided \$150,000 for Uganda, \$86,000 for Djibouti and \$164,000 for Somalia, as well as food aid grants. Canada also gave another \$150,000 in relief to Ethiopia where an estimated 2.4 million people were affected by drought.

In response to the All-Africa Appeals of the International Committee of the Red Cross (ICRC) Canada gave \$2 million for victims of strife in 12 African countries. In reply to special appeals from the United Nations High Commissioner for Refugees (UNHCR), CIDA contributed \$2.75 million to Afghan refugees, \$1.4 million to refugees in Somalia, \$200,000 to refugees in Sudan and \$175,000 to Chadian refugees in Cameroun. A special United Nations Children's Fund (UNICEF) appeal for Kampuchean refugees received \$3.75 million.

### Aid to Indochinese refugees

In addition, CIDA contributed \$1.15 million in cash to relief organizations operating in Southeast Asia. This included a \$500,000 grant to UNICEF relief activities and refugee camps; \$500,000 to the ICRC for air transport of supplies between Bangkok in Thailand and Phnom Penh in Kampuchea, and \$150,000 to the Red Cross for 220,000 Indochinese refugees from Vietnam and Laos scattered throughout countries of first asylum in Southeast Asia.

In the summer of 1980, when hurricanes devastated the Caribbean, CIDA provided \$50,000 in emergency relief to St. Lucia and \$150,000 to Haiti.

The most damaging earthquake of the year occurred in late November in southern Italy, to which CIDA responded with a total of \$300,000 in relief funds, channelled through the League of Red Cross Societies (LRCS). A month earlier, CIDA had provided \$250,000 to victims of the Algerian earthquake, for the purchase of tents, blankets, medicine and equipment by the LRCS. In March 1981, CIDA contributed \$75,000 through the Red Cross for victims of an earthquake in Greece.

For the first time, CIDA gave emergency relief to China — \$50,000 for the provision of vitamins to children who were victims of drought and flooding in Hubei and Hebei provinces.

When civil strife caused violence and unrest, CIDA contributed \$250,000 through the Red Cross for relief in El Salvador and \$40,000 for Nicaragua.

In East Timor, \$25,000 helped provide food and medical supplies to some 40,000 people still dislocated after internal problems.

Through the Pan-American Health

Organization (PAHO), CIDA contributed \$101,000 to the Disaster Preparedness Fund for the Americas.

Support for institutions involved in emergency aid refugee relief included: \$2.25 million for the UNHCR; \$5.7 million in cash and food to the United Nations Rehabilitation and Works Agency for Palestinian Refugees in the Near East; \$300,000 to the UN Education and Training Program for Southern Africans; \$175,000 to the UN Fund for Namibia; and \$375,000 to the International Committee of the Red Cross.

## Via Rail Canada to begin LRC service this fall

Via Rail Canada will introduce its new high-speed LRC (light, rapid, comfortable) rail passenger trains on Labour Day weekend between Toronto and Montreal.

The first of the two trains to be delivered to Via Rail for testing will go into scheduled service on the high-density rail route between the two city centres in September once a day.

The fall service will be a test for the new trains, which have been under development by a Canadian consortium headed by Bombardier Incorporated of Montreal. Two LRC trains are under test by Amtrak, the U.S. federal passenger agency, and could lead to further U.S. purchases.

### Tilting cars

The feature of the new trains is the tilting-car concept, in which the passenger coaches, alerted by sensors, will tilt under centrifugal force as the train rounds curves permitting higher average speeds and no discomfort to passengers.

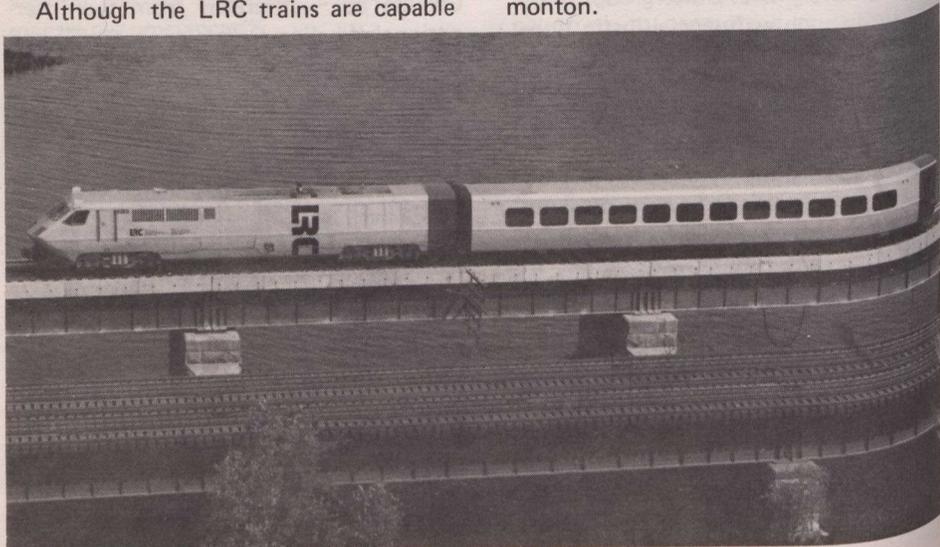
Although the LRC trains are capable

of operating at up to 140 miles an hour on straight track they will operate at 95 miles an hour on introduction, the same speed as the two Via Rail Turbo trains on their five-hour run between Montreal and Toronto.

The Via Rail LRC trains are part of a \$90-million order placed by the federal government for 50 of the tilting cars and 22 locomotives. The rest of the order is to be delivered by February 1982.

The remainder of the train order, or another eight trains of five cars each depending on demand, will go into service in the Quebec City-Windsor corridor because of the increase in rail passenger service. The LRC runs will be Ottawa-Montreal, Montreal-Quebec City, Toronto-Windsor.

The federal government will have to place further orders for LRC equipment to serve Maritime regions, Halifax-Montreal, Halifax-Sydney and inter-city routes in the West, which would link Winnipeg, Saskatoon, Regina, Calgary and Edmonton.



LRC's provide faster service between Toronto and Montreal.