
MEMORANDUM

TO: DR. SAEB ERAKAT; DR. MOHAMED MUSTAFA

FROM: [REDACTED]

SUBJECT: 8TH MARCH, 2007 MEETING WITH GEN. MISHLEV

DATE: 13TH MARCH 2007

ATTENDEES:

Dr. Saeb Erakat (SE)
Dr. Mohamad Mustafa
(MM)
Nazmi Muhena (NM)
Enas Abu Laban

General Yusef Mishlev (YM)
“Polly” – Head of West Bank/
COGAT
Nir Press
Coby
Shlomi

Specific subjects:

1. Abu Mazen-Olmert meeting on March 11, 2007:

SE: This meeting is important because Abu Mazen is going to explain to Olmert the Palestinian security situation and the internal Fateh aspects.

2. Abu Mazen’s Trip to Jordan on March 10, 2007:

SE: Abu Mazen wants to leave to Jordan on Saturday March 10, 2007 to meeting King Abdullah before his meeting with Olmert. He would like to travel by helicopter so that he can return on the same day.

YM: We do not allow Jordanian helicopters or any foreign helicopters to fly in Israel’s airspace without being accompanied by an Israeli air force. Unfortunately, our air force does not fly on the Sabbath, but Abu Mazen can use the bridge without any problems; it will be open for him whenever he needs to depart or return. Otherwise, we are ready to coordinate an air flight for him on any day other than Saturday.

SE: We will ask the Jordanians to request that you break the Sabbath.

YM: It is very difficult to break the Sabbath.

3. VIPs for 14 Palestinians

YM: Still no answer

4. The Agricultural Industrial Zone in the Jordan Valley:

SE: Sharon showed me the map with the suggested locations for the agro industrial zone. I need a copy of the map to provide the specialists to determine the most favorable location.

YM: Polly will send it to you after we take out the military locations.

Polly: We will send the map on Sunday March 11, 2007

SE: I would like to have the map before I go to Japan. The development concept in this zone is to have joint ventures where the Palestinians and the Israelis will be partners in the investment.

YM: If you undertake Palestinian investments in areas A, we will undertake the investments in areas C. You need to define where you are going to invest in area A and accordingly we will define the area for the Israelis in areas C to invest and then we will build a corridor between the two invested areas.

Polly: In the first stage we will start with areas A on your side and in area C on our side.

SE: There is nothing Israeli in the Jordan Valley. What you have is security control in areas C in the Jordan Valley.

Polly: The security thinking says that joint ventures are impossible.

SE: I want to ensure that the investors can really invest.

Polly: Do you expect that there will be an industrial zone near Road 90? It is impossible and no one will accept it.

SE: Provide me with the map and then your government can decide.

YM: The size of the area is not the important thing. What is important is that you decide where you want to invest. On our side of the investment we will be building a bank, business office, post office, resting area, etc.

SE: What I would like to see is something similar to Erez Industrial Zone.

Polly: No one will accept anything similar to Erez Industrial Zone. We will send you the map and you let us know what your choice is.

SE: We would like to include a solid waste treatment plant in the Jericho area, which will require a permit.

5. Al Moarajat Road:

SE: The Japanese have offered funding to upgrade the Moarajat Road and require the executive plan for this road.

YM: We will send it to you.

6. Building Licenses in Qalqilia:

Polly: We will give licenses for all the buildings in Qalqilia/Azon and plans for the area.

7. Al Fasaal club:

SE: You gave an order to stop working in the club?

YM: Is it in Area C?

SE: Area B.

YM: We will look into the issue.

8. Equipment for Rafah Crossing:

SE: The Europeans brought equipment to the Rafah Crossing and I sent you a letter of what is requested from your end.

YM: I received the letter yesterday.

NM: The equipment is at Ben Gurion Airport and needs clearance. The equipment is from Pistology.

9. The Trade Exhibition in Cairo:

SE: There is a trade exhibition in Cairo on March 20, 2007, and will require the exit of three trucks through Rafah on March 17.

YM: How are you going to do it?

NM: We will do something similar to what we did to get the UNESCO stuff out of Gaza where Egyptian trucks will come to the crossing and have back to back transfer of goods from Palestinian trucks.

YM: What are the goods?

NM: Wood, canned food, etc., of Gazan products.

YM: How are the goods entering after the exhibition?

NM: They will come through Kerem Shalom

YM: Do the Egyptians agree?

SE: The Egyptians do not have any problems and the AMA should guarantee this process.

10. Water Pipelines in Ein Duke:

SE: The money for the pipelines exists, however we need your approval for the construction.

YM: We will look into it.

11. Permit for al Sabea Pesticides Company:

Polly: We provided the permit for the company.

SE: Yes, it was received.

12. Karni Compatibility to the Euro Gap Requirements:

SE: Karni remains a problem for Palestinian exports. We would like to implement new standards in accordance with a request from the Europeans.

YM: What is the problem with the standards?

SE: The Euro Gap suggested new standards that we accepted. The Dutch will be responsible for the training of the staff in this respect.

YM: The issues of export are moving forward in Gaza. You need to agree with Europeans on the continuity of the export while upgrading the standards.

SE: The plan for the upgrade is to be undertaken by May 2007. Until then there will be no interruption for the export.

13. BMC List

SE: Here is a list of the additional 50 persons of the industrial sector in accord with our previous discussion that we would provide an additional 50 names for you to look into.

YM: There is the old list of 354 people that we had from Dahlan at the time. We added 147 from the West Bank and we should have 50 from the Gaza Strip. Do you agree to these categories? We look for the whole package and we can not keep changing it.

SE: The West Bank and the Gaza Strip is as is. The old list is also the same.

YM: Why does the list not include people working in the tourism sector?

Polly: There are some people who are not included on the list, while they have been on our BMC list for more than 15 years. These people include Mahdi Masri and Yahya Erakat. Why are you not including these people?

MM: We prepared the list depending on the organizations -- that is why some names may not be included.

YM: These people are important people and we know them.

Polly: We will send you the list of these important people to consider.

SE: MM will deal with this issue. I have no problem issuing BMCs for these people. In any event, you need to be flexible in regards to the BMC lists.

YM: We are flexible, but only to a certain extent.

NM: We are going to monitor the BMC holders through a use of a van to drive BMC holders to the crossings. If the holders of the BMCs do not use their cards to enter Israel (at least once or twice a month), we will look into confiscating the BMC from them.

14. Entry of Jordanian Investors:

SE: There are Jordanian investors interested in investing in the Palestinian territories who wish to enter.

MM: How can we get them in?

YM: Just give us a list of those people and we will facilitate their entry without any problem. We are interested in these people and we want them to come and invest.

MM: How many are you willing to facilitate entry for?

YM: Five, 10, 20, it does not matter. We will see if it is going to be a visa, multi visa or entry permit. If it is going to be an entry permit, we request that Dr. Saeb coordinate with the Office of President Abbas to set a request for an entry permit for those investors because as you know, an application for the entry permit should be made by a Palestinian.

SE: MM is the address on this issue. MM will prepare the letter for you and I will send it.

15. Humanitarian Cases:

YM: What are we going to do with the humanitarian cases?

SE: The humanitarian cases are a serious concern, especially for those who do not have Palestinian travel documents. Some of them cannot move between the territories for medical treatment.

YM: Next meeting we will think of a solution for those who are living here without travel documents but we need the details of the problem.

SE: Think about it? Maybe we can announce together something in this regard as we did for the denial of entry for people holding foreign passports. Maybe we can think about the issue of citizenship.

YM: The problem is bigger than you think. The numbers, the cases, etc are all problematic. Dahlan has the details.

NM: We used to have the numbers but after the fence was opened with Egyptian Rafah the number increased and we do not have the statistics. We used to have about 750 people who have foreign passports without visa and we used to have about 60,000 Palestinians without a Palestinian identity card. Half of them are in the West Bank and the other half in the Gaza Strip.

SE: I suggest that President Abbas's Office announce that they open the door for these people to submit requests for identity cards. Accordingly, we will provide you with these requests to issue the IDs.

YM: Minister Syam will ask you how you will give those IDs. What will you reply? He will ask about the coordination that you should have with him as the minister of interior.

SE: there is no coordination between me and Syam. Think of my proposal as a way to exercise the right of return in the West Bank and Gaza Strip. If you agree, I will work on it with the Office of the President.

MM: The purpose of the application should be defined for the people so as not to frighten them.

SE: I will say it is to have a legal settlement for those people. In 1996 and before the PLC elections we did something similar.

YM: This is something bigger than us and should be discussed at a bigger table.

SE: I am authorized to decide. On your part, check it with your bosses and please let me know.

YM: Next meeting we will discuss the issue.

16. Permits for Al Huda Gas Station Tank Trucks:

SE: Al Huda gas station in Ramallah near the City Inn is not getting permits for its tank trucks because it won the bid to supply the President's office. You are punishing Al Huda for winning the bid -- the implication is that the presidential guards use Al Huda to fill their cars. You are entering the center of Ramallah so what is the threat of having the presidential guards approaching the gas station. They need the permits.

YM: There are security and safety aspects relevant to this issue. I will look into it and get back to you.

SE: This is a commercial problem and you should not be restricting the operation of a gas station in this way. Would you like a letter in this respect?

YM: Yes, send a letter to request the permits and include in the letter the names of the drivers of the tank trucks, the number of the tank trucks and the plate numbers.

17. Fayez al Saka, the PLC Member

SE: Fayez is a PLC member on the Fateh list. He does not have a Palestinian identity card but holds Spanish citizenship. How can we solve his problem? I suggest we either give him a living permit every three months or we give him a national number.

YM: OK. Send me a request for a visiting permit using the template that we agreed upon.

SE: I do not have the template but send me some copies.

YM: I will.

18. Crossings on Erez:

YM: We would like to alleviate conditions for our brothers at the Erez crossing. There is a system that Nazmi agreed upon.

NM: We will bring a micro bus to drive people from the Palestinian side to the crossing area where VIPs and BMC holders will enter immediately to a VIP court and others would walk 150 meters to cross. We will have a tour with Triber to define the points of transportation.

19. Letter Re: Erez Trucks:

YM: We asked for a letter to allow trucks through Erez.

NM: It will be easier if we allow for some trucks to enter from Erez. It will relieve the pressure on Karni.

Enas: Karni is the crossing for goods and not Erez.

SE: We will look into it.

20. Increasing the Crossing Fees on the Crossings and Karni Operations:

YM: There was an Israeli request to increase the crossing fees for passengers and vehicles on the different crossings, including Alenby and Karni. The amount suggested for the increase is \$50. I did not accept this proposal. I only agreed to an increase of NIS 50 on Karni where 60% of the amount goes to Israel and 40% goes to the Palestinians.

SE: Why NIS 50?

YM: When we signed the agreement with Rashied Abu Shbak, it articulated an update every two months. The agreement has never been updated since 1998, so the NIS 50 are from 1998 and it is for the benefit of the Palestinian people.

NM: When will the increase be valid?

YM: Next week.

MM: There are still complaints on the turn and entry priorities at Karni.

YM: Starting from April 15, 2007, Karin will be opened till 11:00pm.

SE: There is a hearing at the PLC on this issue soon. I requested job descriptions for every person working at the crossing including Nazmi, Naser Saraj and Hatem Youssef. There is going to be an operation room at Karni where the private sector will be included.

NM: We are thinking of giving the role of assigning the turn for entry at Karni to the Ministry of National Economy. The person from the Ministry of National Economy is now working at the Negotiations Affairs Department. The security people, crossing admin people and the customs people should not decide on the turn. I am obliged to what Naser Saraj is going to request from me especially that the Ministry of National Economy and the private sector are going to supervise the process.

MM: What about the shipping company and the cost that is reaching NIS 30,000?

YM: What is this problem?

SE: I sent a letter regarding a company located in Lod that has a monopoly.

YM: To my knowledge the cost is now 12,000 and not 30,000. Anyway, all the problems of the turns should end by April 15. In the past the working hours were short and the crossing supervisor could not prioritize the turn that is why people were taking turns. To solve the problem of fighting over turns, the crossing admin opened an operation room at Ben Gurion where whoever wants to enter Karni would call and reserve a turn. People started reserving turns and selling them in the black market. This is a problem. It is raised in the Knesset.

NM: I have a proposal. Our problem is with Arabs in Israel and in Sabea. To overcome this problem, we can issue a bid for a shipping company on the Palestinian side and another bid on the Israeli side.

YM: We have a problem with the black market and your suggestion does not solve it. Opening the crossing till midnight is the only solution.

SE: Let us have the Karni opened till midnight and we will see how it operates.

YM: There were 400 containers for the USAID facing a problem at Karni. We solved the problem.

NM: If Erez is opened for goods, the Karni pressure problem will be solved.

SE: How are you going to solve the agricultural goods problem?

YM: I am optimistic that everything will be solved by opening Karni till 11:00pm.

NM: If we operate Erez for the entry of the uncovered trucks and keep Karni for the agricultural products and textiles the problem will be solved.

YM: Opening Erez will help in solving the problem especially that Sofa is a problem.

SE: How are you seeing the operation of Erez?

YM: Give us a letter and I will operate Erez from the middle and not from the side.

Enas: Let us wait and see how the operations of Karni will be after April 15.

NM: There is UN aid that needs to enter Gaza. It will be good if we get it through Kerem Shalom.

Enas: Kerem Shalom does not have the capacity to handle goods and the way to it from the West Bank is very long and will make transportation more expensive.

21. Increase of Israeli Purchases of Palestinian Agricultural Products:

YM: Every seventh year in the Jewish calendar the Jews do not eat from what is grown in Israel for a whole year. They believe that land should rest in the seventh year and accordingly they do not cultivate it. This seventh year will start August 2007 and lasts till August 2008. We will be depending on agricultural products coming from the West Bank and the Gaza Strip for this seventh year. You will have to prepare.

22. Road in Ghore:

Polly: We have a problem with the Beduins in Ghore where their live stock keeps interrupting the traffic on the roads. We will confiscate all live stock seen on the roads and will be charging and fining their owners.

SE: You are obliged to inform people with this new arrangement before you start it. Send me a letter and I will gather people and inform them of the new policy.

23. Crossings:

SE: I visited Qalqilia and the situation at the Qalqilia crossing on the Palestinian side is miserable.

Polly: We requested from MM deputy to work on this issue.

MM: They are working on Toulkarem now and whatever is going to be agreed will be applied on Qalqilia.

SE: From an economic point of view we need to work on Qalqilia because the situation is very difficult.

YM: Do you want the return of the back-to-back system in Qalqilia? It was a relief that we finished with this system there.

24. Wanted Persons in Jenen:

YM: There is a problem in Jenin. There are some wanted people who are hiding at the Jenin hospital. If they do not leave the hospital, the military will go into the hospital and arrest them. We do not want to invade the hospital to arrest them. Ask them to get out. Hospitals are not for suspected people.

Polly: We do not want to repeat what happened in Ramallah at the intelligence building.

25. Frequencies for Wataniya:

YM: A few days ago the Palestinian Minister of Telecom was on TV explaining how the government will be using the Wataniya license fee. If the government is going to use the money we will have a problem. What is the system that you are considering for the use of the money?

MM: If the new minister of finance is going to be acceptable then the money will go to the Ministry of Finance. If not, then the money will go to the Office of the President. The money may be destined to the Palestine Investment Fund.

YM: Who are the partners?

MM: PIF, Wataniya and the Palestinian people.

YM: I heard that Qataris bought it.

MM: Yes, they bought half of Wataniya in general.

SE: We need to discuss the release of the frequencies and ensure that Wataniya participates in the market... we would not like them to pull out their investment.

YM: To discuss the issue we will bring in someone from the Israeli Ministry of Communications. Frankly, we have a problem with the frequencies. On 900MHz and 1800MHz there is now a case in the high court relevant to the use of these bands. There are no frequencies that we can give you on these bands right now. We will give you some on 900 and 1800 by the end of this year since we are considering reallocation of frequencies for the different companies on 900 and 1800, but we cannot give you any on 2100MHz.

SE and MM: We need something quickly to entice Wataniya to continue with its investment. We were thinking of giving them something during March 2007.

Enas: We know that you used to have a problem with 900MHz band. You already offered us frequencies on the 1800MHz and releasing frequencies on 1800 should not be a problem. What is the problem in releasing frequencies on 2100MHz?

YM: We do not release frequencies on 2100.

Enas: You have just released frequencies to Pelephone on 2100 who are working on the construction of antennas and the rest of the network; so how come you can release it to Pelephone and not to Wataniya?

YM: What is the equipment that you are going to use?

MM: We are considering HP Israel and Ericsson. This is confidential.

SE: If you use Israeli companies it will be easier.

YM: If they decided to use Ericsson, it will be easier for us. Jawwal uses Ericsson and do not have a problem with it.

SE: We need to address the issue of frequencies very soon. Shall we meet on March 20?

YM: I am busy on the 20th but will arrange for the meeting.

MM: Wataniya started working with the importer, shall I tell them to go ahead.

YM: it is better if you let them work within the framework that I described.

26. Landfill in the South of the West Bank:

Enas: After the closure of the landfill in Abu Dis, we are having a problem with solid waste disposal. We have four suggested locations where a temporary landfill can be constructed to serve for 5-10 years until a permanent landfill is constructed.

YM: Why don't you use the Mishor Adumim landfill?

SE: We do not want to rely on its use and then be stuck with nowhere to go during times of closures, etc.

YM: We do not have closures for these services. Are there other reasons?

SE: A flying check point can stop the movement and that is enough to interrupt the process.

YM and Polly: What are the locations that you are suggesting?

Enas: Obidieh, Tako'a, Zatarah and Deir Salah.

Polly: These are four.

Enas: These are four suggested locations that you can visit and decide upon for the issuance of a permit for construction of a landfill in one of them.

YM: We will look into it. Send us a letter in this regard.

SE: We will send it.

27. Sheikh Ejlin Site:

Enas: In the last presentation that Gen. Mishlev gave in Herzelia, he stated that the Israelis are ready to facilitate the supply of equipment for the Sheikh Ejlin site. We received a letter from the PWA requesting help in getting equipment (1000m pipes) to complete Sheikh Ejlin sewage treatment plant. Ten trucks are waiting at Sofa to get the pipelines to the Gaza Strip.

YM: I am committed to whatever I mentioned in the presentation. The trucks are transferred to Karni. They are given priority and will enter next week.

28. Tourist Guides:

Enas: We have 80 tourist guides that need permits, especially that now is the Christian pilgrimage season.

YM: We already gave permits to twenty. They have it.

Enas: I checked yesterday and permits are needed for 80.

YM: We cannot give permits to the 80.

Enas: Why not?

YM: Israeli tour guides complained that the Palestinian tour guides compete with them in Israel.

Enas: There are 5000 Israeli tour guides competing with the Palestinian tour guides in the West Bank. We used to have 200 guides and now after the decline in the tourism business they were reduced to 80. We need permits for the 80.

YM: OK, send me a letter of the names of the 80.

SE: We will send it.