

at a summit level meeting of the CSCE participating countries later this year and we are also of the opinion that in view of the rapid and dramatic changes occurring on the continent, an active involvement of all the original signatories of the Helsinki Final Act is indeed essential.

Free Romania welcomes the progress achieved so far on arms limitation and reduction and hopefully expects the conclusion during the current year of the first negotiated agreement on conventional disarmament in Europe.

An impending Open Skies agreement, along with other existing agreements, will certainly strengthen confidence among the states participating in the two military alliances. It may hopefully encourage the elaboration and adoption of other confidence-building and disarmament agreements and measures by providing a broader view of an emerging system of verification and control.

We believe that in order to reach that objective the current negotiations should take into account at least four fundamental challenges:

First, the Open Skies system should be conceived to function as a confidence-building instrument. It should not cause more suspicion but, rather, alleviate the existing sources of mistrust.

Second, it should not become a burden for anyone. It should evolve in a natural way, on a basis of mutual goodwill, as a normal fact of life in the relations between states.

Third, it should offer equal chances for all participating states, irrespective of their size, military potential or level of technological development.

And, fourth, the legal instrument to be negotiated should be simple and flexible enough to make possible the adjustments that will be required in the future to suit the specific conditions of a changing world.

Meeting these challenges will turn the original concept of a confidence-building measure into an effective instrument for fostering a climate of understanding and co-operation in a new Europe.

One of the crucial issues our experts will have to solve is to ensure equality in the proper functioning of the proposed scheme, considering the different technological capacity of various countries.

It will also be necessary to ensure a sound co-operative relationship between the observing and the observed during the inspection of the aircraft to see that the observing mission is