



PalTrade Monthly Update of GAZA CROSSINGS
November 2015

Palestine Trade Center

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1. SUMMARY OF TRADE ACTIVITY IN November 2015

The tables below summarize key data obtained by PalTrade regarding the movement of goods between the West Bank and Gaza Strip during November 2015:

Table 1: Operational Status/Day

Crossing	Karem Abu Salem (KS) cargo	Rafah pedestrian	Previous Month (KS)	COMMENTS
Working	22	0	19	
Weekend	8		10	
Closed	0	30	2	

Table 2: Amount of Goods Entering the Gaza Strip by Crossing

Goods Entering Gaza by Crossing	Truckloads
<i>Karem Abu Salem</i>	
General goods (<i>excluding construction materials for intl org & fuel. It includes construction material for GRM</i>)	10,298
Basic construction materials for projects implemented by international organizations (not only ABC)	1391
Fuel (All types of fuel)	870
Total truckloads entering Gaza through Karem Abu Salem	12,559
<i>Rafah</i>	
Total truckloads entering Gaza through Rafah	0
Total truckloads entering the Gaza Strip	12,559

Table 3: Fuel and Gas imports through Karem Abu Salem

Fuel and Gas imports through Karam Abu Salem	Truckloads
Fuel (liters) entered Gaza	443
Industrial fuel (liters) for the power plan	198
Cooking gas entered Gaza	229

Table 4: Amount of Goods Entering the Gaza Strip by Category

Goods Entering Gaza by Category	Truckloads
Total truckloads of humanitarian goods	1,832
Total truckloads of commercial goods	9,857
Total truckloads of food items	1,875
Total truckloads of non-food items	9,814
Total truckloads of Fuel	870

Table 5: Exit of Goods through Karem Abu Salem

Exit of Goods through Karem Abu Salem	Truckloads
Exports to international markets	24
Exports to Israel	34
Transfer of Goods to West Bank	92

2. INTRODUCTION

There are a total of three operational terminals connecting the Gaza Strip to adjacent territories. Beit Hanoun / Erez, and Rafah are passenger crossing connecting Gaza Strip to Israel and Egypt respectively. Karem Abu Salem / Kerem Shalom (KS) is the only operational trade terminal serving the Gaza Strip.

Historically, there were six trade terminals along the Gaza Strip (GS) border that included: Al Montar / Karni, Sufa, Karem Abu Salem / Kerem Shalom (KS), Nahal Oz, Beit Hanoun / Erez, and Rafah. Four of these crossings have been closed to commercial movement; only KS and Beit Hanoun / Erez remain open for cargo and passengers movement to the Gaza Strip through Israel respectively.¹ Rafah is the only Palestinian- Egyptian that mainly acts as a passenger terminal with occasional cargo shipment of construction materials on exceptional basis requiring prior coordination.

The movement of goods into GS dropped by more than 35% in recent years when compared to rates in 2006.² In 2006, the estimated number of truckloads imported into the GS totaled approximately 81,825 trucks.³ In 2014, an estimated 51,679 trucks entered the GS. In 2015 an estimated 82,222 trucks entered the GS till the month of November representing a 73% increase comparing to the same period in 2014. The noted increase is due to higher imports of construction materials needed for reconstruction following recent war in summer of 2014. The general decrease in the movement of goods in recent years is mainly due to Israeli administrative and regulatory restrictions, generally deteriorating economic conditions, as well as the internal political divisions between the GS that have made procedures more complex and costly.⁴

The movement of goods out of the Gaza has seen a very sharp decline over the last decade. In 2014 some 136 truckloads exited Gaza to the outside markets. This volume of exports represents a mere 3% of total exports in 2006 and less than 1% of total exports in the year 2000. In 2015 529 truckloads of exports exited till November, representing a 272% increase comparing to the same period in 2014, this is largely due to exceptional resumption of selected vegetable exports to Israel to deal with the shortage due to the current Shmita year as well as to significant export activity to the West Bank, regional markets such as Jordan and the gulf states.

¹ Closure of crossings: Sufa Crossing has been closed since April 20, 2011; Karni crossing has been closed since June 11, 2007; Karni grain conveyor has been closed since March 2011; Karni cement lane has been closed since 29 October 2008; Nahal Oz has been closed since early 2010; and Erez has been closed since 2005.

² The Palestinian territories are the WB and the GS. The GS constitutes more than 45% of the population.

³ According to the Ministry of National Economy.

⁴ Two different economic references are used in the West Bank and Gaza Strip.

The purpose of this monthly report is to provide information to all relevant stakeholders in the private and public sectors that would enable them to carry out advocacy activities, develop strategies to overcome obstacles to trade, and identify opportunities in different sectors. Ultimately, the report aims to strengthen business relations between the GS and the outside world, increase internal trade flows, and decrease trade costs.

3. IMPORTS & INCOMING TRUCKLOADS

In November 2015, KS crossing was operational for 22 days out of the 22 days that is scheduled for operations.⁵ A total of **12,559** truckloads entered the GS during November 2015 through KS including 870 truckloads of fuel. Figure 1 below shows total imports to Gaza during January - November 2015.



Out of the 12,559 truckloads that entered the GS in November, 1,391 truckloads entered through KS and consisted of basic construction materials for projects implemented by international organizations, of which 1154 truckloads consisted of basic construction materials designated for the Qatari projects.⁶ Please see Annex 1 for more details on the number of truckloads for types of basic construction materials that entered the Gaza Strip. Figure 2 below shows the percentage of types of commodities by category.⁷ The total number of truckloads that entered the GS during November is approximately 2% more than the monthly average of truckloads that entered the

⁵ Crossings are scheduled to close on Fridays, Saturdays and holidays. The crossing was closed for one day during May and three working days during April 2015.

⁶ In 2015 5600 truckloads of construction materials entered the Gaza strip through KS for the use of Qatari projects, while 3657 truckloads of construction materials entered the Gaza Strip through Rafah for Qatari projects in 2014.

⁷ The types of commodities were agreed upon by the Ministry of National Economy, OCHA, UNSCO, and Paltrade.

GS before the imposition of the blockade in 2007 (approximately 12,350 truckloads) and 160% higher than the monthly average of truckloads that entered the GS in 2014 (4843 truckloads).

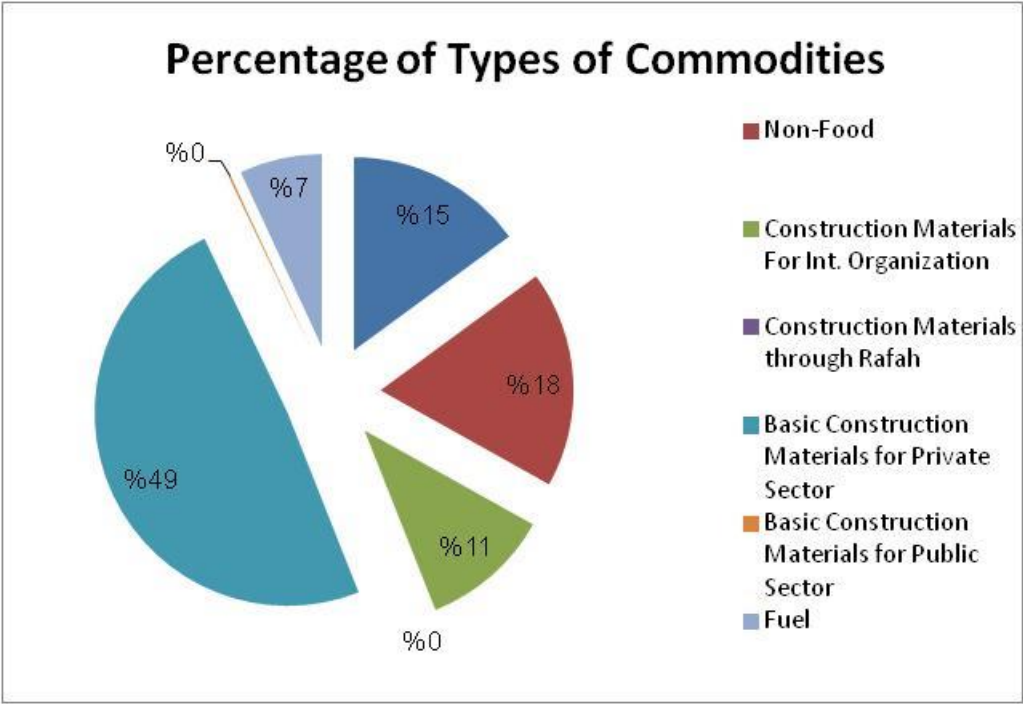
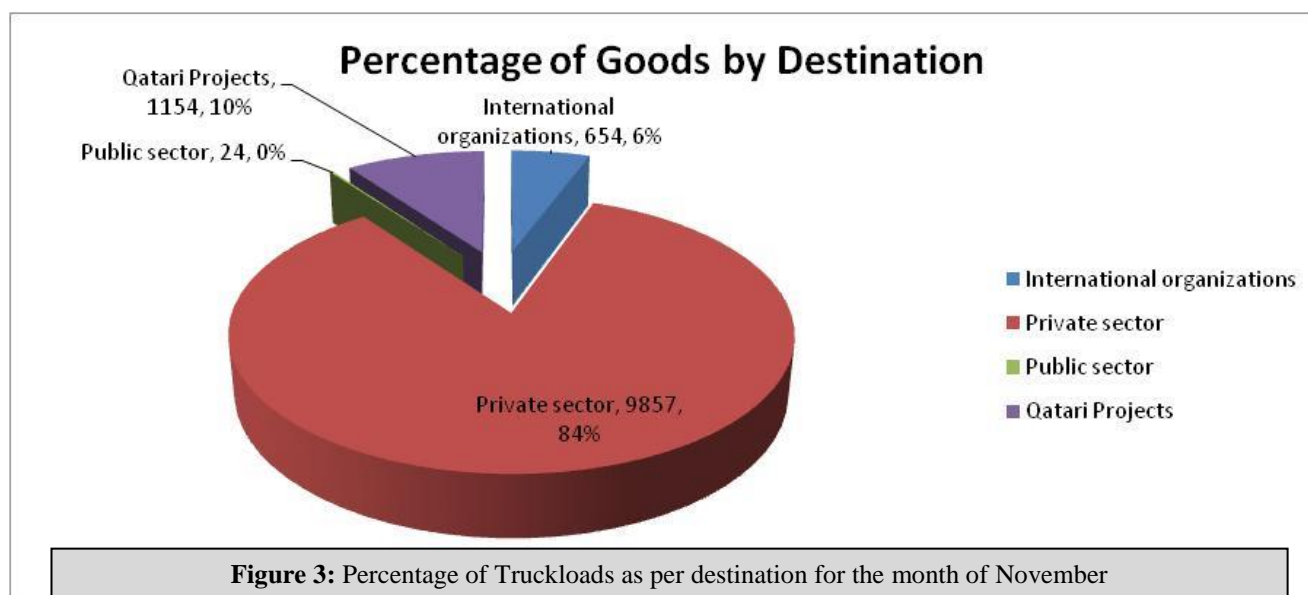


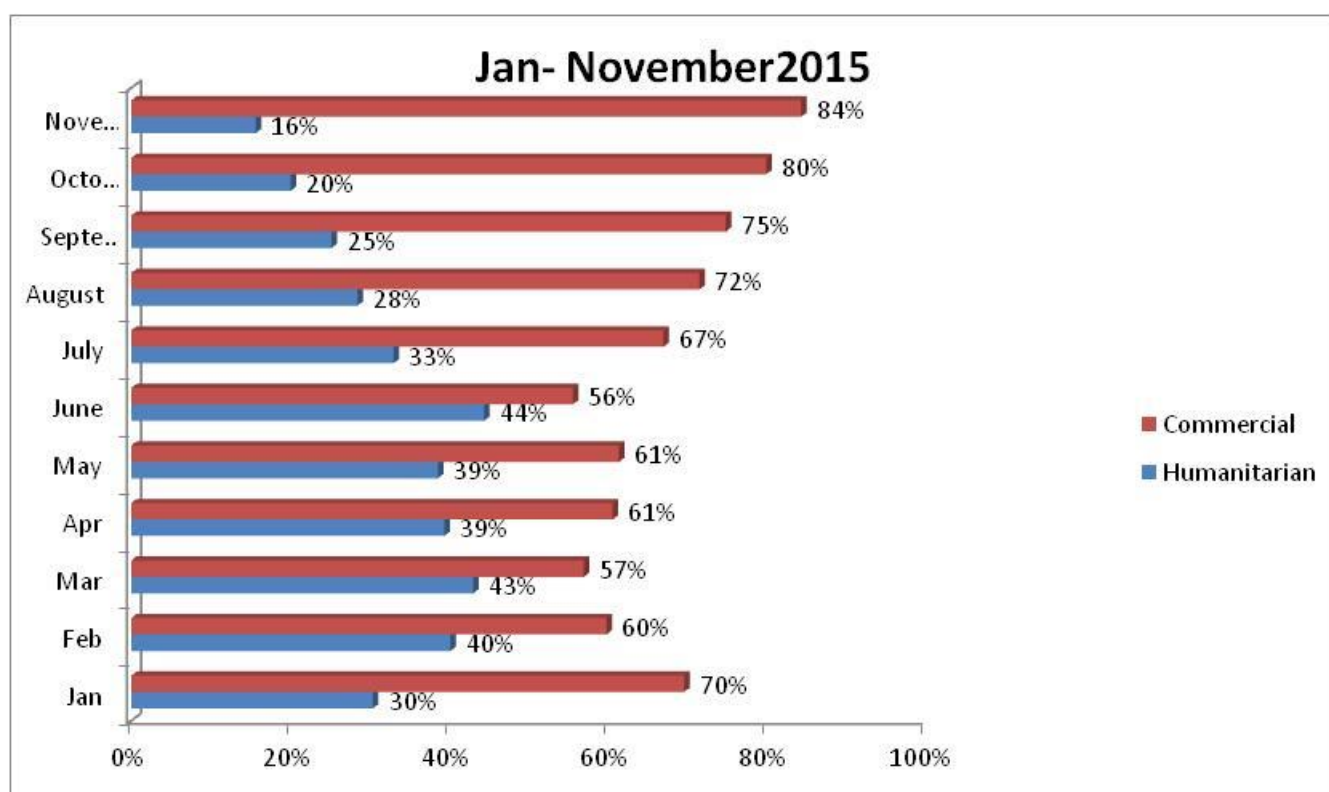
Figure 2: Percentage of types of commodities – November 2015

The volume of goods that entered the GS through KS is 158% more than the monthly average of 4,000 truckloads that entered the GS in 2014. Also, the volume of basic construction materials designated for the Qatari projects (1154) is approximately 89% higher than the monthly average of 610 truckloads that entered in 2014 and 24% less than the monthly average of 1524 truckloads during January – June 2015.

9,857 truckloads of goods that entered the GS through KS were destined for the private sector, which represent approximately 78 % of the total truckloads of goods that entered GS through KS. This volume of goods is 25% more than the number of truckloads of goods that entered to private sector through KS in the month of October, and is 159 % more than the average number of truckload of goods that entered the GS from Jan – June 2015. Figure 3 below shows the percentage of goods distended to private sector vis a vis other international and public sector.



Of the total number of goods that entered the GS, 1,832 truckloads (16%) of humanitarian aid – including food, medical supplies, and construction materials for the Qatari projects and international organizations – crossed into Gaza through the KS. Consumer items continue to make up a significant portion of imported goods; for example, food products represent approximately 15% of total imports. Figure 4 below shows the breakdown of commercial goods vis-à-vis humanitarian aid during January - November 2015.



The Government of Israel continues to impose administrative and regulatory restrictions on goods destined for the GS. For instance, there are restrictions on the entry of basic construction materials for the private sector and there is a ban on the entry of imported items listed as dual-use which have undermined the delivery of construction materials, humanitarian goods, and medical equipment, etc. also, the entry of goods in shipping containers has been prohibited since 2007.

However during this month, GoI allowed the entry of 6122 truckloads of basic construction materials including 1855 truckloads of cement, 3918 truckloads of aggregates, 349 truckloads of steel bars under the Gaza Reconstruction Mechanism⁸ compared to 4194 entered during the previous month. Also, 237 truckloads of basic construction materials designated for the international organization's projects were allowed to enter; and 1154 truckloads of basic construction materials entered for the Qatari construction projects. According to the Palestinian Federation of Industries, it is estimated that Gaza currently requires up to 8,000 tons of cement per day (200 Truckload).

4. EXPORTS & OUTGOING TRUCKLOADS FROM GAZA

In a significant development and according to comments made by the Coordinator of Government Activities in the Territories (COGAT) in the previous month, Israel has allowed marketing of ironworks, furniture and textile from Gaza in Israel For the first time since 2007. The Government of Israel has allowed the shipment of a limited number of products (agricultural products, furniture and textile) to exit Gaza for the West Bank markets since November 2014, after seven years of ban of exports to WB. In March of this year, Israel began allowing entrance of tomatoes and eggplants from Gaza to Israel due to the shmita year. Shipments out of Gaza to Israeli markets remained, until last September, restricted to exports of vegetables (tomatoes, and eggplants) due to the current Shmita year.

During November, 150 truckloads of goods exited Gaza, of which 92 truckloads were destined to the West Bank: 85 truckloads of agricultural produce, 4 truckloads of furniture; and 3 truckloads of Stationary. In addition to that 24 truckloads of vegetable produce were allowed to exit for international markets. A total of 34 truckloads were allowed to Exit to Israel during this month of which 14 truckloads were of agriculture produce (Eggplant) and 20 truckloads of scrap metal. Comparatively, during the month of October 137 truckloads of goods exited Gaza, of which 81 truckloads were destined to the West Bank: 73 truckloads of agricultural produce, 4 truckloads of furniture; and 4 truckloads of clothes. In addition to that 32 truckloads of vegetable produce were allowed to exit for international markets. A total of 24 truckloads were allowed to Exit to Israel during this month of which 18 truckloads were of agriculture produce (Eggplant) and 6 truckloads of scrap metal.

So far, in 2015, 1139 truckloads were allowed to exit Gaza for international markets, Israel and West Bank. In 2007, some 5,007 truckloads of a wider range of goods exited to West Bank, Israel and external world. Figure 5 below shows number of truckloads of exports by destination for the months of January – November 2015.

⁸ <http://www.unsco.org/Gaza%20Reconstruction%20Mechanism%20Fact%20Sheet%209%20October%202014.pdf>

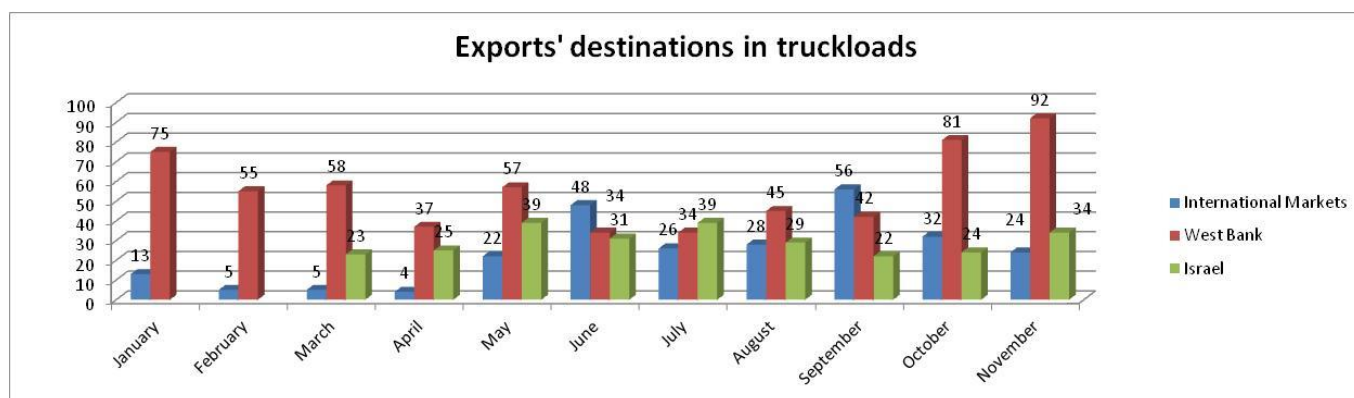


Figure 5: Exports' destinations in truckloads

5. FUEL

Israel has allowed the entry of 2.27 million liter of Qatari fuel destined for the Gaza Power Plant (GPP) during this Month, comparatively .2 million liter of the Qatari fuel were allowed to enter during month of October. In the month of August, Israel has allowed resumption of imports of Qatari fuel for the first time in 2015. Since June 2013, less than 16.3 million liters of Qatari fuel have entered the GS, which is less than 55% of the total 30 million liters of fuel donated by the Government of Qatar.

In November 2015, 4.59 million liters of diesel fuel (destined for GPP) entered through KS, which enabled the plant to continue running at a limited capacity. The plant has been partially operational since June 2006 when it received a direct hit during military operations in Gaza Strip. Due to the absence of cheap Egyptian fuel at local markets, purchase of Israeli-supplied fuel has significantly increased. Overall, around 16.5 million liters of fuel entered the GS from Israel, including 3.8 million liters of petrol and 12.5 million liters of diesel fuel.

The Gaza Strip imported 5,076 tons of cooking gas from Israel this month, compared to 4,783 tons imported during the previous month. The Gas Station Owners Association (GSOA) indicates that this amount represents about 57% of the estimated needed amount of fuel at around 7,500 tons. Please see Figure 6 below for the amount of fuel that has entered Gaza Strip during January – November 2015.

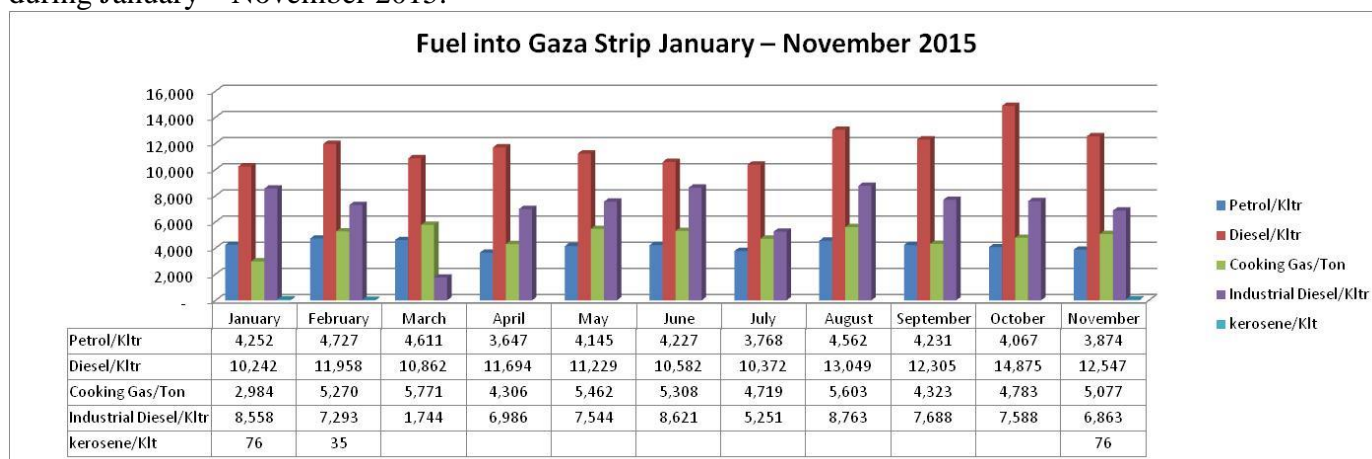


Figure 6: Fuel into Gaza Strip January – November 2015

6. Annexes

Annex: I

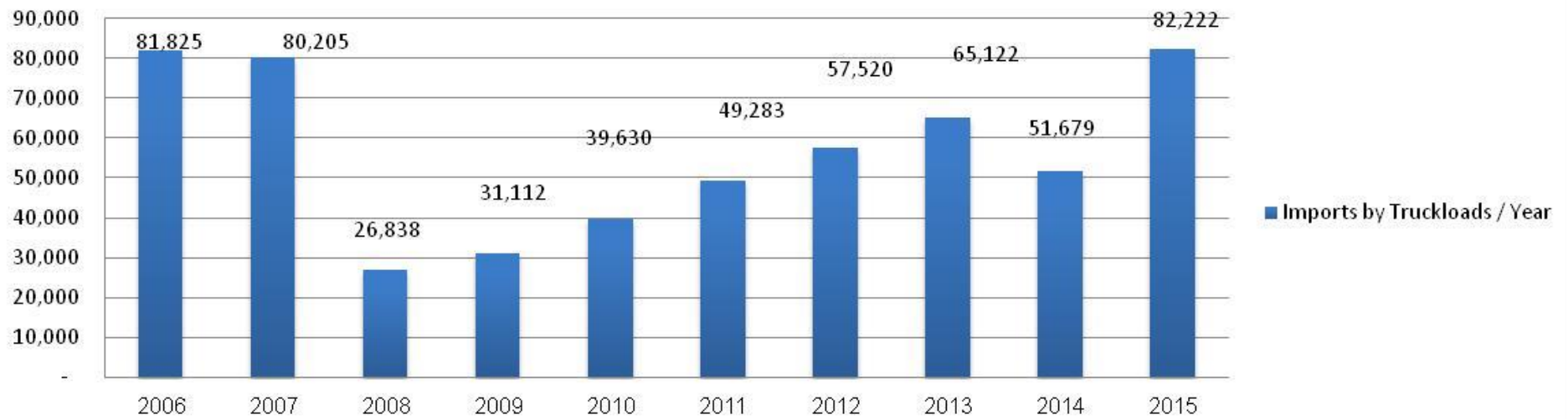
#	Type	Consignee	Truckloads
1	Cement	UNRWA	97
2	White Cement	UNRWA	3
3	Cement Silo	UNRWA	62
4	Steel Bars	UNRWA	21
5	Aggregate for marble	UNRWA	1
6	Aggregates	UNRWA	1
7	Basalt	UNRWA	3
8	Cement	UNICEF	1
9	Cement	UNDP	10
10	Steel Bars	UNDP	4
11	Aggregates	UNDP	12
12	White Cement	UNDP	1
13	Aggregates	Qatari projects	1154
14	Cement	private sector	1500
15	Steel Bars	private sector	349
16	Aggregates	private sector	3918
17	Cement Silo	private sector	355
18	Quartz "small gravel used for making tiles"	private sector	2
19	Aggregates	CMWU	10
20	Cement	Palestinian Water Authority	11
Total trucks			7,515

Annex: II

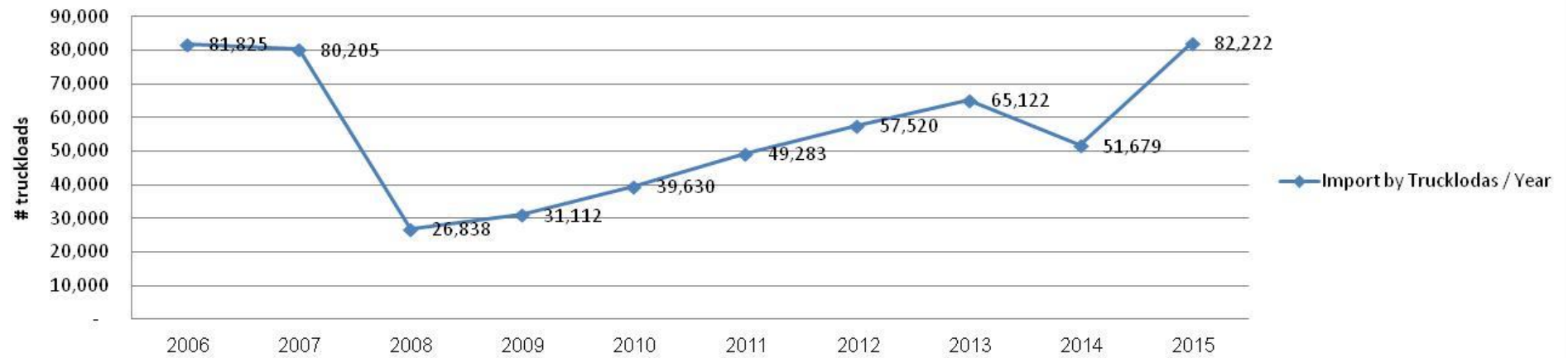
Historical Crossings Data	
Average monthly imports 2006	6820
Average monthly exports 2006	440

Volume of Trade by Truckloads			
Year	Imports	Exports	Transfer to WB
2015	82222	529	310
2014	51679	136	92
2013	65122	182	
2012	57520	254	
2011	49283	268	
2010	39630	215	
2009	31111.5	42	
2008	26838.2	33	
2007	80205.4	5183	
2006	81825	5290	
2005		9319	
2004		7869	
2003		9408	
2002		9679	
2001		15137	
2000		15255	

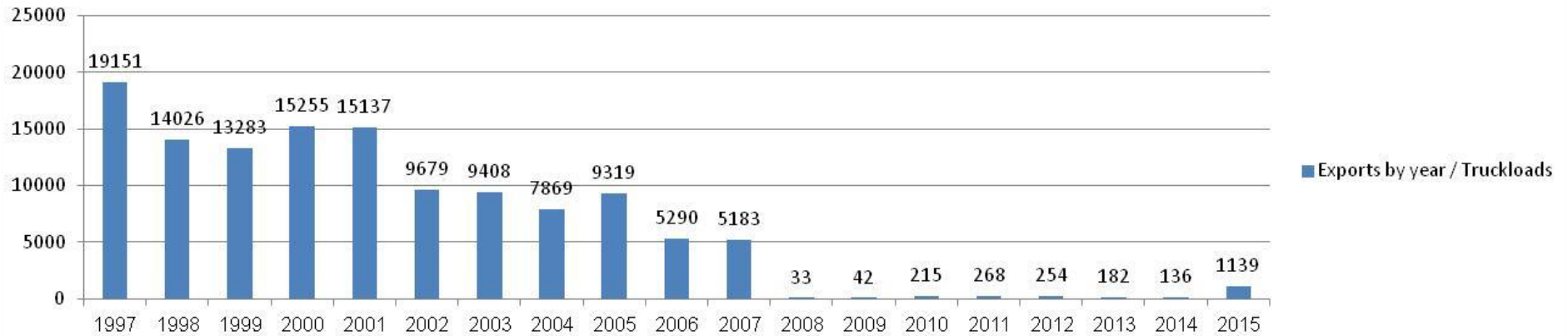
Imports by Truckloads / Year



Imports by Truckloads / Year



Exports by year / Truckloads



Exports by year / Truckloads

