

The Impact of Israel's Separation Barrier on Affected West Bank Communities

An update to the Humanitarian and Emergency Policy Group
(HEPG)

Construction of the Barrier, Access and its Humanitarian Impact

March 2004¹

In accordance with a decision of the HEPG, an update on the route of the Barrier access and its humanitarian impact will be released regularly. This report is intended to complement a series of more detailed analyses of the Barrier's socio-economic impact.

¹ Update includes information ending 7 March 2004.

West Bank Barrier Update 7 March 2004

Report to the Humanitarian Emergency Policy Group (HEPG) and the Local Aid Coordination Committee (LACC)

Introduction

Motivated by concerns that Palestinian livelihoods and access to essential services would be harmed by the construction of the West Bank separation Barrier, the international donor community, through the Humanitarian Emergency Policy Group (HEPG), requested a number of updates on the impact of the Barrier.

This monitoring report focuses on two key elements².

- An outline of the key developments in the construction and path of the Barrier up to 7 March;
- A survey of access through the Barrier via the gates constructed by the Israel Defence Forces (IDF)

In June 2002 the Israeli Government commenced construction of the West Bank Barrier as a security measure to protect its citizens from Palestinian suicide attacks. While part of the Barrier lies on the 1949 Armistice or the Green Line, the bulk of the Barrier intrudes into the West Bank.

The constructed Barrier is currently 182 km long and consists of fences, ditches, razor wire, groomed trace sands, electronic monitoring system, patrol roads, and a no-go buffer zone. Around 12 km of the constructed Barrier consists of 8-9 metre high concrete-slab segments which are connected to form a wall (mostly in urban areas such as Jerusalem, Bethlehem, Qalqiliya, Tulkarm). The total Barrier is estimated to extend to 630 km.

Major Developments in the Barrier Construction:

- Construction of the Barrier in the northern West Bank is nearly complete, while Barrier construction is rapidly progressing in the Ramallah, Jerusalem and Bethlehem governorates.
- Along the completed section of the Barrier in the northern West Bank, from Masha to Jalbun, the Israeli authorities have closed off land between the Green Line and the Barrier. Green permits³ are required by the authorities for Palestinian residents to remain in these 'closed areas'. Green permits are also required for another 12 categories of visitors, including health workers, teachers, merchants, International workers. (For further discussion, see section on Barrier Gates).

² The maps and information used in this report are based on satellite imagery and field work by the UN Office for the Coordination of Humanitarian Affairs (OCHA). The planned Barrier route is based on a map published by the Israeli Ministry of Defense, Seam Zone Authority (23 October 2003) and land requisition orders issued by the Israeli Government that have been collected from local authorities and IDF liaison offices. Future updates will include case studies on locations that are affected by the path of the barrier.

³ See page 10 for details about the green permit system

- An 8km section of the Barrier has recently been dismantled in northern Tulkarm. Removing this section has eased access to 2,065 acres⁴ of farmland. The Israeli authorities have built a new route west of the dismantled section, near the Green Line. The new route is 5.8 km long.
- The route of the Barrier has changed in a limited number of areas. Petitions and court cases brought by residents appear to have prompted the Israeli authorities, in some cases, to amend the route of the Barrier.

Each reference letter listed below corresponds to a letter on the attached reference map titled – North West Bank Barrier.

NORTH WEST BANK BARRIER

TUBAS | JENIN | TULKARM | QALQILIYA | SALFIT

Tubas

- A. Land requisition orders⁵ have been issued and construction of the Barrier has begun along the Green Line from the Jordan River to north of Bardala along the northern border of Tubas Governorate/West Bank Green Line. A trench has been dug and work is under way along this stretch.
- B. Northwest of Bardala, the path of the Barrier deviates from the Green Line into the West Bank. The Barrier extends to Al Mutilla, climbing from the base of the Jordan Valley (an approximate altitude of -150 metres) and skirts a 200 metre high peak. Requisition orders have been issued along this section, and construction of the Barrier is underway.

Jenin

- C. From Al Mutilla south to Tayasir/Al 'Aqaba, requisition orders have been issued for the northern portion of this extension. However no construction has begun. The planned Barrier path runs south along the ridge of the rift valley. The IDF issued house demolition orders to several Al' Aqaba residents during October 2003.
- D. Al Mutilla north to Jalbun Barrier construction is nearly complete.
- E. The Barrier is complete from Jalbun to Barta'a gate, north of Qaffin. Barrier gates have been installed to allow restricted access to Israel and to Palestinian lands west of the Barrier. The path of the Barrier runs near the Green Line from Jalbun to 'Anin, skirting the Gilboa hills to the tip of the West Bank's northern plains. The Barrier then juts eastward into the West Bank past 'Anin to include 3 Israeli settlements and 6 Palestinian villages, with a combined Palestinian population of 4,317⁶.

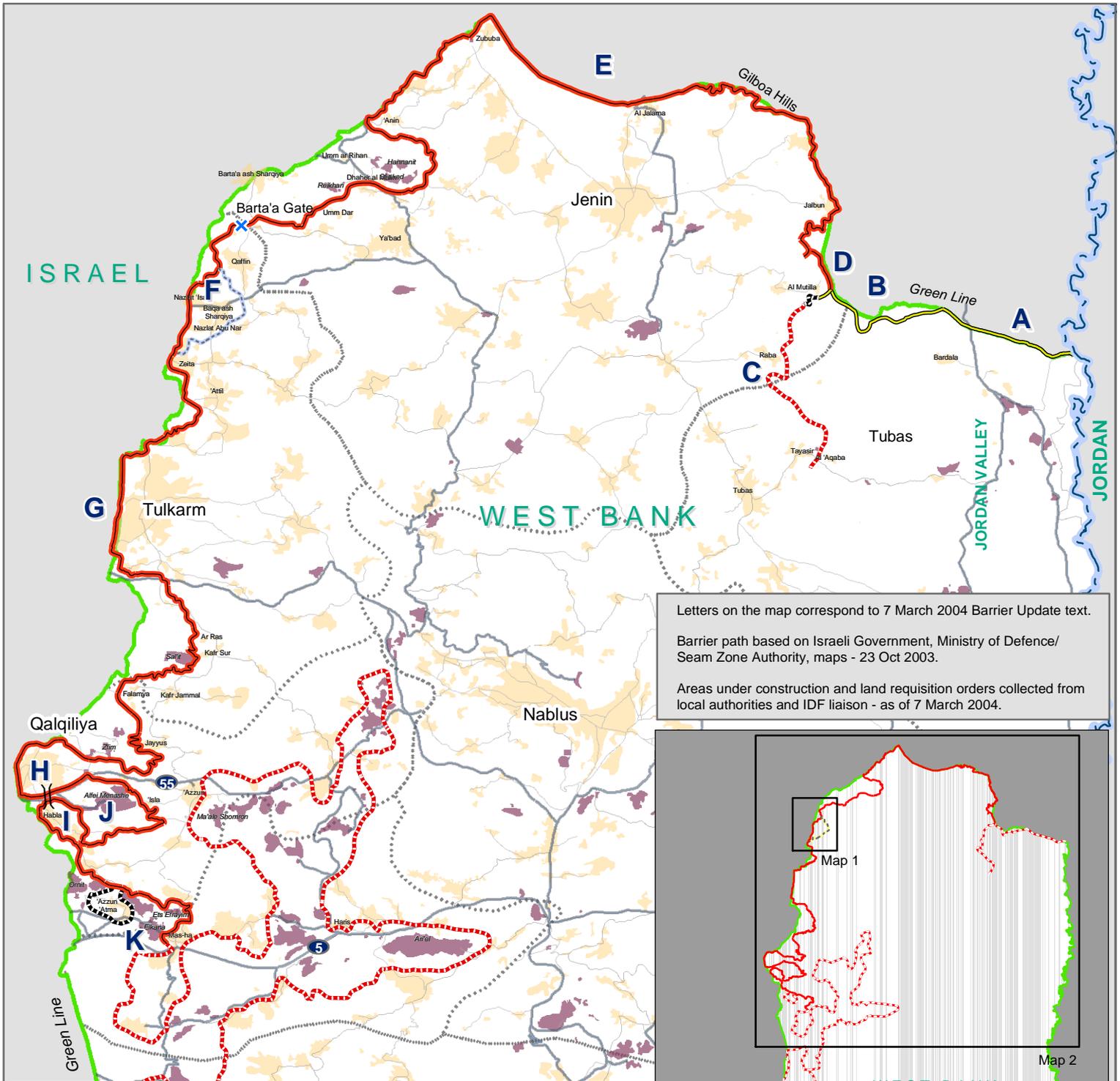
⁴ Acres have been used for land area in this report, however dunums are used locally (1 acre = 4 dunums = 0.4hectar)

⁵ Land obtained for the building of the Barrier is requisitioned from Palestinian landowners by the Israeli Ministry of Defence 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.

⁶ All Palestinian locality population figures taken from the Palestine Central Bureau of Statistics 2004 projected populations, or 1997 census population for villages with less than 100 residents. 2004 estimated based from the PCBS 1997 census.

North West Bank Barrier - March 2004

| JENIN | TULKAREM | QALQILIYA | SALFIT |



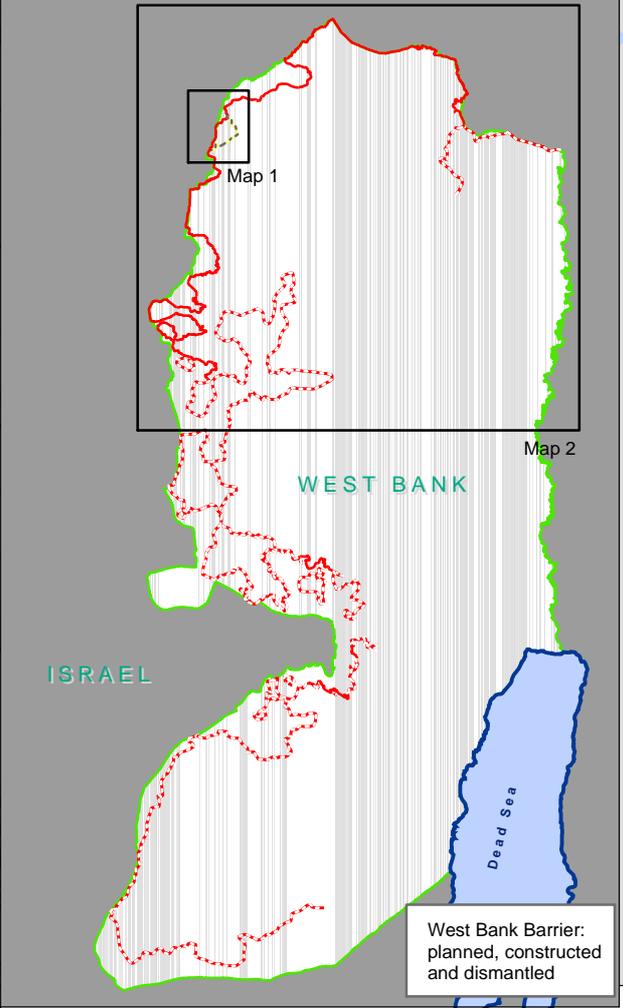
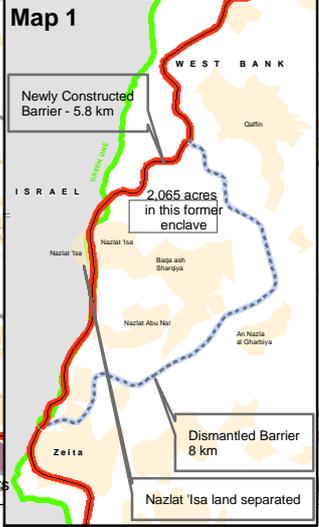
Letters on the map correspond to 7 March 2004 Barrier Update text.
 Barrier path based on Israeli Government, Ministry of Defence/Seam Zone Authority, maps - 23 Oct 2003.
 Areas under construction and land requisition orders collected from local authorities and IDF liaison - as of 7 March 2004.

BARRIER CONSTRUCTION STATUS

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

- Palestinian Built-Up Area
- Israeli Settlement
- Israeli-controlled Road
- Road
- Governorate Boundaries
- ⌘ Planned Bridge

OCHA Cartography: OCHA Humanitarian Information Centre - March 2004
 Base data: PA MoPIC, July 2000, OCHA update 2003
 For comments contact ochaopt@un.org or Tel. +972 (02) 582-9962
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West Bank Barrier: planned, constructed and dismantled

Tulkarm

- F. The double Barrier enclave from Qaffin to Zeita has undergone substantial change during the last week of February (see North West Bank Barrier map, inset map 1). On 18 February, the IDF completed construction of a new 5.8 km section (including an 800 metre concrete section in Nazlat Isa town) from Qaffin to Zeita, west of the existing Barrier (see box 1 below). This section of the Barrier runs through Nazlat Isa town and is constructed on leveled market land. Construction of this section of the Barrier has separated several Nazlat Isa homes from the main part of the town, which is located on the east side of the Barrier. A new gate was installed at Nazlat Isa to connect the town and separated community (see box 2 below).

After the completion of the new western section of the Barrier, the IDF started to dismantle the 8 km section to the east, opening access for the enclave and greatly easing movement in this area. The fence and razor wire have been removed from this eastern section of the Barrier, although the paved military road remains.

Box 1 - Nazlat Isa Market Destruction

In preparation of the new route of the Barrier in Nazlat Isa, the IDF demolished more than 120 shops during August 2003. A second demolition of 82 shops was completed by the IDF in January 2003. Storeowners were given as little as 30 minutes to evacuate their premises before the demolitions started. Apart from Tulkarm town, Nazlat Isa was the main commercial centre for the Tulkarm area and was heavily dependent on commerce with Israel.

Box 2 - Nazlat Isa Land Separated

The new Barrier constructed at Nazlat Isa has isolated a small community west of the Barrier and east of the Green Line. Eight Nazlat Isa homes inhabited by 120 people are now isolated east of the Barrier. Four houses in this area were destroyed when the new Barrier was constructed, making approximately 30 people homeless.

14 children from this area attend classes in Nazlat Isa on the east side of the Barrier. To attend school they now have to cross the new Barrier at the Nazlat Isa gate every morning and afternoon.

Green permits were issued in October 2003 to regulate the movement of local residents between the Barrier and the Green Line. Approximately 100 out of the 120 persons (at the time of writing) have received green permits (including some children below the age of 12).

- G. The Barrier is complete from Zeita south along the western side of Tulkarm town, to Falamyia. The Barrier in this area is mostly fence-like construction with the exception of a 5 km section of concrete Barrier running the west side of Tulkarm town. Several gates have been installed. These allow restricted access to Palestinians with green permits.

Qalqiliya

- H. The path of the Barrier runs south from Falameya, encircling Qalqiliya to Masha in Salfit Governorate. This section is complete, and includes sections of both concrete and fence-like construction. The concrete Barrier runs more than 3 km along the Green Line, on the west side of Qalqiliya. Several gates have been installed; these allow restricted access to Palestinians with green permits.
- I. A tunnel is under construction to connect Qalqiliya town to Habla and the surrounding villages to the south. Movement restrictions placed on the Israeli-controlled Road 55 prohibit general use by Palestinians. The tunnel will create an alternative and separate route for Palestinians to access towns in this area. The tunnel is scheduled to be completed in June 2004.
- J. Southeast of Qalqiliya, the Barrier has been built around the Israeli settlement Alfe Menashe, with a population of 5,500⁷, creating a second enclave of five villages⁸ with a combined population of 900. In order to exit this area and access nearby roads, these villages depend on six gates (three of the six gates are currently not accessible to Palestinians). Each Barrier gate requires a different permit and has limited hours of operation (see section on Barrier Gates). Restrictions on movement affect all areas of daily life including access to education and health facilities, clean water, work and social relations.

Salfit

- K. The Barrier has been completed north of Masha and extends south towards Route 5. This section of the Barrier includes a 50 metre section of 8-9 metre concrete slabs placed in front of a single home, isolated west of the Barrier. A small gate has been constructed to allow this family to access the east side of the Barrier. Construction on the southern portion of this extension has been suspended since autumn 2003.

Each reference number listed below corresponds to a number on the attached reference map titled – Central West Bank Barrier.

CENTRAL WEST BANK BARRIER RAMALLAH | JERUSALEM | BETHLEHEM | HEBRON

1. If the Rantis to Deir Qaddis planned enclave proceeds, in north-west Ramallah, it will isolate 9 villages with an estimated population of 23,500.

Land requisition orders have been issued to most of the villages south of Rantis, along the Green Line to Al Midya and east to Deir Qaddis. Extensive land leveling has been carried out near the Green Line, between Rantis and Budrus (started in November/December 2003). Agricultural lands and olive groves belonging to Rantis, Qibya and Budrus villages have been affected.

Land leveling started on 4 March 2004 south of Deir Qaddis, between the village and the Modi'in settlement bloc. Al Midya, Nil'in, Shuqba and Kharbatha Bani Harith have also been issued with land requisition orders, although no land

⁷ All Israeli settlement population figures taken from the Research Department of the Knesset - 2003.

⁸ Villages are Ras Tira, Ad Daba, Wadi Ar Rasha, Ramadin and Arab Abu Farda.

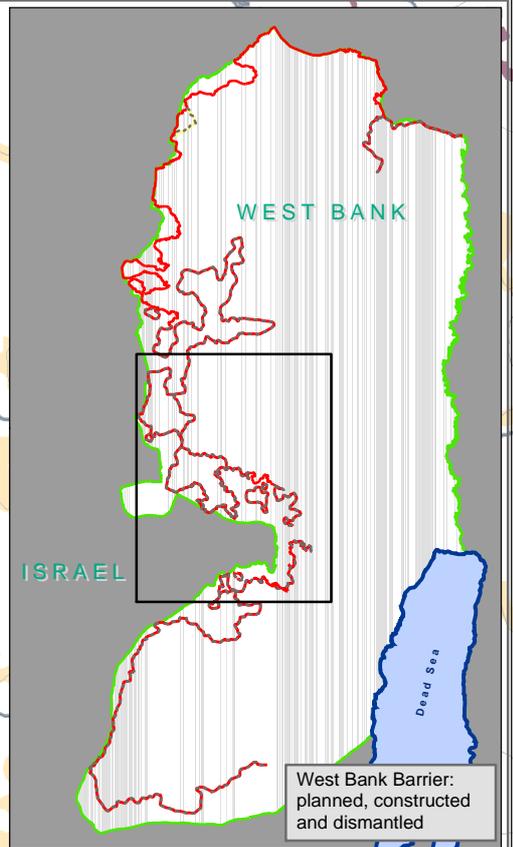
Central West Bank Barrier - March 2004

| JERUSALEM | RAMALLAH | BETHLEHEM |

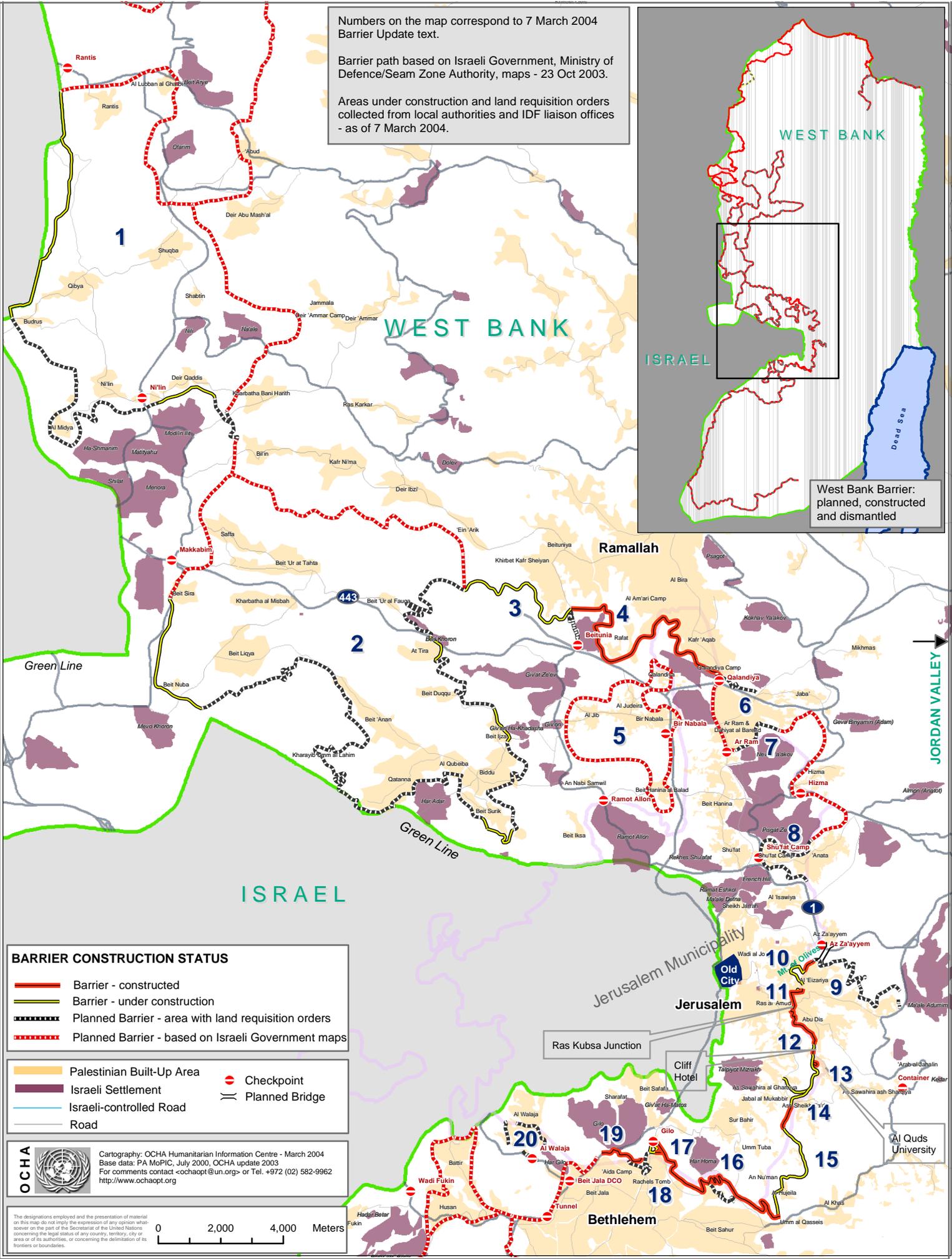
Numbers on the map correspond to 7 March 2004 Barrier Update text.

Barrier path based on Israeli Government, Ministry of Defence/Seam Zone Authority, maps - 23 Oct 2003.

Areas under construction and land requisition orders collected from local authorities and IDF liaison offices - as of 7 March 2004.



West Bank Barrier: planned, constructed and dismantled



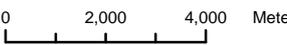
BARRIER CONSTRUCTION STATUS

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



leveling has begun. No orders have been issued for the eastern section of the planned enclave.

2. The Safa to Beit Surik planned enclave covers both southwest Ramallah and the northwest Jerusalem Governorates. According to the plans issued by the Government of Israel, the Barrier construction in this area will isolate 16 villages with a combined population of 53,100.

Land requisition orders have been issued for the southern portion of this planned Barrier, south of route 443 which bisects the enclave. 13 of the 16 villages in this planned enclave are located in this southern area with a combined population of 43,900.

In addition to the land affected by the construction of the Barrier, an estimated 12,500 acres belonging to 8 villages⁹ will be separated from the residents. Of this area, an estimated 7,500 acres is cultivated/agricultural land.

Land leveling began south of Beit Sira on the 24 February 2004. Leveling has also started in Beit Liqya, Beit Nuba, Al Tira, Beit Ijza, and Beit Surik. After 2 days of leveling in two areas in Beit Surik, construction was halted on 29 February 2004 by a Supreme Court order following a petition from residents. Alternative routes are being considered while the petition is pending. The petition addresses the requisition of 500 acres of olive and almond tree groves and vineyards.

No requisition orders have been received for the northern section (north of route 443) in this planned enclave.

3. From Beit Ur al Fauqa to Beituniya, residents have been issued with land requisition orders. Land leveling began in February 2004 to the south and west of Beituniya on an old settler bypass road (no.455). Construction of the Barrier in this area will isolate 5,000 acres of Beituniya land, leaving only an estimated 1,250 acres inside the Beituniya municipal boundaries.

Southern Beituniya has been issued with requisition orders for the land to expand the commercial (back-to-back) checkpoint that is planned adjacent to the Barrier. Land leveling has begun north of the existing checkpoint.

4. The Barrier construction from Beituniya extending to Qalandiya checkpoint was completed in spring 2003. The constructed Barrier in this area has restricted and rerouted movement between Ramallah and Jerusalem. Rafat and Beituniya agricultural lands have been particularly affected.
5. The Bir Nabala enclave has not been issued with requisition orders. 15,100 residents, in 5 villages, live in this planned enclave.
6. Residents living in the area between Qalandiya checkpoint, east towards Jaba road have been issued requisition orders. However, Barrier construction is not evident. Movement in this area is restricted by existing physical barriers and IDF patrols.

⁹ Villages are Biddu, Beit Surik, Kattana, Beit Dukku, Beit Ijza, Beit Likya, Biet 'Anan, Qubeiba.

7. A small area in Ar Ram/Dahiyat al Bareed has been issued with requisition orders; however no Barrier construction has begun. This area is a high density Jerusalem suburb (West Bank land), inhabited mainly by Jerusalem ID cardholders with an estimated population of 25,215¹⁰ Palestinians.
8. 'Anata Village and Shu'fat refugee camp have been issued with orders for the requisition of land encircling this area on three sides. According to the planned path, the Barrier will only be open on the West Bank side, separating these communities from Jerusalem.

Shu'fat refugee camp is located within the Jerusalem municipal boundary and has 9,567¹¹ UNRWA registered refugees with Jerusalem ID cards. 'Anata is located mostly on West Bank land and most residents have West Bank ID cards, with the exception of Al Salam, a Jerusalem neighborhood. Al Salam residents have Jerusalem ID cards. No construction has begun in this area.

9. The Barrier in Al Eizariya area is under active construction. A strip approximately 400 metres long is complete on the eastern slope of the Mount of Olives, running along the Beit Fage Convent and extending eastward towards the Jordan Valley. East of the convent, land requisition orders have been issued extending to the Ma'ale Adumin settlement junction. No construction has begun east of the convent.

A tunnel is expected to be built to connect Al Eizariya to Az Za'ayem Palestinian villages, crossing under Israeli-controlled route 1.

10. Land has been leveled and construction of the Barrier has begun northeast of Ras Kubsa junction, along the eastern slope of the Mount of Olives. The area is currently open to Jerusalem ID cardholders and Palestinians from the West Bank with appropriate permits. This area is closely patrolled by Israeli Border Police.
11. 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. An opening exists at the hotel. Land has been leveled around the hotel.
12. South of the Cliff Hotel, a concrete Barrier is constructed on an adjacent hill. The next section zigzags along the top of the hill, in some cases within 5 metres of Palestinian homes. This section spans approximately 150 metres and is expected to connect to the fence-like Barrier which is under construction on the next hill, opposite to Al Quds University. An opening of 50 metres exists between the two Barrier sections.
13. In the Ash Sheikh Sa'ad area, a fence-like Barrier is being constructed. The Barrier path currently runs along the western border of Ash Sheikh Sa'ad, placing it on the West Bank side of the Barrier. Ash Sheikh Sa'ad has 2,370 residents with mixed ID cards. This West Bank village is heavily dependant on services in Jerusalem. The Barrier path combined with the closures (roadblocks) will effectively isolate this village from Jerusalem; it currently has no road access to West Bank services.
14. The Barrier extends southward towards Sur Bahir agricultural land. The southern area is being leveled in preparation for further construction. Approximately 250 families (1,000 people living in more than 45 houses) with Jerusalem IDs live in

¹⁰ Population figure based on 1997 PCBS census projections. The Ar Ram village council, however, reports more than 62,000 people in this area.

¹¹ UNRWA refugee profile, 30 June 2001, www.unrwa.org

Wadi Hummus, a Sur Bahir neighborhood located in the West Bank. Requisition orders were issued following the existing Jerusalem Municipal border, leaving Wadi Hummus residents in the West Bank, separating this neighborhood from Sur Bahir. The requisition orders are for 400 acres of land, including 34 acres of olive tree groves.

In response to the requisition orders, Wadi Hummus residents filed a lawsuit against the Israeli authorities. The court issued an interim injunction to halt construction. The IDF provided an alternative route of the Barrier to the east of Wadi Hummus, to include it on the Jerusalem side of the Barrier. The High Court approved the IDF's suggestion in December 2003.

15. South of Sur Bahir, an appeal to change the route of the Barrier was filed by Al Khas villagers and settled on 27 January 2004. According to the terms of the legal settlement the Barrier will be re-routed, placing 5 Al Khas houses in the West Bank. An Nu'man is planned to remain on the Jerusalem side of the Barrier, which presents a problem to the residents who all hold West Bank ID cards.
16. Jabel Al Diek, a suburb of Beit Sahour located below the Israeli hillside settlement Har Homa, is planned to be an enclave surrounded by a barrier on all sides. 74 people reside in this community where the constructed Barrier zig-zags along the northern side of the village. Land requisition orders have been issued and land leveling has taken place along the southern portion. The combination of the existing Barrier with newly requisitioned land will create an enclave of 75 acres, restricting movement in and out. This community will be separated from all services previously used in Beit Sahour. Residents will face restricted access to their families, friends, schools, hospitals and work places.
17. On 2 March, Barrier construction began at the entrance of the Emmanuel Monastery in Bethlehem extending towards the area requisitioned south of the Gilo checkpoint (CP300). At the time of writing, 200 metres of 8-9 metre high concrete slabs have been erected. Barrier construction is extending towards the road to Bethlehem/Rachel's Tomb. Rachel's Tomb is planned to be included on the Jerusalem side of the Barrier.
18. South of Gilo checkpoint, land requisition orders have been issued and land is being leveled for Barrier construction. The planned Barrier will skirt Aida refugee camp and connect to the completed section behind the camp.
19. Construction of the Barrier is complete from behind Aida refugee camp to the bridge over Israeli controlled route 60, northwest of Beit Jala.
20. Residents of Al Walaja have received requisition orders for land surrounding the village. No construction has begun.

ACCESS: WEST BANK BARRIER GATES

As the constructed Barrier route runs through populated and agricultural areas into the West Bank, it cuts off local roads and access to fields farmed by the Palestinian population. The Barrier path in the north also isolates more than 5,000 Palestinians who live in 'closed areas' located on the west side of the Barrier and others who need to access these areas. The Israeli authorities have installed a network of gates in the Barrier and a system of special permits (green in colour) to control movement through the Barrier.

This section of the Barrier report provides a technical overview of the gates located in the constructed Barrier. Varying restrictions and conditions apply for each recorded gate. The location, type and status of each gate has been documented through consultations with local Palestinian and Israeli officials and field observations. The table also classifies the Barrier gates as either open for Palestinian use or currently not open for Palestinian use¹². The status of gates is subject to change.

The following definitions and tables should be used with the attached map titled - West Bank Barrier Gates. Jenin Governorate gates are not complete, details of these gates will be provided in the next report.

Barrier Gate Definitions:

Agricultural Gate – A gate installed in the Barrier to allow access to agricultural fields, green houses, and orchards located on the western side of the Barrier. Principally used by Palestinian farmers who reside on the east side of the Barrier and whose land is on the west. Farmers must obtain a green permit to cross the gate to their fields.

Checkpoint Gate – A crossing point from the West Bank into West Bank areas (de facto placed under Israeli jurisdiction) and Israel. These checkpoints are typically manned by Israeli Border Police or 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.

Road Gate – In some cases a gate is installed at the junction where the Barrier blocks a road. Permits are required to cross the gate to continue traveling on the road.

School Gate – Where the Barrier blocks a route used to reach a school, a gate is installed to allow Palestinian schoolchildren and teachers to cross. Opening times coincide with school hours twice daily. With the exception of Jabara Gate, farmers with green permits are often allowed to use these gates.

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

¹² Barrier Gates are considered 'closed' if they have not been open for Palestinian use for the last month or longer.

OCHA Findings and Gate Summary:

Along the completed barrier, 46 gates were recorded. Of these, 19 were reported to be generally open to permit holders. The remaining 27 were reported as currently closed for a variety of reasons listed in the remarks column of the Barrier Gates table. Of the closed gates and Kfar Jamal (reported as open), eight gates fall into a special case: they have official opening hours posted by the IDF, but are not used or rarely used by local residents. When questioned, the 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.

| Governorate | Barrier gates currently open | Barrier gates currently closed | Total recorded gates |
|--------------|------------------------------|--------------------------------|----------------------|
| Tulkarm | 4 | 6 | 10 |
| Qalqiliya | 12 | 11 | 23 |
| Jenin | 3 | 9* | 12 |
| Salfit | 0 | 1 | 1 |
| TOTAL | 19 | 27 | 46 |

**3 of the 9 gates reported closed in Jenin Governorate have not been verified nor included in the attached West Bank Barrier Gate Summary (as of 7 March 2003) table.*

Overview of the Green Permit system:

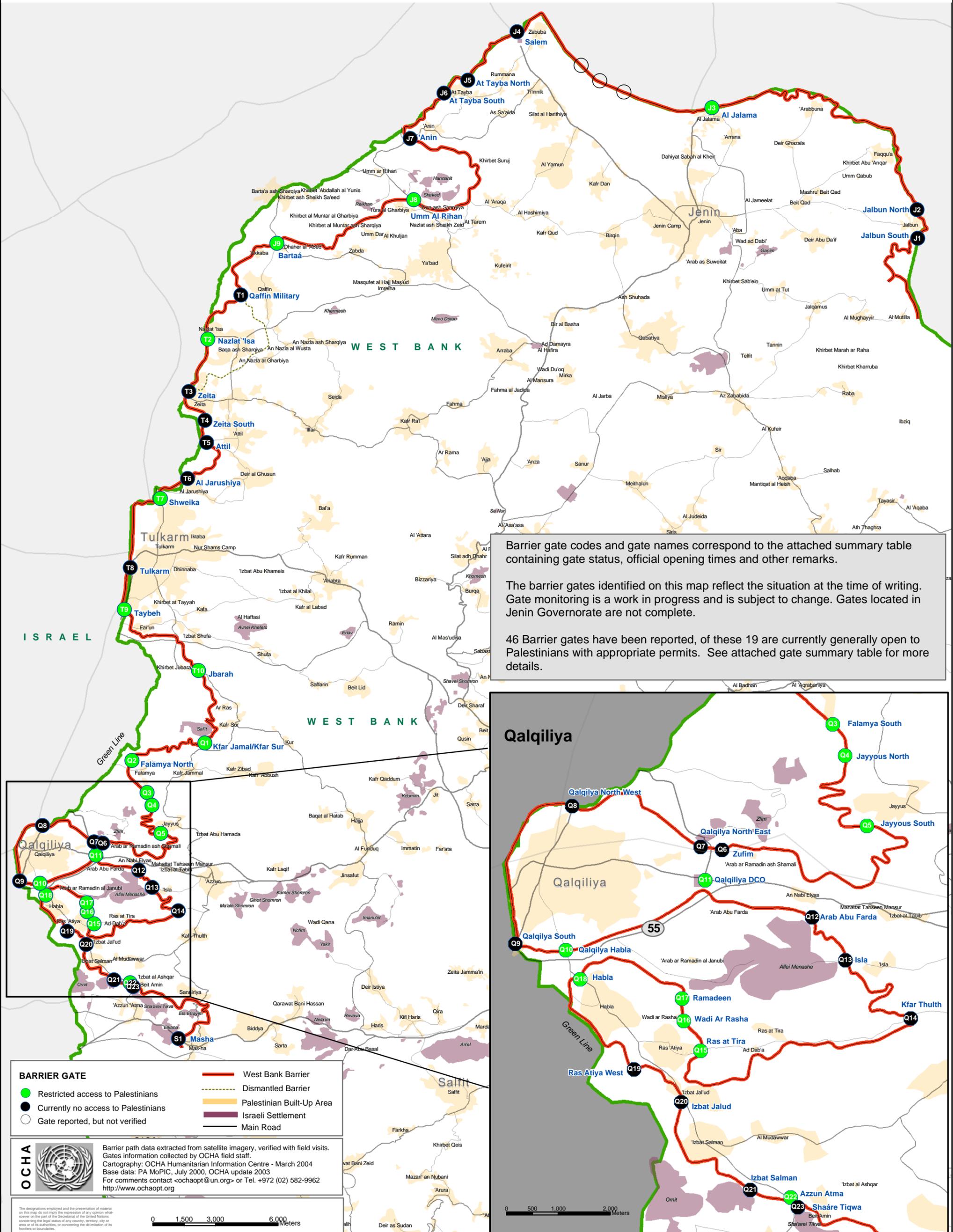
- Green permits are required for entry to areas of the West Bank declared closed by the IDF in October 2003. The 'closed areas' are located between the Green Line and the Barrier, and comprise 12 Palestinian villages and towns. The green permits are valid for one gate only.
- Green permits are required for:
 - All Palestinian residents living in the 'closed area' (more than 5,000 Palestinians);
 - 12 categories of visitors: business owners, merchants, employees, farmers, teachers, students, Palestinian Authority employees, international organizations employees, local council/infrastructure company employees, members of medical staff, visitors and a general category for special cases.
- Currently green permits are not required for: children under 12 (with an adult holding a green permit), Palestinians possessing permits to enter Israel or work in settlements, Israeli citizens, tourists with valid visas, and those of Jewish descent.
- Currently, the IDF does not enforce the green permit requirement for medical staff and teachers, for students from villages inside the 'closed area', for students who live in villages nearby and study in schools located in the 'closed area' and for residents of Azzun Atma.

Three gates dismantled

During the last week in February, an 8 km section of the Barrier east of Baqa Ash Sharqiya was dismantled. Consequently, three Barrier gates previously located on this stretch were removed; Zeita North (agricultural), Qaffin (road) and Baqa Ash Sharqiya (checkpoint). See Barrier Update section for more details.

WEST BANK BARRIER GATES

7 March 2004



Barrier gate codes and gate names 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 at the time of writing. Gate monitoring is a work in progress and is subject to change. Gates located in Jenin Governorate are not complete.

46 Barrier gates have been reported, of these 19 are currently generally open to Palestinians with appropriate permits. See attached gate summary table for more details.

BARRIER GATE

- Restricted access to Palestinians
- Currently no access to Palestinians
- Gate reported, but not verified

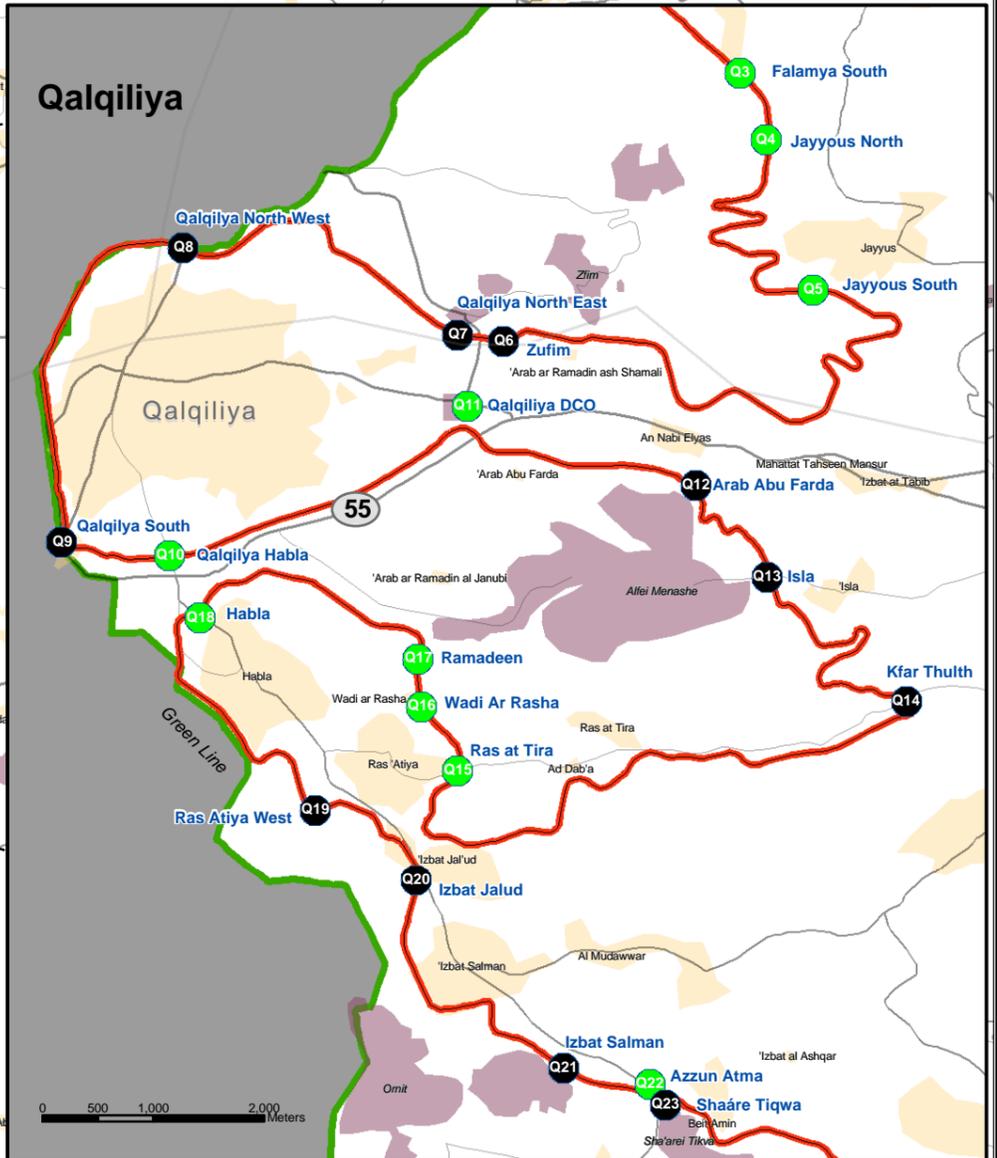
- West Bank Barrier
- Dismantled Barrier
- Palestinian Built-Up Area
- Israeli Settlement
- Main Road

OCHA

Barrier path data extracted from satellite imagery, verified with field visits. Gates information collected by OCHA field staff.
 Cartography: OCHA Humanitarian Information Centre - March 2004
 Base data: PA MoPIC, July 2000, OCHA update 2003
 For comments contact <ochaopt@un.org> or Tel. +972 (02) 582-9962
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0 1,500 3,000 6,000 Meters



0 500 1,000 2,000 Meters

West Bank Barrier Gate Summary as of 7 March 2004

| | Name/Location | Gate Code (see map) | Gate Type | Remarks | Governorate | Gate currently used by Palestinians | Special Case (see footnote) |
|----|----------------------|---------------------|-----------------------------|--|-------------|-------------------------------------|-----------------------------|
| 1 | Qaffin Military | T1 | Military | | Tulkarm | No | |
| 2 | Nazlat 'Isa | T2 | Checkpoint | This gate constitutes a new checkpoint from the West Bank into Israel, as of 18 February 2004. Green permits are required for Nazlat Isa residents Palestinians to enter. No official hours have been announced, however the gate is manned by soldiers 24 hours a day. | Tulkarm | Yes | |
| 3 | Zeita | T3 | Military | | Tulkarm | No | |
| 4 | Zeita South | T4 | Agriculture | This gate has been closed for several months. The IDF has no official opening hours for this gate. | Tulkarm | No | |
| 5 | Attil | T5 | Agriculture | This gate is physically closed with barbed wire. | Tulkarm | No | |
| 6 | Al Jarushiya | T6 | Agriculture | This gate is officially open to farmers with green permits, however not currently in use. Official hours open are 07:00-07:20, 09:00-09:20, 12:00-12:20, 15:00-15:20 and 18:00-18:20. | Tulkarm | No | X |
| 7 | Shweika | T7 | Agriculture | This gate is officially open twice daily for farmers with green permits, in practice the gate is used by one family residing west of the barrier. Official hours open are 07:00-09:00 and 15:00-17:00. According to the DCL, the family has access to a IDF direct phone line in case of an emergency. Medical staff need prior co-ordination with IDF to pass through this gate. | Tulkarm | Yes | |
| 8 | Tulkarm | T8 | Military | | Tulkarm | No | |
| 9 | Taybeh | T9 | Checkpoint | This gate is both a checkpoint, restricting access to Israel and a commercial back-to-back point. Official hours open are 07:00-18:00. | Tulkarm | Yes | |
| 10 | Jbarah | T10 | School | This gate is restricted to school children only, hours open correspond to school hours. Currently the IDF does not enforce the green permit requirement for students. Gate is used by Jabarah students attending school in neighboring villages. Official hours open are 07:00-08:00 and 12:30-14:00. | Tulkarm | Yes | |
| 11 | Kfar Jamal/ Kfar Sur | Q1 | Agriculture/Settlement | After being closed for several months, this gate was open to farmers with green permits in early March. Residents have been reluctant to use this gate to access farm land because of proximity to Sal'it settlement. Official hours open are 07:00 and 16:00, closing immediately after the farmers have crossed the gate. | Qalqilya | Yes | X |
| 12 | Falamya North | Q2 | Agriculture | This gate is open to farmers with green permits. Official hours open are 07:00-08:30, 12:30-13:30 and 17:00-18:30. | Qalqilya | Yes | |
| 13 | Falamya South | Q3 | Agriculture | This gate is open to farmers with green permits. Official hours open are 06:20-06:40, 12:15-12:30 and 16:00-16:15. | Qalqilya | Yes | |
| 14 | Jayyous North | Q4 | Agriculture | This gate is open to farmers with green permits. Official hours open are 06:00-08:30, 12:30-13:30 and 17:00-18:30. | Qalqilya | Yes | |
| 15 | Jayyous South | Q5 | Agriculture | This gate is primarily open for one family residing west of the barrier, however farmers with green permits are often allowed access during official hours. Official hours open are 07:25-08:00, 12:55-13:20 and 16:40-16:50. | Qalqilya | Yes | |
| 16 | Zufim | Q6 | Agriculture/Settlement | This gate is officially open to farmers with green permits, however not currently in use. The gate is manned by soldiers 24 hours a day. | Qalqilya | No | X |
| 17 | Qalqilya North East | Q7 | Military | The gate is physically closed with barbed wire. | Qalqilya | No | |
| 18 | Qalqilya North West | Q8 | Military | | Qalqilya | No | |
| 19 | Qalqilya South | Q9 | Military | | Qalqilya | No | |
| 20 | Qalqilya Habla | Q10 | Agriculture | This gate is open to farmers with green permits and teachers. Currently the IDF does not enforce the green permit requirement for students. Additionally, movement restrictions on Israeli controlled road 55 from Jaljoulia checkpoint redirect teachers through Qalqilya DCO barrier checkpoint and Azzun to reach the schools in the Habla area. Official hours open are 06:30-07:45, 12:00-13:15 and 15:45-17:00. | Qalqilya | Yes | |
| 21 | Qalqilya DCO | Q11 | Road | This gate is open to all West Bank residents, no green card is required. The gate functions as a partial barrier checkpoint, manned by the IDF occasionally. Qalqilya DCO is a barrier gate to access the city of Qalqilya, which is an enclave within the West Bank. | Qalqilya | Yes | |
| 22 | 'Arab Abu Farda | Q12 | Military | | Qalqilya | No | |
| 23 | Isla | Q13 | Agriculture | This gate is officially open to farmers with green permits, however not currently in use. Official hours open are 07:00-07:20, 13:00-13:20 and 16:40-17:00. | Qalqilya | No | X |
| 24 | Kfar Thulth | Q14 | Agriculture | This gate is officially open to farmers with green permits, however not currently used. Official hours open are 06:30-06:50, 12:30-12:50 and 16:10-16:30. | Qalqilya | No | X |
| 25 | Ras at Tira | Q15 | Road/School | This gate is used by school children attending classes in Ras at Tira, hours open correspond to school hours. Residents of Ras at Tira are permitted to cross this gate in vehicles. Official hours open are 07:00-08:00, 12:30-13:30 and 16:00-17:00. | Qalqilya | Yes | |
| 26 | Wadi Ar Rasha | Q16 | Agriculture/ School | This gate is used by farmers with green permits and school children, hours open correspond to school hours. Official hours open are 07:00-07:30 and 12:45-13:15. | Qalqilya | Yes | |
| 27 | Ramadeen | Q17 | Agriculture/ School | This gate is primarily used by school children, hours open correspond to school hours. Currently the IDF does not enforce the green permit requirement for students. Official hours open are 07:00-07:30 and 12:45-13:15. | Qalqilya | Yes | |
| 28 | Habla | Q18 | Agriculture | This gate is open to farmers with green permits and teachers. Teachers from Qalqilya are allowed to use this gate, however, movement restrictions on Israeli controlled road 55 from Jaljoulia checkpoint redirect travel through Qalqilya DCO barrier checkpoint and Azzun to reach schools in Habla. PRCs ambulances need prior co-ordination with IDF through ICRC to gain access. Official hours open are 06:30-07:45, 12:00-13:15 and 15:45-17:00. | Qalqilya | Yes | |
| 29 | Ras Atiya West | Q19 | Military | | Qalqilya | No | |
| 30 | Izbat Jalud | Q20 | Agriculture | This gate is officially open to farmers with green permits, however not currently in use. Official hours open are 06:00-06:20, 12:00-12:20 and 16:00-16:15. | Qalqilya | No | X |
| 31 | Izbat Salman | Q21 | Agriculture | This gate is officially open to farmers with green permits, however not currently in use. Official hours open are 06:45-06:55, 12:00-12:15 and 17:35-17:45. | Qalqilya | No | X |
| 32 | Azzun Atma | Q22 | Road / Agriculture / School | This gate is used by residents from Azzun Atma and farmers from neighboring villages, including school children and teachers. Currently the IDF does not enforce the green permit requirement for students. Residents of Azzun Atma are not required to hold green permits to use the gate, however non-residents require green permits. Official hours open are 06:30-21:00. Gate is manned 24hours a day by soldiers guarding the adjacent gate into Sha'are Tiqwa Settlement. | Qalqilya | Yes | |
| 33 | Sha'are Tiqwa | Q23 | Settlement | This gate is primarily used by Israeli Settlers and is manned by soldiers 24 hours a day. | Qalqilya | No | |
| 34 | Masha | S1 | Agriculture/ Road | Very few Masha farmers have obtained green permits, in practice gate is not in use. Additionally, a small entrance was made next to the gate to accomodate one family located west of the barrier. Official hours open are 06:40-07:00, 12:30-13:00 and 16:45-17:00. | Salfit | No | X |
| 35 | Jalbon South | J1 | Military | | Jenin | No | |
| 36 | Jalbon North | J2 | Military | | Jenin | No | |
| 37 | Al Jalama | J3 | Checkpoint | This gate is the main northern crossing point to Israel from the West Bank. | Jenin | Yes | |
| 38 | Salem | J4 | Military | This gate is located on a military base that also serves as the Israeli DCO for Jenin area. | Jenin | No | |
| 39 | At Tayba North | J5 | Agriculture | Official hours are not posted. | Jenin | No | |
| 40 | At Tayba South | J6 | Military | | Jenin | No | |
| 41 | Anin | J7 | Agriculture | This gate has been closed since October 2003. | Jenin | No | |
| 42 | Umm ar Rihan | J8 | Checkpoint/Road | This gate is open to holders of green permits. | Jenin | Yes | |
| 43 | Barta'a | J9 | Checkpoint/Road | This gate is open to holders of green permits. Official hours open are 04:30-21:00. | Jenin | Yes | |

* Note: 9 Barrier gates in Jenin Governorate are described above, 3 additional gates have been reported, but not verified. Details of these gates will be provided in the next report.

foot note: Of the closed gates and Kfar Jamal (reported as open), eight gates fall into a special case: they have official opening hours posted by the IDF, but are not used or rarely used by local residents. When questioned, the 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.