PALTRADE
مركز التجارة الفلسطيني - بال تريد
PALESTINE TRADE CENTER

West Bank

Crossings Bi- Monthly Monitoring Report

June-July 2010

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REPORT CONTENT

GLOSSARY:

Methodology: This report is based on data collected at the four main crossings between the West Bank and Israel. The methodology for this is described in Annex 2.

*Trade volume data for Tarqumia , Al Taybeh and Al Jalameh are provided by the Israeli Crossing Points Administration (CPA)

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

Export Procedures at Crossings: For information about export procedures at the West Bank crossings, see Annex 4.

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.
Import and Export movements	Includes humanitarian and commercial movements of cargos as well as movements of empty bins. The unit of measure for all movements is a truckload.
Scheduled days for operations	Total days in a month less Scheduled Closure days
Trucks rejected during processing	Trucks registered at the crossing, but rejected during the inspection process and forced to leave the facility without having the cargo transferred through to the other side of the crossing.
Processing time	The processing time is the actual physical movement of cargos in the crossing including inspections and transfers from one vehicle to another.
Registered, but unprocessed trucks	Trucks registered at the crossing, but not called upon to begin processing before the end of the workday.
Waiting time	The waiting time is the time from the moment the Palestinian truck arrives at the crossing until he is called to begin processing. It is divided to two parts: the time between arrival at the crossing and registration, and the time between registration

SECTION 1: CROSSINGS' PERFORMANCE SUMMARY

A CROSSINGS' OPERATION

The Scheduled Days for Operation during June and July 2010 were 52 days. During June, All West Bank crossings operated for 26 days. During July 2010, Al Jalameh, Tarqumia and Betunia crossings operated for 26 days, while Al Taybeh / Sha'ar Ephraim operated for 25 days.

B IMPORT AND EXPORT VOLUME SUMMARY

Table1 summarizes the total monthly imports and exports, empty containers, bins movement, and the average daily imports and exports during June 2010.

Table 1: Imports and Exports - Total Monthly and Daily Average, June 2010.

		Taybeh	Tarqumia	Al Jalameh	Betunia
Exports	Total monthly (Excluding Empty Trucks)	1,927	2,534	1,726	897
	Empty containers and bins	1,720	2,006	1,093	0
	Average per day (Excluding Empty Trucks)	74	97	66	34
	Registered but unprocessed trucks	1	0	2	0
	Rejected during processing trucks	14*	3	1	0
Imports	Total monthly (Excluding Empty Trucks)	5,105	4,309	2,435	1344
	Empty containers and bins	94	335	62	1
	Average per day (Excluding Empty Trucks)	196	165	93	51
Operation	Actual Opening Days (Import and Export)	26	26	26	26

Table 2 summarizes the total monthly imports and exports, empty containers, bins movement, and the average daily imports and exports during July 2010.

Table 2: Imports and Exports - Total Monthly and Daily Average, July 2010.

		Taybeh	Tarqumia	Al Jalameh	Betunia
Exports	Total monthly (Excluding Empty Trucks)	2,762	3,351	1,557	733
	Empty containers and bins	2,013	2,328	1,225	0
	Average per day (Excluding Empty Trucks)	110	129	60	28
	Registered but unprocessed trucks	19*	0	1	0
	Rejected during processing trucks	5	5	2	0
Imports	Total monthly (Excluding Empty Trucks)	6,477	5,148	2,868	1,072
	Empty containers and bins	52	352	145	0
	Average per day (Excluding Empty Trucks)	249	198	110	41
Operation Days	Actual Opening Days (Import and Export)	25	26	26	26

* Registered (but not processed) and rejected during processing at al Taybeh was due to solely technical problems such as breakdown of the scanner, breakdown of the huge forklift, suspicious trucks, and sometimes the rejection was due to delay of the drivers at the Israeli side.

SECTION 2 : CROSSINGS EFFICIENCY AND TIME ANALYSIS

A CROSSINGS' EFFICIENCY

A Sample of Shipments were selected randomly to study the total time (waiting and processing) needed for a cargo to pass through Betunia, Taybeh and Al Jalameh Crossings. *(For more details, see methodology in Annex 2)*

As it can be seen in figure 1 below, the Average Total Time for imports and exports at Tarqumia Crossing, during June and July 2010, is much higher than the Average Total Time for imports at all crossings. The average total time for imports at al Jalameh Crossing is much higher than the average total time for all crossings.

Figure1:Average Total Time for Imports and Exports at West Bank crossings during June and July 2010.

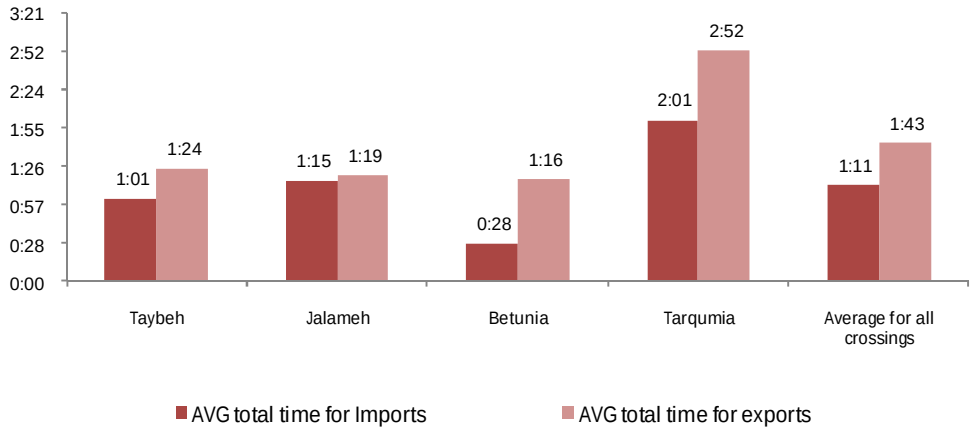
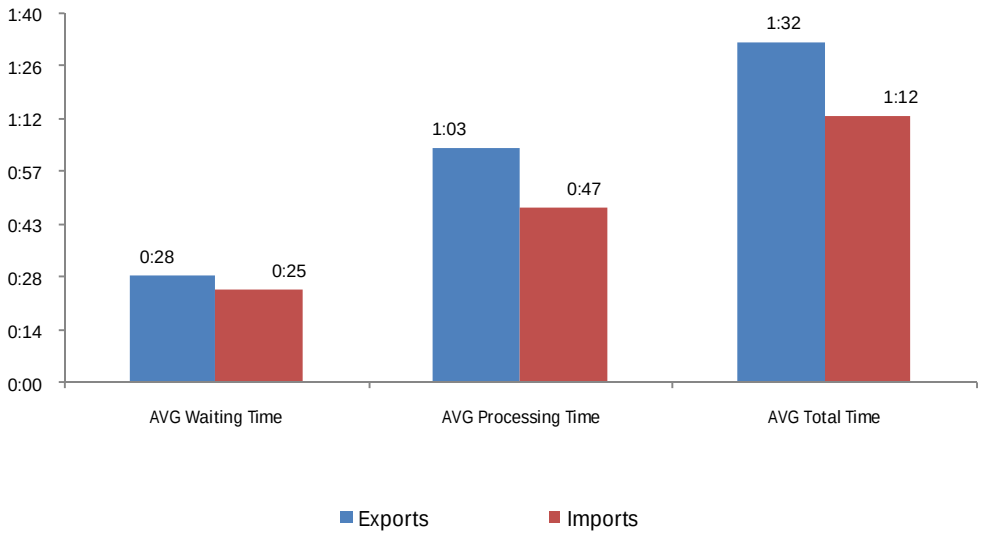


Figure 2: Average Waiting ,Processing and Total time of Imports and Exports at West Bank crossings during June and July 2010.

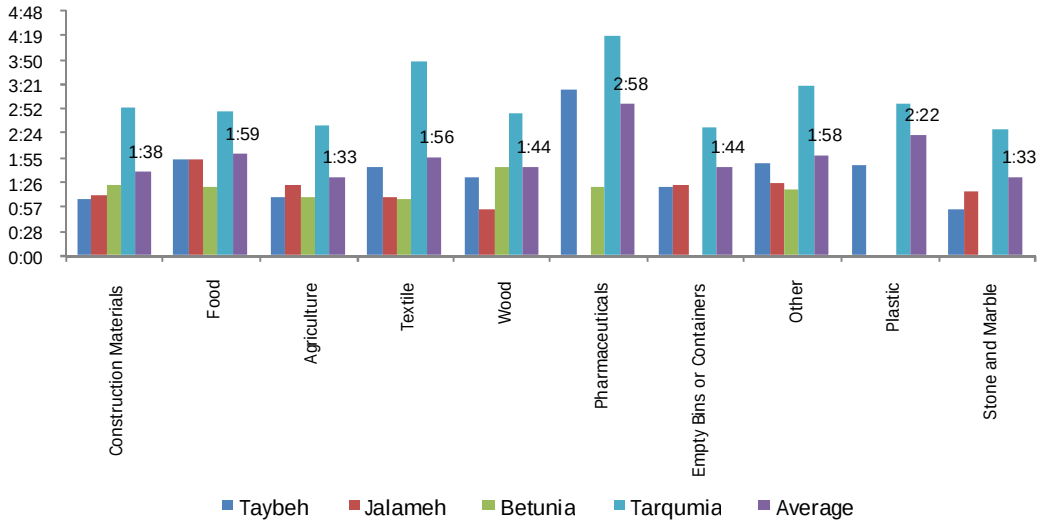


SECTION 2: CROSSINGS' PERFORMANCE AND EFFICIENCY CONT'

B TIME ANALYSIS FOR EXPORTED GOODS

The study of the sample indicates that the average total time of most types of goods is much higher than the average at Tarqumia Crossings. The average total time of Pharmaceuticals at Al Taybeh Crossing is much higher than the average.

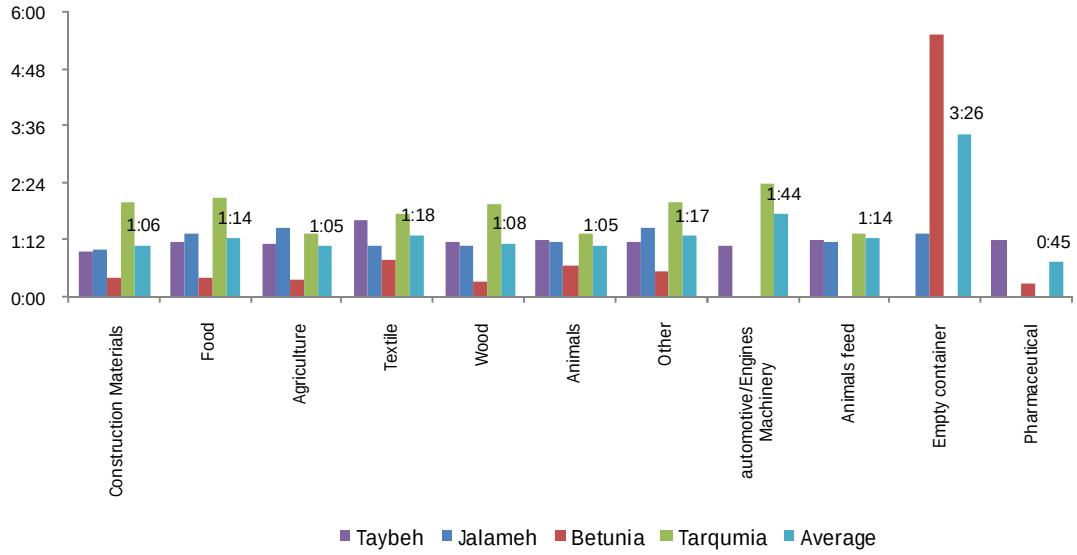
Figure 3: Average total time of Exports by crossings and cargo type during June and July 2010.



C TIME ANALYSIS FOR IMPORTED GOODS

Figure 4 illustrates the average total times by cargo type. The study of the sample indicates that the average total time for all imported types at Al Jalameh and Tarqumia is higher than the average total time for all imported types at all West Bank crossings. The average total time of textile, wood and animals is much higher than the average at Al Taybeh / Sha'ar Ephraim.

Figure 4: Average total time of Imports by crossings and cargo type during June and July 2010



*Source: Palestinian Institutions and Associations.

SECTION 3: CROSSINGS' PERFORMANCE

A Tarqumia Crossing

During July, imports at Tarqumia Crossing witnessed increase by about 10% in comparison with June 2010, and exports increased by about 16%. Further, Tarqumia Crossing operated for a total of 52 days during June and July 2010.

Table 3: Tarqumia Crossing Performance during June and July 2010.

		Jun-10	Jul-10
Imports	Total Imports(Incl. Empty trucks)	4644	5500
	Empty Imported trucks	335	352
Exports	Total Exports (Incl. Empty trucks)	2534	3351
	Empty Exported trucks	2006	2328
Operation days		26	26
Total Temporary Shutdown		1 Hrs.	1Hrs.

Figure 5: Imports and Exports during June and July 2010 at Tarqumia crossing.

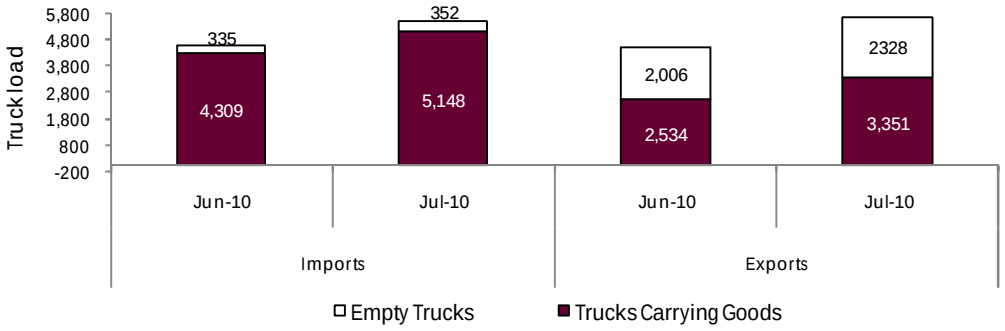
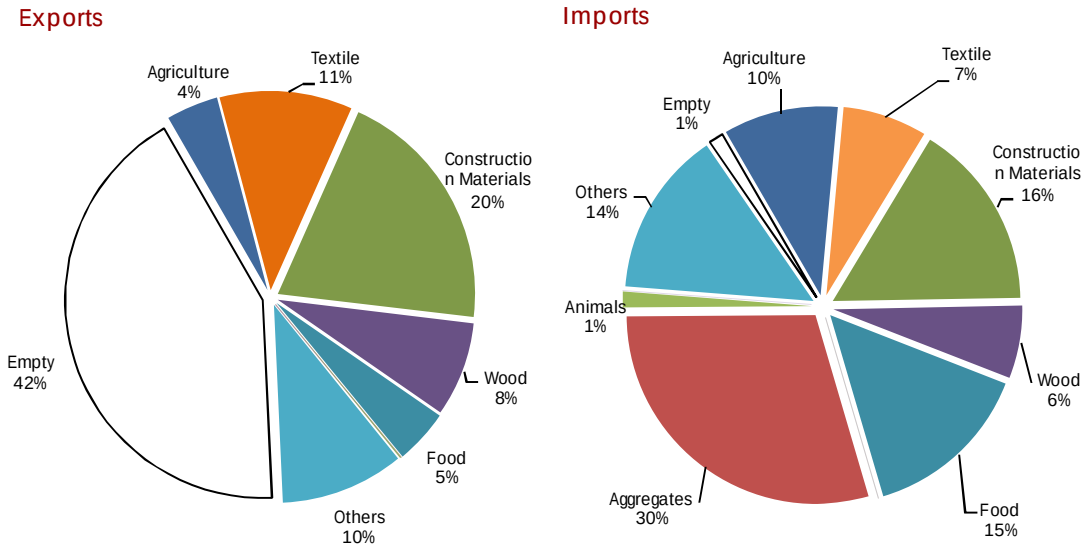


Figure 6 illustrates the distribution of trade activity at Tarqumia Crossing by type. The movement of empty containers and bins represent 42 % and 1% of total exports and imports, respectively, during June and July 2010.

Figure 6: Imports and Exports at Tarqumia Crossing during June and July 2010.



SECTION 3: CROSSINGS' PERFORMANCE CONT'

B Al Taybeh / Sha'ar Ephraim Crossing

During July, imports at Al Taybeh / Sha'ar Ephraim Crossing increased by about 20% in comparison with June 2010, and export increased by about 24%. Further, Al Taybeh/Sha'ar Ephraim Crossing operated for 51 days during June and July 2010.

Table 4: Al Taybeh / Sha'ar Ephraim Crossing Performance during June and July 2010.

		Jun-10	Jul-10
Imports	Total Imports(Incl. Empty trucks)	5199	6529
	Empty Imported trucks	94	52
Exports	Total Exports (Incl. Empty trucks)	3647	4775
	Empty Exported trucks	1720	2013
Operation days		26	25
Total Temporary Shutdown		0 Hrs.	2 Hrs.

Figure 7: Imports and Exports during June and July 2010 at Al Taybeh / Sha'ar Ephraim Crossing.

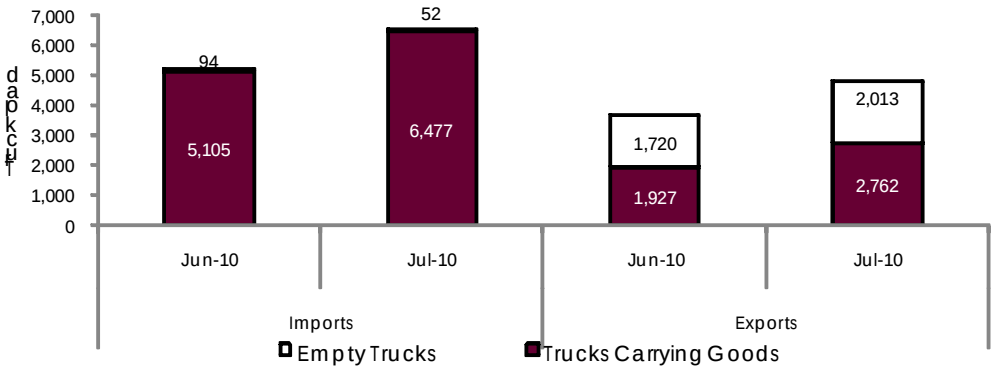
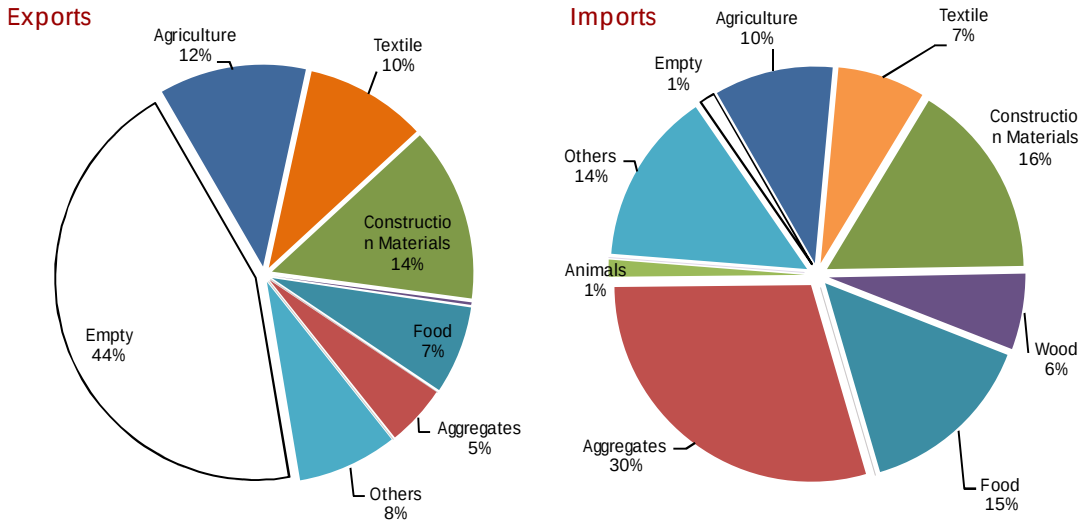


Figure 8 illustrates the distribution of trade activity at Al Taybeh/Sha'ar Ephraim Crossing by cargo type. The movement of empty containers and bins represent 44% and 1 % of total exports and imports, respectively, during June and July 2010.

Figure 8: Imports and Exports at Al Taybeh Sha'ar Ephraim crossing during June and July 2010.



SECTION 3: CROSSINGS' PERFORMANCE CONT'

C Al Jalameh Crossing

During July, import movement at Al Jalameh Crossing increased by about 17% in comparison with June 2010, while export slightly decreased by about 2% in comparison with June 2010. Further, Al Jalameh Crossing operated for 52 days during June and July 2010.

Table 5: Al Jalameh Crossing Performance during June and July 2010.

		Jun-10	Jul-10
Imports	Total Imports(Incl. Empty trucks)	2497	3013
	Empty Imported trucks	62	145
Exports	Total Exports (Incl. Empty trucks)	2819	2782
	Empty Exported trucks	1093	1225
Operation days		26	26
Total Temporary Shutdown		1 Hrs.	0 Hrs.

Figure 9: Imports and Exports during June and July 2010 at Al Jalameh Crossing.

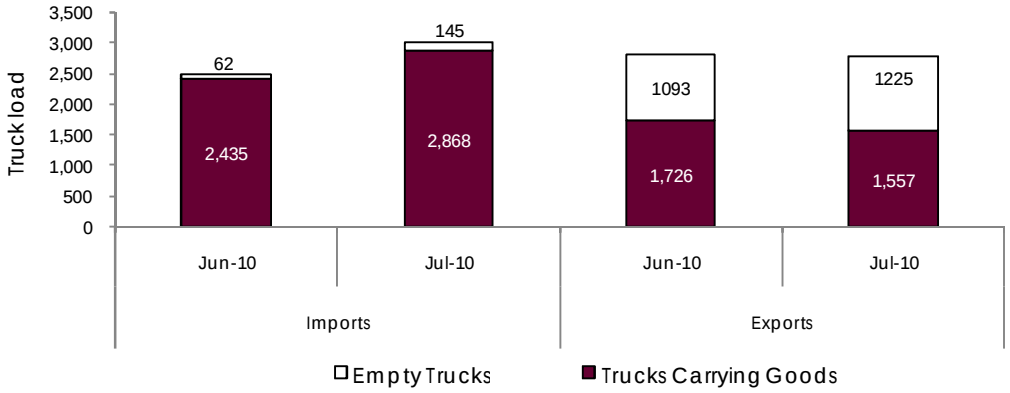
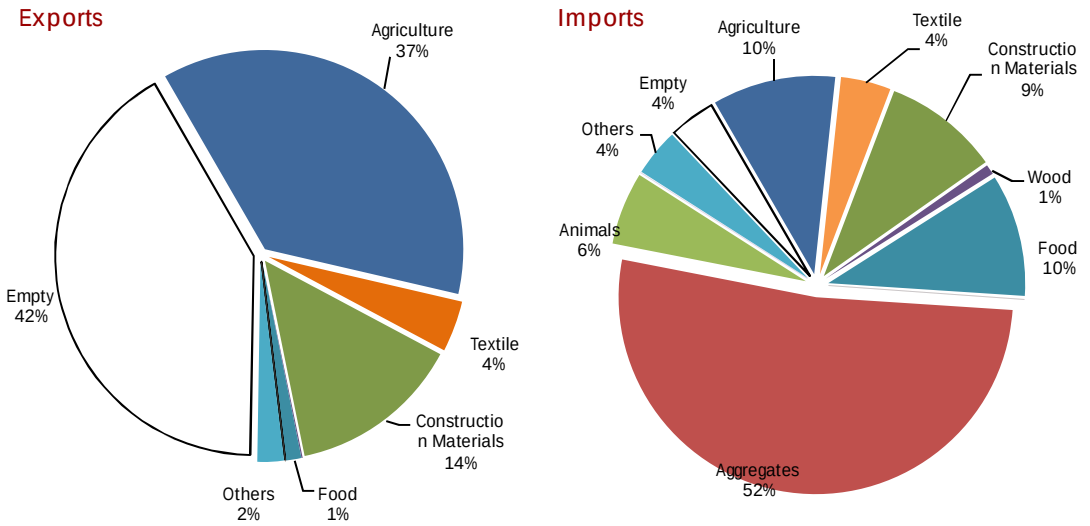


Figure 10 below illustrates the distribution of trade activity by cargo type. The movement of empty containers and bins represent 42% and 4% of export and import activity, respectively.

Figure 10: imports and exports at Al Jalameh Crossing during June and July 2010.



SECTION 3: CROSSINGS' PERFORMANCE CONT'

D Betunia Crossing

Table 6 illustrates the total imports and exports during June and July 2010. It also shows the average daily imports and exports in accordance with the actual operation days (Note the scheduled days of operation).

Table 6: Betunia Crossing Performance during June and July 2010.

	June-10	July-10
Total Imports	1331	1190
AVG Daily Imports	51	46
Total Exports	910	754
AVG Daily Exports	35	29
Operation Days	26	26
Total Temporary Shut Down Hours	0 Hrs.	0 Hrs.
% of trucks that are destined to Gaza	10%	11%

During July 2010, imports and exports at Betunia Crossing witnessed decrease by about 11% and 17% respectively, in comparison with June 2010. Further, Betunia Crossing operated for 52 days during June and July 2010.

Figure 11: Imports and Exports at Betunia Crossing during June and July 2010.

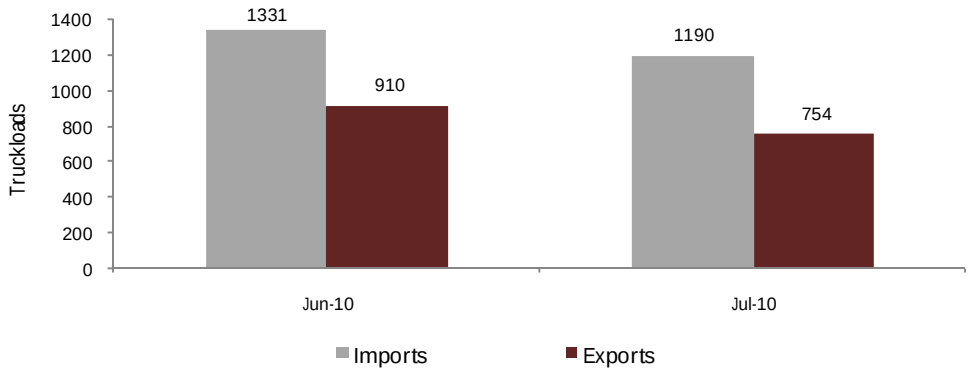
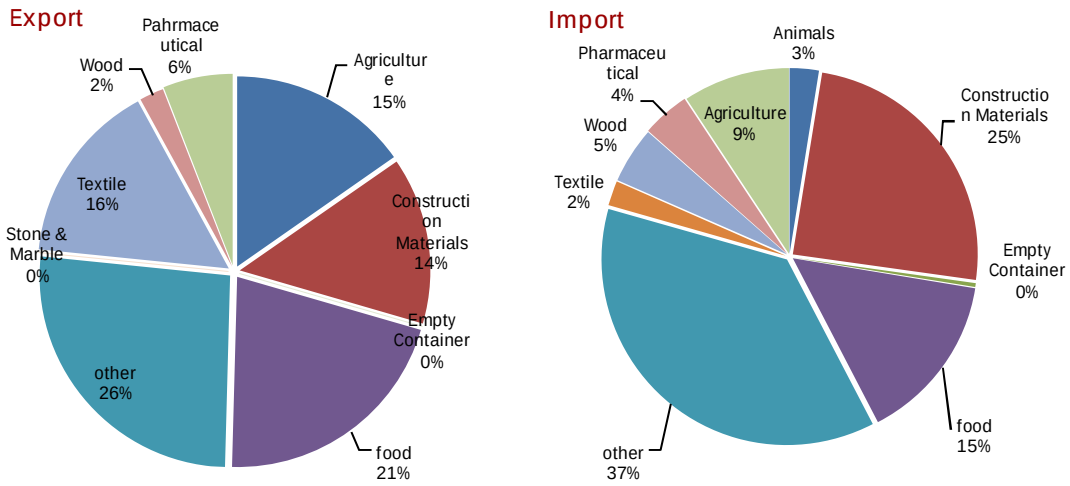


Figure 12: Imports and Exports at Betunia Crossing during June and July 2010.



Other imported goods through Betunia include: aluminum, steel, stationary, glass, nylon, plastic, electrical & electronic equipment, hygiene, ropes, olive oil, live animals, car oil, and toys.

SECTION 4: TRUCKLOADS DESTINED TO GAZA

A Total Truckloads Destined to Gaza Strip through West Bank Crossings.

Table 7 illustrates the total number of truckloads destined to Gaza Strip during June and July 2010. The highest number of truckloads passed through Tarqumia Crossing.

Table 7: total truckloads destined to Gaza Strip through West Bank crossings during June-July 2010.

	Al Taybeh / Sha'ar Ephraim	Betunia	Tarqumia
Medical Supply	0	11	2
Food Items	38	40	97
Personal Care	12	0	0
Others	15	11	42
Total	65	62	141

B Types of Goods Destined to Gaza Strip through West Bank Crossings

The Figures below illustrate the distribution of types of goods destined to Gaza Strip through Al Taybeh / Sha'ar Ephraim, Betunia and Tarqumia Crossings.

Figure 13: distribution of outgoing goods through Al Taybeh / Sha'ar Ephraim Crossing Destined to Gaza.

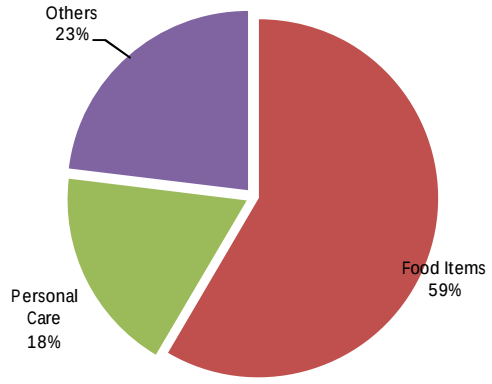


Figure 14: distribution of outgoing goods through Betunia Crossing Destined to Gaza.

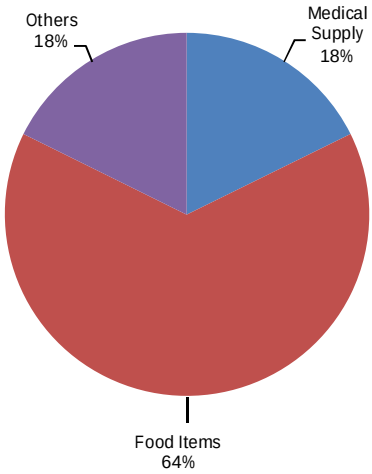
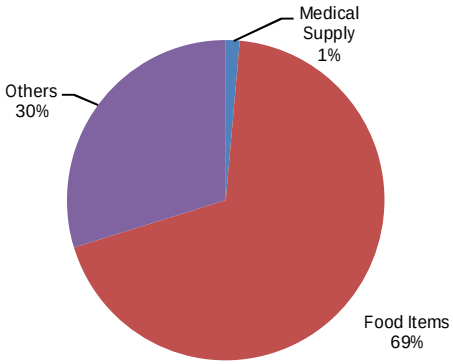


Figure 15: distribution of outgoing goods through Tarqumia Crossing Destined to Gaza.



Other goods through above crossings include: aluminum, , glass, Shoes ,clothes and blankets.

SECTION 4: Highlighted issues

IMPACT OF BANNED ENTRY OF INDUSTRIAL INPUTS INTO WEST BANK

A INTRODUCTION

Israel through Beit El (COGAT*) has banned entry of several industrial inputs into West Bank claiming that these products have a dual usage. This prohibition has only been imposed after the break of the second Intifida in 2001. In contrast, the current prohibition includes materials that were granted entry before the second Intifida. Israel claims that "Dual Use" items might be used in the development and production of military capabilities. The latter includes chemicals, fertilizers, raw materials for industry, steel pipes, lathe and milling machines, optical equipment and navigation aides, and others. Therefore, the inability of the Palestinian enterprises to obtain these industrial inputs has severe impact either on the industrial sectors development or on the enterprise productivity. Annex 5 includes both the items subject to import prohibition according to Paris Protocol and the dual use items.

The following case studies illustrate the impact of banning dual usage products from entering the Palestinian Territory:

B CAPTURED CASES

CASE 1— NATIONAL ALUMINUM & PROFILE CO.

National Aluminum and Profile Company "NAPCO", located in Nablus, is a leading industrial Aluminum profiles. The company exports to Israel around 10 truckloads on a monthly basis. Due to the imposed restrictions on the entrance of industrial inputs essential for Aluminum anodizing (oxidizations) and nitration, the company is forced to make the needed processing steps in Israel. As a result, NAPCO's extra costs per shipment of 400 kg is estimated at NIS 25,800, for Aluminum anodizing and NIS 6,464for nitration respectively. These extra costs represent transportation and processing costs in Israel.

CASE 2 — PAL KARM COMPANY FOR COSMETICS LTD.

Pal Karm Company for Cosmetics, located in Nablus, is a leading industrial cosmetics company. The company sells products in the local market and also exports to Israel. Around 50% - 60% of the company's sales are going to the Israeli market. The company has a wide experience in manufacturing cosmetics and skincare products: i.e. moisturizer, lipstick. Glycerin is an essential raw material for the company which is used in cosmetics to hold moisture against the skin and prevent dryness. Israel banned the entry of Glycerin into the Palestinian Territory since mid 2007. Ever since, the company was not able to sell skincare products in the Israeli market because the Israeli Health Authorities require Glycerin to be part of such products. The company estimates their losses at 30% of their sales in the Israeli market for this specific product.

* Coordination of Government Activities in the Territory.

Highlighted issues cont'

CASE 4 — AL JUNEIDI COMPANY DAIRY & FOOD STUFF LTD

Al-Juneidi Dairy and Food Stuff Company was found in 1982 in Hebron. Al-Juneidi is a leading industrial producer of dairy products and food stuff, which contains numerous products of food, dairy, salads, and snacks. Al-Juneidi uses packing material known as (Tetra-Pack) for packing their products. further, it is internationally recommended to use Hydrogen peroxide– H_2O_2 with concentration of 35%. Since 2007, Israel allows only the entry of Hydrogen peroxide of H_2O_2 with 17% concentration into the Palestinian Territory . This limitation lead to severe impact on the productivity of the factory, due to the fact that the packing machine will stop automatically when the sterilizing materials concentration reach low levels (12%). Therefore, the company has to install more sterilizing materials in order to resume production. Further, it is necessary to re-sterilize the whole production line again. Consequently, this process requires several hours, causing disruption in production. The estimated time for re-sterilizing and re-operation is 4 days per month, where the operating cost per day is estimated at NIS 5,000 which is around NIS 20,000 per month.

ANNEX 1: 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 2: METHODOLOGY

The following methodology is employed for the Commercial Crossing Monitoring Program:

Data collection is mostly based on direct on-site observation and first hand data collection at the four main crossings between the West Bank and Israel: Taybeh/Sha'ar Ephraim, Betunia, Jalameh, and Tarqumia. The data are collected in cooperation with three institutions including Truckers Union, Jenin, Truckers Union, Tulkarem and Importers Union, Ramallah. Each institution hires two monitors at each crossing on daily basis from the time the facility opens until closing.

To facilitate this work, forms and data entry programs have been developed by PALTRADE in cooperation with USAID (Trade Facilitation Project) and the World Bank.

- For Sections 1 ,2and 3, Truckloads volume and type for Tarqumia , Al Taybeh / Sha'ar Ephraim and Al Jalameh crossings were provided by Israeli Crossing Points Administration (CPA) through Trade Facilitation Project (USAID funded project).
- For Sections 3, 4, 5 special forms were developed in cooperation with World Bank, and TFP team:
  - Form 1 is a summary of each terminal activity during the day including terminal operating status, actual opening time, time of last registration, time of last truck entry, and number of returned trucks; which is completed on a daily basis.
  - Form 2 captures number of export and import truckloads, type of trucks, and type of goods on hourly basis; which is filled 3 times a week.
  - Form 3 captures waiting time, processing time, manually inspected goods, and the occurrence of any damage inside the terminal. This form is used to quantify damage cost and produce case studies; also filled 3 times per week

ANNEX 3: WEST BANK COMMERCIAL CROSSINGS OVERVIEW

Within the scope of the "Cargo Movement and Access Monitoring and Reporting" Project four key crossings in the West Bank will be studied which are: Taybeh/ Sha'ar Ephraim, Tarqumia, Betunia, and Al Jalameh.

Taybeh/ Sha'ar Ephraim Crossing:

Sha'ar Ephraim (also known as Irtah or Taybeh) is located south of Tulkarm, officially opened by the Israelis at the end of 2005. The crossing serves the cities of Nablus, Tulkarm, Qalqelia and part of Jenin. It is used for both imports and exports between West Bank and Israel. Officially opens from Sunday to Friday, and closes on Saturdays and Jewish holidays. Currently, there is no official Palestinian presence at the crossing. The crossing is divided into two main sections: one for movement of goods and the other for the movement of persons, particularly laborers. The crossing is equipped with a scanner machine with capacity of around 5 trucks at once and a containers' crane, in addition to 4 small forklifts and one big forklift. Barta'a is used as an alternative crossing for people who own businesses or are citizens there.

Tarqumia Crossing:

Tarqumia is located northwest of Hebron district in the south of the West Bank. The crossing is located about 150 meters west of the present Tarqumia checkpoint and officially opened by the Israelis at the end of November 2007. The crossing serves the cities of Hebron and the southern cities of the West Bank. It is used for both imports and exports between West Bank and Israel. Officially opens from Sunday through Thursday from 06:30 - 16:00 for outgoing truckloads and from 06:30 - 19:00 for incoming truckloads and outgoing empty trucks. On Fridays, the crossing opens from 07:00 - 08:30 for incoming truckloads of animal feeds only, and closes on Saturdays and Jewish holidays. Currently, there is no official Palestinian presence at the crossing, noting that it is over a kilometer east of the 1967 border. Goods are transferred in an open area that is divided into 4 exporting lanes, and it is equipped with two scanning machines, 7 small forklifts and 1 large forklift, and a large crane. Gilo Tunnel, Husan-Betar Illit-Wadi Fukin and Tsur Hadassah are currently used as alternative trade routes.

Betunia Crossing:

Betunia is located southwest of Ramallah; it was defined as a trade crossing by the Israeli Authorities in 2002, used for both imports and exports between West Bank and Israel. The crossing serves the cities of Ramallah, Northern Cities and Suburbs of Jerusalem located within the vicinity of the West Bank. The crossing officially opens from Sunday to Friday, and closes on Saturdays and Jewish holidays. Currently, there is no official Palestinian presence at the crossing. It is located within the West Bank and not at the 1967 border. The crossing is equipped with only 2 forklifts, and it has an inspection area which is divided into four main sections according to the types of products including manufactured products and agricultural crops, cement, sand and aggregates, and chemical products. The inspection process is done manually since there are no scanners at the crossing. The crossing is controlled by the Jerusalem District Police but, the loading an unloading process is done by a private company. It is important to note that Betunia Crossing is the only crossing that imposes charges for the back-to-back process. These charges depend on the type of truck; Van is charged NIS 20, Truck is charged NIS 30, Semi-trailer is charged NIS 45, and full-Trailer is charged NIS 90. It shall be also noted that rejected trucks pay these charges only if loading and unloading took place. Some routes such as Atarah, Rantees, and Nialeen and Jaba'a, are used as alternative trade.

Al Jalameh Crossing:

Al Jalameh is located north of Jenin, the crossing serves the Jenin and Nablus cities. It is used for both imports and exports between West Bank and Israel (mainly agricultural produce). The crossing officially opens from Sunday to Friday, and closes on Saturdays and Jewish holidays. Currently, there is no official Palestinian presence at the crossing. The crossing is equipped with 4 small forklifts, and a mobile scanning machine with a capacity of around 5 truckloads at a time.

ANNEX 4: EXPORT PROCEDURES and OBSTACLE S at the CROSSINGS

EXPORT PROCEDURES at the CROSSINGS

- Upon arrival at a crossing, the truck driver is required to register his name at the entrance, and is requested to wait until the Israeli driver is available on the other side of the crossing. The exception to this is Betunia, where there is currently no registration for Palestinian truckers. Notification of the presence of the Palestinian driver depends entirely upon information given to Crossing Authorities by the Israeli truck driver.
- The driver is subject to physical security check which normally lasts for at least 15 minutes. In some cases, this may include a strip search. Following this, the driver is requested to open all the doors of the truck and the truck cover (if any) and to switch off the truck's engine.
- The truck then moves through the truck scanning machine. Three to five trucks (depending on the truck size) are allowed to enter and exit the scanner at the same time. Betunia is run by the IF and does not have scanners. All cargo is subject to manual inspection by soldiers and, in some cases , dogs are used.
- In addition to the scanning process, the cargo may have to undergo a second phase of manual inspection. Depending on the Crossing and type of cargo, anywhere between 15% and 60% of the loads are manually inspected. When shipments consist of different materials (for example: clothing hung on plastic hangers), manual inspections are usually mandatory.
- Following inspections, the shipment is transferred to the Israeli truck and allowed to enter Israel.

OBSTACLES FACED by TRADERS at WEST BANK COMMERCIAL CROSSINGS

- There is no official dissemination system/body for publishing any changes in procedures or crossing requirements. Likewise, there is no official body to which shippers can direct complaints.
- The access roads and waiting areas for some crossings are inadequate for use by heavy trucks. Some go through built up areas and/or are in poor condition.
- The exchange of money and invoices takes place at a side room through a tiny slot (about 2 cm height), which hampers the passing of small amounts of money, invoices, and documents. In addition, the lack of face-to-face contact makes it difficult to sort out discrepancies at the crossing itself.
- Restricting traders to use pallets that have a maximum height of 1.6 meters, obliges companies to use more trucks than necessary, resulting in increased time and expense.
- Back-to-back operations are performed in an open area. Refrigerated goods are obliged to be offloaded into open inspection stations, and inspections can take as long as five hours, which can result in substantial damage.
- Electrical appliances are not allowed to re-enter into Israel for maintenance through some crossings, even after presenting all warranty documents. This requires shippers additional costs to bring products to alternate crossings.
- Long processing and/or waiting times, and mishandling of goods could result in high transaction, transportation, and/or damage costs.
- Limited working hours and days may result in missing of shipment dates for goods that destined to international market.
- There is only one entrance and exit at Al Jalameh crossing. This creates congestion and delays as traffic must flow in two directions.

ANNEX 5: PROHIBITED GOODS

1- Prohibited Products

Items subject to import prohibition according to Paris Protocol:

- Imports from countries, which prohibit or limit imports from Israel. Goods listed in list A1, A2, and B represents, the only exception.
- Wine, spirits products and grape juice with incorrect or misleading geographical indications.
- Matches made from white or yellow phosphorus.
- Licentious or indecent films.
- Currency notes, bank notes or coins which are legal tender in any country or which have been at some time legal tender in any country, whether counterfeit or imitation.
- Tickets or publicity items for lottery or gambling.
- Blank sales invoice form that is a form or other paper which can be filled in and used as a sales invoice for goods from foreign countries.
- Used bags for packaging vegetable material.
- Knives, cutlasses, spears, and swords having a serrated point or sharp blade, except for knives which are of a kind for professional work or domestic use.
- Disruptive instruments of laser speed measuring meters.
- Firearms resembling a pen, starting pistols, items activated by gas, etc.
- Nerve gas container resembling a gun.
- Games of chance or part of them as defined in the penal Code.
- Goods of all types which carry a false commercial description as defined in the Consumer Protection Law.
- Postal packages containing live creatures such as vipers, explosives, inflammable materials and other dangerous packages.
- Used equipment for bee farming.
- Goods that can be used as tools for preparing or consuming dangerous drugs as defined in the Dangerous Drug Order.
- Goods that can be used to incite violence, terror, or personal risk.

1- Dual Used List

List of Equipments	
1	Optical Binoculars
2	Telescopes including aimers (and markers)
3	Laser distance measuring equipment
4	Laser pointers
5	Night vision equipment
6	Underwater cameras and sealed lenses
7	Compass and designated navigation equipment including GPS
8	أجهزة كشف عكسية

9	Diving equipment, including diving compressors and underwater compasses
10	Jet skis
11	External marine engines of more than 25Hp and designated parts for such engines
12	Parachutes, Surf-gilders and flying models
13	Balloons, Dirigible Airships, hanging gliders, flying models and other aircrafts that do not operate with engine power;
14	Devices and instruments for measuring Gamma and X rays;
15	Devices and instruments for physical and chemical analysis
16	Telemetric measuring equipment;
17	Lathe machines
18	Lathe machine spare parts
19	Machine tools that can be used for one or more of the following functions: erosion, screwing, purifying, rolling;
20	Casting ovens of more than 600 C° temperature
21	A certain kind of vehicle which is a kind of hybridization between tractor & motorcycle (Hebrew – "TRACTORON").
22	Firearms and ammunition for civilian use e.g. for hunting, diving, fishing and sports, daggers, swords and folding knifes of more than 10cm
23	An object or a system of object that can emit fire or detonators including fireworks.
24	Metal pipes with a radius between 50 to 150 mm
25	Metal balls with a radius of 6mm and bearings containing metal balls of 6mm radius;
26	Aluminum rods with a radius between 50 to 150 mm

List of Chemicals

27	Material Name	Chemical Symbol
28	Chlorate salts Potassium chlorate, Sodium chlorate	$NaClO_3$ $KClO_3$
29	Perchlorate salts: Potassium Perchlorate, Sodium Perchlorate	$NACIO_4$ $KClO_4$
30	Hydrogen Peroxide	H_2O_2
31	Nitric acid	HNO_3
32	Musk xylem	$C_{12}H_{15}N_3O_6$
33	Mercury	H_G
34	Hexamine	$C_6H_{12}N_3O_6$
35	Potassium permanganate	KM_NO4
36	Sulfuric acid	H2SO4
37	Potassium cyanide	KCN
38	Sodium cyanide	NACN
39	Sulfur	S
40	Phosphorus	P
41	Aluminum powder	Al
42	Magnesium powder	M_G
43	Naphthalene	$C_{10}H_8$

Nitrate salts from different metals

44	Sodium nitrate	Sodium nitrate
45	Calcium nitrate	Calcium nitrate