



PILOT INITIATIVE TO EXPAND PALESTINIAN TRADE AT THE BORDER WITH JORDAN

*Expansion of Shipping in
40 Foot Containers:
saving time, money and
boosting trade.*

INTRODUCTION

On 01 August 2022, shipping of large 40 foot containers commences at the Allenby / King Hussein Bridge / Al Karameh border crossing.

The initiative is enabled by the European Union, Palestinian and the Israeli authorities, it comes as a **new joint measure to help expand Palestinian trade and improve overall economic** conditions for the Palestinians.

The measure builds on a previous pilot initiative, which allowed shipping of 20 foot containers from **01 February. The new initiative expands shipping to 40 foot containers for a trial period of three months until 1 November 2022.**

The United Kingdom is incentivising any business shipping goods in containers with a flat subsidy of USD 1,500 per container imported or exported over the trial period. The shipping of 40 foot containers is made possible with European Union **funding of a reach stacker capable of lifting large containers.**

KEY FEATURES

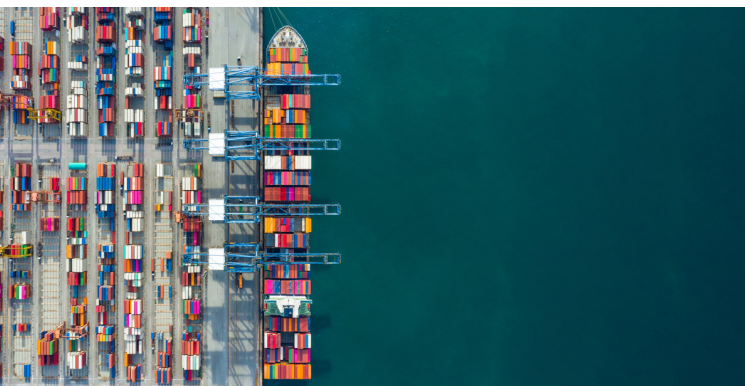
- 1 The pilot starts **on the 01 August 2022** and lasts for an initial period of three months, after which it will be evaluated and further steps assessed.
- 2 The pilot is **open to any interested business.** Containers shipping is possible for Palestinian **imports and exports** traded via Jordan.
- 3 The pilot allows traders to **ship goods in both 20 or 40 foot containers**, the **total weight** of the 40 foot container should not exceed **43 tons**, 20 foot containers can be fully loaded.
- 4 Under the pilot, goods arriving in containers will **undergo standard security and customs clearance processes**, including prior coordination and workday procedures.
- 5 The pilot allows that **containers are inspected by scanning.** Containers may be opened in cases of security, fraud risk, as part of standard inspection.
- 6 To avoid any damage of goods or extra costs due to inspection, **goods shipped in import direction must be palletised, while goods for export can be un-palletised.**
- 7 The **maximum weight** of each loaded pallet should **not exceed 2.3 tons** and the **height of the pallet**, or several pallets loaded on top of each other, **should not exceed 210 cm.**
- 8 Under the pilot, containers are directly moved between Palestinian and Jordanian trucks using a **back-to-back container lifting and loading method.**



EXPECTED IMPACT

Introduction of shipping of large containers represents a **next step towards fully-fledged containerisation**. The pilot is expected to have significant positive effects on Palestinian trade, **improving competitiveness** of Palestinian businesses, contributing to expansion of trade volumes and **re-directing some the global trade flows** with Palestinian goods.

It works to help bring Palestinian consumers and industries their goods **faster**, in **better quality** and at **lower prices**, while also **improving Palestinian exports'** standing on international markets.



TECHNICAL SPECIFICATIONS

- Shipping in **standard 40 foot steel dry containers**, to be well maintained, safe for work and in a good operational condition.
- Container must be attached to the trailer by **special locking devices 'twist locker'** installed on the surface in a standard manner on either Jordanian or Palestinian trucks.
- Positioning of the 'twist locker' in such way that **the end of the rear container** is in **one line** with the **edge of the truck** surface.

PROCESSES NEEDED

Most import and export procedures, including prior-coordination and clearance, remain unchanged as compared with those currently applicable for shipment of goods on pallets.

1 Palletization, shipping and labelling

Goods shipped into **import direction** should be **loaded on pallets** to ease goods manipulation in cases of unloading, **goods are to be preferably palletized in the place of origin**.

Containers for import need to be labelled on the waybill with **destination 'Palestinian Territories', transit 'Jordan'** and the code of the Allenby / King Hussein Bridge crossing.

2 Preliminary Coordination*

Preparation of **customs documentation at least 24 hours prior to arrival** of shipments, ensuring compliance with the applicable import and customs regulations.

Declaration documents must include both the truck license plate number and the serial numbers of the containers.

Payment of **customs duties at least 24 hours prior to arrival** of shipments.

Notification of goods shipment that require **clearance on the applicable standards compliance** is needed at **least 72 hours prior to arrival** of shipments.

3 Workday Coordination

Submission of a **detailed list of goods and carriers** to be delivered on **the day before arrival**.

4 Main Procedure on Arrival

Registration and **matching of cargo and carrier data** with details submitted in prior coordination.

Cargo **security check** and examination of **compliance with customs requirements** as well as **check of standards compliance** where applicable against fee payments.

Back-to-back transfer of containers between Palestinian and Jordanian trucks is carried out by authorized contractors against handling tariffs.

* Prior coordination is done through eligible customs brokers, list of possible customs brokers with contact details can be made available upon request

LIMITATIONS TO CONSIDER

Transportation of **empty containers in import direction not allowed**. Shipment of empty containers is possible in export direction.

Unloading of goods may be required by security or customs instruction, as per random inspection method.

Only containers for which security inspection was completed **can be stored at the crossing over-night**. Empty containers cannot be stored at the crossing.

Crossing will operate under standard opening hours Sunday to Thursday from 8:00 to 20:00. **Last truck** carrying containers will be accepted for processing **up to 15:00**.

INCENTIVE SCHEME

Under the 'Tasdeer' programme funded by Foreign, Commonwealth & Development Office of the UK, **a partial flat subsidy of USD 1,500** will be disbursed to traders on acceptance of **shipping documentation**. Subsidies will be made on a **first-come-first-served basis** with a **maximum of six containers with a cap of US\$ 9,000 per trader**

CONCLUSION

Containerised trade at the Allenby / King Hussein Bridge / Al Karameh border crossing offers multiple advantages for Palestinian traders. **Subject to satisfactory demand and performance, further procedural changes and investments** into the border crossing will be considered.

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