



ARIJ Daily Report

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Israeli Violations' Activities in the oPt

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The daily report highlights the violations behind Israeli home demolitions and demolition threats in the occupied Palestinian territory, the confiscation and razing of lands, the uprooting and destruction of fruit trees, the expansion of settlements and erection of outposts, the brutality of the Israeli Occupation Army, the Israeli settlers violence against Palestinian civilians and properties, the erection of checkpoints, the construction of the Israeli segregation wall and the issuance of military orders for the various Israeli purposes.

The Violations are based on reports provided by field workers and/or news sources.

The text is not quoted directly from the sources but is edited for clarity.

The daily report does not necessarily reflect ARIJ's opinion.

Israeli Arrests

- Israeli occupation Army (IOA) raided the town of Beit Ummar in the southern occupied West Bank of Hebron and detained 25-year-old Alaa Issa Safi al-Salibi and 24-year-old Muhammad Ali Ayyad Awwad in their homes. The IOA also searched the homes of Omar Izriq Abu Ayyash, Hussein Mustafa Abu Maria, and Nasser Abd al-Hamis Abu Maria during the raid. (Maannews 28 May 2017)

- Israeli occupation Army (IOA) raided the town of Betunia north of Ramallah city and detained ex-prisoner Ahmed Nouh Hreish from his family home. (PALINFO 28 May 2017)
- Clashes burst out after the Israeli Occupation Army (IOA) rolled into Jenin refugee camp, in the northern West Bank, and kidnapped the Palestinian young man Salam Sa'abna as he passed through a makeshift checkpoint pitched near the main entrance to Arraba town, south of Jenin. (PALINFO 28 May 2017)
- In Jenin area, the Israeli Occupation Army (IOA) arrested a Palestinian from the village of Fahma, south of Jenin, at a flying checkpoint near the village. (Wafa 28 May 2017)

Israeli Settler Violence

- A number of Israeli settlers from Yitzhar, which is located just a few hundred meters south of Madama, assaulted Mamoun Amin Nassar from the village of Madam in Nablus Governorate and pelted him with stones. (Maannews 28 May 2017)
- 127 Israeli settlers stormed Al Aqsa Mosque from Al Magharbeh Gate escorted by the Israeli Occupation Army (IOA) and carried out provocative tours in the courtyard. (SAFA 28 May 2017)

Confiscation & Razing of lands

- Hundreds of Israeli housing units have been built to expand Bruchin settlement which is established over lands of the Palestinian village of Bruqin, west of Salfit. The expansion works have been going on in 25 settlements established over 18 locations in Salfit province. Maali pointed out that the Israeli government had previously announced the establishment of hundreds of new settlement units in Brokhin settlement. The construction of the new housing units has taken place on Palestinian agricultural lands in the village. (PALINFO 28 May 2017)

Expansion of settlements

- Israeli companies recently started to market and build hundreds of housing units in illegal settlements in Occupied Jerusalem, while the Israeli municipal authority approved a plan to build underground roads northeast of the holy city. According to Kol Ha'ir newspaper, 113 housing units have been marketed in Gilo settlement, southeast of Jerusalem. Another 41 housing units of the Habark project in Pisgat Ze'ev settlement have also been marketed and sold by an Israeli

company, which embarked on carrying out the second phase of the project (about 56 housing units). Meanwhile, another company called Euro-Israel recently marketed 122 housing units in Pisgat Ze'ev. The same company already built and sold 24 apartments in Pisgat Ze'ev and is now carrying out two projects to construct a total of 200 housing units in Har Homa and Neve Yaakov settlements, east of Jerusalem. In another development, Kol Ha'ir said that the Jerusalem district planning and building committee chaired by Meir Turgeman, who also serves as deputy head of the Israeli municipality in the holy city, approved a major project to build traffic tunnels at the junction of the French Hill settlement, northeast of Jerusalem. (PALINFO 28 May 2017)

Other

- Israel's Cabinet held its weekly meeting in the Western Wall tunnels to mark the 50th anniversary of the reunification of Jerusalem. "In this place King Solomon built the First Temple. In this place, the Babylonian exile built the Second Temple and after the destruction of the Second Temple, this place was the focal point of the longing of our people for generations," Prime Minister Benjamin Netanyahu said Sunday at the start of the meeting. "Thousands of years passed, the people of Israel returned to their land, established their state and built their united capital." During the meeting, the Cabinet approved a plan to build an elevator from Jerusalem's Jewish Quarter to the Western Wall that would allow more accessibility for handicapped people to the holy site. The Cabinet also approved the construction of a cable car to the Dung Gate near the Western Wall in the Old City from the center of the city. The elevator and a pedestrian tunnel at its foot is estimated to cost \$14 million. The Cabinet also approved a five-year budget to develop the area around the Old City and to improve health, culture, welfare and education services in the city of Jerusalem, including eastern Jerusalem. The Ruderman Family Foundation praised the Cabinet decision to build the elevator and make the Western Wall more accessible to people with disabilities. "The Government of Israel made the right decision today to make Judaism's holiest site, the Western Wall, accessible to people with disabilities by voting to build an elevator and passageway," said Jay Ruderman, president of the Ruderman Family Foundation, in a statement. "For far too long, these ever-important sites were not completely accessible for people with disabilities, who account for twenty percent of the population. This decision will now ensure freedom to worship for all." Tourism Minister Yariv Levin praised the approval of the cable car, which he

said would make the Western Wall more accessible to the 130,000 visitors to the site each week. The cable car, which will be operational by 2021, will be able to serve up to 3,000 people per hour. “The future cable car will change the face of Jerusalem, allow easy and convenient access for tourists and visitors to the Western Wall and will serve as an exceptional tourist attraction. There is no more appropriate and exciting time than this – 50 years since the reunification of Jerusalem – to launch this revolutionary project,” he said in a statement. ([JTA](#), [IPOST](#) 28 May 2017)

- The Israeli government approved the “Western Wall Elevator” project. The decision comes after 13 years of declarations which did not lead to an actual decision on the matter. The approved project calls for immediate action, and all required permits have already been granted. Within the framework of [the program](#), estimated to cost around 50 million shekels, a special elevator and underground passageways are to be built which will give people with physical disabilities easier access to the Western Wall plaza from the Jewish Quarter of Jerusalem’s Old City. According to the program, the elevator will start in the Jewish Quarter and descend 85 feet to the Western Wall plaza. In addition, a pedestrian tunnel over 200 feet long will stretch from the exit of the elevator to the security checkpoint at the Western Wall plaza. According to Housing Minister Yoav Galant, “Jewish ethics begins at the Western Wall, the heart of the Jewish people. For every year that Jerusalem has been liberated, Israel is investing one million shekels. 50 years - 50 million. Last week, President Trump made clear the unbreakable bond between the Jewish people and the Western Wall. The government of Israel said today clearly: The eyes of the Jewish people looked to Jerusalem and the Western Wall for 2,000 years of exile. Now, the state of Israel is not only declaring the connection between the Western Wall and the Jewish people, but is also investing resources in this [connection].” ([INN](#), [BS](#), [TimesofIsrael](#) 28 May 2017)
- The Israeli government approved Sunday a plan to reduce environmental hazards in Jerusalem and make greater efforts in garbage disposal and infrastructure rehabilitation in east Jerusalem neighborhoods. The Ministry of Environmental Protection stated that NIS 177 million will be allocated to treating garbage and sewage hazards in the eastern part of the city, as well as for education on environmental responsibility. NIS 24 million will also be allocated towards reducing air pollution caused by cars in the city. ([Ynetnews](#) 28 May 2017)

- It's been 30 years since the Tower of David Museum opened its doors as an ancient portal to Jerusalem's Old City. Now the historic citadel is in the final throes of planning a \$30 million renovation, intended to be completed in five years. The goal of the renovation is to create a more seamless transition from east to west, leading from the new city of Jerusalem into the Old City, directly into the museum that is situated just inside Jaffa Gate, one of the major entries into the historic site. "We've been thinking about what is the task of the museum," said Eilat Lieber, the museum director. "It will always be a monumental site of the Old City, a symbol. But as an institution, we have to think about what we want for future generations. We're a pathway from west to east, and we want it to be a smoother transition." The upgrade will change the flow into the museum, with a new entrance complex from the western side of the citadel, now used as the exit from the museum, and connected to the outdoor Mamilla mall through the ancient Byzantine bathhouses under Jaffa Gate. The excavations were carried out 20 years ago, and show the timeline of Jerusalem from a wall from the period of King Hezekiah during the First Temple period (800 BCE), the foundations of King Herod's palace and water system from 2,000 years ago, Crusader-era pools and the Ottoman city walls of Jerusalem through modern times. The entire excavation has been neglected until now, said Lieber, who has been the director at the Tower of David for nearly five years. When the Tower of David Museum opened 30 years ago, the Western Wall Tunnels and the City of David archaeological site weren't open yet, pointed out Lieber. The task of the museum has changed, she said, as well as its role as a "monumental site" of the Old City. "Jerusalem has changed," said Lieber. "What's the right message when considering the history of Jerusalem?" The renewal project is expected to double the area of the museum from 7,895 square meters to 15,000 square meters with the permanent exhibition area doubling to almost 4,000 square meters. With the renovation, the museum will also gain a glassed-in entrance with a ticket office and coatroom, a cafe and public bathrooms. "It's been disorienting until now," said Lieber. "You go from Mamilla to Jaffa Gate, and there's the shuk and juice vendors and hummus. It's hard to know where to go. We wanted better bathrooms and a better welcome for tourists." The \$30 million project is being financed primarily by the Clore Foundation, which will be giving 60% of the funding, said Lieber, with the rest from the government, Tourism Ministry and Jerusalem Foundation. The renovated museum is slated to open in 2022, but will remain open throughout the process. ([Times of Israel](#) 28 May 2017)
- Israeli Cabinet ministers approved a plan to construct a cable car from the new city of Jerusalem to the Western Wall, which will allow more

accessibility to the holy site, as part of a series of measures aimed at strengthening facilities in capital. The cable car, to run from the city's First Station complex to the Old City's Dung Gate — the main entrance to the Western Wall — aims to ease traffic in and around the maze of narrow streets in the ancient part of Jerusalem by whizzing visitors across the 1.4 km route (just under a mile) as the crow flies, in just 3.5 minutes. The cabinet approved the first phase of the joint project between the Tourism Ministry and Jerusalem Development Authority. The Tourism Ministry will cover the initial budget of NIS 15 million (\$4.2 million) with the total cost of the project estimated at about NIS 200 million (\$56 million). The project, the brainchild of the Jerusalem City Council and its mayor, Nir Barkat, has stoked controversy because the route passes over parts of East Jerusalem. Two years ago, the France-based utility giant Suez Environment said that, because of political sensitivities, it had decided not to take part in the project. Much of the international community does not recognize Israel's claim to East Jerusalem, which it captured in the 1967 Six Day War, before annexing it. Also, anything to do with the Judaism's holiest site, the Temple Mount, which today houses the Dome of the Rock and Al-Aqsa Mosque, risks fueling tensions in the region. The future cable car will change the face of Jerusalem, allow easy and convenient access for tourists and visitors to the Western Wall, and serve as an exceptional tourist attraction," Tourism Minister Yariv Levin said. "There is no more appropriate and exciting time than this — 50 years since the reunification of Jerusalem — to launch this revolutionary project." The cable car will be designed to serve about 3,000 visitors an hour in each direction and will travel at speeds of up to 21 kilometers an hour (13 miles per hour). The plan is for the cable car to begin operating in 2021. Access to the Western Wall is currently via narrow, winding and very crowded routes. The cable car is intended to provide easy, quick and convenient access for approximately 130,000 visitors who come to the site each week. ([Times of Israel](#) 28 May 2017)

- After repeated delays, the state finally responded Sunday to the request for an interim injunction filed by Regavim against the illegal construction carried out by the UN at the Government House in the Armon Hanatziv neighborhood. The state admitted for the first time that the extensive construction activity there, including works to preserve the historic buildings in the compound, as well as the construction of additional illegal structures in the compound, were carried out without permits. "The planning and building laws of the State of Israel apply to the compound and to the works that are the object of the petition, and the UN is expected to act in accordance with the principles of the relevant planning and building laws." In a petition

submitted by the Regavim movement to the Jerusalem District Court two months ago, it was revealed that the United Nations had committed a large number of building offenses during the past year, in a site registered in the Land Registry in the name of the State of Israel. The state expressed its opposition to issuing an interim injunction prohibiting continued construction of the compound, since the UN enjoys immunity from prosecution and legal action against it. The State noted that "if there are differences between the State of Israel and the United Nations on this issue, they should be brought to a solution through diplomatic channels" and detailed the contacts held by the Foreign Ministry over the past few weeks with relevant UN officials in Israel and New York. The government's intention was to establish a ministerial team to examine the government's policy on the issue, and at the same time examine the possibility of using appropriate tools in addition to the construction being carried out in the area, including measures against Israeli entities involved in the construction work. In this context, the State announced that it did not object to Regavim's request to include the Israeli construction companies involved in the illegal construction activity as respondents to the petition. "In addition to all this, the State is working through the diplomatic channels with the aim of resolving the issue of construction in all its aspects, including setting an outline with the UN regarding existing construction and future construction, as far as the UN will do. This dialogue is in favor of regulating the issue." Regavim responded to the state's position by stating that violations of the law must be dealt with without delay. "Illegal work must be stopped immediately, even by means of an order against the Israeli companies that are actually carrying out the building violations while the law is in place," said attorney Avi Segal of the Regavim movement. "The claim that the UN has absolute immunity that allows it to build as much as it likes in the assets of the State of Israel and in violation of the building laws is unacceptable. Its immunity is only for the fulfillment of his diplomatic duties, not for offenses and the theft of land from the country that hosts him free of charge in its land and properties." ([INN](#) 28 May 2017)

- The Israeli government approved on Jerusalem Day a NIS177 million plan to connect the Arab neighborhood of east Jerusalem to orderly infrastructures, including sewage and garbage collection. Within the plan, which was formulated by the Minister of Environmental Protection and Jerusalem Affairs Ze'ev Elkin (Likud), more east Jerusalem residents will be connected to the municipal sewage system, 33 kilometers of sewage infrastructure will be built, the existing sewage system will be upgraded, garbage cans and garbage trucks will be purchased and set up to collect waste. The plan was discussed at a

special cabinet meeting held Sunday at the Western Wall tunnels. Large parts of the neighborhoods of east Jerusalem lack infrastructure, and houses are often built without a plan or a building permit, making it difficult to deal with and regulate environmental issues such as waste and sewage. The difficulties are accompanied by the topographical conditions of the area, and the fact that the neighborhoods were built on top of villages with poor infrastructure, which remained essentially the same as when they were annexed to the municipal boundaries of Jerusalem in 1967. The Arab neighborhoods of Jerusalem have a population of 321,113. The Arab population below the poverty line reaches 75%, with the child population below this threshold reaching 84%. More than 37% of all households in the eastern part of the city are handled by the Social Services Ministry, with the average monthly income per capita estimated at NIS 1,900. Residents of Jerusalem's Arab neighborhoods suffer from severe housing shortages and, with it, overcrowding. The plan references the needs of all Arab neighborhoods, inside and outside the security fence, but at this stage, it will be only be implemented in the Arab neighborhoods of Jerusalem inside the security fence. The Arab neighborhoods outside the fence, which belong to the municipal boundaries of Jerusalem, will be dealt with in a separate program. According to the plan, the Ministry of Finance will allocate funds to the Ministry of Jerusalem Affairs and Heritage for the evacuation of the waste transit station, which is located in the Sheep Market area adjacent to the walls of the Old City, and is a source of environmental hazards. "It is inconceivable for our capital to have a medieval sewage system," Elkin told Yedioth Ahronoth. "Those who truly believe in a united Jerusalem—it is high time they take the entire issue of east Jerusalem as a national project. I am happy that I managed to lead this natural and worthy step, which will lead to a dramatic change in sewage and waste." ([YNETNEWS](#) 28 May 2017)

- The Civil Administration approved jurisdiction over the designated area that will be settled by [former residents of Amona](#) in the first concrete indication that the government is making good on its promise to resettle them in a new community. The plan was approved by the Coordinator of Government Activities in the Territories (COGAT), Maj. Gen. Yoav Mordechai, following the government's decision. However, before a temporary settlement can be constructed—a necessary precursor to a permanent community—hopeful residents still need a special injunction from the GOC Central Command. The permit in question applies to the jurisdiction over land belonging to the state in the Shilo Valley region of the Mateh Binyamin Regional Council and would represent significant advancement in terms of a timetable for

the establishment of the settlement. Amona residents have been asking GOC Central Command Roni Numa for the injunction for several weeks, to no avail. The leader of the Amona settlers, Avichai Buaron, said in light of the development, "Unfortunately, it is still too early to be happy. This decision is but another stage in a long and tedious bureaucratic planning process that could take many years. We repeat: Only a GOC Central Command injunction for the establishment of a temporary residential site can take us out of our desperation. "The new school year will begin in a few months and we and our children don't know what awaits us in the next year. We have been stuck in a youth hostel for four months in difficult conditions and a murky future. "We are calling on the prime minister to honor himself and us and allow us to establish a new community [as he promised](#). According to the agreement, the construction of the new settlement was supposed to begin by the end of March. Two months after that deadline, there is no start in sight. We expect the prime minister to immediately have the attorney general issue the proper injunction so that construction can begin immediately. Only then will we know that the prime minister is not violating the agreement with us, and that the new settlement will be built immediately." The next stage in the process is devising a construction plan for the community itself, including electrical infrastructure, water and the residential buildings. This will be done in cooperation with the Mateh Binyamin Regional Council. More than 30 families evacuated from Amona are currently living in a youth hostel in Ofra. The families claim they will only leave the hostel for their new community. In recent weeks, Amona activists have been aggressively lobbying politicians such as Knesset Speaker Yuli Edelstein and Deputy Foreign Minister Tzipi Hotovely to speed the process along. ([YNETNEWS](#) 28 May 2017)

- Wadi al-Matwi (al-Matwi Valley) and the adjacent park in Salfit Governorate have been terribly tainted by sewage waste spilling from the adjacent Israeli Ariel settlement, built on Palestinian lands. The tragic fallouts of sewage waste, mingled with industrial chemicals, which has been pouring into Palestinian springs and streams. The fauna and flora have also been severely damaged by untreated Israeli sewage disposal. A dramatic surge in the toxicity rate of Wadi al-Matwi's soil and ground water forced dozens of farmers out of their own and only lands in Wadi Al Matwi which had been one of Salfit's natural masterpieces and a spring of prolific agricultural output and now has been turned into a source of epidemics, infectious diseases, insects, rodents, pigs, and stench. (PALINFO 28 May 2017)