

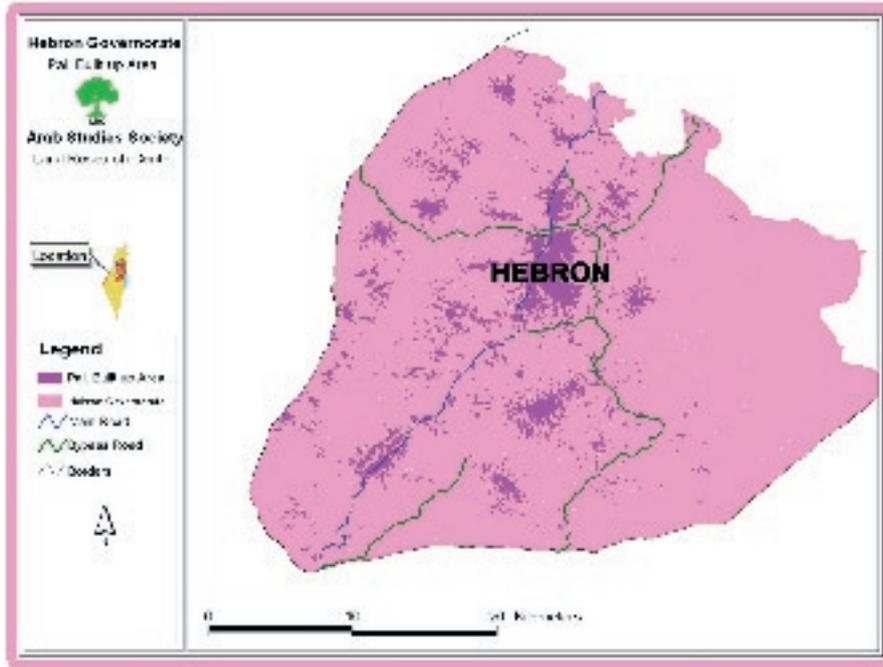
## Hebron Governorate:

The Governorate of Hebron is located in the southern part of the West Bank. It is the largest Governorate in the West Bank in terms of size and population. Its area before the 1948 Nakba (disaster) was 2076 km<sup>2</sup> while its current area is about 1060 km<sup>2</sup>. This means that Hebron has lost 51 % of its original size due to the events of Nakba.

The population of the Governorate is now half million according to the estimates of the Palestinian Central Bureau of Statistics (2005). The population density of the Governorate is 500 individuals per km<sup>2</sup>.



The number of Palestinian communities in the Governorate is 145, the largest of which is the city of Hebron. It has a built up area of 79.8 km<sup>2</sup> (about 7.5 % of the total area of the Governorate).



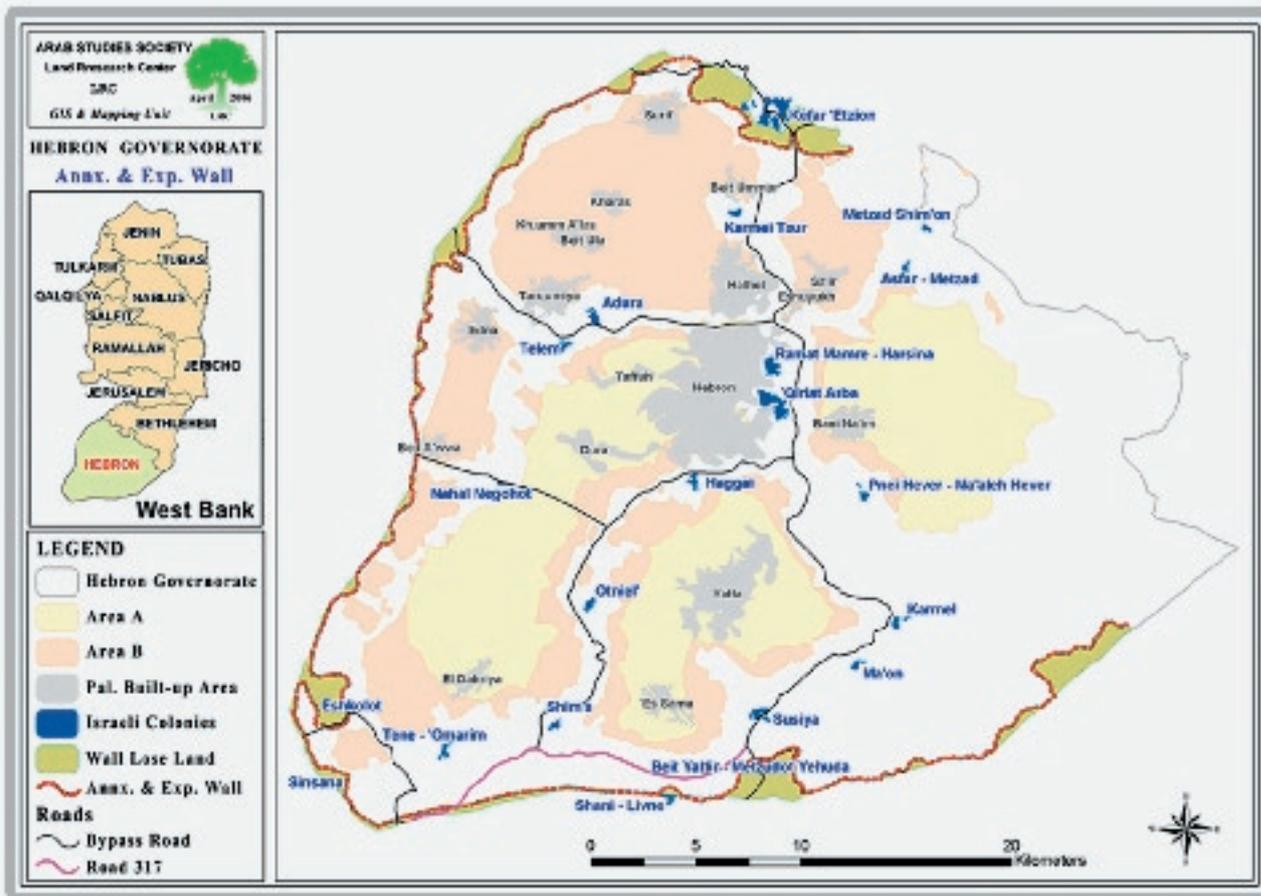
The Governorate of Hebron contains many religious, historical and archeological sites, the most important of which are: the Ibrahimi mosque, the Tel Arumaida area of ancient Hebron which started in the Bronze age – 3500 BC- the biblical site of Mamreh where Abraham pitched his tent and dug a well after his journey from Mesopotamia in 1850 BC, Al Ma'mudiay spring (probable baptismal site of Saint John the Baptist in the village of Taffuh), Saint Philip's spring in Halhul where Saint Philip baptized the Ethiopian eunuch.

## Israeli Settlements in Hebron Governorate

There are 22 Israeli settlements in Hebron Governorate with a built up area of 3.7 km<sup>2</sup> (about 0.4% of the total area of Hebron Governorate) as illustrated by the attached map. This number does not include the municipal area estimated at 39.9 km<sup>2</sup> (3.7% of the total area of Hebron district). The over all number of built up area and municipal area is 43.6 km<sup>2</sup> (4.1% of the total area of the district) –Source- Foundation for Middle East Peace, Washington- Settlement Report, June 2006.

These settlements are distributed along three nearly parallel lines, in addition to the existence of a settlement belt at the southern section of the Governorate. The settlement of Kiryat Arba and its northern neighborhood, Kharsina (Ramat Mamre), are the largest settlements in the Governorate with a total population of 7000 extremist settlers. As for the Israeli settlers' population in the Governorate of Hebron, it is estimated at 15,000.

Most of the Israeli settlements in Hebron have been established during the early eighties except for the settlement of Kiryat Arba, which was established in 1968. The rest of the settlements were established after the right wing Likud party came to power in 1977.



In addition, the Israeli settlers established 11 outposts since 1996, particularly after the former Israeli prime minister Ariel Sharon called upon settlers to occupy hilltops before “losing them to Palestinians in negotiations” in an effort to expand the existing settlements and force new facts on the ground.

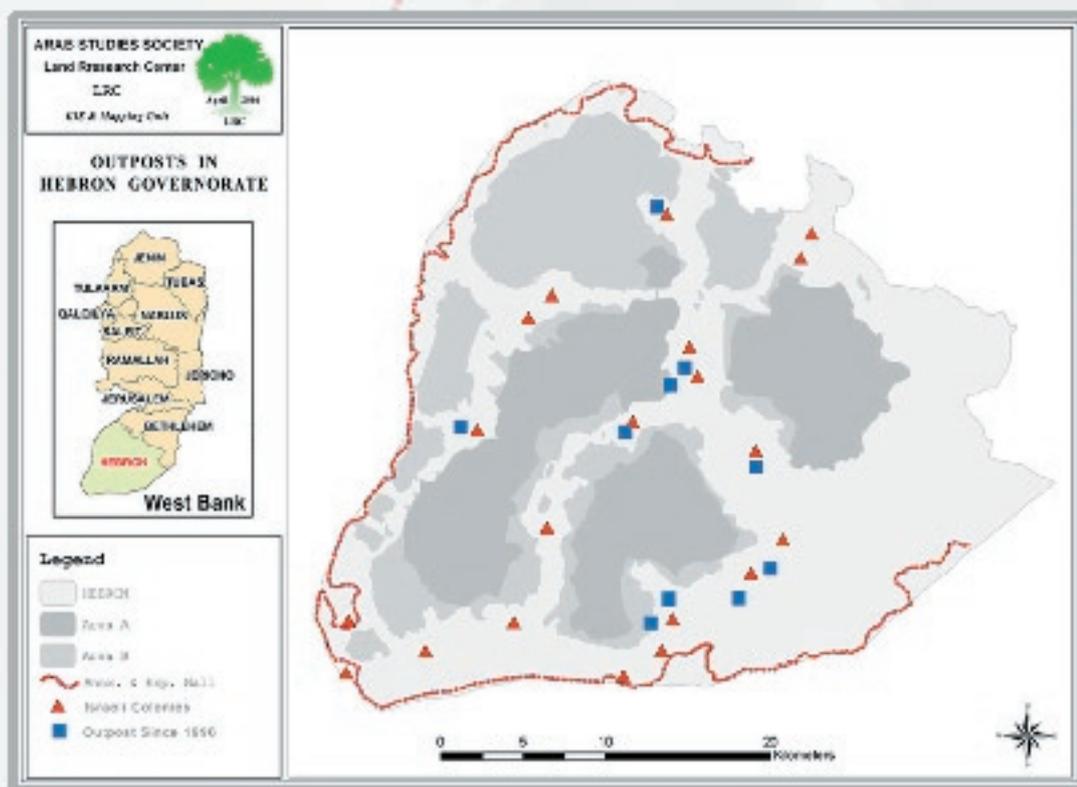


Table 1  
Israeli Settlements in Hebron Governorate

No.	Settlement	Location from Hebron City	Date of Est.	2004 Population Census	Built up area Dunums	Municipal area Dunums
1	Adora	Northwestern	1983	186	159	207
2	Asfar (Metzad)	Northeastern	1984	275	178	733
3	Metzad Shim'on	Northeastern	NA	NA	NA	NA
4	Eshkeleot	Southwestern	1982	231	133	6997
5	Ilagai	South	1984	429	233	872
6	Karne Zur	North	1984	665	160	226
7	Karmel	Southeastern	1981	319	177	1758
8	Kiryat Arba' and Kharsina (Ramar Mamre)	East	1972	6651	882	4047
9	Ma'on	Southeastern	1981	308	173	393
10	Mezadot Yehuda ( Beit Yaffir)	South	1980	425	170	2817
11	Negohut	South west	1982	135	90	90
12	Orn'eil	Southwestern	1983	692	291	631
13	Pene Hever ( Ma'ale Hever)	Southeastern	1982	377	110	359
14	Shani	South	1989	500	30	195
15	Shima	Southwestern	1985	344	212	10597
16	Suseya	Southeastern	1983	663	352	1546
17	Telem	Northwestern	1981	141	117	201
18	Tene ( Ma'ale Omirim)	Southwestern	1983	538	272	8269
19-22	4 colonial nuclei inside Hebron city: 1. Tel Ar Rumayda 2. Beit Hadasa 3. Beit Romano 4. Abraham Avino	The heart of the City of Hebron	Starting in 1968	600	NA	NA
<b>Total</b>				<b>13479</b>	<b>3739</b>	<b>39938</b>

Source: Foundation for Middle East Peace



Table 2  
Israeli Outposts in Hebron Governorate

No.	Outpost	Location from Hebron City	Date of Est.	2004 Population Census	Built up area Dunums	Municipal area Dunums
1	Ashal	Few kilometers to the north of Mezadot Yehuda south of Hebron	NA	10	NA	NA
2	Giva't Abigal	2.5 kilometers to the south of Ma'on south of Hebron	NA	5	NA	NA
3	Hazon David	East (close to Kiryat Arba')		NA	NA	NA
4	Haga south	South		NA	NA	NA
5	Karme Zur South	300 m to the south west of Karme Zur settlement	NA	NA	NA	NA
6	Ma'on Farm	1.0 kilometers to the east of Ma'on south of Hebron	NA	5	NA	NA
7	Har Mamh	Southern tip of the City of Hebron	NA	NA	NA	NA
8	Mitzpe Lackish	west	NA	NA	NA	NA
9	Pene Hever south	South west of Pene Hever	2006	NA	NA	NA
10	Sansana	Southwestern	NA	NA	NA	NA
11	Yatir south	West of Mezadot Yehuda south of Hebron	NA	NA	NA	NA

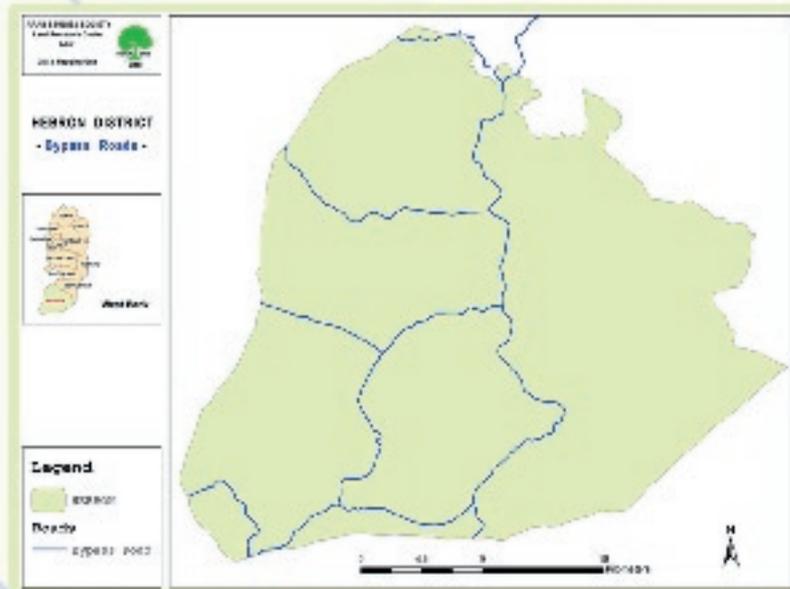
\*Data for outposts are not Available

Source: Foundation for Middle East Peace



## By-Pass Roads

The by-pass is a term that started with the signing of the Declaration of Principles in 1993 to identify roads used by Israeli settlers to bypass Palestinian communities. The bypass roads network in crisscross 150 Kilometers in Hebron Governorate, thus dividing it into six separate entities as illustrated in the attached map.



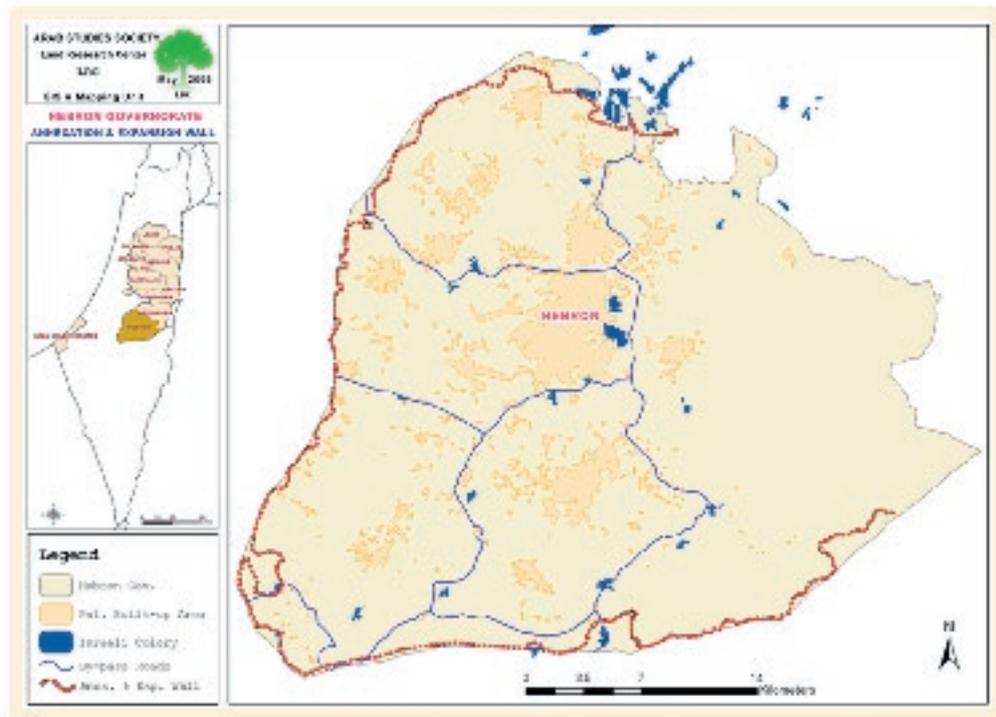
As the entire bypass roads in the West Bank, the bypass roads system in Hebron governorate has 150 meters on each side of the road identified as security buffer zone, which the Palestinians are not allowed to use. This restriction on land use along with area used to construct the bypass roads has costs the Palestinian in Hebron to loss an additional 36 km<sup>2</sup> (about 3.3 % of the total area of Hebron Governorate).

## The Segregation Wall in Hebron Governorate

The Segregation Wall in Hebron governorate has the total length of 125.5 Km (excluding parts of the eastern Wall route). The existing Wall route starts at Gush Etzion settlement bloc and ends in Hazalin Bedouin area in the eastern slopes of Hebron district. About 109 km of the Wall have been semi finished, except for 16 km extending from Gush Etzion settlements bloc until Al Jaba'a village; it remains in planning phase.

The total land area devastated under the path of the Segregation Wall is estimated at 12.5 km<sup>2</sup> (1.1% of the total area of Hebron governorate), while the total land area isolated behind the Wall is estimated at 41.4 km<sup>2</sup> (3.9% of the total area of Hebron governorate). The over all area of land devastated or isolated behind the Segregation Wall is 53.9 km<sup>2</sup> (5% of the total area of Hebron district).

According to the latest update plan for the Segregation wall; published by the Israeli Army on April 30, 2006, Al Jaba'a village (population 1000+) at the northwestern corner of Hebron district became isolated behind the Segregation Wall within the Gush Etzion settlements bloc.



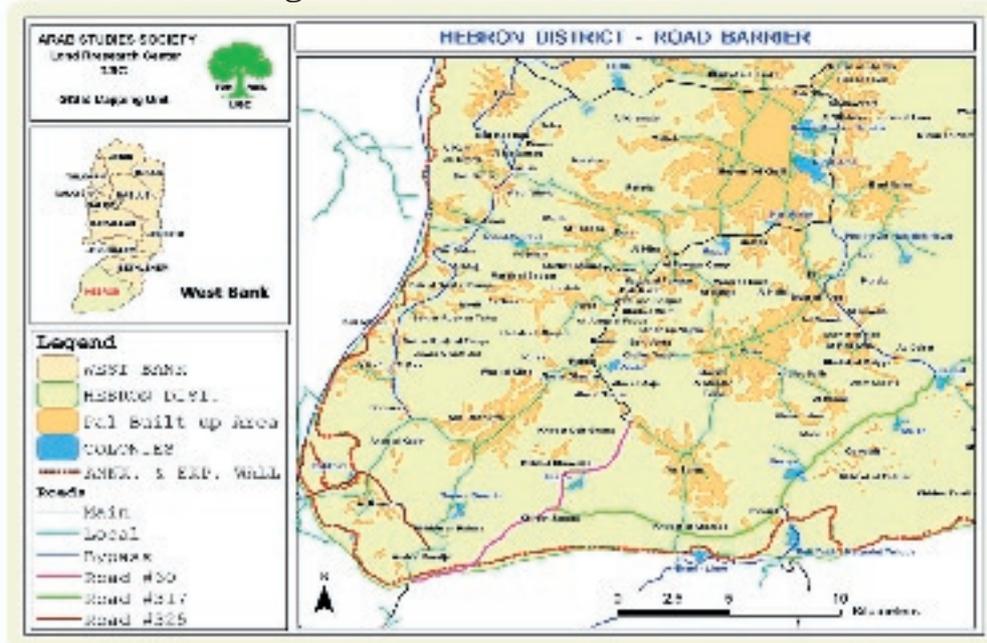
### The Segregation Wall effects on Hebron Governorate

1. One of the main goals of the Segregation Wall in the Governorate of Hebron is to include as many Israeli settlements west of the Segregation Wall through the establishment of isolated “geographical pockets”. There will be two pockets emerging from the southern part of Hebron, the first one starts off from Shima settlement southwest of Palestinian Yatta town, it then moves north to include Otniel and Hagai settlements. The other pocket starts out at Susiya settlement southeast of Yatta and moves to the north including several Israeli settlements (Ma’on, Karmel, Ma’ale Havar (PeneHever)) where it meets with the southwest pocket and continues north to include Kiryat Arba, Kharsina and the four settlement spots inside the old city of Hebron. Overall, some 30 Israeli settlements and outposts, mostly in the west and south of the governorate, are expected to be behind the Segregation Wall once it is completed.
2. Besieging and isolating the Governorate of Hebron from other West Bank Governorates.
3. Cutting off the center from periphery, that is, separating between Palestinian countryside and the main urban centers where social and public services are located.
4. Cut off lands from Hebron governorate set for future natural expansion and development.
5. Coerce Palestinians living in close proximity of the Segregation Wall to evict their homes and deny those who own lands near the Wall to utilize, thus affecting their sources of income and leads to an increased unemployment and major damage to the Palestinian national economy especially that it depends largely on agriculture and livestock.
6. The Wall’s route maintains Israeli control over Palestinian natural resources, such as water, gas, natural stones and queries, etc. In this regard, a number of wells and springs will be separated behind the Wall.
7. Depriving Palestinian work force from reaching their workplaces inside Israel, and hence, increasing the levels of unemployment and poverty within Palestinian society.

## Additional Wall

In October 2003, the Israeli army published plans for the route of the Segregation Wall, which kept the belt of Israeli settlements south Hebron on the southern side of the fence, served by roads 60 and 317, safely connecting them to Israel. Accordingly, the Wall would trap Palestinian communities living between the Wall and the Green Line in an area of 170,000 Dunums, (16+ % of Hebron Governorate area).

In December 2005, the Israeli Occupation Army (IOA) issued three military orders to confiscate lands in order to establish a parallel side road alongside bypass roads 317, 60 and 325, which run from the settlements of Karmel to Tene in south. The new security measure would involve the construction of a continuous barrier of concrete running along the northern side of the bypass roads (317, 60 and 325). Built within three to four meters of the edge of the road, the barrier will be 80cm to 1m high to prevent vehicles from crossing onto the main road.



The route of the “road barrier” roughly follows the same direction of the 2003 plan for the Wall but it also represents the most recent of the long list of closures cumulatively applied to roads 317, 60 and 325 to prevent Palestinians from accessing the roads. The new security measure will entrench further the disconnection already evident on the ground, possibly leading to complete isolation and the likelihood of displacement and loss of land.

These restrictions aim to benefit and secure the movement of Israeli settlers residing in that area, allowing them to move safely between settlements and further on to Israel. Roads 317 and 60 break up the transportation contiguity between Palestinian controlled areas (“area A”, under Oslo II agreement), and force Palestinians onto internal secondary roads, which further fragment the territorial contiguity of the Governorate. The result is particularly dramatic in south Hebron where communities do not have the option of moving on internal secondary roads and have to cross-bypass roads to access services and markets.

According to LRC estimates, the new “road barrier” will directly affect access to nearly 80,000 Dunums (7.5 % of the total area of the Governorate) mostly of which are agricultural and grazing land: 22 communities including Ar Ramadmin and Arab Al Fureijat in the most south western corner of the West Bank with a population of more than 8000 Palestinians will be enclosed between the road barrier and the Wall being

constructed along the Green Line. The numbers grow during the spring and summer, when seasonal migration increases population figures by one third

**Table 3**

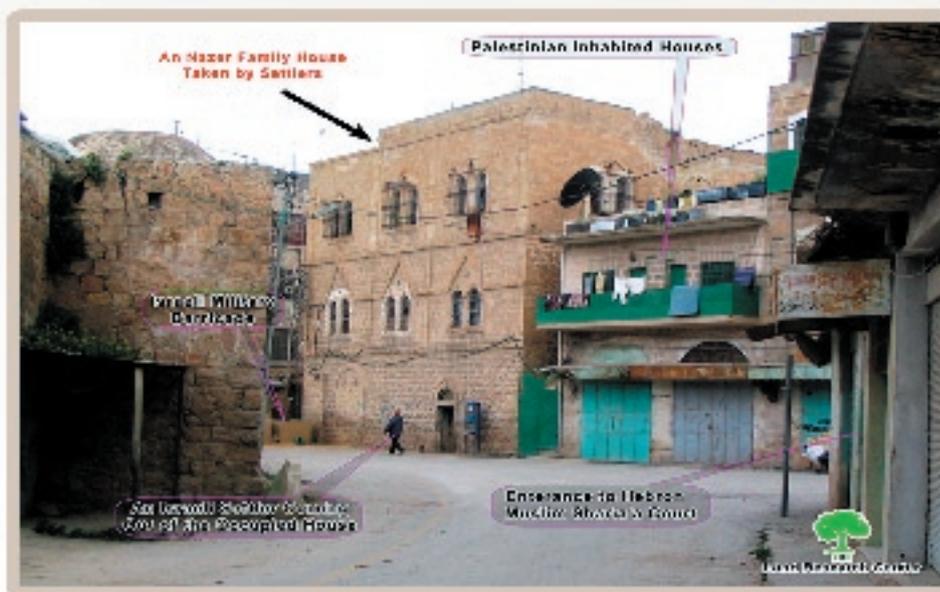
<b>Land Area under Israeli control in Hebron Governorate</b>	
<b>Item</b>	<b>Area/ % of Governorate</b>
Settlements	43.6 km <sup>2</sup> (4.1%)
Military camps (not including the security buffer zone)	0.2 km <sup>2</sup> (0.02%)
Bypass roads	36 km <sup>2</sup> (3.3%)
Segregation Wall	53.9 km <sup>2</sup> (5%)
The additional Wall (road barrier on roads 317, 60, 325)	80 km <sup>2</sup> (7.5%)
<b>Total Land Area:</b>	<b>213.7 km<sup>2</sup> (19.9%)</b>

Source: Fieldwork by Land Research Center

## Life inside Hebron's Old City ( H2 )

In January 1997, Israel and the Palestinian Liberation Organization (PLO) signed the Hebron protocol, which divided the city into Hebron 1 and 2. Hebron 2 covers approximately 20 % of the municipal territory. It comprises the entire Old market (Al-Suq) and areas adjacent to the Israeli settlements. The total population of H2 is 35,000 Palestinians. The Protocol authorizes security and civil administration in Hebron 2 to the Israeli occupation. In Hebron 1, the Palestinian authority was given full security and civil administration. In April 2002, the Israeli Army re-occupied all of Hebron again.

Hebron, is the second occupied Palestinian city after Jerusalem with the most embedded Israeli neighborhoods inside its urban area, with more than 600 settlers living in four settlements (Avraham Avino (Old Market), Beit Rumano (Usama Ben Al Mungiz School), Beit Hadassah (Daboiya) and Ramat Yasha (Tel Rumaida). More than 1500 Israeli soldiers and security men protect the Israeli settlers in Hebron city. Last April, the Israeli settlers occupied a 3 level residential building in Hebron's old city owned by An-Nazer family, located close to Abraham Avino settlement in the old vegetable market area in the heart of the old city. On May 7, the Israeli army evacuated the settlers from the building, but the keys to the building are still with the army under the pretext of farther "legal" discussion. On the other hand, there are two larger settlements whose population exceeds 7000 sit on the hills overlooking the Hebron's eastern quarters- Kiriayt Arab' and Givat Kharsina.



## Movement Restriction In Hebron 2

H2 section of Hebron city is surrounded with checkpoints, roadblocks and military barriers cutting roads leading to other parts of the city in Hebron 1 and even to other parts of Hebron 2 such as the only industrial zone known as “Al Fahs” area. Farmers from around the city has no access to the city’s old markets, including the vegetable market, gold market, yogurt market, leather market and others which have been under closure since the beginning of the current Intifada.

As of April 2006 some 82 different kinds of closures block Hebron 2 area, particularly the old city and Al-Suq area. Many of these blocks are on the road of the Old market (Al- Suq) area, Al Shohada street and on the “prayers’ road” which was built for exclusive Jewish use from Kiriayt Arba’ to Ibrahimi mosque.



Restrictions on Palestinians’ movement were imposed on all roads that run near settlements. Students from Cordoba school in Al Shohada street cannot use the main road; even though it was rehabilitated by foreign donors provided that it is used by both Palestinians and Israelis, which the Israelis did not agree to and now they make the Palestinian students detour around the southern side of the school across the fields to avoid crossing the path of settlers along Al Shohada street (see map above).

Out of the aforementioned closures, there are 14 checkpoints preventing Palestinians from driving or walking inside Hebron 2. Palestinians who live within the H2 area are required to register with the Israeli army to reach their homes. For instance, in the area of Wadi Al Gruz, a Palestinian quarter between the settlements of Kiriayat Arba’ and Givat Kharsina, earth mounds, roadblocks and gates has isolated the residents from the rest of the city.

## Inner walls and fences

Construction works on the Segregation Wall have been completed in Wadi Al Gruz, Ein Bani Salim and Al Buweira areas located in between and around the two settlements of Kiriayt Arba' and Givat Kharsina. Hundreds of Dunums of fertile vineyard, peach and apple groves were destroyed to build the Segregation Wall; more were seized behind it for future expansion of the two settlements. The construction of the Wall on Palestinian agricultural lands in these areas meant that Palestinian farmers have either completely lost their lands or are required to pass through gates after they obtain approval from the Israeli army and security to reach their lands. The most recent military order was issued last in July 2006 declaring the plan to construct a 6 km long road around the settlement of Kiriayt Arba' and to enlarge the "security " buffer zone around the settlement.



The Wall passes few meters in front of Palestinian houses near the settlement of Kharsina in Ein Bani Salim

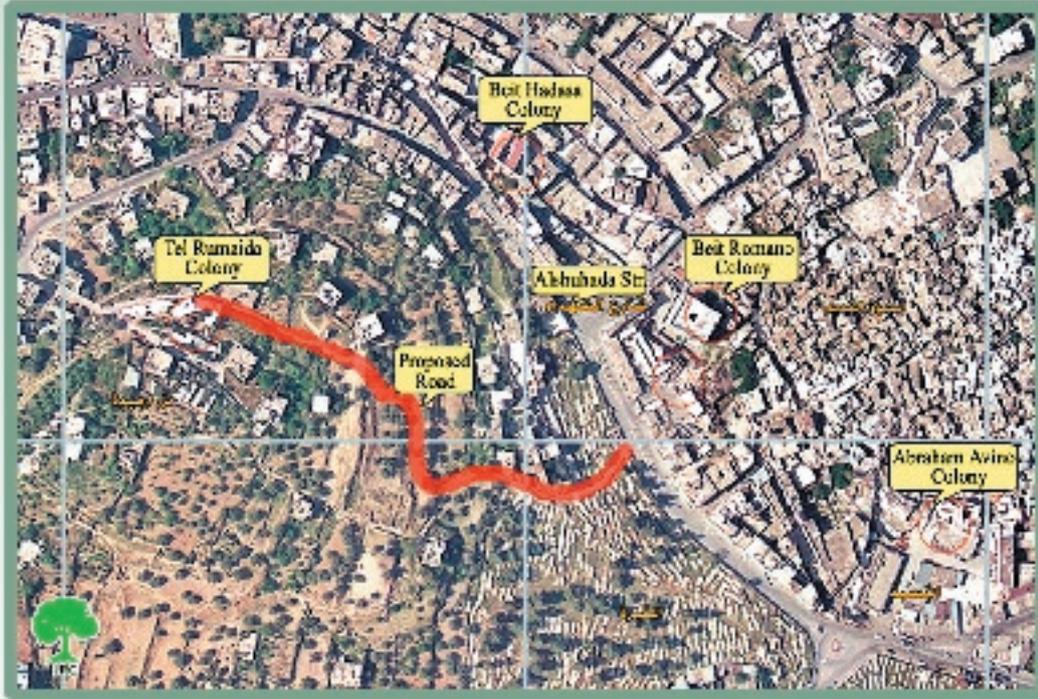
### More roads for Israeli Settlers

In addition, "security" roads were constructed to link the settlements of Kiriayt Arba' and Givat Kharsina to the Israeli settlements inside the old city of Hebron. One of these roads was already established in August 2004, on the eastern side of the Ibrahimi Mosque; it is called the "prayers road" and the Israeli Army demolished 11 Palestinian houses dating back to the Ottoman and Mamluk periods to build that road.



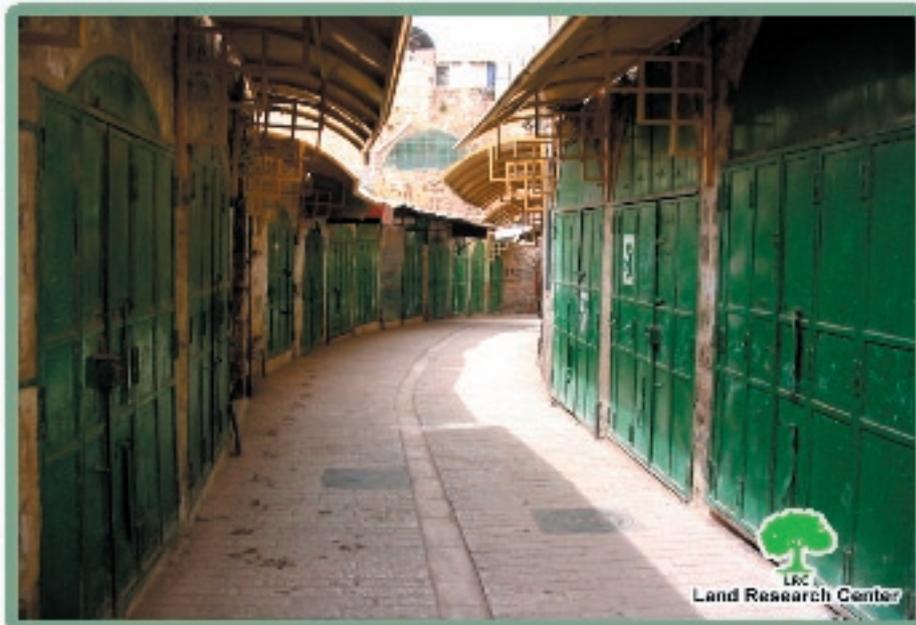
Jaber quarter- old houses and stores destroyed to open the road

There are additional plans to build another road from the settlements of Ramat Yashai (Tel Rumaida) to the Ibrahimi mosque cutting through Hebron’s Islamic cemetery.



### Impact of Israeli Closure on commercial activities

The Israeli measures during the second Intifada (military orders, prolonged curfews) particularly during 2001 and 2002, next to Israeli settlers’ violence have caused to cripple the Old market (Al-Suq) of trade. Shopkeepers resort to back-to-back system of transportation (moving goods from one vehicle to another) at the gates to bring in goods. The wholesale and vegetable markets were relocated from H2 to H1. According to the Palestinian Ministry of National Economy there were 1610 shops licensed in H2 before September 2000. Currently, more than 1000 shops are closed, one third of which by military orders. According to Hebron Rehabilitation Committee, of the 650 shops and storage places still located in the Old Suq, only 10% are still functioning to this time.

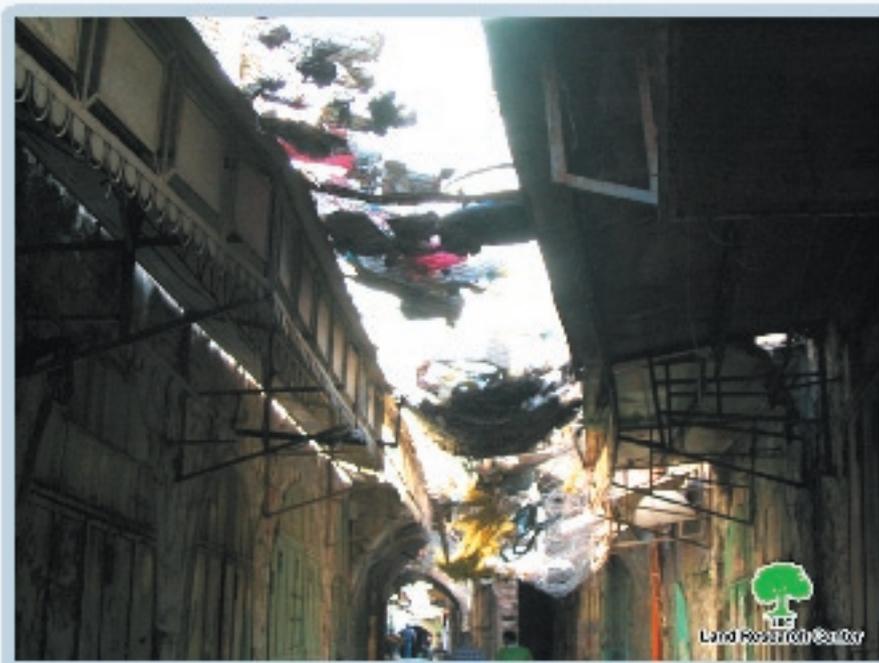


Closed commercial stores inside Hebron’s old Suq

The aforementioned conditions have increased poverty in H2. According to a survey conducted by the Ministry of National Economy (2005), the average income per household in H2 area is about NIS 700 per month, which is well below the poverty line. The International Committee of the Red Cross initiated a monthly distribution of food packages in 2002 to almost 2500 households in H2 that includes all of the Old market (Al- Suq) residents.

### Settler's violence

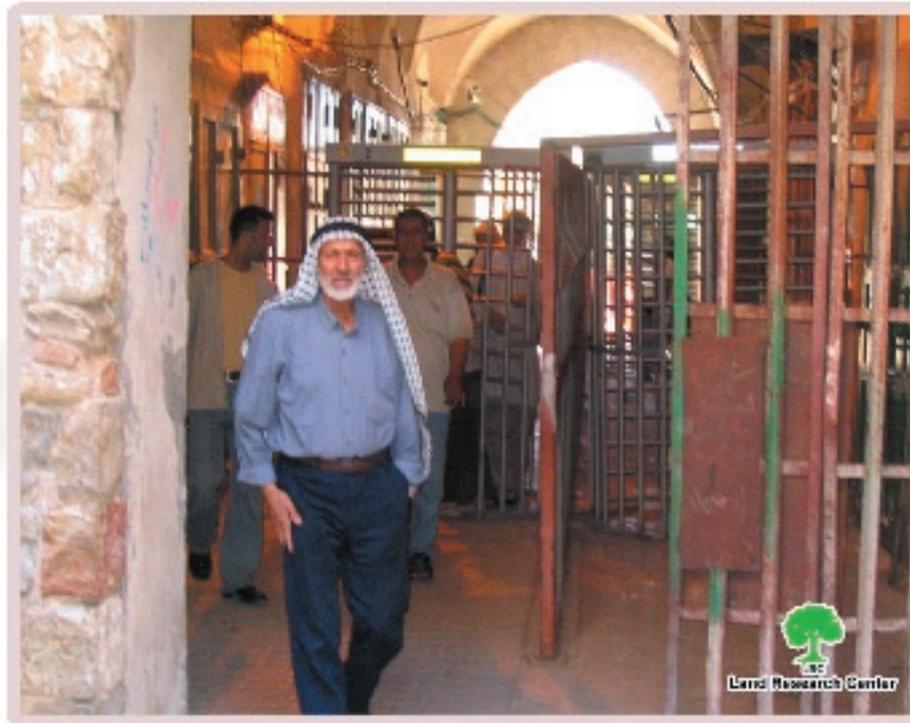
Israeli settlers continue their daily violent attacks against residents and properties inside the old city and in Wadi An Nasarah quarter that set in close proximity to Kiriayt Arba' settlement. These continuous attacks aim to dismiss Palestinian families out of the area, particularly those living in the Old market (Al-Suq) and near the settlements. barbwires has been erected above the sections of the Old market (Al-Suq) running under Avraham Avino settlement and above the Old Shalala street running under Beit Hadasah (Daboyia) settlement from where settlers throw garbage, stones and empty bottles at the heads of pedestrians and store keepers in an act of continuous humiliation of human beings and to discourage movement below.



one of the alleyways in Al Qasab Suq provided with metal netting

### Humanitarian effects of closure and violence

In the religious field, prayers have to pass through a series of iron metal detector gates to enter the Ibrahimi mosque. This long process could take up to half an hour to reach the mosque. Prayers have to stand in lines in front of the gates and wait for permission from soldiers to enter into the gates for checking one by one. Some times, people are stuck inside the rolling gate waiting for the soldier to press a button to allow access. This humiliating process only leads to an increase in the level of anger and tension amongst Palestinian prayers and residents of the area. In certain Jewish anniversaries and religious feasts, Al-mu'azin of the Ibrahimi Mosque (one who calls for prayer) is prohibited from performing his task. Some times, this ban could last for many days and nights.



Gates leading to the Ibrahimi mosque

On the other hand, the Israeli occupation authorities stopped the Hebron rehabilitation Committee from doing any renovation and rehabilitation works inside the Ibrahimi mosque for no reason.

In the educational field, school attendance and pupils' performance are dropping in schools close to settlements. For example, attendance in the three schools closest to settlements – Al Ibrahimiyye, Cordoba and Al Fayhaa schools- has dropped to almost 50 % since September 2000 because the children cannot access their schools safely.

Table 4

Attendances in schools close to settlements

School/year	99/00	00/01	01/02	02/03	03/04	04/05
Cordoba	191	196	148	139	85	88
Al Fayhaa	327	335	269	253	207	222
Al Ibrahimiyye	532	539	428	401	309	352

Source: Education Department – Hebron

The department of education's records for 2005 Tawjihi exams show students in H2 far well below the average for the city, with the schools in the old city – Tariq Ibn Ziad and Abdul Khaliq – ranking 40 and 41 out of a total of 43 schools in Hebron city.

**In the health sector**, restrictions on movement imposed on various parts of H2 mean that medical evacuations are either delayed or denied. Ambulances cannot reach H2 or the eastern side of Hebron. The Palestine Red Crescent Society estimates that an additional 7 to 17 minutes is needed to reach a hospital due to Israeli closures and restrictions on movement in the old city. Even, when coordination with the Israeli army is necessary (usually to pass through a checkpoint) it takes a patient an average of 47 minutes to get to a hospital.

The unreliability of emergency medical care for H2 area has compelled sick people and pregnant women to leave their houses and move close in H1 area to be closer to hospitals, they either rent a closer house or live with relatives.

Fire trucks located in H1 area also faces delays when they are called to H2 area; as they are held on checkpoints for approximately 15 minutes (at least), until approval to let them inside H2 area comes through. Between September 2000 and January 2004, the fire brigades responded to 120 calls from H2, 38 calls of which, the fire trucks had to wait for more than one hour before reaching their destination.





For more information please visit the following websites

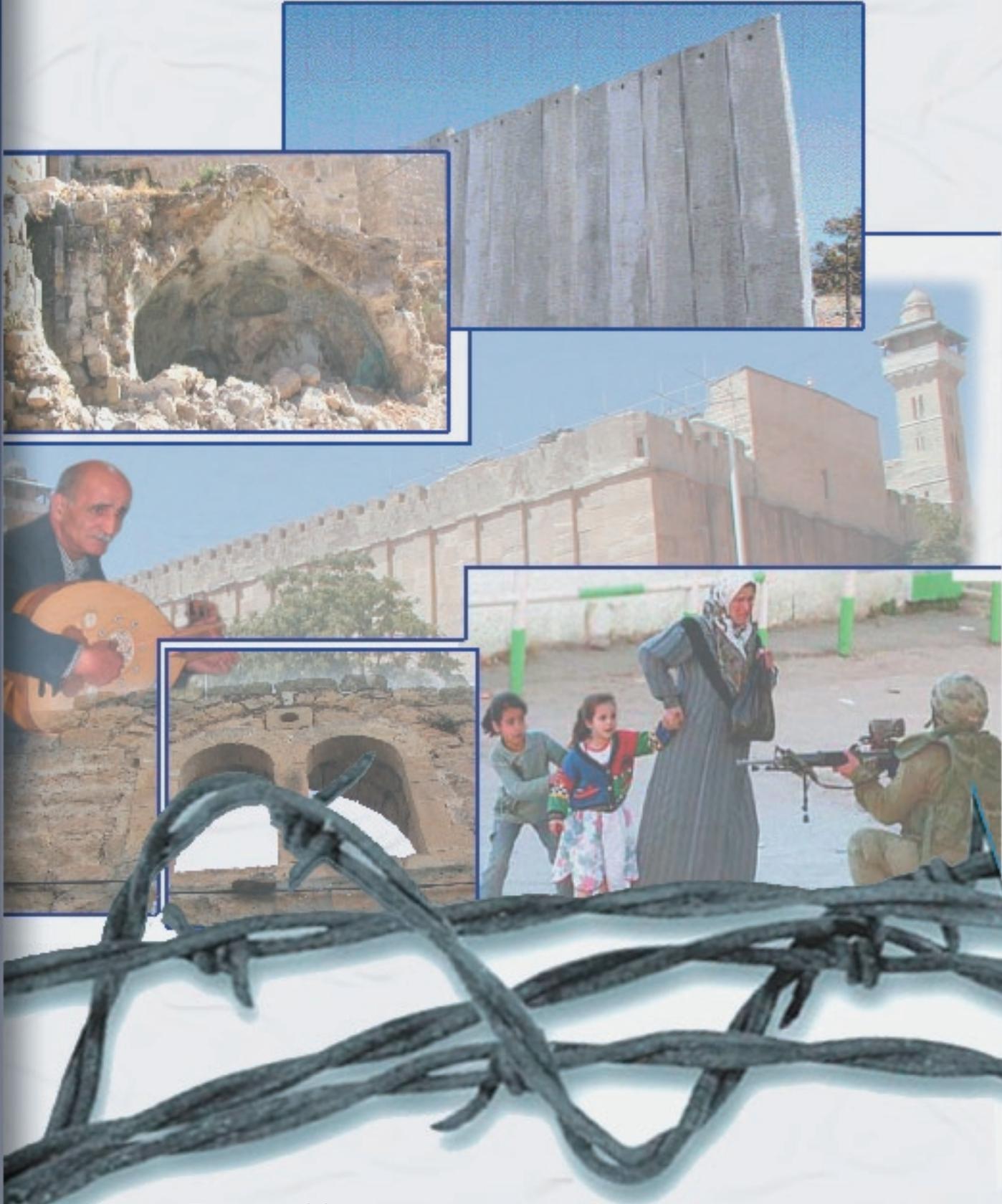
<http://www.lrcj.org>  
<http://www.poica.org>  
<http://www.arij.org>

This fact sheet was prepared as part of the project entitled Monitoring Israeli Settlements Activities in the Palestinian Territory, which is financially supported by the EU & SDE. However, the content of the report is the sole responsibility of ARIJ & LRC and in no way reflects those of the donors.



# Geopolitical Status in Hebron Governorate

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Prepared by  
The Research and GIS Unit at the  
Land Research Center - LRC (Jerusalem)

December 2006