



## Special Focus:

# Access to Jerusalem – New Military Order Limits West Bank Palestinian Access

As the Barrier nears completion around Jerusalem, recent Israeli military orders further restrict West Bank Palestinian pedestrian and vehicle access into Jerusalem.<sup>1</sup> These orders integrate the Barrier crossing regime into the closure system and limit West Bank Palestinian traffic into Jerusalem to four Barrier crossings (see map below): Qalandiya from the north, Gilo from the south<sup>2</sup>, Shu'fat camp from the east and Ras Abu Sbeitan (Olive) for pedestrian residents of Abu Dis, and Al 'Eizariya.<sup>3</sup>

Currently, there are 12 routes and crossings to enter Jerusalem from the West Bank including the four in the Barrier (see detailed map attached). The eight other routes and crossing points into Jerusalem, now closed to West Bank Palestinians, will remain open to residents of Israel including those living in settlements, persons of Jewish descent entitled to the Israeli Law of Return, and non-Israelis with valid visas (see table page 2).

Israel maintains that "the sole purpose of the Security Fence, as stated in the Israeli Government decision of July 23<sup>rd</sup> 2001, is ... security ... [and] Israel's response to suicide bombers who enter into Israel".<sup>4</sup>

The eight other crossings are less time-consuming - drivers and their passengers generally drive through a checkpoint encountering only random ID checks.

### Reduced access to religious sites:

The ability of the Muslim and Christian communities in the West Bank to freely access holy sites in Jerusalem is an additional concern. With these orders, for example, all three major routes between Jerusalem and Bethlehem (Tunnel road, original Road 60 (Gilo) and Ein Yalow) will be blocked for Palestinian use.

Christian and Muslim residents of Bethlehem and the surrounding villages will in the future access Jerusalem through one barrier crossing and only if a permit has been obtained from the Israeli Civil Administration.

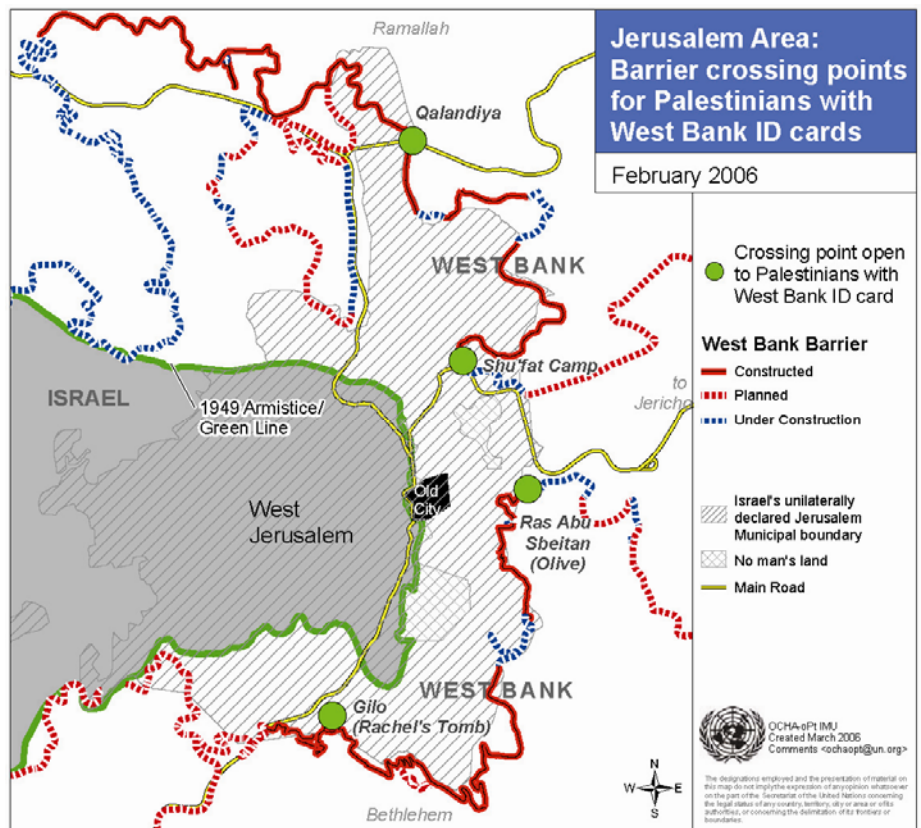
It is unclear whether one crossing is sufficient to handle the vehicle and pedestrian traffic of the thousands of worshippers needing to reach holy sites in Jerusalem each week from the South and on

### Humanitarian Impact:

This new restriction deepens existing concerns regarding Palestinian access and movement between Jerusalem and West Bank Palestinian communities. Approximately 60,000 Palestinians cross through the checkpoints daily – to and from their destinations. Already the Barrier has had a profound impact on Palestinian lives. Neighbourhoods are separated from each other, education, medical and economic ties have been fractured. The closures, the permit regimes, the gate crossings together with the completion of the Barrier restrict West Bank residents from entering Jerusalem to such an extent that the city is becoming largely isolated from Palestinian communities in the West Bank.

### Additional commuting times and hardships:

The four crossings for West Bank Palestinians – from the south and east – will increase travel time and costs. The crossings consist of large structures with extensive security checks. Drivers must stop and exit their vehicles at least once. Pedestrians must undergo long security checks – computer registration of ID cards, passing through automated turnstiles, metal detectors. These will add to commuting time and particularly impact the elderly, school children and women traveling with young children.



major Christian and Muslim holidays. Worshipers traveling from the north of the West Bank face similar access issues and delays when trying to obtain permits and subsequently crossing through Qalandiya checkpoint.

#### Impact on hospitals:

Palestinians who live in the outskirts of Jerusalem and in the West Bank have traditionally relied on the six main Palestinian hospitals in Jerusalem for primary care and secondary medical care including ophthalmology, neurology, skin and orthopedics, pediatric cardio surgery, laparoscopy, neurosurgery, pediatric neurosurgery, pediatric dialysis, pediatric chemotherapy, eye surgery, treatment of severe burns, transplants and diagnostic procedures. Palestinian patients wishing to access hospitals, but who do not have a Jerusalem ID card require a permit to travel to these hospitals. Permits require justification and coordination through the Israeli health officer located in the Israeli civil administration headquarters at Bet El, Ramallah Governorate.

The closures and the Barrier have already decreased patient caseloads for these hospitals. For example, the current patient load at the Augusta Victoria hospital in Jerusalem has dropped by more than 30%. This hospital serves the Jerusalem and West Bank Palestinian population and UNRWA refugees.

A decrease in caseload affects the operation and future of these hospitals. The drop in patient numbers is recorded by the Israeli Authorities and the number of beds allocated to the hospitals is reduced: Al Maqassed hospital has lost 100 beds (from 250 to 150) and Augusta Victoria fears the loss of 65 beds (from 165 to 100).

#### Case study- Augusta Victoria

Augusta Victoria is the main hospital for refugees living in Jerusalem, however increasingly the population is unable to access the hospital as they live in Abu Dis and Al Eizariya areas, east of the Barrier. The current patient caseload has dropped by more than 30%. Patients wishing to access the hospital who do not have a Jerusalem ID card require a permit from the Israeli authorities to travel to the hospital. The long delays, the hardship of crossing through checkpoints and the uncertainty of arriving at the hospital, even with a permit, has created a psychological barrier for many patients. Even those who are able to obtain permits are choosing to use West Bank hospitals due to the hardships involved in reaching the hospital. In addition, approximately 70% of Augusta Victoria staff live in the West Bank. They hold West Bank identification cards and must apply for permits from the Israeli authorities every three months. The number of permits issued varies every month, and some vital staff cannot travel to work.

#### Impact on education:

The impact of the checkpoints and the Barrier on both the students and the teachers is similar. Most student and teachers who are living behind the Barrier face long delays on the checkpoints. Many students and teachers miss the morning classes and most have longer commutes.

In addition to the difficulties and delays experienced in crossing through checkpoints and the Barrier to access East Jerusalem, since early 2005 staff with West Bank identification cards have been for the first time obliged to apply for permits. The Ministry of Civil Affairs in Ramallah applies for permits on behalf of the Al Waqf/ Ministry of Education and Higher Education and various private schools. Of the 259 permit requests submitted by the directorate of education in Jerusalem (Islamic Waqf), only 147 were granted. For the teachers that have received permits, the permits are only valid from 5am to

7pm for three months. After the three months, the bureaucratic process of reapplying for permits must be once again undertaken.

#### Palestinians with Jerusalem ID cards:

Palestinian residents of Jerusalem who hold Israeli residency ID cards, will be able to use the eight crossings reserved for Israelis and others. However, the locations of these eight crossings in general, are far from their neighbourhoods. It is more likely that these Jerusalem Palestinians will also need to use the four Barrier crossings allotted for West Bank Palestinians, since they are located closer or actually in the areas where they live: for example, more than 10,000 Palestinians, many with Jerusalem ID's, of Kafr 'Aqab will use the Qalandiya crossing.

#### Case Study- Qalandiya Checkpoint

When the Barrier around Jerusalem is completed, Palestinian movement through Qalandiya will be restricted: only West Bank ID holders with a permit and Jerusalem ID card holders will be able to cross into Jerusalem. At the same time, only vehicles with yellow license plates that are registered in Israel will cross the checkpoint. Currently, traveling to Jerusalem through the checkpoint is time-consuming: when the checkpoint is not crowded the pedestrian area takes approximately 15 to 20 minutes to cross, during rush hours i.e. mainly in the early morning and evening, the crossing the passage takes approximately one hour, and sometimes even two or more hours. A Palestinian pedestrian crossing the checkpoint to Jerusalem must first follow a passage way bordered by metal fences. Upon entering the checkpoint five turnstiles or revolving gates have to be crossed by each person before an identification check is made. Only one person can go through these electric gates at a time. From a hidden post, a soldier surveying the area from a television screen can stop the movement of the turnstiles at any time. When the ID check is made, a security scan of any belongings that are being carried is completed. There is no physical contact between the Palestinians and the Israel soldiers. The soldiers are seated in booths, surrounded by reinforced glass. Communication between the soldiers and people crossing is carried out primarily by a speaker system or people are addressed directly in certain areas through the glass.

#### The Barrier and closures:

The planned route of the Barrier around Jerusalem is 75 kilometres<sup>5</sup> (km) long. Only 5 km<sup>6</sup> runs on the 'Green Line' (the 1949 Armistice Line). The Barrier crossings are beyond the Green Line inside the West Bank. As a result movement is controlled from one part of the West Bank to other parts of the West Bank - parts that were annexed by Israel into its Jerusalem municipal lines (see box).

#### Box: Annexation of Jerusalem municipal boundaries

Following the war in 1967, Israel annexed some 70 sq. km to the municipal boundaries of West Jerusalem. These annexed territories included 28 West Bank villages. In this annexed area, the Israeli government established 15 residential Israeli settlements. The United Nations Security Council declared several times that the Israeli annexation of occupied territory into Israeli municipal Jerusalem was invalid. It called on member states not to recognize actions by Israel, that "seek to alter the character and status of Jerusalem."

SC Res. 252 of 21 May 1968, SC Resolution 298 (1971) of 25 September 1971, SC Resolution 478 (1980) of 20 August 1980.

The new military orders constitute an additional tightening of Palestinian movement. Prior to the institution of the closure policy in 1993 which limited Palestinian access into Jerusalem, the economic,

political, medical, religious, educational and cultural centre for Palestinian lives in the West Bank. The new military order combined with the Barrier completion will physically seal off Jerusalem from the West Bank: accessing Jerusalem will become indistinguishable from accessing Israel.

The imposition of the 1993 closure regime required Palestinians to obtain permits to enter Jerusalem and cross checkpoints. Permits were conditional on security background, age and marital status.

Following the intensification of violence with the second *intifida* in September 2000, additional checkpoints were erected in the West Bank on roads leading to Jerusalem. Some like the Qalandiya checkpoint on the road to Ramallah, were made permanent.

In 2002, Barrier construction around Jerusalem began to block many of these roads and crossings. Several major checkpoints were turned into crossings through the Barrier, each with sophisticated infrastructure and security screenings.

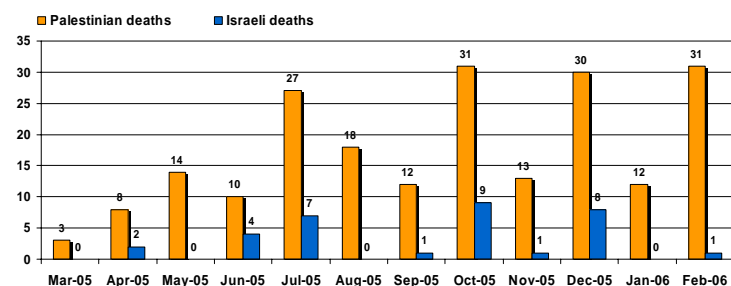
### State of Access into Jerusalem from the West Bank

	Name of Crossing and status	Location	Who can cross	Description of Crossing
1	Qalandiya Operational (ongoing construction)	North Jerusalem on the main north-south Palestinian road between Jerusalem and Ramallah/northern West Bank	Palestinians in private vehicles, pedestrians and commercial vehicles – most West Bank ID holders require Israeli issued permits	Pedestrians must enter terminal and undergo extensive security checks by civilian security company. Vehicles are stopped, checked twice, the driver must exit car.
2	Shu'fat Camp Operational (further construction is planned)	East Jerusalem	Palestinians in private vehicles and pedestrians - West Bank ID holders require Israeli issued permits	Currently a checkpoint for movement of people into Jerusalem, but will become Barrier crossing.
3	Gilo - <i>Rachel's Tomb</i> Operational	South Jerusalem on the major north-south Palestinian route (old Road 60) to Bethlehem	Palestinians in private vehicles and pedestrians with Israeli issued permits, tourists, diplomats, and international organisations	Pedestrians must enter terminal and undergo extensive security checks. Vehicles stopped and checked twice; driver must exit car. Currently manned by Israeli border guards.
4	Ras Abu Sbeitan – <i>Olive</i> Operational	Eastern Jerusalem	Palestinian pedestrians; West Bank ID card holders require an Israeli issued permit. Ambulances can also use this crossing with Israeli coordination	
5	Ar Ram Operational	Northern Jerusalem	Closed to West Bank Palestinians as of 15 December 2005 (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.  This checkpoint is planned to be turned into a Barrier gate; to control movement for local Palestinian residents, school children and international organisations.	Pedestrians must show ID card. Cars and passengers drive through checkpoint; driver must exit 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 permitted to cross.	Back-to-back commercial crossing. Only Israeli licensed trucks can travel south towards Jerusalem.
7	Hizma Operational	Northeast Jerusalem	Closed to West Bank Palestinians as of 15 December 2005 (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 Israeli military checkpoint; random ID checks
8	Az Zayyem Operational	East Jerusalem on east-west bypass Road 1	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.	Cars and passengers drive through the checkpoint; random ID checks
9	Tunnels Operational (ongoing construction)	South Jerusalem on north-south bypass Road 60.	Closed to West Bank Palestinians as of 15 December 2005 (except workers of international organisations 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
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 (except workers of international organisations 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

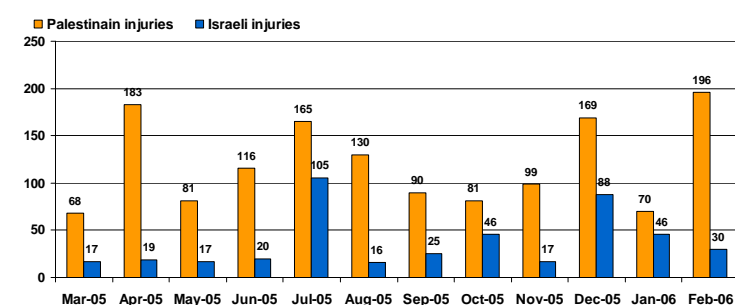
	Name of Crossing and status	Location	Who can cross	Description of Crossing
11	Ramot Allon Operational	Northwest Jerusalem on Road 436	Closed to West Bank Palestinians as of 15 December 2005 (except workers of international organisations with valid permits). Open to Palestinians with Jerusalem IDs, Israeli 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
12	Bir Nabala - <i>Atarot</i> Operational	North Jerusalem on Road 404 / 45 at Atarot Junction	Closed to West Bank Palestinians as of 15 December 2005 (except workers of international organisations 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 (construction has not begun)	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.	Planned
14	Lazarus - Ras Al Amud gate planned (construction has not begun)	East Jerusalem, planned near Abu Dis and 'Eizariya towns	Planned to allow access to Holy sites in Al 'Eizariya for pilgrims and tourists.	Planned
15	Nabi Samuel gate Planned (construction has not begun)	Northeast Jerusalem, planned at the entrance of Nabi Samuel village	Planned to control access for Palestinian residents of Bet Iksa, Biddu and Nabi Samwil.	Planned
16	Sawahira gate Planned (construction has not begun)	Southeast Jerusalem, planned near Ash Sheikh Sa'd and Jabal al Mukabbir villages	Planned to control access for Palestinian residents of As Sawahira ash Sharqiya, As Sawahira al Gharbiya and Sheikh Sa'd.	Planned (pending court case)

## II. Monitoring Issues<sup>7</sup>

### Casualties: Palestinian and Israeli Deaths

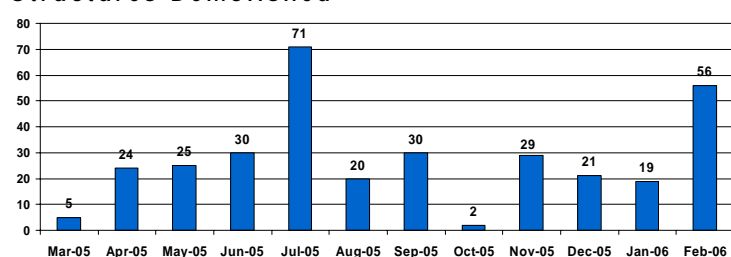


Source: OCHA Weekly Briefing Notes



Source: OCHA Weekly Briefing Notes

### Structures Demolished



Source: OCHA Weekly Briefing Notes

### Casualties

In the month of February 2006, 31 Palestinians were killed (including five children and one woman) and 196 injured. One Israeli female settler was killed and 30 other Israelis injured in the same period. An international person and a large number of the Palestinians were injured during demonstrations against the construction of the Barrier in Jerusalem and Ramallah. Twenty Palestinian fatalities occurred in the Gaza Strip including in IAF air strikes (targeted killings), IDF artillery shelling and incidents near the border fence with Israel. Also in the Gaza Strip, Palestinian gunmen attacked Erez crossing and Qassam (homemade) rockets were fired into Israel injuring four Israelis (approximately 148 rockets were fired in total during the month). Between 19 – 23 February, the IDF conducted large incursions in Balata refugee camp and Nablus city (Nablus governorate) resulting in eight Palestinian deaths (including three children) and 32 injuries.

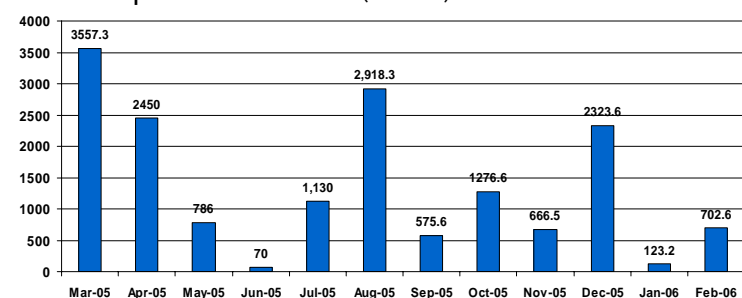
Palestinian casualties in February 2006 are the highest reported over the last 12 months. Israeli casualties have continued to decline since December 2005.

### Structures demolished

In February 2006, 56 Palestinian structures were demolished and a further eight were partially damaged, the highest number of demolitions recorded since July 2005. At least 66 Palestinians were left homeless after these demolitions. All of structures were demolished for reportedly being built without permits, predominately in the Jordan Valley. Palestinian buildings were partially damaged during IDF incursions in the Nablus area and in the Gaza Strip during IAF air strikes. These air strikes also damaged infrastructure including roads and bridges.



## Land Requisition Orders (in dunums)



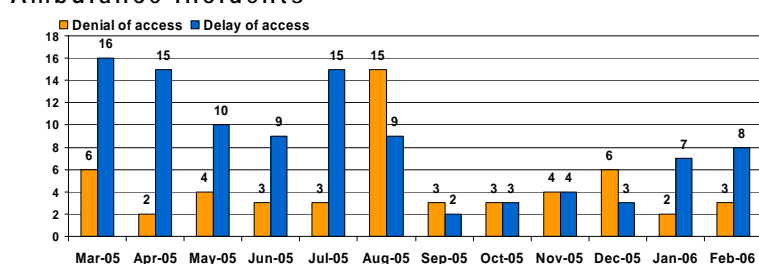
Source: OCHA Weekly Briefing Notes

## Land requisitions/levelling

The IDF requisitioned 702.6 dunums (70.3 hectares) of Palestinian land throughout the West Bank in February 2006. In Qalqiliya and Salfit governorates 279 dunums (27.9 hectares) of land was requisitioned for the construction of the Barrier. The remaining land was requisitioned by the IDF in Jenin, Ramallah/Al Bireh, Jerusalem and Bethlehem governorates for "military requirements" (including new observation towers and the expansion of military bases) and road construction. The amount of land requisitioned in February 2006 is lower than some of the peaks observed in the last 12 months when there were large requisitions for the construction of the Barrier.

Land levelling (including the uprooting of 1,100 olive trees in Ramallah) and construction of the Barrier continued in Qalqiliya, Salfit, Ramallah/Al Bireh, Jerusalem, Bethlehem and Hebron governorates in February. Land levelling also occurred for the expansion of existing and the establishment of new IDF infrastructure (checkpoints and road barriers) as well as around Israeli settlements (fences and buffer zones).

## Ambulance Incidents



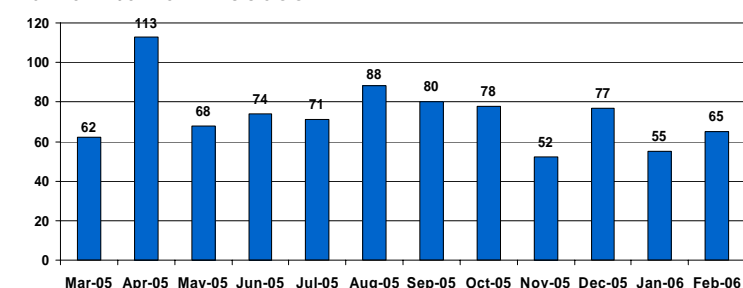
Source: PRCS

## Ambulance incidents<sup>8</sup>

Three denials and eight delays (in excess of 30 minutes) of access were reported by the Palestinian Red Crescent Society (PRCS) in the West Bank. In addition, there were two occasions when PRCS ambulances came under direct IDF gunfire (in Hebron and Nablus governorates). Five of all the incidents reported occurred in Nablus governorate (Balata refugee camp) during IDF incursions in late February.

This is the highest number of access incidents reported by PRCS since September 2005.

## Humanitarian Access



Source: Access and Closure Information System (ACIS) and UNRWA monthly reports

## Humanitarian access<sup>9</sup>

In February 2006, 65 access incidents were reported throughout the West Bank by international organisations. UNRWA filed 61 of the reports in which the delivery of aid and/or the movement of personnel were obstructed by the IDF or Israeli Border Police. Twenty-five of all the incidents occurred at entrances to Jerusalem (in particular at Hizma and Tunnels checkpoints).

## Access for water transporters / tankers<sup>10</sup>

IDF closure measures and the Barrier in the West Bank continue to have a severe effect on water transport; closures can result in the inability of water tankers to reach their destination. According to a WaSH MP survey in 2005, 200 Palestinian communities are not connected to water networks and in 11 other communities over half of the households are not connected to a network.

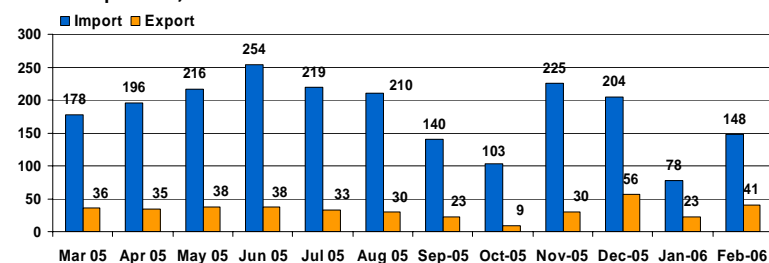
## Access for Palestinian workers and traders from the Gaza Strip<sup>11</sup>

Erez crossing is the only access point for Gazan workers and traders with valid permits to enter Israel. According to the Palestinian Ministry of Labour, as of 26 February, 5,442 work permits were issued for Palestinians in the Gaza Strip to work in Israel (all overnight stay permits were cancelled following a suicide bombing on 5 December in Netanya, Israel). However, roughly one half of those issued with permits are able to access Israel largely due to the closure of the crossing. Erez crossing was closed between 9 – 11 February following a Palestinian attack at the crossing. Nevertheless, the number of closure days at Erez in February is lower than the previous month, resulting in the higher average daily labour movement.<sup>12</sup>

**Erez Crossing: average daily labour movement**

	Mar 05	Apr 05	May 05	Jun 05	Jul 05	Aug 05	Sep 05	Oct 05	Nov 05	Dec 05	Jan 06	Feb 06
Workers to Israel	1,451	3,200	2,067	3,588	1,767	281	137	0	1,200	1,502	891	3,698
Traders to Israel	158	224	103	362	175	168	120	0	104	73	42	155

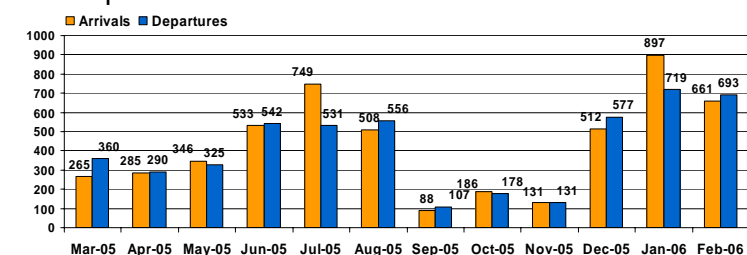
Source: Palestinian National Security Forces

**Karni Crossing: average daily truckloads (imports and exports)**

Source: Palestinian Ministry of National Economy

**Access for Gazan trade movement through Karni crossing<sup>13</sup>**

Karni crossing is the principle point for transporting goods to / from the Gaza Strip. Karni was closed between 15 January – 4 February and from 22 February. The IDF has stated that the reason for the closure of Karni is the suspected presence of tunnels dug by Palestinian militants leading to the crossing. Palestinians security services have dug four trenches, totalling more than one km in length around the crossing and no tunnels have been found. The closure of Karni crossing during February 2006 is reflected in low average daily number of truckloads of imported and exported goods.<sup>14</sup> These figures represent an increase on the January movement of goods through the crossing yet remain significantly lower than movement in November and December following the 15 November Agreement reached between the Government of Israel (GoI) and the Palestinian Authority (PA) on the movement of goods through Karni. For more information on the closure of Karni and its associated economic and humanitarian impacts see OCHA's *Gaza Strip Situation Report 31 January 2006* and *Gaza Access Report February 2006* (available at [www.ochaopt.org](http://www.ochaopt.org)).

**Rafah Passenger Crossing: average daily arrivals and departures**

Source: Palestinian Passport and Border Police

**Palestinians' access internationally from the Gaza Strip**

Rafah passenger crossing is the point of access for Gazans travelling overseas and is located on the Egyptian border. Since 18 December, Rafah has operated daily from 8am to 4pm. The average daily number of people crossing through Rafah in February 2006 is lower than the previous month when there was a large influx of pilgrims returning from Mecca. The number of people crossing through Rafah has increased since 25 November 2005 when the crossing was reopened following the 15 November Agreement.

**Access for Gaza fisher folk<sup>15</sup>**

Since January 2005, the Israeli authorities have restricted Palestinian fishing up to ten nautical miles from the Gaza Strip coastline compared to six nautical miles previously (under the Oslo Accords, Gaza Strip fisherman are entitled to fish 20 nautical miles from the coast). Palestinian fishing is prohibited one nautical mile north of the border with Egypt and one and half nautical miles south of the border with Israel. There were no additional restrictions imposed on Palestinian fisher folk during February 2005.

**III. Of note this month**

**Settler violence continued.** Violence perpetrated by Palestinians and Israeli settlers towards each other continued during the period with 11 Palestinians injured (including seven children) by Israeli settlers, predominately in Hebron governorate. One Israeli settler was stabbed to death and nine others injured by Palestinians in the West Bank (Nablus and Bethlehem governorates).

**Construction of a road barrier along Road 317 in Hebron continued.** Road barriers are long stretches of fencing or concrete barriers along road verges. These obstacles block access for Palestinian communities onto and across the main West Bank roads

and cause problems for residents to access emergency and other services, markets and jobs. Palestinians are required to travel longer distances to reach openings in the road barrier, where movement is often controlled by an IDF gate or flying checkpoint. The new road barriers in south Hebron governorate create problems for farmers in accessing approximately 80,000 dunums (8,000 hectares) of agricultural land on the other side of Road 317 (see OCHA's *Closure Count and Analysis, January 2006*). The new road barrier is being constructed along the previous route of the Barrier in the area.

## IV. New humanitarian reports

**UNSCO Economic Fragmentation and Adaptation in the Rural West Bank.** The Office of the United Nations Special Coordinator released a report on the fragmentation of established patterns of economic activity in the West Bank since the start of the second *intifada* in September 2000. The report discusses the breakdown of economic activity with Israel, between governorates and between urban and rural communities in the West Bank and the forms of adaptation of rural communities. It finds that communities' ability to cope with closure depended on their level of existing economic diversity and access to material, financial and human resources and on their degree of dependence on Israeli markets. The report finds that economic activity has localised and there has been a shift by traders to governorates where closure is less strict. See [<http://www.lacc.ps>].

**OCHA West Bank Access and Closure Map and Analysis.** OCHA released its latest West Bank closure map updating the status of West Bank closure system. The map for the first time highlights areas of the West Bank which are prohibited or restricted for Palestinians including IDF closed military areas, areas within Israeli settlement municipal boundaries, outposts and IDF military bases and areas of land between the Barrier and the Green Line. In its report OCHA states that the number of physical obstacles has increased by 25% since August 2005, most noticeably in Hebron governorate. The increase has been observed in unmanned physical obstacles including road barriers. A horizontal trisection and a vertical narrowing of the West Bank was noted. See [<http://www.ochaopt.org>].

**WFP Gaza Strip Market Monitoring report (No. 3).** The World Food Program released their market monitoring in the Gaza Strip which follows access and availability of basic food commodities. The prices of goods in the Gaza Strip has increased and the quantity of basic food commodities (such as wheat flour, sugar and rice) in the Gaza Strip are enough to last four days, according to the Ministry of National Economy and Supply. For more information please contact WFP (02 540 1340).

**PCBS reports and press releases.** During February 2005, the Palestinian Central Bureau of Statistics (PCBS) released a number of statistical reports relating to the humanitarian and socio-economic situation in the oPt:

- **Labour Force Survey Results (October – December 2005):** The unemployment rate increased from 28.4% in the 3<sup>rd</sup> quarter of 2005 to 29.4% in the 4<sup>th</sup> quarter of 2005 (based on the relaxed definition of unemployment which includes discouraged workers). Unemployment levels are highest in the West Bank governorates of Jenin and Hebron and throughout the Gaza Strip, and among young people aged between 15 and 19 year olds.
- **Main Findings of the Survey on the Impact of Israeli Measures on the Economic Conditions of the Palestinian households (October – December 2005):** The need for food continues to be the top priority in Palestinian households followed by job opportunities and money. Aside from reliance on the declining median monthly income, coping strategies employed by Palestinian households include delaying the payment of bills and reducing expenditures. A reported 27.2% of interviewed households received humanitarian assistance, the majority of whom were in the Gaza Strip.

- **On the Main Findings of the Survey on the Perception of the Owners/Managers of the Industrial Establishments Towards the Economic Conditions (January 2006):** There was a continuing decline in the perception of the owners/managers of industrial establishments towards the economic conditions compared to January 2005. Business owners were more pessimistic than at the same time the previous year about employment levels and the volume of sales. Owners in the Gaza Strip were more optimistic than those in the West Bank.
- **Health Care Providers and Beneficiaries Survey (2005):** A survey of health care providers and beneficiaries conducted in November – December 2005 found that around half of all health care visits (47%) occurred at Ministry of Health (MoH) facilities, followed by private (20.7%) and UNRWA (20.5%) facilities. The median average cost of a medical visit was NIS 20 while the average transportation cost was NIS 7.5 per visit. The MoH spent 45.3% of all health expenditures.
- **Hotel survey (4<sup>th</sup> quarter 2005):** The number of guests arriving from outside the oPt in 4<sup>th</sup> quarter 2005 represents one quarter of the number that visited in 1999, although guest numbers have increased steadily since 2002. Since the start of the second *intifada*, room occupancy rates declined by 60.4%, although again, 2005 witnessed increased occupancy since 2002.
- **Palestinian Consumer Price Index (January 2006):** The closure of Karni crossing during January 2006 led to a 4.77% increase in the consumer price index (CPI) compared to December 2005 for a number of food items in the Gaza Strip. There has been an increase in the price of fruit and vegetables (by 20.2%), sugar (by 9.4%) and children's milk (6.5%). The CPI across the oPt increased by 1.5% between December 2005 and January 2006.
- **Statistical Report on Building Licenses (4<sup>th</sup> quarter 2005):** The number of building licenses issued – an indicator of investment – increased by 7.4% in the 4<sup>th</sup> quarter 2005 compared to the 3<sup>rd</sup> quarter. The total number of building licenses in the Gaza Strip and the West Bank reached 2,200.
- **Domestic Violence Survey (2005):** A survey on domestic violence conducted in December 2005 – January 2006 found that 23.3% of married and previously married women reported exposure on one or more occasions to physical violence while 61.7% reported exposure to some form of psychological violence. High numbers of unmarried women also reported being exposed to physical (24.6%) and psychological (53.5%) violence. Women in the West Bank reported higher levels of domestic violence than women in the Gaza Strip. In addition, 51.4% of all mothers stated that one of their children was exposed to violence during the past year with children from rural communities more at risk than children in urban communities.
- **Conditions of the Graduates of High Education and Vocational Training Survey (December 2005 – January 2006):** This survey found that the employment rate was highest among graduates with bachelor degrees (89.2%) while the highest unemployment rate was among graduates holding vocational education and training certificates (34.8%).

For more information on all reports and press releases see [<http://www.pcbs.gov.ps>].

<sup>1</sup> 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.

<sup>2</sup> The Mazmoria Barrier crossing, once completed, will replace the Gilo crossing for all Palestinian traffic from the south into Jerusalem.

<sup>3</sup> West Bank Palestinians who work for international organisations and have valid permits issued by the Israelis are still allowed to use 2 additional crossings – the Tunnels and Hizma checkpoints. The Beitunya crossing will remain limited to Palestinian commercial vehicles only.

<sup>4</sup> Israeli Seam Zone Authority <http://www.seamzone.mod.gov.il/>

<sup>5</sup> This refers to the section of the Barrier built in Jerusalem governorate and not 'Greater Jerusalem.' The projected Barrier around Ma'ale Adumim that is subject to inter ministerial decision has also been included. As of January 2006, 29km of the Barrier around Jerusalem have been constructed; 34km are under construction and 12km are planned.

<sup>6</sup> The Barrier runs very close to the Green Line in the area south of Qatanna village and the area south of Bet Surik village in North West Jerusalem.

<sup>7</sup> OCHA monitors a number of indicators related to the protection of civilians in our Weekly Briefing Notes. OCHA is also tasked with monitoring the specific commitments given by the Government of Israel (Gol) to Ms Caroline Bertini in August 2002 in her capacity as Personal Humanitarian Envoy of the UN Secretary-General. Ms Bertini's mission was in response to the deteriorating humanitarian situation and was to assess the nature and scale of the humanitarian needs and to clarify the respective responsibilities of those actors involved. The Gol made and/or confirmed a number of humanitarian commitments to Ms Bertini during her mission. Since this time OCHA has produced monthly reports monitoring the Gol's actions in relation these commitments. The monitoring of the Bertini Commitments is now included in the Monitoring Section of the Humanitarian Update.

<sup>8</sup> Gol Bertini Commitment (2002): (1) Palestinian ambulances will wait no more than 30 minutes at any checkpoints; and (2) Effective mechanisms will be put in place to ensure that Palestinians seeking critical medical services (child delivery, dialysis, chemotherapy etc) can quickly pass all checkpoints.

<sup>9</sup> Gol Bertini Commitment (2002) - Facilitation of International Organisations: (1) Israel will fully facilitate the assistance activities of international organisations with particular reference to UNRWA; (2) Israel agrees to review and strengthen the liaison arrangements between international agencies and the IDF to facilitate assistance activities; and (3) Israel will improve the situation at checkpoints, including the deployment of more experienced IDF personnel.

<sup>10</sup> Gol Bertini Commitment (2002): Problems related to water deliveries to Palestinian towns and villages will be addressed to ensure that daily water deliveries in proper quantities can be supplied by Palestinian water tankers.

<sup>11</sup> Gol Bertini Commitment (2002) (confirmed during the Bertini mission): Increase in the number of work permits for Palestinian workers in Israel from the Gaza Strip.

<sup>12</sup> The average daily Palestinian labour movement through Erez crossing is calculated for weekdays i.e. excluding Fridays and Saturdays.

<sup>13</sup> Gol (2002) (confirmed during the Bertini mission): Increase in the shipments at Karni crossing in the Gaza Strip.

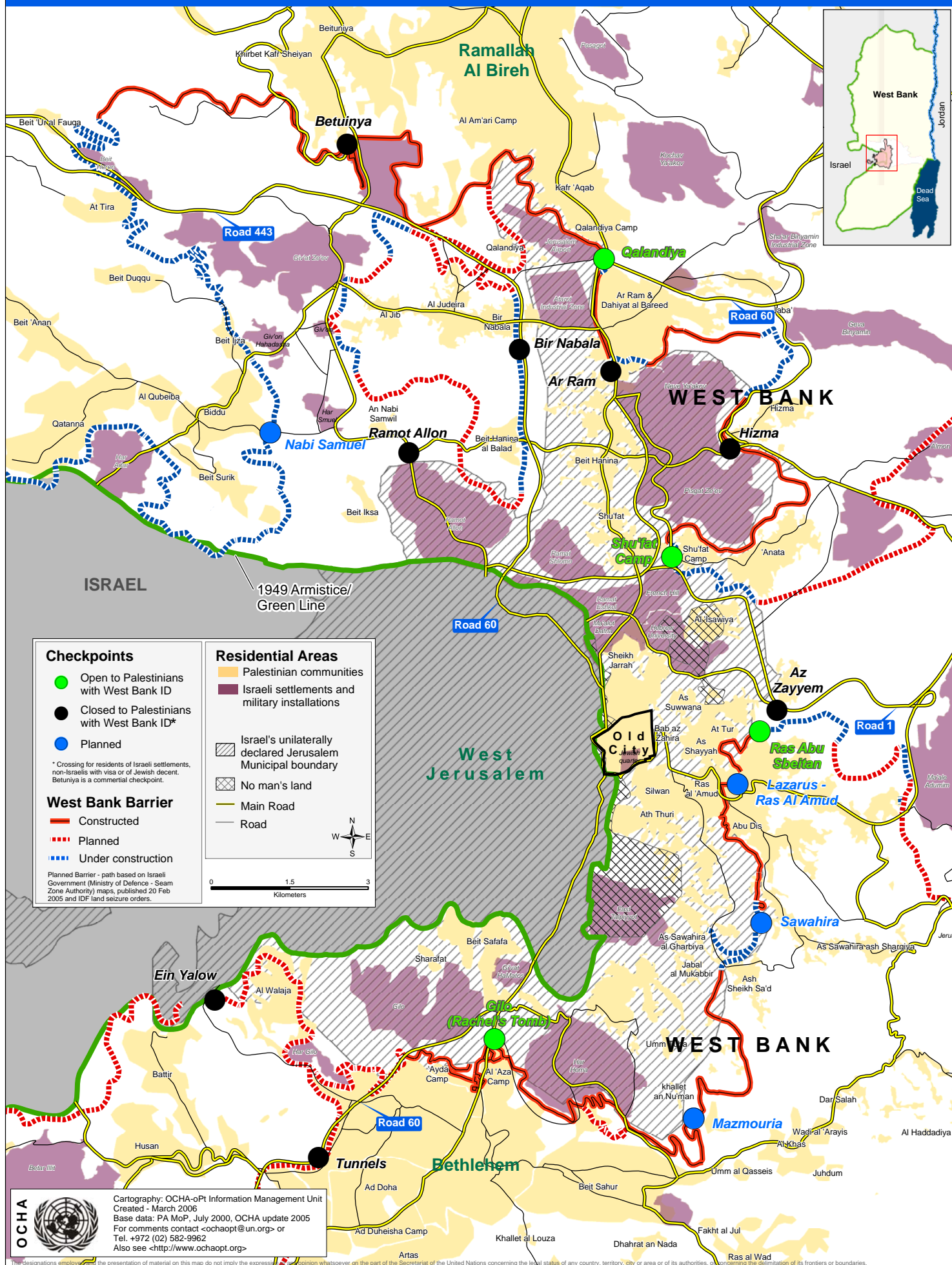
<sup>14</sup> The average daily number of truckloads of import/exported goods through Karni crossing is calculated excluding Saturdays.

<sup>15</sup> Gol Bertini Commitment (2002) (confirmed during the Bertini mission): The fishing zone for Palestinian fishing boats of the Gaza Strip will be extended to 12 nautical miles.



# Jerusalem Area: Barrier crossing points - planned and operational

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Cartography: OCHA-oPt Information Management Unit  
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