



إتحاد الغرف التجارية الصناعية الزراعية الفلسطينية

Federation of Palestinian Chambers of Commerce, Industry & Agriculture

# Gaza Movement of Goods Weekly Report

**Week 21: December 17 – 23, 2024.**

## In this Report:

- The Israeli coordination platform, for the Private Sector, has been closed since 2nd of October 2024, no coordination requests have been placed or approved since then.
  - The goods that reach the merchants and are sold in the markets are not entered as commercial goods, but rather enter under the name and by coordination of humanitarian organizations, and reach the merchants through unofficial means.
  - Merchants pay huge sums of money for entering commodities under the name of the humanitarian organization, and this is the main reason for the high prices for the consumers.
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**January 11, 2025**

# Gaza Movement of Goods Weekly Report

## 1 Executive Summary:

- This report, of weekly market analysis in Gaza Strip, covers the period from 17/12/2024 to 23/12/2024.
- This week witnessed a decrease of about 23% in the number of trucks passing into Gaza Strip compared to the previous week.
- During the reporting period, **1,134** trucks with a total of **24,571<sup>1</sup>** tons of commodities entered Gaza Strip.
- The trucks entered from four crossings, Karm Abu Salem (KAS) 671 trucks, Erez 277 trucks, Route 96 Gate 170 trucks and Kissufim 16 trucks, no trucks entered through the Palestinian/Egyptian Rafah crossing, or any other crossing.
- The Israeli coordination platform for the Private Sector has been closed since 2nd of October 2024, no coordination requests have been placed or approved since then.
- This week, Kissufim crossing returned to work after a two-week hiatus, with only 16 trucks entered, representing less than 1.5% of the total number of entering trucks.
- Although the total number of trucks this week decreased compared to the previous week, the percentage of food items in total increased to 73% instead of 65% in the previous week, which caused a little decline in food prices as will be explained later.
- Karm Abu Salem (KAS) and Kissufim operate mainly for the southern part, Erez crossing operates for the Northern part, and Rout 96 Gate serves both sides.
- All trucks that entered Gaza Strip during the reporting period are humanitarian coordinated aid, and no commodities entered for the private sector except for 30 trucks of cooking gas.
- The Humanitarian Assistance entering Gaza Strip does not meet the minimum needs of the population with limited quantities of some food items, hygiene materials, shelter equipment, fuel, medicines and medical supplies only.
- There is no prioritization or stability in the flow of these goods. Small amounts of goods trickle into the local markets, leading to extremely high local market prices, there is an increase in food items prices by more than 1800% compared to what it was before the war.
- The private sector should be allowed to import food items again, and expand the types and quantities of goods, cover all areas in distribution, to stabilize prices and make essential goods available to people. Also, the number of importers should be Increased.
- The private sector Importers should be allowed to import and enter goods for Northern part of Gaza Strip using all available crossings.

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<sup>1</sup> This number doesn't include the load of 16 trucks, there is no information about their contents in tons, these trucks were loaded by UN & NGOs equipment and essentials infrastructure equipment.

## 2 Distribution of the Population in Gaza Strip:

The continuation of the extensive military operations of the Israeli occupation army in the north of Gaza Strip, the lack of food and the sharp rise in food items prices, have forced additional numbers of Palestinian families to be forcibly displaced towards the south of Gaza Strip. Reports issued by organizations working in the field of distributing humanitarian aid in the northern Gaza Strip indicate that the population there ranges between 400-450 thousand people, which constitutes 19% of the total population of Gaza Strip before the war, and there are approximately 1,625,000 people in the southern part of Gaza Strip, which constitutes 72% of the total population, and the remaining 200,000 people 9% are currently outside Gaza strip.



Figure (1): Map of dividing Gaza Strip into North and South of Gaza Valley

The data in Table (1) indicate that about 60% of the goods that entered the Gaza Strip during the reporting period were through (KAS) and Kissufim crossings, and the Israeli occupation continues to impose restrictions on the entry of these goods into the northern part of the Gaza Strip. Therefore, the vast majority of goods that entered through (KAS) and Kissufim crossings remained in the southern part of Gaza Strip, and the goods that entered through Erez crossing constitute about 24% remained in the north. Meanwhile, there is no accurate information available about the destination of the goods that entered through Route 96 Gate, whether to the north or south of the Gaza Strip, which represents the remaining 15% of the total goods that entered Gaza Strip during the reporting period.

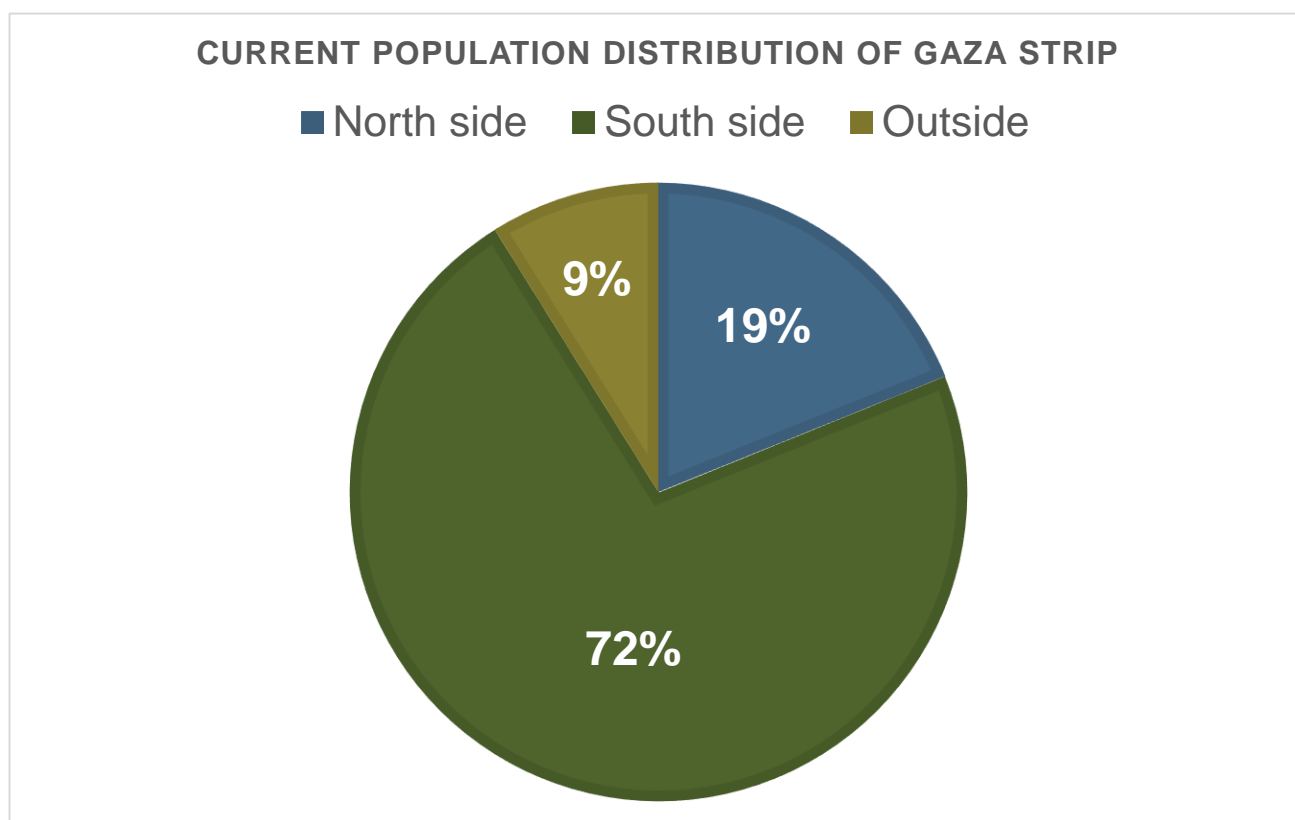


Figure (2): Currently population distribution of Gaza Strip.

The following figure shows the distribution of goods between the north and the south according to the number of trucks, taking into consideration that, the quantity of goods entering from (KAS) and Kissufim remain in the South, while the goods entering from Erez remain in the North, with neglecting the trucks passing from the south of Gaza Strip to the north and vice versa, because they constitute a very small percentage and there are no accurate statistics on them.

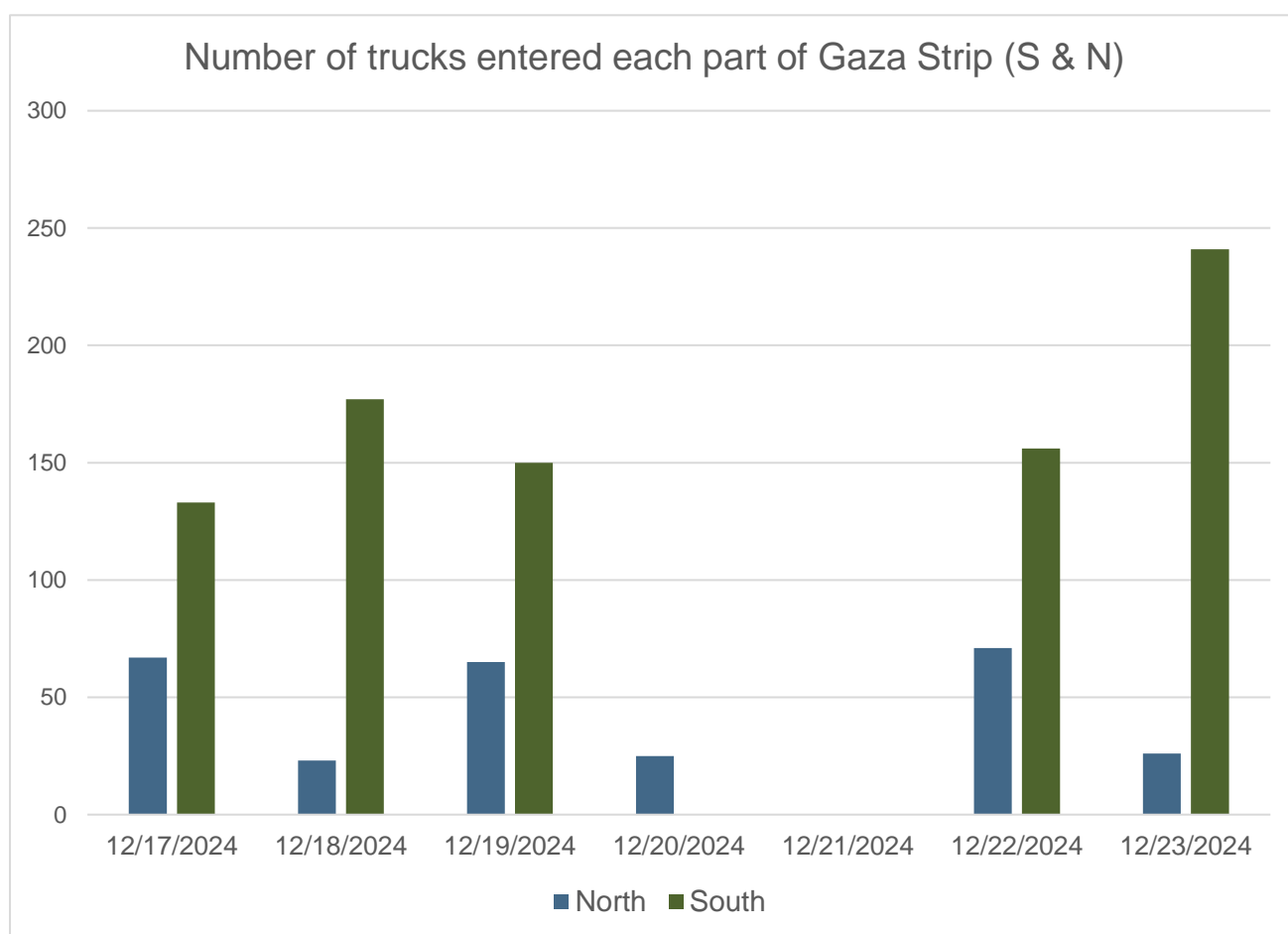


Figure (3): Number of trucks entered each part of Gaza Strip (South, North)

### 3 Daily Crossing Points Status:

This week, Rafah crossing was closed all the time, as was the case in all previous weeks. The total number of trucks decreased by about 23%, The daily average number of trucks decreased to 162 trucks instead of 199 in the previous week. 1,134 trucks passed into Gaza Strip instead of 1,390 in the previous week. These trucks entered through 4 crossings, (KAS), Erez, Route 96 Gate and Kissufim. Monday 23/12/2024 recorded the highest number of trucks in a single day during the reporting period, 267 trucks entered through four crossings, 167 trucks through (KAS) crossing, 26 through Erez, 58 through Route 96 Gate and 16 through Kissufim. On Sunday 22/12/2024, 227 trucks entered through two crossings, 156 trucks through (KAS) and 71 through Erez. Friday 20/12/2024 witnessed the lowest number of trucks, only 25 trucks entered through Erez crossing. All crossings were closed on Saturday 21/12/2024. On Thursday 19/12/2024, 215 trucks passed through two crossings, 150 through (KAS) and 66 through Erez. On Tuesday 17/12/2024, 200 trucks passed through three crossings, 68 through (KAS), 67 through Erez and 65 through Route 96 Gate. On Wednesday 18/12/2024, 200 trucks passed through three crossings, 130 through (KAS), 23 through Erez and 47 through Route 96 Gate.

Table (1): Number of trucks entered through each corossing in the reporting period.

Day	Date	Number of Trucks					Total
		Rafah	Erez	Route 96	Karm Abu Salem (KAS)	Kissufim	
Tuesday	17/12/2024	0	67	65	68	0	200
Wednesday	18/12/2024	0	23	47	130	0	200
Thursday	19/12/2024	0	65	0	150	0	215
Friday	20/12/2024	0	25	0	0	0	25
Saturday	21/12/2024	0	0	0	0	0	0
Sunday	22/12/2024	0	71	0	156	0	227
Monday	23/12/2024	0	26	58	167	16	267
Total		0	277	170	671	16	1,134

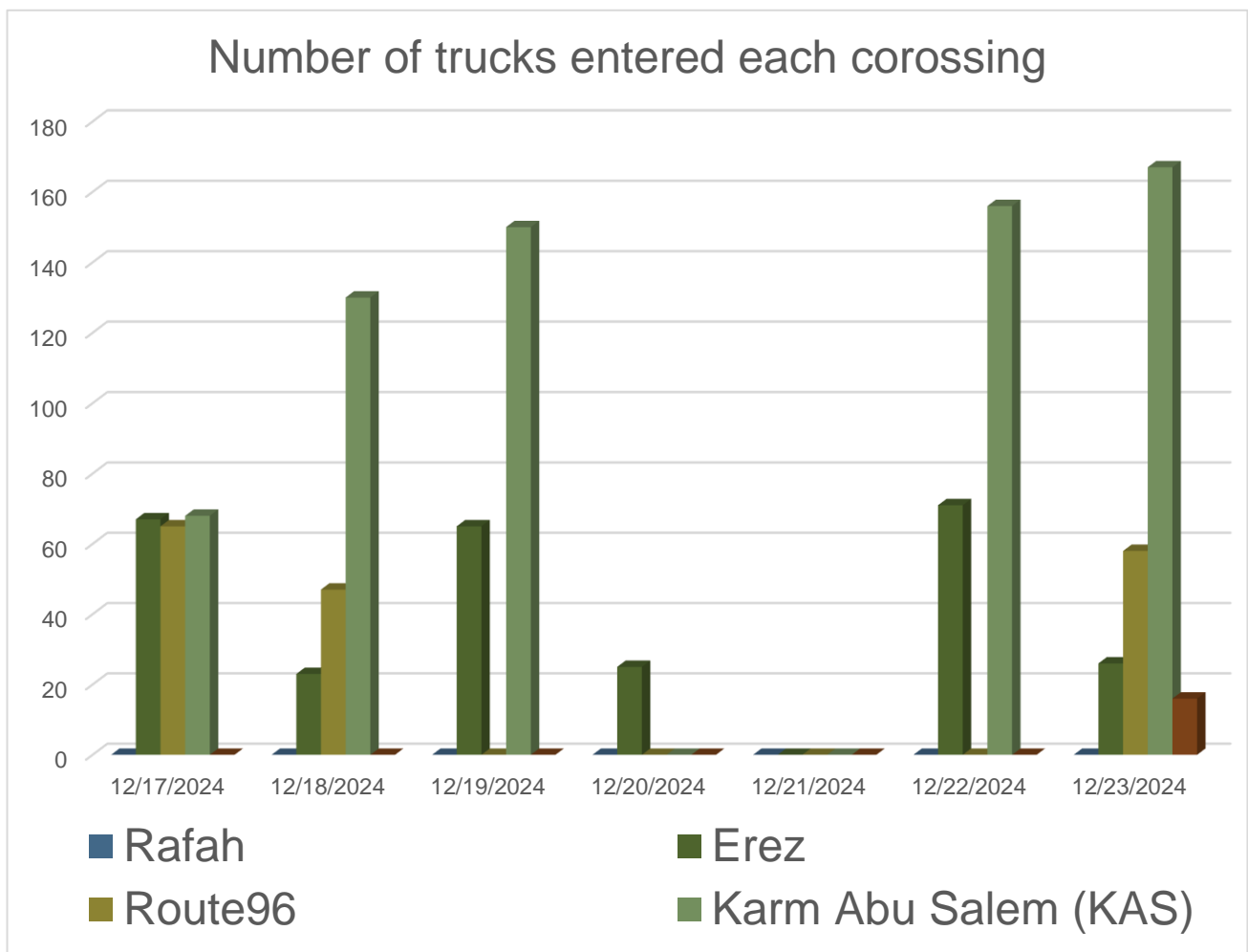


Figure (4): Number of trucks entered from each corossing

## 4 Entering Commodities:

### 4.1 Commodities Classification:

This week, the types of commodities entering Gaza Strip, in the north and south, are divided into 8 main categories: food items – shelter equipment – medical supplies – combined aid – fuel – cooking gas – UN & NGOs equipment – essential infrastructure equipment. There is no prioritization or stability in the importation of these goods. This lack of prioritization and stability has affected local market prices, as will be explained later, in the market analysis section. There is no proper geographic distribution to the entering commodities, neither in quantities nor in varieties. The following tables show the categories of entering commodities and their amount in tons and trucks, on daily basis:

Table (2): Types and ammount of commodities in Tons.

Date	Types and Amounts of Commodities (Tons)							
	Food Items	Shelter Equip.	Medical Supplies	Mixed Aid	Fuel	Cooking Gas	UN and NGOS Equip.	Essential Infrastructure Equip.
17/12/2024	3,140	150	105	955	0	132	0	0
18/12/2024	3,295	525	110	195	0	132	0	0
19/12/2024	4,175	270	50	165	174	138	NA	NA
20/12/2024	236	0	0	96	0	0	0	0
21/12/2024	0	0	0	0	0	0	0	0
22/12/2024	4,890	120	90	0	154	136	0	NA
23/12/2024	4,070	360	40	525	5	138	NA	NA
<b>Total</b>	<b>19,806</b>	<b>1,425</b>	<b>395</b>	<b>1,936</b>	<b>333</b>	<b>676</b>	<b>NA</b>	<b>NA</b>

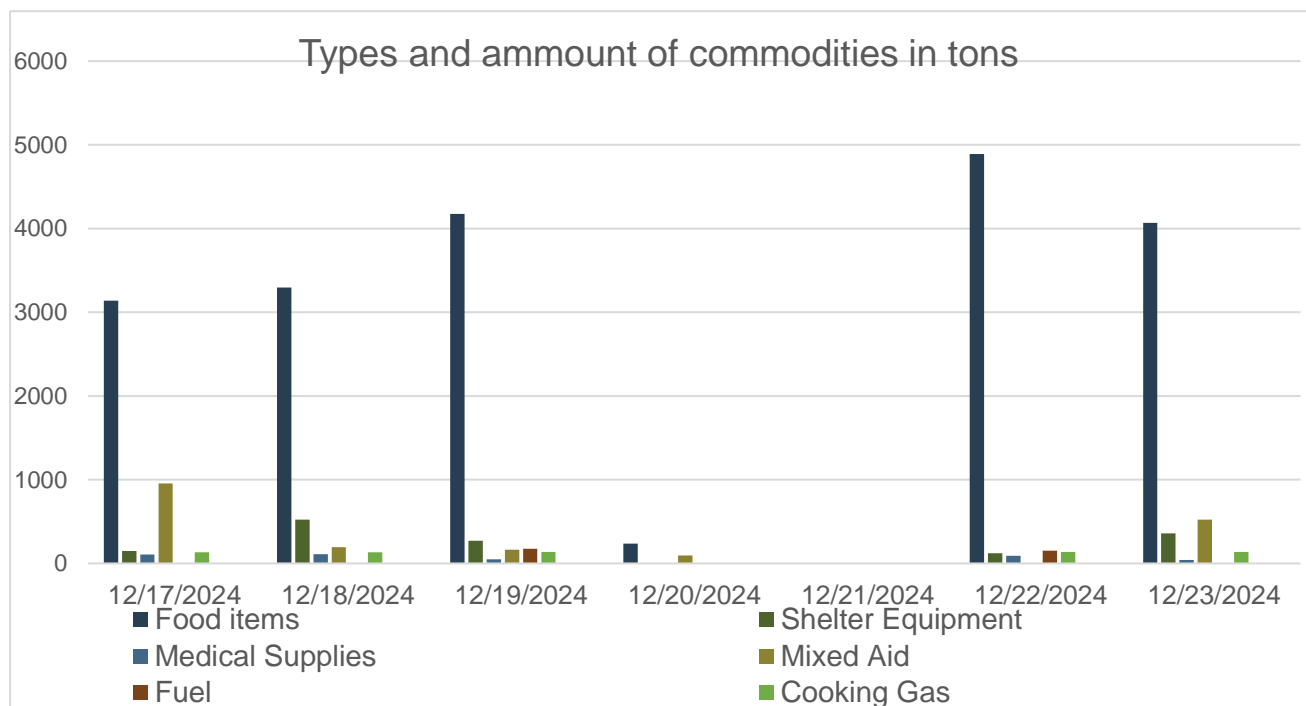


Figure (5): Types and amount of commodities in tons.



Table (3): Types and ammount of commodities by Trucks.

Date	Types and Amounts of Commodities (Trucks)								Total
	Food Items	Shelter Equip.	Medical Supplies	Mixed Aid	Fuel	Cooking Gas	UN & NGOs Equip.	Essential Infrastructure Equip.	
17/12/2024	120	10	7	57	0	6	0	0	200
18/12/2024	140	35	6	13	0	6	0	0	200
19/12/2024	163	18	3	11	4	6	8	2	215
20/12/2024	13	0	0	12	0	0	0	0	25
21/12/2024	0	0	0	0	0	0	0	0	0
22/12/2024	201	8	6	0	4	6	0	2	227
23/12/2024	191	28	2	35	1	6	2	2	267
<b>Total</b>	<b>828</b>	<b>99</b>	<b>24</b>	<b>128</b>	<b>9</b>	<b>30</b>	<b>10</b>	<b>6</b>	<b>1,134</b>

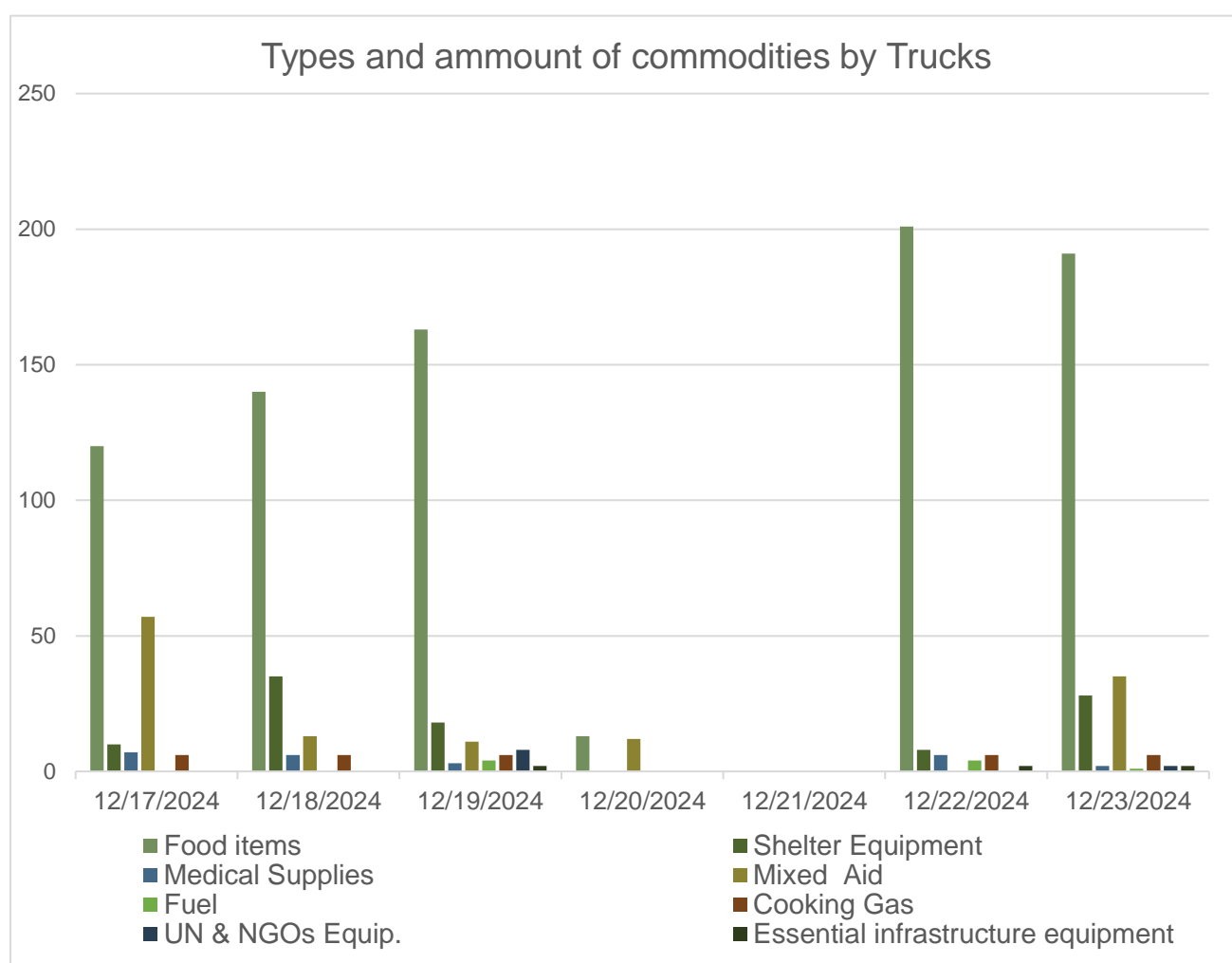


Figure (6): Types and ammount of commodities by Trucks.



## 4.2 Food items details:

The share of food items raised to reached about 73% of the total amount of commodities entered Gaza Strip this week, while the share was about 65% in the previous week.

1. Basic items such as (oil - sugar - flour - rice - legumes - ...).
2. Vegetables and fruits.
3. Frozen meat including (red meat - chicken - fish).
4. Food parcels.
5. Eggs and dairy products.
6. Other items such as (spices and seasonings - biscuits - noodles).
7. Water.

The following table shows the quantities of each of the sub-categories in tons:

Table (4): Amount of each food item sub-categories by tons.

Date	Food items categories amount (Tons)							Total
	basic items	Food parcels	Fruit and vegetables	Frozen meat	dairy and eggs	Water	Other	
17/12/2024	2220	0	480	0	0	0	440	3,140
18/12/2024	1500	0	160	0	0	0	1635	3,295
19/12/2024	2900	0	160	0	0	0	1115	4,175
20/12/2024	0	0	0	0	0	0	236	236
21/12/2024	0	0	0	0	0	0	0	0
22/12/2024	2530	0	0	0	80	0	2280	4,890
23/12/2024	750	0	200	0	0	20	3100	4,070
<b>Total</b>	<b>9,900</b>	<b>0</b>	<b>1,000</b>	<b>0</b>	<b>80</b>	<b>20</b>	<b>8,806</b>	<b>19,806</b>

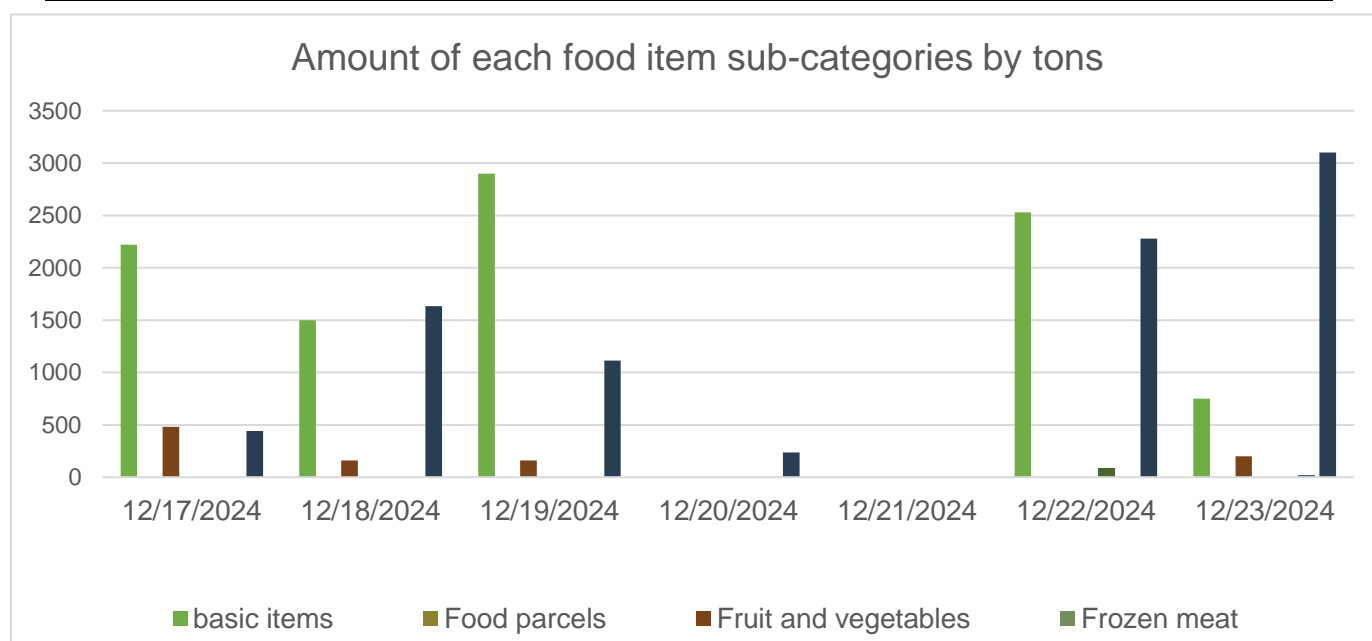


Figure (7): Amount of each food item sub-categories by tons.

Table (5): Amount of each food item sub-categories by trucks.

Date	Food items categories amount (Truck)							Total
	basic items	Food parcels	Fruit and vegetables	Frozen meat	dairy and eggs	Water	Other	
17/12/2024	85	0	18	0	0	0	17	120
18/12/2024	64	0	7	0	0	0	69	140
19/12/2024	113	0	6	0	0	0	44	163
20/12/2024	0	0	0	0	0	0	13	13
21/12/2024	0	0	0	0	0	0	0	0
22/12/2024	103	0	0	0	4	0	94	201
23/12/2024	35	0	9	0	0	1	146	191
<b>Total</b>	<b>400</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>383</b>	<b>828</b>

Amount of each food item sub-categories by truck

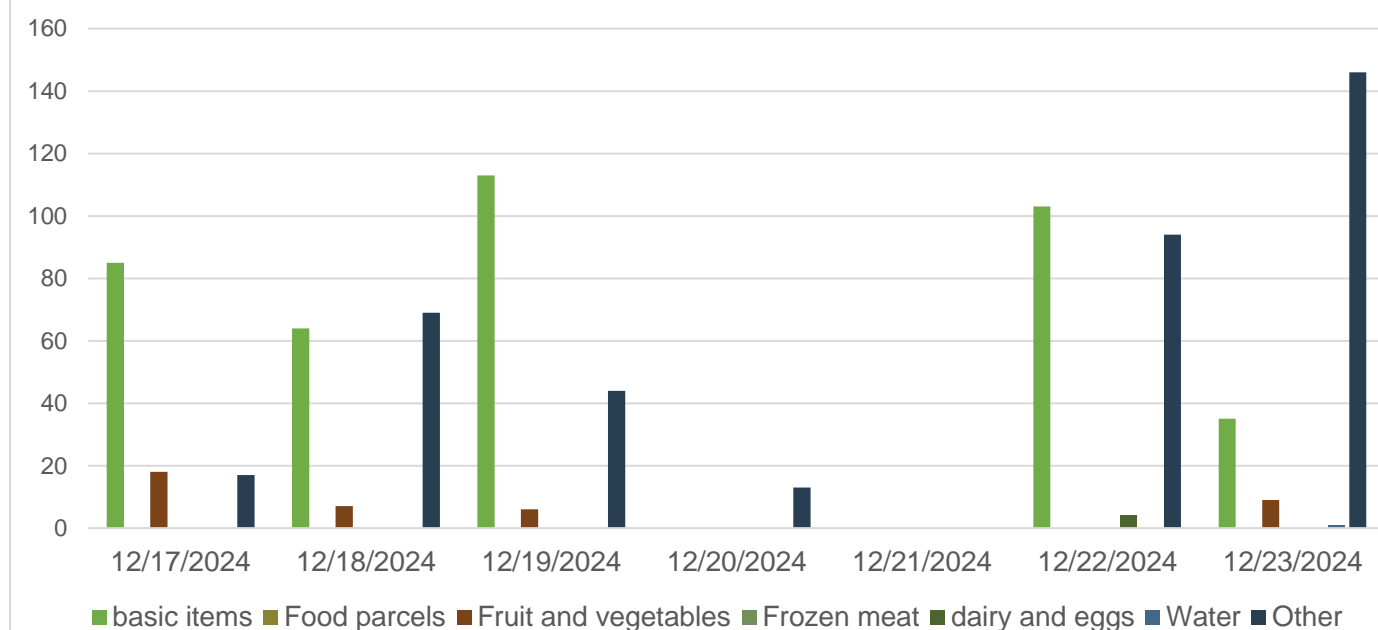


Figure (8): Amount of food item sub-categories by trucks.

### 4.3 Commodities Providers:

The commodities entered Gaza Strip during the report period vary between the private sector and humanitarian sector. While the private sector is limited to cooking gas, the humanitarian sector aid extends to food items, medical supplies, shelter equipment, UN & NGOs equipment and combined aid. The private sector entered less than 3% of the total number of trucks for this period. The following table shows the commodities entering according to the source (private sector – humanitarian aid):

Table (6): commodities entering according to the provider (private sector - humanitarian aid)

Date	Items	Private Sector		Humanitarian Aid		Total Number of trucks	Total amount by tons
		Trucks	Tons	Trucks	Tons		
17/12/2024	Food items	0	0	120	3,140	120	3,140
	Cooking Gas	6	132	0	0	6	132
	Fuel	0	0	0	0	0	0
	UN and NGOS equipment	0	0	0	0	0	0
	Essential infrastructure equip.	0	0	0	0	0	0
	Mixed Aid	0	0	57	955	57	955
	Shelter Equipment	0	0	10	150	10	150
	Medical Supplies	0	0	7	105	7	105
<b>Subtotal 1</b>		<b>6</b>	<b>132</b>	<b>194</b>	<b>4350</b>	<b>200</b>	<b>4,482</b>
18/12/2024	Food items	0	0	140	3,295	140	3,295
	Cooking Gas	6	132	0	0	6	132
	Fuel	0	0	0	0	0	0
	UN and NGOS equipment	0	0	0	0	0	0
	UN and NGOS equipment	0	0	0	0	0	0
	Mixed Aid	0	0	13	195	13	195
	Shelter Equipment	0	0	35	525	35	525
	Medical Supplies	0	0	6	110	6	110
<b>Subtotal 2</b>		<b>6</b>	<b>132</b>	<b>194</b>	<b>4,125</b>	<b>200</b>	<b>4,257</b>
19/12/2024	Food items	0	0	163	4,175	163	4,175
	Cooking Gas	6	138	0	0	6	138
	Fuel	0	0	4	174	4	174
	UN and NGOS equipment	0	0	8	NA	8	NA
	Essential infrastructure equip.	0	0	2	NA	2	NA
	Mixed Aid	0	0	11	165	11	165
	Shelter Equipment	0	0	18	270	18	270
	Medical Supplies	0	0	3	50	3	50
<b>Subtotal 3</b>		<b>6</b>	<b>138</b>	<b>209</b>	<b>4,834</b>	<b>215</b>	<b>4,972</b>
20/12/2024	Food items	0	0	13	236	13	236
	Cooking Gas	0	0	0	0	0	0
	Fuel	0	0	0	0	0	0
	UN and NGOS equipment	0	0	0	0	0	0
	Essential infrastructure equip.	0	0	0	0	0	0
	Mixed Aid	0	0	12	96	12	96
	Shelter Equipment	0	0	0	0	0	0
	Medical Supplies	0	0	0	0	0	0

Date	Items	Private Sector		Humanitarian Aid		Total Number of trucks	Total amount by tons
		Trucks	Tons	Trucks	Tons		
Subtotal 4		0	0	25	332	25	332
21/12/2024	Food items	0	0	0	0	0	0
	Cooking Gas	0	0	0	0	0	0
	Fuel	0	0	0	0	0	0
	UN and NGOS equipment	0	0	0	0	0	0
	Essential infrastructure equip.	0	0	0	0	0	0
	Mixed Aid	0	0	0	0	0	0
	Shelter Equipment	0	0	0	0	0	0
	Medical Supplies	0	0	0	0	0	0
Subtotal 5		0	0	0	0	0	0
22/12/2024	Food items	0	0	201	4,890	201	4,890
	Cooking Gas	6	136	0	0	6	136
	Fuel	0	0	4	154	4	154
	UN and NGOS equipment	0	0	0	0	0	0
	Essential infrastructure equip.	0	0	2	NA	2	NA
	Mixed Aid	0	0	0	0	0	0
	Shelter Equipment	0	0	8	120	8	120
	Medical Supplies	0	0	6	90	6	90
Subtotal 6		6	136	221	5,254	227	5,390
23/12/2024	Food items	0	0	191	4,070	191	4,070
	Cooking Gas	6	138	0	0	6	138
	Fuel	0	0	1	5	1	5
	UN and NGOS equipment	0	0	2	NA	2	NA
	Essential infrastructure equip.	0	0	2	NA	2	NA
	Mixed Aid	0	0	35	525	35	525
	Shelter Equipment	0	0	28	360	28	360
	Medical Supplies	0	0	2	40	2	40
Subtotal 7		6	138	261	5,000	267	5,138
Total		30	676	1,104	23,895	1,134	24,571

## 5 Daily market prices for essential items:

Data about market prices are collected from the markets in both sides of Gaza Strip. In the south side, prices were collected in the “humanitarian area”, specifically in Nuseirat, Deir al-Balah, and Khan Younis markets. While in the North side, prices were collected in the main markets of Gaza city, Al-Zawya and Al-Sahaba markets.

## 5.1 Market prices in the South:

From the following table, we find that the price of flour was the highest increasing item compared to what it was before the war, its price during this week reached more than 17 times higher than what it was before the war, followed by tomato, whose price reached about 16 times higher, while onion, potato and banana reached about 13 times higher, while the prices of some items ranged between 5-10 times, such as (cucumber, lemon, eggplant, egg, orange, macaroni, pepper, sugar), while the prices of rice, garlic and oil were 2-3 times what they were before the war, kidney bean was the least increasing item, its price increased by only 29% compared to what it was before the war. To measure the impact of the increase in the commodities flow rate during the past three weeks on prices, we measured the percentage of change in prices in the current week comparing to the average prices in the previous three weeks. The comparison results show that the prices of 14 out of 17 items decreased in the current week from their average prices in the previous three weeks. Macaroni was the item with the largest decrease by 79%, followed by sugar 45% and then kidney beans 42%. The least decreased was potato by 2% and then onion by 9%. The three items whose prices increased were orange, pepper and lemon.

Table (7): Average of daily market prices ILS/Kg for essential items (South)

#	Item	Pre-war Prices	Price Average (current week)	% Of change compared to pre-war price (Current Week)	Price Average (previous 3 weeks)	% Of change compared to the price in the current week
1	Macaroni	2.5	18.43	637%	87.19	<b>-79%</b>
2	Sugar	3	15.86	429%	28.91	<b>-45%</b>
3	Kidney beans	7	9.00	29%	15.54	<b>-42%</b>
4	Garlic	10	28.29	183%	41.27	<b>-31%</b>
5	Banana	2.5	32.14	1186%	45.43	<b>-29%</b>
6	Eggplant	2	18.57	829%	25.20	<b>-26%</b>
7	Oil	9	20.43	127%	27.57	<b>-26%</b>
8	Flour	35	607.14	1635%	767.86	<b>-21%</b>
9	Cucumber	2	20.86	943%	25.58	<b>-18%</b>
10	Rice	8	23.14	189%	27.46	<b>-16%</b>
11	Tomato	2	31.29	1464%	35.88	<b>-13%</b>
12	Egg	12	91.86	665%	102.86	<b>-11%</b>
13	Onion	2	26.86	1243%	29.67	<b>-9%</b>
14	Potato	2	25.86	1193%	26.26	<b>-2%</b>
15	Orange	4	30.00	650%	25.82	<b>16%</b>
16	Pepper	10	57.14	471%	39.37	<b>45%</b>
17	Lemon	4	40.00	900%	25.71	<b>56%</b>

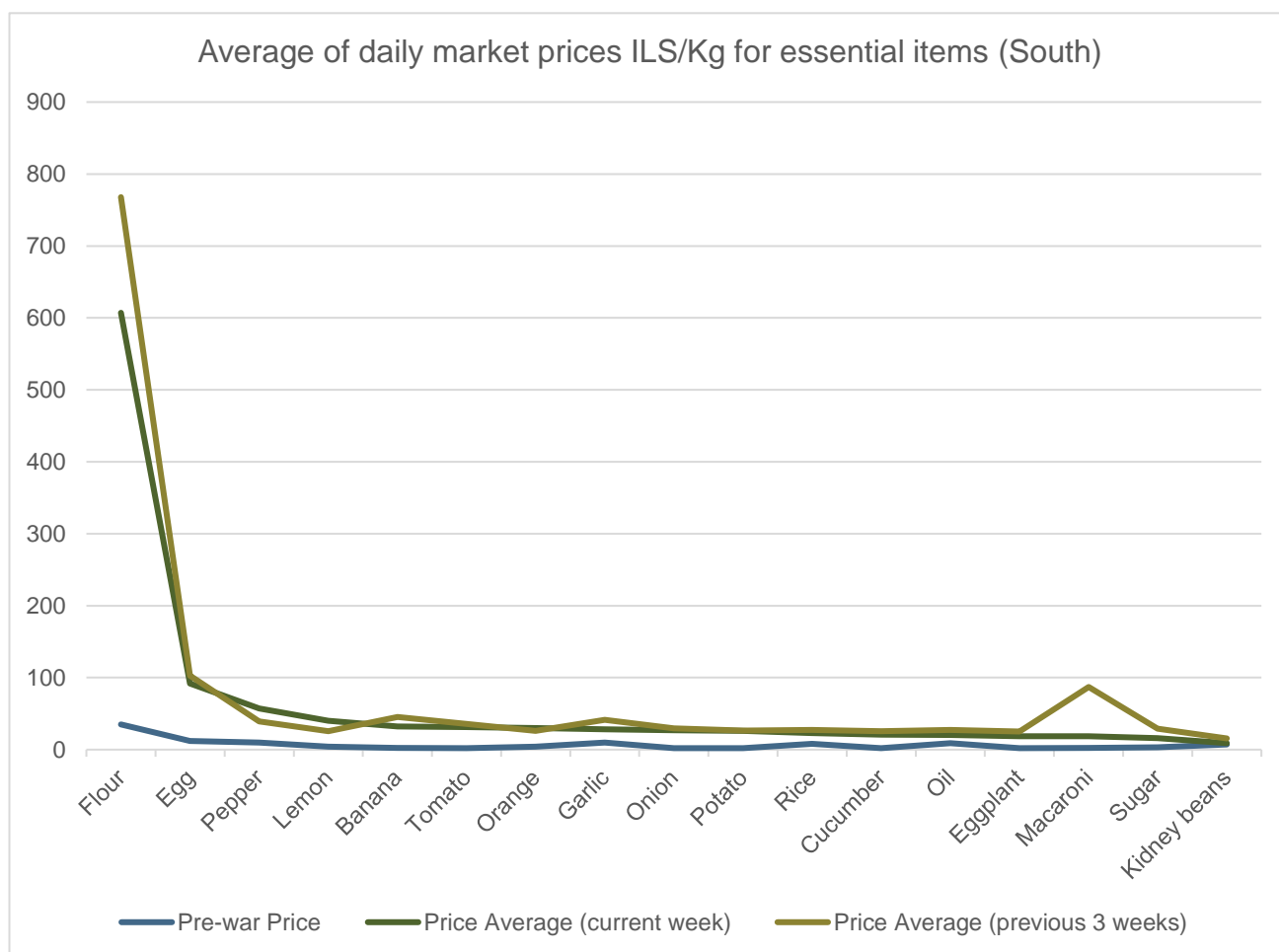


Figure (9): Average of daily market prices ILS/Kg for essential items (South)

## 5.2 Market prices in the North:

From the following table, we find that the price of pepper was the highest increasing item compared to what it was before the war, its price during this week reached about 59 times higher than what it was before the war, followed by eggplant, whose price reached more than 36 times higher, while egg reached about 34 times higher, the prices of (potato, banana, onion, orange, garlic, sugar, lemon) ranged between 10-25 times, the prices of oil and rice reached 7 and 4 times respectively. Flour was the only item whose current price is below its price before the war by about 29%.

To measure the impact of the increase in the commodities flow rate during the past three weeks on prices, we measured the percentage of change in prices in the current week comparing to the average prices in the previous three weeks. The comparison results show that the prices of 11 out of 13 items decreased in the current week from their average prices in the previous three weeks. sugar was the item with the largest decrease by 52%, followed by onion 50%. The least decreased was oil by 5% and then banana by 7%. The two items whose prices increased were orange and pepper. It is worth noting that the items whose prices increased this week in the south are the same as those in the north (oranges and peppers).

Table (8): Average of daily market prices ILS/Kg for essential items (North)

#	Item	Pre-war Prices	Price Average (current week)	% Of change compared to pre-war price (Current Week)	Price Average (previous 3 weeks)	% Of change compared to the price in the current week
1	Sugar	3	39.71	1224%	82.86	<b>-52%</b>
2	Onion	2	35.20	1660%	71.02	<b>-50%</b>
3	Garlic	10	138.57	1286%	193.81	<b>-29%</b>
4	Potato	2	50.00	2400%	61.79	<b>-19%</b>
5	Rice	8	30.00	275%	36.43	<b>-18%</b>
6	Lemon	4	45.00	1025%	52.86	<b>-15%</b>
7	Eggplant	2	72.86	3543%	84.58	<b>-14%</b>
8	Flour	35	25.00	-29%	28.61	<b>-13%</b>
9	Egg	12	407.14	3293%	454.86	<b>-10%</b>
10	Banana	2.5	57.14	2186%	61.67	<b>-7%</b>
11	Oil	9	67.14	646%	70.71	<b>-5%</b>
12	Pepper	10	586.67	5767%	516.67	<b>14%</b>
13	Orange	4	55.71	1293%	32.26	<b>73%</b>

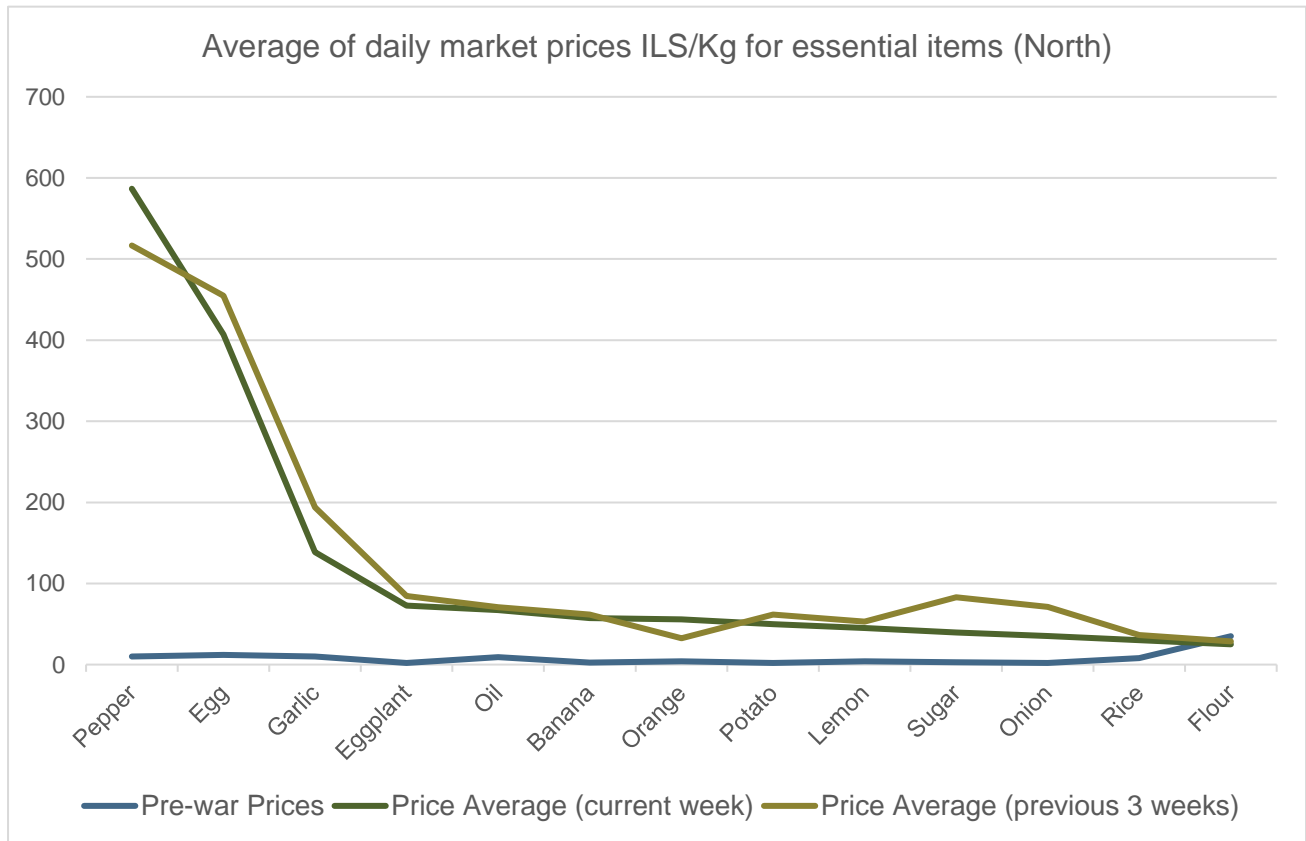


Figure (10): Average of daily market prices ILS/Kg for essential items (North)



### 5.3 Comparison of Prices:

pepper recorded the highest price difference between the north and the south, its price in the north was more than 10 times higher than in the south, while cooking oil, lemon, potato, Onion, Banana, Apple, orange, and rice had the least difference, their prices in the north did not exceed 100% higher than their prices in the south. flour is the only item whose price in the north was lower than in the south, its price in the North is about 96% below its price in the South.

Table (9): comparison between prices average between South and North of Gaza strip

#	Item	Pre-war Prices	Price Average (South)		Price Average (North)		% Of change between South and North (current week)
			current week	previous 3 weeks	Price Average (current week)	Price Average (previous 3 weeks)	
1	Pepper	10	57.14	39.37	586.67	516.67	<b>927%</b>
2	Garlic	10	28.29	41.27	138.57	193.81	<b>390%</b>
3	Egg	12	91.86	102.86	407.14	454.86	<b>343%</b>
4	Eggplant	2	18.57	25.2	72.86	84.58	<b>292%</b>
5	Oil	9	20.43	27.57	67.14	70.71	<b>229%</b>
6	Sugar	3	15.86	28.91	39.71	82.86	<b>150%</b>
7	Potato	2	25.86	26.26	50	61.79	<b>93%</b>
8	Orange	4	30	25.82	55.71	32.26	<b>86%</b>
9	Banana	2.5	32.14	45.43	57.14	61.67	<b>78%</b>
10	Onion	2	26.86	29.67	35.2	71.02	<b>31%</b>
11	Rice	8	23.14	27.46	30	36.43	<b>30%</b>
12	Lemon	4	40	25.71	45	52.86	<b>13%</b>
13	Flour	35	607.14	767.86	25	28.61	<b>-96%</b>

### 5.4 Retailers Price Analysis from 17/12/2024 – 23/12/2024:

#### 5.4.1 Importers prices:

By comparing commodity prices between importers and retailers, we find that retailer prices to consumers are approximately 30% higher than importers (wholesalers) for basic materials, vegetables and fruits. This is considered, to some extent high percentage, and is attributed to the high costs of sales services such as: transportation, security escort, storage, refrigeration and energy.

#### 5.4.2 Market Conditions in Gaza:

- Truck Movement Variations:
- During this report, there was stability in the rate of goods flow compared to the previous week, with a total of 1,134 trucks, distributed between (KAS), Erez, Kissufim and Route 96 Gate. (KAS) crossing constituted the largest share of trucks by more than 59% of the total trucks.
- Variety and Quantity of Goods:

- During this week, the flow rate of commodities was 23% below the rate of the previous week, the supply is still far from meeting the demand, especially in food items, this affected market prices. The quantities entered Gaza Strip are very small compared to the required level, and are not sufficient for the population daily needs.

## 6 Coordination Mechanism:

- The Israeli coordination platform has been closed since 2<sup>nd</sup> of October 2024, no coordination requests has been placed or approved since then.

### 6.1 Difficulties:

- Israeli Authorities have implemented their trade policy and completely stopped the entry of private sector goods into Gaza.
- The allowed basic commodities to enter Gaza Strip, through humanitarian sector, is much limited and does not respond to residents' basic needs.
- The delivery of aid into Gaza remains unreliable due to crossings and routes access restrictions and ongoing security issues.
- High transportation costs within Gaza due to high fuel and spare parts prices.
- Lack of cash liquidity and closure of all Bank branches except one or two ATM is magnifying the malnutrition and hunger crisis.
- Lack of storage and cold storage which prevents wholesalers and retailers from storing reasonable quantities of goods to help stabilize the markets.
- Lack of power to maintain goods cold chain and enable e-payments over the internet.
- Lack of clothing and sheltering material such as tarpaulin and nylon sheets has caused a sharp increase in its prices in the market.

## 7 Recommendations:

1. Immediate increase (in quantity and variety) of humanitarian aid entering Gaza Strip to include variant nutritious needs, with focus on areas suffering from malnutrition and famine in the Northern part of Gaza Strip, through coordination with International Organizations.
2. Allow the private sector to import basic commodities items again, and expand the types and quantities of goods, cover all areas in distribution, and stocking in the Southern and Northern parts of Gaza to stabilize prices and make essential goods available to people.
3. Increase the number of importers who are allowed to bring basic commodities into Gaza Strip.
4. Allow access to power through solar energy to enable maintain the cold chain for dairy products and frozen meats and vegetables.
5. Allow the entry of cooking Gas to the Northern part of Gaza Strip.
6. Increase cooking gas entering Gaza to enable people cook their food properly.
7. increase the amount of commodities entering the Northern part of Gaza Strip to ensure that aid reaches those in need without delay.
8. Allow private sector Importers to import and enter goods for Northern part of Gaza Strip using all available crossings.

9. Allow access to hygiene products since it is causing a major concern of disease spreading among population such as hepatitis A, scabies, etc.
10. Allow humanitarian and commercial trucks access the different crossings and all routes to shorten travel distances and avoid routes controlled by looters, in order to avoid paying high sums of money for security escorts.
11. Allow Gaza traders to import directly through international ports to avoid paying high prices and commissions
12. Partner between Chambers of Commerce, as the umbrella for the private sector, with donor projects such as Tasdeer's, Anera and WFP to support the back to business for trade, industry and agriculture.
13. Promote electronic Wallets and other means of e-payments among consumers and retailers' network. Enable retailers receive e-payments and electronic cash vouchers of the humanitarian organizations, by restoring power and internet to their shops.
14. Allow private sector to import other basic commodities such as hygiene material, medicines, sheltering material, clothes and footwear, etc.
15. Urgently allow to bring agricultural and livestock production supplies into Gaza Strip, and support small farmers with seeds, tools and fertilizers to reduce dependence on external supplies and provide local food sources.
16. Provide sufficient quantities of fuel and truck spare parts to transportation companies at normal prices to reduce commercial transportation costs and limit the unjustified rise in commodity prices in the markets.
17. Provide the necessary funding to rehabilitate commercial facilities including storage and cold storage facilities that can easily return to work to contribute to early recovery and market stability.
18. Find effective, accountable and transparent mechanisms to coordinate the entry of commodities from the crossings and strengthening the role of chambers of commerce in managing this situation, to ensure proper prioritization and distribution.
19. Lift all imposed restrictions on the Private Sector to import all humanitarian needs and commodities such as school stationary, sheltering material, etc.
20. Find and promote mechanisms to control markets, prevent monopoly and control prices as much as possible.

## The Success Story of Thaer Al-Basyouni



**Thaer Al-Basyouni** is a public transport driver who worked regularly before the war, he was getting a monthly income of 2,000 shekels after deducting maintenance, licensing and insurance costs. After his car has been damaged in the war, he did not give up, but rather repaired and rerunning it, innovating new solutions for using a mix of vegetable oil and available diesel as a fuel, which helped him maintain the continuity of his work.

Despite his attempts, the surrounding conditions were very difficult, the harsh condition of the roads, heavy traffic in streets, and the unstable security situation, greatly affected his income. However, Thaer came up with a new way to increase his income without raising transportation fees on citizens, he attached a small cart with wheels to his car, which allowed him to transport a larger number of passengers and increase the returns. He also hired a young man to monitor the towed cart.

Thaer hopes to provide the necessary fuel and oil consumables, improve the safety equipment of the trailer, and improve the comfort of passengers, such as providing comfortable chairs for children, the elderly and women. Despite these efforts, he expresses his concern about the current situation where transportation by cart is somewhat inhumane. He hopes that the roads will be rehabilitated and the war will be stopped, so that he can return to work normally and rebuild his home. Thaer's story is truly a success story, he has shown creativity and perseverance in the face of great challenges, making him a role model in adapting to difficult circumstances.





## 8 Issue of the Week: "Public Transportation Crisis"

### 8.1 Situation before the war:

Before the war broke out, the public transportation sector in Gaza was running relatively well, as cars and public transportation were operating somewhat normally, as there was no problem related to spare parts and maintenance costs. Fuel was available at reasonable prices, allowing transporters to keep their vehicles moving without having to rely on alternatives. Streets were relatively in a good shape as regular maintenance was conducted by municipalities and Ministry of Public Works.



### 8.2 The impact of the war on the transportation sector:

With the deterioration of the security situation as a result of the ongoing war on Gaza, the public transportation sector in Gaza has experienced a severe crisis. The ongoing bombing has destroyed a great number of public transportation vehicles as well as huge part of the main infrastructure, including streets, repair workshops, fuel stations, roads and other vital facilities, making travel by cars extremely difficult. The war has also led to a scarcity of fuel, as citizens can no longer buy it except on the black market, at a cost of up to 60 shekels per liter, an increase of about 900%. As a result of the fuel shortage, people have started using unconventional alternatives such as vegetable oil and cooking gas, which is also purchased on the black market at an average cost of 50 shekels per kilo, which is about ten times its normal price. With the rise in fuel prices and the high cost of car spare parts and maintenance, the difficulty of moving vehicles has increased significantly. The main road in Gaza has also become full of obstacles due to the tents constructed on sidewalks and road islands by the displaced families, adding new challenges to traffic. The cars currently used for public transportation have also been modified to pull carts in the back, making their use more dangerous. Citizens have no choice but to ride on these pulled carts with their children. Riding these carts is very rough and does not protect passengers from falling off or getting severely injured in case of any accident. Passengers on these carts are not only exposed to environmental factors such as cold, rain, dust, smoke and sunburns but also to getting splashed from sewage water running off the streets, causing diseases and spread of epidemics among people. Horse-drawn carriages are also being used as a transportation method, which has increased accidents as well as the amounts of dirt and diseases that pedestrians are subjected to.

### 8.3 Figures and information about the transportation sector:

Statistics indicate that about 600,000 families in Gaza, distributed along the main roads from Rafah to Nuseirat, live in temporary tents on the edges or sidewalks of the main roads. This heavy congestion in urban areas greatly impedes traffic and leads to increased fuel

consumption due to the difficulty of movement, the trip that needs 20 minutes now takes 2 hours due to this congestion. On the other hand, public transportation prices have increased significantly due to the significant increase in fuel and spare parts costs. The price of motor oil reaching 300 shekels per liter, an average increase of 2,600%, the price of a new tire reaching 1,000 shekels per tire, an average increase of 300%. More than 80% of Gazans suffer from difficulty in reaching their workplaces due to the lack of public transportation, while international organizations and field hospitals have been able to provide private transportation for their employees.

#### 8.4 Conclusion:

The public transportation crisis in Gaza poses a very difficult challenge under the current circumstances, fuel shortages, and the destruction of infrastructure have contributed to deepening this crisis. While some organizations seek to provide private transportation for their employees, the ordinary citizens find themselves forced to use unsafe alternatives under difficult weather conditions. Addressing this crisis requires urgent intervention from local and international parties to provide sustainable solutions that ensure the provision of fuel, maintenance of public vehicles, and development of infrastructure to meet the needs of the people of Gaza in these exceptional circumstances.

### 9 Conclusion

This week witnessed 23% decrease in the number of trucks passed into the Gaza Strip compared with the previous week. The goods flow rate is still far from meeting the needs of the population, and commodities are still limited to a specific group of items. Furthermore, the private sector is still banned from importing commodities since 02/10/2024. Despite that the role of the private sector is the largest in meeting the needs of the population, all goods currently enter Gaza is humanitarian coordinated aid only, except for 30 Truckloads of cooking gas. Even the goods that trickles to the local markets are coordinated by the humanitarian organizations, and reach the merchants through unofficial means. These goods are sold for high prices to the consumers. Trucks entered through 4 crossing: (KAS) and Kissufim in the South, Erez in the North, and Rout 96 Gate located on the dividing line between the north and south of Gaza Strip. (KAS) crossing dominate the largest share of the number of trucks that passed into Gaza Strip during the reporting period. The occupation continues to prevent the entry of raw materials necessary for industrial and agricultural production, which thwarts any attempts at economic recovery.

The data during the current reporting period indicates that the Israeli occupation continues to practice a policy of collective punishment against the residents of Gaza Strip, as the private sector is denied from entering any goods into Gaza, except for limited quantities of cooking gas. The residents of the northern part of Gaza Strip also continue to suffer from famine, due to the severe restrictions on the entry of goods in general and the total blocking of private sector goods to enter the Northern part, in particular. Prices of basic commodities has reach unprecedented increase in both parts of Gaza Strip.

*\*All photos in this report are used with consent.*

## 10 Annex

### 10.1 Daily price in the south:

Table (10): Standard deviation of daily prices (South)

#	Item	17/12	18/12	19/12	20/12	21/12	22/12	23/12	Average	St. Dev
1	Flour	800	800	650	550	550	450	450	607.14	<b>148.40</b>
2	Egg	100	72	85	85	85	108	108	91.86	<b>13.68</b>
3	Onion	22	20	30	27	27	27	35	26.86	<b>4.95</b>
4	Garlic	32	20	32	32	32	25	25	28.29	<b>4.92</b>
5	Pepper	60	60	60	60	50	50	60	57.14	<b>4.88</b>
6	Potato	22	25	25	24	24	26	35	25.86	<b>4.22</b>
7	Orange	35	30	30	30	35	25	25	30.00	<b>4.08</b>
8	Oil	15	15	23	23	23	22	22	20.43	<b>3.74</b>
9	Apple	35	30	30	28	30	25	24	28.86	<b>3.67</b>
10	Cucumber	18	16	22	20	20	25	25	20.86	<b>3.39</b>
11	Banana	35	30	35	35	30	30	30	32.14	<b>2.67</b>
12	Eggplant	18	17	17	17	17	22	22	18.57	<b>2.37</b>
13	Macaroni	23	18	18	16	18	18	18	18.43	<b>2.15</b>
14	Rice	25	22	22	22	23	25	23	23.14	<b>1.35</b>
15	Tomato	30	30	33	32	32	30	32	31.29	<b>1.25</b>
16	Sugar	16	15	16	16	16	16	16	15.86	<b>0.38</b>
17	Lemon	N/A	40	40	40	40	40	40	40.00	<b>0.00</b>
18	Kidney beans	9	9	9	9	9	9	9	9.00	<b>0.00</b>

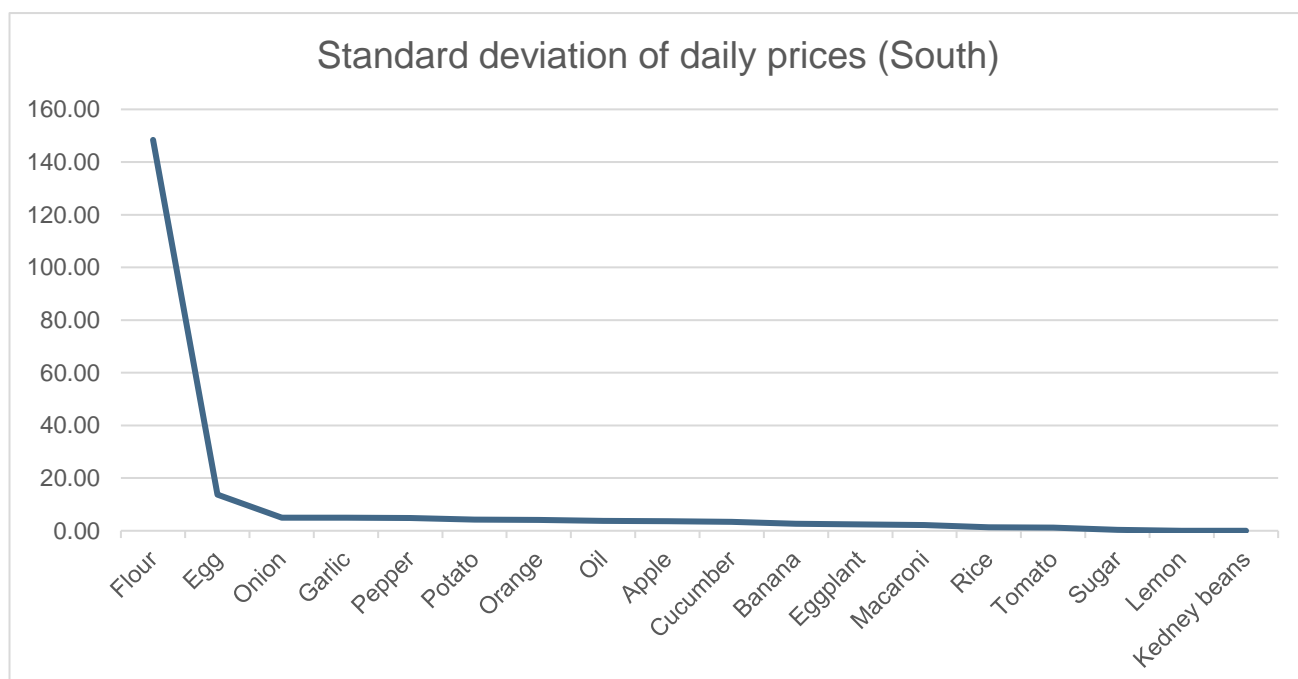


Figure (11): Standard deviation of daily prices (South)



## 10.2 Daily in the Noth:

Table (11): Standard deviation of daily prices (North)

#	Item	17/12	18/12	19/12	20/12	21/12	22/12	23/12	Average	St. Dev
1	Garlic	200	200	200	100	100	90	80	138.57	<b>57.86</b>
2	Egg	450	450	450	375	375	375	375	407.14	<b>40.09</b>
3	Orange	80	60	70	50	50	50	30	55.71	<b>16.18</b>
4	Apple	80	60	70	50	50	50	35	56.43	<b>14.92</b>
5	Banana	80	60	70	55	50	50	35	57.14	<b>14.68</b>
6	Pepper	NA	N/A	N/A	NA	600	580	580	586.67	<b>11.55</b>
7	Sugar	50	45	48	30	35	35	35	39.71	<b>7.78</b>
8	Potato	45	45	45	50	55	65	45	50.00	<b>7.64</b>
9	Eggplant	80	70	75	60	70	80	75	72.86	<b>6.99</b>
10	Onion	NA	45	N/A	35	35	33	28	35.20	<b>6.18</b>
11	Oil	70	70	70	70	70	60	60	67.14	<b>4.88</b>
12	Lemon	50	N/A	N/A	45	45	45	40	45.00	<b>3.54</b>
13	Flour	25	25	25	25	25	25	25	25.00	<b>0.00</b>
14	Rice	30	30	30	30	30	30	30	30.00	<b>0.00</b>

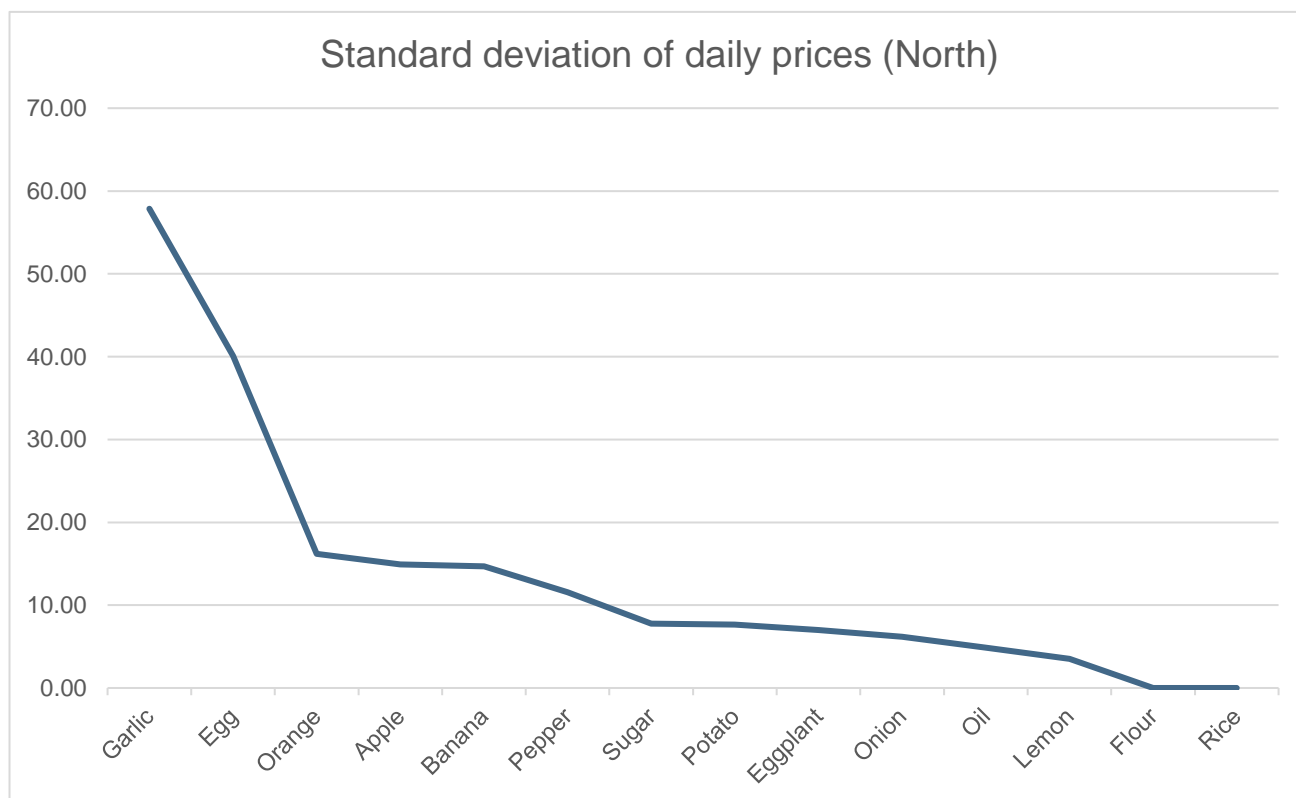


Figure (12): Standard deviation of daily prices (North)

### 10.3 Price volatility:

From the previous tables, goods can be grouped according to the severity of price fluctuations based on the standard deviation value into three categories:

#### 10.3.1 Fixed-price goods:

These are goods whose standard deviation is (0), meaning that their prices were stable and did not change throughout the reporting period, these goods are (Kidney beans) in the South and (Flour- Rice) in the North.

#### 10.3.2 Stable-price goods:

These are goods whose standard deviation ranges between (0-1), meaning that their prices changed at slight rates during the reporting period, these goods are (Sugar) in the South and North.

#### 10.3.3 Volatile-price goods:

These are goods whose standard deviation is greater than (1), meaning that they witnessed sharp fluctuations in prices during the reporting period, these goods are (Flour – Egg – Pepper – Oil – Tomato – Potato – Garlic – Banana - Cucumber – Orange – Eggplant – Onion – Apple – Rice – Macaroni) in the South and all items except the (Rice- Flour) in the North.