

The draft resolution submitted to the Security Council on September 8, 1983, by the governments of Australia, Canada, Fiji, France, Japan, Malaysia, Netherlands, New Zealand, the United Kingdom and the United States specifically welcomed "the decision to convene an urgent meeting of the Council of the International Civil Aviation Organization (ICAO) to consider the Korean Airliner incident" and urged "all States to cooperate fully with the ICAO in efforts to strengthen the safety of international civil aviation and to prevent any recurrence of such use of armed force against international civil aviation". It is regrettable, to say the least, that the adoption of that resolution was only prevented by the exercise by the Soviet Union on September 12, 1983, of its veto in the Security Council. It is all the more incumbent now on the International Civil Aviation Organization to assert its responsibility and authority in an area which is undeniably within its competence.

It is the earnest hope of the Canadian Government that this Council, and subsequently the ICAO Assembly, will heed urgently and with the utmost care this call for action. In the view of my Government, the first requirement is that there should be a thorough, impartial and expeditious investigation into all relevant circumstances surrounding the destruction on September 1, 1983, of the Korean Airlines aircraft. The legal basis for the investigation includes inter alia Article 55 (e) of the Chicago Convention.

The investigation should be divorced, to the extent possible, from political considerations. It should cover the period between preparations for the flight and the crash of the aircraft. It should be undertaken by a group of experts, drawn entirely from the Secretariat if possible. If some special expertise not available within ICAO is required for a particular aspect of the investigation, it should be sought in another international organization. If it cannot be found there, it would be permissible to go outside. In any event, the expert or experts would, for the purpose of the investigation, be working as part of an ICAO team.

The Government of the Soviet Union should be asked to preserve and make available wreckage and other relevant evidence until the Council has considered the results of the investigation. In addition, the Government of the Soviet Union should take every means to facilitate the investigation, including granting access to such locations as the investigating team deems necessary to visit in order to fulfill its mandate. I would note in this regard that a resolution