



إتحاد الغرف التجارية الصناعية الزراعية الفلسطينية

Federation of Palestinian Chambers of Commerce, Industry & Agriculture

Gaza Movement of Goods Weekly Report

Week 19: December 03–09, 2024.

In this Report:

- Flour prices in the south of Gaza Strip hit a high record this week, with more than 985 ILS for a 25kg bag, more than 27 times its price before the war.
- The Israeli occupation continues to prevent private sector merchants from importing commodities into Gaza Strip.
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December 25, 2024

Gaza Movement of Goods Weekly Report

1 Executive Summary:

- This report, of weekly market analysis in Gaza Strip, covers the period from 03/12/2024 to 09/12/2024.
- All crossings were completely closed on Saturday 07/12/2024. Rafah crossing remained completely closed.
- During the reporting period, **766** trucks with a total of **16,983¹** tons of commodities entered Gaza Strip. These trucks entered from three crossings, Karm Abu Salem crossing (KAS) 383 trucks, Erez 215 trucks, Route 96 gate 55 trucks. The flow of trucks through Kissufim was stopped.
- 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.
- Karm Abu Salem (KAS) and Kissufim operates 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 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 goods. Small amounts of goods trickle to the local markets, leading to extremely high prices, the increase in some food items prices reached 2000% compared to what it was before the war.
- Flour prices in the south of Gaza Strip hit a high record this week, with about 985 ILS for a 25kg bag, more than 27 times its price 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.

¹ This number doesn't include the load of 6 trucks, they were loaded by essential infrastructure equipment, and entered on 08/12/2024 and we did not have information about their content by tons.

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, although Kissufim crossing was completely closed this week, about 50% of the goods that entered Gaza Strip during the reporting period were through (KAS), and the Israeli occupation continues to impose restrictions on the entry of these goods into the north part of Gaza Strip. Therefore, the vast majority of goods that entered through (KAS) remained in the south part of Gaza Strip, and the goods that entered through Erez crossing constitute about 28% still in the North part. Meanwhile, there is no accurate information available about the destination of the goods that entered through Gate 96, whether to the north or south of Gaza Strip, which represents the remaining 22% of the total goods that entered Gaza Strip during the reporting period.

It is worth noting that the food shortage is no longer limited to the north side of Gaza Strip only, as was the case in previous weeks, but has also extended to the south side, which is also suffering from a severe shortage of basic food commodities, vegetables, meat and flour. While the north part of Gaza Strip suffers greatly from a shortage of food, vegetables, meat and eggs, there are some items somewhat available there, such as clothes, shoes and hygiene, while in the south these items are not available.

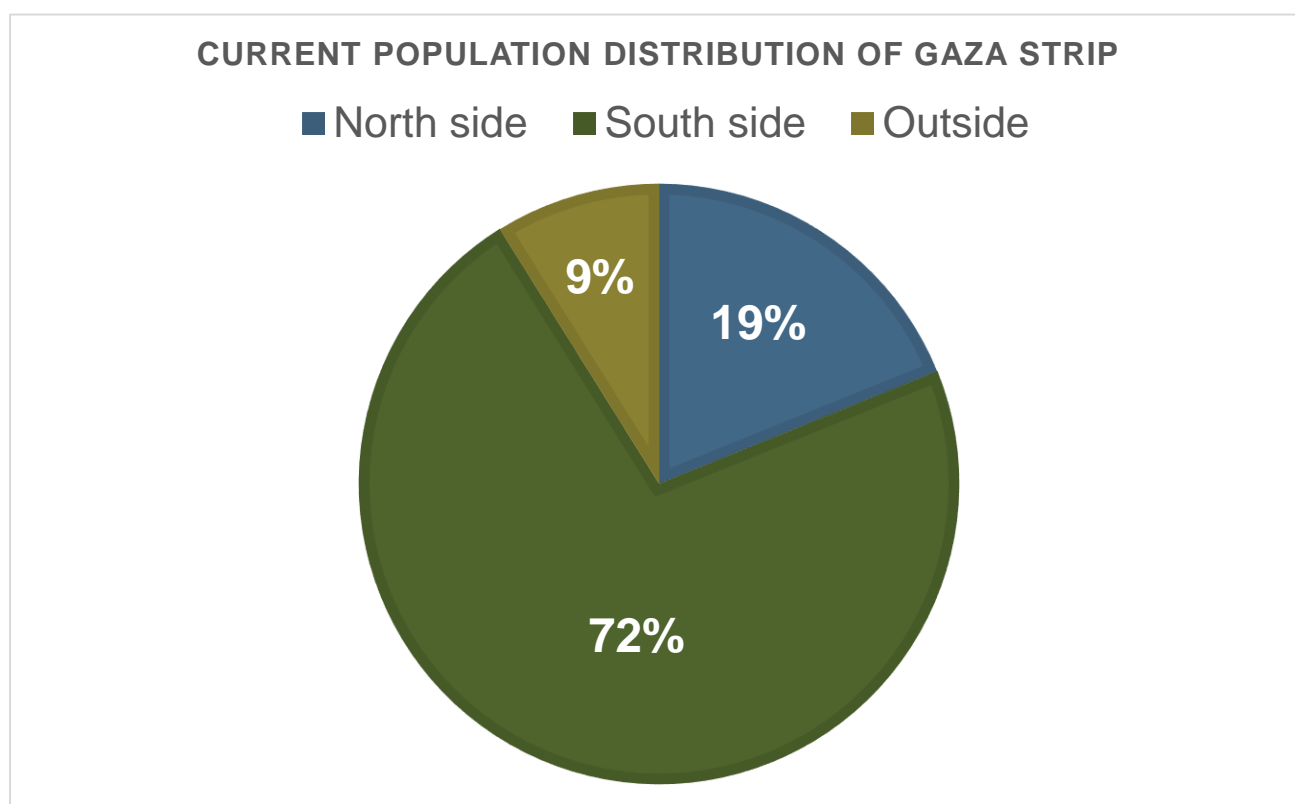


Figure (2): Currently population distribution of Gaza Strip.

The following figure shows the distribution of goods between the north and the south according to the number of trucks. The figures in this figure are based on the quantity of goods entering through the Kas, Kissufim and Erez crossings, including Gate 96, and do not include trucks passing from the south of the Gaza Strip to the north, because they constitute a very small percentage and there are no accurate statistics on them.

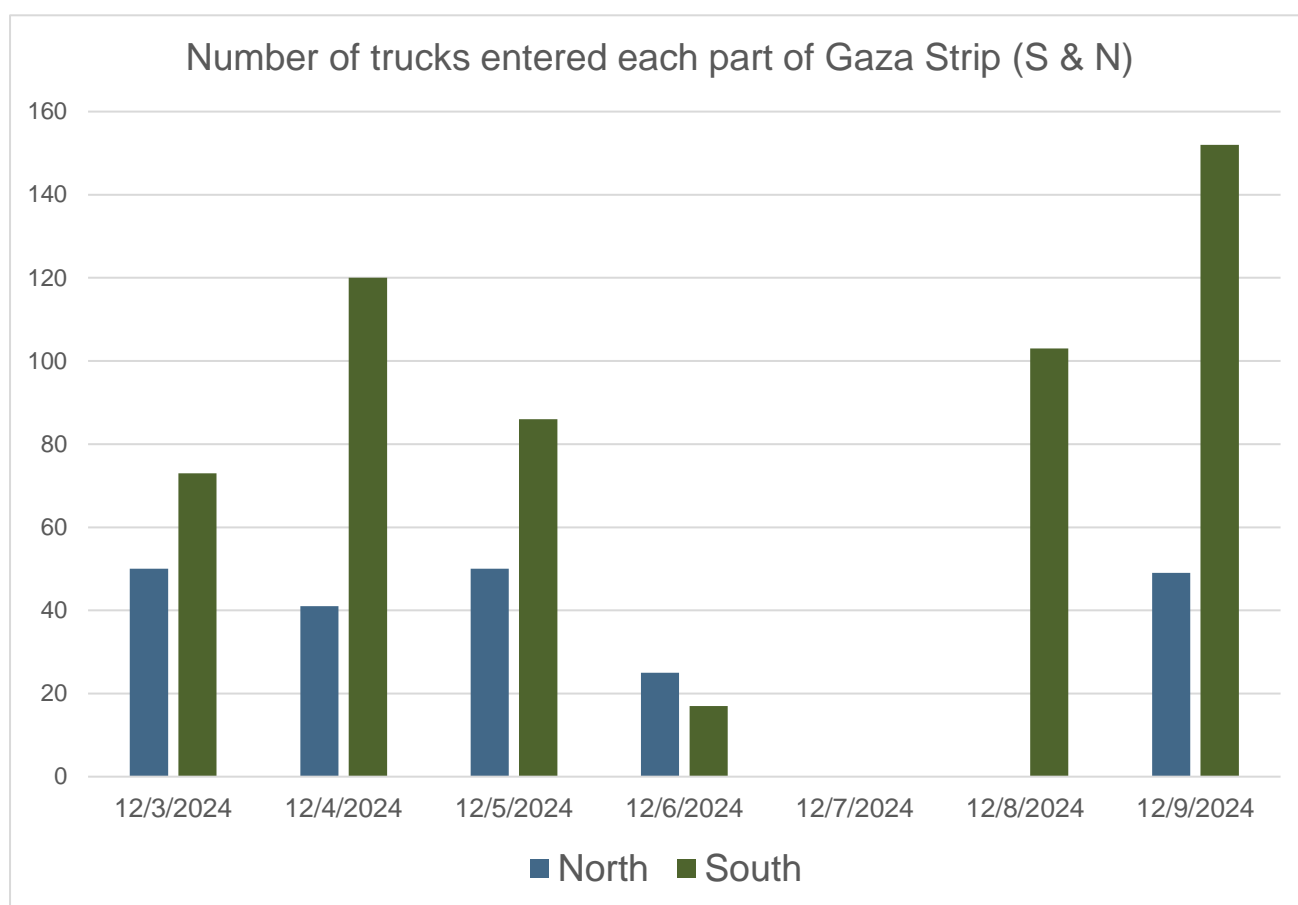


Figure (3): Number of trucks entered each part of Gaza Strip (South, North)

3 Daily Crossing Points Status:

This week, Rafah and Kissufim crossings remained closed all the time, while Route 96 Gate operated for only three days, Erez crossing was closed for two consecutive days, and all crossings were closed as usual on Saturday, 07/12/2024. This week witnessed a stability in flow of trucks compared to the previous week, The daily average number of trucks this week is equal to the average of the previous week at about 109 trucks per day. the total number of trucks was only one less than the previous week, with a significant increase in the share of (KAS) crossing at the expense of the other crossings. (KAS) crossing alone constituted about 50% of the total number of trucks this week, while Erez constituted about 28%, and Route 96 Gate constituted about 22%. Monday 09\12\2024 has the largest number of trucks during the reporting period, 201 trucks passed through 3 crossings, 97 through (KAS), 49 through Erez and 55 through Route 96 Gate. On Saturday 07\12\2024, all crossings were closed and no trucks passed on that day. Friday 06/12/2024 witnessed the lowest number of trucks entering, the number decreased to only 42 trucks through two crossings, 17 trucks passed through (KAS) and 25 through Erez. On Sunday 08\12\2024, 103 trucks passed into Gaza strip through two crossings, 40 trucks through (KAS) and 63 through Route 96 Gate. On Wednesday 04\12\2024, 161 trucks passed through (KAS) 120 trucks and Erez 41 trucks. On Thursday 05\12\2024, 136 trucks passed through (KAS) 86 trucks and Erez 50 trucks. On Tuesday 03\12\2024, 123 trucks passed through (KAS) 23 trucks, Erez 50 trucks and Route 96 Gate 50 trucks.

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	03/12/2024	0	50	50	23	0	123
Wednesday	04/12/2024	0	41	0	120	0	161
Thursday	05/12/2024	0	50	0	86	0	136
Friday	06/12/2024	0	25	0	17	0	42
Saturday	07/12/2024	0	0	0	0	0	0
Sunday	08/12/2024	0	0	63	40	0	103
Monday	09/12/2024	0	49	55	97	0	201
Total		0	215	168	383	0	766

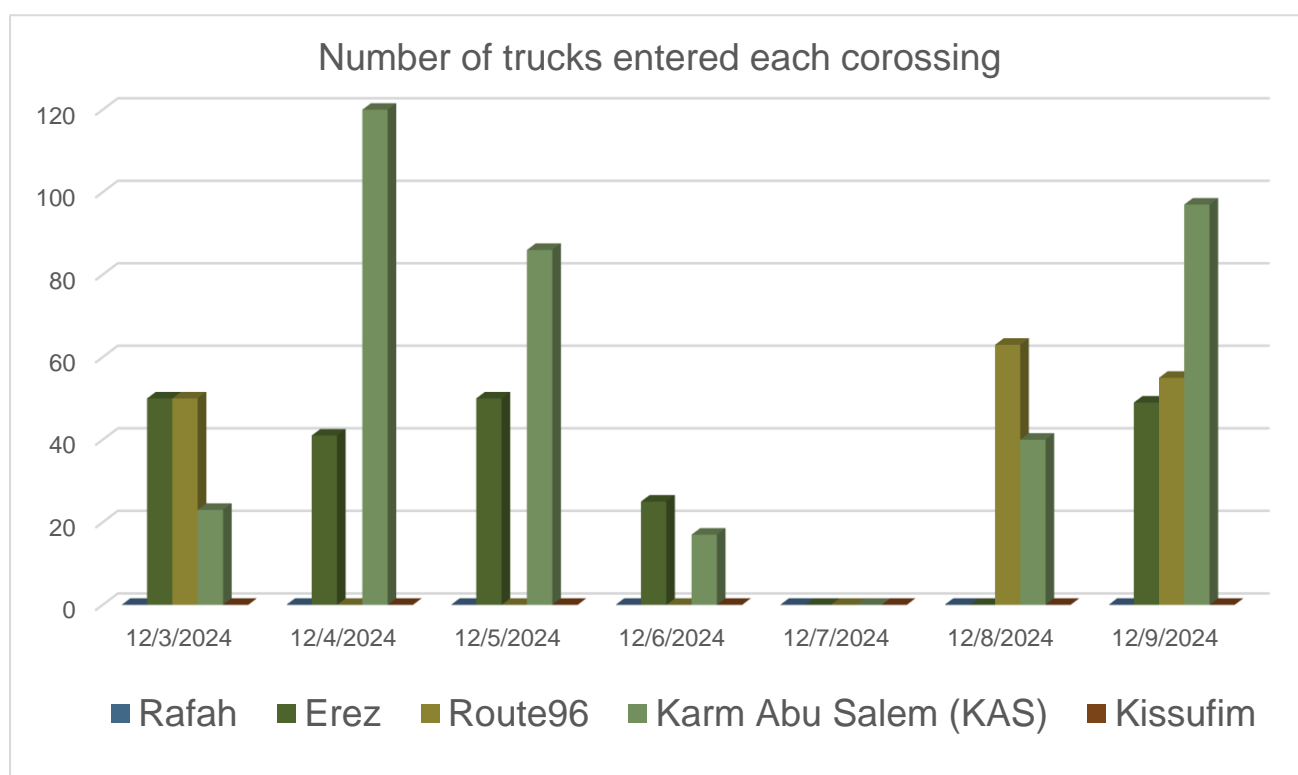


Figure (4): Number of trucks entered from each corossing

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 equipment
03/12/2024	900	345	0	865	300	144	0	0
04/12/2024	3,210	270	100	90	33	132	0	0
05/12/2024	1,350	120	20	1,164	296	132	0	0
06/12/2024	440	285	0	120	0	0	0	0
07/12/2024	0	0	0	0	0	0	0	0
08/12/2024	1,710	120	0	75	295	138	30	NA
09/12/2024	2,719	725	167	564	0	124	0	0
Total	10,329	1,865	287	2,878	924	670	30	NA

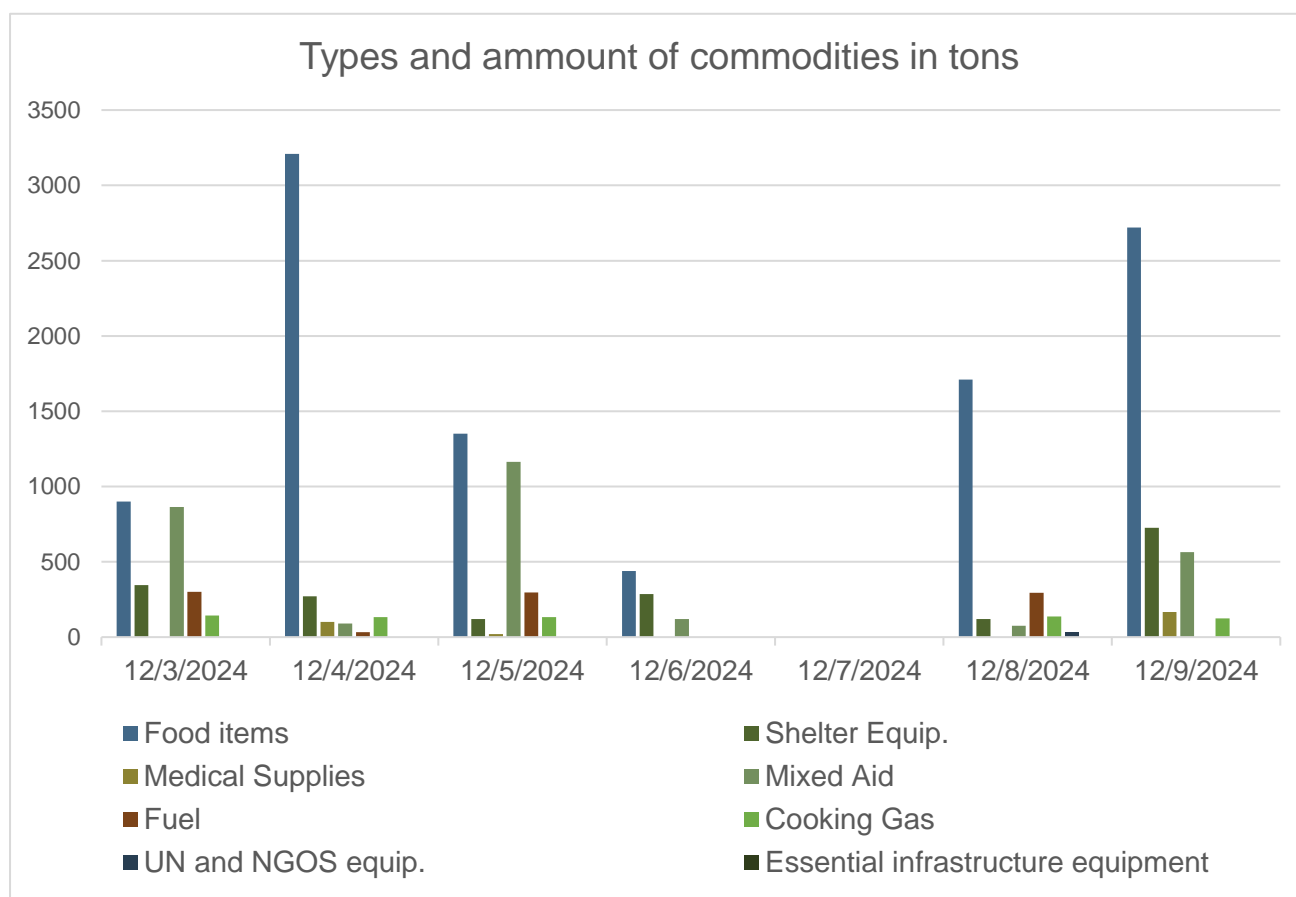


Figure (5): Types and ammount of commodities in tons.

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 equipment	
03/12/2024	36	23	0	51	7	6	0	0	123
04/12/2024	120	18	9	6	2	6	0	0	161
05/12/2024	60	6	1	56	7	6	0	0	136
06/12/2024	15	19	0	8	0	0	0	0	42
07/12/2024	0	0	0	0	0	0	0	0	0
08/12/2024	69	8	0	5	7	6	2	6	103
09/12/2024	116	45	9	25	0	6	0	0	201
Total	416	119	19	151	23	30	2	6	766

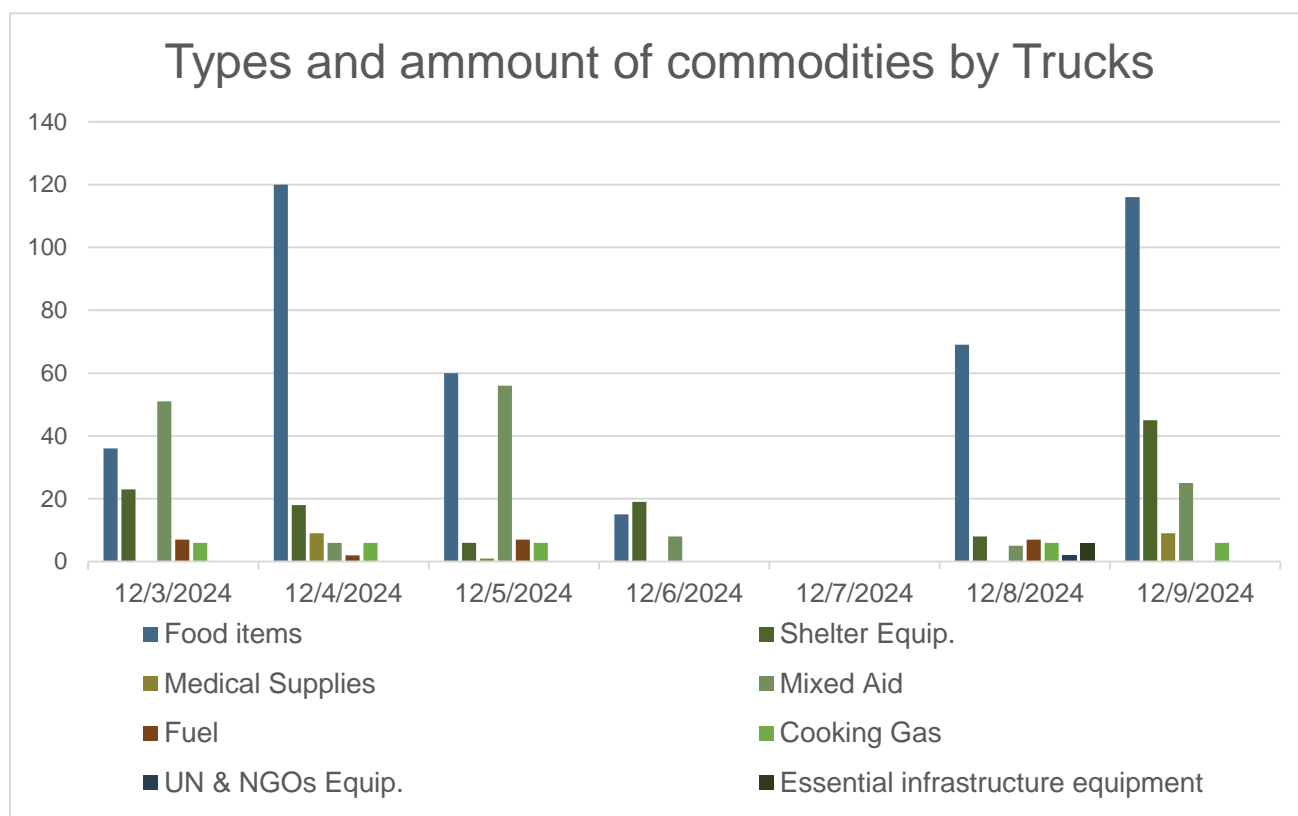


Figure (6): Types and ammount of commodities by Trucks.

4.2 Food items details:

The share of food items raised to reached about 60% of the total amount of commodities entered Gaza Strip this week, while the share was about 56% 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	
3/12/2024	600	0	0	0	0	0	300	900
4/12/2024	2430	700	80	0	0	0	0	3,210
5/12/2024	570	700	60	0	0	20	0	1,350
6/12/2024	420	0	0	0	0	0	20	440
7/12/2024	0	0	0	0	0	0	0	0
8/12/2024	0	990	100	0	0	0	620	1,710
9/12/2024	1470	1124	0	20	0	105	0	2,719
Total	5,490	3,514	240	20	0	125	940	10,329

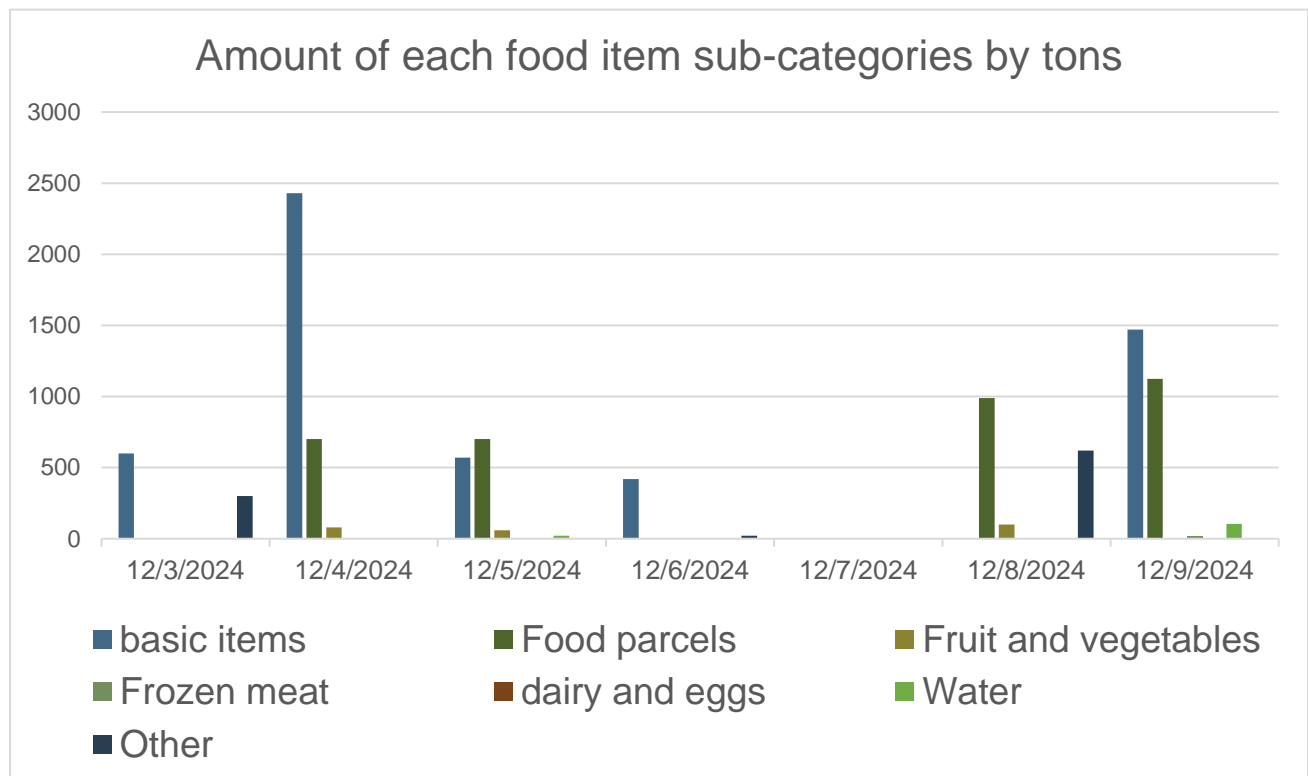


Figure (7): Amount of each food item sub-categories by tons.

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	
3/12/2024	24	0	0	0	0	0	12	36
4/12/2024	91	26	3	0	0	0	0	120
5/12/2024	25	31	3	0	0	1	0	60
6/12/2024	14	0	0	0	0	0	1	15
7/12/2024	0	0	0	0	0	0	0	0
8/12/2024	0	40	4	0	0	0	25	69
9/12/2024	62	47	0	1	0	6	0	116
Total	216	144	10	1	0	7	38	416

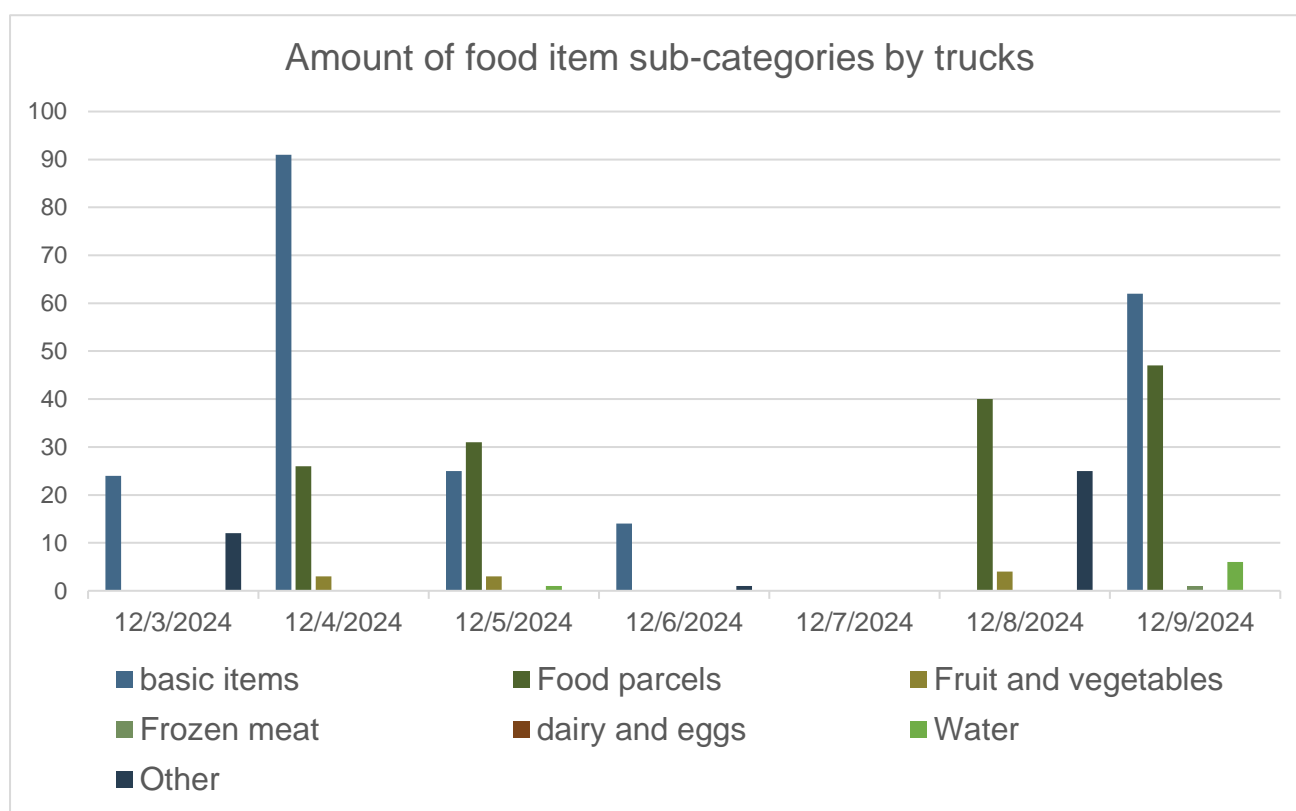


Figure (8): Amount of food item sub-categories by trucks.

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 only 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 Aids		Total Number of trucks	Total amount by tons
		Trucks	Tons	Trucks	Tons		
3/12/2024	Food items	0	0	36	900	36	900
	Cooking Gas	6	144	0	0	6	144
	Fuel	0	0	7	300	7	300
	UN and NGOS equipment	0	0	0	0	0	0
	Mixed Aid	0	0	51	865	51	865
	Shelter Equipment	0	0	23	345	23	345
	Medical Supplies	0	0	0	0	0	0
Subtotal 1		6	144	117	2410	123	2554
4/12/2024	Food items	0	0	120	3210	120	3210
	Cooking Gas	6	132	0	0	6	132
	Fuel	0	0	2	33	2	33
	UN and NGOS equipment	0	0	0	0	0	0
	Mixed Aid	0	0	6	90	6	90
	Shelter Equipment	0	0	18	270	18	270
	Medical Supplies	0	0	9	100	9	100
Subtotal 2		6	132	155	3703	161	3835
5/12/2024	Food items	0	0	60	1350	60	1350
	Cooking Gas	6	132	0	0	6	132
	Fuel	0	0	7	296	7	296
	UN and NGOS equipment	0	0	0	0	0	0
	Mixed Aid	0	0	56	1164	56	1164
	Shelter Equipment	0	0	6	120	6	120
	Medical Supplies	0	0	1	20	1	20
Subtotal 3		6	132	130	2950	136	3082
6/12/2024	Food items	0	0	15	440	15	440
	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
	Mixed Aid	0	0	8	120	8	120
	Shelter Equipment	0	0	19	285	19	285
	Medical Supplies	0	0	0	0	0	0
Subtotal 4		0	0	42	845	42	845
7/12/2024	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
	Mixed Aid	0	0	0	0	0	0
	Shelter Equipment	0	0	0	0	0	0
	Medical Supplies	0	0	0	0	0	0

Date	Items	Private Sector		Humanitarian Aids		Total Number of trucks	Total amount by tons
		Trucks	Tons	Trucks	Tons		
Subtotal 5		0	0	0	0	0	0
8/12/2024	Food items	0	0	69	1710	69	1710
	Cooking Gas	6	138	0	0	6	138
	Fuel	0	0	7	295	7	295
	UN and NGOS equipment	0	0	2	30	8	30
	Essential infrastructure equipment	0	0	6	NA	6	NA
	Mixed Aid	0	0	5	75	5	75
	Shelter Equipment	0	0	8	120	8	120
	Medical Supplies	0	0	0	0	0	0
Subtotal 6		6	138	97	2230	103	2368
9/12/2024	Food items	0	0	116	2719	116	2719
	Cooking Gas	6	124	0	0	6	124
	Fuel	0	0	0	0	0	0
	UN and NGOS equipment	0	0	0	0	0	0
	Mixed Aid	0	0	25	564	25	564
	Shelter Equipment	0	0	45	725	45	725
	Medical Supplies	0	0	9	167	9	167
Subtotal 7		6	124	195	4175	201	4299
Total		30	670	736	16,313	766	16,983

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:

Flour prices in the south of Gaza Strip hit a high record this week, with more than 985 ILS for a 25kg bag, more than 27 times its price before the war. Some food items ranged between 10-19 times higher than their prices before the war (tomato, onion, sugar, cucumber, potato, eggplant). Other items are 2-6 times higher (lemon, orange, pepper, garlic, cooking oil, rice).

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

#	Item	Prices before the war	Price Average	% Of Change	St. Dev
1	Flour	35	985.71	2,716%	285.36
2	Tomato	2	39.43	1,872%	2.30
3	Onion	2	29.21	1,361%	600
4	Sugar	3	42.57	1,319%	5.53
5	Cucumber	2	26.14	1,207%	1.07

#	Item	Prices before the war	Price Average	% Of Change	St. Dev
6	Potato	2	25.75	1,188%	3.40
7	Eggplant	2	23.21	1,061%	1.95
8	Lemon	4	28.93	623%	5.37
9	Orange	4	21.21	430%	6.19
10	Pepper	10	41.43	314%	3.78
11	Garlic	10	39.71	297%	6.37
12	Oil	9	33.86	276%	4.34
13	Rice	8	24.86	211%	0.38

5.2 Market prices in the North:

This week, tomato was the highest increasing item in the North compared to its normal price before the war, the price of one kilogram reached more than 128 ILS, more than 63 times higher than what it was before the war, followed by peppers, which price reached about 62 times higher than what it was before the war, while the prices of some items ranged between 40-45 times higher (eggplant, onions, cucumbers), some items ranged between 12-20 times higher (sugar, potatoes, garlic, lemons), other items ranged between 4-7 times (oranges, oil, rice). Flour was the only item whose current price is below its price before the war by about 26%.

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

#	Item	Prices before the war	Price Average	St. Dev.	% Of change
2	Tomato	2	128	10.95	6300%
10	Pepper	10	628.57	138.01	6186%
7	Eggplant	2	92.5	11.73	4525%
3	Onion	2	85.71	19.02	4186%
5	Cucumber	2	83.33	15.28	4067%
4	Sugar	3	75.71	4.5	2424%
6	Potato	2	47.5	15	2275%
11	Garlic	10	200	0	1900%
8	Lemon	4	54.29	5.35	1257%
9	Orange	4	32.86	6.99	722%
12	Oil	9	66.43	16.26	638%
13	Rice	8	37.14	2.67	364%
1	Flour	35	25.83	2.04	-26%

5.3 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:

5.3.1 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 - bottled water box) in the South and (garlic) in the North.

5.3.2 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 (Macaroni – Rice) in the South and no item in the North.

5.3.3 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 (egg – flour – Garlic – Orange – Onion – Sugar – Lemon – Oil – Apple - Pepper – Potato – Banana – Tomato – Eggplant - Cucumber) in the South and all items except the garlic in the North.

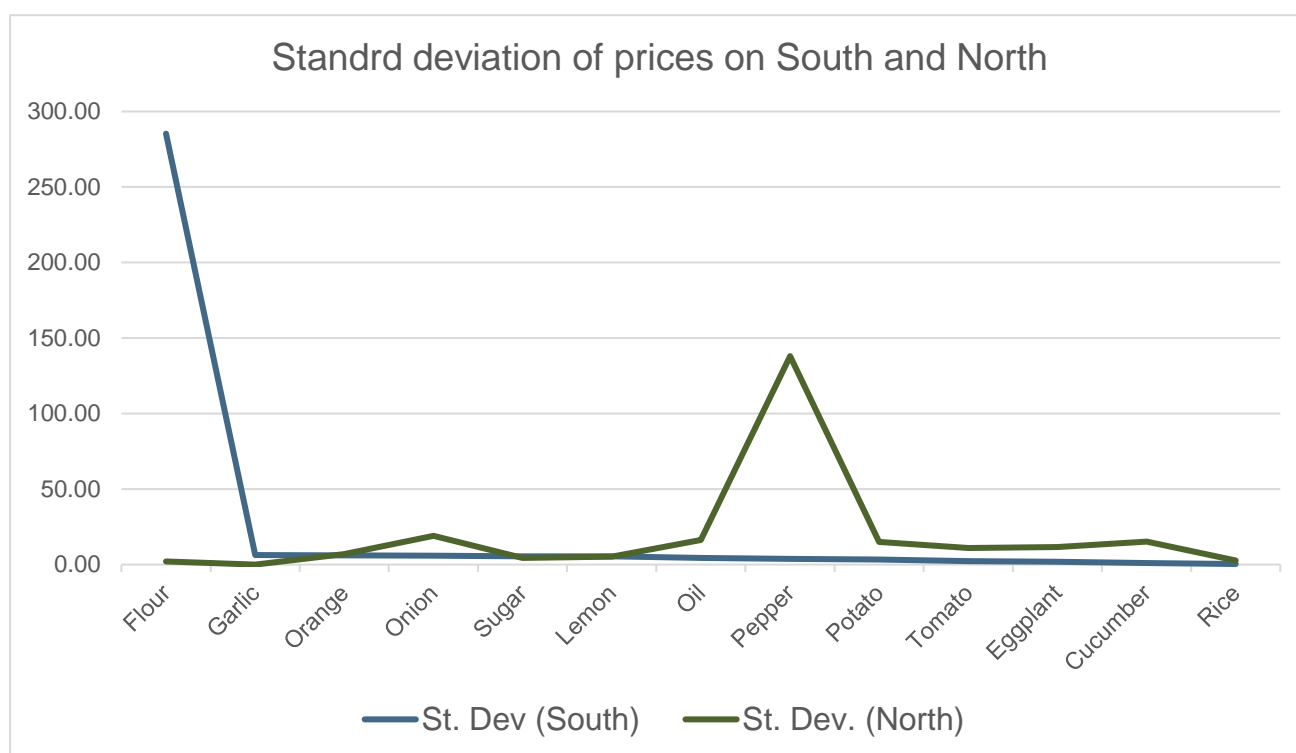


Figure (9): Standrd deviation of prices on South and North.

5.4 Comparison of Prices:

pepper recorded the highest price difference between the north and the south, its price in the north was more than 14 times higher than in the south, while cooking oil, lemon, potato, sugar, 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 97% below its price in the South.

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

#	Item	Price Average (South)	Price Average (North)	Difference between South and North
1	Pepper	41.43	628.57	1,417%
2	Garlic	39.71	200.00	404%
3	Eggplant	23.21	92.50	298%
4	Tomato	39.43	128.00	225%
5	Cucumber	26.14	83.33	219%
6	Onion	29.21	85.71	193%
7	Oil	33.86	66.43	96%
8	Lemon	28.93	54.29	88%
9	Potato	25.75	47.50	84%
10	Sugar	42.57	75.71	78%
11	Orange	21.21	32.86	55%
12	Rice	24.86	37.14	49%
13	Flour	985.71	25.83	-97%

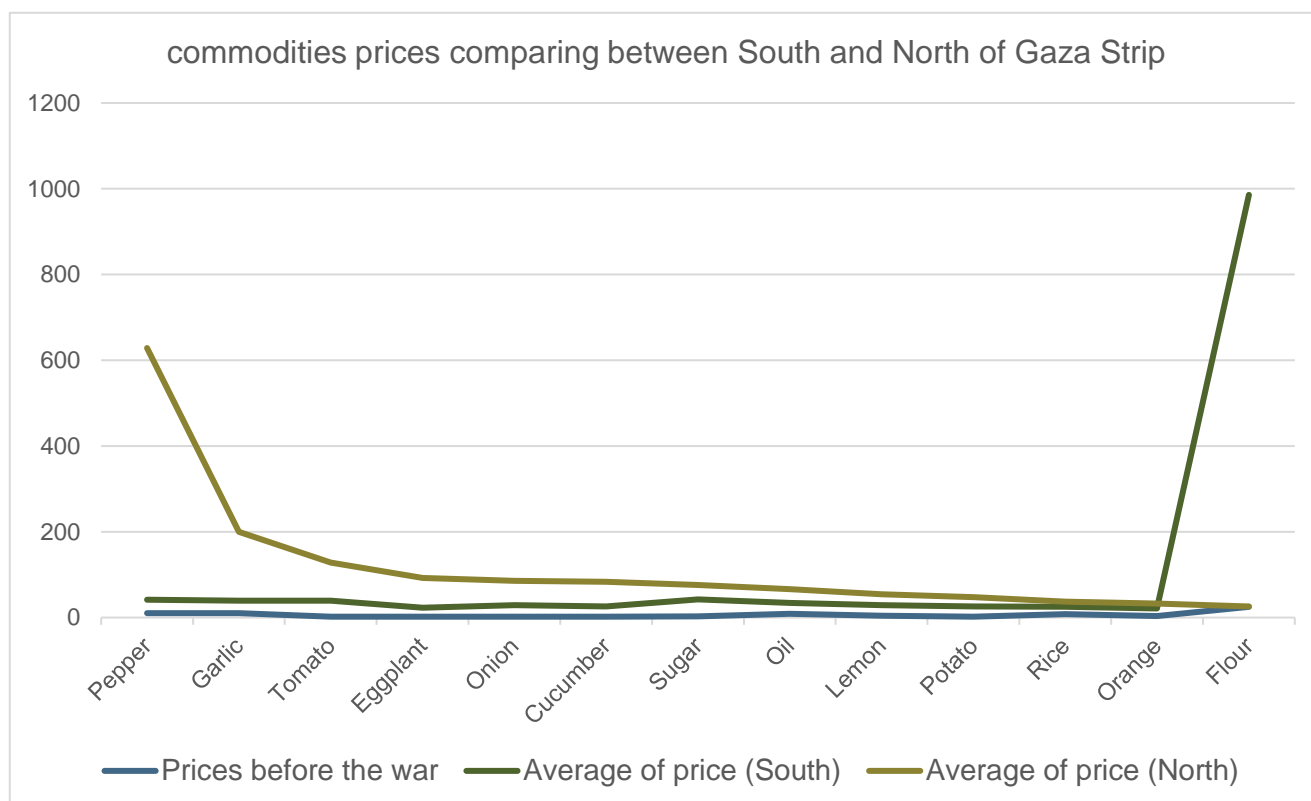


Figure (10): Average prices comparison between South and North.

5.5 Retailers Price Analysis from 03/12/2024 – 09/12/2024:

5.5.1 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.

5.5.2 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 766 trucks, distributed between (KAS), Erez, and Route 96 Gate. Erez crossing witnessed a decrease in the rate of goods flow compared to the previous week. It was noted that all crossings were completely closed on 07/12/2024, which affected the availability of goods in the following days.
- Variety and Quantity of Goods:
 - During this week, the flow rate of commodities was almost equal to 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 2nd 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 food 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 cooking Gas to enter 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

The Success Story of Al-Tahrir Concrete Industries Co.



Despite the harsh challenges imposed by the war on Gaza, Al-Tahrir Concrete Industries Co., succeeded in transforming this hardship into an inspiring success story that reflects the strength of will and determination. The company, managed by Mr. Ayman Al-Buhaisi, was totally destroyed, losing 100% of its basic facilities and 75% of its operational assets, including three concrete transport vehicles, mechanical shovel, and a four-wheel drive vehicle, causing financial losses amounting to \$ 2 million. However, Mr. Ayman was able to turn the ordeal into an opportunity, as he rehabilitated 66% of the damaged concrete transport vehicles by converting them from transporting concrete to transporting goods.

The company's activity focused on transporting goods through the Gaza crossings, to ensure the continuity of its business activities. Despite the 50% decrease in the number of employees, as it decreased from 20 to 10 employees, the company was able to resume work effectively, thanks to a well-thought-out plan that kept pace with the needs of this stage.

Today, the factory aspires to rise again by securing spare parts, oils and operating supplies, making it a model of resilience and adaptation in the face of crises, and a message that hope and hard work can overcome the most difficult circumstances.

8 Issue of the Week: "The crisis of the transportation and trucking sector"

8.1 Situation before the war:

The goods transportation sector was very efficient and well managed as it had sufficient number of trucks despite the Israeli restrictions and siege. The goods transportation sector has a union that managed and organized the trucks fleet in cooperation with the authorities in transporting goods from and to Karm Abu Salem Crossing. The fleet of trucks was transporting approximately 550 truck load/day of goods into Gaza. The transported goods varied between the private sector and international institutions, containing food supplies, raw material, fuel as well as aid. The roads network from the crossings to the warehouses and markets, were organized in a modern manner and according to international standards.



8.2 The impact of the war on the transportation sector:

With the outbreak of the war on Gaza, a large part of the transportation infrastructure was destroyed, including roads and facilities for transportation to and from crossings and warehouses. Trucks and transportation vehicles were also severely damaged, affecting the process of transporting aid and food supplies to the commercial and humanitarian sectors. Part of the trucks were completely destroyed, and others were partial damage and needed spare parts to be put in service again. Truck owners resorted to salvage parts from damaged

trucks to operate other damaged trucks, as new spare parts are not available. Due to the severe shortage of trucks suitable for goods transportation, shipping company owners resorted to using concrete mixer trucks after modifying these trucks to suit the process of transporting goods. Despite of all efforts to increase the number of operating trucks to transport goods, the number of suitable trucks is decreasing by the day. This decrease of operating trucks is attributed to bad road network conditions, Israeli and looters attacks, lack of spare parts and lack of maintenance.

8.3 Figures and information about the transportation sector:

According to the Private Transport Association, the transportation sector had more than 610 trucks, both trailers and semi-trailers, dedicated to transporting goods, in addition to 400 flatbed transport trucks operating internally between the crossings, in addition to 82 closed back trucks for transporting fodder and grains, 135 trucks for gas and fuel, and 155 trucks equipped with refrigerated equipment for cold chain supplies. More than 9,000 drivers worked on these trucks. During the past 14 months approximately 50 trucks were totally destroyed, about 80% of the remaining trucks have suffered partial damages. The trucks are now operating at about 5 crossings in the Gaza Strip.

8.4 Conclusion:

The transportation sector in Gaza is the lifeline that connects humanitarian needs to local markets. However, the war has cast a heavy shadow over this sector, leading to a severe weakness in its ability to meet the basic requirements of the commercial and humanitarian sectors. In light of the existing challenges, there is an urgent need to provide international support to restore the trucks fleet capacity through the following:

1. Entry of spare parts, tires, glass and oils.
2. Entry of fuel as the oils which are used as an alternative to diesel is causing severe damages to the engines.
3. Entry of new trucks through soft loans in coordination with private sector representatives.

9 Conclusion

This week witnessed stability in the number of trucks passed into the Gaza Strip compared with the previous week. The total number is only one truck below 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. The private sector is still banned from importing commodities since 02/10/2024, however some commodities are trickling to the local markets. 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 aid only. Trucks entered through 3 crossing: (KAS) 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 returned to 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.*