



24 November 2006

Report N° 26
Implementation of the Agreement on Movement and Access
(1 – 14 November 2006)

The United Nations¹ is submitting the 26th bi-weekly report on the implementation of the 15 November Agreement on Movement and Access (AMA), covering the period 1 – 14 November 2006 inclusive.²

1. Overall Progress:

In the 2 weeks prior to the signing of the AMA in 2005 an average of 192 trucks entered through Karni daily and 22 exited.³ At the end of the first year of AMA implementation, 205 trucks entered and 28 left an average increase of 15%. Sufa crossing opened for the same number of days. Rafah had been closed immediately prior to the AMA agreement; a year later it has been open on 4 days during a two week period. However, Rafah continues to open erratically and the average number of people crossing is only a third of that during the first 6 months of the AMA implementation.

2. Changes of note since Report N° 25 (31 October):

- **Rafah crossing** was open on 4 days (21% of total scheduled hours and 6 hours longer than last period) allowing a total of 3,373 people to cross into the Gaza Strip and 2,896 people out (a decrease of 25% and 42% respectively).
- **Erez crossing:** 350 traders received special permits from the Israeli authorities to cross, according to a recent COGAT report.
- **Karni crossing** was open on all 12 scheduled operating days enabling a total of 2,468 truckloads of goods into and 331 truckloads of goods out of the Gaza Strip. Karni was open for 47% of scheduled hours compared to 40% during the previous period.
- **Sufa crossing** was open on 9 of the 12 scheduled working days for the transport of aggregates; being closed on 11-14 November due to IDF operations northeast of Rafah.
- **Kerem Shalom crossing** was open on 5 days for the transport of humanitarian goods.
- **Obstacles to movement in the West Bank** decreased slightly from 542 to **540**. This represents an increase of 164 or 44% over the baseline figure of August 2005.
- There were **no reported security incidents** during the period.

3. No Change since Report N° 25 (31 October):

Convoys between the Gaza Strip and the West Bank:

Truck convoys no discussion; implementation now 11 months overdue.

Bus convoys no discussion; implementation now 10 months overdue.

Ports:

Seaport awaiting, since November 2005, GoI assurance to donors that it will not interfere with its operation.

Airport awaiting, since November 2005, commencement of discussions.

¹ The Office of the Quartet's Special Envoy closed on 28 April. Since then the United Nations through the oPt OCHA office has assumed reporting responsibilities on the implementation of the AMA.

² The report draws on all available data sources for reporting including the EU-BAM, UN agencies, PA ministries, PalTrade, COGAT and the World Bank.

³ 1-15 November 2005

1. Rafah

1.a. Operation

Days open in period		
<i>Actual : Scheduled</i>	4 : 14 ^b	29%
Number of days experiencing a closure (total in 2-week period)	10	
Working hours (daily ave.) ^a		
<i>Actual : Scheduled</i>	8.8 : 12 ^c	74%
Total working hours in period		
<i>Actual : Scheduled</i>	35.3 : 168	21%
Security incidents on Palestinian side of border	0 ^d	

a: The daily average working hours is calculated on the basis of days open.

b: Rafah opened for 4 days on the 1 (8.1 hours), 8 (7.6 hours), 9 (10.6 hours) and 14 (9 hours) November for arrivals (total of 3,373 people) and departures (2,896 people) (source EU-BAM).

c: The actual working hours per day (ave.) is calculated on the basis of **actual** days open.

d: There were no reported security incidents.

1.b. Movement: Travellers and Cargo

	In	Out
Travellers through Rafah (daily ave.) ^e	241	207
Number of trucks (daily ave.)	n.a.	n.a.
Number of cars (daily ave.) ^f	0	0

e: The travellers through Rafah (daily ave.) is calculated on the basis of scheduled days open i.e. 14 days.

f: Pending capacity-building of the Palestinian personnel at Rafah.

1.c. Management and Operations

	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	YES ^g

g: Working level discussions took place prior to 29 March.

n.a.= not applicable to this report

2. Crossing Points

2.a. Goods - Gaza Strip	Erez		Karni		Kerem Shalom^h		Sufa^h		Total
Days open in period			<i>Primary</i>						
<i>Actual : Scheduled^a</i>	n.a.	-	12 : 12	100%	5 : n.a.	-	12 : 12	-	29.
Number of days experiencing a closure	n.a.		0	^e	n.a.		0		0.
Working hours (daily ave.)									
<i>Actual : Scheduled^b</i>	n.a.	-	6.3 : 13.5	^e 47%	n.a.	-	n.a.	-	6.3
<i>Utilization ratio^c</i>	n.a.		no data		n.a.		n.a.		
Total working hours in period									
<i>Actual : Scheduled</i>	n.a.	-	75.4 : 162	47%	n.a.	-	n.a.	-	75.4
Number of trucks out (daily ave.)									
<i>Actual : Scheduled</i>	n.a.	-	27.6 : 150	^f 18%	: n.a.	-	n.a.	-	27.6
<i>Agricultural</i>	n.a.		11.8		n.a.		n.a.		11.8
<i>Non-Agricultural</i>	n.a.		15.8		n.a.		n.a.		15.8
Number of trucks in (daily ave.)	n.a.		206	^g	n.a.		n.a.		206.
Security incidents on Palestinian side of the crossing ^d	0		0		0		0		0.

2.b. People - Gaza Strip	Erez		Karni		Kerem Shalom		Sufa		Total	
Days open in period	<i>Primary</i>									
<i>Actual : Scheduled</i>	0 : 14	ⁱ 0%	n.a.	-	n.a.	-	n.a.	-	0	
Number of days experiencing a closure	14		n.a.		n.a.		n.a.		14	
Working hours (daily ave.)										
<i>Actual : Scheduled^b</i>	0 : 16.5	0%	n.a.	-	n.a.	-	n.a.	-	0	
Total working hours in period										
<i>Actual : Scheduled</i>	0 : 231	0%	n.a.	-	n.a.	-	n.a.	-	0	
Travellers through crossing (daily ave.)	<i>In</i>	<i>Out</i>	<i>In</i>	<i>Out</i>	<i>In</i>	<i>Out</i>	<i>In</i>	<i>Out</i>	<i>In</i>	<i>Out</i>
	0	0	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	0	0

a: Karni and Sufa are scheduled to open six days a week (closed on Saturdays).

b: The actual working hours per day (ave.) is calculated on the basis of actual days open i.e. 12 days.

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

d: There were no reported security incidents during the reporting period.

e: Karni was open for imports and exports on all scheduled working days. Actual working hours varied between 45 minutes and 8 hours per day.

f: Total truckloads of exported goods was 331 during the reporting period (source: PalTrade).

g: Total truckloads of imports during reporting period was 2468 (there were no truckloads of aggregates imported through Karni during the reporting period). The daily average number of trucks into the Gaza Strip is calculated on the basis of scheduled days open i.e. 12 (source: PalTrade).

h: Kerem Shalom and Sufa may operate as alternative commercial crossing points when Karni is closed. Kerem Shalom is used for humanitarian goods and Sufa for aggregates.

i: Erez has remained closed to Palestinian workers and traders since 12 March (source: National Security Forces). Only some critical Palestinian humanitarian cases have been permitted to cross subject to prior coordination with the IDF.

n.a.= not applicable to this report

2.c Management and Operations - Gaza Strip	YES/NO
New and additional scanner installed at Karni by 31 December 2005	delivered but not installed
Common management system adopted by both parties	NO
New generation of x-ray equipment installed and used	NO
Passages protected on the Palestinian side of the border	NO
<i>Training program in place</i>	NO
<i>Security equipment installed</i>	NO
PA established a unified system of border management	NO
Management system developed for Karni applied to Erez and Kerem Shalom	NO

2.4 Management and Operations - West Bank	Tarkumiya	Jalame	Sha'ar Ephraim
Israel put in place similar arrangements to make West Bank passages fully operational	NO	NO	NO
Operational procedures developed for those passages	NO	NO	NO

Gaza Strip Seaport

	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

Gaza Strip Airport

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

Link Between Gaza and the West Bank

Convoys	YES/NO
Bus convoys established by December 15	NO
Truck convoys established by January 15	NO
Detailed implementation arrangements worked out	NO
<i>Buses (both directions - ave. in period)</i>	
Number of convoys per day	0
Number of people per day	0
<i>Trucks (both directions - ave. in period)</i>	
Number of convoys per day	0
Number of trucks per day	0

Movement Within the West Bank

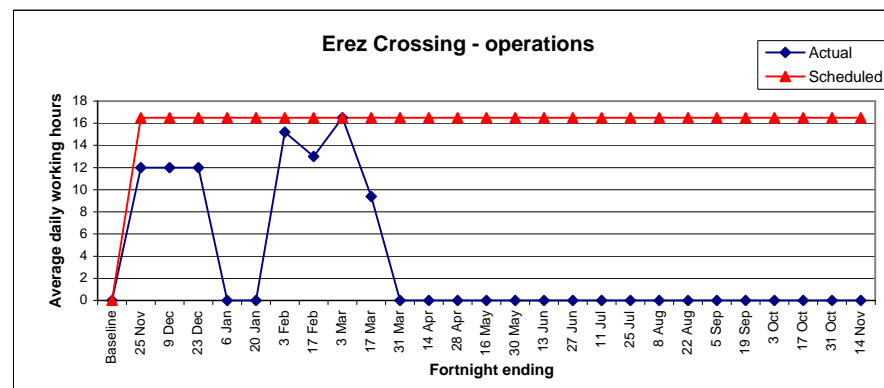
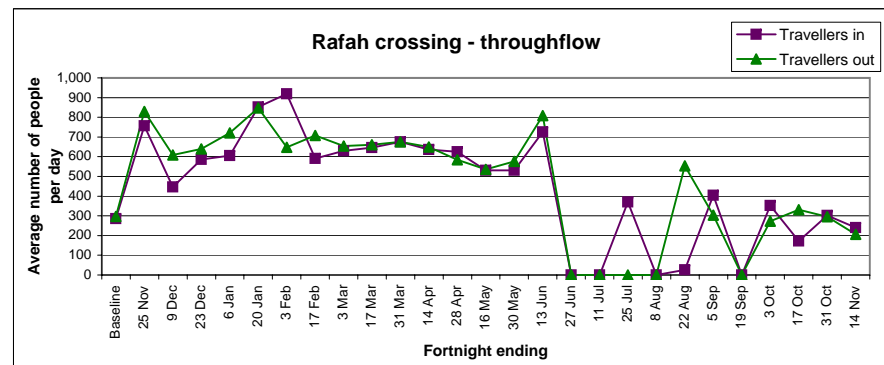
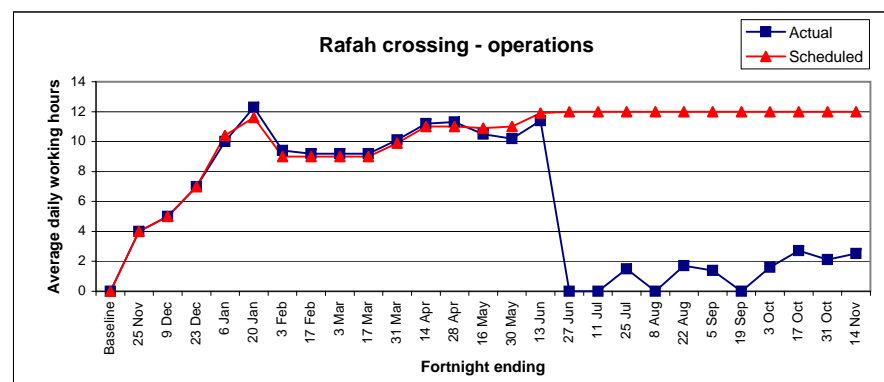
Obstacle reduction	YES/NO
Work ongoing to establish a plan to reduce obstacles	NO
Plan to reduce obstacles completed by Dec. 31	NO
	% increase over baseline
Number of identified obstacles ^a	540 43.6%
of which manned	84 42.4%
of which unmanned	456 43.8%

a: OCHA compiles several times a year a comprehensive count of physical obstacles to Palestinian movement in the the West Bank. The figures reported here are based on field observations only.

Trend Analysis - Traveller crossing points

Rafah		Baseline Jan 04 - Jun 05	Period 25 Oct 18 - 31	Period 26 Nov 1 - 14
Working hours per day (ave.)				
	Actual	no data	2.1	2.5
	Scheduled	no data	12	12
Days open in period				
	Actual	n.a.	3	4
	Scheduled	n.a.	14	14
Number of days experiencing a closure (total in 2 week period)		2.8 (ave.)	11	10
Travellers through Rafah in (daily ave.)		286	302	241
Travellers through Rafah out (daily ave.)		297	295	207
No. of trucks out (daily ave.)		0	n.a.	n.a.
No. of cars in (daily ave.) ^a		0	0	0
No. of cars out (daily ave.) ^a		0	0	0
Security incidents on Palestinian side of border		no data	1	0

a: Pending capacity-building of the Palestinian personnel at Rafah.



Erez		Baseline Jan 04 - Jun 05	Period 25 Oct 18 - 31	Period 26 Nov 1 - 14
Working hours per day (ave.)				
	Actual	no data	0	0
	Scheduled	no data	16.5	16.5
Days open in period				
	Actual	n.a.	0	0
	Scheduled	n.a.	14	14
Number of days experiencing a closure (total in 2 week period)		7.6 (ave.)	14	14
Workers & businesspeople in (daily ave.)		no data	0	0
Workers & businesspeople out (daily ave.)		1841	0	0
Security incidents on the Palestinian side of the crossing		no data	0	0

n.a.= not applicable to this report

Trend Analysis - Goods traffic crossing points

Karni	Baseline Jan 04 - Jun 05	Period 25 Oct 18 - 31	Period 26 Nov 1 - 14
Working hours per day (ave.)			
<i>Scheduled</i>	no data	13.5	13.5
<i>Utilization ratio^b</i>	no data	no data	no data
Days open in period			
<i>Actual</i>	n.a.	8	12
<i>Scheduled^c</i>	n.a.	9	12
	2.2 (ave.)	1	0
Number of days experiencing a closure (total in 2 week period)			
Number of trucks out (daily ave.)	23	14.9	27.6
<i>Agricultural</i>	no data	5.9	11.8
<i>Non-Agricultural</i>	no data	9.0	15.8
Number of trucks scheduled out (daily ave.)	no data	150	150
Number of trucks in (daily ave.) ^d	205	182	206
Security incidents on Palestinian side of the crossing	no data	0	1

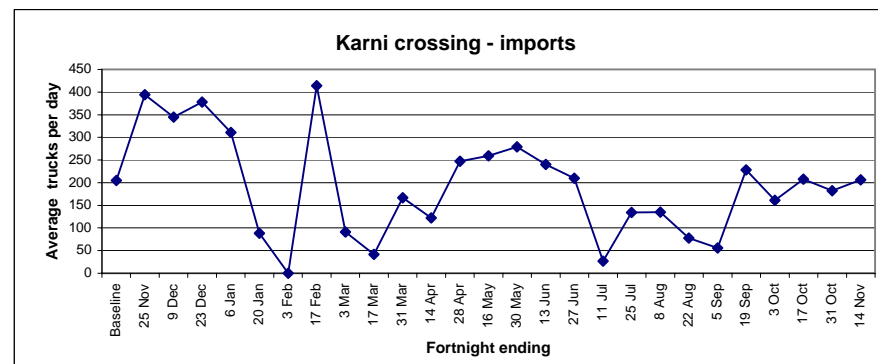
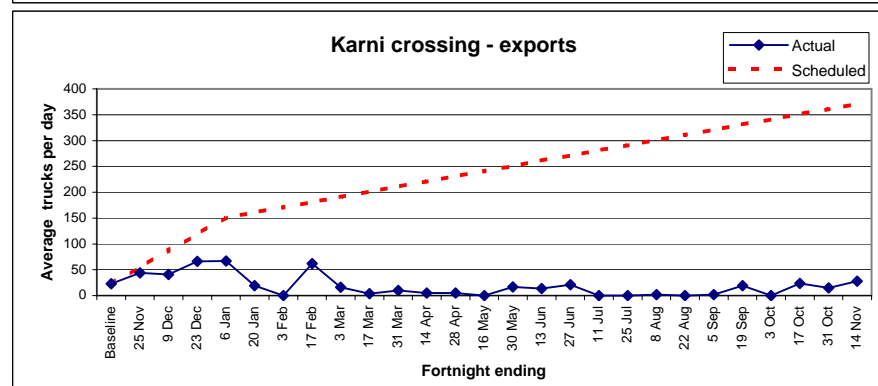
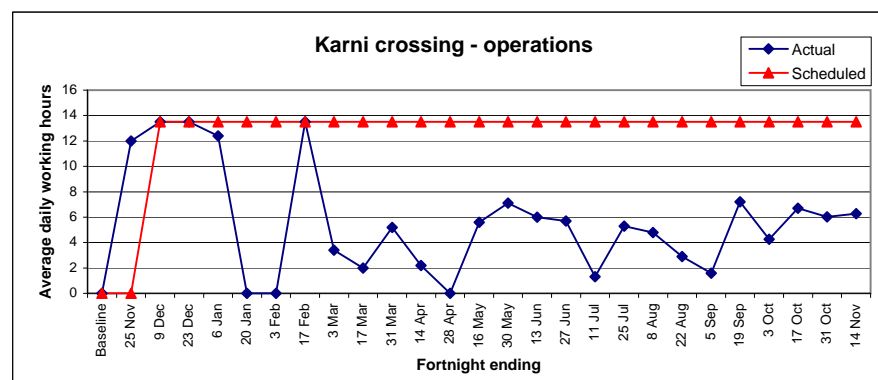
b: Ratio of actual vs. planned working hours of scanners and cells.

c: Karni is closed on Saturdays.

d: Source: PalTrade.

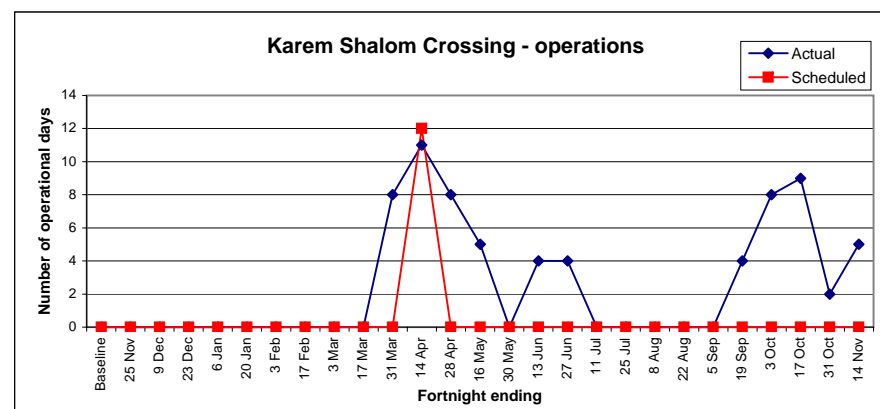
Erez	Baseline Jan 04 - Jun 05	Period 25 Oct 18 - 31	Period 26 Nov 1 - 14
Working hours per day (ave.)			
<i>Actual</i>	n.a.	n.a.	n.a.
<i>Scheduled</i>	n.a.	n.a.	n.a.
Days open in period			
<i>Actual</i>	n.a.	n.a.	n.a.
<i>Scheduled</i>	n.a.	n.a.	n.a.
Number of trucks out (daily ave.)	n.a.	n.a.	n.a.
<i>Agricultural</i>	n.a.	n.a.	n.a.
<i>Non-Agricultural</i>	n.a.	n.a.	n.a.
Number of trucks scheduled out (daily ave.)	n.a.	n.a.	n.a.
Number of trucks in (daily ave.)	n.a.	n.a.	n.a.

n.a.= not applicable to this report



Trend Analysis - Goods traffic crossing points (continued)

Kerem Shalom	Baseline Jan 04 - Jun 05	Period 25 Oct 18 - 31	Period 26 Nov 1 - 14
Working hours per day (ave.)			
<i>Actual</i>	n.a.	n.a.	n.a.
<i>Scheduled</i>	n.a.	n.a.	n.a.
Days open in period			
<i>Actual</i>	n.a.	2	5
<i>Scheduled</i>	n.a.	n.a.	n.a.
Number of days experiencing a closure (total in 2 week period)	n.a.	n.a.	n.a.
Number of trucks out (daily ave.)			
<i>Agricultural</i>	n.a.	n.a.	n.a.
<i>Non-Agricultural</i>	n.a.	n.a.	n.a.
Number of trucks scheduled out (daily ave.)	n.a.	n.a.	n.a.
Number of trucks in (daily ave.)	n.a.	no data	no data
Security incidents on Palestinian side of the crossing	n.a.	0	0

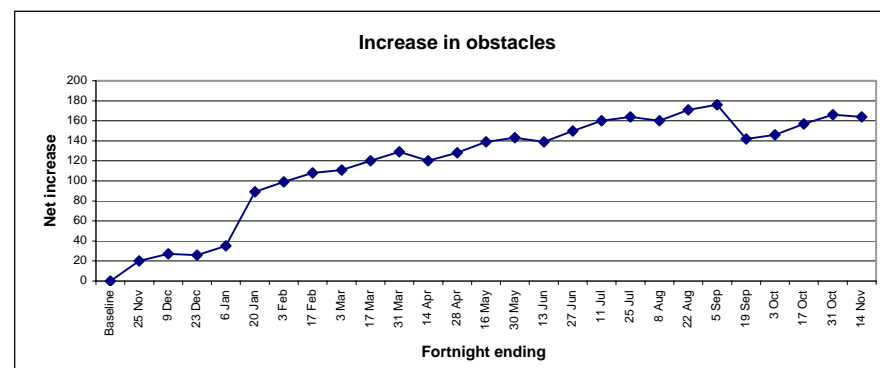


Trend Analysis - other

Convoys	Baseline Jan 04 - Jun 05	Period 25 Oct 18 - 31	Period 26 Nov 1 - 14
Buses (both directions)			
<i>No. of convoys per day</i>	0	0	0
<i>No. of people per day</i>	0	0	0
Trucks (both directions)			
<i>No. of convoys per day</i>	0	0	0
<i>No. of trucks per day</i>	0	0	0

Movement within the West Bank	First figure ^e 1 Aug 05	Period 25 Oct 18 - 31	Period 26 Nov 1 - 14
No. of identified obstacles	376	542	540
<i>of which manned</i>	59	83	84
<i>of which unmanned</i>	317	459	456

e: This first figure was agreed upon by OCHA and the IDF and is used as the baseline



n.a.= not applicable to this report

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 there is also movement of humanitarian workers and goods across some of the checkpoints which is included in some of the figures. To clarify the reporting figures an explanation of the AMA report for each crossing follows:

1. **Rafah.** There are two parts to the AMA:
 - a. *personnel movement* into and out of Egypt. The AMA reports the crossing open only when it is open for Palestinian ID card holders. Others may cross with prior agreement. The AMA report reports only Palestinian ID card holder movement. The crossing was opened by 25 November, as scheduled in the AMA. It is monitored by the EU Border Assistance Mission (EU BAM).
 - 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 Israeli and travel to Rafah via Kerem Shalom when Israeli security concerns allow for both Rafah and Kerem Shalom to be 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 number of trucks passing through Karni out of the Gaza Strip should be 150 by the end of 2005 rising to 400 by the end of 2006. Thus the scheduled figure in the table on p3 is set at 150 (the agreed minimum now) but the graphical representation of the target in the trend analysis (p6) shows a dotted line rising to 400 by December.
 - b. *personnel movement* 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.
 - c. *humanitarian goods.* Karni is also a crossing point for humanitarian goods into the Gaza Strip. The truckloads of 'goods in' reported on p2 include both commercial and humanitarian goods. In future reports an attempt will be made to distinguish humanitarian from commercial goods.
3. **Erez.**
 - a. *personnel movement* (workers and traders) to and from Israel/the West Bank. Erez is the primary crossing point for goods into and out of the Gaza Strip. Medical cases may cross with prior agreement but are not reported in the AMA report.
 - 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.
 - c. *humanitarian movement.* International humanitarian staff may cross with prior agreement but are not included in the AMA reports.
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' only when open for aggregates. 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 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 have 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 in the AMA.

6. General

The '**number of days experiencing a closure**' is actually the number of days that a checkpoint is completely closed 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'.