

about weather conditions, the lights of the KAL 747 and the actions of the Soviet fighter aircraft can only be answered by such an international investigation. Then the international community will be in a position to review and to consider improvements to the rules, regulations and practices of international civil aviation, to prevent any recurrence.

To impress upon the Soviet authorities the gravity and determination with which we view this matter, the Canadian government announced its decision to suspend, for a period of 60 days, the rights of Aeroflot to the use of Montreal's Mirabel airport for its scheduled and charter flights. Canada has also suspended further consideration of arrangements for Soviet use of Gander airport. We hope these actions, together with those of other nations, will prompt a review by the Soviet authorities of the merits of continuing to evade their responsibility for the deaths of Canadians and of so many other innocent passengers. Canada's actions reflect not only the views of the Canadian government but of Canadians everywhere. The Canadian public has been outraged by this barbarous act. In the face of continuing Soviet prevarication, the growing groundswell of Canadian opinion demands a full and complete accounting. We welcome actions by other countries similar to those taken by Canada in an effort to hasten that day of accounting.

The Canadian government has formally reserved all its rights in international law to compensation from the Soviet Union for the loss of Canadian lives. On September 8, 1983, Canada officially notified the Soviet Union of this fact and is now proceeding to prepare its claim for presentation to the Soviet authorities. All justifications provided thus far by the Soviet Union do not alter the fact that it acted illegally in shooting down the civil airliner. That wrongful act in itself gives rise under international law to a responsibility on the part of the Soviet Union to provide appropriate compensation.

Furthermore, Canada believes that the Soviet government should, as well, assist the bereaved families in humanitarian fashion; for example, in a co-ordinated international search for remains of the deceased, in the organization of memorial services for them and in providing whatever information and documentation that can be of comfort and utility to the families of the victims.

We count on members of the Security Council to deal effectively with this issue that touches on agreed principles, procedures and rules of civilian aviation which affect the safety of us all. We would note that failure to do so could prove to be a backward step, particularly at this time when members of the Council have been informally exploring ways to improve its effectiveness — a process that Canada strongly endorses.

It is not enough to look back in anger and sorrow; the international community must move forward together. The most fitting monument which we can construct to the memory of these innocent victims is one of safer international civil aviation procedures which will forever prevent a repetition of this tragedy. To this end, Canada has supported the call for a special session of the International Civil Aviation Organization (ICAO) Council. Safer civil aviation procedures and a better definition of the relation between civil and military procedures will surely benefit everyone. We, therefore, expect positive, constructive results from the forthcoming deliberations within ICAO. Canada will work actively to this end.

The draft resolution before us recognizes the plight of the bereaved, the right to compensation and the

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