



Swiss humanitarian aid

SWISS humanitarian tradition and values are reflected in the foreign policy priorities as well as in concrete actions. During and after crises and disasters abroad it saves lives and relieves suffering, providing people with survival aid and supporting them in the reconstruction process. On one hand, it provides direct help through the immediate deployment of expert teams from the Swiss Humanitarian Aid Unit (SHA) following natural disasters and in armed conflicts. On the other, it supports humanitarian partner organizations and contributes to the prevention and solution of conflicts.

Switzerland's commitment to humanitarian aid is outlined in the federal law on international development cooperation and humanitarian aid issued on March 19, 1976: We shall contribute to preserving endangered human life and alleviating suffering with preventive and emergency measures. Specifically aid is destined for populations struck by natural disasters or armed conflicts. Humanitarian aid distinguishes between:

- Conflicts: Wars, civil wars and other similar confrontations
- Crises: Collapse of law and order and the lack of social nets
- Catastrophes: Natural disasters such as earthquakes, inun-

dations or drought and technological disasters such as nuclear incidents, biological and chemical accidents as well as the bursting of dams and other severe and acute destructive forces which could endanger human lives.

Swiss humanitarian aid orients itself on the basic human values and the principle of the inviolable dignity of each human being. Its foundation is international humanitarian law and internationally recognized humanitarian principles and it repeatedly appeals for these to be respected in cooperative efforts. It helps victims, regardless of their race, their sex, their language, their religion, political

opinion or social status. Switzerland renders neutral and impartial humanitarian aid, independently and without any political conditions.

Swiss humanitarian tradition is founded on the contributions of Jean Henri Dunant (1828-1910), who was a Swiss businessman and social activist. During a business trip in 1859, he was witness to the aftermath of the Battle of Solferino in modern day Italy. He recorded his memories and experiences in the book "A Memory of Solferino" which became the inspiration for the creation of the International Committee of the Red Cross (ICRC) in 1863. In the meantime, many humanitarian organizations are presently based in Switzerland, as a country promoting humanitarian values.

**Swiss humanitarian aid in action**

There are numerous instances of Swiss humanitarian assistance in all parts of the globe. In recent times the SDC's Humanitarian Aid Department has provided assistance for earthquake in China, Cyclone Nargis in Myanmar, conflict in Lebanon as well as cyclone Sidr in Bangladesh.

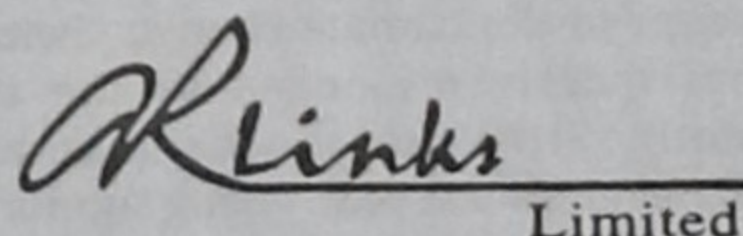


SDC assistance for Sidr

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**Arlinks Limited**  
P.O. BOX 79, DHAKA-1000  
Red Crescent Concord Tower  
11th Floor, Suite-B  
17, Mohakhali C/A  
Dhaka-1212, Bangladesh.

Phone : 880 29888517, 9895733  
8850254-57  
Fax : 880 2 9888388  
E-mail : arlinks@bttb.net.bd  
arlinks@arlinks.org  
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Swiss rail

THE railway network of Switzerland is very dense: on average 122 km of track for every 1000 km<sup>2</sup> (196 miles per 1000 square miles). This compares with an EU average of 46 (74 miles per 1000 square miles). The Swiss are by far Europe's keenest

steep gradients, so they need a lot of track in order to gain height gradually. This is often hidden inside tunnels, which are sometimes almost circular.

The huge railway viaducts of the southeastern canton of Graubünden, built for the most

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rail users, making 42 trips and clocking up 1929 km (1199 miles) per person in 2005. The only country in the world which rivals Switzerland for train use is Japan. In 2005 the Japanese took more trips but travelled slightly fewer kilometers. The figure for the USA in 2001 was 0.1 trips and 32 km (20 miles.)

The Swiss Federal Railways (SBB) alone carried some 285 million passengers and about 60 million tonnes of freight in 2006. The total length of the SBB network is 3,163 km (1,965 miles) - and the Swiss continue to build, while the trend overall has been to abandon lines.

In addition to the SBB, Switzerland also has a number of private railways, who operate a network totalling just over 2,000 km (about 1250 miles). In 2003 they transported about 169 million passengers. There are also 150 km (93 miles) of mountain railway lines (cogwheel and funiculars).

The trains are carefully integrated with other forms of transport - buses and boats, so that communication from one to the other is easily made. Despite the mountains and gorges, the railway is a model of precision and punctuality.

**The challenge of the mountains**

The Swiss are expert railway builders. Trains cannot climb

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BSRS Bhaban (1<sup>st</sup> Floor), 12 Kawran Bazar C/A

Dhaka-1215, Bangladesh

Tel: 8115100, 9144637, Fax: 9144637

Email: hbzbang@bdcom.com, hbzdahaka@citech.net

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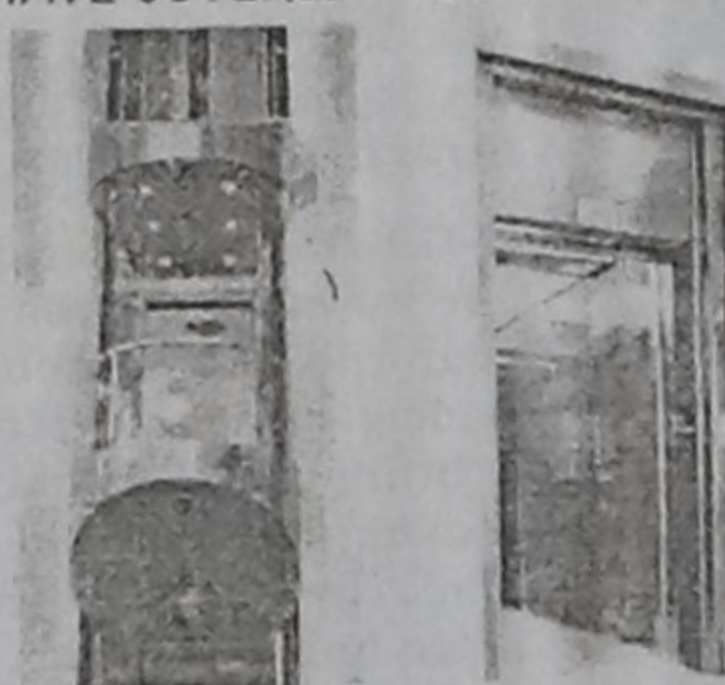
Swiss National Day

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Banani, Dhaka-1213, Bangladesh. Tel: +88-02-8850071, 8861256  
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- Bashundhara City ( 23 -Lifts, 61 -Escalators & 1 -Auto-walk)
- Bangladesh-China Friendship Conference Centre ( 3 -Lifts & 3 -Esc.)
- Rifles Square (4 -Lifts & 4 -Esc.) / National University ( 4 -Lifts)
- Navana Tower ( 5 -Lifts & 6 -Esc.) / Rangs Anam Plaza ( 4 -Esc.)
- Multiplan Centre ( 5 -Lifts & 16 -Esc.) / BEPZA ( 2 -Lifts)
- Eastern Plus ( 10 -Esc.) / Eastern Mollika ( 18 -Esc.) / Shezan Point ( 6 -Esc.)
- Khaddar Bazar Shopping Complex ( 1 -Lift & 10 -Esc.) / Rabul Plaza Mirpur (2-Lifts)
- Eunoo Trade Centre ( 1 -Panorama & 4 -Lifts; Miconic-10)
- The Westin Dhaka Hotel ( 7 -Lifts & 2 -Esc.) / BDR Hospital ( 2 -Lifts)
- Radson Water Garden Hotel ( 6 -Lifts) / Army Medical College ( 4 -Lifts)
- NAM Establishments ( 26 -Lifts) / Plaza A.R ( 3 -Lifts & 6 -Esc.)
- Japan Garden City ( 52 -Lifts) / ASA Tower ( 6 -Lifts) / Savar City Center (2-Esc.)

**High Lights (Chittagong)**

- Shinepukur Mohona ( 2 -Lifts) / Chittagong Chamb. of Comm. ( 1 -Lift)
- Amin Centre Shop. Complex ( 2 -Lifts, 6 -Esc.) / Comilla Traders (1-Lift)
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- Kabir Steel Mills Ltd. ( 1 -Lift) / PDB ( 2 -Lifts)

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