

## **Palestinian Short-Term Tasks at Karni**

1. **General Objective**---to establish an effective cargo handling terminal on the Gaza side of the Karni Crossing, by

- separating security and cargo handling;
- introducing a private terminal operator;
- eliminating corruption;
- introducing standard procedures and scheduling; and
- developing a proper layout and traffic flow system.

2. Specific efforts should include the following:

### **Security**

- 1) Security would be needed to guard the perimeter.
- 2) The area around the crossing would be made secure, by
  - a. manned, gated entrances for persons, vehicles and goods,
  - b. recording of vehicles and personnel entering and exiting.
- 3) Only security personnel, vehicle operators, certified cargo owners, and authorized cargo haulers would be permitted in the area. They would need to be
  - a. vetted by security,
  - b. equipped with biometric ID badges at all times.
 Unauthorized personnel would be subject to detention.
- 4) Security personnel would not involved in decisions regarding
  - a. queuing of vehicles, or
  - b. handling of cargo.
- 5) No personal vehicles would be permitted within the secure area.

### **Management**

- 6) A Head of Terminal needs to be appointed, and made responsible for safe and efficient operation.
- 7) Terminal management should be fully empowered to handle cargo, and coordinate customs, the security services and all other government agencies present.
- 8) A separate cargo handling company should be employed
  - a. on a performance based contract,
  - b. with bonded personnel, and
  - c. with fixed handling charges.
- 9) Two Oversight Committees are proposed:
  - a. A Management Committee, to include users of the terminal (possibly a joint cross-border committee), and

- b. A Joint Israel-Palestinian Security Committee.
- 10) Terminal charges should be published, with any unofficial “solicitations” subject to immediate dismissal.

## **Operations**

- 11) Separate approach lanes and gates should be provided for trucks, based on channeling.
- 12) Truck scheduling should be introduced at once, initially by phone, and should be overseen jointly by the Head of Terminal and the Head of Terminal Security.