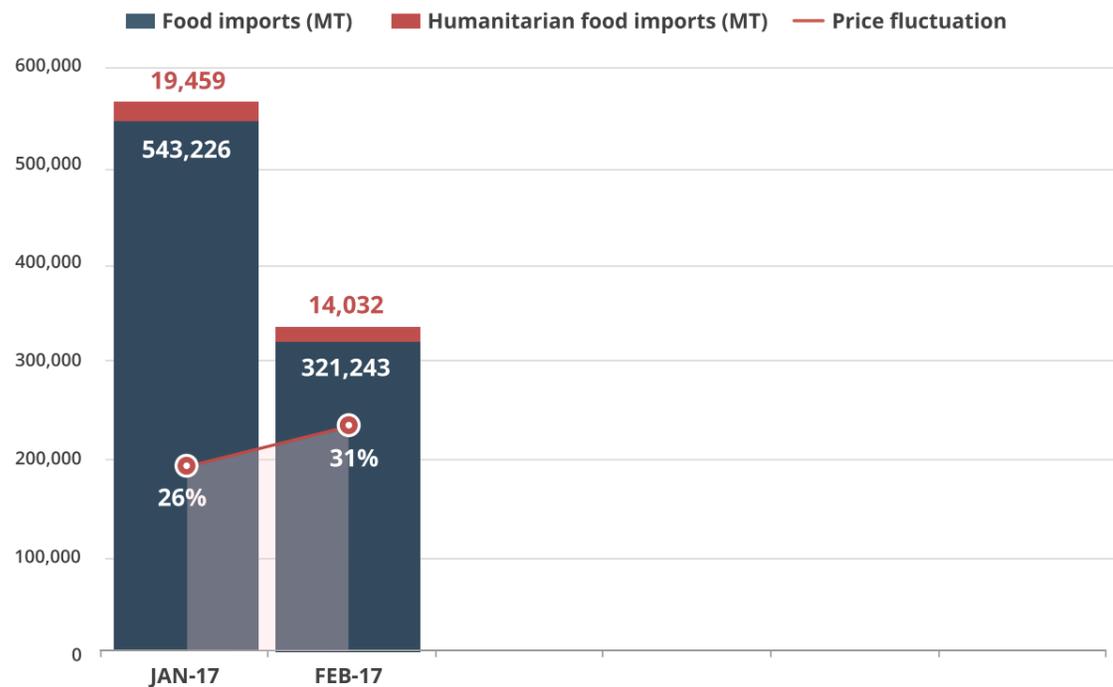


The information presented in this snapshot only reflect imports by sea, through the main Yemeni entry ports. Overland imports through the Oman and Saudi corridors are not tracked, and data from the port of Mukhalla is not available. As such, the Snapshot only partially reflects the situation on the ground, to the best of WFP knowledge.

Monthly food imports and price fluctuation

Available statistics demonstrate that in February, 321,243 MT of food were commercially imported in Yemen, a 41% decrease compared to January 2017. Specifically, February saw a 34% decrease of food commodities imported through the Port of Hodeidah, a 44% decrease through Saleef and a 50% through Aden. Prices of essential food items continued to rise further in February 2017. The national average price of wheat flour was 37% higher in February than the pre-crisis period; prices of red beans, sugar, and vegetable oil increased by 62%, 33%, and 13%, respectively, compared to those recorded in February 2015. The rising prices of food commodities since January have resulted in the escalation of the cost of the minimum food basket, which rose by 4% compared to January 2017, and is 31% higher than during the pre-crisis period.

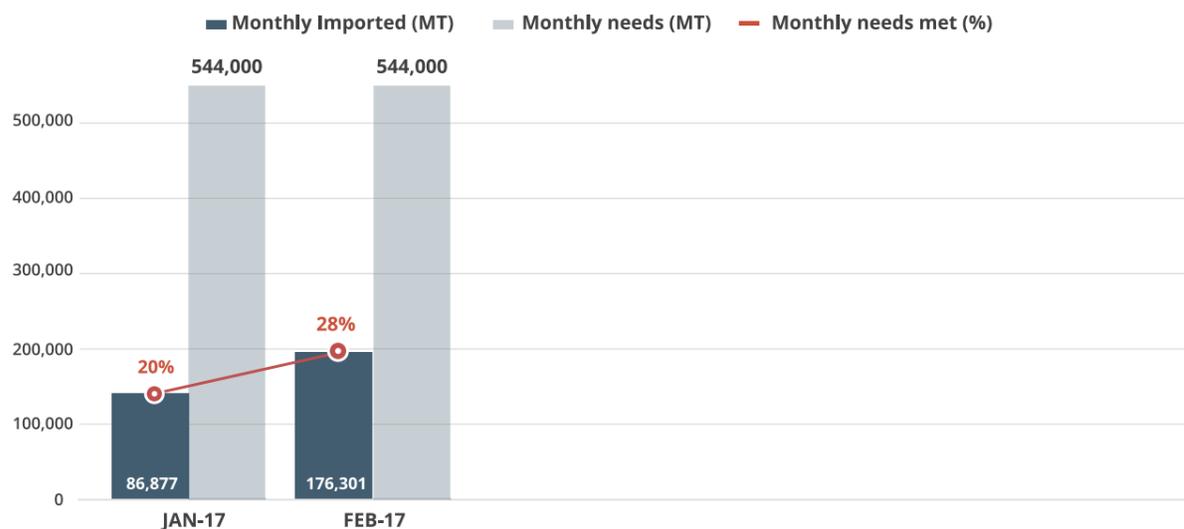
Source: WFP Yemen Market Watch Report, February 2017.



Monthly fuel imports vs fuel needs

Some 154,990 MT of fuel were imported in Yemen in February 2017, a 39% increase from January 2017. This however still only covers 28% of the estimated monthly requirements. The availability of fuel commodities is reported to have further deteriorated in several governorates of Yemen due to reduced supplies to the local markets as a result of anticipated challenges of importation caused by the liquidity crisis, as well as restricted access to Hodeidah port. In governorates where the conflict is still ongoing, the scarcity of essential commodities has further worsened. Overland import of goods from Oman and Saudi Arabia still continues with reduced quantities of commodities and frequencies of supply, as reported by the traders interviewed. Official data on these corridors is not available.

Source: WFP Yemen Market Watch Report, February 2017



Status of ships at ports per month

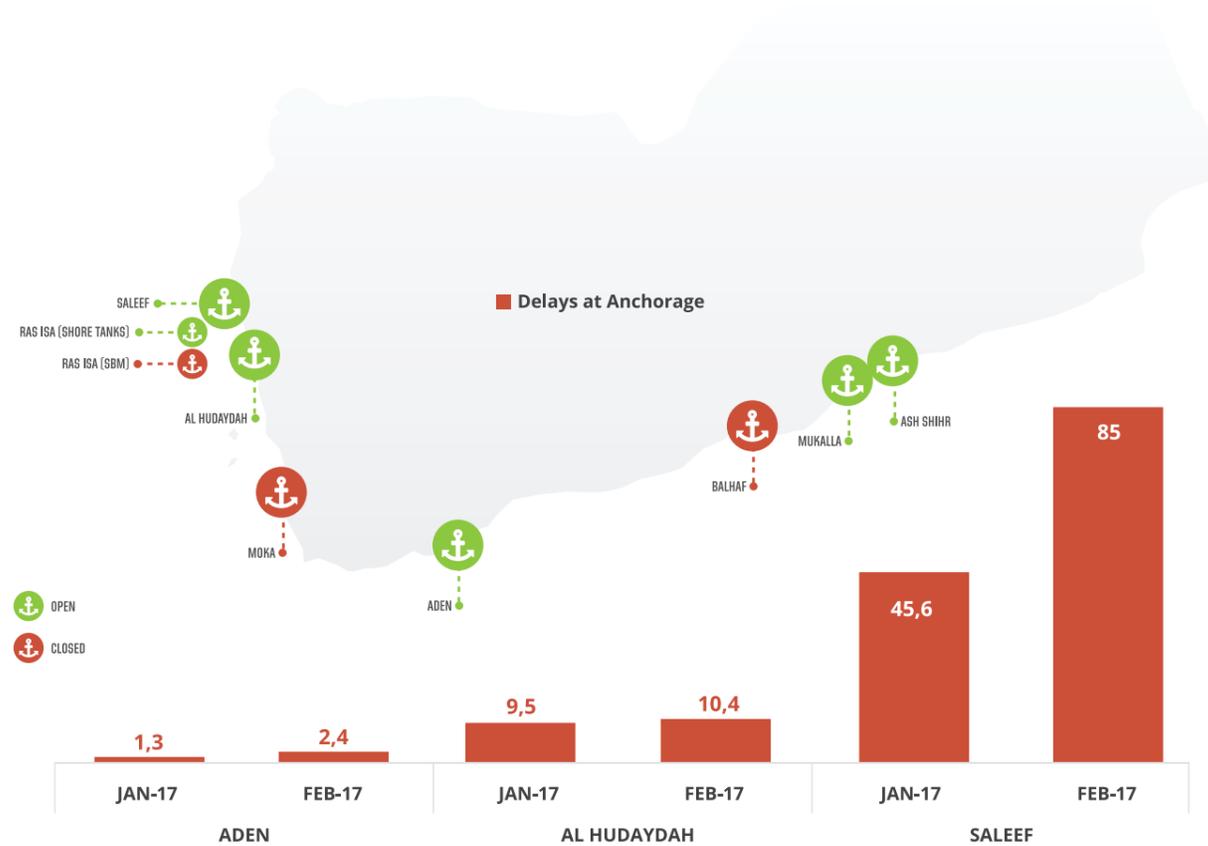
Port	Number of ships in coalition area*		Number of ships at anchorage		Number of ships at berth	
	JANUARY	FEBRUARY	JANUARY	FEBRUARY	JANUARY	FEBRUARY
HODEIDAH	29	31	22	24	30	28
RAS ISA	1	1	0	2	1	2
SALEEF	4	0	4	2	5	4
ADEN			44	28	42	28

* Due to the current situation, in the ports of Hodeidah, Ras Isa and Saleef, vessels have to station in the coalition holding area pending reception of clearance, before they can move at anchorage

Average delays in entering ports

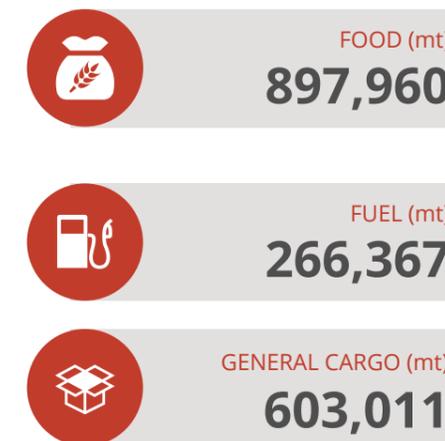
Confirming a trend witnessed throughout 2016, the longest berthing delays are experienced at Saleef port, with vessels waiting to berth an average of 85 days in February 2017. These delays are attributable to the very limited infrastructure with a two-berth capacity only, impeding rapid offloading times. Berthing delays at Hodeidah and Aden slightly increased, with an average of 10.4 days at Hodeidah.

Sources: UNVIM, WSS Reports

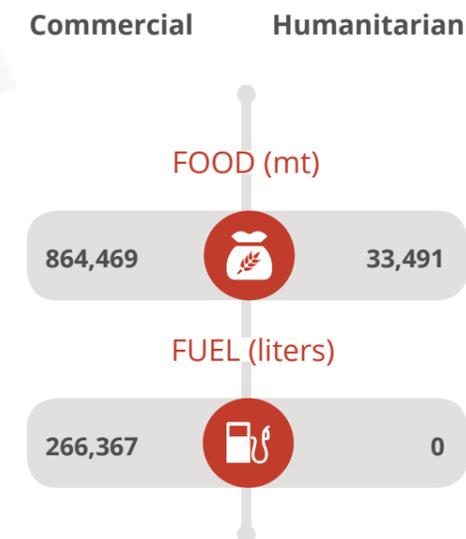


* Berthing delays in Hodeidah and Saleef are calculated from the moment the vessels reach the coalition holding area to the day they berth.

Commodity Imports (Jan 2017 - Feb 2017)



Commercial vs humanitarian imports (Jan 2017 - Feb 2017)



Final Note: Data is collected and analyzed monthly; figures are subject to minor error, and availability of information.

Sources: UNVIM, WFP Yemen September Market Watch, Wilhelmsen ports updates.

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