

both the efficiency and the timely completion of power projects, and enhance the benefits to the Indian economy as a whole. We have recently completed the Idukki Hydro-electric project in Kerala and are building a major hydro project in Himachal Pradesh. Energy is still a major sector of cooperation between our countries and I believe collaboration in this field will continue to our mutual benefit.

The concept of full partnership will increasingly dominate the Indo-Canadian commercial relationship. We already have a solid foundation. We can both be proud of the close relationships that have developed in the past and continue to flourish today. Bata, Howe International, India Aluminum, Cominco-Binani Zinc, Solachrome, and KSB Pumps are but a few of the outstanding commercial marriages that are leading to heightened two-way exchanges between our countries.

There will be, there must be, more. And nowhere is this truer than in the transportation sector. I referred earlier to the process of Canadian nation-building. I am proud to say, as Transport Minister, that transportation policy has been an absolutely essential building block of the Canadian nation. In the 19th century we built a 4000-mile railway across a largely empty continent. It opened up vast territories to settlement and development. That "ribbon of steel" tied together a scattered people -- physically and psychologically -- into a great nation. In the air, along our coasts and inland waterways, and in our cities we have created technologies and techniques which have served the objectives of Canadian development. Canadians are world leaders in transportation because we have had to be. And we are ready and eager to join our expertise with Indian capabilities and requirements.

That is the message I bring to India, and I am pleased that I have been accompanied here by representatives of some of the most distinguished companies in the Canadian transportation sector. Allow me to introduce them to you.

Bombardier, is well known to those of you involved in railway operations in India. The Bombardier ALCO engine was first introduced in India some 27 years ago and has long since been indigenized. I understand that this engine successfully moves 65% of your freight and 35% of your passenger traffic. We are pleased with our joint efforts over the past quarter century to implement this important project, and are optimistic that