

Israel Unexposed: sites, solutions and security

After every "successful" attack against civil aviation, heads turn towards the gurus of aviation security for advice and analysis. Israel, due to its unique history in battling terror in the skies, is often proffered as a case study of excellence. Whilst many of the methodologies utilised have no place in the global arena, there are certainly lessons to be learned from the Israeli approach and technologies that may enhance the security of airports and airlines elsewhere around the world. With this in mind, the Israel Export and International Cooperation Institute opened the doors of airports, seaports, border crossings and manufacturers in early December and invited representatives of overseas airports, airlines and regulatory authorities to "come and see". Philip Baum joined the tour and reports here on security Holy Land-style.

The concept of the tour was to demonstrate security in action, whilst also offering Israeli technology suppliers the opportunity to demonstrate their wares, either in situ or in presentations. The actual programme was coordinated by the Security and Safety Branch of the Israeli Export & International Cooperation Institute (IEICI), which is a governmental agency whose role it is to introduce Israeli manufacturers to international cooperation opportunities.

The Institute for Counter-Terrorism

It is not possible to really appreciate the Israeli mindset vis-à-vis security without delving into the murky waters of politics

and, especially, the Arab-Israeli conflict. So, first stop, the Institute of Counter-Terrorism in Herzliya.

The Institute hosts the now prestigious annual conference on international terrorism (with dates always set to coincide with the anniversary of the 11 September attacks). As a scene setter, Col. Lior Lotan addressed delegates on the work of the institute and then presented a paper on "Global Jihad".

The Institute itself is a research organisation whose objectives are to advise decision makers on security policy, to counter the effects of terrorism and to research terrorism in the country that some brand as being "the laboratory of the Western world".



“Where else can you interview failed suicide bombers and their leaders”

After all, says Lotan, “where else can you interview failed suicide bombers and their leaders”? Current research is focussing on the funding of international terrorism.

The paper on Global Jihad cannot be summarised here, yet the threat of suicidal terrorism to Israeli society is certainly a strong motivating factor in ensuring that security standards are of the highest quality. There have been 146 suicide attacks against Israelis since September 2000. Now this may seem a small number compared to the total number of terrorist attacks – 25,000 – yet these suicide attacks, including one perpetrated in Netanya the day before the tour commenced, have accounted for more than 570 of the 1100 casualties incurred. In other words suicide attacks have been the cause of more than 50% of the casualty rate.

Delegates were shown disturbing footage of a suicide bomber at a checkpoint between Gaza and Israel being asked to divest herself of outer clothing. Realising that she has been identified as a security threat, she attempts to pull the cord to detonate her

device. When it fails to explode, we note her personal anguish. The delegates also note the value of an effective security regime.

Ben Gurion Airport

From mindset to action - the world famous (in security circles at least) Ben Gurion International Airport. Much about the visit I will not write about in this journal and, no doubt, there was also a lot that we were not shown!

What became immediately apparent was the value the authorities place on background checks, profiling and testing. This was discussed in the initial presentation and became apparent as we toured the facility.

Security controls are regulated by both the Israeli Security Agency and the Israeli Police and are designed to prevent an attack on board a flight departing the airport, an attack on the airport itself and to prevent an attack from a passenger arriving from overseas.

Human factors are key. The vast majority of the operatives in the Passenger Security Branch are students who have completed

their military service. In other words – undergraduates.

Security controls begin well before visitors even have sight of the passenger terminal. Every vehicle is stopped as it enters the airport and a short conversation is effected with driver and passengers. The human approach to security is supplemented by the use of dogs and licence plate recognition technology.

The airport’s perimeter is further secured by an electronic fence and a delaying, razormesh, fence. An intrusion detection system is deployed for long-range surveillance, up to 1km, beyond the airport’s defined perimeter.

Terminals are monitored by CCTV systems enhanced with static object detection. Meanwhile the airport is considering the deployment of unmanned security vehicles that can be despatched to intercept threats.

The tour of the airport concentrated on the passenger screening process. First step – the security interview. Profiling. Regardless as to the passenger’s classification, the checked luggage is then screened in the check-in area using CT scanners. Passengers whose bags require further examination due either to the scan or as a result of the security interview are then sent

The security control room at Ben Gurion Airport, Tel Aviv



to a search area where another screener can pull up the CT image of the bag based on a barcode scan. Trace detection technology is deployed at the search area. Thereafter, the passenger checks in for the flight and proceeds to passport control via the centralised passenger and hand baggage search area. Passport control procedures can, for Israeli passengers who have enrolled on the system, be automated as hand geometry readers identify card-holding passengers and record their entry or exit of the country.

Delegates were shown the staff access control system, also based on biometrics

– this time fingerprint-based, and the centralised security control room. Much about the airport is new. The international terminal was only opened in November 2004. Yet the practices are well established, whilst continually evolving.

Security Ben Gurion-style incorporates the latest technologies yet relies heavily on its professional workforce, some of whom are visible and many of whom operate undercover.

Israeli Technologies

Towards the end of the first day and to kick off the second, delegates were presented with a

range of technologies developed in Israel to counter a range of threats.

D-Fence

At the airport, the company responsible for the new perimeter fence, D-Fence, explained to delegates how fencing can be both attractive and effective rather than a simple eyesore.

Their appropriately named D-corative fence is a unique intrusion detection system which easily integrates with any security metal fence. D-corative enables the upgrading of an existing fence into a smart electronic fence by adding D-corative sensor posts.

D-corative can be installed in gardens and forests. It will not get affected by tree branches blowing up the wind against the security fence, nor by plants or grass which grow next to the system. It is designed to withstand harsh environmental and climatic conditions such as high temperatures, high moisture levels, excessive corrosion and sun exposure.

Magal

We visited Magal's facilities where delegates were introduced to two of the company's latest products – DreamBox and Fortis.

The DreamBox is a state-of-the-art, embedded CCTV software and hardware product, that integrates a number of related CCTV applications, all into one box. DreamBox contains twelve different applications, including Digital Video and Audio Recording, Video & Audio Matrix Switcher, Outdoor and Indoor Video Motion Detection System, Security Management System and Transmission system.

Fortis is a fully integrated command & control system, which supports real-time decision making and wide-area command and control. It reduces the period of time from intruder detection to intruder engagement, to a minimum. It was developed to improve the response to real-time security events, by sharing video and geographical information between the control centre and security personnel acting in the field.

Rontal

In the evening, following a lecture by Shlomo Harnoy on "Operational Planning Based on Enemy Methods and Required Preventative Security", Rontal's 3D situational awareness

security solutions were presented by an El Al pilot. Rontal have taken pilot training, whereby one trains and trains and trains for a wide range of different scenarios that one is unlikely ever to encounter in reality, and applied it to the security arena. Accordingly, Rontal's simulations are scenario-based rather than event-based eg. What is the likely outcome of a 50kg car bomb exploding outside a terminal, or where might a surface-to-air missile be launched from given the current climatic conditions?

3DAct

Day two kicked off with a range of different presentations at the Export Institute. First up was another simulation company, 3DAct, who introduced delegates to their Lighthouse™ product. Lighthouse™ is a system for optimal position planning of a defence array comprised of various sensor types and physical obstacles. It provides the

“Security controls begin well before visitors even have sight of the passenger terminal”

defence system designer with the capability to precisely foresee and analyse the impact on the defence plan of such parameters as future civil and master plans as well as the technical specifications of each unique participating device.

Scent Detection Technologies

One of the products with the greatest potential is the Mini-Nose™ from Scent Detection Technologies. Proffered as a one-stop-shop for the detection of explosives, narcotics and chemical and biological threats, Mini-Nose™ can allegedly detect 1 billionth of a gram of the product being tested for, at a fraction of the cost of existing technologies, and using a hand-held device that is easily portable. Replicating a dog's nose, Mini-Nose™

detects TATP and ammonium nitrate-based explosives as well as those commercially produced. The product will be available commercially early in 2006.

E.D.I.G.

E.D.I.G. manufacture decompression chambers and supply El Al Israel Airlines stations around the world. Responding primarily to the threat of a barometrically controlled device, the chambers are built to customers individual specifications and can withstand a blast of up to 1kg TNT.

ioIMAGE

One of the latest companies to make an international splash into the video threat detection market is ioIMAGE, already with

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“GK1, is not a lie detector, but rather an emotion detector monitoring brain activity. It is a totally automated solution, already deployed at Moscow’s Domodedovo Airport”

installations at airports, seaports and at the Israeli Knesset (parliament); they have recently won the bid to be part of the protection suite at the four New York and New Jersey airports (JFK, La Guardia, Newark and Titeboro).

In order to transform current CCTV and surveillance systems from forensic tools to intelligent proactive systems, and inspire confidence and reliability in security surveillance, ioIMAGE developed the TotalTrack® Video Based Intrusion Detection and Object Tracking system.

TotalTrack® includes five modules, including IntrusionTrack™ for intelligent intrusion detection by fixed cameras, and PTZTrack™, an innovative solution transforming manually controlled Pan/Tilt/Zoom cameras to automatic intruder tracking systems, locking on an intruder and automatically keeping the intruder in centre focus regardless of his

movements over the entire range covered by the camera. It now also encapsulates UBTrack™ for unattended bag detection, NPTrack™ for detecting vehicles that stop in “No Parking” zones and ORTrack™ for the detection of objects removed.

El Far

Fencing solutions are numerous, yet one of the most economically priced solutions comes from El Far whose product is based on vibration sensors. Avoiding false alarms is always the challenge and El Far claims to be the only Israeli company generating less than five false alarms per kilometre per month. One of the companies most high profile contracts was the securing of the Olympic Village in Athens.

Nemesysco

Many people are extremely sceptical about

polygraph testing, so are wary of products that claim to be able to identify people who are lying. Nemesysco’s layered voice analysis product, GK1, is not a lie detector, but rather an emotion detector monitoring brain activity. It is a totally automated solution, already deployed at Moscow’s Domodedovo Airport, that requires the passenger to verbally answer a few questions. It doesn’t matter what language the passenger speaks as it is the way the question is answered that matters.

In Moscow, a GK1 trial was conducted using 500 passengers. All were assessed by both the GK1 and by physical inspection as a control. All those cleared by the GK1 were cleared by physical inspection and those identified as being problematic by the GK1 were, indeed, doing something illegal. Small wonder that insurance companies in the United Kingdom are now using the system to identify fraudulent insurance claims.



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Security Technologies Integration Group

STI is a training provider, yet also conducts research and development work into security technologies; their presentation focussed on two. First the SNG-500 explosive detection portals that can process 500 people per hour, and secondly the TI-S Series under-vehicle inspection system.

Tamar

Tamar is big in explosives! Their SafePass, marketed through their subsidiary T.M.I., is a blast containment solution. However it was the Tamar range of explosive simulants that actually stole the show. Giving the correct X-ray and CT signatures, the simulants can enhance screener training and, almost worryingly, can be laced with the scent of explosives to test vapour and trace detection technologies.



Delegates from the United States (left) and Australia (right) examine training aids supplied by Tamar during the corporate presentations

IDO

The last of the presentations at the Export Institute was given by IDO who presented their MagShoe which, responding to the need to improve the screening of shoes, combines metal detection technology with the ability to differentiate between anomalies between left and right shoe structure. At an affordable price, the MagShoe enables shoes to be

screened without the passenger having to remove them. Already deployed in numerous airports around the world, including Madrid, Prague, Budapest, Nairobi, Mombasa and Darwin, it is set to become a standard technology aiding passenger screening.

In the United Kingdom, the MagShoe has passed the evaluation tests carried out by the PSDB (Police Scientific Development

**What others can't find,
We always DO!**

Problem:

Metallic weapons can still be smuggled in shoes through currently used AMD's (walk-through metal detectors)!!!

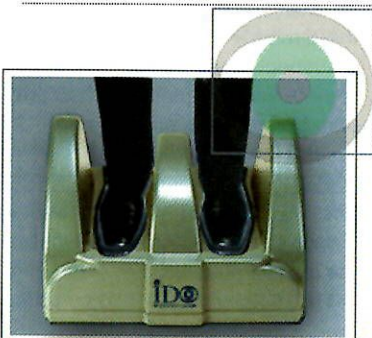


Solution:

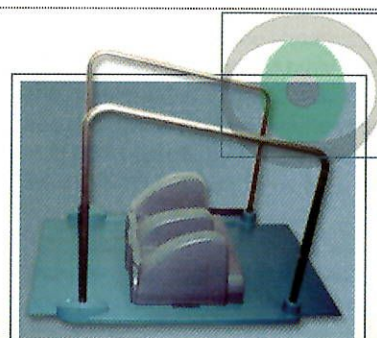
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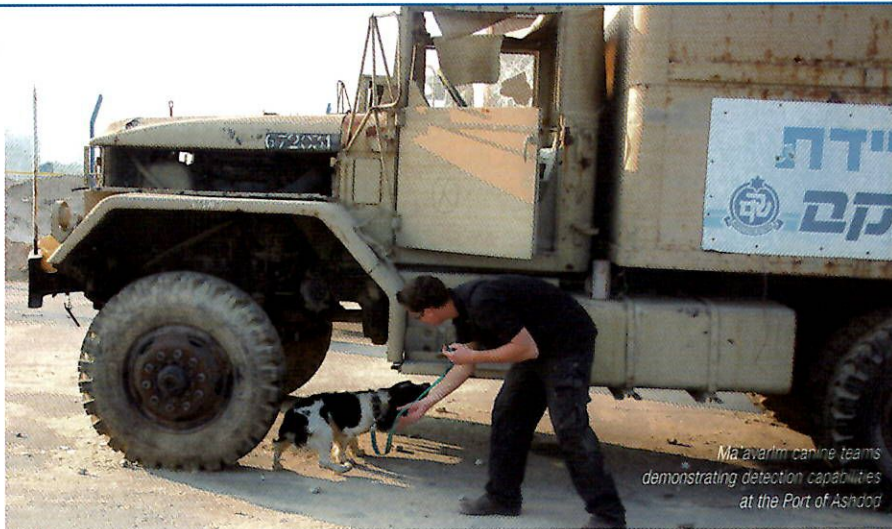
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Maavarim canine teams demonstrating detection capabilities at the Port of Ashdod



Branch) for the DFT (Department for Transport), after going through a live operational test period in both terminals at Gatwick Airport.

Away from aviation, the MagShoe is being used successfully, both in Israel and overseas, at law courts, parliament buildings and other sensitive governmental facilities, prisons, sports stadiums and discotheques.

Ashdod Seaport

Commercial presentations completed, delegates were then bussed to Israel's largest seaport – Ashdod – being the country's dominant import and export gateway processing some 6 million tonnes per annum.

As a seaport, Ashdod has to respond to threats from both land and sea, threats that are both traditional and untraditional, such as theft and arms smuggling. The security staff are supported in their endeavours by the actions of the Israeli Navy which effects some checks of vessels out at sea, as well as carrying out regular coastal patrols.

Whilst Ashdod's primary business is cargo, there are a limited number of cruise ships that utilise its facilities. Departing passengers are subjected to similar controls as air travellers.

Ashdod personnel have experienced terrorism first hand. As recently as May 2003, 10 civilians were killed when a group of terrorists infiltrated the port inside a "Trojan Horse" container. The perpetrators had hidden behind a false wall at the rear of a container which was brought to the port from the Gaza Strip. The lessons learned were significant, including the fact that containers themselves could be profiled for their appearance and that container search by canine teams could be effective.

Two security solutions were demonstrated to delegates. Firstly the gargantuan

Smiths Detection CargoVision X-Ray installation through which all containers pass. Secondly, Maavarim demonstrated the capabilities of canine search teams.

Maavarim

Maavarim's demonstration may have been at Ashdod but the company also has canine search teams at Ben Gurion Airport and sends teams overseas. One example is their search of CAL aircraft that are returning from foreign leasings; Maavarim send dogs and their handlers to Liege to check the aircraft before they fly back to Israel.

The demonstration involved Cocker Spaniels, Labradors, German Shepherds and Mille Noires – and their handlers! Real C4-based explosives were concealed in a range of vehicles and the dogs were sent hunting...

Rafael

Back at the Export Institute, the second day was brought to a close with a presentation by Mena Bacharach who spoke about the Israeli approach to aviation security, touching on the basics of passenger profiling. He also introduced delegates to Rafael's Orchid system – a biometric facial recognition product.

The Orchid can be used for access control, verifying a person's identity in real time after the subject has declared him or herself to the system. It is also used to match an individual's identity against an existing database. Most impressive is the Orchid's ability to identify and match a suspect to an existing "suspect list" or "authorised list" and alert security in real time from a video stream.

The Knesset

The third day of the tour was spent in Jerusalem. First stop – the Knesset, being the Israeli Parliament.

The Knesset is guarded by an independ-



The police control room in the Old City of Jerusalem

ent police force. The presentation preceding the tour was given by the Sergeant-at-Arms, who has responsibility for the security of the building itself, the Members of Knesset (the MKs - the politicians), the committees, state ceremonies, data protection and, often most challenging of all, order in the Knesset.

The challenges are significant and range from the need to protect Arab members of the Knesset attending meetings in parts of the country that are hostile, to the need to maintain an "open door policy" to the Knesset buildings in the spirit of democracy. It's always going to be a fine balancing act trying to satisfy the needs of 120 MKs who are both the bosses and the customers.

The security philosophy of the Knesset is based on "what not to protect" given that one cannot secure all the places all the time. In respect of the building itself, the plenary is regarded as "the cockpit", to be secured at all costs.

Maintaining excellence is a constant challenge for security management. The global aviation community can learn quality lessons from the Knesset approach. For example, all new recruits to the security force are asked to identify ways in which they might attack the building and many of these ideas are put to the test in the

"The Yad Vashem visit provided delegates with an inkling into the mindset of the Israeli state vis-à-vis security"

frequent drills that are carried out. In order to ensure against routine, every officer must report something unusual every shift. And, staff are constantly reminded that technology is built by humans and can, therefore, be overcome by humans.

Yad Vashem

The next stop was Yad Vashem, the Holocaust memorial museum. This was not a time for studying security philosophies or technologies. However, it was a visit that provided delegates with an inkling into the mindset of the Israeli state vis-à-vis security. The massacre of 6 million Jews by the Nazis during World War II created the modern day Israeli psyche. Never again. Israel's very existence is regarded as being a safe-house for Jews, where they can feel secure and be protected.

Whilst many may criticise Israeli military tactics, visit Yad Vashem and one can appreciate why the state goes to extreme lengths to protect its citizens. The solutions may not always be politically correct,

yet they are based on what actually works in practice. Post-911 the aviation industry has also uttered the phrase "never again", yet there are still many lessons to be learned.

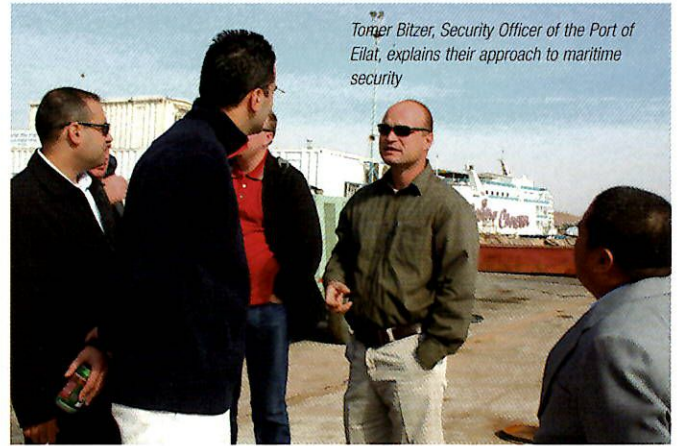
Mabat 2000

From modern Jerusalem to the Old City and some of the holiest sites in the world – the Wailing Wall (the western wall of the temple, the holiest site in Judaism), the Dome of the Rock (third holiest site in Islam after Mecca and Medina) and the Church of the Holy Sepulchre (the crucifixion site and grave of Jesus).

Before wandering the streets steeped in history, delegates visited Mabat 2000 (View 2000) at the Old City's Police Command Post from where the authorities attempt to maintain security by means of a state-of-the-art CCTV system.

Mer Technologies

The Jerusalem Police turned to Mer Technologies for a solution, Secure-M, one



that comprises of 500 cameras located on the streets, roofs and historic sites located around one of the most sensitive areas of real estate in the world. The cameras, placed in vandal-proof housings, relay images back to the Command Post.

Meanwhile, the Police can communicate with those who take to Jerusalem's streets through outdoor microphones, and residents of the Old City can sound an alarm from their own homes should the need arise.

Eilat

Those delegates who stayed on for the Optional Extra tour to Eilat testified that the journey to the Red Sea was well worth the extra time invested. Not only because it afforded them a rest day in the sun, but also because one could really feel the challenges faced by the Israeli state given Eilat's geographical location.

Eilat is often regarded as being distant from the main Israeli cities. Yet, as a tourist town, it is very much a target. Intelligence gathered has indicated the possibility of a suicidal flight departing Saudi Arabia and targeting Eilat; as a result the city is surrounded with anti-missile batteries. Earlier in 2005 a Katusha rocket attack was launched at Eilat's airport, narrowly missing.

Eilat Seaport

Tomer Bitzer presented the security infrastructure of Israel's third port. It may be small, with only 150 employees (80 of whom work in security), yet it is also the gateway to the East. It's also the gateway for many European goods being sent to other Middle Eastern countries; in port, at the time of the tour, was a consignment of cars destined for Iraq!

Eilat is the southern point of Israel. From the port one can see the Jordanian port of Aqaba, take a 5-minute taxi ride down the

“Security staff are paid three times the minimum wage to ensure a competent workforce. They are drilled five times per day and, if they fail, are normally dismissed”

coast to the border with Egypt or cross the gulf to Saudi Arabia. With territorial waters being only 1.5km away and the neighbours being both the old and current enemy, small wonder that one can feel the need for security.

Ships that utilise Eilat's port have often previously docked in Saudi Arabia to refuel. The Saudis do not allow ships that have visited Eilat to stop there on the return journey. Whilst this is a fact of life in the Middle East, it certainly increases the threat from the Israeli perspective. And results in ships destined for Eilat being searched outside Israeli territorial waters.

Navy patrols, supported by Eilat port security, monitor vessels that either may carry MANPADs that could target aircraft using Eilat's airport or may themselves be used as missiles by heading for the Eilat hotel complexes on full throttle. They also ensure that tourists jet skiing in Aqaba don't accidentally stray into Israeli waters.

Most crew accept the realities of the security system in Eilat. They know that they will be screened, that their bunks will be searched and that the only way they will secure a shore pass is if the ship has submitted the crew list a week before coming into port. Ship's Captains have to accept that Navy divers inspect the underside of their vessels too.

Port integrity is ensured by a strict policy of no port workers being related to any other port worker! Hard enough to achieve in Israel as a whole, let alone a small town like Eilat.

A wide range of security devices are used and, where possibly, aesthetics are considered. The fence, for example, not only has to be effective, it also has to look good given that Eilat is a tourist town.

But human factors are still key. Security staff are paid three times the minimum wage to ensure a competent workforce. They are drilled five times per day and, if they fail, are normally dismissed. Staff are expected to pass a fitness check every month. As more than one delegate commented, herein lies our greatest lesson...

Taba Border Crossing

There's not an aircraft in site, but the Taba Border Crossing to Egypt falls under the auspices of the Israel Airports Authority. It has been open since 1982 for the many tourists who wish to vacation in the Sinai.

Just across the border is the Taba Hilton. One can see the reconstruction in progress following the attack by suicide bombers a few years ago. Tourism since then, and furthermore since July's attacks in Sharm-el-Sheikh, has dipped, yet the border remains open.

Unlike an airport or seaport, as Razi Cohen, the border's manager explains, "the real challenge is that there is no schedule. Travellers arrive whenever they want". 60 staff man the border per shift where, from a security perspective, providing travellers have the correct travel documentation, there are no further checks on departure, yet airport-style screening on arrival.

Charlie Ohana, the Security Officer, took

delegates on a walking tour of the border. It was pleasing to see the friendly banter between Egyptian and Israeli guards on the border line itself. Yet, the not-so-distant spectre of the Taba Hilton made the strength of the Gosinski barriers, capable of preventing a truck driven by a suicidal driver penetrating the border, seem a worthwhile investment.

All vehicles emanating from the Sinai are subject to search using a combination of technologies and under-vehicle inspection scanners. Baggage is X-Rayed, archway detectors are in use and, in true Israeli style, all travellers are profiled.

The Next Tour

The tour was generally regarded as a resounding success and will be repeated in 2006. As in 2005, participation will be limited

to airline, airport or regulator employees, with no more than two representatives from any one organisation. The next tour will be 26 to 28 June 2006. To join, please register online at www.avsec.com.

Information

For further information on any of the technologies or manufacturers featured in this article, please contact;
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2nd Israel Export Institute Tour: 26-28 June 2006



The Israel Export Institute invites delegates to participate in a **FREE*** tour of Israel that will include site visits to Tel Aviv's Ben Gurion Airport, Ashdod Sea Port and other security installations.

Participants will be able to see how security technologies, developed in Israel, have been incorporated into the infrastructure of some of the transportation hubs world-renowned for their security.

London-based Green Light Ltd has been contracted by the IEI to market the tour and will be processing all applications.

Registration

You may register online at www.avsec.com
Alternatively, please contact:
Rena Nathanson at Green Light
email: greenlight@avsec.com
fax: +44 20 8255 9446

Provisional Programme**

26 June

Morning: Orientation meeting at the Israel Export Institute.

Presentations by the Institute of Counter-Terrorism, the Israel Airports Authority, El Al Israel Airlines and by the former the Head of Protection & Security Division of the Israeli Security Agency.

Afternoon: Visit to Ben Gurion Airport.

27 June

Morning: Visit to border line

Afternoon: Visit to Jerusalem, including The Knesset (Israeli Parliament)

28 June

Morning: Company presentations at the Israel Export Institute

Afternoon: Visit to Ashdod Sea Port

Optional Extra:

23-25 June: Eilat

Restrictions: All participants must be employed by recognised airport authorities, airlines or civil aviation organisations. A maximum of 2 delegates per company may register. All participants will be required to provide copies of the personal data page of their passport. The Israel Export Institute reserves the right to accept or reject all registrations.

**Cost: The tour itself is FREE. Participants will, however, be expected to pay for their own transportation to and from Israel, to and from the tour hotel on their arrival/departure, and for their accommodation. Preferential rates have been negotiated at a 5-star hotel in Tel Aviv by the Israel Export Institute (approx US\$100 per room per night B&B). Details will be sent to successful registrants. There is a GBP £100 registration fee which will only be collected by Green Light in the event of the participant not showing up for the tour.*

***Programme: The programme is subject to change at any time.*