

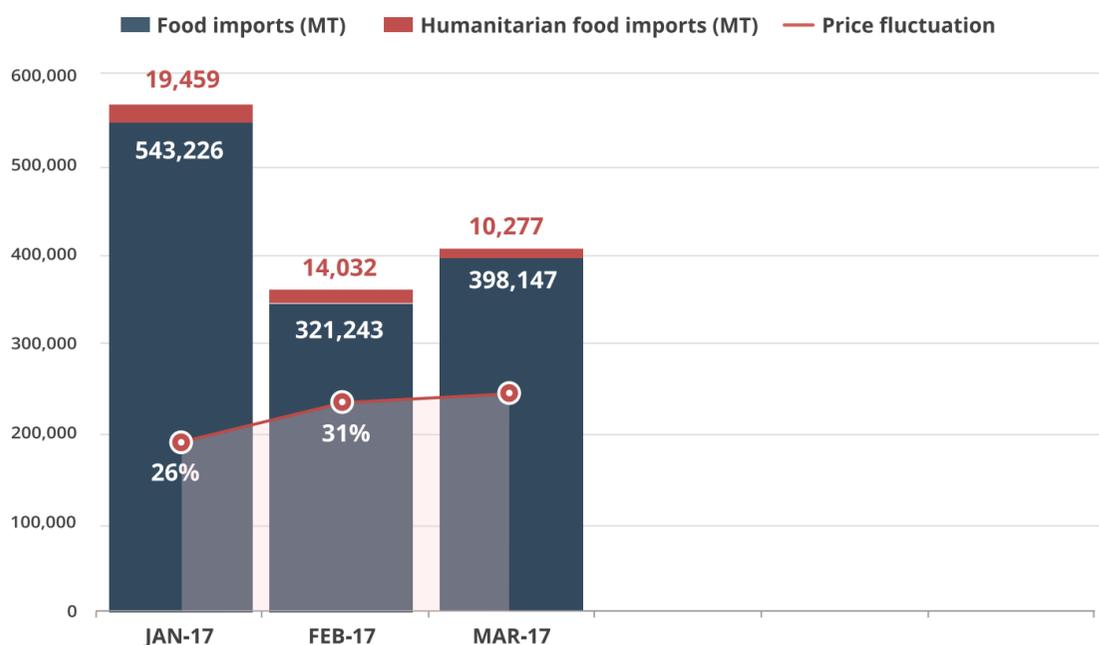
The information presented in this snapshot only reflect imports by sea, through the main Yemen entry ports. Overland imports through the Oman and Saudi corridors are not tracked, and data from the port of Mukhalla is not available. As such, the Snapshot only partially reflects the situation on the ground,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

Monthly food imports and price fluctuation

In March, 398,147 mt of food were commercially imported in Yemen, a 24% increase from February. In particular, food commodities imported through Saleef saw a 127% increase from the previous month, from 60,000 mt to over 136,000 mt. However, volume of food imported commercially is still considerably lower than in January. Prices of basic food items slightly declined in March 2017 compared to the previous month. However, the national average price of wheat flour was still 32% higher in March 2017 than the pre-crisis period (February/March 2015). Markets are also reported to be more disconnected and disintegrated compared to the pre-crisis period due to instability, which restricts the movement of commodities; significant variation of prices of food commodities across governorates are thus reported.

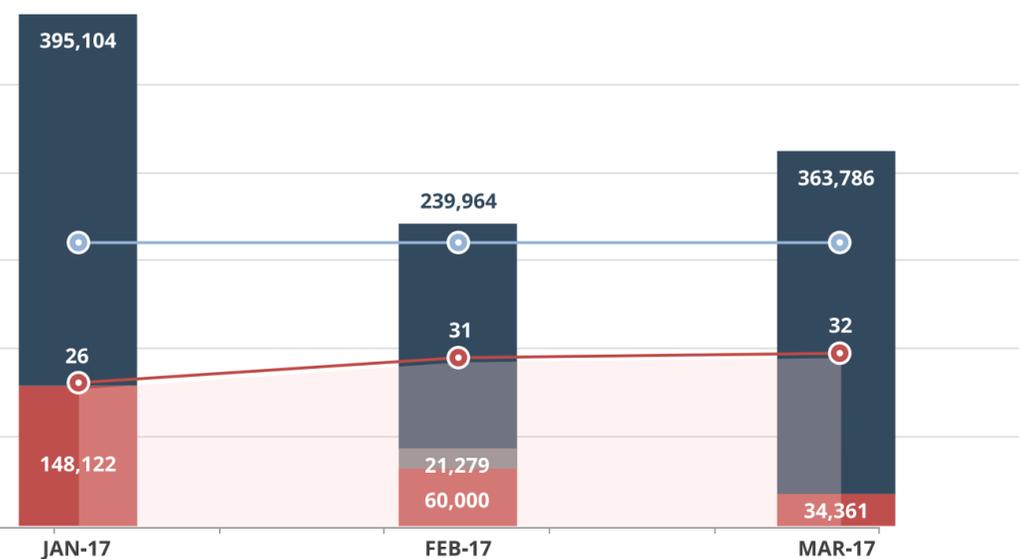
Source: WFP Yemen Market Watch Report, February 2017.

Humanitarian vs Commercial food imports



Commercial food imports

Wheat Imported (MT) | Corn Imported (MT) | Other Food commodities** (MT) | Price fluctuation (%) | Monthly Commercial Food requirements*



Status of ships at ports per month

The Port of Hodeidah remained operational in March, with 27 vessels in coalition area, 27 at anchorage and 26 at berth; this however still represents a considerable decrease from the level of traffic in 2016. Conversely, traffic at the Port of Aden continues to augment, with 38 vessels berthing in March 2017, a 36% increase from the previous month. Traffic in the other ports of the Red Sea (Ras Isa and Saleef) remains stable since the beginning of the year.

Source: UNVIM and WSS Reports

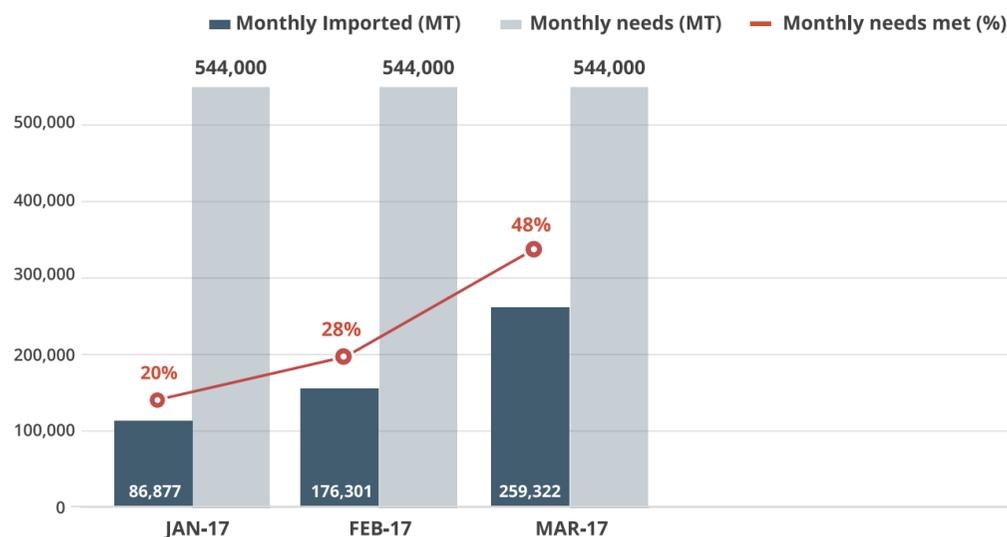
	N° of ships in coalition area*		N° of ships at anchorage		N° of ships at berth	
	FEBRUARY	MARCH	FEBRUARY	MARCH	FEBRUARY	MARCH
HODEIDAH	31	27	24	27	28	26
RAS ISA	1	1	2	2	2	1
SALEEF	0	6	2	6	4	4
ADEN	N/A	N/A	28	33	28	38

* 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

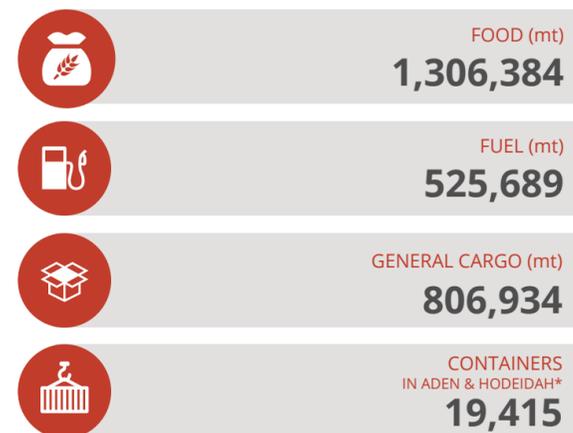
Monthly fuel imports vs fuel needs

In March, Yemen imported 259,322 mt of fuel, a 67% increase from the previous month. 103,791 mt of fuel transited through the Port of Aden in March, a significant increase compared to 10,000 mt in February. Despite the increase, only 48% of the estimated monthly requirements have been met. Prices of fuel commodities markedly declined compared to the previous month; however, they are still significantly higher than in pre-crisis time: cooking gas raised by 56%, petrol by 54.4%, and diesel by 52.7%

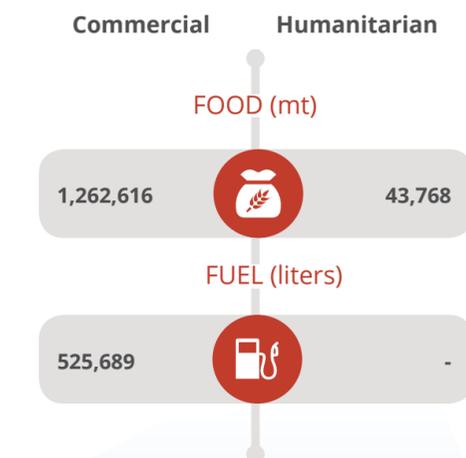
Source: WFP Yemen Market Watch Report, March 2017



Commodity Imports (Jan 2017 - Mar 2017)



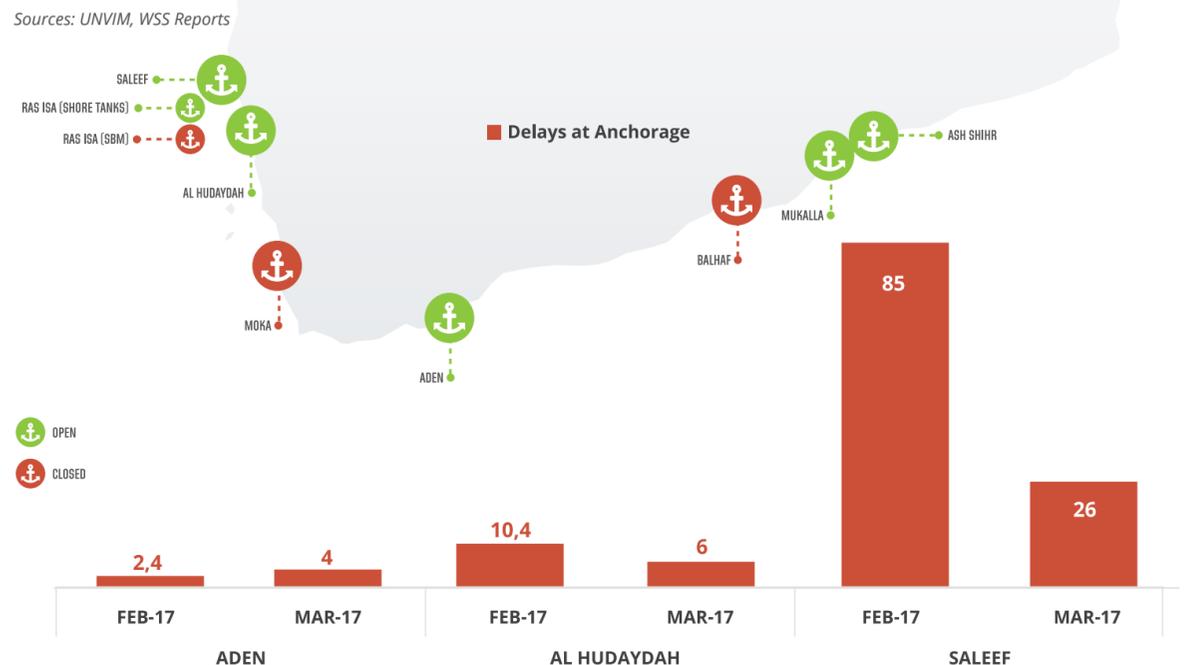
Commercial vs humanitarian imports (Jan 2017 - Mar 2017)



Average delays in entering ports

The longest berthing delays are still experienced at Saleef port, with vessels waiting to berth an average of 26 days in March 2017; however, delays are considerably lower than the previous months. These delays are attributable to the very limited infrastructure with a two-berth capacity only, impeding rapid offloading times. Berthing delays slightly increased at Aden, with an average of 4 days, and decreased at Hodeidah, with an average of 6 days in March.

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.