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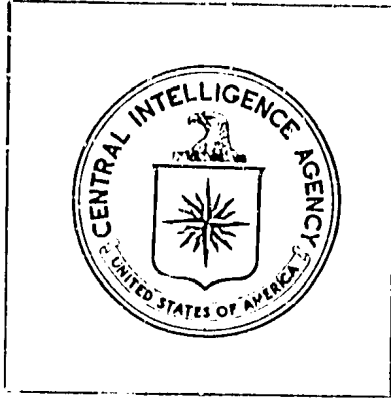
POSSIBLE TERRITORIAL SETTLEMENTS FOR CYPRUS
APRIL 1975

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Possible Territorial Settlements For Cyprus

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GCR RP 75-16
(SUPPLEMENT TO
BG! RP 75-12)

April 1975

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ALTERNATIVE PARTITION LINES FOR CYPRUS

This paper presents six alternative partition lines for Cyprus.* These lines have been selected because they most nearly meet the State Department criteria which specified that (a) the Turkish Cypriots should control approximately 25 to 30 percent of Cyprus** and (b) the Attila Line should be accepted as the partition line from Nicosia to Famagusta. The text should be read in conjunction with the summary table and map at the end of the report.

Selected Partition Lines

Six alternative lines (1-6) are presented in order of increasing advantage for the Turkish Cypriots. Line 1 allocates only 25 percent of the island's territory to the Turkish zone and is the most likely to be acceptable to Greek Cypriots. It denies Turkish overland access to the Morphou Bay area. Line 6 encompasses 30 percent of the island within a Turkish zone and falls reasonably close to Turkish claims based on the Attila Line. It also assures Turkish control over strategic copper resources in the Lefka region.

Lines 2, 3, 4, and 5 are intermediate partition lines in which the size of the Turkish zone would increase roughly from 26 to 29 percent of the island's territory. All of these lines offer Turkish access to the eastern shore of Morphou Bay.

Lines 2 and 3 facilitate Turkish control over sizable timber operations in forests north of Morphou, while lines 4 and 5 give the Turks increasingly larger areas of the highly prized croplands and citrus orchards in the Morphou Region.

* BGI RP 75-12, December 1974, "Possible Partition Lines for Cyprus."

** The British sovereign base areas of Dhakelia and Akrotiri are not included as part of the study area.

NOTE -- This paper was produced by the Office of Geographic and Cartographic Research. For comments or additional information, contact [REDACTED] Code 143, Extension 2706.

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All six lines follow the Attila Line east of Nicosia. The Attila Line, proposed as a partition line by Turkey in early August 1974, generally coincides with the 1964 proposal of the Turkish Communal Chamber. In Nicosia, it will probably be defined as the line dividing Turkish and Greek portions of the city. East of Nicosia, the Attila Line probably runs along the road leading northeastward from Nicosia to Palekythro and Exometokhi. Near Exometokhi it joins the old Nicosia-Famagusta highway and proceeds eastward to Famagusta via Angastina, Prastio, and Gaidhouras.

Line 1

Line 1 follows the Attila Line westward from Nicosia along the Nicosia-Akaki highway for approximately eight miles, bypassing the Nicosia International Airport. At the settlement of Kokkini Trimitia the line swings generally northward along secondary roads to Ayios Vasilios, where it joins the Nicosia-Myrthou-Lapithos highway. It then follows the highway northwestward, across the western parts of the Mesaorian Plain and the Kyrenia Mountains reaching the Mediterranean Sea near the village of Kremama Kamilou.

Adoption of Line 1 would reduce Turkish-controlled territory to approximately 25 percent of the island of Cyprus (874 square miles) -- considerably less than the minimum of 30 percent demanded earlier by Turkish negotiators. It would also require Turkish armed forces to relinquish control of more than one-third (530 square miles) of the 1404 square miles of territory they currently occupy in Cyprus.

Under this partition, the average population density in the Turkish-held area would drop from a pre-invasion level of 185 to 133 per square mile, assuming that the entire Turkish Cypriot population of some 116,000 were to resettle there and few or no Greeks were left. Some 35 percent of the zone's available land is now under cultivation, mostly in wheat and barley, and more than half of the cultivated land (62%) is irrigated. Line 1 provides Turkish Cypriots with more than one-fourth (27%) of the fertile Mesaorian Plain.

Other key economic areas within Turkish control would include the popular Kyrenia and Famagusta Bay tourist resorts, sites of most of the island's formerly flourishing Greek-owned hotel trade; some of Cyprus's most productive citrus groves, west of Famagusta and near Karavas and Lapithos in Kyrenia; and light industries in and near Nicosia and Famagusta that process local products for both home consumption and export -- wineries, carob-processing plants, metal works, and timber mills. The Turkish Zone would also contain

most of the perennial springs in the Kyrenia mountain range -- three of which, located near Kythrea and Lathos, are according to the Greeks the best on the island.

Partition along Line 1 would deny Turkish overland access to Morphou Bay and to the island's important mining regions, particularly to the Skouriotissa and Mavrovouni copper mines south of Lefka, which account for approximately two-thirds of Cypriot mineral production and mineral export earnings. Excluded from the zone are approximately 80 percent of the island's total fertile lowland areas (Mesorian Plain and narrow coastal strips), the island's most productive timber regions, the highly prized croplands and citrus groves of the Serrakhis valley south of Morphou, and the health resorts and vineyards of the Troodos Mountains and foothills.

Line 2

Line 2 would, compared with Line 1, increase the Turkish-occupied zone by some 38 square miles in the extreme northwestern corner of Kyrenia Province. Line 2 follows the course of partition Line 1 from Nicosia to the town of Myrtou, three miles south of the Mediterranean coastline. Here it turns westward and runs along the Myrtou-Ayia Irini road to Morphou Bay.

Partition along Line 2 would contribute to the Turkish-Cypriot economy by including in the Turkish zone sizable timber operations in the Kormakiti-Ayia Irini forest, covering some 13 square miles north of Morphou. Compared with Line 1, Turkey would gain 17 miles of coastline, 7 miles of which are on Morphou Bay. The bay is accessible via two roads from Myrtou--a hard surface road serving the Ayia Irini timbering region and a loose surface all-weather road via Liveras to Cape Kormakiti.

Line 2 gives the Turkish Cypriots a slightly better agricultural posture than does Line 1. The enlarged zone provides some 16 square miles of additional cropland, 3 square miles of which are irrigated. The northeastern portion of the area, including most of the coast lands, is either unproductive or at best unimproved grazing land.

Line 3

Line 3 further increases Turkish-controlled territory (over Line 2) by a 35-square-mile area to the south of the Myrtou-Ayia Irini road. From the village of Skylloura, Line 3 meanders generally westward along secondary roads to the village of Dhyo Potami near the former Kyrenia provincial boundary. It then winds along the Aloupo river, which now forms the Kyrenia provincial boundary, to Morphou Bay.

Partition along Line 3 would give Turkish Cypriots an additional 12 square miles of intensely cultivated farmland, half of which are irrigated. More than one-third of the new territory, however, is forest-covered and contains some of the more productive southern timber operations of the Ayia Irini forest. It is serviced by Myrtou-Morphou highway, from which a secondary branch road provides an additional outlet to Morphou Bay.

Line 4

Partition along Line 4 would allocate to Turkish control an additional 37 square miles, 27 of which is highly prized cropland in the Serrakhis and Ovgos Valleys, one of the richest and most intensively irrigated agricultural regions in Cyprus, and also the town of Morphou, which had a pre-invasion population of nearly 7,000 Greeks. Well provided with water from the Troodos hills, the Morphou area produces a multitude of crops, including extensive orange and grapefruit groves. The area is also known for its strawberries, formerly an important export product to Europe. Northeast of Morphou, across the Ovgos River, Line 4 would also add some 10 square miles of valuable grazing land.

Partition Line 4 coincides with the route of Line 1 up to the intersection with the Nicosia-Philia-Morphou highway, approximately 1 mile north of the village of Mammari. It then follows the one-lane highway to Morphou. From here, the line runs along the hard surface Morphou-Myrtou road up to the Aloupo River. It then turns westward and follows Line 3 to Morphou Bay.

Line 5

Line 5 incorporates a trade-off of territory north and south of Line 4 as a result of which Turkish Cypriots would gain a net 36 square miles of intensively cultivated farmland. Compared with Line 4, the Turks would lose some 13 square miles of predominantly grazing and unproductive land west of Nicosia between the settlements of Ayios Dhometios, Kokkini Trimithia, and Mammari. In turn, they would gain control over some 49 square miles of prime Mesaorian (Serrakhis Valley) cropland in the vicinity of Morphou.

The western section of Line 5 begins at a point 2 miles west of Nicosia where the main (southern) and the alternate (northern) highway to Morphou bifurcate. The partition line first follows the alternate, one-lane highway for some 7 miles to the intersection with a secondary road from Ayios Vasilios and along it southward to Kokkini Trimithia. From this point, the line follows the main two-lane highway to Morphou through Akaki, Astromeritis, and Kato

Zodhia. Between Morphou and Morphou Bay, Line 5 follows the Serrakhis Valley along a paved road to the village of Syrianokhori.

Line 5 would give Turkish Cypriots control of more than three-fourths of the productive Morphou-Serrakhis Valley agricultural region. It would also boost the economy of the zone by including the profitable timber operations north of Morphou. The Turkish-controlled zone delimited by Line 5 would be 36 square miles larger than that of Line 4, totaling some 1,020 square miles or 29 percent of the total disputed territory of Cyprus. In spite of previously announced willingness to consider giving up the Morphou area, it is now apparent that Turkish Cypriots want to keep the area. Line 5 is therefore likely to be received with some favor by Turkish Cypriot negotiators.

Line 6

This line illustrated a partition in which the size of the Turkish zone would be only 127 square miles smaller than the area obtained under a division of the island by the Attila Line. The Turkish zone would cover 1,043 square miles, approximately 30 percent of the island, and the population density would be only 111 persons per square mile.

The westernmost section of Line 6 begins at the Morphou Bay port of Karavostasi and follows secondary roads and trails southward through the village of Arbelikou to the Mavrovouni copper mine. It then turns eastward along a secondary road to the Skouriotissa copper mining complex. From here, Line 6 swings northeasterly along secondary roads and trails through Angolemi to Kato Kopia on the alternate Nicosia-Morphou highway, from where it follows the highway to Nicosia.

Along the western segment of partition Line 6, Turkish Cypriots would regain the entire Lefka mining region. The Lefka region includes not only the copper mines of the US-owned Cyprus Mines Corporation at Skouriotissa and Mavrovouni and its flotation and leaching plant at Xeros, but also a conveyor belt loading installation for iron pyrite ore owned by the Hellenic Mining Company at Karavostasi on Morphou Bay. The latter has a ship loading capacity of 1,000 tons of ore per hour. The Lefka mining region accounts for approximately two-thirds of Cypriot mineral production and export earnings.

Line 6 also gives Turkish Cypriots the remainder of the Morphou agricultural region, as well as densely cultivated cropland in the Morphou Bay coastal area sandwiched between the towns of Karavostasi and Lefka and the village of Petra on the Atsas River.

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This area contains at least seven additional villages and has a good network of surfaced roads and two industrial rail lines for carrying ore.

Line 6 would most likely be unacceptable to Greek Cypriots, who would probably bargain for a larger slice of the Morphou region and for at least one of the two major copper mines in the Lefka region. Turkey, on the other hand, may consider the net loss from the Attila Line digestible and may be willing to settle the Cyprus issue along Line 6.

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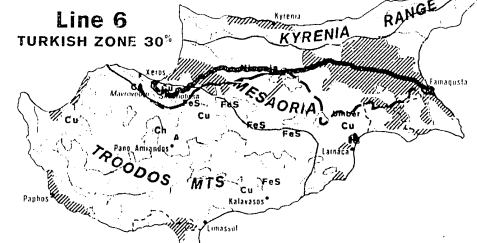
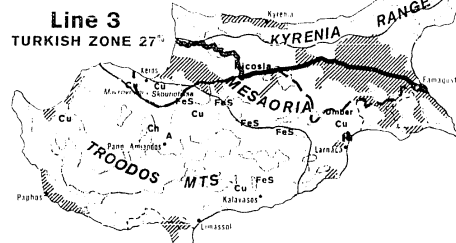
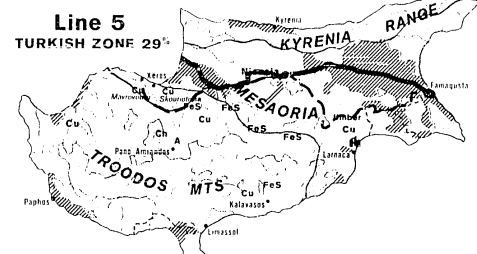
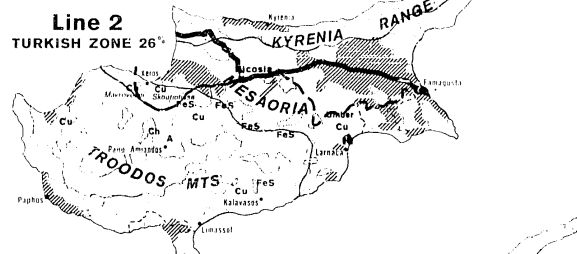
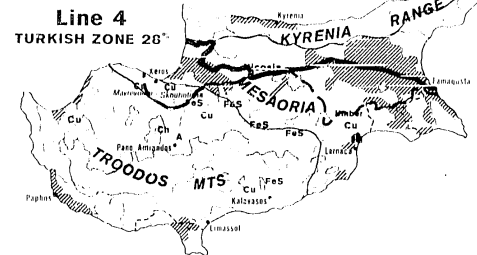
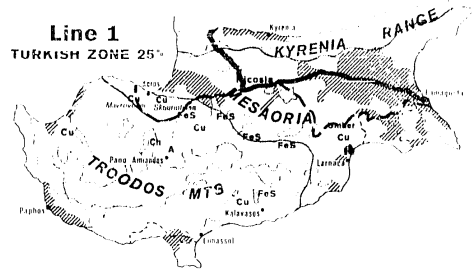
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PRODUCTIVE LAND AVAILABILITY FOR
ALTERNATIVE TURKISH-CYPRriot ZONES

Line/ Zone	Total Area (miles ²)	Cropland (miles ²)	Timberland (miles ²)	Irrigated land (miles ²)	Population Density (persons/mile ²)
1	874 (25%)*	307 (20%)	88 (17%)	191 (36%)	133
2	912 (26%)	323 (21%)	101 (20%)	194 (36%)	127
3	947 (27%)	335 (22%)	115 (22%)	200 (37%)	122
4	984 (28%)	362 (24%)	115 (22%)	211 (39%)	118
5	1020 (29%)	385 (25%)	116 (23%)	232 (43%)	114
6	1043 (30%)	401 (26%)	116 (23%)	237 (44%)	111

* Based on the total area of Cyprus excluding the 101-square-mile British Sovereign Base Territories of Dhekelia and Akrotiri -- 3,471 square miles, including 1,532 square miles of cropland (538 square miles irrigated) and 513 square miles of timberland.

Possible Partition Lines for Cyprus



- Possible partition line
- Allilla line
- Line of farthest Turkish advance
- Regional boundary
- U.K. sovereign base boundary
- Dense to sparse forest; orchards; especially olive and citrus
- Sparse forest and brush; grazing and Mediterranean-type agriculture with grain, tobacco, olives, almonds and fruit
- Cultivated field and garden crops, wheat, barley, vegetables, potatoes, citrus fruit in some coastal areas
- ▨ Irrigated area
- Vineyards
- A Asbestos
- Ch Chromite
- Cu Copper
- FeS Pyrites
- 🛢 Petroleum refinery