



Report No. 64
Implementation of the Agreement on Movement and Access
and Update on Gaza Crossings
(16 - 29 April 2008)

The United Nations is submitting the 64th bi-weekly report on the implementation of the 15 November 2005 Agreement on Movement and Access (AMA)¹, covering the period 16 - 29 April 2008 (Annex)². In light of the closure of Gaza, this report also monitors movement and access through other crossings not included in the AMA.

Summary:

AMA Benchmarks:

- **Rafah** crossing has remained closed for the movement of people for 325 working days. It was last open on 09 June 2007. However, 47 Palestinians from Gaza who were stranded on the Egyptian side of the border, were allowed to cross in; no one was allowed out.
- **Karni** crossing has been closed since 12 June 2007 for the movement of goods in and out of Gaza. The single-lane conveyor belt/chute for wheat grain and animal feed was open on one day (29 April) compared to three days in the previous reporting period. 68 truckloads of grain and animal feed entered Gaza, via the conveyor belt, compared to 98 in the previous reporting period.
- **Erez** crossing has remained closed for more than two years since March 2006 for workers, and more than a year, since 12 June 2007, for all other Palestinians, except for a limited number of Palestinian traders, aid workers and medical cases who have been granted special permits. For these persons, Erez crossing was open 12 out of the 14 scheduled days.
- **Obstacles to movement in the West Bank** decreased from 612 to 608 reported during the previous reporting period. Overall, the figure of 608 represents an increase of 236 obstacles (61.7%) over the baseline figure of August 2005.
- *Convoys between the Gaza Strip and the West Bank:*
 - Truck convoys** Implementation now 28 months overdue (since mid-January 2006).
 - Bus convoys** Implementation now 29 months overdue (since mid-December 2005).
- *Ports:*
 - Seaport** Awaiting GoI assurance of non-interference with the seaport operation.
 - Airport** Awaiting commencement of discussions since November 2005.

Non-AMA Crossings:

- **Sufa** crossing was open on 7 days compared to 10 days in the previous reporting period, during which 406 truckloads, including 57 from humanitarian agencies, were allowed into Gaza.
- **Kerem Shalom** crossing was open on 3 days compared to 11 days in the previous reporting period during which 67 truckloads (including 13 from humanitarian agencies) were allowed through into Gaza compared to 311 during the previous reporting period.
- **Nahal Oz crossing** was open partially on 7 out of 10 scheduled days but neither petrol nor diesel entered during this time. 3,330,000 liters of industrial gas for the power plant (237,000/day) and 475 tonnes (39 tonnes/day) of cooking gas were allowed entry.
- **Of note:** Overall, 541 truckloads, including 70 truckloads from humanitarian agencies, were allowed into Gaza during this period a significant decrease compared to 929 truckloads in the previous reporting period.

¹ The United Nations, through the OCHA oPt office, has assumed reporting responsibilities on the implementation of the AMA since April 2006.

² The AMA was reached between the Government of Israel and the Palestinian Authority to promote peaceful economic development and improve the humanitarian situation on the ground. It represents the commitments of both Governments to facilitate access and movement into/out and throughout the West Bank and Gaza Strip.

A. General update on Gaza Crossing Points

1.a. Goods - Gaza Strip	Rafah (AMA) ^a		Erez (AMA) ^b		Karni (AMA) ^c		Kerem Shalom ^d		Sufa ^e		Total
	Primary; Closed since 12/06/08		Primary; Closed since 12/06/08		Primary; Closed since 12/06/08						
	Actual	% of Scheduled	Actual	% of Scheduled	Actual	% of Scheduled	Actual	% of Scheduled	Actual	% of Scheduled	
Days open in period	0.0	0.0%	12.0	100.0%	7.0	100.0%	3.0	-200.0%	7.0	28.6%	29.0
Number of days experiencing closure	14.0	100.0%	0.0	0.0%	7.0	100.0%	9.0	300.0%	5.0	71.4%	35.0
Working hours (daily ave.)	0.0	-	0.0	0.0%	0.0	0.0%	2.0	34.5%	3.8	65.5%	5.8
Total working hours in period	0.0	-	0.0	0.0%	0.0	0.0%	24.0	34.5%	45.5	65.5%	69.5
Number of trucks out (daily ave.)	0.0	-	0.0	-	0.0	0.0%	0.0	-	0.0	-	0.0
Number of trucks in (daily ave.)	0.0	-	0.0	-	0.0	-	67.0	-	406.0	-	473.0
Security incidents on Palestinian side of the crossing	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0

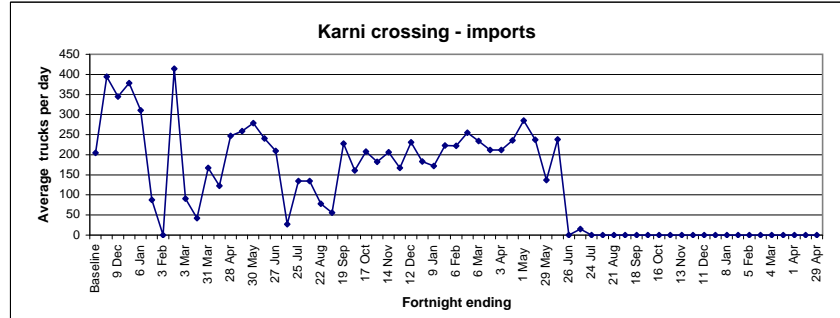
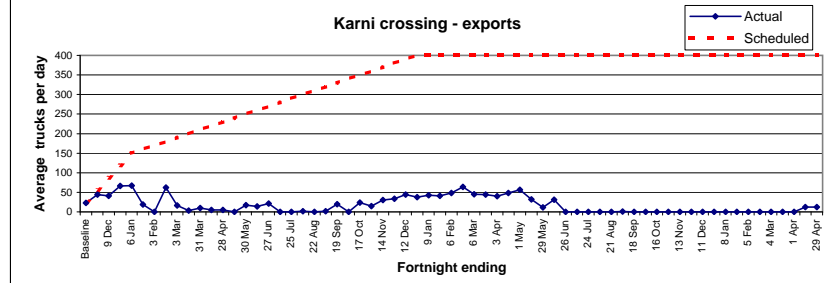
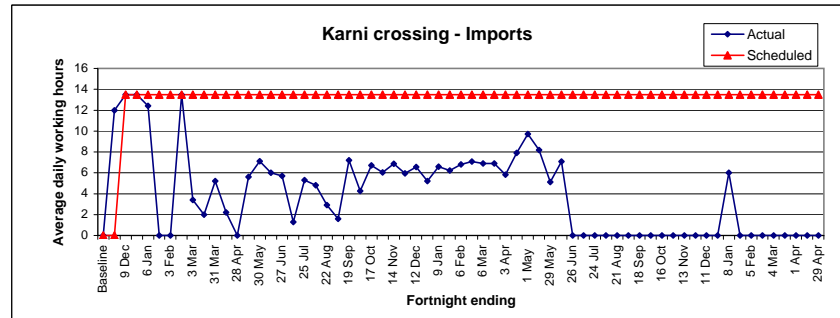
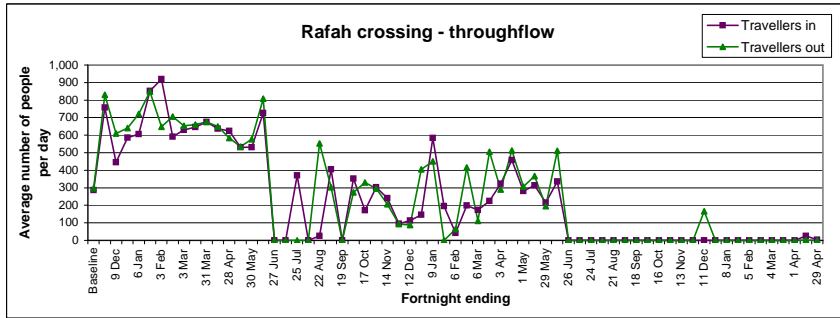
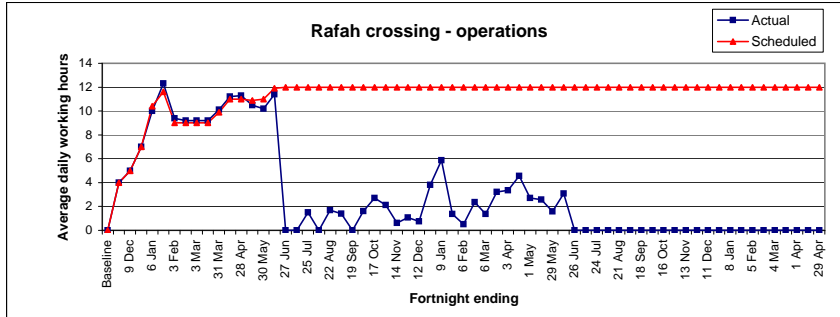
1.b. People - Gaza Strip	Rafah (AMA)		Erez (AMA)		Kerem Shalom		Total
	Primary; Closed since 09/06/08		Primary; Closed since 12/06/08				
	Actual	% of total	Actual	% of total	Actual	% of total	
Days open in period	0	0.0%	12	100.0%	-	-	12
Number of days experiencing closure	14	100.0%	0	0.0%	-	-	14
Total working hours in period	0	0.0%	-	-	-	-	0
Working hours (daily ave.)	0	0.0%	-	-	-	-	0
Travellers through crossing (daily ave.)	<i>In</i>	<i>Out</i>	<i>Traders</i>	<i>Workers</i>	-	-	
	47	6	1	0	-	-	

1.c. Fuel - Gaza Strip	Nahal Oz ^f	
	Actual	% of total
Days open in period	7.0	70.0%
Number of days experiencing closure	3.0	30.0%
Total working hours in period	-	-
Working hours (daily ave.)	-	-
Total number of litres in period	n.a	n.a
Number of litres (daily ave.)	n.a	n.a

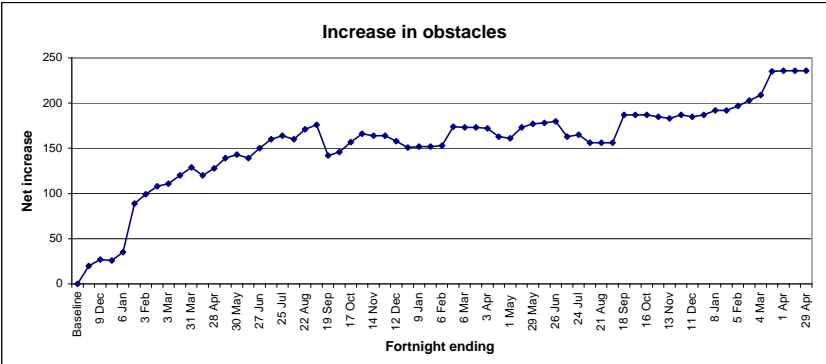
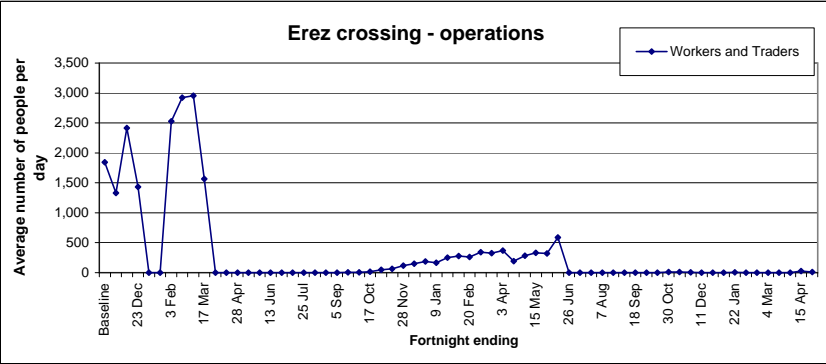
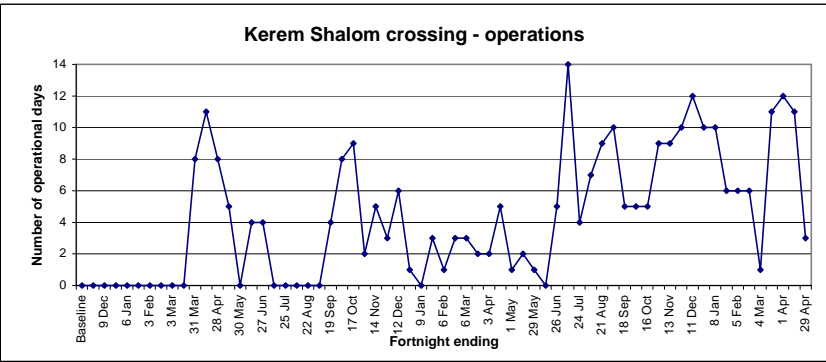
Background

- Rafah crossing is Gaza's international terminal for passengers. It is scheduled to open 7 days per week, from 08:00 to 20:00 hours. Rafah has been closed since 10 June 2007.
- Erez crossing, the primary crossing point for workers, traders and humanitarian personnel, remains closed for all Palestinians as well as for Palestinian workers since 12 March 2006. A limited number of critical Palestinian humanitarian cases and senior traders have been permitted to cross subject to prior coordination with the IDF. Erez crossing is scheduled to open for Palestinians between 06:00 and 22:00 hours, seven days per week. On 12 October 2007, Israel announced that the crossing will close every week from 15:00 on Fridays until 07:00 on Sundays (6 days per week).
- Karni, the principal commercial crossing, is scheduled to operate six days per week. Since its closure on 12 June 2007, a single-lane conveyor belt transferring grain and animal feed operates on average two days per week. During the reporting period 68 truckloads of grain and animal feed were transferred to Gaza.
- Kerem Shalom has traditionally not had any scheduled operating days and was opened periodically for humanitarian goods only. However, since mid-June 2007, Kerem Shalom was opened by Israel to allow for the entry and occasional exit of humanitarian and commercial goods. Since 28 October 2007, Kerem Shalom is scheduled to open on 5 days per week from 08:00 until 16:00 hours.
- Sufa crossing, which was for aggregates and now is being used for basic commercial and humanitarian supplies, is scheduled to operate five days per week (closed Fridays and Saturdays), between 08:30 and 15:00 hours. On 28 October 2007, Israel announced the closure of Sufa crossing. Israel reopened Sufa on 23 December 2007.
- Nahal Oz, the crossing point for fuel, is scheduled to open 6 days per week, from 08:00 to 15:00 hours.

B. Trends Analysis of Gaza Crossings



Trends Analysis of Gaza Crossings - Continued



C. Update on the implementation of additional benchmarks of the AMA

1. Karni (scheduled hours: Sunday-Friday, 08:00-20:00) - CLOSED SINCE 12 JUNE 2007

	Actual	% of scheduled
Utilization ratio ^a	n.a	n.a
Number of Agricultural trucks out (daily ave.)	0	400
Number of Non-Agricultural trucks out (daily ave.)	0	0.0

a: Ratio of actual vs. planned working hours of scanners and cells.

2. General Management and Operations (West Bank and Gaza Strip)

2.a Management and Operations - Gaza Strip	YES/NO		
PA established clear operating procedures	YES		
Israel provided PA with population registry data	Incomplete		
Liaison office established	YES		
PA established baggage limits	YES		
PA provided the 3rd party the list of names of workers at Rafah	YES		
Security working group established	YES		
PA customs officials clearing incoming cargo at Kerem Shalom	NO		
Kerem Shalom operating procedures being discussed	NO		
New and additional scanner installed at Karni by 31 December 2005	NO		
Common management system adopted by both parties	Incomplete		
New generation of x-ray equipment installed and used	Incomplete		
Passages protected on the Palestinian side of the border	Incomplete		
Training program in place	Incomplete		
Security equipment installed	Incomplete		
PA established a unified system of border management	Incomplete		
Management system developed for Karni applied to Erez and Kerem Shalom	NO		
2.b Management and Operations - West Bank	Tarkumiya	Jalame	Sha'ar Ephraim
Israel put in place similar arrangements to make West Bank passages fully operational ^a	NO	NO	NO
Operational procedures developed for those passages	YES	YES	YES

a: New infrastructure has been put in place since the AMA was reached, however the current capacity (approximately 8 trucks/hour) does not meet AMA requirements for a capacity equivalent to Karni.

3. Gaza Strip Seaport (destroyed in 2001 by the IDF during construction)

	YES/NO
Gol assured donors that it will not interfere with operation of seaport / letter sent	NO
Tripartite committee to develop security and other arrangements for the port established	NO

4. Gaza Strip Airport (closed by Israel in Feb 2001 and destroyed in Dec 2001; renovated and vandalized in July 2007)

	YES/NO
Discussions continuing on security, construction and operations issues	NO

5. Link Between Gaza and the West Bank		
Convoys		YES/NO
Bus convoys established by December 15 2005		NO
Truck convoys established by January 15 2006		NO
Detailed implementation arrangements worked out		NO
<i>Buses (both directions - ave. in period)</i>	0	
Number of convoys per day	0	
Number of people per day	0	
<i>Trucks (both directions - ave. in period)</i>	0	
Number of convoys per day	0	
Number of trucks per day	0	

6. Movement Within the West Bank			
Obstacle reduction			YES/NO
Work ongoing to establish a plan to reduce obstacles			NO
Plan to reduce obstacles completed by 31 December 2005			NO
	Current	Baseline	% increase over
Number of identified obstacles ^c	608	376	61.7%
<i>of which manned</i>	88	59	49.2%
<i>of which unmanned</i>	520	317	64.0%
Breakdown, by type of obstacle	Current count	Changes since previous period	Areas affected
<i>Checkpoints</i>	71	71	0
<i>Partial Checkpoints</i>	17	17	0
<i>Earthmounds</i>	238	240	-2
<i>Road Gates</i>	84	86	-2
<i>Roadblocks</i>	73	72	1
<i>Earthwalls</i>	33	33	0
<i>Trenches</i>	17	17	0
<i>Roadbarriers</i>	75	72	3

c: Since 15 September 2007, OCHA does not count checkpoints on the Green Line in the total closure number. The figures reported here are based on field observations updating a quarterly comprehensive field survey count.

d: This first figure was agreed upon by OCHA and the IDF in August 2005 and is used as the baseline for the AMA.

Technical notes to the Report on the Implementation of the Agreement on Movement and Access

The AMA is primarily concerned with the movement of Palestinians and commercial goods traffic into and out of the Gaza Strip. However, movement of humanitarian workers and goods across some of the checkpoints is also included in some of the figures. To clarify the reporting figures, an explanation of the AMA report for each crossing follows:

1. **Rafah.** Rafah crossing was opened by 25 November 2005, as scheduled in the AMA. It is monitored by the EU Border Assistance Mission (EU BAM). There are two aspects of movement through Rafah monitored by the AMA report:
 - a. *Movement of people* into and out of Egypt. The AMA report details only Palestinian ID card holder movement. The AMA reports the crossing open only when it is open for Palestinian ID card holders. Others may cross with prior agreement.
 - b. *Commercial goods traffic* export to Egypt. To date there has been no movement of commercial goods through Rafah.The EU-BAM monitors are based in Israel and travel to Rafah via Kerem Shalom when both Rafah and Kerem Shalom are open.
2. **Karni.**
 - a. *Commercial goods traffic.* Karni is the primary crossing point for commercial goods into and out of the Gaza Strip. The crossing point is reported 'open' if it is open for imports *and/or* exports. The AMA states that the target for the number of trucks passing through Karni out of the Gaza Strip was 150 by the end of 2005, rising to a target of 400 by the end of 2006. Thus, the scheduled figure in the table on page 3 is set at 150 (the agreed minimum) but the graphical representation of the target in the trend analysis (page 6) shows a dotted line rising to 400 from December 2006.
 - b. *Movement of people* to and from Israel/the West Bank. Karni is a back up for personnel movement (for use when Erez is closed). Thus, there are no scheduled working days for personnel movement.
 - c. *Humanitarian goods.* Karni is also a crossing point for humanitarian goods into the Gaza Strip. The truckloads of 'goods in' reported on page 2 include both commercial and humanitarian goods. Current data sources do not distinguish between humanitarian and commercial goods.
3. **Erez.**
 - a. *Movement of people* (workers and traders) to and from Israel/the West Bank. Erez is the primary crossing point for people into and out of the Gaza Strip. .
 - b. *Commercial goods traffic* to and from Israel/the West Bank. Erez is a back up for commercial goods movement (for use when Karni is closed). Thus there are no scheduled working days for goods.
 - c. *Humanitarian movement.* International humanitarian staff may cross with prior agreement but are not included in the AMA report.
4. **Sufa.**
 - a. *Commercial goods,* specifically aggregates for construction, although other commercial goods may be imported to the Gaza Strip through Sufa periodically. Sufa is reported as 'open' whenever it is open for aggregates, other commercial goods or humanitarian goods. There are no scheduled opening days or hours specified in the AMA.
5. **Kerem Shalom.**
 - a. *Humanitarian goods.* Kerem Shalom is an alternative entry point for humanitarian goods.
 - b. *Commercial goods traffic* to and from Israel/the West Bank. The Palestinian Authority has refused to accept Kerem Shalom as an alternative commercial crossing point as it is located in Israel. Kerem Shalom is reported as 'open' whenever it is open for humanitarian goods. There are no scheduled opening days or hours specified in the AMA.

6. General

The '**number of days experiencing a closure**' is actually the number of days that a checkpoint is completely closed when it was scheduled to be open, for reasons other than a mutually agreed holiday. The agreement does not define a 'closure'. Where a checkpoint is closed for only a few hours during the day (or opens late/closes early) it is recorded as 'open'.