

Yemen

Situation Update 1 | 11 November 2017

Highlights

- **The Saudi-led coalition closed Yemen's borders on 6 November.**
- **Humanitarian flights in and out of Yemen have been grounded for six days in a row.**
- **Critical humanitarian supplies cannot be transported to Yemen**
- **Humanitarian workers are unable to reach Yemen, while those inside Yemen who need to be rotated out cannot leave.**
- **Fuel prices have increased by 60 per cent in Sana'a and trucked water by 133 per cent.**

Situation Overview

On 6 November, the Saudi-led coalition (SLC) announced the 'temporary' closure of all of Yemen's airports, seaports and land crossings stating that "the measures will be implemented while taking into consideration the continuation of the entry and exit of humanitarian supplies and crews in accordance with the Coalition's updated procedures." However, since the SLC's announcement, no permits have been received for humanitarian flights to and from Yemen and for WFP's VOS Apollo boat to Aden. A consignment of WHO medical supplies remains in Djibouti. In urban areas like Sana'a, fuel prices have sharply increased. Petrol has risen from 275 YER/liter to 335 YER/liter (an almost 22 per cent increase). Local bus fares in Sana'a have doubled and in some cases tripled.

The UN and other humanitarian actors have all called for the borders to be re-opened and flights to be resumed, stressing that continued closure will sharply aggravate humanitarian crisis in Yemen and bring millions of people in Yemen closer to starvation and death.

Impact on food security

- WFP currently has 200,000 MT of stocks of food to assist six million people until early January. This includes 108,000 MT of cereals stored in the silos at Hudaydah and Saleef ports.
- In the coming month, WFP expects a total of 72,000 MT of mixed food commodities to arrive into Yemen, half of that through Hudaydah and Saleef. A protracted suspension or delay in the delivery of these commodities will affect six million vulnerable people who rely on assistance every month.
- Given the time it takes to deliver food from the ports to the people on the ground, WFP relies on the continuous flow of commodities into Yemen.
- The diversion of vessels from Hudaydah and Saleef ports to Aden is not a desirable option since the port of Aden lacks the absorption capacity required for both humanitarian and commercial shipments. As a result, transit time of humanitarian cargo to reach populations in need will increase by one to three weeks and additional transport costs in the range from US\$30 US\$70 per ton will be incurred.
- The total silo capacity of Aden port is 270,000 tons, which is not sufficient to store the monthly requirement for humanitarian and commercial supplies, ranging from 350,000 to 400,000 tons, thus potentially resulting in congestion at port and high demurrage costs.
- Transporting supplies from Aden and Jizan ports to northern governorates would entail crossing the front lines of the conflict. Transportation costs would be higher, resulting in higher commodities' which in the end would be less affordable to the average Yemeni household.

Impact on health

- On 9 November, WHO was prevented from delivering 250 MT of medical supplies via sea because the supply ship could not leave Djibouti due to the closure of Hudaydah port. The ship was carrying surgical kits, anaesthesia machines, infant incubator sets, water purification tablets and other essential supplies.

- WHO has warned that its supplies are running critically low. There are 20 trauma kits, enough for 2,000 surgeries in-country, a few hundred kits have already been used in the past days due to recent intensification of the conflict.
- UNFPA has warned that the closure of access to Yemen will affect the 2.2 million women of childbearing age. This includes 352,000 are pregnant women of whom 52,800 are at risk complications and danger to their lives if they do not get urgent life-saving maternal care and medicines.

Impact on children

- At least one million children under the age of one will be at risk of diseases including polio and measles, if vaccines are blocked from reaching Yemen.
- Due to shortage of fuel, vaccine stores in 22 Governorates/ are at a major risk of being shut down. Vaccines for thousands of children could be damaged.
- Shortage of medical supplies will worsen the Diphtheria outbreak recently reported in five districts of Ibb. About 87 suspected cases were reported with nine associated deaths.
- The depletion of nutrition supplies will deprive 27,000 malnourished children of the required treatment, making them vulnerable to illnesses. Many more children might die.

Impact on cholera response

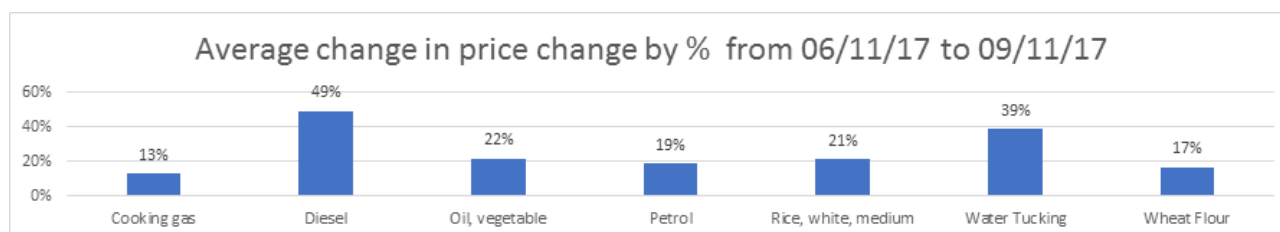
- Due to the fuel shortage, UNICEF's ongoing WASH response to respond to the cholera outbreak will be affected. Nearly six million people will be negatively affected in cholera high-risk districts.
- The current stocks of fuel will only last till the end of November and if not replenished, the operating water supply systems and waste water treatment plants will stop.
- The functionality and mobility of the Rapid Response Teams, serving nearly half a million/week, will be hindered.

Impact on livelihoods

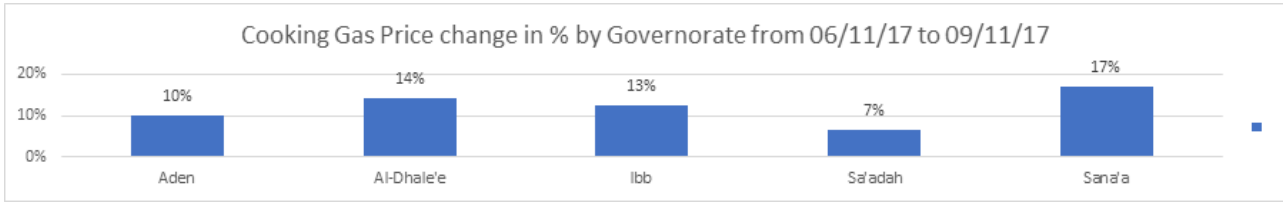
- The price of petrol has increased from 275 YER/litre to 335 YER/litre (an almost 22 per cent increase), and 600YER/ litre in the black market, leading to increased bus fares in Sana'a.
- The price of trucked water in Sana'a City has increased by 133 per cent from 0.6 YER/litre to 1.4 YER/litre – an increase reportedly linked to increases in diesel and petrol prices which are used for transportation of water and its production via pumping wells.
- Cooking gas prices have significantly increased with imported gas increasing by 109 per cent while gas produced in Yemen has increased by 24 per cent.
- 70 per cent of Yemenis are estimated by FSAC and FAO not to have any food stocks and to purchase daily in the local market. These people will be directly affected by increases in food, water and transportation costs.

Preliminary analysis of price increase in the governorates of Al-Dhale'e, Hajjah, Ibb, Sa'ada and Sana'a

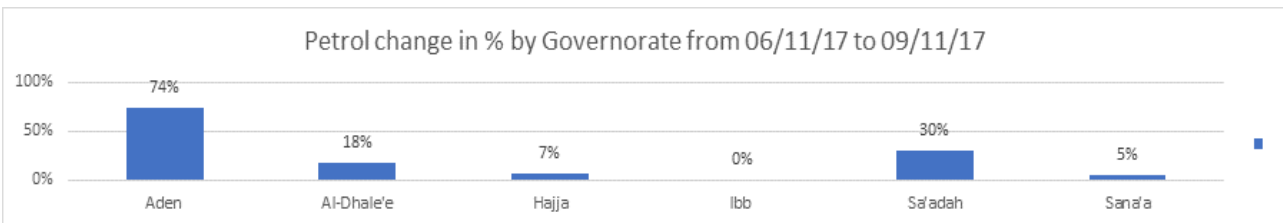
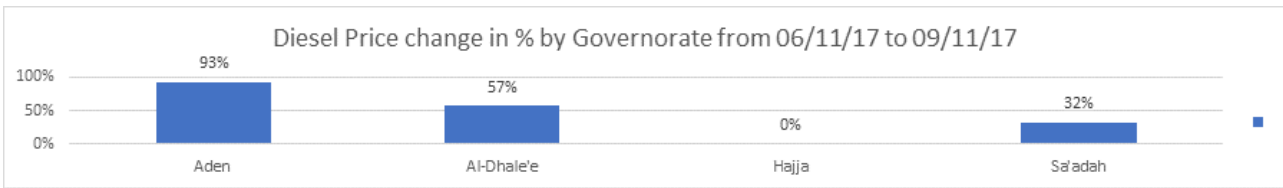
- The analysis below is a snapshot of the prices fluctuations in the governorates of Al-Dhale'e, Hajjah, Ibb, Sa'ada and Sana'a from 6-9 November. The market situation in Yemen is fluid and it is likely that prices have continued to change. Additionally, the analysis could be affected by the fact that a small sample was used.
- The first result (seen below) is the average increase in prices of the different items across the governorates. It shows a significant increase in all costs, but interestingly a smaller increase in the price of petrol and cooking gas.



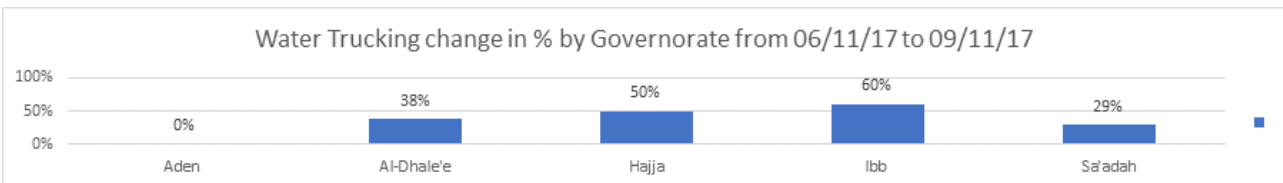
- The change in price of cooking gas seems to be fairly consistent across the country, although there is a variation between Sana'a and Sa'ada of almost 10 per cent.



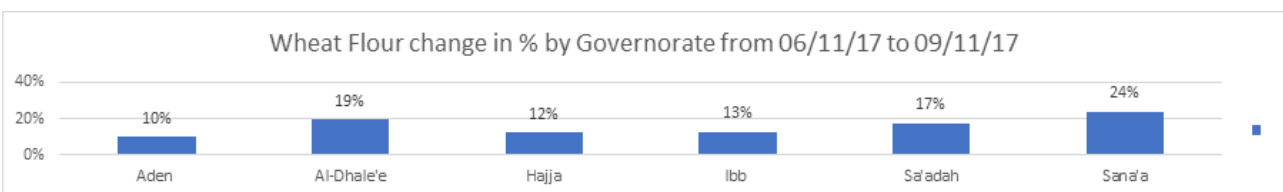
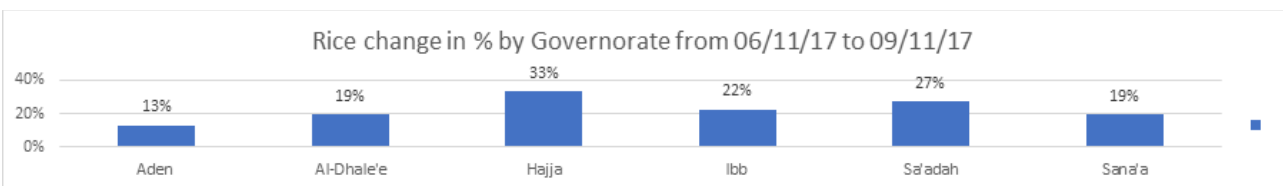
- Diesel and petrol prices had the greatest variation with a 93 per cent increase in cost in Aden, but prices are remaining the same in Hajjah. The fact that petrol has only had a small increase in Sana'a might be due to price control measures imposed by the authorities.

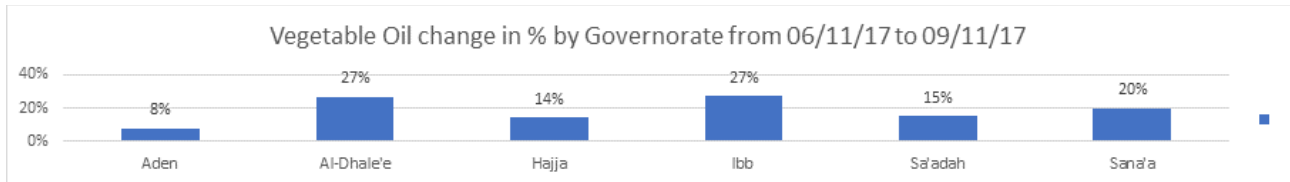


- The cost of water has not increased in Aden despite the dramatic increase in fuel prices.



- There is a consistent increase in prices of rice, wheat and vegetable oil, with Aden having the smallest increase and the more northern governorates having a consistent increase.





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