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PALTRADE

PALESTINE TRADE CENTER

**West Bank Terminals
Movement Monitoring
Monthly Report**

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**"Cargo Movement and Access Monitoring
and Reporting" Project**

October 1st, 2007 – October 31st, 2008

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PROJECT OVERVIEW

As the National Trade Development Organization, PalTrade is the private sector institution with a direct mandate in 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 terminals. PalTrade is also a private sector representative in the Terminals' Steering Committee in 2006 which was formed by the president 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 AlMontar/ Karni since August 24th, 2005. As such, PalTrade is the only independent source of trade terminals information which is used by the Quartet, the World Bank, the US Security Coordinator, UN OCHA and others to report on terminal operations.

As of January 2008, PalTrade has maintained a physical presence at West Bank key trade terminals. The scope of operations includes the monitoring, collection and analysis of statistics for Sha'ar Ephraim / Taybeh, Tarqumia , Betunia, and Al Jalameh Terminals.

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. In the second year, financing was through a Post Conflict Fund grant which was closed in September 2007.

Financing for the **"Cargo Movement and Access Monitoring and Reporting" Project** from October 2007—October 2008, is provided by the Norwegian Consultant Trust Fund under the supervision of the World Bank (MNSEED Finance and Private Sector Unit).

WEST BANK COMMERCIAL TERMINALS OVERVIEW

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

Taybeh/ Sha'ar Ephraim Terminal:

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 terminal 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. There is no official Palestinian presence at the terminal. The terminal is divided into two main sections: one for movement of goods and the other for the movement of persons, particularly laborers. The terminal 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 terminal for people who own businesses there.

Tarqumia Terminal:

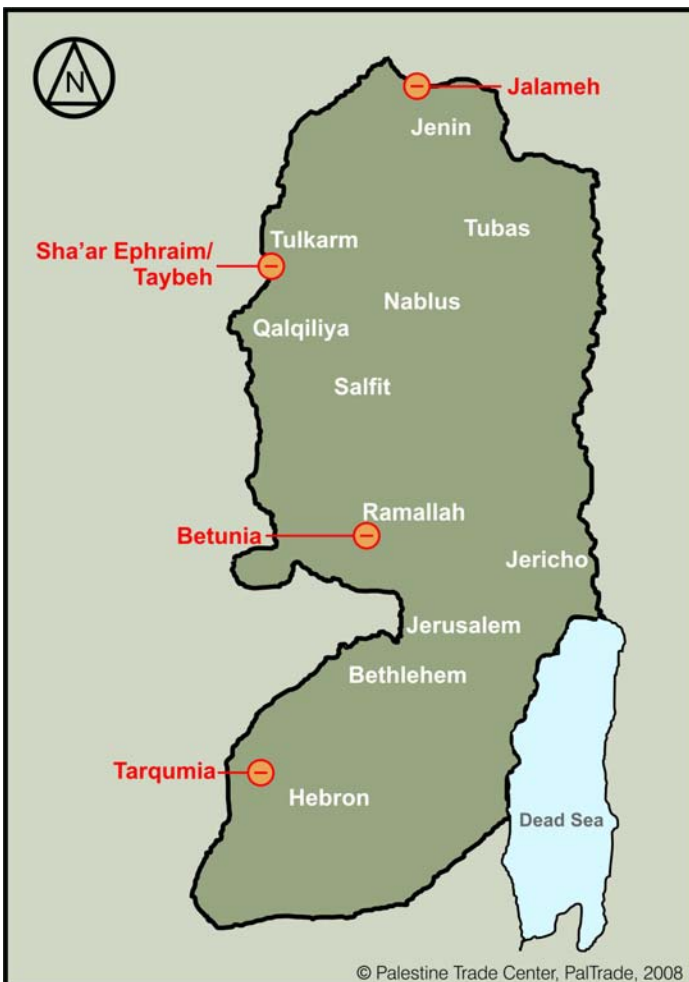
Tarqumia is located northwest of Hebron district in the south of the West Bank. The terminal is located about 150 meters west of the present Tarqumia checkpoint and officially opened by the Israelis at the end of October 2007. The terminal serves the cities of Hebron and the southern cities of the West Bank. It is used for both imports and exports between West Bank and Israel. Officially opens from Sunday to Friday, and closes on Saturdays and Jewish holidays. There is no official Palestinian presence at the terminal, 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 a scanning machine, 7 small forklifts, and a large crane. Gilo Tunnel, Husan- Betar Illit-Wadi Fukin and Tsur Hadassah are currently used as alternative trade routes.

Betunia Terminal :

Betunia is located southwest of Ramallah; it was defined as a trade terminal by the Israeli Authorities in 2002, used for both imports and exports between West Bank and Israel. The terminal serves the cities of Ramallah, Northern Cities and Suburbs of Jerusalem located within the vicinity of the West Bank. The terminal officially opens from Sunday to Friday, and closes on Saturdays and Jewish holidays. There is no official Palestinian presence at the terminal. It is located within the West Bank and not at the 1967 border. The terminal 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 terminal. Some routes such as Atarah, Rantees, and Nialeen, are used as alternative trade routes.

Al Jalameh Terminal :

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



METHODOLOGY OF DATA COLLECTION:

The following methodology has been developed and used in data collection:

- Four monitors were recruited and three of them are physically located -on a daily basis- at three identified trade terminals in the West Bank including Al Taybeh/ Sha'ar Ephraim, Betunia, and Tarqumia. The monitor at Al Jalameh has not been allowed to be present in an area close to the border;
- Data collection is based on direct on-site observation and first hand data collection at the identified West Bank trade terminals;
- Data collection tools had been developed to gather detailed information related to trade terminals' movement at each of the identified terminals, to include: daily movement, hourly movement and case study templates;
- Pre-queuing time, terminals' restrictions and damages are gathered through bi-weekly survey that target 5 exporting/importing companies at each of the terminals;
- Time studies on processing and waiting times at each terminal are carried out as follows:
 - Sample size is 35-40 truckloads per month at each terminal (i.e. 2-3 truckloads per day), selected on random basis at the discretion of the monitor, taking into consideration diversity of products and time of day,
 - Time observation is categorized into waiting time outside the terminal and processing time inside the terminal, the waiting time and the overall processing time are measured by the monitor using a stop watch, while the processing time intervals (scanning and manual inspection) are provided by the driver.
- Reporting system was developed to reflect the project progress on a monthly basis, to be disseminated to wide range of local and international stakeholders.

OUTLINE

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SECTION I: WEST BANK TERMINALS PERFORMANCE

A TAYBEH/ SHA'AR EPHRAIM TERMINAL

A. TAYBEH/ SHA'AR EPHRAIM TERMINAL:

A.1- Terminal Operation (Days & Hours)

* The Taybeh/Shā'ar Ephraim Terminal started to operate on Fridays starting from March 14, 2008.

The terminal operates 6 days a week, from Sunday to Friday* (On Friday, the terminal operates between 8 am and 1 pm). This month, the terminal fully operated (incoming & outgoing truckloads) for 25 working days. The terminal operated a maximum of 7 hours and 45 minutes on March 23 which is 86% of the available daily working hours, and as low as 3 working hours and 30 minutes on March 14. The average daily working hours during March was 6 hours and 30 minutes.

Taybeh/ Sha'ar Ephraim	March2008	Notes
Available opening days	26 days	
Actual opening days	25 days	
Available opening hours/ per day	9 hours	from 8:00 am to 5:00 pm
Average actual opening hours/ per operating days	6.5 hours	

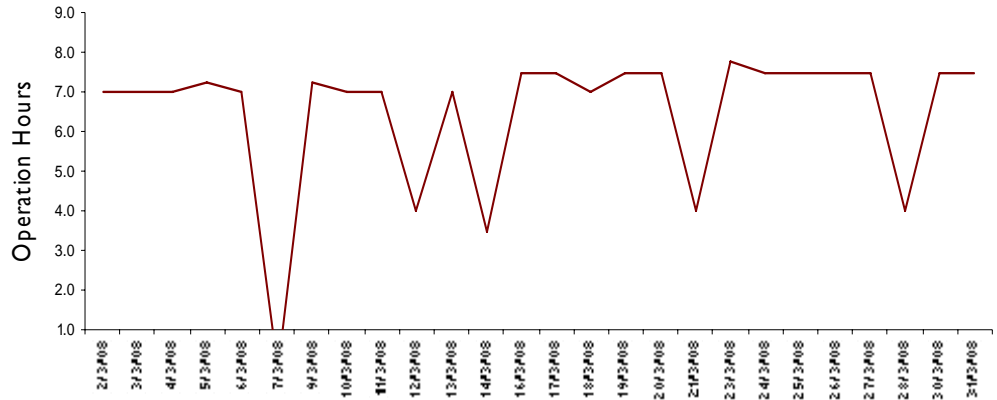


Figure (1): Terminal Operation hours at Taybeh/ Sha'ar Ephraim -March2008

A
TAYBEH/ SHA'AR
EPHRAIM TERMINAL

A.2- Trade Movement

Taybeh/ Sha'ar Ephraim	Outgoing truckloads	Incoming truckloads	Notes
Total truckloads	1180	1441	
Actual average truckloads per day	47	58	
Actual average truckloads per hour	7	9	
Maximum truckloads per day	62	73	
Minimum truckloads per day	15	20	
Returned outgoing truckloads	1	NA	Due to late arrival (2 pm)

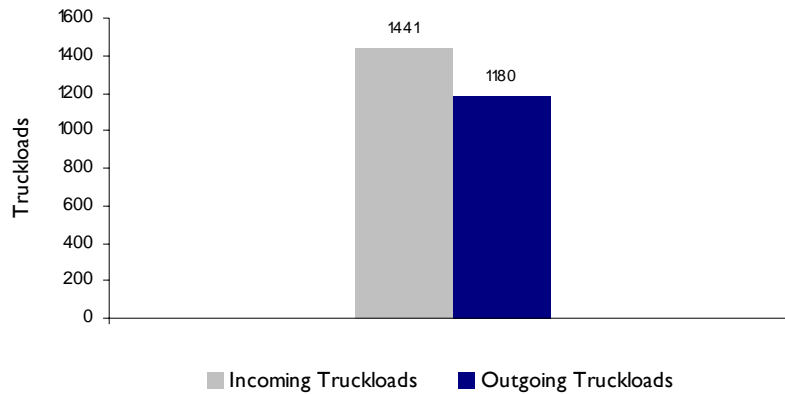


Figure (2): Total Incoming & Outgoing Truckloads at Sha'ar Ephraim /Taybeh terminal -March2008

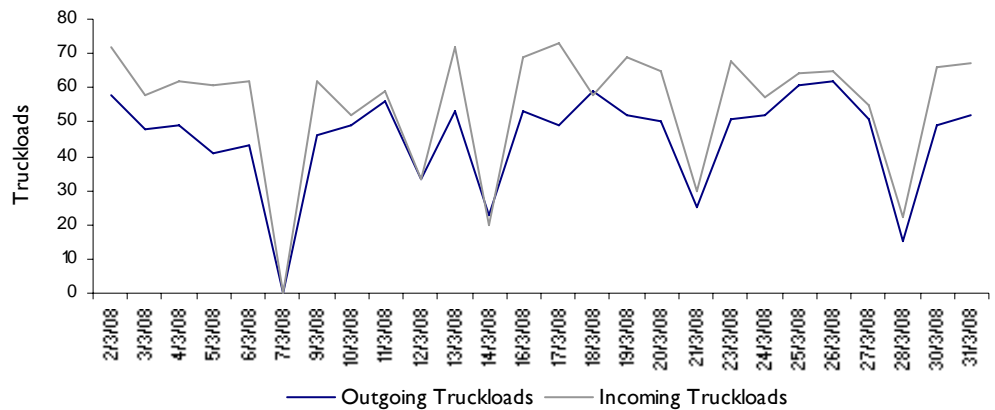


Figure (3): Daily Incoming & Outgoing Truckloads at Taybeh/ Sha'ar Ephraim -March2008

The highest daily **incoming truckloads** was observed on March 17 when 73 truckloads were entered, while the lowest daily incoming truckloads was observed on March 14 with only 20 truckloads. The daily average of incoming truckloads during the study period is estimated at 58 truckloads per day.

The highest daily **outgoing truckloads** was observed on March 26 when 62 truckloads were crossed out, while the lowest daily outgoing truckloads was observed on March 28 with only 15 truckloads. The daily average of outgoing truckloads during the study period is estimated at 47 truckloads per day.

A
TAYBEH/ SHA'AR
EPHRAIM TERMINAL

A.3- Terminal Operation Trends

Statistical trends of the months from February to March 2008 show that there is an increase in outgoing and incoming truckloads levels, which can be attributed to the increased available operation days.

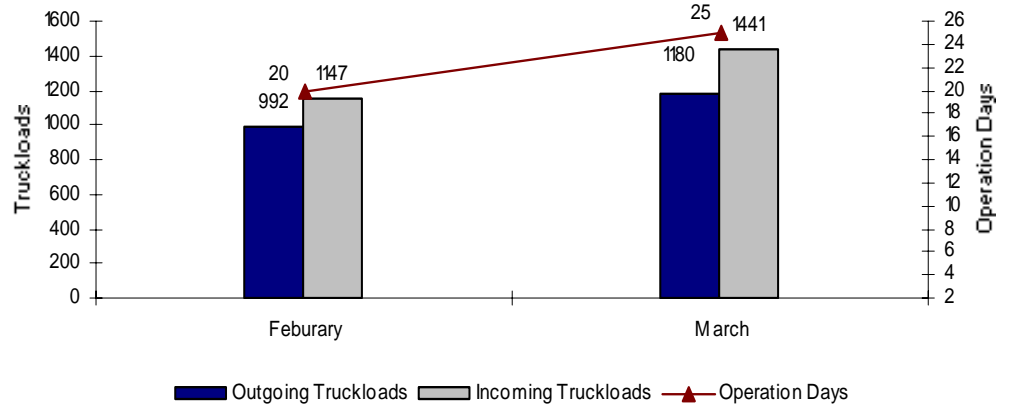


Figure (4): Trade movement and operation days at Sha'ar Ephraim /Taybeh terminal (February - March 2008)

A
TAYBEH/ SHA'AR
EPHRAIM TERMINAL

A.4- Terminal Performance

Based on our observation at Taybeh / Sha'ar Ephraim terminal, the following statistics and results summarize the hourly trade activities that had taken place at the terminal between 8 am and 5 pm.

Incoming (truckloads)	(08-09) am	(09-10) am	(10-11) am	(11-12) am	(12-01) pm	(01-02) pm	(02-03) pm	(03-04) pm	(04-05) pm
Monthly total	245	215	200	187	164	157	154	119	0
Monthly average per hour	9	8	8	7	6	6	6	5	0
Maximum per hour	18	18	12	12	11	11	11	10	0
Minimum per hour	0	0	0	0	0	0	0	0	0
Outgoing (truckloads)	(08-09) am	(09-10) am	(10-11) am	(11-12) am	(12-01) pm	(01-02) pm	(02-03) pm	(03-04) pm	(04-05) pm
Monthly total	131	149	152	171	164	154	136	123	0
Monthly average per hour	5	6	6	7	6	6	5	5	0
Maximum per hour	8	10	10	10	10	10	10	9	0
Minimum per hour	0	0	0	0	0	0	0	0	0

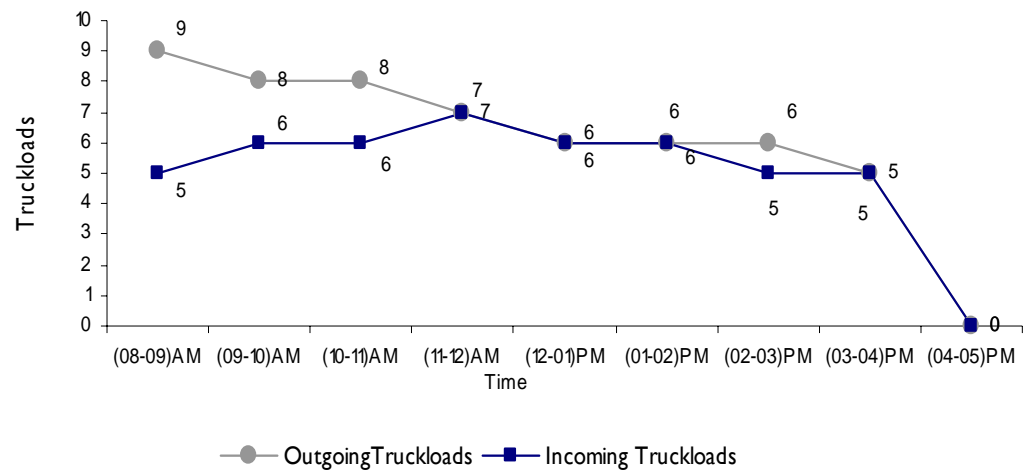


Figure (5): Hourly Averages of Incoming & Outgoing Truckloads at Taybeh/ Sha'ar Ephraim - March 2008

The highest hourly **incoming truckloads** was observed between 8 and 9 am, when 245 truckloads were entered during the month, while the lowest hourly incoming truckloads was observed between 4 and 5 pm, with zero incoming truckloads. According to the above statistics, the hourly average of incoming truckloads during the study period is estimated at 6 truckloads per hour.

The highest hourly **outgoing truckloads** was observed between 11 and 12 am when 171 truckloads were crossed out, while the lowest hourly outgoing truckloads was observed between 4 and 5 pm with zero outgoing truckloads. The hourly average of outgoing truckloads during the study period is estimated at 5 truckloads per day.

As we see from the above data, the peak operating hours in terms of trade movement were between 8 am and 3 pm, slowed down between 3 and 4 pm, and halted between 4 and 5 pm.

A

TAYBEH/ SHA'AR
EPHRAIM TERMINAL

A.5– Crossing Out Processing Time Analysis

A.5.1- Terminal Crossing Out Procedures:

All outgoing shipments are subject to series of procedures at the terminal which are summarized as follow:

- Upon arrival of the truck to the terminal, the driver is requested to register his name at the entrance, and is requested to wait until the Israeli driver is available at the other side of the terminal.
- The driver is subject to a personal physical security check, which lasts for at least 15 minutes, and then the driver is requested to open the four doors of the truck and the truck cover (if exists), and switch off the truck.
- The truck is requested to cross through the truck scanning machine, where five trucks are allowed to enter and exit the scanner collectively.
- In addition to the scanning process, almost 15-20% of garment and agricultural produce trucks are requested to go through a second phase of inspection (manual check), and thereby to enter one of the four inspection rooms.
- The shipment is up-loaded on the Israeli truck, and accordingly allowed to leave the terminal.
- In some cases of the driver's physical check, the driver is requested to take off his clothes for more thorough inspection; this physical check lasts for at least 15 minutes.
- In some cases, when the goods consist of different materials (example: the clothes and its plastic hanger), the goods are obliged to be off-loaded at the manual inspection rooms.

A.5.2- Obstacles faced by the Traders:

- The exchange of money and invoices is taking place at a side room through a tiny notch (about 2 cm), which allows the passing of small amounts of money, invoices and documents.
- Refrigerated goods (originated in the West Bank), are obliged to be off-loaded from the truck, and its inspection time may take about 1 to 2 hours, which might cause damage to products.
- The electrical appliances are not allowed to re-enter into Israel for maintenance, even after presenting all the warranty documents.
- The external waiting area for Palestinian trucks (at the Palestinian side of the terminal) is in bad condition and is inadequate for the movement of trucks.

A TAYBEH/ SHA'AR EPHRAIM TERMINAL

A.5. 3- Movement Time Analysis

A sample of shipments were selected randomly to study the waiting and processing times at the terminal. The waiting time is the time from the moment the Palestinian truck arrives at the terminal until it enters inside the terminal (as per the Israeli soldier instructions). The processing time is from that moment until cargo inspection and transfer have been completed.

Time (hours)		Movement Time Analysis (March 2008)		
		Ave	Min	Max
Waiting Time		0:56	0:5	5:00
Processing Time	Manual Inspection	0:16	0:5	2:15
	Scanning Inspection	0:39	0:25	1:15
Total Time		1:51	0:40	2:50

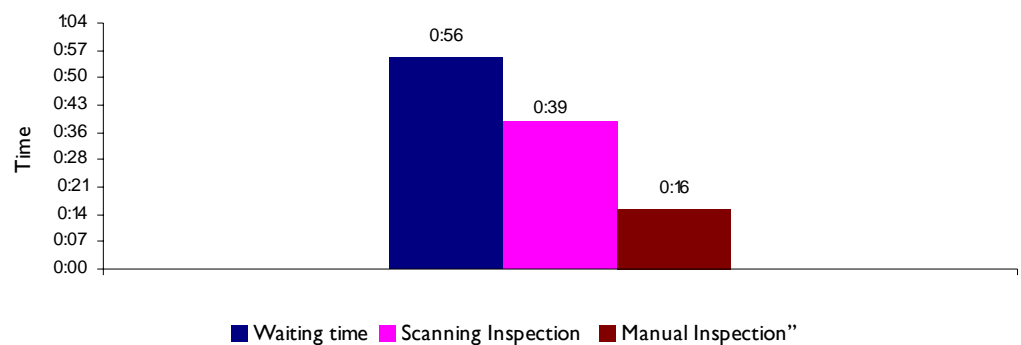


Figure (6): Average of Waiting, Scanning, And Manual Inspection Time of The Outgoing Goods at Taybeh/ Sha'ar Ephraim in March2008

On average the **total time** to cross the terminal for one truck is around one hour and 51 minutes, the average **waiting time** is around 56 minutes, the average **manual inspection time** is around 16 minutes, and the average **scanning inspection time** is around 39 minutes.

The processing time, specifically the manual inspection time for some products is relatively long which might result in the following:

- Impairment of quality (particularly for perishable food products);
- Increasing transportation cost ; and
- Impeding the movement of other trucks waiting at the terminal.

B
TARQUMIA
TERMINAL

B . TARQUMIA TERMINAL:

B.1- Terminal Operation (Days & Hours)

The terminal operates 6 days a week, from Sunday to Friday (On Friday, the terminal operates between 8 am and 2 pm). This month, the terminal fully operated (incoming & outgoing truckloads) for 25 working days. The highest daily **working hours** were 9 hours and observed on most of the operating days, while the shortest daily working hours were on Fridays for only 6 hours. The average daily working hours during March was 8 hours and 30 minutes.

Tarqumia	March2008	Notes
Available opening days	26 days	
Actual opening days	26 days	
Available opening hours	9 hours	from 8:00 am to 5:00 pm
Average actual opening hours/ per opened days	8.5 hours	

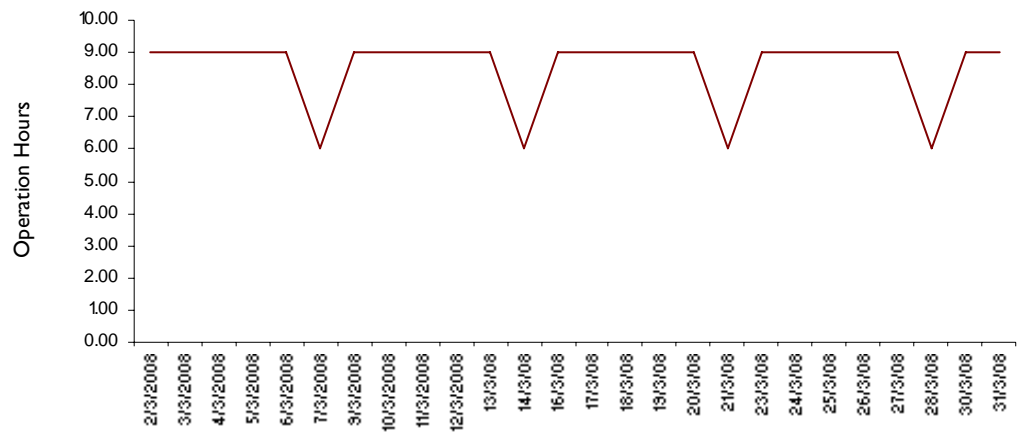


Figure (7): Terminal Operation hours at Tarqumia Terminal - March2008

B
TARQUMIA
TERMINAL

B.2- Trade Movement

Tarqumia	Outgoing truckloads	Incoming truckloads	Notes
Total truckloads	1172	2802	
Actual average truckloads per day	45	108	
Actual average truckloads per hour	5	13	
Maximum truckloads per day	74	147	
Minimum truckloads per day	14	35	
Returned outgoing truckloads	8	NA	

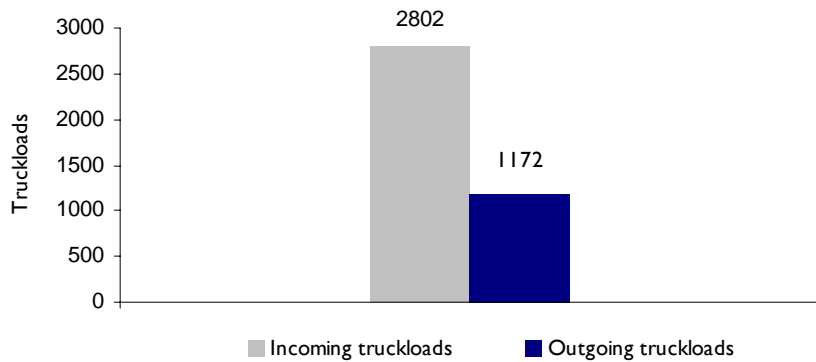


Figure (8): Total Incoming & Outgoing Truckloads at Tarqumia Terminal - March 2008

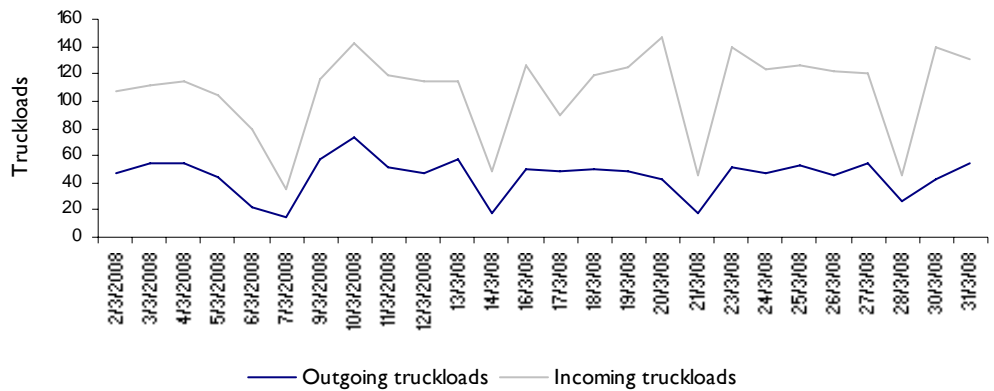


Figure (9): Daily Incoming & Outgoing Truckloads at Tarqumia Terminal - March 2008

The highest daily **incoming truckloads** was observed on March 20 when 147 truckloads were entered, while the lowest daily incoming truckloads was observed on March 7 with only 35 truckloads. The daily average of incoming truckloads during the study period is estimated at 108 truckloads per day.

The highest daily **outgoing truckloads** was observed on March 10 when 74 truckloads were crossed out, while the lowest daily outgoing truckloads was observed on March 7 with only 14 truckloads. The daily average of outgoing truckloads during the study period is estimated at 45 truckloads per day.

B
TARQUMIA
TERMINAL

B.3- Terminal Trends

Statistical trends of the months from February to March 2008 show that there is an increase in outgoing and incoming truckloads levels, which can be attributed to the increased available operation days.

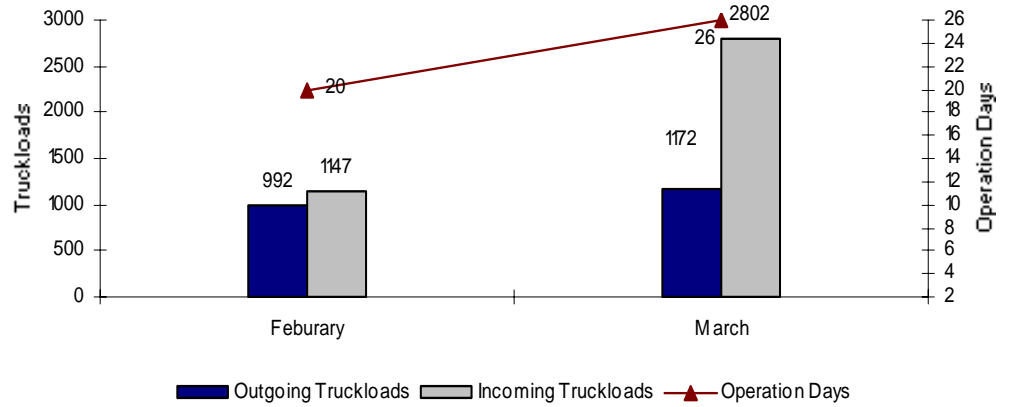


Figure (10): Trade movement and operation days at Sha'ar Ephraim /Taybeh terminal (February - March 2008)

B
TARQUMIA
TERMINAL

B.4- Terminal Performance

Based on our observation at Tarqumia terminal, the following statistics and results summarize the hourly trade activities that had taken place at the terminal between 8 am and 5 pm.

Incoming (truckloads)		(08-09) am	(09-10) am	(10-11) am	(11-12) am	(12-01) pm	(01-02) pm	(02-03) pm	(03-04) pm	(04-05) pm
Total		222	295	405	449	420	378	336	297	0
Average per hour		9	11	16	17	16	15	13	11	0
Maximum per hour		13	19	20	25	22	21	23	19	0
Minimum per hour		5	4	8	7	5	0	0	0	0
Outgoing (truckloads)		(08-09) am	(09-10) am	(10-11) am	(11-12) am	(12-01) pm	(01-02) pm	(02-03) pm	(03-04) pm	(04-05) pm
Total		215	184	181	173	137	116	86	80	0
Average per hour		8	7	7	7	5	4	3	3	0
Maximum per hour		14	11	10	11	12	9	6	8	0
Minimum per hour		4	2	3	2	1	0	0	0	0

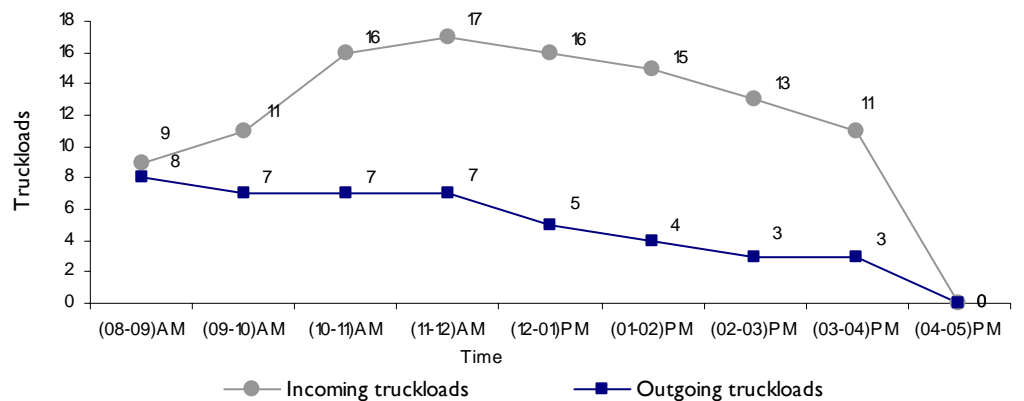


Figure (11): Hourly Averages of Incoming & Outgoing Truckloads at Tarqumia Terminal - March 2008

The highest hourly **incoming truckloads** was observed between 11 and 12 am when 449 truckloads were entered during the study period, while the lowest hourly incoming truckload was observed between 4 and 5 pm with zero incoming truckloads. The hourly average of incoming truckloads during the study period is estimated at 12 truckloads per hour.

The highest hourly **outgoing truckloads** was observed between 8 and 9 am when 215 truckloads were crossed out, while the lowest hourly outgoing truckloads was observed between 4 and 5 pm with zero outgoing truckloads. The hourly average of outgoing truckloads during the study period is estimated at 5 truckloads per day.

Based on the above data, the peak operating hours in terms of trade movement were between 8 am and 3 pm, slowed down between 3 and 4 pm, and the incoming truckloads steeply slowed down and the outgoing truckloads almost halted between 4 and 5 pm.

B

TARQUMIA
TERMINAL

B.5- Crossing out Processing Time Analysis

B.5.1- Terminal Crossing Out Procedures:

All outgoing shipments are subject to series of procedures at the terminal which are summarized as follows:

Export to Israel:

- Upon arrival of the truck to the terminal, the driver is requested to register his name at the entrance, and is requested to wait until the Israeli driver is available at the other side of the terminal.
- The driver is subject to a physical check. In some cases the driver is requested to take off his clothes for a more thorough check. This takes at least 15-20 minutes.
- The truck is requested to cross through the truck scanning machine, each truck takes 15-20 minutes inside the scanner. Yet, the requirement of having 4-5 trucks to go through the scanner at once adds approximately an hour as waiting time to the scanning process.
- In addition to the scanning process, almost 15% of trucks are requested to go through a second phase of inspection (manual check), mainly the plastic, food, and all goods that are directed to Gaza Strip.

B.5.2- Obstacles faced by the Traders:

According to the Chamber of Commerce and Industry in Hebron, obstacles faced by traders are summarized as follows:

- Limited working days and hours are not sufficient for trade volume in Hebron District*, where the demand is estimated of about 700 truckloads in both directions.
- Long processing time and waiting time;
- The use of dogs in goods inspection would lead to damage of goods;
- Restricting traders to use pallets that have a maximum height of 1.6 meters, oblige companies to use more than one truck for one shipment. This in turn results in extra costs and processing time.
- The back to back operations are performed in an open area (inadequate infrastructure), which leads to damage of certain products such as paper, foodstuffs, live animals and footwear particularly in rainy weather.

* Based on terminal observation, the following calculations are made to estimate Tarqumia terminal current maximum capacity: 4 cargo transfers can be processed at a time in the goods transfer area, each taking about 15 minutes, so in a 10 hour work day (7am to 5pm), the current capacity is 4 trucks / 0.25 hours per truck x 10 hours = 160 trucks per day. There are 3 more forklifts (since there are 7 in total) that can process another 120 trucks per day according to the same estimates, so that would bring the total possible number of goods transfers to **280 trucks/ day** .

B

TARQUMIA
TERMINAL**B.5.3- Movement Time Analysis**

A sample of shipments was selected randomly to study the waiting and processing times at the terminal. The waiting time is the time from the moment the Palestinian truck arrives at the terminal until it enters inside the terminal (as per the Israeli soldier instructions). The processing time is from that moment until cargo inspection and transfer have been completed

Time (hours)		Movement Time Analysis (March 2008)		
		Ave	Min	Max
Waiting Time		0:53	0:05	2:10
Processing Time	Manual Inspection	0:46	0:20	1:15
	Scanning Inspection	0:22	0:10	0:45
Total Time		2:01	0:45	3:10

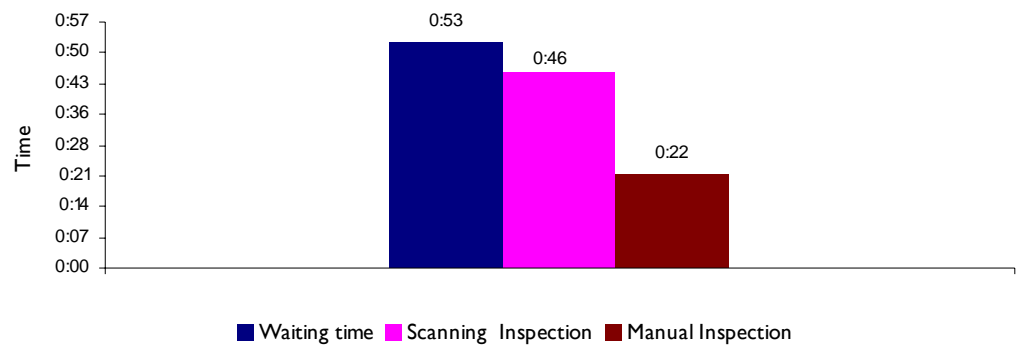


Figure (12): Average of Waiting, Scanning, And Manual Inspection Time of The Outgoing Goods at Tarqumia - March2008

On average the **total time** to cross the terminal for one truck is around 2 hours, the average **waiting time** is around 53 minutes, the average **manual inspection time** is around 22 minutes, and the average **scanning inspection time** is around 46 minutes.

The processing time, specifically the manual inspection time for some products is relatively long which might result in the following:

- Impairment of quality (particularly for perishable food products);
- Increasing transportation cost ; and
- Impeding the movement of other trucks waiting at the terminal.

E
BETUNIA
TERMINAL

C. BETUNIA TERMINAL:

C.1- Terminal Operation (Days & Hours)

The terminal operates six days a week, from Sunday to Friday (On Friday the terminal operates between 8 am and 1 pm). This month, the terminal fully operated (incoming & outgoing truckloads) for 26 days. The highest daily **working hours** was 8 hours and observed in most of the operating days while the shortest working day was observed on March 21 for 3 hours . The average daily working hours during March were 7.25 hours.

Betunia	March 2008	Notes
Available opening days	26 days	
Actual opening days	26 days	Closed for one day due to bad weather condition
Available opening hours/ per day	9 hours	From 8:00 am to 5:00 pm
Average actual opening hours/ per operating	7.25 hours	

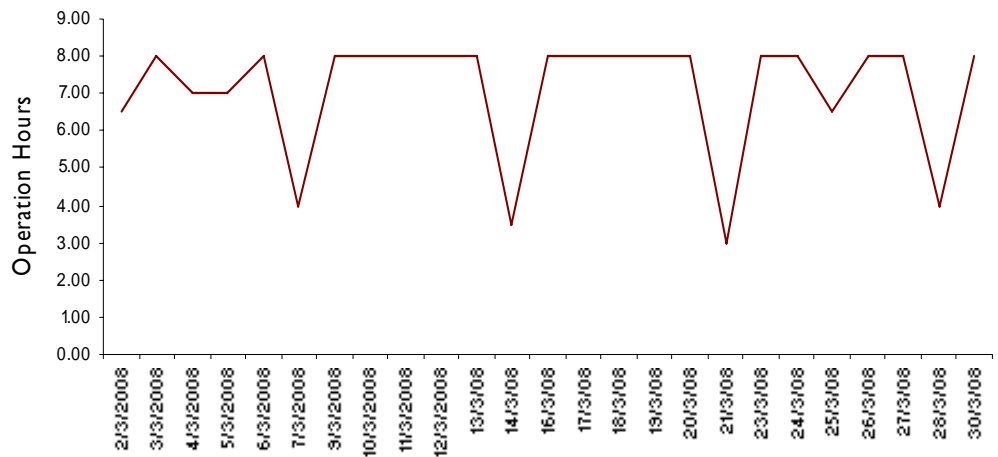


Figure (13): Terminal Operation days at Betunia - March 2008

C
BETUNIA
TERMINAL

C.2- Trade Movement

Betunia	Outgoing truckloads	Incoming truckloads	Notes
Total truckloads	1093	1477	
Actual average truckloads per day	42	57	
Actual average truckloads per hour	6	8	
Maximum truckloads per day	46	61	
Minimum truckloads per day	14	13	
Returned outgoing truckloads	57	NA	

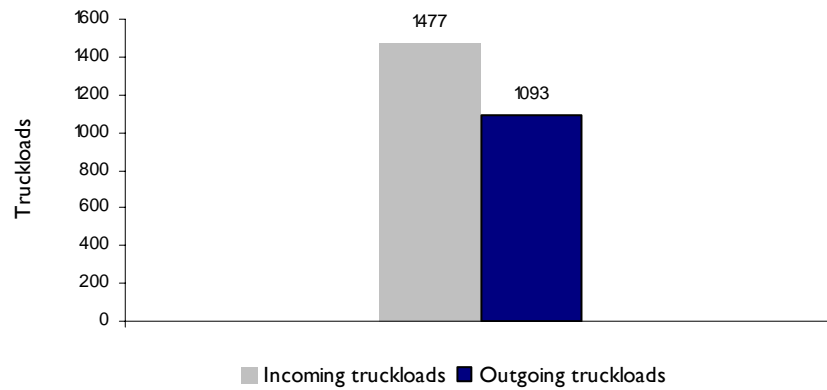


Figure (14): Total Incoming & Outgoing Truckloads at Betunia terminal -March2008.

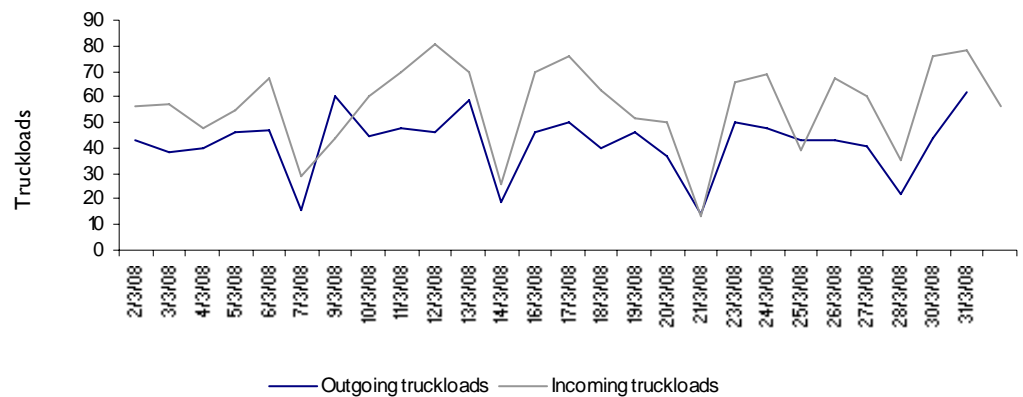


Figure (15): Daily Incoming & Outgoing Truckloads at Betunia terminal March 2008

The highest daily **incoming truckloads** was observed on March 12 when 81 truckloads were entered, while the lowest daily incoming truckloads was observed on March 21 with only 13 truckloads. The actual daily average of incoming truckloads during the study period is estimated at 61 truckloads per day.

The highest daily **outgoing truckloads** was observed on March 31 when 62 truckloads were crossed out, while the lowest daily outgoing truckloads was observed on March 21 with only 14 truckloads. The actual daily average of outgoing truckloads during the study period is estimated at 46 truckloads per day.

C
BETUNIA
TERMINAL

C.3- Terminal Trends

Statistical trends of the months from February to March 2008 show that there is an increase in outgoing and incoming truckloads levels, which can be attributed to the increased available operation days.

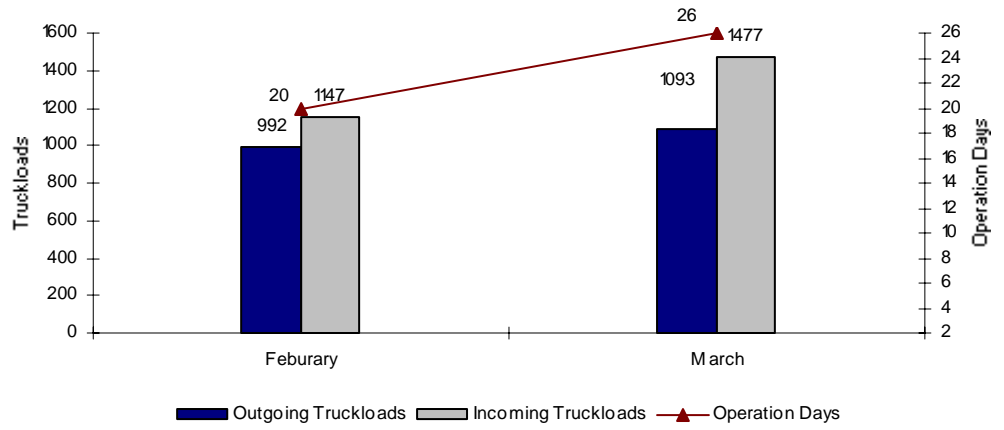


Figure (16): Trade movement and operation days at Betunia terminal (February - March 2008)

C
BETUNIA
TERMINAL

C.4- Terminal Performance

Based on our observation at Betunia terminal, the following statistics and results summarize the hourly trade activities that had taken place at the terminal between 8 am and 5 pm.

Incoming (truckloads)	(08-09) am	(09-10) am	(10-11) am	(11-12) am	(12-01) pm	(01-02) pm	(02-03) pm	(03-04) pm	(04-05) pm
Total	222	201	212	202	182	162	169	127	0
Average per hr	9	8	8	8	7	6	7	5	0
Maximum per hour	13	13	14	12	12	12	12	10	0
Minimum per hour	3	0	0	0	0	0	0	0	0

Outgoing (truckloads)	(08-09) am	(09-10) am	(10-11) am	(11-12) am	(12-01) pm	(01-02) pm	(02-03) pm	(03-04) pm	(04-05) pm
Total	188	173	147	131	128	117	116	93	0
Average per hour	7	7	6	5	5	5	4	4	0
Maximum per hour	12	10	10	10	11	10	10	9	0
Minimum per hour	3	4	0	0	0	0	0	0	0

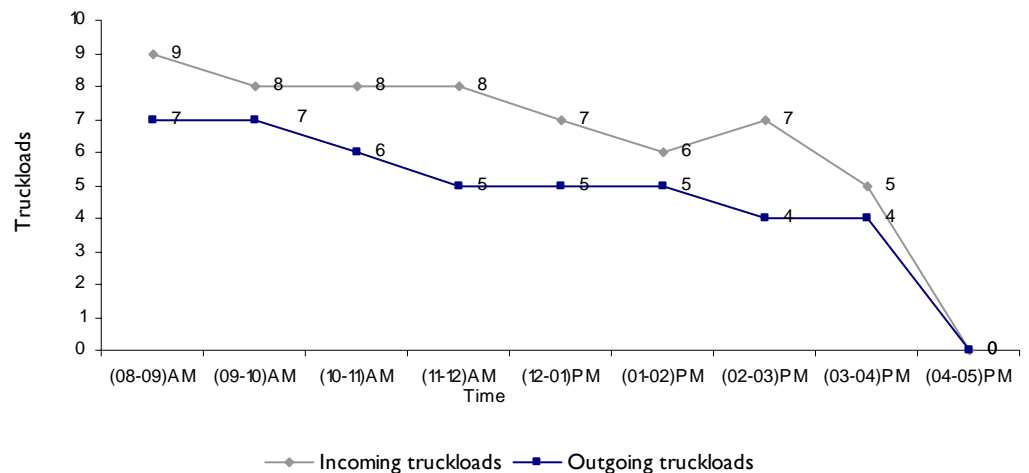


Figure (17): Hourly Averages of Incoming & Outgoing Truckloads at Betunia Terminal –March2008

The highest hourly **incoming truckloads** was observed between 8 and 9 am when 222 truckloads were entered during the month, while the lowest hourly incoming truckloads was observed between 4 and 5 pm with zero incoming truckloads. The hourly average of incoming truckloads during the study period is estimated at 5 truckloads per hour.

The highest hourly **outgoing truckloads** was observed between 8 and 9 am when 188 truckloads were crossed out, while the lowest hourly outgoing truckloads was observed between 4 and 5 pm with zero outgoing truckloads. The hourly average of outgoing truckloads during the study period is estimated at 6 truckloads per day.

Based on the above data, the peak operating hours in terms of trade movement were between 8 am and 3 pm, slowed down between 3 and 4 pm, and halted between 4 and 5 pm.

C

BETUNIA
TERMINAL

C.5- Crossing out Processing Time Analysis at Terminal

C.5.1- Terminal Crossing out Procedures:

All outgoing shipments are subject to series of procedures at the terminal which are summarized as follow:

For green-plated (Palestinian) trucks:

- Upon the arrival of the truck to the terminal, the driver is requested to register his name at the entrance.
- The trucks are allowed to enter the terminal area towards the dock within 2 to 4 hours.
- The trucks are requested to off-load shipment on the dock for manual inspection, meanwhile the driver is requested to complete some paper work for customs, and to stay 50m away from the truck until it is fully checked. The goods are inspected manually by the soldiers, while dogs are used sometimes. The inspection time is between 30 to 60 minutes.
- The trucks are requested to up-load shipment on the Israeli truck (on the opposite side of the dock), and accordingly to leave the terminal.
- The procedure of sand, aggregate and cement is similar to the above, but the off-loading and up-loading takes place in a specified area.

For yellow-plated (Israeli) trucks:

The same procedure is applied for the yellow-plated trucks, however, the only difference is that the trucks are diverted to a closed inspection area (called Sinoun) instead of entering the dock area.

C.5.1- Obstacles faced by the Traders:

- The height of pallets should not exceed 1.6 meters in order to cross through the terminal, which imposes some impediments of large scale products.
- Coordination amongst the scattered terminal's representative offices themselves and logistics service providers is weak, where companies face some inconsistency in services or requests, and can not find a unified body to direct complains to, in case of inconsistency or damages.
- There is no official dissemination system for changes in procedure or crossing requirement, which are -at the meantime- only known through experience of traders.
- The Israeli authority requests that the VAT invoice (Al-Maqasa) should be issued by the customs department on the same day of the shipping;
- The manual inspection of outgoing shipment at the dock area sometimes causes damages to the products and/or packages

C
BETUNIA
TERMINAL

C.5.3- Movement Time Analysis

A sample of shipments was selected randomly to study the waiting and processing times at the terminal. The waiting time is the time from the moment the Palestinian truck arrives at the terminal until it enters inside the terminal (as per the Israeli soldier instructions). The processing time is from that moment until cargo inspection and transfer have been completed.

Time (hours)		Movement Time Analysis (March 2008)		
		Ave	Min	Max
Waiting Time		1:27	0:20	5:00
Processing Time	Manual Inspection	0:20	0:20	2:10
Total Time		1:48	0:50	5:40

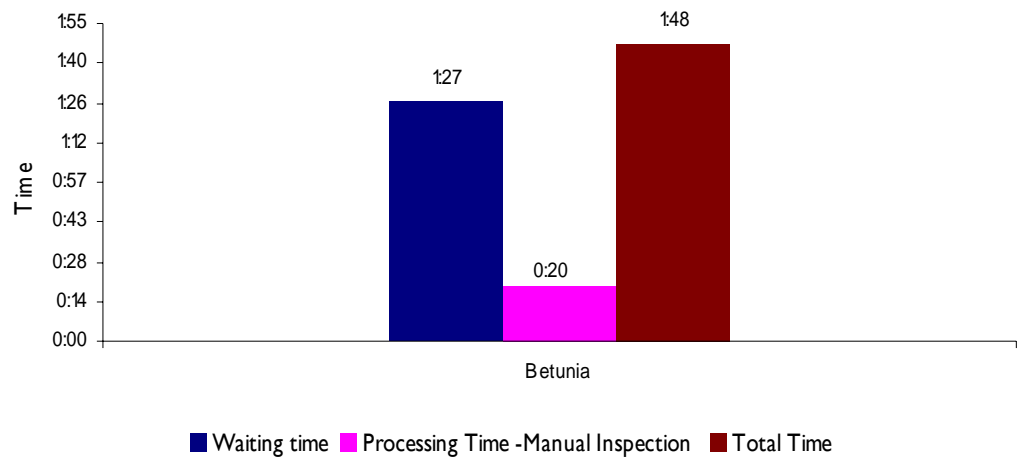


Figure (18): Average of Waiting, Scanning, And Manual Inspection Time of the outgoing truckloads at Betunia terminal - March 2008.

On average the **total time** to cross the terminal for one truck is around one hour and 48 minutes, the average **waiting time** is around one hour and 27 minutes, and the average **manual inspection time** is around 20 minutes.

The processing time, specifically the manual inspection time for some products is relatively long which might result in the following:

- Impairment of quality (particularly for perishable food products);
- Increasing transportation cost; and
- Impeding the movement of other trucks waiting at the terminal.

D

ALJALAMEH TERMINAL

D. ALJALAMEH TERMINAL:

The terminal operates five days a week, from Sunday to Thursday. Due to monitor's inability to be at the terminal, the terminal analysis in terms of movement and access study will not be available for this month and the analysis will be limited to the pre-queuing time studies for the selected companies that use Aljalameh terminal.

Terminal Export Procedures:

- Upon arrival of the truck to the terminal, the driver is requested to register his name at the entrance, and is requested to wait until the Israeli driver is available at the other side of the terminal;
- The driver is subjected to a personal physical security check, which lasts for at least 15 minutes, and thus the driver is requested to open the four doors of the truck and the truck cover (if exists), and switch off the truck;
- The truck is requested to cross through the truck scanning machine, where five trucks are allowed to enter and exit the scanner collectively;
- In addition to the scanning process, almost 50%-60% of the agricultural produce trucks are requested to go through a second phase of inspection (manual check), and thereby to enter one of the four inspection rooms;
- The shipment is up-loaded on the Israeli truck, and accordingly allowed to leave the terminal;
- In some cases of the driver's physical check, the driver is requested to take off his clothes for a more thorough inspection; this physical check lasts 15 minutes at least;

Obstacles faced by the exporters:

- The exchange of money and invoices is taking place at a side room through a tiny notch (about 2 cm), which allows the passing of small amounts of money, invoices and documents.
- Perishable goods (originating in the West Bank); which by default are refrigerated, are obliged to be off-loaded from the truck, and its inspection time may last about 1 to 2 hours, which might cause damage to products.
- Agricultural crops are subjected to phytosanitary test, however if the result of the test is negative, the terminal administration will damage the products and will not allow the exporter to take it back to the Palestinian territories.

E
WEST BANK
TERMINALS
SUMMARY

The chart below summarizes the trade movement and the percentages of incoming and outgoing truckloads that had taken place at Taybeh/ Sha’ar Ephraim, Betunia, and Tarqumia terminals during March 2008.

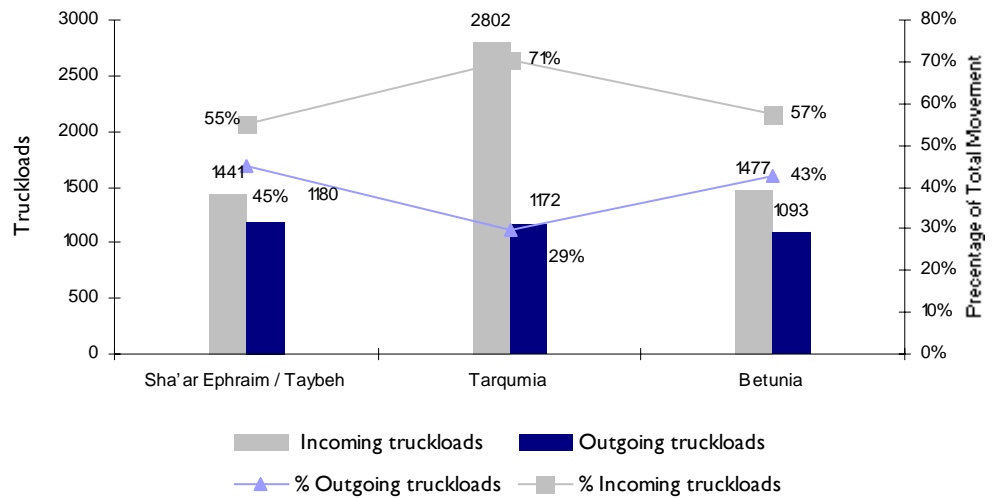


Figure (19): Summary of the total Trade Movement at Taybeh/Shar Ephraim, Betunia, and Tarqumia terminals.- March 2008

The chart below shows the classifications of the average time spent at Taybeh/Shar Ephraim, Betunia, and Tarqumia terminals during March 2008.

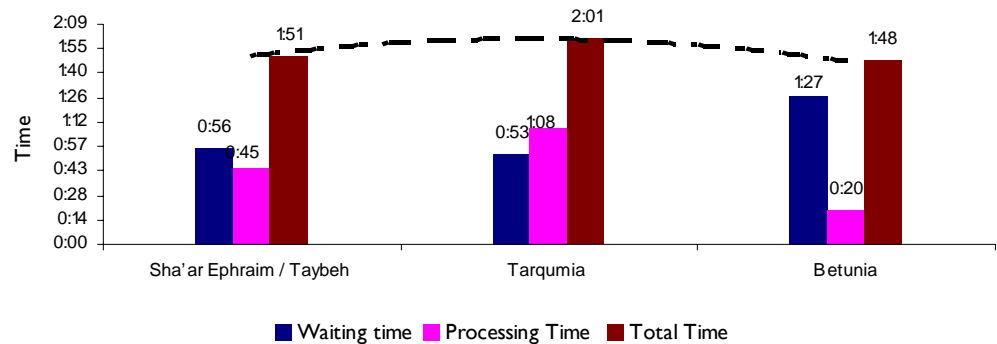


Figure (20): Waiting, processing, and total time at Sha'ar Ephraim/Taybeh, Betunia, and Tarqumia terminals March 2008.

SECTION 2: PRE QUEUING TIME STUDIES

A sample of 5 business companies was selected for each of the identified West Bank trade terminals, Taybeh/ Sha’ar Ephraim, Tarqumia, Betunia, and Al Jalameh, around 5 shipments were taken for each company. The time study covered the period between March one and March 30 and is divided into two rounds, the first round covers the first half of the month and the second round covers the second half. The study is designed to measure the time of an actual shipment

Taybeh/ Sha’ar Ephraim Terminal Companies Study

The following chart illustrates a time study for 5 companies using Taybeh/ Sha’ar Ephraim terminal. According to the study, all shipments crossed through within one working day . Companies have used different types of trucks including flatbed, refrigerated, and van. Five sectors were covered in this study including textile, processed food, cosmetics, plastic, and aluminum. The average total time that a shipment spent at the terminal is about 2 hours and 15 minutes in the first round, and 2 hours and 12 minutes in the second round. The highest total time was 5 hours for aluminum products, where the truck was requested to wait until the end of the day and was not allowed to enter terminal afterwards by the terminal authority due to end of the operation day .

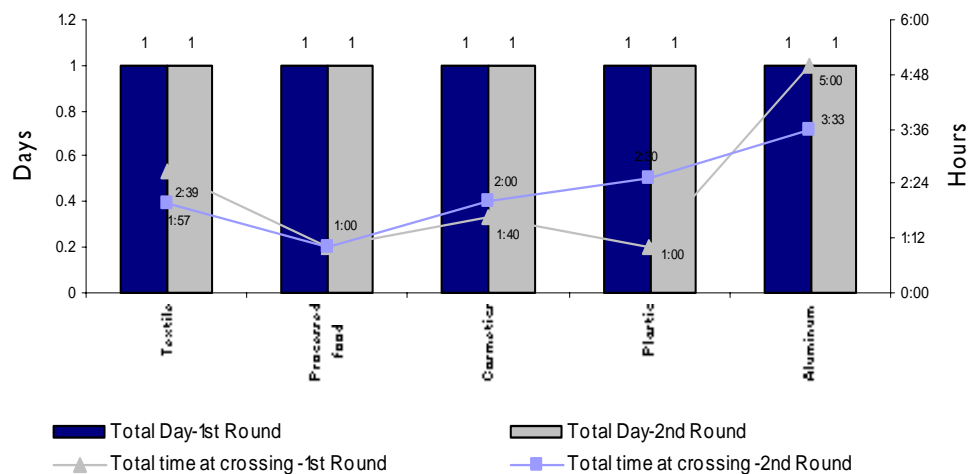


Figure (21) : Average days and hours for actual shipments crossed out through Taybeh/ Sha’ar Ephraim Terminal March 2008.

Tarqumia Terminal Companies Study

The following chart illustrates a time study for 5 companies using Tarqumia terminal. According to the study, all shipments crossed through within one working day. Enterprises have mainly used flatbeds and metal baskets trucks. Five main sectors were covered in this study including tissue paper, plastic, processed food, metal and shoes. The average total time that a shipment spent at the terminal is about 2 hours and 50 minutes in the first round and 2 hours and 41 minutes in the second round. The highest total time was 4 hours for metal products, and that is attributed to the poor handling at the terminal, due to the lack of skilled workers and experienced fork-lift operators.

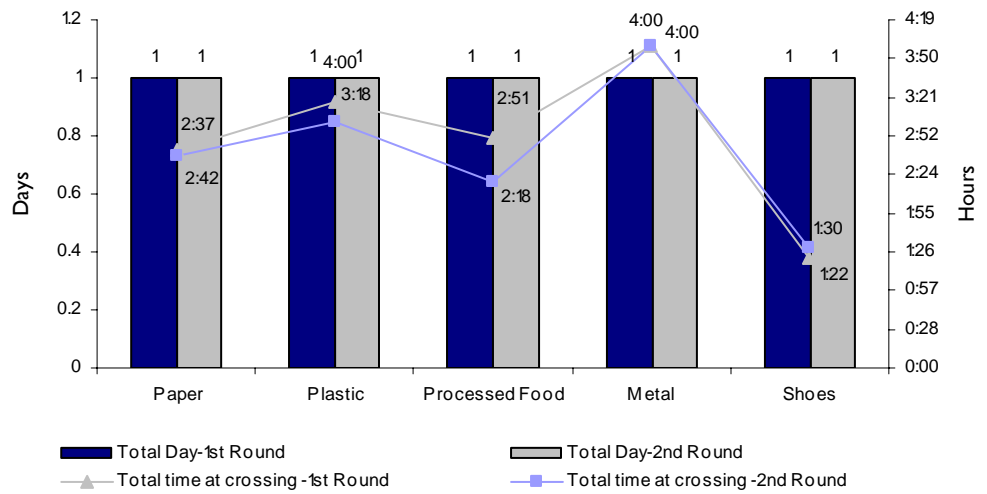


Figure (22) : Average days and hours for actual shipments crossed out through Tarqumia Terminal –March 2008

Betunia Terminal Companies Study

The following chart illustrates a time study for 5 companies using Betunia terminal. According to the study, all shipments crossed through within one working day. Five main sectors were covered in this study including construction materials, textile, home utensils, dairy and processed food. The average total time that a shipment spent at the terminal is about 3 hours and 27 minutes in the first round and 3 hours 53 minutes in the second round. The highest total time is for dairy products in both rounds, where in the first round is a bit higher about 4 hours and 56 minutes, which required special handling at offloading and loading to avoid damages.

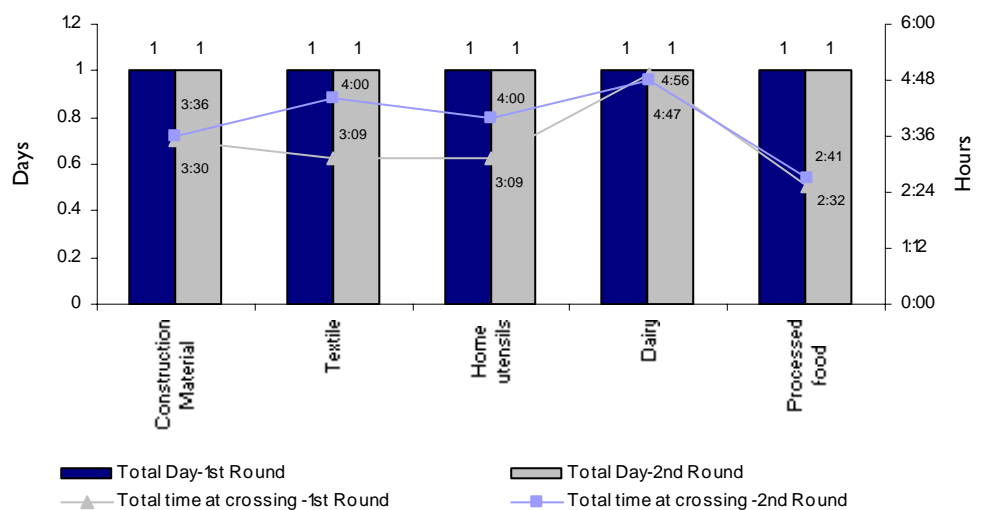


Figure (23): Average days and hours for actual shipments crossed out through Betunia Terminal – March 2008

Al Jalameh Terminal Companies Study

The following chart illustrates a time study for 5 companies using Al Jalameh terminal. According to the study, all shipments crossed through within one working day. Three main sectors were covered in this study including processed food, stone and marble and agricultural crops. The average total time that a shipment spent at the terminal is 2 hours and 33 minutes in the first round and 2 hours and 30 minutes in the second round. The highest total time is 3 hours and 46 minutes for processed food, since the truck was requested to wait until the Israeli truck arrives at the other side, per the terminal authority regulations.

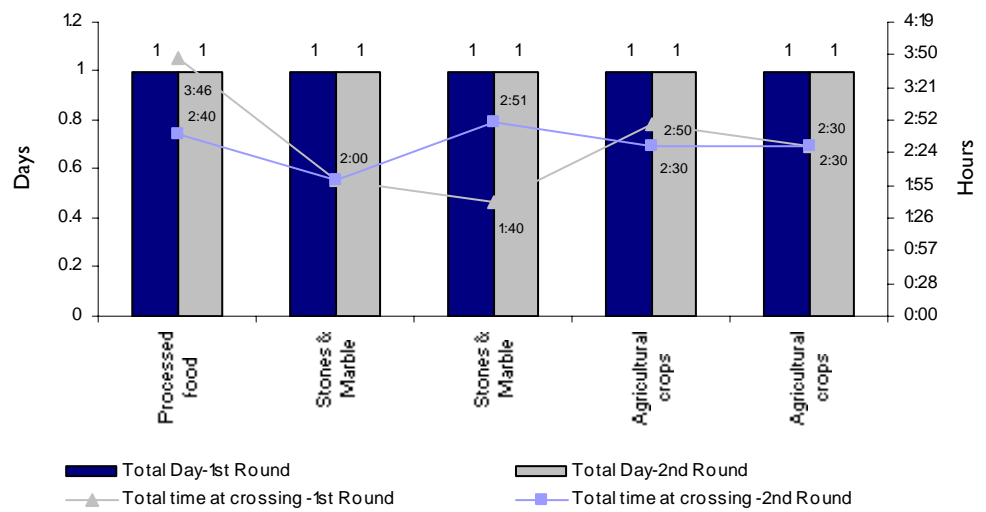


Figure (22): Average days and hours for actual shipments crossed out through Al Jalameh Terminal –March 2008

ANNEX I**Taybeh/ Sha'ar Ephraim Terminal Cargo Movement Statistics
March 2008**

Day	Date	Terminal Status	Terminal Opening (Hours)	Actual Outgoing Truckloads	Returned Out going Truckloads	Incoming Truckloads	Notes
Sunday	2/3/08	Fully Opened	7.0	58	0	72	
Monday	3/3/08	Fully Opened	7.0	48	0	58	
Tuesday	4/3/08	Fully Opened	7.0	49	1	62	
Wednesday	5/3/08	Fully Opened	7.3	41	0	61	
Thursday	6/3/08	Fully Opened	7.0	43	0	62	
Friday	7/3/08	Fully Opened	0.0	0	0	0	
Sunday	9/3/08	Fully closed	7.3	46	0	62	
Monday	10/3/08	Fully Opened	7.0	49	0	52	
Tuesday	11/3/08	Fully Opened	7.0	56	0	59	
Wednesday	12/3/08	Fully Opened	4.0	33	0	33	
Thursday	13/3/08	Fully Opened	7.0	53	0	72	
Friday	14/3/08	Fully Opened	3.5	23	0	20	
Sunday	16/3/08	Fully Opened	7.5	53	0	69	
Monday	17/3/08	Fully Opened	7.5	49	0	73	
Tuesday	18/3/08	Fully Opened	7.0	59	0	58	
Wednesday	19/3/08	Fully Opened	7.5	52	0	69	
Thursday	20/3/08	Fully Opened	7.5	50	0	65	
Friday	21/3/08	Fully Opened	4.0	25	0	30	
Sunday	23/3/08	Fully Opened	7.8	51	0	68	
Monday	24/3/08	Fully Opened	7.5	52	0	57	
Tuesday	25/3/08	Fully Opened	7.5	61	0	64	
Wednesday	26/3/08	Fully Opened	7.5	62	0	65	
Thursday	27/3/08	Fully Opened	7.5	51	0	55	
Friday	28/3/08	Fully Opened	4.0	15	0	22	
Sunday	30/3/08	Fully Opened	7.5	49	0	66	
Monday	31/3/08	Fully Opened	7.5	52	0	67	
Total			169	1180	1	1441	

Notes:

① "Actual outgoing truckloads" is the number of trucks that actually crossed out of the terminal on a specified day

② "Returned daily outgoing truckloads" is the trucks that were scheduled to cross out of the terminal, but eventually after arriving terminal and waiting their turn, they were turned back and did not go through.

**MARCH
2008**

ANNEX 2

Tarqumia Terminal Cargo Movement Statistics

March 2008

Day	Date	Terminal Status	Terminal Opening (Hours)	Actual Outgoing Truckloads	Returned Out going Truckloads	Incoming Truckloads	Notes
Sunday	2/3/08	Fully Opened	9	47	0	107	
Monday	3/3/08	Fully Opened	9	55	0	111	
Tuesday	4/3/08	Fully Opened	9	54	0	114	
Wednesday	5/3/08	Fully Opened	9	44	0	104	
Thursday	6/3/08	Fully Opened	9	22	0	79	
Friday	7/3/08	Fully Opened	6	14	0	35	
Sunday	9/3/08	Fully Opened	9	57	0	116	
Monday	10/3/08	Fully Opened	9	74	1	142	
Tuesday	11/3/08	Fully Opened	9	51	0	119	
Wednesday	12/3/08	Fully Opened	9	47	0	115	
Thursday	13/3/08	Fully Opened	9	57	2	114	
Friday	14/3/08	Fully Opened	6	18	0	49	
Sunday	16/3/08	Fully Opened	9	50	2	126	
Monday	17/3/08	Fully Opened	9	48	1	89	
Tuesday	18/3/08	Fully Opened	9	50	2	119	
Wednesday	19/3/08	Fully Opened	9	49	0	125	
Thursday	20/3/08	Fully Opened	9	43	0	147	
Friday	21/3/08	Fully Opened	6	17	0	46	
Sunday	23/3/08	Fully Opened	9	51	0	139	
Monday	24/3/08	Fully Opened	9	47	0	123	
Tuesday	25/3/08	Fully Opened	9	53	0	126	
Wednesday	26/3/08	Fully Opened	9	46	0	122	
Thursday	27/3/08	Fully Opened	9	55	0	121	
Friday	28/3/08	Fully Opened	6	27	0	45	
Sunday	30/3/08	Fully Opened	9	42	0	139	
Monday	31/3/08	Fully Opened	9	54	0	130	
Total			230	1172	8	2802	

Notes:

- ① "Actual outgoing truckloads" is the number of trucks that actually crossed out of the terminal on a specified day
- ② "Returned daily outgoing truckloads" is the trucks that were scheduled to cross out of the terminal, but eventually after arriving terminal and waiting their turn, they were turned back and did not go through.

MARCH
2008

ANNEX 3**Betunia Terminal Cargo Movement Statistics****March 2008**

Day	Date	Terminal Status	Terminal Opening (Hours)	Actual Outgoing Truckloads	Returned Out going Truckloads	Incoming Truckloads	Notes
Sunday	2/3/08	Fully Opened	6.5	43	6	56	
Monday	3/3/08	Fully Opened	8.0	38	0	57	
Tuesday	4/3/08	Fully Opened	7.0	40	5	48	
Wednesday	5/3/08	Fully Opened	7.0	46	8	55	
Thursday	6/3/08	Fully Opened	8.0	47	0	67	
Friday	7/3/08	Fully Opened	4.0	16	0	29	
Sunday	9/3/08	Fully Opened	8.0	60	0	44	
Monday	10/3/08	Fully Opened	8.0	45	2	60	
Tuesday	11/3/08	Fully Opened	8.0	48	0	70	
Wednesday	12/3/08	Fully Opened	8.0	46	0	81	
Thursday	13/3/08	Fully Opened	8.0	59	2	70	
Friday	14/3/08	Fully Opened	3.5	19	0	26	
Sunday	16/3/08	Fully Opened	8.0	46	0	70	
Monday	17/3/08	Fully Opened	8.0	50	8	76	
Tuesday	18/3/08	Fully Opened	8.0	40	0	63	
Wednesday	19/3/08	Fully Opened	8.0	46	0	52	
Thursday	20/3/08	Fully Opened	8.0	37	0	50	
Friday	21/3/08	Fully Opened	3.0	14	0	13	
Sunday	23/3/08	Fully Opened	8.0	50	0	66	
Monday	24/3/08	Fully Opened	8.0	48	0	69	
Tuesday	25/3/08	Fully Opened	6.5	43	20	39	
Wednesday	26/3/08	Fully Opened	8.0	43	4	67	
Thursday	27/3/08	Fully Opened	8.0	41	2	60	
Friday	28/3/08	Fully Opened	4.0	22	0	35	
Sunday	30/3/08	Fully Opened	8.0	44	0	76	
Monday	31/3/08	Fully Opened	8.0	62	0	78	
Total			185.5	1093	57	1477	

Notes:

① "Actual outgoing truckloads" is the number of trucks that actually crossed out of the terminal on the specified day

② "Returned daily outgoing truckloads" means that these trucks were scheduled to cross out of the terminal, but eventually after arriving terminal and waiting their turn, they were turned back and did not go through.

MARCH
2008