

Sudan, announcement of a moratorium on debts of African countries, and establishment of the aid program "Africa 2000" with the highly favorable image Canada had gained in Africa.

On October 28 *Le Devoir* reported that Canada was one of the few industrialized countries absent from an African aid program established by the International Fund for Agricultural Development (IFAD). As part of African recovery, the UN agency was seeking a further \$120 million (of a total of \$300 million) for a small-scale project in aid of traditional production. While Canada made the required financial contributions to the activities of the IFAD, it had never contributed to its African project.

The president of the IFAD, Idriss Jazairy, said that he found the situation surprising, given Canada's leadership role in helping poor countries. "I have to ask myself what we've done wrong," he said. Margaret Catley-Carlson, president of CIDA, said that she thought Canada was far from dragging its feet in African aid. In fact, she said, Canada was one of the leaders in African aid over the past years. But, she added, other means besides IFAD projects had always been used.

The *Ottawa Citizen* reported on November 18 that two African politicians had visited with CIDA officials as well as with External Relations Minister Monique Landry in an attempt to get Canada involved in the military defence of southern African transport corridors and other key economic projects. Peter Mmusi, vice-president of Botswana and chairman of the Southern African Development Coordinating Conference (SADCC), and Dr. Simba Mukoni, SADCC executive secretary said they were not yet asking Canada for troops, the report said, but "we would be very glad to accept them," should they be offered.

External Affairs Minister Joe Clark ruled out direct Canadian military involvement in southern Africa in a speech to the Commons earlier in 1986, the report added, but Canada was involved in fifteen SADCC development projects. CIDA had been waiting for SADCC to outline further possibilities for assisting the Front Line States, and Mr. Mmusi said they hoped Canada would get involved in upgrading more of the vital transport corridors which SADCC hoped would some day replace shipping through South Africa.

CIDA officials had called the military overture "a new one" and had pointed out that such activity was beyond CIDA's mandate.

The *Toronto Star* reported on November 24 that \$29 million in railway rails and other supplies was being shipped in January as part of a \$45 million CIDA project to rebuild Mozambique's railway line from the Indian Ocean port of Nacala, frequently closed down by South African-backed rebel attacks. "It's one of the five corridors identified as being crucial to improving transportation in the region and decreasing excessive reliance on South Africa," said Steven Gibbons, a CIDA spokesman.

The report said that rebel attacks persisted even on the line that Canada was helping other countries to rebuild. Peter Mosley of CIDA said that rebel activity was "part and parcel of doing business in southern Africa at the moment. . . . There's a high security risk attached to anything. . . ."

Committee Hearings

The Commons committee on foreign aid heard from a provincial umbrella group in Saskatoon that Canada should double its aid to Third World countries. The Saskatchewan Council for International Co-operation, representing thirty-three church and other voluntary organizations, said that aid should reach \$5 billion by 1990.

When challenged by committee member Bill Lesick (PC, Edmonton East), Council president Allan Scholz said, "As a farmer and person in Western Canada, I'm concerned about the long-term development of agriculture in Western Canada and that means developing markets overseas. We have to help the people in Third World countries who are potential consumers of the goods we produce."

The Parliamentary committee was expected to report in May after holding hearings in eight cities across Canada and touring Canadian aid projects in Africa, Asia and Latin America (*Regina Star-Phoenix*, October 29).

Trade

Arms Exports

On November 17 the *Globe and Mail* reported that Pratt and Whitney Canada, Inc., a subsidiary of the US firm United Technologies Corp., had sold helicopter parts to Iran in late 1985. A spokesman for Pratt and Whitney, Pierre Henri, said in a radio interview that "we have received an export permit from the federal government in Ottawa and also the order was cleared with the American government. Therefore we have proceeded to ship parts for commercially crafted helicopters, not for military helicopters. . . . We were convinced, and so was the government, that the parts were to be used in several helicopters, not for military purposes."

The issue arose shortly after US government shipments of arms to Iran were revealed. The sale of military equipment to any country involved in armed conflict would contravene Canada's export controls policy (See "International Canada" for August and September 1986).

The *Ottawa Citizen* reported on November 18 that Pratt and Whitney's July 1984 catalogue listed only two Bell 212 civilian-use helicopters in existence in Iran. In contrast, the catalogue listed 186 "military" helicopters using the same the same engine assembly as the Bell 212. The company had told the government that the parts were to be used on Bell 212 machines, the report said, and Deputy Prime Minister Don Mazankowski told the House on November 17 that the government had taken Pratt and Whitney's word that the parts were intended for civilian-use helicopters. Thus ministerial approval for the shipment had not been required under law.

On November 18, Mr. Mazankowski said in the House that Pratt and Whitney had agreed "voluntarily" to stop shipments of helicopter parts to Iran until the government