



# A City Border in Jerusalem

**Road 60, City Center**







Research and Layout: SAYA - Yehuda Greenfield-Gilat, Karen Lee Brachah, Chen Farkas and Kobi Ruthenberg  
Freelance Architects - Amer Kaysi, Hanna Ghawi and Michel Salameh

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# Framework Assumptions

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1. **PURPOSE:** This booklet is part of a comprehensive study of the City Border in Jerusalem - initiated by the E.C.F and the P.D.F. The study was held by a joint team of Palestinian and Israeli architects. The proposed project provides recommendations for a permanent status agreement regarding the division of Jerusalem. It offers a route for a border between two independent states, based on the demographic line as proposed by the "Geneva Accord".

The proposition refers not only to WHERE but also to HOW a border can be placed within Jerusalem. The project provides typologies for a physical barrier along the road, and at the same time addresses the different urban needs of the Palestinian and Israeli sides.

It is important to state that the division of Jerusalem is seen as a first and important stage toward a shared open city. Therefore, the outlined solution proposes separation with high sensitivity towards the urban fabric, and offers to utilize the division for laying foundations for cooperation along the seam area.

2. **SITE:** Road 60 is suggested as a route, allowing a division along a line which is more suitable demographically, and more sustainable, as it takes into consideration urban factors and needs as an integral part of the planning process.

3. **ASSUMPTIONS:**

A. **Infrastructure:** Road 60 is seen as a binational infrastructure to server both sides according to their needs.

B. **Traffic:** The assumed amount of crossings (East-West and back) is 10,000 people per day.<sup>1</sup>

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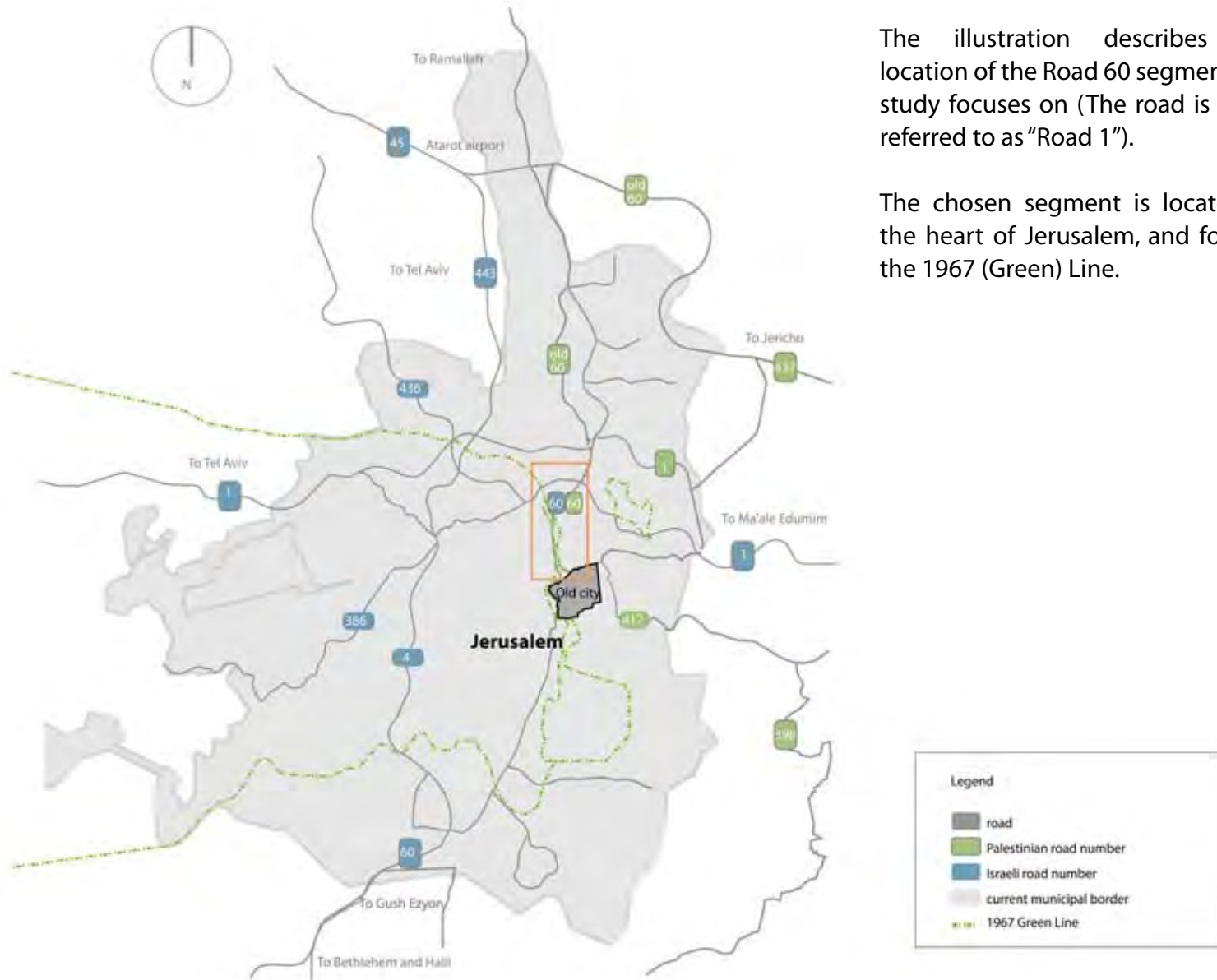
1. According to estimations of the "Council for Peace & Security", provided by Shaul Arieli, February 2006



# Location of Road 60

The illustration describes the location of the Road 60 segment this study focuses on (The road is often referred to as "Road 1").

The chosen segment is located in the heart of Jerusalem, and follows the 1967 (Green) Line.



# Aerial View of Road 60



# Current Condition: Pictures of Road 60

The pictures describe the current condition of road 60, whereas the illustrations on them describe the location of the proposed border line.

A: American Colony Junction - North View



Israeli Side of the Road

Palestinian Side of the Road

Palestinian Side of the Road

Israeli Side of the Road



B: American Colony Junction - South View

## Current Condition: Pictures of Road 60

The pictures describe the current condition of road 60, whereas the illustrations on them describe the location of the proposed border line.

C: Road 60 and Eshkol blvd. Junction - north view



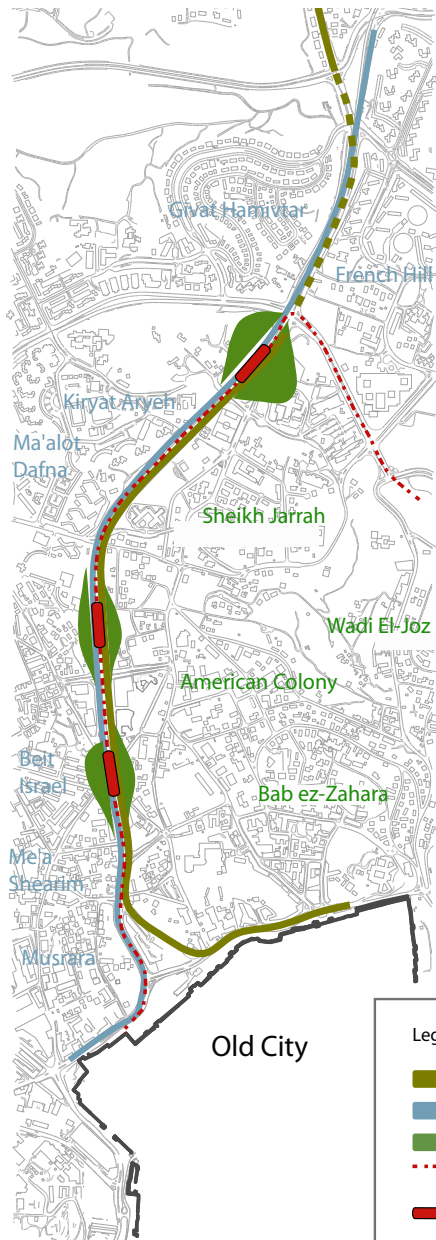
Israeli Side of the Road

Palestinian Side of the Road



D: Ammunition Hill - north view

# Planning Strategy: Major Steps



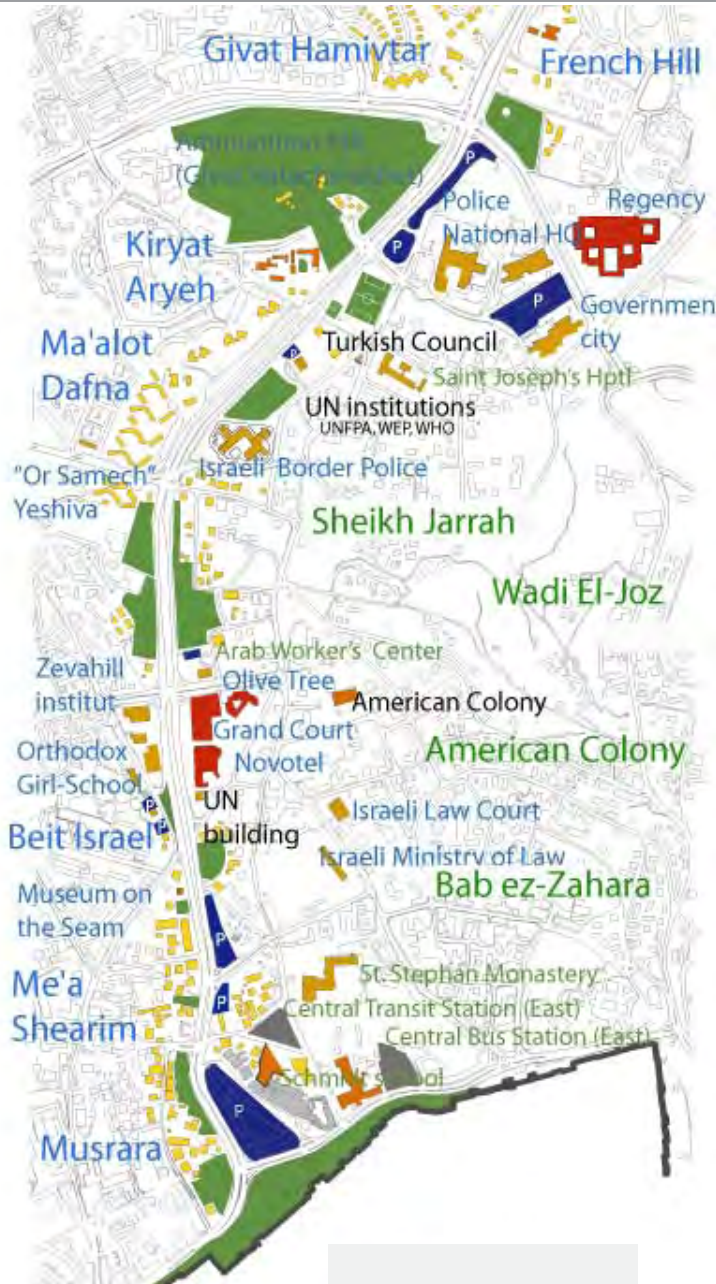
**STEP A** Locating the border path in the center of Road 60, thus creating a binational road, Palestinian and Israeli.

**STEP B** Locating the public and private transportation systems of the two sides along the border.

**STEP C** Developing a unique planning scheme for each side.

**STEP D** Developing the transportation stations as part of the neighborhoods open spaces.

# Current Condition: The Urban Fabric Surrounding the Central Part of Road 60



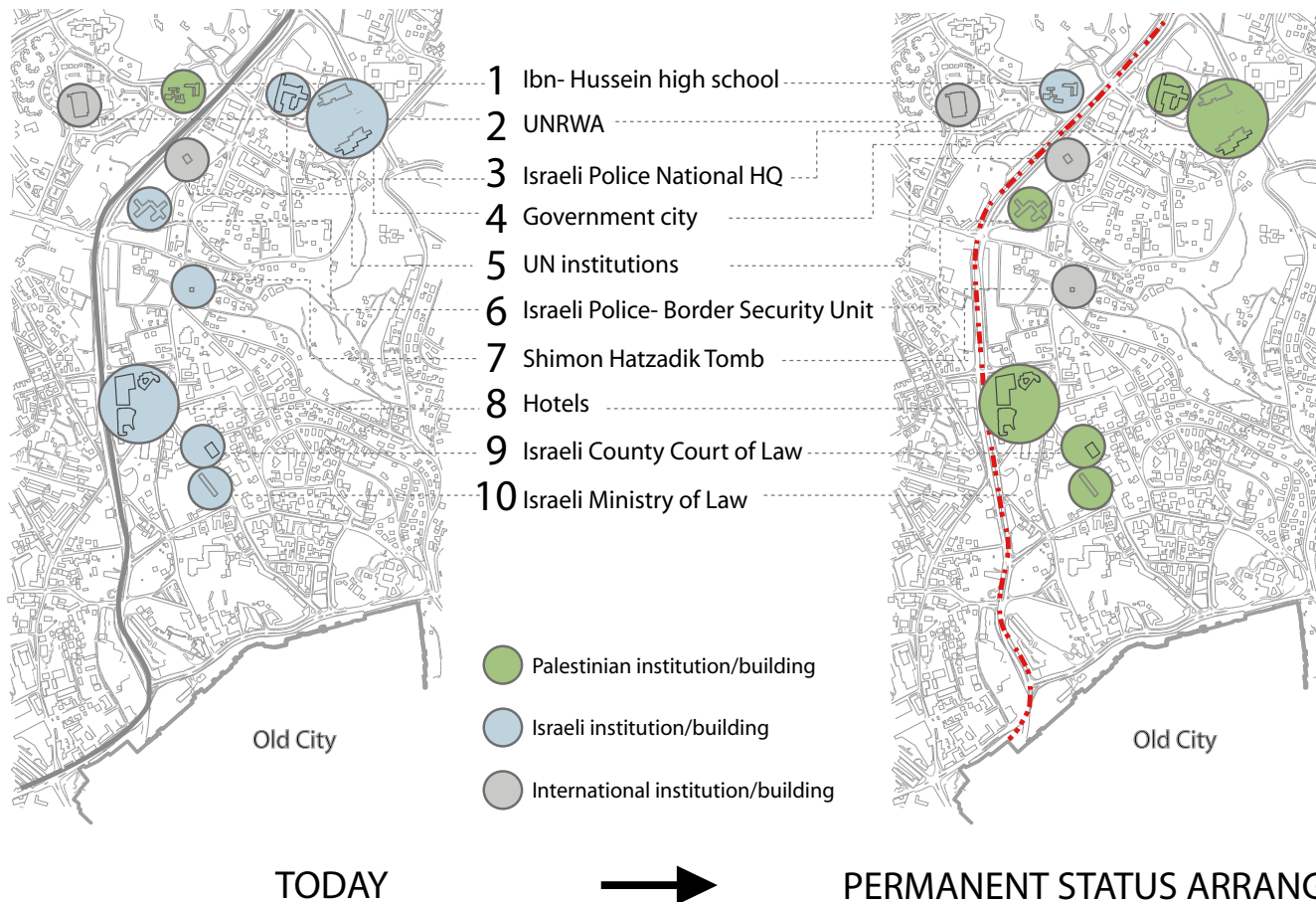
The illustration describes the urban fabric surrounding the road, according to a survey done by the authors during January 2006. The different colors described in the legend indicate the function type, whereas the title color describes the use, and indicates whether it is Palestinian (green), Israeli (blue), or international (black).



# Status of Buildings

There are several buildings and institutions along Road 60 today, which pose a difficulty in case of separation as part of a Final Status Agreement (such are the governmental offices, an Israeli law court, international organizations).

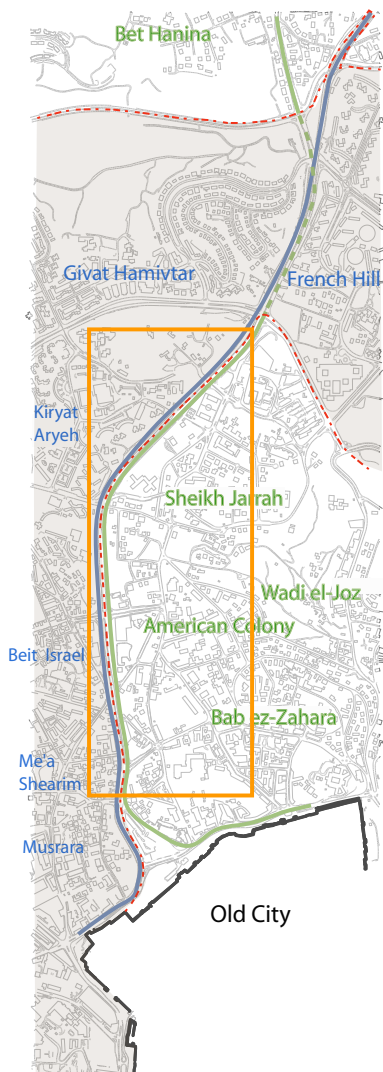
The left map indicates these places, and on the right one, a future solution is proposed by which the buildings on the Eastern side become Palestinian property, the buildings on the Western side remain Israeli property. Israeli institutions which are now situated in the Eastern side are proposed to be relocated in the West, and Palestinian institutions in the West side are proposed to be located in the East. International institutions will be able to remain in their current location.



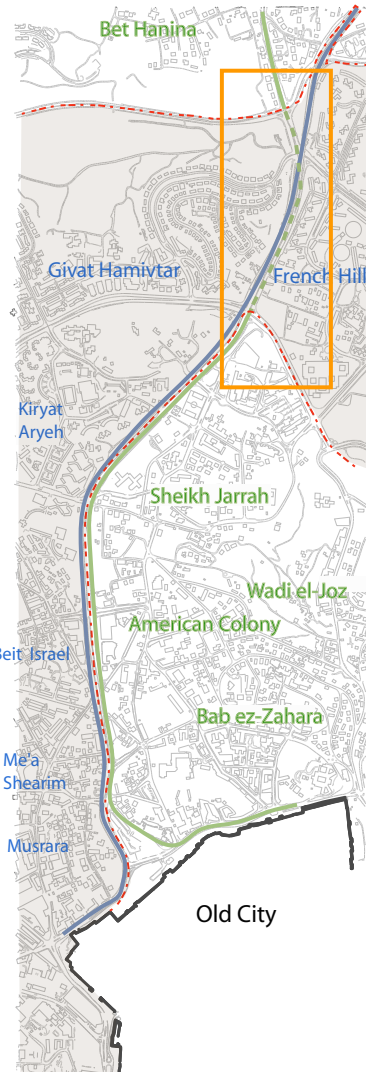
# Chapters of Study: Urban and Border Questions

The project addresses various aspects which planners are bound to encounter once the city is divided. Each chapter of the presentation will address a different aspect.

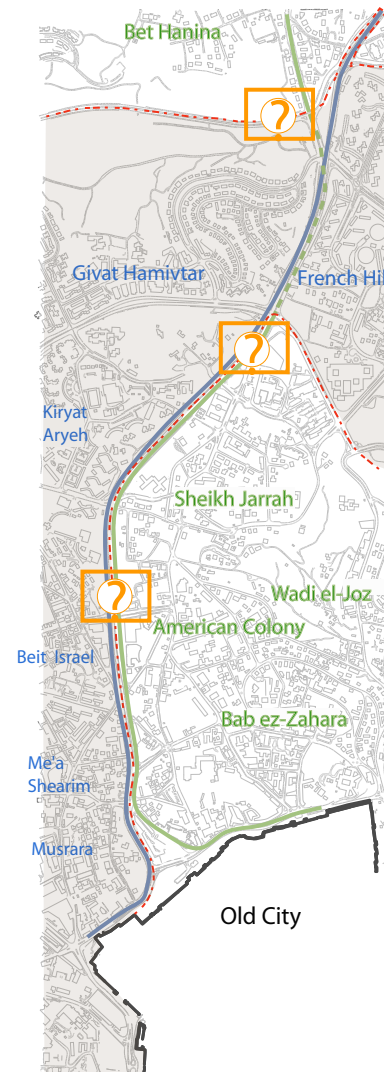
## 1. Nature of the binational road



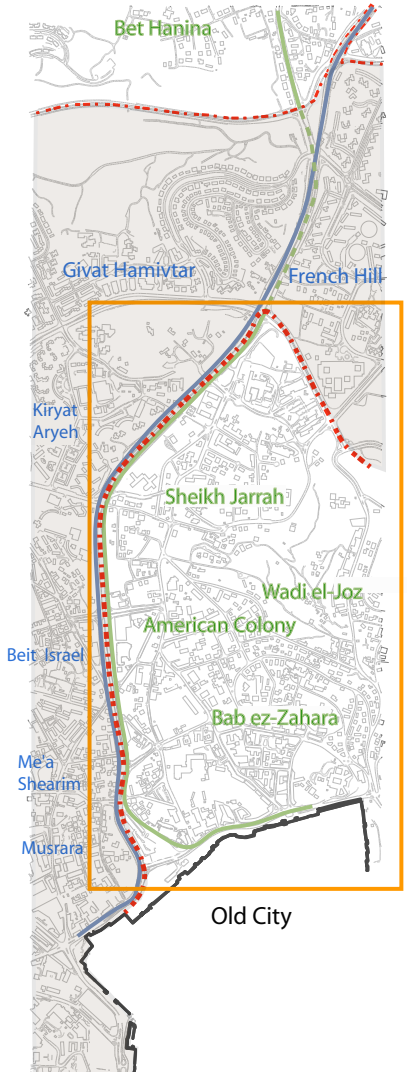
## 2. Contiguity



## 3. Nature of border stations



## 4. Nature of the barrier





1. Introduction

2. The Binational Road

3. Contiguity

4. Border Stations

5. The Barrier

6. Annex

One Road, Two Road Systems

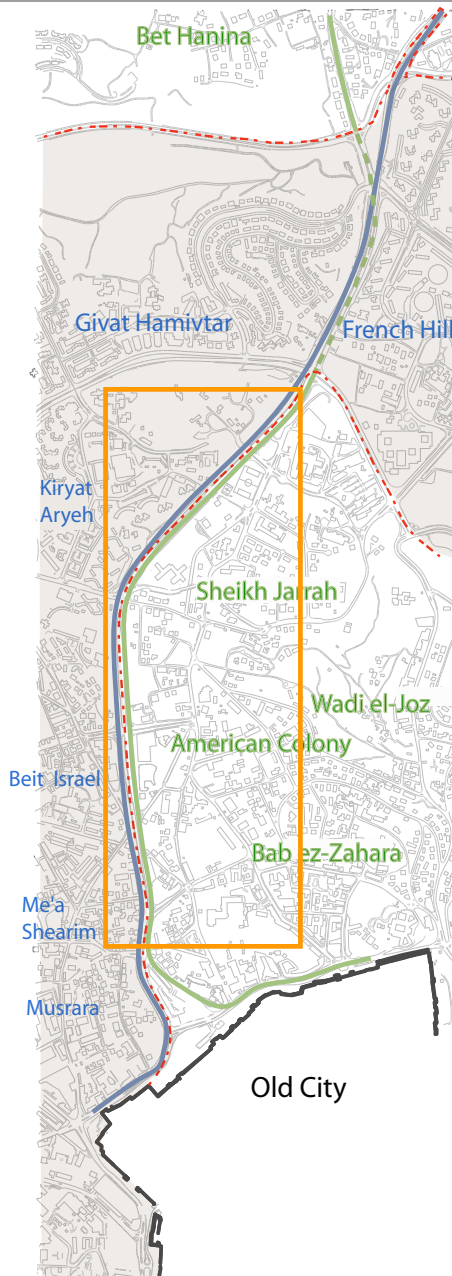
Urban Strategy Towards Road 60

Transportation System Alternatives

Junctions in Focus



## Question 1: The Nature of The Binational Road



The entire proposal is based on the assumption that Road 60 functions as a binational road along a final status agreement border line. It suggests directions for development which address the different needs the two sides from this transportation route, and create a basis for joint infrastructure and cooperation along it.

Understanding the nature of such a binational road is crucial in order to provide a full picture of the urban role and potential of it within a reality of a final status agreement. This chapter will address various aspects of this question. It will begin with clarifying the different role Road 60 has for both sides, and through this examine the possibilities within it.

## Current Road System and Demographic Spread: Israeli Side



### Legend

- Palestinian populated areas
- Israeli populated areas
- Proposed permanent status border line

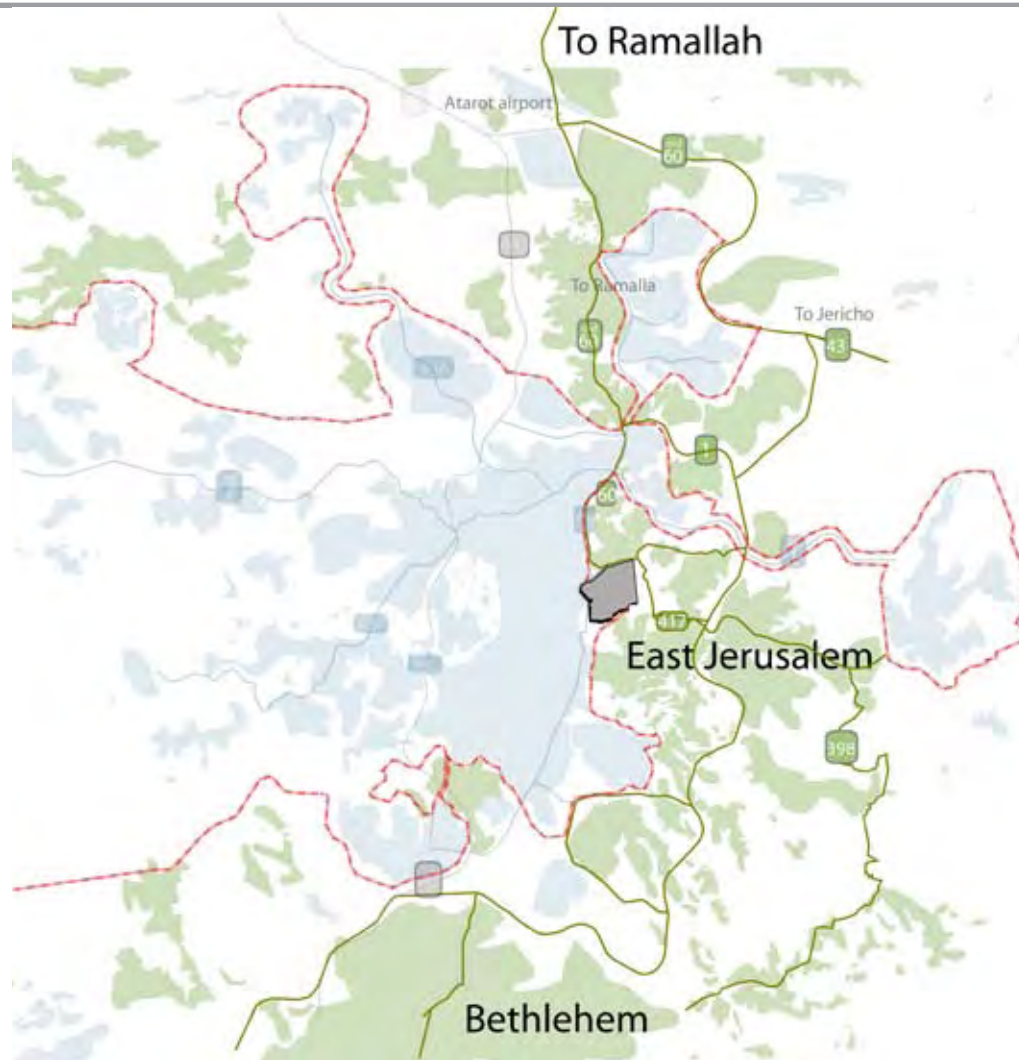
This map shows the current Israeli demographic spread in the Jerusalem metropolitan area, in relation to the road systems. Road 60 is located in the center of the seam area.

The Israeli Road 60 is used both as an inner-city road which connects the northern neighborhoods with the city center and the southern neighborhoods, and as an additional route for vehicles entering Jerusalem from north (Modi'in and Tel Aviv) and East (Jordan Valley and Ma'ale Edumim). It is also used as a north-south connection between Gush Ezyon Settlements in the south and the northern Settlements near Ramallah.

The red line shows the proposed permanent status border line in relation to the road system and the demographic spread.

The role of the Israeli Road 60 after permanent solution will not change dramatically. According to the suggested border line it will continue to serve the northern parts of West Jerusalem connecting it to the City Center and to the south. Nevertheless, it will become an actual city edge.

## Current Road System and Demographic Spread: Palestinian Side



### Legend

- Palestinian populated areas
- Israeli populated areas
- Proposed permanent status border line

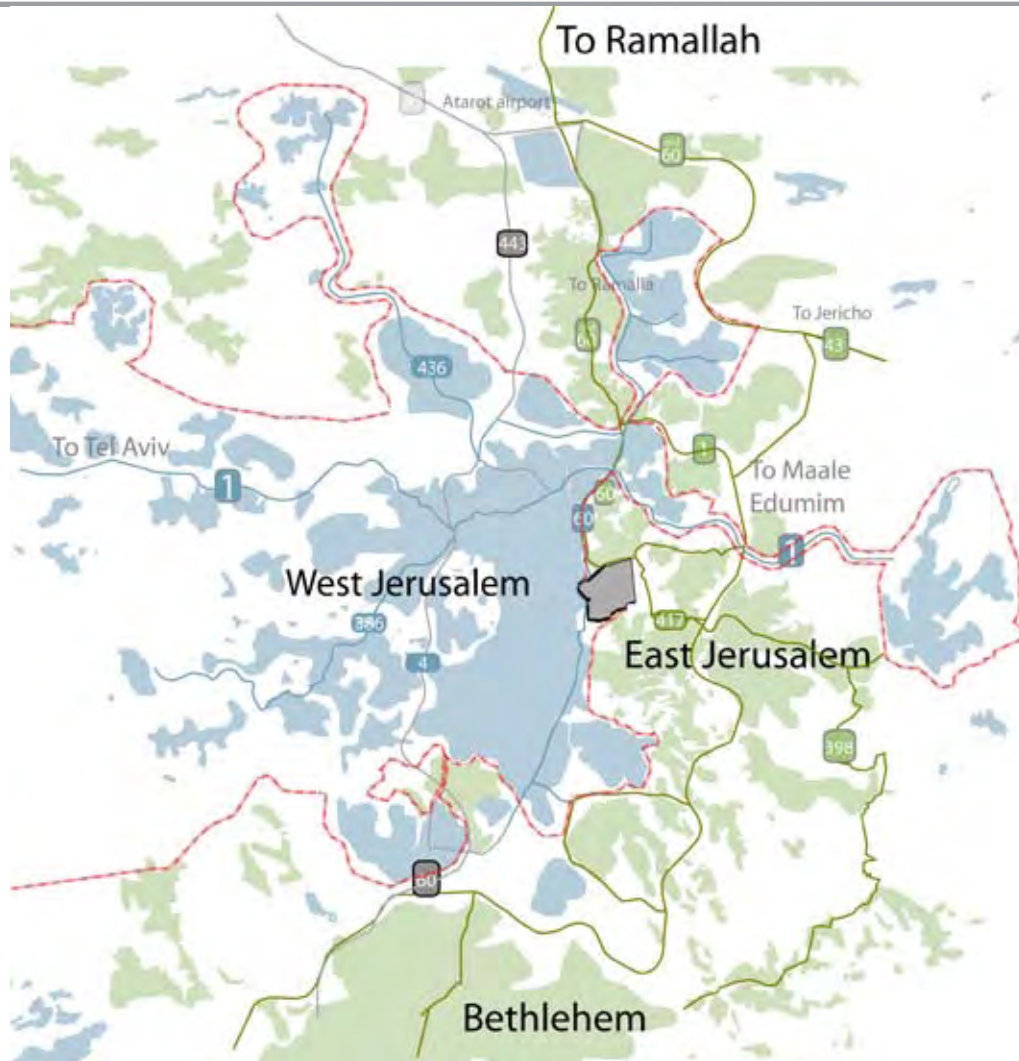
This map shows the current Palestinian demographic spread in the Jerusalem metropolitan area in relation to the road systems.

The Palestinian Road 60 is currently the only continuous road between Ramallah and Al - Quds (East Jerusalem), particularly the Old City area. Although East Jerusalem can be entered from the east, this road segment creates a continuous path from Ramallah to the city center, as well as to the larger metropolitan area of east Jerusalem.

The red line shows the proposed permanent status border line in relation to the Palestinian demographic spread and road system.

Along with the large-scale permanent solution plan, there is a need to formulate an independent Palestinian master plan for transportation. Within the suggested border line, Road 60 could have a key role in the Palestinian capital, allowing a hitherto non-existent, East Jerusalem-Ramallah contiguity. By this it can become a central north-south link within the Palestinian State, and an urban passageway to the center of East Jerusalem.

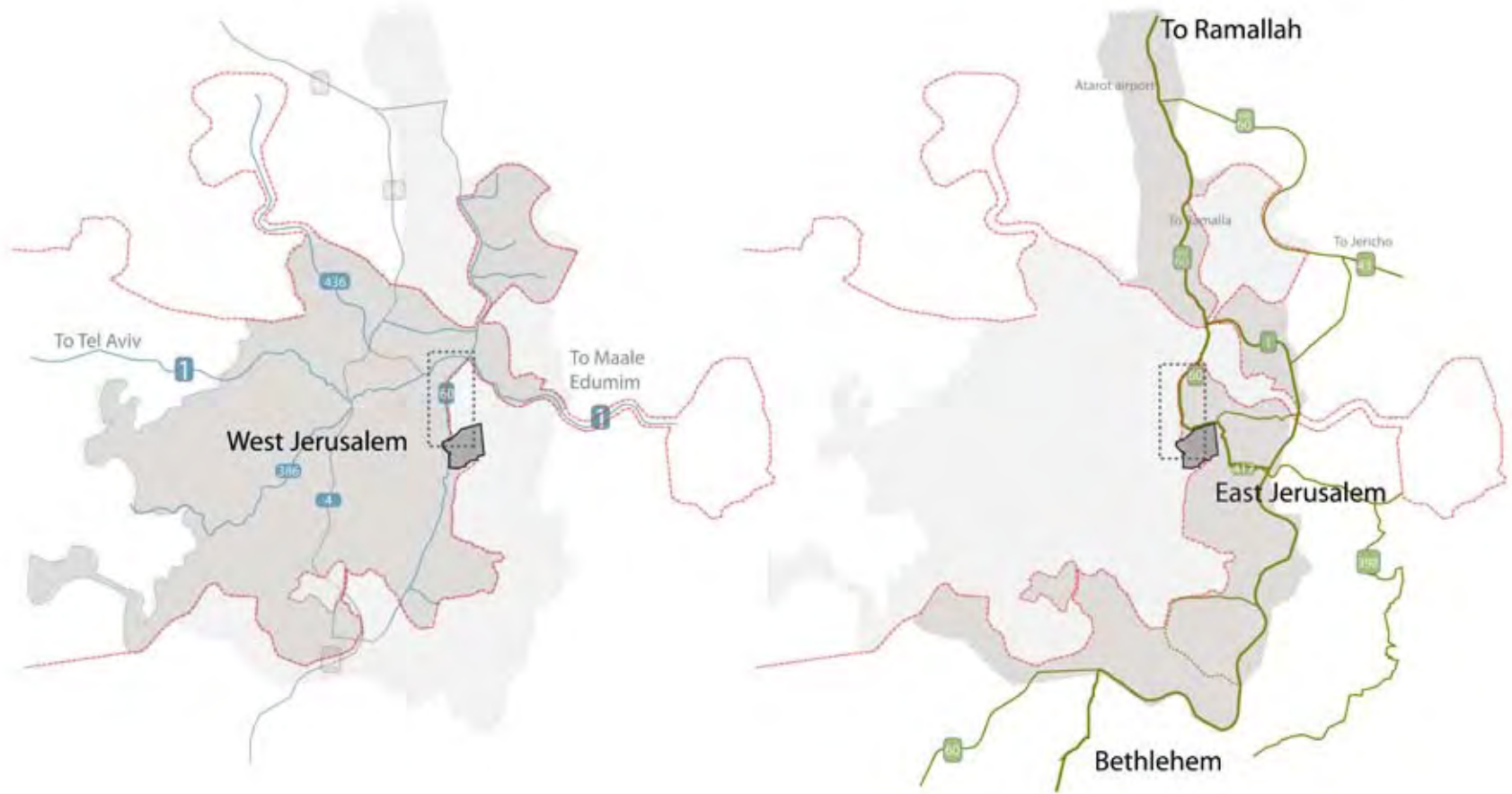
## Two Road Systems In A Final Status Agreement



This map shows the the current Israeli and Palestinian demographic spread in the Jerusalem metropolitan area in relation to the road systems, and to the border line.

## Role of Road 60 for Each Side After A Final Status Agreement

The two illustrations show the role of Road 60 for each side after a Final Status Agreement.



Israeli side: Road 60 as an urban edge

Palestinian side: Road 60 as a national and urban path

# Urban Strategy: Introduction

## URBAN CONTEXT

The border along the road can not be viewed separately from its immediate surrounding urban context. In order for it to blend naturally into the city, the border plan should be part of a larger scale plan, and should include areas beyond the border line itself. Moreover, in order for the border to become a true spine of mutual infrastructure, careful planning and understanding of the different urban needs of each sides is crucial.

## ONE ROAD, TWO URBAN ROLES

The proposed plan is based on the understanding that the sides of the road are asymmetric in their role and importance for each side of the city. While for the Israeli side the road will serve mainly as a city edge, for the Palestinian side it will be an important urban, perhaps even national passageway. The Palestinians will have this path connecting the Beit Hanania junction with Shekh Jarrah, and we will discuss it (in the French Hill segment) to make it work perfectly from an urban point of view. This path is intended to lead to the heart of the eastern city. Any proposed development should take this difference as a basic assumption. In addition, it is important to take into account the role of the road in the future, as a gate to the two sides, once the city of Jerusalem is separated.

## PROPOSAL: ASYMMETRICAL DEVELOPMENT ALONG THE BORDER

The main concept behind the proposed urban scheme is to enhance the urban characteristics of each side. Therefore, it is proposed to develop the Israeli side as an edge-promenade, and the Palestinian side as part of a central urban-commercial area.

### Two different urban roles



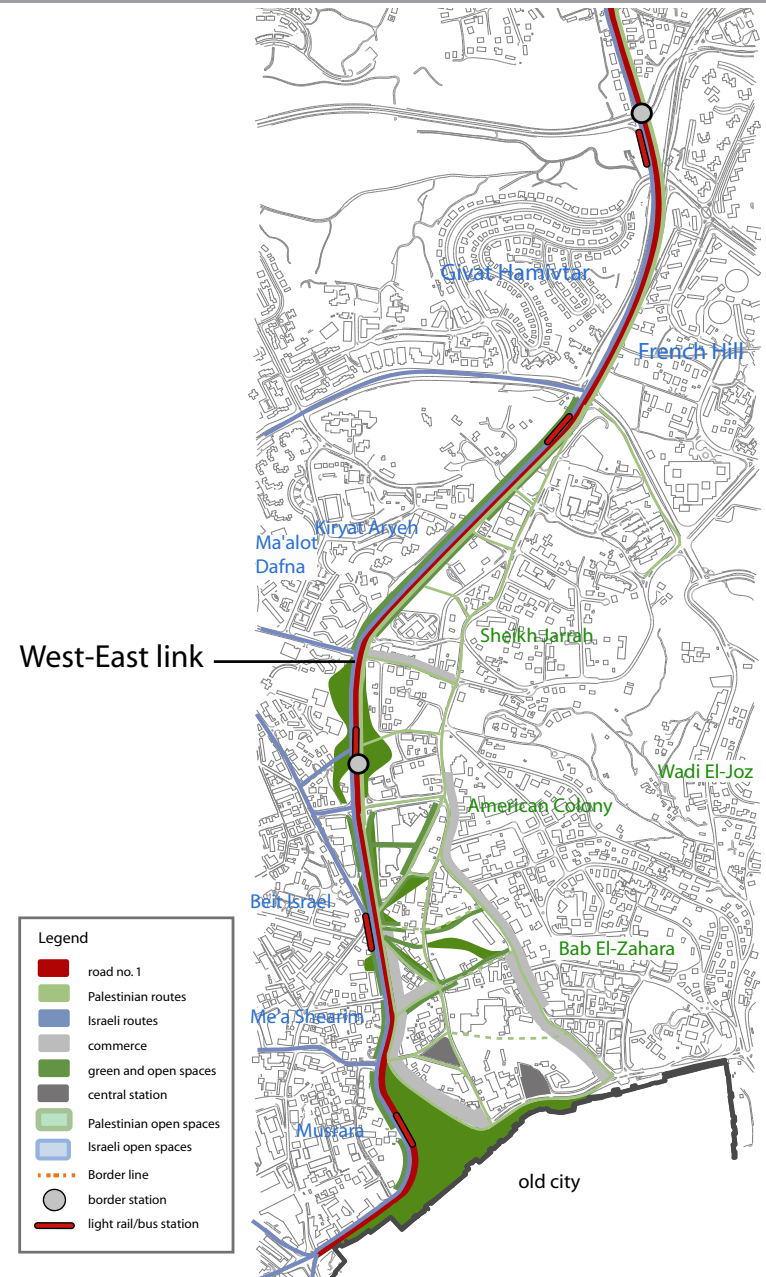
Israeli Side: Road 60 as an urban edge

Palestinian Side: as a national and urban path

# Urban Strategy

The urban strategy scheme objectives are:

1. To develop a promenade along the Israeli edge, for the use of the local citizens and tourists using this route.
2. To develop the Palestinian side as a stronger commercial center. This area has already been designated for commercial use in the current city building plan. Enhancing the commercial activities will strengthen the urban centrality of it, and allow the area to benefit more from the border transportation infrastructures and crossing citizens and tourists.
3. To develop the links between Road 60 and the Eastern City center. As well as developing open spaces and the transportation network in the Eastern side.
4. To set a basis for West-East connection through the border and transportation stations (see marking in the illustration). This connection will allow citizens and tourists to easily cross from a central Eastern street, to a central Western one via the bridge.





# Transportation Systems Along The Border: Alternatives

Transforming the road into a border require definition of the transportation systems running along it on both sides. Several alternatives are examined here, and illustrated in the table below. Each option is a zoom-in into the lanes, showing which infrastructure is proposed, where it is placed and to whom it belongs.

Alternatives	1	2	3
Lanes zoom in			
System scale			
Description	Israeli lanes: car, light rail Palestinian lanes: car	Israeli lanes: car Palestinian lanes: car Joint use lanes: light rail system; border check upon exit	Israeli lanes: car, light rail Palestinian lanes: car, light rail
+	Relies on current infrastructure	Joint light rail train infrastructure Allows both sides access to a rapid transportation system	Relies on current infrastructure Joint light rail train infrastructure Allows both sides access to a rapid transportation system
-	Does not allow any rapid transportation system for the Palestinian side.	Sharing the infrastructure might be problematic in terms of security.	Requires an enormous Palestinian investment in a light rail system



Chosen scheme

4	5
<p>Israeli lanes: car, light rail                  Palestinian lanes: car, Rapid bus system                  Border: shared transportation stations</p>	<p>Israeli lanes: car, light rail                  Palestinian lanes: car, Rapid bus system                  Border: separated stations</p>
<p>Does not require sharing infrastructure                  Affordable solution for the Palestinians                  Allows both sides access to a rapid transportation system</p>	<p>Does not require sharing infrastructure                  Affordable solution for the Palestinians                  Allows both sides access to a rapid transportation system</p>
<p>Shared stations might pose security difficulties</p>	<p>Human movement in the stations along the border might be a security difficulty.</p>

Reasons for choosing option 5:

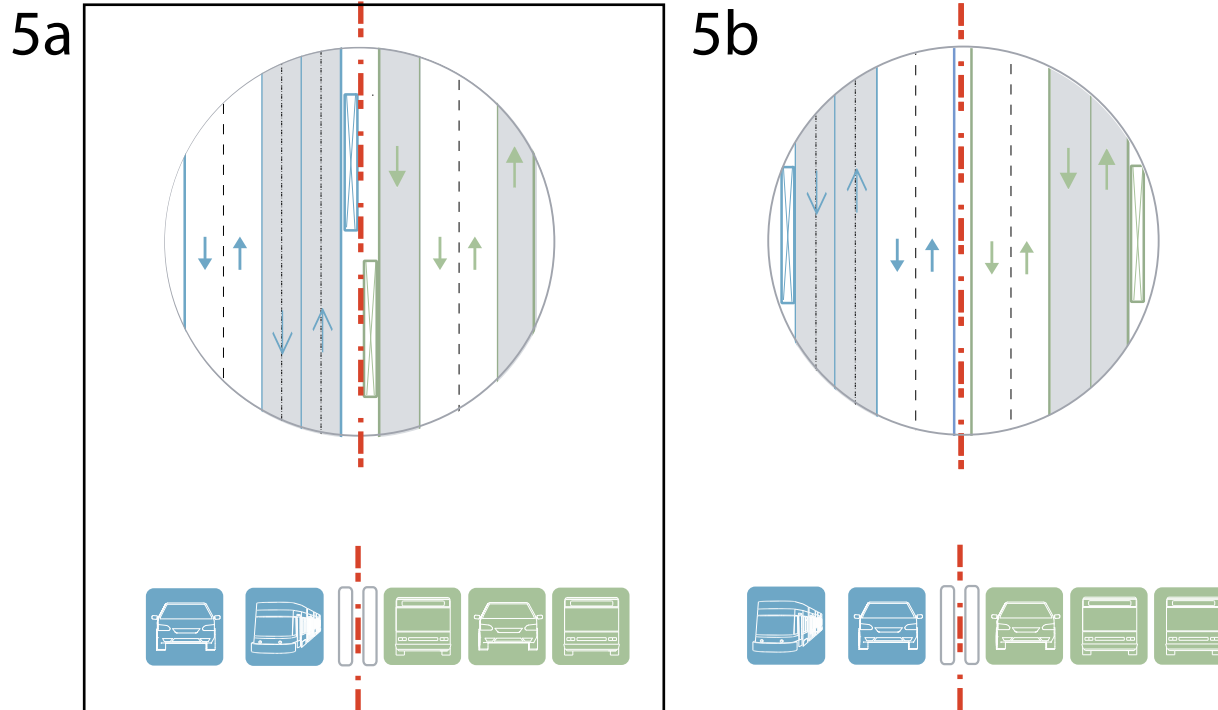
1. Cost: The rapid bus system chosen for the Palestinian side can reach the same mobility-rate as the light rail train, and yet costs 10 times less.

2. Flexibility to future scenarios: In case the city is open and shared, double infrastructure (of two parallel light rail systems) is avoided. The light rail and rapid bus systems could operate as complementary systems.

Having said that, the transportation infrastructure in the Palestinian side should be flexible enough to allow the future upgrade of the transportation system. Meaning, if later on planners find it necessary and viable to have a light rail train on the Palestinian side, and the border does not yet function as an open one, the infrastructure and urban fabric on the Palestinian side will be able to facilitate a light rail system.

## Locating Infrastructure Along Road

Another challenge regarding the infrastructure along the road, is to determine the location of the public transportation lanes. While 5a proposes to center the tracks of the light rail train and the public bus lanes, 5b proposes to move them closer to the sidewalk, and thereby closer to the pedestrian users.



### Advantages:

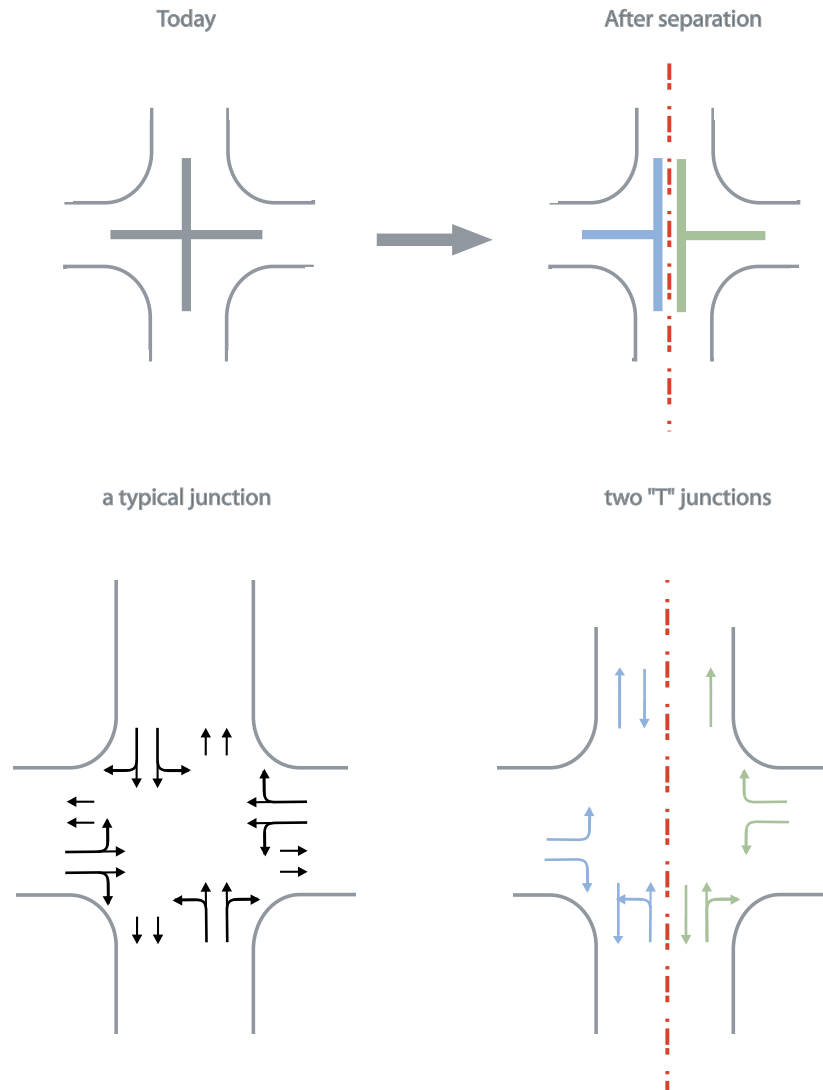
1. Security: It is easier to secure the border infrastructure when it is surrounded by public, rather than private transportation.
2. Flexibility vis-a-vis future scenarios: Concentrating the infrastructures expands the range of options for future connections between the eastern and western sides of the border.

### Disadvantages:

1. Use: Might be less convenient for the passengers, since the stations are not located on the side of the pedestrian sidewalk.

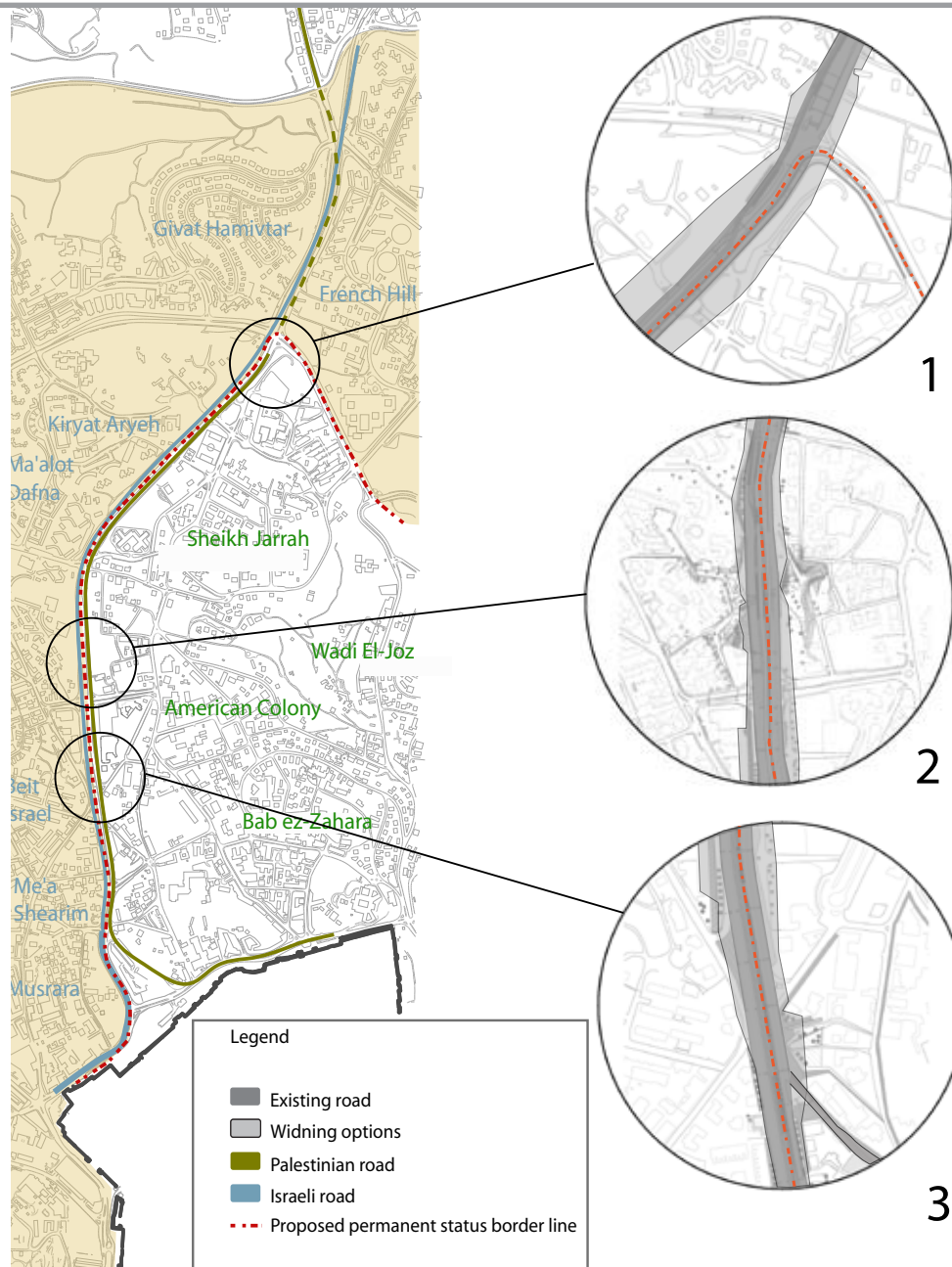
# Road 60: From One System, to Two Separate Ones

Separation along the road require rearrangement of the basic traffic system, transforming it from a jointly-used infrastructure into two separated ones. The illustrations below describe the basic concept for the transition.



Flexibility: the scheme could be reversed to the original condition in case of a different political scenario, under which the city functions as one unit.

# Land Availability

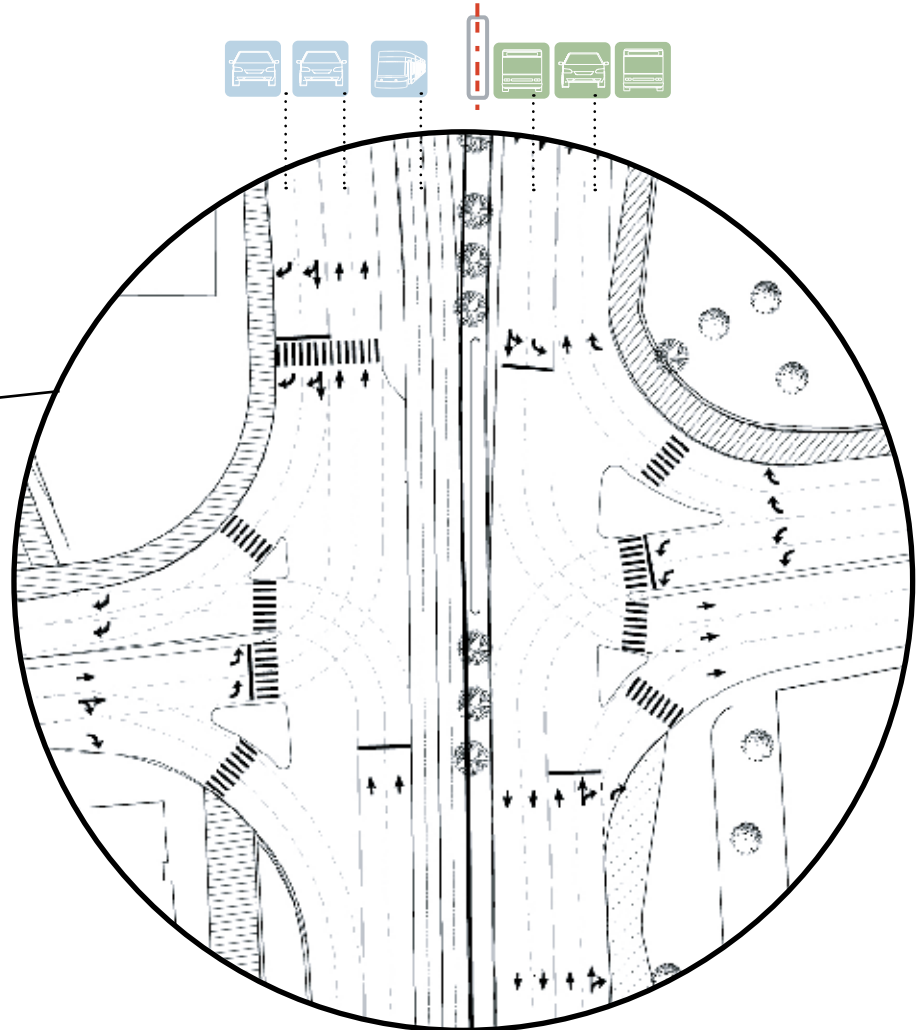
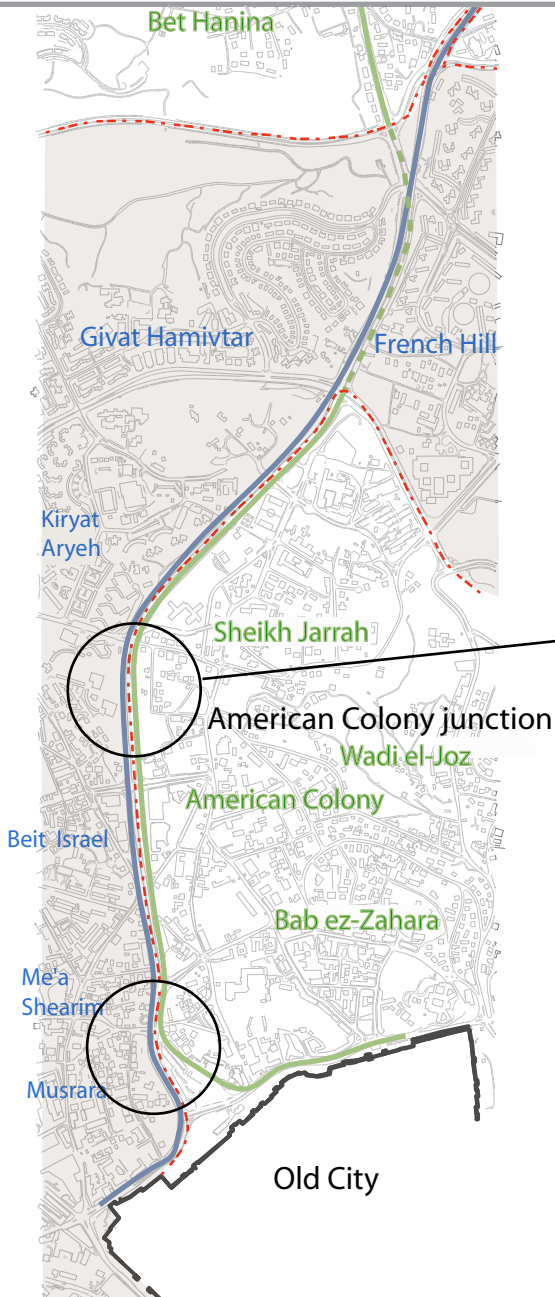


Provided here is an overview of the land availability along Road 60, which is crucial in order to develop it as a binational road. The concept in this work is based on the current condition and on current use of the road. Nevertheless, the transportation models and the survey of transportation needs should be updated prior to composing the accurate plan.

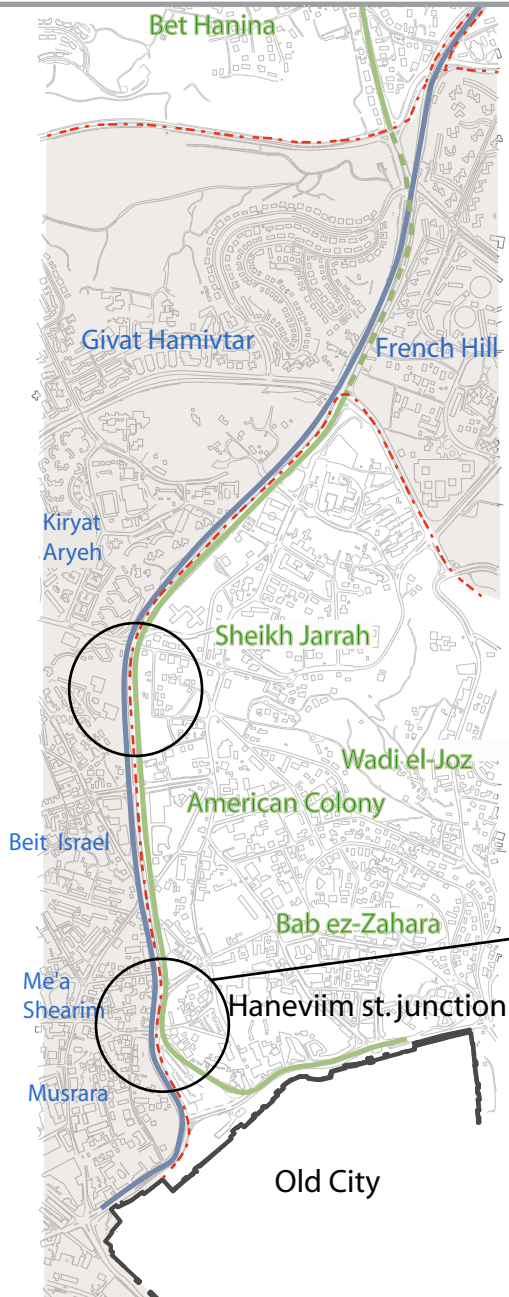
1. Towards the northern edge of inner-Jerusalem Road 60, land reserves for expanding the road are relatively available. Each side can be expanded to an 8-lane system. This is a good point for major crossing, and will be studied further in the French Hill -Shekh Jarrah Section
2. The central segment of Road 60 varies in its width. Challenges lay especially in the southern parts where the built-up area limits expansion of the road.
3. Towards south, the road becomes relatively narrow, allowing only one public transportation lane. The remaining traffic is channeled into the Eastern Bab- ez- Zahara neighborhood, to ease the traffic loads.

# Junctions in Focus: American Colony

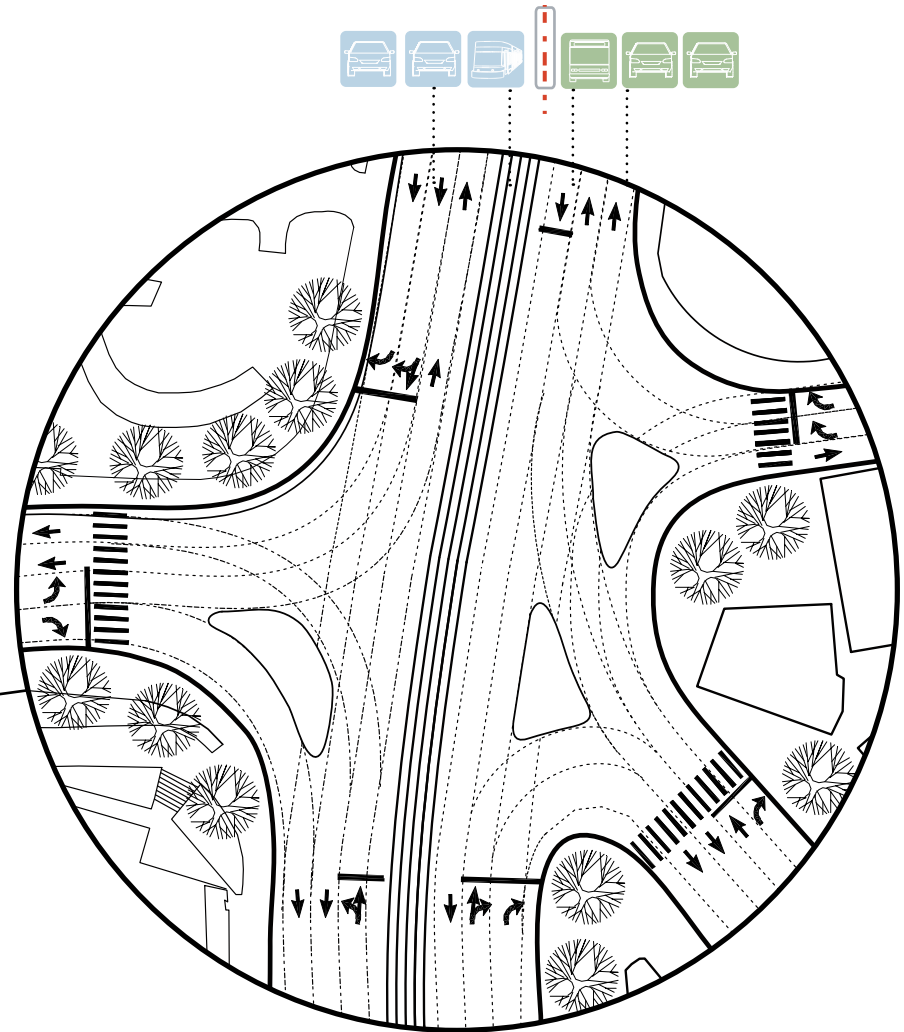
Demonstrated is a conceptual plan for a future arrangement of a typical junction along Road 60. The icons below illustrate the use of each lane.



# Junctions in Focus: Hanevi'im St.



Hanevi'im St. begins in the West and crosses Road 60 towards the Eastern side and the old city. This conceptual plan illustrates the future traffic arrangements, following the general theme for transportation. The icon below illustrate the use of each lane accordingly.

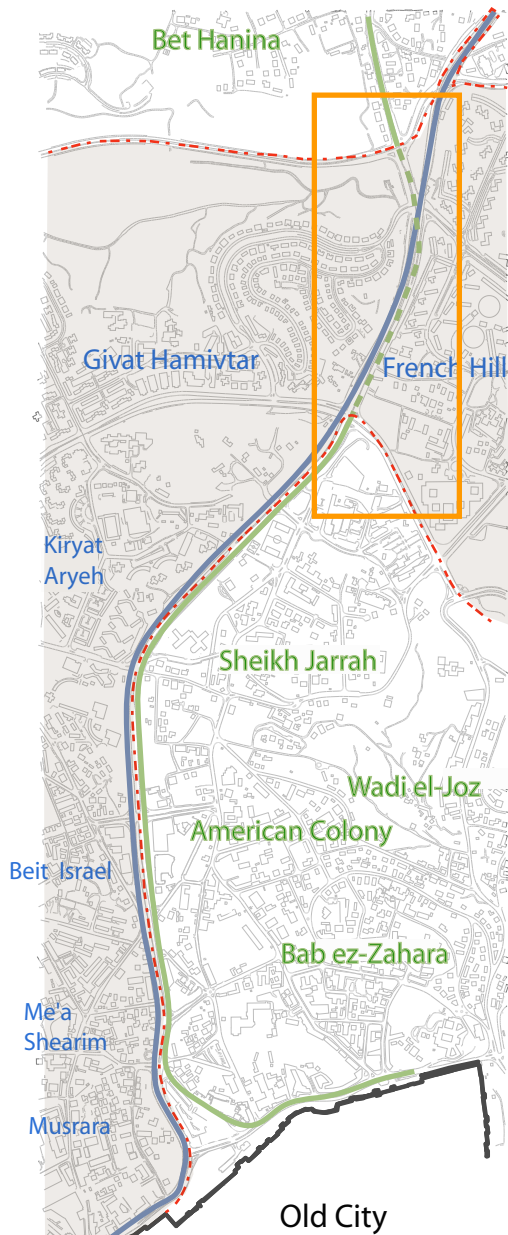


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## Question 2: Contiguity



According to the “Geneva Accord”, there are several cases in which territorial contiguity of one side collides with the continuity of the road systems of the other side. The road segment north of French Hill junctions exemplifies such a case.

The connection between Bet Hanina and the Sheikh Jarrah neighborhood (see diagram left) is interrupted by Israeli territorial contiguity. In case of separation, a solution to the transportation aspect of this problem would need to be found.

The contiguity difficulties of this segment will be thoroughly discussed in the French Hill Junction chapter.

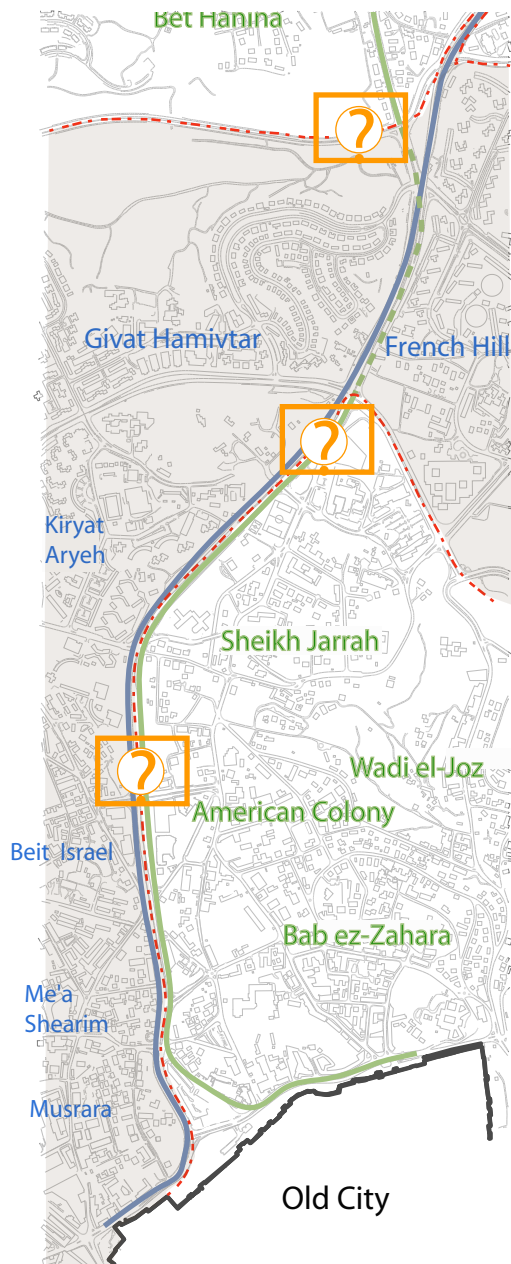
The severe lack of data or models regarding the present and future transportation habits of the Palestinians in this area, did not allow us to address issues of capacity in this scheme. Therefore, this should be taken into consideration in any further planning. Furthermore, exact detailing of these schemes should be done according to the condition of the area at the time of planning, in consultation with transportation experts.

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Border Crossing Stations  
American Colony Crossing Station  
Movement Within Crossing Station  
Future Possibilities



## Question 3: The Nature Of The Border Crossing Stations



Today, there is no scheme which provides an answer to issues of movement and border crossing points between the two parts of the city. If the city will be divided according to the Geneva Accord or any other agreement based on the '67 lines, the east-west movement and connection systems will be of very high importance. There are several factors which should be taken into consideration while examining this issue:

A. Location of crossing points: It is important to offer a plurality of locations which would be both accessible to both sides, and well connected to the two urban centers and the transportation systems.

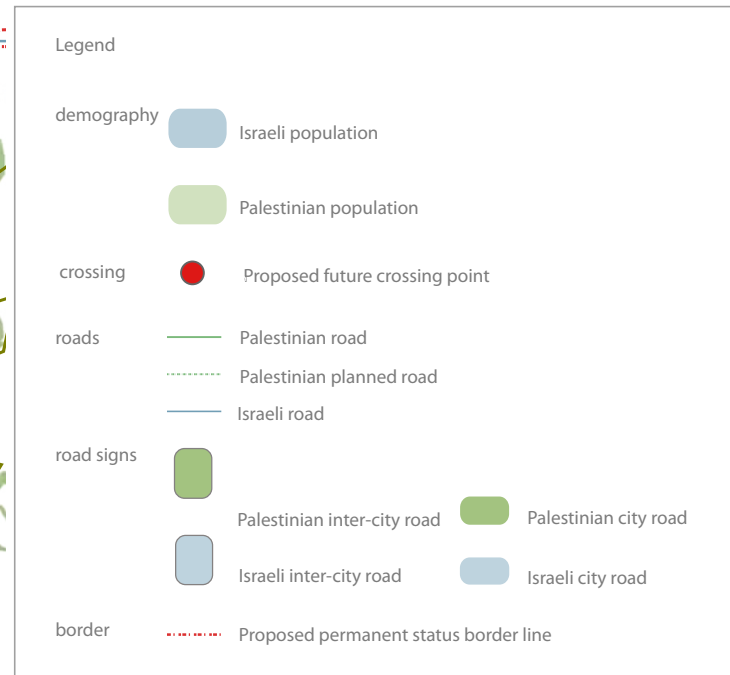
B. Crossing points for vehicles: It is important to address all needs of crossing transportation. Special arrangements for tourist buses in additional points of high interest (i.e. Old City area) is also recommended.

C. Number of people crossing per day: There is a severe lack of reliable data in this area. Estimations vary and fail to provide a coherent map of needs. In addition, the estimations which exist today are based on the current permission system, which will probably change dramatically in case of a permanent status agreement. Therefore there is a difficulty both in estimating the rate of current use, and to predict the rate of use once the possibilities are expanded.

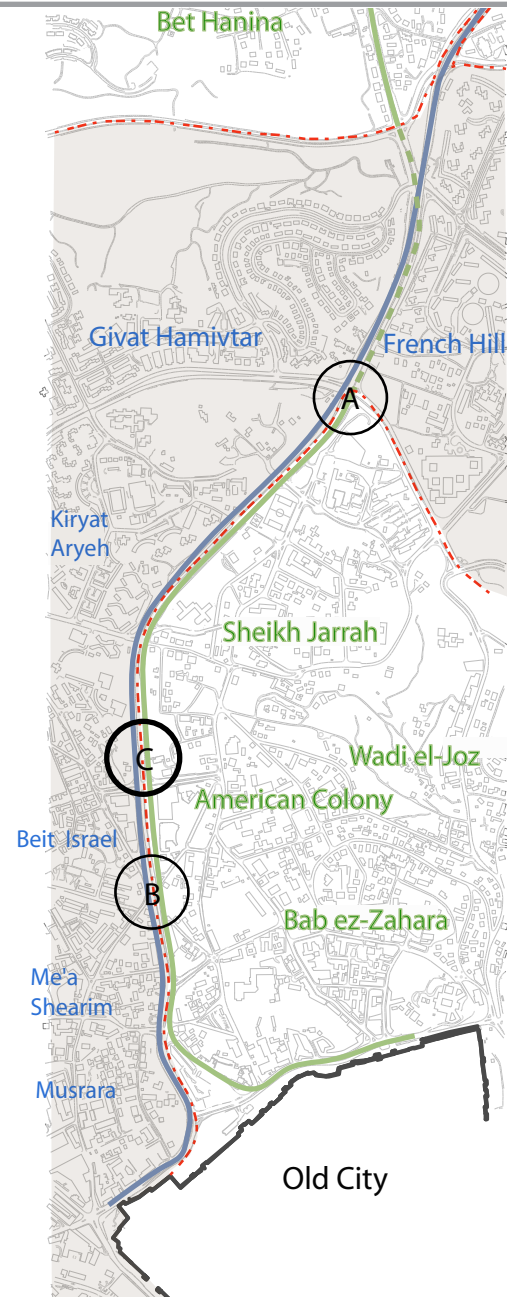
# Location of Border Crossings



The map contains an overall collection of sites proposed as Border Crossing stations, all located along the proposed border line. These stations are to address the need for West-East connection both within Jerusalem, and between Israel and the West Bank in the greater Jerusalem area. Within this outline, two locations for vehicle crossing are proposed, in the North and South.



## Alternatives for a Border Crossing in the Central Part of Road 60



Along the route of road 60 in central Jerusalem, there are a few optional segments that can facilitate a border crossing, as shown in the illustration:

**Option A - Ammunition Hill Junction :** This location offers relatively large open space to accommodate a crossing facility, but is too far from the old city and the Palestinian urban center (This location will be further studied as part of the French Hill Junction Project).

**Option B -** This location isn't a central one to either side, and isn't large enough to accommodate a crossing facility.

**Option C - the American Colony junction:** This is the recommended option. This location has a few advantages: first, it is not entirely built and has enough available land for the facilities. Also, this is a central part in the urban tissue on the Palestinian side and it holds a promise to become a lively commerce and tourism area that can both benefit from and contribute to the adjacent crossing facility.

# American Colony Border Station: Planning Proposal

The American Colony border station is planned in a manner which will allow an east-west connection through it. The creation of the new connecting path via the bridge makes both city centers accessible for tourists or citizens of the other side.



Plan





South-east view of the two border stations

# American Colony Border Station: Roof

The plan shows the level of the Israeli border station, as well as the connecting bridge leading to the Palestinian side and border crossing.





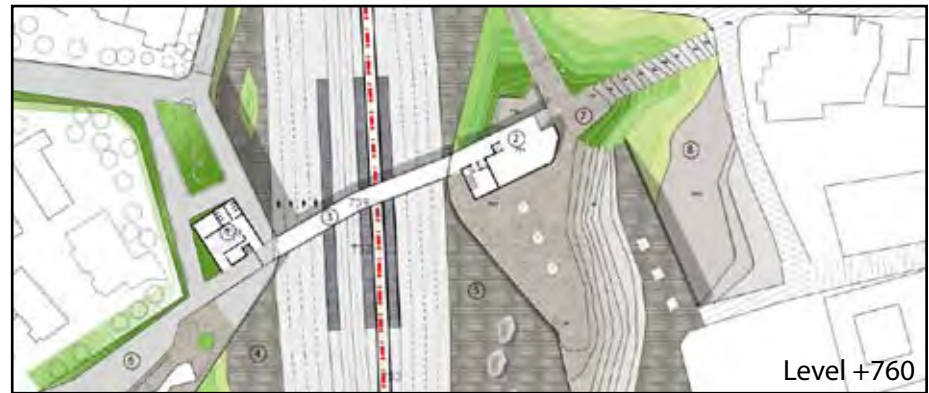
# American Colony Border Station: Levels of Plan

The three plans present the different levels of the border station.

1. Palestinian side: Border station upper level and the development around it.  
Israeli side: The level of the platform, with ticket offices and information.
2. Palestinian side: Border station lower level.  
Israeli side: Platform level, shops and information counters.
3. Palestinian side: Platform level and shops  
Israeli side: Platform level.

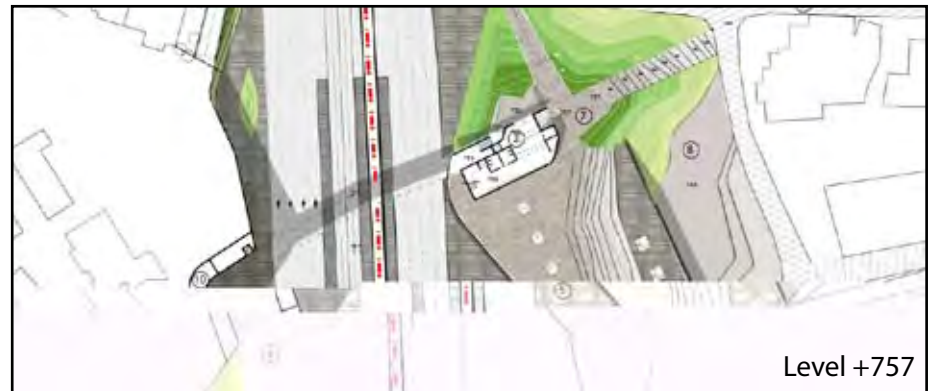


1



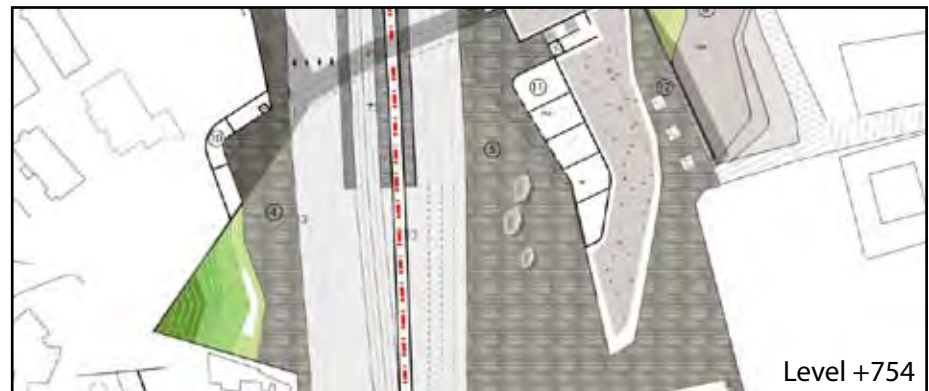
Level +760

2



Level +757

3



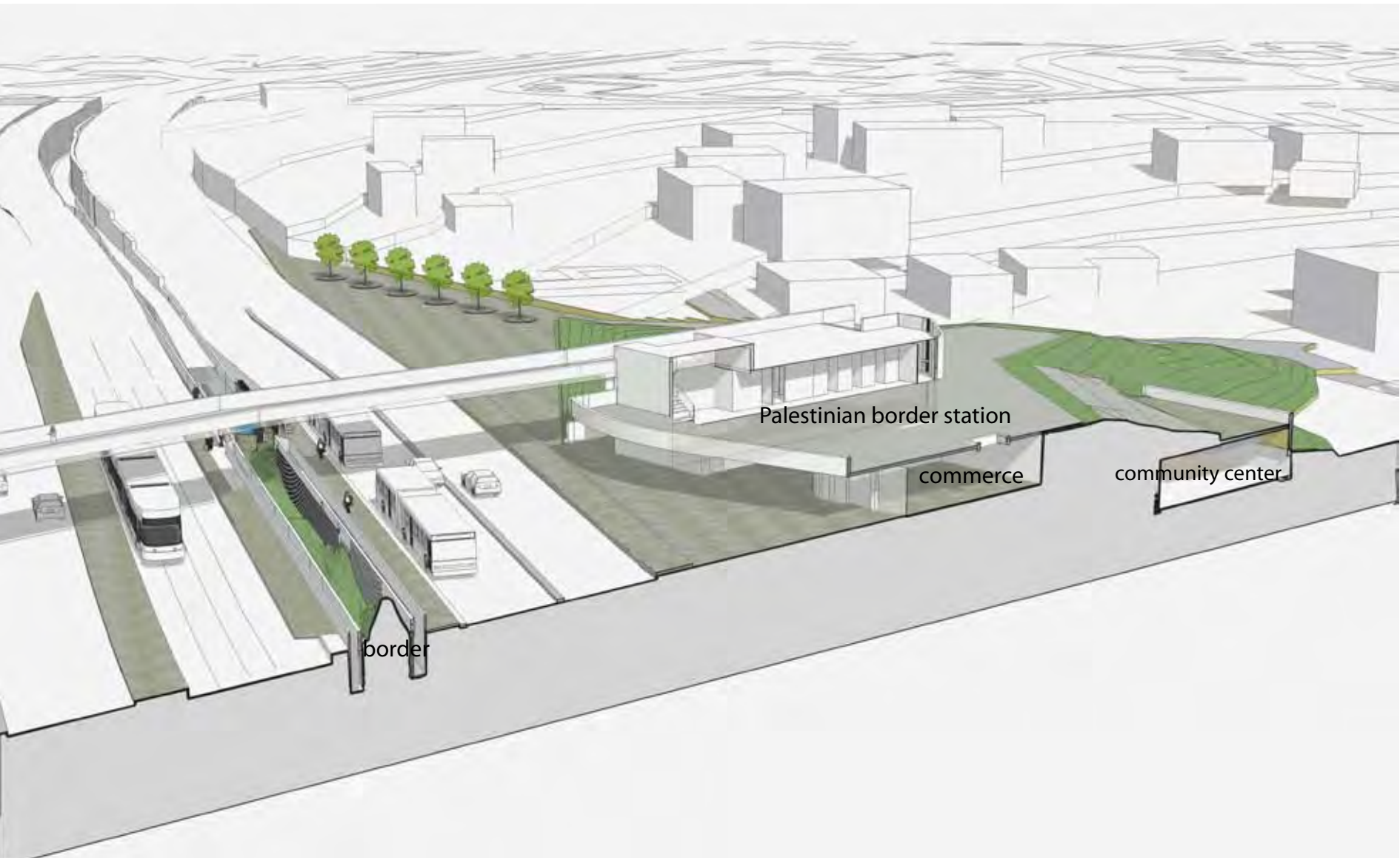
Level +754

**Legend**

- ① Israeli border cross point
- ② Palestinian border cross point
- ③ connecting bridge
- ④ Israeli platform
- ⑤ Palestinian platform and urban park
- ⑥ Israeli public park
- ⑦ Palestinian public park
- ⑧ Palestinian public court
- ⑨ routes to main commercial street
- ⑩ Israeli ticket office and information
- ⑪ commerce
- ⑫ Palestinian community center (hidden)

--- border line

# American Colony Station: Sections



Section through Palestinian border station



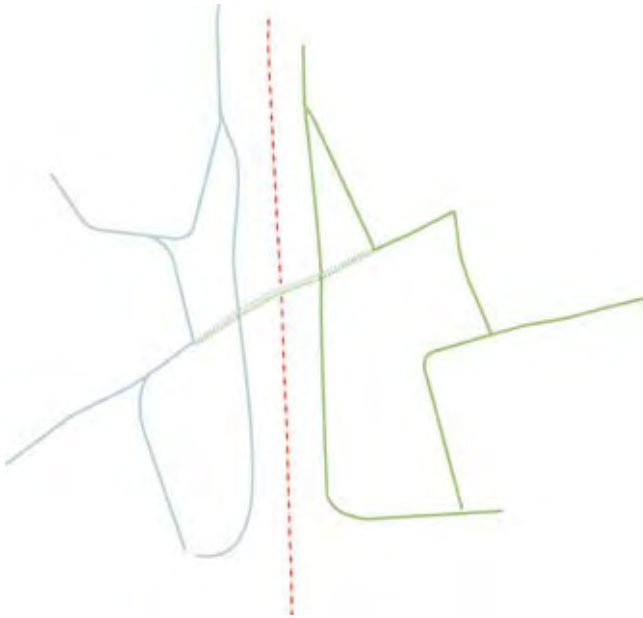
Section showing the two stations



North view of the two border stations

## Border Crossing Station: Movement Flexibility in Various Scenarios

The scheme is planned to fit various political and security scenarios. Under separation, it provides two separated systems of movement as well as border crossing services on the bridge level. In case the city becomes an open city, these facilities could be removed, allowing the bridge to serve as an open connection between the two sides, parks, and transportation systems.



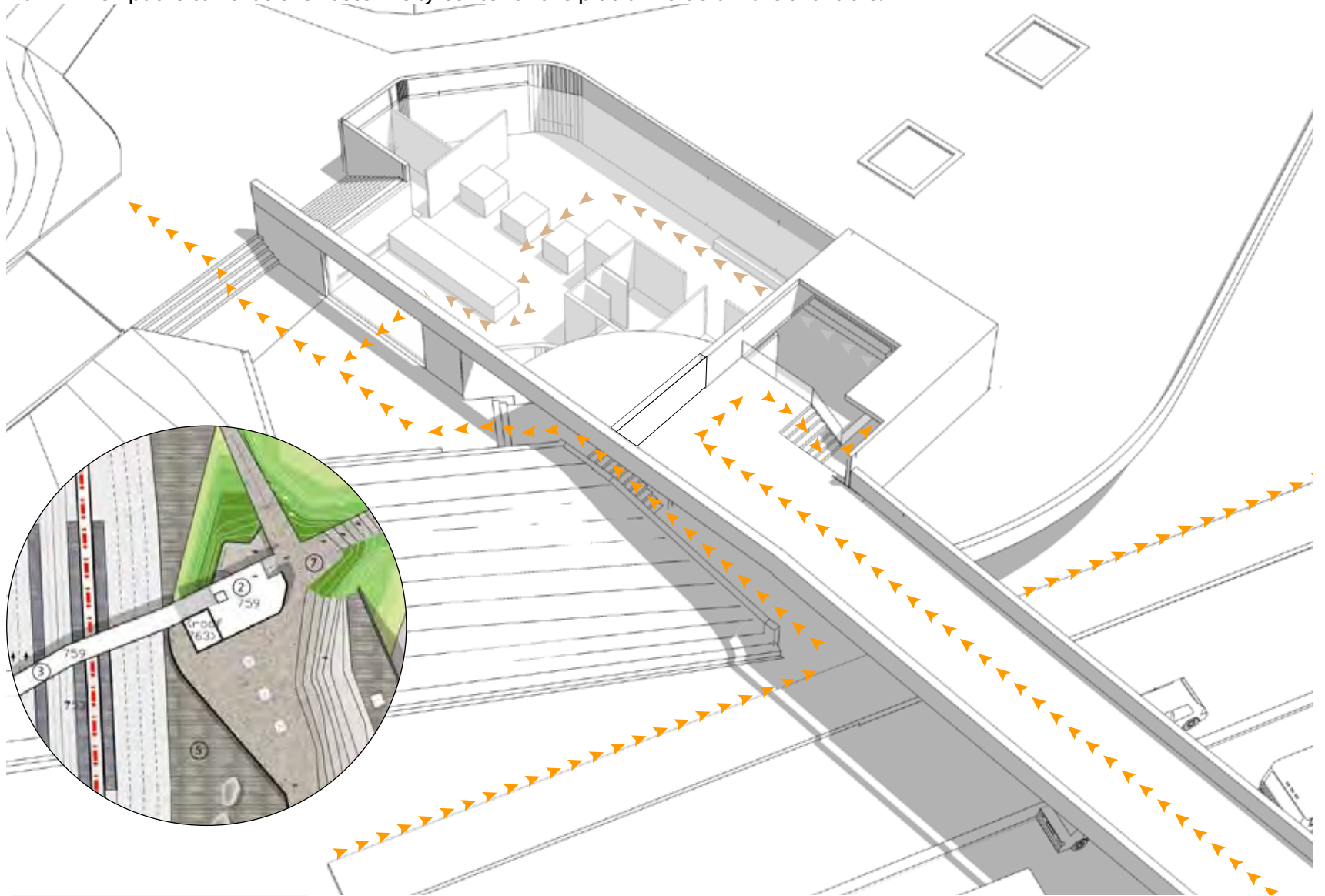
Under separation: two systems of movement



Open city scenario: free movement between the two sides

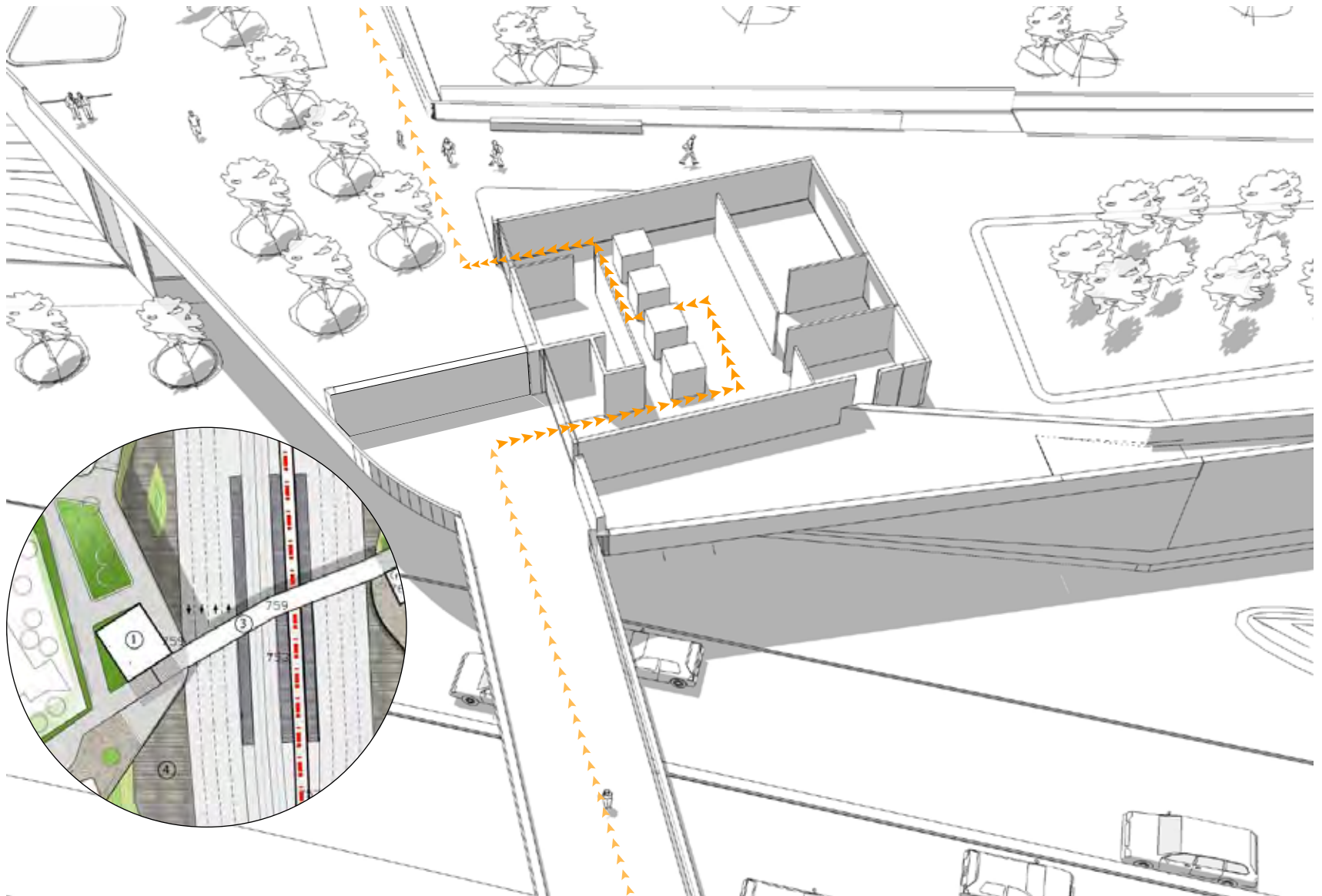
## American Colony: Palestinian Border Crossing Station

The illustration below demonstrates the movement through the Palestinian Crossing station. The bridge leads to the station, from which paths towards the Eastern city center or the platforms below are available.



# American Colony: Israeli Border Crossing Station

The illustration below demonstrates the movement through the Israeli Crossing station. The bridge leads to the station, from which paths towards the Western city center or the platforms below are available.



1. Introduction
2. The Binational Road
3. Contiguity
4. Border Stations
5. The Barrier
6. Annex

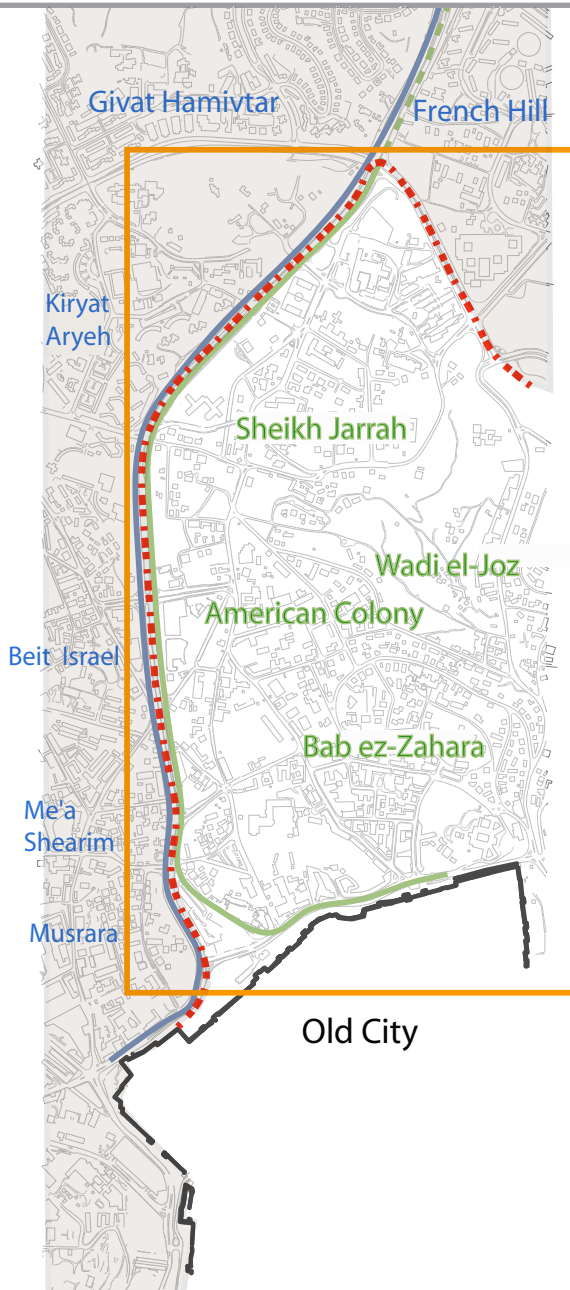
Barrier Details

Security Measures in Barrier





## Question 4: The Nature Of The Barrier



The Barrier issue is the last question dealt with, but nevertheless it is one of the most crucial issues in the permanent status solution. The appearance of the Barrier and the implementation of border facilities and measures into the urban landscape without causing severe damage to them are among the greatest challenges of any agreement.

The architectural objective is to answer the security demands expected of an inner-city border, and yet not neglect its aesthetic dimension. The suggested barrier proposes to replace the barb wire and concrete walls and the security approach to the solution, with electronic detecting technology, which would provide a warning and tracking system, and yet avoid the negative affect of the common separation measures. The following pages are suggested as “mind teasers” to planners and designers approaching this matter.

## Barrier Details

Part of the effort in offering an alternative configuration for a city-border, relates to the nature of the barrier itself. Proposed here are a few directions for such solutions.

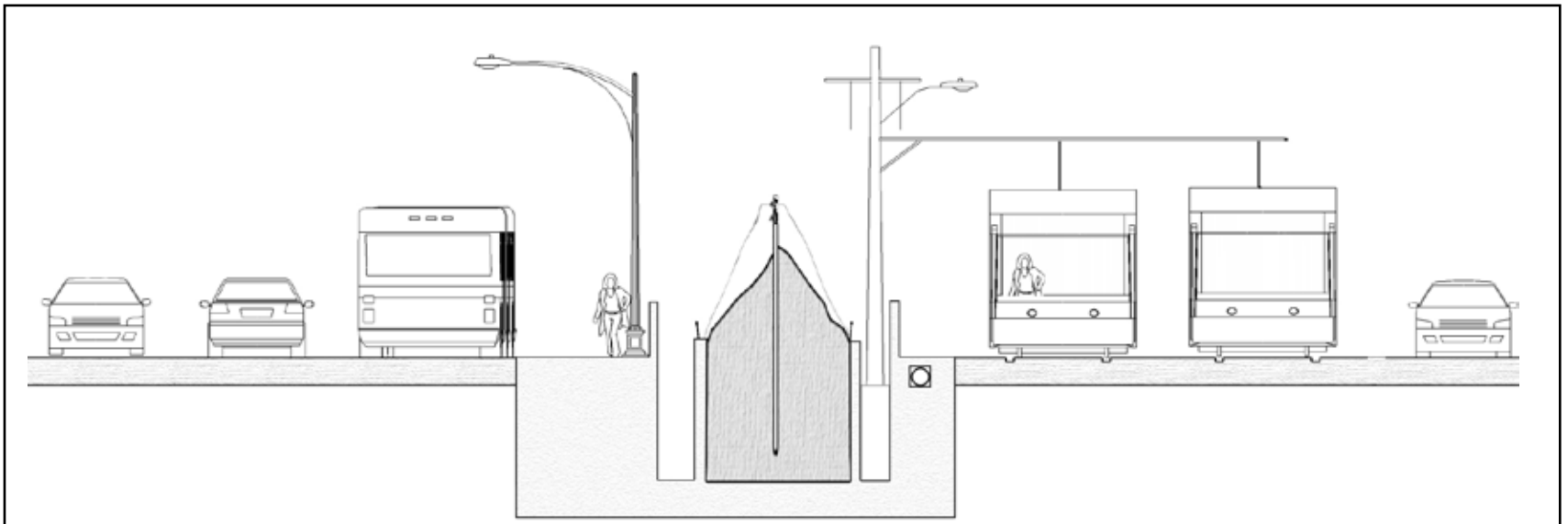
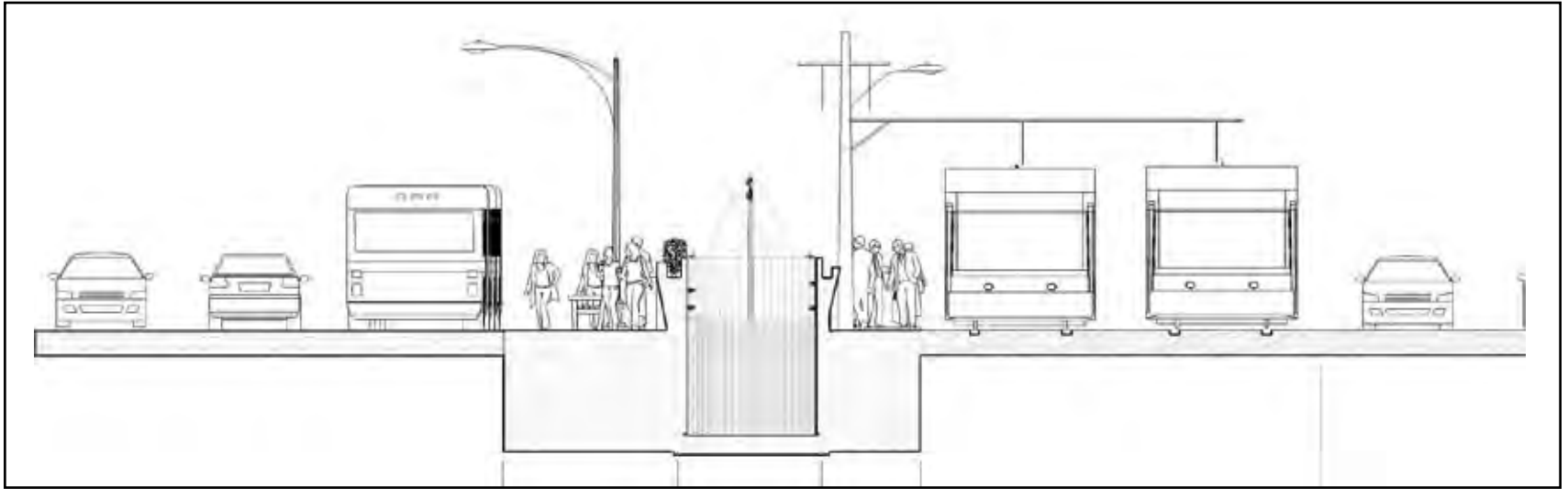


The two perspectives below show how various elements could be used for constituting the barrier in its different segments.



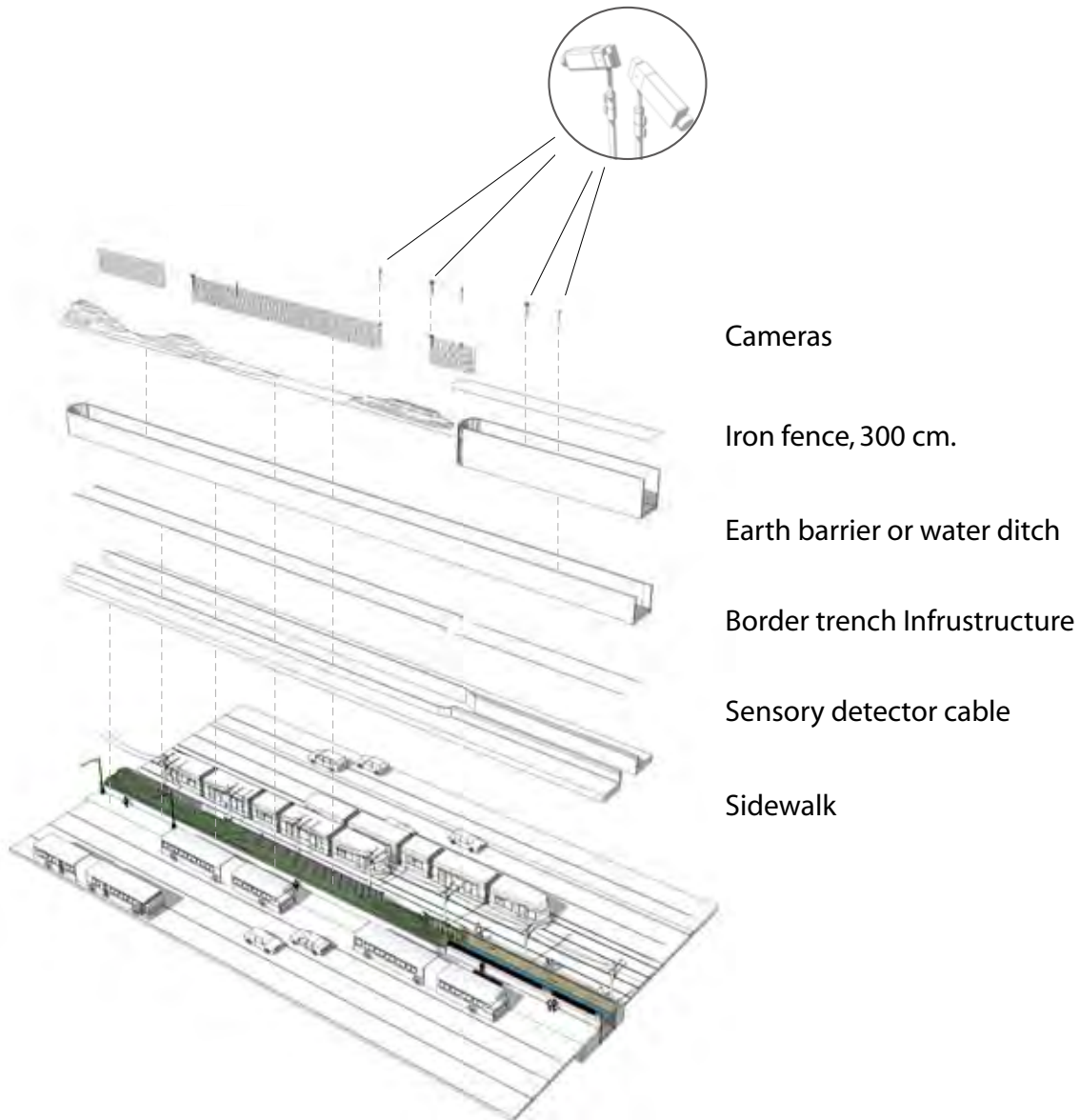
## Barrier Sections

The two sections through the barrier demonstrate the scale and position of it in relation to the surrounding road and transportation systems. They allow us to imagine how such an urban barrier could feel and look like, and propose a manner of placing it, which is sensitive to the urban life and fabric around it.



## Security Measures In The Barrier Details

The diagram illustrates how all security measures could be incorporated in the proposed barrier details.



1. Introduction
2. The Binational Road
3. Contiguity
4. Border Stations
5. The Barrier
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Bibliography



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### Consultants:

#### Transportation:

- Dr. Yaakov Garb, Hebrew University.
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#### GIS:

- Dan Rothem, Middle East Peace & Economic Cooperation







