



BARRIER UPDATE

Seven years after the Advisory Opinion of the International Court of Justice on the Barrier: The Impact of the Barrier in the Jerusalem area

Because of the extensive humanitarian impact of the Barrier, OCHA has been monitoring and reporting on affected Palestinian communities in the West Bank, including East Jerusalem, since 2003. The current update summarises the main findings of this research, while outlining developments since the last Barrier report, issued on the occasion of

the sixth anniversary of the International Court of Justice Advisory Opinion in July 2010. This year, the update will focus on the impact of the Barrier in the East Jerusalem area, in particular on those West Bank communities and households which are now isolated on the Jerusalem side of the Barrier.

Seven years after the Advisory Opinion of the International Court of Justice on the Barrier: The Impact of the Barrier in the Jerusalem area

The civilian population in the occupied Palestinian territory (oPt) continues to bear the brunt of ongoing conflict and Israeli occupation. This has resulted in a protection crisis with serious and negative humanitarian consequences, brought about by lack of respect for international law.

In the midst of this ongoing crisis, the Humanitarian Country Team (HCT) and its partners in the oPt have identified five key protection themes as priorities for targeted advocacy:

- Accountability and Third State Responsibility
- Life, Liberty and Security
- Forced displacement and Population Transfer
- Movement and Access
- Humanitarian Space

This report addresses the impact of the Barrier, a main component of the multi-layered system of physical and administrative obstacles which severely constrains movement and access throughout the West Bank. The Barrier, and related restrictions, has resulted in an increasing fragmentation of territory, including the continuing isolation of East Jerusalem from the remainder of the oPt. The Barrier has also cut off land and resources needed for Palestinian land and development, resulting in the curtailment of agricultural practice and the undermined of rural livelihoods throughout the West Bank.

The civilian population in the oPt has the right to move freely and in safety within, as well as to and from, the West Bank (including East Jerusalem) and the Gaza Strip. Free movement and access, as well as the ability to plan and develop communities, are vital to sustain livelihoods, reduce dependence on humanitarian assistance, and enable economic recovery.

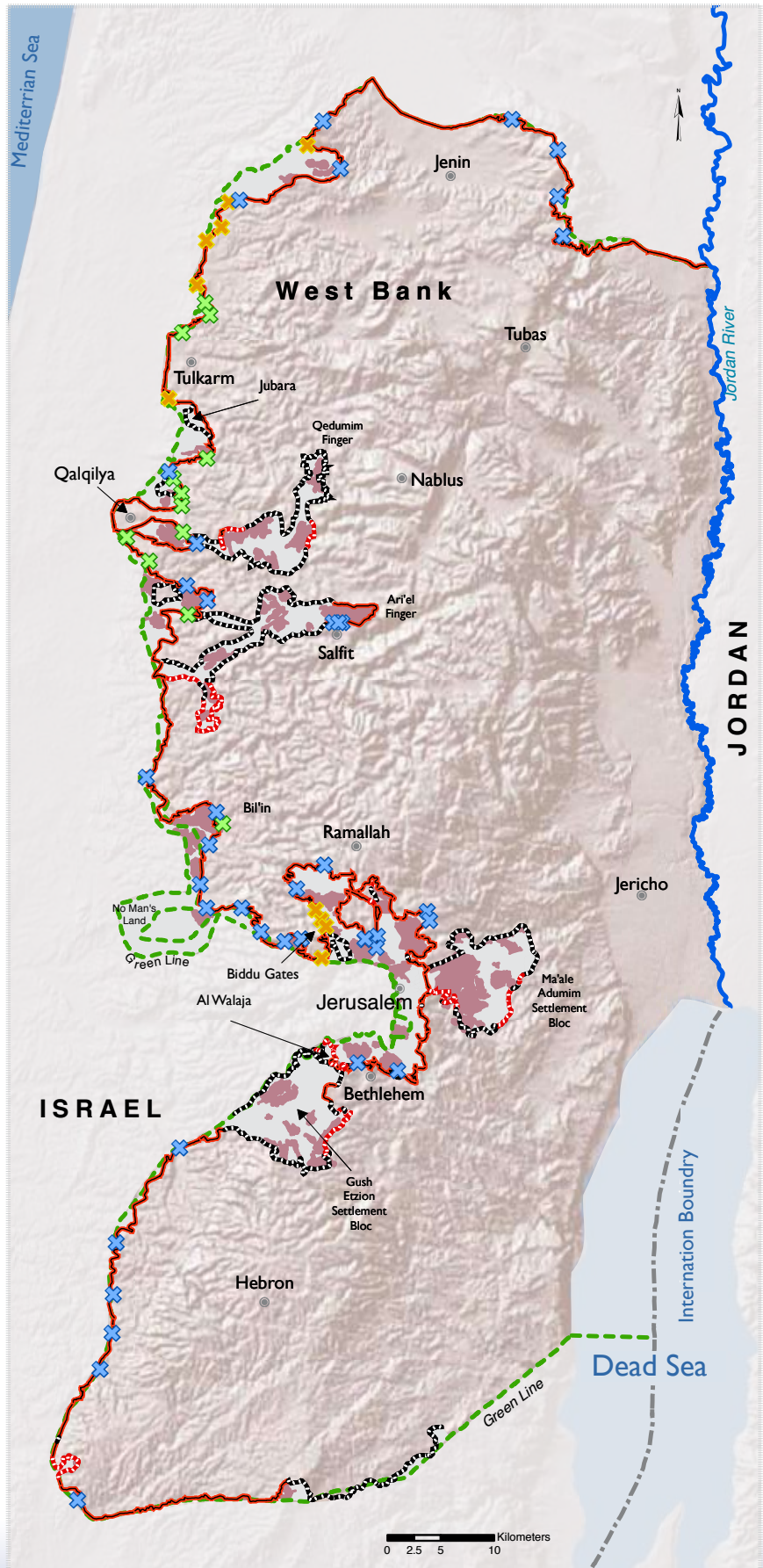
More generally, all parties to the conflict must abide by their obligations under international law to protect and respect the rights of the civilian population. Israel, as occupying power, bears responsibility for administering its occupation in a manner that benefits the Palestinian population and for ensuring that the basic needs of that population are met. All states share responsibility for ensuring respect for international law in the oPt: in the context of this report, the International Court of Justice (ICJ) stated that UN member states should not recognize the illegal situation created by the Barrier and should ensure Israel's compliance with international law. The protection of civilians and assistance are not bargaining chips in search for a political solution, but basic rights that must be respected at all times.



UNITED NATIONS

Office for the Coordination of Humanitarian Affairs, occupied Palestinian territory

The Barrier Route in the West Bank July 2011



Agricultural gates

Frequency of opening

- Daily *
- Seasonal **
- Seasonal Weekly ***

West Bank Barrier

- Constructed
- Under Construction
- Projected

Israeli Settlements Behind the Barrier

Area Behind the Barrier

* Generally open 15-60 minutes; 3 times/day.

** Open daily during olive harvest only

*** Open 3 times/day; 1-3 days/week; during olive harvest

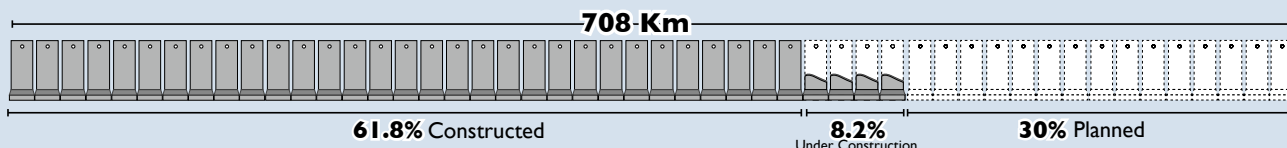
DISCLAIMER:

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. Reproduction and/or use of this material is only permitted with express reference to "United Nations OCHA oPt" as the source.

Barrier Facts & Figures



Status of Construction: The Barrier's total length is approximately 708 km, more than twice the length of the 320-kilometre-long 1949 Armistice Line (Green Line) between the West Bank and Israel. 61.8% of the Barrier is complete; a further 8.2% is under construction and 30% is planned but not yet constructed. When completed, only approximately 15% of the Barrier will be constructed on the Green Line or in Israel. approximately 85% of its route will run inside the West Bank, isolating approximately 9.4 percent of West Bank territory, including East Jerusalem and No-Man's Land.



Barrier Components: The Barrier consists of fences, ditches, razor wire, groomed sand paths, an electronic monitoring system, patrol roads, and a buffer zone. Around 61 km of the constructed Barrier consists of 8-9 metre high concrete slab segments which are connected to form a wall, particularly in urban areas such as Jerusalem, Bethlehem, Qalqiliya and Tulkarm. Land obtained for construction of the Barrier is requisitioned from Palestinian landowners by the Israeli Ministry of Defence through military orders. Most orders are valid for three years and are renewable.



Closed Area ('Seam Zone') Around 6,500 Palestinians currently reside in the closed area between the Green Line and the Barrier, the so called 'Seam Zone', with those aged 16 and above required to apply for 'permanent resident' permits to continue to live in their own homes. Residents have to pass through Barrier checkpoints to reach workplaces and essential services, and to maintain family and social relations on the 'Palestinian' side of the Barrier. If the Barrier is completed as planned, approximately 25,000 West Bank Palestinians will reside between the Barrier and the Green Line. The majority of Palestinians who hold East Jerusalem ID cards will also reside between the Barrier and the Green Line.

Permit and Gate Regime: Palestinians accessing land in the closed area between the Barrier and the Green Line – the ‘Seam Zone’ – are now obliged to use a prior coordination mechanism or apply for ‘visitor’ permits. Access through the Barrier is channelled through 66 designated gates. The majority of the gates only open during the olive harvest season and usually only for a limited period during the day. Farmers must return from the ‘Seam Zone’ before the gate is locked for the day in the late afternoon.



The Barrier in Jerusalem: The Barrier in the Jerusalem area measures approximately 142 kilometres, with only four kilometres of its completed length running along the Green Line. It is transforming the geography, economy and social life not only of Palestinians who reside within the Israeli-defined municipal area, but also residents of the wider metropolitan area, with Palestinian neighbourhoods and suburbs divided from each other and walled out from the urban centre, and rural communities separated from their land in the Jerusalem hinterland.

Barrier and Settlements: The protection of Israeli settlements throughout the West Bank, including in East Jerusalem, is one of the main factors determining the route of the Barrier and its deviation from the Green Line. The major settlements are encircled by the Barrier, including the Shomron bloc, Ariel, Giv’at Ze’ev, Ma’ale Adummim and the Gush Etzion settlement bloc. 71 of the 150 settlements in the West Bank, including all the settlements in East Jerusalem, are now included on the ‘Israeli’ side of the Barrier.



I. The Barrier: Current Status

In summer 2002, following a campaign of suicide bombings by Palestinian militants, the Government of Israel approved construction of a Barrier to prevent suicide bombers from entering Israel. According to the most recently-approved route, the Barrier's total length is approximately 708 km, more than twice the length of the 1949 Armistice Line (Green Line) between the West Bank and Israel.¹ Approximately 61.8% of the Barrier is complete, a further 8.2% is under construction and 30% is planned but not yet constructed.² When completed, the majority of the route, approximately 85%, will run inside the West Bank, including East Jerusalem, rather than along the Green Line.

The total area located between the Barrier and the Green Line amounts to 9.4% of the West Bank, including East Jerusalem and No Man's land. The inclusion of Israeli settlements, together with areas planned for their future expansion, constitutes the major factor for the deviation of the Barrier's route from the Green Line.³ The area on the western, or 'Israeli', side of the Barrier includes 71 of the 150 settlements and over 85 percent of the total settler population in the West Bank, including East Jerusalem (see Map; *West Bank Barrier Route Projections*.)

In recent years, the construction of new sections has almost completely halted as a result of financial constraints, concerns raised by the international community and a lack of demand by Israeli society.⁴ Since the last OCHA Barrier report in July 2010, new construction has mainly taken place in the north of East Jerusalem and in the northwest of Bethlehem governorate. Most of the recent construction involved re-routings ordered by the Israeli High Court of Justice (HCJ), as in Bil'in in June 2011, four years after the HCJ ordered a revision of the route.⁵ Other HCJ-ordered re-routings, such as the one currently underway around the Tulkarm community of Khirbet Jubara continue the pattern of

removing Palestinian communities from the 'Seam Zone' – the area between the Barrier and the Green Line which has been designated a 'closed military area' – and reconnecting them to the remainder of the West Bank.

While new construction is minimal, the negative humanitarian impact of the constructed Barrier on Palestinian communities continues. Despite recent re-routings, approximately 6,500 Palestinians still reside in the 'Seam Zone.' Those aged 16 and above require permanent resident permits from the Israeli authorities to continue to live in their homes.⁶ Few health and education services are available between the Barrier and the Green Line, obliging residents to pass through Barrier checkpoints to reach workplaces and essential services, and to maintain family and social relations on the 'Palestinian' side of the Barrier.

Palestinians are also obliged to use a 'prior coordination' mechanism or to obtain 'visitor' permits from the Israeli authorities to access their farming land and water resources in the 'Seam Zone,' with access restricted to a designated gate. As documented in previous OCHA Barrier reports, the limited allocation of these permits together with the restricted number and opening times of the Barrier gates have severely curtailed agricultural practice and undermined rural livelihoods throughout the West Bank.

The Barrier has also adversely affected the West Bank's urban centres, in particular East Jerusalem, with Palestinian neighbourhoods and suburbs divided from each other and walled out from the urban centre, and rural communities separated from their land in the Jerusalem hinterland. This report will focus on the impact of the Barrier in the East Jerusalem area, in particular those West Bank communities and households which are now isolated on the 'Jerusalem side' of the Barrier.



INTERNATIONAL COURT OF JUSTICE ADVISORY OPINION ON THE BARRIER, JULY 2004

On 9 July 2004, the International Court of Justice (ICJ), the principal judicial organ of the United Nations, issued an advisory opinion on the Legal Consequences of the Construction of a Wall in the Occupied Palestinian Territory. The ICJ recognized that Israel 'has to face numerous indiscriminate and deadly acts of violence against its civilian population' and that it 'has the right, and indeed the duty, to respond in order to protect the life of its citizens. [However], the measures taken are bound nonetheless to remain in conformity with applicable international law.'⁷

The ICJ stated that the sections of the Barrier route which ran inside the West Bank, including East Jerusalem, together with the associated gate and permit regime, violated Israel's obligations under international law. The ICJ called on Israel to cease construction of the Barrier 'including in and around East Jerusalem'; dismantle the sections already completed; and 'repeal or render ineffective forthwith all legislative and regulatory acts relating thereto.'⁸

The Court's Advisory Opinion stated that UN member states should not recognize the illegal situation created by the Barrier and should ensure Israel's compliance with international law. UN General Assembly Resolution ES-10/15 of 20 July 2004, demanded that Israel comply with its legal obligations as stated in the ICJ opinion.

2. Restricting Access to Land and Livelihoods

2.1 The 'prior coordination' system

It was the route of the Barrier, rather than the structure itself, which was the subject of the International Court of Justice (ICJ) advisory opinion in 2004. The intrusive route, together with its associated permit and gate regime, is the also main cause of the humanitarian impact on Palestinians. For Palestinian farmers, access to land behind the Barrier is channelled through designated gates and dependent on obtaining a special permit from the Israeli authorities or through a 'prior coordination' system – a combination of ID cards and lists of names maintained at the gates, which are open by coordination with the Israeli District Coordination Liaison (DCL) Office.

In the Biddu area in the Jerusalem governorate, the communities of Beit Ijza, Biddu and Beit Surik (population approx. 11,500) have been cut off from almost fifty percent of their agricultural land, now located behind the Barrier in the Giv'at Ze'ev settlement bloc. Palestinian farmers can only access this land by means of a cumbersome prior

'These long closures of the gates are just buying time for the settlements. Sooner or later, all our agricultural land will be taken for the expansion of Giv'at Ze'ev settlement.'

Words of a Biddu community leader, June 2011.

coordination regime, whereby they put their names on a list compiled every two weeks, on average, by the Palestinian District Coordination Office, which, on its turn, submits the list for approval to the Israeli District Coordination Liaison (DCL). The DCL will then provide the list with the approved names to the Border Police who, together, staff the gates and control farmers' access. These various layers of bureaucracy involved in this coordination mechanism often mean that approving a list can take up to ten days, during which time the gates are usually closed.⁹

In 2011, Palestinian access to land in the Biddu area has been extremely restricted due to a dispute between the Israeli DCL and the farmers over the



ISRAEL'S HIGH COURT REJECTS APPEAL TO REVOKE THE BARRIER PERMIT REGIME

Following the establishment of the Closed Area or 'Seam Zone' regime in the northern West Bank in 2003, two Israeli organizations (HaMoked - Centre for the Defence of the Individual and the Association for Civil Rights in Israel) petitioned the Israeli High Court of Justice (HCJ) to demand the revocation of this regime. The organizations claimed that the permit regime does not serve security purposes, but is aimed at expropriating Palestinian land and annexing it to Israel. According to the petitioners, data submitted by the State Attorney to the HCJ indicates that over 90 percent of the applications for permits rejected between 2006 and 2009 were due to a failure to prove 'connection to the land', rather than due to security concerns.¹⁰

On 5 April 2011, the HCJ rejected the petition. The HCJ accepted the State Attorney's position that the 'Seam Zone' regime fulfils legitimate security needs and that the restrictions on Palestinians stemming from it are proportional. However, the HCJ ordered the state to introduce a number of amendments to the regime, aimed at minimizing its impact on Palestinians. These included allowing the passage of 'permanent residents' through any access point along the Barrier, rather than a specific one; expanding the grounds on which applications for 'visitor' or resident permits can be approved; and setting a reasonable timeframe for the processing of permit applications.

This decision by the HCJ runs counter to the Advisory Opinion issued by the International Court of Justice in July 2004, which found the permit regime unlawful under international law and concluded that Israel must revoke it.

imposition of a 'seasonal calendar', which specifies how many access days are needed per type of crop and amount of land. Between January and 1 May 2011, the gates only opened for a total of six days: more recently (22 June to 5 July), the five Biddu gates have opened five days a week, with three openings each day. However, as a result of the protracted closings, farmers were unable to perform necessary ploughing, trimming, spraying, and seedling work, thus affecting the quality and quantity of the olive, nectarine, peach and grape harvests and further undermining the economic situation of the community.¹¹

2.2 Visitor permits

In most cases, access to land isolated by the Barrier is dependent on obtaining a permit from the Israeli authorities. This has been the situation in the northern West Bank since October 2003, where Palestinians have been obliged to obtain 'visitor' permits to access their farming land between the Barrier and the Green Line, after it was declared a 'closed military area.' In early 2009, this measure

was extended to most areas in the central and southern West Bank. Out of 16 crossing points in the Barrier in the Jerusalem governorate (14 gates and two Barrier checkpoints) six now require permits. During the 2010 olive harvest, only eleven farmers were granted permits to cross through these gates: the majority of farmers refused to apply.

To apply for, or to renew a permit, applicants must satisfy the security considerations necessary for all Israeli-issued permits and also submit valid ownership or land taxation documents to prove a 'connection to the land' in the closed area. The latter requirement is particularly onerous given that only thirty-three percent of land in the West Bank has been formally registered and ownership is passed on by traditional methods which do not require formal inheritance documentation.¹² The impact of this policy was evident during the 2010 olive season when, although additional permits are usually issued to farming families, all 70 applicants in Wadi Shami village in the Bethlehem area had their permit applications rejected due to the lack of

DESIGNATED AGRICULTURAL GATES AS OF JUNE 2011¹³

Type	Description	No.
Daily Gates	Open daily, generally for one hour early morning, noon, late afternoon to allow farmers access to their land in the closed area. Only a minority of permit-holders, generally herders, are allowed to stay on their land overnight: all others must leave the closed area when the gate closes for the day. ¹⁴	12
Weekly/ Seasonal Gates	Open seasonally, generally during the olive harvest, to allow farmers access to olive groves in the closed area. Also open from one-to-three days weekly throughout the year.	10
Seasonal Gates	Open for a limited period during the annual olive harvest, October - December. This category also includes checkpoints which are used for agricultural access during the olive season.	44
Total		66

land ownership documents. A petition dating back to the introduction of the permit regime in 2003, which challenged the legality of the Barrier permit regime under international and domestic law, was rejected by the Israeli High Court of Justice in April 2011.

2.3 Agricultural gates

For those in possession of a permit, entry to land between the Barrier and the Green Line is channelled through an official access point, usually a gate, designated on the permit. Currently there are 66 Barrier gates, which open on a daily, seasonal or seasonal-weekly basis. The majority of these are gates only open during the olive harvest season and usually only for a limited period during the day. Although the crossings opening times are generally extended during the olive harvest, this is insufficient to allow farmers to carry out essential year-round agricultural activities, such as ploughing, pruning, fertilizing, and pest and weed management.

In addition to their limited opening times, Barrier gates constitute some of the most restrictive checkpoints in the West Bank. Permit-holders must queue for their documents to be inspected and

their persons and belongings searched, their names are ticked off a list maintained by the soldiers at the gate before they are permitted to cross. Once allowed through the gate, a farmer's land may be located a long distance away over difficult terrain. Considered 'visitors', few farmers are granted 24-hour permits to remain in the closed area overnight and must return and have their names ticked off before the gate is locked for the day in the late afternoon.

To make the best of the limited time available, permit-holders work in summer when the sun is at its height and in winter queue in the dark and cold before the first gate opening. As the gates are closed and un-staffed between the scheduled opening times, farmers cannot return immediately to the 'Palestinian side' in cases of accident or an emergency: a widespread anxiety among farmers is that in the event of a work accident, snake bite or pesticide inhalation, they are unable to leave the 'Seam Zone.' The limited opening hours also penalise the employed and 'part time' farmers who might otherwise cultivate family holdings after work for domestic consumption or for supplementary income.

RESTRICTED ACCESS FOR BEIT SURIK

In the Biddu area, two thirds of the olive trees and fruit trees belonging to Beit Surik are located in the 'Seam Zone' and only accessible through the Har Adar gate. When the permit regime was applied to the gate in January 2009, the estimated 600 farmers refused to apply, based on their opposition to the declaration, their awareness that the permit system in the other areas of the West Bank had led to decreasing access for farmers, and administrative and bureaucratic complications. After almost two years of no access, and fearing that their land behind the Har Adar gate might be declared 'State Land', farmers applied for permits in November 2010 and subsequently 70 farmers, including family members, received three-week permits. The gates then remained closed until April 2011 when they opened for three days only and reopened on 22 June, with the other four Biddu gates, five days a week, with three openings each day. However, currently only 15 farmers have permits, issued in April. The youngest farmers were issued short-term permits: older farmers were issued one-to-two year permits but some of them cannot look after their land alone, and need the assistance of younger farmers.¹⁴

■ 3. Closed Areas Communities: Restricted Access to Centre of Life and Services

The designation of the 'Seam Zone' in the northern West Bank in 2003 also affected Palestinians who reside in the closed area between the Barrier and the Green Line, with those aged 16 and above required to apply for 'permanent resident' permits to continue to live in their own homes.¹⁵ This permanent resident permit is designated solely for the closed area: holders are prohibited from entering Israel, although they reside on the 'Israeli side' of the Barrier with no physical obstacle to prevent them from crossing the Green Line. Relatives and service providers living outside the 'closed areas' must obtain 'visitor' permits to access these communities. As most services and livelihoods are located on the 'Palestinian' side of the Barrier, residents have to pass through Barrier checkpoints to reach hospitals and health centres, schools and workplaces.¹⁶ The impact on the residents' access to health is a particular source of concern.¹⁷

As reported in previous updates, re-routings of the Barrier in recent years have 'reconnected' a number of 'Seam Zone' communities to the remainder of the West Bank. Currently underway is a revision of the route around Khirbet Jubara (population approx.

300) in the Tulkarm governorate, as a result of an Israeli HCJ decision following a petition submitted by the residents, demanding the dismantling of the Barrier separating the village from the rest of the West Bank. While the rerouting 'releases' the community from their current bureaucratic and social limbo, the construction of the new sections of the Barrier has resulted in the requisition and land levelling of 587 dunums of agricultural land belonging to fifty families from the neighbouring village of Far'un.¹⁸

In total, despite the expansion of the 'Seam Zone' further south, the number of people living in the closed areas behind the Barrier decreased from approximately 10,000 in 2003 to 6,500.¹⁹ However, if the Barrier is completed as planned, approximately 25,000 West Bank Palestinians will reside between the Barrier and the Green Line, in addition to the majority of the 270,000 Palestinian residents of East Jerusalem. The greater part of these are in the Bethlehem governorate, where nine rural communities of approximately 22,000 residents will be cut off from the urban centre by the route of the Barrier around the Gush Etzion settlement bloc.

THE BARRIER AND SETTLEMENTS IN THE JERUSALEM AREA

In East Jerusalem, as in the remainder of the West Bank, the location of Israeli settlements, including land allotted for their future expansion, constitutes one of the principal factors for the deviation of the route of the Barrier from the Green Line. All of the settlements which have been established within the municipal boundary since 1967 have been included on the 'Jerusalem' side of the Barrier. However, if the Barrier is completed as planned, the large 'metropolitan' settlements in the wider Jerusalem area, located outside the municipal boundary, will be also be encircled and brought onto the 'Jerusalem' side. These comprise the Adummim settlement bloc to the east of Jerusalem, where some 53 km² of West Bank territory surrounding Ma'ale Adummim, will be enclosed by the Barrier's deviating 14 kilometres from the Green Line.²⁰ In the northwest, the Barrier intrudes 10 kilometres from the Green Line to encircle the Giv'at Ze'ev settlement bloc, in the process cutting off approximately 34 km² of land from the Jerusalem and Ramallah governorates, and affecting access to agricultural holdings in the Biddu area, (see page 7.) In the southwest, approximately 64 km² of some of the most fertile land in the Bethlehem governorate will be enclosed by the Barrier which deviates approximately 10 kilometres from the Green Line to include the Gush Etzion settlement block.²¹

4. The Barrier in the Jerusalem Area

In addition to the impact on rural communities, described above, the Barrier has also adversely affected urban areas, in particular Qalqiliya, Bethlehem and East Jerusalem.²² In East Jerusalem, the Barrier is transforming the geography, economy and social life not only of Palestinians who reside within the Israeli-defined municipal area, but also residents of the wider metropolitan area. In the areas where it follows the municipal boundary, the Barrier physically separates Palestinian communities onto either side of what had previously been a jurisdictional division. Thus, certain West Bank neighbourhoods and suburbs that were once closely connected to East Jerusalem are now walled out, with previously flourishing residential and commercial centres closing down. The Ramallah and Bethlehem urban areas, which have historically been connected to East Jerusalem, are also physically separated from the city by the new divide.

Where it diverges from the municipal boundary, the Barrier places certain Palestinian communities located within the municipal jurisdiction on the 'West Bank' side of the Barrier. Conversely, in other areas, West Bank communities are separated to the 'Jerusalem' side of the Barrier, which impacts their residency status and their daily access to health and education services. The multilayered impact of the Barrier is summarised in the table below.

4.1 West Bank communities on the 'Jerusalem' side of the Barrier

By diverging from the municipal boundary, the Barrier has left some 1,600 West Bank residents isolated on the 'Jerusalem' side. This category consists of approximately 16 communities of mixed West Bank and Jerusalem ID card holders, (combined total 2,500).²³ Most of these communities are small, often consisting of a few households,

IMPACT OF THE BARRIER: CATEGORIES OF COMMUNITIES AFFECTED

Category	Communities affected	Impact
1. East Jerusalem communities on the 'West Bank' side of the Barrier	<ul style="list-style-type: none"> At least 55,000 Jerusalem ID holders affected in Kafr 'Aqab, and Shu'fat Refugee Camp and surrounding areas. 	<ul style="list-style-type: none"> Impeded access to services on the 'Jerusalem' side of the Barrier and lack of municipal services <i>in situ</i>. Security vacuum and increasing lawlessness and crime. Location of choice for families of mixed Jerusalem/ West Bank residency status.
2. West Bank communities on the 'Jerusalem' side of the Barrier	<ul style="list-style-type: none"> Approximately 2,500 affected, the majority West Bank residents, in 16 communities. 	<ul style="list-style-type: none"> Uncertain residential status, special permits and coordination mechanisms required to reside in current location and to cross checkpoints. Impeded freedom of movement and access to services.
3. West Bank communities/ Jerusalem suburbs severed from their historic ties to the urban centre	<ul style="list-style-type: none"> An estimated 145,000 people affected in Al 'Eizariya, Abu Dis, Bir Nabala, Ar Ram, Dahiyat al Bared and Biddu enclaves. 	<ul style="list-style-type: none"> Closing of businesses and economic decline. Decrease in the value of land and real estate. Exodus of residents with Jerusalem ID cards to 'Jerusalem' side of the Barrier.
4. West Bank communities restricted from access to agricultural land	<ul style="list-style-type: none"> Biddu area in north Jerusalem governorate. Bethlehem, Beit Jala & Beit Sahur in the south. 	<ul style="list-style-type: none"> Restricted access through agricultural gates, dependent on special coordination regime or permits. Declining agricultural livelihoods.

'I am horrified by the way the Barrier affects Palestinians. It divides communities and inhibits the provision of services. I visited a one-room school with no windows and very few facilities, which can't be improved because the planning rules don't allow it. This is unacceptable.'

United Nations Under-Secretary-General for Humanitarian Affairs and Emergency Relief Coordinator, Valerie Amos, on her visit to An Nabi Samwil, May 2011.

although Al Khalayleh (population, approx. 700) and An Nabi Samwil (population, approx. 250) are more sizable Area C communities, stranded on the 'Jerusalem' side by the Barrier's encirclement of the Giv'at Ze'ev settlement bloc. Many contain 'mixed' households of Palestinians holding either West Bank or East Jerusalem ID cards, with marriages dating back to the time when the Jerusalem municipal boundary was a notional line on the map, and when movement, access and residency was more fluid, especially for those living on the periphery of the municipal line.

Those who hold West Bank residency are now physically separated from the wider West Bank, their previous centre of life, by the concrete Barrier. Because of their residency status, they do not have the right to live in, or access services, within the official municipal area. Of these West Bank residents, approximately 1,000 live in Area C, of whom, 600 hold 'Seam Zone' permits, allowing them to reside in the newly-declared closed area. The remainder, approximately 400, have coordination arrangements which allow them to continue to reside in their current locations and to cross and return through designated checkpoints into the wider West Bank.

The 500 who live within the municipal boundary are dispersed over at least eight different locations, and suffer uncertain residency status, impeded access to basic services and fear of displacement. Some are availing of coordination mechanisms set up by the Israeli Civil Administration, whereby a list of names of the members of the community is maintained at the nearest checkpoint, allowing passage in and out of the Barrier. Others, following legal proceedings, have succeeded in obtaining

WEST BANK COMMUNITIES ON THE 'JERUSALEM' SIDE OF THE BARRIER

Residency status & current arrangement	<ul style="list-style-type: none"> All hold West Bank ID cards Depending on the individual case, variety of ad hoc arrangements: Seam Zone permits; temporary 'military' permits; coordination at checkpoint; others none of the above
Movement	<ul style="list-style-type: none"> On the 'Jerusalem' side of Barrier: usually only permitted to move within a defined area, from the community's location to the closest checkpoint Access into the West Bank restricted to a specified checkpoint
Access to services	<ul style="list-style-type: none"> Only on the 'West Bank' side of Barrier, through a specified checkpoint On the 'Jerusalem' side, forbidden from accessing municipal services or emergency services in East Jerusalem hospitals Access during emergency care problematic, ambulances from the West Bank need prior coordination
Access to work places	<ul style="list-style-type: none"> Only on the 'West Bank' side of Barrier Because of access problems, high rate of unemployment
Entry of commodities	<ul style="list-style-type: none"> Service providers from the West Bank need permits to access communities Shopping to be done on the 'West Bank' side, usually no shops within the community Allowed entry of commodities only for household consumption
Family and social life	<ul style="list-style-type: none"> Visitors, including relatives, from the West Bank need to apply for permits to visit, attend weddings, wakes etc.

temporary permits which allows them to continue to reside in their homes and to cross checkpoints. Others have received no special arrangements, and are virtually confined to their homes for fear of arrest or possible 'deportation' to the West Bank beyond the Barrier.

Regardless of the type of residency and access arrangement, all 1,600 West Bank residents are denied freedom of movement within East Jerusalem itself, but are restricted to their homes and to the immediate area. Consequently, they need to cross checkpoints to access services in the West Bank, most importantly education and health. According

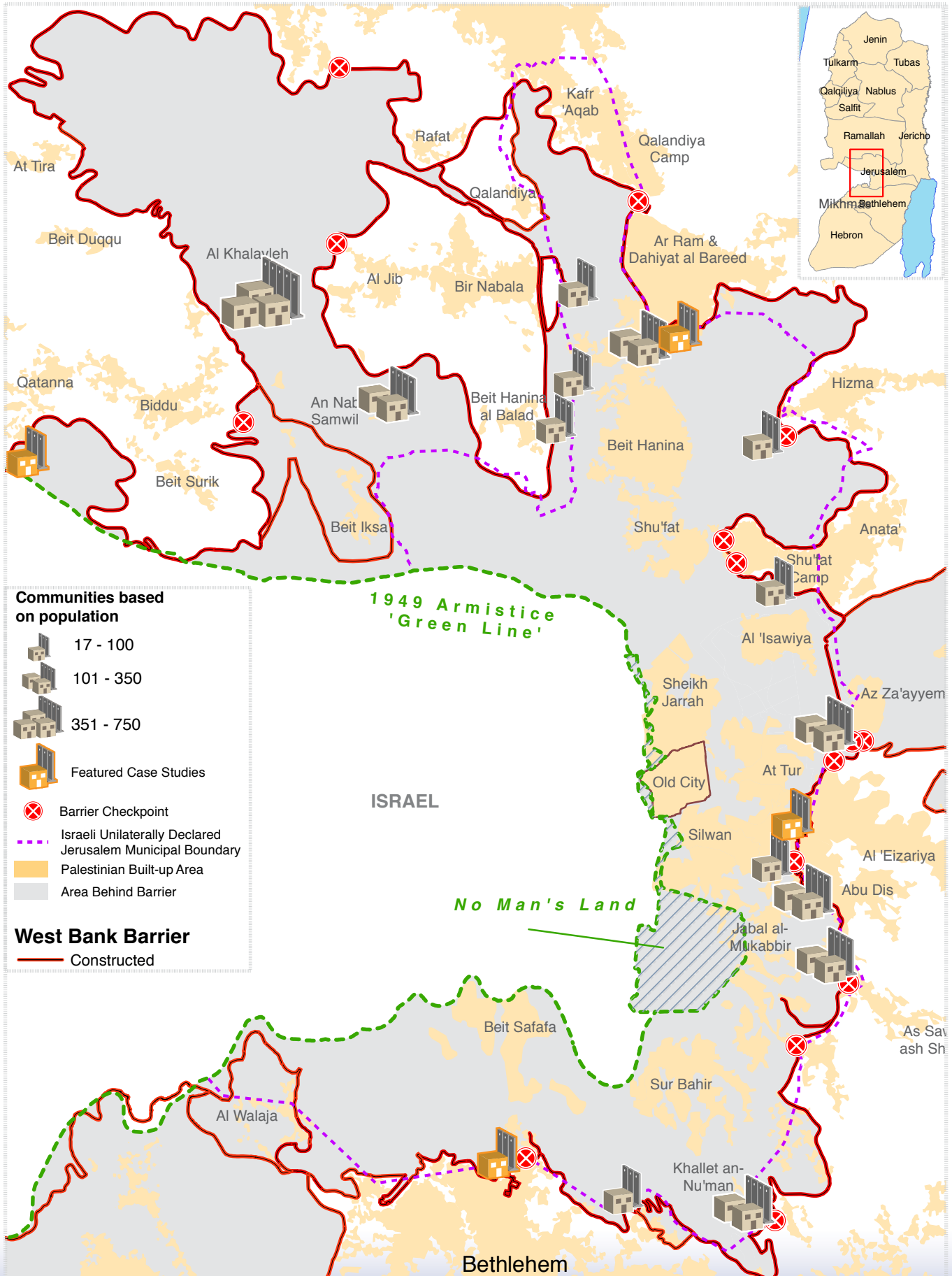
to the communities affected, they are only permitted to take in limited quantities of food considered appropriate for 'personal consumption' through the checkpoints, with some products prohibited. Their situation mirrors that of the 'Seam Zone' communities in the northern West Bank (described above), who are also isolated between the Barrier and the Green Line. Their customary family and social life is similarly impaired, in that friends and family members from the West Bank who wish to visit them are required to apply for permits to enter Jerusalem, with the result that religious holidays, weddings, funerals and wake-houses take place without the participation of extended families.²⁴

WEST BANK ID HOLDERS STUDY: PRELIMINARY RESULTS

UNRWA's Barrier Monitoring Unit conducted a survey on West Bank ID holders 'stranded' on the Jerusalem side of the Barrier. The survey was carried out between 16 May and 22 June 2011, and included a representative sample of 94 households consisting of 665 individuals in 19 communities, including six Bedouin communities. The survey covered such issues as the Barrier's impact on livelihoods, protection, access, displacement, health and education.²⁵

Half of the households surveyed are located in the Israeli defined Jerusalem Municipal area and the other half in Area C. Approximately three-quarters (73.4%) of the households contained only West Bank ID holders, while the remainder (26.6%) were mixed households containing Jerusalem ID holders and at least one West Bank ID holder. One quarter of households were wholly refugee households and 5.3% of households contained at least one refugee member of the family, usually the wife of the household.

- 51.2% of households reported the main earner within the household changed their main place of work due to the Barrier. Furthermore, 75.3% of households reported a marginal to substantial decline in the earning capacity of the household.
- Of the 94 households surveyed, 80% contain children. 37.1% of the households reported that at least one child in the household had changed their primary school, while 35.7% reported changing where their children attend secondary education. 47.9% of households reported a moderate to severe deterioration in the educational performance of the children while 65.8% stated that the motivation of their children to attend school has declined.
- In Al Khalayleh all households receive their water from a public network from the Palestinian Authority. 63.6% of households reported that the Barrier had impacted their water supply. This was due to water pipes that service the community being damaged during the construction of the Barrier. This had consequently led to a reduced supply of water to the community.
- 95.7% of households reported that the emotional wellbeing of adults has deteriorated since the construction of the Barrier. Of households containing children, 91.9% stated that the emotional wellbeing of children had deteriorated. 60.6% of all households stated that relatives and friends from the 'West Bank' side of the Barrier cannot get permits to visit the household.



Communities based on population

- 17 - 100
- 101 - 350
- 351 - 750
- Featured Case Studies

- Barrier Checkpoint
- Israeli Unilaterally Declared Jerusalem Municipal Boundary
- Palestinian Built-up Area
- Area Behind Barrier

West Bank Barrier

- Constructed

Impeded Access to Health

My name is Fuad Jado and I live with my family of seven in this house in the Tantour area, south of Jerusalem. This land traditionally belongs to the village of Beit Jala but it has been incorporated onto the 'Jerusalem' side of the Wall. Like most people in this community of 64, I am a West Bank ID holder and need to go to Bethlehem for everything I need. Since 2007, I have been given temporary permits to cross the Bethlehem 300 checkpoint and to return home. However, the trip to Bethlehem which used to take three minutes, now takes 30 minutes and can take up to one and a half hours in the morning when the checkpoint is full.

In our community there are no shops or facilities. As we can't legally enter East Jerusalem we have to buy all our commodities on the 'West Bank' side of the Wall. We can only bring in amounts of food for 'personal consumption' and by hand, as we are not allowed to drive in Jerusalem. We keep our Palestinian-plated car on the 'West Bank' side of the Wall, and we ride a horse in the small area around our home where we are legally allowed to access.

This area was defined on a map that was given to us in March 2011 by the Civil Administration. This map shows the road we are allowed to walk on to reach the nearest checkpoint. This map is the response of the Civil Administration to



Fuad Jado, photo by Phoebe Greenwood, 2011

a court decision issued following a petition I submitted calling for the rerouting of the Wall, so we could at least be on the 'right' side. The petition was rejected, but the court ruled that measures should be taken to facilitate our daily life. For the Civil Administration, in charge of implementing the decision, that meant putting together a map showing the tiny area where we are allowed to be.

Our situation becomes particularly difficult in the case of medical emergency. In 2005, my mother had a heart attack. We called the Palestinian Red Crescent Society stationed in Bethlehem, but they told us they needed to coordinate with the Israeli authorities in order to be able to cross into Jerusalem. There was no time for that, so we tried to call Magen David Adom, the Israeli emergency care provider. However, Israeli ambulances could not access the area either because - they told us - this is a military area. At that time, there was a gap in the Wall, just before the checkpoint. It was around a kilometre from my home. I carried my mother through the fields and we went through the gap in the Wall. Once we crossed, she died in my arms.

I also suffer from health problems and have had multiple heart attacks. As the procedure to obtain ambulance coordination with the Israeli authorities is so lengthy and complicated, once, after a heart attack, I had to walk to

the checkpoint by myself. When I reached the hospital in Bethlehem, I had another heart arrest and had to have electroshock treatment.

My neighbours, the Darwish family, had a similar experience. A couple of years ago, Mrs. Darwish was pregnant and one night she needed to be taken to the hospital to deliver. As there was no time to arrange the coordination for a Palestinian ambulance to come and pick her up and take her to Bethlehem, her husband carried her to the checkpoint where she gave birth. Some time after, a doctor on his way to work passed and took her to Bethlehem. She arrived at the hospital three hours after the delivery, when the doctors finally cut the umbilical chord.

I feel I am living in a prison. However, usually if you are in prison you have done something wrong. What crime have I committed? I know the Israeli authorities are doing all they can to make us leave. In 1948 my family was evicted from our home in Malha and my parents moved to this old family house. I will never leave it. At the same time, I am aware of the dilemma my children will have to face when they grow up. I know they will be tempted to leave the prison and go for a better life on the other side of the Wall.²⁶



Bethlehem and Tantour area, photo by Mare Julliard

Trapped without work

My name is Abu Zahriya and I am 71. I have been living in this house in Dahyat Al Barid since 1985. All the members of my family have West Bank ID cards. When the Wall was completed in 2009, we found ourselves on the Jerusalem side. At the time, my family, along with seven other families in Dahiyat Al Barid, were given two one-month permits by the Civil Administration. In May 2010, I was invited by the Ministry of Interior to apply for a two year permit and was later given a six month permit for myself and my wife. Even though this has greatly improved my freedom of movement, the permit is much shorter than the two years the Ministry initially promised, and is just limited to the area where we live and Qalandiya checkpoint. What is more, the application

for permits for the other members of the family is still pending, leaving them in a very vulnerable position.

My son is not working, even though he is only 31 years old. He does not dare look for a job for fear of being caught in Jerusalem without a permit. This means that I have to support my family entirely alone. My son's wife is from Bir Nabala, on the other side of the Wall, and, like us, has a West Bank ID card. Since the Wall locked her in Jerusalem, she has not been able to see her family on the other side nor has she been able to take her two sons to visit them.²⁷



Case Study

'The Wall cuts off our Centre of Life'

My name is Zahra and I am 67. When the Wall was rerouted in the Shayyah area in 2009, we suddenly found ourselves on the 'Jerusalem' side, cut off from Al 'Eizariya, our centre of life. My community of around 30 people, like myself, all have West Bank ID cards, which severely impacts on our daily life. When the Wall was rerouted, we started being given permits to allow freedom of movement and allow us to live in our house 'legally', according to the Israeli authorities. Each of us was given two types of permit: the first allowing us to stay in our homes and the second one allowing us to move around the area of At Tour and Ras Al Amoud. Our access to the rest of the West Bank is limited to the Zaytoun checkpoint.

The travel to Al 'Eizariya is in itself a problem. The only checkpoint we can use to reach the other side of the Wall is Zaytoun, a pedestrian checkpoint. This means that we have to take a taxi to the checkpoint (as West Bank residents we are not allowed to drive in Jerusalem), get off, cross the checkpoint on foot and take another taxi to reach our destination. This takes around one hour and costs around 100 NIS. On the way back, we would also have to stand in line at the checkpoint and go through the related security checks, which makes travel time even longer. Of course, for such an old lady like me this is particularly hard. Because of these hurdles I almost never see my relatives living on the other side of the Wall. They cannot come to visit me either, unless they apply for permits, which are usually granted to them only during the holidays.

The thing I wish the most is to have a Jerusalem ID card or a proper permit that would allow us to move freely in Jerusalem and cross into the West Bank through all checkpoints. With unhindered access, my sons would be more likely to find a job and we would not have to live with the constant fear of not having enough money.²⁸

Movement by Remote Control

The Nijim family has been living in their home on the outskirts of the village of Qatanna since 1967. The family are UNRWA registered refugees comprising eighteen individuals, fifteen of whom are West Bank ID holders. Since 2006, the family has become stranded between the settlement of Har Adar on one side and the Barrier on the other. In 2009, the area in which the family resides was declared a 'Seam Zone', requiring family members to obtain permits to reside in their own home. In order for the family to gain access to the 'West Bank' side of the Barrier a concrete bridge, enclosed on three sides including a large metal gate, was built over the Barrier patrol road in 2009.

My name is Nijim Taha Salem. In the beginning we were given a key to pass through the gate. This gave us some control over our movement through the Wall. It also allowed us to bring friends and relatives to the house for visits. Now this is no longer the case.

In October 2010 the key was replaced without warning with a very different system. Family members now have to press a button on an intercom at the gate that alerts an operator at Qalandiya checkpoint over 10 kilometres away, as the crow flies. The operator checks our identity via a number of CCTV cameras as well as infrared lamps so that they can see us at night. Also, when we want to bring items to our home we have to open our bags in front of the camera for inspection.

However, the intercom and the opening system of the gate do not always work. This is particularly the case when returning to home through the Wall as the intercom used on that side of the gate is often broken. This means that we have to call Qalandiya checkpoint by phone to ask for the gate be opened. Sometimes the soldiers there do not reply. This means that we are forced to wait at the gate, often





Nijim Salem, photo by UNRWA's Barrier Monitoring Unit, 2011

for long periods of time, for the Border Police to come and to open it. Sometimes they do not come at all.

Nijim's son Nour explained that the day of the interview, he tried to get through the Barrier to travel to his new job.

I arrived at the gate this morning in order to go to work. However, when I pressed the intercom there

was no answer. I kept pressing the intercom for an hour hoping for a response. I then called Qalandiya by phone and was told that the gate was not working and that the Border Police would come to open it. They never arrived. I get paid by the day so if I do not go to work then I do not get paid. While my boss is understanding of our situation, I don't know how long I can hold this job if I cannot guarantee to travel to work every day.²⁹

The Way Forward

The Barrier, in conjunction with its gate and permit regime, continues to be the single largest obstacle to Palestinian movement within the West Bank, including to and from East Jerusalem. The impact has been particularly severe on rural communities, as the intrusive route cuts through eight of the West Bank's eleven governorates, isolating the farms, greenhouses, grazing lands and water resources of tens of thousands of Palestinians.³⁰ The extension of the 'closed area' and the permit regime to most areas in the central and southern West Bank since January 2009 has further restricted access to agricultural land in the central and southern West Bank.

The intrusive route of the Barrier inside the West Bank including East Jerusalem, together with its associated permit and gate regime, is not only contrary to international law, but is also gravely impacting Palestinian access to services for 'Seam Zone' communities. In recent years, the Israeli authorities have 'released' certain of these communities to the 'Palestinian side' of the Barrier. However, these amendments, which are in compliance with decisions issued by the Israeli High Court of Justice rather than the ICJ advisory opinion, leave the re-routed sections of the Barrier within the West Bank rather than along the Green Line or in Israel. In many cases, while restoring the communities' links to health and education services, they restrict their access to the agricultural land on which their livelihoods and survival depend.

The Barrier has also adversely affected the West Bank's urban centres, in particular East Jerusalem, the main focus of this report. In the areas where it follows the municipal boundary, the Barrier physically separates Palestinian communities onto either side of what had previously been a jurisdictional division. West Bank neighbourhoods and suburbs that were once closely connected to

East Jerusalem are now walled out, with previously flourishing residential and commercial centres closing down. Where it diverges from the municipal boundary, the Barrier places certain Palestinian communities located within the municipal jurisdiction on the 'West Bank' side of the Barrier. Conversely, in other areas, West Bank communities are separated to the 'Jerusalem' side of the Barrier, which impacts their residency status and their daily access to health and education services. In East Jerusalem, as in the remainder of the West Bank, the location of Israeli settlements, including land allotted for their future expansion, constitutes one of the principal factors for the deviation of the route of the Barrier from the Green Line.

Although Israel has the duty to ensure the safety and security of its citizens in response to attacks by Palestinian militants, this must be in accordance with international law and should not cause long-term detriment to the local Palestinian population. The ICJ advisory opinion called on Israel to cease construction of the Barrier, including in and around East Jerusalem, to dismantle the sections of the Barrier already completed, and to repeal the gate and permit regime. In line with the advisory opinion, Israel should stop all Barrier construction, dismantle or re-route the constructed sections to the Green Line, and repeal the gate and permit regime. Only then will the Palestinian communities cut off by the Barrier, including in East Jerusalem, be able to exercise their rights to freedom of movement, work, education, health and an adequate standard of living. This will also ensure that no Palestinian land and water reserves, including in the Jerusalem hinterland, are isolated between the Barrier and the Green Line, preventing communities, from cultivating land, harvesting crops and grazing animals.

Endnotes

1. Four routes of the Barrier have been approved by the Israeli cabinet in 2003, 2004, 2005 and 2006. The map of the current route was published on the website of the Ministry of Defense in April 2006. (See www.seamzone.mod.gov.il). For a comparison of the successive Barrier routes and revisions see OCHA, *Five Years after the International Court of Justice Advisory Opinion*, July 2009, pp. 10-11. http://www.ochaopt.org/documents/ocha_opt_barrier_report_july_2009_english_low_res.pdf, For more on the background and impact of the Barrier see the UN video documentary, 'Walled Horizons', narrated by Pink Floyd founding member, Roger Waters, at: <http://www.youtube.com/watch?v=rLqd0z2lrRY>
2. The planned Barrier route is based on the most-recently approved Israeli government map, published in April 2006 and data provided by Shaul Arieli (Council for Peace and Security) in June 2011. The constructed and under-construction Barrier route is extracted from aerial photos (May 2010), compared to data provided by the Council for Peace and Security, Applied Research Institute Jerusalem (ARIJ) and verified by field surveys as of June 2011.
3. See Shaul Arieli and Michael Sfar, *The Wall of Folly* (2008), Chapter 4; B'Tselem and Bimkom, *Under the Guise of Security: Routing the Separation Barrier to Enable the Expansion of Israeli Settlements in the West Bank*, December 2005. http://www.btselem.org/Download/200512_Under_the_Guise_of_Security_eng.pdf
4. According to an internal Ministry of Defence document obtained by Army Radio, 'construction of a 40-kilometre stretch of the West Bank security barrier near Gush Etzion (Bethlehem area) has halted due to budgetary considerations. Also mentioned in the document are legal challenges in the High Court of Justice that the ministry faces in completing the barrier. The petitions to the court say that the barrier's route requires the expropriation of privately-owned Palestinian land, according to the report.' Responding to the Army Radio report, a spokesman for the Ministry of Defence declared that construction in the area would resume in 2012. 'W. Bank fence construction frozen due to budget', *Jerusalem Post*, 11 May, 2011.
5. In 2007, the Israeli High Court of Justice ordered the state to dismantle and re-route a section of the Barrier in Bil'in to return village land on which Modi'in Illit settlement was projected to expand. In May and again December 2008, the High Court found that alternative routes proposed by the state did not adhere to the 2007 ruling. In April 2009, the state proposed a third alternative route which returned 607 dunums of land isolated by the original route to the village. Bill'in has been the site of weekly protests against the Barrier since 2005, involving local Palestinians together with Israeli and international sympathisers. Two Palestinian protestors have been killed in the protests, with countless others injured.
6. The exception is the village of 'Azzun 'Atma whose residents, although located on the 'Israeli' side of the Barrier, were not required to obtain permits to continue living in the village. In March 2009, the IDF installed an inner fence, or secondary Barrier, with two gates along it, cutting off nine houses from the rest of the village and obliging their 75 inhabitants to apply for permanent resident permits.
7. ICJ, *Legal Consequences of the Construction of a Wall in the Occupied Palestinian Territory, Advisory Opinion of 9 July 2004*, para. 141. The full text of the ICJ opinion can be found at: <http://www.icj-cij.org/docket/index.php?p1=3&p2=4&k=5a&case=131&code=mwp&p3=4>
8. *Ibid.*, para. 163.
9. Only landowners and their relatives are eligible, limiting the employment of agricultural workers during the harvesting of the various agricultural products grown on the communities' land. Grazing is also prohibited on land isolated by the Barrier, which has also affected livestock holdings. For more about these communities see OCHA, *East Jerusalem: Key Humanitarian Concerns*, March 2011, pp. 77-79.
10. The organizations also argued that the permit regime as a whole constitutes unlawful discrimination on an ethnic and national basis, and it disproportionately infringes on the human rights of Palestinians residents, including the right to freedom of movement, to work and gain a living, to property, and to a dignified existence, among others. Moreover, due to the nature of the procedures used to implement the regime, these rights are regularly infringed without due process.
11. As a consequence of gate closures, Biddu farmers have missed olive, peach and nectarine harvests in both 2009 and 2010, resulting in a significant loss of income as well as an increasing threat to food security in the area. In 2008 and 2009, UNRWA provided 1,718 families, out of a combined population of approximately 1,906 families in the Beit Ijza, Biddu and Beit Surik communities, with some relief assistance. Thus, about 90 percent of the population of the three villages is considered economically vulnerable or living on less than \$US 3 a day. Data from UNRWA West Bank Operations Support Officer Programme.
12. See 'Land Registration in the West Bank' OCHA, *Five Years after the International Court of Justice Advisory Opinion*, p. 21.
13. The list does not include military gates which Palestinians are prohibited from using, or the crossing

points installed or incorporated into the Barrier which channel Palestinian access into Israel or to East Jerusalem.

14. Data from UNRWA West Bank Operations Support Officer Programme.
15. Israeli citizens and the settlers living in the area, tourists, or persons of Jewish origin are exempt from this regulation.
16. For more details on 'Seam Zone' communities, see OCHA, *Five Years after the International Court of Justice Advisory Opinion*, pp. 16-19.
17. The requirement for 'visitor permits' to enter the 'Seam Zone' generally prevents doctors from providing house calls, ambulances from collecting patients and mobile teams providing health services. As a precautionary measure, pregnant women often leave this community one month before delivery to avoid complications. See OCHA-WHO, *Barrier update: Six years after the Advisory Opinion of the International Court of Justice on the Barrier: the Impact of the Barrier on Health*, July 2010.
18. In February 2011, the Israeli Civil Administration started to insist on permits for UN staff members who hold West Bank ID cards to access communities isolated behind the Barrier, thereby denying vulnerable beneficiaries access to UN health and social services. Prior to these demands the UN coordinated travel to some of these areas by informing the relevant DCL the day before via telephone that access was required. In June this restriction was lifted and UN agencies have been able to enter the seam zone with coordination only and in some cases without coordination.
19. The extension of the "Seam Zone" designation in February 2009 affected only a limited number of people: a few localities between the Barrier and the municipal boundary of Jerusalem with a total population of approximately 500, and three families (approximately 100 people) in Beit Yattir in southern Hebron.
20. In June 2009, following a petition by the Sawahreh and Abu Dis local councils, the State informed the High Court of Justice that it had decided to freeze construction of the Barrier around Ma'ale Adummim due to 'budget constraints and other needs that the defence establishment faces.' B'Tselem, *Israel freezes construction of Separation Barrier in Ma'ale Adummim area*, 24 September 2009.
21. Nine Palestinian communities with approximately 22,000 residents will also be affected and face reduced access to Bethlehem City, the major services centre for health, education, markets and trade. Bethlehem farmers who reside on the 'Palestinian side' of the Barrier will also face reduced access to their land behind the Barrier. For more information on the impact of the Barrier on the Bethlehem governorate, see OCHA, *Shrinking Space: Urban Contraction and Rural Fragmentation in Bethlehem Governorate*, May 2009. http://www.ochaopt.org/documents/ocha_opt_bethlehem_shrinking_space_may_2009_english.pdf
22. For Qalqiliya, see UNOCHA/UNRWA, *Four Years after the International Court of Justice Advisory Opinion on the Barrier*, Update 8, August 2008, page 12. For Bethlehem, see OCHA, *Shrinking Space: Urban Contraction and Rural Fragmentation in Bethlehem Governorate*, May 2009. For Jerusalem, see OCHA, *East Jerusalem: Key Humanitarian Concerns*, March 2011.
23. This is the number of communities and individuals in this category which have been identified and surveyed to date by OCHA. UNRWA's Barrier Monitoring Unit has recently completed a more detailed survey of West Bank ID holders 'stranded' on the Jerusalem side of the Barrier.
24. These restrictions have a particularly devastating impact on women, who usually move to live with their husband's extended family on marriage and are therefore separated from their own families, friends and communities. Women's Center for Legal Aid and Counselling (WCLAC), *Life Behind The Wall*, November 2010, p. 28.
25. The methodology for the survey was developed by UNRWA's Barrier Monitoring Unit and facilitated by OCHA and UNRWA departments. A comprehensive report will be published later in 2011.
26. Interview conducted on 18 April 2011.
27. Interview conducted on 29 June 2010.
28. Interview conducted on 23 May 2011.
29. Interview conducted in June 2011 by UNRWA's Barrier Monitoring Unit. Additional case studies on West Bank communities isolated on the 'East Jerusalem' side of the Barrier are available in OCHA, *East Jerusalem: Key Humanitarian Concerns*, March 2011, pp. 24-25; pp. 74-75; pp. 94-95; p. 103 and pp. 112-114.
30. An OCHA/UNRWA survey in 2007 identified 67 communities with an estimated population of 222,000 in the northern West Bank alone, which had land isolated in the closed area between the Barrier and the Green Line. UNOCHA/UNRWA Special Focus: *The Barrier Gate and Permit Regime Four Years On: Humanitarian Impact in the Northern West Bank*, November 2007. According to the World Bank, 'some 170,000 dunams of fertile agricultural lands are affected by the Barrier, some 10.2% of the total area cultivated in the West Bank, with an average economic value of \$US 38 million - equal to roughly 8% of Palestinian agriculture production.' The World Bank, *The Economic Effects of Restricted Access to land in the West Bank*, October 2008, p. 16.



Abu Dis, photo by JCTordai, 2009.



UNITED NATIONS
Office for the Coordination of Humanitarian Affairs
occupied Palestinian territory

P. O. Box 38712
East Jerusalem 91386
www.ochaopt.org

Tel. +972 (0)2 582 9962
Fax +972 (0)2 582 5841
ochaopt@un.org