



**ARIJ
DAILY
REPORT**

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Israeli Violations' Activities in the occupied State of Palestine

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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.



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Violations of the Israeli occupation Army

- Israeli navy ships attacked several Palestinian fishing boats with live rounds only three nautical miles from the shore in the besieged Gaza Strip. The navy ships fired many live rounds at the boats, in Palestinian waters in the northern part of the coastal region. The attack did not lead to any casualties but forced the fishermen back to the shore without being able to fish to provide for their families. It is worth mentioning that, four days ago, Israel unilaterally decreased the fishing zone from ten nautical miles to only five. (IMEMC 18 February 2020)
- The Israeli occupation authority (IOA) prevented five Palestinian passengers from traveling through Allenby (King Hussein) border crossing with Jordan. The Palestinian Authority police said those passengers were denied travel by the IOA for unexplained security reasons. However, 5,164 Palestinians and foreign passengers were able to travel in both directions of the crossing on the same day, the police stated. Allenby crossing, also known as al-Karama, is a bridge that spans the Jordan River and connects the West Bank with Jordan. The bridge is the sole designated exit and entry point for West Bank Palestinians traveling in and out of the Israeli occupied territories. (IMEMC 18 February 2020)
- In Tulkarem, scores of Palestinians marched in protest at the US deal of the century, raised Palestine flags and burned car tires. The IOA attacked them with rubber-coated metal bullets and tear gas canisters. Dozens suffered breathing difficulties as a result of inhaling tear gas. (IMEMC 18 February 2020)
- In Ramallah, dozens of Palestinian citizens organized a demonstration in al-Mughayyir village to defend their lands against the seizure by the Israeli Occupation Army (IOA). The IOA violently quelled the gathering, firing rubber-coated metal bullets, stun grenades and tear gas canisters at the villagers. A number of them choked on tear gas and were treated in the field. (IMEMC 18 February 2020)

Israeli Settler Violence

- Israeli Settler rabbi Yehudah Glick and dozens of Jewish settlers defiled al-Aqsa Mosque under tight police guard. Glick and scores of Israeli settlers forced their way into al-Aqsa Mosque through al-Maghareba Gate and carried out provocative tours inside the compound before they left through al-Silsila Gate. Meanwhile, the Israeli police tightened restrictions on the Palestinian worshipers entering the site and ordered many of them to stay outside. (PALINFO 18 February 2020)

Home Demolition & Demolition threats

- A Palestinian man from Jabal al-Mokabber town, south of occupied East Jerusalem, had to demolish his own home, to avoid excessive Israeli fines and fees. The Palestinian, Montaser Shqeirat, had to demolish his two-story home after the City Council claimed that he did not obtain a construction permit. The city threatened to impose dozens of thousands of shekels in fines and fees if he does not destroy his home, in addition to billing him for the demolition costs if it was carried out by the city's workers and equipment. (IMEMC 18 February 2020)
- The Israeli Occupation Army (IOA) destroyed couplings in pipes providing water to al-Shunah area of al-Jiftlik village, in the Jordan Valley, north of Jericho. The IOA invaded the village and proceeded to destroy the connectors supplying running water to Palestinian crops. Palestinians are forced to install a water connector to the main Israeli water carrier lines which supply between 400 and 700 cubic meters of underground Palestinian water *per hour* to the illegal colonial settlements. This is the only way Palestinians are able to get water to their homes, crops and livestock, as Israel bans them from building water pipes of their own. (IMEMC 18 February 2020)
- The Israeli Occupation Army (IOA) demolished a horse barn and a cesspit in the East Jerusalem neighborhood of Jabal al-Mukaber under the pretext of unlicensed building. The IOA escorted a bulldozer to Jabal al-Mukaber, where the heavy machinery proceeded to tear down the barn and the cesspit. Owner of the demolished structures was identified as Ahmad Warad al-Zatraa. Using the pretext of illegal building, Israel demolishes houses on a regular basis to restrict Palestinian expansion in occupied Jerusalem. At the same time, the municipality and government build tens of thousands of housing units in illegal settlements in East Jerusalem for

Jews with a goal to offset the demographic balance in favor of the Jewish settlers in the occupied city. (Wafa 18 February 2020)

Other

- The government has approved a plan on Monday to extend the Tel Aviv-Jerusalem train line to the Western Wall, under pressure from Transportation Minister Bezalel Smotrich of the far-right Yamina alliance – and despite objections from planning professionals. Several planning officials said the chances of the extension actually being built are virtually nil. However, the decision, made by the National Infrastructure Committee, means a lot of money will now be invested in preparing detailed plans for it. The extension would run from the existing train station at the entrance to Jerusalem through two other stops in the city – one downtown and one near the Khan Theatre, which is southwest of the Old City. From there, it would run underground for several hundred meters, culminating in an underground station to be built near the Old City's Dung Gate... The entire extension was originally proposed by former Transportation Minister Yisrael Katz; in his plan, the final stop was supposed to be inside the Old City. But the Antiquities Authority objected, so the station is now slated to be outside the Old City walls, between the Dung Gate and the City of David. ([Haaretz](#) 18 February 2020)