

مجموعة الرقابة الفلسطينية



PALESTINIAN MONITORING GROUP

TREND ANALYSIS

ISRAELI SEPARATION WALL ACTIVITY UPDATE

Background

In Resolution ES-10/13 of 21 October 2003, the UN General Assembly demanded that Israel stop and reverse construction of the separation wall in Occupied Palestinian Territory in contradiction to relevant provisions of international law. In the "Report of the Secretary-General prepared pursuant to General Assembly resolution ES-10/13" (UN Doc. A/ES-10/248) of 24 November 2003, the UN Secretary-General "concluded that Israel is not in compliance with the Assembly's demand".

This Palestinian Monitoring Group Trend Analysis outlines the current status of Israeli separation wall construction and the implementation of the permit system in the Closed Zone between the separation wall and the Green Line. It updates two earlier Trend Analyses:

- *Separation Wall "Closed Zone": Implementation of Permit System, October 2003*, dated 30 October 2003; and
- *Israeli Separation Wall Activity Since United Nations General Assembly Resolution ES-10/13 of 21 October 2003*, dated 12 November 2003.

Summary of Trends

Based on current separation wall construction and projected plans, there is an increase in the number of villages that will be enclosed in double-fenced areas, cutting them off from basic education and medical facilities in larger cities.

The route of the separation wall is shifting and cutting deeper into the territory of the West Bank. Key checkpoints are being moved further into the West Bank and the route of the separation wall along the Jordan River Valley is increasingly evident.

The measures instituted in the Closed Zone are unpredictable and unreliable. There are no clear criteria for the granting of permits. The opening times of separation wall gates fluctuate and procedures are applied haphazardly and depend on the whim of Israeli soldiers. Installing more gates will not make a difference.

The grounds for refusing permits are often not stated, increasing the level of hopelessness and unpredictability in seriously affected areas.

Israeli measures and procedures are forcing Palestinian residents to reconsider the viability of remaining in areas where freedom of movement does not exist or where permits are not granted to landowners.

A. STATUS OF SEPARATION WALL CONSTRUCTION

To date 161 km of the separation wall has been completed in the northern and central (Jerusalem) West Bank and an additional 35 km is currently under construction. As well, 377 km of the separation wall has been approved for construction and an additional 179 km can be projected or has been recommended by the Israeli military. The total length of the separation wall according to these figures based on the latest calculations will be 752 km.

1. Separation Wall Completed to Date

Four sections of the separation wall have been completed to date.

- | | |
|---|--------|
| a. Salim-Jalbun: | 24 km |
| b. Salim-Masha (Qalqilya/Salfit): | 120 km |
| c. Ramallah/Jerusalem: | 8 km |
| d. Bet Sahur/Bethlehem/Jerusalem (South): | 9 km |

Total: ***161 km***

2. Separation Wall Currently Under Construction

There are three sections of the separation wall currently under construction.

- | | |
|-----------------------------------|-------|
| a. Abu Dis/Eizarya: | 14 km |
| b. Jalbun-Mutilla: | 6 km |
| c. Mutilla-Mehola (Jordan River): | 15 km |

Total: ***35 km***

3. Trajectory of Separation Wall Approved

There are five sections of the separation wall that have been approved for immediate construction. The internal Jerusalem "ghetto"-type separation walls have been approved and announced around the suburbs of Jib-Bir Nabala, Ar Ram, Anata, Hizma, Shufat Refugee Camp and around Al Walaja.

a. Masha-Ariel-Ramallah:	130 km
b. Mutilla-Tayasir (Jordan Valley):	13 km
c. Gilo (Bethlehem)-Um Daraj (Hebron):	126 km
d. Double Walls:	
(i) Qibya:	30 km
(ii) Bet Ur:	41 km
e. Internal Jerusalem "Ghetto" Walls:	37 km
Total:	377 km

4. Projected/Recommended Trajectory of Separation Wall

There are additional projected and recommended sections of the separation wall.

a. Projected Adumim Trajectory:	30 km
b. Israeli military-Recommended Jordan Valley/Hebron Hills Trajectory	149 km
Total:	179 km

5. Correlation of Separation Wall to Green Line

Of the total separation wall length calculated to date (752 km), 9 per cent will follow the Green Line. Of the separation wall constructed to date, under construction or approved in the North, West and South, 23 per cent will follow the Green Line (that is, the separation wall will follow 67 km of 296 km of the Green Line), as follows:

- To date, 55 km of 105 km of the course of the Green Line is followed by the separation wall (52 per cent).
- Of the length of the separation wall under construction or approved, 12 km of a further 191 km of the Green Line will be followed (6 per cent).

6. Land Taken by Separation Wall

If all 752 km of the separation wall are completed, then more than 43 per cent of the West Bank will have been taken by Israel and will be located outside the separation wall. This will leave 57 per cent of the West Bank as enclosed Palestinian areas.

- a. To date, the completed section of the separation wall from Salim to Masha (Salfit) has appropriated 107 square km of land, or 1.9 per cent of the West Bank.
- b. The next approved phase of separation wall construction (around Ariel, Adumim and Hebron) will take an additional 900 square km of land. This is almost an additional 16 per cent of the West Bank, bringing the total land outside the already constructed and approved Western sections of the separation wall to 17.9 per cent of the West Bank.
- c. If the recommended sections of the Eastern separation wall are completed, another approximately 1400 square km of land will be appropriated. This will bring the total area outside the separation wall to above 43 per cent of the West Bank, leaving 57 per cent as walled-in Palestinian areas.
- d. The Jerusalem separation wall will take approximately 336 square km over a length of 145 km, which includes the settlement blocs of Giv'on, Adumim and Etzion West.

7. Population Excluded by Separation Wall

Currently, about 13,000 Palestinians are outside the separation wall, but the number will rise to 395,000 if all sections are completed.

- a. There are currently 15 Palestinian villages with slightly more than 13,000 residents located outside the completed sections of the separation wall.
- b. There will be an additional 61 Palestinian villages and towns located outside the sections of the separation wall that are under construction or that have been approved. The total number of 76 villages and towns constitute 13 per cent of all recognized West Bank Palestinian localities. The total number of inhabitants will be nearly 375,000 (some 60 per cent made up of East Jerusalem residents), comprising about 16.9 per cent of the Palestinian population of the West Bank.
- c. With inclusion of the Jordan Valley sections, there will be a total of 95 Palestinian villages and towns located outside the separation wall. This will bring the total number of inhabitants located outside the separation wall to 395,000, comprising 17.8 per cent of the Palestinian population of the West Bank.
- d. In addition, 142 Palestinian towns and villages have been directly affected by the separation wall because they have been cut off from their land. The inhabitants of these towns and villages number 595,000, comprising 26.9 per cent of the Palestinian population of the West Bank.

B. SEPARATION WALL "CLOSED ZONE" PERMIT SYSTEM

8. Village of Dab'a (Governorate of Qalqilya)

Permits for Permanent Residence in the "Closed Zone": All residents above 12 years old have received permanent residence permits valid for 6 months, until April 2004.

Permits to Access the Closed Zone: In the last month, 100 permits were granted out of about 145 applied for by the municipality. Also, approximately 53 of 75 permits requested for relatives on the other side of the separation wall to visit villagers during Eid were granted.

From lack of access to land on the other side of the separation wall, several families have abandoned their land, including 3 families that have no other source of income. 2 other families are visiting their land by donkey and carts, traveling a distance of 20 kilometers. Farmers who can no longer afford to work their land are sowing wheat seeds or other low cost seeds to indicate usage and prevent the land being declared "abandoned" and confiscated by Israel. The village has an unemployment rate of 35 per cent. Of this figure, 27 per cent are farmers unable to afford to work their land.

Closure of Gates: The gates in Dab'a are identified as numbers 33, 34 and 36 and the DCO entrance. Residents are assigned gates they can cross, as designated on their permits, and they are not permitted through the other gates.

9. Village of Zayta (Governorate of Tulkarem)

Permits to Access the Closed Zone: Out of roughly 380 farmers, only 100 have been issued one month permits to access the Closed Zone. Some of the permits are being renewed and some of them are not, but no new permits are being granted. Owners of greenhouses are generally not being issued permits. Consequently, only 30 *dunums* (7.5 acres) of land are currently housing greenhouses, out of 600 *dunums* (150 acres) of land once dense with greenhouses. Farmers have dismantled their greenhouses and moved them to the nearby village of Illar, east of Zayta, because they can more easily access this area. Four greenhouse owners have been denied permits for "security" reasons, including 70 year-old Ahmad Abu Jaser, who owns 13 *dunums* (3.25 acres) of greenhouses. Landowners are renting their land to farmers with permits, sometimes for no charge, in order to maintain usage of the land and prevent it from being declared "abandoned". Overall, smaller vegetable plots are replacing the many greenhouses that once covered this area, reversing the level of development.

Closure of Gates: The area around Zayta has 3 gates, 2 in the village for agricultural purposes and the Baqa Sharqiya gate through which vehicles can pass. One of the village gates has never opened since it was installed. The other gate is supposed to be open at 06:30, 12:30 and 16:00 for 15 minutes at a time. However, the opening times have never been consistent. Sometimes the gates are only open twice a day or they are opened earlier or later than the designated times. Farmers attempting to drive through the Baqa Sharqiya gate have been denied passage, as have teachers and doctors with permits. For instance, on December 3, teachers and doctors were denied passage through the Baqa Sharqiya gate without reason. Border police used to control the gates, but they have now been replaced by the Israeli army. This has led to fewer beatings and harassment, but less flexibility in passage through the gates.

Movement of Checkpoint: On November 24, the Nazlat Issa checkpoint was moved a further 3 kilometers into the West Bank, past Baqa Sharqiya to near the Qaffin gate. Since then moving goods from Israel to the West Bank has become more difficult. Merchants have been told to use the Taybe checkpoint (the main Tulkarem checkpoint) and they are often turned back from the Qaffin checkpoint—enabling Israel, therefore, to control the movement of Palestinian goods as well as people. Furthermore, an "Abu Dis-style" concrete wall has been erected between Baqa Sharqiya and Baqa Gharbiya.

10. Village of Jayyus (Governorate of Qalqilya)

Permits to Access the Closed Zone: Out of 300 farmers in the village, 135 have not been issued permits to access their land. Of the 300 farmers, 15 households (including 7 of the 135 farmers without permits) rely on sheep farming for their livelihood. On October 18, the Israeli army rounded up the shepherds and their sheep and forced them to leave the Closed Zone and return to Jayyus, situated east of the separation wall. Since then, even shepherds with permits have not been permitted to enter the Closed Zone with their sheep. The Israeli army has refused the shepherds entry and informed them that they need to get permits for their sheep or permits to stay overnight—adding new random obstacles to accessing the Closed Zone. For about a month, approximately 2000 sheep have been unable to graze in the Closed Zone. Also, because of the nature of grazing, the shepherds and their flock would need to travel 5 kilometers to reach grazing land. It is not possible to make the return journey on a daily basis as the sheep would have to travel 10 kilometers per day. Consequently, the shepherds have had to purchase feed for the sheep at a cost of 1000 NIS per ton (1 ton can feed approximately 150 sheep for 10 days). The shepherds have been spending some 10,000 NIS every 10 days in order to feed the sheep, and since they cannot afford this cost, the sheep are being fed only every 5 days.

Permits for Vehicles in the Closed Zone: Only 2 out of 3 smaller trucks used for agricultural purposes have been granted permits. Villagers used to rely on 5 larger trucks per day from outside (from Hebron and Ramallah) to transport purchased produce, but these trucks no longer have access to Jayyus. Furthermore, villagers have been informed that they need to obtain permits for tractors. However, in order for permits to be granted, ownership and insurance papers have to be submitted and many villagers do not have these.

11. Village of Khirbet Jabara (Governorate of Tulkarem)

Permits for Permanent Residence in the "Closed Zone": The majority of residents continue to refuse to obtain permits.

Permits to Access the Closed Zone: Residents of the nearby villages of Ar Ras, Kafr Sur, Kafr Jammal, Kafr 'Abbush, Far'un and the city of Tulkarem are unable to access the land they own in Khirbet Jabara. Of those who have applied, many have been refused permits, some for "security" reasons. One 60 year-old man from Ar Ras has applied 3 times, to access his land and visit his daughter in Khirbet Jabara, but he keeps being refused a permit without any stated reason. Most of the residents of Ar Ras were unable to visit their relatives in Khirbet Jabara during the Eid holiday. Even those owners of land in Khirbet Jabara who have been granted permits have been unable to harvest their olive crops because either workers or capable family members have not been granted permits. A proportionally greater number of small children and the elderly have been granted permits.

Closure of Gates: In addition to the Ar Ras and main gate, a third gate has been added to the separation wall inside the village near the entrance. Now school children have to pass through three instead of two gates before making the journey to Ar Ras to catch the school bus. They have to pass through one gate, walk 20-30 meters to the main gate, and then after passing through walk another

20-30 meters to the third gate. Cars are not allowed through the gates. Many children have to walk 2 kilometers to the first gate and have been getting wet from the rain and sick from the cold weather. The gates are controlled by the army and are only open in the morning and afternoon for school children.

Closure of Checkpoint: Most villagers can pass through the main checkpoint because their names have been placed on a list at the checkpoint. Residents whose names are on the list are able to drive small private cars through. However, other cars and trucks with Palestinian license plates, even if the individual has a permit, cannot pass through. Passage through the checkpoint, generally, also depends on the decision of the particular Israeli soldier manning the checkpoint at the time. Furthermore, for 4-5 months, the garbage trucks from Kafr Majlis have not been permitted through the checkpoint, so residents have been burning or dumping their trash.

Only trucks from Israel are allowed into the village, but farmers are unable to afford Israeli truck costs because of the increased distance. Previously, the 4 kilometer distance between Khirbet Jabara and Tulkarem used to cost 50-100 NIS to transport goods or supplies. To bring in trucks from Israel, the same distance costs 300 NIS. If the gate between Khirbet Jabara and Kafr Sur was open for trucks, then trucks from Israel would not be needed. The perception articulated by farmers regarding why only Israeli trucks are permitted access is that Israeli authorities intend to separate the villagers from Tulkarem and the surrounding area to force the population to leave the village and move elsewhere.

Most of the farmers are no longer maintaining their greenhouses or raising chickens because they cannot get their produce out of the village or needed supplies, such as feed for the chickens, into the village in the absence of affordable and viable means of transportation. Farmers used to raise 150,000 chickens in the village. Approximately 80 per cent of 55 farmers have stopped commercial farming because they are uncertain of their future. The other 20 per cent continue to struggle for their livelihood in small ways.

12. City of Qalqilya (Governorate of Qalqilya)

Permits to Access the Closed Zone: Since October 25, roughly 400 out of 1300 (about one quarter) farmers have been issued permits to access their land. In the past month, the mayor of Qalqilya has requested 100 access permits, but no new permits have been issued. Also, about 300 residents in Qalqilya have permits to enter Israel, but no new permits have been issued in the last month. The Israeli Civil Administration informed the mayor that they are reviewing the procedures.

Permits for Vehicles in the Closed Zone: Only 3 out of at least 20 trucks used for agricultural purposes have been granted permits.

Closure of Checkpoint/Gates: On November 27, the Israeli Civil Administration announced to the mayor a series of measures to ease closure restrictions.

The first measure was for the main DCO checkpoint to be opened to taxis and other vehicles on a 24-hour basis. This was carried out. However, although cars are permitted through this checkpoint,

trucks have not been permitted to access agricultural land. The trucks must pass through a new checkpoint near the Qalqilya DCO checkpoint on the by-pass road. Consequently, the trucks cannot transport produce from farms in the southern area to the markets. Farmers have been chased out of these areas, as well as in the north, by Israeli army jeeps.

Furthermore, although cars are now permitted through the Azzun gate, which has been closed for 2 years and blocked with dirt barricades, the residents of Habla, Ras Tira, Jallud and the smaller hamlets must travel at least 15 kilometers one-way to reach Qalqilya. Their route passes through Kufr Thult on a secondary road to the Azzun gate and then another few kilometers down the by-pass road to the Qalqilya DCO. Habla and Ras Tira used to be minutes, literally a 100 meters, away from Qalqilya. Now those going to work or school must travel 30 kilometers a day because of the winding maze of walls and gates in the area. Also, those traveling from the Azzun gate westwards will reach the new Jarjouliya checkpoint within a few kilometers, where Israeli soldiers are variously demanding permits to enter the Closed Zone or actually to Israel, depending on their mood.

The second measure is a tunnel to be constructed between the village of Habla and the city of Qalqilya, under the Qalqilya-Kedumim road. Israelis will continue to travel on the road and Palestinians will move underground. However, as with the gates installed in the separation wall, Israeli forces will control passage through the tunnel.

The third measure is that more agricultural gates are supposed to be installed along the separation wall. However, of the 2 existing gates in the northern and southern areas of Qalqilya, the northern gate has not been opened since October 4. Unless the gates are open, more gates will not make a difference. Although more opening times of gates have been announced, this has not been implemented.

13. Village of Mutilla (Governorate of Jenin)

Population: 300

Location: Mutilla is an isolated and vulnerable community situated to the west of the northeastern section of the separation wall, near the Jordan Valley. Mutilla is also near where the press has reported automatic machine guns may be installed.

Closure of Gates: Along an approximately 20-30 kilometer stretch of the separation wall passing near Mutilla, gates have not been installed on grounds that the separation wall is on the Green Line. However, a number of villages are separated from their olive trees. The Israeli army has warned villagers over loudspeakers not to enter their land. This has been enforced through intimidation and harassment of villagers by private security guards (mandated to protect the separation wall construction workers) presenting themselves as the army and police.