



# PALTRADE

PALESTINE TRADE CENTER

West Bank

Crossings  
Monitoring Report

MONTHLY REPORT



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## GLOSSARY :

**Methodology:** This report is based on data collected at the four main crossings between the West Bank and Israel. The methodology for this is described in Annex 2 .

**West Bank Crossings :** For the names and brief overviews of West Bank Crossings referred to in this report, see Annex 3.

**Export Procedures at Crossings :** For information about export procedures at the West Bank crossings, see Annex 4.

Closure days , Scheduled	Days during which a crossing is normally scheduled to be closed. This includes official holidays and, in most cases, Saturdays.
Closure days, Unscheduled	Days in which a facility is closed for unusual or unexplained reasons. This includes closures for security reasons.
Import and Export movements	Includes humanitarian and commercial movements of cargos as well as movements of empty bins. The unit of measure for all movements is a truckload.
Scheduled days for operations	Total days in a month less Scheduled Closure days
Trucks rejected during processing	Trucks registered at the crossing, but rejected during the inspection process and forced to leave the facility without having the cargo transferred through to the other side of the crossing.
Processing time	The processing time is the actual physical movement of cargos in the crossing including inspections and transfers from one vehicle to another.
Registered, but unprocessed trucks	Trucks registered at the crossing, but not called upon to begin processing before the end of the workday.
Waiting time	The waiting time is the time from the moment the Palestinian truck arrives at the crossing until he is called to begin processing. It is divided to two parts: the time between arrival at the crossing and registration, and the time between registration and entry inside the crossing.

## PERFORMANCE SUMMARY :

- Taybeh Crossing operated for 26 days, processing 4,426 imported truckloads, with an average total time for crossing of 1:04 minutes per truckload, and 1,557 exported truckloads, with an average total time for crossing of 1:19 hours.
- Tarqumia Crossing operated for 26 days, processing 1,990 imported truckloads, with an average total time for crossing of 2:34hours per truckload, and 1,681 exported truckloads, with an average total time for crossing of 3:06 hours.
- Betunia Crossing operated for 26 days, processing 1,621 imported truckloads, with an average total time for crossing of 0:16 hours per truckload, and 984 exported truckloads, with an average total time for crossing of 1:19 hours.
- Al Jalameh Crossing operated for 26 days, processing 1,488 imported truckloads, with an average total time for crossing of 2:03 hours per truckload, and 1,165 exported truckloads, with an average total time for crossing of 1:48 hours.

## SECTION 1 : PERFORMANCE of CROSSINGS

## A IMPORT AND EXPORT VOLUME SUMMARY

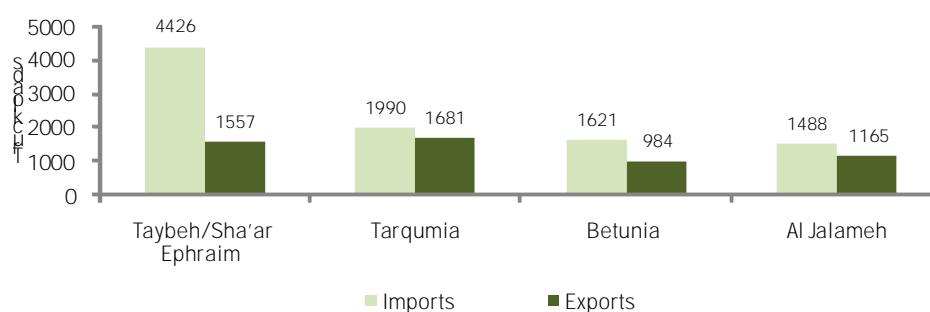
Data summarizing Import and Export flows at each of the Crossings are presented in Table 1 and Figure 1.

The highest *export* movement for the month was at Tarqumia (1,681 truckloads), and lowest at Betunia (984 truckloads). The highest one day export movement was at Tarqumia (145 truckloads) and lowest at Betunia (5 truckloads). The highest *import* movement for the month was at Taybeh (4,426 truckloads), and the lowest at Al Jalameh (1,488 truckloads). The highest one day import movement was at Taybeh (239 truckloads) and the lowest at Tarqumia (2 truckloads).

Table 1: Imports and Exports—Total Monthly and Daily Low, Average, and High

	Taybeh	Tarqumia	Betunia	Al Jalameh	
Exports	Monthly Total	1,557	1,681	984	1,165
	Lowest day	28	28	5	29
	Average day	62	67	39	47
	Highest day	85	145	62	71
Imports	Monthly Total	4,426	1,990	1,621	1,488
	Lowest day	75	2	17	32
	Average day	177	80	65	60
	Highest day	239	120	99	81

Figure 1: Summary of the Imports and Exports at Taybeh, Tarqumia, Betunia, and Al Jalameh Crossings- June 2009



SECTION 1 : PERFORMANCE of CROSSINGS *continued*

## B CROSSINGS OPERATIONS

Days of Operation: This month Al Taybeh, Tarqumia, Betunia and Al Jalameh Crossings operated for all 26 days scheduled for operations.

Unprocessed and Rejected Trucks:

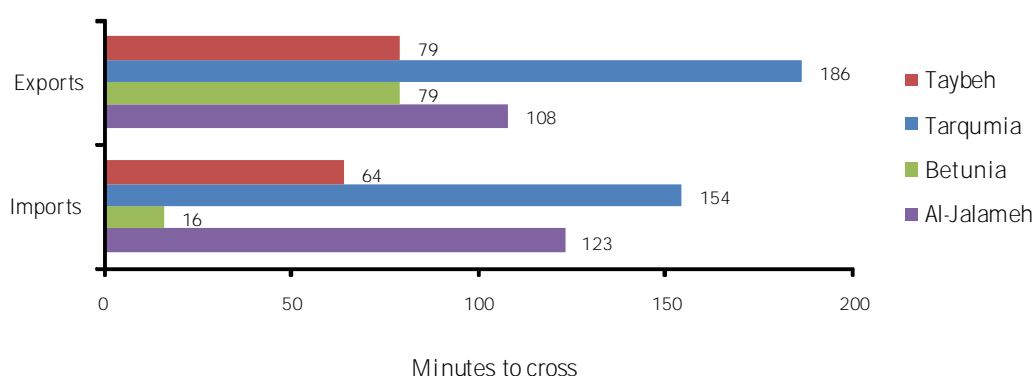
Due to late arrival of vehicles, there were 7 registered but unprocessed truckloads at Betunia terminal.

See Table 2 for a summary of crossing operations and Figure 2 for illustration of average times at the crossings.

Table 2: Days of operation, average crossing time, average movement per hour and rejected and unprocessed trucks

Crossing	Taybeh	Tarqumia	Betunia	Al Jalameh
Days scheduled for operation	26	26	26	26
Scheduled closure days <sup>1</sup>	4	4	4	4
Unscheduled closure days	0	0	0	0
Actual days for operations	26	26	26	26
Registered trucks but unprocessed trucks	0	0	7	0
Trucks rejected during processing	0	0	0	0
Export average truckloads movement per hour	9	9	6	7
Import average truckloads movement per hour	25	10	9	9
Average crossing time Imports (minutes)	64	154	15	123
Average crossing time Exports (minutes)	79	186	79	108

Figure 2: Average crossing time for a cargo to go through a crossing (i.e., sum of Waiting and Processing times)



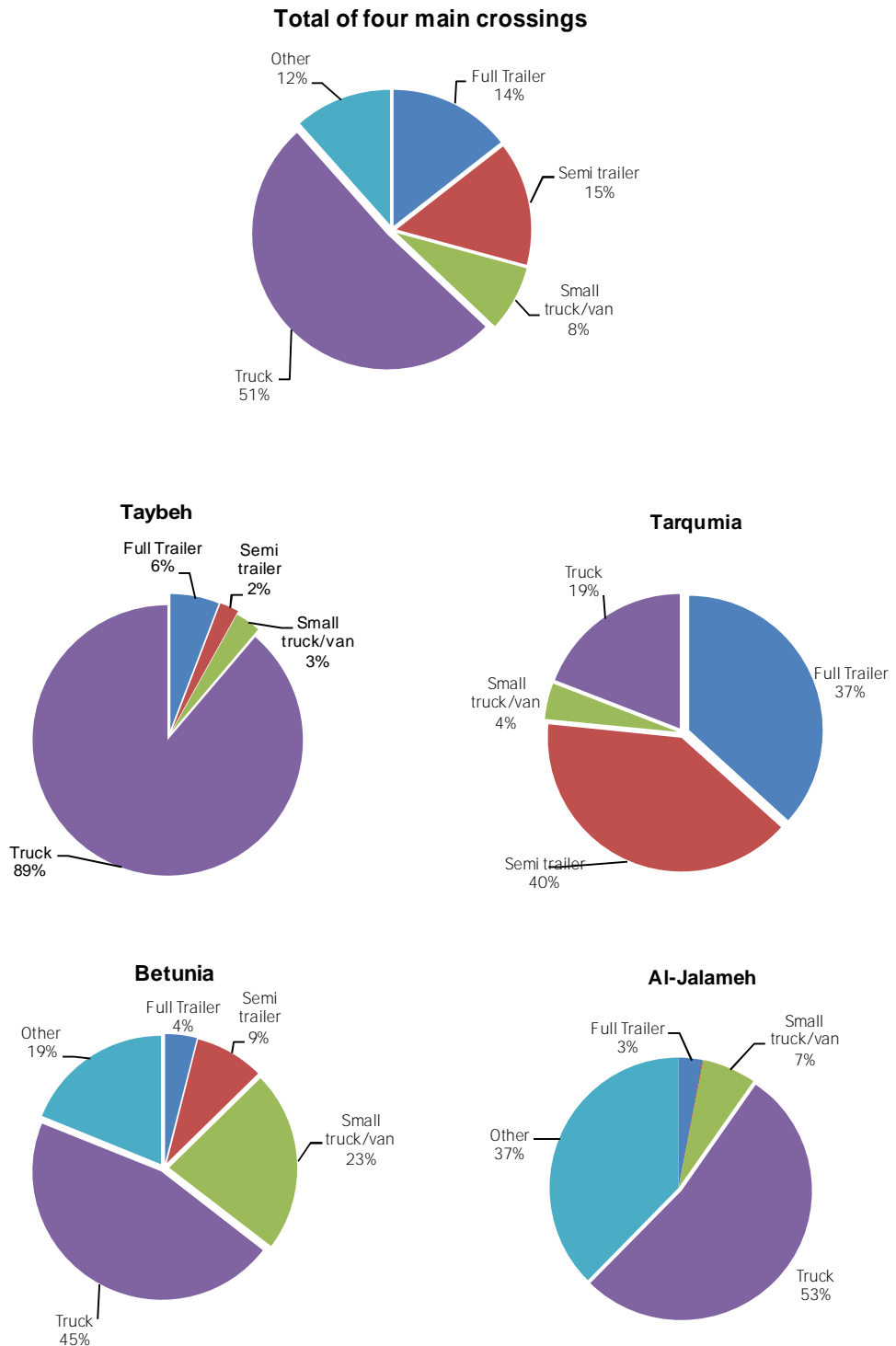
<sup>1</sup> Crossings were closed on Saturdays (June 6, 13, 20 and 27).

SECTION 2: ANALYSIS of VEHICLE and CARGO TYPES

A Exports: Palestinian Vehicles

A total of 5,387 truckloads were exported at the four crossings. The distributions by vehicle type are presented in Figure 3. Notice the preponderance of larger vehicles at Tarqumia both absolutely and relative to the other crossings.

Figure 3: Distribution of Vehicle Types used by Palestinians for Exporting

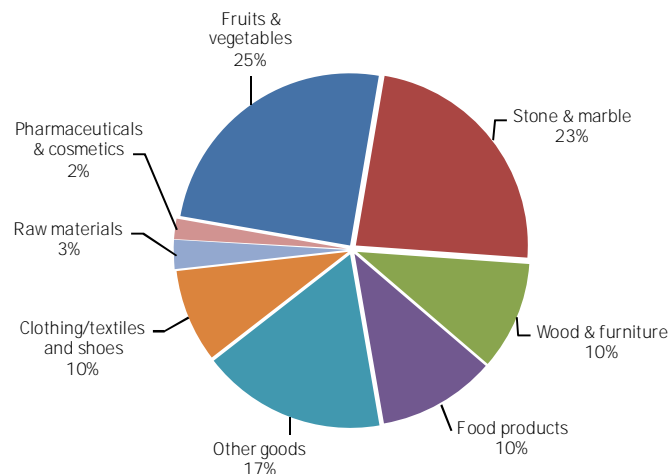


SECTION 2: ANALYSIS of VEHICLE and CARGO TYPES *continued***B** Export Activity

In Figure 4 presented the distribution of Exports by cargo types. As can be seen, there is a wide variety of goods. Overall, the highest exports at all crossings are “fruits and vegetables” (25%) and “stone and marble” (23%).

The reader is reminded that the unit of measure is truckload, without adjustment for vehicle size or value per unit weight or volume. For example, in terms of weight, stone and marble is probably greater than suggested by Figure 4. Also, in terms of value, pharmaceuticals and cosmetics and, to a somewhat lesser extent clothing/textiles and shoes are more important than suggested by Figure 4.

Figure 4: Distribution of Exports by Cargo Type Through The Four Crossings, June2009



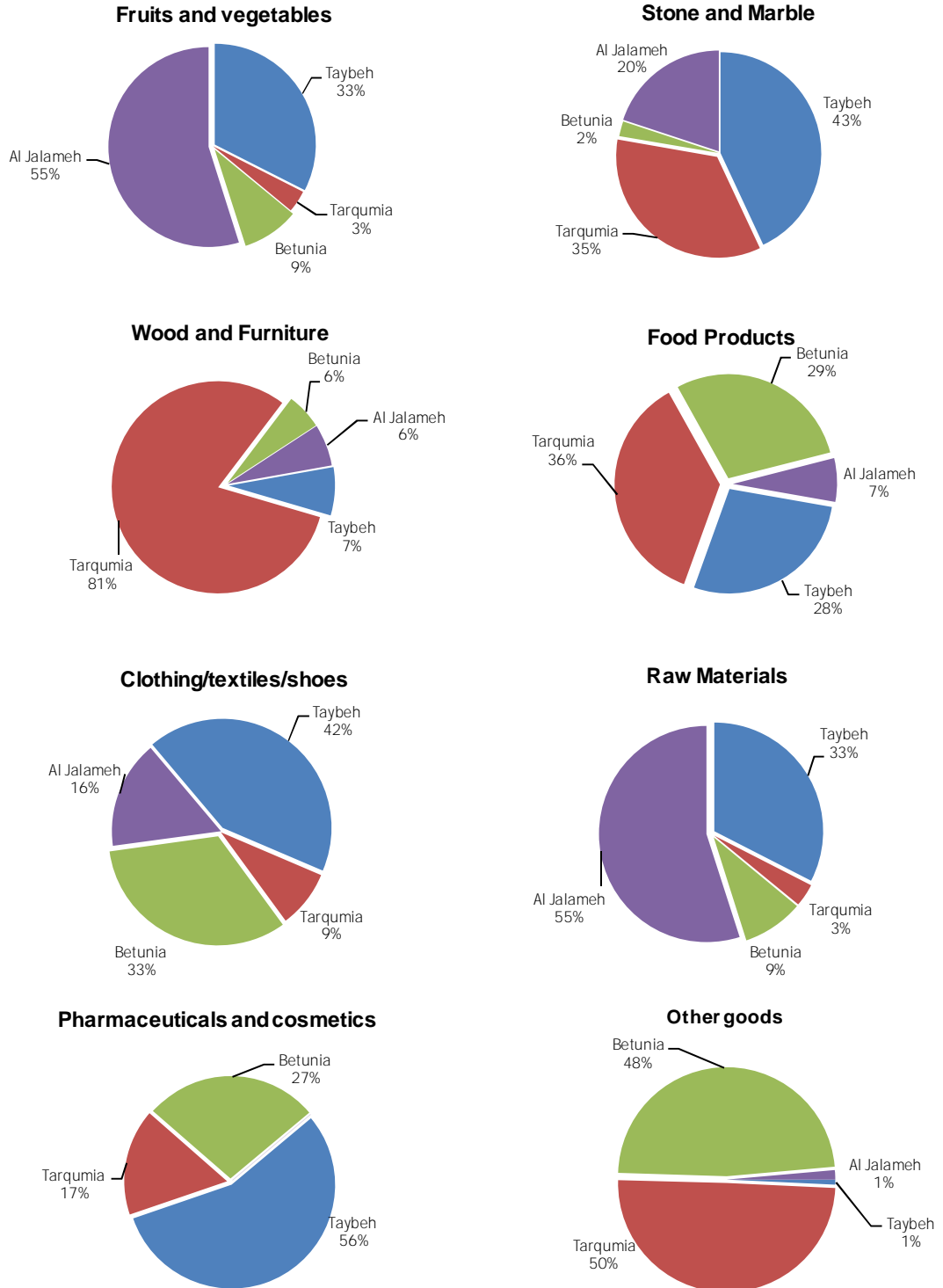
Other Goods include: aluminum, steel, stationary, glass, nylon, plastic, appliances, pottery, ropes, olive oil, bricks, car oil, tobacco, detergents, sand, and toys.

In Figure 5, the distributions of exports, by type, across the four main crossings are presented. Reflecting the geographic dispersion of the crossings and regional production specializations, there are considerable differences among exporters of various goods regarding crossing usage. For example, much of the West Bank’s produce production is concentrated in the north and northwest. As such, Jalameh and Taybeh are the dominant gateways to Israel. In contrast, the wood and furniture industry is centered in the southern part of the West Bank and its exporters predominantly rely on Tarqumia.

SECTION 2: ANALYSIS of VEHICLE and CARGO TYPES *continued*

**B** Export Activity *continued*

Figure 5: Distribution of Exports by Cargo Type By Crossing

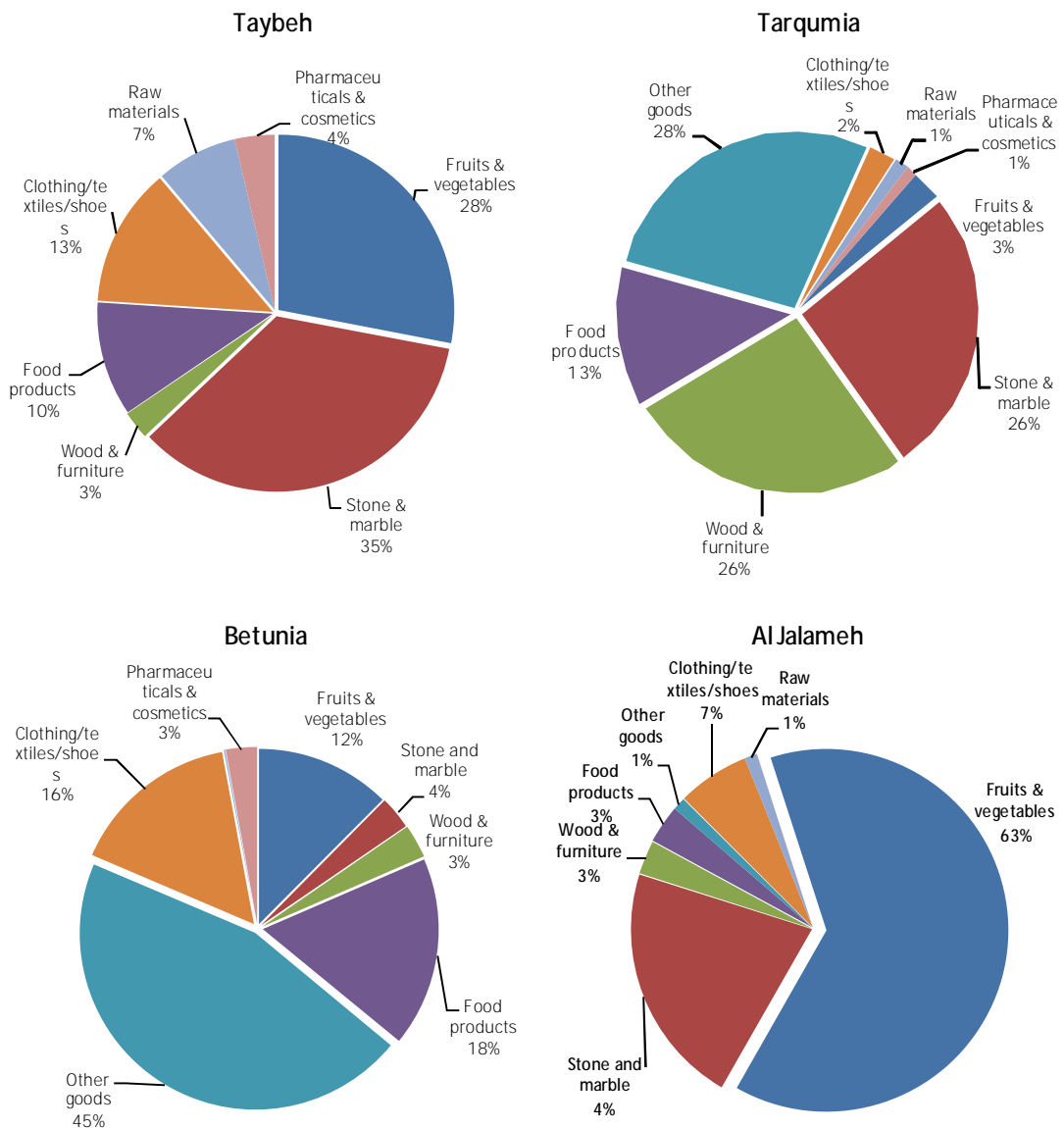


SECTION 2: ANALYSIS of VEHICLE and CARGO TYPES *continued*

**B** Export Activity *continued*

Another way of examining differences in exports across the crossings is to examine the distributions of exports at each crossing by cargo type. This is presented in Figure 6. Notice that for each crossing a different export cargo type is the largest: "Stone and marble" for Taybeh,\* "Other goods" for Tarqumia and Betunia, and "Fruits and Vegetables" for Al Jalameh.

Figure 6: The distribution of exports by cargo types - June 2009.



Other Goods exported through Betunia include: Iron, bags, utensils, toys, bikes, personal care products.

Other Goods exported through Tarqumia include: nylon, glass, pottery, plastic, papers, Potter aluminum

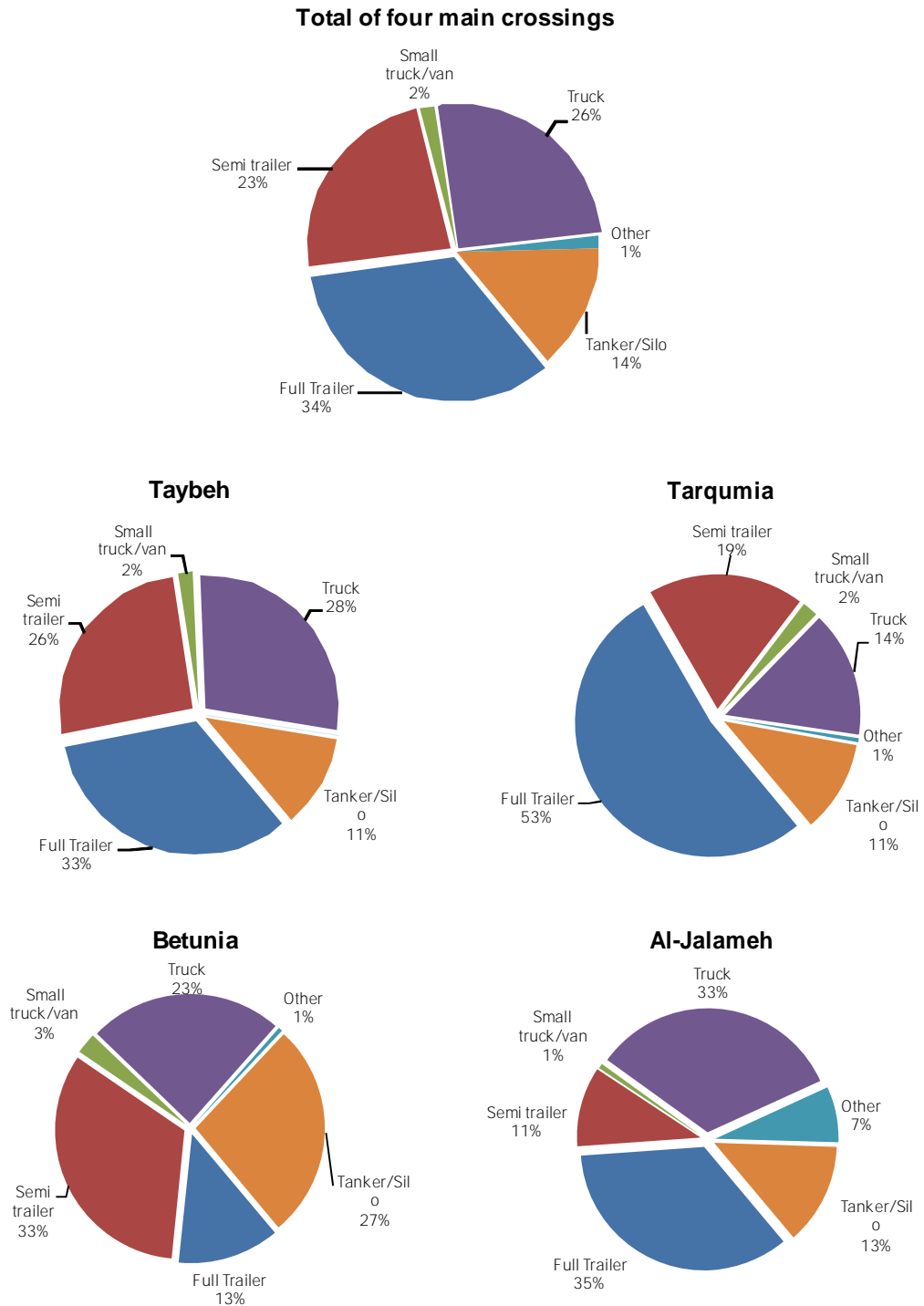
Note: The stone and marble from Bethlehem governorate go through the Tunnel checkpoint (Gilo Checkpoint), and not yet redirected to any of the five established crossings. In January 2009, stone and marble from Hebron were obliged to use Tarqumia crossing instead of the Tunnel/ Gilo checkpoint.

SECTION 2: ANALYSIS of VEHICLE and CARGO TYPES *continued*

**C Imports: Palestinian Vehicles**

A total of 9,525 truckloads were imported through the four crossings. The distributions by vehicle type are presented in Figure 7. A comparison of Figure 3 and Figure 7 shows that larger vehicles, on average, were used for importing than for exports. The exception to this is Tarqumia, where vehicle sizes tend to be large for both imports and exports.

Figure 7: Distribution of Vehicle Types used by Palestinians for Importing



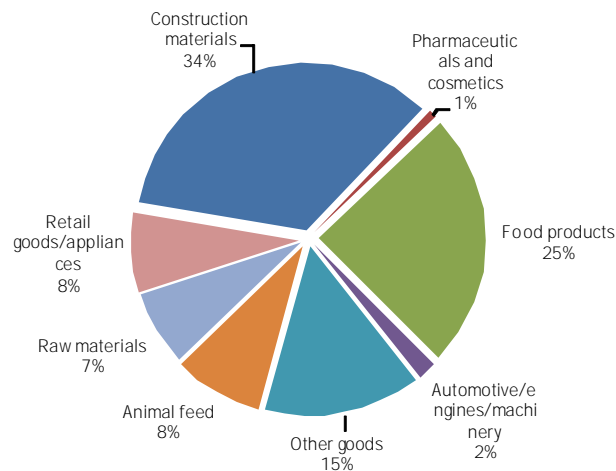
SECTION 2: ANALYSIS of VEHICLE and CARGO TYPES *continued*

## D Import Activity

In Figure 8 is presented the distribution of Imports by cargo types. As can be seen, there is a wide variety of goods. Overall, the most important categories of imports across all crossings are "construction materials" (34%), "food products" (25%) and others (15%).

As with Exports, the reader is reminded that the unit of measure is truckload, without adjustment for vehicle size or value per unit weight or volume.

Figure 8: Distribution of Imports by Cargo Type, June2009



Other Goods include:

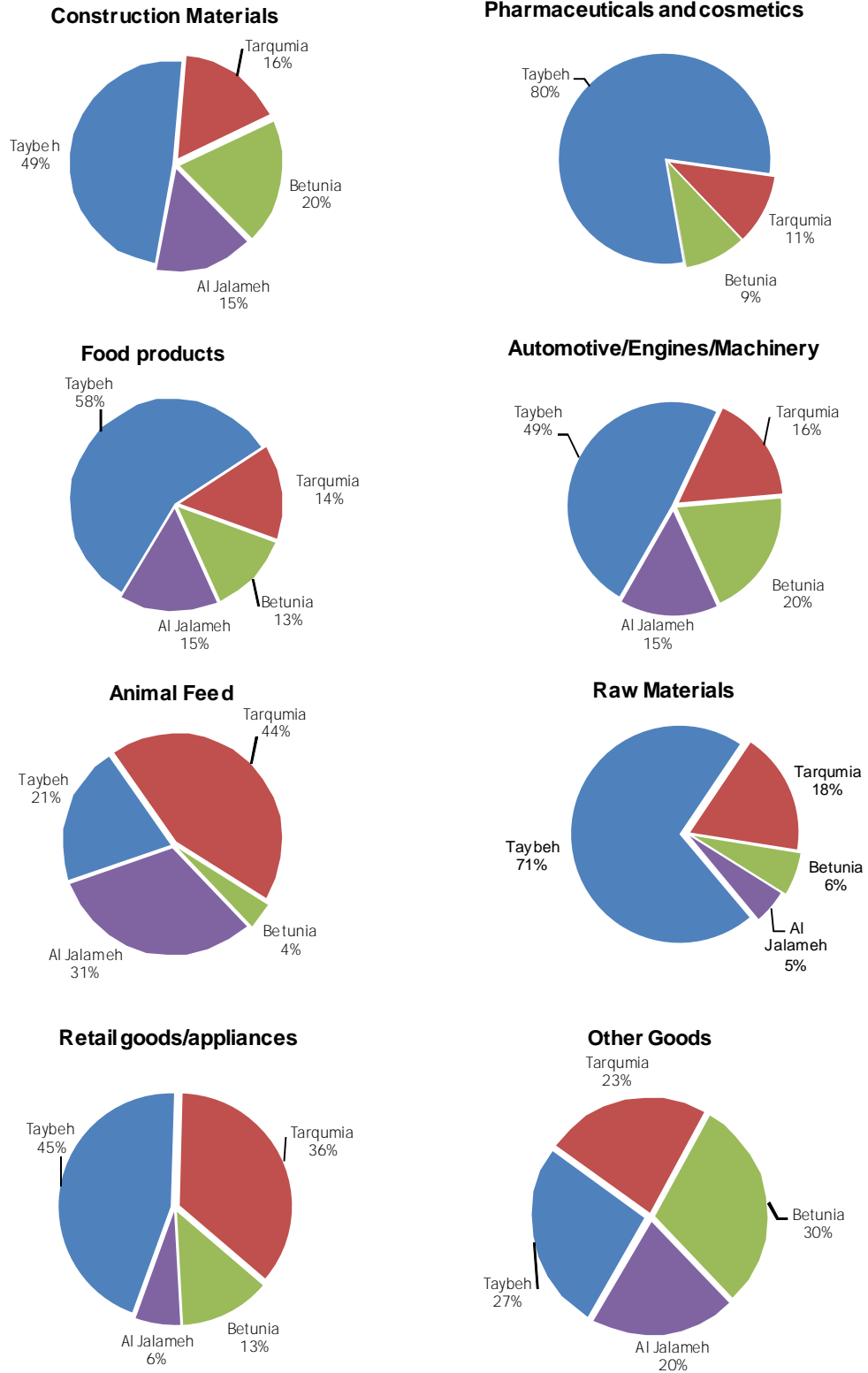
paper for printing, plastic, medical instruments, coal, wood for building, iron, tiles, appliances, metal, aluminum, communications equipment, plastic, paints, and detergents, live animals.

In Figure 9, the distributions of Imports, by type, across the four main crossings are presented. As with Exports, there are differences across Import types regarding usage of the various crossings. Taybeh's role as the primary gateway for Imports from and through Israel is evident. With the exception of Animal feed, Taybeh accounts for around half of all Imports.

SECTION 2: ANALYSIS of VEHICLE and CARGO TYPES *continued*

D Import Activity *continued*

Figure 9: Distribution of Imports by Cargo Type By Crossing

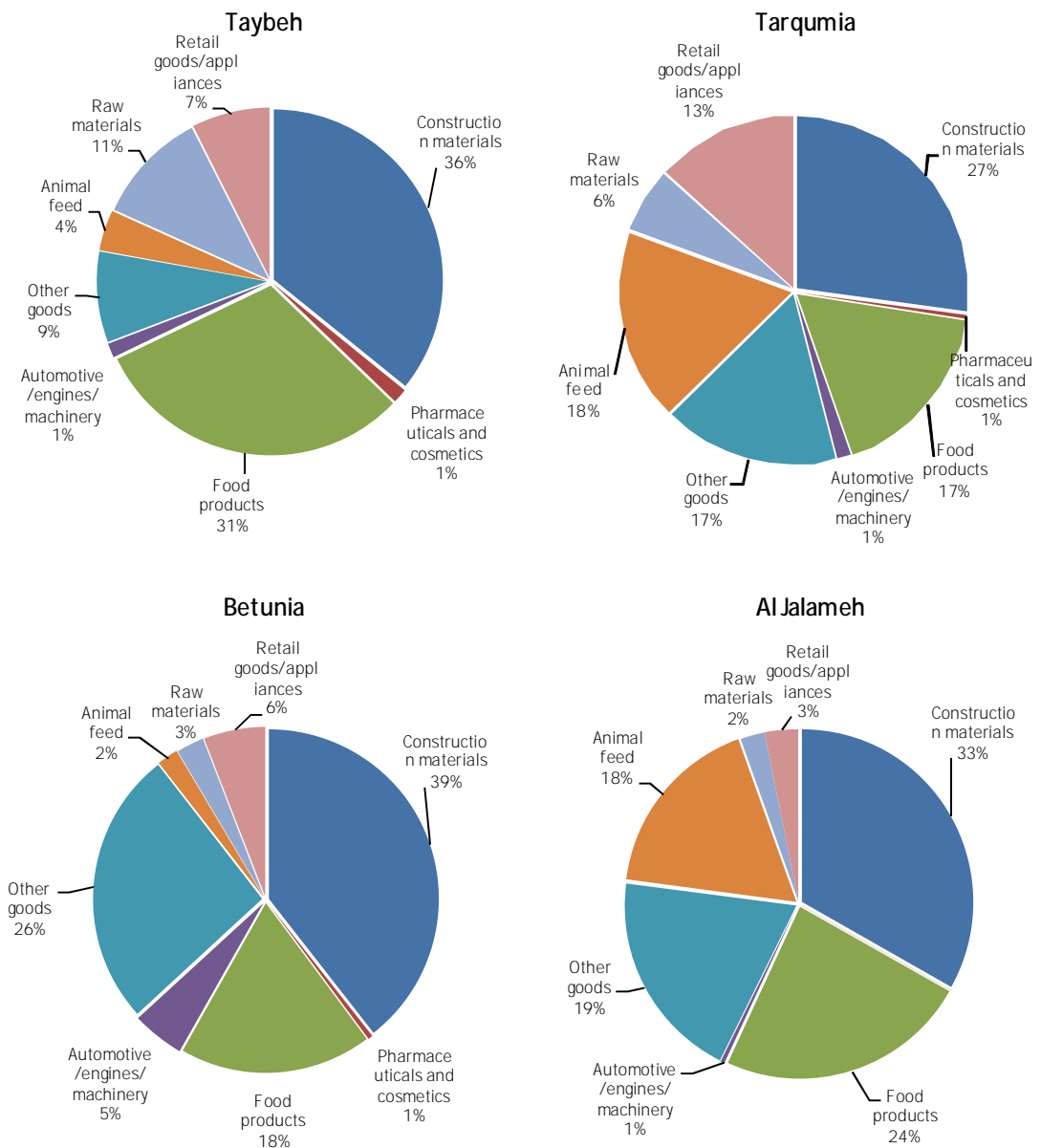


SECTION 2: ANALYSIS of VEHICLE and CARGO TYPES *continued*

D Import Activity *continued*

Another way of examining differences in imports among the crossings is to examine the distributions of imports at each crossing by cargo type. This is presented in Figure 10. At all four crossings, "Construction materials" is the most important import type.

Figure 10: The distribution of imports by cargo types - June2009.



Other Goods imported include: aluminum, steel, stationary, glass, nylon, plastic, electrical & electronic equipment, hygiene, ropes, and olive oil, live animals, car oil, and toys.

SECTION 3: CROSSING WAITING and PROCESSING TIME ANALYSIS

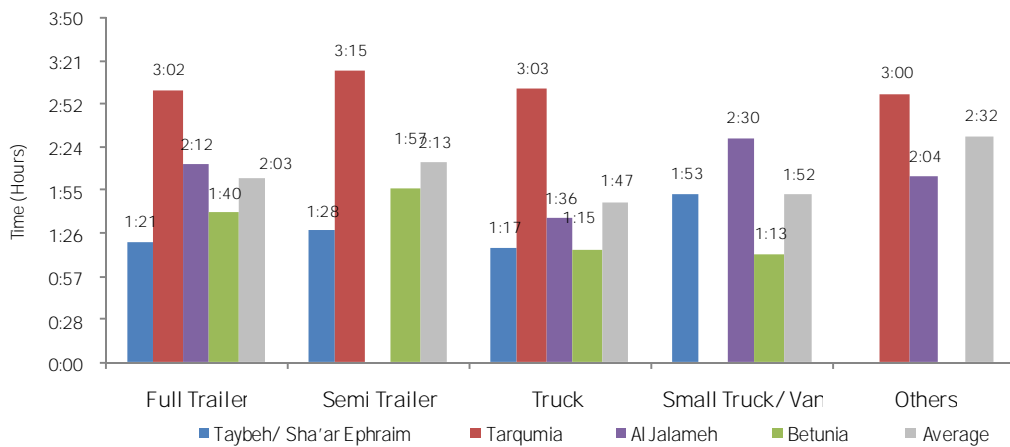
A Sample of Shipments were selected randomly to study the total time (waiting and processing ) it takes a cargo to pass through Betunia, Taybeh, Tarqumia, and Al Jalameh crossings. (see Annex 3 for Methodology).

**A EXPORT MOVEMENT**

In Figure 11 are presented the average total crossing times for exports by the type of vehicle. The same information, by cargo type, is presented in Figure 12 .

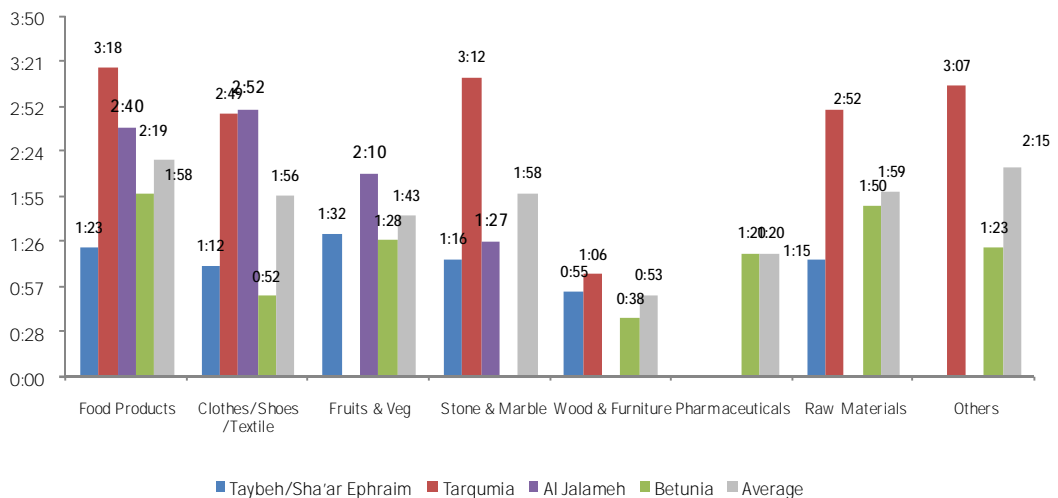
The findings indicate that the processing time of all truck types at Tarqumia is much higher than average and the processing time of Small Trucks/Vans and Full Trailer at Al Jalameh is much higher than average.

Figure 11: Average total time of exports at crossings by vehicle type–June 2009.



The study indicates that the processing time of most types of goods much higher than average at Tarqumia. The processing time of clothing/textile, fruits and vegetables and food products at Al Jalameh is higher than average .

Figure 12: Average total time of exports crossings by cargo type– June2009.



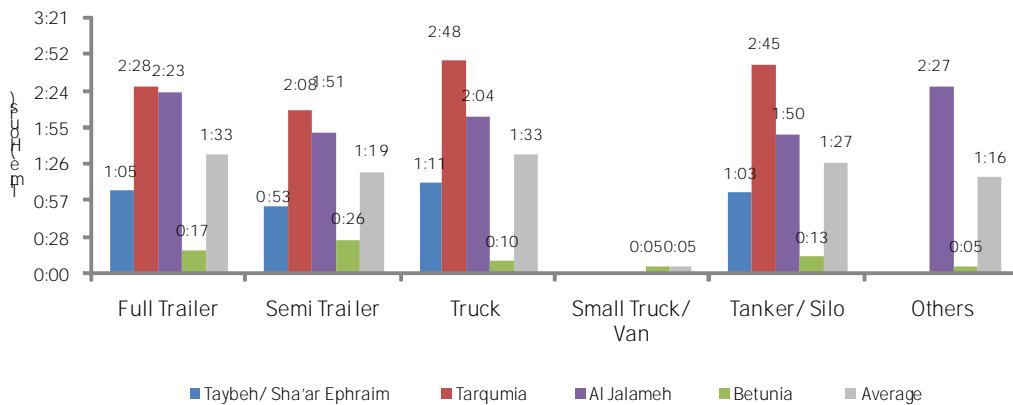
SECTION 3: CROSSING WAITING and PROCESSING TIME ANALYSIS *continued*

**B** IMPORT MOVEMENT

The average total times by vehicle type for imports are presented in Figure 13. The same information by cargo type is presented in Figure 14 .

The study indicates that the highest total crossing times are at Al Jalameh and Tarqumia for most types of trucks. On average, total crossing time for all types of trucks at Betunia is slightly better than at the other crossings.

Figure 13: Average total time of imports at crossings by vehicle type–June2009.



The study indicates that the highest total crossing time was recorded for the crossing of most types of goods at Al Jalameh and Tarqumia.

Figure 14: Average total time for imports at crossings by cargo type– June 2009

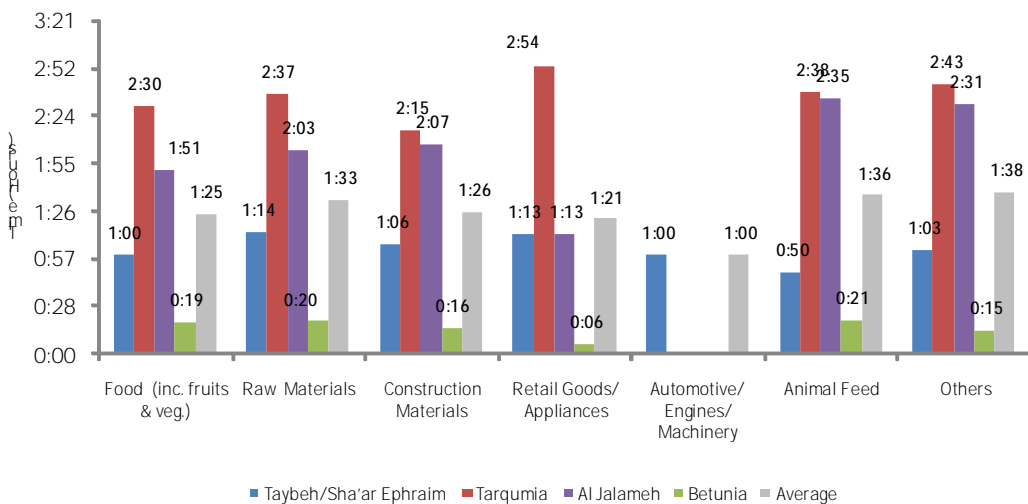


Table 3 : Average waiting, processing and total time for imports and exports on all crossings.

Crossing	AVG Waiting Time		AVG Processing Time		AVG Total Time	
	Imports	Exports	Imports	Exports	Imports	Exports
Taybeh	0:16	0:10	0:48	1:08	1:04	1:19
Jalameh	0:56	0:42	1:07	1:05	2:03	1:48
Betunia	0:04	0:34	0:11	0:45	0:16	1:19
Tarqumia	0:38	0:53	1:55	2:13	2:34	3:06

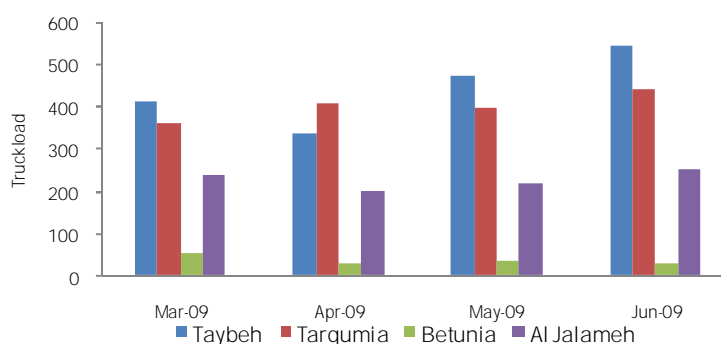
## SECTION 4: HIGHLIGHTED ISSUES

## A SECTOR OVERVIEW

## STONE AND MARBLE IN WEST BANK

The Stone and Marble industry in the West Bank is considered one of the conventional and historic industries. It also maintains the 12th rank in volume of worldwide production.<sup>1</sup> In 2008, the estimated contribution of the Stone and Marble industry in the West Bank GDP is 4.5%. The statistics of the Palestinian Union of Stone and Marble (PUSM) show that the total value of the annual sales is approximately US\$600 million. PUSM Statistics also show that 65% of stone and marble goes to the Israeli market, 29% to the West Bank and Gaza Strip and 6% to the regional and international markets. Further, this industry ranks third in terms of employment with approximately 30,000 employees and ranks first in terms of number of establishments with approximately 1170 firms. These firms include stone quarries, cutting facilities and workshops and several machineries and maintenance firms. The geographical distribution of this industry is concentrated in the southern and northern parts of the West Bank namely in Hebron and Nablus districts. The following chart illustrates Exports of stone and marble by crossing.

Figure 15 : Exports of Stone and Marble By Crossing from March - June 2009



## B OBSTACLES AND IMPEDIMENTS

Stone and Marble Industry faces various impediments at crossings and can be summarized as follow:

- Blocking access to quarries through roadblocks which limits the availability of raw materials (stone blocks). This measure by the Israeli Army has a direct impact on reduction of working days and hours; which in turn lead to reduction in the number of employees. In particular, there are three Palestinian companies encountering this problem: Nassar Investment Co.; Suhail & Saheb for Stone & Marble Ltd. and Al-Anan company for Marble & Stone.
- Limited entry time for stone and marble at certain crossings. For instance, stone and marble products are allowed to enter through Al-Jalameh in the North from 11:00 - 16:00 only. Also, entry time at Gilo Crossing (which is beyond the scope of this project), is limited between 11:00 and 17:00 and process maximum of 75 palletized truckloads from Bethlehem district only. All stone and marble trucks from Hebron governorate have to pass through Taqumia. All containerized stone shipments and trucks (from Bethlehem) that are refused entry at Gilo/Tunnel Crossing are rerouted to Tarqumia. This in turn increases traffic on Tarqumia given that offloading and uploading process of stones is time consuming. The high demand on Gilo/Tunnel Crossing is economically justifiable from the Palestinian businesses' side because they can use yellow plated trucks (Israeli trucks) that can pass directly to/through Israel (no back-to-back) which in turn save both time and cost.

1. According to the Stone and Marble book

**SECTION 4: HIGHLIGHTED ISSUES** *continued*

To illustrate, the distance from Bethlehem to Jerusalem via Gilo Crossing is less than 8 km while, the distance from Bethlehem to Tarqumia Crossing is 53 km. The following table shows the increase in transportation costs when rerouting stone and marble products to Tarqumia vis-à-vis going through Gilo crossing:

Table (3): Actual transportation cost per truck.

	From Bethlehem via Gilo checkpoint Direct (NIS)	From Bethlehem via Tarqumia (NIS)	Increase percentage
Ashdod	1500	2200	32 %
Haifa	2200-2500	3100-3600	31-36%

## ANNEX 1: PROJECT OVERVIEW

**Commercial Crossings Monitoring Program—Cargo Movement and Access Monitoring and Reporting Program**

Because of its designation as the National Trade Development Organization, PalTrade is the private sector institution with a mandate to promote trade development. PalTrade is a founder and member of the Private Sector Coordinating Council (PSCC), a consortium of all major private sector institutions, and an important partner of industry and service associations. As such, PalTrade has been a member of the Gaza withdrawal technical committees and negotiations team; especially providing the private sector perspectives of the Access and Movement Agreement (AMA) for the cargo movement at the crossings. PalTrade is also a private sector representative in the Crossings' Steering Committee which was formed by the President of the Palestinian Authority to act as the coordination body for the reform and development of the border crossings.

As part of the World Bank project "Facilitating Trade Flows between WBGS and Israel" and the previous "Private Sector Participation in Gaza Withdrawal Coordination Process" project, PalTrade has maintained a physical presence at Al Montar/Karni since August 24th, 2005. As such, PalTrade is the only independent source of crossings information which is used by the Quartet, the World Bank, the US Security Coordinator, UN OCHA and others.

PalTrade's work regarding the Crossings includes monitoring, collection and data analysis.

Financing for the border monitoring activities in the:

- First year; was through a World Bank grant to the PA in association with emergency support during the Gazan disengagement.
- Second year; was through a Post Conflict Fund grant which was closed in September 2007.
- Third and Fourth year; is being provided by the Norwegian Consultant Trust Fund under the supervision of the World Bank (MNSSED Finance and Private Sector Unit).



Financed by:  
Norwegian Consultant Trust  
Fund



Under the supervision of:  
The World Bank  
(MNSSED) Finance and Private Sector

## ANNEX 2: METHODOLOGY

The following methodology is employed for the Commercial Crossing Monitoring Program:

- Data collection is based on direct on-site observation and first hand data collection at the four main crossings between the West Bank and Israel: Taybeh/Shar'ar Ephraim, Betunia, Jalameh, and Tarqumia. The data are collected in cooperation with four institutions include Palestine General Federation of Trade Union – P.G.F.T.U, The Union of Transport Drivers, The Palestinian Importers Association - PIA, and Hebron Chamber of Commerce and Industry . Each institution hires two monitors at each crossing on daily basis from the time the facility opens until closing. .
- To facilitate this work, forms and data entry programs have been developed by PALTRADE in cooperation with USAID (Trade Facilitation Project) and the World Bank.
  - For Section 1 and 2, forms were developed to record crossing activity during the day, including operating status, actual opening time, time of last registration, time of last truck entry, number of returned trucks; number of exported and imported truckloads, types of trucks, and types of goods. These forms are completed by the Monitors on daily basis..
  - For Section 3, a form was developed to record waiting time, processing time, if a cargo was manually inspected, and if there was any damage during processing. These forms are filled every 10 days in cooperation with a sample of truck drivers.

## ANNEX 3: WEST BANK COMMERCIAL CROSSINGS OVERVIEW

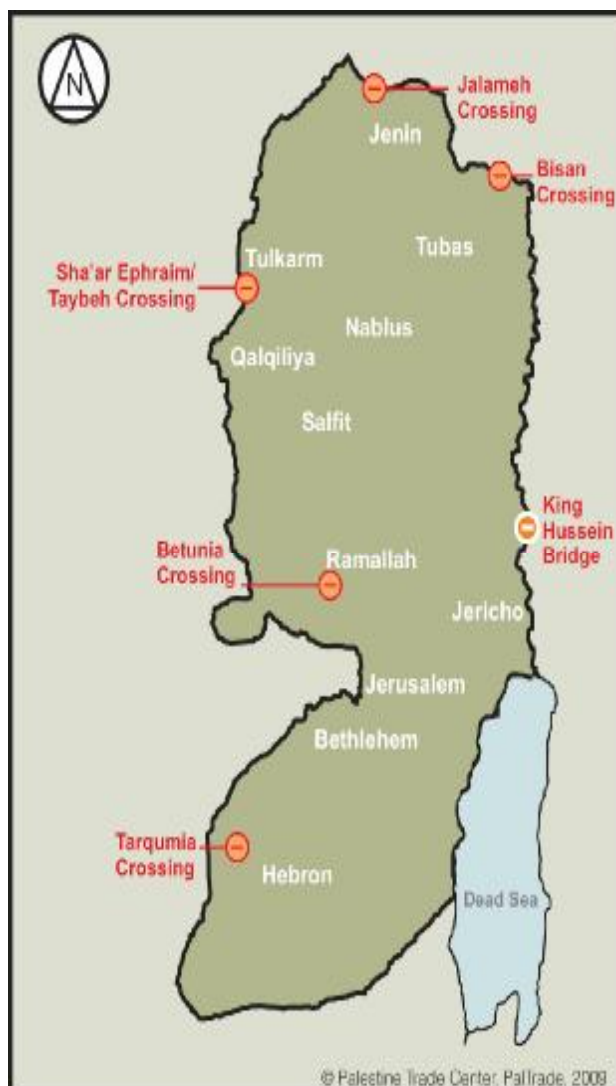
Within the scope of the "Cargo Movement and Access Monitoring and Reporting" Project four key crossings in the West Bank will be studied which are: Taybeh/ Sha'ar Ephraim, Tarqumia, Betunia, and Al Jalameh.

## Taybeh/ Sha'ar Ephraim Crossing:

*Sha'ar Ephraim* (also known as Irtah or Taybeh) is located south of Tulkarm, officially opened by the Israelis at the end of 2005. The crossing serves the cities of Nablus, Tulkarm, Qalqelia and part of Jenin. It is used for both imports and exports between West Bank and Israel. Officially opens from Sunday to Friday, and closes on Saturdays and Jewish holidays. Currently, there is no official Palestinian presence at the crossing. The crossing is divided into two main sections: one for movement of goods and the other for the movement of persons, particularly laborers. The crossing is equipped with a scanner machine with capacity of around 5 trucks at once and a containers' crane, in addition to 4 small forklifts and one big forklift. Barta'a is used as an alternative crossing for people who own businesses or are citizens there.

## Tarqumia Crossing:

*Tarqumia* is located northwest of Hebron district in the south of the West Bank. The crossing is located about 150 meters west of the present Tarqumia checkpoint and officially opened by the Israelis at the end of November 2007. The crossing serves the cities of Hebron and the southern cities of the West Bank. It is used for both imports and exports between West Bank and Israel. Officially opens from Sunday to Friday, and closes on Saturdays and Jewish holidays. Currently, there is no official Palestinian presence at the crossing, noting that it is over a kilometer east of the 1967 border. Goods are transferred in an open area that is divided into 4 exporting lanes, and it is equipped with a scanning machine, 7 small forklifts, and a large crane. Gilot Tunnel, Husan- Betar Illit-Wadi Fukin and Tsur Hadasah are currently used as alternative trade routes.



## Betunia Crossing:

*Betunia* is located southwest of Ramallah; it was defined as a trade crossing by the Israeli Authorities in 2002, used for both imports and exports between West Bank and Israel. The crossing serves the cities of Ramallah, Northern Cities and Suburbs of Jerusalem located within the vicinity of the West Bank. The crossing officially opens from Sunday to Friday, and closes on Saturdays and Jewish holidays. Currently, there is no official Palestinian presence at the crossing. It is located within the West Bank and not at the 1967 border. The crossing is equipped with only 2 forklifts, and it has an inspection area which is divided into four main sections according to the types of products including manufactured products and agricultural crops, cement, sand and aggregates, and chemical products. The inspection process is done manually since there are no scanners at the crossing. Some routes such as Atarah, Rantees, and Nialeen and Jaba'a, are used as alternative trade routes.

## Al Jalameh Crossing:

*Al Jalameh* is located north of Jenin, the crossing serves the Jenin and Nablus cities. It is used for both imports and exports between West Bank and Israel (mainly agricultural produce). The crossing officially opens from Sunday to Friday, and closes on Saturdays and Jewish holidays. Currently, there is no official Palestinian presence at the crossing. The crossing is equipped with 4 small forklifts, and a mobile scanning machine with a capacity of around 5 truckloads at a time.

**ANNEX 4: EXPORT PROCEDURES and OBSTACLE S at the CROSSINGS**

## EXPORT PROCEDURES at the CROSSINGS

- < Upon arrival at a crossing, the truck driver is required to register his name at the entrance, and is requested to wait until the Israeli driver is available on the other side of the crossing. The exception to this is Betunia, where there is currently no registration for Palestinian truckers. Notification of the presence of the Palestinian driver depends entirely upon information given to Crossing Authorities by the Israeli truck driver.
- < The driver is subject to physical security check which normally lasts for at least 15 minutes. In some cases, this may include a strip search. Following this, the driver is requested to open all the doors of the truck and the truck cover (if any) and to switch off the truck's engine.
- < The truck then moves through the truck scanning machine. Three to five trucks (depending on the truck size) are allowed to enter and exit the scanner at the same time. Betunia is run by the IF and does not have scanners. All cargo is subject to manual inspection by soldiers and, in some cases, dogs are used.
- < In addition to the scanning process, the cargo may have to undergo a second phase of manual inspection. Depending on the Crossing and type of cargo, anywhere between 15% and 60% of the loads are manually inspected. When shipments consist of different materials (for example: clothing hung on plastic hangers), manual inspections are usually mandatory.
- < Following inspections, the shipment is transferred to the Israeli truck and allowed to enter Israel..

## OBSTACLES FACED by TRADERS at WEST BANK COMMERCIAL CROSSINGS

- < There is no official dissemination system/body for publishing any changes in procedures or crossing requirements. Likewise, there is no official body to which shippers can direct complaints.
- < The access roads and waiting areas for some crossings are inadequate for use by heavy trucks. Some go through built up areas and/or are in poor condition.
- < The exchange of money and invoices takes place at a side room through a tiny slot (about 2 cm height), which hampers the passing of small amounts of money, invoices, and documents. In addition, the lack of face-to-face contact makes it difficult to sort out discrepancies at the crossing itself.
- < Restricting traders to use pallets that have a maximum height of 1.6 meters, obliges companies to use more trucks than necessary, resulting in increased time and expense.
- < Back-to-back operations are performed in an open area. Refrigerated goods are obliged to be offloaded into open inspection stations, and inspections can take as long as five hours, which can result in substantial damage.
- < Electrical appliances are not allowed to re-enter into Israel for maintenance through some crossings, even after presenting all warranty documents. This requires shippers additional costs to bring products to alternate crossings.
- < Long processing and/or waiting times, and mishandling of goods could result in high transaction, transportation, and/or damage costs.
- < Limited working hours and days may result in missing of shipment dates for goods that destined to international market.
- < There is only one entrance and exit at Al Jalameh crossing. This creates congestion and delays as traffic must flow in two directions.