



The Humanitarian Impact of the West Bank Barrier on Palestinian Communities

1 September 2004

Update No. 4

A report to the Humanitarian Emergency Policy Group (HEPG),
compiled by the United Nations Office for Coordination of Humanitarian Affairs (OCHA) and
the United Nations Relief and Works Agency for Palestine Refugees (UNRWA) in the occupied Palestinian territory.¹



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This report updates the following:

- * Changes in route, legal developments
- * Barrier construction and humanitarian impact
- * Barrier access, the gates and permit system
- * Access to basic services - two case studies

Introduction

Concerned that Palestinian livelihoods and access to essential services would be harmed by the construction of the West Bank Barrier, the international donor community - through the Humanitarian Emergency Policy Group (HEPG) - requested regular updates on the humanitarian impact of the Barrier. The HEPG comprises the European Commission and the EU President, the World Bank, USAID, Norway and UNSCO. This is the fourth such update and it is compiled by the UN Office for the Coordination of Humanitarian Affairs (OCHA) and the United Nations Relief and Works Agency (UNRWA) in the occupied Palestinian territory.

Key Findings

Revised Barrier Route Published:

A new Barrier map was issued by the Israeli Ministry of Defense on 30 June 2004, altering prior routes published on 23 October 2003 and 25 March 2004.²

- The revised route places fewer Palestinians on the west side of the Barrier but does not reduce significantly the amount of land from which the Barrier separates Palestinian landowners and farmers from their land.
- The revised route removes two large enclaves in the Salfit and Ramallah governorates from the prior route. However, two major roads generally prohibited for Palestinian use run across the open side of the revised route, and effectively act as barriers to Palestinian movement out of these areas. Accordingly, it is unlikely that this revision will improve the humanitarian access for the majority of Palestinians.
- The revised route creates two semi-enclaves and an additional four new enclaves.
- The revised route reduces the total length of the Barrier by 16 kilometres. [See page 5]

New Requisition Orders Issued:

The IDF has issued the first land requisition orders in the Hebron Governorate and the Ari'el "finger"³ in the northern West Bank. [See page 8]

Restricted Access through the Barrier Gates:

- Fifty-five (55) gates were observed in the constructed Barrier during the current reporting period. This marks a net increase of 2 gates since Update No. 3 (April 2004).
- Out of the 55 gates, 21 gates are open to Palestinians who have permits.

- Thirty-four (34) gates in the Barrier are closed to Palestinians.
- Eleven (11) gates have changed status since the last update – 8 have been opened and 3 have been closed for Palestinian use.

[See page 22]

Green permits to cross the Barrier - Concern for farmers and family access to the olive harvest:

The upcoming olive harvest, roughly from the first week in October through the first week in November, raises concerns for farmers, local families and day labourers who need to obtain "green permits"⁴ from the IDF in order to access olive groves located behind the Barrier. The farmers and landowners will need to cross "seasonal" gates – gates normally open only for Israeli military use but which the IDF states are open during harvest seasons for Palestinians. [See page 27]

Access to Services: South Hebron and Barta'a Ash Sharqiya:

- South Hebron: The impact of the Barrier on the livelihood of Palestinians living in the planned "closed area" will be severe. The area is mostly arid and is not food self-sufficient making access to markets crucial. Access to education and health services is already restricted due to the closures and it is projected that the Barrier will make access even more difficult. Development requirements in this area aimed at connecting Palestinians to an electricity grid, water networks and road infrastructure will be undermined by the Barrier.

[See page 29]

- Barta'a ash Sharqiya: Access to specialised healthcare is difficult, especially for emergency and chronic cases. The time it takes for many students to travel to school on the other side of the Barrier has increased significantly. Current restrictions on Palestinian labour in Israel have resulted in an unemployment rate of 80%. In addition, Barta'a ash Sharqiya has had to import all consumer goods, including water during the summer months. [See page 31]

Legal and International Events:

- On 30 June 2004, the Israeli High Court of Justice⁵ ordered the government of Israel to redraw the route of a planned 30-kilometre stretch of the Barrier northwest of Jerusalem, stating that the original Barrier plans would cause too much hardship for Palestinians.
- On 9 July 2004, the International Court of Justice (ICJ) issued its advisory opinion stating that the Barrier represented a breach of international humanitarian law and should be dismantled.
- On 20 July 2004, the 10th emergency special session of the United Nations General Assembly adopted resolution A/ES-10/15, which demanded that Israel comply with the legal obligations identified in the ICJ advisory opinion. Vote - 150 member states in favour, six against and 10 abstentions.
- On 19 August 2004, the Israeli High Court of Justice ordered the government to address the implications of the ruling of the ICJ within 30 days. The order by the Israeli court was made in response to a petition by residents of Shuqba village.

Background

In June 2002, Israel began construction of the West Bank Barrier stating that it was a security measure to protect its citizens from Palestinian suicide attacks. The Ministry of Defense stated that, “[t]he Security Fence is being built with the sole purpose of saving the lives of Israeli citizens who continue to be targeted by the terrorist campaign that began in 2000. The fact that over 800 men, women and children have been killed in horrific suicide bombs and other terror attacks clearly justifies the attempt to place a physical barrier in the path of terrorists.”⁶

While part of the Barrier runs along the 1949 Armistice or the Green Line, approximately 85% of the revised planned route of the Barrier intrudes into the West Bank, up to 22 kilometres in the case of the Ari’el “finger.”

The route of the constructed Barrier runs through populated and agricultural areas in the West Bank and cuts off access to local roads and fields farmed by the Palestinian population. The Barrier path in the north also isolates more than 5,000 Palestinians who live in “closed areas” – the areas between the Green Line and the Barrier – and restricts others who need to access these areas. The upcoming olive harvest, roughly from the first week in October through the first week in November, raises concerns for farmers and day labourers who need to obtain permits in order to access olive groves located behind the Barrier.

The Israeli authorities have installed a network of gates in the Barrier and a system of special green permits to control movement through the Barrier. However, they have proved inadequate to ensure normal daily life for these Palestinians.

Palestinians and many in the international community have criticised the route of the Barrier, some accusing Israel of annexing Palestinian land⁷. The International Court of Justice ruled in a July 2004 advisory opinion that as a result of its protrusion into the occupied territories and the enormous humanitarian impact on Palestinian lives, the Barrier violated international law. The court advised Israel to cease construction of the Barrier and dismantle the constructed parts.

Construction, however, has continued. Currently, the constructed Barrier is 185 kilometres long, with 70 kilometres actively under construction. Most of the Barrier is a system of fences, ditches, razor wire, groomed trace sands, electronic monitoring system, and patrol roads. Twenty-two kilometres of the constructed Barrier consist of 8- to 9-metre-high concrete-slab segments, which are connected to form a wall (mostly in urban areas such as Jerusalem, Bethlehem, Qalqiliya, and Tulkarm). According to new maps published by Israel, the total length of the Barrier, when completed, is estimated to be 622 kilometres.⁸

Comparison of Barrier Projections: Oct 2003 and June 2004



Overview of the Barrier route revision

On 30 June 2004, the Defence Ministry's Seam Zone Authority published a revised Barrier route map, which altered the route first official published on 23 October 2003. The revised Barrier route changes the route in a number of places (see map: Comparison of Barrier Projections). The following table summarises the changes in population and land area affected.

Barrier Route Changes	23 October 2003 Barrier path projections	30 June 2004 Barrier path projections	Difference
Total length of Barrier	638 km	622 km	16 km less
Percent of Barrier located on the Green Line	10 %	15 %	5 % more
Total area between the Barrier and Green Line	191,000 acres	157,800 acres	33,200 acres less
Total population between** the Barrier and Green Line	189,000 Palestinians 141,500 Israeli Settlers	93,200 Palestinians* 140,200 Israeli Settlers*	95,800 fewer Palestinians 1,300 fewer Israeli Settlers

Palestinian locality population figures are taken from the Palestinian Central Bureau of Statistics 2004 projected populations, or 1997 census population for villages with less than 100 residents. Estimates for 2004 figures are based on the PCBS 1997 census. Israeli settlement population figures are taken from the Research Department of the Knesset – 2003. Israeli population estimates for East Jerusalem taken from "Jerusalem on the Map", International Peace and Cooperation Center, 2003

* Population figures exclude East Jerusalem. Total population between the Barrier and the Green Line - including East Jerusalem: 325,660 Palestinians and 318,654 Israelis.

** Total population between the Barrier and the Green line, including enclaves and "closed areas".

Although the June revised Barrier route runs closer to the Green Line in many areas, the total length is 16 kilometres less than the October 2003 route.

In the northern West Bank, the originally projected Barrier extension running north-south into the Jordan Valley has been removed. However, the June revised Barrier takes in additional West Bank land northwest of Bardala.

In Qalqiliya, the planned Barrier around the Azzun Atma enclave has been removed. The new route around the Ari'el "finger" appears to take in less West Bank land. However, the new alteration will make the Ari'el "finger" an enclave in which most residents will be Israeli settlers.

The revised route removes two large enclaves in Salfit and Ramallah governorates from the prior route. However, two major roads generally prohibited for Palestinian use run across the open side of the revised route, and effectively act as barriers to Palestinian movement out of these areas. Accordingly, it is unlikely that this revision will improve the humanitarian access for the majority of Palestinians.

According to Israeli authorities, the "Jerusalem Envelope" - the area where the Barrier is meant to surround Jerusalem and other nearby areas - is under another additional revision since the 30 June 2004 revised Barrier update. This route has not yet been made public. Residents in and around Jerusalem remain uncertain of area access.

South of Jerusalem, the Barrier route creates three new enclaves to the west of Bethlehem. There are now six planned enclaves: Al Walaja, Husan, Wadi Fulkin, Al Jab'a, Safa, and Nahhalin.

The new revised Barrier route in the Hebron area runs closer to the Green Line on the western side than the previous route.

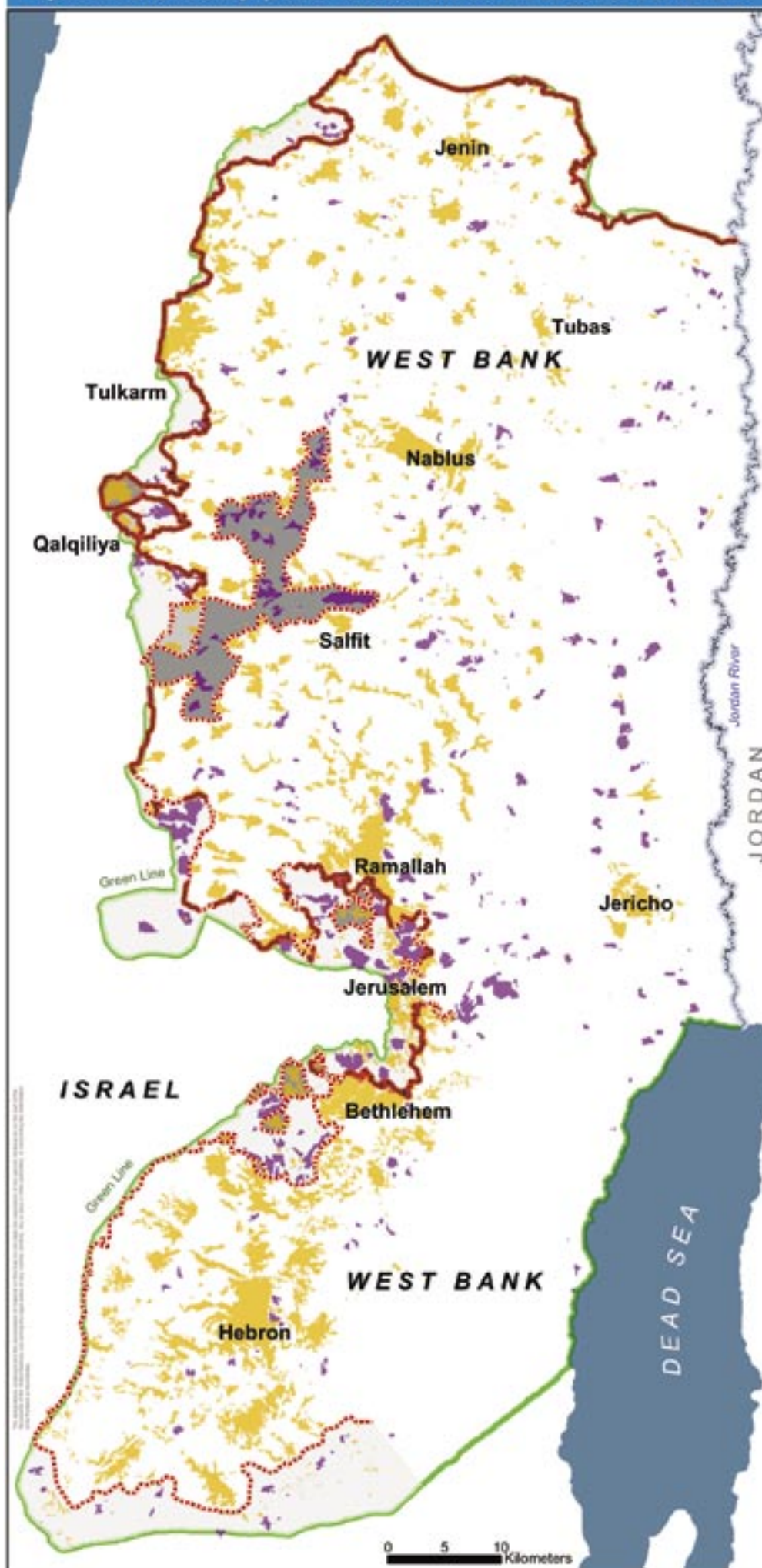
[For more details on the new Barrier route projections, see:

http://www.reliefweb.int/hic-opt/docs/UN/OCHA/update3barrierprojections9July04_maps.pdf

West Bank Barrier:
Projections of land and population located between the Barrier and Green Line

United Nations Office for the Coordination of Humanitarian Affairs

Projections Update:
July 2004



Total Area Between the Barrier and the Green Line: 157,800 acres
(including East Jerusalem)

Enclave: 38,500 acres
Closed area: 119,300 acres

11.5 % of West Bank land

Total Length of the Barrier: 622 km
(including East Jerusalem)

Completed or under construction: 255 km

Planned: 367 km

15 % of the Barrier follows the Green Line
Length of the Green Line: 315 km

Total Population Between the Barrier and the Green Line
(including East Jerusalem)

Palestinians: 93,200
(63 communities)

Israeli settlers: 140,200
(56 Israeli settlements)

Population in Enclaves

Palestinians: 76,900
(17 communities)

Israeli settlers: 38,500
(14 Israeli settlements)

Population in Closed Areas

Palestinians: 16,300
(46 communities)

Israeli settlers: 101,700
(42 Israeli settlements)

Total Area of Semi-Enclaves
4,000 acres

Total Population in Semi-Enclaves

Palestinians: 15,400
(5 communities)

Israeli settlers: 0

— Completed Barrier or Under Construction*

- - - - - Planned Barrier**

Enclave: Land encircled by the Barrier with access restricted by gates and/or checkpoints.

Semi-Enclave: Land encircled by the Barrier with one unrestricted access route.

Closed Area: Land enclosed by the Barrier and the Green Line

Yellow: Palestinian Community

Purple: Israeli Settlement

*Barrier path extracted from satellite imagery and verified with field observations - as of 27 May 2004.

** Planned Barrier path based on Israeli Government Map (Ministry of Defence/Seam Zone Authority), updated 30 June 2004.

Israeli settlement population figures taken from the Research Department of the Knesset 2003, and "Jerusalem on the Map", International Peace and Cooperation Centre, Jerusalem 2003.

Palestinian community population figures based on the Palestinian Bureau of Statistics (PCBS) 1997 census, 2004 estimates, and the Statistical Yearbook of Jerusalem, 2002.

1 acre = 4 dunums = 0.4 hectare



Cartography and Barrier Themes: OCHA-oP
Humanitarian Information Centre - September 2004
Base data: MoPIC (2000) updates OCHA (2004)

Legal and advisory rulings

On 30 June 2004, the Israeli High Court of Justice ruled that a stretch of the planned Barrier north of Jerusalem should be revised. The Court noted that this stretch of Barrier, contested on behalf of the Beit Surik village council, would cause injury to Palestinian lives and land. Furthermore, the Barrier construction in this area conflicted with the Israeli army's obligations under international humanitarian law. The Court stated that the harm to the residents' way of life was disproportionate to the security benefit of the route. The Court ordered the IDF to draw an alternative route for the Barrier. Various routes have been proposed by petitioners and other bodies interested in the case.

On 9 July 2004, the International Court of Justice (ICJ), in an advisory opinion, ruled that the Barrier constructed by Israel in and around the West Bank and East Jerusalem was in breach of international law. It ruled that construction should cease and that the constructed areas of the Barrier should be dismantled. It also advised donor countries, "not to render aid or assistance in maintaining the situation created by such construction."⁹

Following the ICJ ruling, on 20 August 2004, the UN General Assembly adopted resolution A/RES/ES-10/15, which demanded that Israel comply with the legal obligations identified in the ICJ advisory opinion. One-hundred-and-fifty (150) member states voted in favour, six against, 10 abstentions and 25

non-voting. It also requested the UN Secretary-General to establish a register of damages caused to the Palestinian population by the Barrier's construction. The Secretary-General is due to submit to the General Assembly a proposal for this in the near future.

On 19 August 2004, the Israeli High Court ordered the Israeli government to report in 30 days of its legal position on the ICJ ruling, which declared the Barrier in the West Bank illegal. The order by the Israeli court was made in response to a petition by residents of a Shuqba village. The court order excluded East Jerusalem from the government's response.

The potential humanitarian implications of the above rulings are still uncertain. The international community and appropriate United Nations bodies continue to deliberate on the ICJ opinion and consider its implications. However, life for many Palestinians living near the Barrier continues to be difficult. Limited access to basic services, education, places of employment, and markets have led to a greater dependence on humanitarian aid.

Northern West Bank

Tubas | Jenin | Tulkarm | Qalqiliya | Salfit

Overview/Key developments

- ➔ The Barrier has to a large extent been completed in these areas. The Barrier in Jenin, Tulkarm and Qalqiliya is 100% complete. In Tubas, work is nearly completed. Barrier work in Salfit began. New structures, such as tunnels, terminals and gates, are being installed to redirect Palestinian movement and access.
- ➔ Olive harvest and access to land and water resources separated by the Barrier are of concern for area farmers.
- ➔ Life in enclaves for Palestinians remains difficult as access to services and work is restricted, especially in the Alfe Menashe settlement area.
- ➔ The IDF issued the first land requisition orders for the Barrier construction in the area around the Ari'el settlement.

| Tubas

1. The IDF has issued land requisition orders to Palestinian land owners.¹⁰ Construction of the Barrier has to a large extent been finished on or near the Green Line along the north side of Tubas Governorate. Barrier construction is fence-like in this area, and stretches from the Jordan River west to the area north of Bardala. Construction of the eastern portion of the Barrier in this area is more advanced than the western areas. The Palestinian District Civilian Liaison (DCL) office in the Tubas area reports that this western area stretch, towards Jenin Governorate, is now paved and bordered by barbed wire. Electronic sensors have yet to be installed.
2. There is ongoing construction on a terminal-like structure at the Barrier intersection with Road 90, near Bisan checkpoint. According to the Palestinian DCL, no requisition orders have been received in this area.
3. Northwest of Bardala, the path of the Barrier deviates from the Green Line and cuts into the West Bank. The 30 June Barrier revised route cuts deeper into the West Bank than the October 2003 version. The Barrier extends to Al Mutilla, climbing from the base of the Jordan Valley, approximately 150 metres and skirts a 200-metre-high peak. A ditch and a protective fence have been installed 50 metres from the Barrier north of Bardala.

| Jenin

4. The planned section of the Barrier from Al Mutilla south to the Tayasir/ Al 'Aqaba area has been removed in the June revised Barrier route. Land requisition orders have been issued for the northern portion of this area. The land has been surveyed and marked from Al Mutilla to Raba. However, no construction is evident.
5. From Al Mutilla north to Jalbun, Barrier construction is complete.
6. The Barrier is complete from Jalbun, in Jenin to Dhaher al 'Abed, north of Qaffin in Tulkarm. The path of the Barrier runs near the Green Line from Jalbun to 'Anin. South of 'Anin, the Barrier juts eastward, running along the hilly terrain.

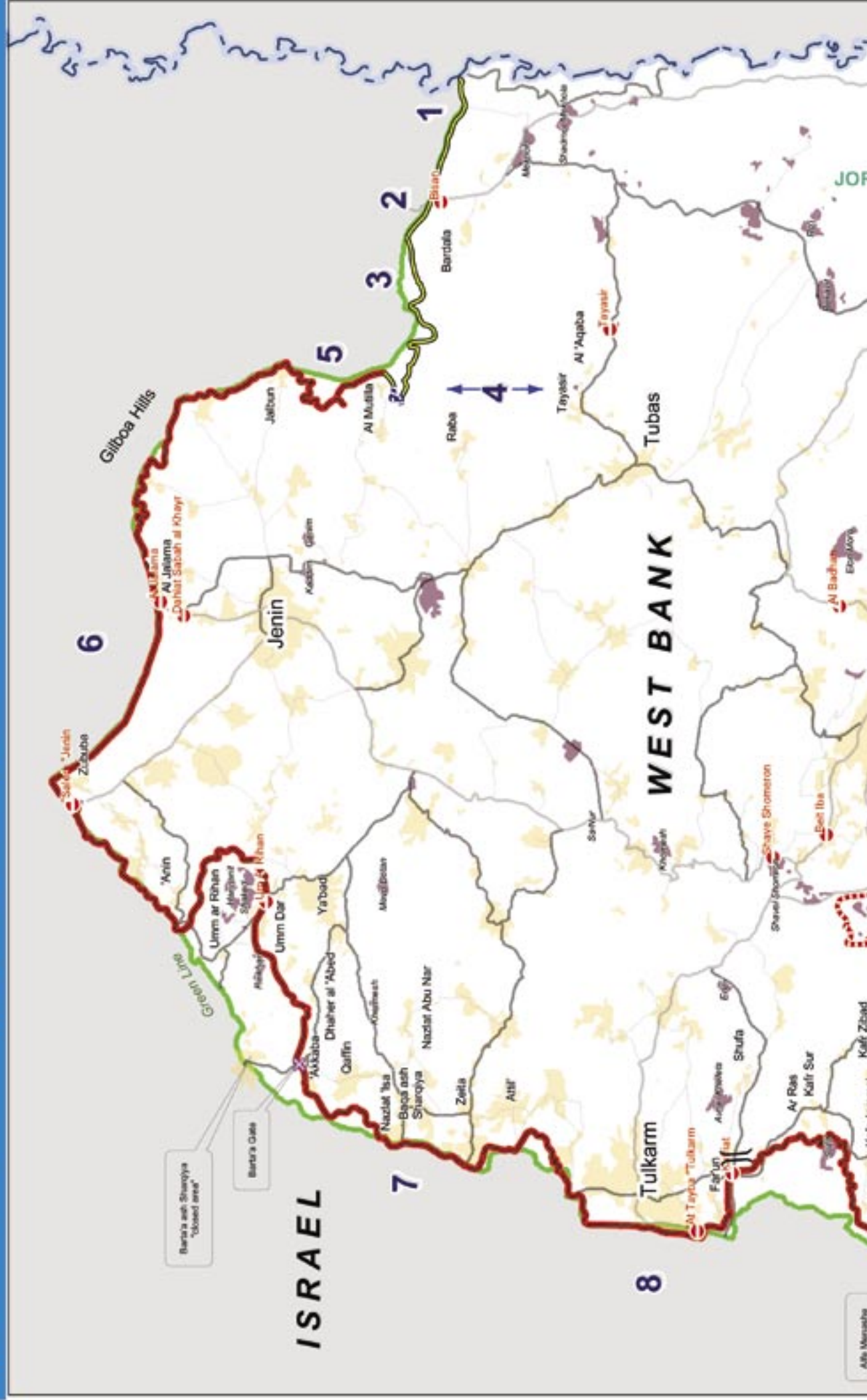
The Barta'a ash Sharqiya "closed area" of the Barrier creates an enclave, which includes three Israeli settlements and six Palestinian communities, with a combined Palestinian population of 4,000.¹¹ Nearly all Palestinian residents in this "closed area" have received green permits by the IDF to cross specific Barrier gates in order to enter and exit. However, approximately 50 traders lost their businesses when they were denied permits to enter the enclave because they were non-residents. In addition on 20 July, the IDF demolished 21 buildings along the Green Line.

Despite increasing access restrictions, the population in this area has remained constant according to the village council. This may be because an estimated 40% of residents hold Israeli ID cards, due to their close proximity to the Green Line and Israel proper. IDF regulations allow Israeli ID cardholders to move about more freely than West Bank ID card holders in this area.

Each paragraph number corresponds to a number on the attached reference map titled: Northern West Bank Barrier.

North West Bank Barrier - September 2004

| JENIN | TULKARM | QALQILIYA | SALFIT |



|Tulkarm

7. The Barrier route from Qaffin to Zeita was dismantled in April 2004. A new Barrier consisting of concrete segments was constructed closer to the Green Line. It runs through Nazlat 'Isa village, separating several Nazlat 'Isa homes from the main part of the town, located east of the Barrier.

Tulkarm: Qaffin, Akkaba & Ar Ras Permit Applications for Palestinian farmers:

In anticipation of a new Barrier gate opening, some 200 farmers from Qaffin and 'Akkaba have been applying for green permits since the beginning of 2004. Presently, only 22 from 'Akkaba and three from Qaffin have received permits from the IDF. The remaining applicants have either been rejected or have pending applications. Of the 22 farmers in 'Akkaba, 19 have been granted permits for Barta'a gate in Jenin. This gate has recently been closed to general use, i.e. movement to schools, places of employment, agricultural land. (see also: Gate Table). Qaffin gate is not currently open.

In Ar Ras, out of 70 farmers who applied, four received a green permit. Sixty-six farmers were rejected on security grounds and/or for failure to present correct ownership documents. Currently, a new group of 50 farmers have applied for permits. The applications are pending.

8. The Barrier is complete from Zeita south to Falameya. The Barrier in this area is mostly fence-like with the exception of a 5-kilometre section of concrete, which runs along the west side of Tulkarm town.

In early May, a land requisition order was issued for 22 dunums (2.2 hectares)¹² belonging to the villages of Shufa and Far'un, near the Kafriat checkpoint. Both the Palestinian and Israeli DCLs confirmed that this land would be used in the construction of a tunnel for Palestinian use under settler Road 57. The tunnel is expected to ease movement in this area by connecting southern Tulkarm with the surrounding villages in the Kafriat area that are now separated because of the Barrier. The Israeli DCL has stated that construction plans and a budget for the tunnel are not yet approved.

| Qalqiliya

9. The completed Barrier runs south from Falameya, encircling Qalqiliya town, to Masha in Salfit Governorate. The completed Barrier section includes portions of both concrete and fence-like construction in the Qalqiliya area. On the west side of Qalqiliya town, the concrete Barrier runs more than 3 kilometres along the Green Line.

10. On 31 August, the IDF completed the construction of a tunnel under Israeli-controlled Road 55.

The tunnel aims to facilitate travel between Qalqiliya and Habla and the villages further south of Habla, which have been blocked by the Barrier and closures. Farmers from Qalqiliya and Habla will however need to continue to use the existing Barrier gates to access their agricultural lands.

The tunnel will not improve movement in and out of the five Palestinian villages, population 900, enclosed in the Alfei Menashe enclave. On 31 August 2004, the Association for Civil Rights in Israel submitted a petition to the Israeli High Court of Justice calling for the dismantling of the section of the Barrier surrounding the settlement of Alfei Menashe and the five Palestinian villages. The petitioners state that the Barrier keeps residents out of Palestinian areas – agricultural land and Palestinian towns, where educational and health services are provided. The IDF has made some efforts in this area to facilitate movement for Palestinian school children by hiring school buses to carry students to and from schools.

According to the June revised Barrier route, there will no longer be a planned second fence around 'Azzun Atma. 'Azzun Atma is currently the only known village located between the Barrier and the Green Line whose residents' status has not changed with the completion of the Barrier. Residents of 'Azzun Atma have not been required to obtain residential green permits. However, those visiting the enclave do require visitor permits.



Tulkarm Barrier fence Feb 2004 / OCHA

| Salfit

11. The Barrier is complete north of Masha. This section of the Barrier includes a 50-metre section of 8-9 metre-high concrete slabs. The slabs have been placed in front of a single home, leaving it isolated west of the Barrier. On 10 March, a new land requisition order for 316.9 dunums (31.69 hectares) was issued to allow the Barrier to extend further south to encircle Masha, Az Zawiya, Rafat, and Deir Ballut, all Palestinian villages. The Barrier will then head east to link with the Road 5 – a main road used almost exclusively by Israeli settlers which leads to the Ari'el settlement block.

On 6 June, several bulldozers moved onto Az Zawiya land, uprooting a large number of olive trees. On 25 June, the court issued an interim injunction suspending work. On 5 July, the Jerusalem Centre for Human Rights and the Association for Civil Rights in Israel appealed on behalf of the heads of the villages of Deir Ballout, Rafat, Az Zawiya, and Masha. On the same day, the court issued an interim injunction prohibiting further execution of all requisition orders in this area, including orders between Salfit town and Ari'el and near Masha. All work remains suspended pending a final verdict.

12. On 28 May, two land requisition orders were issued in Salfit district in order to extend the planned Barrier and begin construction of the Ari'el "finger". A total of 267.4 dunums (26.74 hectares) of land were requisitioned between Salfit town and the Ari'el settlement and Masha. No substantial construction has yet begun on the Ari'el "finger". However, several new road projects are underway that are intended to increase access for settlers.

13. The June revised Barrier route added a new section to the Barrier, south of the Deir Ballut and continues southwest to the Green Line, to rejoin the planned Barrier near Rantis in Ramallah Governorate. This new segment will create an enclave containing principally Israeli settlers in the Ari'el "finger".

Central West Bank

Ramallah/Al Bireh | Jerusalem | Northern Bethlehem

Overview/Key developments

- ➔ The Barrier in the central West Bank is either under construction or under revision. It is difficult to predict the full humanitarian impact of the Barrier until it is completed. The Ramallah, Jerusalem and Northern Bethlehem areas will likely suffer from the loss of agricultural and pastoral land. According to preliminary analysis on the planned path of the Barrier, Palestinian communities in these areas will also suffer due to loss of access to employment inside Israel and the settlements.
- ➔ The 30 June revised Barrier route in the Ramallah/Al Bireh governorate generally is the same as the previous planned route, with the exception of the elimination of two secondary barriers which open two large planned enclaves. The Jerusalem area is under revision. The north Bethlehem area is nearly complete. However, six enclaves will be formed on the west side of the city. The Barrier revision reduces the amount of Palestinian land located between the Green Line and the Barrier in this area.
- ➔ It is still not clear how residents of Ar Ram/Dahiyat al Bareed will access Jerusalem and Ramallah.

Each paragraph number corresponds to a number on the attached reference map titled: Central West Bank Barrier.

| Ramallah/Al Bireh

1. The planned Barrier from Rantis east to Deir Ghassana along the southern section of the Ari'el "finger" is likely to separate Rantis' extensive northern olive groves from the village. No land requisition orders have been issued in this area.

The June 2004 revised Barrier route has removed the secondary Barrier extension, previously planned some 6 kilometres east of the current Barrier. However, villagers fear that the Ofarim-Nili bypass road, which is currently under construction, will act as a physical barrier affecting five villages: Al Midya, Ni'lin, Budrus, Qibya, and Shuqba - 16,000 villagers. Access to services in Ramallah, particularly access to specialised health care, may also be affected.

2. At least half of the Barrier between Rantis and Budrus is near completion. In the northern and southern sections near the Green Line, a patrol road has been asphalted and the concrete foundations are in place for the electronic fence. In the middle section, the Barrier runs about half a kilometer east of the Green Line where trees belonging to Shuqba village were uprooted. Land levelling was suspended pending a court decision on the route after Shuqba villagers filed a petition with the Israeli High Court of Justice.

Levelling continues southwest of Budrus. However, it is unclear where the Barrier will be constructed between Budrus and Al Midya.

There has been no new land levelling between Al Midya, Ni'lin and Deir Qaddis since work was suspended pending an Israeli High Court ruling.

The Barrier route at Ni'lin is being moved 100 metres (and in short sections up to 300 metres) south of the previous route towards the Modi'in settlement block. The new route continues to separate the village from many of its olive trees located in the wadi between the village and the settlements. Israeli settlers from Modi'in Illit and Nili settlements are preparing court petitions protesting the new projected route, as is the Binyamin Regional Council for settlements.

3. The June revised Barrier route has also removed the northern portion of the Qatanna area planned enclave. However, land requisition orders have been issued along three sides, running from Beit Sira to Beituniya. Access for these communities onto Israeli bypass Road 443 to the north has been blocked by earth mounds and roadblocks since 2000/2001. Road 443 is a four-lane highway on which Palestinians are prohibited to travel on unless they have the required permit. Thirteen villages with a combined population of 43,900 can use only one exit road from this area to Ramallah through an underpass beside Kharbatha al Misbah under Road 443.

Barrier construction in this area started in late February 2004 and has been halted and restarted according to Israeli High Court orders.

Construction work continues south of Beit Sira and Beit Nuba and between Beit 'Ur al Fauqa and Beituniya. Land levelling has been halted south of Beit Liqya.

The few workers with permits to enter settlements and/or Israel are still able to cross the unfinished Barrier in the Beit Nuba area. It is unclear whether they will have access to employment when the Barrier is complete.

4. The Barrier construction from Beituniya extending to Qalandiya checkpoint was completed in the Spring of 2003 and in part reinforced by a concrete wall in summer 2004. The constructed Barrier in this area has restricted and rerouted movement between Ramallah and Jerusalem.

| Jerusalem

5. The Bir Nabala planned enclave, located northwest of Jerusalem, has not received land requisition orders. The area contains 15,100 residents in five villages: Bir Nabala, Al Jib, Al Judeira, Beit Hanina al Balad, and Qalandiya.

The planned Barrier route will make it difficult for people to access services in the Bir Nabala community. The Barrier will cut off access west of Road 60, separating the community from Ar Ram, Dahiyat al Bareed and Jerusalem.

Tunnel construction is underway to connect the Bir Nabala community and surrounding areas with Qalandiya village. A second tunnel is planned under Road 436 to connect areas further west with the planned enclave, between Biddu and Al Jib.

Qalandiya checkpoint is planned to be relocated 200 metres southwest of the present location and will expand into a terminal, according to the Israeli DCL¹³. Residents in Ar Ram and Dahiyat al Bareed areas will then have unrestricted access to Ramallah.

6. A land requisition order was issued on 21 April for land northeast of Ar Ram. On 16 May, land levelling began near the Coptic housing project north of Neve Ya'akov settlement. On 9 June, the southbound lane from Qalandiya checkpoint to 150 metres north of Ar Ram checkpoint was closed to traffic. Preparation for Barrier construction in the middle of the road began. Only one lane from Ar Ram checkpoint north to Qalandiya is now open for traffic.

A roundabout has been installed south of Qalandiya checkpoint. It connects east to Jaba' village and west to a new road segment connecting to Road 443.

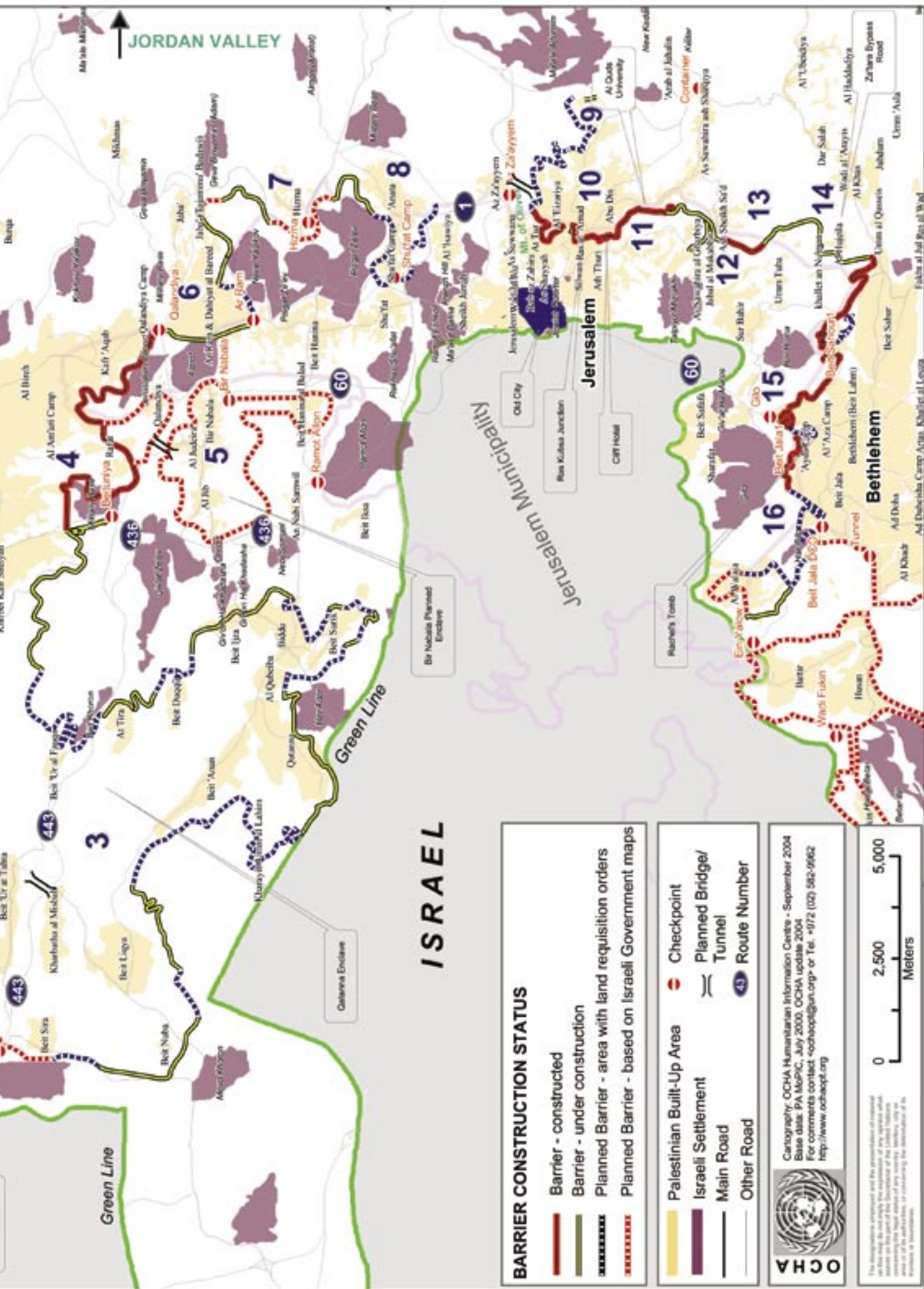
After Barrier construction started along the Jerusalem-Ramallah road, the Ar Ram Local Council petitioned the Israeli High Court of Justice against the planned Barrier. The court hearing took place on 28 June.

The Barrier in Ar Ram and Dahiyat al Bareed area will be a 4.5 metre-high concrete wall running through the middle of the road from Qalandiya checkpoint toward Ar Ram checkpoint, a stretch of 2.2 kilometres. It will then turn northeast in that area for another 3.5 kilometres toward Jaba', surrounding Ar Ram and Dahiyat al Bareed on three sides.

Continued on page 18



Ar Ram Barrier wall Sep. 2004/OCHA





Abu Dis Barrier wall Sep. 2004/OCHA

Jerusalem: The impact of the Barrier on education and health in Ar Ram

Ar Ram/Dahiyat al Bareed is located between Ramallah and Jerusalem. It serves as a central social and economic centre for Palestinians living in Jerusalem, especially for those in the north. It is a main transit centre for north and south travel in the West Bank.

Ar Ram became an alternative urban centre to Ramallah for northern Jerusalemites after Qalandiya checkpoint was established in 2000. Many Palestinian ministries, high schools, health clinics, and food markets are now located in Ar Ram.

Due to its location, many national and international institutions and NGOs have located here. It is also a main Palestinian Authority administrative centre for Palestinian villages and towns from Beit Anan in the northwest of Jerusalem Governorate to As Sawahira Ash Sharqiya in the southeast. PCBS projections estimate that 25,215 Palestinians reside in Ar Ram/ Dahiyat al Bareed. However, the Ar Ram Local Council reports that as many as 62,000 residents live here and the Israeli DCL estimates 80,000 people live here. Regardless of the estimate used, the 40% to 70% of residents who have Jerusalem ID cards¹⁴ will be affected by the Barrier path.

The Palestinian Ministry of Education (MoE) located in Ar Ram is responsible for the administration of 52 schools in the Jerusalem region. Fourteen of these, three PA and 11 private - 3,091 students and 186 teachers and staff - are located in Ar Ram and Dahiyat al Bareed. Sixty-three percent of these students carry Jerusalem ID cards, while 418 people travel from other areas daily¹⁵. In addition to these MoE schools, six Waqf schools - religious endowment institutions - provide education for approximately 2,000 students.

A large percentage of the population in Ar Ram and Dahiyat al Bareed are Jerusalem ID card holders, as many as 15,000 of these are students who attend classes in the Old City or elsewhere within the Israeli Municipality boundaries of Jerusalem. The Barrier around this area will restrict the movement of these students.

Currently, the MoE does not have the capacity to absorb these students into schools in Ar Ram. However, the MoE is considering changing operations to a two-shift system-one in the morning and the other in the afternoon, in an effort to accommodate more students.

No government health institution exists in Ar Ram. However, three medical centres run by the Israeli health services "Kupat Holim" provide health care for Palestinians with Jerusalem ID cards. For advanced treatment, these Jerusalemites rely on hospitals in Jerusalem.

Palestinian West Bank ID card holders pay fees for the services offered by the Kupat Holim system or use the charitable clinic run by Makassed Society. Two NGO-run clinics operate within the planned Bir Nabala enclave area. For advanced treatment, these residents depend on hospitals in Ramallah.

7. Hizma village council received land requisition orders on 8 April. Land levelling is ongoing, running southwest from Jaba' toward Ar Ram and Dahiyat al Bareed in Wadi Ayad and along the Hizma road – between Jaba' and Hizma.

8. The Shu'fat refugee camp and one neighbourhood in 'Anata are located within the Jerusalem municipality. These areas have been issued with land requisition orders and will be surrounded by the planned Barrier on three sides, with the only opening to the east - into the West Bank. Construction has begun in the northeast, between Shu'fat refugee camp and Hizma. There are least 10,000 registered refugees in Shu'fat Refugee Camp and more than 5,000 residents in Dahiyet Al Salam, an Anata neighbourhood whose residents have Jerusalem ID cards. They will be cut off from Jerusalem after the Barrier is complete. The residents have filed an appeal to the District Court Appeals Committee to relocate the Barrier closer to the Jerusalem Municipality border.

9. The Barrier in Al 'Eizariya area is under construction. One strip is complete on the eastern slope of the Mount of Olives, running along the Beit Fage Convent with a gap of 500 metres of levelled land. The strip then extends eastward towards the Az Za'ayem checkpoint. East of the convent, land requisition orders have been issued extending to the Ma'ale Adumim settlement junction.

A tunnel is nearly complete, which will connect Al 'Eizariya town to the Az Za'ayem village, crossing under Israeli-controlled Road 1.

10. South of Ras Kubsa junction, between Ras al 'Amud and Abu Dis, a concrete Barrier has been built running south on the main road to the Cliff Hotel, which has been placed on the East Jerusalem side of the Barrier.

11. South of the Cliff Hotel, a concrete Barrier is constructed on an adjacent hill. It zigzags along the top of the hill - in some cases within 5 metres of Palestinian homes. This concrete section runs down the valley past Al Quds University. West of the University, land has been levelled for 200 metres extending from the University playground. Further on, there is a section of concrete Barrier. The Barrier continues around the bottom of the next hill, followed by 2 kilometres of land that has been levelled running south towards Ash Sheikh Sa'ad.

12. In the Ash Sheikh Sa'd area, a fence-like Barrier is being constructed. The Barrier path currently runs along the western part of Ash Sheikh Sa'd, placing it on the West Bank side of the Barrier. Ash Sheikh Sa'd has 2,370 residents, some with Jerusalem and some with West Bank ID cards. This village is heavily dependant on services in Jerusalem.

13. The Barrier extends south towards Sur Bahir agricultural land. A 600-metre stretch is complete and land is being levelled in preparation for further construction. Approximately 250 families - 1,000 people living in more than 45 houses - with Jerusalem IDs live in Wadi Hummus, a neighbourhood of Sur Bahir. Land requisition orders path of the Barrier will separate Wadi Hummus from Sur Bahir by placing this neighbourhood on the West Bank side of the Barrier.

| Northern Bethlehem

14. Barrier construction near the village of An Nu'man has been halted pending a decision by the Israeli High Court of Justice. The villagers hold West Bank IDs and according to the June revised Barrier route will be placed on the Jerusalem side of the Barrier.

On 30 June, An Nu'man villagers obtained a ruling from the High Court of Justice limiting the Israeli Border Guards' ability to arrest them while they are walking in and out of their village. This has helped maintain relatively open access to the village.

The route of the Barrier was amended after the Israeli High Court accepted a petition by a group of six families from the nearby village of Al Khas. However, the issue of access restrictions placed on these families - located on the West Bank side of the Barrier now closed in by the newly built Za'tara bypass road - has not been resolved. Despite being on the West Bank side of the Barrier, the families will have to cross the Israeli bypass road.

Bethlehem: Gilo checkpoint

On 8 June, Israeli Border Guards declared the West Bank area 200 metres south of the checkpoint where Barrier construction had begun as "Israel". All Palestinians entering this area without a valid permit to enter Israel would be arrested. Border Guards arrested between 10 and 12 men about 25 minutes after putting up the sign. The men were arrested on the grounds of having entered Israel without a permit.

15. A concrete wall has been erected along the northern side of Bethlehem joining the previous fence-like section from Ayda refugee camp to the Bethlehem road. A concrete wall had already been erected on the side of the Emmanuel Monastery. Along the Barrier route, the houses of four large extended families, who possess West Bank IDs, are now on the Jerusalem side of the Barrier. These people have to pass through the Gilo checkpoint to reach Bethlehem.

No gaps remain in this section of the Barrier except for a 10-metre-wide space at the back of the new Israeli Border Guard checkpoint. This gap will become the new entrance to Bethlehem affectively re-routing all movement from the original road which will be restricted for Israeli use-now prohibited to Palestinians.

The movement of the Israeli Border Guard checkpoint closer to Rachel's Tomb, a religious site, will physically separate 11 families from Bethlehem. These families will be forced to cross through a checkpoint every time they wish to visit their relatives, reach schools, hospitals or markets - all are Jerusalem ID holders.

16. Three land requisition orders have been issued for the Barrier from Beit Jala to Al Walaja. A total of 78 dunums (7.8 hectares) have been requisitioned through a combination of orders issued by the IDF Civil Administration and the Ministry of Interior. Some of the land requisitioned is considered by Israel to be part of the expanded boundary of the Jerusalem Municipality.

According to the Municipality of Beit Jala, the new requisition orders will cut off local residents from nearly 4,000 dunums (400 hectares) of fertile agricultural land. In addition, the Barrier will envelope the only remaining forest in the western part of the district at Cremisan. The revised Barrier path will also include the water pumping station in Wadi Ahmed and curtail any possibility for natural Palestinian urban growth.

Land is being levelled for Barrier construction at the southern entrance of Al Walaja in accordance with land requisition orders issued in 2003. The June revised 2004 Barrier route for this area substantially enlarges this enclave. However, it is unclear on which side of the Barrier the Monastery of Cremisan will be located.

Half of the Al Walaja village falls within the boundaries of the expanded Jerusalem Municipality, according to the Israeli government. Al Walaja residents, many with West Bank IDs, have been arrested by Israeli Border Guards within their own village. According to the village council, 75 Palestinians have been arrested since the beginning of June 2004.

Southern West Bank

Southern Bethlehem | Hebron

Overview/Key developments

- ➔ The IDF has issued the first land requisition orders to Palestinian landowners for the Governorate of Hebron. The land specified in the orders runs close to the Green Line.
- ➔ The June 2004 revised Barrier route show six Palestinian enclaves on the west side of Bethlehem. If built, the Barrier will surround – except for one access point - 14,757 Palestinians. They will be separated from village land and water resources and from the Bethlehem urban centre. Barrier construction has begun in Al Walaja enclave, one of the six enclaves.



Bethlehem Checkpoint Sep. 2004/OCHA.

| Southern Bethlehem

1. In areas West and south of Bethlehem, including the Etzion and Efrat Israeli settlement blocks, the June revised Barrier route has increased the number of enclaves from three to six. The new enclaves include the villages of Wadi Fukin, Al Jaba and land belonging to the Palestinian community of Safa.

The June planned route increases the combined area of the enclaves in the Bethlehem area, moving the Barrier further away from the urban areas, when compared to the previous Barrier path. This revision allows some additional agricultural land to be included in the enclaves. However, these farmers will be separated from much of the surrounding agricultural land and many sources of water. Most water sources are used for agriculture, but they also serve as back-up during the dry season or when the Israeli-owned Mekorot¹⁶ pipelines that service the area are not functioning.

While most of the area enclaves are linked to basic services in Bethlehem, the village of Al Jab'a is connected to the district of Hebron.

The June revised Barrier route is planned to run closer to Efrat settlement than the previous Barrier map, enveloping less Palestinian agricultural land in the area of Artas, south of Bethlehem. The Efrat settlement is located approximately eight kilometres from the Green Line in the West Bank.

| Hebron

2. The June revised Barrier route is closer to the Green Line in this area. From Surif to Al Burj, the Barrier lies near the Green Line, cutting into the West Bank near Tarqumiya checkpoint.

The first land requisition orders for the Barrier have been issued in Hebron Governorate: Four orders totaling 2,233 dunums (223.3 hectares). Palestinian landowners have filed petitions to the Israeli High Court of Justice. Construction will begin in early September.

3. No land requisition orders have been issued for the planned Barrier route from Al Burj to Az Zuweidin in the southern part of the District. If the Barrier is completed in this area, it will create the largest "closed area" in the West Bank. (see: South Hebron case study).

Each paragraph number corresponds to a number on the attached reference map titled: Southern West Bank Barrier.

South West Bank Barrier - September 2004

| SOUTH BETHLEHEM | HEBRON |

BARRIER CONSTRUCTION STATUS

- Barrier - constructed
- Barrier - under construction
- - - - - Planned Barrier - area with land requisition orders
- - - - - Planned Barrier - based on Israeli Government maps

- Palestinian Built-Up Area
- Israeli Settlement
- Main Road
- Other Road
- = Checkpoint



Cartography: OCHA Humanitarian Information Centre - September 2004
 Base data: FAO/UNEP, July 2000; OCHA update 2004
 For comments contact: ochaapt@un.org or Tel. +972 (02) 592-0962
<http://www.ochaapt.org>

The information presented in this map is for informational purposes only and does not constitute an endorsement of any position or policy of the United Nations or any of its member states. It is the responsibility of the user to verify the accuracy of the information presented in this map.

0 2,450 4,900
 Meters

Numbers on the map correspond with data in Barrier Update #4 (Sept. 2004)

Barrier path based on Israeli Government, Ministry of Defence/Seam Zone Authority, map - 30 June 2004.

Areas under construction and land requisition orders collected from local authorities and IDF liaison offices - as of 30 August 2004.

ISRAEL

WEST BANK

West Bank Barrier:
planned, constructed

WEST BANK

ISRAEL

Green Line

Green Line

Access through the Barrier

West Bank Barrier gates and permits

The route of the constructed Barrier runs through populated and agricultural areas in the West Bank and cuts off local roads and access to Palestinian fields. The Barrier path in the north also isolates more than 5,000 Palestinians who live in “closed areas” – the areas between the Green Line and the Barrier – and restricts others who need to access these areas. The Israeli authorities have installed a network of gates in the Barrier and a system of special green permits to control movement through the Barrier.

The green permits are valid to pass through one gate only. The “closed areas” include 12 Palestinian villages/towns and 13 individual households affecting approximately 5,000 Palestinian residents. These residents are required to have “long-term resident” permits.

This section of the update provides an overview of the gates located in the constructed Barrier. Varying restrictions apply for each recorded gate. The location, type and status of each gate have been documented through consultations with local Palestinian and Israeli officials and field observations from UN staff. The attached table also classifies the Barrier gates as open or currently not open for Palestinian use.¹⁷ The status of gates is subject to change.

Gate Summary:

Changes since the April update

- The UN observed 55 gates in the constructed Barrier during the current reporting period, a net increase of two gates.
- Of these 55, three gates were recently opened in Jenin (1) and in the Tulkarm area (2). Two (2) of these gates are open for Palestinian use-Reikhan and Deir al Ghusun. The other, Far'un, is only open for military use.
- In Qalqiliya, one gate (the Qalqiliya DCO) has been partially dismantled and is no longer manned. This gate is no longer reported.
- Twenty-one (21) gates are now open to Palestinians who have permits, an increase of six (6).
- Thirty-four (34) gates are closed to Palestinians, a decrease of four (4). Of these, one (1) gate, falls into a special category: it has official opening hours, which are posted by the IDF. However, for a variety of reasons the gate is not used. In the April Barrier update, six (6) gates fell into this special category.
- Eleven (11) gates have changed status since the last update, eight (8) that were reported as closed in the April update have opened for Palestinian use. Three (3) gates that were previously open have closed.

West Bank Barrier Gate Summary as of 1 September 2004

	Name/Location	Gate Code (see map)	Gate Type	Remarks	Governorate/ Location	Gate currently used by Palestinians
1	Jalbun South	J1	Military	This gate is only open to and used by military personnel.	Jenin	No
2	Jalbun North	J2	Military	This gate is only open to and used by military personnel.	Jenin	No
3	Al Jalama	J3	Checkpoint	This gate constitutes a checkpoint with restricted access to Israel proper and functions also as commercial back-to-back. Official opening hours are 7:00-19:00.	Jenin	Yes
4	Al Yamun	J4	Military	This gate is only open to and used by military personnel.	Jenin	No
5	Ti 'nnik	J5	Military	This gate is only open to and used by military personnel.	Jenin	No
6	Zabuba	J6	Military	This gate is only open to and used by military personnel.	Jenin	No
7	Salem	J7	Military	This gate is the entrance to the Jenin DCL office and military base. Palestinians are allowed to use this gate to visit the DCL office.	Jenin	No
8	At Tayba North	J8	Military/ Seasonal	This gate is reported to be open seasonally for access to farmland during olive harvest times. This gate is currently closed for Palestinians and only used by military personnel.	Jenin	No
9	At Tayba South	J9	Military	This gate is only open to and used by military personnel.	Jenin	No
10	Anin	J10	Military/ Seasonal	This gate is reported to be open seasonally for access to farmland during olive harvest times. This gate is currently closed for Palestinians and only used by military personnel.	Jenin	No
11	Reikhan	J11	Checkpoint/ Road	This gate is open to green permit holders. Official opening hours are 6:00-22:00.	Jenin	Yes
12	Umm al Rihan	J12	Checkpoint/ Road	This gate was closed on 17 August 2004. Green permit holders are now directed to Imreiha Gate Reikhan.	Jenin	No*
13	Barta'a	J13	Checkpoint/ Road	This gate was closed on 17 August 2004. Green permit holders are now directed to Imreiha Gate Reikhan.	Jenin	No*
14	Qaffin Military	T1	Military/ Seasonal	This gate is reported to be open seasonally for access to farmland during harvest times. This gate is currently closed for Palestinians and only used by military personnel. Access through this gate is vital for more than 600 farmers from Qaffin and Akkaba villages who have farmland located behind the Barrier.	Tulkarm	No
15	Nazlat 'Isa North	T2	Military/ Seasonal	This gate is reported to be open seasonally for access to farmland during harvest times. This gate is currently closed for Palestinians and only used by military personnel.	Tulkarm	No
16	Nazlat 'Isa	T3	Checkpoint	This gate constitutes a checkpoint from the West Bank into Israel proper. The gate is currently only used by students and residents from Nazlat Isa located behind the Barrier, settlers from Khemesh and Mevo Dotan in Jenin, urgent medical cases and international organizations. It is closed for all others, including West Bank Palestinians and Arab-Israelis with valid permits. These residents are being redirected through alternative gates. This gate is manned 24 hours.	Tulkarm	Yes*
17	Zeita	T4	Military/ Seasonal	This gate is reported to be open seasonally for access to farmland during olive harvest times. This gate is currently closed for Palestinians and only used by military personnel.	Tulkarm	No
18	Zeita South	T5	Agriculture	This gate has been closed for several months and has no official opening hours.	Tulkarm	No
19	Attil	T6	Agriculture	This gate is physically closed with barbed wire.	Tulkarm	No
20	Deir al Ghusun	T7	Agriculture	This gate is used by some 25-30 farmers from Deir Al Ghusun holding green permits. Official opening hours are 5:30 and 17:30, closing immediately after the farmers have crossed.	Tulkarm	Yes
21	Al Jarushiya	T8	Agriculture	This gate is officially open to farmers with green permits, however not currently in use. Residents of Al Jarushiya report that this gate has never been open. Official opening hours are 7:00-7:20, 9:00-9:20, 12:00-12:20, 15:00-15:20 and 18:00-18:20.	Tulkarm	No**
22	Shweika	T9	Agriculture/ Road	This gate is in principle open to green permit holders, but in practice the gate is only used by one family residing behind the Barrier. Medical staff need prior co-ordination with the IDF outside the official opening hours. Official opening hours have been expanded and are 6:00-7:00, 11:00-12:00, 15:00-16:00 and 18:00-19:00.	Tulkarm	Yes*
23	Tulkarm DCL	T10	Military	This gate is only open to and used by military personnel.	Tulkarm	No
24	Taybeh	T11	Checkpoint	This gate constitutes a checkpoint restricting access from the West Bank into Israel proper and also functions as a commercial back-to-back. Currently the gate is used by workers, traders, suppliers, international organisations and others with a valid permit to Israel. Non-permit holders must use Kafriat checkpoint to leave Tulkarm town. The area around Taybeh checkpoint is currently under construction for a new industrial estate. Once completed, the IDF has informed OCHA that a new gate, adjacent to this gate, will be constructed to alleviate traffic and is planned to serve as a commercial back-to-back. Official opening hours are 6:00-18:00.	Tulkarm	Yes
25	Far'un	T12	Military/ Seasonal	This gate is reported to be open seasonally for access to farmland during olive harvest times. This gate is currently closed for Palestinians and only used by military personnel. In practice, access to land through this gate would prove difficult for farmers because a military road, protected with barbed wire, runs along farmland parallel to the Barrier.	Tulkarm	No
26	Jbarah	T13	School/Road	This gate was closed mid-March, however re-open in early August for local farmers with green permits. Since March school children from Khirbet Jbarah were collected by an IDF rented bus and transported to the schools in Kfar Sur, Ar Ras and Kfar Sibad through the Kafriat checkpoint and then transported back to their village after school hours. The transportation of children is currently suspended due to summer holidays but is expected to resume on 1 September. Official opening hours are 6:00-7:00, 12:00-13:00 and 16:00-17:00.	Tulkarm	Yes*
27	Kfar Sur	T14	Agriculture	This gate is being used by about 220 farmers from Kfar Sur and Kfar Jammal. Farmers from the neighbouring village of Ar Ras can not use this gate, but are directed through Kafriat checkpoint or use the recently open gate in Khirbet Jbarah. The gate also serves 22 Palestinian workers from both villages who work in the Sal'it settlement. Official open hours are 6:30, 12:30 and 16:00, closing immediately after the farmers have crossed the gate.	Tulkarm	Yes
28	Falamya North	Q1	Agriculture	This gate is open for more than 150 farmers from Falamya holding green permits. Official opening hours are 6:30-8:00, 12:30-13:30 and 18:00-19:30.	Qalqiliya	Yes
29	Falamya South	Q2	Military/ Seasonal	This gate is reported to be open seasonally for access to farmland during olive harvest times. This gate is currently closed for Palestinians and only used by military personnel.	Qalqiliya	No*
30	Jayyous North	Q3	Agriculture	This gate is open to more than 300 farmers from Jayyous holding green permits. These farmers cultivate olive trees, citrus trees and attend greenhouses on the other side the Barrier. Of the 300 farmers, about 120 cross the gate on a daily basis. Official opening hours are 6:30-8:00, 12:30-13:30 and 18:00-19:30.	Qalqiliya	Yes

West Bank Barrier Gate Summary as of 1 September 2004

	Name/Location	Gate Code (see map)	Gate Type	Remarks	Governorate/ Location	Gate currently used by Palestinians
31	Jayyous South	Q4	Agriculture	This gate is open for one family residing behind the Barrier (with six children who attend classes in Jayyous) and about five farmers who cross the Barrier to graze 300 livestock. Official opening hours are 6:00-6:15, 13:45-14:00 and 17:00-17:15.	Qalqiliya	Yes
32	Zufim	Q5	Agriculture/ Settlement	This gate is open 24 hours a day to farmers from Qalqiliya town with green permits, however it is not used by farmers after dark. This gate is also an entrance to the Zufim settlement from road 55 and manned by Israeli soldiers 24 hours a day.	Qalqiliya	Yes*
33	Qalqiliya North East	Q6	Military	The gate is physically closed with barbed wire.	Qalqiliya	No
34	Qalqiliya North West	Q7	Military	This gate is only open to and used by military personnel. The IDF reports that it has plans to construct a new terminal adjacent to this gate. This terminal is planned to only serve Palestinian workers with a valid permit to Israel. Other permit holders will continue to use Jaljoulia checkpoint.	Qalqiliya	No
35	Qalqiliya South	Q8	Military	This gate is only open to and used by military personnel.	Qalqiliya	No
36	Qalqiliya Habla	Q9	Agriculture	This gate is open to farmers holding green permits. Teachers are in principle also allowed to use this gate, however, movement restrictions in this area on Israeli controlled road 55, from Jaljoulia checkpoint to the Green Line, redirect teacher travel through Qalqiliya DCO (now open to all traffic) and Azzun town to reach schools in the Habla area. Construction of the tunnel connecting Qalqiliya town with Habla under road 55 is nearing completion. Although this tunnel will ease travel between Qalqiliya and Habla, farmers from Qalqiliya will continue to depend on this gate to access their farmland. Official opening hours are 6:30-7:45, 12:00-13:15 and 16:45-18:00.	Qalqiliya	Yes
37	Arab Abu Farda	Q10	Military	This gate is only open to and used by military personnel.	Qalqiliya	No
38	Isla	Q11	Agriculture	This gate is used by 20 Isla farmers with green permits, who cross the Barrier to graze their livestock. Official opening hours are 7:00-7:20, 13:00-13:20 and 16:40-17:00.	Qalqiliya	Yes*
39	Kfar Thulth	Q12	Agriculture	This gate is open to farmers with green permits from Kfar Thulth. Official opening hours are 6:30-6:50, 12:30-12:50 and 16:10-16:30.	Qalqiliya	Yes*
40	Ras Atiya East	Q13	Military	This gate is only open to and used by military personnel.	Qalqiliya	No
41	Ras at Tira	Q14	Road/School	This gate is used by local residents and school children from Ras Tira and Ad Daba who attend classes in Ras Atiya and Habla. Opening hours correspond to school hours. Residents of Ad Daba, Wadi Ar Rasha and Ras Tira with green permits can cross this gate in vehicles. The Bedouin communities from Ramadeen and Arab Abu Farda are less dependent on this gate as they often walk or ride donkey along the road 55 to access neighbouring areas. Official opening hours are 7:00-8:15, 12:30-13:45 and 17:30-18:45.	Qalqiliya	Yes
42	Wadi Ar Rasha	Q15	School	This gate has been closed since mid-March. Three buses have been rented by the IDF to assist transit of school children to schools in neighbouring villages. Children are pickup at 7:00 from Arab Abu Farda, Ramadeen and Wadi Ar Rasha and dropped at schools in An Nabi Elyas and Habla, then transported back to their village after school hours. The transportation of children is currently suspended due to summer holidays but is expected to resume on 1 September.	Qalqiliya	No
43	Habla	Q16	Agriculture	This gate is open to farmers holding green permits. Teachers are in principle also allowed to use this gate, however, movement restrictions in this area on Israeli controlled road 55, from Jaljoulia checkpoint to the Green Line, redirect teacher travel through Qalqiliya DCO (now open to all traffic) and Azzun town to reach schools in the Habla area. PRCs ambulances need prior coordination with the IDF through the ICRC to gain access outside official opening hours. Construction of the tunnel connecting Qalqiliya town with Habla under road 55 is nearing completion. Although this tunnel will ease travel between Qalqiliya and Habla, farmers from Habla will continue to depend on this gate to access their farmland. Official opening hours are 6:30-7:45, 12:00-13:15 and 16:45-18:00.	Qalqiliya	Yes
44	Ras Atiya West	Q17	Military	The gate is only open and used by military personnel.	Qalqiliya	No
45	Izbat Jalud	Q18	Agriculture	This gate is used by 15-20 farmers from Kfar Thulth and Izbat Jalud holding green permits. Official opening hours are 8:15-8:30, 13:30-13:45 and 18:15-18:30.	Qalqiliya	Yes*
46	Izbat Salman	Q19	Agriculture	This gate is used by farmers with green permits coming from Azzun, Sanniriya, Beit Amin and Izbat Salman villages. Official opening hours are 6:25-6:40, 12:25-12:40 and 16:20-16:35.	Qalqiliya	Yes*
47	Azzun Atma	Q20	Road / Agriculture / School	This gate is used by residents of Azzun Atma and farmers from the neighbouring villages of Sanniriya and Beit Amin. Currently, the IDF does not enforce the green permit requirement for students, teachers and residents of Azzun Atma, however, non-residents are required to provide a green permit to cross. Opening hours have been extended to 6:00-22:00. The gate remains manned around the clock by soldiers guarding the adjacent military gate that leads to Sha'are Tiqwa settlement.	Qalqiliya	Yes
48	Sha'are Tiqwa	Q21	Military	This gate is situated diagonal to the Azzun Atma gate and is only used by military personnel. The gate is manned around the clock. This gate is not included in the official IDF list of gates.	Qalqiliya	No
49	Beit Amin	Q22	Military	This gate is only open and used by military personnel.	Qalqiliya	No
50	Masha North	S1	Agriculture	This gate is open to farmers from Masha, although, few farmers from this area have obtained green permits. The official opening hours are 6:50-7:10, 12:50-13:10 and 16:45-17:00.	Salbit	Yes
51	Masha	S2	Road / Agriculture	This gate was planned as an agricultural gate to allow Masha farmers access to land on the other side of the Barrier. However, in practice farmers with green permits are directed to used Masha North gate, due to the proximity of Elkana settlement. Additionally, a small entrance has been created next to the gate to accommodate one family located west of the Barrier. The family has its own key to the entrance and is not required a green permit.	Salbit	No
52	Beit Jala 1	B1	Military/ Seasonal	This gate is reported to be open seasonally for access to farmland during olive harvest times. This gate is currently closed for Palestinians and only used by military personnel.	Bethlehem	No
53	Beit Jala 2	B2	Military/ Seasonal	This gate is reported to be open seasonally for access to farmland during olive harvest times. This gate is currently closed for Palestinians and only used by military personnel.	Bethlehem	No
54	Beit Sahour 1	B3	Military	This gate is only open and used by military personnel.	Bethlehem	No
55	Beit Sahour 2	B4	Military	This gate is currently used by contractors working on the Barrier near An Nu'man. Gate is used to access Jerusalem via Har Homa settlement.	Bethlehem	No

** Of the closed gates, one gate falls into a special case: It has official opening hours posted by the military, but is not used or rarely used by local residents. Palestinian residents reported a variety of reasons for not using a particular gate including: lack of green permit; confiscation of land; fear of Israeli settler harassment; and lack of confidence that the gate will open at scheduled times.

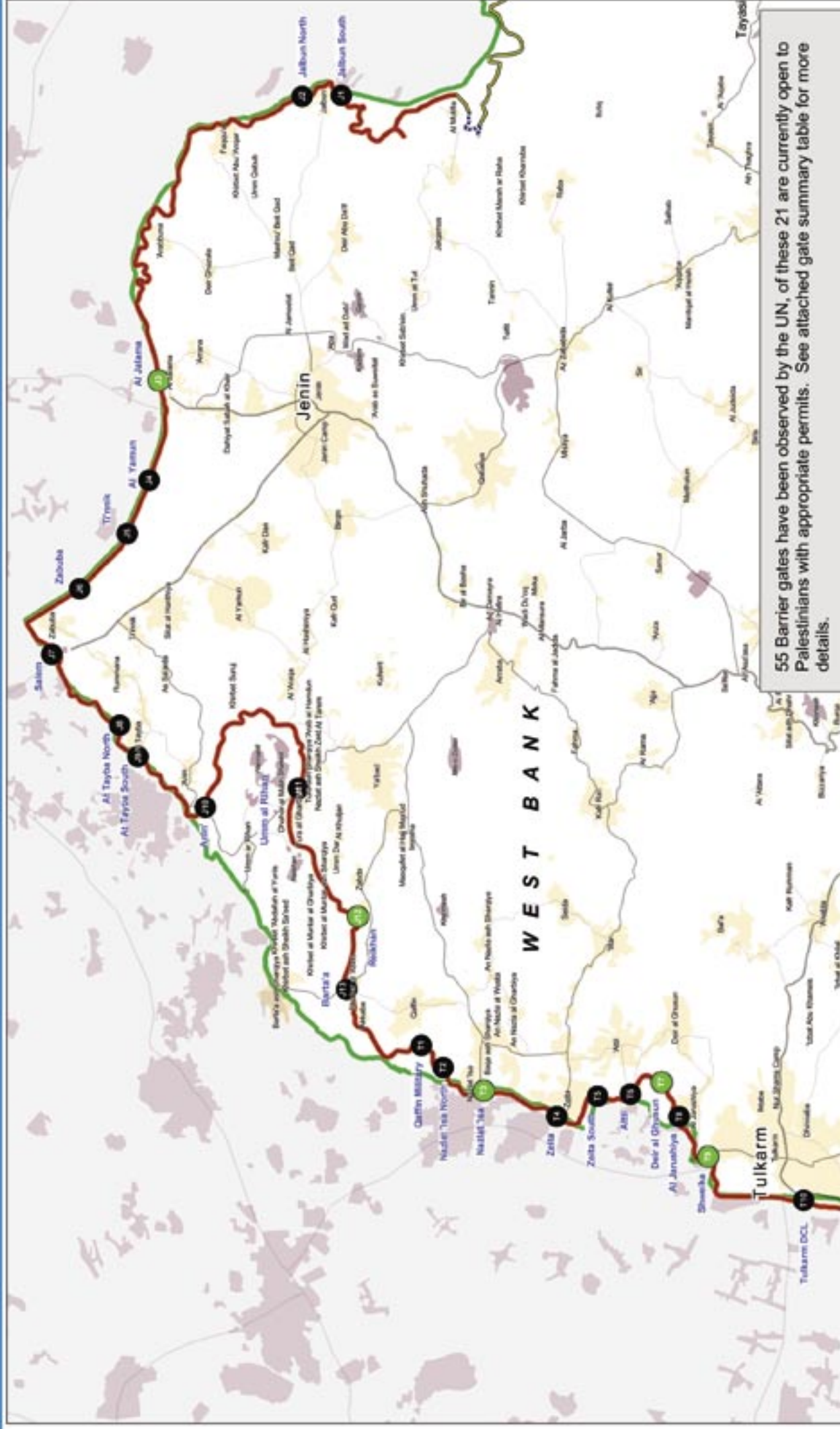
* Indicates a change in gate status since the last reporting period. Eleven gates have changed status since the April 2004 update.

All information found in this table is reported and validated by UN field teams. These data represent the status of the Barrier gates for August 2004.

Some gates near the Alfe Menashe settlement have been renamed since the last update.

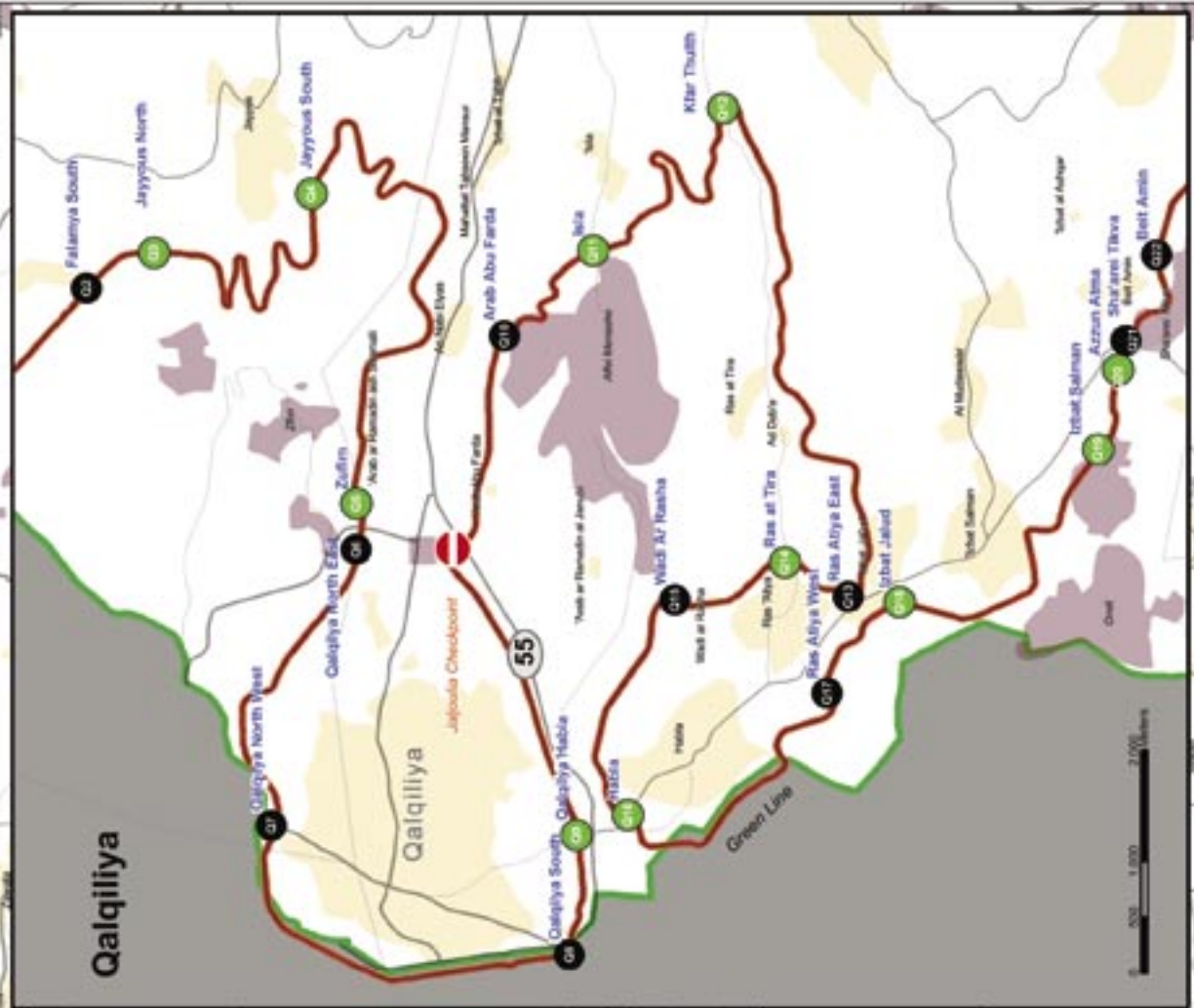
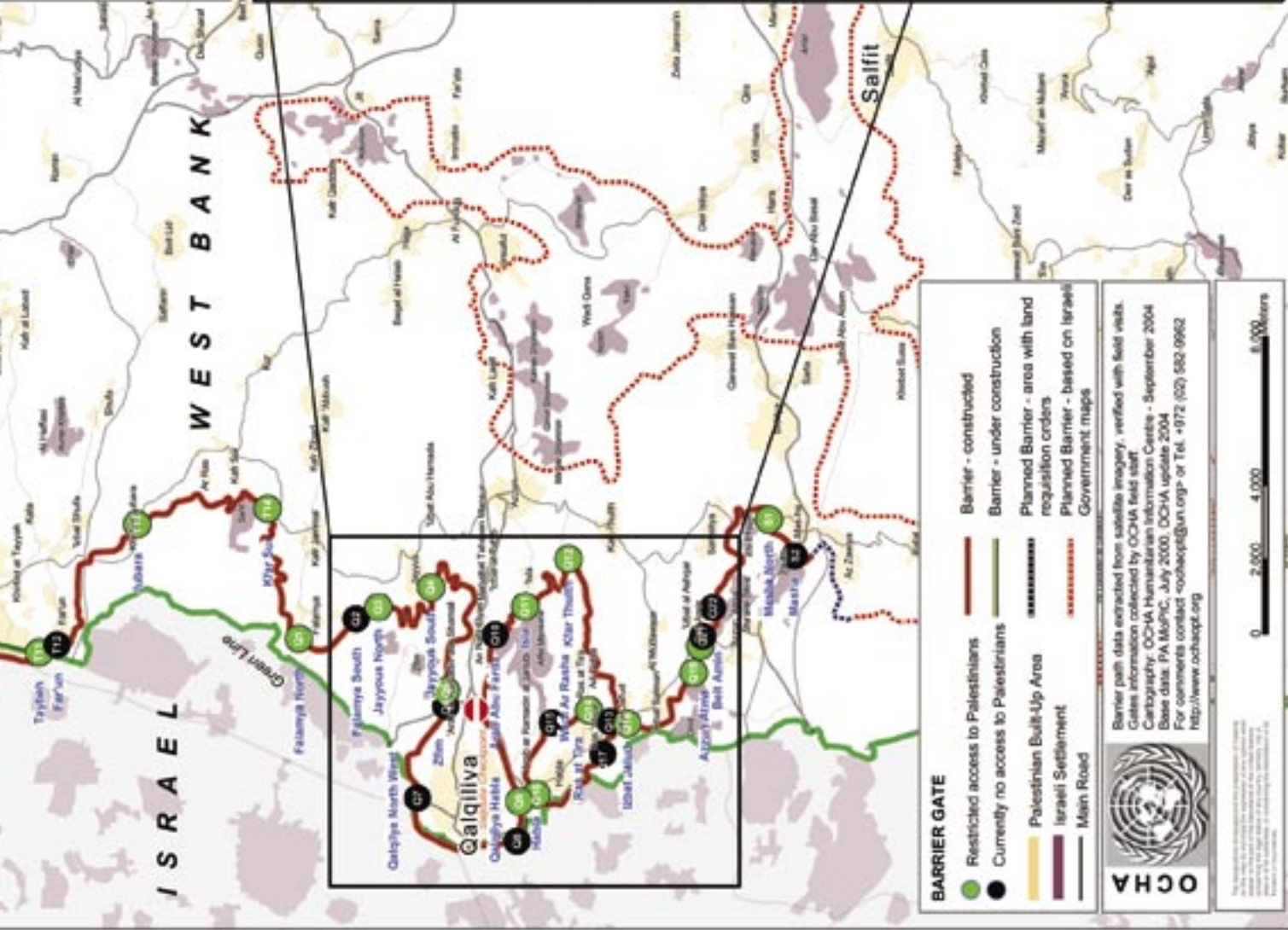
BARRIER GATES: Northern West Bank

September 2004



Barrier gates are located along the completed portions of the Barrier in the Jenin, Tulkarm, Qalqiliya, Safit and Bethlehem Governorates. For the northern section of the Barrier, the gate codes and names on this map correspond to the attached summary table containing gate status, official opening times and other remarks.

The Barrier gates identified on this map reflect the situation during the reporting period, (23 April 2004 - 1 September 2004). Gate monitoring is a work in progress and is subject to change.



	Barrier gates open	Barrier gates closed	Total gates	Changes since update No. 3 (April 2004)
Jenin	2	11	13	one new gate: open
Tulkarm	6	8	14	two new gates: one open, one closed
Qalqiliya	12	10	22	one gate dismantled and unmanned
Salfit	1	1	2	no change
Bethlehem	0	4	4	no change
Total	21	34	55	Net increase of two gates

Gates by Region

Prior to June 2004, entry and exit to Israel and the West Bank in northwest Jenin were possible - with permits - through two gates: Umm al Rihan and Barta'a. On 17 August 2004, both gates were closed and one new gate Reikhan was opened. All traffic for the entire northwest West Bank area now passes through this one gate.

A significant number of Barrier gates in Qalqiliya and Tulkarm governorates have changed status during August, including extended opening hours. Each gate used by Palestinians now has official opening hours posted along with emergency contact numbers. Despite the expanded opening hours, villagers continue to experience delays and erratic opening hours.

Early in July 2004, the IDF partially dismantled the Qalqiliya DCO checkpoint gate and observation tower. The IDF informed OCHA that further steps will be taken to dismantle the remaining physical structure of the checkpoint.

Nine "seasonal" gates, all of which are usually closed for Palestinian use, have been observed by the UN. The IDF has announced that these gates will be open for Palestinian farmers to access orchards and crops on the other side of the Barrier only during the harvest season. This year, olive harvest is roughly from the first week in October through the first week in November. However, no official dates or times have been announced for these gates.

The Israeli DCL reports that farmers will be issued green permits and be registered on a list at the appropriate gate, which will allow for passage. Day labour may be possible with prior coordination and approval with the IDF.

This olive harvest season is the large yield of the two-year cycle. Farmers holding land on the other side of the Barrier, near "seasonal" gates, say they have little confidence in the upcoming yield. Preparation has not been completed due to minimal or no access pre-harvest.

Humanitarian Access

At the only entrance into Azzun 'Atma in Qalqiliya, prior coordination is required with the Israeli DCL before UN vehicles are allowed through the Barrier gate. On several occasions, UN vehicles from UNICEF, UNRWA and OCHA have been delayed at this gate when attempting to access Azzun 'Atma. UNRWA reported denial of access, despite prior coordination with DCL, on at least one occasion.

Requirements to obtain a green permit have intensified over the past months, not only for local Palestinians but also for Palestinian staff of humanitarian aid organisations. The French NGO Premier Urgence reported in May, that 13 pre-selected candidates for programmes located behind the Barrier in Qalqiliya Governorate had been rejected by the IDF on security grounds. Those approved were given a three-month permit. NGOs are impacted by these restrictions and thus have restricted their activities to the villages behind the Barrier. [For more details of each Barrier gate, please see attached table and map.]

Jbarra Barrier gate Mar. 2004/OCHA



Barrier gate definitions

Agricultural Gate

An agricultural gate is a gate that allows access to agricultural fields, green houses and orchards located on the opposing side of the Barrier. Farmers must obtain a green permit to cross the gate to their fields.

Checkpoint Gate

A checkpoint gate is a crossing point from the West Bank into West Bank areas (de facto placed under Israeli jurisdiction) and Israel. Checkpoint gates are typically manned by Israeli Border Police or the IDF, and are also used by Israeli settlers. Palestinians from the West Bank must have a permit to enter Israel. Since the Barrier lies inside the West Bank in most areas, many of these gates are not located on the Green Line.

Military Gate

These gates are not permitted for Palestinian civilian use, with the exception of those gates indicated as "seasonal".

Road Gate

In some cases, a gate is installed at the junction where the Barrier blocks a road. Permits are required to cross road gates to continue travelling on the road.

School Gate

In some places, the Barrier blocks a route used to reach a school. Here a gate is installed to allow Palestinian school children and teachers to cross. Opening times coincide with school hours twice daily. Often, the IDF supplies a school bus to transport the students through the Barrier gate. These gates are usually closed to green permit holders.

Seasonal Gate

A gate closed for Palestinian use with the exception of harvest time – can be as early as September and as late as November. No official dates or times have been posted for these gates. Otherwise gates are used for military access.

Settlement Gate

Primarily used by settlers, these gates are officially open to farmers with green permits. However, due to the proximity of the gates to settlements and the fear of harassment by settlers, farmers generally choose not to use these gates.

Southern West Bank: South Hebron “closed area”

According to the June revised Barrier route, more than 50 Palestinian communities in the southern part of the Hebron Governorate will find themselves trapped between the Barrier and the Green Line. At an estimated 170,000 dunums (17,000 hectares), this area is planned to become the largest “closed area” created by the Barrier.

Approximately 8,000 Palestinians live in this region, divided among the three population clusters of Ar Ramadin, Masafer/Yatta and the Um Al Kher - An Najada area. Once completed, the “closed area” will include nine Israeli settlements¹⁸ with approximately 3,000 Israeli settlers¹⁹.

Israeli government plans show the Barrier stretches for 74 kilometres from the village of Al Burj in the west, to the eastern side of the governorate, mirroring the existing network of Israeli bypass roads restricted to Palestinians. Already movement from these communities is severely hampered by physical obstacles and travel restrictions imposed on bypass Roads 316, 317, 60 and the Tene settlement road. The route of the Barrier will reinforce the existing physical closures and restricted roads and further exacerbate the disconnection already taking place between these Palestinian communities and the urban centres. It is not clear yet whether gates will allow the population to move north towards the commercial centres of Yatta and Hebron.

The impact of the Barrier on the livelihood of Palestinians living in the planned “closed area” will be severe.

Humanitarian concerns:

The area is mostly arid and suffers from water scarcity. Rain harvesting and cisterns are used across the region to capture and store water for human and animal consumption. Often during the dry months, tanker water is brought in from the spring in Az Zuweidin. When this is closed or dry, Palestinians from Masafer and the Bedouin cluster in the east travel as far as Zif or Yatta to buy water. New water wells cannot be dug in this area due to Israeli restrictions governing this area. Palestinians living on the western side of this “closed area” rely on a local reservoir linked to a Mekorot pipeline.

The provision of education is already a challenge. In the western side of the region, UNRWA supported facilities meet current requirements up to Tawjihi level (high school equivalent) in Ar Ramadin. No facilities exist in the east; students must find secondary-school facilities in Al Karmil and Yatta. Anecdotal evidence suggests that dropout rates are on the increase, a result of lower attendance due to closures in this area. The Ministry of Education for the south of Hebron has attempted to increase the number of classrooms. However, it has been prevented from doing so due to Israeli building restrictions. The IDF has issued a demolition order for the primary school in At Tuwani, serving children from the Masafer area.

It is expected that the Barrier will prevent Palestinians from improving access to healthcare. For medical care beyond first aid, patients need to travel to Yatta or Hebron, a journey

which takes a minimum of two hours. Mobile teams from the Ministry of Health visit four Level 1 clinics, which provide first aid in the east once a week for one hour each. In the west, UNRWA provides primary health care in Ar Ramadin. Construction of the Barrier will isolate these communities from main hospitals located in Yatta and Hebron.

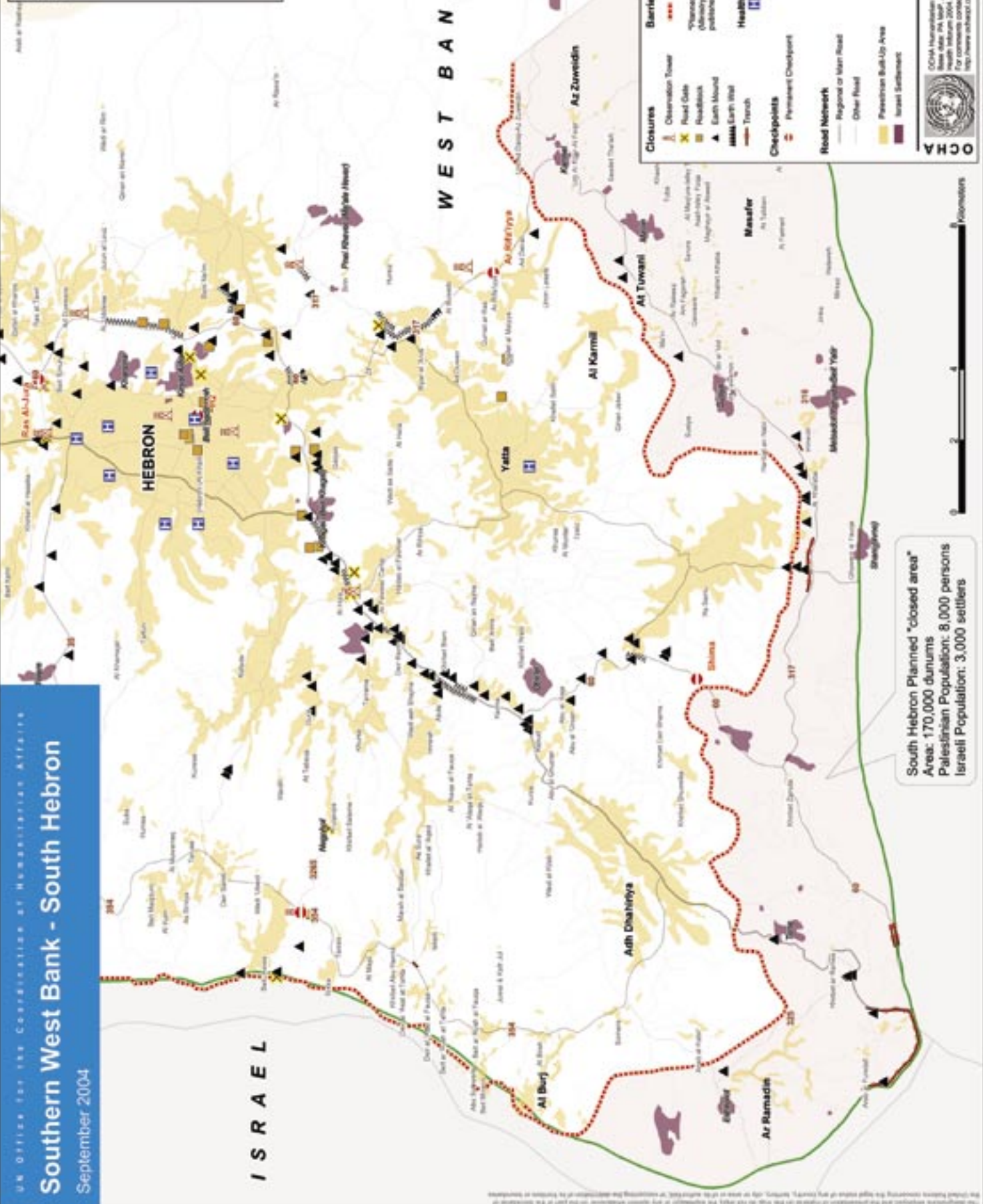
Access to land is crucial to ensure the communities’ livelihood. The majority of Palestinians in south Hebron practice a combination of shepherding and dry-land agriculture, relying on goats and sheep for food and to generate income, and requiring large areas for grazing animals. In Ar Ramadin, 85% of the Palestinian population are refugees, who rely on trade to earn a living. Access to markets in Al Karmil, Yatta and Adh Dhahiriya is crucial to ensure that these communities can buy food products and fodder, as well as generate income from the sale of dairy products produced by their animals.

The construction of the Barrier is incompatible with development requirements in this area necessary for improving access to basic social services (education and healthcare) and infrastructure (water networks, road infrastructure and electricity grid). Nothing of the like is in place at the moment. Israel has not granted any permits to build in this area and some 315 structures are currently under demolition orders. The construction of the Barrier will not only prevent local communities from being included in developmental projects, but may also inhibit future donor initiatives. Donors are already reluctant to fund projects in this part of the West Bank.

UN OFFICE FOR THE COORDINATION OF HUMANITARIAN AFFAIRS

Southern West Bank - South Hebron

September 2004



Northern West Bank: Barta'a ash Sharqiya "closed area"



Reikhan Barrier gate Sep. 2004/OCHA

Barta'a was divided in 1948, with Barta'a ash Sharqiya (East) located within the West Bank and Barta'a al Gharbiya (West) in Israel proper. After 1967, strong social, economic and familial ties resumed and some 40% of Barta'a ash Sharqiya residents now hold Israeli identity cards.

Barta'a ash Sharqiya, with a small number of outlying villages, is now isolated by the Barrier and separated from the rest of the West Bank. Since October 2003, inhabitants had to obtain permits to continue to reside in their home. In total, over 4,000²⁰ residents are affected.

Until 17 August 2004, exit from and entry was possible via two gates, Umm al Rihan and Barta'a at Dhaher al Abed. The gates were open from 6am to 10pm daily. Now, these gates have been replaced by a single gate, Reikhan.

Internal movement within the "closed area" is also difficult. Because of construction of a new settler road, residents of Khirbet al Muntar al Gharbiya use a tunnel to access the "closed area". Residents of Dhaher al Malih village are unable to reach Barta'a ash Sharqiya by vehicle as they are not permitted to travel on the settler road.

The impact of the Barrier on the livelihood of Palestinians, as well as access to health and basic services for Palestinians living in this "closed area" is severe.

Humanitarian concerns:

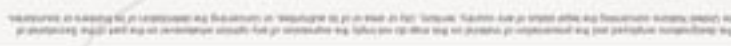
Access to specialised healthcare is difficult, especially for emergency and chronic cases. A Palestinian Authority health centre and a private facility are located within the "closed area". Mobile health teams from Jenin hospital and from UNRWA visit the "closed area" on a regular basis, but are often delayed at the gates. Improved liaison with the Israeli DCO has resulted in most expectant mothers being able to leave the "closed area" in time to deliver in nearby hospitals.

The 14 teachers from outside the area require "visitor permits" to enter the "closed area" - unlike other "closed areas". Children attending the UNRWA school in Ya'bad, on the West Bank side of the Barrier, travel on foot or by car (NIS 20 each way) for up to two hours, as opposed to a 10-minute journey before construction of the Barrier.

Before the 2002, the majority of the population worked in Israel but current restrictions on Palestinian labour in Israel has resulted in an unemployment rate of 80%. Commercial activity flourished from 2002 until recently, when Qalqiliya and Tulkarm were closed to Israeli

Arabs. Barta'a ash Sharqiya remained accessible. The town now has 300 registered shops, the majority of which have opened in the past few years. Reportedly, 85% of the shopkeepers are from outside the "closed area" and many are now residing there without the required "long-term resident" green permits. There are also four sewing factories owned by Arab Israelis which employ a total of 600 women, many of whom live outside Barta'a ash Sharqiya and are also residing illegally in this "closed area".

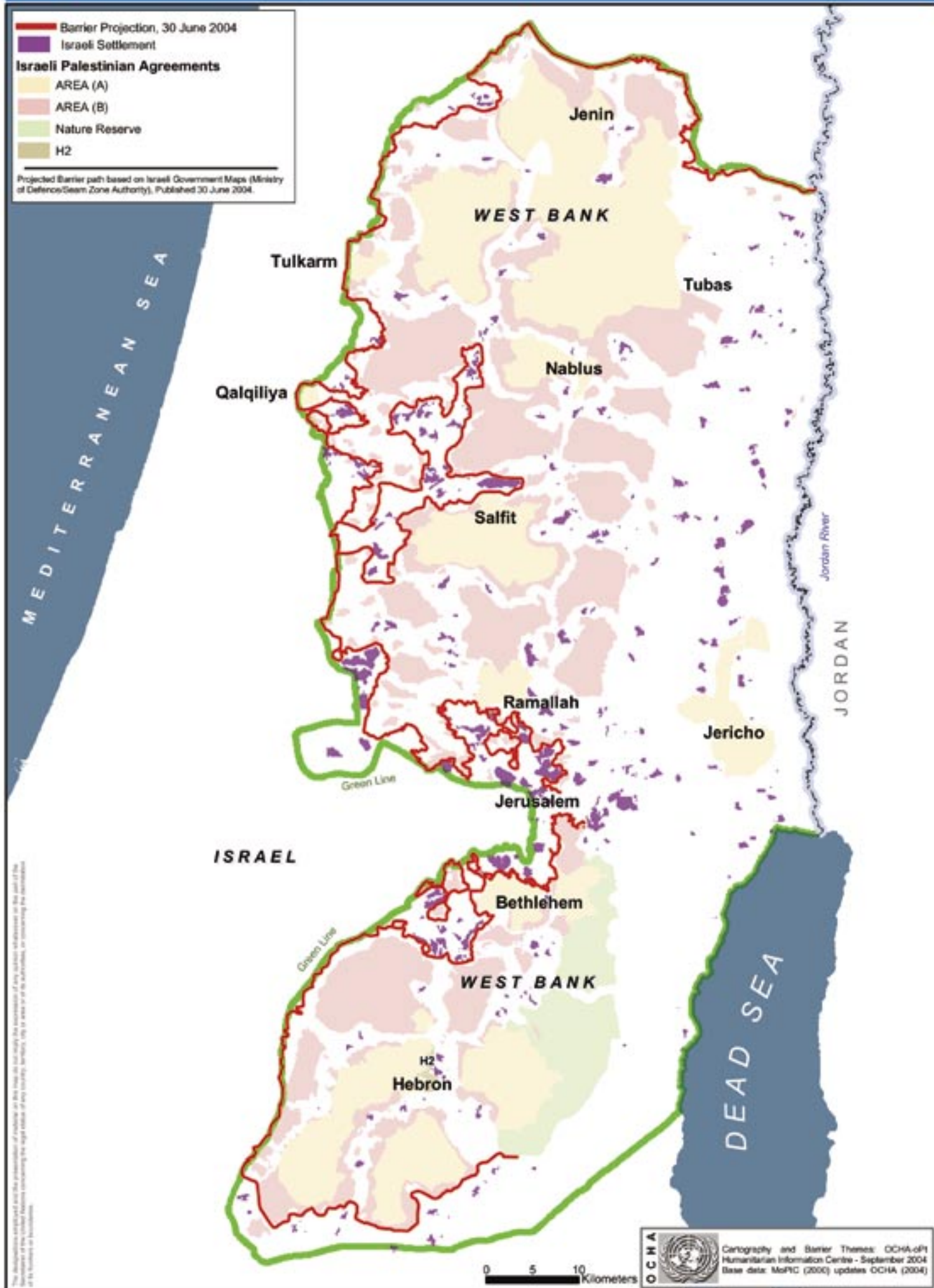
Barta'a ash Sharqiya has to import all its consumer goods, including water (in the summer), which is tankered in from Attil. Since the completion of the Barrier, transportation costs for vegetables and fruits from the West Bank into the "closed area" have increased. The town has a limited number of olive groves; oil produced is used for local consumption. On 20 July, the IDF demolished 21 structures along the Green Line further separating Barta'a ash Sharqiya and Barta'a al Gharbiya. Barta'a ash Sharqiya's only olive mill was destroyed despite an injunction halting the demolition until a court hearing on 5 November. There are fears that none of this season's olive harvest can be used for oil as it is forbidden to transport the olives into Israel or across the Barrier into the West Bank.



West Bank Barrier and Oslo Agreements

- Barrier Projection, 30 June 2004
- Israeli Settlement
- Israeli Palestinian Agreements**
 - AREA (A)
 - AREA (B)
 - Nature Reserve
 - H2

Projected Barrier path based on Israeli Government Maps (Ministry of Defence/Seam Zone Authority), Published 30 June 2004.



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

Glossary of Terms

Barrier	A complex series of concrete walls, electronic fences, observations towers, trenches, patrol roads and razor wire used to block or control the movement of Palestinian pedestrians and vehicles in the West Bank and East Jerusalem.
Barrier gate	Allows restricted movement through the Barrier to Palestinian lands and to Israel. Permits are required for Palestinians to pass through a gate.
Checkpoint	A barrier manned by the IDF, used to block or control the access of Palestinian pedestrians and vehicles.
Closed areas	Areas of the oPt enclosed between the Green Line and the Barrier, excluding East Jerusalem. Palestinians living in these areas face an uncertain future in terms of their personal status and that of their lands. They must obtain special “green permits” to continue residing there. The IDF has issued a military order declaring the areas located between the Barrier and the Green Line in Jenin, Tulkarm and Qalqiliya districts as a “closed area”.
DCL	District Civilian Liaison Office.
DCO	District Coordination Office.
Earth mound	A mound of rubble, dirt and/or rocks used to obstruct vehicle access.
Enclave	An area of the oPt encircled by the Barrier.
IDF	Israeli Defense Forces.
Roadblock	A series of 1 metre high concrete blocks used to obstruct vehicle access.
Semi-enclave	An area of the oPt encircled by the Barrier with one access route.
Observation tower	An elevated military tower to monitor/control Palestinian pedestrian and vehicular access.
oPt	occupied Palestinian territory – West Bank and Gaza.

End-notes

- 1 This update has been compiled by the United Nations Office for the Coordination of Humanitarian Affairs (OCHA) and the United Nations Refugee and Works Agency (UNRWA). The maps and information used in this report are based on satellite imagery and field work by the UNOCHA and UNRWA. The planned Barrier route is based on a map published by the government of Israel, Ministry of Defense, Seam Zone Authority (30 June 2004) and land requisition orders issued by Israel that have been collected from local authorities and IDF liaison offices
- 2 The new route of the Barrier can be found on - <http://www.seamzone.mod.gov.il/Pages/ENG/route.htm>
- 3 Ari'al finger is the common reference to Barrier extension in the Qalqiliya area. It is an extension that reaches 22 kilometres deep into the West Bank with three finger-like extensions
- 4 Green permits (named for the colour of the permit) are required to pass through gates in the completed Barrier.
- 5 "Israel is a unitary state with a single system of general law courts. The Basic Law: The Judiciary, establishes three levels of courts: the Supreme Court, district courts and magistrates' courts. The latter two are trial courts, while the Supreme Court is essentially an appellate court, which also operates as the High Court of Justice. There are no juries in Israel" www.mfa.gov
- 6 <http://www.securityfence.mod.gov.il/Pages/ENG/questions.htm>
- 7 Report of the Special Rapporteur of the Commission on Human Rights, John Dugard, on the situation of human rights in the Palestinian territories occupied by Israel since 1967, submitted in accordance with Commission resolution 1993/2 A E/CN.4/2004/6 8 September 2003: "The evidence strongly suggests that Israel is determined to create facts on the ground amounting to de facto annexation."; General Assembly resolution ES10/14, 8 December 2003, "[G]ravelly concerned at the commencement and continuation of construction by Israel, the occupying Power, of a wall in the Occupied Palestinian Territory, including in and around East Jerusalem... and which has involved the de facto annexation of large areas of territory, and underlining the unanimous opposition by the international community to the construction of that wall..."; ICJ Advisory Opinion 9 July General List No. 131, Paragraph 121 "... [T]he Court considers that the construction of the wall and its associated régime create a 'fait accompli' on the ground that could well become permanent, in which case, and notwithstanding the formal characterization of the wall by Israel, it would be tantamount to de facto annexation."; Statement of Palestine submitted to the ICJ- Executive Summary para. 23, "[T]he Wall facilitates the de facto annexation of the expropriated Palestinian land upon which the settlements and the Wall have been illegally constructed."
- 8 Estimate based on GIS analysis of the government of Israel Barrier map made public 30 June 2004. Map is available at: <http://www.seamzone.mod.gov.il/Pages/ENG/route.htm>.
- 9 International Court of Justice Advisory Opinion, 9 July 2004, para. 159.
- 10 Land obtained for the building of the Barrier is requisitioned from Palestinian landowners by the Israeli Ministry of Defense through military orders. The orders generally become effective on the date they are signed and are valid even if they are not personally served on the property owners. Most orders are valid until 31 December 2005 and can be renewed.
- 11 Palestinian locality population figures are taken from the Palestinian Central Bureau of Statistics 2004 projected populations, or 1997 census population for villages with less than 100 residents.
- 12 Measurement for land (1 acre = 4 dunums = 0.4 hectare).
- 13 Meeting between OCHA Ramallah field staff and Israeli DCL, 22 June 2004.
- 14 According to Ar Ram Local Council, interview conducted 14 June, 2004.
- 15 Ministry of Education, Ar Ram. Interview conducted 21 June 2004.
- 16 A non-profit, public corporation founded in 1938 and authorized by the government to be the "National Water Authority." Mekorot is in charge of the construction, operation, and maintenance of the water plants and the licensing of the various sectors for the use of water. It supplies about 80% of Israel's water. Since 1967, it controls all surface and underground water in the occupied territories. It is owned by the Israeli government, the Histadrut (the General Federation of Workers in Eretz Israel), the Jewish Agency, and the Jewish National Fund- the latter two holding a controlling share.
- 17 Barrier Gates are considered 'closed' if they have not been open for Palestinian use during the current reporting period.
- 18 Outposts - civilian or military stations (in remote or sparsely populated locations), beyond the 1949 Armistice Line that were not officially recognised by the Israeli government - are not included.
- 19 Israeli settlement population figures are taken from the Research Department of the Knesset - 2003.
- 20 The Barta'a ash Sharqiya Village Council reports 5,000 residents in this area, a slightly larger number than the official PCBS estimate.







United Nations - Office for the Coordination of Humanitarian Affairs

occupied Palestinian territory

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