

A call to the Kingdom of Saudi Arabia not to contract Alstom Ltd. its new power plant in Shoaiba



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Summary

1. The state owned Saudi Electric Company (SEC) has signed a letter of intent to award Alstom a 1.9 billion Euro contract to build a power plant in Shoaiba.
2. French multinational Alstom is a 20% shareholder in Citypass consortium that has been contracted by Israel to build a light rail in Jerusalem. Alstom is the bigger partner among the two international shareholders in the project.
3. The light rail in Jerusalem is a crucial infrastructure project to further judaize Jerusalem via settlement expansion. Its path clearly discriminates against Palestinians in their capital catering to a vision of a Jewish-only Jerusalem.
4. The light rail is part of the Israeli settlement activity and constitutes a war crime against the Palestinian people. Alstom directly contributes to this.
5. Israeli occupation authorities are escalating settlement construction in Jerusalem undermining the Annapolis process and pre-empting any solution on the basis of the Saudi Peace Initiative.
6. The PLO has brought Alstom to court in France for its participation in the light rail project, while civil society pressures on Alstom and Veolia (the second international shareholder in the project) with divestment campaigns.
7. The Kingdom of Saudi Arabia is committed to the implementation of UN resolutions and international law and has played until today a leading role in the protection of Jerusalem and the Palestinian cause. Saudi Arabia has a long track record of using economic pressure to further the Palestinian cause.

Recommendations:

We ask the Kingdom of Saudi Arabia not to engage in actions that pre-empt the implementation of the Saudi Peace Initiative and to uphold its commitment to Palestine, Jerusalem and international law.

The Shoaiba plant contract allows Saudi Arabia to pressure Alstom to withdraw from the Jerusalem light rail project.

We ask the Kingdom of Saudi Arabia:

- **not to contract Alstom for the construction of the new Shoaiba power plant.**
- **to phase out existing contracts and not to award it any new contracts.**
- **to pressure on Saudi Archidoron to rescind its partnership with Alstom.**
- **to ensure Alstom is inserted in the boycott lists of the Organization of Islamic Countries and the Arab League.**

All the above measures can be revoked once Alstom withdraws from the light rail project.

1. The letter of intent between the Saudi Electric Company (SEC) and Alstom Ltd.

According to Alstom's press statement¹, **the company has signed on June 28 2008 a letter of intent with Saudi Arabian utility, Saudi Electricity Company (SEC), for a €1.9 billion turnkey contract** to build a new 1,200 MW steam power plant in Saudi Arabia. SEC is 74.31% state-owned. This new plant will be constructed adjacent to the existing Shoaiba power station. The Shoaiba power plant will comprise 14 units of 400 MW each, bringing the total output to 5,600 MW. The contract will be finalised in the coming months.

This marks the third stage of the Shoaiba project. The previous 11 units were supplied by an Alstom-led consortium on a turnkey basis under two separate contracts won in November 1998 and January 2004 respectively. **Technically the power plants are unrelated and allow SEC to change the contracting company to avoid dependency from single developers and ensure SEC projects are in line with Saudi corporate ethics and responsibility values.**

Under this contract, Alstom will design, supply, install and commission the entire plant, including boilers, STF40 steam turbines, Gigatop 2-pole turbogenerators, sea-water flue gas desulphurization systems for removal of SO₂ and the complete balance of plant and systems for the three units. Alstom's consortium partner, Saudi Archirodon, will carry out all the associated civil works. The boilers are designed to burn both crude and heavy fuel oil and will use Alstom's advanced low NO_x tangential firing technology.

Delivery of major equipment is scheduled in 2010.

2. Alstom's involvement in the Jerusalem light rail

Alstom and Veolia are the international investors in the Citypass consortium that won a 2002 tender put out by Israeli authorities for a light rail transportation project in Jerusalem amounting to around 500 million euros. **Citypass will be responsible for construction, operation and maintenance of the system for a 30 years period.**

¹

http://www.alstom.com/pr_corp_v2/2008/corp/50692.EN.php?languageId=EN&dir=/pr_corp_v2/2008/corp/&idRubriqueCourante=23132

The City Pass consortium consists of five companies: Polar, holding 27.5%; Ashtram, holding 27.5%; Har'el, holding 20%, Alstom, holding 20%, and Connex/Veolia, with 5%².

The project, a private-public partnership (PPP) between the Israeli Occupation government and the consortium, **is hinged upon the willingness of international business groupings to provide a huge injection of capital.** In turn Connex/Veolia and Alstom will reap significant profits and dividends over a thirty-year period, money stained with the blood and misery of Palestinians under Occupation and currently being expelled from Jerusalem.

In 2002 Alstom and its Citypass consortium partners won the contract for the concession to design, build, finance, operate and maintain a light rail system for Jerusalem. Alstom's part in the project covers the Engineering Procurement Construction (EPC) and maintenance of the trams and the infrastructure. 46 trams will be supplied by Alstom³. The financing of the project was completed in early 2005 and the official signing of the contract carried out on July 17th ⁴.

The French companies' decision to fund and participate in the project is an act entirely contradictory to international law and the rights of the Palestinians. Built on Palestinian land and part of the settlement infrastructure, the rail road is tantamount to a war crime, and forms a serious breach of international law including the Geneva Convention. **Alstom and Connex/Veolia directly support the ethnic cleaning of Palestinians, shut out of their capital by the Apartheid Wall and settler-roads, and the overall Zionist project to remove Palestinians from their lands.**

3. The light rail within the Israeli plan to Judaize Jerusalem

The light rail is one of the Occupation's key infrastructure projects to literally cement Jerusalem's fate as a Jewish-only capital of Israel. The tram line currently under construction is but the first instalment of a broader Light Rail Transportation system, with seven lines slated for completion by 2020. The light rail is integrated with a system of feeder bus lines, "park and ride" lots, and traffic and parking

² <http://www.pil.co.il/?CategoryID=182&ArticleID=111&sng=1>

³

http://www.transport.alstom.com/pr_transp_v2/2005/31758.EN.php?languageld=FR&dir=/pr_transp_v2/2005/&idRubriqueCourante=13931

⁴

http://www.transport.alstom.com/pr_transp_v2/2005/31758.EN.php?languageld=FR&dir=/pr_transp_v2/2005/&idRubriqueCourante=13931

arrangements and is considered “comprehensive urban instrument”⁵, a central part of the Occupation’s masterplan for Jerusalem – the blueprint of the Judaization of the city, continuous racial segregation and discrimination and war crimes under the IV Geneva Convention.

The path of the light rail in Jerusalem almost entirely bypasses the Palestinian population and completely disregards their needs, incorporating instead the main Jewish settlements around East Jerusalem, built on stolen Palestinian land. It ensures the contiguity of these colonies into the central areas of the city, ethnically cleansed in 1948, and provides them with a vital transport link to make further settlement expansion viable. **The light rail project plays a key role in sustaining the settlements and ensuring they become a permanent fixture upon Palestinian land.**

The ideological and political purpose of the project has been expressed by the Occupation authorities in various occasions. In August 2005, Ariel Sharon stated at a ceremony for the Citypass consortium, which builds the light rail, that:

“I believe that this [the light rail] should be done, and in any event, anything that can be done to strengthen Jerusalem, construct it, expand it and sustain it for eternity as the capital of the Jewish people and the united capital of the State of Israel, should be done.”

Occupation’s Mayor Uri Lupolianski described the light rail to be “the fulfilment of Psalm 122”, while the **Occupation’s municipal authority in Jerusalem views it as the realization of Herzl’s Zionist dreams. Palestinians recognise it to be a concerted effort to eradicate their presence, history and culture in Jerusalem.**

⁵ “I particularly felt the need for a Master Plan when I was placed at the head of the project for a light railway for Jerusalem. The lack of planning cried out to the skies. A light railway is above all a comprehensive urban instrument and the as such it was necessary to identify development patterns of the city so as to give an adequate solution to the needs of the citizens, both for the present and the future to come.” Planning Administration City Engineer, City Planning Department, *Local Outline Plan Jerusalem 2000, Report No. 4 - The Proposed Plan and the Main Planning Policies Prepared for Jerusalem Municipality*. (p.5) The document is available in Hebrew from the Jerusalem Municipality website, www.jerusalem.muni.il. An unofficial English translation is available from the Civic Coalition from the website www.ccdprj.ps/en.

4. The light rail's path, beneficiaries and impact:

Among the key areas the light rail will serve, are⁶:

- **the settlements of Pisgat Ze'ev and Neve Yaakov:** According to the planners "Following years of traffic jams, the LRT will link the northern neighborhoods of Pisgat Ze'ev and Neve Yaakov with the center of town."
- **The junction of French Hill settlement:** This is to serve French Hill settlement and all those coming from settler road No. 443 from the northern settlements of Modi'in Illit and others.
- **Ammunition Hill:** This station in eastern Jerusalem will serve Jewish settlers from the Jordan Valley and Ma'aleh Adumim coming via the Mt. Scopus Road. The station will serve those who work at the government ministries and the National Police Headquarters, pupils, students and residents of the settlements of Ramat Eshkol and Ma'alot Dafna, and more.

The only station signed in the maps of the planners that would serve Palestinians is a stop at Shu'fat. (See Annex x) **The entire tram system is built as an apartheid light rail for Jewish-only benefit.** It veritably builds the backbone for a judaized Jerusalem.

Though the construction of the rail path has still not reached large sections of the eastern part of occupied Jerusalem, **destruction and confiscation of Palestinian property for the purpose of the light rail has already started in 2001.** The Orient House reported on July 11 2001, that several families in Shu'fat had received confiscation orders for a total of 15 dunums of land to build a parking lot and a station for the future Light Rail. It further stated that "the Light Rail will also reach the future Eastern Gate settlement project in Issawiye, adjacent to where the 17 house demolitions occurred" on July 10 200¹⁷.

5. The light rail – a legal perspective

It has to be underlined that while Israeli control over the western part of Jerusalem is questionable under international law, its control and demographic engineering in the city's eastern part are clearly illegal.

A - Grave breach of the IV Geneva Convention, amounting to war crime: "The principle of the illegality and inadmissibility of acquisition of territory by military

⁶ Information from: Jerusalem Light Rail – Mass Transit System, http://itmt.gov.il/images/Eng_brochure.pdf

⁷ *Israel to Confiscate More Land in Occupied East Jerusalem for the Light Rail*, 11 July 2001, The Orient House, <http://www.orienthouse.org/press/Release/July11.01.html>

conquest has long been a pillar of public international law. A litany of UN Resolutions, such as, to name but one, binding Security Council Resolution 269, have, on the basis of this principle, reaffirmed that "all legislative and administrative measures and actions taken by Israel which purport to alter the status of Jerusalem ... are invalid and cannot change that status." Security Council Resolution 478 declares the aforementioned Basic Law on Jerusalem to be "null and void".

"That the Israeli settlements in the eastern part of Jerusalem are illegal under international humanitarian law is indisputable. Such transfer by the Occupying Power of parts of its own civilian population into the territory it occupies is defined as a war crime by Article 8(2)(b)(viii) of the Statute of the International Criminal Court. The confiscation and requisition of property in occupied territory is also illegal under Article 52 of the Hague Regulations, unless justified by military necessity. Thus any actors involved in an enterprise which recognises, assists and consolidates illegal settlements, as well as confiscates the land of the protected occupied population in the process, are complicit in the illegal actions."⁸

B - Breach of the International Convention on the Elimination of All Forms of Racial Discrimination:

The commitments expressed in the International Convention on the Elimination of All Forms of Racial Discrimination, of which Israel is a signatory include that:

"(a) Each State Party undertakes to engage in no act or practice of racial discrimination against persons, groups of persons or institutions and to ensure that all public authorities and public institutions, national and local, shall act in conformity with this obligation; [...] (c) Each State Party shall take effective measures to review governmental, national and local policies, and to amend, rescind or nullify any laws and regulations which have the effect of creating or perpetuating racial discrimination wherever it exists;"⁹

The light rail clearly reinforces and aggravates the patterns of racial discrimination present in the Occupation's urban planning and treatment of the Palestinian population.

⁸ 40 Years after the Unlawful Annexation of East Jerusalem: Consolidation of the Illegal Situation Continues Through the Construction of the Jerusalem Light Rail, Al-Haq Press Release, REF.: 21.2007E, 28 June 2007, <http://www.alhaq.org/etemplate.php?id=326>

⁹ International Convention on the Elimination of All Forms of Racial Discrimination, Article 2, paragraph 1.

6. Palestinian and international pressure on Alstom/Veolia

The call against the light rail construction was first raised publicly in 2004, when the Palestinian grassroots Anti-Apartheid Wall Campaign.¹⁰

A large range of internationally renowned media outlets have reported about and condemned the light rail project, most notably the French papers *Le Monde* and *Le Monde Diplomatique*¹¹.

At the end of October 2007, Veolia Transport and Alstom were taken to court by Association France Palestine Solidarite (AFPS) because of their involvement in the Israeli tramway project. The Palestinian Liberation Organization (PLO), as the legitimate representative of the Palestinian people, joined AFPS in the legal action against the two companies, invoking French Civil Code which states in its Articles 6, 1131 and 1133 that any agreement can be discharged of its powers when its aim is in contradiction with the public order or good morals. The contracts of Alstom and Veolia Transport are also illegal under French law. In early January 2008 the court in Nanterre ordered Veolia and Alstom to provide the tramway contract with the city of Jerusalem and the Israeli government.¹²

In 2008, the Civic Coalition for the Defense of Palestinian Rights in Jerusalem has listed Veolia and Alstom as the first blacklisted companies.

Civil action has seen a wide range of mobilization and achievements in pressuring the companies to renounce their involvement in the Judaization of Jerusalem and the related violations of the IV Geneva convention. Major civil society focus has been given to Veolia as it holds a higher public visibility, though Alstom holds the larger share in the light rail project:

1. Amnesty International France has condemned the light rail project and called the involvement of French companies “shameful”. It has approached Veolia and asked other Amnesty branches to put pressure on the companies.¹³
2. On November 20 2006, ASN Bank (Netherlands) decided to divest from Veolia. In a letter to Veolia they state that *“We believe that Veolia's involvement in the light rail project is not in line with the UN's demand to stop all support for Israel's settlement activities, and is therefore not in line with ASN Banks' social criteria. Due to the direct nature of Veolia's involvement (through a 5% stake in the consortium and as future operator), we are of the opinion that Veolia's activities in Jerusalem are in conflict with UN*

¹⁰ <http://stopthewall.org/downloads/pdf/FrenchCoPR-EN.pdf>

¹¹ *Jerusalem's apartheid tramway*, Philippe Rekacewicz and Dominique Vidal , <http://mondediplo.com/2007/02/08tramway> ;

¹² *PLO takes Veolia Transport and Alstom to court in France*, Adri Nieuwhof and Maria Lherm, November 2007 <http://electronicintifada.net/v2/article9104.shtml>

¹³

http://www.amnesty.fr/index.php/amnesty/s_informer/la_chronique/mars_2006_sommaire/israel_et_territoires_occupes

- Resolutions. Therefore, on this current information Veolia will be removed from our investment universe."*¹⁴
3. On 11 March 2008 activists approached the Swiss bank Sarasin to question its investment in Veolia because of the company's complicity in violations of international law.
 4. In May 2008, SNS Bank (Netherlands) has recognized that the light rail is violating Palestinian human rights and has prospected a process of engagement that might lead to divestment if Veolia does not respond in a satisfactory manner.
 5. In August 2006, Connex/Veolia has been forced to cancel plans to train Israeli engineers and drivers on Dublin's Luas light railway after solidarity activists and Irish trade unions united against the Irish involvement in the Judaization of Jerusalem.¹⁵
 6. In March 2006 around 40 Swiss activists took direct action against Connex by blocking a Connex shuttle bus at a car exhibition in Geneva. They occupied the "Dupraz Bus-Connex".

7. The ongoing Judaization of Jerusalem (since Annapolis)

The Judiazation of Jerusalem has accelerated in the months since Annapolis. This process is aimed at extending and consolidating Israeli control over Jerusalem while at the same time undermining the Palestinian presence in the city. A central component of this project aims **to shift the demographic balance** with the goal of creating a sizeable Jewish majority in the city. First and foremost, this entails the continuation of **settlement expansion as well as the demolition of Palestinian homes** in the city. It also includes various planning procedures as well as the construction of the Wall, both of which serve to either isolate Palestinian communities from Jerusalem or expand the number of Jewish settlements included in the municipality. This is accompanied by both an **active suppression of Palestinian culture and civil life in the city**. Given these continued developments, it becomes clear that the Annapolis process is not a road to peace and instead lends cover to quickening Israeli annexation plan. **These Occupation policies further preempt any possibility for the implementation of the Saudi Peace Initiative.**

¹⁴ Letter to Veolia from ASN Bank (20 November 2006), <http://electronicintifada.net/v2/article6076.shtml>

¹⁵ Connex Ireland forced to cancel contract with Occupation, <http://stopthewall.org/worldwideactivism/1277.shtml>

Settlement expansion / home demolition

While the Annapolis process reiterated the need for an Israeli settlement freeze and the Saudi Peace Initiative calls for a Palestinian state with Jerusalem as its capital, the Israeli government stated that it had no intention of halting settlement work in Jerusalem. On February 25, Assistant Minister of Defense for Settlement Matters Eitan Broshi boasted in a Knesset meeting that there was in effect no settlement freeze, citing a number of settlement projects: “[p]riority is being given to **Jerusalem, Gush Etzion and the settlements located in the settlement blocs.**”¹⁶ **Since Annapolis, a total of 9,617 housing units in and around East Jerusalem** have been advanced, of which 5,247 units were submitted for public review, including in the settlements of East Talpiot, Givat HaMatos, Gilo, Har Homa, Neve Ya’aqov and Ramot.¹⁷ The current road and transportation system is clearly not able to sustain the massive settlement expansion. **The light rail is a necessary part of the settlement project and Judaization of Jerusalem.**

While Jewish settlements continue to expand, Palestinians are threatened by home demolitions. Between January 1 and June 30 2008, 44 Palestinian homes were demolished in Jerusalem and its environs, displacing 269 people including 156 children.¹⁸ This represents an increase of around 110% on second half of 2007, during which 20 homes were demolished.

Control over Jerusalem - attack on the Old City

The overarching policy framework for Jerusalem is illustrated most fully by the Masterplan 2020 document (2004) (‘the Masterplan’), which outlines measures to prevent the growth of Palestinian communities and encourage the growth of Jewish settlements, with the **goal of creating a 70:30 ratio of Jews to Palestinians**, as stipulated by government decisions. Doing this involves **ethnically cleansing Palestinian communities from the Jerusalem through a variety of mechanisms, including the Wall and the revocation of identity papers.** In 2007, John Dugard noted that the Wall in Jerusalem is almost complete and that it is “an exercise in social engineering, designed to achieve the Judaization of Jerusalem by reducing the number of Palestinians in the city.”

¹⁶ PLO Negotiations Affairs Department, “Israeli Settlement Activity Since Annapolis, 27 November 2007 – 25 May 2008,” (Ramallah 2008), p. 2

¹⁷ Israeli Settlement Activity, p. 3

¹⁸ Land Research Center, هدم المنازل في القدس خلال الخمسة أشهر الأولى من عام 2008 ملخص إحصائي (House demolitions in Jerusalem during the first five months in 2008: Statistical summary) (Arabic only) and aggregated data from The Civic Coalition human rights bulletin January – June 2008. See Appendix A for a geographic breakdown and notes on the discrepancy with data supplied with UN OCHA.

In addition to isolating Palestinians from their capital, the Israeli administration is taking **control over areas in the heart of the old city**. In March 2008, the Israeli authorities started to bring 1,300 properties in the Old City into the Israeli registry system. The properties were seized by Israel in 1967, and include 585 apartments, 146 shops and more than 60 public institutions. This is the first time that the properties will have been officially registered within the Occupation's Tabo system and represents the creeping 'normalisation' of the Occupation's jurisdiction over the Old City. If the intentions of the Masterplan are realised, there will be full imposition of Israeli planning regulations on the Old City: under its provisions at least 512 homes will be demolished and the document states bluntly that **"The Old City's population density will be decreased by governmental intervention."** (Masterplan p.148).

Suppression of Palestinian and Islamic culture

The Israeli administration actively suppresses Palestinian and Islamic cultural expression. Since January, a number of cultural events have been shut down. The most notable was the **forcible closure of the opening ceremony of the "Jerusalem – Capital of Arab Culture"** initiative during March 2008. Additionally, a number of religious events have been targeted. In May of 2008, occupation forces stationed inside the al-Aqsa compound harassed children attending summer camps in the area. **Hundreds of children were detained outside the gates of the Mosque. Occupation police claimed children were singing religious songs**, and stated that they had decided to ban such religious activities on the compound ground.

Palestinian civic institutions have also been targeted. In mid February 2008, the Occupation authorities extended the **administrative order closing 80 Palestinian civil society organizations in Jerusalem**. These organizations, many of which are integral to Palestinian social life in the city, continue to function in a limited capacity and under the threat of total closure.

8. The Kingdom of Saudi Arabia, Jerusalem and international law

The commitment to Palestine and Jerusalem

The Kingdom of Saudi Arabia has since the start of the Palestinian cause supported strongly our cause and states in its policy statement:

“...the government of the Kingdom of Saudi Arabia paid special attention to the Palestinian issue, considering it the main issue of Arab and Muslims, and a major element of the Kingdom’s foreign policy. There is no wonder, since the era of King Abdulaziz Al-Saud, the Kingdom shoulders the responsibility of defending the Palestinian issue in all international arenas, and never tarry or linger in one day or under any justification to support the issue, on the contrary the Kingdom devoted Herself to serve the Palestinian issue toward realizing rightful solutions and fair settlement.”¹⁹

This leading role is exemplified by the repeated initiatives for a peaceful and just solution for Palestine. **The Saudi initiative still stands as the most authoritative political initiative today. The light rail in Jerusalem and the Israeli settlement activity in the city clearly undermine and pre-empt any peace based on the Saudi Initiative.**

The Kingdom of Saudi Arabia is a strong political and financial supporter Al Qods Fund established to fight the Judaization of Jerusalem, to preserve the Arab and Islamic life style and to enhance the Palestinian struggle in both Jerusalem and elsewhere in Palestine.

The Kingdom of Saudi Arabia was at the forefront of lobbying efforts carried out together with Arab, Muslim and friend nations resulted in the passing of UN resolution (478) in 1980. This resolution calls all states to withdraw its foreign missions from Jerusalem.

The contracting of Alstom at this point would run contrary to all diplomatic efforts the Kingdom of Saudi Arabia has engaged in over the last 40 years to save Jerusalem as the Palestinian capital and a holy place for the Muslim world.

The commitment to international law

The Kingdom of Saudi Arabia is proud to be a founding member of the United Nations in 1945 and expresses its commitment to uphold UN resolutions and international law and lists among the basis and principles of Saudi foreign policy:

¹⁹ <http://www.mofa.gov.sa/Detail.asp?InSectionID=3989&InNewsItemID=34645>

“Adherence to the regulations of the international law, agreements, charters, and bilateral agreements, as well as respecting them all either within the framework of international organizations or other agreements.

“Defend Arab and Islamic issues in the international arena through continuous support by all political, diplomatic, and economic means.”²⁰

Contracting a company that is openly involved in the violation of international law and pursuing construction work serving the Judaization of Jerusalem contradicts the Saudi commitment to international law in all forms of agreements and to defend Arab and Islamic issues, among others, through economic means.

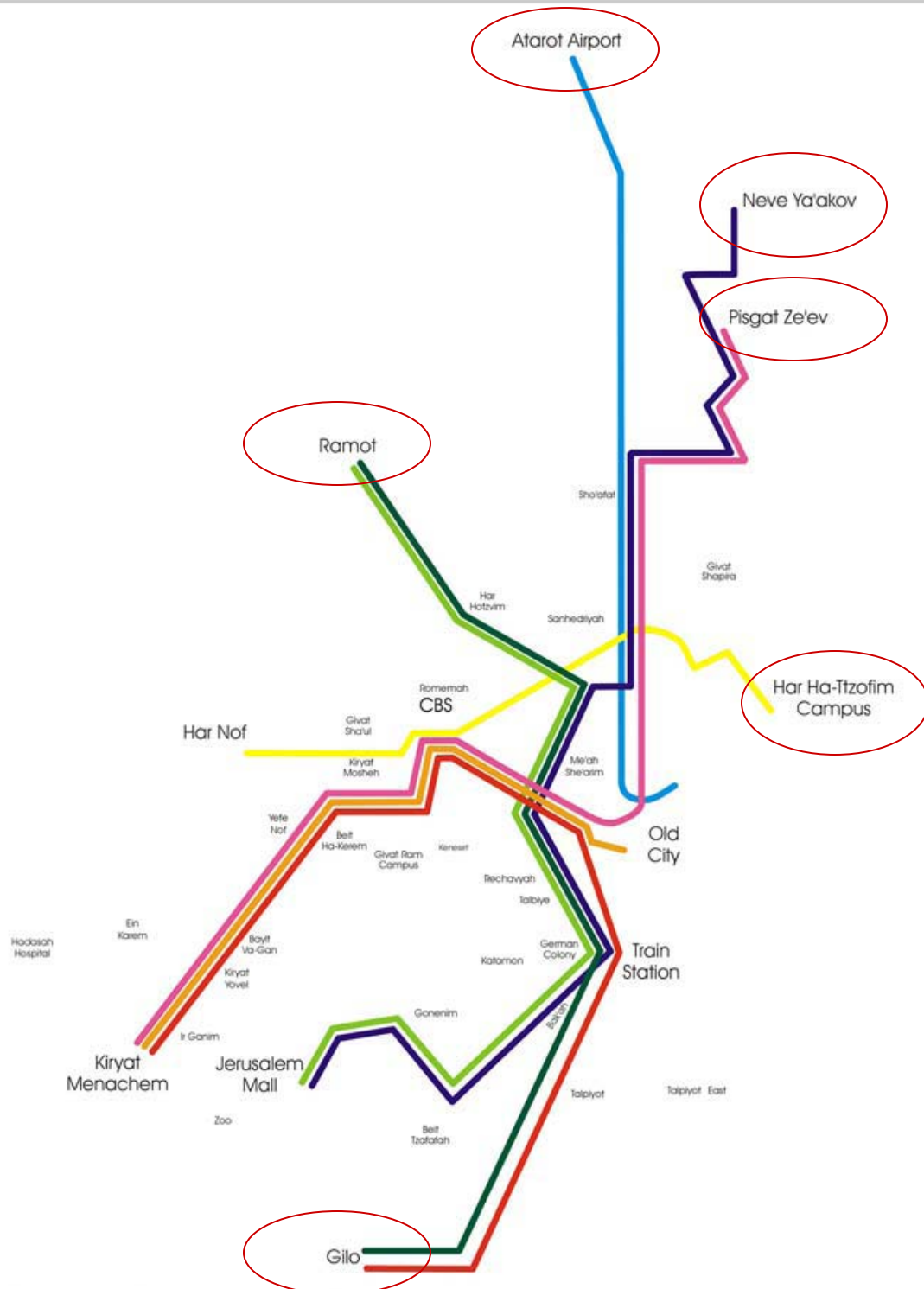
The Boycott of Israel

Saudi Arabia has been since the inception of the boycott of Israel by the Arab League and the Organization of Islamic Countries a core supporter of this policy. It has hosted the ninth annual meeting for the boycott of Israel of the OIC in Jeddah, in March 13 to 15, 2008.

Aware that the Kingdom of Saudi Arabia has abandoned secondary and tertiary boycott, **the dramatic impact of Alstom’s involvement in the Judaization of Jerusalem, a cornerstone of the Occupation’s policies today, makes a clear stand of Saudi Arabia, economic pressure and a call for boycott against the company an urgent need.**

²⁰ <http://www.mofa.gov.sa/Detail.asp?InSectionID=3989&InNewsItemID=34645>

Light Rail System in the Jerusalem Metropolitan - The Full System

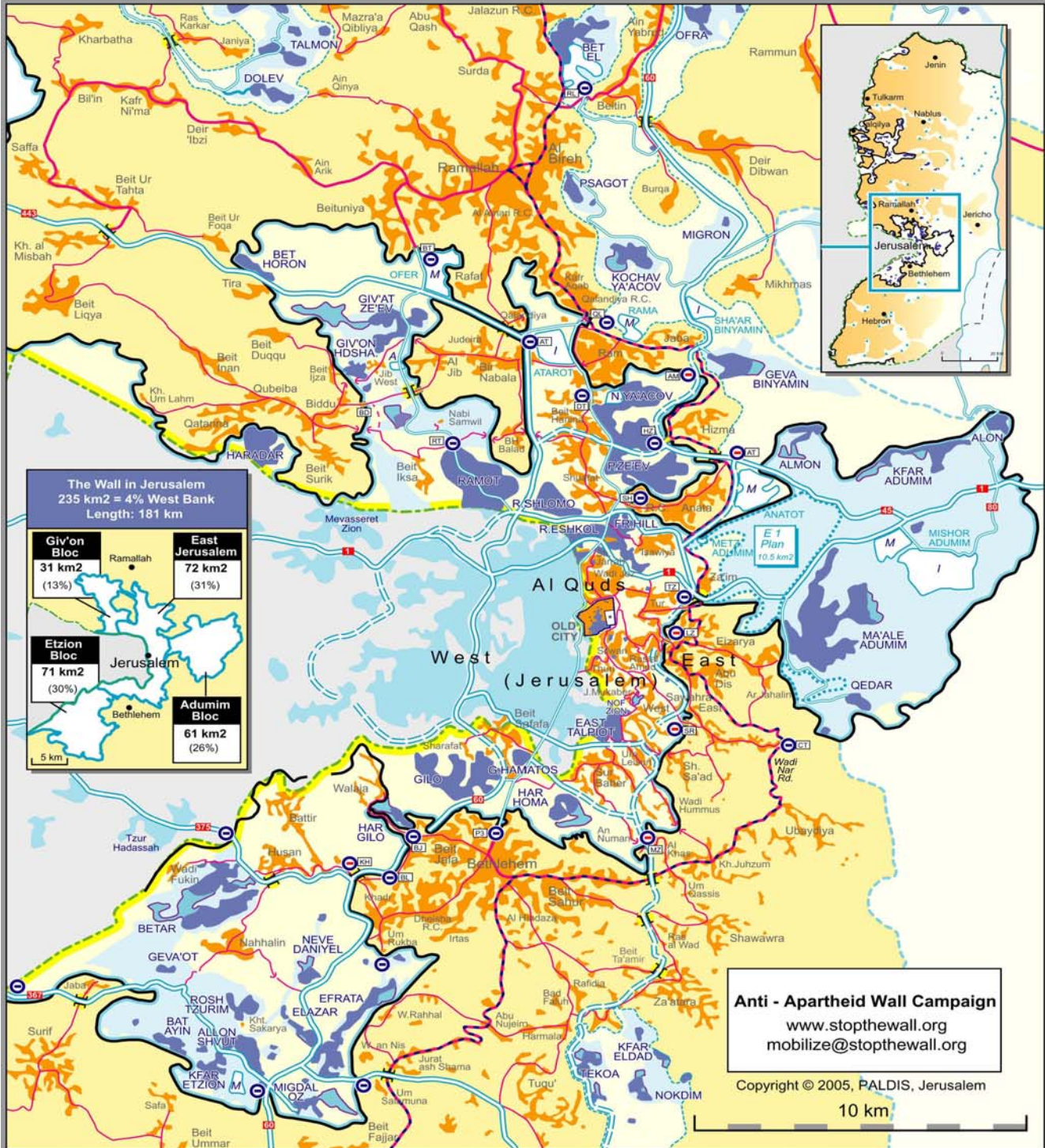


* The Jerusalem Transportation Master Plan team is updating this scheme based on the developments of the city

The map can be found at: http://jtmt.gov.il/images/Eng_brochure.pdf
 Red encircled stops are connecting post-67 Jewish only settlements.

The Wall in Jerusalem

Isolation, Ghettoization, Expulsion



LEGEND

- | | | |
|--|--|--|
| The Apartheid Wall, Existing or Under Construction | Further Area Controlled by Settlements | Regional and Local Roads, Checkpoint / Gate |
| Green Line | Settlement Areas not Included in the Jerusalem Wall | Israeli (Re) Constructed Bypasses / Settler Roads, Projected or Under Construction |
| Israeli Settlements, Existing / Under Construction | Palestinian Villages, Cities and Neighborhoods | Israeli-Constructed or Proposed Road Tunnels or Bridges |
| Israeli Settlements, Military / Industrial | Regional and Local Roads, Obstructed Palestinian Road Link | Israeli Proposed Main "Alternative" Palestinian North - South Road Link |

Jerusalem Wall Checkpoints / Gates

- | | |
|---------------------|-------------------|
| Current | Planned |
| RL- Ramallah DCO | SH- Shuafat RC |
| BT- Beituniya | AN- Anatot |
| BD- Biddu | TZ- Tur - Zeitim |
| RT- Ramot | LZ- Lazaros |
| QL- Qalandiya | SR- Sawahra |
| AT- Atarot | CT- Container |
| DT- Dahyat al Barid | MZ- Mazmuria |
| AM- Adam | P3- Passage 300 |
| HZ- Hizma | BJ- Beit Jala DCO |
| | BL- Beit Jala |
| | KH- Khadr |

Salem el-Honi, high commissioner of the Organization for the Islamic Conference's (OIC) Islamic Office for the Boycott of Israel