

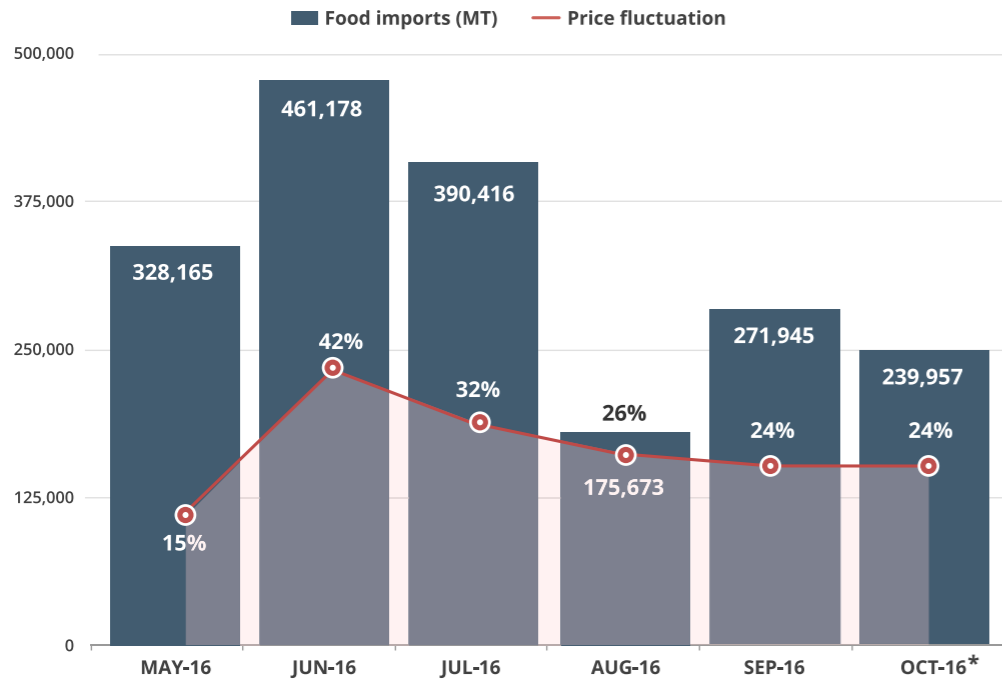
In Yemen, food and fuel commodities continue to be sporadically available across the country. Both fuel and food imports are lower than the needs, and prices are considerably higher than in pre-crisis period. Significant delays are also still experienced in all major ports in the country, mostly due to reduced operational capacity and damaged infrastructure.

Monthly food imports and price fluctuation

In October, the national average cost of the minimum food basket remained much higher than in the pre-crisis period (24% increase).

Supply and availability of basic commodities in October were mostly similar to the ones reported in September with some exceptions in few governorates where the situation has further deteriorated. Despite the low level of imports in the past several months, improvements have been reported in the availability of essential commodities in local markets.

Source: WFP Yemen Market Watch Report, October 2016

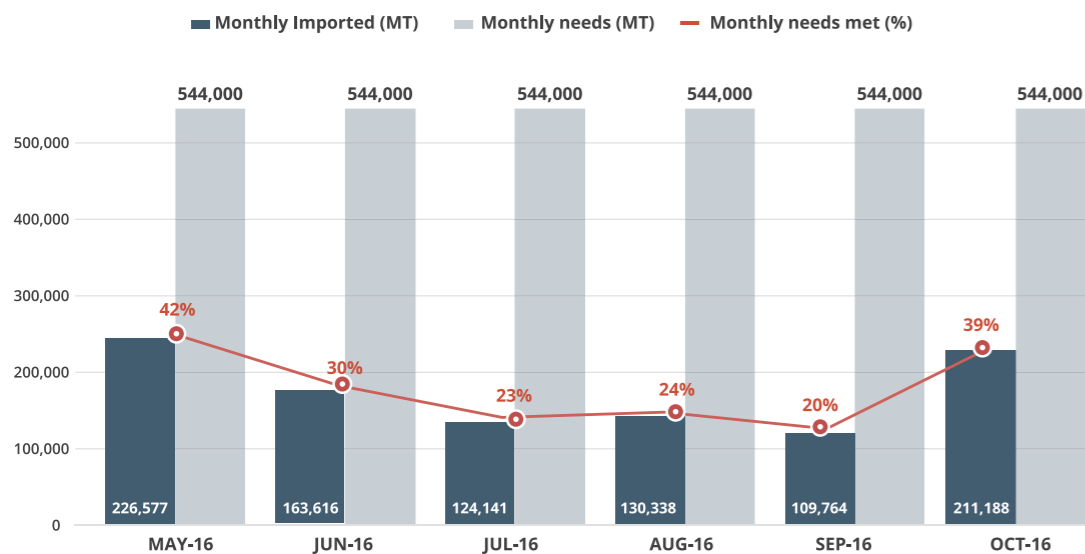


* In October, data received from the Port of Aden was incomplete and hence is not included in the analysis.

Monthly fuel imports vs fuel needs

October saw a significant increase of fuel imports, with 211,188 mt imported to Aden, Al Hudaydah and Ras Issa, compared to 109,764 mt in September; however, this only covers 39% of the monthly fuel needs, estimated at 544,00 mt. Prices of fuel commodities largely remained unchanged between September and October, but still continued to be significantly higher in October than in pre-crisis period. The national average prices of petrol, diesel and cooking gas were 23%, 26% and 72%, respectively, higher during the reporting period than those in the pre-crisis period.

Source: WFP Yemen Market Watch report, October 2016

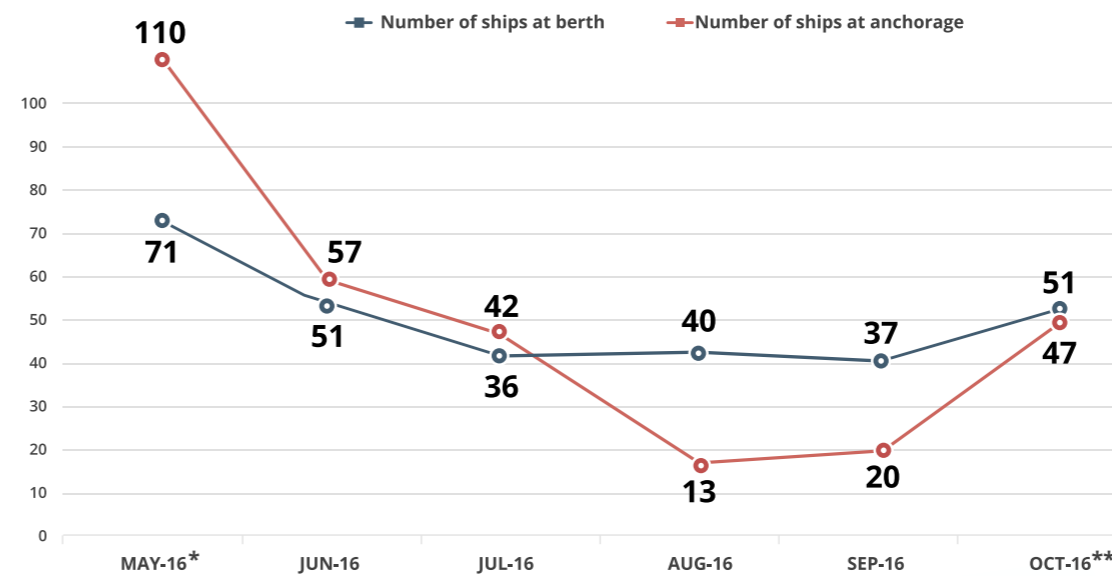


* In October, data received from the Port of Aden was incomplete. Figures might not be accurate.

Status of ships at ports per month

During the month of October, the number of vessels berthing at Yemeni ports increased, from 37 in September to 51 in October (this number includes vessels that had been at anchorage since previous months). This can be attributed to the end of the extended period of public holidays in the region. However, UNVIM reports a significant decrease in the number of new vessels applying for clearance to enter Yemen in October; this decrease has mainly affected fuel and bulk cargo, while general and containerised cargo has seen no major decline. There could be several potential reasons for this decline in imports of fuel and bulk cargo, including seasonal variations in cargo imports, as well as the recent relocation of the Central Bank of Yemen from Sana'a to Aden, and to issues linked to the new procedures for issuing letters of credit to commercial traders.

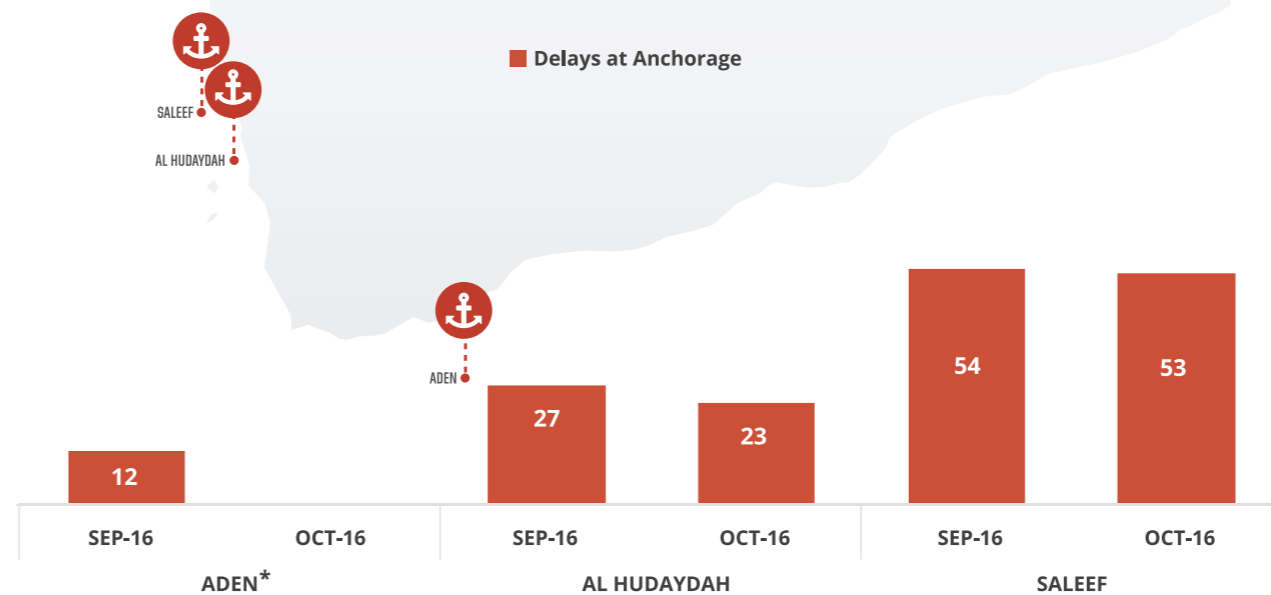
Source: UNVIM Weekly Situation Report (October)



* In May 2016, data for Nisthun, Mukalla, Al Hudaydah, Saleef and Aden are included, which explains the significant increase of vessels.
** In October 2016, data reported for the Port of Aden was incomplete.

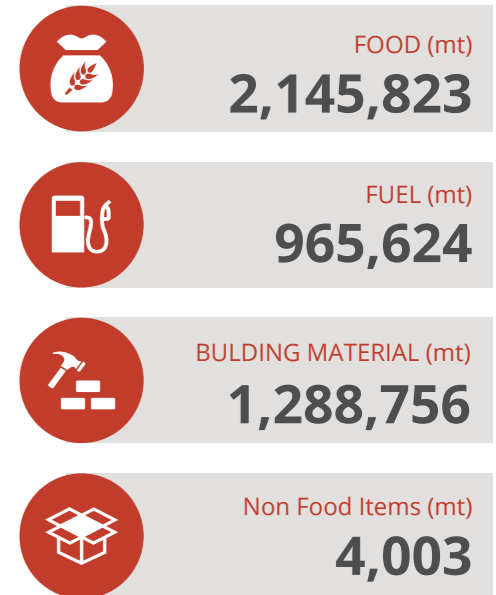
Average delays in entering ports

Due to limited infrastructure, delays are still experienced in the ports of Aden, Al Hudaydah and Saleef. The number of days corresponds to the average time that vessels spend at anchorage, waiting for berth permit. In October, the longest delays at anchorage remain at Saleef port, with vessels waiting for berth an average of 53 days. Delays at the port can be attributed to the very limited infrastructure with a two-berth capacity only, which impede rapid offloading times.

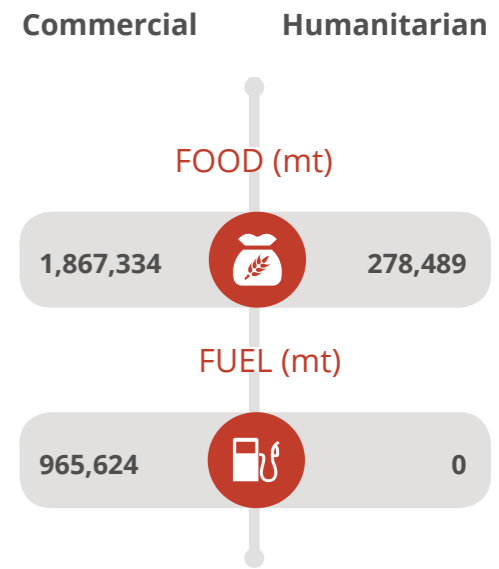


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Commodity Imports (May - Oct 2016)



Commercial vs humanitarian imports (May - Oct 2016)



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

Sources: UNVIM, October Market Watch, Williamsen ports updates, WFP, OCHA.

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