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## Preliminary Analysis The Humanitarian Implications of the February 2005 Projected West Bank Barrier Route<sup>1</sup>

On 20 February 2005, the Israeli cabinet approved a revised route of the West Bank Barrier and published a map on the Ministry of Defense's website, ([www.seamzone.mod.gov.il](http://www.seamzone.mod.gov.il)). The previous map was released on 30 June 2004.

In June 2002, the Government of Israel began construction of the Barrier following several suicide bombings and attacks by Palestinian militants on Israeli citizens. It maintains that the Barrier is a temporary structure to physically separate the West Bank from Israel to prevent such attacks on Israeli citizens.



An analysis of the map of the new route includes six categories: completed, under construction, planned, special security area, route subject to the completion of further inter-ministerial examination, and road protection.

Once completed, the total length of the new Barrier route will be 670 km long compared to 622 km of the previous route. This includes the sections around the Ma'ale Adumim settlement and Ari'el/Emmanuel settlement 'fingers' which are marked on the Ministry's map as, "subject to completion of further inter-ministerial examination". Together these two areas total 108 km or 16% of the route.

As of February 2005, approximately 209 km of the Barrier has been completed. This section consists of a combination of ditches, trenches, roads, razor wire, electronic fences and concrete walls. The Head of the Knesset Economics Committee estimated that the Barrier will cost \$3.4 billion.

This report preliminarily analyses the revised route and its humanitarian impact in these areas. A more extensive technical analysis is forthcoming towards the end of March 2005.

## **Analysis of Humanitarian Impact**

### ***Land affected***

1. If the Ma'ale Adumim and Ari'el/Emmanuel sections, marked as "subject to the completion of further inter-ministerial examination" are included, then approximately 142,640 acres<sup>2</sup> or about 10.1% of the West Bank and East Jerusalem will lie between the Barrier and the Green Line.
2. The previous route incorporated 174,360 acres or 12.7% of the West Bank and East Jerusalem. The 2.5% decrease in the new route in land area located between the Green Line and the Barrier, is largely due to the shift of the Barrier back to the Green Line in the South Hebron area.
3. A larger decrease in affected land would occur, if the sections marked, "subject to completion of further inter-ministerial examination", Ma'ale Adumim and Ari'el/Emmanuel, were excluded. Then only 6.8% of the West Bank and East Jerusalem would be incorporated by the Barrier.

### ***Palestinian population affected***

4. The land between the Barrier and the Green Line constitutes some of the most fertile in the West Bank. It is currently the home for 49,400 West Bank Palestinians living in 38 villages and towns.
5. The previous Barrier route had approximately 93,200 West Bank Palestinians living between the Green Line and Barrier. The reduction in population is due to an easing of the closures in Qalqiliya (population 45,800). While the city remains encircled by the Barrier, the checkpoint at the entrance of Qalqiliya is not manned.
6. Approximately 230,000 Palestinians hold East Jerusalem residency permits<sup>3</sup>. About one-quarter of these people are located on the West Bank side of the Barrier and will need to cross the Barrier to access services to which they are entitled inside Jerusalem.
7. The Barrier will also affect those people living east of it who may need to cross the Barrier to get to their farms, jobs and services. More than 500,000 Palestinians, for example, live within a one kilometre strip of the Barrier.

### ***Affect of the Planned Ma'ale Adumim Section***

8. Extending 14 km east across the most narrow section of the West Bank, the planned Ma'ale Adumim section will impede movement between the northern and southern areas of the West Bank, blocking the current roads used by Palestinians to travel between these areas.
9. For Palestinians residing in and around East Jerusalem, the addition of the Ma'ale Adumim section will increase existing movement restrictions created by the constructed parts of the Barrier.

### ***Barrier length***

10. Stretching a total of 670 kilometres, the new Barrier route will run from the northern Jordan River in Eastern Tubas to the southern-most tip of the West Bank in the Hebron Governorate. Because of its meandering path into the West Bank, the Barrier's length is approximately twice the length of the 1949 West Bank Armistice Line adjacent to Israel, known as the Green Line – 315 km. The length of the Barrier will be 129 km less if the

sections labeled “subject to completion of further inter-ministerial examination” are removed.

### ***Departure from the Green Line***

11. 20% of the Barrier’s length runs along the Green Line. More of the Barrier is now planned to be on the Green Line primarily as a result of the shift of the southern route in Hebron towards the Green Line.
12. The Barrier’s planned path extends into West Bank land in many places. In the planned Ari’el/Emmanuel finger, the Barrier extends 22 km or 42% across the width of the West Bank. In the planned Ma’ale Adumim section, the Barrier route extends into the West Bank 14 km or 45% of its width.

### ***New Buffer Zone***

13. In areas where the Barrier has been constructed, the IDF issued military orders in September 2004, creating a strip averaging 150-200 metres on the West Bank sides of the Barrier. In this strip, new construction is prohibited.
14. ***Other Changes to the New Route:***
  - a. Khirbet Jbara - Tulkarm Governorate: The cabinet approved moving a 6km section of the Barrier in this area closer to the Green Line. As a result, the Palestinian population in this area will no longer be located in a “closed area”, but rather on the West Bank side of the Barrier. This will reduce the overall Palestinian population in “closed areas” by about 340 persons and the number of acres in “closed areas” by 785.
  - b. The new route adds 20 km along the Green Line in South Hebron and is marked on the map as “subject to completion of further inter-ministerial examination.”
  - c. Road Protection Structures: The new route contains two sections marked as “road protection structures”. They constitute an additional 10 km of barrier and close off the Gush Etzion (West Bethlehem) and Bir Nabala (North Jerusalem) areas.
  - d. Special Security Areas: These areas are marked in the Ari’el/Emmanuel settlement fingers where some requisition orders have been issued and/or construction has begun along the planned route.

### ***Access to West Bank jobs and services***

15. Palestinians who live in “closed areas” are required to pass through gates in the Barrier to reach markets, schools, hospitals and maintain family connections in the remaining areas of the West Bank. Although Israel introduced some changes to the operation of the gates, access for Palestinians in these areas is restricted.
16. In February 2005, UN staff observed 63 gates in the constructed Barrier. Of these, 25 are accessible to Palestinians with the correct permit. The Israeli Government has not released information on which access gates will be opened through the planned routes of the Barrier. This is particularly significant in the urban Jerusalem area, where tens of thousands of Palestinians remain uncertain how they will be affected.

### ***Israeli settler population between the Green Line and the Barrier***

17. With the addition of the Ma’ale Adumim section, 56 West Bank Israeli settlements (excluding East Jerusalem settlements) will lie between the Barrier and the Green Line. This comprises 76% of the West Bank settler population or 170,123 Israeli settlers. In addition, there are over 170,000 Israeli settlers in East Jerusalem settlements who will be between the Barrier and the Green Line. <sup>4</sup>

### ***Palestinians require permits to continue residing in “closed areas”***

18. Palestinians residing in “closed areas” between the Barrier and the Green Line face an uncertain future in terms of their personal and land status. On 7 October 2003, the Israeli Defence Forces issued a number of military orders declaring ‘closed’, land areas between the Barrier and the Green Line in the Jenin, Qalqiliya and Tulkarm districts. Those orders require approximately 5,000 Palestinian residents of the closed areas to apply for ‘green’ permits to remain living in their homes. The permits are valid for up to a year for residents and only for one gate. Use of other gates is also militarily regulated and allowed only in emergency cases.
19. The Barrier will further restrict farmers living outside closed areas from reaching their land. Medical staff, business people and international humanitarian organizations also have to apply for green permits. According to the military orders, Israeli citizens, Israeli permanent residents and those eligible to immigrate to Israel in accordance with the Law of Return, are exempted from these requirements.
20. If the military orders that restrict entry into the “closed areas” between the Green Line and the Barrier are applied to the new parts of the Barrier, then many more thousands of Palestinians are likely to face similar difficulties.

### ***Humanitarian consequences***

21. As yet no publicly available studies have been conducted by the Israeli Government to measure the Barrier’s impact on Palestinian lives. However, the Israeli High Court of Justice ruled on 30 June 2004 in the “Beit Surik” case (H.C. 2056/04), that the “rights, needs, and interests of the local population” must be considered in designing the route.
22. Where the Barrier has been constructed, Palestinians face economic hardship from being restricted from or not being able to reach their land to harvest crops, graze animals or earn a living. Residents have also been cut off from schools, universities and specialized medical care by the constructed Barrier.
23. The damage caused by the destruction of land and property for the Barrier’s construction will take many years to recover and hinder Palestinian development should a political situation allow this.
24. The Barrier also fragments communities and isolates residents from social support networks. Even where the Barrier route does not encircle an area as an enclave, its presence may still impact a community. For example, the Barrier route surrounds on three sides approximately 43,900 Palestinians residing in communities between At-Tira and Beit Sira northwest of Jerusalem.

### ***Legal and international developments***

25. The 20 February 2005 route is the first revision of the Barrier’s route since the advisory opinion of the International Court of Justice (ICJ) was issued on 9 July 2004. In that opinion, the ICJ stated:

*“Israel...has the right, and indeed the duty...to respond in order to protect the life of its citizens. The measures taken are bound nonetheless to remain in conformity with international law...The Court accordingly finds that the construction of the wall, and its associated regime, are contrary to international law....Israel accordingly has the obligation to cease forthwith the works of construction of the wall being built by it in the Occupied Palestinian Territory, including in and around East Jerusalem...Cessation of those violations [of its international obligations] entails in*

*practice the dismantling forthwith of those parts of the structure...The Court finds further that Israel has the obligation to make reparation for the damage caused to all the natural or legal persons concerned.” [para.s 141,142,151,153]*

26. On 20 July 2004, the General Assembly, in resolution ES-10/15, called on Israel to comply with the legal obligations identified in the ICJ advisory opinion.
27. Israeli High Court of Justice decisions, most notably the Beit Surik case, have led to the re-examination of several sections of the Barrier route, and in some cases, delayed and called for revisions of the route.

22 March 2005

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<sup>1</sup> All effort has been made to ensure that the figures are as accurate as possible. They are taken from an analysis of the map published on the IDF website. Minor changes may occur once a higher resolution image is obtained.

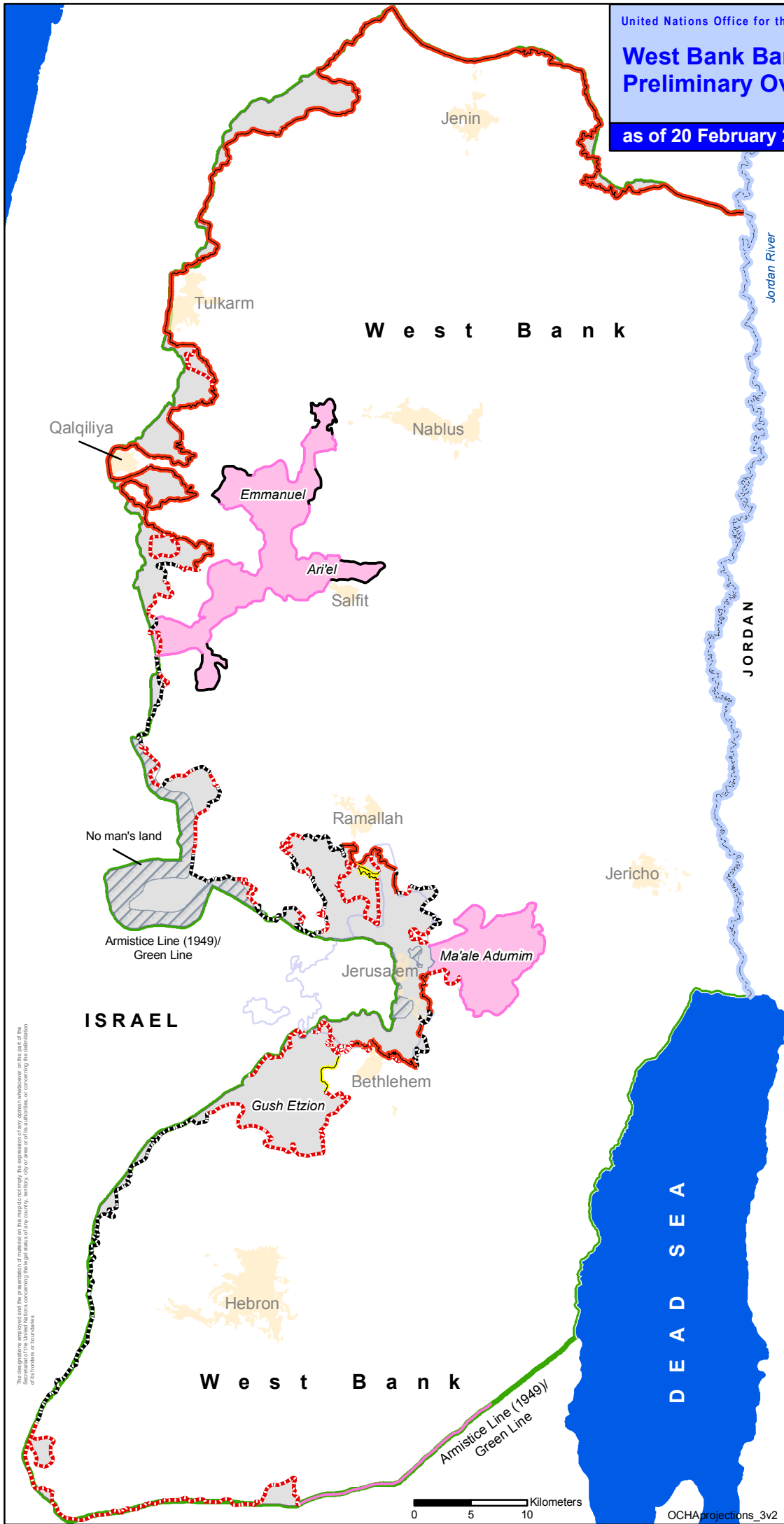
<sup>2</sup> 1 acre = 4 dunums = 0.4 hectares.

<sup>3</sup> Palestinian community population figures based on the Palestinian Bureau of Statistics (PCBS) 1997 census, 2005 estimates, and the Statistical Yearbook of Jerusalem, 2002.

<sup>4</sup> Israeli settlement population figures taken from the Research Department of the Knesset, 2003, and “Jerusalem on the Map”, International Peace and Cooperation Centre, Jerusalem 2003.

# West Bank Barrier Route Projections: Preliminary Overview

as of 20 February 2005



The Barrier's total length is 670km, approximately twice the length of the 1949 West Bank Armistice Line (Green Line) adjacent to Israel. 20% of the Barrier's length runs along the Green Line

**AREA AFFECTED**  
**10.1% of the West Bank and East Jerusalem**  
 142,641 acres or 57,726 hectares

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Excluding the areas subject to completion of further inter-ministerial examination:  
**6.8% of the West Bank and East Jerusalem**  
 96,537 acres or 39,068 hectares

**BARRIER ROUTE**

- Completed - 209 km
- - - Under construction - 105 km
- · - · Planned - 184 km
- Special security arrangement area - 43 km
- Route subject to completion of further inter-ministerial examination - 129 km
- Road protection - 10 km\*

\*not included in sum of Barrier length

- Area located between the Barrier and the Green Line
- Area subject to completion of further inter-ministerial examination

Barrier route extracted from satellite imagery and verified with field observations - as of 23 February 2005.

Planned Barrier route based on Israeli Government map (Ministry of Defence/Seam Zone Authority), 20 February 2005.

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.