



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.

Brutality of the Israeli Occupation Army

- Israeli Occupation Army (IOA) stormed and toured in several neighborhoods in Arraba, Kafr Ra'I, 'Aja, and Jaba villages in Jenin governorate. The IOA erected military checkpoint in the aforementioned villages, stopped and searched Palestinian vehicles and checked ID cards. (Wafa 6 March 2015)
- Clashes erupted between Palestinians and the Israeli Occupation Army (IOA) in Ein Al Louza and Hush Abu Yiha neighborhoods in Silwan town in Jerusalem city. The IOA fired rubber bullets, teargas and stun

grenades, causing dozens of suffocation cases and the injury of a Palestinian. During the clashes, the IOA invaded a Palestinian owned by Sabri Abu Diyab. (SilwanIC 6 March 2015)

- Clashes erupted between Palestinians and the Israeli Occupation Army (IOA) in Ras Al-Amoud neighborhood in Jerusalem city. (SilwanIC 6 March 2015)
- Israeli Occupation Army (IOA) opened fire at Palestinian farmers while they were working in their land, east of Abbsan town, east of Khan Younis city, south of Gaza strip. (RB2000 6 March 2015)
- Israeli Occupation gunboats opened fire at Palestinian fishing boats while they were sailing at Khan Younis shore, southwest of Gaza strip. (RB2000 6 March 2015)
- Five Palestinians were injured and dozens suffered gas inhalation during clashes that erupted between Palestinians and the Israeli Occupation Army (IOA) at the entrance of Al-Jalazoun refugee camp, north of Ramallah city. The IOA used live bullets to attack Palestinians. (RB2000 6 March 2015)
- Israeli Occupation Army (IOA) attacked the weekly non-violent protest against the segregation wall and settlements in Nilin village, northwest of Ramallah city. The IOA fired rubber bullets and teargas grenades, causing dozens of suffocation cases. (Wafa 6 March 2015)
- Israeli Occupation Army (IOA) attacked the weekly non-violent protest against the segregation wall and settlements in Kafr Qaddum village, east of Qalqiliya city. The IOA fired rubber bullets, teargas and stun grenades causing dozens of suffocation cases and the injury of two people. (Al-Quds 6 March 2015)
- Israeli Occupation Army (IOA) attacked the weekly non-violent protest against the segregation wall and settlements in Bilin village, northwest of Ramallah city. The IOA fired teargas and stun grenades at Palestinian, causing dozens of suffocation cases and the injury of Musa Mohammad Abu Rahma (18 years). During the operation, the IOA arrested four international activists. (Al-Quds 6 March 2015)
- Clashes erupted between Palestinians and the Israeli Occupation Army (IOA) in Ayda refugee camp, north of Bethlehem city. The IOA fired teargas and stun grenades at Palestinians and houses causing dozens of suffocation cases. (Al-Quds 6 March 2015)
- Clashes erupted between Palestinians and the Israeli Occupation Army (IOA) in Al-Khader village, southwest of Bethlehem city. The IOA fired rubber bullets, teargas and stun grenades at Palestinians, causing dozens of suffocation cases. During the clashes, the IOA stormed a Palestinian house owned by Mahmoud Hamdan Al-Wahsh. (Al-Quds 6 March 2015)

- Dozens of Palestinians suffered gas inhalation after the Israeli Occupation Army (IOA) attacked a non-violent portent in Qaryut village, south of Nablus city. The IOA fired teargas grenades at participants. (Al-Quds 6 March 2015)
- Two Palestinians were injured and dozens suffered gas inhalation during clashes that erupted between Palestinians and the Israeli Occupation Army (IOA) in Silwad village, north of Ramallah city. The IOA fired rubber bullets and teargas grenades. (Al-Quds 6 March 2015)
- Clashes erupted between Palestinians and the Israeli Occupation Army (IOA) in Beituniya town in Ramallah governorate. The IOA fired live bullets and teargas grenades, causing dozens of suffocation cases and the injury of a Palestinian. (Al-Quds 6 March 2015)
- Clashes erupted between Palestinians and the Israeli Occupation Army (IOA) at the northern entrance of Anata town, northeast of Jerusalem city. The IOA fired rubber bullets, teargas and stun grenades at Palestinians. (SilwanIC & Al-Quds 6 March 2015)

Israeli Arrests

- Israeli Occupation Army (IOA) arrested 5 Palestinians from Deir Nidham village, north of Ramallah city, while they were working in their families land. The arrestees were identified as: Mekdar Fadel Abd Al-Haq (14 years), Ameen Mohammad At-Tamimi (15 years), Shehab Ahmed Abd Al-Hamed At-Tamimi (16 years), Ibrahim Fathi Al-Khateeb (18 years) and Eyas Mahmoud Salah Yahya (16 years). (Wafa 6 March 2015)

Israeli Settler Violence

- Israeli settlers attacked two Palestinians while they were working in a street at Baydoun neighborhood in Silwan town in Jerusalem city. At the same time, the Israeli Occupation Army (IOA) came to the scene and clashes with the Palestinians, and arrested Mustafah Baydoun (14 years). (SilwanIC 6 March 2015)
- Israeli settlers escorted by the Israeli Occupation Army (IOA) demonstrated in the old city of Hebron, and chanted anti-Palestinian slogans. The demonstration started from Ash-Shuhada street and ended at the Ibrahim mosque. (Wafa 6 March 2015)

Other

- Jerusalem set to unveil controversial plan for cable car in Old City. Project expected to spark fierce opposition on diplomatic and

environmental grounds. Surveyors have visited the courtyard of a church on Jerusalem's Mount Zion several times over the last few months. Their goal is to find a site for a giant pillar that will help support a cable car running to the Western Wall, the Old City and the Mount of Olives. The Jerusalem municipality has been quietly working on this ambitious cable car project for several years. But the plan is expected to spark fierce opposition, on both diplomatic and environmental grounds. About two years ago, Jerusalem Mayor Nir Barkat declared the cable car would be up and running in two years. But until recently, it seemed as if nothing was moving: The project hasn't even been submitted to the planning bureaucracy for approval yet. Thursday morning, however, the French paper *Le Figaro* reported that the municipality recently hired the French company SAFEGE to do a feasibility study. SAFEGE then contracted with another French company, Poma, which specializes in cable cars, the report said. An Israeli consulting company, the Pareto Group, and the Jerusalem Development Authority are also involved in the project, and Haaretz has learned that so is Elad, the right-wing organization that runs the City of David national park near the Western Wall. The plans for the cable car note that the project can't be advanced until Elad's plan for a new visitor center is approved, and both the center and the proposed cable car station near the Wall have been given the same name – Kedem. The visitor center is due to be discussed by the National Planning and Building Council's appeals committee next Thursday. Because of Elad's involvement, the director general of the Jerusalem and Diaspora Affairs Ministry, Dvir Kahana, has been barred from dealing with the cable car project, since he was a senior official in Elad before moving to his current position. The municipality plans to unveil the cable car project at a press conference in another few weeks. According to a plan obtained by Haaretz, the car will run through four stations, in the following order: the First Station complex near Emek Refaim Street; the Old City's Dung Gate, which leads to the Wall; the Seven Arches Hotel on the Mount of Olives; and Gethsemane. Aside from the stations, however, the cable car will require dozens of enormous pillars to support the cables. Those pillars would have to run straight through Jerusalem's holy basin and be built next to some of the city's most sensitive religious sites. One proposal, which was ultimately rejected, even had the cable car running above the southeast corner of the Temple Mount. The project's planners say the cable car will solve the problem of how to move tourists around the Old City without further clogging the area's narrow, crowded streets. It will dramatically reduce vehicular traffic in the area, by 30 percent for private cars and 50 percent for buses, and that in turn will dramatically

reduce the air pollution caused by these vehicles, they added. The project will cost about 125 million shekels (\$31 million), they said, adding that is substantially less than any other transportation alternative, given the city's mountainous terrain. "The project interests us greatly, and we'll be ready when the bidding stage arrives," Christian Bouvier, vice president of Poma, told Le Figaro. He predicted that building the cable car would take 10 to 18 months and cost five to ten million euros per kilometer. The planners have put forth an ambitious timetable for the project: They want to submit the plans to the relevant planning committees by April and have the committees approve them within a year, enabling the tender for the project to be published in April 2016. But given the fierce opposition the project is expected to generate, that may well be unrealistic. "Let's leave the political issue aside for a moment," said Daniel Seidemann, director of the Terrestrial Jerusalem organization. "The venture is a crime against Jerusalem ... It's a Disney-fication of Jerusalem. The mayor and the government view Jerusalem as a tourist site, but they feel no respect for the city. It's like opening a skating rink in the Vatican to increase the number of pilgrims." Seidemann also compared the project to the plan to build a new pedestrian bridge leading to the Temple Mount's Mughrabi Gate. The plan was first proposed in 2007, but due to the diplomatic storm it roused, it remains on ice to this day. "How can they even think of sending a cable car 150 meters from Al-Aqsa [Mosque] and expect everyone to applaud?" he demanded. The municipality said the project, which is currently in the planning stage, is meant to provide a solution to transportation needs in and around the Old City, and was chosen "because a cable car doesn't need a lot of infrastructure on the ground and therefore won't harm the area's important sites." The project, it continued, will serve residents of all the nearby neighborhoods as well as tourists of all faiths, by enabling them to reach the holy sites more quickly and easily. Finally, it added, "The Elad organization isn't involved in planning the project. We're coordinating with them because one of the stations is [planned] on land under their responsibility." Elad said it welcomed the cable car project, noting that the number of tourists visiting Jerusalem is expected to grow in the coming years, "so there's a need for strategic thinking and a solution to the problem of movement and accessibility." But it said it wasn't involved in the planning. ([Haaretz](#) 6 March 2015)