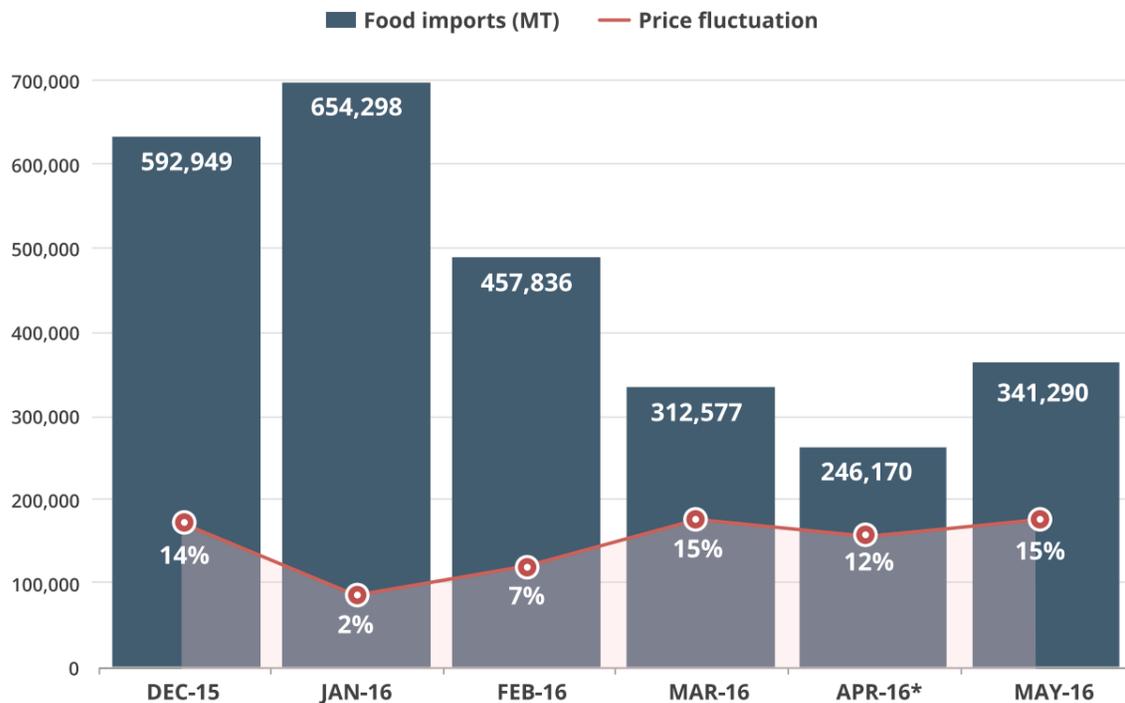


Monthly food imports and price fluctuation

In May, wheat flour imports consisted of 58 % of the general food imports, with 289,509 mt imported. On Average, wheat flour prices in May were 15% higher than pre-crisis level (137 YER/KG). The highest food prices have been observed in Ta'izz Governorate, where trade flows continue to be significantly reduced.*

* FEWS NET report, April 2016

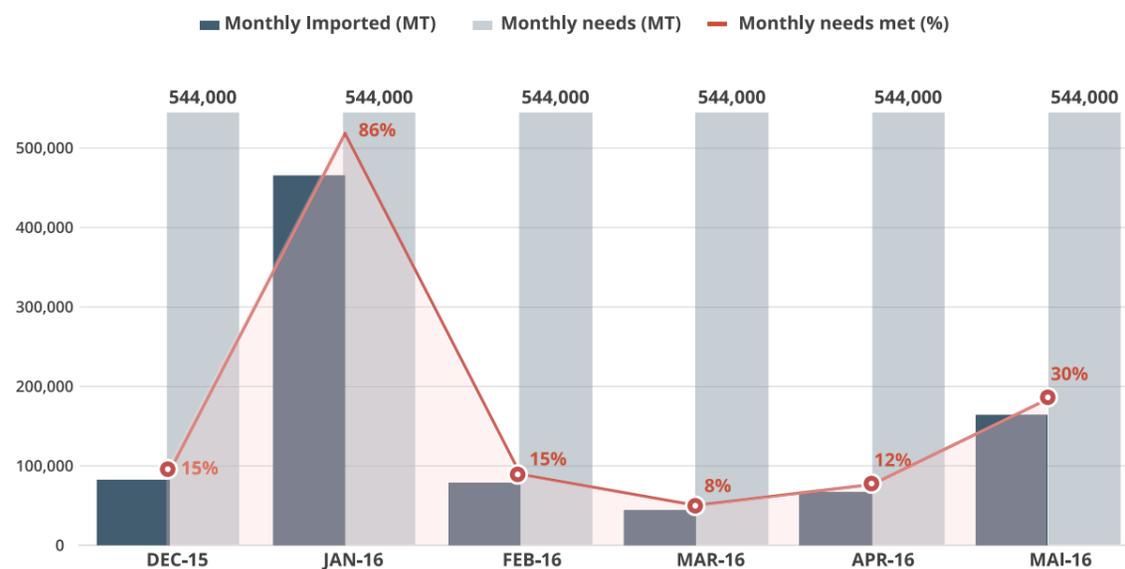


* In April, imports figures for Aden port were not reported due to data unavailability

Monthly fuel imports vs fuel needs

May saw an increase of fuel imports, reaching 164,577 mt of fuel imported through the ports of Aden and Al Hudaydah. Despite the increase, only 30% of the estimated monthly fuel needs, currently estimated at 544,000 mt, were met.

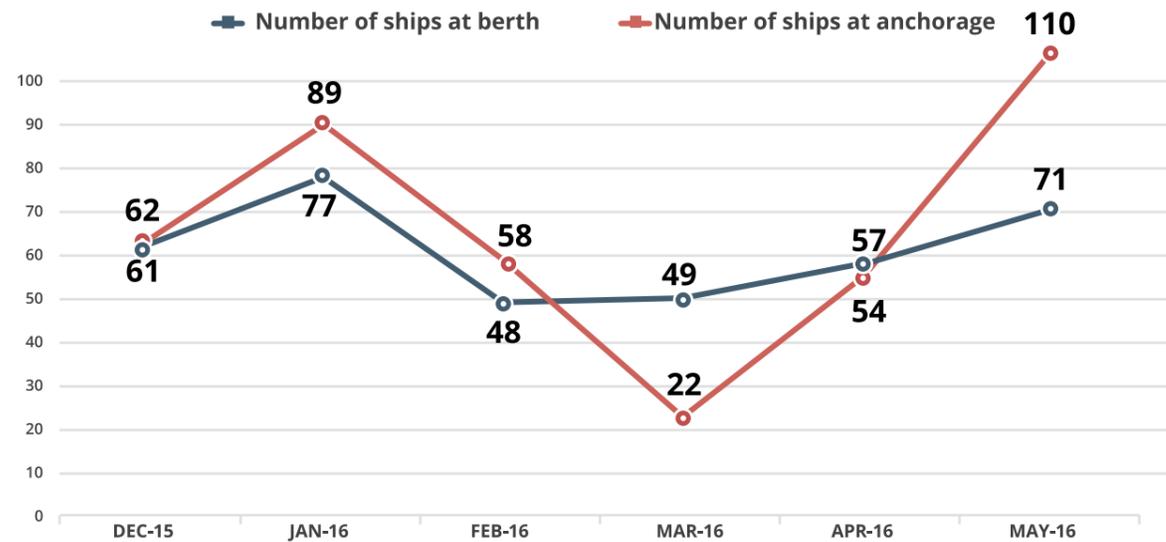
A lack of fuel was reported in the fuel stations of Sana'a, Al Hudaydah and Aden, which resulted in a substantial increase in fuel prices from mid-May. It was reported that fuel in Sana'a, Al Hudaydah and Aden is available only through the black market.



Status of the vessels at ports per month

71 vessels berthed at ports of Al Hudaydah, Saleef, Aden, Nisthun and Mukalla, resulting in 24 % increase compared to 57 berths in April 2016. Additionally, 110 new vessels were granted access to Port-anchorage, compared to 54 in April. Humanitarian berths accounted for 7% of all berths in the Yemeni ports, with 5 vessels carrying food aid.

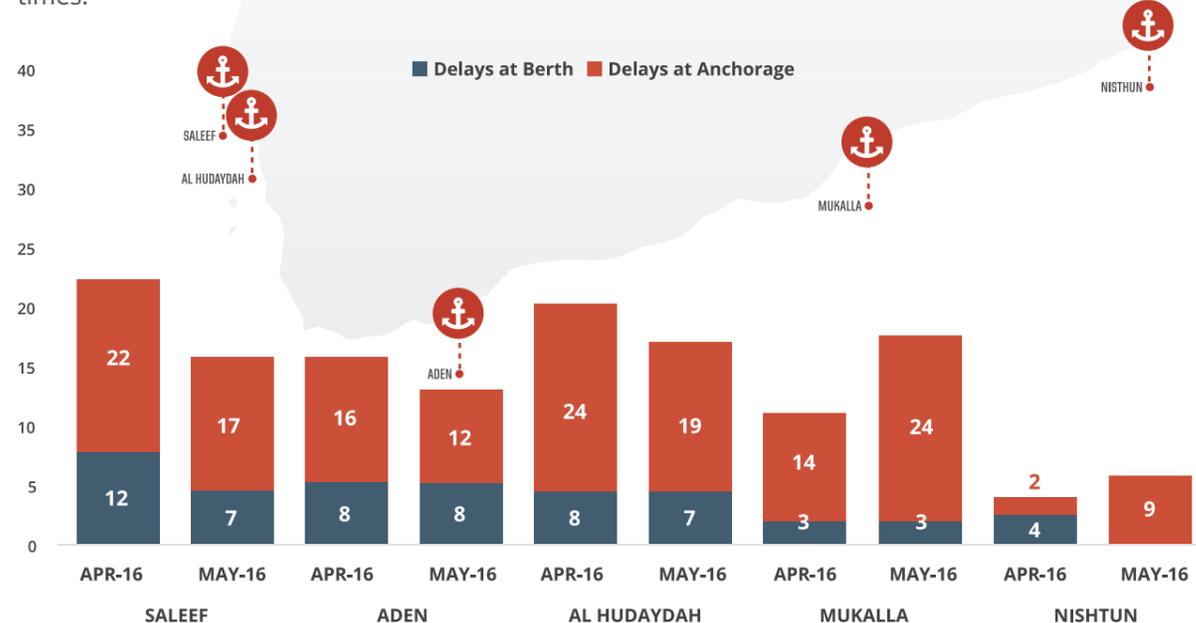
In addition, there are some organisations such as UNICEF and MSF that are using dhows to transport humanitarian cargo into ports which are not tracked under the vessels at ports, but are included in the 'commodity imports' under 'Non food items'.



*Data from December 2015 to April 2016 only includes the ports of Al Hudaydah, Saleef and Aden. From May 2016, data for Nisthun, Mukalla, Al Hudaydah, Saleef and Aden are included, which can explain the significant increase of vessels.

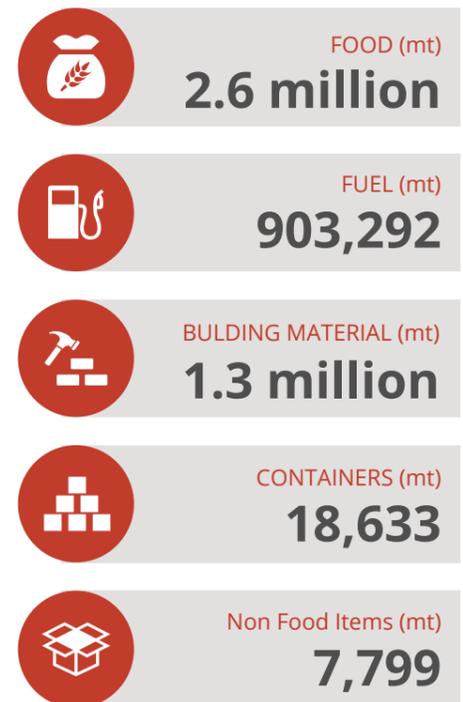
Average delays in entering ports (April - May 2016)

Significant delays are still experienced in all major ports in Yemen. Most of the delays are due to port congestion and reduced operational capacity. The number of days correspond to the average time that a vessel spends at anchor or at berth at each port. Saleef port has very limited infrastructure with a two berth capacity only, impeding rapid offloading times.

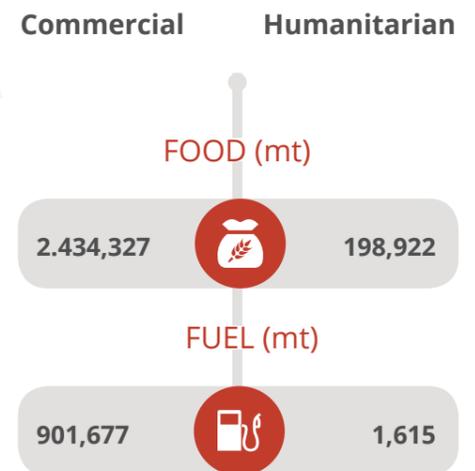


Source: MCCC: Maritime Coalition Coordination Cell, April and May 2016

Commodity Imports (Dec 2015 - May 2016)



Commercial vs humanitarian imports (Dec 2015 - May 2016)



Shipping and food import figures vary depending on available information. Food and fuel imports include partial figures of Aden, Mukalla and Nisthun ports due to a lack of information. Sources: Maritime Coalition Coordination Cell, Williamsen ports updates, WFP, OCHA and FEWSNET.

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