

# UNITED NATIONS

## SECURITY

## COUNCIL



Distr.  
GENERAL

S/8053/Add.3  
31 October 1967

ORIGINAL: ENGLISH

### REPORT BY THE SECRETARY-GENERAL ON THE OBSERVATION OF THE CEASE-FIRE IN THE SUEZ CANAL SECTOR

1. In my statement to the Security Council at its 1371st meeting on 25 October 1967 concerning the possible strengthening of the United Nations Observer Operation in the Suez Canal sector (S/PV.1371, pp. 6-11), I informed the Council that I was consulting with General Bull, the Chief of Staff of UNTSO, on means of making this operation more fully effective in maintaining the cease-fire called for by the Council and that I would report in due course on the more specific requirements and details which would result from these consultations with the Chief of Staff.

2. I have now received from General Bull the necessary details and some further views on the requirements for strengthening the United Nations Observer Operation in the Suez Canal sector, which are set forth in this report.

#### Tentative plan for the development of additional Observers

3. There are at present nine Observation Posts (OPs) as follows:

Five OPs on the east side of the Canal:

OP Green	(MR 7394-9401)
OP Kantara	(MR 7409-9057)
OP Yellow	(MR 7427-8837)
OP Silver	(MR 7455-8570)
OP Blue	(MR 7677-8055)

Four OPs on the west side of the Canal:

OP Gulf	(MR 7396-9264)
OP Ismailia	(MR 7402-8765)
OP Mike	(MR 7657-8037)
OP Lima	(MR 7662-8173)

4. The intention, in consultation with the parties, is to establish nine additional Observation Posts, four on the east side of the Canal and five on the

west, thus bringing the number of OPs on each side to nine. The additional OPs would be established at the following locations, subject to final ground reconnaissance:

Four OPs on the east side of the Canal:

At Kubri	(MR 7670-8145)
At Geneifa	(MR 7662-8295)
At Kilometre 50	(MR 7414-9008)
Mobile OP (in reserve)	

Five OPs on the west side of the Canal:

At Port Said	(MR 7400-9500)
At El Cap	(MR 7401-9153)
At El Firdan	(MR 7430-8868)
At Tusan	(MR 7430-8675)
At Kabrit	(MR 7593-8397)

5. The static Observation Posts at the above locations would create a system of OPs alternating on opposite sides of the Canal and would substantially reduce the gaps in the areas where on recent occasions repeated exchanges of fire have originated. In order to establish the additional OPs at the proposed locations, it would be necessary, of course, to take into account the existing deployment of the United Arab Republic and Israel armed forces in the area.

6. The Observer strength in the Canal sector is to be increased to ninety. The additional Observers would be allotted equally for the strengthening of the two Control Centres.

7. As indicated in the Secretary-General's statement to the Security Council, this increase would require further consultations with the parties about the nationalities of the Observers.

8. There would be an urgent requirement for essential additional radio equipment for the new Observation Posts as well as jeeps for the extra Observers.

#### Patrol craft

9. The area of operation of the proposed patrol craft would be limited to the closed waters of the Suez Canal, the Bitter Lakes and adjacent waters, i.e. from OP Green in the north to the line of latitude 29°52' in the Suez Bay in the south.

10. The vessels must be of shallow draft and easy to handle outside the dredged Canal on the Lakes and the shallow waters in the Suez Bay. Accommodation would be needed on board for one night duty man and catering facilities would be required for six persons, namely one skipper, two deck hands, two artificers in the engine room and one Military Observer. Vessels of the type of the Suez Canal Authority pilot launches would be adequate for the above-mentioned operations. The boats would be painted white with United Nations markings and would always fly the United Nations flag when operating.

11. It is intended to secure the services of four such boats. Two boats would be based in Ismailia, one patrolling northward to the forward defence lines at OP Green and one southward to the Great Bitter Lake. Two other boats would be based in Suez, one patrolling northward to the Great Bitter Lake and the other patrolling the Suez Bay.

12. The task of the proposed patrol craft would be to facilitate United Nations observation in the waters concerned of any activities likely to cause a breach of the cease-fire, to support United Nations logistics transport, and to provide sea rescue facilities and support hand-over operations of prisoners of war, refugees, etc., as necessary.

13. The vessels would be exclusively manned by United Nations personnel. To perform their task the vessels must have full freedom of movement at all times and there should be freedom of communications between the vessels and the United Nations Control Centres and Observation Posts on both sides of the Canal.

#### Helicopters

14. It is intended to secure as soon as possible the services of four suitable helicopters with operational and ground crews to provide aerial observation in the Canal sector, to increase the mobility of Observers and, if necessary, to provide medical evacuation. To serve the operation effectively these helicopters must have full freedom of movement within the area of observation and would be based at suitable locations in the Canal sector to be determined. They would, of course, be painted white with United Nations markings.

Other necessary measures

15. As indicated in the report of 10 August 1967 (S/8053/Add.1, para. 11), the present communications for the Observer Operation in the Suez Canal sector are between the OPs and the Control Centre on each side, with cross-Canal communications between the two Control Centres only. It is highly desirable that the following measures concerning communications be put into effect at an early date:

(a) Cross-Canal communications between OPs;

(b) Use of code messages whenever required between UNTSO headquarters, Jerusalem, and both Control Centres.

16. It will be essential to establish communications facilities between service patrol craft and helicopters, when acquired, and Control Centres and OPs on both sides.

17. It would also be highly desirable for logistical purposes to have the benefit of a ferry service across the Canal for both UNTSO personnel and vehicles, as required. This facility would greatly reduce the cost in time and money of the Observer Operation in the Canal sector.

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18. I consider it necessary to reiterate and emphasize my view that measures to strengthen the Observer Operation such as set forth above, while helpful, will not suffice to maintain the cease-fire unless the parties themselves are willing to heed the appeal which I made to them on 27 September (S/7930/Add.40, para. 3) to exercise the utmost restraint in the Suez Canal sector and, in particular, to respect scrupulously the arrangements which they have, in fact, agreed upon. I renew this appeal to both parties and urge them to give assurances to the Chief of Staff of UNTSO that in cases of alleged violations of the cease-fire each side will make use of the United Nations cease-fire observation system instead of continuing to follow the practice of resorting directly to violent measures.

19. The financial implications of the measures set forth in this report will be presented to the Council when the estimates of their cost have been calculated.

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