



# Rabbinic Recap

The week of July 7, 2017

## ISRAEL'S EXPANDING RELATIONS

### Indian Prime Minister Modi Makes 'Historic' 3-Day Visit to Israel

Indian Prime Minister Narendra Modi arrived in Israel this week for a three-day visit both countries are going to great lengths to describe as historic. Billed as a celebration of the 25-year anniversary of the establishment of diplomatic ties, Modi's visit marks the first to Israel by an Indian head of government. Besides sit-downs with senior politicians and business leaders, his packed itinerary includes meeting a Jewish victim of a terror attack in Mumbai; visiting a flower farm, a desalination plant and the Israel Museum; headlining a rally for thousands of Indians living in Israel; and laying wreaths at a military cemetery in Haifa. Notably, Modi decided not to visit the Palestinian Authority, an exceedingly rare move for countries with good ties in the Arab world. According to [The Times of Israel](#), New Delhi explains this anomaly as part of a desire to "de-hyphenate" its relationships with Jerusalem and with Ramallah. "As the first Indian Prime Minister to do so, I am greatly looking forward to this unprecedented visit that will bring our two countries and people closer," Modi wrote on his Facebook account Monday. "I will have in-depth talks with Prime Minister Netanyahu on the full spectrum of our partnership and strengthening it in diverse fields for mutual benefit. We will also have the chance to discuss major common challenges like terrorism," he wrote. Besides the high symbolic value and the diplomatic meetings, Modi's visit has a strong economic focus as well. The two countries are set to establish a new "India-Israel CEOs Forum," which is expected to serve as a hub to foster trade and commerce.

## U.S.-ISRAEL RELATIONSHIP

### U.S. Warship Visit Marks 'Deepening Cooperation' on Regional Threats

The docking of a U.S. Navy supercarrier on the Haifa coast this week signifies deepening ties between Israel and the United States in confronting threats posed by "the global jihad axis," according to a top IDF officer responsible for cooperation between the two militaries. According to [The Times of Israel](#), the USS George H.W. Bush aircraft carrier, which has been a leading part of the U.S. bombing campaign in Iraq and Syria, arrived in Israeli waters on Saturday for a four-day sojourn before returning Wednesday to its regular positioning in the Persian Gulf. While it docked, crew members toured Israeli cities and celebrated American Independence Day in the Jewish state on Tuesday. Commissioned in 2009, the 333-meter-long nuclear-powered ship can carry a crew of over 5,000, as well as around 90 fighter jets and helicopters. It is considered the world's largest aircraft carrier and largest warship overall. Too large to enter the Haifa port, the warship dropped anchor around four kilometers from the coastline. The visit to Israel, the first by a U.S. aircraft carrier in 17 years, is "proof and testimony of the intimate, growing and

deepening cooperation between the US military and the IDF,” said Lt. Col. Yaniv Kapach, head of the North American Branch in the IDF’s Planning Directorate.

## HEZBOLLAH

### **Blocking Hezbollah Weapons Gains is IDF’s ‘Top Priority’**

Eleven years after the Second Lebanon War, stopping Hezbollah from improving the accuracy of its missiles and rockets is the “top priority” of the army, Israel Defense Forces (IDF) Chief of Staff Lt.-Gen. Gadi Eisenkot said on Wednesday. Speaking at the Knesset Foreign Affairs and Defense Committee, Eisenkot said the IDF has used the time since the Second Lebanon War to dramatically improve its abilities, and now has better intelligence and operational capabilities than ever before. According to Eisenkot, relative quiet has prevailed along the northern border since the Second Lebanon War ended, and Israelis “should put things in perspective and not panic” regarding reports that Iran has helped Hezbollah to operate and manage underground weapons factories, reports [The Jerusalem Post](#). Nevertheless, the chief of staff said curbing Iranian influence in the Middle East is a major challenge, no less than defeating Islamic State. According to Eisenkot, Hezbollah, by continuing to operate from civilian areas in southern Lebanon, continues to violate United Nations Security Council Resolution 1701, which set the terms to end the 34-day Second Lebanon War.

## ISRAEL IN THE NEWS

### **If a Bike Could Talk to a Car, This is What it Would Say**

Motorcycle accidents are one of the world’s leading causes of unnatural deaths, accounting for nearly one-quarter of 1.25 million traffic fatalities worldwide every year. A new bike-to-vehicle (B2V) wireless communication technology from Israel’s Autotalks is designed to turn the corner on that grim statistic. “A considerable proportion of the drivers involved in an accident with a motorcycle claimed that they did not even see the motorcycle approaching,” says Hagai Zyss, CEO of Autotalks. “Motorcycles are characterized by their relatively small size, high speed and maneuverability, which make it difficult to identify them and predict their movements. B2V will enhance motorcyclists’ safety,” he says. “Autotalks’ B2V solution enables detection of motorcycles that are not visible to the human eye or cameras of any sort.” The B2V unit uses DSRC (dedicated short-range communications) to enable cars and motorcycles to exchange data such as speed, direction of travel, location and braking mode while they are in motion, regardless of weather or visibility. Based on that automatically exchanged data, the device predicts in milliseconds what will happen in the next five to 10 seconds, allowing enough time for a course correction, explains Zyss. He envisions B2V as an embedded or retrofitted feature in all motorized bicycles and automobiles of the future, including self-driving cars. “It’s a simple, reliable sensor that would reduce accidents between bikes and vehicles and also between vehicles,” Zyss tells [ISRAEL21c](#). “We hope it will become a commodity technology like seatbelts.” Both the United States and European countries are increasingly moving toward regulations obligating original equipment manufacturers to embed collision-avoidance technologies in vehicles and motorized cycles. Already, vehicles from most automakers are outfitted with computer-vision technology pioneered at Israel’s Mobileye. “We have projects with large automakers in Europe and a project with Denso, a global automotive components manufacturer in Japan, which will go into production in 2019,” says Zyss.