PALTRADE

مركز التجارة الفلسطيني - بال تريد

PALESTINE TRADE CENTER

Gaza Strip

Crossings Bi- Monthly Monitoring Report

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REPORT CONTENT

GLOSSARY:

Gaza Crossings: For the names and brief overviews of the Gaza crossings referred to in this report, see Annex 3.

Time Periods: The report refers to time periods associated with policy changes and periods of relative calm or unrest. In some instances, actual time periods are denoted, such as June 2007. In other cases, they are referred to by names associated with major events or conditions, such as Closure or Truce. For a description of these, see Annex 4.

AMA	Agreement on Movement and Access, signed on November 15, 2005 http://www.eubam-rafah.eu/portal/node/11
Basic Commodities	Wheat, flour, rice, sugar, cooking oil, and other non-luxury food supplies.
Closure days , Scheduled	Days during which a crossing is normally scheduled to be closed. This includes official holidays and, in most cases, Saturdays.
Closure days, Unscheduled	Days in which a facility is closed for unusual or unexplained reasons. This includes closures for security reasons.
Conveyer Belt	This refers to a conveyor belt at the Al Montar Crossing which was used before the closure on June 2007 exclusively for transferring aggregates from the Israeli to the Palestinian side. Currently, the conveyer belt is the only facility functioning at Al Montar and is used for transferring grains including wheat, pulses, seeds, and animals feed into Gaza.
Commercial Goods	Goods that are imported by commercial establishments in the private sector, and are distributed through commercial outlets in the open market.
Exports	Truckload movements outbound from the Gaza Strip, regardless of destination.
Humanitarian Goods	Basic foods (e.g. rice, cooking oil, etc.), medicines, and other goods brought in by humanitarian agencies.
Imports	Truckload movements inbound to the Gaza Strip, regardless of origin. Includes both commercial and humanitarian goods.
Scheduled days for operations	Total days in a month less Scheduled Closure days
Tunnels	Underground passages between the Gaza Strip and Egypt used for the informal transfer of goods. Use of tunnels increased after the June 2007 closure.

PERFORMANCE SUMMARY

CROSSINGS SUMMARY

In terms of imports, during this period (Feb –Mar. 2010) a total of 4,590 truckloads of commercial and humanitarian freight entered into Gaza which represent 22% of the pre-closure average import levels. The large majority of these truckloads were food and animal feed (64%) ,(11 %) were designated for humanitarian aid agencies. Despite the ongoing ban of exports from Gaza, Israel agreed to allow cut flowers and strawberries to be exported via Karem Abu Salem during this period. a total of 61 truckloads exited Gaza, including 59 truckloads of cut flowers (10.3million stems) and 2 truckloads of strawberries (3 tons).

Al Montar Crossing Conveyer Belt was open for 16 days (about 32% of the scheduled days of operation) and processed imports of 1,291 commercial truckloads of wheat and animal feed (28 % of total imports).

Karem Abu Salem Crossing was open for 40 days (about 80% of scheduled days of operation) and processed imports of 3,299 truckloads, primarily of consisting food items, and exports of 61 truckloads of cash crops.

Sufa Crossing was closed during this period, as it has been closed since September 12 ,2008. There are indications that Israel intend to stop using this facility entirely . [1]

Fuel Movement during this period, Nahal Oz entry point was totally shut down and fuel transfer to Gaza Strip has been shifted to Karem Abu Salem crossing. A total of 112,614 liters of petrol and 337,320 liters of diesel allocated for UNRWA were processed into Gaza Strip. In addition, 12 million liters of industrial gasoline for the Gaza Power Plant (GPP) and 6.7 million kg of cooking gas were processed into Gaza Strip. These imports are markedly below estimated needs, particularly regarding imports of cooking gas. For more information, see Fuel Import Performance in page 6 of this report.

GAZA PRIVATE SECTOR

Gaza's private sector has suffered greatly from the strict limitations on imports and almost total banning of exports since June 2007. This has contributed to the closure of 70%-90% of working establishments and laying off 92%-96% of laborers. With the continuation of the closure and the availability of using underground tunnels, few enterprises restarted operations. For more details, see page 9 of this report.

[1] OCHA Field Update on Gaza from the Humanitrian Coordinator, Jerusalem, 10 - 16 March 2009.

SECTION 1: PERFORMANCE of the CROSSINGS

A OPERATIONS at the CROSSINGS

A-1 Al Montar Crossing (Conveyer belt)

Out of 24 and 25 Scheduled Days of Operation for the months of February and March 2010, Al Montar Crossing was open for 7 days in February and 9 days in March 2010. Table 1 below presents the operating days and cargo movements during February and March 2010.

Table (1): Summary of the performance at Al Montar Crossing during February - March 10

	Feb –10	Mar-10
Scheduled days for operations	24	25
Scheduled closure days[1]	4	6
Unscheduled closure days[2]	13	16
Actual days for operation	7	9
Total exports (truckloads)	0	0
Total imports (truckloads)	549	742
Humanitarian imports (%)	0%	0%
Commercial imports (%)	100%	100%
Average daily import volume (truckloads) when open	78	82
Average daily import volume (truckloads) for all days scheduled for operations	23	30

A-2 Karem Abu Salem Crossing

Out of 24 and 25 Scheduled Days of Operation for the months of February and March 2010, Karem Abu Salem Crossing was open for 19 days in February and 21 days in March 2010. Table 1 below presents the operating days and cargo movements during February and March 2010.

Table (2): Summary of the performance at Karem Abu Salem Crossing during February - March 10

	Feb –10	Mar-10
Scheduled days for operations	24	25
Scheduled closure days[1]	4	6
Unscheduled closure days[2]	5	4
Actual days for operation	19	21
Total exports (truckloads)	28	33
Total imports (truckloads)	1,555	1,744
Humanitarian imports (%)	13%	19%
Commercial imports (%)	87%	81%
Average daily import volume (truckloads) when open	82	83
Average daily import volume (truckloads) for all days scheduled for operations	65	70

[1] Crossings were closed on Saturdays and holidays.
[2] Karem Abu Salem was closed for security reasons and Al Montar was closed for unknown reasons

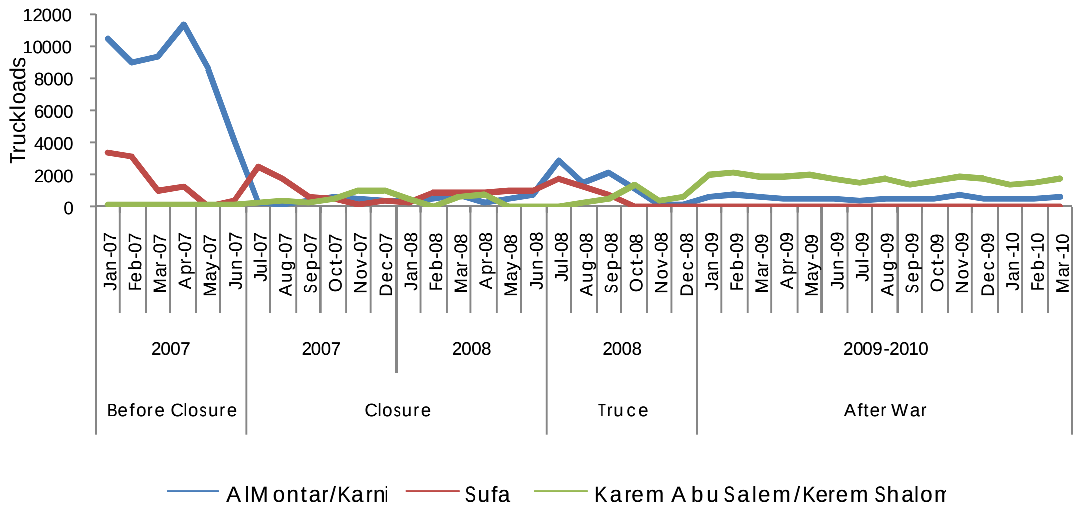
SECTION 1: PERFORMANCE at the CROSSINGS continued

A OPERATIONS at the CROSSINGS continued

A.3– Crossings Operations Trends

Figure 1 below presents the trend of import volumes for each crossing. The figure clearly shows the drop in volume of imports, and the major shift in operations from AlMontar to Karem Abu Salem crossing.

Figure (1) : Operation Trends



B CARGO ACTIVITY

B.1- Export Activity

Despite the ongoing ban of exports from Gaza Strip, Israel agreed to allow cut flowers and two truckloads of strawberries to be exported via Karem Abu Salem on a daily basis. Since 10 December 2009, 112 truckloads exited Gaza, including 81 truckloads of cut flowers (13.1 million stems) and 31 truckloads of strawberries (50 tons) which stopped in 9 February 2010 due to the unprofitable prices in the export markets. Prior to this, there had not been any exports from Gaza for around seven months (since 27 April 2009). These shipments took place after the intervention of the Dutch government and are limited to the two types of goods. The Agricultural Development Association (PARC) indicated that 750 tons of strawberries and 20 million cut flowers are slated for export during this season (ending on 15 February for strawberries and 10 May 2010 for cut flowers).

SECTION 1: PERFORMANCE at the CROSSINGS continued

B CARGO ACTIVITY continued

B.2– Import Activity

A total of 4,590 truckloads entered into the Gaza Strip during this period (2,104 truckloads in February and 2,486 in March). Since June 2007, import volumes have been between 19% and 26% of pre-closure levels, see Figure 2. The direct economic and humanitarian implications of this are obvious. Only 76 items (see Annex 1 for additional information) had been allowed into Gaza through February and March 2010. The distributions of imports across crossings and by cargo type are presented in Figure 3. During this period, 3 new items were allowed including 81 truckloads of Mineral Water, 3 Hair Brush and 5 Tahini truckloads.

Figure (2): Imports into Gaza in Feb– Mar 10 versus monthly averages of different periods (truckloads)

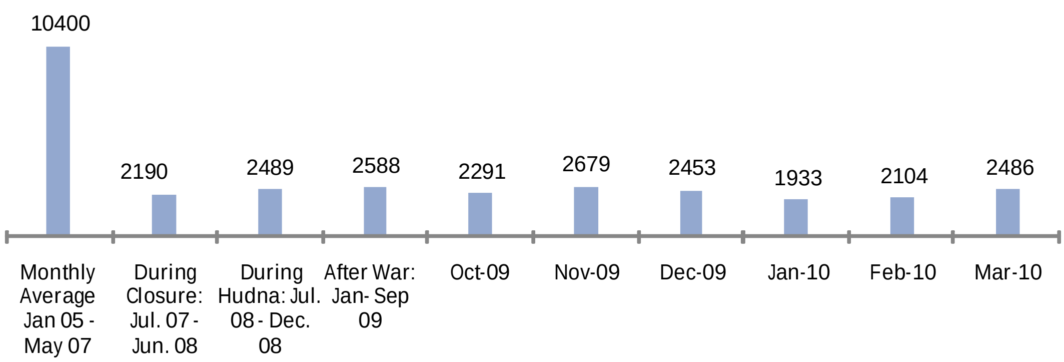
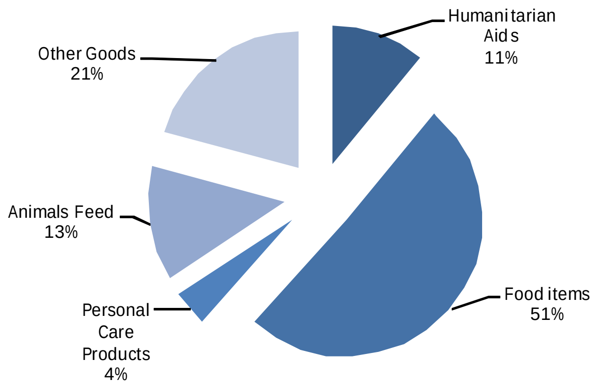


Figure (3): Types of imported goods in Feb – Mar 10 through all crossings



Other Goods include:

Nylon, Agricultural Fertilizer, Veterinary Medicine, Egg's Carton, Medical supplies, Chlorine and Agricultural Materials, Glass and others.

See Annex 1for more details of allowed imported goods into Gaza through this report period

SECTION 1: PERFORMANCE at the CROSSINGS continued

C FUEL IMPORTS PERFORMANCE

On 1 January, the Israeli authorities announced that the Nahal Oz Crossing, used for the transfer of fuels from Israel to Gaza, is no longer operational (totally shut down). There was also a shift to importing fuel through Karem Abu Salem.

No Israeli petrol or diesel entered Gaza during this period, with the exception of 112,614 liters of petrol and 337,320 liters of diesel for UNRWA.

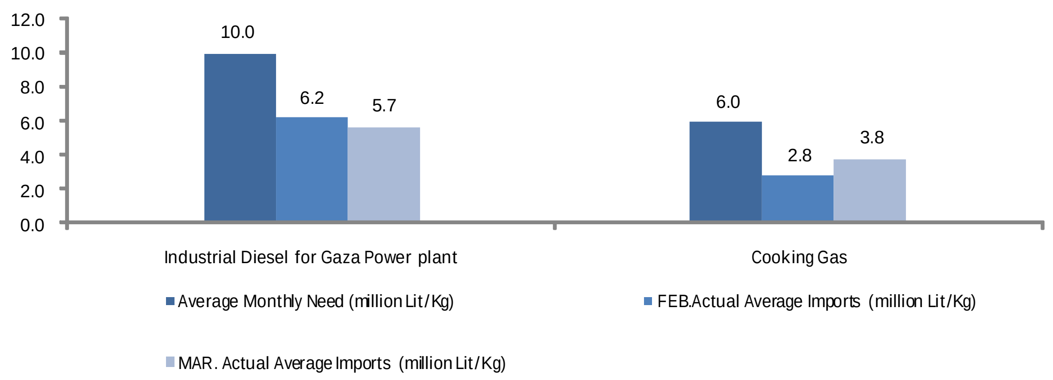
Nevertheless, the Gaza marketplace is still mostly reliant on the fuel being transferred from Egypt through the tunnels under the Gazan-Egyptian border (due to its availability and cheap prices). As per the UN-OCHA report, the rate of these movements through the tunnels is nearly 100,000 liters of diesel and 100,000 liters of petrol per day (1) .

Moreover, Cooking gas imports were only around 56% of average needs while industrial gasoline imports for the Gaza Power Plant (GPP) were only around 60% of average needs during this period. (see figure 4 below)

Table (3): Summary of fuel and gas imports in February – March 10

Type	Feb 2010	Mar 2010
	Karem abu Salem	Karem abu Salem
Petrol (liter)	112,614	0
Diesel (liter)	377,320	0
Industrial Gasoline (liter)	6,291,497	5,703,495
Cooking Gas (kg)	2,863,390	3,811,562

Figure (4): Illustration of average fuel needs(2) vs. actual fuel imports



(1) Source: Protection of Civilians: 12-18 September 2009 UN OCHA oPt

(2) Based on estimates by the Petroleum & Gas Station Owners Association-Gaza.

SECTION 2: PRIVATE SECTOR PERFORMANCE

A PERFORMANCE OF KEY SECTORS

Gaza's private sector has suffered greatly from the strict limitations on imports and almost total banning of exports since June 2007. During this period, around 10% of the industrial sectors were operating with 20-50% capacity and around 20% were operating with around 10% capacity, the rest were believed to be totally shut down. In the construction sector more than 60% of establishments are now closed and 97% of workers are laid of, since current scope is limited to small maintenance works. See Table (4).

Table (5) presents data on employment, firm numbers, and exports for the furniture, garment, and processed food sectors before the closure, during the closure, and currently. The increase in number of working establishments is due to the coping mechanisms used (see section B below), noting that establishments are only working with 10%-50% of total capacity.

Table (4): Key Industrial sectors status during three distinguished periods

Sector	Indicator	Before Closure (14 June 2007)	During the Closure 2008	Currently Feb– Mar 010	Notes
Industry	No. of Working Est.	3,900	117	1170 *See notes*	- *10% of establishments are working with 20%-50% capacity* - *20% operating with around 10% capacity* - *70% of industrial establishments are closed*
	No. of Workers	35,000	2000	5,000	
Construction	No. of Working Est.	125	8	50	(current scope include small maintenance works)
	No. of Workers	50,000	100	1,500	

Source: Palestinian Federation of Industries "PFI", Palestinian Contractors Union "PCU"

Table (5): Key Industrial sectors status during three distinguished periods

Industry	Normal Situation 2005			During the closure 2008			Currently Feb- Mar 2010		
	Employment	*Establishment*	*Monthly exports*	*Employment*	*Establishment*	*Monthly exports*	*Employment*	*Establishment*	*Monthly exports*
Furniture	6,500	600	168	75	25	0	270	90	0
Garment	25,000	660	172	100	30	0	230	60	0
Processed Food	2,500	100	140	120	20	0	300	50	0

Source: Palestinian Federation of Industries "PFI".

B COPING STRATEGIES

In response to the closure, most operating businesses started using the underground tunnels to import raw materials, equipment, and other inputs for production. Yet, using the tunnels is not feasible since their use entails higher cost, lower quality, and/or limitations on size and type of entered goods/raw materials. In addition, a few businesses have shifted the scope of their businesses to reduce and/or eliminate their productive activities in favor of trade. Also, some businesses have resorted to recycling rubble and other debris from buildings that were damaged or destroyed during the war in order to make gravel for roadways.

The challenging business environment that Palestinian businesses encounter in Gaza has caused businesses to adopt temporary innovative solutions that would enable them to survive with the hope of resumption of movement and access of goods and people in the near future.

Source: Palestinian Federation of Industries “PFI”.

CASE STUDY

A leading clothes company working in Gaza Strip sine 1995 with a capital of around US$100,000 was employing 75 skilled workers before the closure. The company’s production capacity was estimated at 75,000 piece of clothes on a monthly basis. All products of the company were exported to Israel and worldwide markets. After the closure (imposed on Gaza since 12 June 2007), the company owner was forced to gradually reduce the production capacity until it reached a complete shutdown in December 2008 and subsequently laid off all employees.

Recently, and after the prosperity of tunnels’ trade, the company started importing raw materials through tunnels at a higher cost (almost double) in order to re-start its production lines and re-hire its skilled workers. Currently, the company is witnessing a slight gradual recovery because it is employing 30 employees and producing approximately 10,000 piece of clothes on a monthly basis for the local market.

SECTION 3: HIGHLIGHTS ON THE PLASTIC SECTOR IN GAZA STRIP

The Plastics industry is one of the developed local industries in Gaza Strip. According to the Palestinian Plastic Industries Union (PPIU) statistics, the total investment in the plastic sector in the Gaza Strip reached US$ 30,000,000. 60% of the local production was marketed in Gaza, 30% in West Bank, and 10% was exported to Israel. 65% of plastic factories in Gaza used to sell 80-100% of their production in the Gaza market. There are 1000 types of plastic products in the Gaza Strip. Market share of local products was estimated at 40%

Figure (5): Marketing of Plastic production

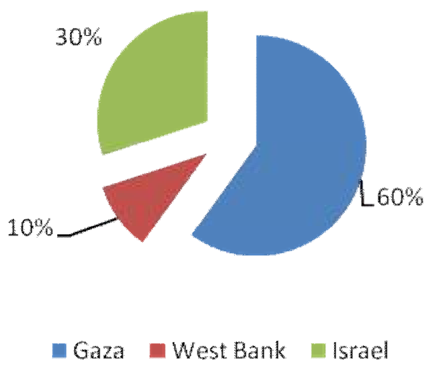
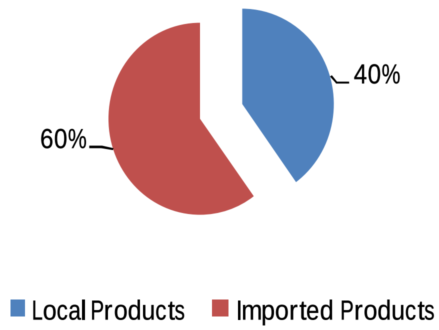


Figure (6): Share in the local market



Since the closure, imposed on Gaza on 12 June 2007, industrial activity of different sectors almost halted. Plastic Industries Sector was one of the most affected sectors, as most production inputs were imported from the Israeli and European markets. Accordingly, 71% of the establishments in Gaza has been either out of business or reduced their capacity to reach the minimum levels. Moreover, 2850 workers have been laid off. *

Meanwhile, and after the expansion of tunnels' trade, some plastic factories started importing production inputs from Egypt, which have led to slight improvements on the overall status of this sector. Currently, most plastic products are banned entry at the Gaza commercial crossing and therefore the local factories are trying to cover the needs of the local market.

Source : Palestinian Plastic Industries Union (PPIU)

SECTION 3: HIGHLIGHTS ON THE PLASTIC SECTOR IN GAZA STRIP

Table (6): plastic sector status during three distinguished periods

Indicator	Before Closure (14 June 2007)	During the Closure 2008	Currently Feb– Mar 010
Number of working establishments	63	3-4	18
Number of working employees	3500	50	650
Annual Imports/ truckloads	400	Zero	N/A through tunnels
Exports/truckloads	90	Local	Local
Cost of production	-	-	50% increased in production cost
Export Markets	Israel	Local	Local
Imports markets	Israel , Europe	None	Egypt through Tunnels
Annual Production capacity	600 Tons	30 Tons	150 Tons

Source: Palestinian Federation of Industries (PFI) &Palestinian Plastic Industries Union (PPIU)

CASE STUDY

The Modern Industrial Company for Producing Baby Toys is manufacturing all kinds of children's toys with a capital of US$1,000,000. It was founded in the year 2000, with more than 40 full time skilled employees. According to the company's manager, the company used to import annually around 10 truckloads of raw materials (bolts, posters, canvas, spring, iron ... etc) before the closure. The annual average export was 4-5 truckloads to Egypt, Jordan and Algeria. 70% of the company production was marketed in the local market (50% Gaza Strip and 20% West Bank). After the closure (imposed on Gaza since 12 June 2007), the company owner was forced to reduce the production capacity to 50%, and reduce the number of employees to 20. Furthermore, the 100% of production was directed towards the local market and the company became solely dependant on recycled plastic and iron from damaged buildings .

Recently, after the prosperity of tunnels' trade, the company started importing 90% of raw materials through tunnels at a higher cost (almost double) in order to maintain its production lines and skilled employees.

SECTION 3: HIGHLIGHTS ON THE PLASTIC SECTOR IN GAZA STRIP

CASE STUDY

A leading plastic manufacture in Gaza Strip, which was founded in the year 1992 with a capital of more than US$1,000,000 and employs 40 skilled employees, used to import 20 truckloads of raw materials annually before the closure. According to the company, 35% of its products were exported to Israel and 65% to the local market (50% Gaza strip and 15% West Bank). After the closure, the owner was forced to cease working in Polystyrene, and work only in producing plastic products and only for local market at 25% of production capacity.

Currently , the company uses local traders (through tunnels) to get the needed raw material in spite of double cost in order to maintain its production lines and skilled employees.

Gaza products –produced under closure

ANNEX 1 : LIST OF COMMERCIAL GOODS ALLOWED TO BE IMPORTED THROUGH GAZA

1 Wheat	25 Feminine hygiene		49 Sponge for washing dishes	Nov-09
2 Animals Feed	26 Diapers		50 Sponge for cleaning body	Nov-09
3 Flour	27 Toilet paper		51 Cloth for moping the floor	Nov-09
4 Cooking oil	28 Detergent		52 baby wipes	Nov-09
5 Cooking Fat	29 Washing liquid		53 Other canned goods (except fruit)	Nov-09
6 Sugar	30 Shampoo		54 Zaatar	Nov-09
7 Salt	31 Soap		55 Sesame	Nov-09
8 Pasta	32 Tooth paste		56 Black Pepper	Nov-09
9 Date	33 Toothbrush		57 Chicken stock powder	Nov-09
10 Garlic	34 Tiles cleaning products		58 Blankets	Nov-09
11 Chick peas	35 Glass cleaner		59 Olive	Dec -09
12 Rice	36 Washroom cleaning products		60 Matchboxes	Dec -09
13 Beans	37 Yeast		61 Candles	Dec -09
14 Lintels	38 Fertilize eggs		62 Broom sticks	Dec -09
15 Kidney beans	39 Fruit		63 Garbage bins	Dec -09
16 Margarine	40 Semolina		64 Mops	Dec -09
17 Dairy	41 Nylon for greenhouses	*June -09*	65 Hand cleansing gel	Dec -09
18 Powder milk	42 Agriculture Materials	*Jun -09*	66 Anise	Dec -09
19 Frozen meat & fish	43 Tea	*Oct-09*	67 Cinnamon	Dec -09
20 Frozen vegetables	44 Coffee	*Oct-09*	68 Chamomile	Dec -09
21 Animal medicines	45 Nescafe	*Oct-09*	69 Chicken eggs for eating	Dec -09
22 Gas for medical	46 Tuna cans	*Nov-09*	70 Glass (max 200 trucks)	Dec -09
23 Empty bags for flour	47 Salami	*Nov-09*	71 Water Coolers	Dec -09
24 Medicines & medical tools	48 Meet cans	*Nov-09*	72 Potatoes	Dec -09
			73 Mineral Water	Feb-10
			74 Tahini	Mar –10
			75 Comb	Mar-10
			76 Hair brush	Mar-10

Note: The dates indicated refer to when the product type was allowed entry (products 1-40 were allowed into Gaza Strip in the first half of 2009).

ANNEX 2: PROJECT OVERVIEW

Commercial Crossings Monitoring Program—Cargo Movement and Access Monitoring and Reporting Program

Because of its designation as the National Trade Development Organization, PalTrade is the private sector institution with a mandate to promote trade development. PalTrade is a founder and member of the Private Sector Coordinating Council (PSCC), a consortium of all major private sector institutions, and an important partner of industry and service associations. As such, PalTrade has been a member of the Gaza withdrawal technical committees and negotiations team; especially providing the private sector perspectives of the Access and Movement Agreement (AMA) for the cargo movement at the crossings. PalTrade is also a private sector representative in the Crossings' Steering Committee which was formed by the President of the Palestinian Authority to act as the coordination body for the reform and development of the border crossings.

As part of the World Bank project "Facilitating Trade Flows between WBGS and Israel" and the previous "Private Sector Participation in Gaza Withdrawal Coordination Process" project, PalTrade has maintained a physical presence at Al Montar/Karni since August 24th, 2005. As such, PalTrade is the only independent source of crossings information which is used by the Quartet, the World Bank, the US Security Coordinator, UN OCHA and others.

PalTrade's work regarding the Crossings includes monitoring, collection and data analysis.

Financing for the border monitoring activities in the:

- First year; was through a World Bank grant to the PA in association with emergency support during the Gazan disengagement.
- Second year; was through a Post Conflict Fund grant which was closed in September 2007.
- Third, Fourth and Fifth years; is being provided by the Norwegian Consultant Trust Fund under the supervision of the World Bank (MNSED Finance and Private Sector Unit).

Financed by:
Norwegian Consultant Trust Fund

Under the supervision of:
The World Bank
(MNSED) Finance and Private Sector

ANNEX 3: GAZA CROSSINGS OVERVIEW

There are six crossings along the Gaza strip boundaries to facilitate imports and exports. Four of the crossings are controlled by the Israeli government. The Rafah crossing is under the joint control of the Palestinian Authority and the European Union. The recently constructed Karem Abu Salem/Kerem Shalom crossing is temporarily being employed for movements between Israel and Gaza, but is intended for trade between, on the one hand, Egypt and, on the other hand, Gaza and Israel.

AlMontar/Karni

Al Montar/Karni crossing is considered to be the primary portal for Gaza's imports and exports. Unfortunately, in recent years its operations have been marred by inefficiency and security threats. As a result, its performance through early 2007 was only a small fraction of that projected by the Access and Movement Agreement (AMA). AMA projected that the crossing should have been able to handle 400 exports per day by the end of 2006, but never averaged more than 70 per day.

Sufa

Sufa, located in the south of the Gaza Strip (east of Rafah City), was used for the imports of construction materials and as a standby for other imports in case of the closure of the Al Montar/Karni crossing. The future of this crossing is uncertain given recent indications from Israel that they intend to abandon the facility.

Karem Abu Salem/Kerem Shalom

The Karem Abu Salem/Kerem Shalom crossing is located in the southeast of the Gaza Strip, 3.6 Km from the Rafah Crossing. Karem Abu Salem/Kerem Shalom is a temporarily being used for movements between Israel and Gaza. The facility is intended for trade between, on the one hand, Egypt, and, on the other hand, Gaza and Israel.

Nahal Oz

Nahal Oz is located east of Gaza City and is used exclusively to facilitate imports of Liquid Fuels and Gas from Israel. The facility consists of storage tanks for petrol and gas on the Palestinian side linked to pipelines from Israel.

Beit Hanoun/Erez

The Beit Hanoun/Erez crossing is located in the north of the Gaza Strip. It is employed, primarily, for processing movements between Gaza and the West Bank. In addition to cargos, the crossing processes civilians, diplomats, businessmen, international organization staff, laborers, and others in and out of Gaza Strip. The crossing is also used for the imports of cars.

Rafah

The Rafah Crossing is located south of Rafah City). It is the only operating border crossing between the Gaza Strip and Egypt. It processes both travelers and cargos. The cargos consist, primarily, of aggregates and food items. Jurisdiction over the border crossing was transferred to the Palestinian Authority in November 2005, after Israel's disengagement from the Gaza Strip.

ANNEX 4: GAZA CROSSINGS TIMELINE

Dec. 2005- May. 2007

Before The Closure

The Al *Montar / Karni* crossing was the main crossing of the Gaza Strip for both imports and exports. An average of 450 truckloads a day used to be imported, and an average of 70 truckloads a day were exported. *Sufa* was used exclusively for the imports of construction materials, with an average of about 160 truckloads, *and the Karem Abu Salem / Kerem Shalom* crossing was used for the crossing of humanitarian aid that comes from or through Egypt with an average of 20 truckloads. The *Beit Hanoun/Erez* crossing was used occasionally for imports of medical supplies.

June 14, 2007- June 18, 2008

Closure Period

Beginning June 14, 2007: the *Al Montar/Karni* crossing was officially closed for both imports and exports. The crossing reopened on June 28, 2007 for limited imports of goods such as wheat and animal feed. Since then, *Sufa and Karem Abu Salem /Kerem Shalom* crossings have also been used, primarily for imports of humanitarian goods, including basic food commodities (e.g. wheat flour, rice, pulses, cooking oil), animal feed and medical equipment. The *Beit Hanoun/ Erez* crossing was used on rare occasions for imports of medical supplies.

Truce or Hudna Period

June 19, 2007- Dec.19, 2008

During the truce or "hudna" period, that started on June 19, 2008 and ended on December 19, 2008, commercial goods were allowed to enter Gaza Strip including aggregates, cement, construction metal, wood, car tires, clothes, shoes, and fruit juice. The quantities of imported goods were very limited. For example during this six month period, only three truckloads of construction metal were imported. As a result, supplies in Gaza continued to dwindle and industrial production to slow. Many firms ceased operations entirely. Many of the others operated sporadically, dependent upon unreliable deliveries of inputs via the tunnels between Gaza and Egypt. Even basic humanitarian goods were in short supply, despite some legal imports and other movements via the tunnels.

Dec. 27, 2008 - Jan. 18, 2009

War Period

The restrictions on trade activities did not change during the 23-day war in Gaza. An average of 90 truckloads a day were imported, about 70% of the imports were humanitarian goods, and 30% were commercial cargos deemed essential to avoid a humanitarian crisis. The Rafah crossing was also used during the war for the import of humanitarian supplies.

Jan. 19 , 2009 - Mar. 31 , 2010

Post War Period

No improvements were witnessed on the crossings performance, where statistics illustrate that only 37,262 truckloads of commercial goods (mostly food) and humanitarian aid entered into Gaza, as well as the minimal exports of 112 truckloads of cash crops.

ANNEX 9: REFERENCES AND SOURCES

- United Nations Office for the Coordination of Humanitarian Affairs (OCHA)
- United Nation Special Coordinator Office (UNSCO)
- The Borders and Passages General Department
- Agricultural Marketing Cooperatives/Associations
- Wood Industries Union (WIU)
- The Sewing Factory Owners Union (SFOU)
- Informal sources
- The Palestinian General Petroleum Company (PGPC)
- Petroleum & Gas Station Owners Association-Gaza
- Joint Humanitarian Coordination
- Private Sector Coordination Council-Gaza Governorates.
- Palestinian Federation of Industries (PFI)
- The Agricultural Development Association (PARC)
- Palestinian Plastic Industries Union (PPIU)