



**Report No. 54**  
**Implementation of the Agreement on Movement and Access**  
**(28 November – 11 December 2007)**

The United Nations<sup>1</sup> is submitting the 54<sup>th</sup> bi-weekly report on the implementation of the 15 November 2005 Agreement on Movement and Access (AMA), covering the period 28 November – 11 December 2007.

**Overall Progress:**

No significant progress is reported: Kerem Shalom remains the only crossing point open for the import of commercial and humanitarian supplies, and exports are still banned. Karni and Sufa crossings remain closed for the movement of goods to and from Gaza. Only a single-lane conveyor belt/chute at Karni continues to function for the import of wheat grain and animal feed into Gaza. Exceptionally, gravel for a waste water treatment project was allowed into Gaza via Sufa during this reporting period. Overall, a total of 950 truckloads, including 136 from humanitarian agencies, were allowed into Gaza between 28 November and 11 December, compared to 936 truckloads in the previous reporting period. Erez crossing remains closed for all Palestinians except for those with special coordination arrangements with the Israeli District Civil Liaison. Rafah crossing was open in one direction (without prior coordination with Israeli authorities) on 3, 4 and 7 December for the departure of Palestinian pilgrims, but remained generally closed for all other Palestinians (the crossing was last open on 9 June).

**Changes of note since Report No. 53 (27 November):**

- **Rafah** crossing has been generally closed for the movement of people for 185 days (last open 9 June).
- **Karni** crossing has been closed since 12 June for the movement of goods into and out of Gaza. One single-lane conveyor belt/chute for wheat grain and animal feed was open on four days (29 November, 3, 5, 10 December) for a total of 26 hours, compared to 36 hours in the previous period. A total of 232 truckloads of grains and animal feed entered Gaza, compared to 353 in the previous reporting period.
- **Sufa** crossing remains closed for the import of goods since 28 October. Exceptionally, a total of 129 truckloads carrying 5,381 tonnes of gravel for a waste water treatment project were allowed into Gaza via Sufa during this reporting period.
- **Kerem Shalom** crossing was open on 12 days for the entry of commercial and humanitarian goods compared to 10 days during the previous reporting period. An equivalent of 589 truckloads, including 136 from humanitarian agencies, crossed into Gaza through Kerem Shalom, compared to 205 truckloads in the previous period.
- **Erez** crossing remains closed since 12 June for all Palestinians, except for a limited number of Palestinian traders, aid workers and medical cases who have been granted special permits. Erez crossing was open 10 out of 14 scheduled days. The crossing has been closed since March 2006 for Palestinian workers. An average of 1 trader per day crossed through Erez into Israel during this reporting period.
- **Obstacles to movement in the West Bank** remained the same as in the previous reporting period (561). Overall, this represents an increase of 185 obstacles (49.2%) over the baseline figure of August 2005.

**No Change since Report No. 52 (13 November):**

*Convoys between the Gaza Strip and the West Bank:*

**Truck convoys** Implementation now 22 months overdue (since mid-January 2006).

**Bus convoys** Implementation now 23 months overdue (since mid-December 2005).

*Ports:*

**Seaport** Awaiting GoI assurance of non-interference with seaport operation.

**Airport** Awaiting commencement of discussions since November 2005.

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

<b>1. Rafah</b>		
<b>1.a. Operation</b>		
Days open in period		
	<i>Actual : Scheduled</i>	0 : 14 <sup>b</sup> 0%
Number of days experiencing a closure (total in 2-week period)		14
Working hours (daily ave.) <sup>a</sup>		
	<i>Actual : Scheduled</i>	0 : 12 0%
Total working hours in period		
	<i>Actual : Scheduled</i>	0 : 168 0%
Security incidents on Palestinian side of border		0 <sup>c</sup>

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

b: Rafah opened for 0 days. The crossing was closed this week. (Source EU-BAM).

c: There were no reported security incidents.

<b>1.b. Movement: Travellers and Cargo</b>	<b>In</b>	<b>Out</b>
Travellers through Rafah (daily ave.) <sup>d</sup>	0	167
Number of trucks (daily ave.)	n.a.	n.a.
Number of cars (daily ave.) <sup>e</sup>	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.

<b>1.c. Management and Operations</b>	<b>YES/NO</b>
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 <sup>f</sup>

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 <sup>h</sup>		Sufa <sup>h</sup>		Total
Days open in period			Primary						
Actual : Scheduled <sup>a</sup>	n.a.	-	0 : 12	0%	12 : n.a.	-	0 : 10	-	12
Number of days experiencing a closure	n.a.		12 <sup>e</sup>		n.a.		10		22
Working hours (daily ave.)									
Actual : Scheduled <sup>b</sup>	n.a.	-	0.0 : 13.5 <sup>e</sup>	0%	n.a.	-	n.a. <sup>i</sup>	-	0
Utilization ratio <sup>c</sup>	n.a.		no data		n.a.		n.a.		
Total working hours in period									
Actual : Scheduled	n.a.	-	0 : 162	0%	n.a.	-	n.a.	-	0.
Number of trucks out (daily ave.)									
Actual : Scheduled	n.a.	-	0 : 400 <sup>f</sup>	0%	n.a.	-	n.a.	-	0.
Agricultural	n.a.		0.7		n.a.		n.a.		0.7
Non-Agricultural	n.a.		0.0		n.a.		n.a.		0.
Number of trucks in (daily ave.)	n.a.		0 <sup>g</sup>		n.a.		n.a.		0
Security incidents on Palestinian side of the crossing <sup>d</sup>	0		0		0		0		0

2.b. People - Gaza Strip	Erez		Karni		Kerem Shalom		Sufa		Total	
Days open in period	Primary									
Actual : Scheduled	11 : 14 <sup>i</sup>	79%	n.a.	-	n.a.	-	n.a.	-	11	
Number of days experiencing a closure	3		n.a.		n.a.		n.a.		3	
Working hours (daily ave.)										
Actual : Scheduled <sup>b</sup>	n.a. : 16.0 <sup>k</sup>	n.a.	n.a.	-	n.a.	-	n.a.	-	n.a.	
Total working hours in period										
Actual : Scheduled	n.a. : 224	n.a.	n.a.	-	n.a.	-	n.a.	-	n.a.	
Travellers through crossing (daily ave.) <sup>i</sup>	Traders	Workers	In	Out	In	Out	In	Out	Traders	Workers
	1	0	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	1	0

a: Karni crossing is scheduled to operate six days per week (closed Saturdays) while Sufa is scheduled to operate five days per week (closed Fridays and Saturdays). Kerem Shalom crossing has traditionally not had any scheduled operating days and has been open periodically for humanitarian goods only (this changed in mid-June).

b: The actual working hours per day (ave.) is calculated on the basis of actual days open i.e. 0 days for Karni and 11 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 generally not open during the reporting period (it has been closed since 12 June 2007). One single-lane conveyor belt at Karni crossing was open for about 26 hours for the entry of grains and animal feed on 29 November, 3, 5, 10 December).

f: Total truckloads of exported goods was 0 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: During the reporting period, the total number of truckloads of imports via the open Karni conveyor belt was 232 (In addition, 0 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.

h: Kerem Shalom and Sufa may operate as alternative commercial crossing points when Karni is closed. Traditionally, Kerem Shalom was used for humanitarian goods and Sufa for aggregates (construction materials). Since the Hamas takeover of Gaza in mid-June, Sufa has been used for humanitarian goods as well. The ICLA announced on 28 October that Kerem Shalom will from now on schedule to open on 5 days per week from 8:00 until 16:00 hours.

i: According to the Israeli DCL, Sufa crossing is scheduled to open between 08:30 and 15:00 hours. On 28 October, Israel officially announced the permanent closure of Sufa crossing.

j: Erez remains closed for Palestinian workers since 12 March 2006. During this reporting period, Erez crossing was closed for all Palestinians except for a limited number of critical Palestinian humanitarian cases and senior traders who were permitted to cross subject to prior coordination with the IDF (source: COGAT). Erez has traditionally been open 7 days per week. On 12 October 2007, Israel announced that the crossing will close every week from 15:00 on Fridays until 7:00 on Sundays.

k: According to the Israeli DCL, Erez crossing is scheduled to open for Palestinians between 06:00 and 22:00 hours.

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	NO
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

2.4 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**

<b>Convoys</b>	YES/NO
Bus convoys established by December 15 2005	NO
Truck convoys established by January 15 2006	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**

<b>Obstacle reduction</b>	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) <sup>b</sup>	% increase over baseline
Number of identified obstacles <sup>a</sup>	561	376	49.2%
<i>of which manned</i>	87	59	47.5%
<i>of which unmanned</i>	474	317	49.5%

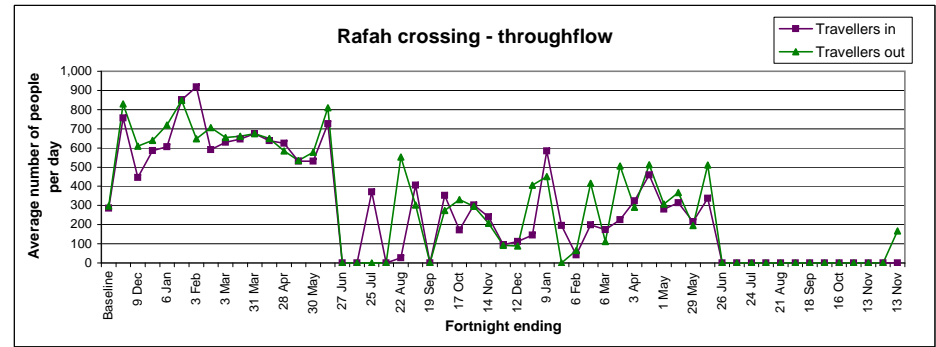
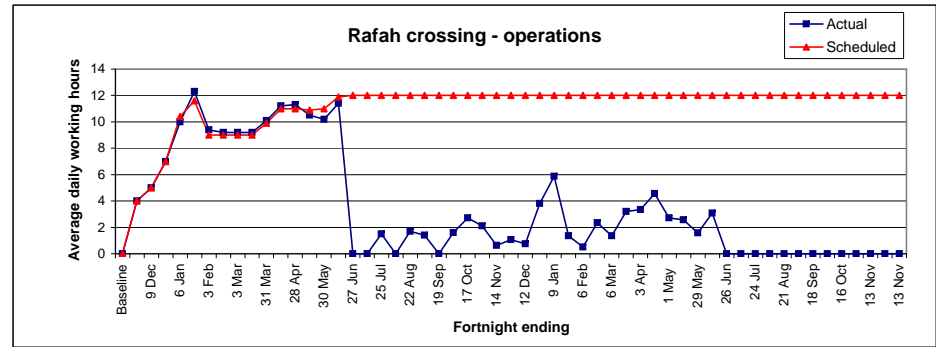
a: OCHA compiles several times a year a comprehensive count of physical obstacles to Palestinian movement in the West Bank. Since 15 September, OCHA does not count checkpoints on the Green Line in the total closure number. The figures reported here are based on field observations only.

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

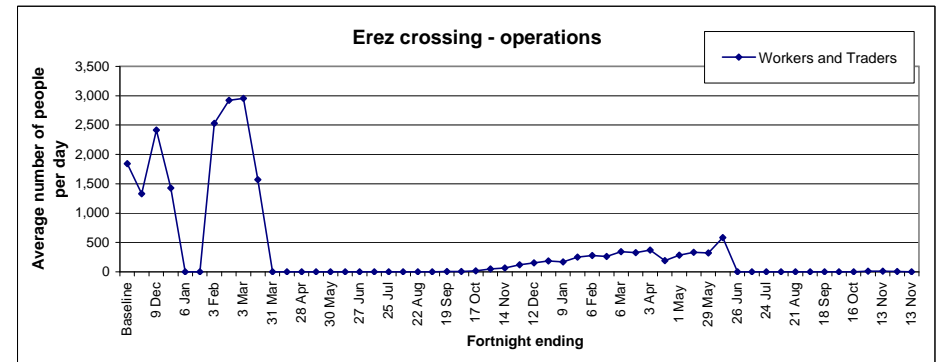
## Trend Analysis - Traveller crossing points

Rafah	Baseline	Period 53	Period 54
	Jan 04 - Jun 05	14-27 Nov 07	28 Nov - 11 Dec 07
Working hours per day (ave.)			
<i>Actual</i>	no data	0.0	<b>0.0</b>
<i>Scheduled</i>	no data	12	<b>12</b>
Days open in period			
<i>Actual</i>	n.a.	0	<b>0</b>
<i>Scheduled</i>	n.a.	14	<b>14</b>
Number of days experiencing a closure (total in period)	2.8 (ave.)	14	<b>14</b>
Travellers through Rafah in (daily ave.)	286	0	<b>0</b>
Travellers through Rafah out (daily ave.)	297	0	<b>167</b>
No. of trucks out (daily ave.)	0	n.a.	<b>n.a.</b>
No. of cars in (daily ave.) <sup>a</sup>	0	0	<b>0</b>
No. of cars out (daily ave.) <sup>a</sup>	0	0	<b>0</b>
Security incidents on Palestinian side of border	no data	0	<b>0</b>

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



Erez	Baseline	Period 53	Period 54
	Jan 04 - Jun 05	14-27 Nov 07	28 Nov - 11 Dec 07
Working hours per day (ave.)			
<i>Actual</i>	no data	n.a.	<b>n.a.</b>
<i>Scheduled</i>	no data	16.0	<b>16.0</b>
Days open in period			
<i>Actual</i>	n.a.	10	<b>11</b>
<i>Scheduled</i>	n.a.	14	<b>14</b>
Number of days experiencing a closure (total in period)	7.6 (ave.)	4	<b>3</b>
Workers & traders in (daily ave.)	no data	no data	<b>no data</b>
Workers & traders out (daily ave.)	1,841	6	<b>1</b>
Security incidents on the Palestinian side of the crossing	no data	0	<b>0</b>



n.a. = not applicable to this report

## Trend Analysis - Goods traffic crossing points

Karni	Baseline	Period 53	Period 54
	Jan 04 - Jun 05	14-27 Nov 07	28 Nov - 11 Dec 07
Working hours per day (ave.)			
<i>Actual</i>	no data	0.0	<b>0.0</b>
<i>Scheduled</i>	no data	13.5	<b>13.5</b>
<i>Utilization ratio<sup>b</sup></i>	no data	no data	<b>no data</b>
Days open in period			
<i>Actual</i>	n.a.	0	<b>0</b>
<i>Scheduled<sup>c</sup></i>	n.a.	14	<b>12</b>
Number of days experiencing a closure (total in period)	2.2 (ave.)	14	<b>12</b>
Number of trucks out (daily ave.)			
<i>Agricultural</i>	no data	0.0	<b>0.7</b>
<i>Non-Agricultural</i>	no data	0.0	<b>0.0</b>
Number of trucks scheduled out (daily ave.)	no data	400	<b>400</b>
Number of trucks in (daily ave.) <sup>d</sup>	205	0	<b>0</b>
Security incidents on Palestinian side of the crossing	no data	0	<b>0</b>

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

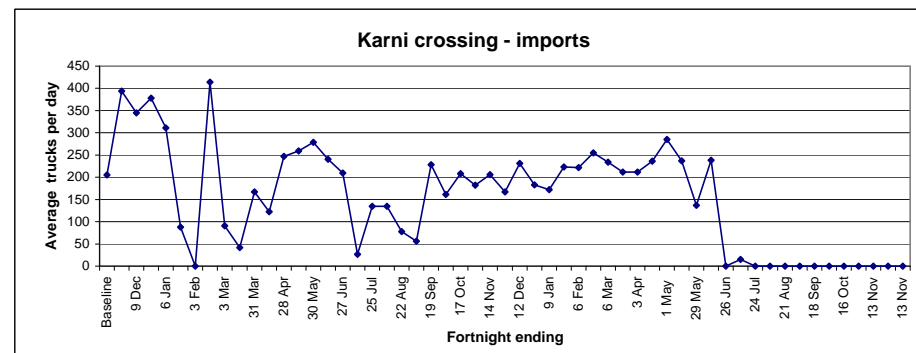
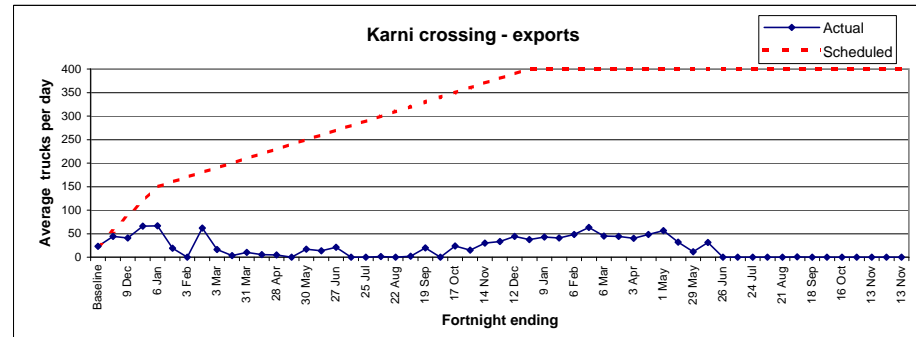
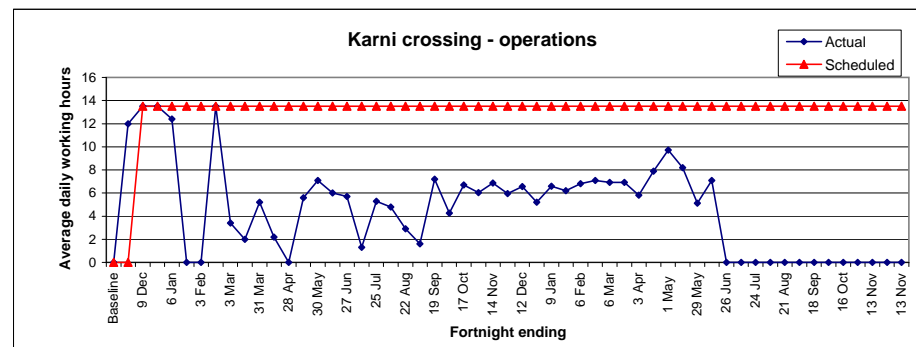
c: Karni is closed on Saturdays.

d: This figure does not include aggregates.

Source: PalTrade.

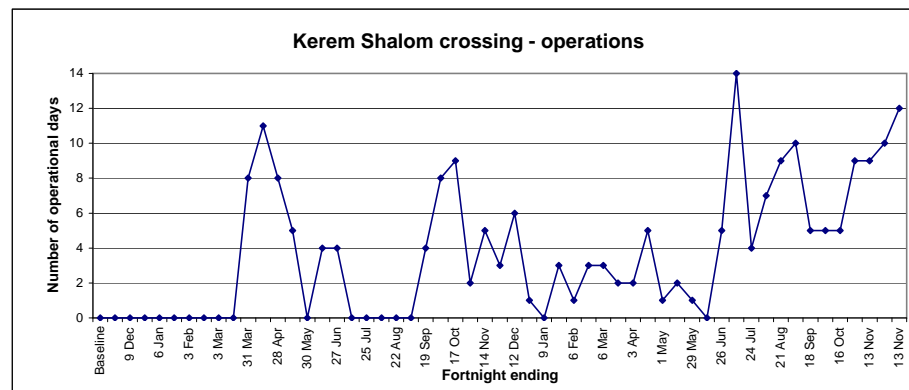
Erez	Baseline	Period 53	Period 54
	Jan 04 - Jun 05	14-27 Nov 07	28 Nov - 11 Dec 07
Working hours per day (ave.)			
<i>Actual</i>	n.a.	n.a.	<b>n.a.</b>
<i>Scheduled</i>	n.a.	n.a.	<b>n.a.</b>
Days open in period			
<i>Actual</i>	n.a.	n.a.	<b>n.a.</b>
<i>Scheduled</i>	n.a.	n.a.	<b>n.a.</b>
Number of trucks out (daily ave.)			
<i>Agricultural</i>	n.a.	n.a.	<b>n.a.</b>
<i>Non-Agricultural</i>	n.a.	n.a.	<b>n.a.</b>
Number of trucks scheduled out (daily ave.)	n.a.	n.a.	<b>n.a.</b>
Number of trucks in (daily ave.)	n.a.	n.a.	<b>n.a.</b>

n.a.= not applicable to this report



## Trend Analysis - Goods traffic crossing points (continued)

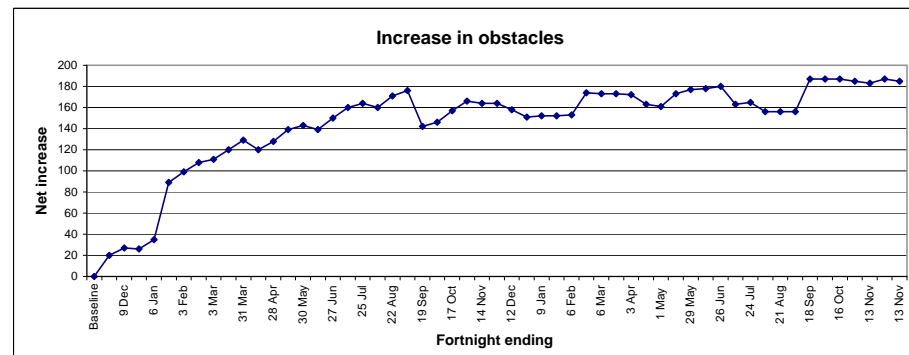
Kerem Shalom	Baseline	Period 53	Period 54
	Jan 04 - Jun 05	14-27 Nov 07	28 Nov - 11 Dec 07
Working hours per day (ave.)			
<i>Actual</i>	n.a.	n.a.	<b>n.a.</b>
<i>Scheduled</i>	n.a.	n.a.	<b>n.a.</b>
Days open in period			
<i>Actual</i>	n.a.	10	<b>12</b>
<i>Scheduled</i>	n.a.	n.a.	<b>n.a.</b>
Number of days experiencing a closure (total in 2 week period)	n.a.	n.a.	<b>n.a.</b>
Number of trucks out (daily ave.)			
<i>Agricultural</i>	n.a.	n.a.	<b>n.a.</b>
<i>Non-Agricultural</i>	n.a.	n.a.	<b>n.a.</b>
Number of trucks scheduled out (daily ave.)	n.a.	n.a.	<b>n.a.</b>
Number of trucks in (daily ave.)	n.a.	no data	<b>no data</b>
Security incidents on Palestinian side of the crossing	n.a.	0	<b>0</b>



## Trend Analysis - other

Convoys	Baseline	Period 53	Period 54
	Jan 04 - Jun 05	14-27 Nov 07	28 Nov - 11 Dec 07
Buses (both directions)			
<i>No. of convoys per day</i>	0	0	<b>0</b>
<i>No. of people per day</i>	0	0	<b>0</b>
Trucks (both directions)			
<i>No. of convoys per day</i>	0	0	<b>0</b>
<i>No. of trucks per day</i>	0	0	<b>0</b>

Movement within the West Bank	First figure <sup>e</sup>	Period 53	Period 54
	1 Aug 05	14-27 Nov 07	28 Nov - 11 Dec 07
No. of identified obstacles	376	563	<b>561</b>
<i>of which manned</i>	59	87	<b>87</b>
<i>of which unmanned</i>	317	476	<b>474</b>



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

1. **Rafah.** Rafah crossing was opened by 25 November 2005, as scheduled in the AMA. It is monitored by the EU Border Assistance Mission (EU BAM). There are two aspects of movement through Rafah monitored by the AMA report:
  - a. *Movement of people* into and out of Egypt. The AMA report details only Palestinian ID card holder movement. The AMA reports the crossing open only when it is open for Palestinian ID card holders. Others may cross with prior agreement.
  - 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 Israel and travel to Rafah via Kerem Shalom when both Rafah and Kerem Shalom are 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 target for the number of trucks passing through Karni out of the Gaza Strip was 150 by the end of 2005, rising to a target of 400 by the end of 2006. Thus, the scheduled figure in the table on page 3 is set at 150 (the agreed minimum) but the graphical representation of the target in the trend analysis (page 6) shows a dotted line rising to 400 from December 2006.
  - b. *Movement of people* 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 for personnel movement.
  - c. *Humanitarian goods.* Karni is also a crossing point for humanitarian goods into the Gaza Strip. The truckloads of 'goods in' reported on page 2 include both commercial and humanitarian goods. Current data sources do not distinguish between humanitarian and commercial goods.
3. **Erez.**
  - a. *Movement of people* (workers and traders) to and from Israel/the West Bank. Erez is the primary crossing point for people into and out of the Gaza Strip.
  - 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 for goods.
  - c. *Humanitarian movement.* International humanitarian staff may cross with prior agreement but are not included in the AMA report.
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' whenever it is open for aggregates, other commercial goods or humanitarian goods. There are no scheduled opening days or hours specified 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 has 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 specified in the AMA.

### 6. General

The 'number of days experiencing a closure' is actually the number of days that a checkpoint is completely closed when it was scheduled to be open, 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'.