

"מרחב התפר"

Israel's Security Fence



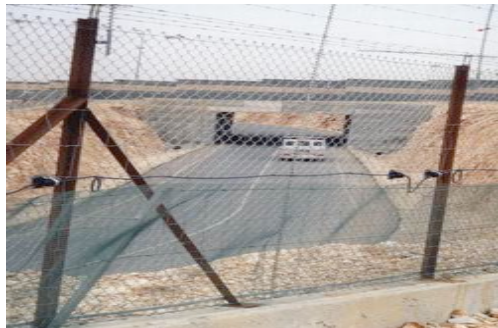
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HUMANITARIAN CONCERNS

The design, construction and operation of the Security Fence aim to balance the imperative to protect innocent lives from terror with the humanitarian needs of the local Palestinian population. Israel's government realizes that the construction of the Security Fence can introduce hardship into the lives of innocent Palestinians and regrets those hardships. All attempts to minimize such problem have been and will continue to be made.

The matrix of civilian bonds and ties- economic, educational, medical etc, between Palestinian villages and cities has been thoroughly examined as well as the way they were affected by the construction of the Security Fence.

One of these place is near Qulquilya and as a result, an underground tunnel has been constructed to provide free, unhindered traffic between Qulquilya and Hable and its adjunct villages.



Hable underground tunnel as seen from the upper road.

Israel has made substantial efforts to ensure the continuous flow of humanitarian aid to the Palestinian population, both during and after the construction of the Security Fence. In addition, a deliberate attempt has been made to minimize intrusions into the every day lives of citizens both within Israel as well as in areas controlled by the Palestinian Authority. Many modifications in both the route and the construction of the fence were undertaken for humanitarian considerations, many of these at a financial and operational detriment to the Israeli government.

Below is a list of humanitarian concerns taken into consideration in relation to the Security Fence:

- ▶ Using state land wherever possible

Wherever possible, the fence is built on state- owned, rather than private lands. This is done to minimize land seizures and the disruptions they may cause to residents.

- ▶ Providing access to farmland

An attempt has been made to avoid separating landowners from their lands. In circumstances

where such a separation is unavoidable, agricultural gates have been built, which allow the farmers to cross into their land. These gates are manned and operated by the IDF. The functionality of the gates is coordinated with the local population in each area. In the future with the issue of new smart cards, access to the lands through the agricultural gates will not require military presence.



Continuing access into Israel



Artist's concept of Shaar Ephraim terminal that

will become operational in September 2005.

[Click to enlarge](#)

► Protecting Palestinians property owners

Israel has tried to avoid including Palestinians villages on the Israeli side of the fence. The fence system does not annex territories to the State of Israel, nor does it change the status of the residents of the region. Owners of the property used for the fence are offered rent for the use of their land and for the loss of crops. If they are not satisfied with the location of the fence or the compensation they are offered, property owners have full and speedy recourse in a court of law.

► Continuing access into Israel for employment and commerce

Because a large number of residents of the Palestinians territories work and conduct commerce in Israel, and many Israeli citizens conduct business in the territories, the planning for the fence system includes a number of crossings allowing two- way pedestrian and vehicle passage. These crossings will facilitate inspections of people and goods across the fence, like those present at many international borders. Such inspections are necessary to maintain security, however, in their new configuration; they will employ advanced technological systems that will minimize the human friction.



External view of the Crossings under construction



Inside view of the Crossing under construction.



Inside view of the Crossing under construction.

5 Commercial terminals are being constructed to allow efficient transfer of large quantities of goods between Israel and the territories.

The first two commercial terminals will be operational by July 2005.

On January 16th 2006, the Ministry of Defense assumed responsibility over Shaar Ephraim Crossing Point and started operating it with civilians instead of soldiers. On February 2006 it assumed responsibility over the Shaar Ephraim Goods Terminal and a month later over the Gilboa Terminal as well. This process will continue and will include all 34 Crossing Points.

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