



Residents of the herding community of Mak-hul in the northern Jordan Valley

# WEST BANK MOVEMENT AND ACCESS UPDATE

The period between July 2011 and June 2012 was characterized by mixed trends regarding the system of internal movement and access restrictions implemented by the Israeli authorities within the occupied West Bank. A series of significant easing measures improved the connectivity between several villages and the nearest city and service center. However, little change was registered during this period in terms of the restrictions affecting Palestinian access to large rural areas, including those located behind the

Barrier, in the Jordan Valley, and in the vicinity of Israeli settlements; movement within the Israeli-controlled part of Hebron City also remained severely restricted. Most of the restrictions addressed in this report are related, in one way or another, to the Israeli settlements established in contravention of international law. This includes restrictions aimed at protecting the settlements, securing areas for their expansion, and improving the connectivity between settlements and with Israel itself.



# EXECUTIVE SUMMARY

The period between July 2011 and June 2012 (hereafter: the reporting period) was characterized by mixed trends regarding the system of internal movement and access restrictions implemented by the Israeli authorities within the occupied West Bank. A series of significant easing measures improved the connectivity between several villages and the nearest city and service center, and facilitated access to East Jerusalem through one of the main Barrier checkpoints. However, little change was registered in the restrictions affecting Palestinian access to large rural areas, including those located behind the Barrier, in the Jordan Valley, and in the vicinity of Israeli settlements; movement within the Israeli-controlled part of Hebron City also remained severely restricted. Overall, the system of internal movement restrictions has continued to contribute to the fragmentation of the West Bank, impacting the daily lives of Palestinians.

The objective of this report is two-fold: to highlight access-related policies that are contributing to continuing humanitarian vulnerability; and to support improved targeting of humanitarian interventions aimed at addressing these vulnerabilities.

A number of easing measures adopted by the Israeli authorities during the reporting period reduced the travel time for nearly 100,000 villagers to six main cities (Nablus, Tulkarm, Salfit, Ramallah, Jericho and Hebron), thus facilitating their access to key services, particularly hospitals and universities, as well as markets, workplaces and other sources of livelihood. The large majority of the easings entailed the opening of blocked routes while maintaining some of the infrastructure on the ground, typically the replacement of roadblocks with road gates, which are generally kept open. These road gates, however, still allow for the re-closure of the respective routes at any given moment with minimum resources.

The opening of certain routes between urban centers in the past four years has been complemented by the development of a secondary road network serving Palestinians, which has involved the upgrading of roads and the construction of over 40 tunnels and underpasses. This network provides Palestinians with alternatives to routes that have remained partially or totally blocked to them, some of which are used primarily by Israeli settlers.

Notwithstanding these easing measures, by the end of the reporting period 60 Palestinian communities, with a combined population of about 190,000, are still compelled to use detours that are two to five times longer than the direct route to the closest city. As a result, their access to livelihoods and basic services, including health, education and water supply, continued to be impaired.

With respect to access to East Jerusalem from the remainder of the West Bank, a number of easing measures implemented since mid-June 2012 at the checkpoint controlling the northern entrance to the city (Qalandiya), have significantly reduced the time spent by some 15,000 Palestinians travelling to and from Jerusalem every day. However, more generally, access for West Bank ID holders to the city continued to be restricted by the Barrier, the checkpoints and the permit system. The situation of West Bank ID holders living in communities trapped on the 'Jerusalem side' of the Barrier is of particular concern.

Palestinian movement into and within large rural areas of the West Bank has remained significantly restricted during the reporting period.

Firstly, the agricultural livelihoods of farmers living in 150 villages, who own land isolated on the other side of the Barrier, continued to be undermined by the permit and gate regime. Additionally, the access to basic services for communities located behind the

Barrier (over 11,000 people), including civil defense teams and ambulances, remained of particular concern. While only very few new sections were constructed during this period, approximately 62 percent of the Barrier route is now complete, contrary to the Advisory Opinion issued by the International Court of Justice in July 2004.

Secondly, some 94 percent of the Jordan Valley and Dead Sea area have remained off-limits for Palestinian use, due to their designation as closed military areas and nature reserves, or their allocation to Israeli settlements. Entry of Palestinian-plated vehicles into these areas has also remained restricted throughout the reporting period. While the restrictions through the two northern checkpoints were eased during August 2012, on the occasion of the Muslim holy month of Ramadan, it is currently unclear whether this easing will be maintained. Combined, these restrictions have had a particularly negative impact on the living conditions of Bedouin and other herder communities.

Thirdly, access to private agricultural land in the vicinity of Israeli settlements has remained significantly constrained due to the fencing off of those areas, or due to settler violence. Palestinian farmers who own land close to 55 Israeli settlements have access only through 'prior' coordination with the Israeli army. This restricted access has continued to undermine the agricultural livelihoods of farmers from some 90 Palestinian communities.

Finally, Palestinian movement within the Israeli-controlled section of Hebron City (H2) remained subject to severe restrictions. This area is segregated from the rest of the city by over 120 closure obstacles, and Palestinian movement by car, and in some cases also on foot, remained banned along certain streets. As a result, those Palestinians still living in the area continue to suffer from poor access to basic services, including education.

As the Occupying Power, Israel is responsible for the welfare of the Palestinian population under its control and for ensuring that they are able to exercise their basic human rights. While Israel is allowed under international law to restrict the right to freedom of movement of Palestinians to address legitimate security needs, it can do so only "to the extent strictly required by the exigencies of the situation", in a non-discriminatory manner and taking into account other legal obligations.

However, most of the movement restrictions addressed in this report are related, in one way or another, to the Israeli settlements established in contravention of international law. This includes restrictions aimed at protecting the settlements, securing areas for their expansion, and improving the connectivity between settlements and with Israel itself. Palestinian movement along some of the main traffic arteries in the West Bank, (including Road 5, 90 and 443) has been gradually reduced in past years by means of physical obstacles and administrative restrictions, transforming these roads into rapid 'corridors' used by Israeli citizens to commute between the settlements and Israel, and, in some cases, between various areas within Israel via the West Bank.

To reduce the vulnerability of Palestinians affected by poor access to services and livelihoods and to comply with its legal obligations under international law, Israel must aim at dismantling the system of movement restrictions to the fullest possible extent. This should include the opening of main routes to urban centers, the revocation of the permit regime associated with the Barrier and access to East Jerusalem, the opening up of 'closed military zones' for Palestinian movement and use of the land, and the lifting of restrictions within Hebron's Old City.

# INTRODUCTION

Following the beginning of the second Intifada (September 2000), the Israeli authorities began implementing a comprehensive system of restrictions on the freedom of movement of Palestinians within the West Bank. This system is comprised of physical obstacles (e.g. checkpoints, roadblocks, the Barrier) and administrative restrictions (e.g. prohibited roads, permit requirements, age restrictions).

The Israeli authorities have justified these as temporary measures to contain violent confrontations with its military and to protect Israeli citizens, both in Israel and in the West Bank, from attacks by Palestinians. While since 2008 some of these restrictions have been removed or eased, many others have remained in place, even though security conditions since then have improved significantly.

This system of movement restrictions came in addition to pre-existing measures implemented by the Israeli authorities in the context of its ongoing occupation of the West Bank. These measures included restrictions on the access of Palestinians to large and important areas, such as East Jerusalem, to areas designated as “closed military zones” and to land allocated to Israeli settlements.

Access restrictions are one of the key drivers of humanitarian vulnerability in the occupied Palestinian territory (oPt): they are impacting the access of Palestinians to basic services and livelihoods and generate a range of protection concerns, from friction at checkpoints to risk of displacement. This is reflected in the approach adopted in the humanitarian community’s Consolidated Appeal (CAP) for 2012, which, with respect to the West Bank, identified the main access restricted areas as a priority for the provision of assistance.

Each of the related CAP projects are aimed at enhancing the protective environment of Palestinians in these areas, including supporting their access to basic services (e.g. education, health, etc), and tackling food insecurity. Overall, the CAP 2012 requests USD 416.7 million to implement 149 relief projects in the first year, of which approximately a third (USD 139.3 million) consists of projects covering the West Bank only.

The objective of this report is two-fold: to highlight access-related policies that are directly contributing to ongoing humanitarian vulnerability; and to support improved targeting of humanitarian interventions aimed at addressing these vulnerabilities.

Accordingly, this report, which covers the period from early July 2011 to end June 2012, provides data and analysis on the main developments that occurred, as well as on the impact of these restrictions on the access by the Palestinian population to services and livelihoods. It is based upon OCHA’s regular monitoring and analysis, which culminated in a comprehensive survey which mapped all closure obstacles, and is supplemented by information provided by partner organizations.

The report comprises six sections focusing on different geographical areas: the main urban centers (Section I); areas isolated by the Barrier (Section II); East Jerusalem (Section III); Hebron’s Old City (Section IV); the Jordan Valley (Section V); and agricultural land in the vicinity of Israeli settlements and settlement roads (Section VI). Annex I summarises the main findings of the obstacle survey.

# I. THE MAIN URBAN CENTERS

During the reporting period the Israeli authorities implemented a series of easing measures that improved the connectivity between several towns and villages and six main cities: Nablus, Tulkarm, Salfit, Ramallah, Jericho and Hebron (for a summary of the main measures see below). These measures, most of which were introduced after March 2012, have shortened the travel time for nearly 100,000 people to the nearest city, thus facilitating their access to services, particularly hospitals and universities, as well as markets, workplaces and other sources of livelihood.

Notably, the large majority of the easings entailed the opening of blocked routes while maintaining some of the infrastructure on the ground. This has typically involved the replacement of roadblocks with road gates, which are generally kept open; the opening of road gates that were normally closed; and the changing of permanently-staffed checkpoints into partial checkpoints staffed on an ad-hoc basis. Overall, the same modality of easing measures has been implemented by the Israeli authorities since 2008.

Given that OCHA's survey does include 'passable' obstacles such as road gates that are normally open, the recent measures are not fully reflected in the total number of closure obstacles recorded (for a detailed account of the survey's findings see Annex I). Overall: of the 542 obstacles recorded by the end of the reporting period, some 15 percent were 'passable', including 56 normally-open road gates, 25 partial checkpoints (staffed ad-hoc), and four permanently staffed checkpoints which do not condition passage (e.g by type of ID or special permit).

The opening of certain routes for Palestinian traffic has been complemented during the past four years by the development and upgrading of a secondary road network. A significant part of this network provides an alternative to routes into the main network that have been blocked by various obstacles (including the Barrier). Some of these secondary routes run under the main roads serving the Israeli population (mainly, but not only Israeli settlers) or under the Barrier; at present there are a total of 44 tunnels and underpasses fulfilling this function.

The upgrading of most secondary roads is carried out or funded by international donors, and requires the approval of the Israeli Civil Administration (ICA). Approval is necessary for all roads that are totally or partially located in Area C, which covers over 60 percent of the West Bank, where Israel maintains full control over zoning and planning. According to the ICA, during the reporting period the upgrading of ten approved road segments in Area C was completed, and an approval for another 16 segments was granted.<sup>1</sup>

Yet, despite these easings, as a result of the remaining obstacles and restrictions, by the end of the reporting period there were 60 Palestinian communities, with a combined population of about 190,000, compelled to use detours that are two to five times longer than the direct route to the closest city (for a detailed see Annex II). This represents a slight decrease compared with the equivalent figure by the end of the previous reporting period: 70 communities and 195,000 people.

## Main measures during the reporting period

### Nablus

Nablus City serves as a health, economic and academic hub for the entire northern West Bank. Following the outbreak of the second Intifada in 2000, all routes leading to the city were blocked or controlled by checkpoints and certain categories of people and vehicles were required to obtain permits to enter or leave the city, making Nablus the most access-restricted city in the West Bank, along with East Jerusalem. Since mid-2008 the situation began to improve gradually, leading to the conversion of most checkpoints into partial checkpoints, the removal of others and the lifting of all permit requirements.



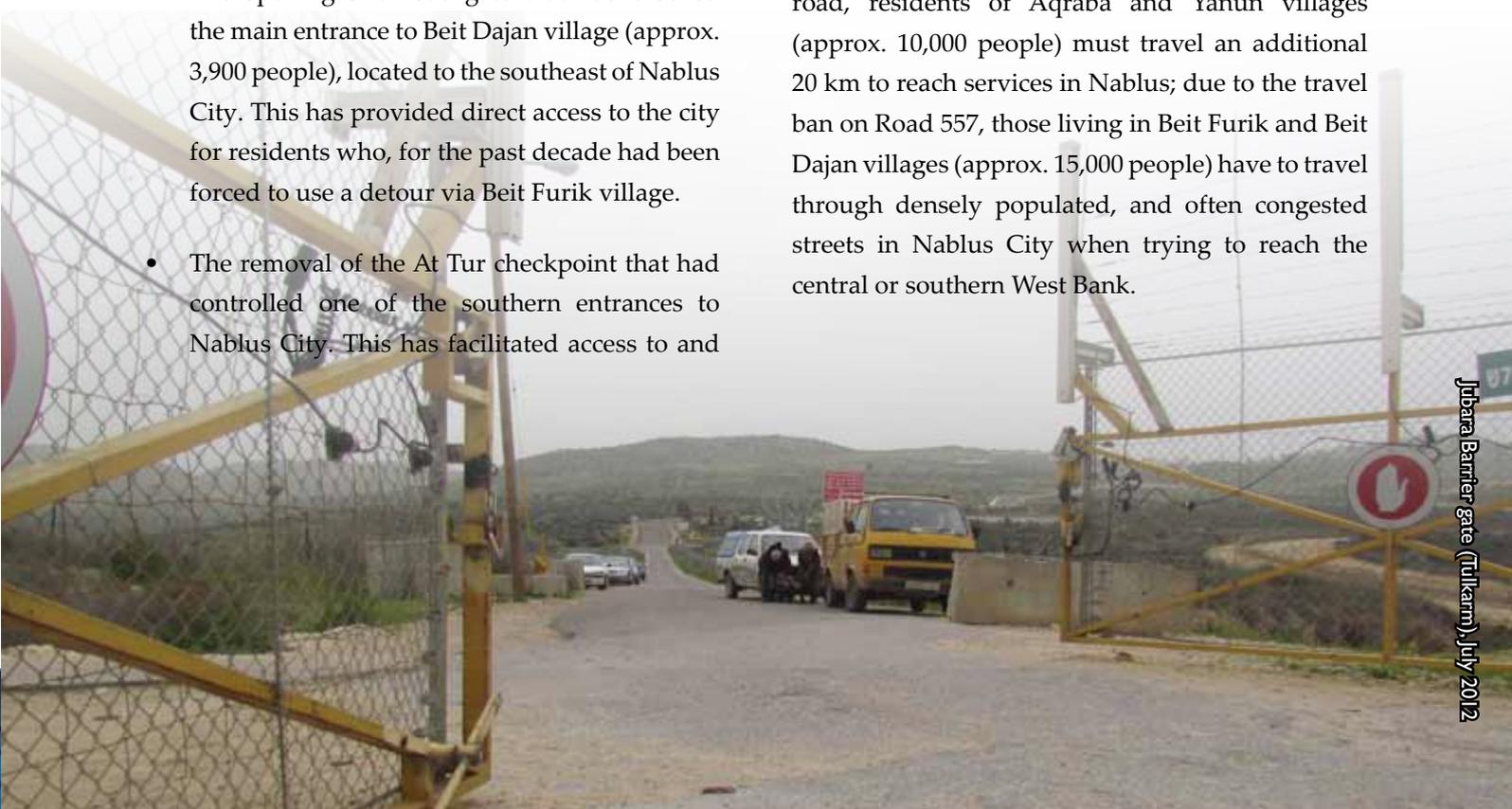
The main improvements implemented by the Israeli authorities during the current reporting period included:

- The opening of a road gate that had blocked the main entrance to Beit Dajan village (approx. 3,900 people), located to the southeast of Nablus City. This has provided direct access to the city for residents who, for the past decade had been forced to use a detour via Beit Furik village.
- The removal of the At Tur checkpoint that had controlled one of the southern entrances to Nablus City. This has facilitated access to and

from the Samaritan community in the city (300 people). Notably, this has facilitated provision of infrastructure services by municipal staff to the Samaritan community.<sup>2</sup>

- The removal of an earthmound blocking one of the entrances to Zawata village (approx. 2,100 people), to the northwest of Nablus City. If approval by the ICA for the renewal of the road leading to this entrance is received, this will also allow the completion of three housing projects that were suspended due to access impediments.
- The relocation of a road gate placed at the main entrance of An Naqura village (approx. 1,700 people), to the northwest of Nablus City, 200 meters away from its previous site. This has facilitated the movement of people between this and the surrounding villages, as well as to adjacent agricultural land.

Notwithstanding these improvements, Palestinians are still prohibited, or are severely restricted in their use of four separate road sections surrounding the city, which are used by Israeli settlers or military.<sup>3</sup> As a result, many villagers have continued to rely on long detours to reach services and livelihoods. For example, due to the ban on the Aqraba-Nablus road, residents of Aqraba and Yanun villages (approx. 10,000 people) must travel an additional 20 km to reach services in Nablus; due to the travel ban on Road 557, those living in Beit Furik and Beit Dajan villages (approx. 15,000 people) have to travel through densely populated, and often congested streets in Nablus City when trying to reach the central or southern West Bank.



## KAFR QADDUM: VIOLENT CLASHES IN PROTESTS AGAINST ACCESS RESTRICTIONS

Kafr Qaddum is a village of 3,300 located in the eastern section of Qalqiliya governorate, but historically connected to Nablus City as its main service center. Citing the need to protect the nearby settlement of Qedumim, for the past ten years the Israeli military, in conjunction with the settlement's security coordinator, has blocked the main route connecting the village to Nablus, forcing residents to use a 14 kilometers long detour. Additionally, access to agricultural land located next to the settlement's built up area, is restricted by a 'prior coordination' regime (see Section VI). Since July 2011, residents of Kafr Qaddum, together with Israeli and international activists have been holding weekly protests against these access restrictions. Most protests have evolved into violent clashes, typically when Israeli forces prevent the demonstrators from reaching the gate blocking the road to Nablus. By the end of July 2012 these clashes have resulted in the injury of 794 Palestinians, most of whom required treatment following asphyxiation, due to tear-gas inhalation.

### Tulkarm

Tulkarm City is a service center for a population of over 172,000, including some 35 villages and refugee camps within the governorate. While access to the city has been severely impaired since 2000, a series of measures implemented in the past three years, particularly the turning of the main checkpoint



controlling the eastern route to the city (Enav) into a partial checkpoint in 2010, have allowed direct access for most surrounding villages.

Until recently, however, residents of two villages - Shufa (approx. 2,700 people) and Saffarin (approx. 900 people) – remained affected by a roadblock on the direct road to Tulkarm City (7 km long), which required them to make a 20 km long detour to reach hospitals, higher education and commercial markets. In April 2012, following a petition against this closure filed with the Israeli Supreme Court by an Israeli human rights group (Hamoked) on behalf of the village council, the roadblock was removed and an adjacent road gate has been opened.

### Salfit

Although one of the smallest cities in the West Bank, Salfit provides health, academic and commercial services for a large part of the Salfit governorate (approx. 65,000 people).<sup>4</sup> The main route into the city from the north was blocked in 2001 by Israeli settlers from the nearby settlement of Ari'el with the army's acquiescence, forcing the residents of 11 villages



(approx. 38,600 people) to make a detour of up to 20 km to reach Salfit City through its eastern entrance.

In November 2010, the Israeli military opened the road gate blocking this route and installed a new checkpoint that began allowing a limited number of pre-registered buses and taxis, as well as ambulances, to use this road between 6:00 am and 10:00 pm. Since March 2012, this easing has been extended to all public transportation vehicles, without a need for prior registration. However, access to this road by private vehicles, as well as by any other vehicle between 10pm and 6am, remains prohibited.

## Ramallah

Ramallah is the fastest growing city and the most important service and commercial center in the West Bank. Several of the main routes into the city have remained blocked for almost a decade, reducing the number of accessible main routes to only one from each direction (north, east, south and west). This



situation has been particularly problematic on the eastern side, where the main route is blocked by a checkpoint (DCO/Beit El), which only allows passage of ambulances, VIP-card holders, utility services, and internationals.

In April 2012, a road gate located on the old route of Road 60 has been opened, re-establishing the direct connection between Al Jalazone refugee camp and surrounding villages (approx. 13,800 people) and Ramallah City. Together with the removal of a roadblock and the opening of a road gate on the route directly linking Ein Yabrud village with Road 60 in August 2011, the recent opening of the road gate provides faster and easier access to Road 60 and an alternative, albeit non-primary, access route into the city from the east.

Despite this easing, given the ongoing restrictions applied at the DCO/Beit El checkpoint, over 50,000 Palestinians living to the east of the city have to use tertiary road infrastructure that involves passing through residential areas on narrow, winding routes and is, hence, time consuming and often risky. The road leading to the checkpoint is used almost exclusively by Israelis from the nearby Beit El settlement and military base.

Beitin, a village of 2,300, is one of those severely affected by this checkpoint. The distance and time

required to travel to and from Ramallah increased from 3 to 15km, and from 10 to 30-40 minutes respectively; the cost of transport on this route increased from 2 to 7 NIS for a bus fare and from 10 to 50 NIS for a private taxi fare. As a result, commuting costs incurred by the residents of this village who are employed in Ramallah have more than tripled. These increased time, distance and costs of transportation for these villagers have also negatively impacted their access to basic services and livelihoods.<sup>5</sup>

## Jericho

Jericho City serves a population of about 48,000, living in the city and the surrounding villages, refugee camps and Bedouin communities. As with other cities, access conditions for this population have improved in the past few years, particularly following the removal of the checkpoint controlling the southern entrance and the conversion of the checkpoint in the northwestern route into a partial one.



### Latest developments:

In July 2012 (outside the reporting period) the Israeli authorities opened the main, north-eastern historical entrance to Jericho City from Road 90 which had been closed since 2000 with an earthmound. This removal has restored the direct access to Jericho City for the Palestinian residents of northern Jericho governorate and other parts of the northern Jordan Valley, who had previously accessed the city via either Al Auja town and Yitav checkpoint (4.5 additional kilometers) or via Road 1 and the southern entrance to the city (21.1 additional kilometers).

Following this trend, in May 2012, the Israeli authorities removed an earthmound that was blocking access to the city from the west and replaced it with a road gate that has remained open. As a result, two nearby Bedouin communities - Wadi Al Qilt and Deir Al Qilt - can now access Jericho city directly and avoid a 16 km long detour through Road 1. Additionally, this opening has facilitated the access of tourists from Jericho City to the Wadi Al Qilt nature reserve.

## Hebron

Hebron is the second largest city in the West Bank and serves as a regional service and economic hub. With the exception of the settlements area in the Israeli controlled part of the city (H2), access to and from the city from nearby towns and villages has gradually eased in recent years. In May 2012, an additional easing was implemented, entailing the removal of a roadblock at the intersection of Beit 'Einun village and Road 60. This intersection was initially opened in August



2010 but reclosed shortly after, following an incident where Palestinians shot at an Israeli vehicle in this area, killing four Israeli settlers.

This removal has significantly reduced the travel time between four villages to the east of Hebron City - Beit 'Einun, Al Uddiesa, Ad Duwarra and Ash Shuyukh (population approx. 18,000) – and their main service center. The removal is also likely to have a positive impact on peoples' livelihoods, as it facilitates access to and from more than 80 stone-cutting factories and quarries in Ash Shuyukh and Sa'ir villages. However, the most direct entrance to Hebron City from these villages, on the other side of the intersection with Road 60, remains blocked. As a result, girls attending a school in the adjacent area of the city have continued crossing this dangerous intersection on foot.

Additionally, the historical entrance into Hebron City from the south has remained closed as well. Over 70,000 Palestinians living in the villages adjacent to Hebron from the south are forced to use alternative detours through the western or eastern entrances. The Israeli military has justified this closure by the need to protect the Bet Haggai settlement (approx. 550 people), located next to the blocked entrance.



The closed side of Beit Einun junction leading to Hebron City

## II. AREAS BEHIND THE BARRIER

The Barrier, in conjunction with its gate and permit regime, continues to be the single largest obstacle to Palestinian movement within the West Bank. By the end of the reporting period, approximately 62 percent of the Barrier route was complete, 8 percent was under construction (including segments where construction began but was suspended), and 30 percent was planned but not yet constructed.

Barrier construction began in 2002, following a wave of suicide bombings inside Israel by West Bank Palestinians, with the stated goal of preventing such bombings. However, approximately 85 percent of the 708 km-long route runs within the West Bank, rather than along the Green Line, resulting in the isolation of Palestinian communities and farming land, and contributing to the fragmentation of the oPt. The inclusion of Israeli settlements, including areas planned for their future expansion, on the 'Israeli

side' of the Barrier is the single most important factor determining the route and its deviation from the Green Line.

Despite the presence of the Barrier, an Israeli governmental committee has estimated that in 2010 some 15,000 Palestinians without the required permits smuggled themselves from the West Bank into Israel every day to look for employment.<sup>6</sup> According to the Palestinian Central Bureau of Statistics, in the second quarter of 2012 there were 22,500 Palestinians employed without the required permit in Israel and Israeli settlements.

In its 2004 Advisory Opinion, the International Court of Justice (ICJ) established that the sections of the Barrier which run inside the West Bank, including East Jerusalem, together with the associated gate and permit regime, violate Israel's obligations under international law. The ICJ called on the Government of Israel to cease construction of the Barrier; dismantle the sections already completed; and repeal all legislative measures related to that.

As in previous years, the Government of Israel has taken no measures to implement the ICJ Advisory Opinion and the subsequent UN resolutions endorsing that Opinion. However, only a few segments were under active construction during this reporting period. These included



New section of the Barrier surrounding Yazzun Yama village (Qalqilya), August 2012.  
Photo by ENPPI - El Mahan

the resumption of works around the villages of 'Azzun 'Atma (Qalqiliya), Al Walaja (Bethlehem), and Qalandiya (Jerusalem), as well as around the Eshkolot (Hebron), and Beit Aryeh and Ofarim (Ramallah) settlements. Additionally, works towards the rerouting of the Barrier next to the Tulkarm community of Khirbet Jubara continued.

## Access to farmland

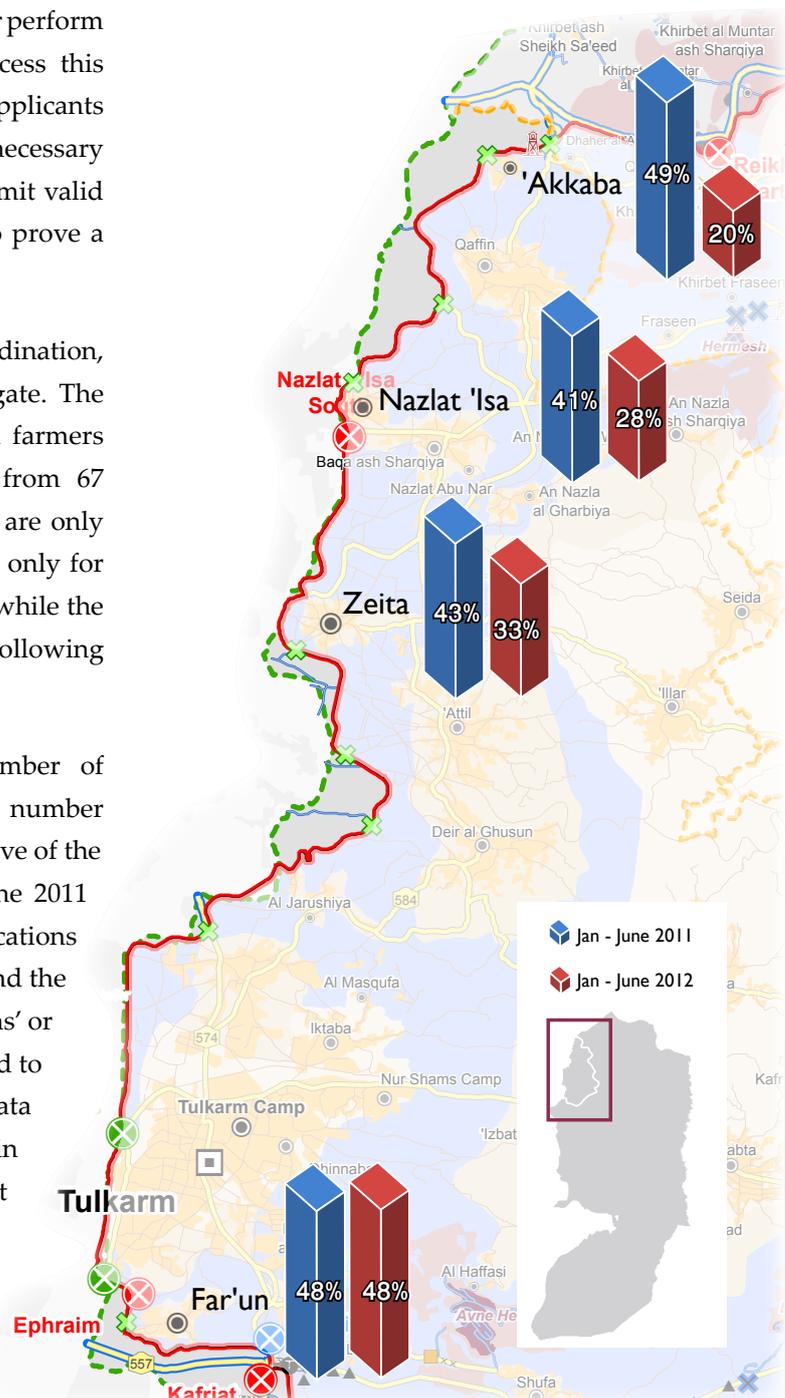
There are about 150 Palestinian communities which have part of their agricultural land isolated by the Barrier and must obtain 'visitors' permits or perform 'prior coordination' with the ICA to access this area.<sup>7</sup> To apply for, or to renew a permit, applicants must satisfy the security considerations necessary for all Israeli-issued permits and also submit valid ownership or land taxation documents to prove a 'connection to the land' in the closed area.

For those with permits or approved coordination, access is restricted to a specific Barrier gate. The number of gates accessible to authorized farmers increased during the reporting period from 67 to 73. Over 70 percent of these gates (52) are only open during the olive harvest season and only for a limited amount of time during the day, while the rest open daily (11) or on a weekly basis following prior coordination (10).

While comprehensive data on the number of permits granted is not available, a larger number of permits are approved each year on the eve of the olive harvest season. However, during the 2011 olive harvest, about 42 percent of all applications submitted for permits to access areas behind the Barrier were rejected citing 'security reasons' or lack of a 'connection to the land', compared to 39 percent during the previous season. Data collected by OCHA from four villages in the Tulkarm governorate regarding permit applications submitted during the first half of 2012 indicates a significant decrease in the rate of approvals compared to the equivalent period in 2011 (see chart).

Overall, the limited allocation of permits and coordination dates, together with the restricted number and opening times of the Barrier gates, have continued to severely curtail agricultural practice and undermine rural livelihoods throughout the West Bank.

## TULKARM VILLAGES: RATE OF APPROVAL OF PERMIT APPLICATIONS



## THE CASE OF THE “BIDDU ENCLAVE”

Reduced access to agricultural land has also been recorded in the north-western section of the Jerusalem governorate, affecting farmers living in three communities on the ‘Palestinian’ side of the Barrier: Beit Ijza, Biddu, and Beit Surik. The isolated area encompasses some 6,000 dunums (1,500 acres) cultivated with olive, grape, almond, fig and peach trees, as well as various field crops.

This area can be reached through five Barrier gates, of which four require ‘prior coordination’ with the ICA and one ‘visitor’ permits. Irrespective of the type of regime applied, all five gates open simultaneously on certain days pre-announced by the ICA. However, in the past years, the number of ‘opening days’ has been fluctuating - 97 days in 2009, 37 days in 2011, and 27 days in the first six months of 2012 (data for 2010 could not be confirmed). The limited opening of the gate at ‘Har Adar’ is selectively applied to farmers: although they are severely restricted in their use of this gate to access their agricultural land, in practice, the gate is operated five days a week throughout the year to allow access for Palestinian permit holders employed in the nearby Israeli settlement of Har Adar.



According to the ICA, the reduction in the number of opening days since 2009 is due to the low number of farmers that showed up at each opening. According to farmers interviewed, however, the reduced demand for access by many Palestinians is in itself a result of the access impediments; many farmers have been discouraged from seeking access to or have reduced their investment in their land because it has become so difficult to gain sufficient access for cultivation.

The Barrier, combined with the limited and unpredictable openings of its agricultural gates, has severely undermined the sustainability of agricultural livelihoods of many farmers in these communities.

### ‘Seam Zone’ communities

The Barrier has also had a major impact on those Palestinians living in communities located between the Barrier and the Green Line. The large majority live in areas designated as a closed military zone (‘Seam Zone’), which requires those aged 16 and above to apply for ‘permanent resident’ permits to continue living in their own homes. In a number of cases, mostly in the Jerusalem area, the communities behind the Barrier were not formally declared ‘Seam Zone’; as a result, instead of permits, Palestinians must conduct ‘prior coordination’ with the ICA or be registered in their IDs as residents of an affected community in order to continue living in their homes.

No change has been recorded in the number of Palestinians living behind the Barrier during the reporting period. There are approximately 11,000 people in 33 communities or isolated households (see detailed breakdown in Annex III) living in these areas. However, if the Barrier is completed as planned, over 33,000 West Bank Palestinians will reside between the Barrier and the Green Line, in addition to the majority of the 284,000 Palestinian residents of East Jerusalem.<sup>8</sup>

To reach health services, schools, workplaces and markets, or to visit relatives and friends on the ‘Palestinian’ side of the Barrier, residents have to pass through Barrier checkpoints. To date there are a total of 15 checkpoints along the Barrier controlling

## STABILIZING AGRICULTURAL LIVELIHOODS IN THE SEAM ZONE

The Swedish Cooperative Centre (SCC) and the Economic and Social Development Center of Palestine (ESDC) are currently implementing two projects aimed at preventing a further erosion of the livelihoods of farmers in the Qalqiliya and Tulkarm governorates. The affected farmers have land and water resources isolated in the 'Seam Zone' – the area between the Barrier and the Green Line, where access is dependent on a permit and gate regime. The projects support 506 marginalized families in six communities, by covering more than 60 percent of the fuel costs of 13 agriculture wells located in that area, during five months of high water-demand. This contribution has resulted in a reduction of irrigation costs by an average of 50 percent, along with an improvement in the quality of produce. The projects are funded through the Humanitarian Response Fund, with the generous support of Ireland, the Netherlands, Norway, Spain, Sweden, Switzerland and, the United Kingdom

the access of people from these communities to and from the rest of the West Bank.

Over the past few years, nine of these checkpoints have been handed over from the Israeli army (IDF) to the Crossing Point Administration (CPA) of the Israeli Ministry of Defense. Although in theory, the procedures applied by both bodies are the same, in practice, the latter implements stricter and more invasive inspections of Palestinians crossing the checkpoints. The latest such transfer occurred during the reporting period (September 2011) at the Jaljoulia checkpoint. In addition to serving as a main crossing point for Israeli settlers commuting between the central and northern West Bank and Israel, the Jaljoulia checkpoint controls access to and from two Bedouin communities located in an enclave behind the Barrier southeast of Qalqiliya City (Arab ar-Ramadin al-Janubi and 'Arab Abu Farda). As a result of the more restrictive approach of the CPA the approximately 400 residents of these communities have faced a significant deterioration in their movement through the checkpoint.<sup>9</sup>

Restrictions at checkpoints controlling access to Palestinian communities within Barrier enclaves

apply not only to people but also to goods, both for commercial use and for personal consumption. Except in and around East Jerusalem, businesses in the closed areas depend on a limited number of pre-registered trucks, which are allowed to bring commercial goods from West Bank suppliers. Each truck can carry only two pallets of goods no higher than 1.2 meters. At the checkpoint, goods must be unloaded from the truck for inspection - a procedure that takes over one hour and often results in damages to the goods. Bulk construction materials, such as gravel, sand and cement, are not allowed through the Barrier checkpoints, forcing residents to order such materials from Israel. The latter restriction is significant as prices of building materials in Israel are significantly higher than those in the West Bank. The difficulties are compounded by the fact that most people cannot access the selling points due to their lack of a permit to enter Israel.

Of particular concern is the provision of emergency services, such as the evacuation of patients to hospitals located on the 'Palestinian' side of the Barrier and the response to incidents of fires by Civil Defense forces. The situation in the Barta'a Ash Sharqiya enclave illustrates this concern.

## THE CASE OF BARTA'A ENCLAVE

With a population of about 5,000, Barta'a Ash Sharqiya, in the Jenin governorate, is currently the largest community behind the Barrier. Next to Barta'a there are another seven small Palestinian communities located within the same enclave. The Barrier in this area was completed in 2003, and in September of that year the area was declared closed and residents required to obtain permits to remain in their homes. As in other areas, the reason for the deviation of the Barrier from the Green Line is the inclusion of four residential settlements (Hinanit, Tal Menashe, Shaqed and Rehan) with a total population of approximately 1,700 people, as well as one industrial zone, on the 'Israeli' side of the Barrier.

The movement between Barta'a and the rest of the West Bank is controlled by the Rekhan checkpoint, which is operated by a private security company contracted by the CPA. The checkpoint is open between 0500 and 2200 -2300 hours.

During the remaining night hours, the evacuation of patients in emergency cases to the hospital in Jenin City requires special coordination with the ICA. According to the village council, if the patient is evacuated with a vehicle stationed in the village, the coordination procedure would delay the arrival to the hospital for an average of 20 minutes. In cases where the evacuation requires the entry of an ambulance from outside Barta'a, the delay could last an additional 10-15 minutes, due to the search procedure applied at the checkpoint for all vehicles entering the enclave. To cope with this challenge, an ambulance from the Palestinian Red Crescent Society is stationed within the community over three nights every week, reducing the dependence on external ambulances and longer delays to the remaining four nights. As a precautionary measure, pregnant women often leave the enclave one month before delivery to avoid complications.<sup>10</sup>

The village council does not have any capacity to respond to other emergencies, particularly those requiring fire fighting and rescue services. For these services the residents rely exclusively on the Civil Defense Department of Jenin Governorate, whose facilities and staff are located on the 'Palestinian' side of the Barrier. All access of the department's staff to the Barta'a enclave requires prior coordination with the Israeli authorities, as well as searching of their vehicles at the checkpoint. This has resulted in delays in the arrival of forces to emergency incidents, exacerbating risks and damages (see below). Additionally, according to the Director General of the Jenin Civil Defense Department, the access restrictions to the enclave also impede the performance of regular inspections of businesses, which are essential to implement an effective prevention strategy.

### *Access of fire fighters delayed or denied*

On 10 April 2011 at around 1 AM a serious fire incident broke out in a commercial complex in Barta'a village. Civil Defense teams from Jenin, Attil and Tulkarm were immediately dispatched to the village but were delayed at the Rekhan checkpoint for about 25 minutes, due to coordination and search requirements. Civil Defense teams worked continuously for about ten hours to contain the flames. As a result of the fire, 12 commercial shops sustained heavy damages and a house under construction in the fourth floor of one of the affected building was entirely burnt, with losses estimated at around NIS 7 million.

More recently, on 26 April 2012, a fire broke in a residential apartment in the village and a fire fighting team from Jenin was dispatched to the village, but the coordination request was denied, according to the Civil Defense Department. The reasons for the denial remain unclear. The incident resulted in one death and nine injuries, as well as the entire destruction of the apartment.<sup>11</sup>



### III. EAST JERUSALEM

Access to East Jerusalem for Palestinians who hold West Bank ID cards continued to be restricted by the Barrier, the checkpoints and the permit system. The main exception to this has involved a series of easing measures implemented by the Israeli authorities since mid-June 2012 at the checkpoint controlling the northern entrance to East Jerusalem (Qalandiya), which have significantly reduced the delays for people entering the city (see box below).

East Jerusalem has traditionally served as the focus of political, commercial, religious and cultural life for the entire Palestinian population of the oPt. Since the unilateral annexation of East Jerusalem by Israel in 1967, and the designation of a separate

residential status for East Jerusalem Palestinians, Palestinians from the remainder of the West Bank have been prevented from residing within the Israeli-defined municipal boundary, other than through the increasingly restrictive process of 'family unification.' Since the early 1990s, when Israel imposed a general closure of East Jerusalem, non-Jerusalem Palestinians have been required by the Israeli authorities to obtain permits to enter East Jerusalem and Israel.

Access to East Jerusalem for this population has been further restricted following Barrier construction around the city, the majority of which was complete by 2007. Since then, access

#### NEW MEASURES TO EASE ACCESS AT QALANDIYA CHECKPOINT.

As of mid-June 2012, the Jerusalem periphery DCL office announced new measures to ease vehicular and pedestrian traffic through Qalandiya checkpoint. While these measures apply only to Jerusalem ID holders, whom the DCL estimates account for 65-75 percent of the 15,000 people who pass through the checkpoint daily, they indirectly benefit also permit holders. According to the new regulations:

- Jerusalem ID holders can now stay in the car when crossing the checkpoint. Previously, only immediate family members (driver, spouse, children and parents) were allowed to stay in the vehicle with the driver while others had to walk through the pedestrian terminal.
- During the morning rush hour, five lanes for pedestrian access will open at 0400 instead of 0600. Three will be designated for Jerusalem ID holders and two for West Bank ID holders with permits to enter Jerusalem. At all other times, 3-4 lanes will continue to be opened in accordance with need.
- Jerusalem ID holders up to 14 years and above 45 years of age travelling on public transportation are allowed to remain on the bus, while those between 15 and 45 years of age still need to alight to be checked (via turnstiles and metal detectors.)

According to the Jerusalem DCL, the introduced changes have reduced the average crossing time for pedestrians from 45 to 15 minutes. The crossing for vehicles has also been significantly eased, particularly due to the fact that searches are conducted only occasionally. As a result, many more vehicles appear to be using this route and avoid a long detour via Hizma checkpoint (which adds 16 kilometers to the journey length).



of permit holders has been limited to four of the 16 checkpoints functioning along the Barrier in the Jerusalem periphery, which have become increasingly crowded as a result.<sup>12</sup> Permit holders are allowed to cross these checkpoints only on foot.

### Access to health services

Patients holding West Bank ID cards, including emergency cases, require permits for accessing health services in the six Palestinian non-profit specialized hospitals in East Jerusalem. In addition to the stress and increased health risks incurred in applying and waiting for requests to be granted (or denied), permits are often issued for shorter periods than the treatment requires, particularly if multiple consultations or operations are necessary.<sup>13</sup> For certain categories, such as dialysis patients who must travel two or three times weekly to East Jerusalem hospitals, Israel has begun to issue longer-term permits. However, it can be difficult for parents or family members of sick children to receive permits to accompany the patients. Those with West Bank ID cards and who have permits are required to cross either in a special hospital shuttle or by walking through prescribed checkpoints, which often implies waiting in crowded lines for long periods. While approval purportedly was granted for chronic patients with longer term permits to access Jerusalem through all checkpoints, in practice this has not always been honored by checkpoint personnel.

Ambulance transfer in cases of medical emergency to East Jerusalem hospital facilities can also be difficult for Palestinians who hold West Bank ID cards. Between January and May 2012, the main Emergency Medical Services provider, the Palestinian Red Crescent Society (PRCS), conducted a total of 591 ambulance transfers to East Jerusalem, of which only 41 were able to access directly, with the remaining 550 transferring patients using 'back-to-back' procedures at a checkpoint (moving the patient from a Palestinian-plated ambulance to an Israeli-plated ambulance). In very urgent cases, the Israeli Civil Administration can authorize the direct entry of Palestinian ambulances after coordinating with the security personnel at the checkpoints; PRCS reported that in 54 cases (5 percent), ambulances were allowed direct access during 2011.<sup>14</sup>

Physical and bureaucratic obstacles also hamper the ability of the estimated 1,000 hospital employees who hold West Bank IDs to access their workplaces in East Jerusalem. With the imposition of tightened restrictions in July 2008, West Bank hospital employees who have Israeli-issued permits had been permitted to access East Jerusalem only through the most crowded checkpoints of Qalandiya, Zaytoun and Bethlehem. In late 2011, the category of hospital employees permitted to use all checkpoints was reportedly expanded from physicians only to all employees, although employees still report encountering difficulties at checkpoints. The long delays for hospital staff

## MONITORING ACCESS TO HOSPITALS IN EAST JERUSALEM

The World Health Organization's (WHO) Advocacy Project monitors and reports on the humanitarian health access of Palestinians from the West Bank and Gaza to Jerusalem by examining the experiences of Palestinians who applied for permits from Israeli authorities, either to access health care or for work at the East Jerusalem hospitals. WHO also monitors ambulance access into Jerusalem. WHO has monitored referral access data in the West Bank since late 2011, analyzing trends in approval rates, reasons for denials and length of time to obtain responses to applications. WHO also supports the East Jerusalem Hospitals Network in situations of denials or interruptions of access for staff and/or chronic patients. The function of the East Jerusalem hospitals depends on the ability of their West Bank staff, who constitute two-thirds of their total staff, to obtain permits and travel to work without restrictions. The WHO Advocacy Project is currently supported by the Swiss Development Cooperation.

at checkpoints disrupt patient care including the scheduling of consultations, operations and other services in East Jerusalem hospitals. Since 2004 the *East Jerusalem Hospitals Network* has been facilitating access for their essential medical staff and, to a limited extent, for patients with chronic illnesses from the West Bank by operating daily buses to the hospital, at considerable extra cost to the hospital.

### Access to Holy Sites

The Barrier and permit system also impedes the access of Muslims and Christians who hold West Bank ID cards to places of worship in East Jerusalem. Special arrangements are put in place during Ramadan and Easter, but not for Friday prayers or Sunday services the year round. During Ramadan special access is provided to people within certain age categories: in 2011, men above 50 and women above 45 years of age, and boys and girls under 13, who are allowed to pass without permits; men between the ages of 45 and 50, and

women between 30 and 45 were eligible for special permits that needed to be applied for in advance.

According to the Israeli authorities, approximately 340,000 West Bank Palestinians entered into East Jerusalem for Friday prayers during Ramadan in 2011. As was the case in 2010, large shades to offer sun protection were installed, as well as fans that sprinkle water, designed to lower temperatures for those queuing to enter through the checkpoint. In addition, there were two humanitarian lanes at Qalandiya checkpoint designated for the elderly, those with special needs, and those above 50 years of age. In some cases, however, such as at Gilo checkpoint, humanitarian lanes were poorly managed and their use was restricted to a very limited number of emergency cases. Better logistics and additional checkpoint infrastructure resulted in a general improvement in the flow of traffic into East Jerusalem, for those with permits, to enter for Friday prayers. There was one exception however; on 19

## RAMADAN 2012

During Ramadan this year (outside the period covered by this report), the age criteria used to allow people access to the Friday prayers without a permit were slightly expanded to include both men and women above the age of 40. Despite the announced age limit, women of all ages were able to cross at most times. In addition, during the month and the concluding holiday (Eid Al Fitr), Israel issued an exceptionally high number of 'family visit' permits, allowing West Bank ID holders to enter East Jerusalem and Israel. Overall, during the month, some 820,000 Palestinians crossed East Jerusalem checkpoints, significantly above parallel figures in previous years.<sup>15</sup>



August, the Israeli authorities instituted additional restrictions following attacks in southern Israel the previous day. This resulted in significant delays at the various checkpoints, and very few people were reportedly allowed to use the humanitarian lanes.

### The Barrier in the Jerusalem Area

In East Jerusalem, the Barrier is transforming the geography, economy and social life not only of Palestinians who reside within the Israeli-defined municipal area, but also residents of the wider metropolitan area. In the areas where it follows the municipal boundary, the Barrier physically separates Palestinian communities onto either side of what had previously been a jurisdictional division. Thus, certain West Bank neighbourhoods and suburbs that were once closely connected to East Jerusalem are now walled out, with previously flourishing residential and commercial centres closing down.

Where it diverges from the municipal boundary, the Barrier places certain Palestinian communities located within the municipal jurisdiction on the 'West Bank' side of the Barrier. Conversely, in other areas, West Bank communities are separated to the 'Jerusalem' side of the Barrier, which impacts their residency status and their daily access to health and education services.

#### *West Bank communities on the 'Jerusalem' side of the Barrier*

By diverging from the municipal boundary, the Barrier has left some 1,600 West Bank residents isolated on the 'Jerusalem' side. This category consists of approximately 16 communities or isolated households of mixed West Bank and Jerusalem ID card holders, (combined total 2,500).<sup>16</sup>

Those who hold West Bank residency are now physically separated from the wider West Bank by the concrete Barrier. Because of their residency status, they do not have the right to live in, or access services, within the official municipal area. Of these

West Bank residents, approximately 1,000 live in Area C, of whom, 600 hold 'Seam Zone' permits, allowing them to reside in the newly-declared closed area. The remainder has coordination arrangements which allow them to continue to reside in their current locations and to cross and return through designated checkpoints into the wider West Bank.

Those who live within Jerusalem municipal areas (600) include families who have had special coordination arrangements to cross through the closest Barrier checkpoint to access the remainder of the West Bank; however, in two cases, those of Bir Nabala Bedouins and Dahiyat Al Barid, the families were left without any coordination or arrangements that would enable them to commute through checkpoints between their homes and service centers behind the wall. As a result, seven families from both locations were forced to move out to areas on the West Bank side of the Barrier and have been silently displaced.

Regardless of the type of residency and access arrangement, all 1,600 West Bank residents are denied freedom of movement within East Jerusalem itself, and are restricted to their homes and to the immediate area. Consequently, they need to cross checkpoints to access services in the remainder of the West Bank, most importantly education and health. According to the affected communities, they are only permitted to take in through the checkpoints limited quantities of food considered appropriate for 'personal consumption', with some products prohibited. Their customary family and social life is similarly impaired, in that friends and family members from the West Bank who wish to visit them are required to apply for permits to enter Jerusalem, with the result that religious holidays, weddings, funerals and wake-houses take place without the participation of extended families.<sup>17</sup>

## THE CASE OF AT TUR BEDOUINS

This Bedouin community lives on the outskirts of the At Tur neighbourhood of East Jerusalem, outside the municipal boundaries in an area designated as Area C. It consists of three large families, numbering 350 people, of whom 100 are registered refugees. They have lived in the area since the mid-1970s and own their land. The Barrier has left them physically separated from the wider West Bank.

In February 2009, the ICA declared the area of At Tur between the Israeli-defined Jerusalem municipal boundary and the Barrier a 'Seam Zone.' In accordance with this new designation, the At Tur Bedouins were issued permits to allow them to continue to live in their homes and to move between their homes, via Barrier checkpoints, to the remainder of the West Bank. These permits do not allow them access to areas within the Israeli-defined municipal boundary of Jerusalem, including nearby stores, hospitals and other services in At Tur. Their main service centre has become Al Eizariya and they are allowed to go and return via the Zeitun pedestrian checkpoint or the Az Za'ayem vehicular checkpoint. There are currently only two Palestinian-plated vehicles in the community that are allowed by the Israeli authorities to cross the latter checkpoint.



Although the community's main service centre is Al Eizariya, they are prohibited from bringing some items such as cooking gas through the checkpoints. Meat and chicken are permitted, although often after delays. They are no longer connected to the water network in Al Eizariya, and must purchase more expensive tankered water from At Tur at a cost of NIS 15-17NIS per cubic meter.

Their 'Seam Zone' status does not permit them to avail themselves of medical services in nearby Augusta Victoria or Al Maqased hospitals. They generally seek healthcare services at clinics in Al Eizariya or hospitals in Ramallah, Jericho or Bethlehem. In case of a health emergency, the Palestinian Red Crescent Society in Jerusalem must coordinate with the Israeli authorities in order to transport community members to Al Maqased hospital.

The community's main livelihood derives from their 1,500 sheep. They have very limited access to grazing land, given that they are prohibited from accessing East Jerusalem and must pass through Barrier checkpoints to reach Al Eizariya. They have recently been unofficially informed that they can take their sheep through the Az Za'ayem East checkpoint, but have not done so due to the limited grazing land in Az Za'ayem, and due to fear that, in the absence of formal permission to do so, their sheep may be confiscated on their return.

The community's income has also been negatively affected by the increased prices of fodder. The cheaper price of fodder in Al Eizariya is offset by taxes and high transportation costs. Given the inability to transport livestock through the checkpoints, they are forced to sell at cheaper prices to traders who can reach their community. As a consequence, the community has sold about half of their livestock in the past 10 years.

## IV. THE ISRAELI-CONTROLLED AREA OF HEBRON CITY

Unlike other West Bank cities, Hebron was not handed over to the Palestinian Authority (PA) in the context of the 1995 Interim Agreement. In an agreement reached two years later, the PA assumed responsibilities for the administration of about 80 percent of Hebron city, while Israel has continued to exercise direct control over the remaining 20 percent, known as the H2 area. This unique arrangement is rooted in the Government of Israel's desire to maintain its exclusive control over the five Israeli settlements (combined population of a few hundred) established within the boundaries of the city.<sup>18</sup>

Since then, the Government of Israel has justified the access restrictions imposed on the Palestinian population as a means to protect the Israeli settlers in the area, as well as other Israeli visitors, and to allow them to lead a normal life. While the entire Palestinian population of H2 is occasionally affected, the approximately 6,000 people living in the areas adjacent to the settlements, including the bulk of the Hebron's Old City (hereafter: the restricted areas), are those bearing the full impact of the Israeli restrictions.

### Movement obstacles and closure orders

The reporting period saw no significant change in terms of the movement obstacles and closure orders. A survey carried out by OCHA and the Temporary International Presence in Hebron (TIPH) in the context of this report found a total of 123 movement obstacles, segregating the restricted areas from the rest of the city, almost the same number as identified during the previous reporting period (122). These include 18 checkpoints, 12 partial checkpoints and 57 road blocks, among others.

Palestinian traffic continued to be banned from using most of the roads leading to the Israeli settlements. In some areas, including parts of what was once the main commercial artery, Shohada Street, pedestrian movement is also prohibited. On streets where Palestinian pedestrian movement is permitted, access requires inspection at an Israeli military checkpoint. In contrast, Israeli settlers are allowed to move about freely throughout these areas, both on foot and by car.

## SUPPORTING ACCESS TO EDUCATION THROUGH PROTECTIVE PRESENCE

In Hebron City, the Ecumenical Accompaniment Programme (EAPPI) implements a protective presence project aimed at supporting the access of Palestinian children to the Cordoba School, which is located in H2, the settlement area of the city. Each morning, EAPPI's staff monitor children crossing through one of the military checkpoints and walk with them to the school. This journey requires children to pass next to the Israeli settlement of Tel Rumeida, where they are regularly exposed to verbal or physical abuse by settlers. The presence of international observers, equipped with cameras and backed-up by an international network of advocates, has proven to be a significant deterrent vis-à-vis settler violence. It also provides the families with moral support and a greater sense of security.

Additionally, there are 512 Palestinian businesses in the restricted areas that have been closed by Israeli military orders, and at least 1,100 others shut down due to the restricted access of customers and suppliers, according to the Hebron Rehabilitation Committee. The extensive access restrictions, compounded by years of systematic harassment by Israeli settlers, have forced a significant part of the Palestinian population to relocate to other areas of the city. A survey conducted by two Israeli human rights organizations in 2007, B'Tselem and ACRI, found that more than 1,000 homes in the Old City of Hebron have been vacated by their former Palestinian residents.<sup>19</sup>

The movement restrictions and closure orders kept in place during the reporting period have continued to impair the security, livelihoods and the access to basic services of those living in, or relying on their access to, the restricted areas.

### Access to education

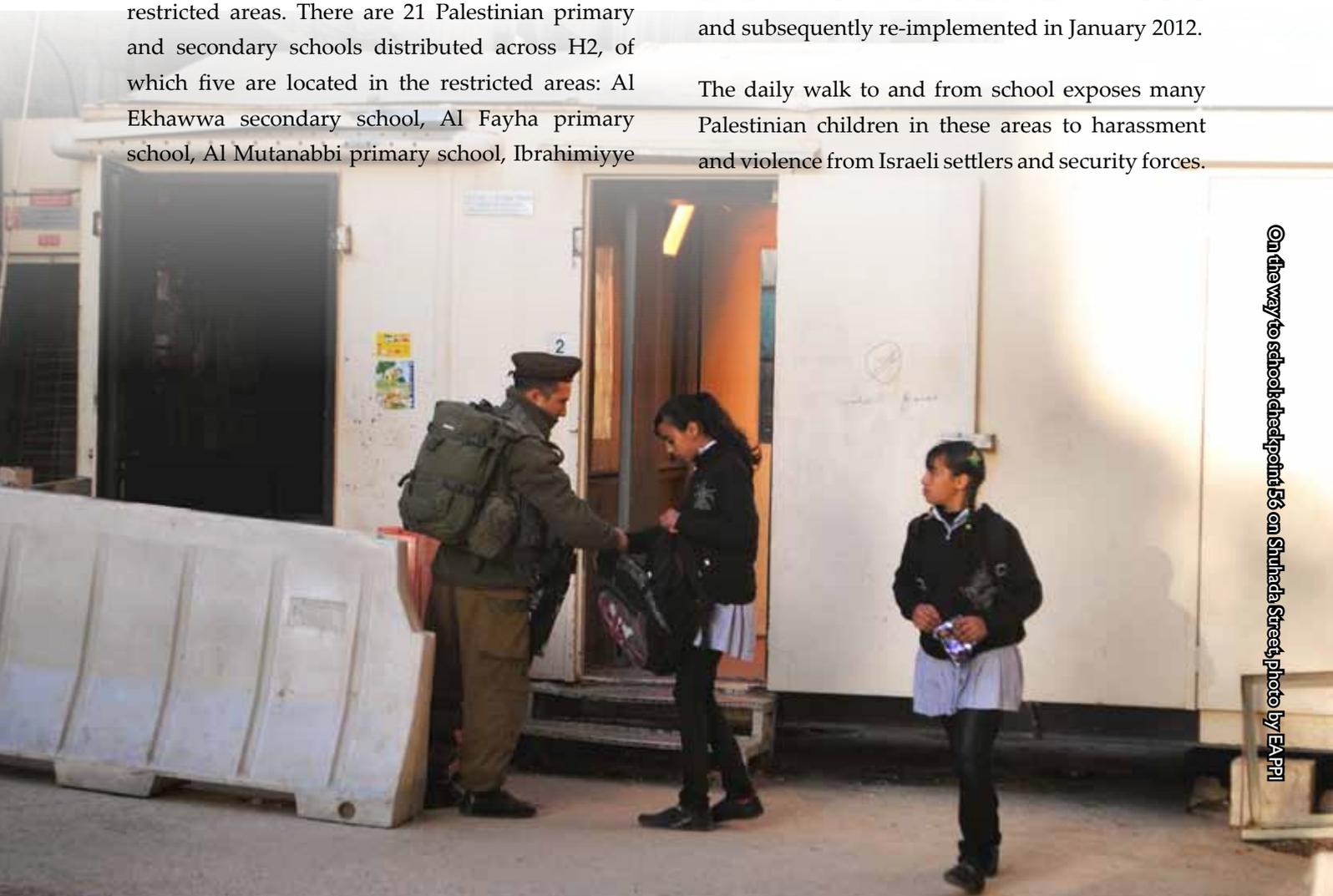
Education is one of the key services affected in the restricted areas. There are 21 Palestinian primary and secondary schools distributed across H2, of which five are located in the restricted areas: Al Ekhawwa secondary school, Al Fayha primary school, Al Mutanabbi primary school, Ibrahimiyye

primary school, and Qurdoba primary school. In the last academic year there were 1,300 girls and 670 boys enrolled in these schools, with a staff of some 110 teachers and employees.

Because of the ban on Palestinian vehicular movement along some of the main traffic arteries, as well as the measures adopted to control the access of pedestrians into these areas, these five schools can be reached by most of their students and staff only on foot and require the crossing of one or more checkpoints, depending on the point of departure.

To cross some of the checkpoints, children and teachers attending these schools must have their bags searched by Israeli soldiers or border policemen and pass through a metal detector. However, the specific procedures and possible exceptions applying at each checkpoint tend to be erratic. For example, an understanding reached between the ICA and the PA Ministry of Education in October 2011, allowing female teachers using the checkpoint leading to Qurdoba School to bypass the metal detector was discontinued in October 2011 and subsequently re-implemented in January 2012.

The daily walk to and from school exposes many Palestinian children in these areas to harassment and violence from Israeli settlers and security forces.



While most of the reporting period was relatively calm in this regard, compared to previous years, a significant increase in violence was recorded in January and February 2012. Over these two months, organizations providing protective presence in H2 reported a serious deterioration in the situation, including more than 40 incidents of harassment, arbitrary detention, house searches and body-searches by Israeli forces, several of which affected children on the way to school. This deterioration has been attributed to the deployment of the IDF Golani Brigade in the city at the end of December 2011.<sup>20</sup> In July 2012, an Israeli human rights organization

(B'Tselem) video-recorded an incident in the restricted area, where a nine-year-old Palestinian boy was caught by two Israeli border policemen and physically assaulted.<sup>21</sup>

Irrespective of the fluctuations in tension, the access regime applied in the restricted areas for the last decade has turned the daily trip of students and teachers to and from school into a long, dangerous and unpredictable journey. This has had a negative impact not only on the psychological well-being of those affected, but also on the educational achievements of children.

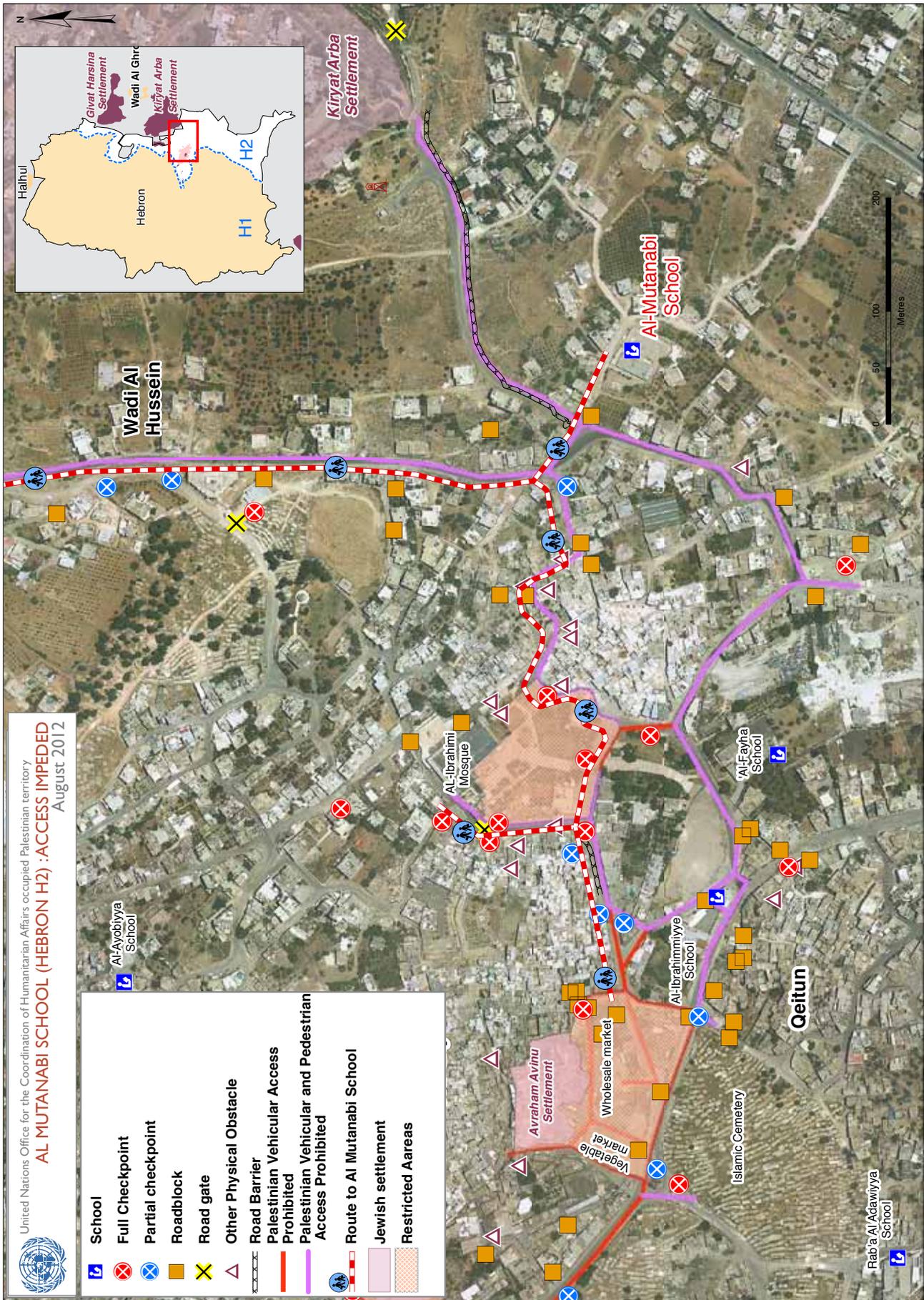
## THE CASE OF AL MUTANABBI SCHOOL

Al Mutanabbi is a boys' school for grades 1-8 with 268 students and 15 staff members, including teachers, a headmaster, a secretary, and a custodian. It is located within the restricted area of H2, one kilometer southwest of the entrance to Kiryat Arba, an additional settlement outside, but adjacent to, the municipal boundaries of Hebron City. Al Mutanabbi School is located across the street from a partial checkpoint (Jaber), which consists of an Israeli military watch tower on top of a Palestinian house and is often the source of delay for children.

Because Palestinian vehicles are not allowed on the street on which the school is located, as well as on most surrounding streets, Al Mutanabbi is reached on foot by the majority of students; only those students arriving to school from the eastern neighborhood of Jabal Joher can access the school by car. All students coming from the old city, Wadi al Hussein, and neighborhoods along the western 'Prayers Road', must reach the school on foot. There are three main routes to the school, from the west (the Old City area), south and east, all of which require students and teachers to cross between one to three checkpoints in each direction (see map). Some 30 of the students, who live in the Jaber and Wadi Al Nassara areas beyond Kiryat Arba settlement - north and west of the school - and have no other school in their area, must walk about six kilometers through checkpoints and roadblocks to reach the school.

According to the headmaster of Al Mutanabbi, in addition to having their bags searched, teachers are often questioned by soldiers at the checkpoints: "soldiers can ask teachers why they are teaching at this particular school and delay them for 20 minutes." One 13 year old student recounted an incident that occurred in March 2012 on his way to the school: "the soldier at the Jaber checkpoint asked me if I want something to drink and then dumped a can of yogurt in my face. I was all covered in white. I was humiliated."

The access challenges affecting the school's students and teachers are reflected in a range of negative phenomena. According to the headmaster, these challenges are the main reason behind the approximately 10 percent drop-out rate every year at Al Mutanabbi, especially among first, second, and third graders. The headmaster also noted the high absentee rates. The school's single psychosocial counselor deals with an average of 20 cases daily, approximately 12 percent of the entire student population. "We are struggling to keep students in school. Education is a peaceful tool," the headmaster notes. "And these children deserve to attend school in peace."



# V. THE JORDAN VALLEY AND DEAD SEA AREA

The Jordan Valley and Dead Sea area covers about 30 percent of the West Bank and is home to nearly 60,000 Palestinians and about 9,500 Israeli settlers living in 37 settlements and settlement outposts. The area has been one of the most severely affected by access restrictions imposed since the beginning of the second Intifada. These restrictions have rendered the main roads and the bulk of the natural resources available, almost exclusively, to Israeli settlers and the Israeli military. Few changes were registered during the reporting period in regard to these restrictions, which have continued to result in humanitarian hardship, particularly for Bedouins and herders, as well as reduced economic opportunities for the wider Palestinian population.

## Restrictions on movement to and from the area

The Jordan Valley area is separated from the rest of the West Bank by dozens of physical obstacles, including almost 30 kilometers of trenches and earth walls. As a result, all traffic to and from the area has been limited to six routes, four of which are controlled by checkpoints (Tayasir, Hamra, Ma'ale Ephraim and Yitav).

Palestinians registered as Jordan Valley residents are allowed to cross with their vehicles through two of the four checkpoints (Tayasir and Hamra), provided that the vehicle is registered in the Jordan Valley in the name of the driver. Residents attempting to enter while driving a vehicle registered in the Jordan Valley but not in their names are often denied passage. Non-residents are only allowed to cross these checkpoints as pedestrians or if traveling via registered public transportation. Non-Jordan Valley vehicles or drivers can be exceptionally allowed through these checkpoints after performing a 'prior-coordination' procedure with the ICA. Ambulances, however, can cross irrespective of the registration address of the vehicle or their drivers.

Over the course of 2011, the two most southern checkpoints (Ma'ale Ephraim and Yitav) began being staffed on an irregular basis, becoming partial checkpoints. However, according to the Israeli authorities, the abovementioned rules and restrictions continue to apply. As a result, despite this relaxation, given the uncertainty and risks associated with an unauthorized crossing, the impact of this change has remained limited.

Passage through the two checkpoints leading to the northern section of the Jordan Valley, Tayasir and Hamra, remained tightly controlled and restricted. Vehicles are allowed to approach these checkpoints only after being called forward by IDF soldiers; all passengers (except the driver) must exit the vehicle and pass through a pedestrian lane, at the end of which they pass a metal detector and their documentation and belongings are checked. At Hamra checkpoint, passengers' belongings are also checked using an X-ray machine. Cargo loaded on commercial vehicles is subject to visual inspection, with occasional requests to remove items for further inspection.

Delays at these checkpoints vary depending on the volume of traffic, the type of vehicle and the intensity of inspection, normally ranging between 5 and 45 minutes. When an incident or a security

### Latest developments:

Since mid-August 2012, in the context of "Ramadan easings", all Palestinian vehicles have been allowed through the Tayasir and Hamra checkpoints, regardless of the driver's address or the place of registration of the vehicle. Checking and search procedures for vehicles and passengers, however, remained unchanged. It is currently unclear whether this easing will be maintained on a permanent basis.

alert occurs, delays lasting up to two hours are common. Overall, access through both checkpoints is perceived by Palestinians as particularly difficult and unpredictable.

### Access to land and the “closed military zones”

Approximately 87 percent of the Jordan Valley and Dead Sea area are designated as Area C, of which virtually all is prohibited for Palestinian use. An additional seven percent is formally classified as Area B, but is unavailable for development, as it was designated a nature reserve under the 1998 Wye River Memorandum.

The majority of the land designated as Area C was declared as close military zones by the Israeli military during the 1970's. To date, these zones cover approximately 56 percent of the Jordan Valley and Dead Sea area.<sup>22</sup> The vast majority of these closed areas (46 percent of the Jordan Valley) were designated as ‘firing zones’ for military training, and the remainder (10 percent) as a ‘buffer zone’ along the Jordan river. While most of the firing zones are located in the Jordan Valley and Dead Sea area, there are a number of similar zones outside this area, the largest of which is located in the southeastern corner of the Hebron governorate (‘firing zone 918’ in the Massafer Yatta area).

These closed areas, the boundaries of which are not clearly marked on the ground, have remained largely the same since their establishment, despite significant changes to the security situation in the area. Under the relevant Israeli military legislation, people are prohibited from accessing closed military areas unless granted permission by the Israeli authorities, which is rarely possible to obtain. The military commander has the authority to arrest individuals entering the area without authorization and to seize their livestock.<sup>23</sup>

The enforcement of this restriction, however, has been erratic. As a result, there are approximately 5,000 Palestinians, mostly Bedouins and herders, who reside in 38 communities in closed military zones (including outside the Jordan Valley area) despite the formal prohibition. Many of these communities existed prior to the closing of the area. Thousands of other residents rely on access to these areas for herding. Firing zone residents are among the most vulnerable West Bank communities. Most residents have limited or difficult access to services (such as education and health) and no service infrastructure (including water, sanitation and electricity infrastructure). The Israeli authorities regularly carry out demolitions in these communities, mostly in the context of executing eviction/evacuation orders.<sup>24</sup>

## EMPOWERING VULNERABLE FARMING COMMUNITIES IN THE JORDAN VALLEY

To mitigate the impact of access restrictions to land and water resources, FAO, UNESCO, UNRWA and UN Women, are implementing a joint project supporting the agricultural livelihoods of farmers in eight communities across the Jordan Valley: Jericho, Duyuk, Nweimeh, Auja, Marj Najjeh, Jiftlik, Bardalah and Kardalah. The project is aimed at optimizing the farmers’ utilization and management of the land and water resources available to them. This includes the provision of in-kind and technical support to enable them to diversify their production and raise its quality, to meet the demand of international markets. The technical support component has a special focus on water-saving irrigation and water management skills at the farm and community levels. In this context, around 500 farming families have received drip irrigation networks to increase water efficiency and reduce water loss, along with other inputs such as seedlings of new varieties, fertilizers, double-door systems for green houses, plastic mulch, and insect proof nets. The project is funded by the United Trust Fund for Human Security.

Most of the families residing in or near the firing zones are herders, who rely on access to grazing land for their livelihoods. They routinely face restrictions on grazing their livestock in these areas and are subject to large fines and/or imprisonment for doing so. Reduced access to grazing areas has resulted in increased dependency on fodder and the overgrazing of some areas, both of which contribute to diminished livelihoods. Almost all of these communities are water scarce, accessing less

than 60 litres per capita per day (l/c/d), compared to the 100 l/c/d recommended by the World Health Organization; over half access less than 30 l/c/d. Food insecurity among Palestinians in Area C reaches 24 percent and rises to 34 percent among herders, many of whom live in firing zones.<sup>25</sup> Many of these communities are consequently in need of humanitarian assistance to address or mitigate their vulnerabilities in the short-term.

## THE CASE OF MAK-HUL

Mak-hul is a small Bedouin community comprising 10-12 families (80 people) located in Area C in the northern Jordan Valley (Tubas governorate); it has existed since Ottoman times. Because of its specific location and its traditional way of life, the access restrictions imposed by the Israeli authorities across the Jordan Valley have had a particularly negative impact on the living conditions of the community members.

During the 1970's and 1980's Israel established three military bases and one settlement (Ro'i) that have surrounded the community from all sides, taking up much of the areas traditionally used for the grazing of livestock. Parts of the remaining grazing areas were allocated to the settlement for cultivation and much of the rest (excluding the residential area of the community) was designated as 'firing zones' (see Map). The gradual encroachment into their grazing areas has increased the people's dependence on fodder, the price of which has significantly risen in recent years, undermining the viability of their herding livelihoods.



Movement and planning restrictions have also affected access to and cost of water. Residents report that up until 1967, herders in this area relied on the Jordan River as their main water source, which since then has become inaccessible. Moreover, the amount of water available at the water springs that exist in the area, which served as an alternative water source, has gradually decreased, and access to them has been hindered due to harassment by Israeli settlers and soldiers.<sup>26</sup> Finally, the ICA has rejected repeated requests (including by the Humanitarian Coordinator) to allow the installation of a water filling point 3 km away from Mak-hul, despite its prior approval in July 2009 by the Israeli-Palestinian Joint Water Committee.

As a result, the community relies on a filling point at 'Ein Shibli village, located 15 km away, on the other side of the Hamara checkpoint. Because of the restrictions on vehicles at this checkpoint, there are only two water suppliers that can deliver to the community at a cost of 17 NIS per cubic liter, which is over three times the cost at source. The high water prices incurred by the residents have resulted in an extremely low consumption, estimated at less than 30 liters per person per day for all uses, including livestock.

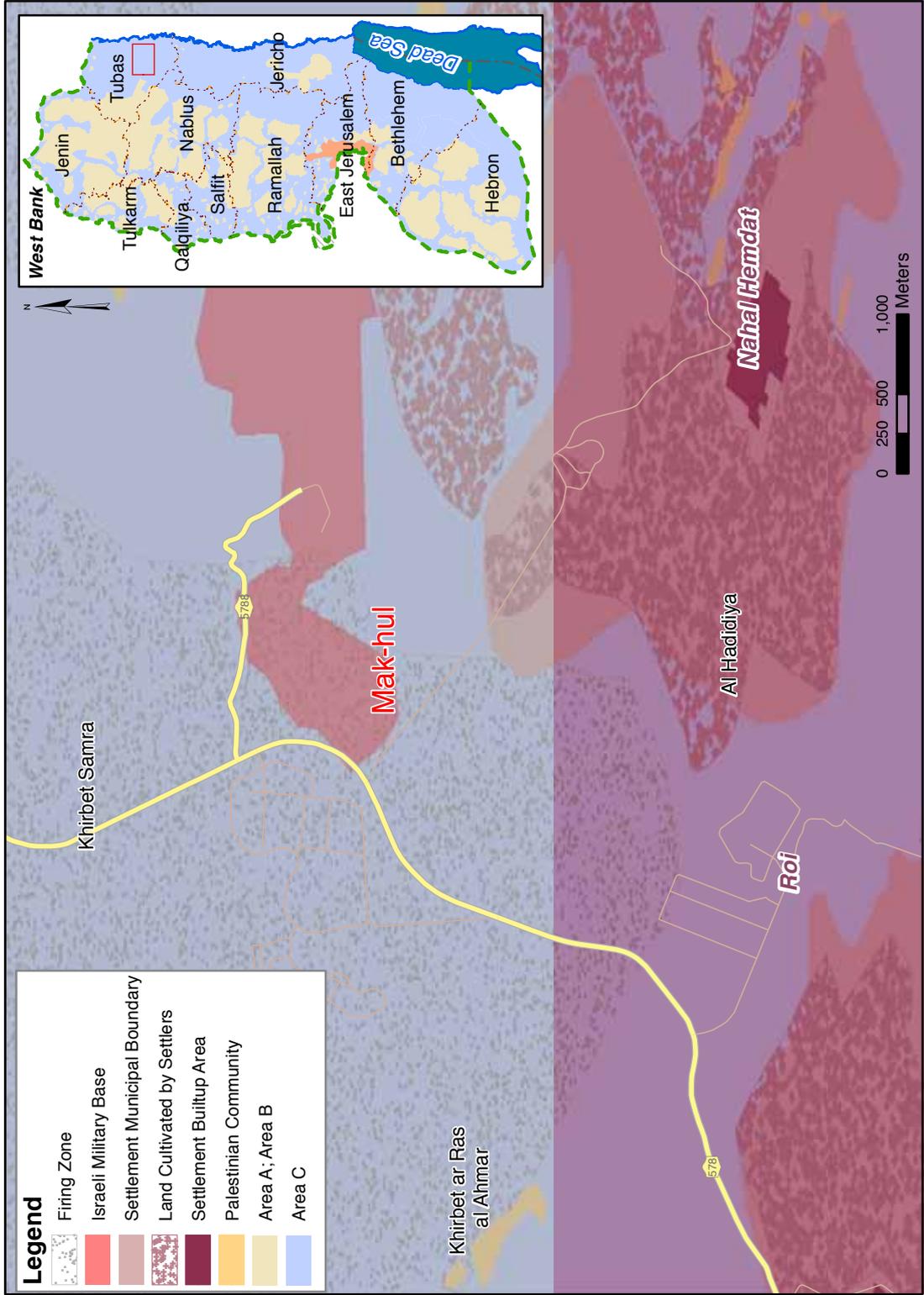
The above challenges have compelled residents to implement negative coping mechanisms, such as the selling of livestock. Community members report that they currently own approximately 4,000 heads of sheep, compared with 7,000 up until 2002 and 12,000 in the 1970s. Due to the movement and planning restrictions, in recent years at least ten families from Mak-hul have chosen to relocate to the nearby towns of Tammun and Tubas.



United Nations Office for the Coordination of Humanitarian Affairs occupied Palestinian territory

# MAK-HUL: LIVELIHOODS UNDERMINED DUE TO ACCESS RESTRICTIONS TO GRAZING LAND

August 2012



## VI. ACCESS TO LAND NEXT TO SETTLEMENTS AND MAIN SETTLER ROADS

Since 1967, large swaths of land across the West Bank have been allocated by the Israeli authorities to the establishment of Israeli settlements, contrary to international humanitarian law. At present there are some 150 official settlements (residential and others), along with approximately 100 unauthorized outposts, with a total population of over 500,000. Citing security and safety reasons, the Israeli authorities have restricted Palestinian access to agricultural land in the vicinity of settlements and key transportation routes used by Israeli settlers.

Fifteen Israeli settlements, with a population of almost 200,000 people, are located in East Jerusalem. The remaining 135 official settlements are located in Area C. The municipal boundaries of these settlements, which collectively cover over nine percent of the West Bank,<sup>27</sup> have been designated by an Israeli military order as a closed military zone to which the entry of Palestinians is restricted. The municipal areas of settlements are usually larger than their 'outer limits', which are the fenced-off areas around the built-up areas. A study by 'Peace Now' based on official data obtained from the ICA indicates that almost a third of the land included within the 'outer limits' of settlements in Area C is privately owned by Palestinians.<sup>28</sup>

In other cases, Palestinian access to agricultural land in the vicinity of settlements has been limited not by military orders and physical barriers but by means of systematic intimidation by Israeli settlers. Such incidents reported by humanitarian and human rights organizations include shootings, beatings, verbal abuse and threats, stone throwing, unleashing of attack dogs, striking with rifle butts and clubs, destruction of farm equipment and crops, theft of crops, and killing or theft of livestock, among others.

### The 'prior coordination' regime

For the last few years, access to Palestinian private land within the settlements' outer limits has been subjected to 'prior coordination' with the Israeli authorities. If approved, farmers will be granted a limited number of days during which they can access their land within, or next to, a settlement's outer limits. To that effect, farmers must submit a request to the Palestinian DCL office in their area, including documents proving their ownership over a relevant parcel of land, which is then transferred to the Israeli DCL for consideration. This regime is implemented irrespective of the fact that, in some cases, the fencing of the Palestinian private land was performed by Israeli settlers without any kind of permit or authorization by the Israeli authorities.<sup>29</sup>

Following a landmark judgment issued by the Israeli High Court of Justice (HCJ) in 2006,<sup>30</sup> the Israeli authorities began to gradually expand the 'prior coordination' regime to agricultural areas where settler intimidation was recurrent.

By the end of the reporting period, the 'prior coordination' regime was in place in relation to access to land within, or in the vicinity of, 55 Israeli settlements and settlement outposts, affecting farmers residing in some 90 Palestinian communities and villages.

Regular monitoring carried out by OCHA during this period suggests that in most areas the 'prior coordination' system has functioned more effectively than in the past.<sup>31</sup> This was reflected particularly during the last olive harvest season (October-November 2011), during which, farmers were generally able to access their olive groves at the coordinated times, and relatively few incidents of violence were reported on those opportunities.

Moreover, in a number of cases, farmers were allowed to access their land in the vicinity of settlements on additional periods of the year, outside the olive harvest season. For example, on April 2012, farmers from more than 30 villages and communities in the Nablus governorate were allocated between two to four days to plow their land next to 11 different Israeli settlements.<sup>32</sup> This extra access is likely to raise the productivity of the affected land and trees, and translate into increased income for the Palestinian farmers and their communities.

However, the application of the 'prior coordination' regime as such continues to be of concern. This regime not only puts the onus to adapt to the access restrictions on the Palestinian farmers, rather than on Israeli settlers, but has also proven largely ineffective in preventing attacks against trees and crops, as most of the attacks occur outside the times allocated through the coordination process. During the reporting period, over 10,700 olive trees were burned, uprooted, poisoned by chemicals or otherwise vandalized, mostly in areas adjacent to settlements at times when Palestinian access was restricted.

## Access to land in the vicinity of settler roads

In some areas, access to agricultural land by Palestinian farmers has been blocked by the Israeli authorities on grounds of 'road safety', rather than security. Most such cases affect the intersection between a main road used by Israeli settlers (in addition to Palestinians) and a dirt road leading into a farming area. During the reporting period, this practice was particularly evident in the southern West Bank, and was the main factor behind the overall increase in the total number of obstacles (see Annex I).

In the Hebron governorate, access to about 15 dirt tracks leading from Road 35 to agricultural land on both sides of the road was blocked by Israeli military during June 2012. Road 35 is the main east-west traffic artery connecting Israeli settlements in the Hebron area with Israel. In the Bethlehem governorate, four separate routes leading from Road 60 to farming land located to the west of the road, next to the Gush Etzion settlement area, have also been blocked. Road 60 is the main north-south



Palestinian owned groves behind Kamaf Tzur's perimeter fence

## THE CASE OF PRIVATE LAND WITHIN KARMEI ZUR SETTLEMENT

KarmeiTzur is an Israeli settlement established in 1984 on land within the administrative boundaries of Beit Ummar and Halhul villages, in the northern part of the Hebron governorate. Its population is estimated at 725, including an unauthorized outpost (Zur Shalem) erected next to it.

In 2002, the Israeli authorities decided to establish a series of buffer zones (also known as 'Special Security Areas') around settlements that were left on the 'Palestinian side' of the Barrier, with the stated purpose of protecting such settlements from terror attacks. These buffer zones entailed the erection of a secondary electronic fence at a distance of up to 400 meters around the existing perimeter fence of settlements.<sup>33</sup>

KarmeI Tzur is one of the cases where this scheme has been implemented and completed by 2005. According to B'Tselem, the area declared as a buffer zone and included within the secondary fence is 170 dunums; this represents a 130 percent increase in the area within the settlements outer limits.<sup>34</sup> Following a petition to the Israeli HCJ filed by farmers from Beit Ummar and Halhul, the Israeli authorities put in place a 'coordination mechanism', which included the opening of three gates along the electronic fence for the access of farmers.<sup>35</sup> The land left behind the fence is cultivated with grapes, plums and olive trees. At present, 45 farmers from Beit Ummar and 11 from Halhul are provided with limited access to these areas via the coordination mechanism.



Nasser Abu Maria is one of the farmers from Beit Ummar, cultivating land within the outer limits of KarmeI Tzur:

*“My family owns three dunams of land planted with grapes and plums that were isolated inside the fence... These are labor intensive crops, much more than the olives, and to maximize the productivity we need to reach the land at least once a week throughout the year for maintenance, in addition to one full week every day during the harvest season. We never get that much days of coordination... Even during the harvest we don't get more than a day a week. During the winter, between December and March, there is no coordination at all. The Israelis say that we don't need that, but because of the soil is wet this the best time for fertilizing”.*

*“At the end, most of the coordination requests are approved, but the system is not reliable. Very often we receive a call from the Palestinian DCL the day before we were supposed to enter, saying that the Israelis have postponed. This disrupts the work. Because of the sensitivity of the fruits, even short delays in harvesting result in the spoilage of part of the produce. The productivity has also been reduced because we are not allowed to enter bulldozers in order to renew the trees. The natural life of these types of trees is 10-15 years and then their productivity starts to decline.”*

*“The yearly income we make out of these three dunums is no more than 3000 NIS. This is approximately a third of the income they yielded before the fence was built. This can hardly cover the expenses. The only reason for continuing cultivation is to keep the land, which otherwise will be taken over by the settlers.”*

traffic artery in the West Bank and connects Israeli settlements in Bethlehem and Hebron governorates with Jerusalem.

In the town of Al Khader, next to Bethlehem City, there are some 70 families who own agricultural land on the western side of Road 60, planted mainly with grape vines. Historical routes leading into this area from the west and from the south have been blocked following the establishment and expansion of the Betar Illit and Neve Daniel settlements, and the adjacent settlement outpost. As a result, this area can be reached with vehicles only via dirt tracks from the east, stemming from Road 60, which were recently closed with earthmounds and roadblocks.

“Since April, we can access the land only on foot or with donkeys” said a Palestinian farmer from Al Khader. “Last month, when we had to fertilize the land, we were forced to leave the tractors at home and carry the fertilizers with our hands. It was very hard... If these closures are not removed before the harvest season, the quality of the grapes and their value will be affected and our income reduced.”

Field visits conducted by OCHA at the recently blocked junctions suggest that the safety concerns related to the entry and exit of agricultural vehicles



to fast roads are genuine. However, the way in which these concerns have been dealt with by the Israeli authorities, disproportionately penalizes vulnerable farmers, leaving some of them with no reasonable alternative to maintain their livelihoods. Additionally, according to local residents in the Bethlehem area, the recent closures have resulted in a significant increase in the number of farmers exposed to accidents while riding on their donkeys along and across Road 60 to reach their fields.

# CONCLUSIONS AND WAY FORWARD

Most of the movement restrictions addressed in this report were introduced during the four years that followed the outbreak of the second Intifada in September 2000. The Israeli authorities have justified them as temporary measures to contain Palestinian violence against Israeli soldiers and civilians. However, despite the significant improvement in the security situation, many of them have remained in place, hindering the access of the Palestinian population to livelihoods and basic services, including health, education and water supply.

Notwithstanding these ongoing restrictions, a series of easing measures implemented by the Israeli authorities during the reporting period have shortened the travel time for tens of thousands of villagers to six main cities (Nablus, Tulkarm, Salfit, Ramallah, Jericho and Hebron), thus facilitating their access to services and livelihoods.

The access easings implemented since 2008 took place alongside the gradual emergence of an alternative road network serving the Palestinian population, which entails tunnels, underpasses and upgraded roads, and 'compensates' for the lost or reduced access to the main road network. Despite the immediate respite that this alternative network provides to the affected populations, it also entrenches the exclusion of Palestinians from main roads and contributes to the fragmentation of the West Bank. At the same time, some of the main roads, along with extensive land resources that became inaccessible to Palestinians, are increasingly used to service the Israeli settlements established throughout the West Bank in contravention of international humanitarian law.

As the occupying power, Israel is responsible for ensuring that the humanitarian needs of the local population in the oPt are met, and that Palestinians are able to exercise their human rights.<sup>36</sup> Indeed, the right to freedom of movement can be limited under international law if legitimate security needs so require. However, the limitation must only be "to the extent strictly required by the exigencies of the situation", it should not involve discrimination on prohibited grounds, and must be consistent with other legal obligations applicable to the state.<sup>37</sup> In the case of Israel's restrictions on the West Bank, given the illegality of settlements under international law, and the close relationship between the settlements and the system of movement restrictions, the legality of the latter is called into question.

To reduce the vulnerability of those affected by poor access to services and livelihoods and to comply with its legal obligations under international law, the Government of Israel must aim at dismantling the system of movement restrictions in line with its obligations under international law. This must include the opening of all routes into the main urban centers, the revocation of the permit regime associated with the Barrier and with access to East Jerusalem, the opening up of 'closed military zones' for Palestinian movement and use of the land, and the lifting of restrictions on vehicular access to the Jordan Valley and within the Old City of Hebron.

While the Government of Israel bears primary responsibility for addressing the current situation, third states share responsibility for ensuring respect for international law in the oPt.

## ANNEX I: THE CLOSURE SURVEY

In the comprehensive closure survey completed at the end of June 2012, OCHA field teams documented and mapped 542 obstacles blocking Palestinian movement within the West Bank. These include 61 permanently staffed checkpoints (excluding checkpoints on the Green Line), 25 partial checkpoints (staffed on an ad-hoc basis) and 436 unstaffed physical obstacles, including roadblocks, earthmounds, earth walls, road gates, road barriers, and trenches.<sup>38</sup>

More than half of the permanently staffed checkpoints (35 out of 61) are located at road intersections with the Barrier and are used by the Israeli authorities to control access to East Jerusalem, to Palestinian enclaves, and to Israel. Of the remaining 26 checkpoints, 11 are located within the Israeli-controlled area of Hebron City (H2 area), and the rest on key routes elsewhere in the West Bank (see table below).

For methodological reasons, the total number of obstacles mentioned above (542) does not include some categories of physical obstacles deployed by the Israeli authorities within the West Bank territory:

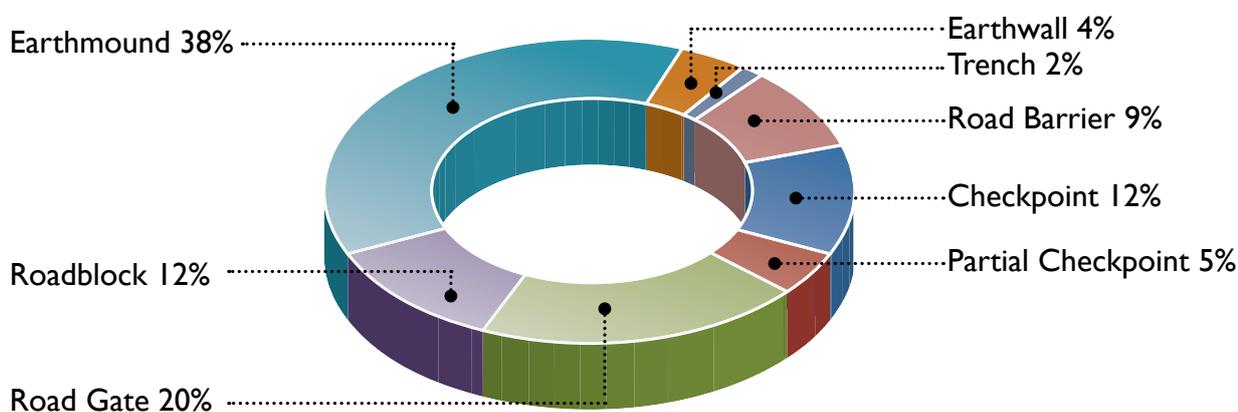
- Some 350 kilometers of the Barrier constructed within the West Bank (or 80 percent of the completed sections), which block dozens

of roads and paths to Palestinian land and localities.

- The 73 agricultural gates leading into areas isolated by the Barrier.
- 112 physical obstacles deployed through the Israeli-controlled area of Hebron City (H2), which were not counted in the initial years of this survey (the figure above does include the 11 main staffed checkpoints in this area).<sup>39</sup>
- Approximately 410 ad-hoc ('flying') checkpoints deployed on average every month. This type of checkpoint operates for several hours each time without permanent infrastructure on the ground.

The total of 542 obstacles represents a net increase of 20 obstacles, or nearly four percent, compared to the equivalent figure recorded in July 2011 (522). This increase was the result of the removal of 42 obstacles, alongside the installation of 62 new ones at other locations. The largest increase was recorded in the southern West Bank, where a net increase of 20 obstacles was recorded during this period

### OBSTACLES BY TYPE



Checkpoint type	Checkpoint description	Number
Israel and East Jerusalem	Located along the Barrier (except one) and controlling access into Israel and East Jerusalem for Israelis (mostly commuting settlers); Palestinians holding Jerusalem IDs; and a limited number of other Palestinians holding special permits. Some of these checkpoints are also used to control commercial traffic into Israel.	21
Palestinian enclaves	Located along the Barrier and controlling access of Palestinians holding special permits to and from communities isolated by the Barrier; <sup>40</sup> some of these checkpoints also allow access of permit holders to farming land isolated by the Barrier, as well as to workplaces within Israeli settlements.	11
Israel and East Jerusalem + enclaves	Combines the two categories detailed above.	4
Main route	Located on routes on the eastern 'Palestinian' side of the Barrier and controlling vehicular movement of Palestinians from one area to another; some of these checkpoints are also used to prevent entry of Israelis into Area A.	14
Hebron City	Located within or next to the H2 area of Hebron City and controlling movement of Palestinians into or within that area; some of these checkpoints are also used to prevent entry of Israelis into the PA controlled area of Hebron (H1).	11
<b>Total</b>		<b>61</b>

## ANNEX II: VILLAGES FORCED TO USE LONG DETOURS

	Village	Population	Main obstacles	Additional distance to main city/road (in km)
Tubas	Mak-hul	120	Trenches and earthwalls on Road 578	28
	Al Hadidiya	230		28
	Khirbet Samra	50		17
Ramallah	'Ein Sinya	766	Earthmounds into Road 465	13
	Burqa	2,251	Roadblock + checkpoint into Ramallah	30
	Deir Dibwan	5,657	Earthmound into Road 60	13
	Beitin	2,308	Earthmounds into Road 60 and Ramallah + checkpoint	12
	'Ein Yabrud	3,230	Earthmound and roadblock into Road 60 and Ramallah	13
	Silwad	6,595	Roadblock on Road 60	11
	Al Mazra'a Al Sharqiya	4,842	Earthmounds into Road 60	10
Jerusalem	Kafr Malik	3,002	Earthmound into Road 458	15
	Nabi Samuel	275	Barrier (Jerusalem envelope)	28
	Bet Hanina Al Balad	1,143		24
	Al Judeira	2,428		18
	A Jib	4,503		18
	Bir Nabala	5,140		18
	Qalandiya village	1,258		20
	Biddu	7,253		20
	Beit Surik	4,147		20
	Beit Ijza	745		20
	Beit Duqqu	1,730		20
	Al Qubeiba	3,384		20
	Kharayib Umm Lahim	387		20
	Qatanna	6,890		20
	Beit Anan	4,247		20
	Al Eizariya	18,785		16
	Sawahra Ash-Sharqiya	6,188		16
Abu Dis	11,504	16		
Hizma	1,984	7		
Bethlehem	Wadi Rahhal	1,563	Checkpoint on entrance of Efrat settlement + Barrier	20
	Wadi Nis	850		20
Hebron	Qilqis	1,291	Earthmound into Road 60	7-4
	Al Fawwar Camp	7,353	Roadblock on the main southern route into Hebron	10
	Hadab al Fawwar	2,155		10
	Wadi ash Shajna	803		10
	Deir Razih	301		10
	Khallet Bisam			10
	Karma	1,557		10
	Khallet al Arabi			10
Beit 'Amra	2,433	10		
Tulkarm	Ramin	1,932	Earthmounds into Road 557	7
Qalqiliya	Kafr Kadum	3,188	Closed roadgates on main road to Nablus	14

Nablus	Aqraba	8,873	Main road to Nablus prohibited by military order	20
	Yanun	1 10	Main road to Nablus prohibited by military order	20
Salfit	Haris	3,376	Checkpoint next to Ari'el settlement*	15
	Kifl Haris	3,523		15
	Qira	1,240		15
	Deir Istiya	3,420		15
	Marda	2,161		9
	Qarawat Bani Hassan,	4,123		15
	Sarta	2,743		15
	Biddiya	8,747		15
	Mas-ha	2,173		15
	Az Zawiya	5,157		15
	Rafat	2,019		16
Jericho	Marj Na'ja	768	Roadblock on northern route to Jericho**	10
	Az Zubeidat	1,526		10
	Marj Al Ghazal	218		10
	Al Jiftlik	3,987		10
	Fasayil	1,157		10
<b>Total</b>		<b>189,789</b>		

\* Public transportation is allowed through the checkpoint during day hours

\*\* Removed after the end of the reporting period on the occasion of Ramadan

## ANNEX III: PALESTINIAN COMMUNITIES ISOLATED BY THE BARRIER

Governorate	Community	Population	Type of access arrangement
Jenin	Barta'a ash Sharqiya	4,695	Seam Zone permits
	Khirbet Abdallah al Yunis	155	Seam Zone permits
	Khirbet al Muntar Ash Sharqiya	44	Seam Zone permits
	Khirbet al Muntar al Gharbiyeh	29	Seam Zone permits
	Khirbet ash Sheikh Sa'eed	N/A	Seam Zone permits
	Umm ar Rihan	416	Seam Zone permits
	Dhaher Al Malih	223	Seam Zone permits
	Wadi Al Khazrak	100	Seam Zone permits
Tulkarm	Khirbet jubara	319	Seam Zone permits
	Nazlat 'Isa *	70	Seam Zone permits
Qalqiliya	Arab ar Ramadin ash Shamali	200	Seam Zone permits
	Arab ar Ramadin al Janubi	250	Seam Zone permits
	'Arab Abu Farda	131	Seam Zone permits
	Azun 'Atma*	74	Seam Zone permits
Jerusalem	Beit Ikxa	2,060	ID address in the community
	Nijem Faqih's House (Qatana)	17	Seam Zone permits
	Dahiyat Al Barid I (Area C) *	200	Seam Zone permits
	Dahiyat Al Barid 2 *#	30	None
	Younis Sheikh's house (Beit Hanina)	19	Seam Zone permits
	Jamal Suleiman's house (Beit Hanina)	19	Seam Zone permits
	At Tur (Bedouins)	350	Seam Zone permits
	Ash Shayyah I	30	Seam Zone permits
	Ash Shayyah 2 (Um al Zarazir) #	22	Coordination
	Al Khalayla	750	Coordination
	An Nabi Samwil	300	Coordination
	Bir Nabala (Bedouins) * #	29	None
	Askar & Khatib families #	30	Coordination
	As Surki & Qunbar #	305	Coordination
	An Numan #	250	Special permits
	Um al Asafir #	53	Special permits
	Watta/Tantour #	64	Special permits
	Anata - Ras Shihada (Bedouins) #	90	Coordination
Hebron	As Seefer	45	Seam Zone permits
Total		11,369	

\* Individual houses from the community

#Within the municipal boundaries of Jerusalem

# ANNEX IV: METHODOLOGY AND DEFINITIONS OF THE OBSTACLES SURVEY

## Methodology

OCHA monitors and maps closure obstacles in the West Bank on a regular basis. Teams of experienced staff with extensive and detailed knowledge of the West Bank travel along every paved road, all significant unpaved roads and the majority of minor tracks in their area of operations. The monitoring survey takes approximately ten full working days for three teams. Each team is equipped with a GPS (global positioning system) unit and a camera.

Each time a significant obstruction is located, the team records its position with the GPS unit for future mapping and takes a photograph of it. The obstacle is then categorized according to pre-determined definitions as described below and given a unique identifying name based on a combination of the nearest main road, nearest village or town, and the governorate and the field office identifying it. Next, the type of access blocked is described, e.g. access of a village to main road, connection between two towns or access from an agricultural road to an olive grove. Records, including the code of the

photograph, are entered on a file in the GPS, relying on pull-down menus to reduce the risk of error.

Only obstacles that effectively block vehicular access along a clear paved or unpaved road are counted. Obstacles within 50 metres of another obstacle on the same route are recorded as one.

The GPS files are down-loaded on a daily basis into a computer using geographic information system (GIS) software to render the information into maps. Maps are printed and crosschecked against other field data jointly by the GIS specialist and a member of the field team. If there is any query, further field checks are carried out to ensure a complete and accurate data set.

It should be noted that the OCHA survey is extensive, but not necessarily exhaustive, as some of the smaller routes may be missed. Thus, the figures produced by OCHA should be considered a minimum number and not reflective of the total number of obstacles.

## Definitions

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**Checkpoints:** are composed of two elements - an infrastructure which impedes vehicular and pedestrian traffic and permanent presence of Israeli security personnel (e.g. the IDF, the Border Police, the civil Police, a private security company). Security personnel usually check the documentation of persons crossing the checkpoint and conduct searches on their vehicles and their belongings.



**Partial Checkpoints:** are made up of similar infrastructure as checkpoints but are not permanently staffed. Frequently, the partial checkpoint infrastructure is installed on roadsides and, therefore, does not directly obstruct the traffic. When staffed, partial checkpoints function as the full checkpoints described above. When unstaffed, the traffic may flow relatively freely along the route.



**Earthmounds:** are mounds of rubble, dirt and/or rocks put in place by IDF bulldozers to prevent vehicular movement along a road or track. Several mounds less than 50 meters apart, blocking the same route, are only counted as one closure. If a mound is pushed to the side (by IDF or Palestinians) or if a route around it is created and vehicle access is possible, the mound is not recorded as an obstacle. Earth mounds are often removed or circumvented and then re-built and/or enlarged. Therefore, some of them appear on one map, disappear from the next and then subsequently reappear.



**Roadblocks:** are constructed from one or more concrete blocks of about one cubic meter and, like earthmounds, are used to prevent vehicle access to land or roads. In all other respects, they are the same as earthmounds.



Trenches (or ditches): are dug across flat land or along the side of a road to prevent vehicles from going around a closure obstacle on the road.



Road Gates: are metal gates used to block access to a route. All road gates (including those which were open when recorded by OCHA) are marked on the maps as closures, until the infrastructure is removed.



Road Barriers: may be composed of a fence or a concrete barrier running along the side of a road. To be classified as a road barrier, this type of infrastructure should be at least 100 metres long and obstruct free passage of people, vehicles or livestock, onto, off or across the road.



Earthwalls: are Road Barriers, as defined above, composed of a series of earthmounds.

# ENDNOTES

1. Israeli Civil Administration, *Progress Report on Transportation*, June 2012.
2. Following this removal, two new checkpoints were installed a few kilometers down the road preventing residents of Nablus (except members of the Samaritan community) from reaching the road serving Israeli settlers coming from Har Bracha settlement. The negative impact of these new checkpoints, however, is very limited.
3. These include: Road 557, between Elon Moreh settlement and Awarta checkpoint (prohibited); Aqraba-Awarta-Nablus road through Itamar settlement (prohibited); Bypass Road 60, between Yitzhar and Jit partial checkpoints (closed intermittently for Palestinians due to settler violence); and the road between Asira ash Shamaliya and Shave Shomron partial checkpoints (prohibited).
4. Advanced health services include an emergency center, a laboratory and specialized clinics. Alquds Open University has only one branch in the governorate in Salfit city, as well as The School of Industry and Commerce.
5. In contrast to the continued restrictions on the village's access to Ramallah City, the removal of the Ein Yabrud road block during the previous reporting period, has improved the village's access to Road 60, reducing the distance from over 20 kilometers via 'Atara and Eyoun Al Haramiya junctions to four kilometers via Ein Yabrud-Road 60 junction.
6. Report of the Committee for the Regularization, Control and Enforcement of the Employment of Palestinian Workers in Israel, May 2011, p. 23.
7. See, OCHA, *Humanitarian Atlas*, December 2011, p. 24
8. Most of these communities are in the Bethlehem governorate, where approximately 22,000 residents in nine rural communities will be cut off from the urban centre by the route of the Barrier around the Gush Etzion settlement bloc.
9. For further details see *The Humanitarian Monitor*, September 2011.
10. See OCHA-WHO, *Barrier update: Six years after the Advisory Opinion of the International Court of Justice on the Barrier: the Impact of the Barrier on Health*, July 2010.
11. OCHA raised the issue of emergency access to the enclave in general, and these two specific incidents in particular, in a meeting with the Israeli DCL office for Jenin on 3 July 2012. The DCL office committed to send a detailed response. This had not been received by the time of publication .
12. Qalandiya (north), Zeitoun (east) and Gilo (south). Only Palestinian staff of UN agencies and international organizations and, recently, medical doctors can enter through any checkpoint. Until now, access through Shu'fat Camp checkpoint is permissible for permit holders only if they are residents of Anata and Shu'fat Camp. Following the completion of Barrier construction near Shu'fat Camp and the expansion of the checkpoint, it will operate like the above checkpoints designated by the Israeli authorities for entry into East Jerusalem. Workers employed in Giv'at Ze'ev settlement are allowed to use Al Jib checkpoint.
13. Chronic patients can receive permits to cover the period of a specific treatment, based on hospital request.
14. PRCS data as cited by WHO, *Barriers to Palestinians' Right to Access Health Services in the oPt*.
15. According to figures provided to OCHA by the Israeli DCL office for the Jerusalem periphery.
16. This is the number of communities and individuals in this category which have been identified and surveyed to date by OCHA. UNRWA's Barrier Monitoring Unit has recently completed a more detailed survey of West Bank ID holders 'stranded' on the Jerusalem side of the Barrier.
17. These restrictions have a particularly devastating impact on women, who usually move to live with their husband's extended family on marriage and are therefore separated from their own families, friends and communities. Women's Center for Legal Aid and Counselling (WCLAC), *Life Behind The Wall*, November 2010, p. 28.
18. These include: Tel Rumeida, Beit Hadassa, Beit Romano, Avraham Avinu and Giv'at Ha'avot. The

- precise number of settlers in the City Center has not been made public. Also, the number fluctuates, since many of the residents in the settlement are *yeshiva* students or foreign visitors.
19. B'Tselem and ACRI, *Ghost Town: Israel's Separation Policy and Forced Eviction of Palestinians from the Center of Hebron*, May 2007.
  20. See OCHA, *The Humanitarian Monitor*, February 2012.
  21. Video available at: [http://www.btselem.org/beatings\\_and\\_abuse/20120704\\_border\\_police\\_officers\\_assaults\\_burqan](http://www.btselem.org/beatings_and_abuse/20120704_border_police_officers_assaults_burqan)
  22. This figure excludes the areas within the municipal boundaries of settlements, which are also defined as closed military zones.
  23. The declarations were made pursuant to the Order Regarding Security Provisions (Closing of Training Areas) (No. 377), 5730 – 1970, and section 90 of the Order Regarding Security Provisions (Judea and Samaria) (No. 378), 5730 – 1970, which was amended numerous times.
  24. 24 Many of the communities have sustained multiple waves of displacement and property destruction. Some 45 per cent of demolitions (551 structures) of Palestinian-owned structures in Area C since 2010 have occurred in firing zones, displacing over 800 Palestinian civilians. Israeli settlement outposts established in the firing zones do not normally face demolitions of their structures.
  25. 2011 Socio- Economic and Food Security (SEFSec) survey, jointly conducted by the Palestinian Central Bureau of Statistics (PCBS), the UN Food and Agriculture Organization (FAO), the UN Refugee and Works Agency for Palestine Refugees (UNRWA) and the UN World Food Programme (WFP).
  26. The main spring in this vicinity of Mak-hul is Ein Al-Hilwe. Access to this spring has been systematically disrupted due to intimidation by Israeli settlers and soldiers. For further background on access restrictions to water springs see OCHA, *How dispossession happens*, March 2012.
  27. B'Tselem, *By Hook and by Crook: Israeli Settlement Policy in the West Bank*, July 2010.
  28. Peace Now, *Guilty, Construction of Settlements upon Private Land – Official Data*, March 2007.
  29. See for example, B'Tselem, *'Ofra: an Unauthorized Outpost*, September 2008.
  30. HCJ 9593/04, *Rashad Murad and others v. IDF Commander in Judea and Samaria*.
  31. One of the exceptions to this trend, where no improvement could be observed is the eastern Bethlehem area. This is due to a variety of factors, including the lack of awareness about the regime by the Palestinian farmers.
  32. This followed negotiations between the Israeli and Palestinian DCL offices, which were supported by the International Committee of the Red Cross (ICRC), as well as by the Prime Minister's office of the Palestinian Authority.
  33. For further background see B'Tselem, *Access Denied*, September 2008.
  34. B'Tselem, *Ibid.*, p. 36.
  35. HCJ 5624/06, *Beit Omar Municipality et al. v. The Military Commander in the West Bank et al.*
  36. As the occupying power, Israel is responsible for the implementation of both International Humanitarian Law and International Human Rights Law. On the applicability of these legal bodies see ICJ, *Legal Consequences of the Construction of a Wall in the Occupied Palestinian Territory*, Advisory Opinion of 9 July 2004.
  37. See for example articles 4 and 12(3) of the International Covenant on Civil and Political Rights.
  38. For the methodology used in the survey and a definition of the different types of obstacles, see Annex I.
  39. For further elaboration on developments related to the access restrictions and their impact in the H2 area of Hebron City, see Section IV of this report
  40. Checkpoints controlling access to East Jerusalem for communities isolated from the rest of the city by the Barrier are considered enclaves.



Jubara Barrier gate (Tulkarm), July 2012



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