



MA'AN DEVELOPMENT CENTER

APARTHEID ROADS

Promoting Settlements

Punishing Palestinians

December 2008

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BACKGROUND

Today Israeli-only roads across the West Bank have become a defining feature of the apartheid policies implemented by Israel in the Palestinian territories. In addition to violating Palestinians' freedom of movement and access, with serious repercussions for health, education and livelihoods, the apartheid roads have consolidated and strengthened the presence of Israeli colonies across the West Bank, ensuring superior access for settlers at the expense of the indigenous Palestinians. The consequences include an inability to access core services and increased forced displacement pressures for Palestinians.

The impact of the apartheid roads, however, extends beyond their humanitarian consequences as they destroy both the economic and political prospects of the Palestinian people. The territorial fragmentation created by the roads is according to UN OCHA, 'at the root of the West Bank's declining economy,'² while their continued construction is making a just solution to the illegal occupation increasingly difficult to envisage. In fact, although Israel's occupation policies have led to analogies being drawn with South African apartheid, as a number of commentators have noted, the presence of these roads represents a situation much worse than the apartheid in South Africa;

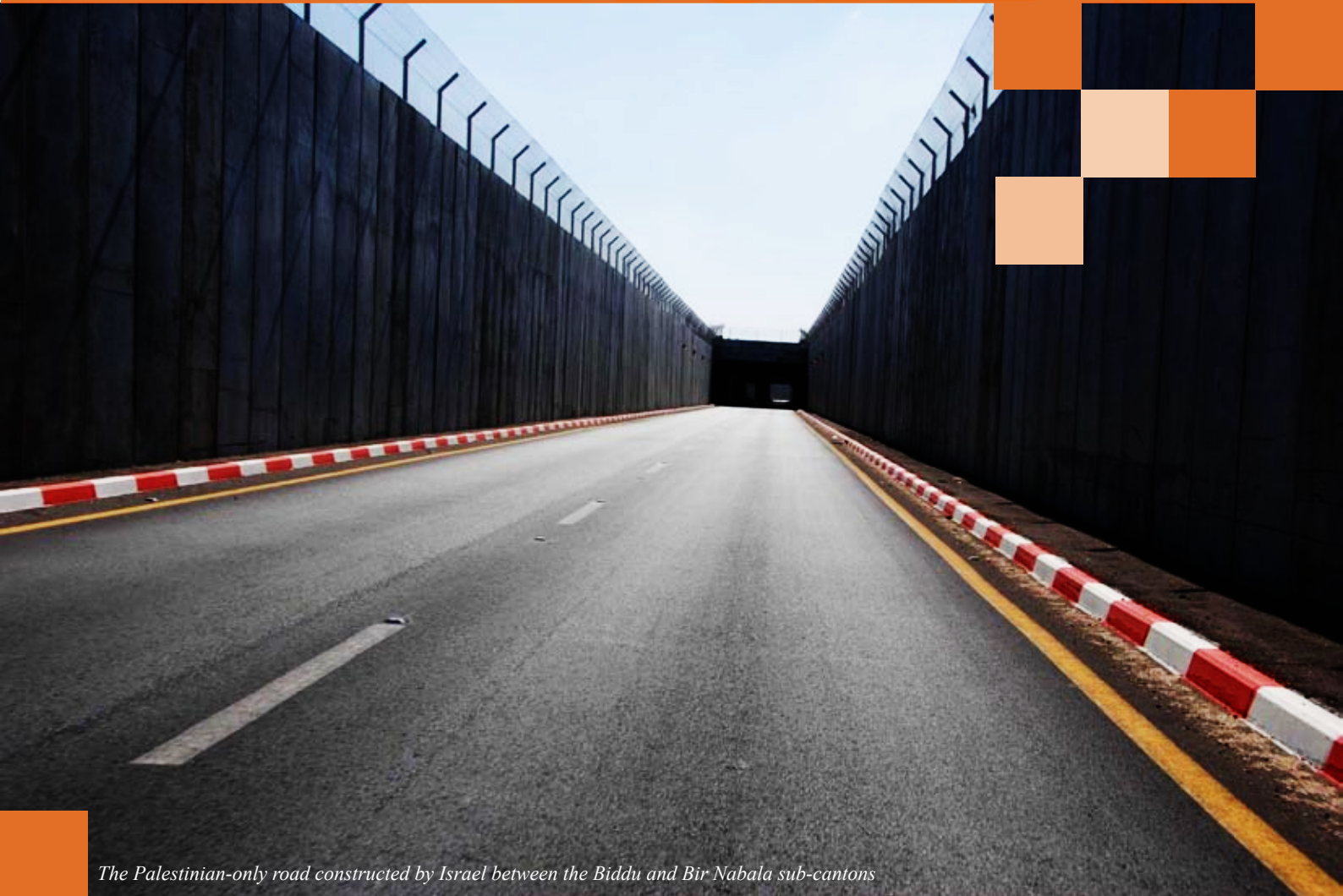
"When Israel...connects the 200-or-so settlements with each other, with a road, and then prohibits the Palestinians from using that road, or in many cases even crossing the road, this perpetrates even worse instances of apartness, or apartheid, than we witnessed even in South Africa."

Former US President Jimmy Carter³

"The term 'the crime of apartheid', shall apply to... Any measures including legislative measures, designed to divide the population along racial lines by the creation of separate reserves and ghettos for the members of a racial group or groups... the expropriation of landed property belonging to a racial group or groups or to members thereof...'

International Convention on the Suppression and Punishment of the Crime of Apartheid Article 2 part 4¹

APARTHEID ROADS



The Palestinian-only road constructed by Israel between the Biddu and Bir Nabala sub-cantons

WHAT ARE APARTHEID ROADS



‘A network of roads that are primarily for Israeli use and which connect Israeli settlements and other infrastructure to each other and to Israel. Palestinian vehicular access into these roads is either restricted or prevented and ultimately diverted. Consequently, these roads have become barriers.’

Source: U.N. Office for the Coordination of Humanitarian Affairs CAP 2008

Israeli-Only Roads and Apartheid

Apartheid has been defined as, ‘Any legislative measures and other measures calculated to prevent a racial group or groups from participation in the political, social, economic and cultural life of the country and the deliberate creation of conditions preventing the full development of such a group or groups, in particular by denying to members of a racial group or groups basic human rights and freedoms, including the right to work,...the right to education, the right to leave and to return to their country, the right to a nationality, the right to freedom of movement and residence...’⁴.

Particular attention has been drawn to the analogies with the crime of apartheid by the United Nations Special Rapporteur on the human rights situation in the Palestinian territories who in January 2007 noted that, ‘the 1973 International Convention on the Suppression and Punishment of the Crime of Apartheid appears to be violated by many practices, particularly those denying freedom of movement to Palestinians.’⁵

The Infrastructure of the Occupation

The history of apartheid roads must be traced back to the beginning of the 1967 occupation when, Palestinian land and the infrastructure built on it fell under Israeli control. This included the network of main roads linking major urban centres and upon which Palestinian freedom of movement and access depended in significant part.⁶ Over the years these existing main roads have been enlarged and their routes changed in order to connect Israeli settlements and other infrastructure to each other and to Israel. The apartheid road scheme was advanced during the years of the Oslo peace process (1993- 2000) when even more Palestinian land was confiscated during the construction of new highways for settlers and roads that bypassed and surrounded Palestinian communities.

Apartheid roads have facilitated the confiscation of huge swathes of Palestinian land. Each Israeli-only road has a 50–75m buffer zone on each side, where no construction is allowed. As a result, for each 100 km of road about 2,500 acres of West Bank land is confiscated⁷.

Palestinian traffic is prevented or restricted from accessing this road network through a variety of means;

- A lack of exit and entry points from Palestinian communities onto these roads and highways;
- Physical obstacles such as fences, gates, cement blocks, dirt mounds, earth walls and trenches blocking existing road access from Palestinian communities;
- Permanent and “flying” checkpoints that stop and control Palestinian car access;
- Military orders forbidding Palestinians from being on the roads or in the area.⁸

Roads Primarily for Israeli Use

Type	Length (km)
Main	401
Regional	466
Local	464
Outpost roads	200
Military roads	130
Total	1,661

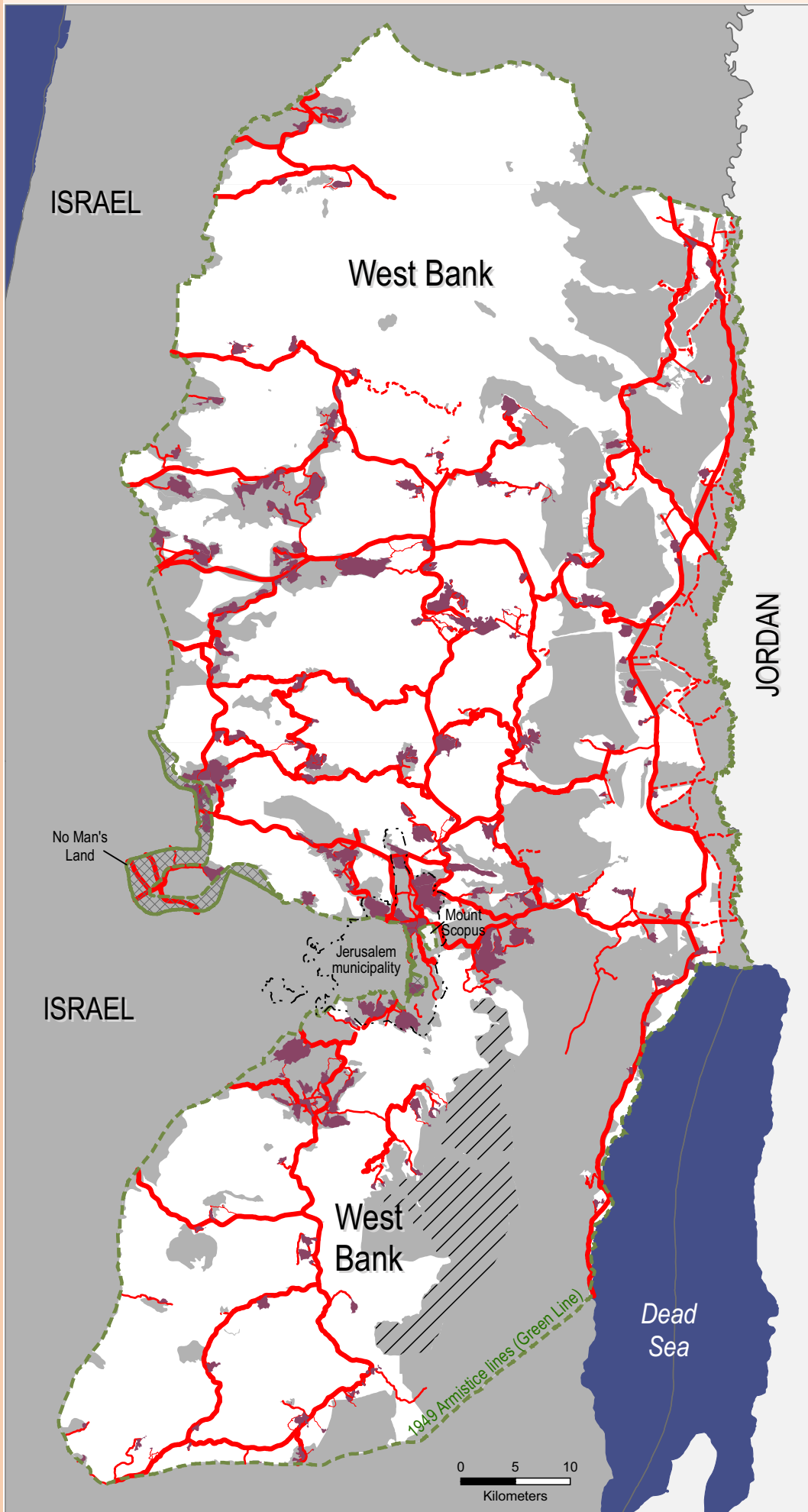
Source: “The Humanitarian Impact on Palestinians of Israeli Settlements and Other Infrastructure in the West Bank” OCHA July 2007

Approximately 41,525 acres of Palestinian land has been confiscated in order to sustain the 1,661 km of Israeli roads⁹.



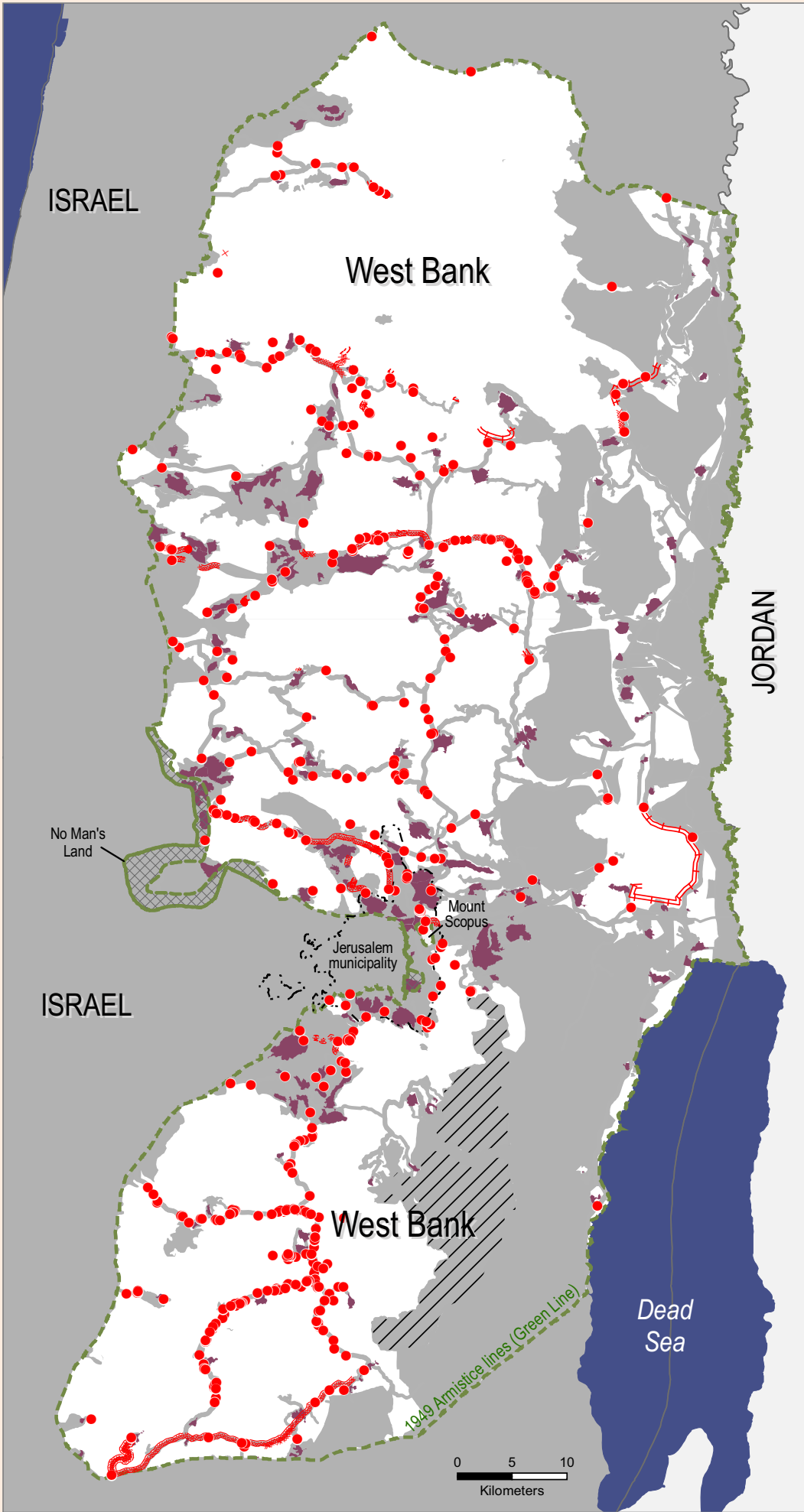
camouflaged walls along Israeli-only road 443

Map of Israeli-only Roads



Source:
*The Humanitarian
Impact on Palestinians
of Israeli Settlements
and Other
Infrastructure in the
West Bank*
- OCHA - July 2007

Location of the West Bank Closures



Source:
The Humanitarian Impact on Palestinians of Israeli Settlements and Other Infrastructure in the West Bank
- OCHA - July 2007

APARTHEID ROADS



Israeli only road tunnel under Mt. of Olives in occupied East Jerusalem

WHERE ARE THE APARTHEID ROADS ?

Main Israeli-only Roads

North to south roads

Three roads run north to south along the entire West Bank:

Highway 6, also known as the Itzhak Rabin Highway or the “Trans- Israel” freeway, runs to the west of and along the Green Line. Built as an alternative spine to the coastal highway, it interchanges with Highways 1 and 5, to provide a fast link for the colonies to most locations inside Israel.

Road 60 is an ancient road that extends from Nazareth in the north to Beer Al Sabe' in the south, through the heart of the West Bank. Road 60 acts as the main artery of the West Bank running through the Jenin, Nablus, Salfit, Ramallah, Jerusalem (where it crosses the Green Line), and Hebron governorates. Part of the road has been widened and diverted away from Palestinian communities to better serve Israeli settlers. Palestinians are allowed to drive on certain sections, but most Palestinian roads leading to road 60 are blocked.



Road 60 running through Beit Jala

Obstacles to movement along Road 60

Approx. Length	Earth Mounds	Road Blocks	Gates	Tunnels	Check points	(Approx) Length Inside Apartheid Wall	Total Number of Obstacles
163 km	87	13	19	11	15	28 km	145

Road 90, also called ‘Gandi’s Road’ after the Israeli Transportation minister Rehavam Zeevi, infamous for advocating population transfer, runs alongside the Jordan River, connecting the eastern settlement blocs. A road barrier runs along the majority of road 90 blocking access eastward, while a trench has been dug between the road and the city of Jericho. These additional movement restrictions also prevent Bedouin and herders from grazing their livestock, thus jeopardizing their way of life and source of income.



Road 90 running through the Jordan Valley

West to East Roads

Two roads run west to east across the West Bank from the Green Line to the Jordan Valley. The route of the Wall cuts deep into the West Bank in two areas, encompassing the settlements of Ariel and Ma’ale Adummim. The Occupation has constructed 2 highways, no.1 and no. 5 (and its extension, no. 505) in these areas that connect these settlements with those in the Jordan Valley enclave.

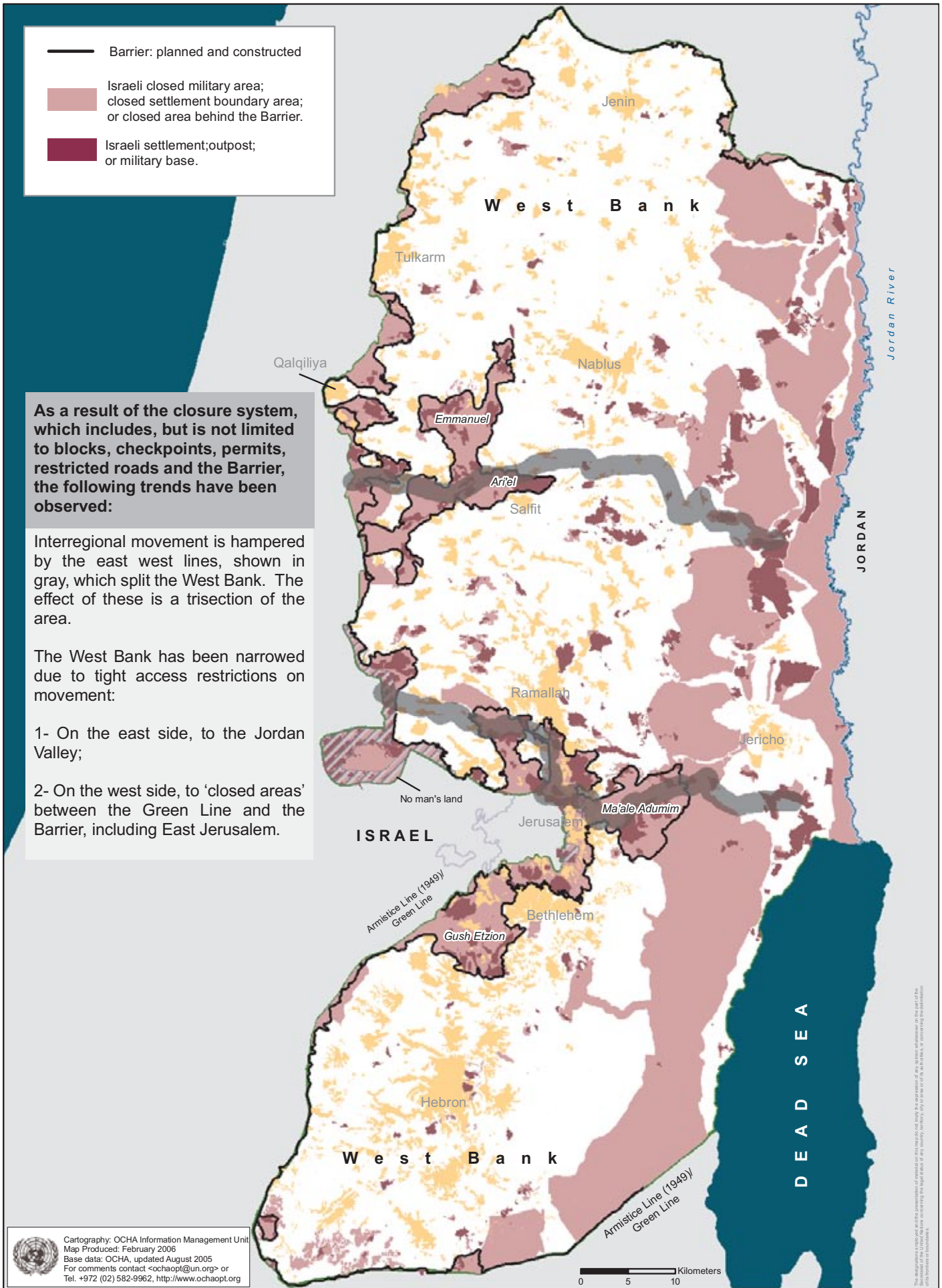
Highway 1 begins in Tel Aviv and runs through the West Bank via “East Jerusalem” and the Ma’ale Adummim settlement connecting with Road 90 in the Jordan Valley. More than half of the road lies on the west side of the planned Wall around the Ma’ale Adummim settlement bloc.



Olive trees belonging to Al Jahalin Beouin cut down under security pretext along Highway 1

Highway 5 and its extension, road 505, also known as the “Trans-Samaria” highway, runs along the northern limit of the Ariel settlement bloc. Recently, Israel has expanded these into a massive infrastructure project. Running through the Ariel settlement bloc this road connects the Mediterranean coast to the Jordan Valley settlements.

Both of the highways, in conjunction with the Apartheid Wall, serve to create two corridors that effectively carve up the West Bank into three main cantons: ‘Northern’, ‘Central’ and ‘Southern’.



Map of the division of the West Bank into three main cantons, and the Jordan Valley and Seamzone enclaves

In addition to the increased movement difficulties, Palestinians residents living outside of these cantons frequently endure the effects of occupation policies including closures, home demolitions, and harassment by both the military and settlers. These threats add to the problem of internal displacement as many Palestinians have been forced to relocate inside the cantons or to leave the country altogether.

Table: the main cantons in the West Bank

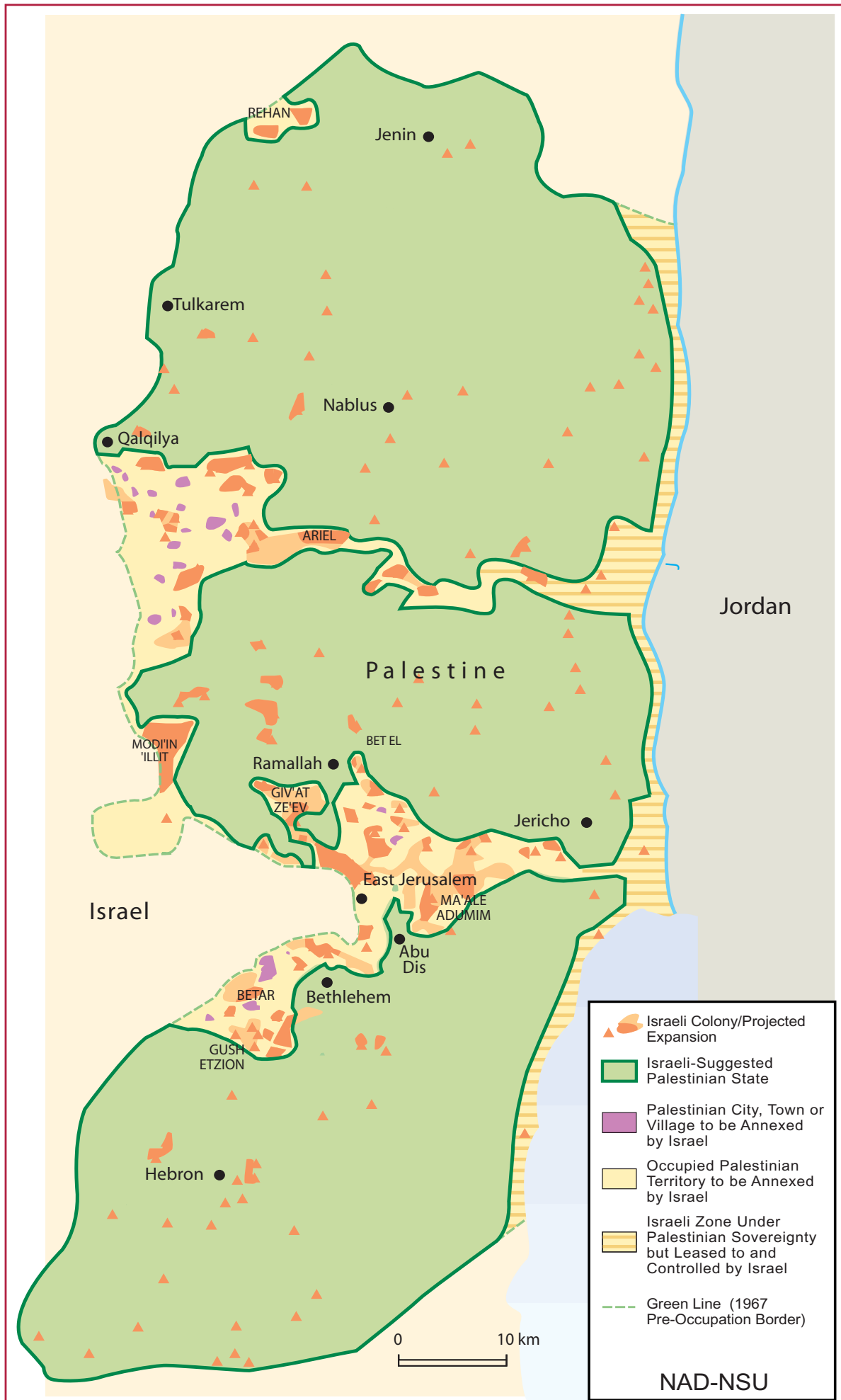
	<i>North</i>	<i>East</i>	<i>South</i>	<i>West</i>	<i>Checkpoints between sub-cantons</i>
Northern Canton	Apartheid Wall	Closed Military Zone	Road 5, Apartheid Wall, Planned Apartheid Wall	Apartheid Wall	Za'tara Checkpoint
Central Canton	Road 5, Apartheid Wall, Planned Apartheid Wall	Closed Military Zone	Road 1, Apartheid Wall, Planned Apartheid Wall	Apartheid Wall, Planned Apartheid Wall	Za'tara Checkpoint and the Container Checkpoint
Southern Canton	Road 1	Closed Military Zone	Apartheid Wall	Apartheid Wall	the Container Checkpoint

These cantons are further controlled by checkpoints;

- The Za'tara Checkpoint:**
 Located on the intersection of the Road 60 and Road 5, Za'atara checkpoint serves as a bottle neck allowing for the complete control of Palestinian traffic between the Northern and Central cantons. The checkpoint functions as the primary means of enforcing restrictions on the movement of males age 16-35 traveling from North to South.
- The “Container” Checkpoint:**
 Situated on the only access point to and from the Southern canton to Highway 1 that dissects the West Bank, this checkpoint controls movement between the Southern and Central Cantons. When open, long delays of up to an hour are common, especially at peak times.



Israeli Proposal for the Palestinian State at Camp David (July 2000)





Palestinian-only road and tunnel connecting Shogba and Shebtin sub-cantons, running under Israeli-only Road 446

Palestinian-only Roads

The six-lane modern highways for use by the settlers stand in contrast to the narrow, informal dirt-roads connecting Palestinian towns and villages.

In recent years, more Palestinian land has been confiscated for the construction of roads, tunnels and underpasses to provide alternatives to transport links that once served Palestinians, but now are reserved for Israeli use. These one or two-lane Palestinian-only roads labeled by the Occupation as “fabric of life roads¹⁰” are designed to;

- Bypass Israeli settlements;
- Avoid the “Israeli only” road network, often by running underneath it;
- Constitute the sole exit and entrance point to Palestinian cantons otherwise surrounded by Israeli infrastructure;
- Connect Palestinian cantons/or sub-cantons to each other;
- Enable the presence of one IOF checkpoint on the road to control access to the area;
- Enable one IOF Jeep to seal an area entirely off.

‘Checkpoints and the poor quality of secondary roads Palestinians are obliged to use, in order to leave the main roads free for settler use, result in journeys that previously took 10 to 20 minutes taking 2 to 3 hours.’

UN Special Rapporteur on the human rights situation in the Palestinian territories, January 2007.

‘To ensure that settlers can travel with relative ease and safety between the West Bank and Israel and between settlements, a system of segregated roads reserved for Israeli use has been developed. For the most part, the restricted roads are major north-south and east-west transport routes which are now reserved for the movement of settlers or internationals... Moreover, most new roads constructed in the West Bank over the last several years have restricted use by Palestinians.’

The World Bank, Economic monitoring report September 22 2008

The route of the Apartheid Wall near Hashmon'im colony constructed on Nilin land. When completed this Wall will connect with Israeli-only Road 446 isolating the Nilin sub-canton and cutting the village in two. Israel is planning a tunnel for Palestinians under Road 446 to connect the two parts.



Israeli Apartheid:

A Work in Progress

The Apartheid Wall, as well as both the “Israeli only” and “Palestinian only” road networks, have not yet been completed. In many places Palestinian land has been confiscated for the future construction of segregated roads. Presently some West Bank roads are still used by both Israelis and Palestinians. In the future, however, according to the Israeli Plan, Israeli and Palestinian traffic will not mix in the West Bank.

Israeli settlers will enjoy territorial contiguity and what the Israeli military terms “sterile roads”, in other words *Palestinian-free* roads with fast and direct highways that connect West Bank settlements to Israel and to each other. Palestinians on the other hand will live in isolated land-locked islands linked by roads and tunnels under full Israeli control.

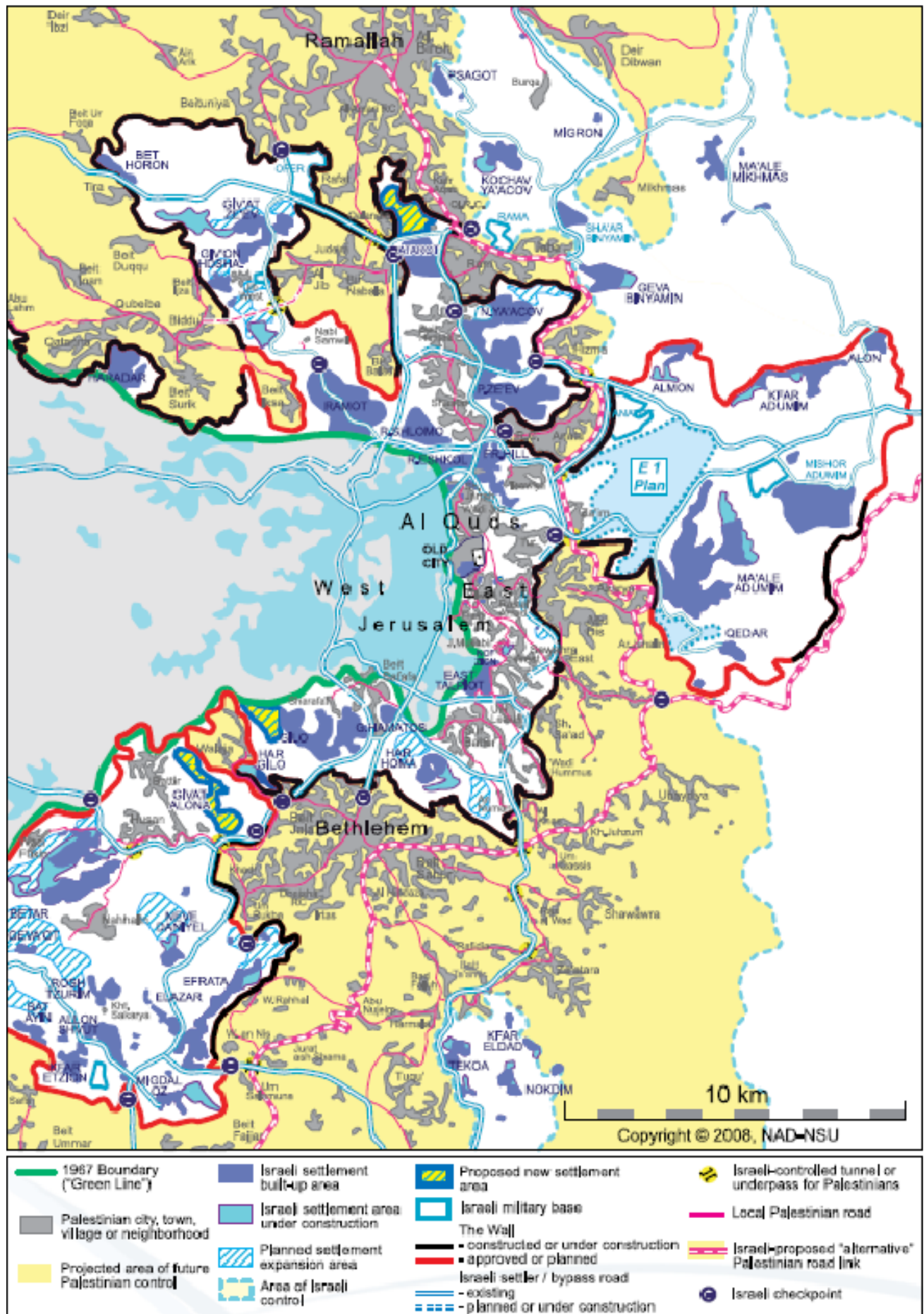
Currently it is possible for Palestinian traffic to access part of Highway 1 between the Southern and Central cantons. This access will be blocked entirely by the completion of the Wall.

From Highway 1 access is possible to:

- The Southern and Central Canton via the container checkpoint
- Jericho via the Jericho checkpoint
- The Jordan valley via road 90

Meanwhile, an **alternative network** is under construction.

Alternative Palestinian-only road link between the southern and northern cantons replacing Highway 1





Driving along Highway 1 between Jerusalem and the Ma'ale Adummim colony, a winding road is visible in the valley south of the highway. Its route runs roughly along the planned route of the Wall between the village of Al Ezarya and the Az Zayim checkpoint that is situated on Highway 1. Closer observation requires scaling a barbed wire fence to reveal a narrow two-lane asphalt road, terminating a few hundred meters from Highway 1. The road reaches but is not yet connected to a tunnel running under the Az-Zaim checkpoint that leads to highway 45. If connected, these roads will serve as an alternative route for Palestinian traffic to travel between the southern and central cantons, without providing Palestinians access to the Jordan Valley.

Highway 45: Palestinian land was confiscated for the creation of a road along the route of Highway 45, also known as the “Eastern Ring road” between Anatot (or Almon) and Az-Zaim. Road 45 was later incorporated as part of the Apartheid Wall, called “the Jerusalem envelope”.

The road is divided in the middle by a five meter wall that separates Israeli and Palestinian traffic. On top of this already built separating wall, an electronic and fibre-optic fence will be constructed. The Apartheid Wall’s concrete is designed in a style imitating Jerusalem stone and includes bridges for the Israeli side and subterranean crossings for the Palestinian side. This road will not allow Palestinians to turn West into occupied “East Jerusalem”.¹¹ Route 45 will:

- Connect the isolated Palestinian sub-cantons of Anata, Hizma and A-Zayim villages that are otherwise completely surrounded by walls and fences.
- Disconnect “East Jerusalem” from the rest of the West Bank.
- Serve as an alternative connection between the Southern and Central cantons while preventing access to the “seamzone”.

APARTHEID ROADS



Blocked access to Palestinians to Road 443

IMPACTS AND CONSEQUENCES

- *Territorial Fragmentation*
- *Growing Impoverishment*
- *Humanitarian Consequences*

Land and population transfer appear to be at the heart of the policy objectives of Israel's apartheid road scheme. As far back as 1983, the Ministry of Agriculture and the Settlement Division of the World Zionist Organization stated that *'The Mountain Ridge Route [Route 60] is fundamentally a local Arab roadway. Jewish settlement along this route will create a mental barrier in relating to the mountain ridge, and is also likely to reduce the uncontrolled spread of Arab settlement.'*¹²

As with other aspects of the occupation, the apartheid roads have had a detrimental impact for the Palestinian population, on humanitarian, economic and political levels, as well as territorial contiguity.

Territorial Fragmentation

'The West Bank has been dissected into dozens of enclaves that geographically separate Palestinian Communities... This road network [roads primarily for Israeli only use] is the main delineator in marking the boundaries of the Palestinian enclaves. Checkpoints are in many places situated at the entrance/ exit points to the Palestinian enclave.'

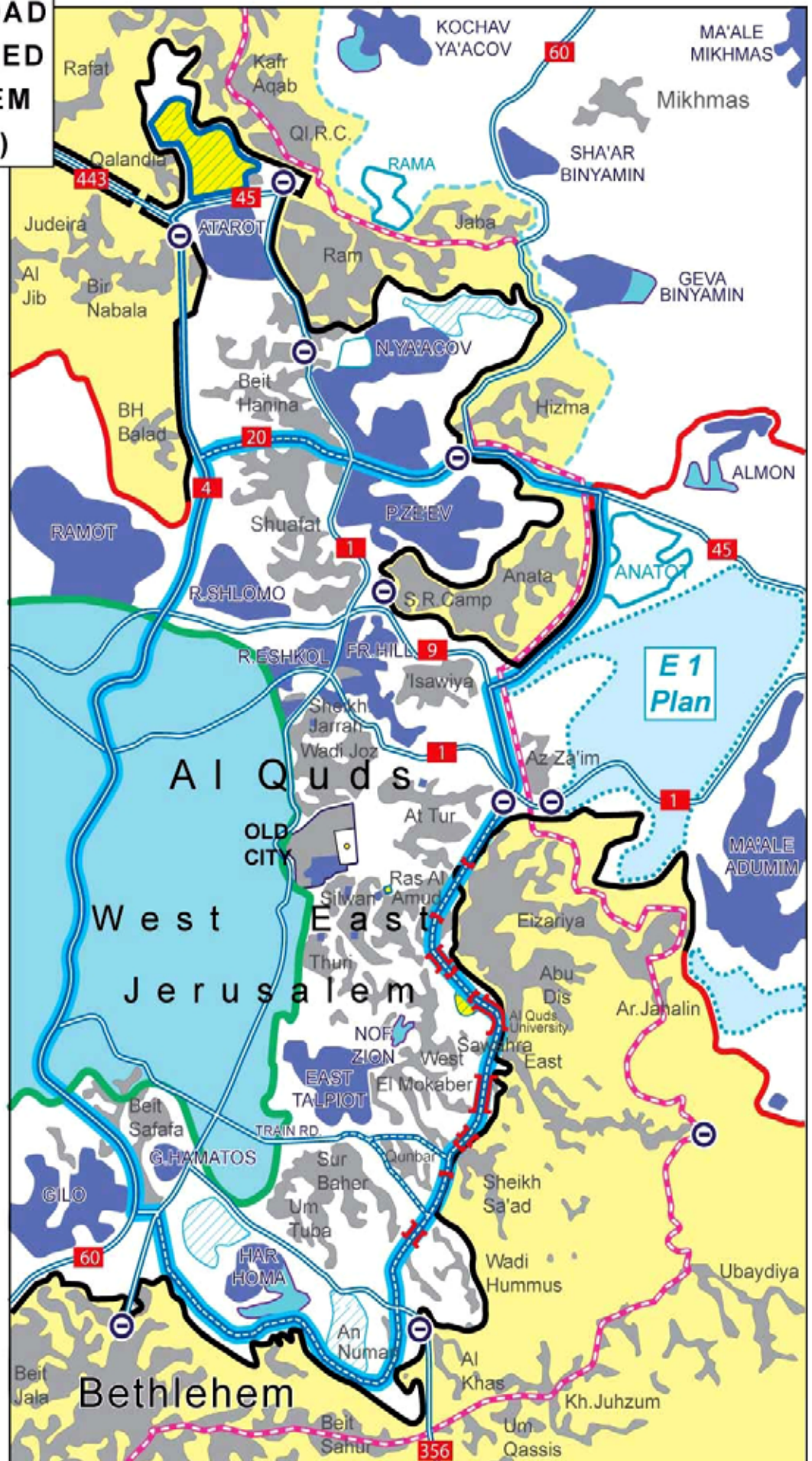
U.N. Office for the Coordination of Humanitarian Affairs, CAP 2008

A matrix of Israeli infrastructure that includes the Apartheid Wall, the segregated road networks and closed military zones carve the West Bank up into six main areas. Three of these areas - occupied East Jerusalem, the SeamZone, the Jordan Valley – are enclaves that have been cut off from the rest of the West Bank and are in different stages of annexation to Israel.

JERUSALEM: Occupied East Jerusalem was officially and unilaterally annexed to Israel in 1967. Vehicles with West Bank license plates, as well as Palestinian pedestrians who are not residents of Jerusalem (with the exception of Palestinians issued permits by Israel's military), have been barred from access to East Jerusalem since 1991. The apartheid road network in Jerusalem, supported by the Wall and massive colonization, is designed to ensure the permanent annexation of the city, in violation of numerous UN resolutions.

The planned Jerusalem Ring Road, much of which follows the route of the Apartheid Wall, will connect each of the Israeli settlements in and around occupied East Jerusalem to West Jerusalem and the rest of Israel. Spanning over 11.5km, the eastern part of the envisaged Ring Road will run directly through several densely populated Palestinian neighborhoods in East Jerusalem. If the road is completed, these neighborhoods will be severely fragmented, connected to each other and the rest of East Jerusalem only through the planned Israeli construction of three tunnels and five bridges¹³. In order to achieve this, Israel intends to confiscate more than 1,200 dunums of private Palestinian land and to demolish several Palestinian homes.

**ISRAELI RING ROAD
AROUND OCCUPIED
EAST JERUSALEM
(February 2008)**





Light rail on Highway 1

The apartheid road scheme is further supported by the Jerusalem light rail project. The government of Israel authorized the light rail project for Occupied East Jerusalem in 1999. Once completed, the railway will link central West Jerusalem to the East Jerusalem settlements. Construction began in April 2006. The line is planned to start at Pisgat Ze'ev colony north of Jerusalem city, continue towards the French Hill colony, onto Karm Al Bahar [what Israel calls Ammunition Hill], via the outskirts of Me'ah She'arim, on to Nablus gate and Safra Square (City Hall), running the full length of Jaffa Road and Herzl Boulevard to the entrance of Mt. Herzl.¹⁴

SEAMZONE: The SeamZone is the label given to the areas between the Apartheid Wall and the 1949 Armistice line (The Green Line). Only 13% of the Wall route follows the Green Line¹⁵. The SeamZone has annexed approximately 38 Palestinian towns and villages¹⁶ and has been declared a closed military zone as of October 2003¹⁷, further complicating and preventing access to these communities. Palestinians who are not residents of these communities are denied access unless they have a special permit granted by the Israeli military. The granting of these permits is extremely rare. Moreover, residents of 'seamzone' communities are required to obtain permits to gain access to their homes.

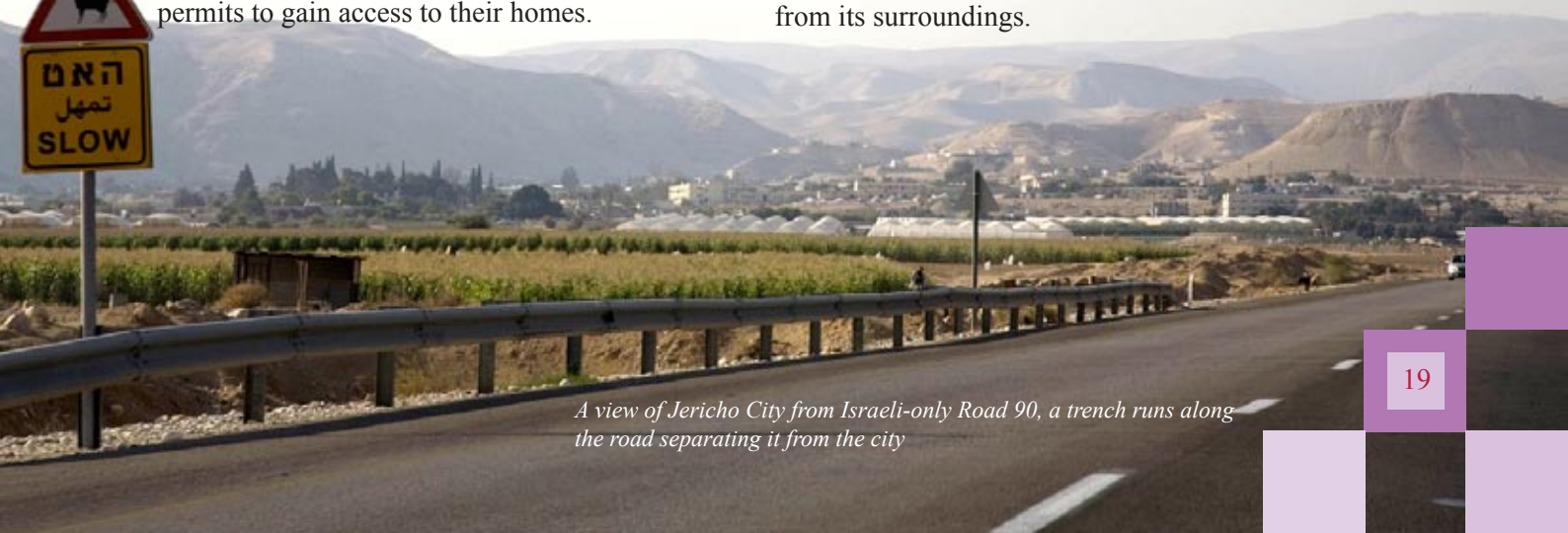
'I believe that this [light rail] should be done, and in any event, anything that can be done to strengthen Jerusalem, construct it, expand it and sustain it for eternity as the capital of the Jewish people and the united capital of the State of Israel, should be done.'

Israeli Prime Minister Ariel Sharon when signing light rail project in 2005



entrance to Azzun Atmeh village located in the Seamzone between the Green Line and the Apartheid Wall

JORDAN VALLEY: The Jordan Valley has been disconnected from the rest of the West Bank since May 2005 by a series of checkpoints (Tayasir, Hamra, Gittit, and Yitav) that completely bar the entry of Palestinians from the rest of the West Bank. Since April 2007, Palestinians pedestrians and public vehicles with special permits are permitted to enter through two checkpoints¹⁸. Jericho, the main city in the Jordan Valley has been disconnected from its surroundings.

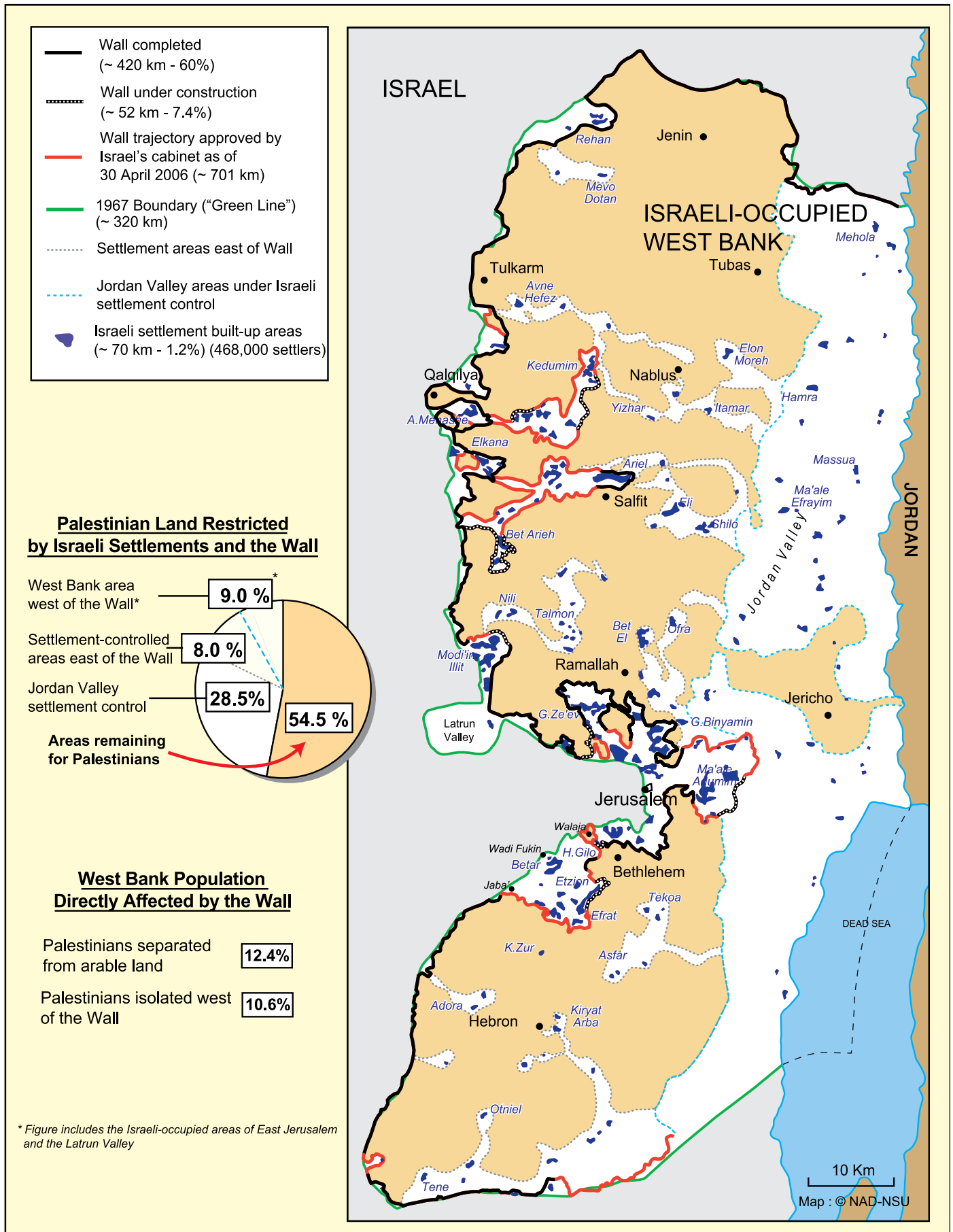


A view of Jericho City from Israeli-only Road 90, a trench runs along the road separating it from the city

What Israel is expected to annex or keep					What Israel is expected to leave for Palestinians	
<i>Please see fragmentation map on page 24 for further details</i>						
Enclaves, Cantons and Israel proper	Israel proper 1948 borders	Occupied "East Jerusalem"	SeamZone (Area between the 1967 Green Line and the Apartheid Wall)	Jordan Valley and northern Dead Sea (*without Jericho)	West Bank Cantons (North, Central, South with Jericho city*)	Gaza Strip
Dunums	20,770,00 ¹⁹	30,000 ²⁰	14.5 percent of west bank 840,000 dunums ²¹	400,000 ²²	5,860,000 ²³	365,000 ²⁴
Date of Annexation	1948 Recognized by the international community	1967 Illegally annexed Not recognized by most of the international community	October 2003, Defacto Annexation	1993 Cut off from the rest of the West Bank	Not annexed	"Disengagement" since 2005, Pronounced "enemy territory" in September 2007
Palestinian Population	1,400,000 ²⁵ (Not including more than 4.2 million refugees who were expelled)	208,000 ²⁶	±50,000 ²⁷	9,380* (* not including the population of Jericho)	2,394,203* (*including Jericho)	1,416,539 ²⁸
Jewish Israeli/Settler Population	5,450,000 ²⁹	±200,000 ³⁰	170,000 (in 56 settlements) ³¹	9,358 (in 27 settlements) ³²	483,453 ⁵	0
Roads forbidden to Palestinians from the Occupied Territories	All roads	All roads	All Roads	Access to non-residents of the Jordan Valley is severely restricted	Most major roads have been claimed to connect settlements	No internal Roads. Entry or exit of people and goods is forbidden

***JERICHO:** Jericho is in the process of being disconnected from the Jordan Valley enclave by a ditch that encircles the city on three sides in addition to a series of roadblocks and checkpoints. Simultaneously, the Palestinian road network to connect Jericho to the central canton is being strengthened. The population of Jericho is 43,620 (according to the 2006 Palestinian Census Bureau of Statistics) and the figures above indicate what the population will be when the city is connected to the central canton. The actual populations of the Jordan Valley and the West bank are 53,000 and 2,350,583 respectively.

Israel's Wall and Settlements (Colonies)





Blocked Palestinian access to Road 90 from Jericho

One of the Palestinian only roads, Al Mu'arrajat, is being renovated. Extending from At Tayba to Jericho³³, this road will serve to further strengthen Jericho's linkages with the central canton. Palestinian land has also been confiscated by Israeli military order for the creation of a Palestinian only "Fabric of life road" between Abu Dis and Jericho. These roads will serve as alternative routes to Highway 1 and Road 90 that Palestinians currently use to reach Jericho and the Jordan Valley. When the Apartheid Wall is completed, Highway 1 and road 90 will be blocked to Palestinians, thus closing the only route available to Palestinian vehicles to enter the Jordan Valley and cementing Israeli control of the Jordan Valley enclave.

Territorial Fragmentation in the West Bank

The West Bank is in the process of being carved into three main cantons and over 95 sub-cantons. These sub-cantons are surrounded by Israeli infrastructure (such as the Apartheid Wall; closed military zones; Israeli-only roads; and Israeli settlements)

on all sides. Separated from each other, the residents in these sub-cantons often have only between one and five connecting roads to other sub-cantons. In order to drive from one sub-canton to another that is not directly adjacent, Palestinians often have to take extremely circuitous routes, driving through entire sub-cantons in order to reach a connecting road.

The charts on pages 25, 26, 28-30, 34-36, 38 and 39 demonstrate how each sub-canton is surrounded from every direction, and how the sub-cantons are connected to each other. Each sub-canton is numbered to correlate to its location on the fragmentation map. The boundaries and connecting roads of these sub-cantons are subject to frequent changes as a result of the progression of the occupation apartheid road network.

There are over 41 roads that are designated to support the settlement infrastructure. These roads are completely prohibited, partially prohibited or restricted to Palestinians.

Completely prohibited to Palestinians

Called “sterile” roads by the Israeli Occupying power, Palestinians are forbidden to be on these roads. Some of these roads are not “illegal” for Palestinians, but are made inaccessible because of obstructions installed and maintained by the IOF. Other roads are “illegal” for Palestinians, even in Israeli-plated cars, and are heavily policed, utilizing systematic racial profiling in order to ensure this. Many of these roads cannot even be crossed by Palestinian vehicles at points where these roads intersect with Palestinian roads. Palestinian passengers must exit one vehicle, cross the road by foot, and then take another vehicle from the other side. **There are seventeen roads that are completely forbidden to Palestinians in the West Bank, totaling 120 km of road.**



Israeli-only road network

Partially prohibited

Access to these roads is only “legal” for Palestinians who obtain a “Special Movement Permit at Internal Checkpoints in Judea and Samaria”. To gain entry on to these roads, Palestinians must provide sufficient evidence to convince IOF of their need to use the road. Because the process for granting these permits is seemingly arbitrary, obtaining a special permit is often difficult. **A total of ten roads that comprise 245 km of road are partially prohibited.**

Restricted

While there are no legal reasons to prevent Palestinians from accessing restricted roads, they are only accessible through Israeli checkpoints. Due to long waiting times and frequent harassment from the IOF at the checkpoints, Palestinians often avoid these roads. **Totaling fourteen, these roads add up to 365 km in length.**



Palestinian-only 'fabric of life' road running parallel to Road 446

These roads create a network that reinforces the apartheid system in the West Bank. In order to finalize the sterilization of the Israeli-only roads, ‘Fabric of Life’ roads are in the process of being built for Palestinians. This ‘Palestinian-only’ road system is sub-level, tunneling beneath the Israeli-only roads. These tunnels render it possible to close-off the connection of one sub-canton to another with just one IOF jeep or roadblock. The completion of this system of ‘Fabric of Life’ roads executes the final phase of the multi-stage process of securing the reality of Israeli settlements in the West Bank.

Case studies of several villages in each canton demonstrate the impacts of this road matrix. Villages are cut off from one another because of an apartheid system, severely restricting the lives of the Palestinian people.

West Bank Fragmentation Map

Cantons Israel is leaving for Palestinians

Northern Canton

[Jenin, Tulkarm, Nablus, Qalqilya]
 Map numbering [1-14]
 Separated from central canton by Road 5
 Movement/access is controlled by Za'tara CP

Central Canton

[Salfit, Ramallah & Al Bireh, Northeast Jerusalem, northwest Jerusalem]
 Map numbering [15-45]
 Separated from southern canton by Road 1
 Movement/access is controlled by the Container CP

Southern Canton

[Bethlehem, Hebron]
 Map numbering [46-63]
 Separated from central canton by Road 1
 Movement/access is controlled by the Container CP

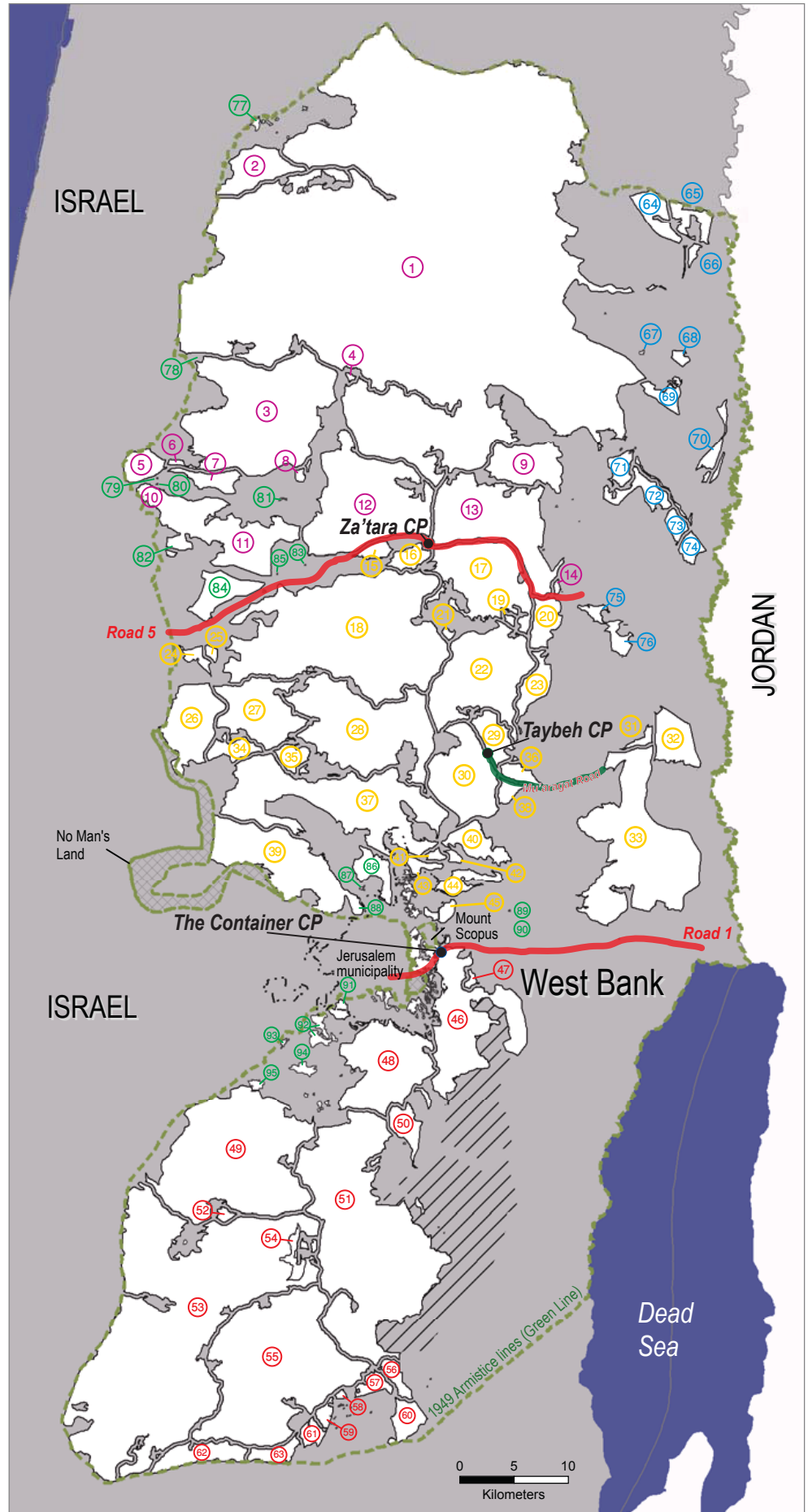
Enclaves Israel is keeping/ annexing

Jordan Valley Enclave

map numbering [64-76]
 Separated from the cantons by 4 CPs
 Jericho: completely separated from the Jordan Valley & connected to the central canton

Seamzone Enclave

map numbering [77-95]
 Separated from the three cantons by gates and CP
 Access is limited only to area residents who obtain special permits



Abbreviations

CP- Checkpoint
 ST- Settlement
 GL- Green Line, Armistice of 1949

- Palestinian Cantons or sub-cantons (Palestinian communities bordered by Israeli infrastructure)
- Settlements, settlement industrial area and outposts outer limits, land cultivated by Israelis, military bases, closed military areas, Israeli declared nature reserves, actual projected areas west of the Wall and Israeli-only roads
- Palestinian designated nature reserves

Territorial fragmentation in the Northern Canton
Based on map page (24)

Sub-Canton	Jenin (1)	Nablus (1)	Qaffin (2)	Kafr Abbush (3)	Undeveloped Palestinian Land (4)	Qalqiliya (5)	Undeveloped Palestinian Land (6)	Azzun (7)	Jinsafut (8)	Beit Furik (9)	Habla (10)	Biddya (11)	Jamma'in (12)	Osarin (13)	Majdal Bani Fadil (14)	
Number of Villages	140	19	5	18	0	4	0	3	1	3	3	12	14	7	1	
North	Wall	Road 557	Wall	Road 557	Wall	Wall	Road 55	Road 55	Road 55	Road between Itimar and Elon Moreh settlements, Road from Beit Furik checkpoint to Mekhor settlement	Wall	Planned Wall, Wall	Road 55	Closed Military Zone		
East	Closed Military Zone	Road 60	Road 575	Road 557, Planned Wall	Road 60	Road 55		Under Construction Wall	Planned Wall	Closed Military Zone	Wall	Road between Immanuel and Revava settlements	Road 60	Closed Military Zone	Road 5, Road 458	
South	Road 557, Road 57	Road 557	Road 585	Road 55	Road 55	Wall		Planned Wall	Planned Wall	Closed Military Zone	Wall	Planned Wall, Wall	Road 5	Road 458	Road 505	
West	Wall	Road 57	Wall	Wall	Wall	Wall		Wall	Planned Wall	Road between Itimar and Elon Moreh settlements	Wall	Wall	Wall	Road 60	Road 508	
Connections Between Sub-Cantons	*Road 57 via Al Bahdan checkpoint to Nablus sub-canton *Tunnel under Reikhan Barta'a checkpoint to roads in Jamma'in and Osarin sub-cantons *Tunnel near Kafriat checkpoint to Kafr Abbush sub-canton	*Road 57 via Al Bahdan checkpoint to Jenin sub-canton *Road 60 via Yitzhar checkpoint to roads in Jamma'in and Osarin sub-cantons *Road via Beit Furik checkpoint to Beit Furik sub-canton	*Tunnel under Reikhan Barta'a checkpoint to Jenin sub-canton	*Tunnel near Kafriat checkpoint to Jenin sub-canton *Road 574 via tunnel to Azzun sub-canton *Road 574 to road 55 via Qalqiliya checkpoint to Qalqiliya sub-cantons *Road 55 via Jit checkpoint to Road 60 *Road from to Jinsafut to Kafir Sur in Jinsafut sub-canton	No connections	*Road 55 via Qalqiliya checkpoint to road 574 to Kafir Abbush or Habla sub-canton *Tunnel from Habla Enclave	*Tunnel on Road 574 to Kafir Abbush Sub-canton *Road 574 to Biddya sub-canton	*Road from Jinsafut to Kfar Sur in Kafir Abbush sub-canton	*Road via Beit Furik checkpoint to Nablus sub-canton *Planned tunnel under Beit Furik checkpoint	*Tunnel from Qalqiliya sub-canton to Biddya sub-canton via Izbat Jaloud checkpoint	*Road 574 to Azzun sub-canton *Road via Izbat Jaloud checkpoint to Habla sub-canton to Central Canton	*Road 60 via Yitzhar checkpoint to Nablus sub-canton *Road 60 via Za'tara checkpoint to Central Canton *Road via Majdal Bani Fadil checkpoint to Majdal Bani Fadil sub-canton	*Road 60 via Yitzhar checkpoint to Nablus sub-canton *Road 60 via Za'tara checkpoint to Central Canton	*Road 60 via Yitzhar checkpoint to Nablus sub-canton *Road 60 via Za'tara checkpoint to Central Canton	*Road 60 via Yitzhar checkpoint to Nablus sub-canton *Road 60 via Za'tara checkpoint to Central Canton	*Road via Majdal Bani Fadil checkpoint to point to Osarin sub-canton

Israeli-only Roads in the Northern Canton

Road	From	To	Length (km)	Restrictions
Jalameh – Jenin	Jalameh, on the GL, south of Afula	Ganim ST, east of Jenin	12	Complete
557	Access road to Einav ST	Kafriyat CP, south of Tulkarm	7	Partial
508, 578 Alon Road	Mehola intersection, from Route 90, south of GL	Ma'aleh Ephraim intersection	50	Partial
505	Patza'el intersection north of Jericho	Ma'aleh Ephraim intersection, north of Jericho, on Alon Road	11	Partial
557	Access road to Elon Moreh ST, east of Nablus	Huwwara CP, south of Nablus	12	Complete
557	Kafriyat CP, south of Tulkarm	GL	3	Complete
55	CP at entrance to Israel in the wall, south of Qualqiliya	GL	4	Complete
90	GL, northwest of Jordan River	GL, north of Ein Gedi	116	Partial
60	Dotan intersection, west of Qabatya	Jit intersection, west of Nablus	33	Restricted
60	Huwwara intersection	Qalandiya CP, north of Jerusalem	33	Restricted
Ariel – Salfit	Trans-Samaria Highway, access to Ariel ST	Northern entrance to Salfit	3	Complete
505	Mashah, east of Qassem village	Route 5 (GL)	6	Complete
585	Nazlat 'Issa, near Baqa al-Gharbiya	Route 60	18	Restricted
557	Deir a-Sharf, west of Nablus	Access road to Einav ST	7	Restricted
60	Jit intersection, west of Nablus	Huwwara intersection, south of Nablus	12	Partial
505	Ma'aleh Ephraim intersection	Tapuah intersection	16	Restricted
505 – 5 Trans-Samaria Highway	Tapuah intersection, end of the Trans-Samaria Highway	GL	31	Restricted

Palestinian-only 'Fabric of Life' Roads in the Northern Canton

Road from-	- to	Purpose	Status
Al-Jib	Biddu	To connect the Bir Nabala sub-canton to Biddu and nearby villages	Under Construction
Tulkarm/ Road 57	Ar-Ras	To bypass the road leading to the settlements Avne Hefetz and Enav with a tunnel underneath	Completed
Ras a-Tira	Road 55	To connect Alfe Menashe to the rest of the West Bank	Completed
Qalqiliya	Habla	Underground crossing to connect the two internal cantons	Completed

Examples from the Northern Canton



Palestinian-only 'fabric of life road' between Tulkarm and Qalqilia under Israeli-only Road 557

The City of Qalqilya

Qalqilya is surrounded on three sides – north, west, and south. The Sub-canton covers 9,400 dunams and has a population of more than 40,000 people. The enclave results from the decision to include the settlements Alfe Menashe and Zufin, and lands intended for their expansion, on the “Israeli” side of the Apartheid Wall. A narrow opening leading east and a tunnel running south under the Wall are the only avenues for exiting Qalqilya towards the rest of the West Bank. During arrest operations in the town, the army customarily closes these exits.

Habla Sub-canton (Qalqilya)

The enclave comprising the villages of Habla and Ras-’Atiya, which lies on the other side of the tunnel, also resulted from the aforesaid considerations. This sub-canton is 3,500 dunams in size and is home to 7,750 people. In addition to the underground passageway to Qalqilya, two agricultural gates have been set up for the crossing

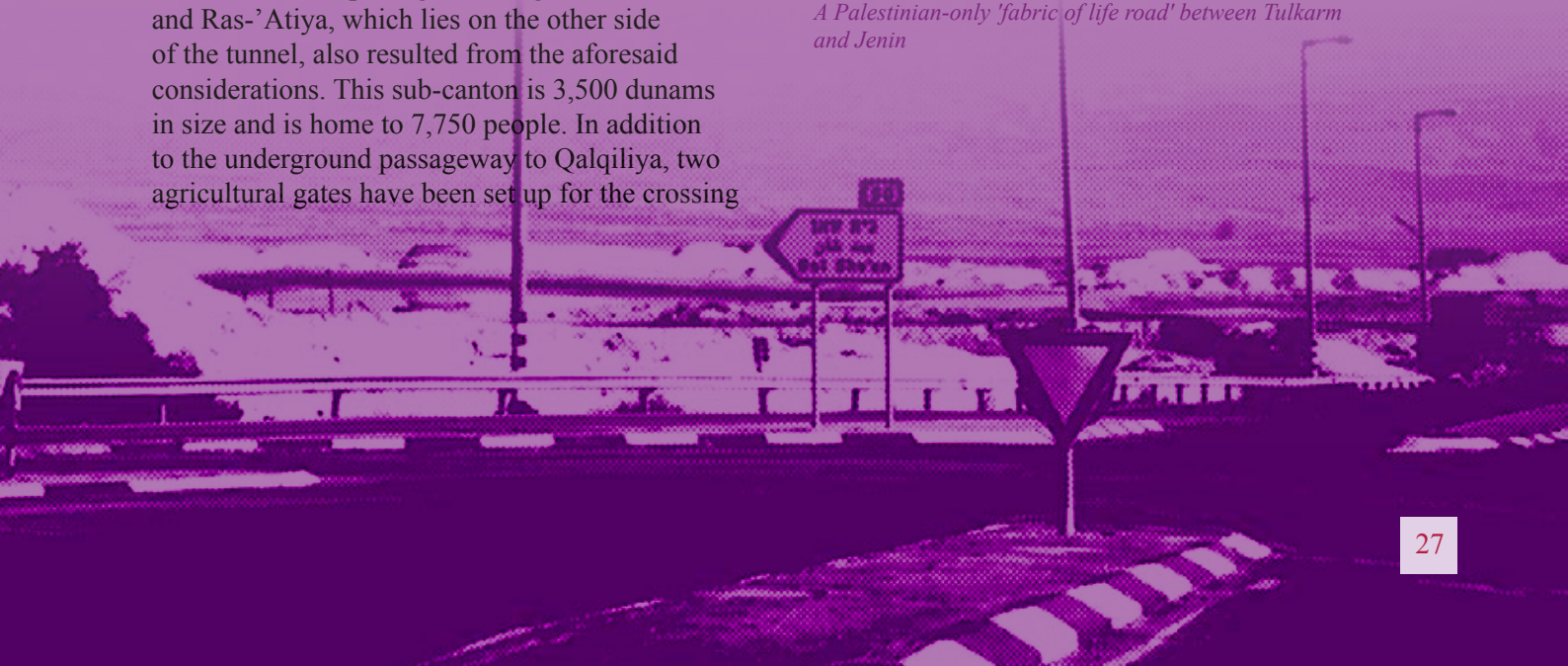
of residents to farmland in the Alfe Menashe seamzone enclave, but most of the time only one of these gates is open. The Apartheid Wall surrounds the sub-canton on its northern, eastern, and southern sides.³⁴

Road 585 (Jenin)

Road 585 from Hermesh settlement to Ya’bad Mevo Dotan checkpoint back to Reikhan Barta’a checkpoint has been declared a “sterile” road. This road connects Hermesh and Mevo Dotan settlements to roads in the SeamZone and Israel proper. Palestinians are prohibited from using this road and must travel under the road via tunnel by Reikhan Barta’a checkpoint. Villages south of Road 585 must travel north until a road close to the Apartheid Wall (from Dhaher al ‘Abed to east of Zabda) to go through the tunnel under Reikhan Barta’a to access the Jenin canton. Road 585 is controlled by three road gates and three earth mounds that block Palestinian traffic from nearby villages and four IOF watch towers to monitor the road.



A Palestinian-only 'fabric of life road' between Tulkarm and Jenin



Territorial fragmentation in the Central Canton
Based on map page (24)

Sub-canton (area on map)	Undeveloped Palestinian Land (15)	Yasuf (16)	Qabalan (17)	Salfit City (18)	Undeveloped Palestinian Land (19)	Duma (20)	Undeveloped Palestinian Land (21)	Al Mazra'a Ash Sharqiya (22)	Undeveloped Palestinian Land (23)	Rantis (24)	Al Lubban al Gharbi(25)	Qibya (26)	Jammala (27)	Bir Zeit (28)	At Tayba (29)	Rammun (30)
Number of Villages	0	3	20	18	0	2	0	7	0	1	1	5	5	14	2	2
North	Road 5	Road 5	Road 5	Planned Wall, Ariel Rehaim Road		Road 508	Closed Military Zone	Closed Military Zone		Under Construction Wall	Under Construction Wall	Under Construction Wall	Road 465	Road 465	Road 449	Yitav Road
East		Road 60	Road 458	Road 60	Road 458	Closed Military Zone	Road 60	Road 458	Closed Military Zone	Road 446	Under Construction Wall	Road 446, Under Construction Wall	Road 450, Road 455	Road 60	Road 449	Road 458
South	Wall	Road Ariel Rehaim, Wall	Road 457	Road 465		Closed Military Zone	Road 60	Road 449	Closed Military Zone	Closed Military Zone	Closed Military Zone	Planned Wall, Under Construction Wall	Road 463	Road 463	Yitav Road	Road 457
West	Road 5, Wall	Wall	Road 60	Under Construction Wall	Closed Military Zone	Road 458	Closed Military Zone	Road 60	Road 458	Wall	Road 446	Wall	Road 446	Road 465, Closed Military Zone	Yitav Road	Road 60
Connections Between Sub-cantons	No connections	*Road between Yasuf and Salfit via tunnel to Salfit sub-canton	*Road between Qabalan and As Sawiya to Salfit sub-canton	*Road from Yasuf ti Salfit via tunnel to Yasuf sub-canton *Road from Qabalan to As Sawiya in Qabalan sub-canton * Road via Atara checkpoint to Jammala sub-canton *a road through the deir Balut checkpoint to the Deir Balut Enclave	No connections	*Road from Duma to road 458	No connections	*Tunnel under road 60 to road 465 via Atara checkpoint in Bir Zeit sub-canton	No connections	*Road 446 via tunnel to Qibya sub-canton	*Road 446 via tunnel to Qibya sub-canton	*Road via tunnel under 465 to road 446 to Rantis and Al Lubban al Gharbi sub-cantons *Road between Shuqba and Shabim via tunnel to Jammala sub-canton	*Road 465 via Atara checkpoint to Bir Zeit sub-canton	*Tunnel under road 60 to road 465 via Atara checkpoint in Al Mazra'a Ash Sharqiya sub-canton *Road between Sourda and Al Bireh to Ramallah sub-canton	*Road between At Tayba and Rammun to At Tayba sub-canton	*Road between At Tayba and Rammun to At Tayba sub-canton *Road 60 via tunnel to Burqa sub-canton *Road near Deir Dibwan via tunnel to Ramallah sub-canton *Al Murrajat Road to Jericho sub-canton

Sub-canton (area on map)	Palestinian Land (31)	AI Auja (32)	Jericho (33)	Kharbatha Bani Harith (34)	AI Janiya (35)	Undeveloped Palestinian Land (36)	Ramallah (37)	Undeveloped Palestinian Land (38)	Beit Liqya (39)	Mikhmas (40)	Undeveloped Palestinian Land (41)	Jaba (42)	Qalandiya (43)	Hizma (44)	Anata (45)
Number of Villages	0	1	6	2	2	0	15	0	11	1	0	1	1	1	1
North	Closed Military Zone	Closed Military Zone	Closed Military Zone	Road 463	Road 455, Road 450		Road 463	AI Murrajat Road	Road 443	Road 457	Closed Military Zone	Road 437	Road 437	Road 437	Wall, Road 437
East	Road Barrier	Road 90	Road 90, Road Barrier, Closed Military Zone	Road 463, Road 455	Road 450, Closed Military Zone	Road 450	Road 60	Closed Military Zone	Wall, Under Construction Wall	Closed Military Zone		Road 60	Road 437	Closed Military Zone	Planned Wall
South	Closed Military Zone	Road 449	Road 1, Trench	Road 455, Under Construction Wall	Road 463	Road 463	Road 443, Wall	Closed Military Zone	Wall	Closed Military Zone	Road 437	Road 437	Wall	Road 437, Wall	Planned Wall
West	Road 90	Road between Yitav and Niran settlement	Closed Military Zone	Under Construction Wall, Closed Military Zone	Road 463, Road 455	Road 463	Wall, Under Construction Wall	Road 457	Wall	Road 60			Wall	Wall, Under Construction Wall	Wall, Planned Wall
Connections Between Sub-cantons	No connections	*Road 90 to Jericho sub-canton	*AI Murrajat Road to Rammun sub-canton	*Road between Bi'lin and Deir Qaddis to Ramallah sub-canton	*Road from AI Janiya to Kafir Ni'ma in Ramallah sub-canton	No connectons	*Road between Sourda and AI Bireh to Bir Zeit sub-canton *Road between Bi'lin and Deir Qaddis to Kharbatha Bani Harith sub-canton *Road near Deir Dibwan via tunnel to Rammun sub-canton *Road from AI Janiya to Kafir Ni'ma in AI Janiya sub-canton *Road via tunnel to Beit Liqya sub-canton *Road to Jammala sub-canton *Road via Qalandiya checkpoint to Qalandiya	No connections	*Road via tunnel to Ramallah sub-canton *Road to Beir Nabala sub-canton (from Biddu)	*Road 60 to Qalandiya sub-canton	No connections	*Road via tunnel to Qalandiya sub-canton	*Road 60 to Mikhmas sub-canton *Road via tunnel to Jaba sub-canton Road via Qalandiya checkpoint to Ramallah sub-canton *Road 437 to Hizma sub-canton	*Road 437 to Qalandiya sub-canton *Road 437 to Anata sub-canton	*Road 437 to Anata (45)

Israeli-only Roads in the Central Canton

Road	From	To	Length (km)	Restrictions
446	Trans-Samaria Highway	Deir Balut CP.	8	Complete
417	Route 1	Ma'aleh Adumim	3	Partial
446	Beit El, north of Ramallah	Route 60 (Ramallah bypass road)	6	Complete
463	Ras Karkar	Dolev ST, northwest of Ramallah	6	Complete
Talmonim Road	Access road to Beitillu, north of Talmon	Dolev-Talmon intersection	12	Complete
404 Begin North	Har Hotzvim, Jerusalem	'Atarot CP	6	Complete
443	Givat Ze'ev intersection	Beit Horon Intersection, east of Modi'in	14	Complete
Qedar – Ma'aleh Adumim	Ma'aleh Adumim	“The Container” CP, south of al- 'Izariyya	6	Complete
60	Gilo intersection 60(Jerusalem Municipality) border	Tunnels CP	3	Complete
449	Border of Area A north of Jericho	Rimonim intersection, east of Ramallah	18	Restricted
45	'Atarot CP	Givat Ze'ev intersection	3	Partial
436	Givat Ze'ev intersection	Ramot, East Jerusalem	7	Partial
465 Trans-Binyamin Highway	Route 60, north of Ofra ST	GL, north of Rantis village	31	Restricted
367	Gush Etzion intersection, Route 60	GL, Emek Ha'ela	10	Partial
375	Route 60, al-Khadr intersection	GL, east of Zur Hadassah	8	Restricted
458 Alon Road	Ma'aleh Ephraim intersection	Route 1	38	Restricted
1	Beit Ha'arava intersection, south of Jericho	a-Za'im intersection, east of Zur Hadassah	8	Restricted

Palestinian-only 'Fabric of Life' Roads in the Central Canton

Road from-	- to	Purpose	Status
'Anata	Al- 'Eizariya	To join two villages with a north-south road that are disconnected because of the Wall	Under Construction
Rantis	Shuqba	To replace Route 465 (near Ofarim settlement) which will become part of the route of the Wall	Advanced Stage of Construction
Beit Liqya	Beit 'Anan	To join the two villages by passageway under Road 443	Under Construction
Al Judeidah	Rafat	To cross under Road 45, which blocks the sub-canton, and connect it to Ramallah	Completed



Blocked Palestinian access to Road 443

Examples from the Central Canton

Road 443 /East Jerusalem

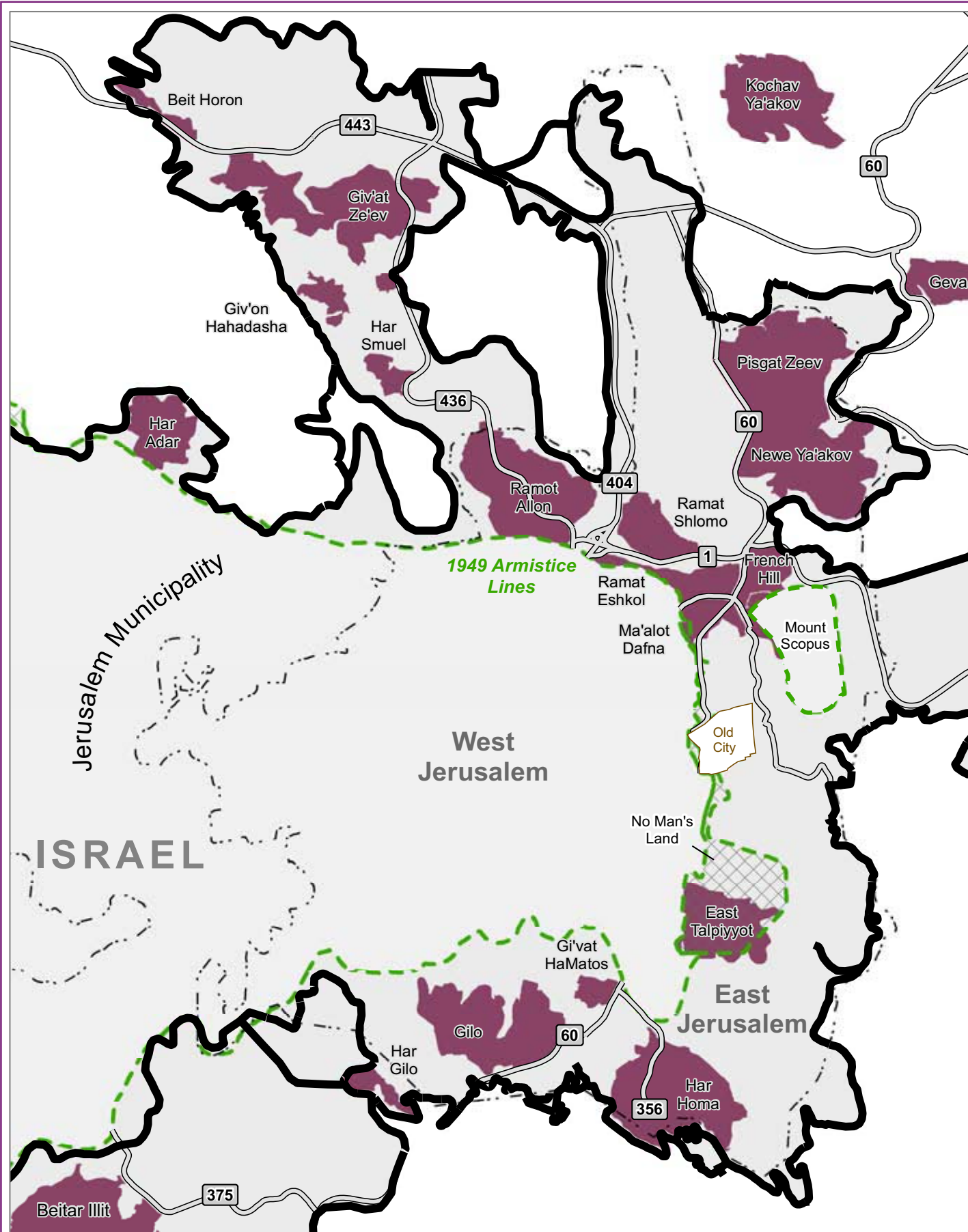
Before 1967 this road served to connect Palestinian villages to the North and West of Jerusalem with the Latrun area. In the 1990s private Palestinian land was confiscated in order to widen the road. The land owners appealed to the Israeli Supreme court. The court rejected their appeal under the pretense that the road would be open to Palestinians as well as Israelis.

Since October 2000 the army has prohibited Palestinian pedestrians and vehicles from travelling on the 443. This has been ordered under the pretense of an 'emergency situation'. Goods designated for Palestinian villages are not permitted to be transported via this road. An appeal against the closure of the road is pending in the Israeli Supreme court.

In order to "compensate" the communities, Israel confiscated more land for the creation of a "fabric of life" road which funnels Palestinian traffic under the Israeli road network and Apartheid Wall via tunnels and underpasses connecting the Biddu and the Beir Nabalalah sub-cantons.

Road 443 is designed to:

- Connect the Northern section in the ring of colonies surrounded by the Apartheid Wall that severe "East Jerusalem" from the rest of the West Bank. (The Ma'aleh Adumim settlement bloc and the Gush Etzion settlement bloc serve as the eastern and southern parts of this ring)
- Connect East Jerusalem to Tel Aviv and to the Givaat Zeev settlement.
- Link up with the new Trans Israel Highway (Highway 6) and thus incorporate the Givaat Zeev settlement and "East Jerusalem" into the Israeli transportation grid making them easily accessible for Israelis and not Palestinians.
- Serve as a barrier isolating Biddu and the surrounding villages in a walled canton
- Serve as a barrier isolating Beir Naballah in a walled canton



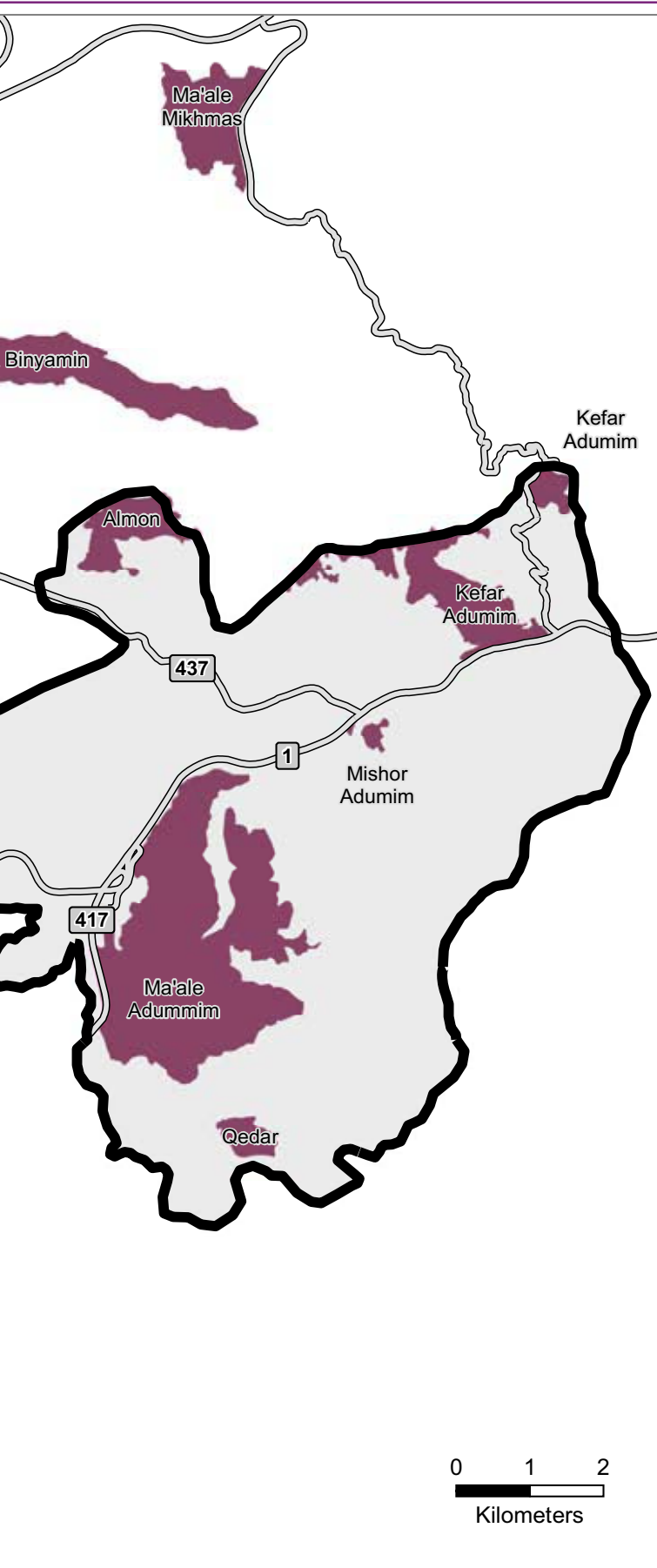
The actual and projected
Barrier route (as of May 2006)



Settlement outer limits



Road primarily



for Israeli use 60 — Main 443 — Regional



Tunnel leading to the Der Ballut sub-canton under Israeli-only Road 5

Az Zawiya And Deir Balut sub-cantons (Salfit)

The tunnel under road no. 5 that connects the Deir Balut and Az Zawiya sub-cantons floods and is closed following every heavy rainfall. If the Apartheid Wall is completed it will become the only entrance and exit to the Deir Balut sub-canton, which will then become part of the “seamzone”. Also see page 42 for the example of Nilin in Ramallah and Al Bireh Governorate

The villages of Tuba, Ar Rakeez, Khirbet sarura, Kharoubeh, Um Fagarah., Isbey Foqa, Maghayir al Abeed, Khirbet at Tabban, Khirbet al Majaz, Khirbet al Fakheit, Khirbet Bir al ‘Idd, Jinba, Mirkez, Halaweh and Khashem al Karem are located in a closed military zone in the southeast of the West Bank. They are not visible in the OCHA map because they are inside Israeli infrastructure.

Territorial fragmentation in the Southern Canton
Based on map page (24)

Sub-Canton (area on map)	Dar Salah (46)	Undeveloped Palestinian Land (47)	Bethlehem (48)	Halhul (49)	Undeveloped Palestinian Land (50)	Masafer Bani Na'im (51)	Undeveloped Palestinian Land (52)	Dura (53)	Old City (54) *special case*
Number of Villages	20	0	29	18	0	58	0	53	1
North	Wall, Under Construction Wall	Road 417	Wall	Planned Wall	Road 367	Road unnamed, Planned Wall	Road 354	Road 35	Checkpoints
East	Planned Wall, Under Construction Wall, Closed Military Zone	Under Construction Wall	Road 356	Road 60	Road 367	Road unnamed, Closed Military Zone	Road 354	Road 60	Checkpoints
South	Closed Military Zone	Wad Nar checkpoint and	Road from Tuqu to Umm Salamuna checkpoint	Road 35	Intended Nature Reserve	Planned Wall	Road 35	Wall	Checkpoints
West	Road 356, Wall	Wall, Planned Wall, Under Construction Wall	Wall	Wall	Road 356	Road 356, Road 60	Closed Military Zone	Planned Wall, Wall	Checkpoints
Connections Between Sub-Cantons	*Road between Dar Salah and Abu Dis via Wadi Nar checkpoint to Central Canton *Roads via 3 tunnels under Road 356 to Bethlehem sub-canton	No connections	*Roads via 3 tunnels under Road 356 to Dar Salah sub-canton *Road 356 via Al Asakira checkpoint to Masafer Bani Na'im sub-canton *Planned tunnel near Umm Salamuna to Masafer Bani Na'im sub- canton	*Road between Khirbet Tuqu and Nuba via Halhul Sa'ir checkpoint to Masafer Bani Na'im sub-canton *Planned tunnel under Halhul Sa'ir checkpoint to Masafer Bani Na'im sub-canton *Tunnel under Road 35 to Dura sub-canton *Road 354 via Idhna checkpoint to Dura sub-canton *Planned tunnel under Idhna checkpoint to Dura sub-canton	No Connections	*Road 356 via Al Asakira checkpoint to Bethlehem sub-canton *Planned tunnel near Umm Salamuna to Bethlehem sub-canton *Road between Khirbet Tuqu to Nuba via Halhul Sa'ir checkpoint to Halhul sub-canton *Planned tunnel under Halhul Sa'ir checkpoint to Halhul sub-canton	No Connections	*Tunnel under Road 35 to Halhul sub-canton *Road 354 via Idhna checkpoint to Halhul sub- canton *Planned tunnel under Idhna checkpoint to Halhul sub-canton *Road between Dura and Yatta sub-canton via Al Fawwar checkpoint *Planned tunnel under road 60 to Yatta sub- canton *Planned tunnel under road between Old City sub-canton and Zif in Yatta sub-canton	*Planned tunnel under road from Old City sub- canton to Zif in Yatta sub- canton

Sub-Canton (area on map)	Yatta (55)	Undeveloped Palestinian Land (56)	Saadet Tha'lah (57)	At Tuwani (58)	Qawawis (59)	Dkaika (60)	Undeveloped Palestinian Land (61)	Ratheem (62)	Imnezil (63)
Number of Villages	30	0	5	1	2	2	0	2	2
North	Road 60	Road 317	Road 317, Road 356	Road 317	Road 317	Road 356	Road 317	Road 317	Road 317
East	Road 356, Road 317	Closed Military Zone	Road 356	Closed Military Zone	Closed Military Zone	Closed Military Zone	Closed Military Zone	Road from Shani checkpoint to Road 317	Road 316, Wall
South	Road 317	Closed Military Zone	Closed Military Zone	Closed Military Zone	Closed Military Zone	Planned Wall	Planned Wall	Wall	Wall
West	Road 60	Road 356	Closed Military Zone	Road 317	Closed Military Zone	Closed Military Zone	Road 316	Road 60	Road from Shani checkpoint to Road 317
Connections Between Sub-Cantons	*Road between Yatta and Dura sub-canton via Al Fawwar checkpoint *Planned tunnel under road 60 to Dura sub-canton *Planned tunnel under road from Zif to Old City sub-canton *Road 356 to Saadet Tha'lah sub-canton *Road 60 to Ratheem sub-canton *Road 316 to Imnezil sub-canton	No connections	*Road 356 to Yatta sub-canton *Road to Dkaika sub-canton	No connections	No connections	*Road to Saadet Tha'lah sub-canton	No connections	*Road 60 to Yatta sub-canton	*Road 316 to smaller roads in Yatta sub-canton

Israeli-only Roads in the Southern Canton

Road	From	To	Length (km)	Restrictions
35	Route 60, north of Hebron	Tarqumiya CP, GL, northwest of Hebron	18	Restricted
356	Route 60, north of Hebron	Carmel ST, southeast of Hebron	11	Restricted
Negohot Road	Border of Area B, east of Negohot	GL	5	Complete
60	Tunnels CP	Shim'a CP	49	Restricted
60	Shim'a CP	GL, north of Meitar	8	Complete
Tene Road	1 km north of Tene	GL, north of Meitar	8	Complete
317	Carmel ST, southeast of Hebron	Shim'a intersection, south of Yatta on Route 60	25	Partial

Palestinian-only 'Fabric of Life' Roads in the Southern Canton

Road from-	- to	Purpose	Status
Al-Khader	Husan and Batir villages	To connect the villages in the Gush Etzion seamzone to the rest of the West Bank	Under Construction



A tunnel that will serve as the only access point to the Husan and Battir villages under Israeli-only Road 375



Israeli-only road leading to Qedar settlement

Example from the Southern Canton

Qedar Colony's Israeli-only Road

Since shortly after the outbreak of the second intifada, Palestinians have been forbidden to use the 9 KM section of Route 398 that runs from the container checkpoint South of Al-Ezariya in East Jerusalem to the entrance to Ma'ale Adumim settlement. Israel contends that the prohibition is needed to protect the 720 residents of the Qedar settlement, which lies alongside the road, who use the road to get to Ma'ale Adumim and from there to Israel. As a result, Palestinians arriving at the checkpoint on their way north have to bypass this section of the road by going along the narrow, worn roads of the nearby villages (Sawahrah, Abu Dis, Al-Ezariya). In 2005, a new bypass road was opened linking Qedar and Ma'ale Adumim, following which the settlers stopped using the segment of the road that was prohibited to Palestinian traffic. However, the IOF stated that Palestinian movement on the section will continue to be forbidden until the "engineering work" needed to block movement from the road to the settlement is completed.³⁵

Annexation of Palestinian Land in the Seamzone and Jordan Valley Enclaves
Based on map page (24)

Sub-Canton	Barta'a Sharqiya (76)	Khirbet Jubara (77)	'Arab Abu Farda (78)	Ad Dab'a (79)	Wadi Qana (80)	Azzun Atma (81)	Dar Abu Basal (82)	Deir Balut (83)	Khirbet Susa (84)	An Nabi Samwil (85)
Villages	Barta'a Sharqiya, Umm ar Rihan, Khirbet Abdallah al-Yunis, Khirbet Ash-Sheikh Sa'eed, Khirbet al-Muntar al-Gharbiya, Khirbet al-Muntar ash-Sharqiyya, and Dhaher al-Malih	Khirbet Jubara	Arab Abu Farda, Arab ar Ramadin at Tira al Jamubi	Ad Dab'a, Ras	Wadi Qana	Azzun Atma	Dar Abu Basal, Izbab Abu Adam	Deir Ballut, Rafat, Az Zawiya	Khirbet Susa	An Nabi Samwil
North	Green Line, Wall	Planned Wall	Wall	Planned Wall	Planned Wall	Planned Wall, Wall	Planned Wall	Wall, Planned Wall	Closed Military Zone	Planned Wall, Under Construction Wall
East	Wall	Wall	Wall	Wall	Planned Wall	Planned Wall	Planned Wall	Planned Wall	Closed Military Zone	Planned Wall
South	Wall	Planned Wall	Wall	Wall	Planned Wall, Wall	Planned Wall, Road 505	Road 5, Planned Wall	Planned Wall	Closed Military Zone	Road 436
West	Green Line	Planned Wall	Wall	Wall	Planned Wall	Planned Wall	Planned Wall	Wall	Closed Military Zone	Road 436

Sub-Canton	Bir Nebala (86)	Beit Ikksa (87)	Al Ka'abina (88)	Arab al Jahalin (89)	Al Walaja (90)	Husan (91)	Wadi Fukin (92)	Nahhalin (93)	Al Jab'a (94)
Villages	Bir Nebala, Al Jib, Al Judeira	Beit Ikksa	Al Ka'abina	Arab al Jahalin	Al Walaja	Husan, Battir	Wadi Fukin	Nahhalin	Al Jab'a
North	Wall	Planned Wall	Closed Military Zone	Closed Military Zone	Planned Wall	Planned Wall, Closed Military Zone	Closed Military Zone	Closed Military Zone	Closed Military Zone
East	Wall	Planned Wall	Closed Military Zone	Closed Military Zone	Planned Wall	Closed Military Zone	Closed Military Zone	Planned Wall, Under Construction Wall, Closed Military Zone	Planned Wall, Under Construction Wall, Closed Military Zone
South	Planned Wall	Planned Wall	Closed Military Zone	Closed Military Zone	Planned Wall	Road 375	Closed Military Zone	Planned Wall, Closed Military Zone	Planned Wall, Closed Military Zone
West	Planned Wall, Wall	Under Construction Wall	Closed Military Zone	Closed Military Zone	Planned Wall	Planned Wall	Planned Wall	Planned Wall, Closed Military Zone	Planned Wall, Closed Military Zone

Jordan Valley villages Surrounded by Israeli Infrastructure

* The villages of Izbiq, Al Aqaba, Al Farisiya, Khirbet Yarza, Khirbet ar Ras al Ahmar, Al Haddiya, Khirbet Humas, Khirbet Tana, Tall al Khashaba, and An Nabi Musa are located in a closed military zone in the southeast of the West Bank. They are not visible in the OCHA map because they are inside Israeli infrastructure.

Annexation of Palestinian Land surrounded by Israeli Infrastructure in the Jordan Valley Enclave [Not visible on map page (24)]													
Sub-Canton	Bardala (63)	Ein el Beida (64)	Undeveloped Palestinian Land (65)	Al Malih (66)	Undeveloped Palestinian Land (67)	Undeveloped Palestinian Land (68)	Marj na'ja (69)	Furush Beit Dajan (70)	Furush Beit Dajan (71)	Al Jiftlik (72)	Undeveloped Palestinian Land (73)	Undeveloped Palestinian Land (74)	Fayasil (75)
Villages	Bardala, Kardala, Khirbet Tell el Himma,	Ein el Beida	Al Malih	Al Malih	Undeveloped Palestinian Land (67)	Undeveloped Palestinian Land (68)	Marj na'ja, Az Zubeidat, Marj al Ghazal	Furush Beit Dajan	Furush Beit Dajan	Al Jiftlik	Undeveloped Palestinian Land (73)	Undeveloped Palestinian Land (74)	Fayasil
North	Wall	Wall, Closed Military Zone	Road 90	Closed Military Zone	Closed Military Zone	Closed Military Zone	Closed Military Zone	Closed Military Zone	Road 57	Road 57	Road 57	Road 57, Road 90	Closed Military Zone
East	Road 90	Closed Military Zone	Road 90	Closed Military Zone	Closed Military Zone	Closed Military Zone	Road 90, Road Barrier	Closed Military Zone	Road 57	Road 57, Road 90	Road 90	Road 57, Road Barrier	Closed Military Zone
South	Closed Military Zone	Closed Military Zone	Closed Military Zone	Closed Military Zone	Closed Military Zone	Closed Military Zone	Closed Military Zone	Closed Military Zone	Closed Military Zone	Road 90, Closed Military Zone	Road 90, Closed Military Zone	Closed Military Zone	Closed Military Zone
West	Closed Military Zone	Road 90	Road 578	Closed Military Zone	Closed Military Zone	Closed Military Zone	Closed Military Zone	Closed Military Zone	Closed Military Zone	Closed Military Zone	Closed Military Zone	Road 90	Closed Military Zone



'Palestinian drivers and vehicles can apply for special permits to use these roads, but "flying checkpoints" are routinely in operation and applied to most Palestinian vehicles that are identified by green license plates rather than the yellow plates of Israeli and settlement registered vehicles.'

'Because the delays and other problems associated with the "flying checkpoints" add significant uncertainty, cost and risk to the transportation of goods, they act as a further deterrent to Palestinian economic activity. All non-permitted Palestinian private and commercial traffic are forced onto smaller and less-maintained roads and circuitous routes...[the] impact on Palestinian livelihood is incommensurate.'

The World Bank, Economic Monitoring Report, September 22 2008

Growing impoverishment

The severe economic consequences of the apartheid roads have been noted by a number of international agencies including the World Bank (see quotation). The movement restrictions imposed on Palestinians have severely affected livelihoods. Those relying on agriculture for living are unable to take food to markets or to graze their animals. Even if passage is granted, food often spends long periods of time in vehicles causing it to go off after which it cannot be sold. Settlement farmers on the other hand (many of whom are located in the Jordan Valley) enjoy quick and easy access to markets along Israeli-only roads.

For non-perishables, the increased transportation costs imposed by these journeys also reduces the competitiveness of Palestinian goods. Overall the apartheid road scheme has caused delays in accessing workplaces for thousands of Palestinians

Humanitarian impacts

The humanitarian implications of the apartheid road scheme are numerous and vary between communities. They include land confiscation, denied access to essential services and lack of freedom of movement, and in the worst cases forced displaced including as a result of home demolitions.

Blocked road to Beit Ur al Tahta from Road 443



Israeli-only 'Liberman Road'

The IOF has informed the village about a new tunnel that it is planning to build at the entrance to Ni'lin on the western side of the village. Some 150 dunums of the village's land will be confiscated for this purpose. The current entrance to the village will be closed, and will be replaced by the tunnel to be built under Road 446 which Palestinians will be prevented from using. The direction of the tunnel will run from west to east, dividing the village into two parts: upper and lower Ni'lin.³⁶

The Israeli-only road built from Har Homa to the settlements Nokdim and Tekoa', which lie south of Bethlehem ("the Lieberman Road," named after the Knesset member who lives in Nokdim) also resulted in land dispossession. To build the road, Israel expropriated land belonging to residents of Nu'man, that they had cultivated for years. The Lieberman Road connects Jerusalem to 4 isolated settlements, Nokdim, Aspar, Tkoah, Maale Amos. The road is 9km and according to Peace Now, cost 145 million NIS to build.

Land confiscation

The village of Ni'lin near Ramallah, central canton, exemplifies the massive land confiscations that have occurred under the Apartheid Road pretext. Hundreds of dunums of Ni'lin's land were classified as Area C in the Oslo agreements, enabling Israel to construct bypass Road 446 on the land. The official pretext used to justify this confiscation and construction was that these roads would connect Ni'lin's 5,000 inhabitants with the surrounding villages. Yet Palestinians have been forbidden from using these roads since 2003. Instead, Road 446 connects three settlements in the area with each other. Now, Israel is planning to connect these colonies with Tel Aviv by constructing yet another bypass road on the northern side of the village, which requires the confiscation of more land from the villages of Ni'lin, Qibya and Budrus. Construction of this new road will further isolate the surrounding villages; this new Israeli plan will divide the nine western villages into three sub-cantons.

Denied access to essential services

The village of Shufa, in the northern canton, is situated on a high hill south of Tulkarem looking down on the Apartheid Wall. It also overlooks a stretch of the "Israeli-only" road 557 that connects the colonies of Avne Hefetz and Enav. Palestinian traffic does not however have the option of traveling about 2 km from Izbat Shufa to Shufa; instead Palestinians must drive a circuitous 25km route around the settlement area and through the Enav checkpoint. The Occupation has also denied Shufa electricity and water connection sourced in Izbat Shufa. Residents must therefore rely completely on Israel for access to these essential resources.³⁷

Education services have also been affected by the Apartheid Road scheme. For example, Al Arrub and Beit Ummar villages in Hebron are located close to Road 60, a road used by Israelis to reach southern colonies. In January 2004, Israeli Occupation Forces cut down trees along Road 60 under the pretext of providing protection for settler cars from stone-throwing. Furthermore, Al Arrub College was given a military order on November 28, 2007, forcing the school's administration to stop construction on an additional building to the college.³⁸

Lack of freedom of movement



Israeli-only road 557 isolating the Beit Furik sub-canton from Nablus

The villages of Beit Furik and Beit Dajan, in the northern canton, are cut off from Nablus city by the Israeli-only road 557. This road, built in 1996-97, runs from Huwarra checkpoint to the Itamar and Elon Moreh colonies, bypassing the city of Nablus. The main road from Beit Dajan to Nablus that crosses the 557 has been closed by the IOF since 2000 for “security” reasons. Residents of Beit Dajan are now forced to travel to Beit Furiq in order to reach Nablus- doubling the travel distance.

In 2001 the Beit Furiq checkpoint was established as the only point through which to enter Nablus for residents of Beit Furiq and Beit Dajan - The checkpoint, only allows for passage for residents of Beit Furiq and Beit Dajan - meaning Palestinian tradespeople, families and visitors cannot enter these villages. Only cars whose drivers hold identification from Beit Furiq and Beit Dajan can pass through the checkpoint - including taxis, who must first empty their cars of any passengers. Women from Beit Furiq and Beit Dajan who marry outside of these villages are no longer permitted to visit their families, as their identification changes to reflect their current residence and thus prohibits them from passing through the checkpoint. Municipal projects are stymied by the refusal of Israeli authorities to provide special permits for specialized Palestinian workers to enter the villages.

The Occupation has planned a “fabric of life” road that will run through a tunnel under the 557 is planned. This will make the lands beyond the 557 – which are currently accessible on foot - extremely dangerous to access if not entirely unreachable, as security fences will replace the checkpoint to facilitate Israeli settler access to the apartheid roads.

Elsewhere in Hussan (Bethlehem Governorate – in the southern canton), the IOF re-opened the road onto bypass road 375 in November 2003, but controlled movement initially with a mobile checkpoint and after that by setting up a military observation tower to monitor the passage of vehicles. Access to this road will be removed after the completion of the planned construction of a terminal west of road 60 and a tunnel with a gate under road 60 connecting the villages of Hussan, Battir, Wadi Fukin and Nahalin with Beit Jala and Bethlehem. The dirt track between Nahalin and Husan that serves as part of the Palestinian-only network was paved in November 2004.³⁹

Forced displacement

The humanitarian impacts outlined above have combined to forcibly displace Palestinians from communities that have been especially targeted by the apartheid road policy. Forced displacement has also occurred as a result of home demolitions that have taken place to construct apartheid roads.

For example, the Occupation has confiscated land from Izbat Al Tabib in the Qalqilya governorate – northern canton, for the construction of Israeli infrastructure. This began in 1989 when 15 dunums taken to open an Israeli by-pass road 55 north of the village. The construction of the Apartheid Wall led to confiscation of a further 180 dunums and an additional 93 dunums that have now been annexed to the west of the Wall. In January of 2008, the Occupation called for the construction of an Israeli only road to serve the Alfe Menshe colony. Many Palestinian homes have been demolished to create a convenient infrastructure for the Israeli colonies. Most of the existing structures in the village have pending demolition orders.⁴⁰

Endnotes

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