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مركز التجارة الفلسطيني
PALESTINE TRADE CENTER

ANALYTICAL READING · CROSSINGS AND SUPPLY

Trucks Entering the Gaza Strip

October 2026

Commercial, humanitarian and fuel truck movements, the mid-October halt to commercial imports, and the gap between what entered and what was agreed under the ceasefire.

Market Intelligence Hub · **Palestine Trade Center (PalTrade)** November 2026

October 2026 at a glance

PALTRADE · ANALYTICAL READING

Incoming truck movement to the Gaza Strip

OCTOBER 2026

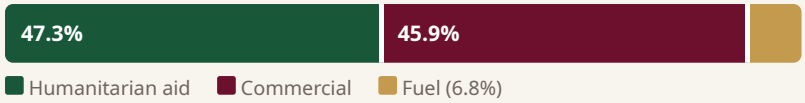
PALTRADE مركز التجارة الفلسطيني PALESTINE TRADE CENTER

TOTAL TRUCKS · OCTOBER 2026

3,839

123.8 trucks a day across 31 days

SHARE OF ALL TRUCKS ENTERING



HUMANITARIAN AID
October 2026

1,815 47.3%

58.5 trucks a day on average

COMMERCIAL
October 2026

1,762 45.9%

56.8 trucks a day on average

FUEL
October 2026

262 6.8%

8.5 trucks a day on average

54.4%
of commercial trucks in October 2026 carried the five main food commodities, about 959 trucks

1,500+
trucks a day needed; October 2026 averaged 123.8 a day, 8.3% of that level

Source: PalTrade, monthly analytical reading of incoming truck movement, October 2026.[1] Daily averages, the 959-truck estimate and the 8.3% share calculated by Market Intelligence Hub.

A total of 3,839 trucks entered the Gaza Strip in October 2026, according to PalTrade's monthly count of incoming truck movement.[1] Of these, 1,815 carried humanitarian aid, 1,762 carried commercial goods and 262 carried fuel. That is about 124 trucks a day: roughly a fifth of the 600 a day the ceasefire arrangements were meant to deliver, and less than a tenth of the 1,500 a day that PalTrade estimates Gaza needs.

The month was defined by a halt to commercial imports through Kerem Shalom that began in mid-October. It was triggered by a dispute over a charge of 10,000 shekels per truck. Compared with September, commercial trucks fell by more than half, food prices jumped while the halt lasted, and commercial traffic resumed only in the last week of the month.

Aid trucks rose sharply from September, but not by enough to offset the lost commercial volume, so total inflows fell by 27.1%. Counts also vary by source. Palestinian tallies sit close to 3,800 trucks, while Israeli military data reported by *Haaretz* puts October at just over 6,500.

1 What entered Gaza in October

Humanitarian aid trucks narrowly outnumbered commercial trucks in October, at 1,815 against 1,762. That reverses the pattern of September, when commercial trucks made up 71.8% of all incoming trucks

[1] PalTrade (Palestine Trade Center), *Analytical Reading of Incoming Truck Movement to the Gaza Strip, October 2026*, monthly infographic. October totals, shares and the daily-need estimate attributed to PalTrade in this report come from this count. Daily averages are calculated over 31 days.

(3,781 of 5,265).[2] Fuel accounted for only 6.8% of the month's traffic.

Most of what entered was food. According to PalTrade, the five main food commodities accounted for 54.4% of commercial trucks, or about 959 trucks.[1] The Crossings and Borders Authority assigns every truck to a cargo category, whatever its type. It counted 2,337 trucks of food and groceries, 60.9% of all trucks entering in October.[2] Shelter and relief supplies more than doubled, from 139 trucks in September to 330. Medical and health supplies stayed marginal, at 76 trucks for the whole month.

Fuel came to 262 trucks, or about eight and a half a day. The Authority's weekly report for 23–29 October gives a sense of the mix: of 50 fuel trucks that week, 32 carried diesel, 15 cooking gas and 3 petrol.[3] Gaza's Government Media Office, which counted 247 fuel trucks, says 1,550 were specified for the month, which puts October deliveries at 15.9% of that level.[4]

2 Commercial traffic halved from September

The Crossings and Borders Authority's month-on-month figures show how large the drop was. Commercial trucks fell from 3,781 in September to 1,758 in October, a loss of 2,023 trucks (–53.5%). Aid trucks rose from 1,244 to 1,815 (+45.9%) and fuel trucks from 240 to 263 (+9.6%). Overall, inflows fell from 5,265 to 3,836 trucks (–27.1%). The daily average dropped from 175.5 trucks in September to 123.7.[2] The Authority attributes the decline to the closure of Kerem Shalom to commercial traffic for more than a week; it is the only crossing used for commercial goods.

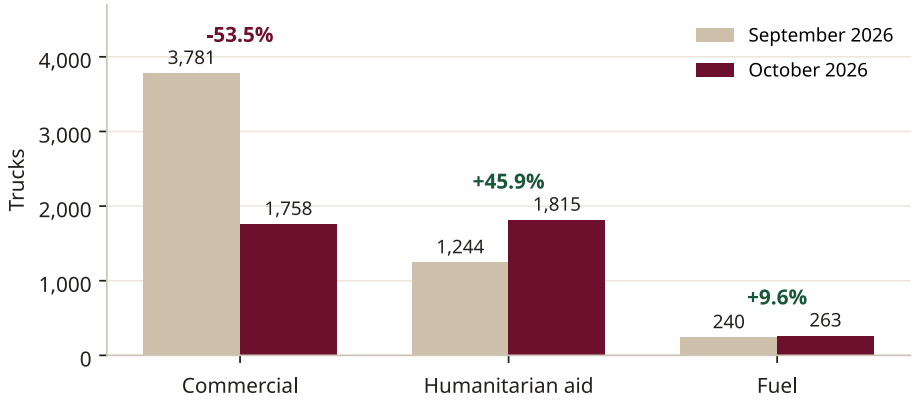


Figure 1 Trucks entering by type, September and October 2026, with percentage change. Source: Crossings and Borders Authority, via *The New Arab*.

The type of truck matters as much as the number. According to COGAT data cited by the Associated Press, aid groups mainly bring in staples such as flour, while merchants import perishable foods such as fruit and meat.[5] Losing half of the commercial flow therefore hit fresh food and household goods hardest. Table 1 shows food and grocery trucks down by a third, and consumer and household goods down by 37.2%.

The commercial trucks that did get through also changed in character. According to OCHA, 51 of the 315 commercial truckloads collected in the week of 12–18 October carried non-essential goods. In the week to 25 October that fell to 7 of 343 (2%), and food (129), solid fuel (73), shelter items (68), hygiene

[2]Crossings and Borders Authority figures reported by Ahmed Abu-Qamra, *The New Arab / Al-Araby Al-Jadeed*, 1 November 2026, newarab.com. The Authority's October total is 3,836 trucks. September figures and the cargo-category breakdown in this report come from the same release.
[3]Crossings and Borders Authority weekly report for 23–29 October 2026, as published by the Rafah Chamber of Commerce and Industry. The week totalled 746 trucks (400 commercial, 296 aid, 50 fuel). 28 October was not recorded because of the security situation.
[4]Government Media Office in Gaza, statement of 2 November 2026, reported by *Gaza Herald*, 2 November 2026, gazaherald.com.
[5]Associated Press, 15 October 2026, apnews.com.

products (38) and cooking gas (25) made up most of the rest. In the week to 1 November, only 6 of 498 truckloads were non-essential.[6]

Table 1 Trucks entering by cargo category (all truck types), September and October 2026. Source: Crossings and Borders Authority, via *The New Arab*. Absolute and percentage changes calculated by Market Intelligence Hub.

Cargo category	Sep 2026	Oct 2026	Change	Change (%)
Food and groceries	3,450	2,337	−1,113	−32.3
Consumer goods and household items	1,273	799	−474	−37.2
Shelter and relief supplies	139	330	+191	+137.4
Medical and health supplies	104	76	−28	−26.9
Animal feed and seeds	45	27	−18	−40.0
Water	9	0	−9	−100.0
Corrugated zinc sheets	5	4	−1	−20.0
Fuel	240	263	+23	+9.6
All trucks	**5,265**	**3,836**	**−1,429**	**−27.1**

3 The mid-October halt to commercial imports

Most of the fall in commercial traffic traces back to one event. In mid-October, private-sector imports through Kerem Shalom stopped over a payment of 10,000 shekels (about US$3,225) per truck that Gaza's Hamas-run Ministry of Economy had sought from merchants. The two sides described the payment very differently, and the halt lasted until late in the month. Table 2 sets out the sequence.

Table 2 Timeline of the October 2026 halt to commercial imports, with each party's account attributed.

Date	What happened
13 Oct (Tue)	According to COGAT, Gaza merchants notify Israeli authorities that they are cancelling coordination of commercial shipments because of Hamas taxation.[5]
14 Oct (Wed)	COGAT announces the suspension of commercial shipments. Nahed Sheheiber, of a Gaza transport union, says Israel imposed the halt. The Ministry of Economy describes the 10,000-shekel charge as a donation to help pay civil servants.[5]
19 Oct (Mon)	COGAT says it will gradually resume commercial shipments, with essential goods first, after merchants report that Hamas has withdrawn the demand. Payments are to be made by bank transfer only. Hamas describes the fee as a voluntary contribution.[7]
25 Oct (Sun)	Commercial trucks start moving again after what Gaza's Ministry of Economy calls an 11-day crisis. About 130 trucks are scheduled, including 40 of vegetables and fruit, 30 of flour, 12 of frozen goods and 10 of eggs. Before the crisis, 160–170 commercial trucks entered each day.[8]

UN weekly monitoring follows the disruption, although each series covers only part of the overall flow (Figure 2). The Gaza Chamber of Commerce recorded 315 commercial truckloads collected in the week of 12–18 October, 25% fewer than the week before. The following week it recorded 343, and 498 in the week to 1 November, once trade had fully resumed.[6] Humanitarian truck offloads moved differently. They rose to 702 in the week of 13–19 October, partly a rebound from holiday closures the week before, then fell to 397 in the week to 1 November as OCHA reported declining cargo linked to funding constraints.[6]

[6] OCHA, Humanitarian Situation Reports of 15 October, 22 October, 29 October and 5 November 2026. Humanitarian figures come from the Logistics Cluster and count UN and partner trucks offloaded on the Israeli side of Kerem Shalom. Commercial figures come from the Gaza Chamber of Commerce and count truckloads collected by the private sector.
[7] Reuters, 19 October 2026, reuters.com.
[8] *Al-Araby Al-Jadeed*, 25 October 2026 (in Arabic), quoting Hossam Azzam of the Ministry of Economy in Gaza, alaraby.co.uk.

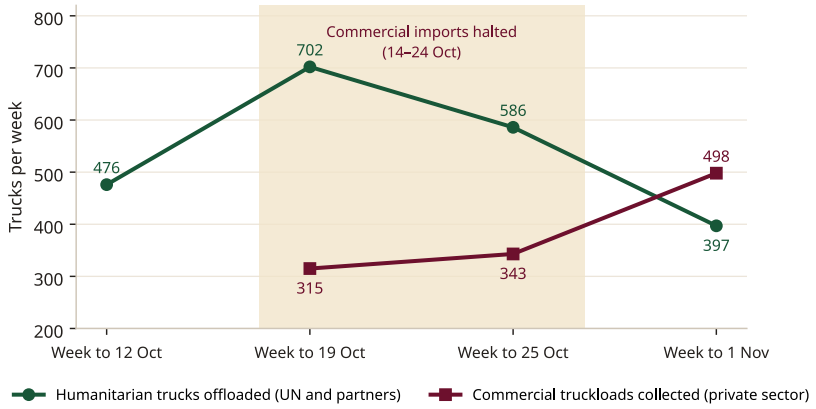


Figure 2 Weekly humanitarian and commercial truck signals, October 2026. Commercial weeks run one day earlier than humanitarian weeks (for example, 12–18 October against 13–19 October). Source: OCHA, citing the Logistics Cluster and the Gaza Chamber of Commerce.

Prices reacted quickly. In the week of 12–18 October, OCHA reported a 72% rise in the price of potatoes and a 20% rise in the cost of the food basket. In the following week, prices of flour and fresh products were more than 70% higher than in the week before. After commercial entries resumed, basic commodity prices returned to early-October levels by the start of November.[6]

4 Far below the agreed volume and estimated need

The ceasefire framework commits to 4,200 trucks a week entering Gaza.[9] That is the 600-a-day benchmark used by Gaza's Government Media Office, or 18,600 trucks over the 31 days of October. The 3,839 trucks that entered amount to 20.6% of that volume. Against an estimated need of at least 1,500 trucks a day, a level cited by ActionAid, October's inflows met just 8.3% of need.[10]

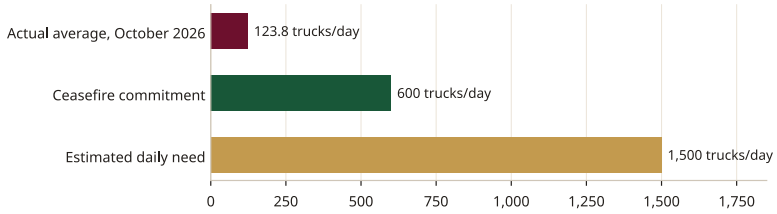


Figure 3 Average daily truck entries in October 2026 compared with the ceasefire commitment and the estimated daily need. Sources: PalTrade; S/2026/418; daily average calculated as 3,839 trucks ÷ 31 days.

The shortfall in numbers

October fell about 14,760 trucks short of the agreed 18,600, and about 42,660 short of the estimated need of 46,500. Even the higher Israeli figure of just over 6,500 trucks is only about 35% of the agreed volume. Gaza's Government Media Office puts cumulative entries since the ceasefire at 77,657 trucks, or 33.3% of the 232,800 it says should have entered.[4]

[9] Board of Peace, through the Office of the High Representative for Gaza, report to the UN Security Council on the implementation of Resolution 2803 (2025), S/2026/418.
[10] ActionAid's Reham Jafari, reported by *Karam News*, 22 November 2026 (in Arabic), karamnews.com.

5 Why the October counts differ

There is no single official October figure. Gaza's Crossings and Borders Authority and its Government Media Office published monthly totals that are close to one another, while Israeli military data obtained by the press is far higher. Table 3 compares them.

Table 3 October 2026 truck counts by source.

Source	Total	Commercial	Aid	Fuel	Notes
Crossings and Borders Authority (Gaza)	3,836	1,758	1,815	263	Source of the September comparison and the cargo-category breakdown.[2]
Government Media Office (Gaza)	3,777	1,725	1,805	247	Compared with 18,600 trucks "required" (20.3%), about 122 a day.[4]
COGAT data supplied to the US-led International Gaza Support Center	≈6,500	n/a	n/a	n/a	Obtained by *Haaretz*. COGAT called the findings "inaccurate" and said Israel was meeting its humanitarian commitments.[11]

The two Palestinian totals differ by 59 trucks, or about 1.5%, with small differences in each line. The Israeli figure is about 70% higher, and the gap cannot be reconciled from public information. COGAT no longer publishes detailed monthly statistics, and the reporting gives no breakdown of the October figure by truck type.[11] The same data series puts September at more than 13,000 trucks, against 5,265 in the Authority's count, so the gap is not specific to October.

The UN weekly figures should not be summed into a monthly total. They count different things at different points in the supply chain: UN and partner trucks offloaded at Kerem Shalom, and commercial truckloads collected by the private sector. They are useful for showing direction, as in Figure 2, but not for totals.[6]

6 Early November signals

November opened with new restrictions. On the evening of 1 November, Israeli authorities told the UN that shipments arriving from Egypt would be suspended, with some exceptions, citing concerns about smuggling.[6]

The Authority's weekly report for 6–12 November recorded 1,018 trucks: 746 commercial, 239 aid and 33 fuel. That is 24.2% of the weekly target of 4,200. Kerem Shalom operated on five days that week, and the Zikim and Kissufim crossings stayed closed.[12] Commercial volumes have picked up since the October halt, though they remain below the pre-crisis pace, while aid and fuel deliveries are thin as winter approaches. Three things are worth watching in the coming weeks: whether the Egypt route reopens, whether fuel and shelter materials enter at scale, and whether the commercial channel stays free of disputes like the one that halved October's commercial flow.

[11] Middle East Eye, "Israel's data shows it allowed half of the promised aid trucks into Gaza", 15 November 2026, middleeasteye.net, reporting data obtained by *Haaretz*.
[12] FiMED, 13 November 2026, citing the Crossings and Borders Authority weekly report, fimed.tr.

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