



The Humanitarian Impact of the West Bank Barrier on Palestinian Communities

EAST JERUSALEM

June 2007

Update No. 7







The Humanitarian Impact of the West Bank Barrier on Palestinian Communities: East Jerusalem

■ Table of Contents

	Introduction	4
	Background	6
Part 1	The separation of East Jerusalem from the rest of the West Bank	8
Part 2	The Barrier and access to medical care	24
Part 3	The Barrier and access to education	30
Part 4	The Barrier and access to religious sites	36
Part 5	The economic decline of East Jerusalem	40
	Appendix	48
	Endnotes	50

■ Introduction

This report examines the humanitarian, social and economic consequences of the Barrier on East Jerusalem. The construction of the Barrier, in conjunction with other restrictions, has meant that Palestinians living in the West Bank can no longer travel freely into East Jerusalem, the city that has been the religious, social and economic centre of their lives for centuries.

A 168 km long, concrete and wire section of the Barrier separates East Jerusalem from the rest of the West Bank. The Government of Israel (GOI) states that the purpose of this barrier is to protect Israeli citizens from terrorist attacks, mostly in the form of suicide bombings.

In 1967, the GOI annexed East Jerusalem and 64 square kilometres of surrounding West Bank land, unilaterally defining this area as the expanded Jerusalem municipality. Almost immediately, the GOI began building settlements in this area, despite these actions being illegal under international law¹.

While the Barrier provides physical security for Israel, it also encircles these settlements, connecting them to Israel, and ensuring that Israeli settlers have free, unimpeded access to Jerusalem. At the same time, the Barrier weaves around and between East Jerusalem and West Bank towns and villages. In some cases it cuts through Palestinian communities, dividing neighbourhoods from each other. In other cases, villages that were once closely connected to Jerusalem now lie on the West Bank side of the Barrier, physically separated from the city.

The report's findings demonstrate how the Barrier has significantly affected Palestinian life:

- Palestinians from the West Bank require permits to visit the six specialist hospitals inside Jerusalem. The time and difficulty this entails has resulted in an up to 50% drop in the number of patients visiting these hospitals.
- Entire families have been divided by the Barrier: Husbands and wives are separated from each other; their children and other relatives.
- Palestinian Muslims and Christians can no longer freely visit religious sites in Jerusalem. Permits are needed and are increasingly difficult to obtain.
- School and university students struggle each day through checkpoints to reach institutions that are located on the other side of the Barrier.
- Entire communities, such as the 15,000 people in the villages of the Bir Nabala enclave, are totally surrounded by the Barrier. Movement in and out is through a tunnel to Ramallah which passes under a motorway restricted for Israeli vehicles only.



Photo by: OCHA

Barrier in the Jerusalem neighbourhood of Abu Dis, dividing the Palestinian community, March 2005

■ Background on the Barrier

The GOI has stated that the Barrier was conceived by the Israeli Defense Establishment to reduce the number of terrorist attacks. It maintains that “the sole purpose of the Security Fence, as stated in the Israeli Government decision of July 23rd 2001, is ... security ... [and] Israel's response to suicide bombers who enter into Israel”.² The GOI has further stated that “the Security Fence is a manifestation of Israel's basic commitment to defend its citizens, and once completed, it will improve the ability of the IDF to prevent the infiltration of terrorists and criminal elements into Israel for the purpose of carrying out terrorist attacks or the smuggling of arms and explosives”.³

The Palestinian Liberation Organization (PLO) has stated that the Barrier's construction and its associated regime within the occupied Palestinian territory (oPt) violates international humanitarian law because it is not justified by military necessity and violates the principle of proportionality. The PLO maintains that the Barrier causes destruction of Palestinian property and infringes Palestinian human rights⁴. The PLO also contends that the “construction of the Barrier is an attempt to annex the territory contrary to international law [and] the de facto annexation of land interferes with the territorial sovereignty and consequently with the right of the Palestinians to self-determination⁵”.

The UN Secretary-General has reported to the General Assembly that “Israel has repeatedly stated that the Barrier is a temporary measure. However, the scope of construction and the amount of occupied West Bank land that is either being requisitioned for its route or that will end up between the Barrier and the Green Line are of serious concern and have implications for the future. In the midst of the Road Map

process...the Barrier's construction in the West Bank cannot, in this regard, be seen as anything but a deeply counterproductive act. I acknowledge and recognize Israel's right and duty to protect its people against terrorist attacks. However, that duty should not be carried out in a way that is in contradiction to international law⁶”.

In its advisory opinion of 9 July 2004, the International Court of Justice (ICJ) found that the Barrier constructed in the West Bank and East Jerusalem is illegal under international humanitarian and human rights law. The Court found that “[Israel] has the right, and indeed the duty, to respond in order to protect the life of its citizens. The measures taken are bound nonetheless to remain in conformity with applicable international law⁷”.

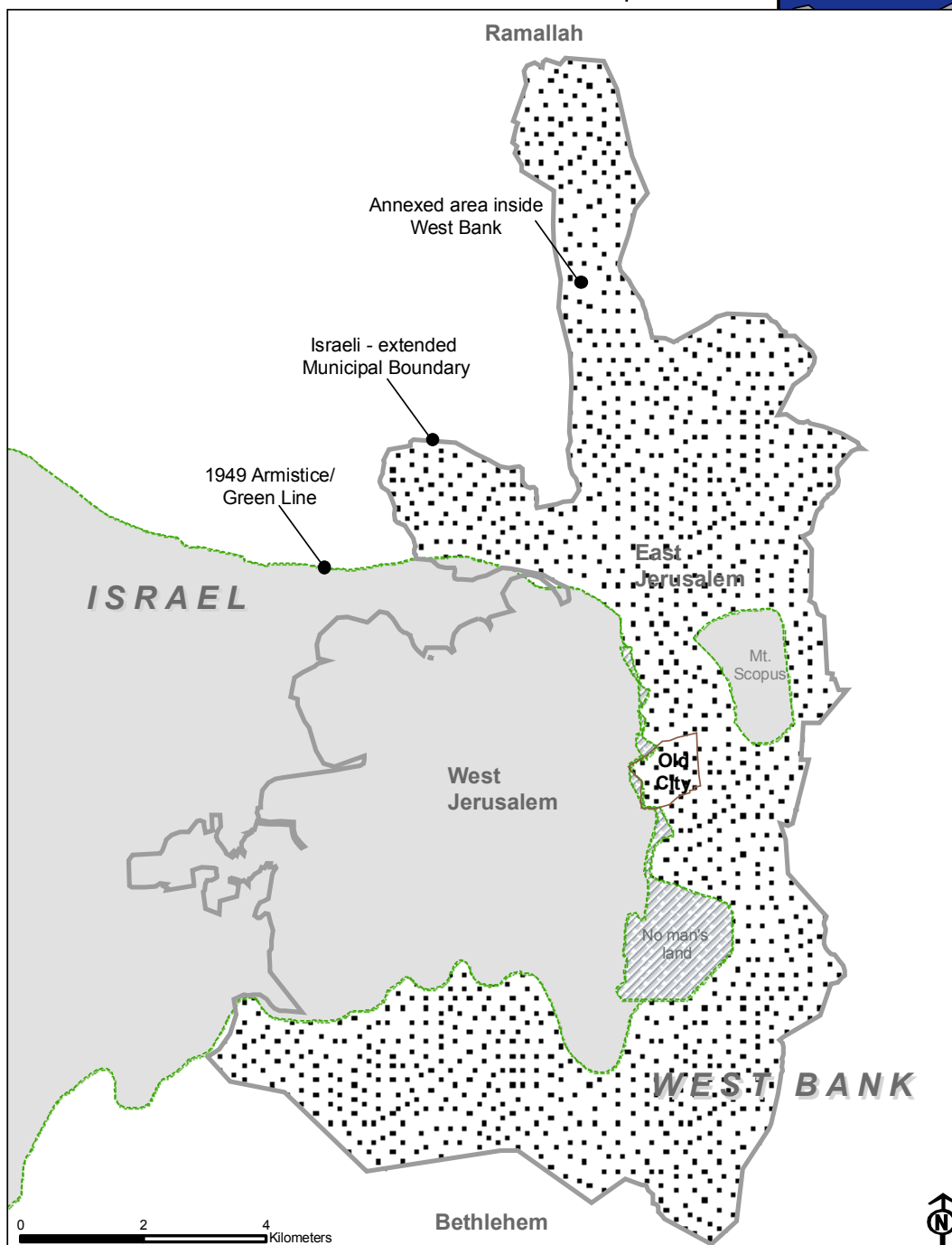
The ICJ concluded that “Israel also has an obligation to put an end to the violation of its international obligations flowing from the construction of the wall in the Occupied Palestinian Territory ... Israel accordingly has the obligation to cease forthwith the works of construction of the wall being built by it in the Occupied Palestinian Territory, including in and around East Jerusalem ... [and] dismantling forthwith those parts of that structure situated within the Occupied Palestinian Territory, including East Jerusalem⁸”.

The Court also concluded that Israel has an obligation to make reparation for the damage caused to all persons and that Israel is under a responsibility to return the land, orchards, olive groves and other immovable property seized for purposes of construction of the Barrier in the oPt⁹. UNROD, the UN Register of Damage, was established by a General Assembly resolution in December 2006., to process damage claims for Palestinians affected by the Barrier.



East Jerusalem extended municipal boundary - after 1967

Area of detail



Part I

The separation of East Jerusalem from the rest of the West Bank

East Jerusalem is part of the West Bank¹⁰. However, since 1993, the GOI has erected checkpoints on roads leading to the city and required West Bank Palestinians to obtain permits to enter East Jerusalem. Palestinian access to East Jerusalem was tightened in September 2000, with the outbreak of the second intifada. A series of additional military checkpoints and obstacles were set up to further restrict Palestinian movement into Jerusalem and Israel.

In 2001, the GOI announced its intention to build a barrier to physically separate Israel from the West Bank to prevent suicide bombers from the West Bank entering Israel¹¹. According to the Israeli human rights organisation B'Tselem, since September 2000, there have been 18 suicide bombings in Jerusalem, including 16 in West Jerusalem and 2 in the settlement of French Hill. A total of 158 people were killed and many more injured. In more recent times members of the Israeli government have acknowledged that the Barrier could also have political implications¹².

As the adjoining map shows, the majority of the Barrier has been constructed across the 1949 Armistice Line – or Green Line – inside the West Bank. The Barrier continues to be built despite the International Court of Justice (ICJ) Advisory Opinion which found that Israel should cease construction and dismantle those parts of the Barrier built inside the West Bank¹³ and East Jerusalem. By May 2007, 408 km of the total 721km Barrier route has been completed (56.5%) while a further 10% is under construction.

The Barrier in East Jerusalem solidifies the various Israeli mechanisms that have been put in place to restrict Palestinian movement between the West Bank and East Jerusalem, namely identity cards, permits and checkpoints. In effect, the Barrier is the physical culmination of these access restrictions which have weakened the connections between East Jerusalem and the West Bank. This part of the report examines each of these mechanisms in turn.



Photo by: Mahfouz Abu Turk

Sheikh Saad, Jerusalem, October 2006



A. The ID card

A person's ability to move in and out of Jerusalem depends on the type of ID card they hold. Israel controls the population registry which contains information on every Palestinian in the West Bank and Gaza Strip above the age of 16 and their place of residence. From this registry, identity cards and permits are issued.

There are three kinds of ID cards:

- West Bank Palestinian,
- Jerusalem Palestinian,
- Israeli.

Palestinians with West Bank ID cards

An estimated 1.98 million Palestinians in the West Bank are eligible for West Bank ID cards¹⁴. The ID card states whether the cardholder is Muslim or Christian, their marital status and lists the name of other family members. Children under 16 do not carry a separate ID card but are listed on their parents' cards. The card contains no information about citizenship.

Unlike other ID card holders, West Bank ID card holders require a permit to enter Jerusalem. To obtain a permit, a person needs to pass an Israeli security checking procedure and obtain a special magnetic card. Since September 2000, these permits have been more difficult to obtain and can be cancelled without notice.

The permits specify the length of stay, the duration of the permit and in many cases specify the checkpoint the person can cross.

Palestinians with Jerusalem ID cards

Approximately 253,000 Palestinians hold Jerusalem ID cards. They are permanent residents of Israel who can live and enter Jerusalem without a permit. Until 2002, bearers of a Jerusalem ID card were listed as "Arab" on the nationality section of the card, although this has now been abolished. Jerusalem ID holders can buy property and work in Israel and receive Israeli taxpayer benefits such as health insurance, social security, and public schooling.

Permanent resident status is not the same as Israeli citizenship. In the early 1990s, Israel offered Jerusalem ID card holders the possibility of obtaining Israeli citizenship and some Palestinians chose to become Israeli citizens during this limited period.

West Bank ID Card



The origin of the 'Jerusalem residency' originates from 1967 when, following a census of Palestinian residents in the Israeli created municipality of East Jerusalem, 66,000 people were granted 'permanent residency' status.

Jerusalem residents who left the city temporarily during the 1967 war missed the census and were denied an opportunity to gain permanent residency¹⁵. They can no longer return to live in Jerusalem. In addition, around 30,000 Palestinian residents of Jerusalem who were living immediately adjacent to, but not within, the Israeli-declared new municipal boundaries at the time of the census were also excluded. They hold West Bank IDs, and require a permit to enter Jerusalem, despite the municipal



THE SEPARATION OF EAST JERUSALEM FROM THE REST OF THE WEST BANK

boundary sometimes being only a few metres away from their homes.

Palestinians residing outside of Jerusalem for seven or more years lose their Jerusalem residency status. In order to maintain their card, under Israeli law, the onus lies on Palestinians to provide proof that Jerusalem is their 'centre of life' and that they are living inside the Jerusalem municipal boundaries. In 2006 over 1360 Palestinians had their ID card revoked. This was five times more than in 2005, and more than in any previous year since 1967¹⁶.

The law continues to force Palestinian residents of Jerusalem to make hard choices about where to establish their lives. If two people marry and one spouse does not hold a Jerusalem ID card he or she faces extreme difficulty in obtaining permission to live with their spouse in East Jerusalem¹⁷. As a result, thousands of married couples are forced to live apart from one another to ensure that at least one of the partners retains his or her Jerusalem status. Since 1982 the Israeli Interior Ministry has not permitted the registration of Palestinian children as Jerusalem residents if the child's father does not hold a Jerusalem ID card, even if the mother is a Jerusalem ID card holder¹⁸.

Israeli citizens

Citizens of Israel are issued with the same ID card as East Jerusalem ID holders. These cardholders move freely within Israel and can live in settlements in the West Bank. They are only prohibited from entering areas under Palestinian Authority administration. In 2005, there were approximately 221,000 Israelis living in settlements in the West Bank and an additional 185,000 living in settlements in East Jerusalem.

Jerusalem ID Card



Israeli ID Card



B. Crossing into East Jerusalem: Checkpoints

Checkpoints

Access through a checkpoint is dependant on a person's identity card. Of the 12 functioning crossing points in the Barrier from the West Bank into Jerusalem, only four are accessible to West Bank ID card holders who have also been granted permits. Six of the eight remaining crossing points are only for Israeli citizens, including those living in settlements in the West Bank, persons of Jewish descent entitled to the Israeli Law of Return, other Israeli residents including East Jerusalem ID holders¹⁹ and non-Israelis with valid visas.

The remaining two checkpoints are a commercial crossing point and a temporary checkpoint in the northern Jerusalem area of Ar Ram. A further three crossing points are planned around Jerusalem (Mazmouria checkpoint, Lazarus/Ras Al Amud and Nabi Samuel gates).

The four checkpoints for West Bank ID card holders are large terminal-like structures with elaborate security checks. The six other crossing points for Israelis, and others holding valid visas or East Jerusalem IDs are less time-consuming. Located on main roads, drivers and their passengers generally drive through, encountering only random ID checks.

Permit bureaucracy

Palestinians must submit applications for permits. A person can apply directly or through an institution (for example, a school or a hospital). Before January 2006, the Palestinian District Civilian Liaison Officers (DCL) often coordinated requests for permits on behalf of individuals. However since the election of the Hamas government in early 2006, the Israeli authorities have ceased all communication with their Palestinian counterparts and now individuals need to apply for permits in person to the Israeli DCL offices²⁰.

The process is difficult, time consuming, and often humiliating. Applicants are often told to return the next day or following weeks to receive the permit, if it is granted. Rejected applicants can re-apply and may be accepted the second time but the outcome is unpredictable. Permits are issued only for a specific reason i.e., for specialised health care, to work, to study, or for family reunification. The denial of a permit is usually on the basis of security. Reasons for the denial of permits are rarely explained to the individual concerned and although he or she has recourse to the Israeli courts, this is a costly and time consuming process.

Crossing the Barrier through Qalandiya checkpoint

After entering the checkpoint, West Bank ID card holders must walk along a concrete passage way surrounded by metal fences and through a total of five turnstiles or revolving gates. The traveller has his or her identification verified and belongings scanned by an Israeli security official at a security post. Only one person can pass through the electric gates at a time which can lead to delays of up to two hours during peak travelling times.

Throughout the process there is no physical contact between the Palestinian commuters and Israeli soldiers who are seated in booths and surrounded by reinforced glass, issuing orders to Palestinian travellers by a loudspeaker system, mostly in Hebrew.

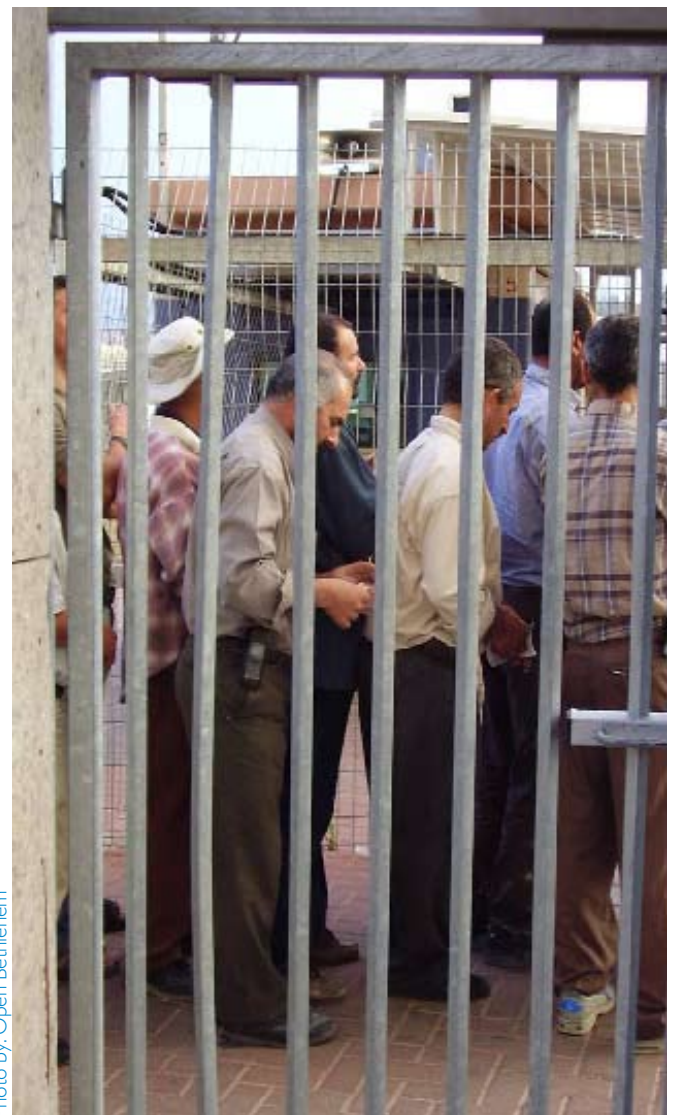
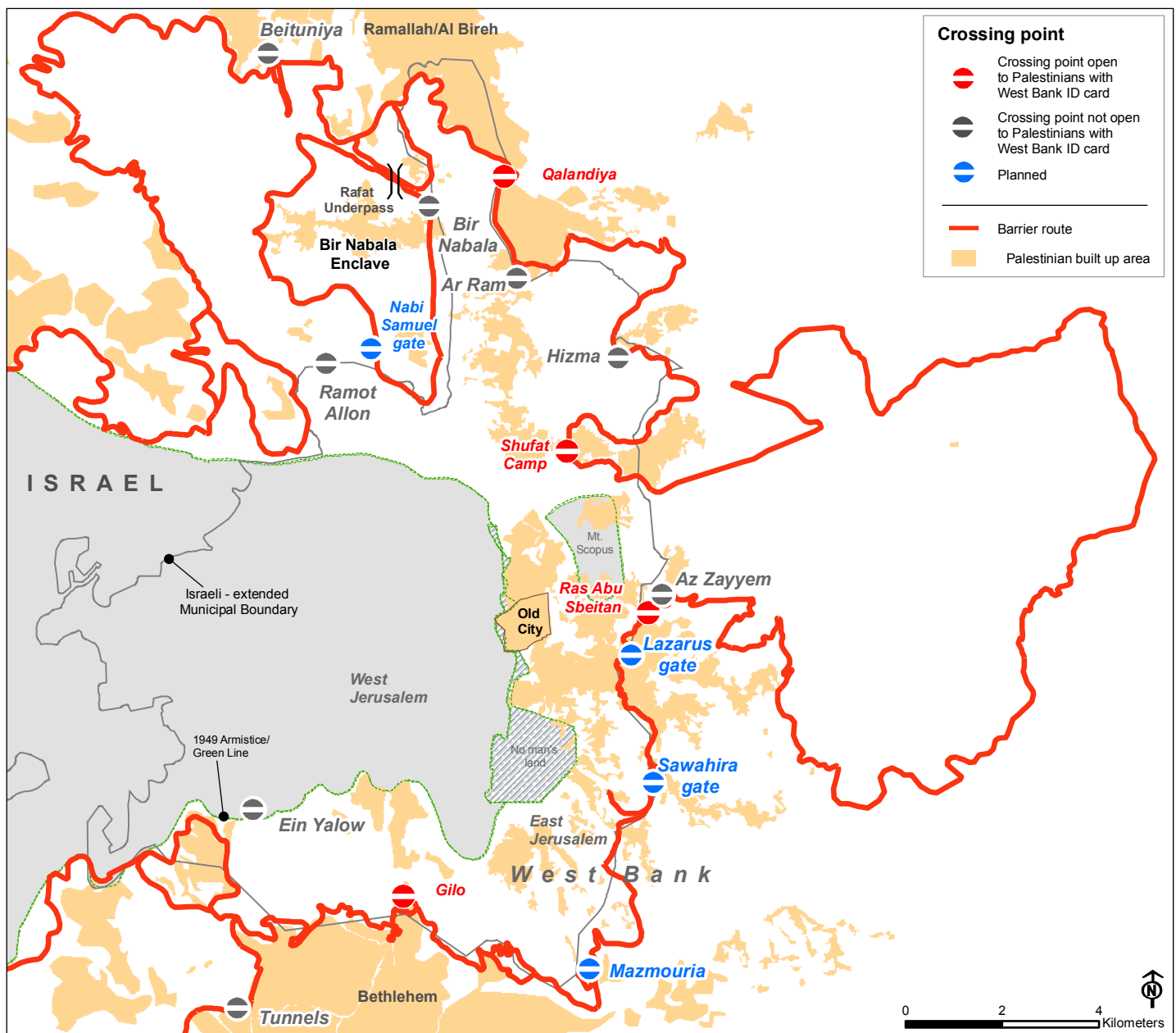


Photo by: Open Bethlehem

Barrier Checkpoint at Bethlehem entrance, 2006



East Jerusalem 2007 - Barrier Crossing Points



C. Route of the Barrier

The section of the Barrier within Jerusalem governorate measures 168 kilometres (km)²¹ in length. Only five kilometres of its completed length runs along the Green Line. The remainder lies inside the West Bank. Construction of the Barrier progressed rapidly throughout 2006 and 2007 and is now near completion, physically separating East Jerusalem from the rest of the West Bank. In conjunction with the complex system of permits, checkpoints and gates, the Barrier has become a de facto border.

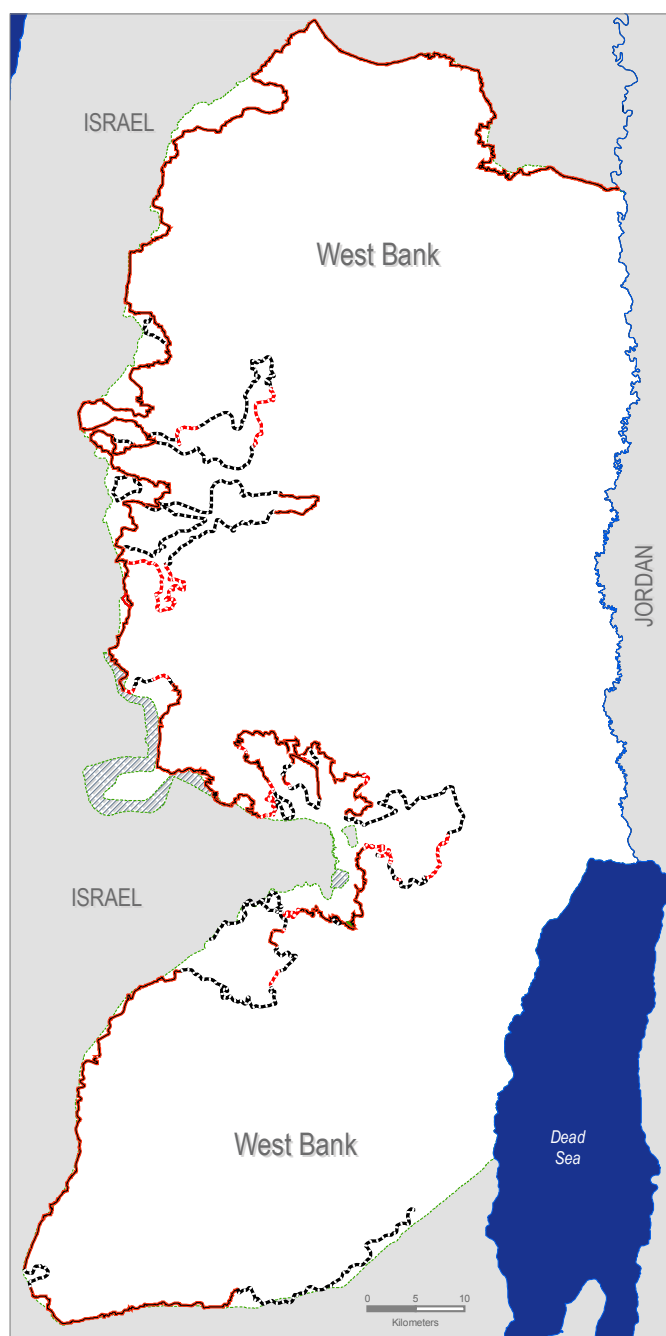
The Barrier's route winds around the Israeli settlements that surround Jerusalem ensuring that the majority lie on the western side of the Barrier with easy access into Jerusalem and Israel. The route runs deep into the West Bank to encircle the large settlements of Giv'at Ze'ev (pop. 11,000) and Ma'ale Adummim (pop. 28,000) which are currently outside the municipal boundary.

By contrast, densely populated Palestinian areas – Shu'fat Camp, Kafr 'Aqab, and Samiramees with a total population of over 30,000 – which are currently inside the municipal boundary, are separated from Jerusalem by the Barrier. Other villages to the north and east of the city, with populations of more than 84,000 are also excluded. In addition, the Barrier runs through the middle of Palestinian communities separating neighbours and families from one another – this occurs in Abu Dis, for example.

To the north of the city over 15,200 Palestinian residents of four villages in the Bir Nabala enclave are completely surrounded by the Barrier on three sides, with an Israeli security road on the fourth, closed to Bir Nabala residents. As a result, these residents are in a totally enclosed enclave isolated from the Jerusalem. The only way in and out is by means of an underpass to Ramallah, which passes under a motorway restricted for Israeli vehicles only.

Approximately 25% of the 253,000 Palestinians living in East Jerusalem²² have been cut off from the city by the Barrier. They can now only reach Jerusalem by crossing a checkpoint to access the services to which they are entitled (see next section), and are at risk of losing their permanent residency status.

West Bank 2007 Barrier Route



The West Bank Barrier (May 2007):

Total Length of the Barrier Route:	721km
Construction currently completed:	408km or 56.5%
Under construction:	71km or 10%
Planned:	242km or 33.5%
Land between the Green Line and the Barrier:	10.17%
Length of planned Barrier around Jerusalem.....	168km
Length of the Barrier on the Green Line:.....	140km or 20%



East Jerusalem 2007 - Barrier Route and Construction Status

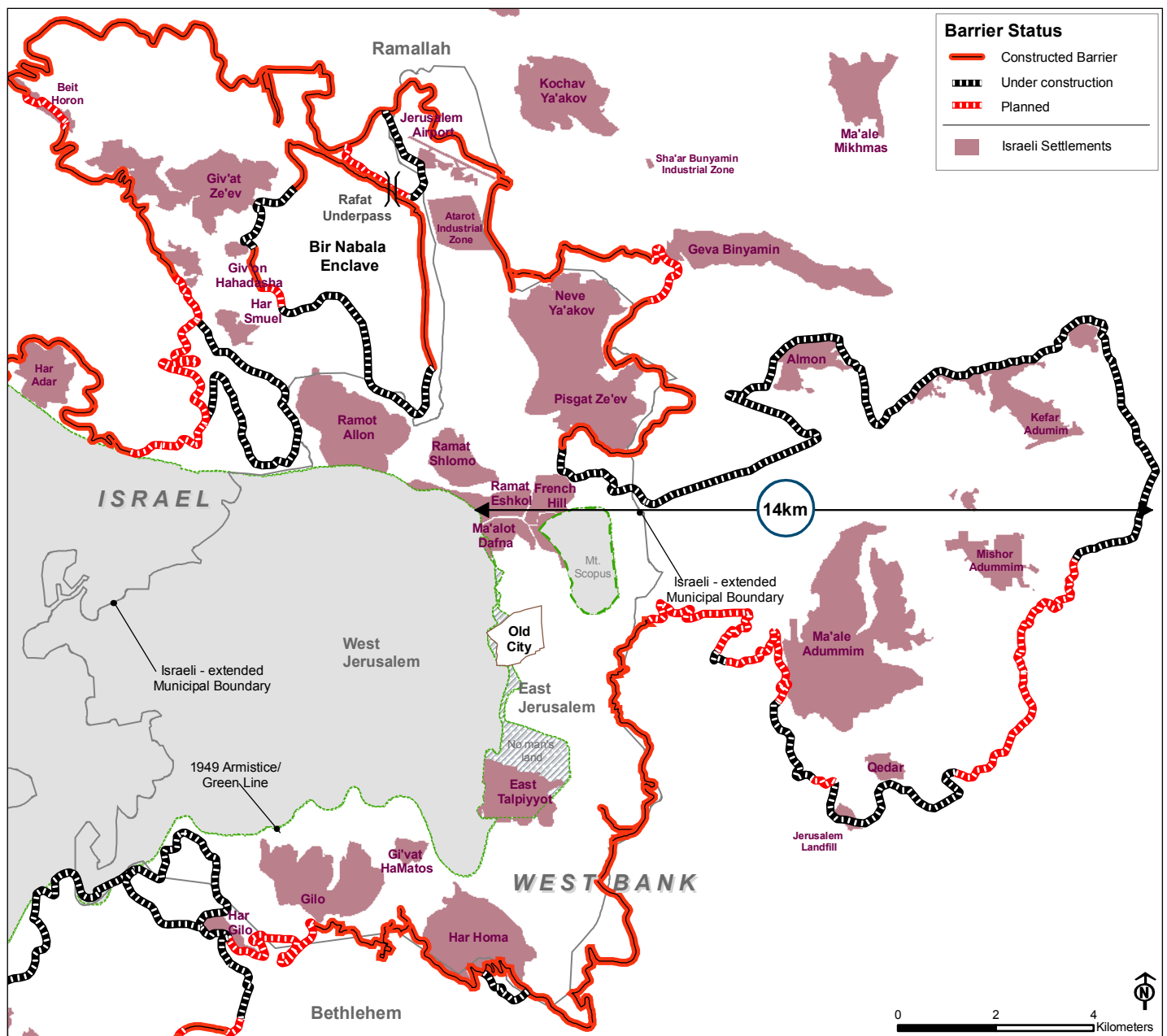


Photo by: OCHA / Steve Sabella



Barrier in Abu Dis - June 2005

Photo by: OCHA / Steve Sabella



The completed Barrier along Road 60 from the Palestinian neighbourhood of Ar Ram to Qalandiya checkpoint, June 2005



Photo by: OCHA / Steve Sabella

The Barrier in Abu Dis, June 2005

The Barrier and Israeli settlement expansion

The Barrier route is largely determined by the location of settlements: it winds around the settlements, ensuring that they are physically connected to Jerusalem and Israel. As a result, over 80% of all Israeli settlers living in the West Bank now reside to the west of the Barrier. The population of the settlements and the area they cover have both expanded rapidly in East Jerusalem. In 2004, the Israeli settler population in East Jerusalem was approximately 190,000 compared to 110,000 in 1987. The area covered by the settlements has more than doubled – from 890 to 2,170 hectares in 2005.

In addition to the settlements within the city, Israeli settlements have been built within the West Bank to form a ring around Jerusalem. The large Israeli settlements of Givat Ze'ev, Ma'ale Adummim and the Gush Etzion bloc located respectively to the north, east and south of Jerusalem are physically connected to Jerusalem by roads that pass through the Barrier and which Palestinians are prohibited or restricted from using. These large Israeli civilian populations in the West Bank and their associated infrastructure further isolate East Jerusalem from the rest of the West Bank.

In 2004, 79% of the total settler population was located in Jerusalem and the surrounding Ramallah and Bethlehem governorates²³. The overall route of the Barrier in the West Bank incorporates 73 Israeli settlements between the Green Line and Barrier; approximately 10.2% of the West Bank lies between the Green Line and the Barrier²⁴.



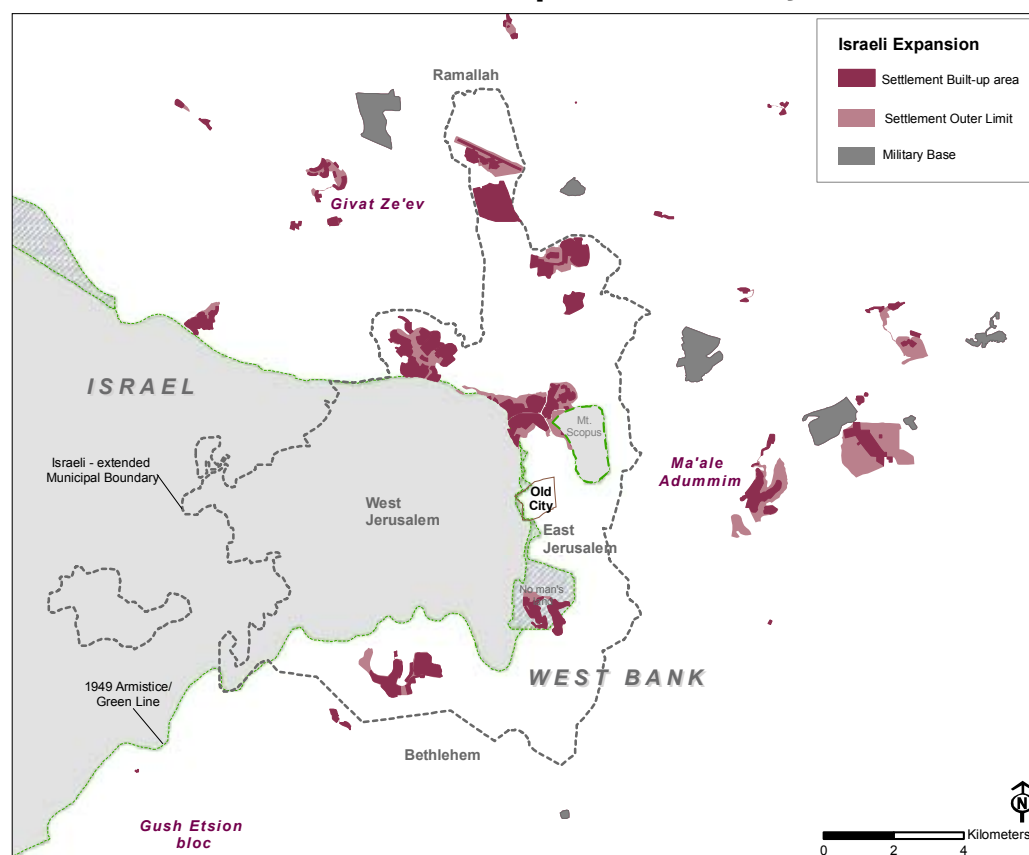
Photo by: J.C. Torday

View of Pisgat Ze'ev, the largest settlement in East Jerusalem, from Hizma, a Palestinian village separated from the city by the Barrier, April 2007.

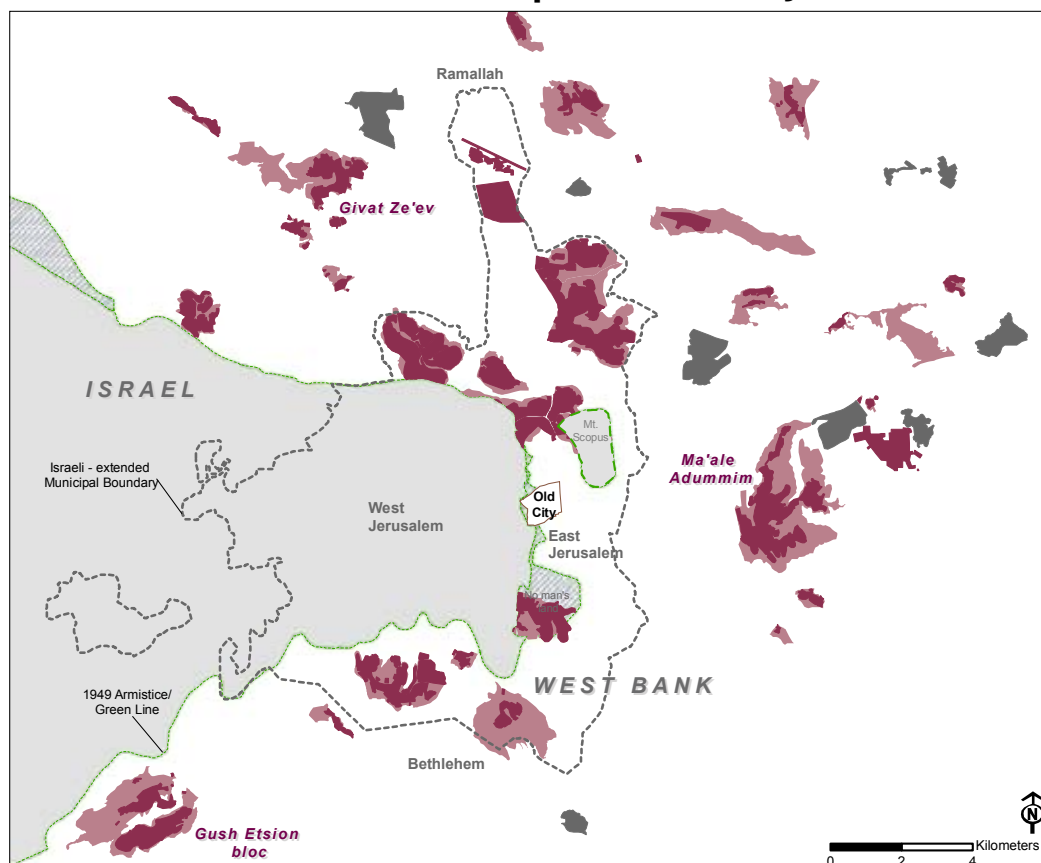
Figure 1: Settlements in East Jerusalem

Settlement Name	Year of Establishment	Settler population (2004)	Area covered in hectares (2005)
Ma'alot Dafna	1968	3,712	61.8
Ramat Eshkol	1968	11,219	87.1
French Hill	1968	6,625	66.8
Gilo	1971	2,7086	270.8
Pisgat Ze'ev	1972	40,911	170.0
Ramot Allon	1973	40,792	292.2
East Talpiyyot	1973	12,200	167.9
Newe Ya'akov	1985	20,374	426.0
Har Homa	1991	4,417	292.2
Ramot Shlomo	1994	13,979	96.4
Jewish quarter, Old City	1967	2,428	11.3
Gi'vat HaMatos	1991	310	27.5
Qalandiya Airport	1967	Industrial/commercial zone	86.7
Atarot Industrial Zone	1970	Industrial/commercial zone	107.2

1987 Israeli Settlement Expansion in the Jerusalem Area



2005 Israeli Settlement Expansion in the Jerusalem Area

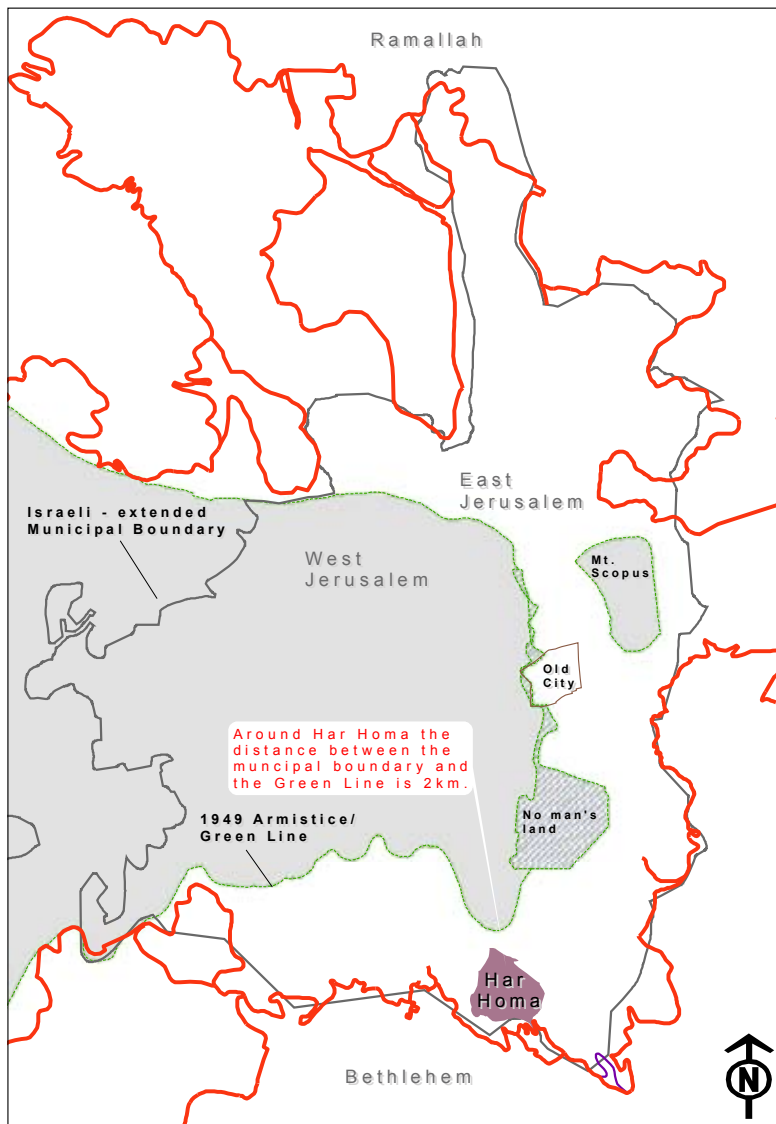


The Barrier and Israeli Settlement Expansion: Har Homa Settlement





View of Har Homa settlement from Bethlehem, now physically separated from Jerusalem by the Barrier, April 2007



Har Homa settlement was established in 1997 on land belonging to Bethlehem, which had been included in the expanded Jerusalem municipal boundary. By 2004, it was home to more than 4,400 settlers and by 2005, covered an area of more than 220 hectares. Now physically separated from Bethlehem and connected to Jerusalem by the Barrier (as seen in the forefront of the photograph), Har Homa is massively expanding.



Photo by: Tom Kay

Case Study - the forced separation of a Jerusalem family

When Sahar and Tariq got married 31 years ago, Sahar had a Jerusalem ID card while Tariq was a West Bank ID holder. Their three daughters were all born in Jerusalem but the family lived in Abu Dis, just outside the Israeli-declared municipal boundaries of Jerusalem, as it was cheaper. As their two eldest daughters were born before 1982, they were given Jerusalem ID cards. However, the youngest daughter was born after 1982 and was ineligible to inherit her mother's Jerusalem permanent resident status as her father was a West Bank ID holder.

When the Israeli authorities began enforcing the 'centre of life' policy the family could not prove residency in the Israeli-declared municipal area of Jerusalem, as they lived in Abu Dis. As Sahar and her two daughters with Jerusalem ID cards live outside of the Jerusalem municipal boundaries, their Jerusalem identification cards were eventually revoked. They have tried to appeal, but the cost of lawyer fees was too high. Now neither Sahar, nor her two eldest daughters, have the right of residency in Jerusalem and all are forced to apply for permits to visit Jerusalem, the city in which they were born.

Soldiers inspect documents at Qalandiya checkpoint near Jerusalem, April 2004



Family Reunification Law

In May 2002, the GOI decided to freeze, for the first time, all family reunification proceedings between Israeli citizens and permanent residents (Jerusalem ID card holders) and their spouses from the oPt.

In July 2003, the Citizenship and Entry into Israel (Temporary Order) was enacted. The temporary order was renewed in 2004 and 2005. The temporary order denies spouses from the oPt who are married to Israeli citizens or permanent residents (Jerusalem ID card holders) the right to acquire citizenship or residency status and thus the opportunity to live with their partners in Israel and Jerusalem. In 2004 it was estimated that the law affected between 16,000 and 24,000 families²⁹. In Israel, foreign spouses who are Jewish are automatically granted citizenship under the Law of Return. In other cases citizenship can normally be obtained after a minimum of four years, and temporary residency is routinely granted.

In July 2005, when the order was renewed, limited exceptions were granted based on gender and age. The amendments permit Palestinian women over the age of 25 and Palestinian men over the age of 35 to apply for temporary visitors' permits to be with their Israeli spouses (including both citizens and permanent residents). However, applying for such a permit is administratively complicated, expensive and often requires the services of a lawyer. Amnesty International, citing Israeli human rights groups, noted that prior to the freezing of family reunification proceedings, "the Israeli Ministry of Interior took an average of five years from the submission of an application to grant or deny the application. The applicant spent another five years in various statuses before receiving permanent residency or citizenship"²⁵. Furthermore, permits can be rejected on the grounds of security with no recourse or reason for the denial. The temporary nature of the permits issued means that the spouse is not entitled to apply for social services or work permits²⁶.

On 14 May 2006, the Israeli Supreme Court dismissed a petition filed by the Association for Civil Rights in Israel (ACRI) and Adalah (The Legal Center for Arab Minority Rights in Israel) requesting an annulment of this temporary law. According to Human Rights Watch, "the majority of justices did find that the current law violates the constitutional right of Israelis to equality and to family life ... However, only a minority of justices felt that the appropriate remedy was to overturn the temporary law"²⁷.

The temporary order expired in January 2007. In late 2006, the Israeli Cabinet advanced legislation extending the temporary order for another two years and in January 2007 the order was debated within the Knesset. It has been reported that draft revisions to the temporary order will establish a committee to deal with requests for exceptions on "humanitarian grounds" given the criticism of the temporary order by the minority judges in the Supreme Court ruling²⁸.

Palestinian residents of East Jerusalem face a real threat of losing their own permanent residency if they move to the West Bank or the Gaza Strip to join their spouses. Israeli citizens are prohibited by the IDF from entering Area A (designated under the Oslo Accords as being under Palestinian Authority security and administrative control) and so have to break Israeli law in order to live with their spouses. If spouses from the oPt stay illegally in Israel with their Israeli spouse and children, they often can't leave the house for fear of arrest and deportation.



The Barrier in Abu Dis, January 2007

Photo by: OCHA / Nir Kafr

Part 2

The Barrier and Access to Medical Care



Photo by: OCHA / Nir Kafri

Specialised care for West Bank patients at Augusta Victoria Hospital, Jerusalem, January 2007



Hospitals in East Jerusalem

Palestinian hospitals in East Jerusalem have an excellent reputation for the standard of health care they offer to Palestinians from all over the West Bank and Gaza Strip. There are six specialist hospitals in East Jerusalem: Augusta Victoria; Makassed; St John's; St. Joseph's; Red Crescent and Princess Bassma. They offer specialised tertiary health care including paediatrics, cardiosurgery, neurosurgery, dialysis and oncology as well as laparoscopy, neurosurgery, radiotherapy, eye surgery, the treatment of severe burns, transplants and diagnostic procedures.²⁹ Augusta Victoria, for example, provides the only paediatric oncological care for children with cancer in the West Bank and Gaza Strip.

On average, 3,000 patients are referred by the Palestinian Ministry of Health (MoH) from other parts of the occupied Palestinian territory to East Jerusalem hospitals each year; and many more (non-referrals) seek care there annually.

However, patients and staff from the West Bank and even areas of East Jerusalem are finding these hospitals increasingly difficult to access following the construction of the Barrier around Jerusalem and the permits needed to enter Jerusalem through the checkpoints in the Barrier³⁰.

What was once a short journey to a medical appointment in East Jerusalem has become – even for emergency, critically ill and urgent cases – a fraught and time-consuming process to obtain permits and pass checkpoints. Deterred by delays and the frequent refusal of permits for a spouse, parent or other escort, many patients are turning to smaller and less well resourced hospitals in other parts of the West Bank and Gaza Strip. Specialist treatment is no longer an option for many patients from the West Bank who cannot get the correct permit to cross the Barrier into East Jerusalem.



Olive Checkpoint (Ras Abu Sbeitan) separates the residents of the villages of Abu Dis and Al Eizariya from hospitals in East Jerusalem, March 2007

Photo by: J.C. Torday

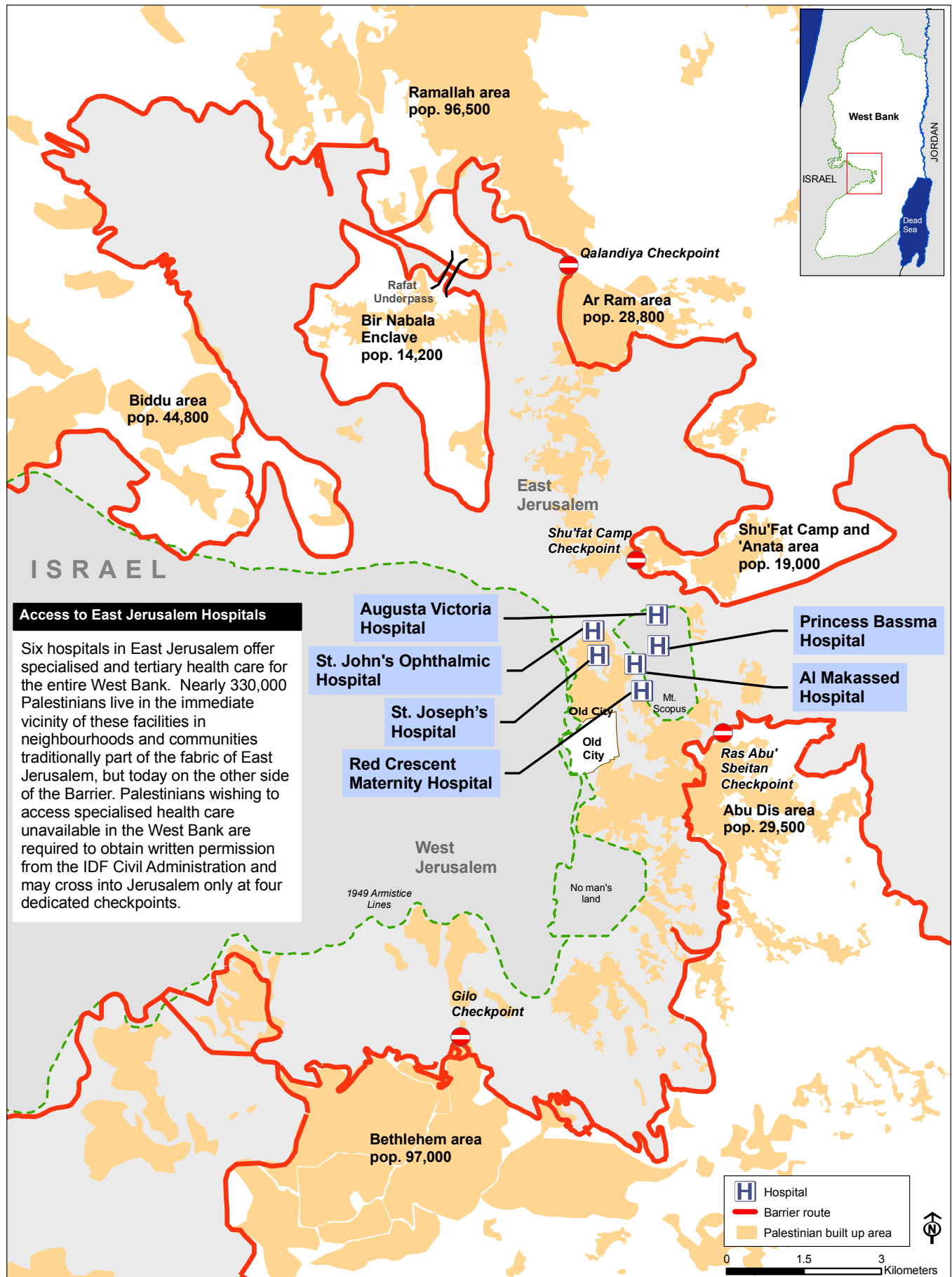
Health Care for Abu Dis residents

The Barrier runs directly through the Palestinian town of Abu Dis (pop. 12,000) which is located five kilometres from the Old City of Jerusalem. There are no major hospitals in Abu Dis for emergency services, obstetrics and surgery and before the construction of the Barrier residents used hospitals in East Jerusalem, a 10 minute journey away.

Today, Abu Dis residents enter Jerusalem via Ras Abu Sbeitan (Olive) checkpoint, which is open to Palestinian pedestrian traffic only. Patients undergo the indignity and discomfort of walking or being carried through the checkpoint to an ambulance or other vehicle on the other side of the Barrier. What once took five to ten minutes to reach hospital now takes at least one hour and often longer when there are queues and delays at the checkpoints.

Palestinian residents of Abu Dis holding a West Bank ID card must also have a permit issued by the Israeli authorities to enter Jerusalem. If a patient is refused a permit but has a letter of referral from a hospital, they will often try to cross the barrier in desperation. However, entry is at the discretion of individual IDF soldiers controlling the checkpoint and is frequently denied. The only alternative for those patients who are refused entry is to seek treatment at a hospital in Bethlehem. This entails crossing another checkpoint, 'Container' or 'Wadi Nar', in addition to a 45 minute drive, on a very difficult road.

Eats Jerusalem - Access to Specialised Health Care Facilities



The designations employed and the presentation of material on this map do not imply the expression of any opinion whatsoever on the part of the Secretariat of the United Nations concerning the legal status of any country, territory, city or area or of its authorities, or concerning the delimitation of its frontiers or boundaries.



Decline in patient numbers

The difficulty encountered in reaching East Jerusalem hospitals has resulted in a sharp decline in the number of Palestinian using these facilities. The number of out-patients from the Gaza Strip and the West Bank into East Jerusalem fell by half between 2002 and 2003, and continues to drop³¹. The current caseload at Augusta Victoria Hospital has fallen by more than 30% for its general medical services³². Between 2002 and 2005, emergency room patients at Makassed Hospital decreased 50% from 33,150 to 17,314 – a figure that once again illustrates the difficulties faced by patients reaching the hospital³³.

To address this problem, Augusta Victoria Hospital transports patients and medical staff from the West Bank to the East Jerusalem hospitals in chartered buses, with prior permission from the Israeli authorities. It has also set up a special office within the hospital to help obtain permits for patients.

In-patient care is also affected. The United Nations Relief and Works Agency for Palestine Refugees (UNRWA) has also recorded a dramatic drop in patients registered for in-patient care in the three main hospitals that cater for the refugee population (see Figure 2).

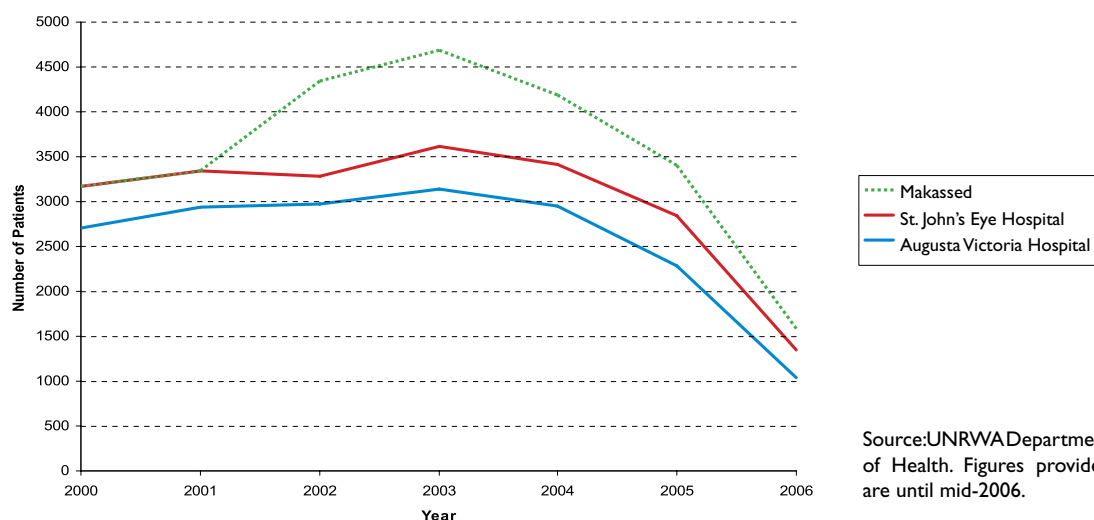
Access for hospital staff

Movement restrictions hamper frontline medical staff getting to work, to the detriment of both patients and hospitals. There are 1,168 employees working in the six hospitals in East Jerusalem³⁴ and approximately 70%³⁵ are West Bank residents. They require permits but are finding these increasingly hard to obtain. For example, 20 members of staff holding West Bank ID cards at Makassed Hospital were not granted permits in 2005, even though permits had been previously granted to them. Those who hold permits can still face long lines at the four Jerusalem checkpoints, these delays in turn disrupting patient care, including surgery schedules.

The Palestine Red Crescent Hospital in Jerusalem had 85 employees from the West Bank. At the end of December 2005 only 79 of the staff were granted permits. Three nurses and the Head of the Surgical Department, who were essential to the day-to-day running of the hospital, were among those refused entry into Jerusalem.

Permits are no longer being issued for staff holding West Bank ID cards under the age of 24 years. Permits that are issued to staff above 24 years, are valid for a period of three months, and some are limited to daily access until 7pm³⁶. These restrictions make it increasingly difficult for hospitals to provide 24 hour care for their patients.

Figure 2: Inpatient Care in Jerusalem for refugees covered by UNRWA



■ Fears for the future of medical services

The deterioration in access and movement into East Jerusalem is placing hospitals under increasing financial pressure. The Director of the Augusta Victoria Hospital describes the “psychological barrier” that people must overcome to get into Jerusalem even if they are granted a permit. Delays at checkpoints, long detours, and potential harassment take such a toll that many are no longer willing even to attempt the journey. And steadily decreasing patient numbers does not bode well for the sustainability of the hospitals.

Hospital administrations fear a reduction in the current total of 500 licensed hospital beds in East Jerusalem because of a drop in patient numbers. The number of beds that a hospital is authorised to have, according to the Israeli Ministry of Health (MoH), is based on the number of patients the hospital serves. According to East Jerusalem hospitals, the annual inspection by the Israeli MoH assesses whether or not a hospital is actually using the full capacity of its licensed beds. If not, the number of beds authorised for that hospital can be cut.

In addition, the six hospitals in East Jerusalem were ordered to pay *armona* – or municipal tax – in 2005 for the first time, despite being charitable institutions. This tax bill, presented to the hospitals by the Municipality of Jerusalem, was made retroactive to 2003 resulting in significant additional costs that threaten to financially cripple these medical institutions. According to the Israeli authorities, the tax exemption enjoyed by charitable institutions until then is no longer valid as hospitals were not registered within the State of Israel but registered in 1948 under Jordanian rule.

Makassed Hospital's backdated bill for *armona* is \$600,000, and St. John's Eye Hospital fears it will need to reduce the services offered to patients to ensure the hospital does not go bankrupt.

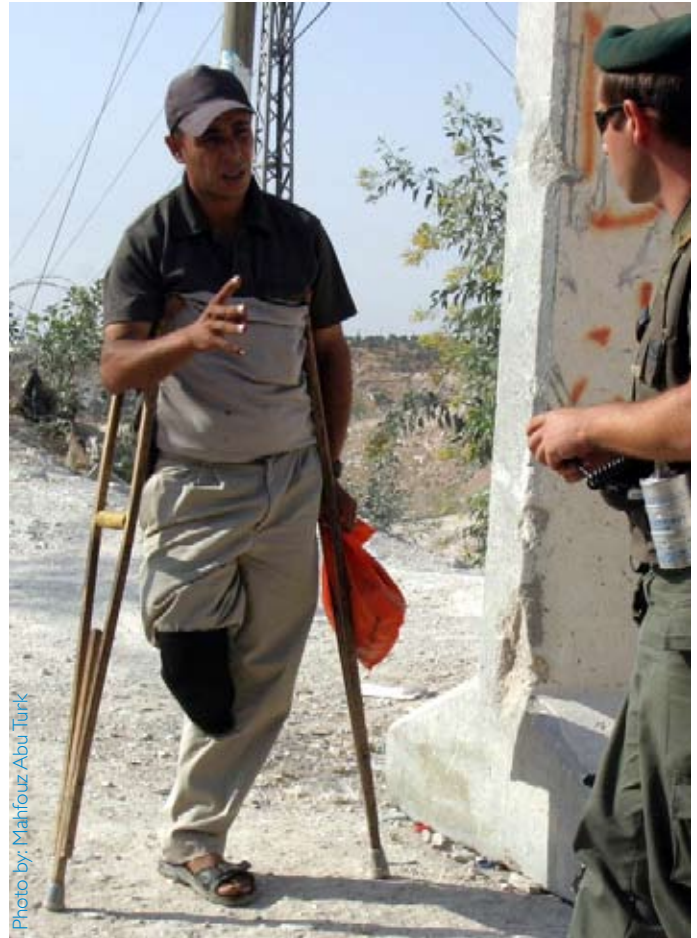


Photo by: Mahfouz Abu Turk

Sheikh Saad - Jerusalem, September 2006



■ Palestinian Red Crescent Society emergency access

On 28 November 2005, an agreement was signed between the Palestinian Red Crescent Society (PRCS) and Magen David Adom³⁷ (MDA) to facilitate cooperation between the two organizations. The MDA, agreed to assist the PRCS, through lobbying and advocacy to the Israeli authorities, in (among other things) 'securing freedom of movement for PRCS ambulances and vehicles throughout the Palestinian territory to provide urgent medical services and other humanitarian services.'

Following the signing of the agreement, six PRCS ambulances were permitted by the Israeli authorities to cross checkpoints to Jerusalem in medical emergencies without prior coordination with the IDF. According to PRCS, however; daily problems or delays continue to be experienced. In some cases entry through checkpoints is only permitted following intervention from the International Committee of the Red Cross.



Photo by: Mahfouz Abu Turk

Al-Ezariyah, PRCS ambulance checked by Israeli Border Police, May 2004

Part 3

The Barrier and Access to Education



Photo by: UNICEF - oPt / Awad Awad

Anata Boys School with Barrier running along the playground, Jerusalem, May 2006



Getting to School

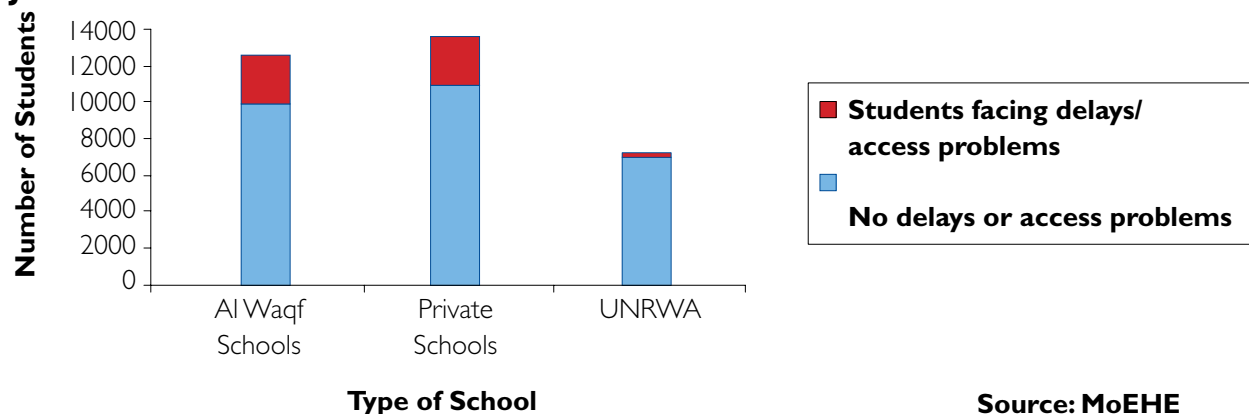
The Barrier is dividing students and teachers from their schools. Of the 33,000 students and 2,000 teachers in East Jerusalem schools, as many as 6,000 pupils and more than 650 teachers³⁸ face difficulties reaching their schools. According to the Palestinian Ministry of Education and Higher Education (MoEHE), in 2005 17% of students faced delays in reaching their schools (see Figure 3).

For those living in neighbourhoods such as Abu Dis, Al 'Eizariya, Bir Nabala or Kafr Aqab, for example, the once-short journey from home to classroom takes up to two hours each way. This is a result of circuitous routes, checkpoints and Barrier crossings³⁹. Student numbers in many schools have dropped and schools are struggling to find local qualified staff⁴⁰.

In contrast, schools less affected by the Barrier face severely overcrowded classrooms as increased numbers of students have moved to these schools. Many of these have transferred to schools east of the Barrier due to the difficulties students face in crossing through the barrier daily, and the problems parents face in maintaining contact.

Since 2003, UNRWA has relocated a number of teachers to schools closer to their homes in an effort to reduce the number of working days lost and to minimise the disruption to students.

Figure 3:
Delays and Problems of Access for Students Travelling to Schools in East Jerusalem



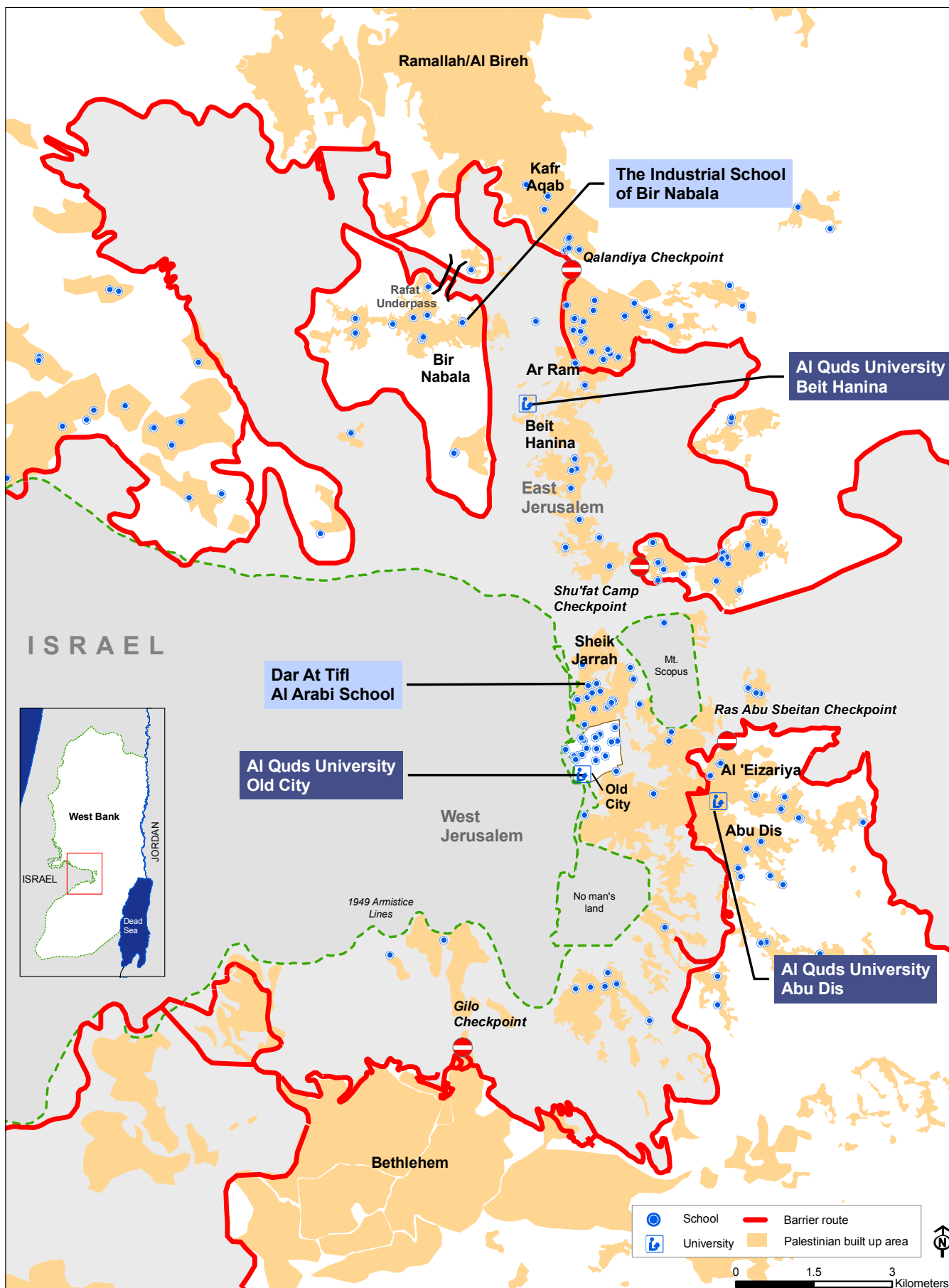
Background on education in East Jerusalem

There are four types of schools in East Jerusalem: Al Waqf Al Islami (under the authority MoEHE), Jerusalem municipality, private schools and UNRWA schools.

Before 1967, school administration in East Jerusalem fell under the responsibility of the Jordanian authorities. After the 1967 Arab-Israeli War, Israel extended the Jerusalem municipality to over 70 sq. km of the West Bank. All schools within this newly occupied territory came under the responsibility of the Jerusalem Municipality under Israeli jurisdiction.

Initially, the Jerusalem Municipality took over the administration of 20 schools in East Jerusalem and imposed the Israeli curriculum and examination system. Many Palestinian families removed their children from these schools in protest and, in response, the Al Waqf Al Islami rented rooms and houses for alternative schools to teach the Jordanian curriculum. Today, in the 53 Jerusalem municipal schools Israel is responsible at the administrative level, with the Palestinian Authority deciding issues such as curriculum, textbooks and examinations.

East Jerusalem - Fragmentation of Educational Services



The designations employed and the presentation of material on this map do not imply the expression of any opinion whatsoever on the part of the Secretariat of the United Nations concerning the legal status of any country, territory, city or area or of its authorities, or concerning the delimitation of its frontiers or boundaries.



■ Obtaining permits: an extra-curricula activity

Since early 2005, school staff with West Bank ID cards are required to apply for permits to cross into East Jerusalem.

The Palestinian Ministry of Civil Affairs in Ramallah applies for permits on behalf of the Al Waqf Al Islami and various private schools. However, in 2005, of the 259 permit requests submitted by the Directorate of Education in Jerusalem, only 147 were granted⁴¹. The permits were valid between the hours of 5am and 7pm and for a period of three months meaning that staff are continually applying for permit.

Permits for the staff of East Jerusalem's 43 private schools, which serve 13,641 students⁴² are more difficult to obtain. The bureaucracy involved for teachers and students in applying can be prohibitive since these schools are not directly supported by any one authority.

The private school Dar At Tifl Al Arabi in Sheikh Jarrah, for example, faced long permit delays. In 2005, many staff received them only after the start of school term⁴³. Other schools such

as Atarot Vocational School have experienced a sharp decrease in attendance rates due to the difficulties faced in reaching school.

Private schools, which are often charitable associations, are also facing the additional burden of being ordered to pay *amona* or Israeli municipal tax. In 2004, payment for the tax, backdated to 2003, was requested by the Israeli authorities for the first time. According to the Israeli authorities, the tax exemption enjoyed by charitable institutions until then is no longer valid, as schools were not registered within the State of Israel but registered in 1948 under Jordanian rule.

The Industrial Secondary School of Bir Nabala

The Industrial Secondary School is typical of the problems facing Palestinian schools around Jerusalem. Established in 1965 in the Beit Hanina suburb of Jerusalem, the school is now surrounded by the Barrier. Eighty-five percent of students and 78% of teachers employed at the school hold West Bank ID cards. Only half of the 400 student places at the school were filled in 2005 due to restrictions on access. In 2006 that number dropped further to 117 registered students.

Of the 42 teachers needing permits, only ten received them in 2006. The majority were rejected for security reasons, although many had received permits in the past. The ten permits granted were for a three-month period only and their renewal – as with any application for a permit – is a time-consuming and unpredictable process.

The headmaster and several other members of staff were arrested and questioned six times by Israeli Border Police in 2005 because of the presence of West Bank teachers and students without permits at the school. The headmaster has also been summoned several times to court for permitting West Bank ID holders without permits to work at the school.



Photo by: OCHA

Atarot - Jerusalem, May 2006

Previously, the areas of Ar Ram and Bir Nabala were no more than two or three kilometres from the school. Now that the Barrier is complete in this area, students and teachers need to cross Qalandiya checkpoint and travel approximately 12 kilometres to reach the school for a journey that used to take 2-3 minutes.

With the decline in student numbers, the headmaster fears that with the latest restrictions, the school - the oldest of its kind in the region - will no longer be sustainable.

■ Learning in cramped conditions

East Jerusalem's municipal schools do not accept pupils or teachers with West Bank ID cards. West Bank children who live inside the Jerusalem municipality have a limited choice of schools. They can pay for private schooling in Jerusalem, attend overcrowded Al Waqf Al Islami schools, travel to West Bank schools or give up on education altogether⁴⁴.

A lack of investment by the Jerusalem Municipality in East Jerusalem schools has led to poorly maintained buildings, a shortage of classrooms and a limit on the number of students who can be accepted into the schools⁴⁵.

Meanwhile, the Al Waqf Al Islami schools (with support from the PA) are struggling to cope with a growing demand for school places which is increasing by 5% to 6% each year⁴⁶.

As the Barrier physically restricts Palestinian movement, the pressure on these schools to accommodate pupils who are barred from municipal institutions has led to severe overcrowding: between 0.5 – 0.9 m² per student is typical at Al Waqf Al Islami schools compared to the 1.25 – 1.5m² recognised internationally⁴⁷.

Many of the Al Waqf Al Islami schools were established in houses or buildings not originally designed to be schools. The bureaucratic requirements for a building permit from the Jerusalem municipality is complex, expensive and for the most part is usually unsuccessful⁴⁸.

According to the MoEHE there is a shortage of 1,300 classrooms in East Jerusalem.



Photo by: OCHA / Nir Kafri

Barrier in Ar Ram - Jerusalem, January 2007

An Nizamiya Girls' School

An Nizamiya Girls' School in the Jerusalem suburb of Beit Hanina has 950 students. Third to 12th grade children (between 8 – 18 years of age) attend the school from all areas of East Jerusalem, including areas now to the east of the Barrier or behind a checkpoint. Like many Al Waqf schools, the building is made up of two houses connected by a small front garden, housing 30 classrooms accommodating as many desks as possible. Girls in the 3rd and 4th grade share one desk between three.

Staff and students also face difficulties getting to An Nizamiya school each morning. Of the 46 teachers, 25 have to cross Qalandiya and Al Ram checkpoints. More than 400 girls – nearly half the school – cross Al Ram checkpoint everyday. Since the start of the 2006/2007 academic year, 30 girls have transferred to schools in Ar Ram and Ramallah. Nine of the ten staff with West Bank ID cards have succeeded in obtaining permits.



University attendance

The Barrier has also affected university students. One-third of the land belonging to Jerusalem/Al Quds University of Abu Dis⁴⁹ is now either under or lies on the western side of the Barrier and is no longer accessible.

Al Quds University has several campuses: Ramallah, the Gaza Strip, as well as three branches in Jerusalem – in Abu Dis, the Old City, and Beit Hanina.

Since September 2000, the number of students in the Beit Hanina campus has dropped by 70% due to problems of access. Students who now attend the Beit Hanina campus all hold Jerusalem ID cards, as it is not possible to obtain permits for students or teachers with West Bank ID cards. For this reason, the university transferred most classes to Abu Dis.

Almost half of the students at the Abu Dis campus (3,941 out of 8,921) travel to Abu Dis from Jerusalem every day to attend specialised classes. Since the construction of the Barrier, the route is much longer, more circuitous and requires more than one taxi or bus. The almost daily presence of IDF 'flying' or random checkpoints at the entrance to Abu Dis cause delays. Students and lecturers are often late for classes. They have less time to devote to their work, and students can miss examinations due to checkpoint delays. In 2005, for example, between 350 and 400 students arrived late for their annual examinations.

The result is that education has deteriorated, and stress and psychological pressure has increased. The number of students passing exams in recent years has dropped.



Photo by: OCHA / Steve Sabella

View of Al-Quds University - Abu Dis, June 2005

Part 4

The Barrier and Access to Religious Sites



Photo by: Alex Levac

Abu Dis Barrier, Jerusalem, July 2005



“Jerusalem is a Holy City for three faiths. Their shrines are side by side; some are sacred to two faiths. Hundreds of millions of Christians, Moslems and Jews throughout the world want peace, and especially religious peace to reign in Jerusalem; they want the sacred character of its Holy Places to be preserved and access to them guaranteed to pilgrims from abroad...”

UN Special Committee on Palestine (UNSCOP) Report, 31 August 1947

■ Limiting access to Holy Sites in Jerusalem

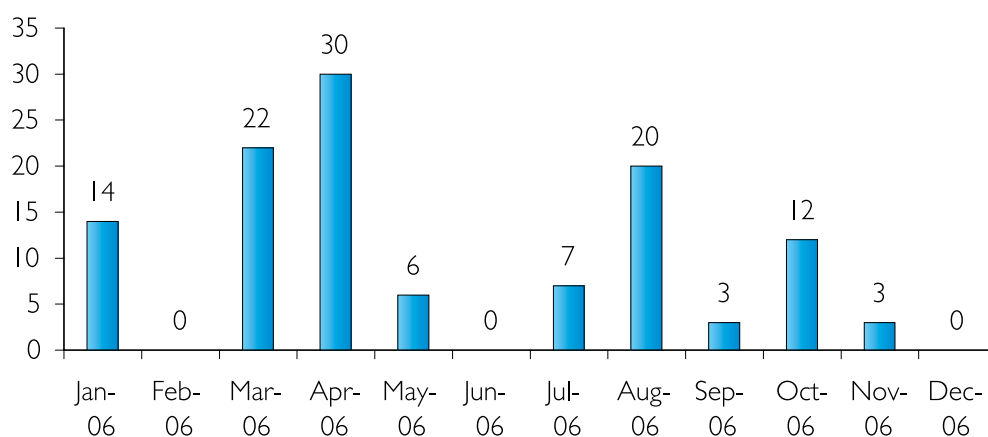
Since 1993, the security measures taken by the IDF have restricted millions of Muslim and Christian worshippers from the West Bank and Gaza Strip from visiting their holy sites in Jerusalem – in particular the Al Aqsa Mosque and the Church of the Holy Sepulchre.

The construction of the Barrier further separates Jerusalem from the rest of the West Bank. Only West Bank residents with special permits can pass on foot through the four main checkpoints open for Palestinians.

“All I have said is that Jerusalem is closed politically and open religiously. We are not going to build the wall of Berlin in the heart of Jerusalem and we are not going to forbid the freedom of worship”.

Interview with Foreign Minister Shimon Peres in the Jerusalem Post, 1 July 1994

Figure 4: Closure days in the West Bank, preventing access into Jerusalem, 2006



Source: Until June 2006, Palestinian Ministry of Labour; from July onwards, OCHA Weekly Briefing Notes.

Access for Muslims

Al-Haram al-Sharif is one of Islam's holiest sites and is administered by the Al Waqf (Muslim Religious Authority)⁵⁰. Access to Muslim holy sites in Jerusalem continues to be problematic and is increasingly restricted for residents of the West Bank and the Gaza Strip. Even for Jerusalem ID holders, access to Al-Haram al-Sharif is not always guaranteed on Fridays

West Bank ID holders

Palestinians living in the West Bank and Gaza Strip cannot enter Jerusalem without a permit issued by the Israeli authorities. The number of worshippers who can access Al-Haram al-Sharif, has declined dramatically. During Ramadan 2005, for example, 150,000 worshippers were expected to attend the important last day of Friday prayer. However, only 50,000 were permitted to do so⁵¹. During Ramadan 2006, access to Friday prayers also showed a sharp decrease in the numbers of worshippers compared to previous years.

Muslim worshippers attribute this decline to the construction of the Barrier; the stricter implementation of regulations limiting access to Jerusalem from the West Bank, as well as the reluctance on the part of many worshippers to attempt crossing into Jerusalem.

During February 2007, restrictions were further intensified following excavations in the Mughrabi quarter in the Old City. Only Palestinian men above the age of 50 could enter on Fridays. In general, on Fridays a young man can be checked several times before before being allowed to enter the Al-Haram al-Sharif.



Photo by: OCHA / Mahfouz Abu Turk

Worshippers at Gilo checkpoint denied access to Jerusalem, pray at the Barrier during the month of Ramadan, October 2006



■ Access for Christians

During the Christmas holiday period in 2006, permits to enter Jerusalem were issued for Palestinian Christians residing in Bethlehem. By issuing permits for Easter and Christmas holidays, the IDF took limited steps to ensure access to religious sites.

However, while permits are granted for special religious holidays, obtaining permits during other times of the year is more difficult. Worshippers wishing to access holy places in Jerusalem are often unable to obtain permits, and if permits are obtained, there are frequent days when Jerusalem is closed even for permit holders. During 2006, for example, there were 117 days of closure reported.

Many Christians now only travel to churches close to home to avoid checkpoints; others don't attend services at all. Many churches have experienced a significant drop in those attending worship⁵².

The access and general economic difficulties faced by Christians have resulted in a significant emigration of their numbers from Bethlehem. Christians currently make up fewer than 2% of the Palestinian population⁵³ whereas historically the number has been much higher. In 1948, one in five Palestinians was Christian. According to the Head of the Evangelical Lutheran Church in Jordan and the Holy Land, this drop is due to the unstable political situation and the difficulties faced under occupation.



Photo by: OCHA

Barrier in Abu Dis, June 2004



© The Associated Press

Palestinians climbing over the Barrier in A-Ram, Jerusalem, October 2005



Photo by: J.C.Torday

Sign at the entrance of Jerusalem, April 2007

Part 5

The Economic Decline of East Jerusalem



Construction of Qalandiya checkpoint, Jerusalem, March 2005

Photo by: OCHA



Commercial Decline

In the period before the Barrier and other restrictions on Palestinian access, West Bank Palestinian traders and farmers were free to travel to East Jerusalem and to access Israeli markets. Israeli consumers also travelled to East Jerusalem where they mingled with Palestinian shoppers and traders from all over the West Bank and shopped for goods and services at cheaper prices.

As the commercial hub of the West Bank, East Jerusalem's businesses thrived. Today, however, the Barrier isolates East Jerusalem from the rest of the West Bank. Traders and consumers from across the West Bank can no longer access its markets and most Israelis no longer travel to Palestinian areas. Gaza businesses are almost entirely cut off from the Jerusalem economy.

The Barrier prevents the natural movement of people from the West Bank to markets in East Jerusalem. Residents from Abu Dis who traditionally shopped for fruit and vegetables in East Jerusalem now travel to Bethlehem. Residents of Ar Ram are more likely to travel to Ramallah. Palestinian workers in Jerusalem and Israel used to shop on their way home in areas such as Al 'Eizariya, a suburb of Jerusalem. Checkpoints and the Barrier now channel the movement of people away from these local businesses. Jerusalem businesses have traditionally relied on people travelling into the city for Friday prayers, but the number of Palestinians obtaining the necessary permits has significantly decreased.

Since 1994, 280 shops have closed in East Jerusalem, 50 of which were in the Old City. Many small grocery shops compete for a shrinking number of customers and profit margins. In addition residents of East Jerusalem have less purchasing power⁵⁴. Many businesses struggle to pay the *arnona*, or Israeli municipal tax, and barely stay afloat. Businesses are hiring fewer people to keep costs down and are increasingly employing family members⁵⁵.

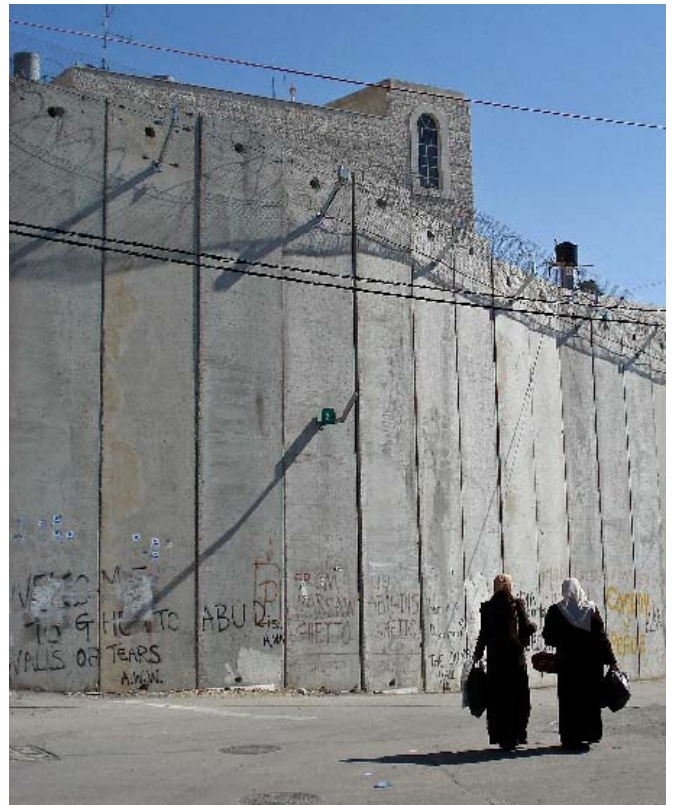
Unemployment in Jerusalem was approximately 19.3% in the third quarter of 2006 compared to 8.3% in Israel⁵⁶. The higher rate of unemployment is in part a result of problems of access for traders and customers to the city that generated employment at the local level.

Access for West Bank commercial goods

Traders bringing agricultural produce into East Jerusalem are now required to cross a major commercial checkpoint in the Barrier. The required approval for trade permits to East Jerusalem is an identical process to approval for trade permits into Israel and is a complex and expensive process⁵⁷.

It is forbidden for goods from the West Bank and the Gaza Strip to enter East Jerusalem unless they travel through Israel or an Israeli checkpoint. Goods from the northern West Bank are mostly transported through Beituniya checkpoint (occasionally through Qalandiya) and then Atarot checkpoint. Municipality tax must be paid and clearance obtained on all items.

The Israeli authorities specify what can be imported into Israel, and for agricultural produce the Israeli Ministry of Agriculture submits a list of products to its Palestinian counterpart. If goods imported from the West Bank meet the required criteria (including character, size and quality standards), an Israeli or Jerusalem ID card holder with an Israeli licensed truck can transport the goods into Israel and through a commercial checkpoint. This requires back-to-back transfer – offloading from a Palestinian truck onto an Israeli truck. Other obstacles and checkpoints encountered en route to Jerusalem have considerably increased the costs.



Barrier in Abu Dis, March 2007

Photo by: Andrea Merli

Businesses in Ar Ram

Ar Ram was a prosperous and bustling business centre and continued to flourish even in economically difficult times. This was due to its ideal location between Jerusalem and Ramallah. However, 63 out of its 110 shops⁵⁸ closed when the Barrier was constructed along the centre of the main Jerusalem – Ramallah road, cutting off these enterprises from most of their customer base. The village council has lost 75% of its income due to the drop in business.

2004



Photo by: OCHA

The Barrier at Ar Ram, Jerusalem, 2004

2005



Photo by: OCHA / Steve Sabella

The Barrier at Ar Ram close to completion - Jerusalem, June 2005

2006



Photo by: OCHA / Nir Kafri

Israeli built alternative road system, December 2006



Traders of Ar Ram

Sobhi's vegetable stall

Sobhi has been selling fruit and vegetables all his life, as did his father and grandfather before him. Sobhi rents a stall in the *hisbi* – the market in Ar Ram. He is now one of only three merchants out of the original 14 who are still trading there. Increasing restrictions on Ar Ram and the resulting drop in customers forced the other 11 stall owners to close down completely or return to selling their goods from carts.

Ten years ago, when business was good, Sobhi could make as much as \$65-90 a day in profit; nowadays he often does not make enough to cover his costs. Previously Sobhi could make a 50% profit, now it is closer to 10%.

When Ar Ram was a lively business centre, 60% of his clients came from Jerusalem, the rest from neighbouring villages to the north-west (Al-Jib, Al-Judeira, Bir Nabala, Biddu and as far away as Qatana). These areas are now cut off completely from Ar Ram by the Barrier:

Jaber's poultry store

Jaber, has been selling chickens and eggs in his store since 1996. Ten years ago, when business in Ar Ram was good, he had seven people working for him. Now he has reduced his staff to three.

Jaber brings poultry to his store from different areas of the West Bank. He used to sell between 140 and 200 cages of chickens a day. Now, after construction of the Barrier he sells no more than 30 and 40.

Jaber's costs have increased as transportation of the poultry became more difficult due to checkpoints and closures. The selling price of the chicken has also decreased because of the lack of demand.

Jaber explained that 70% of his clients used to come from Jerusalem, but very few customers come to Ar Ram now due to access restrictions.



Photo by: Andrea Merli

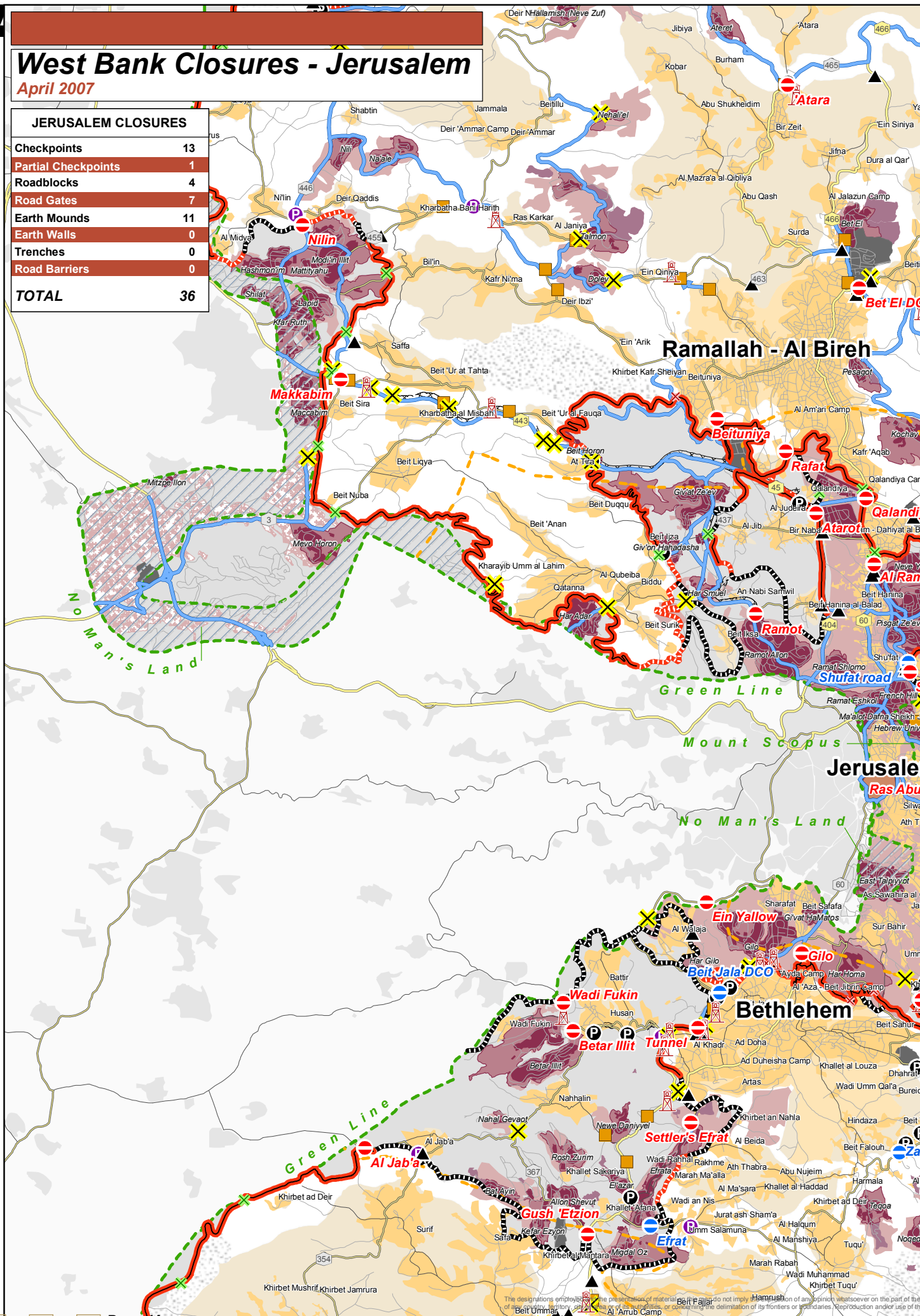
Businesses in Abu Dis are cut off from their customers, February 2007

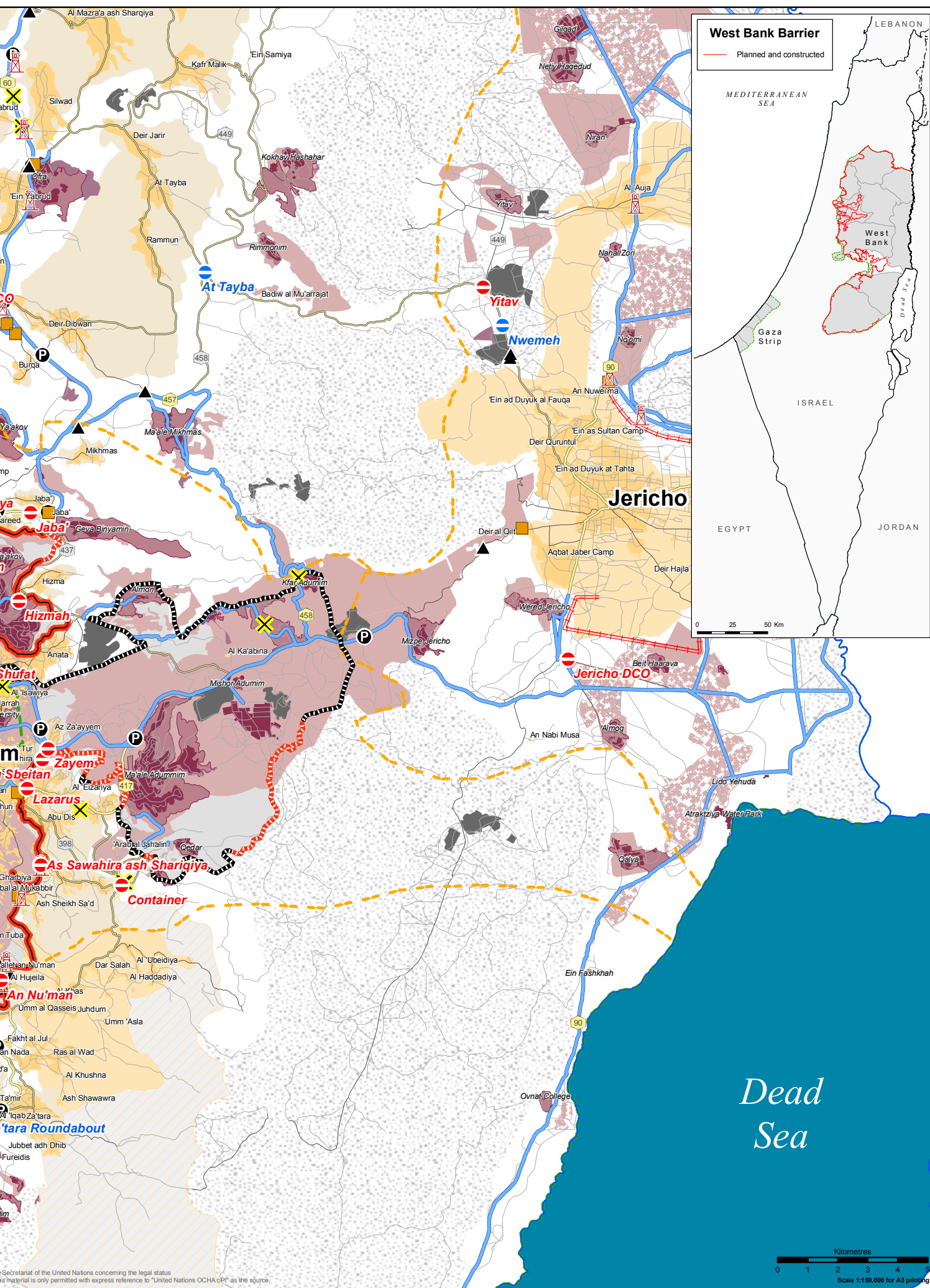
West Bank Closures - Jerusalem

April 2007

JERUSALEM CLOSURES

Checkpoints	13
Partial Checkpoints	1
Roadblocks	4
Road Gates	7
Earth Mounds	11
Earth Walls	0
Trenches	0
Road Barriers	0
TOTAL	36





Appendix: Crossing Points into Jerusalem

	Name of Crossing and status	Location	Who can cross	Description of Crossing
1	Qalandiya- Atarot Operational	North Jerusalem on the main north-south Palestinian road between Jerusalem and Ramallah	Jerusalem ID holders and West Bank Palestinians with Israeli issued permits. Yellow-plated vehicles can cross.	Pedestrians must enter the terminal and undergo extensive security checks by civilian security company. Vehicles are stopped, checked twice, the driver must exit the car. All passengers must cross on foot unless they are family members of the driver.
2	Shu'fat Camp Operational (further construction/upgrading is planned)	East Jerusalem	Jerusalem ID holders and West Bank Palestinians with Israeli issued permits. Israeli-licensed vehicles can cross. Commercial trucks are not allowed through unless they are transporting goods originating in Shu'fat Camp; all other commercial trucks must use Beituniya.	Currently a checkpoint for movement of people into Jerusalem, but will also become Barrier crossing.
3	Gilo- Rachel's Tomb Operational	South Jerusalem on the major north-south Palestinian route (old Road 60) to Bethlehem	Jerusalem ID holders and West Bank Palestinians with Israeli issued permits and tourists. Israeli-licensed vehicles can cross but no commercial trucks. Israeli-licensed tourist buses are allowed to enter Bethlehem only if driven by an Arab-Israeli.	Pedestrians must enter the terminal and undergo extensive security checks. Vehicles are stopped and checked twice; the driver must exit the car.
4	Ras Abu Sbeitan –Olive Operational	Eastern Jerusalem	Jerusalem ID holders and West Bank Palestinians with Israeli issued permits. Palestinian medical emergency cases can cross in an ambulance with Israeli coordination.	Pedestrian.
5	Ar Ram Operational	Northern Jerusalem	Open only for Palestinians resident in the southern part of Dahiyat al Bareed with their names and ID numbers registered at the checkpoint. Special agreement for schoolchildren returning into Jerusalem from the Dahiyat al Bareed branch of the Rosary Sisters' School (10 buses and respective drivers). This checkpoint will be phased out when the Barrier is completed.	Pedestrians must show ID card. Cars and passengers drive through checkpoint; the driver must exit the car and open the trunk for security check.
6	Beituniya commercial crossing Operational	Northwest Jerusalem	Open for commercial goods. This checkpoint is not open for private cars or pedestrians from the West Bank. ICRC and UN vehicles are only permitted to cross with prior coordination.	Back-to-back commercial crossing. Only Israeli licensed trucks can travel south towards Jerusalem.
7	Hizma Operational (upgraded)	Northeast Jerusalem	Closed to West Bank Palestinians as of 15 December 2005. Open to Jerusalem IDs, Israeli citizens and settlers, persons of Jewish descent entitled to the Israeli Law of Return, and foreigners with valid visas. As of the 9 January 2007 West Bank Palestinians who are medical staff of Jerusalem hospitals, patients with chronic illnesses or in need of emergency care in Jerusalem hospitals, teachers working in East Jerusalem schools or workers from international organizations are permitted to cross the checkpoint.	Cars and passengers drive through the Israeli military checkpoint; random ID checks

	Name of Crossing and status	Location	Who can cross	Description of Crossing
8	Az Zayyem Operational (upgraded)	East Jerusalem on east-west bypass Road 1	Closed to West Bank Palestinians as of 15 December 2005. Open to Jerusalem IDs, Israeli citizens and settlers, persons of Jewish descent entitled to the Israeli Law of Return, and foreigners with valid visas. As of the 9 January 2007 West Bank Palestinians who are medical staff of Jerusalem hospitals, patients with chronic illnesses or in need of emergency care in Jerusalem hospitals, teachers working in East Jerusalem schools or workers from international organizations are permitted to cross the checkpoint.	Cars and passengers drive through the checkpoint; random ID checks
9	Tunnels Operational (upgraded underway)	South Jerusalem on north-south bypass Road 60.	Closed to West Bank Palestinians as of 15 December 2005. Open to Palestinians with Jerusalem IDs, Israeli citizens and settlers, persons of Jewish descent entitled to the Israeli Law of Return, and foreigners with valid visas. Israeli-licensed commercial trucks carrying goods from Palestinian areas and with the appropriate permit allowed from 11am – 4pm.	Cars and passengers drive through the checkpoint; random ID checks
10	Ein Yalow Operational	Southwest Jerusalem at the entrance of Har Gilo settlement also an alternative route to Tunnels crossing, for southern West Bank settlers	Closed to West Bank Palestinians as of 15 December 2005. Open to Palestinians with Jerusalem IDs, Israeli citizens and settlers, persons of Jewish descent entitled to the Israeli Law of Return, and foreigners with valid visas. Alternative crossing for Israeli-licensed commercial trucks when Tunnels checkpoint congested.	Cars and passengers drive through the checkpoint; random ID checks
11	Ramot Allon Operational	Northwest Jerusalem on Road 436	Closed to West Bank Palestinians as of 3 February 2006. Open to Palestinians with Jerusalem IDs, Israeli citizens and settlers, persons of Jewish descent entitled to the Israeli Law of Return, and foreigners with valid visas. The checkpoint will be phased out once the Barrier is built.	Cars and passengers drive through the checkpoint; random ID checks
12	Atarot (Bir Nabala) Operational (upgraded)	North Jerusalem on Road 404 / 45 at Atarot Junction	Closed to West Bank Palestinians as of 3 February 2006 (except workers of international organizations with valid permits). Open to Palestinians with Jerusalem IDs, Israeli citizens and settlers, persons of Jewish descent entitled to the Israeli Law of Return, and foreigners with valid visas.	Cars and passengers drive through the checkpoint; random ID checks
13	Mazmouria Planned	Southeast Jerusalem	Planned to control all Palestinian traffic from Bethlehem and southern West Bank into Jerusalem. Private and commercial vehicles and pedestrians will require Israeli issued permits.	Construction has begun
14	Lazarus - Ras Al Amud gate Planned	East Jerusalem, planned near Abu Dis and 'Eizariya towns	Only for tourists and pilgrims wishing to reach holy sites in Al 'Eizariya.	Construction has begun
15	Nabi Samuel gate Planned	Northeast Jerusalem, planned at the entrance of Nabi Samuel village	Planned to control access for Palestinian residents of Bet Ikksa, Biddu and Nabi Samwil.	Construction has not begun
16	Sawahira gate Operational (further construction/upgrading is planned)	Southeast Jerusalem, planned near Ash Sheikh Sa'ad and Jabal al Mukabbir villages	Dedicated crossings for Palestinian residents of As Sawahira ash Sharqiya, As Sawahira al Gharbiya and Sheikh Sa'd.	Currently the Border Police allows residents of Jabal al Hum and two West Bank ID holding families living close to the Barrier to cross at a security gate in the same area.

Endnotes

- 1 East Jerusalem is defined as the part of the city that is east of the 1949 Armistice line (green line). There is no clear delineation of how far east the city extends as the municipal boundary line established by Israel after the 1967 war is not recognized by the international community (UNSC Resolution 242 and 267), nor was the formal annexation of the city by Israel in the 1980's (UNSC Resolution 476 and 478). For practical purposes however, within this report, East Jerusalem refers to the part of the city between the green line and the Israeli declared municipal boundaries.
- 2 Israel Seam Zone Authority (<http://www.seamzone.mod.gov.il>).
- 3 Ibid.
- 4 Annex II – Summary of the legal position of the Palestine Liberation Organization, report of the Secretary-General prepared pursuant to General Assembly resolution ES-10/13, A/ES-10/248, 24 November 2003.
- 5 Ibid.
- 6 Report of the Secretary-General prepared pursuant to General Assembly resolution ES-10/13, A/ES-10/248, 24 November 2003 at para 29-30.
- 7 Advisory opinion of the International Court of Justice on the Legal Consequences of the Construction of the Wall in the Occupied Palestinian Territory, 9 July 2004, para 141.
- 8 Ibid, para. 150-51.
- 9 Ibid, para. 152-53.
- 10 East Jerusalem is defined as the part of the city that is east of the 1949 Armistice line (Green Line). There is no clear delineation of how far east the city extends as the municipal boundary line established by Israel after the 1967 war is not recognized by the international community (UNSC Resolution 242 and 267), nor was the formal annexation of the city by Israel in the 1980's (UNSC Resolution 476 and 478). For practical purposes however, within this report, East Jerusalem refers to the part of the city between the Green Line and the Israeli declared municipal boundaries.
- 11 Israel maintains that "the sole purpose of the Security Fence, as stated in the Israeli Government decision of July 23rd 2001, is ... security ... [and] Israel's response to suicide bombers who enter into Israel". See Israeli Seam Zone Authority at www.seamzone.mod.gov.il
- 12 On 4 July 2006, Israeli Minister of Justice Haim Ramon stated on Israeli radio, "that the separation fence is being built first and foremost for security reasons, but at the end of the day it has political implications." The radio reported that, "in a tour of the fence route in the Macabim, Nahal Modiin, Mt. of Olives and Beitar Elit, Minister Ramon said that the fence was built from the perspective that settlement blocs adjacent to the Green Line deserve protection but without unreasonably harming the Palestinian population." IBA Radio Website summarising an interview with Haim Ramon on the 5:00 pm News Magazine, 4 July 2006.

In June 2006, the State Attorney told the Israeli Supreme Court in a petition by Palestinians against the route in western Bethlehem, that the construction of the Barrier may have political implications. Haaretz newspaper reported: "The government stated in its response that the route was determined in keeping with "the entirety of relevant considerations, security considerations and considerations involving the fabric of life for both Israelis and Palestinians. It cannot be said that [such] considerations were not what guided the military commander in determining the route of the fence." However, the statement also says that "by its nature, the building of the fence on the ground may have political implications. It would be difficult to argue that a fence route exists that would not have some political implications. However as has been clearly stated, the government does not see the fence as 'annexing' territories or as determining the future border of the state of Israel, but as a security fence," the statement said. In December 2005, Foreign Minister Tzipi Livni announced while she was still Justice Minister that the fence would serve as "the future border of the State of Israel." In fact, she said, "by means of its rulings on the separation fence the High Court was sketching the borders of the state." Her statements, made in a public forum in the presence of High Court justices, aroused ire; they were said to contradict the position the State Prosecutor's Office presented to the High Court. "One does not have to be a genius to see that the fence will impact the future border," Livni also said at the time." Source: Ha'aretz, "State to Court: Fence route has 'political implications'" 14 June 2006 by Yuval Yoaz, <http://www.haaretz.com/hasen/spages/726478>.
- 13 International Court of Justice, Advisory opinion of the International Court of Justice on the Legal Consequences of the Construction of a Wall in the Occupied Palestinian Territory, 9 July 2004 at paras 141 – 142.
- 14 Source: Population figures based on the Palestinian Central Bureau of Statistics (PCBS) 1997 census, 2006 population projection estimates. This figure was calculated by subtracting from the overall West Bank population, residents who indicated that they lived in "J1" area i.e. "the parts of Jerusalem that were annexed by Israel in 1967".
- 15 BADIL Resource Center for Palestinian Residency and Refugee Rights 'Eviction, Restitution and Protection of Palestinian Rights in Jerusalem', p17, April, 1999. See <http://www.badil.org/e-library/eviction.pdf>
- 16 Ibid. and see also www.btselem.org/english/jerusalem/Revocation_Statistics.asp
- 17 Based on the Law of Entry into Israel (1952), Palestinian Jerusalemites cannot transfer their residency rights in the city to their immediate relatives, unless they are granted family reunification by the Israeli Interior Ministry. For more details see BADIL Resource Center for Palestinian Residency and Refugee Rights 'Eviction, Restitution and Protection of Palestinian Rights in Jerusalem, April, 1999'. See <http://www.badil.org/e-library/eviction.pdf>

- 18 Ibid. See also: Oded Feller, "The Ministry: A report on the Ministry of the Interior in Israel", ACRI, December 2004.
- 19 Order Regarding Closed Territories (Judea and Samaria) (Amendment No. 3) (No. 1576) 2005; Order Regarding Closed Territories (Judea and Samaria) (No. 34) 1967, Notice Regarding Establishing Passage Points - 2006, Order Regarding Closed Territories (Judea and Samaria) (No. 34) 1967, Notice Regarding Establishing Passage Points - 2006, (Amendment No. 1) 2006.
- 20 Under the Oslo Accords, coordination between Israel and the Palestinian Authority (PA) was formalised and listed into 40 specific areas. Coordination was agreed between the two parties on issues as varied as agriculture, archaeology, finance and banking, education, health, culture and environmental issues. In terms of the PA, the responsibility for this coordination falls under the Ministry of Civil Affairs and two committees were formed to manage this coordination. However, day-to-day coordination and management falls under the responsibility of the regional Palestinian and IDF DCL offices.
- 21 This figure is calculated according to the Jerusalem governorate boundaries. The projected Barrier around Ma'ale Adumim that is still subject to inter-ministerial decision has also been included. As of May 2006, 77km of the Barrier around Jerusalem (168km) have already been constructed; 31km are under construction and 60km projected.
- 22 Source: Population figures based on the PCBS 1997 census, 2006 population projection estimates. PCBS reports that there are approximately 253,000 Palestinian residents living in the "J1" area of Jerusalem i.e. "the parts of Jerusalem that were area annexed by Israel". This figure has been used to estimate the number of people eligible for a Jerusalem ID card. The actual number of Palestinians holding this type of ID card is unknown.
- 23 OCHA database.
- 24 OCHA database.
- 25 Amnesty International, 'Israel/Occupied Territories: Joint letter to Israeli Knesset Members – Discriminatory family reunification law must not be extended', May 22, 2005 (Public Statement).
- 26 Adalah, "Newly amended ban on family reunification law continues to violate basic Palestinian rights", 17 August 2005.
- 27 Human Rights Watch, 'Israel: Family Reunification Ruling is Discriminatory', May 19, 2006.
- 28 D. Izenberg, "Bill to renew ban on family reunification", The Jerusalem Post, 17 December 2006 and "Knesset panel blasts new anti-family reunification bill", 8 January 2007.
- 29 Augusta Victoria is the only hospital in the West Bank and the Gaza Strip that offers radiation therapy for cancer patients and paediatric dialysis. Makassed and Red Crescent hospitals have advanced neonatal intensive care units and they are the only facilities for high-risk pregnancies in the Jerusalem area for Palestinian patients from the West Bank.
- 30 For example, Palestinian residents including Jerusalem ID card holders from Al 'Eizariya, Abu Dis, Al Ram and Dahiyat Al Bareed rely on health care facilities in East Jerusalem but will be located to the east of the Barrier. According to the Palestinian Central Bureau of Statistics (PCBS) in 2006 these Palestinian areas had a total population of 55,100.
- 31 Physicians for Human Rights-Israel, A Wall in the Heart, December 2005.
- 32 The refugee community the Augusta Victoria Hospital serves, with support from UNRWA, lives predominately in Al 'Eizariya and Abu Dis.
- 33 Source: statistics provided by the Makassed Hospital.
- 34 Source: East Jerusalem Hospital Network.
- 35 Source: East Jerusalem Hospital Network.
- 36 Source: East Jerusalem Hospital Network.
- 37 The Red Star of David.
- 38 According to the Palestinian Ministry of Education and Higher Education (MoEHE) and UNRWA.
- 39 For example, in December 2005 Qalandiya checkpoint closed for several weeks and teachers and students were forced to travel north through Surda village before returning south into Dahiyat Al Bareed to access Jerusalem. According to the Ministry of Education and Higher Education (MoEHE), some teachers from schools in Al Ram were unable to access their schools for ten days during this period.
- 40 UNICEF.
- 41 Source: MoEHE, December 2005.
- 42 Source: MoEHE.
- 43 16 employees out of 108 in Dar At Tifl Al Arabi are West Bank ID holders. In order to obtain permits for the start of the school year in 2005, all 16 staff members were required to obtain letters from the Municipality of Jerusalem stating that they are employees. These letters were received on the 22 September and the teachers went to the authorities to receive their permits. Working permits are issued for three months for travel between 7am to 7pm. On 9 October, five of the teachers were informed in writing that they would not be provided with permits as they were not Christian. One teacher did receive a permit but on the permit it was stated 'Christian teacher' despite the fact the teacher was not a Christian. Eventually on 19 October and 12 December the remaining 15 teachers respectively received their permits. The school was not fully staffed until more than four months after the start of the school term.

- 44 See Ir Amim, "Access to public education for Palestinian residents of East Jerusalem", October 2005.
- 45 According to a ruling by the Israeli High Court of Justice made in November 2005: "The municipality of Jerusalem and the Education Ministry have not fulfilled their previous obligations to create 245 classrooms in the East Jerusalem educational system. As a result, thousands of students in East Jerusalem cannot fulfil their right for free education. Within the next five months the state will have to prepare a detailed plan to solve this serious problem. Furthermore, the state will have to transfer the approved budgets to the municipality of Jerusalem, so that the creation of the classrooms will start immediately."
- 46 Source: MoEHE.
- 47 Source: MoEHE.
- 48 For example, due to overcrowded conditions, the Ath Thuri school in Bet Hanina was forced to build three classrooms illegally as it was not given a building permit by the Israeli authorities. The Jerusalem Municipality issued demolition orders for the three classrooms in November 2005 although no demolitions have been carried out to date.
- 49 60 acres estimated by the MoEHE to have a value of US\$ 5 million.
- 50 In 1967, immediately after the capture of the Al-Haram al-Sharif (Temple Mount), Moshe Dayan decided that all of mosques and buildings located thereon remain under the control of the Muslim Religious Authorities (Waqf). All entrances to the Temple Mount/ Al-Haram al-Sharif, except for one, also fall under the authority of the Waqf. See Meron Benvenisti, *City of Stone - The Hidden History of Jerusalem*, 1996.
- 51 According to interview with Mufti Sheikh Ekrema Sabri, 7 October 2005.
- 52 Field work and notes from the Ecumenical Accompaniment Programme in Palestine and Israel. A World Council of Churches Programme.
- 53 'Chain Reaction,' Issue No. 4, 2006 Quarterly Magazine of the Ecumenical Accompaniment Program in Palestine and Israel. A World Council of Churches Programme.
- 54 PCBS, Q3 of 2006. According to the Israeli Central Bureau of Statistics (ICBS), the average monthly wage is 7,233NIS in Israel. According to the PCBS a monthly wage for a Palestinians resident in Jerusalem governorate is approximately 3,365NIS if he/she is working in Israel or in an Israeli settlement and 2,556 NIS if working in East Jerusalem or in the rest of the oPt.
- 55 Source: Al Quds University
- 56 Palestinian Bureau of Statistics, Relaxed definition of unemployment: ICBS, Q3 of 2006
- 57 According to a meeting held with the Department of Agriculture, Ramallah, 28 December 2005, In order to get approval to export goods to Israel, a Palestinian supplier must find an Israeli merchant or a Jerusalem identification holder that will sell the goods. Produce that leaves the West Bank must be accompanied by a certificate stating the origin and quantity of the produce. The form itself is supplied by the Israeli merchant and must be filled in by local authorities and the Ministry of Agriculture. For agricultural produce tests for residues or poisons must be made through the Ministry of Agriculture. A taxation form from the Ministry of Finance proving again origin of the produce, a bill of loading with name of the driver, the truck registration number and the amount of produce must be filled and stamped by the Department of Agriculture.
- 58 Source: Ar Ram Village Council, October 2006.



United Nations - Office for the Coordination of Humanitarian Affairs (OCHA)

occupied Palestinian territory

P.O. Box 38712 East Jerusalem

Phone: (972) 2 – 5829962 / 5825853, Fax: (972) 2 – 5825841

Email: ochaopt@un.org, www.ochaopt.org