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FOURTH REPORT OF THE UNITED NATIONS OBSERVATION GROUP IN LEBANON

Submitted through the Secretary-General in pursuance of the
resolution of the Security Council of 11 June 1958 (S/4023)

Sir,

..... The United Nations Observation Group in Lebanon has the honour to
transmit to you its Fourth Report to the Security Council.

(Signed) Galo Plaza
Chairman

(Signed) Rajeshwar Dayal
Member

(Signed) Odd Bull
Executive Member

FOURTH REPORT OF THE UNITED NATIONS OBSERVATION GROUP
IN LEBANON TO THE SECURITY COUNCIL

INTRODUCTION

1. The present report of the Observation Group covers its activities from 11 August 1958, the end of the period covered by the Third Report, to 20 September 1958. This period has witnessed a consolidation of the work of the Observation Group, an increase in its strength in personnel and equipment, an improvement in the techniques of observing, and a further development of its procedures for evaluating the results of observation. As will be described below, plans were prepared for a further expansion of the Group's activities along lines envisaged in its Second Interim Report but with modifications found necessary by subsequent experience.
2. In its Introduction to its Third Report, the Group mentioned a number of important events which had occurred in Lebanon in order that its operations might be appreciated in their proper context. It referred in particular to the landing of American troops near Beirut and the election of General Fouad Chehab as the next President of Lebanon.
3. During the period under review in the present report, Military Observers have not only been able to re-establish confidence in the independent nature of their activities, but have won for themselves the trust and understanding of all sections of the population among whom they work. As a general rule, Observers have been able to circulate freely throughout the countryside and have indeed been welcomed. It should, however, be added that occasional interference with patrols and, more rarely, shooting at United Nations jeeps and aircraft by irresponsible elements have occurred.
4. The Group had previously reported that the election of General Fouad Chehab on 31 July as the next President of Lebanon resulted in a noticeable reduction of tension and that since that date there had been a virtual nationwide truce with only occasional reports of sporadic firing in some areas. On the other hand, the Group had noted frequent reports of hold-ups, stealing of vehicles, shootings and other acts of lawlessness and of kidnapping in pursuit of party feuds or personal vendettas. This state of affairs has continued during the period covered by the present report, not without fluctuations in the degree of tension. In the North Bekaa Valley, lawlessness has continued to be fairly widespread although a recent improvement has been noticed. Observers there have been robbed twice by armed men and some of the acts of firing mentioned above have occurred in the area.

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5. Despite the presence of a considerable number of men under arms, there have been no significant clashes between the Lebanese armed forces and organized Opposition forces. This has facilitated the deployment of the Observers at the disposal of the Group in the most strategic locations and has enabled the Observers to obtain a much fuller knowledge of the frontier areas in which they are operating. With the establishment of its extended network of posts, the Group is confident that any infiltration which may still be occurring is on a very small scale indeed. It has no convincing reports of such infiltration and has, on the contrary, some detailed reports, which are mentioned below, that persons who had presumably entered Lebanon for illegal purposes have now left the country.

Plans for the expansion of the Observation Group

6. In its Second Interim Report submitted to the Security Council through the Secretary-General on 17 July 1958, the Group reported that as a result of obtaining access to all sections of the frontier it had found it necessary to review the position with regard to posts and the need for Observers and other trained personnel. The Group proposed that the number of posts and Observers should be considerably increased. The Group also proposed that it should be equipped with an adequate number of planes and trained personnel capable of providing continuous air patrols on all sections of the frontier. By the date of the adoption of the Third Report on 11 August the number of Observers had already been increased to 166 while the air operations personnel had increased from 20 to 24. The Group had at its command 12 Cessna and 4 Harvard aircraft and 2 helicopters. Further implementation of the plans for expansion was slowed down pending the decisions to be taken at the Third Emergency Special Session of the General Assembly.

7. During the period covered by the present report, the Group has given careful consideration, in the light of a much more detailed knowledge of the frontier area based on reconnaissances specially carried out by ground and air patrols, to the location of posts and to the number of personnel required if the Group is to operate at maximum efficiency. As will be explained in detail in the sections of the report dealing with particular areas, a considerable number of potential infiltration routes have been reconnoitred, several of which are passable, if with some difficulty, by vehicles. The establishment of a line/...

of posts on these routes along or close to the border does not preclude the possibility of infiltration on foot or by pack animals taking place between them even if active patrolling is carried out close to the frontier. These frontier posts must therefore be supplemented by a series of posts in depth situated at strategic road junctions and other points from which the area behind the frontier can be patrolled and observed. These stations in depth would provide in addition the necessary network for the collection and collation of information.

8. The Group, therefore, came to the conclusion that a number of posts considerably in excess of the number proposed in the Second Interim Report was needed. This had important implications on the number of Observers and the amount of matériel required.

9. In the period from 10 August to 20 September, the number of ground Observers has increased from 166 to 214 and the number of stations, sub-stations and permanent observation posts from 22 to 34, of which many, however, are not yet fully manned. In the light of the considerations mentioned above, the Group feels that in order to develop its operations to their full capacity, more than 50 fully manned posts will be required. It has therefore recently requested a considerable further increase in the number of Observers. An announcement to this effect was made in a press communique issued by the Group on 18 September 1958, the text of which is reproduced in the Conclusions to the present report.

Development of air activities

10. The period under review has witnessed a considerable development of the air activities of the Group, which have now been fully organized. During this period, the number of air personnel has increased from 24 to 73, of whom 37 are maintenance personnel. The number of aircraft in active use is now 12 Cessnas, with 6 additional aircraft with night photographic equipment due to arrive shortly, and 6 helicopters. The Cessna aircraft which have been provided for the operations are admirably suited for the purpose. The original 4 Harvard aircraft loaned by the Swedish Government and 2 helicopters of an earlier model are kept in reserve.

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11. It has now become possible to establish an organization with a small staff for operational planning, co-ordination and information, and an Air Squadron for carrying out the various types of air missions. The number of available air crews permits a continuous twenty-four-hour aerial watch over the entire area and additional transport, liaison and rescue sorties, without exceeding a monthly rate of forty-five flying hours per pilot. The planning of the ordinary reconnaissance sorties has been more closely integrated with the other operations of the Group, while the helicopters have been used on both logistical and tactical missions in close support of Observers on the ground. Co-operation between air and ground is effected firstly by planning, and secondly by radio communications. The Evaluation Branch, having examined the information summaries from each station in conference with an air representative, formulates requests for air reconnaissance. These reconnaissances are then planned and put into effect by the Air Operations Section. For immediate co-operation, it is possible for stations and ground patrols to contact aircraft in flight in their vicinity and thus to direct each other in their search for information.

12. The helicopter activities have been somewhat hampered by lack of spare parts, a problem which is now being overcome. In the field, the helicopters are constantly exposed to keen attention from the local population, sometimes obtrusively. On two occasions stones have been thrown at helicopters during landings, resulting in broken tail rotors and other damage.

13. The number of occasions on which aircraft have been fired at is, for the period, twenty-one, which brings the total up to forty-five. Three aircraft have been hit (total figure: seven), fortunately without injury to personnel and with only minor damage to the aircraft.

14. The present requirement as laid down by the Group for a continuous air watch along Lebanon's borders, calls for eight to ten sorties over a twenty-four-hour period, each of about three hours' duration. In addition, aircraft must be kept available for immediate calls, liaison flights, training, etc.

15. The supply and maintenance system is organized along the same lines as in any other organization operating an appreciable number of aircraft and ancillary equipment. Therefore, the aircraft are utilized according to a plan based upon flying time and functions, i.e., maintenance, periodical overhauls, repair and inspection, etc. Provided that a supply of spares is available at all times, this plan will permit operations that will meet the abovementioned requirements.

16. Following the arrival of the additional aircraft and personnel, there has been a great improvement in the level of air activities, as shown in the figures set forth below:

		<u>Sorties</u>	<u>Flying-Time</u> (Hours)
Fixed-Wing aircraft	10-25 August	67	188
	26 Aug-20 Sept.	190	516
	Total	257	704
Helicopters	10-20 August	13	17
	21 Aug-20 Sept.	83	188
	Total	96	205
<u>Grand Total</u>		<u>353</u>	<u>909</u>

17. For purposes of comparison with previous months, it may be noted that the combined totals of sorties and flying-time per month for fixed-wing aircraft and helicopters are as follows:

June (6 days)	15 sorties	23 hrs (helicopters only)
July	160 "	360 "
August	210 "	494 "
September (20 days)	221 "	515 "
Total:	606 "	1,392 "

ORGANIZATION OF THE MILITARY STAFF

18. In the initial stages of the Mission, it was essential to send the maximum number of Military Observers into the field immediately after they arrived. Neither the time nor the personnel were available for a complete Headquarters organization and emphasis was placed on the establishment of an operations branch, with a small staff of evaluation officers. As information started to flow in rapidly increasing quantities from the field, the evaluation branch was rapidly built up. Finally as the scale of operations steadily developed, the time came when it was necessary to divest the overburdened operations branch of responsibility for personnel and for supply, separate staff sections being provided for these matters. Thus, the Headquarters is now organized on full military lines, as shown in the chart forming Annex I of the present report.

19. The Headquarters organization now comprises a Chief Military Observer and a Deputy Chief of Staff, responsible to the Chief of Staff, and four section staffs consisting of G-1 Personnel; G-2 Evaluation; G-3 Operations (including ground and air components); and G-4 Logistics. While the civilian administrative staff provide administrative services in such fields as personnel, finance, supply, transportation and communications, the military counterparts, G-1 and G-4 working in close liaison with them, provide the necessary planning information and provide the link between the Military Observers in the field and the civilian staff.

20. More specifically, the duties allotted to the four staff sections are as follows:

- G-1 - Reception, allocation, posting and transfer of Military Observers between stations, also welfare, leave and morale;
- G-2 - Collection, collation, evaluation and dissemination of information from all sources;
- G-3 - (Ground Operations) - All ground operations, training, liaison, staff procedures and organization; the allotment of operational resources such as vehicles and wireless sets; the issue of the necessary orders to meet the requests of G-2. G-3 ground works in close co-operation with G-3 air.

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- G-3 - (Air Operations) - All air operations, training, staff procedures and organization. G-3 air works in close liaison with G-2 and G-3 ground.
- G-4 - All logistical matters, including equipment, maintenance, accommodation and such transport matters as are not dealt with by the civilian side.

OBSERVATIONS

21. In this section the Group has set forth in respect of each sector of the frontier the coverage of the possible infiltration routes provided by the existing posts and by the patrols between them, the traffic actually observed crossing the frontier and the extent, if any, to which such traffic may be connected with the illegal infiltration of personnel or the smuggling of arms and other materiel. As will be noted below no convincing evidence of such infiltration or smuggling has been recorded during the period under review.

Tripoli and Akkar Plain

22. Along the northern border with Syria, the Group has continued to maintain posts at Arida on the Tripoli-Latakia road, at Aaboudiye (Aziziye) on the Tripoli-Homs road at Chadra on the Halba-Braghite road and at Notre Dame de Fort at a point between these two last posts. Thus, all road and rail crossings in this area are under direct surveillance. The posts at Arida and Aaboudiye were originally maintained by personnel living in improvised accommodation in the immediate vicinity. However, it was recently found more convenient to man these as outposts on a permanent basis by patrol teams based on stations at Munie on the coast north-east of Tripoli and Halba respectively. This arrangement has the additional advantage of permitting observation in depth of the traffic in the Akkar plains. In addition to the posts directly related with the northern frontier, the three posts in the foothills of the Lebanon range at Beino, Sir Danie and Ehden have continued to be maintained with a view to observing any possible traffic on foot or by mule across the range. Finally, all these stations continue to be controlled from the station in the town of Tripoli itself.

23. When these posts were first established they were each staffed by a small number of Military Observers. Although it has been possible with the increase in the strength of the Group to assign a greater number of Observers to them, the operation could be carried out even more efficiently if a larger number of Observers were assigned to the area. The necessary steps are being taken

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to this end. Air reconnaissance has shown no significant crossing of the frontier other than normal traffic along the main roads.

24. Interference with United Nations patrols has largely ceased during the period covered by the present report, although United Nations vehicles have been sporadically stopped between Tripoli and Munie where a long detour from the main road along the railroad continues to be necessary. For this reason helicopters have been frequently used to maintain communications between Tripoli and the Akkar plain. It is to be regretted that there have been further cases of firing at United Nations aircraft by unknown persons. It may, however, be noted that an armed man who fired at a United Nations helicopter which was trying to land at Sir Danie on 31 August was severely beaten by the villagers.

25. The traffic pattern across the frontier revealed by the posts on the main road has conformed with that recorded in previous reports, mainly as a result of air observation, although it appears that traffic across the frontier increased after the coastal road between Tripoli and Munie was opened to traffic on 10 August. On the basis of vehicle logs kept, the heaviest traffic has been on the Tripoli-Homs road where there has been an average of some 160 vehicle movements a day across the frontier in both directions. At Arida the traffic has been about half as much, while the traffic reported by the Chadra outpost is limited to some 2 to 4 vehicles a day. The most prevalent type of vehicles are buses and cars with civilian passengers. The remainder of the traffic consists almost entirely, as was presumed by the Group in its earlier reports, of trucks carrying agricultural products to Syria.

26. There has been no organized fighting between the Government and Opposition forces near Tripoli. Only in the area south-east of Tripoli, between Zghorta and Ehden, have the Government forces intervened to put an end to local feuding. The air patrols of the Group have observed since the middle of August a large number of camel and mule caravans moving from the tablelands in the northern Lebanon range westwards towards Sir Danie. This traffic has been carefully observed by patrols from Sir Danie and it has been established beyond reasonable doubt that it is accounted for by the transport of harvested crops from the high ground towards the nearest road.

27. Finally the Group believes that the establishment of a number of additional stations in this area as well as the assignment of increased personnel to the existing stations so as to permit close patrolling between them will further improve the efficiency of its operation in this sector.

The North Bekaa Valley

28. In the northern part of this sector where the frontier is open, the principal border crossings, namely the main road to Homs and a minor road north of Hermel, continue to be covered by posts located respectively in the Customs House at El Kah and on the border at El Kasser (Koussair). These posts have been permanently manned by Observers coming from the substation at Hermel, which also provides coverage in depth.

29. The eastern frontier with Syria consists of the difficult mountain country of the Anti-Lebanon range, which has an average height of 2,400 metres. During the period under review, detailed reconnaissances have been made of the numerous tracks in this area to see which, if any of them, are passable by vehicle. Four routes have been found by which the frontier can be crossed by vehicle. Two of these, east of Ras Baalbek and Younine are passable only by jeeps and other four-wheel drive vehicles. However, from the village of Aarsal, two roads lead to the frontier and one of them at least is practicable, if with some difficulty, by ordinary trucks. It will be recalled that in its Third Report, the Group stated that in view of certain unexplained mule and camel caravans as well as a few truck movements near this large village, it intended to set up an observation post there based on a substation to be established at El Laboue. The post at El Laboue was established on 13 August and that at Aarsal ten days later. A further post was established at Ras Baalbek on 29 August. Further south, at Baalbek, is situated the main station for this region.

30. Finally, a minor road proceeding in a southerly direction from Baalbak crossed the Syrian border near the village of Maarboun through a valley lying to the westward of the Anti-Lebanon range. A tented substation was established at the frontier on 18 August.

31. The Group has thus achieved coverage of all practicable roads leading into the country. There are also numerous mule tracks and other paths by means of which the frontier could be crossed. Considering, however, the difficulties of terrain in the east, the Group is confident that its air patrols would be able to bring any suspicious movements across the frontier to the attention of the ground Observers in time to have them investigated. In fact, however, no such movements have been reported by them.

32. The only considerable traffic across the frontier has been reported by the post at El Kah where some twenty to twenty-five vehicles, mostly buses and private cars, have been reported moving daily in each direction. On the other roads and mule tracks, only a little incoming and outgoing traffic has been observed. Some families in North Bekaa seem, however, to own land well inside the Syrian territory, so there is a daily traffic of vehicles and camels across the northern border carrying mostly farm produce.

33. Military Observers have on two occasions reported the presence of a white car with license plates which has been noticed coming down the Homs-Baalbek road, driven by a man in Arab robes. Several local inhabitants have maintained that this person has been selling rifles and that he is a Syrian army officer in disguise. There is no confirmation of this.

34. Towards the close of the period, Military Observers have been able to carry out thorough inspections of almost all vehicles crossing the frontier. This inspection has revealed no sign of infiltration. On the other hand, it may be noticed that on 28 August fifty men, several of them armed, in six cars with Syrian license plates, passed El Kah heading north. The cars have not been seen coming back.

35. A certain amount of traffic both by day and night consisting of cars and camel and mule caravans has been observed by the air patrols on a tableland some 12 to 15 kms west of Hermel. When this traffic was investigated from the ground, however, it was found to consist entirely in the transportation of crops from this locality towards Hermel.

36. Many armed men are still to be seen throughout the area, although both the Government and Opposition forces have ceased to man their positions on the southwest edge of Baalbek itself. Reference has already been made to the increased lawlessness in this region and to robberies which have occurred, of which United Nations Observers on three occasions have been the victims. On one of these occasions, however, the stolen property was returned through the good offices of an Opposition leader. There is still some fighting between the different villages in North Bekaa because of local feuds and rivalries. On one occasion, about 200 men in Aarsal took up defensive positions around the village because they expected an attack from villages in the vicinity. The villagers even fired on a United Nations patrol on the road to the village. However, in general the attitude towards the Military Observers throughout the whole area, including Aarsal itself, has become increasingly friendly and Observers can move freely over the whole area.

37. The concern of the local leaders for the restoration of order in this part of the country has been shown not only by the establishment of local "police" but also by the fact that certain villages have requested the Lebanese armed forces to move into this part of the country. Two strong army patrols have recently proceeded along the main road as far northwards as El Kah and returned south of Baalbek. Other villages have been discussing whether to invite the Army to visit them. These developments confirm the fact that no appreciable infiltration is occurring.

Remainder of the Bekaa Valley

38. In this area, which is controlled from the station at Chtaura at the junction of the main road northward up the Bekaa Valley with the Beirut-Damascus road, the frontier passes along hilly country in a gap between the Anti-Lebanon range and the Mount Hermon Massif. The two main frontier crossings here are the Beirut-Damascus railroad which crosses the frontier east of the village of Yahfoufa and the Beirut-Damascus road which crosses east of the customs station at Masnaa. Both these routes have been extensively used during the period under review following the official reopening of this portion of the frontier on 23 August.

39. To enable the railroad to operate it was first necessary for a blown culvert to be repaired. Three trains a day have been proceeding in each direction.

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Incoming trains are inspected by the Lebanese customs authorities at Bayak. The Group has arranged for Observers to travel on these trains from time to time in order to make certain that they are not being used for the purpose of infiltration.

40. On 12 August, the day observation post at Masnaa was transformed into a permanent observation post with watches being kept on a 24-hour a day basis. Lebanese armed forces took up permanent positions there on the same day and the customs post was manned in the daytime from 19 August. In view of the fact that inspections were being carried out in the daytime by both the Lebanese Army and customs and in view of the need for Observers in other locations, the Observation Post was maintained only at night from that date. Arrangements were, however, made with the Lebanese authorities to have Observers on call at Chtaura, in case it was necessary to verify any case of infiltration.

41. Prior to the opening of the customs post, some 30 trucks laden with animals and other produce and some 15 cars or buses were arriving daily at Masnaa, while some 15 trucks and the same number of cars or buses were returning to Syria. Beginning on 23 August the traffic was increased, by agreement between the Governments concerned, by a considerable number of oil tankers proceeding loaded to Syria and returning empty.

42. South of Masnaa, the frontier consists of the Deir-el-Aachayer salient, which is crossed by a number of minor roads from which there is access to the main Lebanese road network. In previous reports, the Group had come to the conclusion that a certain amount of infiltration of arms and ammunition had been taking place in this area across the South Bekaa Valley in the direction of the Chouf. It has been the concern of the Group to establish a network of stations on the roads along which this infiltration might have been taking place. To this end, the Rachaya substation, which was situated at some distance from the likely infiltration routes, was transferred on 19 August to Aita-el-Foukhar which lies astride one of these routes. A second station was established at Ain Arab on 24 August and a third at Kfar Mechki on 31 August. Finally, with the various routes thus covered, a permanent observation post was established at Deir-el-Aachayer itself on 16 September. Active night patrolling has been carried out between these various stations and also in the villages of Joub-Jannine, Lela and Balloul further to the westward near the Litani River. Finally, the substation at Ain Zebde on the eastern slopes of the Lebanon range has continued to observe whether there has been any traffic westward over the mountains into the Chouf.

43. The substation at Ain Zebde has received only infrequent reports of movements of caravans towards the Chouf. Such caravans as have been checked have been small ones carrying innocent cargo. From the above findings, there is every reason to conclude that the infiltration noted in July across the South Bekaa is no longer taking place.

44. There has been a considerable improvement over the period in the security situation in the South Bekaa area and in the attitude towards Military Observers. At the beginning of the period under review, the Lebanese Armed Forces began to patrol much more actively southward of the main Beirut-Damascus road and during most of the period they have occupied a position in strength just north of Joub-Jannine. Since that time, armed men have virtually disappeared from that area. East of the Masnaa-Rachaya road, the previously somewhat disorganized armed bands have been organized into a so-called National Liberation Army which appears to be well disciplined and paid and seems mainly concerned to keep order in the area. Further south near Rachaya, there have been a number of cases of brisk exchanges of firing and there have also been several cases in which United Nations patrols have been fired upon or halted at night. Otherwise, the attitude towards United Nations Observers is friendly enough. The Opposition forces at Aita-el-Foukhar have been most co-operative in permitting inspections of vehicles passing through that place. In Deir-el-Aachayer there has been some reluctance in this respect, but the Kfar Kouk road, the only practicable route, has been well covered by standing patrols of Observers. Such observations as have been made have revealed comparatively heavy traffic, the most significant element of which has been buses apparently plying between the Joub-Jannine area to and from Damascus; incoming truck traffic has been almost entirely laden with wheat. There have been no apparent infiltrations of armed men, arms or ammunition over the period in question.

45. It would seem probable that at least some of the persons moving across the frontier were returning to Syria after having entered Lebanon illegally. At about 0200 hours on the morning of 3 September, a convoy of eight Army lorries escorted by soldiers in jeeps was seen by United Nations Observers at the Masnaa observation post passing eastward carrying some 240 persons who were

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being transported across the border and whose identity they were not able to establish. The Group, on receiving this report, contacted the Lebanese authorities with a view to getting the question of their identity and the circumstances of their departure clarified, but has not yet been provided with any official information. According to unofficial reports, the persons came from the Opposition-held part of Beirut, but it has not been verified as to when and how they entered the city. The Group would, however, recall that, upon its arrival in Lebanon, the Lebanese Government alleged that there were several hundred non-Lebanese residing in the Opposition-held area of Beirut and actively supporting the Opposition.

Southeast Lebanon

46. The posts in this sector are controlled by a station at Marjayoun. A major part of the frontier with Syria lies along the ridge of Mt. Hermon attaining a height of up to 2,814 meters. This length is passed by no major track and there has been no sign of any movement across the frontier here. To the southwest of Mt. Hermon, however, the ground falls away rapidly to the upper Jordan Valley, where the frontier is crossed by a road from Marjayoun to Banias and Kuneitra in Syria just before the frontier with Israel is reached. A post has been established at Mejidie at this border crossing.

47. It is possible for persons on foot or by caravan to cross the frontier south of the road. A sub-station was established at Deir Mimass on 14 August to guard against this possibility. Finally, non-vehicular traffic can proceed without difficulty across the foothills to the southwest of Mt. Hermon towards Opposition-held areas around Chebaa and Rachaya-Foukhar. The roads leading up into the hills from the main Marjayoun-Rachaya road have been demolished in places and, it is believed, mined, and it was not easy for United Nations Observers to attain access to these areas, where the armed men had shown themselves in the past to be somewhat hostile. However, the Group noted in its last report that it had persuaded the local Opposition leader to have the road

cleared as far as the village of Chouaya, where it was hoped to establish a sub-station in the near future. Unfortunately, advantage was taken of the repairing of the road to Chouaya to send up a punitive Army column to that village, which also mortared a number of villages in the vicinity. As a result, it was not possible to proceed with the plans to establish the post at Chouaya. A sub-station was, however, placed at El Haouch on the main Marjayoun-Rachaya road on 24 August 1958.

48. A number of helicopter patrols have been made to the villages of Chebaa and Rachaya-Foukhar and satisfactory contacts have been established with the villagers there. It may be mentioned that, with the assistance of Military Observers, the Opposition forces at Chebaa agreed to the repair of the aqueduct carrying water to the town of Marjayoun, which had been blown up earlier during the hostilities. It is believed that stations can be established in this area as soon as the return of confidence encourages the inhabitants to repair the roads. During a visit by helicopter to Chebaa, children threw stones at the machine while it was landing and damaged the tail rotor. The Opposition leaders expressed great regret at the stoning and willingness to co-operate in repairing the road if it was necessary to bring the helicopter out by road. The machine was eventually repaired on the spot and flown out.

49. Very little traffic has been observed crossing the frontier in this region although some small scale mule traffic has been observed in the Chebaa area along the mountain tracks leading to Syria. Such traffic as is observed appears to be normal.

50. In the main Opposition-held areas there continues to be a considerable number of men still under arms and there has been a certain amount of tension. These armed men, however, have remained within their own area and do not appear to have received any supplies for, or to have any intention of carrying out, active operations outside their defensive positions.

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Southwest Lebanon

51. The United Nations Military Observers in this region have as their objectives to keep watch on any possible illegal infiltration of personnel or materiel from the sea and to observe closely the existing concentrations of armed men in order to ascertain whether they have been receiving additional reinforcements and supplies from elsewhere. The main station for the area is at Saida with sub-stations at Jezzine and Barouk. This last post, which was established on 25 August, is within the Chouf area held by well organized Druze tribesmen, who constitute the principal opposition force in this region. There are also concentrations of Opposition forces in certain parts of the towns of Saida and Tyr. A considerable number of armed men have also been seen in Kana and other villages in southern Lebanon.

52. While there have been some reports of banditry in the area, in general the situation has been relatively calm and there have been no active military operations. There have been, however, as verified by United Nations patrols, a number of minor clashes between Opposition forces and armed partisans on the fringes of the Chouf.

53. The Headquarters patrol stationed at Beirut has continued to observe the situation in the area towards the north of the Chouf and also to patrol from time to time the Opposition-held area of Beirut. While frequent shootings and a considerable number of acts of terrorism occurred in the Beirut area at the beginning of the period under review, these incidents have gradually become less frequent, particularly since the beginning of September. The number of armed men visible in the Opposition-held quarters of Beirut has much diminished.

CONCLUSIONS

54. It will be noted from the preceding observations that no cases of infiltration have been detected and that, if any infiltration is still taking place, its extent must be regarded as insignificant.

55. The Group wishes to emphasize that its observations are based on an increasingly thorough surveillance of the frontier and other significant areas. The number of posts has increased during the period under review from 22 to 34 manned by 214 Observers, compared with 166 at the disposal of the Group on 10 August. Not only do the Observers maintain vigilant watches from these posts, which cover all main routes of entry into Lebanon, but active patrolling is carried out by day and wherever appropriate by night on all practicable roads in the frontier areas and those adjacent to them. The map annexed to the present report, which shows all roads in these areas regularly patrolled by the Observers, makes it clear that the coverage that is provided is comprehensive. The Observers, by dint of their tactful and patient efforts, have done much to inspire confidence in their integrity and impartiality amongst all sections of the population in the areas where they operate. They are accordingly in a much better position to carry out their task and to collect valuable information, which has enabled the Group in turn to deploy the Observers in the most advantageous manner, thus enabling it to discharge its mandate as effectively as possible.

56. The Group has already described in some detail the present state of its air activities which are now at the level envisaged in its Second Interim Report. It will be recalled that the number of sorties flown amounted to more than 221 in the first 20 days of September, compared with 210 in the whole month of August and 160 in July. With air patrols in frontier areas being carried out on a continuous basis, the Group is confident that there is little traffic near the frontier which has not been reported to it by its air Observers. All such traffic which appears in the least degree unusual has been carefully investigated by ground Observers, but has in all cases been found to be related to the normal life of the area.

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57. The Members of the Group, in particular the Executive Member, have continued to carry out field trips to the frontier posts. They have attached considerable importance to maintaining close personal touch with the Observers in view of the contribution which the Observation Group could make towards the restoration of public confidence within the country by continuing to carry out faithfully and conscientiously their mandate in the present changing political situation. The Members of the Group have returned from these visits with a more exact appreciation of the situation in each area and of the conscientious manner in which the Observers are carrying out their duties in conditions which, if they are now somewhat less disturbed, still expose them to hardship and at times to considerable danger.

58. As has already been stated, the posts in the field have been somewhat thinly manned and have not always been organized in as much depth as might have been desirable. Moreover, the Observers have been functioning up to the present time on an emergency basis with little regard being paid to hours of duty and normal periods of rest. It is, therefore, clear that if the Group is to operate at maximum efficiency, additional Observers will be required. The Group has therefore requested an immediate increase in the number of its ground Observers.

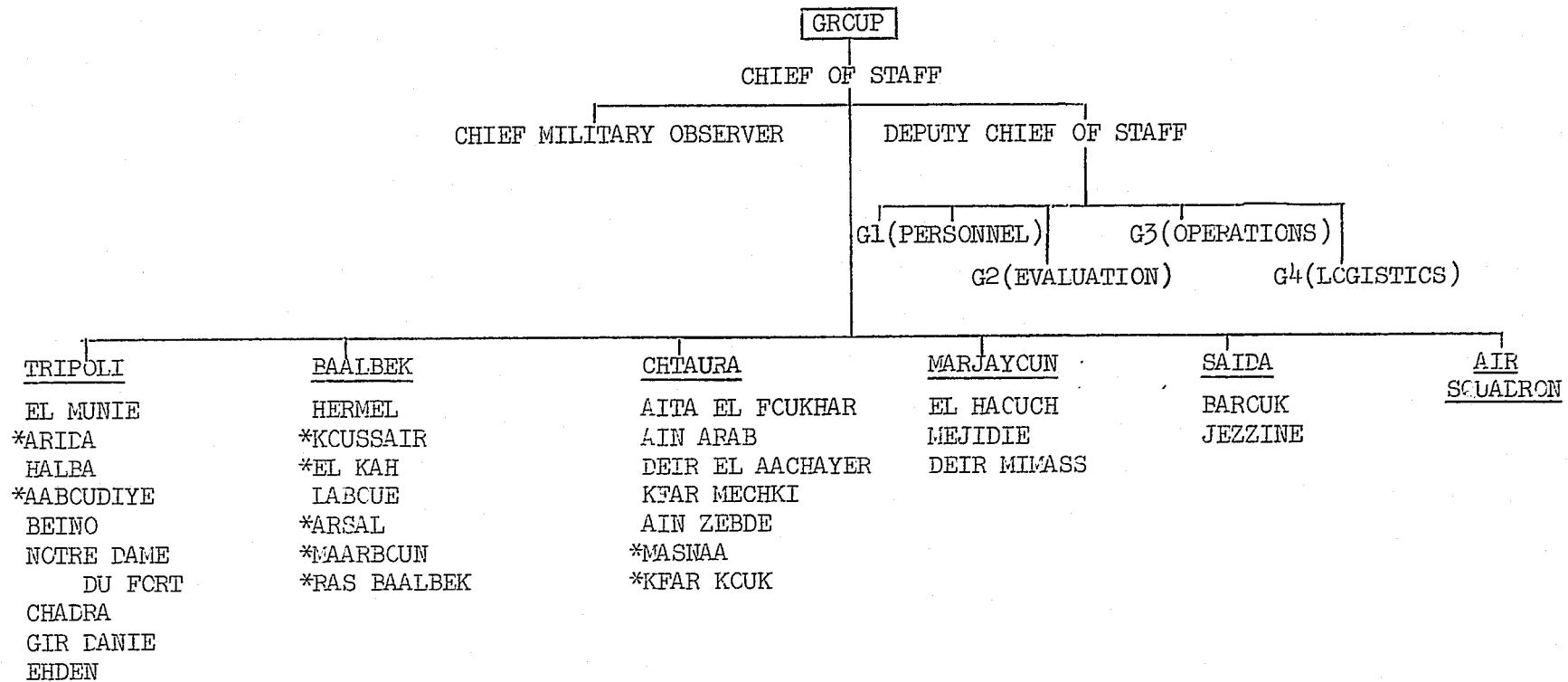
In this connexion, the following press release was issued by the Observation Group on 18 September 1958:

"On the basis of the Resolution of the Security Council of 11 June 1958, the United Nations Observation Group in Lebanon submitted, in its Second Interim Report to the Council, a plan for the development of the operations of the Group to their full capacity. The implementation of this plan was slowed down pending the consideration of current problems of the region by the General Assembly. Its full implementation as envisaged by the Secretary-General when presenting his comments on the report in the Council, has now been found consistent with the Resolution adopted by the General Assembly, at the end of this consideration, on 21 August 1958.

"The United Nations Observation Group in Lebanon, which at present employs 217 officer ground Observers and 22 air officers and 46 air NCOs, will, in the next few weeks, be augmented. The augmentation will not involve any change in the terms of reference of the Group, or in its authority. It will be effected under the terms of the Resolution of 11 June 1958.

"The plans are flexible. Any changes in them which may be called for by later developments can be worked out at that stage in consultation between the authorities of Lebanon, the Members of the Observation Group and the Secretary-General".

ANNEX I
UNOGIL
MILITARY ORGANIZATION CHART



* O.P. AND TRAFFIC CHECK PCST

