



14 March 2007

Report N° 34
Implementation of the Agreement on Movement and Access
(21 Feb – 6 March 2007)

The United Nations¹ is submitting the 34th bi-weekly report on the implementation of the 15 November 2005 Agreement on Movement and Access (AMA), covering the period 21 Feb – 6 March 2007 inclusive.²

1. Overall Progress:

The international crossing point at Rafah continues to not operate as required under the AMA, open just 21% of scheduled days and 11% of scheduled working hours. The functioning of Karni crossing also continues to fall below the AMA target; this period shows that it is meeting 11% of the 400 truckloads per day AMA target. The number of exported truckloads (537) decreased by 30% compared to the previous reporting period. The number of senior traders crossing Erez continues to increase although the crossing has been closed for almost one year for Palestinian workers.

2. Changes of note since Report No 33 (20 February):

- **Rafah crossing** was open on only 3 days allowing a total of 2,422 people to cross into the Gaza Strip and 1,555 people to travel out. Rafah was open for 11% of scheduled hours compared to 20% during the previous period because some days were short in length.
- **Karni crossing** was open on 11 scheduled operating days enabling a total of 2,812 truckloads of goods into the Gaza Strip. A total of 537 truckloads of goods were exported from the Gaza Strip (a 30% decrease compare the previous period) of the Gaza Strip. Karni was open for 47% of scheduled hours compared to 52% during the previous period.
- **Sufa crossing** was open all 10 scheduled working days for the import of aggregates.³
- **Kerem Shalom crossing** was open on 3 days.
- **Erez crossing** remains closed to all Palestinians except traders holding special permits and emergency humanitarian cases. An average of 345 traders crossed Erez each day, up from the daily average of 264 in the last period.
- **Obstacles to movement in the West Bank** remained at similar levels compared to the previous reporting period at 549. Overall this represents an increase of 173 or 46% over the baseline figure of August 2005.

3. No Change since Report No 32 (6 February):

- There were **no reported security incidents** in the areas of the crossings during the period.

Convoys between the Gaza Strip and the West Bank:

Truck convoys no discussion; implementation now 13½ months overdue.

Bus convoys no discussion; implementation now 14½ 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 2006. 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 According to the Israeli MoF, Sufa is scheduled to close on Fridays and Saturdays and since February 2006 Sufa is back to a five day working week. Previously during December 2006 and January 2007 Sufa had operated on Fridays for the import of non-aggregates.

1. Rafah		
1.a. Operation		
Days open in period		
	<i>Actual : Scheduled</i>	3 : 14 ^b 21%
Number of days experiencing a closure (total in 2-week period)		11
Working hours (daily ave.) ^a		
	<i>Actual : Scheduled</i>	6 : 12 53%
Total working hours in period		
	<i>Actual : Scheduled</i>	19 : 168 11%
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 opened for three days during the reporting and the actual working hours varied from between 4 and 8.5 hours allowing a total of 2,422 people to enter the Gaza Strip and 1,555 people to exit (source: UNRWA)

c: There were no reported security incidents.

1.b. Movement: Travellers and Cargo	In	Out
Travellers through Rafah (daily ave.) ^d	173	111
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^a</i>	n.a.	-	11 : 12	92%	3 : n.a.	-	10 : 10	-	24
Number of days experiencing a closure	n.a.		1	^e	n.a.		0		1
Working hours (daily ave.)									
<i>Actual : Scheduled^b</i>	n.a.	-	6.9 : 13.5	51%	n.a.	-	n.a.	-	7
<i>Utilization ratio^c</i>	n.a.		no data		n.a.		n.a.		
Total working hours in period									
<i>Actual : Scheduled</i>	n.a.	-	76 : 162	47%	n.a.	-	n.a.	-	76.
Number of trucks out (daily ave.)									
<i>Actual : Scheduled</i>	n.a.	-	44.8 : 400	^f 11%	n.a.	-	n.a.	-	44.8
<i>Agricultural</i>	n.a.		27.2		n.a.		n.a.		27.2
<i>Non-Agricultural</i>	n.a.		17.6		n.a.		n.a.		17.6
Number of trucks in (daily ave.)	n.a.		234		^g		n.a.		234
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>	10 : 10	ⁱ 100%	n.a.	-	n.a.	-	n.a.	-	10
Number of days experiencing a closure	0		n.a.		n.a.		n.a.		0
Working hours (daily ave.)									
<i>Actual : Scheduled^b</i>	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. : 165	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>
	345	0	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	345 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 10 days for Erez. 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 were no reported security incidents during the reporting period.

e: Karni was open on 11 scheduled days.

f: Total truckloads of exported goods was 537 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 2,812. (In addition 1,230 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 crossing was closed for four days for Jewish holidays (2 - 5 February). Erez is open for a limited numbers 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 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
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	549	376	46.0%
<i>of which manned</i>	84	59	42.4%
<i>of which unmanned</i>	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.

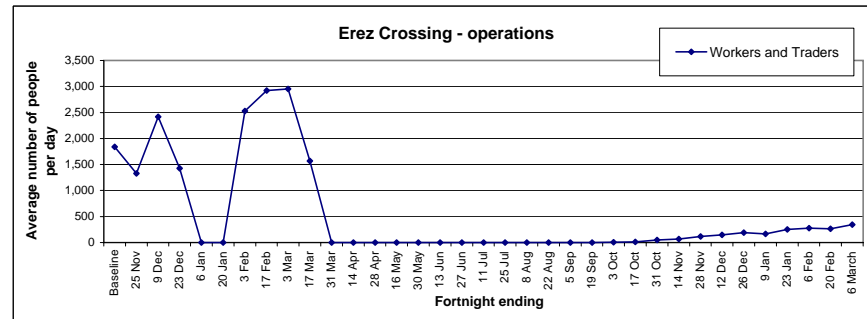
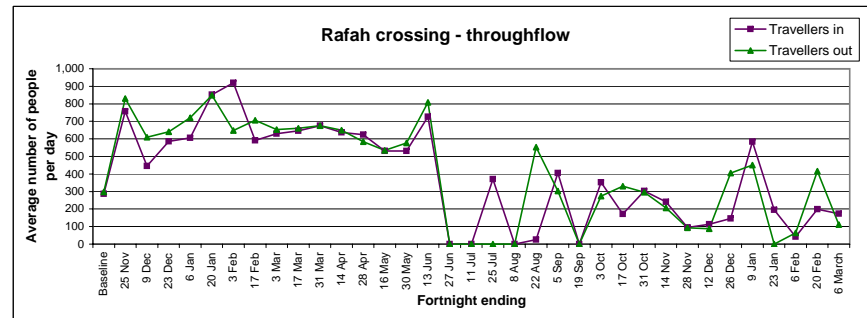
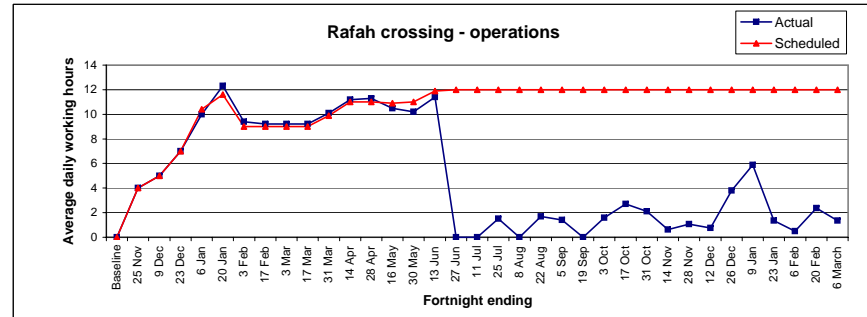
Trend Analysis - Traveller crossing points

Rafah	Baseline	Period 32	Period 33	Period 34
	Jan 04 - Jun 05	24 Jan - 6 Feb	7 - 20 Feb	21 Feb - 6 Mar
Working hours per day (ave.)				
<i>Actual</i>	no data	0.5	2.4	1.4
<i>Scheduled</i>	no data	12	12	12
Days open in period				
<i>Actual</i>	n.a.	1	5	3
<i>Scheduled</i>	n.a.	14	14	14
Number of days experiencing a closure (total in period)	2.8 (ave.)	13	9	11
Travellers through Rafah in (daily ave.)	286	41	199	173
Travellers through Rafah out (daily ave.)	297	64	415	111
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 32	Period 33	Period 34
	Jan 04 - Jun 05	24 Jan - 6 Feb	7 - 20 Feb	21 Feb - 6 Mar
Working hours per day (ave.)				
<i>Actual</i>	no data	n.a.	n.a.	n.a.
<i>Scheduled</i>	no data	16.5	16.5	16.5
Days open in period				
<i>Actual</i>	n.a.	14	14	10
<i>Scheduled</i>	n.a.	14	14	10
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	280	264	345
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 Jan 04 - Jun 05	Period 32 24 Jan - 6 Feb	Period 33 7 - 20 Feb	Period 34 21 Feb - 6 Mar
Working hours per day (ave.)					
	<i>Actual</i>	no data	6.8	7.1	6.9
	<i>Scheduled</i>	no data	13.5	13.5	13.5
	<i>Utilization ratio^b</i>	no data	no data	no data	no data
Days open in period					
	<i>Actual</i>	n.a.	11	12	11
	<i>Scheduled^c</i>	n.a.	12	12	12
Number of days experiencing a closure (total in period)		2.2 (ave.)	1	0	1
Number of trucks out (daily ave.)		23	48.6	63.5	44.8
	<i>Agricultural</i>	no data	34.2	46.8	27.2
	<i>Non-Agricultural</i>	no data	14.4	16.8	17.6
Number of trucks scheduled out (daily ave.)		no data	400	400	400
Number of trucks in (daily ave.) ^d		205	222	255	234
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.

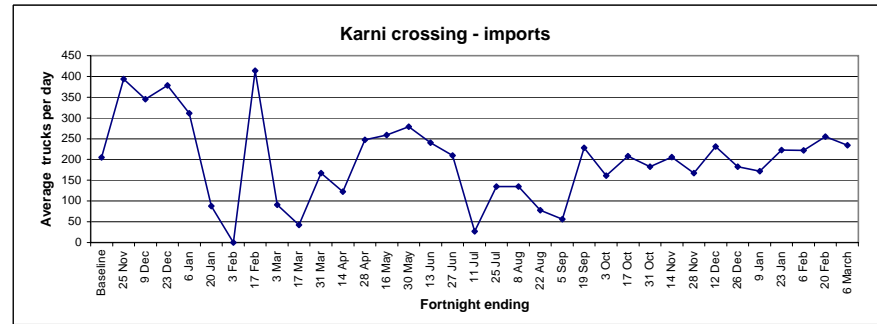
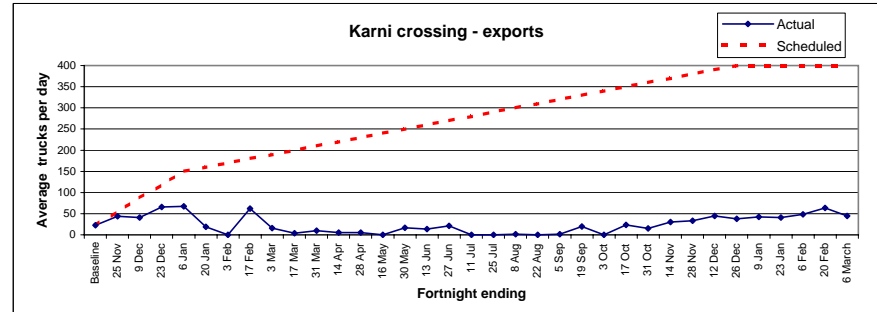
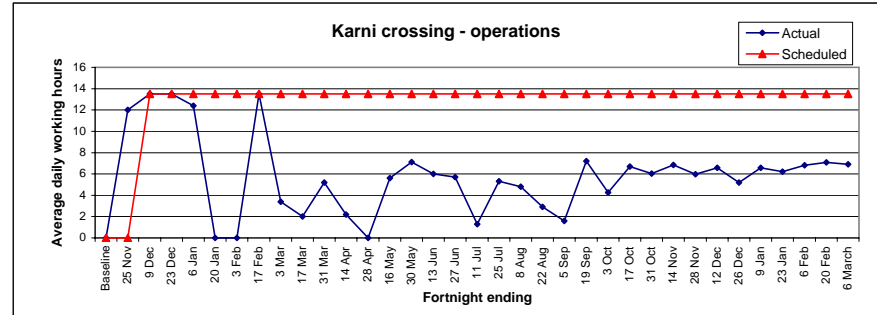
c: Karni is closed on Saturdays.

d: This figure does not include aggregates.

Source: PalTrade.

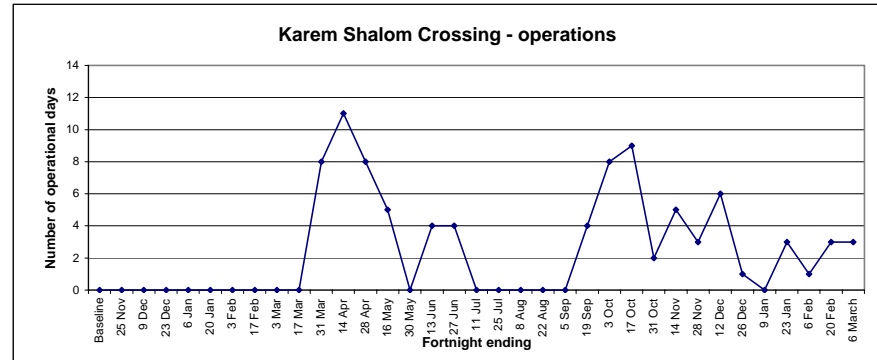
Erez		Baseline Jan 04 - Jun 05	Period 32 24 Jan - 6 Feb	Period 33 7 - 20 Feb	Period 34 21 Feb - 6 Mar
Working hours per day (ave.)					
	<i>Actual</i>	n.a.	n.a.	n.a.	n.a.
	<i>Scheduled</i>	n.a.	n.a.	n.a.	n.a.
Days open in period					
	<i>Actual</i>	n.a.	n.a.	n.a.	n.a.
	<i>Scheduled</i>	n.a.	n.a.	n.a.	n.a.
Number of trucks out (daily ave.)		n.a.	n.a.	n.a.	n.a.
	<i>Agricultural</i>	n.a.	n.a.	n.a.	n.a.
	<i>Non-Agricultural</i>	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 32	Period 33	Period 34
	Jan 04 - Jun 05	24 Jan - 6 Feb	7 - 20 Feb	21 Feb - 6 Mar
Working hours per day (ave.)				
<i>Actual</i>	n.a.	n.a.	n.a.	n.a.
<i>Scheduled</i>	n.a.	n.a.	n.a.	n.a.
Days open in period				
<i>Actual</i>	n.a.	1	3	3
<i>Scheduled</i>	n.a.	n.a.	n.a.	n.a.
period)	n.a.	n.a.	n.a.	n.a.
Number of trucks out (daily ave.)				
<i>Agricultural</i>	n.a.	n.a.	n.a.	n.a.
<i>Non-Agricultural</i>	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



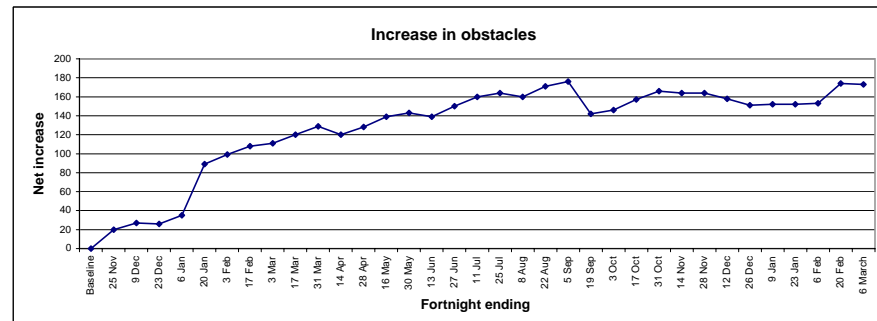
Trend Analysis - other

Convoys	Baseline	Period 32	Period 33	Period 34
	Jan 04 - Jun 05	24 Jan - 6 Feb	7 - 20 Feb	21 Feb - 6 Mar
Buses (both directions)				
<i>No. of convoys per day</i>	0	0	0	0
<i>No. of people per day</i>	0	0	0	0
Trucks (both directions)				
<i>No. of convoys per day</i>	0	0	0	0
<i>No. of trucks per day</i>	0	0	0	0

Movement within the West Bank	First figure ^a	Period 32	Period 33	Period 34
	1 Aug 05	24 Jan - 6 Feb	7 - 20 Feb	21 Feb - 6 Mar
No. of identified obstacles	376	529	550	549
<i>of which manned</i>	59	83	84	84
<i>of which unmanned</i>	317	446	466	465

^a: 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'.