



8 January 2007

Report N° 29
Implementation of the Agreement on Movement and Access
(13 – 26 December 2006)

The United Nations¹ is submitting the 29th bi-weekly report on the implementation of the 15 November 2005 Agreement on Movement and Access (AMA), covering the period 13 - 26 December 2006 inclusive.²

1. Overall Progress:

The number of people passing through Rafah crossing increased significantly although the majority were pilgrims and passage through Rafah remains unreliable for regular travellers. The number of senior traders crossing to Israel at Erez continues to rise however no workers have yet been granted permits to cross.

2. Changes of note since Report No 29 (26 December):

- **Rafah crossing** was open on 6 days allowing a total of 2,042 people to cross into the Gaza Strip and 5,688 people out, priority being given to Hajj pilgrims. Rafah was open for 32% of scheduled hours compared to 6% during the previous period.
- **Karni crossing** was open on all 11 scheduled operating days enabling a total of 2,201 truckloads of goods into (a 21% decrease on period 28) and 452 truckloads of goods out (a 15% decrease) of the Gaza Strip. In addition 1,762 truckloads of aggregates were imported. Karni was open for 38% of scheduled hours compared to 49% during the previous period.
- **Kerem Shalom crossing** was open on 1 day for the transport of humanitarian goods.
- **Erez crossing** remains closed to all Palestinians except traders holding special permits and emergency humanitarian cases. An average of 188 traders are crossing Erez each day, up from 150 last period.
- **Obstacles to movement in the West Bank** decreased from 534 to 527. This represents an increase of 164 or 40% over the baseline figure of August 2005.
- There were **2 reported security incidents** during the period: **1 at Rafah**, on 14 December, when Hamas and Fatah supporters clashed when the Prime Minister was delayed in returning from Egypt and prevented from bringing through the money he had collected (the crossing was closed temporarily); and **1 at Karni**, on 25 December, when a group of armed Palestinian men disrupted the movement of trucks within the crossing area (the crossing continued to operate).

3. No Change since Report No 29 (26 December):

- **Sufa crossing** was open on 10 of 12 scheduled working days for the transport of aggregates.

Convoys between the Gaza Strip and the West Bank:

Truck convoys no discussion; implementation now 12½ months overdue.

Bus convoys no discussion; implementation now 11½ 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.

1. Rafah			
1.a. Operation			
Days open in period			
	<i>Actual : Scheduled</i>	6 : 14 ^b	43%
Number of days experiencing a closure (total in 2-week period)		8	
Working hours (daily ave.) ^a			
	<i>Actual : Scheduled</i>	8.8 : 12	74%
Total working hours in period			
	<i>Actual : Scheduled</i>	53 : 168	32%
Security incidents on Palestinian side of border		1 ^c	

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

b: Rafah opened for 6 days on the 13 (10.3 hours), 14 (7.9), 15 (3.9), 16 (10.2), 17 (7.75), 18 (13) December for arrivals (total of 2,042 people) and departures (5,688 people) (source EU-BAM).

c: There was one reported security incident. On 14 December Fatah and Hamas supporters clashed at Rafah when the Prime Minister was prevented from entering from Egypt.

1.b. Movement: Travellers and Cargo	In	Out
Travellers through Rafah (daily ave.) ^d	146	406
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

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</i> ^a	n.a.	-	11 : 12	92%	1 : n.a.	-	10 : 12	-	22
Number of days experiencing a closure	n.a.		1	^e	n.a.		2		3
Working hours (daily ave.)									
<i>Actual : Scheduled</i> ^b	n.a.	-	5.7 : 13.5	^e 42%	n.a.	-	n.a.	-	6
<i>Utilization ratio</i> ^c	n.a.		no data		n.a.		n.a.		
Total working hours in period									
<i>Actual : Scheduled</i>	n.a.	-	62.2 : 162	38%	n.a.	-	n.a.	-	62.2
Number of trucks out (daily ave.)									
<i>Actual : Scheduled</i>	n.a.	-	37.7 : 150	^f 25%	n.a.	-	n.a.	-	37.7
<i>Agricultural</i>	n.a.		29.0		n.a.		n.a.		29.
<i>Non-Agricultural</i>	n.a.		8.7		n.a.		n.a.		8.7
Number of trucks in (daily ave.)	n.a.		183		^g	n.a.		n.a.	183
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>	14 : 14	ⁱ 100%	n.a.	-	n.a.	-	n.a.	-	14
Number of days experiencing a closure	0		n.a.		n.a.		n.a.		0
Working hours (daily ave.)									
<i>Actual : Scheduled</i> ^b	n.a. : 16.5	n.a.	n.a.	-	n.a.	-	n.a.	-	n.a.
Total working hours in period									
<i>Actual : Scheduled</i>	n.a. : 231	n.a.	n.a.	-	n.a.	-	n.a.	-	n.a.
Travellers through crossing (daily ave.) ⁱ	<i>Traders</i>	<i>Workers</i>	<i>In</i>	<i>Out</i>	<i>In</i>	<i>Out</i>	<i>In</i>	<i>Out</i>	<i>Traders</i> <i>Workers</i>
	188	0	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	188 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. All other averages are calculated on the basis of scheduled days open.
- c: Ratio of actual vs. planned working hours of scanners and cells.
- d: There was one reported security incident during the reporting period. On 25 December a group of armed Palestinian men disrupted movement of trucks within the crossing.
- e: Karni was open on all scheduled days. Actual operating hours varied between 1 hour, 30 minutes and 7 hours, 35 minutes.
- f: Total truckloads of exported goods was 452 during the reporting period. The daily average number of trucks is calculated on the basis of scheduled days open i.e. 12 (source: PalTrade).
- g: Total truckloads of imports during reporting period was 2,201. (In addition 1,762 truckloads of aggregates were imported through Karni). The daily average number of trucks 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 (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. (Source: National Security Forces).

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>
	<i>Security equipment installed</i>
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
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
<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 31 December 2005				NO
		Current count	Baseline (1 Aug 05) ^b	% increase over baseline
Number of identified obstacles ^a		527	376	40.2%
<i>of which manned</i>		82	59	39.0%
<i>of which unmanned</i>		445	317	40.4%

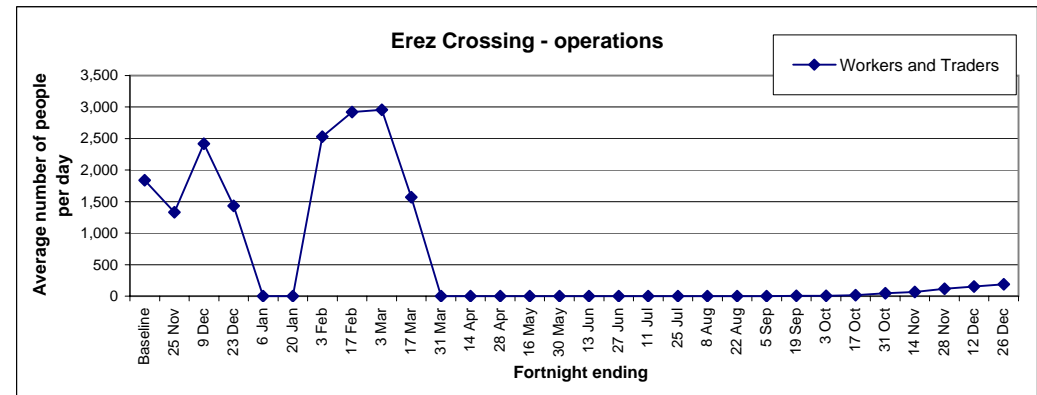
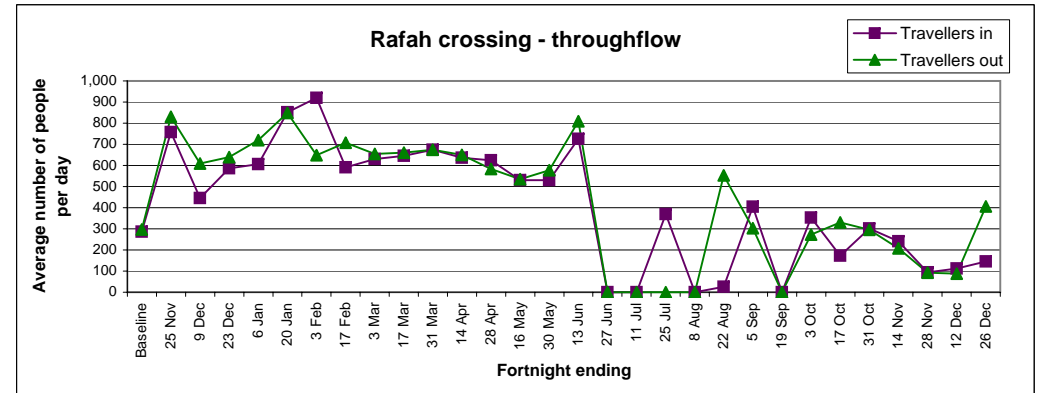
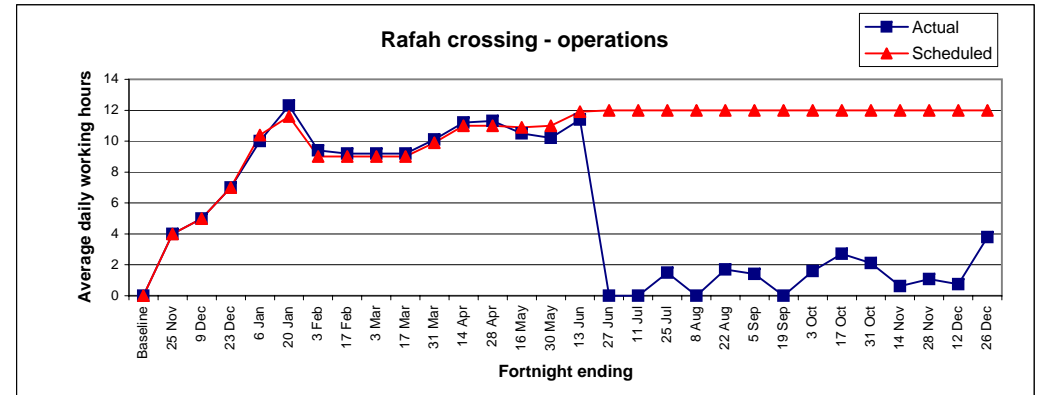
a: OCHA compiles several times a year a comprehensive count of physical obstacles to Palestinian movement in the the West Bank. The figures reported here are based on field observations only.

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 Jan 04 - Jun 05	Period 28 29 Nov - 12 Dec	Period 29 13 -26 Dec
Working hours per day (ave.)			
<i>Actual</i>	no data	2.5	3.8
<i>Scheduled</i>	no data	12	12
Days open in period			
<i>Actual</i>	n.a.	4	6
<i>Scheduled</i>	n.a.	14	14
Number of days experiencing a closure (total in period)	2.8 (ave.)	10	8
Travellers through Rafah in (daily ave.)	286	112	146
Travellers through Rafah out (daily ave.)	297	88	406
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	0	1

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



Erez	Baseline Jan 04 - Jun 05	Period 28 29 Nov - 12 Dec	Period 29 13 -26 Dec
Working hours per day (ave.)			
<i>Actual</i>	no data	n.a.	n.a.
<i>Scheduled</i>	no data	16.5	16.5
Days open in period			
<i>Actual</i>	n.a.	14	14
<i>Scheduled</i>	n.a.	14	14
Number of days experiencing a closure (total in period)	7.6 (ave.)	0	0
Workers & traders in (daily ave.)	no data	no data	no data
Workers & traders out (daily ave.)	1,841	150	188
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

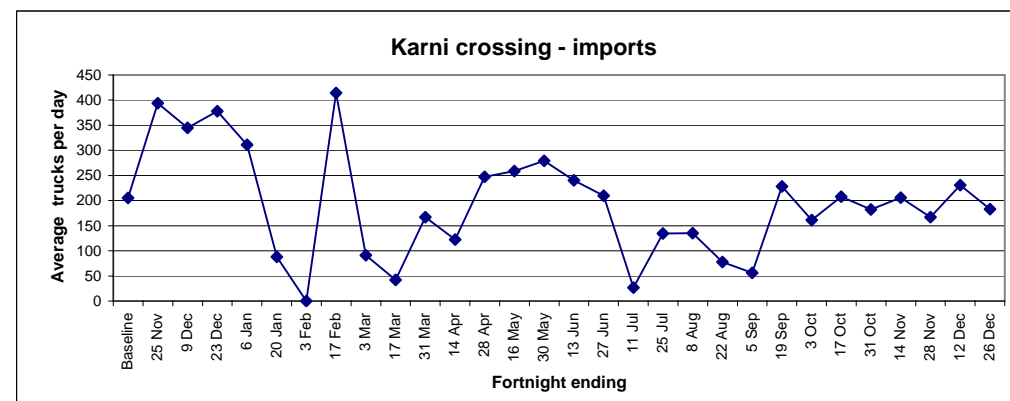
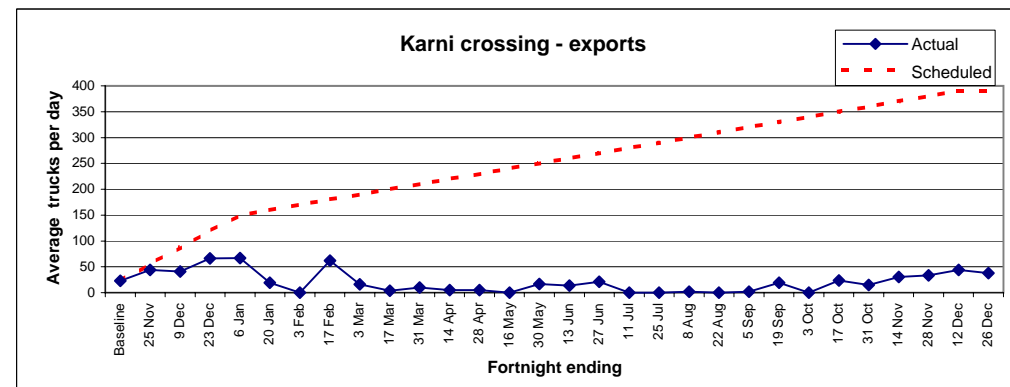
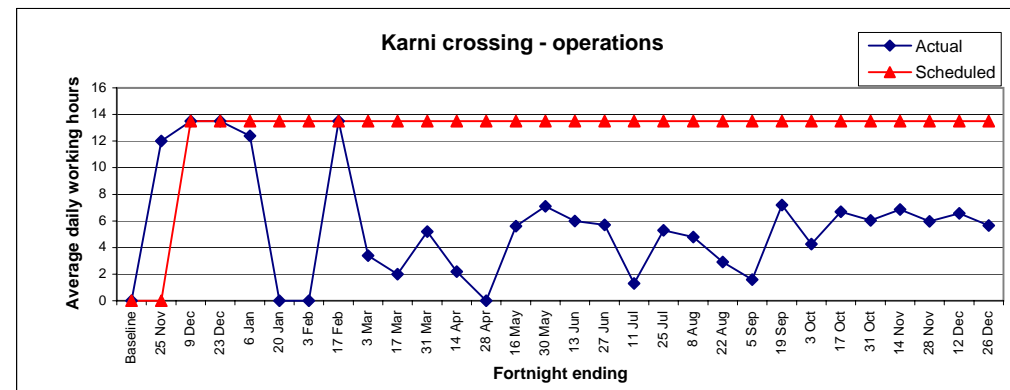
Karni	Baseline	Period 28	Period 29
	Jan 04 - Jun 05	29 Nov - 12 Dec	13 -26 Dec
Working hours per day (ave.)			
<i>Scheduled</i>	no data	13.5	13.5
<i>Utilization ratio^b</i>	no data	no data	no data
Days open in period			
<i>Actual</i>	n.a.	12	11
<i>Scheduled^c</i>	n.a.	12	12
Number of days experiencing a closure (total in period)	2.2 (ave.)	0	1
Number of trucks out (daily ave.)	23	27.6	37.7
<i>Agricultural</i>	no data	28.8	29.0
<i>Non-Agricultural</i>	no data	15.5	8.7
Number of trucks scheduled out (daily ave.)	no data	150	150
Number of trucks in (daily ave.) ^d	205	231	183
Security incidents on Palestinian side of the crossing	no data	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.

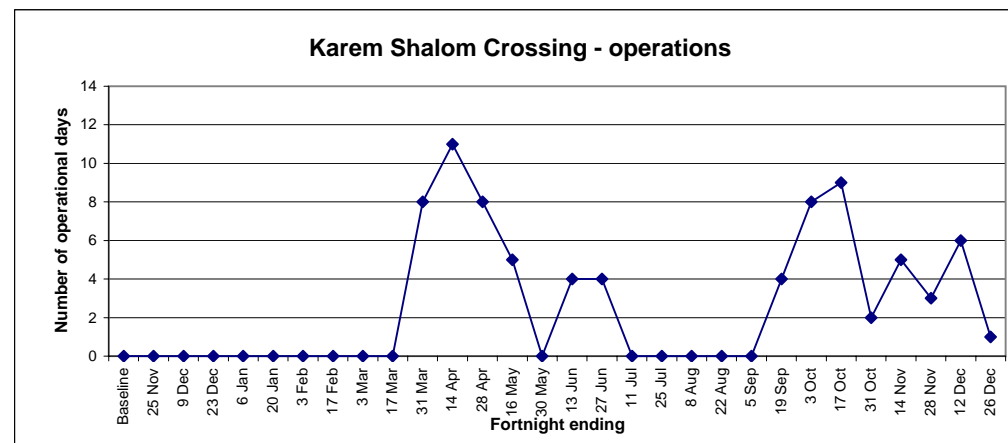


Erez	Baseline	Period 28	Period 29
	Jan 04 - Jun 05	29 Nov - 12 Dec	13 -26 Dec
Working hours per day (ave.)			
<i>Actual</i>	n.a.	n.a.	n.a.
<i>Scheduled</i>	n.a.	n.a.	n.a.
Days open in period			
<i>Actual</i>	n.a.	n.a.	n.a.
<i>Scheduled</i>	n.a.	n.a.	n.a.
Number of trucks out (daily ave.)	n.a.	n.a.	n.a.
<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	Period 28	Period 29
	Jan 04 - Jun 05	29 Nov - 12 Dec	13 -26 Dec
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.	6	1
<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

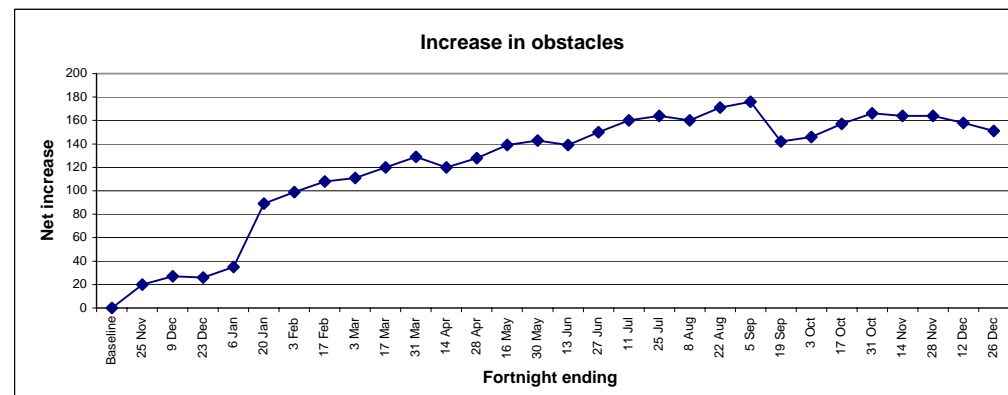


Trend Analysis - other

Convoys	Baseline	Period 28	Period 29
	Jan 04 - Jun 05	29 Nov - 12 Dec	13 -26 Dec
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	Period 28	Period 29
	1 Aug 05	29 Nov - 12 Dec	13 -26 Dec
No. of identified obstacles	376	542	527
<i>of which manned</i>	59	83	82
<i>of which unmanned</i>	317	459	445

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.
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'.