



## Increasing Need, Decreasing Access: Tightening Control On Economic Movement

### Introduction.

The West Bank has limited natural resources and its economy depends on trade and remittances from jobs in Israel. Since the majority of the West Bank's trade is with Israel, the current closure regime is forcing many West Bankers into reliance on aid and worsening the already deteriorating socio-economic conditions.

UN agencies currently provide food aid to more than 790,650 Palestinians in the West Bank. A dependency, which according to the World Bank, is not temporary: "aid reliance dismantles existing economic structures and leads to a decline, which is difficult to reverse."<sup>1</sup>

If the West Bank economy is to recover and grow sufficiently simply to finance the basic humanitarian needs of the Palestinian population, trade must increase substantially. In 2007, with reference to the oPt, the World Bank stated that no economy can develop without mobility<sup>2</sup>. Also the Palestinian Reform and Development Plan for 2008-10 (PRDP), "is built on the assumption that Israel is willing to take steps to remove administrative and physical barriers to the movement and access of people and goods"<sup>3</sup>.

Negotiations between the Government of Israel (GoI) and the Palestinian Authority (PA) have included



Gilo checkpoint at dawn. Palestinian workers wait behind a fence to cross into East Jerusalem to work. When the gate opens late workers desperate to get to work on time jump the queue. OCHA 2007

discussions on improving access as an essential element for security in the occupied Palestinian Territory (oPt). The 'Agreement on Movement and Access', which was signed in November 2005, has so far led to very limited, if any, improvements<sup>4</sup>.

According to the GoI, closure and movement restrictions for goods and people in the West Bank are necessary measures to protect Israeli citizens in Israel and in Israeli settlements in the West Bank.

Using the examples of Nablus City and Ad Dahariya, the present report examines how economic decline and the resulting humanitarian needs in the West Bank are inextricably linked to the decline in trade as a result of imposed closures and movement restrictions as well as drops in remittances from Palestinian jobs in Israel.



### Layers of Closure.

#### Internal Closures

Internal closures in the West Bank are imposed by a multifaceted system of physical and bureaucratic obstacles, which control all movements inside the West Bank and onto the roads that are used primarily by Israeli settlers.

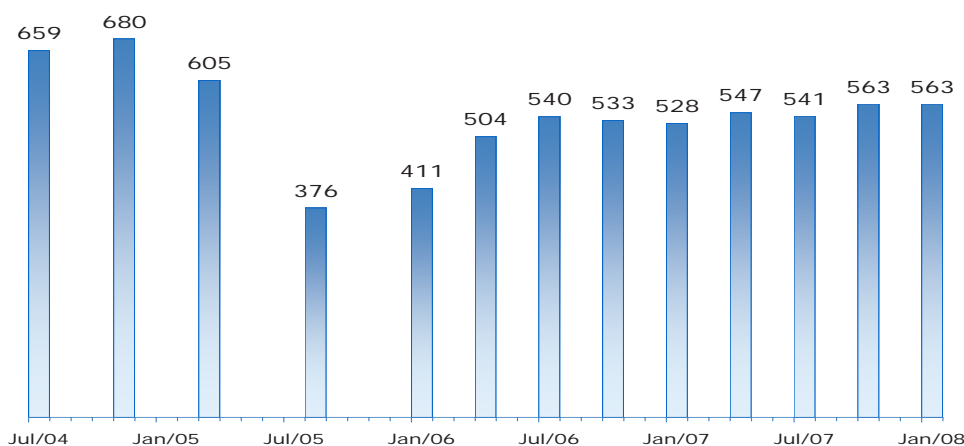
In January 2008, there were 563 physical obstacles, including checkpoints, road blocks, earth mounds, trenches, fences and gates, on roads inside the West Bank. Added to these were ad hoc flying checkpoints and age restrictions on Palestinian movement, which have impeded the flow of materials, goods and labour, leading to increased transportation costs and substantial delays and loss of efficiency<sup>5</sup>. The effects and consequences of the closure regime in the West Bank have been documented by OCHA in several publications:

Web Links: (Click to open report)  
**Increasing need, decreasing access:  
 Humanitarian Access to the West Bank**  
**OCHA Closure Update - October 2007**

#### External closure

The term 'External Closure' refers to the use of Israeli-controlled crossings that permit movement into and out of the West Bank. The West Bank Barrier has progressively sealed the West Bank off from Israel. Crossing the Barrier is necessary for all movement of goods and people between the West Bank and Israel. Such crossing points are built into the Barrier, and the majority of them are actually situated in West Bank territory.

#### Closure Obstacles in the West Bank



In 2005, the Israeli Ministry of Foreign Affairs indicated that "Israeli security forces will transfer the bulk of their monitoring and control efforts from the checkpoints inside the West Bank ... to crossing points along the revised route of the security fence"<sup>6</sup>.

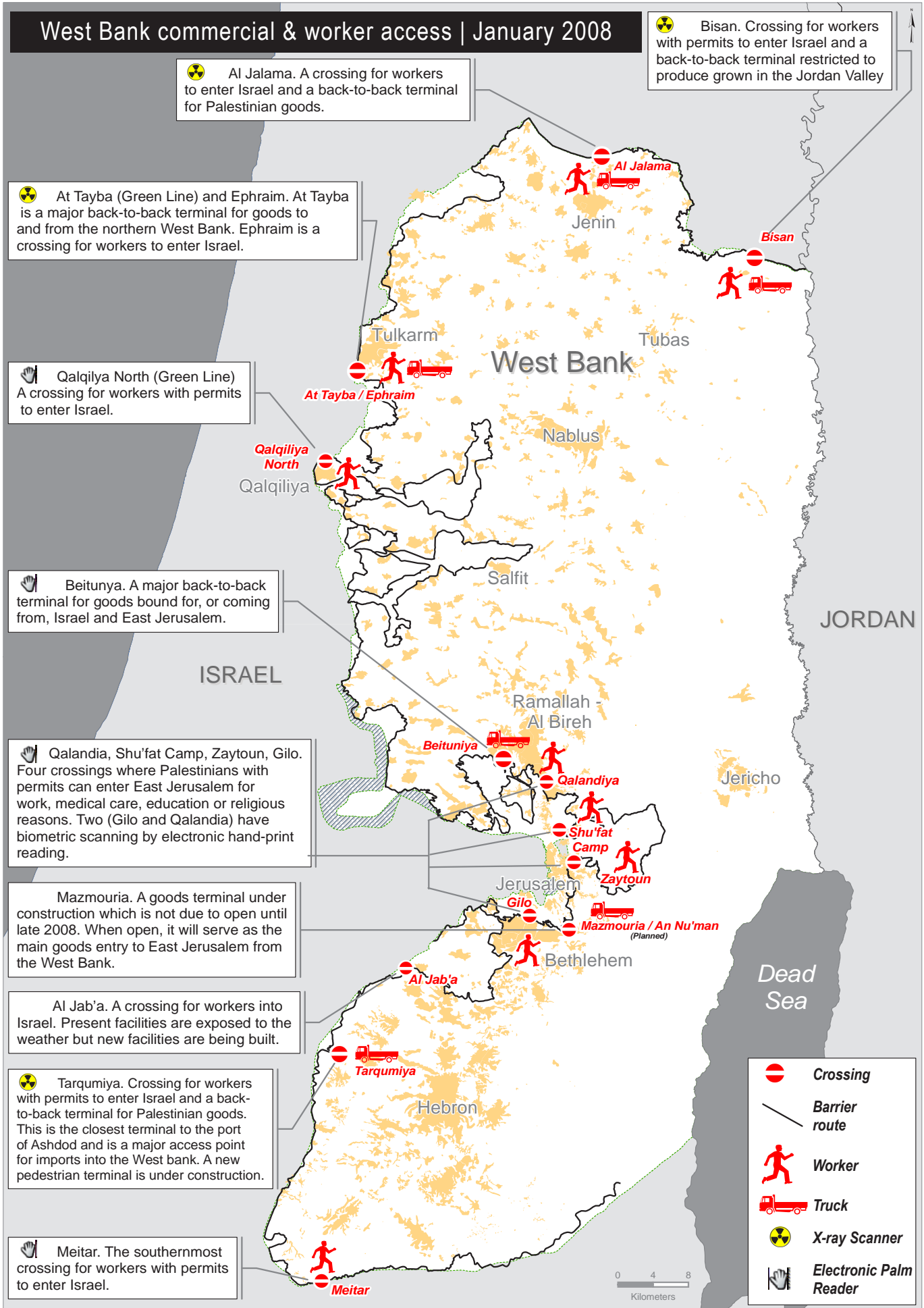
And although tighter restrictions on movements across the Barrier are progressively being introduced, there has been no corresponding reduction of restrictions on movements inside the West Bank.

As the construction of the West Bank Barrier has progressed, the Barrier crossings are now regarded by Israel as Border Terminals. The control of these terminals has increasingly been handed over from the IDF to the Israeli Customs Authorities, civil Police and civilian security companies, and the movement of goods and labour has become increasingly difficult.

Palestinian export trade has been particularly affected by these developments. Goods must first pass the internal closures around urban West Bank centres before exiting the West Bank via one of five Barrier Terminals into Israel or across the King Hussein Bridge into Jordan.

Labourers with the required permits, who have successfully crossed all the internal checkpoints and obstacles inside the West Bank, may only cross the Barrier at one of eleven designated Barrier Crossing Points.

As a result, internal and external closures are effectively combined into one system of control of movements.





**Barrier Crossing Key points:**

- Thirteen crossing points control the movement of all goods and labour across the West Bank Barrier
- The Barrier and the associated permit system restrict access and movement of Palestinians into and out of the West Bank
- Palestinians must have the necessary permits to cross the Barrier when entering Israel, occupied East Jerusalem and any of the closed areas, i.e. areas between the Barrier and the Green Line
- Eleven of these checkpoints control all movements into and out of the West Bank of Palestinian people, including the staff of humanitarian organisations.
- Six of the thirteen checkpoints are commercial crossings, designed to facilitate the transfer of goods in and out of the West Bank to Israel, the Gaza Strip, or for export. (Currently only five of them are open and functioning.)
- The GoI has announced changes for the commercial crossing checkpoints making them similar to crossings into the Gaza Strip, i.e. most notably the introduction of a compulsory 'back-to-back' system for goods (see below)<sup>7</sup>.
- The current crossing restrictions and the announced introduction of the 'back-to-back system' are increasing costs, reducing efficiency and making any business transactions unreliable and unpredictable, resulting in a further economic decline<sup>8</sup>.

**The Barrier's Commercial Terminals: How they work**

- The 'Back-to-Back' Procedure: All goods must be loaded onto palettes, which are limited in size to 1.6 metres square. Each pallet may carry only one kind of commodity (at present it is not clear how large items, which cannot fit within the 1.6 metre limit, will be processed). Trucks from one side of the terminal will drive into an enclosed yard, the palettes will be off-loaded and may be searched or scanned. Once the goods are cleared, trucks from the other side will enter the yard and pick up the load for onward delivery.
- X-raying: Container x-ray scanners, which speed up the checking process, are presently installed at only three crossings<sup>9</sup>. Currently no conveyor belts for aggregates are operating, although

some trucks are fitted with smaller versions of these belts.

- Operating hours: According to information provided by the IDF, the scheduled operating hours for most Terminals are between 11 to 12 hours, for five and a half days per week. Crossings close on Israeli weekends and Israeli holidays. They also closed whenever there is a security alert. In 2006, West Bank crossings were closed for a total of 91 days during the year for security reasons.
- Capacity: At present the maximum capacity of each Crossing to process goods through the back-to-back procedure is unknown. However, initial analysis from the Nablus, Bethlehem and Hebron Chambers of Commerce note that the five terminals can barely cope with the existing low volume of trade, leading to delays in the importation of industrial raw materials essential for the manufacturing industry, and the export of products. The Chambers of Commerce fear that insufficient capacity at the 'bottle necks' created by the new system will restrict essential Palestinian trade expansion.

*Of note:*

- *Out of the six goods terminals crossing to Israel, only four are presently fully operational: Bisan terminal, north of Tubas, makes little contribution to the overall export capacity as the only Palestinian export goods permitted there, are agricultural products from farms in the Jordan Valley.*
- *The sixth terminal is An Nu'man terminal in the Bethlehem district (called Mazmouria by the Israeli authorities) and is not due to open until the second half of 2008.*

**Access to Jordan.**

A limited volume of goods - less than 2% of West Bank exports, mainly uncut stone - is exported across the King Hussein Bridge into Jordan<sup>9</sup>.

According to the United Nations Conference for Trade and Development (UNCTAD<sup>10</sup>) there are initial plans to develop access to the Damya Bridge into Jordan for more trade. However, as Jordan produces similar goods as the ones in the West Bank, but with lower labour costs, there is currently little demand for this route.



## Labour export across the Barrier

Remittances from exported labour – the majority of which is earned in Israel - are an essential component of the Palestinian economy. The International Monetary Fund (IMF)<sup>11</sup> reports that income from Palestinian workers employed in Israel represented more than one-quarter of Gross National Income until the number of permits was curtailed in 2002.

The International Labour Organisation (ILO) reported that 140,000 Palestinians (from the West Bank and Gaza) worked in Israel in 1999, but by 2006 the number had dropped to 64,000, including an estimated 15-20,000 working illegally. Figures were also presented by the ILO from the Israeli Central Bureau of Statistics that showed total (legal) wages paid to Palestinians working in Israel in 2006 to be US\$ 386 million. This massive reduction in remittances has severely affected the overall West Bank economy and contributed to an increased need for external support and assistance. Palestinians working in Israel can earn 170 NIS per day compared with 50-70 NIS per day for equivalent work in the oPt where wages have been kept low due to the high unemployment rate.<sup>12</sup>

In order for Palestinian workers to cross the West Bank Barrier at one of the eleven designated pedestrian Barrier-Checkpoints into East Jerusalem or Israel, they must have an Israeli-issued work permit. To be eligible for such a permit a Palestinian must be over the age of 35; married with at least one child; have no security record with the Israeli security service and have an employer in Israel, who is prepared to apply and pay for the permit. Permits are issued for 3 month periods and can be withdrawn at any time without an explanation. Renewing them is an unpredictable process. Permits do not allow for overnight stay in Israel.

Workers who cross daily often face long delays, crowding, and the risk that access can be denied at the whim of the soldiers on duty. Each of the eleven Pedestrian Barrier Checkpoints across the Barrier has different checking mechanisms, regulations and opening times. Terminals often open late, causing frustration and anxiety about getting to work on time.

At Gilo checkpoint into East Jerusalem, workers interviewed by OCHA, reported that they arrive at

03.00 in the morning in order to ensure crossing into East Jerusalem in time. Crowding further discourages female workers, who constitute only a small minority of the workforce.

According to the Israeli Civil Administration Liaison Office, new procedures are currently being developed by the Israeli authorities, which will standardise the crossings and provide at least some degree of predictability. However, it was also noted that there will be a tightening of the access for Palestinians to work inside Israel and East Jerusalem. So far no time-lines or details of the new restrictions have been made available.

## Case study I NABLUS: Trading from a Closed City

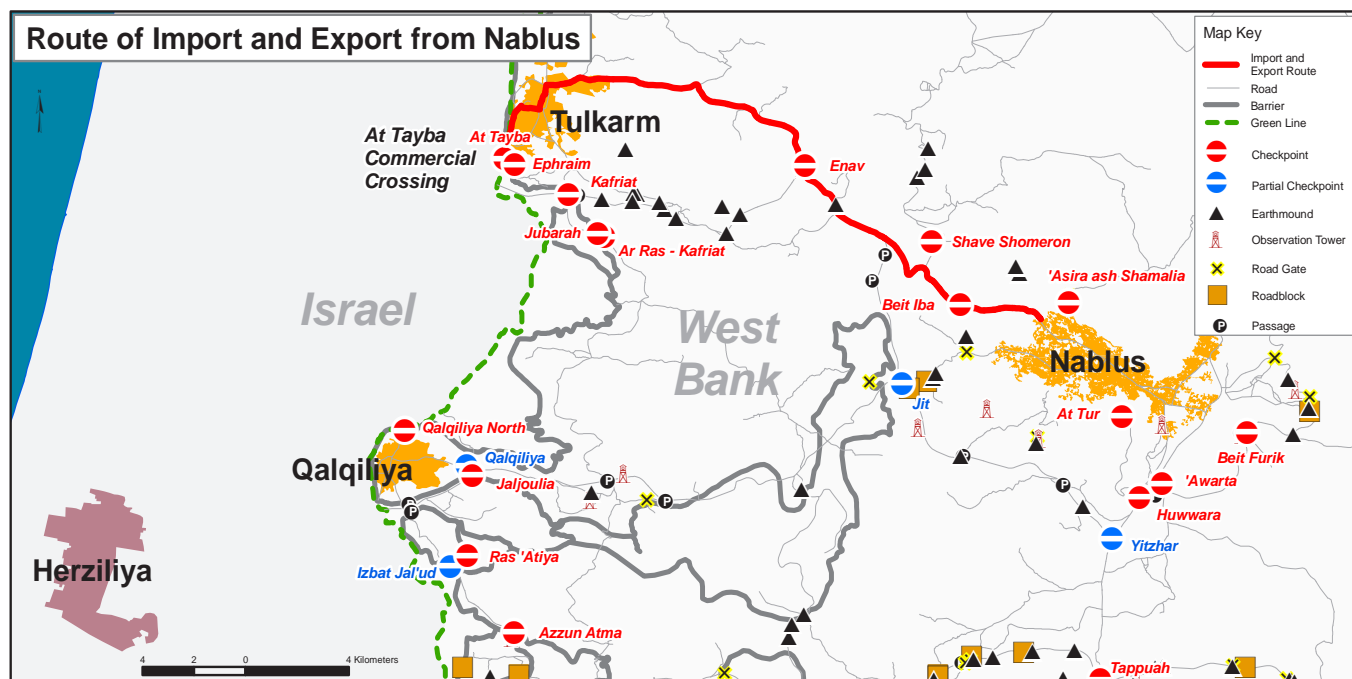
Nablus city is the main urban and commercial centre in the north of the West Bank<sup>13</sup> Trade - either within the West Bank or export to Israel or abroad - requires a free flow of goods. Yet Nablus is surrounded by sixteen Israeli checkpoints. Of the three commercial checkpoints surrounding Nablus, 'Awarta Commercial Crossing, has the 'back-to-back' procedure, the only one inside the West Bank.

'Awarta connects Nablus to major commercial centres in the south and for the past five years the majority of goods going into and out of Nablus have had to be unloaded from one truck, ferried through a barrier of concrete blocks and loaded onto another truck on the other side: a process that takes a minimum of half an hour.

Since January 2007, Israeli-plated vehicles are not allowed to approach 'Awarta and the back-to-back system with Israeli vehicles now occurs at At Tayba. An average of 550 truckloads cross 'Awarta back-



Trucks wait to enter a terminal to begin the back-to-back process. OCHA 2008.



to-back each day and, according to the Chamber of Commerce in Nablus, an additional 120 trucks have permits that allow them to avoid this lengthy process.

**Export from Nablus**

Local industries export primary products, especially olive oil, and light manufactured goods, such as textiles and aluminium building fittings. The commerce in Nablus is highly dependent on exports outside of the West Bank, especially trading with Israel, which fell dramatically in 2007.

Exports million US\$	2004	2005	2006	2007 <sup>1</sup>
Traders to Israel	90	96.25	112	68.75

Export manufacturers in Nablus face two hurdles; firstly getting their raw materials into and finished products out of their closed city, and secondly exporting to or through Israel via the At Tayba back-to-back terminal. For example, goods going from a factory in Nablus to the Israeli port of Ashdod, will go through Beit Iba and Enav internal checkpoints before reaching the At Tayba Commercial Barrier Terminal.

In 2005, At Tayba Commercial Barrier Terminal was opened, built on the 1949 Armistice line (The Green Line), 31 Km west of Nablus City. Since then, import and exports between Nablus and Israel crossed through the At Tayba Terminal. Israeli

registered trucks travelled directly from the factory door in Nablus to customers in Israel, or to the port of Ashdod for export overseas.

A 'back to back' procedure for Palestinian trucks was introduced at the terminal in July 2007 and transport costs for goods travelling from Ashdod port to Nablus city have increased by 55% as a result.<sup>14</sup>

**Flight of business from Nablus**

Many businesses have either moved from or established outside Nablus, beyond the tight ring of closures around the city.

- The central vegetable market was moved from Nablus City to the neighbouring villages of Bieita, Tammun and Qabatiya, because the checkpoints into Nablus, even on the days when there were no major delays or closure, do not open early enough for farmers to get their fresh produce to market.
- A number of mechanical repair businesses moved from Nablus to the nearby village of Huwwara, to be accessible as private cars are not allowed to, in or out of the city without a permit. Very few permits are issued and those that are may take months to be processed.
- The Nablus Chamber of Commerce reports that considerable investment capital moved from Nablus to Hebron and Ramallah governorates, and some to Jordan and other countries. The loss of trade within the City has contributed to the increase in unemployment from 18.2% in 1999 to 26.3% in 2006.



## Risky business

The number of small and medium businesses in Nablus increased by 20% between 2002 and 2006. Most of these new businesses are services, small construction companies and small shops. The majority were started by people, who lost more profitable job opportunities working outside Nablus.

## Case Study 2 AD-DHAHRIYA: Trading the Long Way Round

Ad-Dahriya is a town 30 kilometres south of Hebron City with a population of 30,640<sup>15</sup>, and is seven kilometers north of the 1949 Armistice line. Until 2000, Ad Dahiriya, as the southernmost West Bank town, was the largest commercial centre in the district after Hebron. As well as being the hub of 26 villages and hamlets, it was the market centre for another 140,000 Arab Israeli Bedouins from the Negev in the south of Israel. Arab Israelis were attracted by the cheaper prices and traditional Arab products available. The Wednesday animal market was used by both Israeli Bedouin and West Bank herders and attracted merchants from all over the West Bank.

Currently, Ad-Dahriya is surrounded by roadblocks and there are more than eight earthmounds closing road entrances in the immediate vicinity, preventing travel south and east. To the north, poor quality secondary routes are open to Hebron, the regional trade centre.

Arab Israeli Bedouin are no longer able to reach to Ad-Dahriya. Villagers from north of the Ad Dahariya have turned to Hebron rather than negotiating the closures around Ad Dahariya to reach their traditional markets.

Equally, producers in the town face difficulties trading or taking produce to their former market in Hebron city. Access to Road 60 that used to connect Ad-Dahriya to Hebron has been blocked since the beginning of 2002. A trip to the city of Hebron, which used to take about 25 minutes before the closure regime was imposed, currently takes more than twice that time. Also the cost of a truck delivery between Ad-Dahriya and Hebron has doubled, from NIS 60 to 120<sup>16</sup>.

The cost of a truck to transport goods from Ad-Dahriya to the nearest Israeli town, Beer Sheva, has gone up from NIS 800 to between NIS 1300

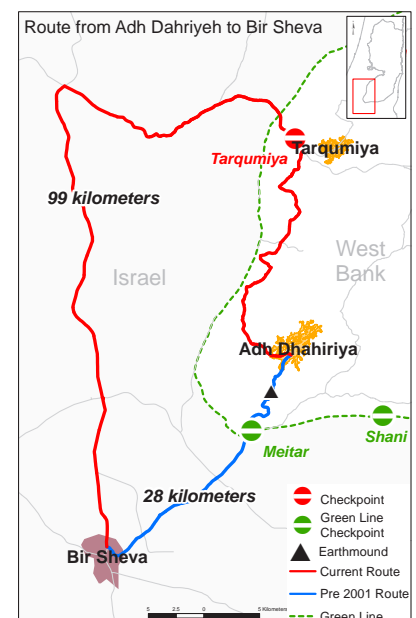
## Access for goods brought in by humanitarian agencies

- The movement of goods transported by humanitarian organisations is also controlled by the Israeli Barrier Crossing System.
- In addition to the private sector, humanitarian agencies such as WFP and UNRWA import food to supplement the diets of thousands of Palestinians in the West Bank. Many of the supplies for the Gaza Strip are stored and distributed through West Bank warehouses.
- Reducing the number of access points into the West Bank, and increasingly tight regulations will increase both the time and costs for the delivery of assistance. To date, UN agencies have not been requested to off-load their goods through the back-to-back system. If however it does become compulsory for humanitarian agencies, it would mean that the integrity of goods could not be guaranteed and an increased risk of handling damage and losses. Both UNRWA and WFP have estimated potential cost increases if the full checking regime will be imposed of between 200% and 300%.

and NIS 1500<sup>17</sup>. Transportation costs have risen mainly because the goods need first to be put on pallets before a Palestinian registered truck can carry them from Ad Dahariya north over rough, secondary roads to the Tarqumiya Terminal, where they are transferred back-to-back, and taken by a Israeli truck to Beer Sheva. This means delays at the crossing and that two trucks and two drivers must be used instead of one.

Beer Sheva and the surrounding Arab Israeli towns are the traditional market for furniture and wrought iron work from Ad Dahariya. Through Tarqumiya this is now a 98 kilometre journey rather than the historically direct route of 28 kilometres.

People from Ad-Dahriya and surrounding villages have worked in Israel since 1967. The Chamber of Commerce in Ad Dahariya estimates that





approximately 15,000 workers from the town and surrounding district used to access Israeli labour markets on a monthly basis. In December 2007 only 1,000 had work permits to cross into Israel and the value of remittances has dropped accordingly. Alternative employment in south Hebron is very scarce. The closure system also prevents access to grazing and agricultural land, making it difficult to use herding and farming as an alternative livelihood.

### Future Prospects

The West Bank economy is fragile and trade-dependant, and 95% of that trade is with Israel.

UNCTAD warns that there is a risk of breaking down of the Palestinian logistics chain because current developments are “overly focussed on addressing Israel’s security concerns to the detriment of Palestinian economic recovery”<sup>20</sup>.

The Chambers of Commerce in both Hebron and in Nablus are concerned that the system of goods crossings through the West Bank Barrier has inadequate approach roads. One obvious example of this is at At Tayba where the crossing itself is developed but the approach road and truck parking area on the Palestinian side are rough and heavily pot-holed. In addition the approach to the terminal is through the crowded streets of Tulkarm City. The opening hours, equipment and infrastructure are inadequate to maintain current levels of trade. Therefore the experts predict that: (i) Palestinian importers and exporters will face increased costs due to long delays, additional handling charges and damage; (ii) twice the number of trucks will be required; (iii) businesses will lose customers due to the expected failure to meet delivery deadlines and (iv) the prices will rise to meet all the accumulated additional costs.

The Chambers of Commerce foresee large businesses down-sizing leading to jobs being lost and many small enterprises forced out of business.

The rise in unemployment in the West Bank from 16.9 % in 2000 to 25.2% in 2007<sup>21</sup> has in part been offset by the policy of the Palestinian Authority of increasing the number of people employed in the public sector. However, the increase in government employees has not led to an increase in public sector efficiency and, without tax revenues to support it, is dependant on unsustainable external financing.

### Humanitarian Consequences: Indicators of the economic decline in Ad-Dhahiriya include<sup>18</sup>:

- The Ad-Dhahiriya Chamber of Commerce states that more than 140 of an estimated 650 small and medium businesses (22%) have closed completely since 2000.
- The rate of unemployment in South Hebron is 38%, more than double the West Bank rate of 18.6%.
- Fewer than four in ten families with access to water networks pay their bills and the municipality owes 600,000 NIS to the West Bank Water authority.<sup>19</sup>
- More than 60% of the population in Ad-Dhahiriya have not been able to pay their electricity bills to the municipality for more than four years.

When direct donor funding to the Palestinian Authority (PA) and customs clearances were cut in early 2006, following the election of the Hamas government, maintenance of the economy again became dependant on assistance and support from the international community and the struggling private sector.

In 2007 the UN Combined Appeal Process directed US\$ 262.2 million to agencies working with Palestinians, and between June 2006 and January 2008 the Temporary International Mechanisms (TIM) paid an additional US\$ 753 million to individual Palestinians. Since July 2007, direct funding of the PA operational budget resumed, as was the payment of regular salaries to 160,000 PA employees. However, the Palestinian economy remains in decline.

The Palestinian Central Bureau of Statistics (PCBS) recorded a 10% decrease of GDP in Palestine in 2006 and predicted a similar fall for 2007<sup>22</sup>. A further decline can be foreseen with any additional restrictions to movement across the West Bank Barrier. They compound the effects of the unchanged level of internal West Bank closure that the World Bank has established<sup>23</sup> has a direct negative effect on the economic well-being of the Palestinian population in the West Bank, given its dependency on trade.

The IMF predict that that real GDP would fall by an average of 2% per year between 2008 and 2010, if the Israeli imposed movement restrictions remain unchanged<sup>24</sup>.





## Endnotes

1. World Bank, May 9, 2007. "Movement and access restrictions in the West bank: Uncertainty and inefficiency in the Palestinian economy".
2. Ibid
3. Special Report: Israeli checkpoint terminals; Status of Construction. Negotiations Affairs Department, Palestinian Authority
4. The Agreement on Movement and Access, of November 2005, was specifically drafted to "facilitate the movement of people and goods" and to minimize the disruption to Palestinian lives".
5. Regular reports of monitoring of the Agreement on Movement and Access by OCHA (available at [www.ochaopt.org](http://www.ochaopt.org)) show that none of the goals set in the AMA have been reached.
6. Special Report: Israeli checkpoint terminals; Status of Construction. Negotiations Affairs Department, Palestinian Authority
7. Recently, the GOI has established five crossing points for the transfer of commercial goods between Israel and the West Bank. While it is still difficult to assess, initial reports from traders using the newly established commercial crossing suggest that once all traffic into/out of the West Bank is forced through these crossings, they may be unable to accommodate the current volume of traffic between Israel and the West Bank. Palestinian businesses have already begun expressing serious concerns regarding the impact of expected delays and additional costs entailed (Page 10, World Bank Investing in Palestinian Economic Reform and Development, <http://sitere-sources.worldbank.org/INTWESTBANKGAZA/Resources/294264-1166525851073/ParisconferencepaperDec17.pdf>)
8. World Bank, May 9, 2007. "Movement and access restrictions in the West bank: Uncertainty and inefficiency in the Palestinian economy"
9. PCBS trade figures available at [www.pcbs.gov.ps](http://www.pcbs.gov.ps)
10. United Nations Conference on Trade and Development: Report on UNCTAD assistance to the Palestinian people. 13th August 2007.
11. Medium-Term Macroeconomic and Fiscal Framework for the West Bank and Gaza, IMF. December 17, 2007.
12. Medium-Term Macroeconomic and Fiscal Framework for the West Bank and Gaza, IMF. December 17, 2007.
13. According to PCBS population and employment figures, Nablus has a population of 134,116, more than one third of the total 336,380 residents in Nablus Governorate (13% of the West Bank population); available at [www.pcbs.gov.ps](http://www.pcbs.gov.ps)
14. From 1,800 NIS to 2,800 NIS according to Nablus Chamber of Commerce, August 2007.
15. PCBS population projections for the year 2006, available at [www.pcbs.gov.ps](http://www.pcbs.gov.ps).
16. Ad Dahariya Chamber of Commerce.
17. Ibid
18. Population and employment figures available at [www.pcbs.gov.ps](http://www.pcbs.gov.ps)
19. Ad Dahariya Chamber of Commerce.
20. United Nations Conference on Trade and Development: Report on UNCTAD assistance to the Palestinian people. 13th August 2007.
21. Employment figures available at [www.pcbs.gov.ps](http://www.pcbs.gov.ps)
22. Economic figures available at [www.pcbs.gov.ps](http://www.pcbs.gov.ps)
23. World Bank, May 9, 2007. "Movement and access restrictions in the West bank: Uncertainty and inefficiency in the Palestinian economy".
24. Medium-Term Macroeconomic and Fiscal Framework for the West Bank and Gaza, International Monetary Fund, December 17, 2007

**Annex I****Commercial Barrier Terminals**

Name	Back to Back System	Number of Lanes	X-Ray Scanner	Capacity Truckloads/ Day	Hours
Bisan	Operating but only for Palestinian produce from the Jordan Valley	3-4 loads handled at the same.	No x-ray planned for this terminal	Information not available	Sun-Thurs 1000-18000 Fri 0700-1300 Closed Saturdays and holidays
Al Jalama	operating	Information not available	Installed and operating	Information not available	Sun-Thurs 08.00-17.00 Fri 08.00-14.00, Closed Saturdays and holidays
At Tayba	operating	5 – 8 at one time, fewer if they are trailer-trucks	Installed and operating	Information not available	Sun-Thurs 08.00-17.00 Fri Closed, Closed Saturdays and holidays
Beitunia	operating	Information not available	No x-ray planned for this terminal	Information not available	Sun-Thurs 0700-16.30 Fri 0700-1200 Closed Saturdays and holidays
Tarqumiya	operating	3-4 loads handled at the same time in an open area	Installed and operating	400 (200 each way)	Sun-Thurs 0700-1800 Fri 0700-1300 Closed Saturdays and holidays
An Numan - Mazmouria	Under construction	Under construction, no information available	Under construction, no information available	Under construction, no information available	Under construction, no information available

**Annex 2.****Pedestrian Barrier Checkpoints used by Palestinians to reach their work in Israel and East Jerusalem**

Name	Maximum capacity per hour	Bio-metric scanning	Special conditions	Hours
Bisan	Information not available	Electronic palm reader sometimes in use	Palestinians working for international organisations are not permitted to cross Bisan.	Sun-Thurs 1000-18000 Fridays 0600-1200
Al Jalama	Information not available	Electronic palm reader sometimes in use	Israeli citizens are not allowed to cross into Jenin.	Sun-Thurs 0600-1930 0700-1400 Fridays
Ephraim	Information not available	Electronic palm reader sometimes in use	Information not available	Sun-Thurs 0430-1900 0430-1400 Fridays
Qalqilya North	Israeli Liaison officer estimates 2500 per day	Electronic palm reader in use	Israeli citizens not allowed in to Qalqilya by car, but can enter on foot.	Sun-Thurs 0700-16.30 Fri 0700-1200 Closed Saturdays and holidays
Qalandia	Information not available	Electronic palm reader sometimes in use	Also used to access East Jerusalem for health, education, and religious reasons	Sun-Thurs 0700-1800 Fri 0700-1300 Closed Saturdays and holidays
Shufat	Information not available	Electronic palm reader sometimes in use	Also used to access East Jerusalem for health, education, and religious reasons	Information not available
Az Zaytoun	Information not available	Information not available	Also used to access East Jerusalem for health, education, and religious reasons	Information not available
Gilo	Observers report 3000+ workers cross in the first 90 minutes of opening	Electronic palm reader	Also used to access East Jerusalem for health, education, and religious reasons	Sun-Thurs 0500-1900 Fridays 0500-1200
Al Jaba'	Information not available	Information not available	N/A	Sun-Thurs 0500-?00 Fridays ?
Tarqumiya	Information not available	Electronic palm reader sometimes in use	New worker terminal under construction beside commercial terminal	Sun-Thurs 0500-1700 Fridays and Saturdays Closed
Meitar	Information not available	Electronic palm reader sometimes in use	N/A	Sun-Thurs 0500-1700 Fridays and Saturdays Closed