

solidify the gains in mutual confidence we have already achieved and allow us to move forward to a new are of confidence-building.

Open Skies will allow each country represented here to see that no one of us in carrying on military activities threatening to the security of the others. It will assist in the verification of future arms control agreements, and it will help to create the climate that encourages signature of those agreements.

Most important, we are agreed in our expressed readiness to come to an early agreement that we can sign in Budapest in May.

How do we put our political will into practice? What sort of aircraft will be used? How many flights will each country be allowed? What are the operational details of an Open Skies regime?

Questions such as these are sometimes called technical questions. We should not let that label mislead us into thinking that they are somehow simple questions with ready solutions or that political considerations do not intrude on them. Rather, we should regard them as the challenges that they are.

We should be prepared to work diligently to come up with solutions. And, should we reach a point where agreement seems difficult, I would urge us to look back on what we have said here, to bear in mind our shared purpose, and to reaffirm our determination to move forward.

I pledge the full support of the Canadian delegation in this endeavour. Canada's unflagging support for Open Skies is well-known to all of you. It stems form our strong interest in verification and from our commitment to East-West confidence-building.

I believe it is fair to say that the approach of all of us to Open Skies is based on four criteria:

First, simplicity;  
second, cost-effectiveness;  
third, flexibility;  
fourth, equity.

The Open Skies concept is, by its very nature, a very simple one. In building a structure to embody this concept we should not look for complexity where none need exist. We should keep restrictions to a minimum. We should ensure that openness means openness. We should create a regime that, in principle, is subject to no limitations save those imposed by flight safety considerations and rules of international law.

Open Skies should be cost effective. Open Skies need not be expensive. The technology exists and is well within the reach of