



ROAD AND TRANSPORTATION MASTER PLAN

WEST BANK AND GAZA STRIP

TA 2012013 PS 00 F10

Annex 14 - Border Crossing Survey

SEPTEMBER 30, 2016





Table of Contents


1. Border Crossing Points	2
2. Rafah	3
3. Karem Abu-Salem Crossing	5
4. Tarqumiya	7
5. Beituniya	9
6. Ni'lin.....	11
7. Al-Karama Bridge.....	13
8. Damyeh Bridge	17
9. Tulkarm / Faroun	19
10. Al Jalameh	21
11. Tell Al Bayda.....	23
12. King Abdallah Bridge.....	25
13. Freijat (Al Dahriya).....	27
14. Barta'a	29
15. Bayt Sira	31
16. Bethlehem.....	33

1. Border Crossing Points





2. Rafah

Border Crossing Point	Rafah
Location	On the Gaza Strip–Egypt border
Description	<p>There is one BCP between Gaza Strip and Egypt, which is Rafah BCP. The Access and Movement Agreement (AMA), signed between the Palestinian National Authority and Israel in 2005, controls the operation through this crossing. It was recognized as a Palestinian-Egyptian BCP for passengers and exports to Egypt. However, after the implementation of the AMA, it was not operated for exports, but only for passengers, until June 2006. It was also used for the import of construction materials for the Qatar Reconstruction Project.</p> <p>After the Israeli disengagement in 2005, the monthly average number of entries and exits through Rafah BCP reached about 40,000. After June 2006, the crossing was closed 76% of the time and after June 2007, it was closed permanently except for infrequent limited openings by Egypt.</p> <p>From June 2010 to January 2011, the monthly average number of exits and entries through Rafah reached 19,000. After May 2011, when Egypt's President Hosni Mubarak was replaced with Mohamed Morsi, where the number grew to 40,000 per month. When Morsi was deposed by the army in July 2013, the crossing was again almost completely shut down.</p> <p>In August 2014, for the first time since the start of the Gaza blockade in 2007, Egypt allowed the United Nations World Food Program (WFP) to bring food through the Rafah crossing. It provided food to feed around 150,000 people for 5 days. In 2014, an average of 8,119 exits and entries of people were recorded at the crossing monthly. Between 24 October 2014 and September 2015, the crossing has been opened for only 34 days.</p>
Aerial Photo	


Photos	
Dimensions/area	Approximately 100 dunums (100,000sqm)
Type	Passengers only, on few occasions Rafah crossing was used for transfer of some goods such as humanitarian relief goods and construction materials.
Use	Passengers. It is used for importing building materials It was shortly used for exports in 2006 for few days
Currently in Operation	partially operational
Operational Aspects of the Infrastructure	
Average volume of Traffic	After the Israeli disengagement in 2005, the monthly average number of entries and exits through Rafah BCP reached about 40,000.
Facilities/ Infrastructures on the Palestinian Side, inc. Customs	From June 2010 to January 2011, the monthly average number of exits and entries through Rafah reached 19,000. After May 2011, when Egypt's President Hosni Mubarak was replaced with Mohamed Morsi, the number grew to 40,000 per month. When Morsi was deposed by the army in July 2013, the Crossing was again almost completely banned. In 2014, an average of 8,119 exits and entries of people were recorded at the crossing monthly. In 2015 and 2016, it was almost closed, except for exceptional humanitarian cases.
Needs for Development	Terminal Building (including passenger lounges, passport control, security, customs, luggage, etc.)
Nearest built up area (km)	Parking Area
Nearest natural area (km)	
Nearest main road (km)	Less than 350m
Comment	

3. Karem Abu-Salem Crossing

Border Crossing Point	<i>Karem Abu Salem</i>
Location	In the southeast, on the connecting borders with Egypt and Israel
Description	Karem Abu Salem is now the main crossing for the entry of commercial and humanitarian goods, as well as for fuel to Gaza Strip, but most of the time does not function at its capacity.
Aerial Photo	

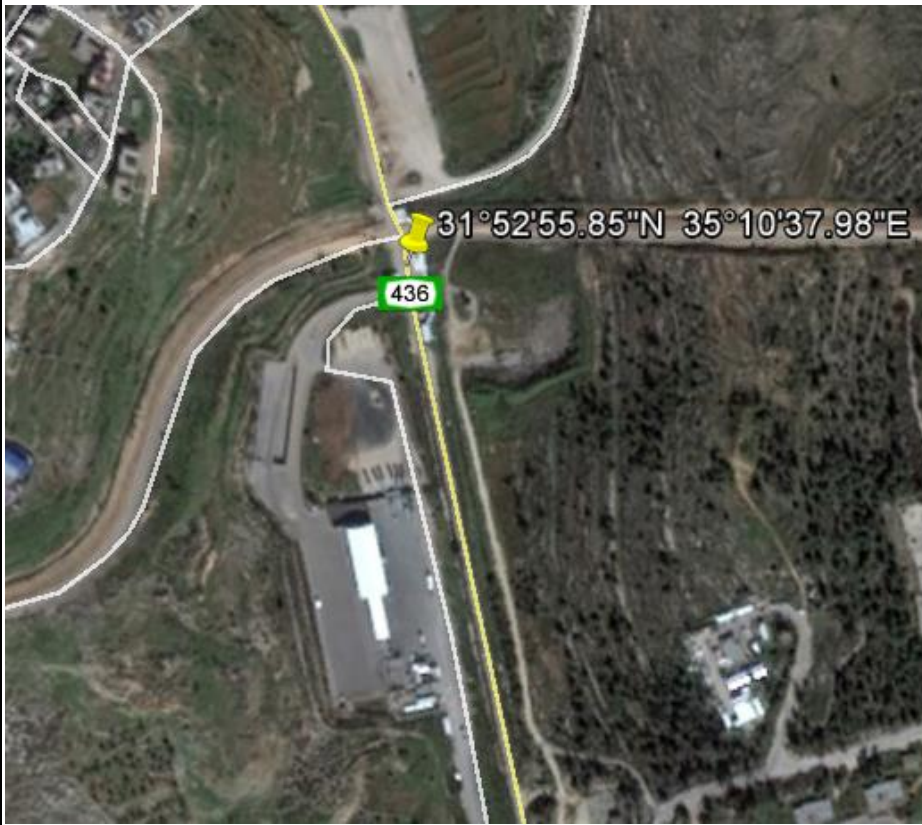
Photos	 
Dimensions/area	Approximately 160 dunums (160,000sqm). It is located on governmental land. There is space for expansion.
Type	Freight only
Use	Commercial and humanitarian goods as well as fuel. Truck loads reached about 400-500 per day.
Currently in Operation	Yes
Operational Aspects of the Infrastructure	
Average volume of Traffic	Recent unpublished information on operations of Gaza Strip BCPS reveals that a total of 13,302 truckloads entered Gaza Strip during June to August 2014 as follows:
Facilities/ Infrastructures on the Palestinian Side, inc. Customs	10,633 truckloads of goods
Needs for Development	1,456 truckloads of fuel
Nearest built up area (km)	1,213 truckloads at Rafah, mainly of construction materials for the Qatar Reconstruction Project
Nearest natural area (km)	Mainly parking areas and open yards for waiting, loading, and unloading.
Nearest main road (km)	Customs facilities
Comment	



4. Tarqumiya

Border Crossing Point	Tarqumiya
Location	In the southwest; west of Hebron
Description	The crossing is located about 150 meters west of the present Tarqumiya checkpoint and officially opened by the Israelis at the end of November 2007. The crossing serves the cities of Hebron and the southern cities of the West Bank. It is used for both imports and exports between West Bank and Israel, and imports/exports through Ashdod seaport. The crossing officially opens from Sunday through Thursday from 06:30 - 16:00 for outgoing truckloads and from 06:30 - 19:00 for incoming truckloads and outgoing empty trucks. On Fridays, the crossing opens from 07:00 - 08:30 for incoming truckloads of animal feeds only, and closes on Saturdays and Jewish holidays. The crossing also serves vehicular and pedestrian traffic. In addition, it is open to Palestinians going to/coming from Gaza strip.
Aerial Photo	


<p>Photos</p>	
<p>Dimensions/area</p>	<p>Approximately 115 dunum (115,000sqm)</p>
<p>Type</p>	<p>Freight and Passengers</p>
<p>Use</p>	
<p>Currently in Operation</p>	<p>The crossing is divided into two main sections: one for movement of goods (imports and exports between West Bank and Israel), and the other for the movement of persons, particularly laborers.</p>
<p>Operational Aspects of the Infrastructure</p>	<p>Yes</p>
<p>Average volume of Traffic</p>	<p>Goods are transferred in an open area that is divided into 4 exporting lanes, and it is equipped with two scanning machines, 7 small forklifts and 1 large forklift, and a large crane. Operations are back-to-back for Palestinian trucks, while these are door-to-door for Israeli trucks.</p>
<p>Facilities/ Infrastructures on the Palestinian Side, inc. Customs</p>	<p>Average Trucks/day: 200</p>
<p>Needs for Development</p>	<p>Average Pedestrians (laborers)/day: 4,000-5,000</p>
<p>Nearest built up area (km)</p>	<p>Currently, there is no official Palestinian presence at the crossing, noting that it is over a kilometer east of the 1967 border.</p>
<p>Nearest natural area (km)</p>	<p>Once agreed upon by the Palestinians and the Israelis, there is a need to have official Palestinian presence through a terminal with all land facilities, including customs.</p>
<p>Nearest main road (km)</p>	<p>Less than 1.5km</p>
<p>Comment</p>	<p>Less than 80m (High-value agricultural area)</p>

5. Beituniya

Border Crossing Point	<i>Beituniya</i>
Location	In the middle, located west of Ramallah
Description	Beituniya is located southwest of Ramallah; it was defined as a trade crossing by the Israeli Authorities in 2002, used for both imports and exports between West Bank and Israel. The crossing serves the cities of Ramallah, Northern Cities and Suburbs of East Jerusalem located within the vicinity of the West Bank. The crossing officially opens from Sunday to Friday, and closes on Saturdays and Jewish holidays. It is located within the West Bank and not at the 1967 border. The crossing is fully controlled by Israeli Authorities but, the loading and unloading process is done by a private company. It is important to note that Beituniya BCP is the only crossing that imposes charges for the back-to-back process. These charges depend on the type of truck; Van is charged NIS 20, Truck is charged NIS 30, Semi-trailer is charged NIS 45, and full trailer is charged NIS 90. (NIS is New Israeli Sheqel)
Aerial Photo	

Photos	 
Dimensions/area	Approximately 35 dunum (35,000sqm)
Type	Freight Only
Use	Several types of products including manufactured products and agricultural crops, cement, sand and aggregates, and chemical products.
Currently in Operation	Yes
Operational Aspects of the Infrastructure	The crossing is equipped with limited number of forklifts, and it has an inspection area which is divided into four main sections according to the types of products including manufactured products and agricultural crops, cement, sand and aggregates, and chemical products. The inspection process is done manually since there are no scanners at the crossing. The crossing is controlled by the Jerusalem District Police but the loading and unloading process is done by a private company.
Average volume of Traffic	Average Trucks/day: 150
Facilities/ Infrastructures on the Palestinian Side, inc. Customs	Currently, there is no official Palestinian presence at the crossing, as it is not recognized as an official BCP.
Needs for Development	Palestinians do not recognize it as an official BCP as it is located far away from the Green Line (the 1949 truce line), and therefore, there are no development plans for this BCP.
Nearest built up area (km)	Approximately 200m
Nearest natural area (km)	About 1.5km (High-value agricultural area) and 4.5km (Biodiversity area)
Nearest main road (km)	About 2.4km south of the road connecting Ramallah with Beituniya and Ein Erik
Comment	Not officially recognized by the Palestinians

6. Ni'lin

Border Crossing Point	<i>Ni'lin</i>
Location	Near the town of Ni'lin
Description	Ni'lin checkpoint was opened in 2008 based on an Israeli military order to confiscate agricultural areas of Ni'lin's land. The BCP is mainly used by the Palestinian laborers working in the nearby settlements. In addition, it is mainly used by Israeli vehicles.
Aerial Photo	

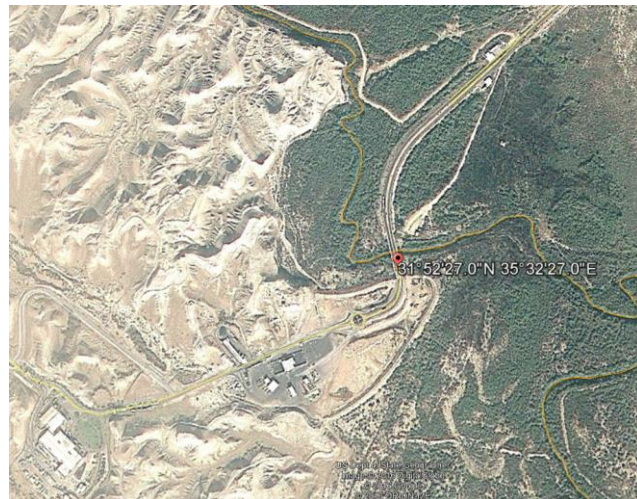
<p>Photos</p>	
<p>Dimensions/area</p>	<p>Approximately 27 dunum (27,000sqm - all inside West Bank)</p>
<p>Type</p>	<p>Passengers Only for Palestinians working inside Israel, but it is also operated for all Israeli vehicles.</p>
<p>Use</p>	<p>Mainly used by the Palestinian laborers working in nearby settlements especially Modi'in Ilit and Israel.</p>
<p>Currently in Operation</p>	<p>Yes</p>
<p>Operational Aspects of the Infrastructure</p>	<p>It is used for Israeli vehicles, and by the Palestinian laborers working in Israel.</p>
<p>Average volume of Traffic</p>	<p>Average Pedestrians/day: 400-600 No info on Vehicle traffic.</p>
<p>Facilities/ Infrastructures on the Palestinian Side, inc. Customs</p>	<p>Currently, there is no official Palestinian presence at the crossing.</p>
<p>Needs for Development</p>	<p>There is no official Palestinian presence at the crossing. Palestinians do not recognize it as an official BCP. It is not located on the Green Line.</p>
<p>Nearest built up area (km)</p>	<p>Around 350m (Ni'lin) town.</p>
<p>Nearest natural area (km)</p>	<p>About 1.5km (Forests close to nearby settlements)</p>
<p>Nearest main road (km)</p>	<p>It is located on the Regional Road 446</p>
<p>Comment</p>	<p>-</p>






7. Al-Karama Bridge

Border Crossing Point	<i>Al-Karama Bridge</i>
Location	on Jordan River 5km east of Jericho
Location Map	
Description	<ul style="list-style-type: none">• It is considered as the only crossing between West Bank and Jordan currently in operation. It is therefore the gateway of the Palestinians living in the West Bank to the World.• It is used for passenger and freight traffic.• Since the Second Intifada which started in 2000, the Israeli occupation authorities did not allow the presence of Palestinian Customs on the crossings as was the case since the implementation of Oslo Agreement signed in 1993.
Aerial Photo	<p><i>The Palestinian Side-Passenger Terminal</i></p> <p><i>The Palestinian Side- Administration building for the Palestinian Border and Passage General Department</i></p>



The Israeli Side



<p>Photos</p>	    
<p>Dimensions/area</p>	<p>On the Palestinian Side, there is approximately 50,000sqm of land, located at about 1.5km to the east of the center of Jericho, on the road towards the BCP. The land includes the Main Terminal for Passengers. In addition, there is another land of about 14,000sqm, located at about 1.3km to the east of the man terminal, which includes the administration building.</p>
<p>Type</p>	<p>On the Israeli controlled side of the BCP, the land on which there are facilities for both passenger or freight traffic is about 150,000sqm.</p>
<p>Use</p>	<p>Freight and Passengers</p>
<p>Currently in Operation</p>	<p>Used as an international passage to Jordan used for passengers (Palestinian, East Jerusalem and foreign passengers) and commodities. However, Israeli citizens are not permitted to use it.</p>
<p>Operational Aspects of the Infrastructure</p>	<p>Yes</p>
<p>Average volume of Traffic</p>	<p>The terminal on the Palestinian side is operated by the Border and Passage General Department. Aspects related to Passengers passport control and customs are conducted at the Palestinian terminal.</p>
<p>Facilities/ Infrastructures on the</p>	<p>The Israeli side is on control of passenger and freight security, passport control and customs.</p>



Palestinian Side, inc. Customs	
Needs for Development	The statistics show that 1.4, 1.5, and 1.6 million passengers crossed Al Karama Bridge in both directions in 2013, 2014, and 2015 respectively. (The Palestinian Police).
Nearest built up area (km)	As for Cargo, Statistics show that 22,488 and 27,453 trucks crossed the bridge in 2011 and 2012 respectively. Currently, crossing number of trucks reaches 250/day maximum.
Nearest natural area (km)	Terminal Building (including passport control, security, customs, luggage, etc.)
Nearest main road (km)	Parking Area for public transport and private cars.
Comment	Administration building for the Palestinian Border and Passage General Department.


8. Damyeh Bridge

Border Point	Crossing	Damyeh Bridge
Location	On Jordan River about 30km north of Al-Karama Bridge	
Description	It was operated for passenger/freight, then for freight only, but later it was closed in 2002 by Israel.	
Aerial Photo		
Photos		
Dimensions/area	Approximately 30,000sqm	
Type	It was operated for passenger/freight, then for freight only	
Use	Closed	
Currently in Operation	Closed	
Operational Aspects of the Infrastructure	Closed	
Average volume of Traffic	Inactive	



Facilities/ Infrastructures on the Palestinian Side, inc. Customs	Currently, there is no official Palestinian presence at the crossing
Needs for Development	To be totally reconstructed as a border crossing terminal especially for freight
Nearest built up area (km)	About 5km (Al Jiftlik)
Nearest natural area (km)	Nearly 35m (Natural Reserve)
Nearest main road (km)	Less than 3km (the Main Road no. 90)
Comment	-

9. Tulkarm / Faroun

Border Crossing Point	<i>Tulkarm/Faroun</i>
Location	In the northwest, located west of Tulkarm
Description	Officially opened by the Israelis at the end of 2005. The crossing serves the governorates of Nablus, Tulkarm, Qalqiliya and part of Jenin. It is used for both imports and exports between West Bank and Israel. The crossing officially opens from Sunday to Friday, and closes on Saturdays and Jewish holidays. Currently, there is no official Palestinian presence at the crossing. The crossing is divided into main sections: one for movement of goods, another for passenger vehicles traffic, and the third for the movement of persons, particularly laborers.
Aerial Photo	

<p>Photos</p>	
<p>Dimensions/area</p>	<p>About 250 dunum (250,000sqm)</p>
<p>Type</p>	<p>Freight and Passengers</p>
<p>Use</p>	<p>Movement of goods (imports and exports between West Bank and Israel), passenger vehicle movement, and movement of persons, particularly laborers.</p>
<p>Currently in Operation</p>	<p>Yes</p>
<p>Operational Aspects of the Infrastructure</p>	<p>The crossing is equipped with a scanner machine with capacity of around 5 trucks at once and a containers' crane, in addition to 4 small forklifts and one big forklift. Operations are back-to-back for Palestinian trucks, while these are door-to-door for Israeli trucks.</p>
<p>Average volume of Traffic</p>	<p>Average Trucks/day: 150</p>
<p>Facilities/ Infrastructures on the Palestinian Side, inc. Customs</p>	<p>Average Pedestrians/day: 5,100</p>
<p>Needs for Development</p>	<p>Currently, there is no official Palestinian presence at the crossing</p>
<p>Nearest built us area (km)</p>	<p>Palestinian officials were thinking of having the fuels storage tanks near the BCP at the Palestinians' side</p>
<p>Nearest natural area (km)</p>	<p>150m approximately</p>
<p>Nearest main road (km)</p>	<p>Around 1.5km (High-value agricultural area)</p>
<p>Comment</p>	<p>Approximately 2km (the Main Road no. 57)</p>



10. Al Jalameh

Border Crossing Point	<i>Al-Jalameh</i>
Location	North of Jenin
Description	The crossing serves the Jenin and Nablus cities. It is used for both imports and exports between West Bank and Israel (mainly agricultural produce), or imports from Haifa seaport. The crossing also serves vehicular and pedestrian traffic. The crossing officially opens from Sunday to Friday, and closes on Saturdays and Jewish holidays. But for passengers, it is also open Saturday.
Aerial Photo	
Photos	
Dimensions/area	Approximately 25 dunum (25,000sqm - the part inside West Bank)
Type	Freight and Passengers
Use	The crossing is divided into three sections: one for movement of goods (imports and exports between West Bank and Israel, mainly agricultural produce), but also for cement (through special pipes), another for the movement of passenger vehicles, and the third for persons, particularly Palestinian laborers working inside the Green Line.



Currently in Operation	Yes
Operational Aspects of the Infrastructure	The crossing is equipped with 4 small forklifts, and a mobile scanning machine with a capacity of around 5 truckloads at a time. Operations are back-to-back for Palestinian trucks, while these are door-to-door for Israeli trucks.
Average volume of Traffic	Average Trucks/day: 25 Average Pedestrians/day: 1,600
Facilities/ Infrastructures on the Palestinian Side, inc. Customs	Currently, there is no official Palestinian presence at the crossing
Needs for Development	Currently, there is a project being designed and funded by USAID to develop the Palestinian side, including the road and the pedestrian areas, the parking areas, as well as a space for Palestinian customs (although not official custom, but as part of " Palestinian observers room".
Nearest built up area (km)	Less than 50 m of built up area within Al-Jalameh village.
Nearest natural area (km)	It is located in a high-value agricultural area.
Nearest main road (km)	It is located on the Main Road No. 60
Comment	-

11. Tell Al Bayda

Border Crossing Point	<i>Tell Al Bayda</i>
Location	In the north, located north of Jordan Valley
Description	Located at the northeastern tip of the West Bank on the Border (Green Line) with Israel. It is operated for specific agricultural commodities. However, for the Israelis, it is also operated for passengers.
Aerial Photo	
Photos	

Dimensions/area	About 22 dunum (22,000sqm - the part in the Palestinian lands)	
Type	Freight Only, but it is also open for all Israeli vehicle	
use	Operated for specific agricultural commodities	
Currently in Operation	Yes	
Operational Aspects of the Infrastructure	Operations are back-to-back for Palestinian trucks, while they are door-to-door for Israeli trucks	
Average volume of Traffic	Average Trucks/day: 25	
Facilities/ Infrastructures on the Palestinian Side, inc. Customs	Currently, there is no official Palestinian presence at the crossing. It is located in Area C	
Needs for Development	Establish a small freight BC with Pal. Customs	
Nearest built us area (km)	Approximately 1.7km (Bardala Village)	
Nearest natural area (km)	It is located within high-value agricultural area	
Nearest main road (km)	It is located on the Main Road no. 90	
Comment	-	


12. King Abdallah Bridge

Border Crossing Point	<i>King Abdallah Bridge</i>
Location	Just north of Dead Sea on Jordan River
Description	It is damaged and non-operational since 1948.
Aerial Photo	
Photos	
Dimensions/area	About 1.1 dunum (1,100sqm - the bridge itself) (115m length * 10m width). No existing buildings
Type	Not in operation since 1948
use	Not in operation since 1948
Currently in Operation	Closed



Operational Aspects of the Infrastructure	Non-operational since 1948
Average volume of Traffic	Inactive
Facilities/ Infrastructures on the Palestinian Side, inc. Customs	Non-operational since 1948
Needs for Development	In the future, could be developed as a main BCP between Palestine and Jordan.
Nearest built up area (km)	About 4.5km (Deir Hajleh)
Nearest natural area (km)	About 2km (Natural Reserve)
Nearest main road (km)	Around 5.5km (the Main Road no. 90)
Comment	-

13. Freijat (Al Dahriya)

Border Crossing Point	<i>Freijat (Al Dahriya)</i>
Location	South of Hebron Mountains, near the settlement of Meitar
Description	A crossing point in the Segregation Wall at a location where the wall runs along the Green Line. Closed to Palestinians, except for holders of entry permits to Israel, and only on foot. However, it is open to all the Israeli vehicles.
Aerial Photo	

Photos	
Dimensions/area	Approximately 65 dunum (65,000sqm)
Type	Passengers Only
Use	It is used for Israeli vehicles. It is also used by the Palestinian laborers working in Israel.
Currently in Operation	Yes
Operational Aspects of the Infrastructure	Open to all Israeli vehicles
Average volume of Traffic	Average Pedestrians/day: 900-1,200
Facilities/ Infrastructures on the Palestinian Side, inc. Customs	Currently, there is no official Palestinian presence at the crossing.
Needs for Development	-
Nearest built up area (km)	Nearly 600m (Arab Al Fureijat/Tatriet)
Nearest natural area (km)	Nearly 100m (high value agricultural area)
Nearest main road (km)	It is located on the Main Road no. 60
Comment	-

14. Barta'a

Border Crossing Point	<i>Barta'a/Reihan</i>
Location	West of the city of Jenin, near Barta'a town
Description	Mainly used by the Palestinian population of Barta'a for passage to and from Jenin. However, it is open to all the Israeli vehicles.
Aerial Photo	

Photos	
Dimensions/area	Approximately 55 dunum (55,000sqm - all inside West Bank)
Type	Passengers Only
Use	Mainly used by the Palestinian population of Barta'a for passage to and from Jenin as well as laborers working in Israel. It is used by the Israeli vehicles.
Currently in Operation	Yes
Operational Aspects of the Infrastructure	Open to all Israeli vehicle
Average volume of Traffic	Average Pedestrians/day: 2,000
Facilities/ Infrastructures on the Palestinian Side, inc. Customs	Currently, there is no official Palestinian presence at the crossing.
Needs for Development	-
Nearest built us area (km)	Less than 700m (Khirbet Mas'oud)
Nearest natural area (km)	It is located in biodiversity area and close to forests (1.1km)
Nearest main road (km)	About 12km (the Main Road no. 60)
Comment	-

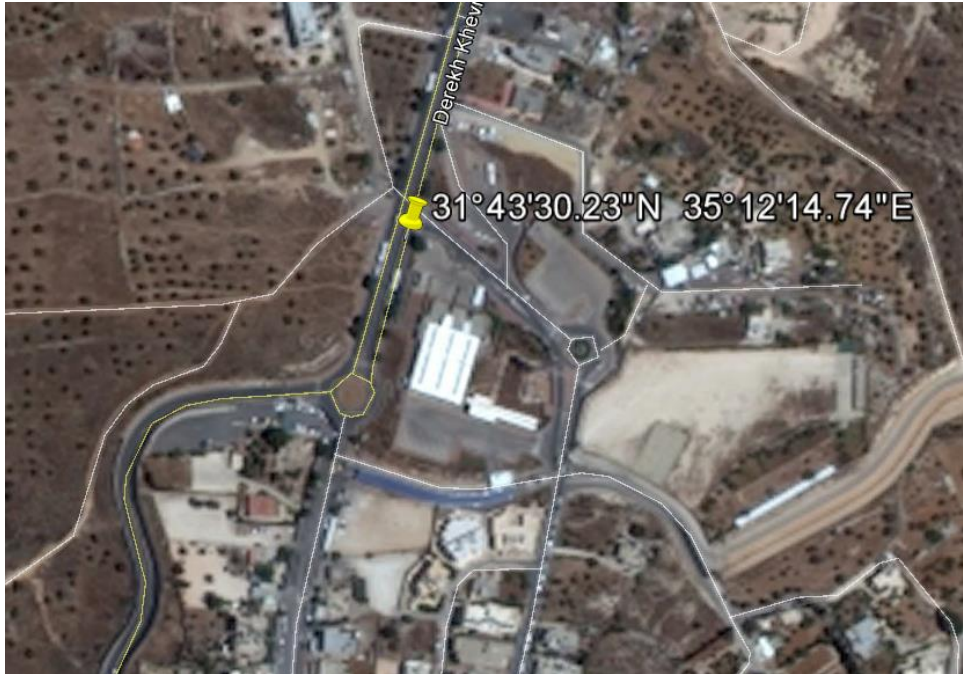

15. Bayt Sira

Border Crossing Point	<i>Bayt Sira</i>
Location	West of the city of Ramallah, near Bayt Sira village
Description	Located on Route 443 near the village of Bayt Sira. The checkpoint is always reinforced by the Israeli army and opens from 7 am to 8 pm. It is mainly used by the Palestinian laborers working in the nearby settlements. However, it is open to all the Israeli vehicles.
Aerial Photo	
Photos	
Dimensions/area	Approximately 12 dunum (12,000sqm - all inside West Bank)
Type	Passengers/Vehicles Only
Use	Mainly used by the Palestinian laborers and Israeli vehicles.
Currently in Operation	Yes
Operational Aspects of the Infrastructure	Open to all Israeli vehicles



Average volume of Traffic	Average Pedestrians/day: 700 No info on vehicular traffic
Facilities/ Infrastructures on the Palestinian Side, inc. Customs	Currently, there is no official Palestinian presence at the crossing
Needs for Development	-
Nearest built up area (km)	Nearly 650 m (Bayt Sira)
Nearest natural area (km)	About 650 m (High-value agricultural area)
Nearest main road (km)	On Regional Road No 443
Comment	-

16. Bethlehem

Border Crossing Point	<i>Bethlehem</i>
Location	South of Jerusalem, north of Bethlehem
Description	Bethlehem BCP in the Segregation Wall between Jerusalem and Bethlehem. Staffed around the clock by the military, Border Police and private security companies. It has an extensive infrastructure and is defined as a terminal. Palestinians are not allowed to cross into Jerusalem unless they hold entry permits into Israel or East Jerusalem residents. International tourists have to use Israeli tourist buses to visit the holy places in Bethlehem, which are allowed to enter Bethlehem only through this crossing. In addition to Israeli vehicles, it is also used by the Palestinian laborers working in Israel.
Aerial Photo	
Photos	

Dimensions/area	Approximately 24 dunum (24,000sqm - all inside West Bank)
Type	Passengers Only
Use	Mainly used by Palestinian laborers and tourist buses to Bethlehem.
Currently in Operation	Yes
Operational Aspects of the Infrastructure	It is used for Israeli vehicles. It is also used by the Palestinian laborers working in Israel.
Average volume of Traffic	Average Pedestrians/day: 3,000
Facilities/ Infrastructures on the Palestinian Side, inc. Customs	There is no official Palestinian presence at the crossing. Palestinians do not recognize it as an official BCP as it is not located on the Green Line.
Needs for Development	--
Nearest built us area (km)	It is already located on Bethlehem' lands
Nearest natural area (km)	Less than 100m (Biodiversity area)
Nearest main road (km)	The Main Road no. 60 (1.1km)
Comment	-