إتحاد الغرف التجارية الصناعية الزراعية الفلسطينية
Federation of Palestinian Chambers of Commerce, Industry & Agriculture

Gaza Movement of Goods - Weekly Report

Week 98: (08 – 14 Jun, 2026)
Week 99: (15 – 21 Jun, 2026)

01 During the reporting period, only 2,291 trucks entered Gaza through a single operational crossing.

02 Total dependence on Karem Abu Salem Crossing highlights a severe structural vulnerability in supply chains.

03 Zikim and Kissufim crossings remained completely closed for extended periods with no truck movement.

04 Truck flows increased by 64.5% weekly, yet remained highly constrained and limited in scale.

05 The private sector accounted for 56% of total truck entries, exceeding humanitarian shipments.

06 Humanitarian inflows improved but remained highly dependent on a small number of key organizations.

07 Food assistance dominated deliveries, yet market shortages and price pressures persisted.

08 Despite partial declines, food prices remain at exceptionally high levels compared to pre-war benchmarks.

09 Markets continue to reflect a persistent imbalance between supply and actual demand needs.

10 GCPI declined from 235% in May to 197% in June, yet remained at critically elevated levels.

11 Improved supply flows did not translate into stronger demand due to collapsing income and production activity.

12 Cash- out commission dropped as electronic payments increasingly replaced cash-based transactions.

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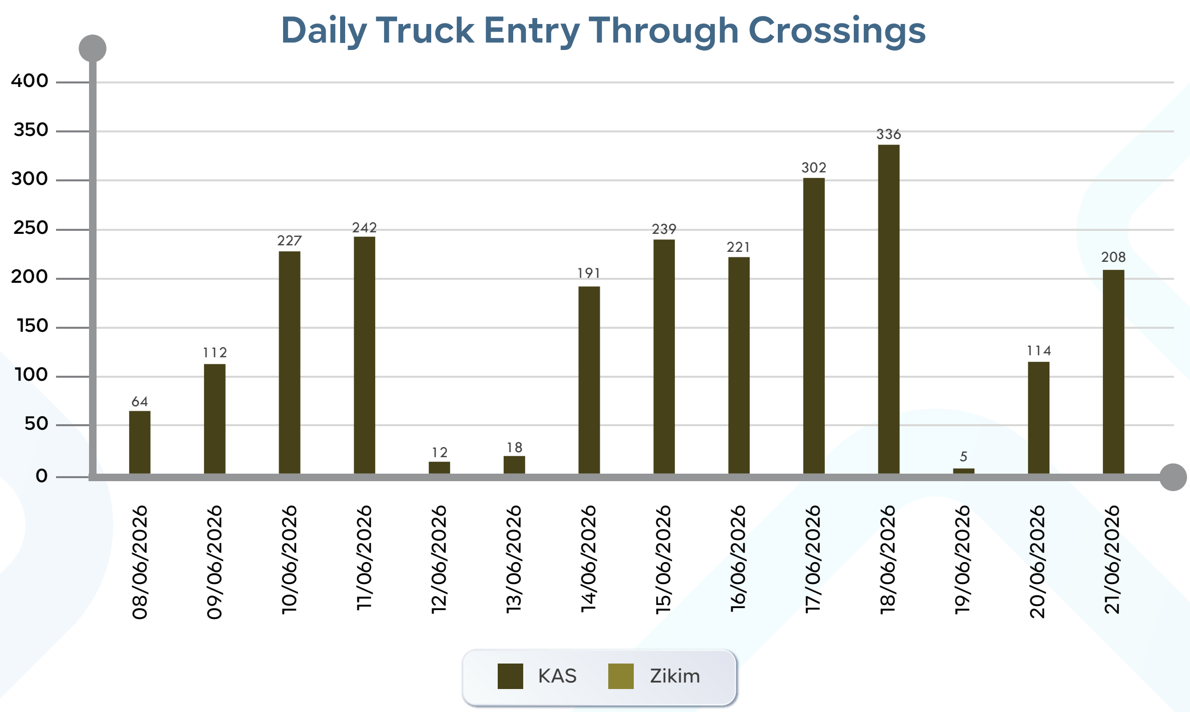
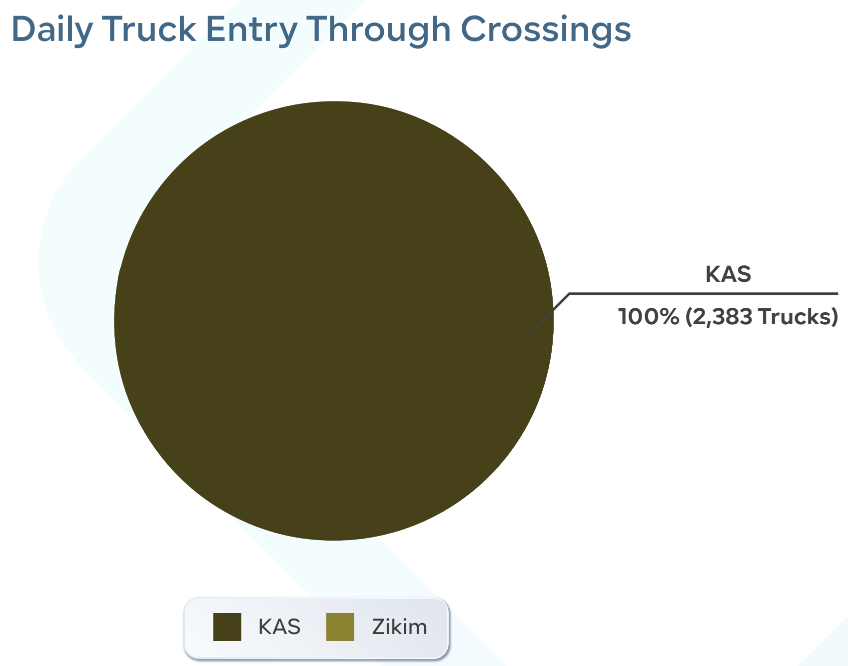
24 Jun, 2026

Daily Truck Entry Through Crossings:

During the reporting period, a total of 2,291 trucks entered Gaza, with all truck movements continuing to pass exclusively through Karem Abu Salem (KAS) Crossing, while Zikim, Route 96, and Kissufim crossings remained completely inactive. Truck arrivals increased significantly from 866 trucks in Week 98 to 1,425 trucks in Week 99, representing a substantial 64.5% increase. The highest daily volume was recorded on 18 June (336 trucks), reflecting a temporary improvement in access and supply flows. However, the continued dependence on a single operational crossing remains a major vulnerability for Gaza's supply chain, limiting the resilience of trade flows and increasing the risk of market disruptions. Notably, the last recorded truck entry through Zikim Crossing was on 22 May 2026, approximately 30 days before the end of the reporting period, while Kissufim Crossing has remained closed since 20 February 2026, marking more than 121 consecutive days without any truck movements.

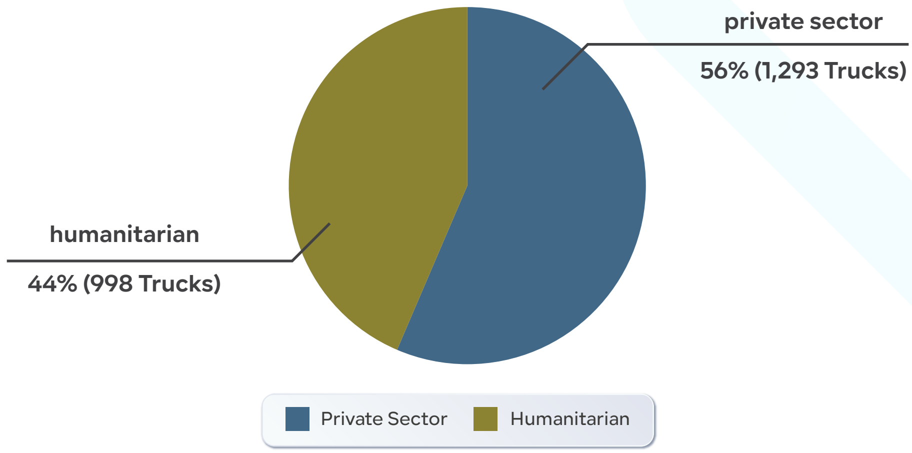




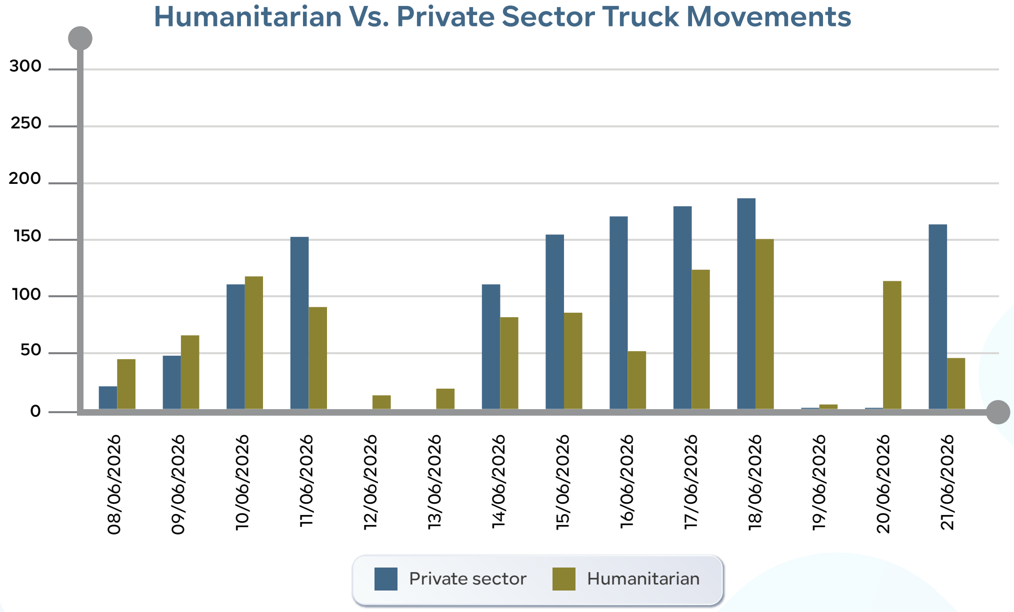
#	Day	Date	Number of Entered Trucks			
			KAS	Zikim	Kissufim	Total
1	Monday	08/6/2026	64	0	0	64
2	Tuesday	09/6/2026	112	0	0	112
3	Wednesday	10/6/2026	227	0	0	227
4	Thursday	11/6/2026	242	0	0	242
5	Friday	12/6/2026	12	0	0	12
6	Saturday	13/6/2026	18	0	0	18
7	Sunday	14/6/2026	191	0	0	191
Subtotal 1 (Week 98)			866	0	0	866
8	Monday	15/6/2026	239	0	0	239
9	Tuesday	16/6/2026	221	0	0	221
10	Wednesday	17/6/2026	302	0	0	302
11	Thursday	18/6/2026	336	0	0	336
12	Friday	19/6/2026	5	0	0	5
13	Saturday	20/6/2026	114	0	0	114
14	Sunday	21/6/2026	208	0	0	208
Subtotal 2 (Week 99)			1,425	0	0	1,425
Total			**2,291**	**0**	**0**	**2,291**

Humanitarian Vs. Private Sector Truck Movements:

The reporting period witnessed a marked improvement in private sector imports, which increased from 439 trucks in Week 98 to 854 trucks in Week 99, representing a significant 94.5% increase. Consequently, the private sector's share of total truck movements rose from 50.7% during Week 98 to 59.8% during Week 99. In comparison, humanitarian truck movements increased by 33.7%, from 427 trucks to 571 trucks. Overall, private sector shipments accounted for 56.3% of all truck entries during the reporting period, compared with 43.5% for humanitarian assistance. This shift indicates a gradual strengthening of commercial supply channels; however, the continued restrictions on production inputs, industrial materials, and energy supplies continue to constrain the ability of businesses to translate increased imports into sustainable economic recovery.



Humanitarian Vs. Private Sector Truck Movements

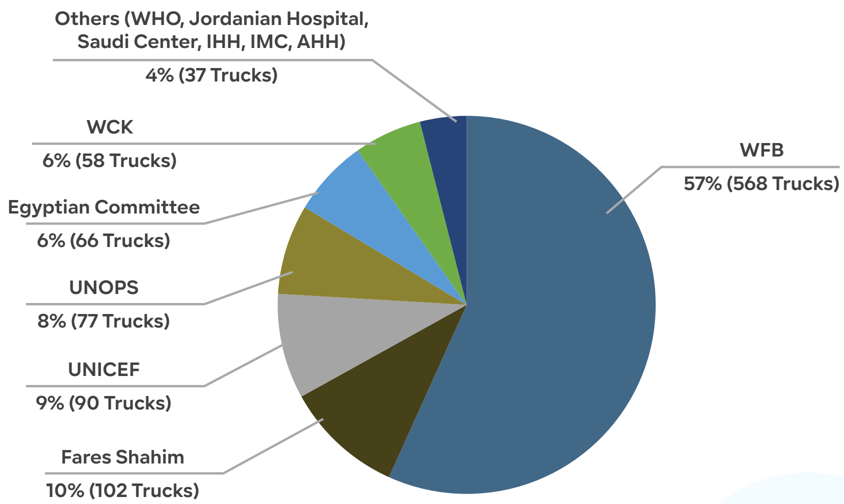


#	Day	Date	Number of Entered Trucks		
			Private sector	Humanitarian	Total
1	Monday	08/6/2026	20	44	64
2	Tuesday	09/6/2026	47	65	112
3	Wednesday	10/6/2026	110	117	227
4	Thursday	11/6/2026	152	90	242
5	Friday	12/6/2026	0	12	12
6	Saturday	13/6/2026	0	18	18
7	Sunday	14/6/2026	110	81	191
Subtotal 1 (Week 98)			439	427	866
8	Monday	15/6/2026	154	85	239
9	Tuesday	16/6/2026	170	51	221
10	Wednesday	17/6/2026	179	123	302
11	Thursday	18/6/2026	186	150	336
12	Friday	19/6/2026	1	4	5
13	Saturday	20/6/2026	1	113	114
14	Sunday	21/6/2026	163	45	208
Subtotal 2 (Week 99)			854	571	1,425
Total			**1,293**	**998**	**2,291**

Humanitarian Truck Distribution by Organization:

Humanitarian assistance remained highly concentrated among a limited number of actors. The World Food Programme (WFP) maintained its position as the largest contributor, delivering 568 trucks, representing 57% of all humanitarian shipments during the reporting period. Other major contributors included Fares Shahim (102 trucks, 10%), UNICEF (90 trucks, 9%), UNOPS (77 trucks, 8%), and the Egyptian Committee (66 trucks, 7%). Humanitarian deliveries increased from 427 trucks in Week 98 to 571 trucks in Week 99, reflecting a 33.7% increase. The distribution pattern highlights the continued reliance on a small number of organizations to sustain humanitarian supply chains, particularly in food assistance, fuel provision, shelter support, and essential services.

Humanitarian Truck Distribution by Organization

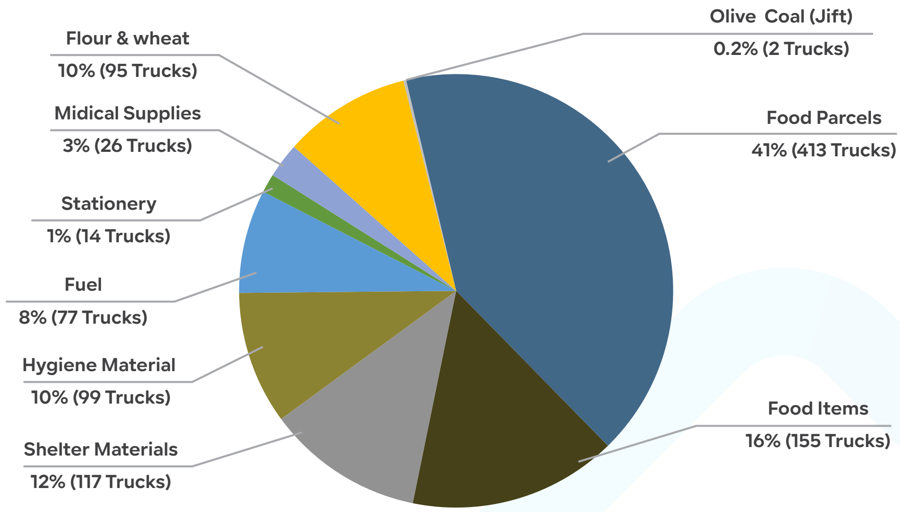


#	Item	Number of Trucks		
		Week 98 (08 – 14 June , 2026)	Week 99 (15 – 21 June , 2026)	Total
1	WFP	234	334	568
2	Fares Shahim	40	62	102
3	UNICEF	53	37	90
4	UNOPS	28	49	77
5	Egyptian Committee	19	47	66
6	WCK	40	18	58
7	WHO	7	4	11
8	Jordanian Hospital	0	10	10
9	Saudi Center	4	5	9
10	IHH	0	5	5
11	IMC	1	0	1
12	AHH	1	0	1
13	**Total**	**427**	**571**	**998**

Humanitarian Truck Distribution by Item Type:

Food-related assistance continued to dominate humanitarian deliveries, accounting for the majority of incoming aid shipments. Food parcels remained the largest category, totaling 413 trucks (41%), despite declining from 228 trucks in Week 98 to 185 trucks in Week 99. This category was primarily supported by WFP (266 trucks), followed by Fares Shahim (79 trucks) and the Egyptian Committee (59 trucks). Conversely, food items increased from 69 trucks to 86 trucks, reaching 155 trucks (16%), largely driven by WFP and WCK. Significant increases were also recorded in shelter materials, which doubled from 39 trucks to 78 trucks, totaling 117 trucks (12%), reflecting growing shelter needs. Deliveries of flour and wheat surged dramatically from only 2 trucks in Week 98 to 93 trucks in Week 99, totaling 95 trucks, all of which were delivered by WFP. Meanwhile, fuel deliveries increased from 28 trucks to 49 trucks, entirely supplied by UNOPS, highlighting the continued dependence on humanitarian fuel imports to sustain critical services and humanitarian operations.

Humanitarian Truck Distribution by Item Type



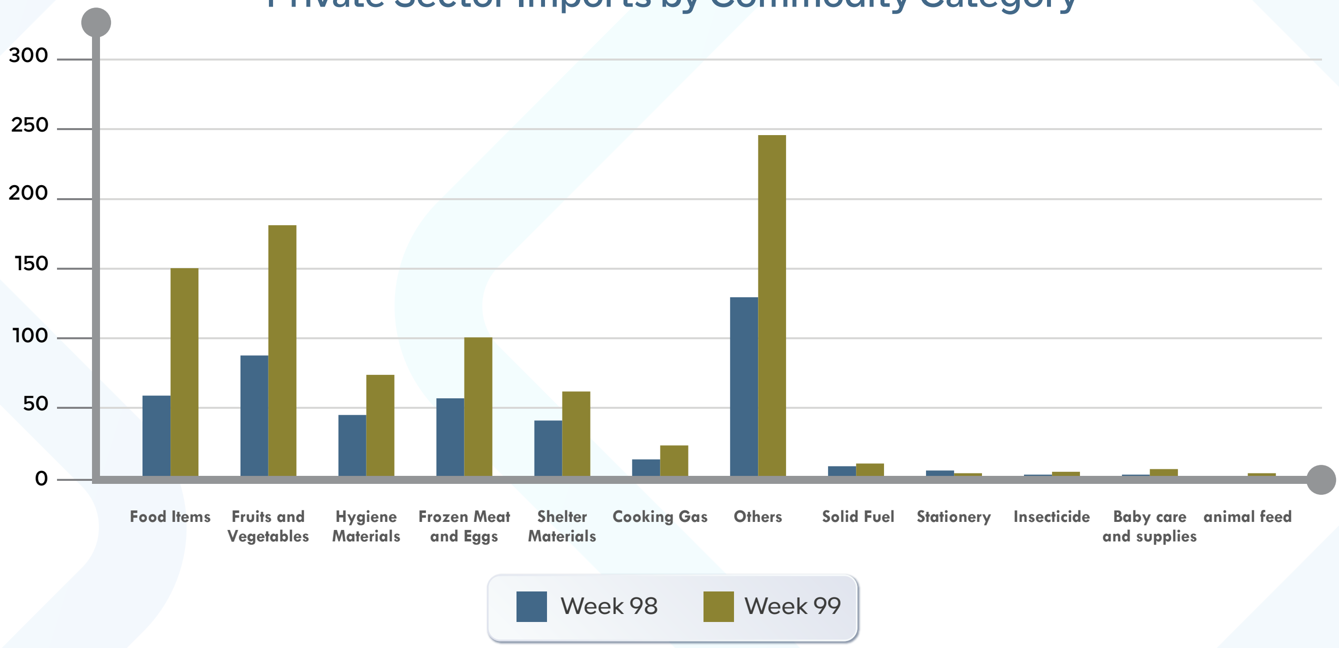
#	Item	Number of Trucks		
		Week 98 (08 – 14 June , 2026)	Week 99 (15 – 21 June , 2026)	Total
1	Food Parcels	228	185	413
2	Food Items	65	25	90
3	Hygiene Material	37	62	99
4	Fuel	28	49	77
5	Household items	18	0	18
6	Stationery	14	0	14
7	Blankets & Mattresses	13	36	49
8	Medical Supplies	9	17	26
9	near water	5	2	7
10	Biscuits and Cakes	4	43	47
11	Tents & Awnings	3	56	59
12	Flour & wheat	2	93	95
13	Olive Coal (Jift)	1	1	2
14	Clothes	0	2	2
	Total	**427**	**571**	**998**

Private Sector Imports by Commodity Category:

During the reporting period, private sector imports witnessed a substantial 94.5% surge, rising from 439 trucks in Week 98 to 854 trucks in Week 99. This growth was primarily driven by food-related commodities and commercial essentials, with "Other Goods" leading the volume at 375 trucks, followed by fruits and vegetables at 268 trucks (a 108% increase) which successfully injected downward pressure on market prices. Additionally, considerable expansions were recorded in food items (150 trucks), frozen meat, hygiene materials, and shelter supplies. However, despite this gradual recovery, critical gaps and persistent shortages remain in strategic energy supplies—such as cooking gas (34 trucks) and solid fuel—as well as essential production-supporting inputs like animal feed, which are vital for a broader economic recovery.

Day	Food Items	Fruits and Vegetables	Hygiene Materials	Frozen Foods and Eggs	Shelter Materials	Cooking Gas	Others	Solid Fuel	Stationery	Insecticide	Baby care and supplies	animal feed	Total
25/5/2026	4	0	3	0	0	0	12	1	0	0	0	0	20
26/5/2026	6	7	3	11	3	4	13	0	0	0	0	0	47
27/5/2026	8	17	7	17	17	4	37	1	2	0	0	0	110
28/5/2026	27	33	24	16	10	0	38	2	2	0	0	0	152
29/5/2026	0	0	0	0	0	0	0	0	0	0	0	0	0
30/5/2026	0	0	0	0	0	0	0	0	0	0	0	0	0
31/5/2026	13	30	7	12	10	4	29	3	0	1	1	0	110
Subtotal 1 (Week 98)	58	87	44	56	40	12	129	7	4	1	1	0	439
01/6/2026	21	32	19	18	15	5	42	1	1	0	0	0	154
02/6/2026	36	41	12	20	5	4	49	3	0	0	0	0	170
03/6/2026	34	38	9	24	11	4	53	2	0	1	1	2	179
04/6/2026	34	35	17	25	14	4	52	2	0	1	2	0	186
05/6/2026	0	0	0	0	0	0	1	0	0	0	0	0	1
06/6/2026	0	0	0	0	0	0	1	0	0	0	0	0	1
07/6/2026	25	35	16	13	16	5	48	1	1	1	2	0	163
Subtotal 2 (Week 99)	150	181	73	100	61	22	246	9	2	3	5	2	854
Total	**208**	**268**	**117**	**156**	**101**	**34**	**375**	**16**	**6**	**4**	**6**	**2**	**1,293**

Private Sector Imports by Commodity Category



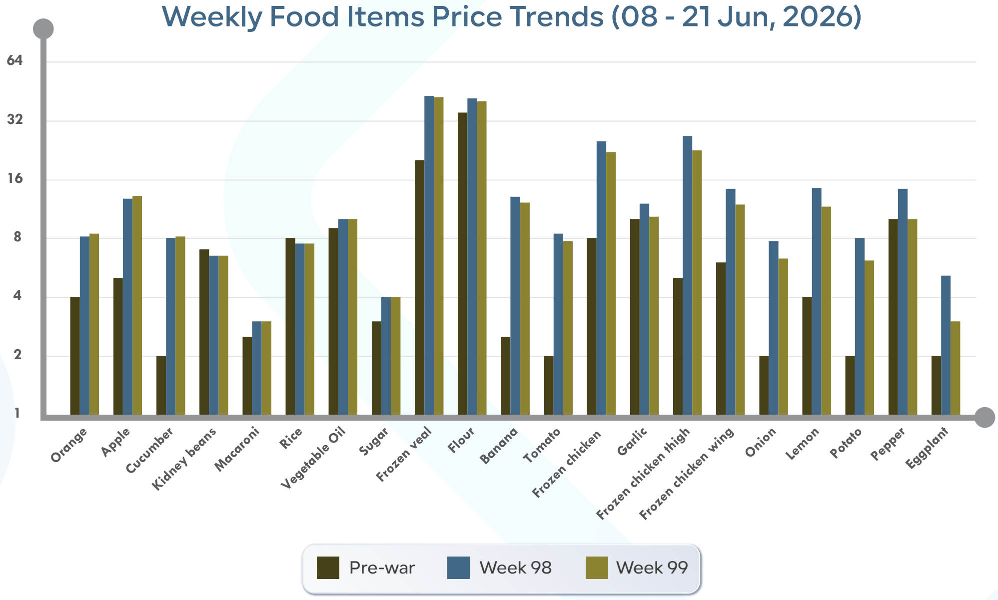
Market Prices for Basic Goods:

Food Commodity Price Trends:

Food commodity prices displayed mixed trends during Week 99, with several key commodities recording moderate declines following increased market availability. The largest decreases were observed in eggplant (-42%), pepper (-30%), potatoes (-23%), lemons (-20%), and onions (-19%), indicating improved supply conditions for certain products. Frozen poultry products also experienced notable declines, including frozen chicken wings (-17%), frozen chicken thighs (-16%), and frozen chicken (-12%). Nevertheless, despite these reductions, most food commodities continue to remain significantly above pre-war levels. For example, bananas remain 386% above pre-war prices, cucumbers 307% higher, tomatoes 286% higher, and onions 214% higher. Conversely, prices of imported staples such as rice, sugar, vegetable oil, macaroni, and kidney beans remained stable, suggesting relatively consistent availability of these commodities in local markets.

#	Item	Unit	Pre-war Price	Week 98		Week 99		% Change (Week 99 vs. Week 98)
				Price Average	% Of Change	Price Average	% Of Change	
1	Orange	Kg	4	8.14	104%	8.43	111%	4%
2	Apple	Kg	5	12.71	154%	13.14	163%	3%
3	Cucumber	Kg	2	8	300%	8.14	307%	2%
4	Kidney beans	Kg	7	6.5	-7%	6.5	-7%	0%
5	Macaroni	Kg	2.5	3	20%	3	20%	0%
6	Rice	Kg	8	7.5	-6%	7.5	-6%	0%
7	Vegetable Oil	Liter	9	10	11%	10	11%	0%
8	Sugar	Kg	3	4	33%	4	33%	0%
9	Frozen veal	Kg	20	42.57	113%	42	110%	-1%
10	Flour	Sack (25Kg)	35	41.43	18%	40	14%	-3%
11	Banana	Kg	2.5	13	420%	12.14	386%	-7%
12	Tomato	Kg	2	8.43	321%	7.71	286%	-8%
13	Frozen chicken	Kg	8	25	213%	22	175%	-12%
14	Garlic	Kg	10	12	20%	10.29	3%	-14%
15	Frozen chicken thigh	Kg	5	26.57	431%	22.43	349%	-16%
16	Frozen chicken wing	Kg	6	14.29	138%	11.86	98%	-17%
17	Onion	Kg	2	7.71	286%	6.29	214%	-19%
18	Lemon	Kg	4	14.43	261%	11.57	189%	-20%
19	Potato	Kg	2	8	300%	6.14	207%	-23%
20	Pepper	Kg	10	14.29	43%	10	0%	-30%
21	Eggplant	Kg	2	5.14	157%	3	50%	-42%

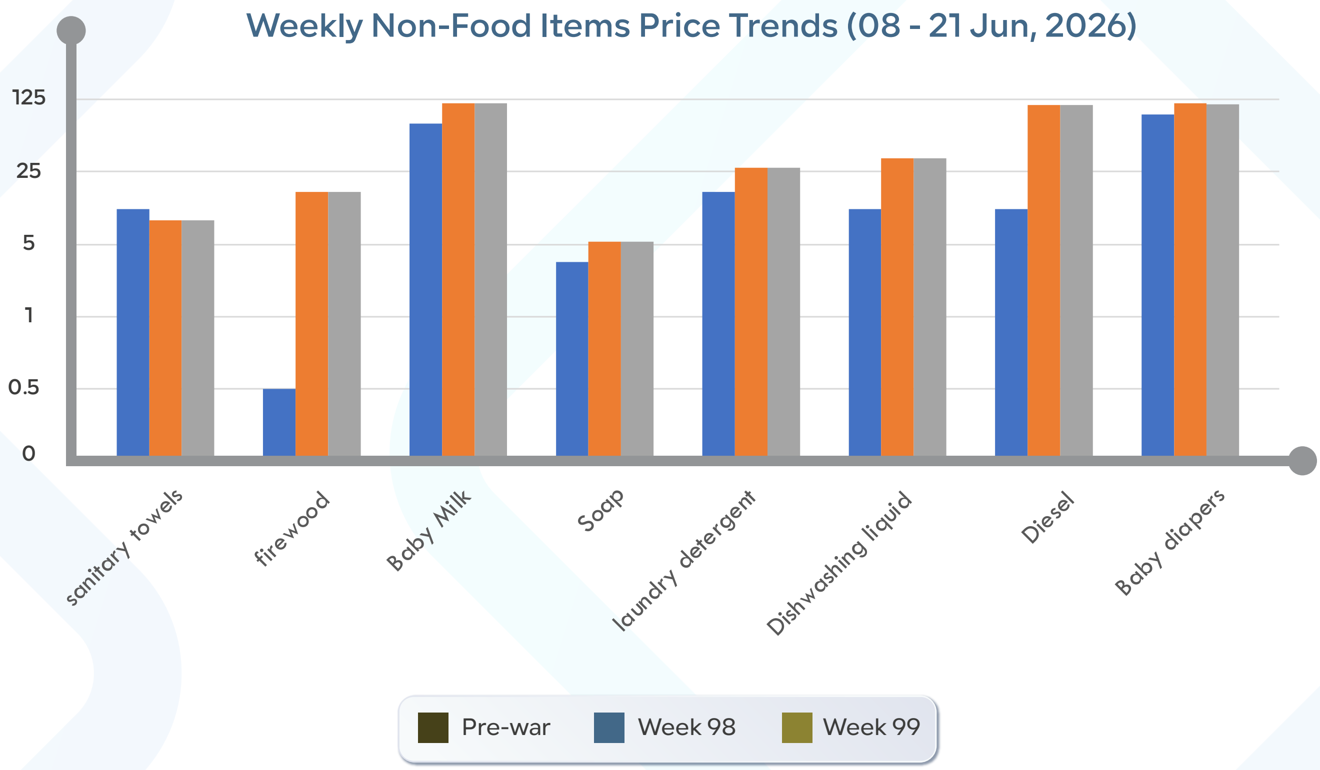
Weekly Food Items Price Trends (08 - 21 Jun, 2026)



Non-Food Commodity Price Trends:

Prices of most monitored non-food commodities remained largely stable during Week 99, indicating limited changes in market supply conditions. However, the analysis continues to reveal exceptionally high inflation levels compared to pre-war prices. Firewood remained the most inflated commodity, recording a price level 1,500% above pre-war levels, reflecting the ongoing shortage of cooking fuel and alternative energy sources. Similarly, diesel prices remained elevated at 467% above pre-war levels, continuing to impose substantial operating costs on businesses and service providers. Essential household and hygiene products, including laundry detergent (+50%), dishwashing liquid (+133%), baby milk (+40%), and soap (+40%), also remained significantly above historical averages. The only notable weekly decrease was observed in baby diapers, which declined slightly by 2%, although prices remain 18% higher than pre-war levels.

#	Item	Unit	Pre-war Price	Week 98		Week 99		% Change (Week 99 vs. Week 98)
				Price Average	% Of Change	Price Average	% Of Change	
1	sanitary towels	Pack (10 pcs)	6	5	-17%	5	-17%	0%
2	firewood	Kg	0.5	8	1500%	8	1500%	0%
3	Baby Milk	Can (400 gm)	25	35	40%	35	40%	0%
4	Soap	Piece	2.5	3.5	40%	3.5	40%	0%
5	laundry detergent	Kg	8	12	50%	12	50%	0%
6	Dishwashing liquid	Liter	6	14	133%	14	133%	0%
7	Diesel	Liter	6	34	467%	34	467%	0%
8	Baby diapers	Pack (40 pcs)	29	35	21%	34.29	18%	-2%

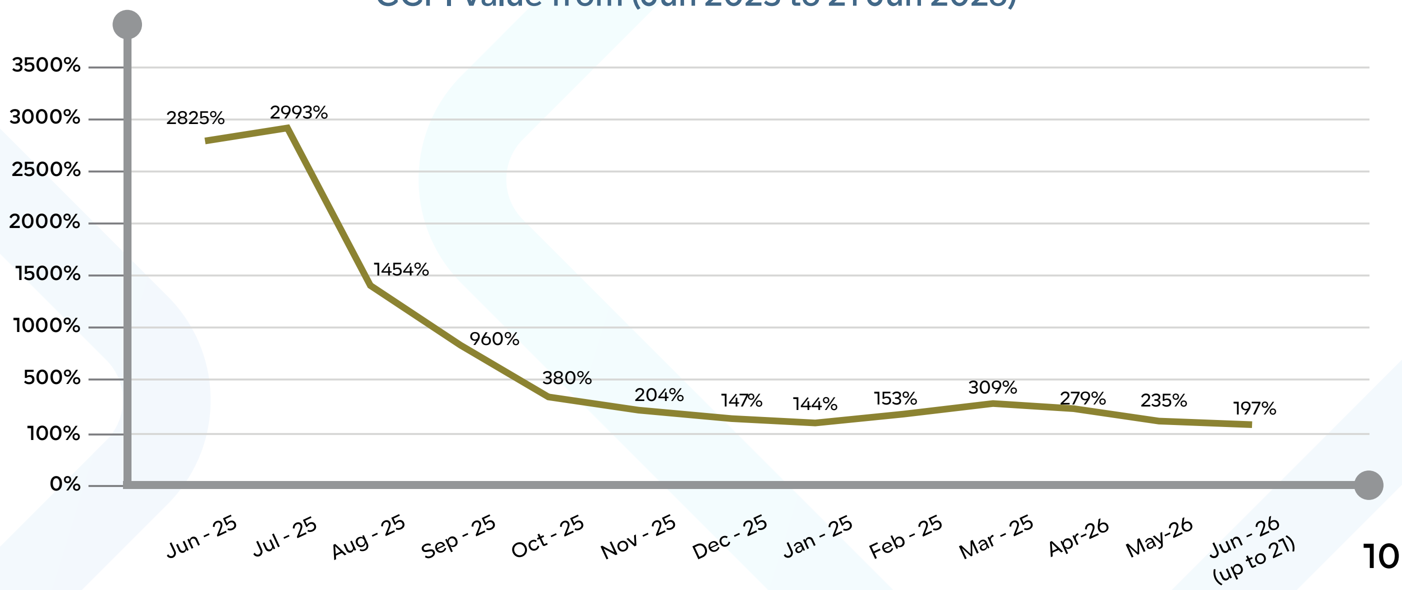


Gaza Consumer Price Index (GCPI) – Monthly Trend:

The index value declined from 235% in May 2026 to 197% in June 2026 (up to 21), reflecting a reduction of 38 percentage points. This decrease is mainly associated with relative stability in the flow of goods, although still below actual needs. At the same time, the market is affected by a weakened purchasing power, driven by declining income levels due to the continued disruption of production activities and overall economic slowdown. As a result, demand remains constrained despite the steady inflow of goods, leading to a lower index reading compared to the previous month.

#	Date	Basket value (ILS)	Index value (%)
1	Jun - 25	2,611	2,825%
2	Jul - 25	2,766	2,993%
3	Aug - 25	1,344	1,454%
4	Sep - 25	887	960%
5	Oct - 25	352	380%
6	Nov - 25	189	204%
7	Dec - 25	136	147%
8	Jan - 26	133	144%
9	Feb - 26	142	153%
10	Mar - 26	286	309%
11	Apr - 26	257	279%
12	May - 26	217	235%
13	Jun - 26 (up to 21)	182	197%

GCPI Value from (Jun 2025 to 21 Jun 2026)

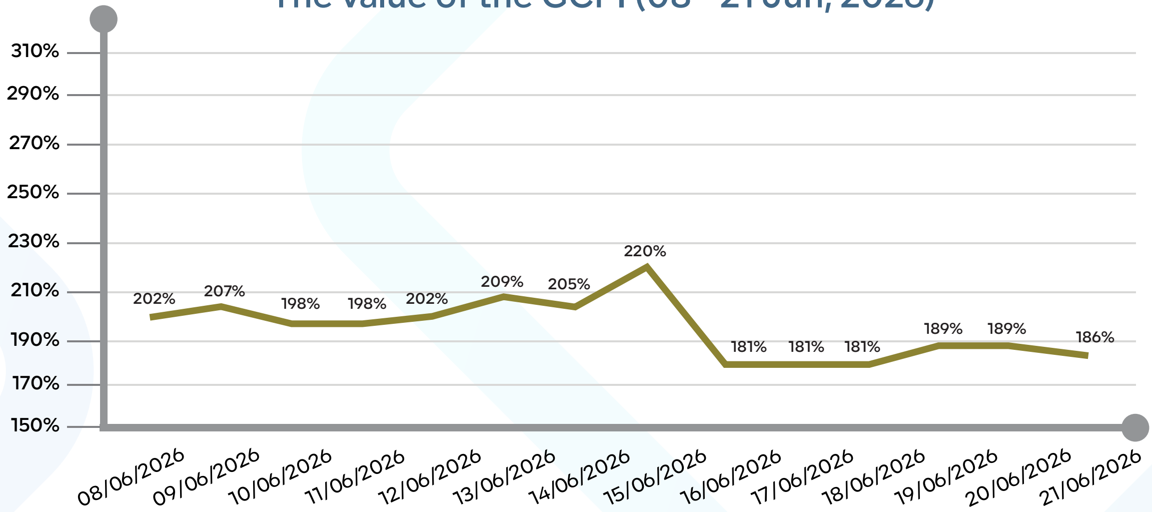


Gaza Consumer Price Index (GCPI) – Daily Trend:

The index value shows a clear pattern of moderate volatility over the reporting period, starting at 202% on 08/06/2026 and peaking at 220% on 15/06/2026, indicating a temporary surge in market pressure. Following this peak, the index experienced a sharp contraction, dropping to 181% between 16/06 and 18/06, reflecting a period of market stress and supply disruption. A partial recovery phase is observed afterward, with values stabilizing around 186%–189% toward 19/06–21/06, though still below earlier highs. Overall, the trend suggests a highly unstable market environment with short-lived spikes and corrections.

#	Date	Basket value (ILS)	Index value (%)
1	08/6/2026	186	202%
2	09/6/2026	191	207%
3	10/6/2026	183	198%
4	11/6/2026	183	198%
5	12/6/2026	186	202%
6	13/6/2026	193	209%
7	14/6/2026	190	205%
8	15/6/2026	204	220%
9	16/6/2026	167	181%
10	17/6/2026	167	181%
11	18/6/2026	167	181%
12	19/6/2026	174	189%
13	20/6/2026	174	189%
14	21/6/2026	172	186%

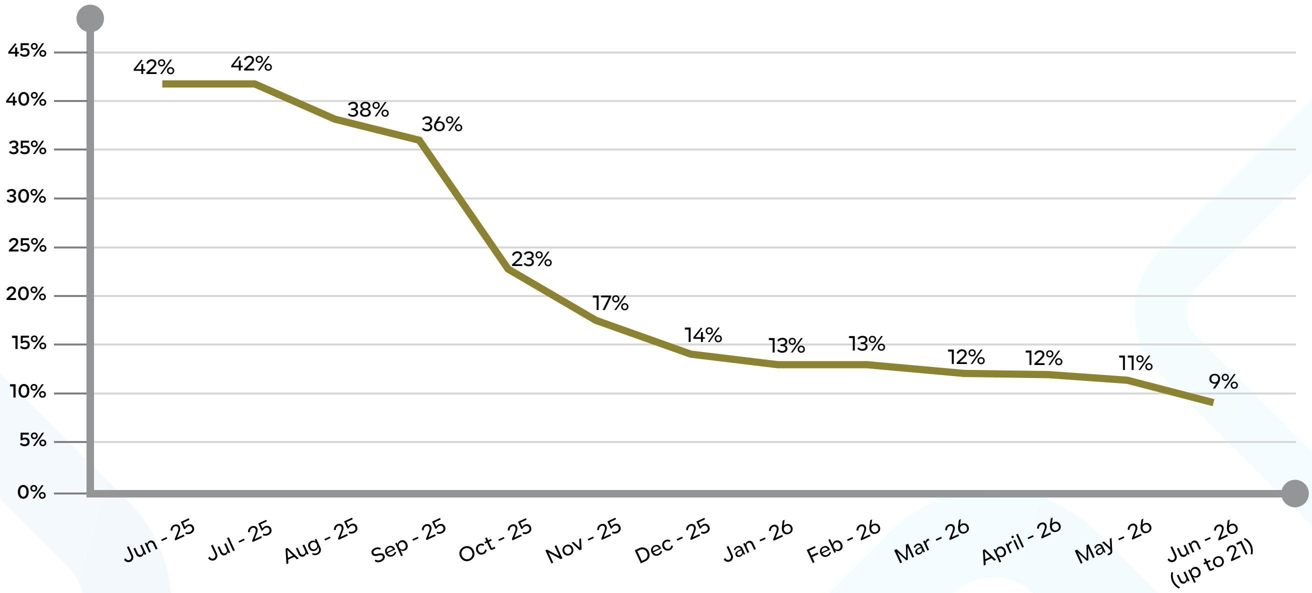
The value of the GCPI (08 - 21 Jun, 2026)



Cash-Out Commission – Monthly Trend:

The cash-out commission decreased from 11% in May 2026 to 9% in June 2026 (up to 21), representing a reduction of 2 percentage points. This decline is primarily linked to a significant shift toward electronic payment methods, which has reduced the overall demand for physical cash. Consequently, reliance on cash transactions has dropped sharply, leading to a noticeable compression in cash-out activity and related fees. The trend indicates a continued weakening in cash-based operations in favor of digital alternatives.

Monthly Cash-Out Commission from (08 - 21 Jun, 2026)



Month	Jun - 25	Jul - 25	Aug - 25	Sep - 25	Oct - 25	Nov - 25	Dec - 25	Jan - 26	Feb - 26	Mar - 26	April - 26	May - 26	Jun - 26 (up to 21)
Cash-Out Commission (%)	42%	42%	38%	36%	23%	17%	14%	13%	13%	12%	12%	11%	9%

Cash-Out Commission – Daily Trend:

The cash-out commission demonstrates a relatively narrow but downward-adjusting range, fluctuating between 10% and 7%. The commission begins at 9–10%, then gradually declines, stabilizing mostly at 8%, with a minimum of 7% on 20/06/2026. This indicates a possible compression in transaction costs or intermediary margins over time. Collectively, this reflects a market undergoing price instability alongside mild easing in commission structures.

#	Date	Cash-out commission (%)
1	08/6/2026	9%
2	09/6/2026	10%
3	10/6/2026	9%
4	11/6/2026	9%
5	12/6/2026	8%
6	13/6/2026	9%
7	14/6/2026	9%
8	15/6/2026	8%
9	16/6/2026	8%
10	17/6/2026	9%
11	18/6/2026	8%
12	19/6/2026	8%
13	20/6/2026	7%
14	21/6/2026	8%