Update :21 March - 03 April 07

1. Rafah

1.a. Operation		
Days open in period		
Actual : Scheduled	6 : 14 [b]	43%
Number of days experiencing a closure (total in 2-week period)	8	
Working hours (daily ave.)[a]		
Actual : Scheduled	8 : 12	65%
Total working hours in period		
Actual : Scheduled	47 : 168	28%
Security incidents on Palestinian side of border	0 [c]	

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

b: Rafah was open for six days during the reporting although actual operating hours varied from between 6 and 9.5 hours (source: UNRWA).

c: There were no reported security incidents.

1.b. Movement: Travellers and Cargo	In	Out
Travellers through Rafah (daily ave.)[d]	323	291
Number of trucks (daily ave.)	n.a.	n.a.
Number of cars (daily ave.)[e]	0	0

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

e: 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[f]

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

n.a.= not applicable to this report

Update :21 March - 03 April 07

2. Crossing Points

2.a. Goods - Gaza Strip	Erez		Karni		Kerem Shalom[h]		Sufa[h]		Total
Days open in period			*Primary*						
Actual : Scheduled[a]	n.a.	-	11 : 11	100%	2 : n.a.	-	1 : 10	-	**14**
Number of days experiencing a closure	n.a.		0 [e]		n.a.		9		**9**
Working hours (daily ave.)									
Actual : Scheduled[b]	n.a.	-	5.8 : 13.5 [e]	43%	n.a.	-	n.a.	-	**6**
Utilization ratio[c]	n.a.		no data		n.a.		n.a.		
Total working hours in period									
Actual : Scheduled	n.a.	-	64 : 149	43%	n.a.	-	n.a.	-	**64.**
Number of trucks out (daily ave.)									
Actual : Scheduled	n.a.	-	40.2 : 400 [f]	10%	n.a.	-	n.a.	-	**40.2**
Agricultural	n.a.		24.7		n.a.		n.a.		**24.7**
Non-Agricultural	n.a.		15.5		n.a.		n.a.		**15.5**
Number of trucks in (daily ave.)	n.a.		212 [g]		n.a.		n.a.		**212**
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	*Primary*													
Actual : Scheduled	11 : 11 [i]		100%	n.a.		-	n.a.		-	n.a.		-	**11**	
Number of days experiencing a closure	0			n.a.			n.a.			n.a.			**0**	
Working hours (daily ave.)														
Actual : Scheduled[b]	n.a. : 16.5		n.a.	n.a.		-	n.a.		-	n.a.		-	**n.a.**	
Total working hours in period														
Actual : Scheduled	n.a. : 182		n.a.	n.a.		-	n.a.		-	n.a.		-	**n.a.**	
Travellers through crossing (daily ave.)[i]	*Traders*	*Workers*		***In***	***Out***		***In***	***Out***		***In***	***Out***		*Traders*	*Workers*
	371	0		n.a.	n.a.		n.a.	n.a.		n.a.	n.a.		**371**	**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. 11 days for Karni and 11 days for Erez as Karni was scheduled to closed for one additional day and Erez for three days due the Jewish Passover holiday.

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 operating hours varied between 3 hours and 8.5 hours.

f: Total truckloads of exported goods was 442 during the reporting period. The daily average number of trucks is calculated on the basis of scheduled days open i.e. 11 (source: PalTrade).

g: Total truckloads of imports during reporting period was 2,327. (In addition 1,898 truckloads of aggregates were imported through Karni). The daily average number of trucks is calculated on the basis of scheduled days open i.e. 11 (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 (construction materials).

i: Erez is open for limited number of senior traders with permits: according to the MoNE, permits are only being granted to senior traders who are at least 35 years old and married with children. 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**
Training program in place	**NO**
Security equipment installed	**NO**
PA established a unified system of border management	**NO**
Management system developed for Karni applied to Erez and Kerem Shalom	**NO**

2.4Management 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

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Gaza Strip Seaport

	YES/NO
GoI 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
Buses (both directions - ave. in period)	
Number of convoys per day	0
Number of people per day	0
Trucks (both directions - ave. in period)	
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 31 December 2005	NO

	Current count	Baseline (1 Aug 05)[b]	% increase over baseline
Number of identified obstacles[a]	**548**	376	45.7%
of which manned	83	59	40.7%
of which unmanned	465	317	46.7%

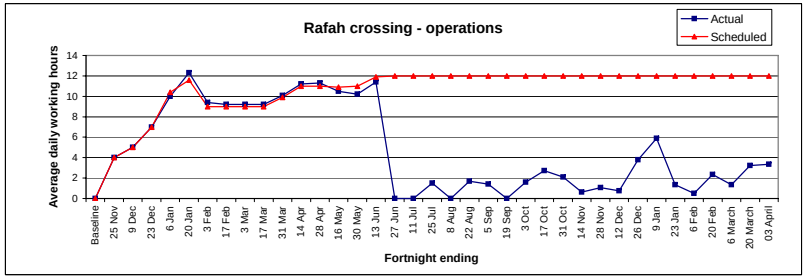
a: OCHA compiles several times a year a comprehensive count of physical obstacles to Palestinian movement in the the West Bank. The figures reported here are based on field observations only.

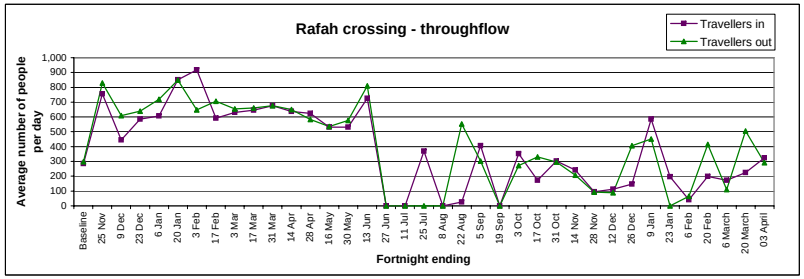
b: This first figure was agreed upon by OCHA and the IDF in August 2005 and is used as the baseline for the AMA.

Trend Analysis - Traveller crossing points

Rafah	Baseline	Period 34	Period 35	**Period 36**
	Jan 04 - Jun 05	21 Feb - 06 Mar	07-20 Mar	**21 Mar - 03 Apr**
Working hours per day (ave.)				
Actual	no data	1.4	3.2	**3.4**
Scheduled	no data	12	12	**12**
Days open in period				
Actual	n.a.	3	7	**6**
Scheduled	n.a.	14	14	**14**
Number of days experiencing a closure (total in period)	2.8 (ave.)	11	7	**8**
Travellers through Rafah in (daily ave.)	286	173	225	**323**
Travellers through Rafah out (daily ave.)	297	111	506	**291**
No. of trucks out (daily ave.)	0	n.a.	n.a.	**n.a.**
No. of cars in (daily ave.)[a]	0	0	0	**0**
No. of cars out (daily ave.)[a]	0	0	0	**0**
Security incidents on Palestinian side of border	no data	0	0	**0**

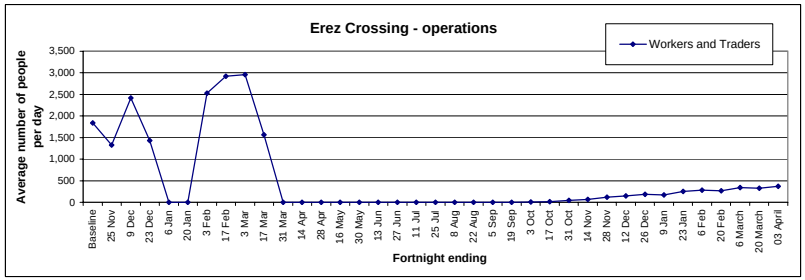
a: Pending capacity-building of the Palestinian personnel at Rafah.





Erez	Baseline	Period 34	Period 35	**Period 36**
	Jan 04 - Jun 05	21 Feb - 06 Mar	07-20 March	**21 Mar - 03 Apr**
Working hours per day (ave.)				
Actual	no data	n.a.	n.a.	**n.a.**
Scheduled	no data	16.5	16.5	**16.5**
Days open in period				
Actual	n.a.	10	14	**11**
Scheduled	n.a.	10	14	**11**
Number of days experiencing a closure (total in period)	7.6 (ave.)	0	0	**0**
Workers & traders in (daily ave.)	no data	no data	no data	**no data**
Workers & traders out (daily ave.)	1,841	345	329	**371**
Security incidents on the Palestinian side of the crossing	no data	0	0	**0**

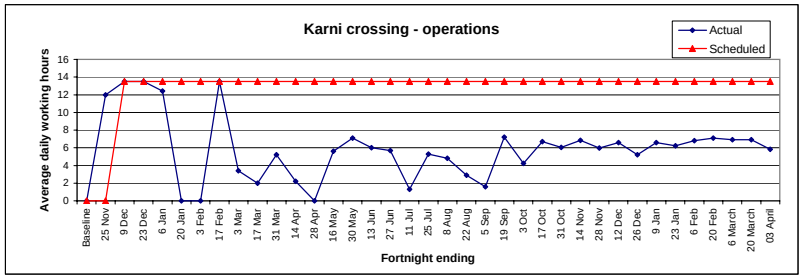
n.a.= not applicable to this report

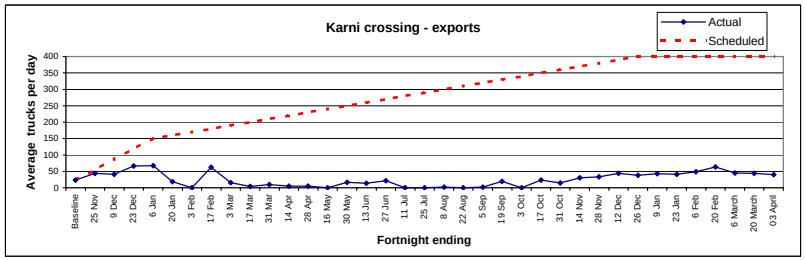


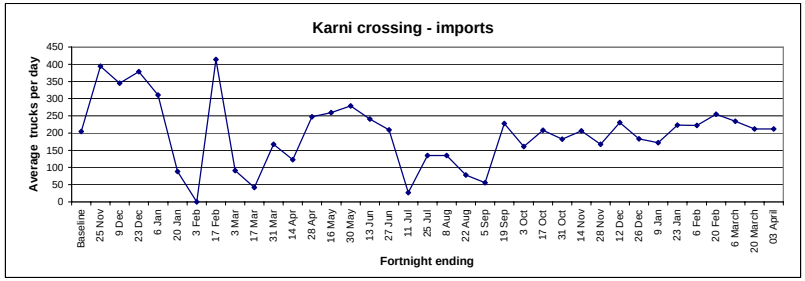
Trend Analysis - Goods traffic crossing points

Karni	Baseline	Period 34	Period 35	**Period 36**
	Jan 04 - Jun 05	21 Feb - 06 Mar	07-20 March	**21 Mar - 03 Apr**
Working hours per day (ave.)				
Actual	no data	6.9	6.9	**5.8**
Scheduled	no data	13.5	13.5	**13.5**
Utilization ratio[b]	no data	no data	no data	**no data**
Days open in period				
Actual	n.a.	11	11	**11**
Scheduled[c]	n.a.	12	12	**11**
Number of days experiencing a closure (total in period)	2.2 (ave.)	1	1	**0**
Number of trucks out (daily ave.)	23	44.8	44.3	**40.2**
Agricultural	no data	27.2	28.7	**24.7**
Non-Agricultural	no data	17.6	15.7	**15.5**
Number of trucks scheduled out (daily ave.)	no data	400	400	**400**
Number of trucks in (daily ave.)[d]	205	234	212	**212**
Security incidents on Palestinian side of the crossing	no data	0	0	**0**

b: Ratio of actual vs. planned working hours of scanners and cells.
c: Karni is closed on Saturdays.
d: This figure does not include aggregates. Source: PalTrade.





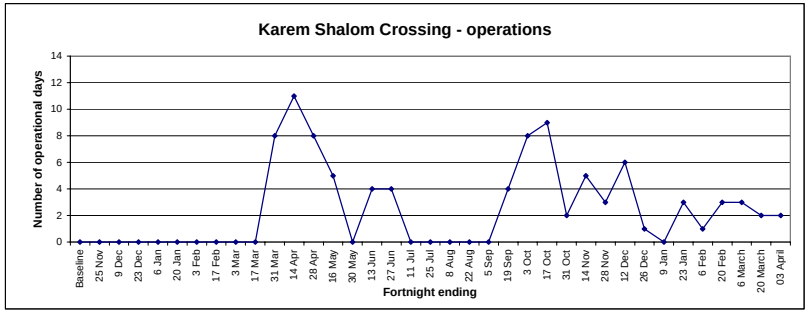


Erez	Baseline	Period 34	Period 35	**Period 36**
	Jan 04 - Jun 05	21 Feb - 06 Mar	07-20 March	**21 Mar - 03 Apr**
Working hours per day (ave.)				
Actual	n.a.	n.a.	n.a.	**n.a.**
Scheduled	n.a.	n.a.	n.a.	**n.a.**
Days open in period				
Actual	n.a.	n.a.	n.a.	**n.a.**
Scheduled	n.a.	n.a.	n.a.	**n.a.**
Number of trucks out (daily ave.)	n.a.	n.a.	n.a.	**n.a.**
Agricultural	n.a.	n.a.	n.a.	**n.a.**
Non-Agricultural	n.a.	n.a.	n.a.	**n.a.**
Number of trucks scheduled out (daily ave.)	n.a.	n.a.	n.a.	**n.a.**
Number of trucks in (daily ave.)	n.a.	n.a.	n.a.	**n.a.**

n.a.= not applicable to this report

Trend Analysis - Goods traffic crossing points (continued)

Kerem Shalom	Baseline	Period 34	Period 35	**Period 36**
	Jan 04 - Jun 05	21 Feb - 06 Mar	07-20 March	**21 Mar - 03 Apr**
Working hours per day (ave.)				
Actual	n.a.	n.a.	n.a.	**n.a.**
Scheduled	n.a.	n.a.	n.a.	**n.a.**
Days open in period				
Actual	n.a.	3	2	**2**
Scheduled	n.a.	n.a.	n.a.	**n.a.**
Number of days experiencing a closure (total in 2 week period)	n.a.	n.a.	n.a.	**n.a.**
Number of trucks out (daily ave.)				
Agricultural	n.a.	n.a.	n.a.	**n.a.**
Non-Agricultural	n.a.	n.a.	n.a.	**n.a.**
Number of trucks scheduled out (daily ave.)	n.a.	n.a.	n.a.	**n.a.**
Number of trucks in (daily ave.)	n.a.	no data	no data	**no data**
Security incidents on Palestinian side of the crossing	n.a.	0	0	**0**

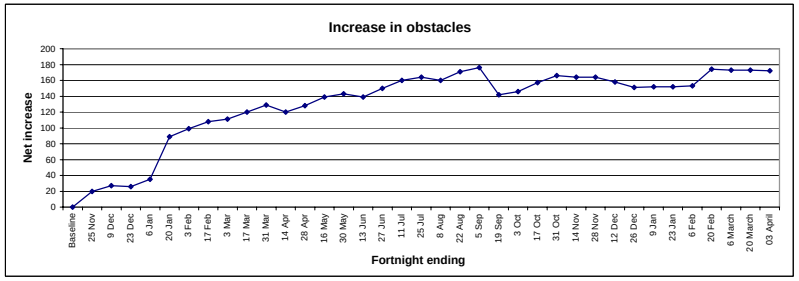


Trend Analysis - other

Convoys	Baseline	Period 34	Period 35	**Period 36**
	Jan 04 - Jun 05	21 Feb - 06 Mar	07-20 March	**21 Mar - 03 Apr**
Buses (both directions)				
No. of convoys per day	0	0	0	**0**
No. of people per day	0	0	0	**0**
Trucks (both directions)				
No. of convoys per day	0	0	0	**0**
No. of trucks per day	0	0	0	**0**

Movement within the West Bank	First figure[e]	Period 34	Period 35	**Period 36**
	1 Aug 05	21 Feb - 06 Mar	07-20 March	**21 Mar - 03 Apr**
No. of identified obstacles	376	549	549	**548**
of which manned	59	84	84	**83**
of which unmanned	317	465	465	**465**

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'.