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REPORT OF THE SPECIAL COMMITTEE TO INVESTIGATE
ISRAELI PRACTICES AFFECTING THE HUMAN RIGHTS
OF THE POPULATION OF THE OCCUPIED TERRITORIES

SECURITY COUNCIL
Thirty-ninth year

Letter dated 25 May 1984 from the Permanent Representative of Jordan
to the United Nations addressed to the Secretary-General

I am sending you the most recent information on Israeli settlement activity in the occupied Arab territories during the month of April 1984. This activity, which violates the principles of international law relating to military occupation and, in particular, the Hague Conventions of 1907 and the fourth Geneva Convention of 1949, includes the confiscation of Arab land for the establishment of new settlements.

As a part of this expansionist settlement policy and as a means of confiscating the greatest possible area of agricultural land belonging to Arab citizens, the occupation authorities have drawn up a partial regional skeleton plan for roads in the occupied West Bank (see appendix).

I need not stress the danger of the continuation of such a policy for peace and security and for the prospects for peace in the region. I should be grateful if you would have this letter and its annex and appendix circulated as an official document of the General Assembly, under item 71 of the preliminary list, and of the Security Council.

(Signed) Abdullah SALAH
Ambassador
Permanent Representative

* A/39/50.

ANNEX

Israeli settlement during the month of April 1984

During the month of April 1984, the occupation authorities established one settlement, called "Tel Haim", on a high elevation situated in the area south-west of the city of Nablus, on the land of the village of Rujeib. The World Zionist Organization finished establishing it on 5 April 1984. With this settlement, the process of encircling the city of Nablus with Israeli settlements is completed.

During this month the Israeli authorities confiscated 5,200 dunums of West Bank land, the breakdown of which is as follows:

1. Two thousand dunums of the land of the green plain situated within the boundaries of the Municipality of Nablus, for the purpose of building a road 30 metres wide on the land of the plain. Building will be prohibited within a 150 metre band on either side of the road. This land was confiscated on 4 April 1984.
2. Two thousand dunums of the land of Halhul, confiscated on 26 April 1984.
3. Twelve hundred dunums of the land of the villages of Kafr al-Labad and Shofa, in the Tulkarm district, confiscated on 23 April 1984.

With regard to the streets which the occupation authorities intend to build in the West Bank, the following may be noted:

1. The Jerusalem newspaper Al-Fajr for 10 April 1984 reported that dozens of West Bank landowners had protested against the confiscation of their land for the building of new streets, 60 metres wide, in every city and town, which would result in the prohibition of construction on either side of those streets. The newspaper said that the Higher Planning Committee in Beitein had sent maps of new street building in the West Bank, showing the confiscated land belonging to West Bank inhabitants.

2. The Jerusalem newspaper Al-Sha'b of 29 April 1984 reported that the occupation authorities had notified the Municipality of Selwad that they intended to build a road between the Ofra settlement and the village of Ain Yabrud, in the Ramallah district, which would pass through the land of Selwad as far as the Nablius street. The length of the street is estimated at 7 kilometres and its width at 40 metres.

Settlement news reported this month includes the following:

1. The Jerusalem newspaper Al-Fajr of 28 April 1984 reported from the Israeli newspaper Ma'ariv that the Israeli Ministry of Agriculture had drawn up a new plan to intensify settlement in the West Bank and step up the settlement offensive by establishing 54 new settlements and that this new/old plan provided for the division of the West Bank into eight subdistricts, with concentration on the demographic breakdown in each subdistrict.

2. On 28 April 1984, the newspaper Al-Quds carried the statement of The Jerusalem Post to the effect that the Association for the Development of the Jewish Quarter of the City of Hebron headed by Moshe Levinger had drawn up a plan to be executed in three stages. The first stage would be the renovation of old buildings to absorb 70 families and 150 students at the three Jewish religious schools. The second stage would include the renovation and construction of 130 new apartments to absorb 130 families and 100 students while the third stage would include the construction of 300 new apartments.

3. On 11 April 1984 the newspaper Al-Quds stated that the Ministerial Committee for Settlement Affairs had, on 10 April 1984, decided to establish four new settlements in the Nablus area.

4. On 14 April 1984, the newspaper Al-Quds stated that the Israeli Ministry of Housing would decide to build a new settlement in the western part of the Nablus area in order to solve the accommodation problem of the settlers at Ramat Hasharon 6 kilometres south of the Elkana settlement.

5. On 3 April 1984, the newspaper Al-Quds stated that the Ministerial Committee for Settlement Affairs had approved the establishment of two settlements in the West Bank and the conferring of civilian status on a third settlement. The two settlements in question are Eli, situated south of Nablus, and Liyina, situated south of Hebron. The settlement to which civilian status has been accorded is Ma'aleh Levona, south of Nablus.

6. On 6 April 1984, the newspaper Al-Quds stated that the occupation authorities intended to establish a cemetery outside the Municipality of Jerusalem alongside the new road between Ma'aleh Adumin and French Hill on a tract of land 3,000 dunums in area which had, in 1982, been declared State property but which had been officially certified as such only last year when the Israeli courts rejected the appeals entered by the owners of the land.

Shawkat MAHMUD
Minister for Occupied Territory Affairs

APPENDIX

The local skeleton plan for agricultural roads in the West Bank includes the following:

High-speed highway - 120 metres;

Major highway - 100 metres;

Regional road - 60 metres;

Major local road - 40 metres;

Multilevel intersection of 2 or more highways - a section 600 metres in diameter;

Intersection of 2 or more highways - a section 250 metres in diameter.

If the distances are not predetermined in the plan establishing the line of the road or in the local skeleton plan, the distance between the property line of the building and the line of the road shall be as follows:

For a major highway - 120 metres;

For a high-speed highway - 150 metres;

For a regional road - 100 metres;

For a major local road - 70 metres.

The project drawn up by the Israeli Central Planning Department in Beitein prohibits the erection of any building in the sector planned which is not a highway installation. It also prohibits the installation of water pipes or wires. It prohibits the digging of any excavation or channel or the laying of any lines or drainage pipes above or below the surface of the road without the approval of the Higher Planning Council or of the Committee concerned with that matter.

Moreover, no construction will be allowed in the area falling between the property line of the building and the boundary of the sector planned with the exception of structures intended for the provision of services. The granting of building permits for structures intended for the provision of services in this area shall be subject to approval by the Planning Council.

As stated in the newspaper Al-Fajr of 20 April 1984, sources among farmers in the West Bank have said that this project has the object of expropriating 40 to 50 per cent of the agricultural land in the West Bank.
