The Scenario

- Being the biggest port in Yemen, Hodeida is the preferred entry point for all cargo entering the country and destined for the northern governorates, while Aden serves southern governorates. However, with the current security situation in the western coastal region of Yemen, a considerable decline in port activities and/or a potential closure of the port is a likely event.

- Shall the Port of Hodeida become inaccessible (partially – i.e. for containerized cargo, or totally), in addition to the activities catered for in its Concept of Operations (http://www.logcluster.org/document/yemen-concept-operations-march-2017) and included in the YHRP, shall the situation require so, the Logistics Cluster will put in place the following mitigating activities.

Background

- The Port of Hodeidah plays a major role in Yemen pipeline and food deliveries, contributing to almost 70-80% of humanitarian assistance via both charter & liner services. Additionally, the majority of commercial cargo, including fuel, enters Yemen via the Port of Hodeidah. According to the most recent available statistics, in November 2016 some 70% of all Yemeni imports entered the country through Hodeidah.

- Due to security developments in the area, on 31 January UNVIM\(^1\) was informed by the Coalition to suspend the issuance of clearance certificates to requesters for an initial 96 hours; for three days, all vessels stationed in the Coalition holding areas and Red Sea ports’ anchorage areas were informed not to proceed further until the situation was stabilized. Even though UNVIM resumed the issuance of clearances after 24 hours, a considerable decline in the number of clearance requests received has been registered (source UNVIM Daily Reports).

- Even though no official suspension for charter vessels heading to Hodeida has yet been called, the majority of container shipping liners are reluctant to accept bookings for Hodeida, and cargo has already been diverted to Aden or transhipment ports (i.e. Jeddah, Shalala, Djibouti, and King Abdullah).

- Indeed, in the past two months, a considerable decline of maritime traffic was witnessed in Hodeidah; in February, on average 4 vessels were at anchorage. This represents a major decline compared to 2016. Due to slow down in arrival of commercial shipping lines vessels calling at Hodeida port and reported delays of

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\(^1\) The UN Inspection and Verification Mechanism for Yemen (UNVIM), operationalizes and manages services of the impartial verification and inspection mechanism on behalf of the United Nations and Member States, as mandated by UNSC Resolution 2216. Ship operators or vessel masters are requested to submit their requests for clearance together with required documents to UNVIM upon the departure of related vessel from their port of origin. UNVIM will review those requests according to its Standard Operating Procedures and internal guidelines for verification and inspection and notify Coalition Forces and the requesting party within 48 hours about the results of the review. More information on UNVIM can be found at: https://www.vimye.org/about-unvim.

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grantee coalition clearance for commercial charter vessels, the port congestion in Hodeidah and Al Saleef have gone down to two days as compared to three weeks in November.


- Aden port handles about 20% of the overall imports and is currently working at maximum capacity. Al Saleef Port is an extension of Hodeidah port and is only used to handle bulk cargo.

- Mukalla Port has limited capacity and mostly handles small vessels bringing supplies to Hadramout Governorate. WFP uses Mukalla port to tranship commodities (small quantity of nutrition supplies) to Socotra.

### Contingency Plan: Logistics Cluster Mitigating Activities

#### Coordination

- To minimise duplication of efforts and competition by the humanitarian community, the Logistics Cluster will organise regular coordination meetings, to evaluate needs and logistics gaps to be filled. The frequency of the meetings will be decided according to the needs expressed by the participants; meetings will be organised in Sana’a, Djibouti and other locations as needed/permited, to ensure both upstream and downstream supply chain gaps are being addressed.

- For better planning purposes, ad-hoc thematic meetings with organisations using services facilitated by the Logistics Cluster will be organised, with the aim of having detailed discussions on logistics gaps and bottlenecks, access constraints etc.

- For the same purpose, the Logistics Cluster will liaise with OCHA and the main actors, to have a clear picture of available contingency stock currently in Yemen, by clusters and sectors.

- The Logistics Cluster will continue to strengthen its cooperation with OCHA and the Access Monitoring Group, to ensure logistics constraints are taken into account when access is negotiated and discussed, and to further disseminate the relevant access information among its participants.

- The Logistics Cluster will continue to advocate to maintain the main corridors and supply routes open and operational.

#### Fuel Distribution

- A contingency stock of fuel will be maintained for partners operating in Yemen, and distributed in Aden, Sana’a and Hodeidah. Fuel will be procured locally through YPC, and shall this not be feasible, internationally with the support of WFP Procurement Unit.

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• In the event of instability in the city of Hodeidah, WFP, as the lead agency of the Logistics Cluster, will coordinate with EHOC to ensure safety of the fuel distribution point. Shall the pace of events not allow to transfer the stocks to Sana’a, additional measures will be taken to further strengthen security and distribution at fuel stations.

• The current available fuel capacity, which will be maintained throughout the operation, amounts to:
  - Sana’a: 300,000 litres diesel & 180,000 litres petrol;
  - Hodeidah: 332,000 litres diesel & 180,000 litres petrol;
  - Aden: 100,000 litres diesel & 92,000 litres petrol.

Access to Common Services

Upstream Supply Chain

Airlifts

• Access to airlifts from Djibouti to Sana’a will be facilitated; the service will be provided by WFP Aviation/UNHAS at no cost to users, and the frequency will be contingent upon needs expressed by the humanitarian community, and on availability of funding. The Logistics Cluster will receive and consolidate cargo movement requests.

Sea cargo transport

  - Scenario A: commercial liners stop calling at Hodeidah, but the port remains open
    The Logistics Cluster will facilitate access to dhows from Djibouti to any port in Yemen, including Hodeidah. Transport to the latter however will be subject to coalition’s clearances, and cargo might be diverted to Aden, Saleef or other ports as required.
  - Scenario B: closure of Hodeidah
    The Logistics Cluster will facilitate access to sea cargo transport to Aden, on board of the WFP-chartered passengers’ vessel and facilitating access to dhows to all accessible ports in Yemen, on a frequency contingent upon needs and availability of funding. See Annex II for a list of accessible ports in Yemen and supply chain routes.

• To define the above scenarios, a feasibility study on Yemeni entry ports was conducted, with the following results:

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Aden Port, can accommodate 20,000 TEU's via the container terminal (current utilization 40%). The privately owned two silos have a storage capacity of bulk cargo for some 250,000 MT. However, shall all cargo be diverted to Aden, there is a concrete risk of congestion, resulting in considerable delays and high demurrage costs. Preferred alternative.

Al-Saleef port: due to geographical proximity with Hodeida, shall the latter be inaccessible, the port is also expected to be blocked. Not considered as a preferable alternative.

Mukala port is being used to import various consignments, however the port has limited capacity and is mainly used for local dhows. Not considered as a preferable alternative.

Mukha port has limited infrastructure (two small berths and poor handling equipment). The port draft restrictions and shallow water allow only limited dhow / ATHS operations. The port is closed since 2015. Not considered as a preferable alternative.

In-land transport

- For cargo entering Yemen through Aden, the use of the Aden – Sana’a, and Aden – Hodeidah corridor to move humanitarian cargo from South to North will have to be tested. While evidence suggests that commercial/private cargo can easily flow from South to North, and from North to South, humanitarian cargo in the past was subject to some bureaucratic hindrances and impediments.

- Shall access to northern sea ports be limited, and inland transport across the lines not be feasible, the Logistics Cluster will coordinate humanitarian convoys through two alternative routes:
  - Oman to Yemen, through Shahen land port (1,478 km east of Sana’a, average trucks’ travel time three days). Shahen entry point, which is used by private businesses to import different types of cargo from Oman. Authorities reportedly facilitate cargo movement between the two countries and some traders have rented warehouses and have offices at Almazynah free zone in Salalah port. Consignments through Shahen entry point are delivered to all governorates of Yemen
  - Saudi Arabia to Yemen, through Alwadiah land port (733 km north-east of Sana’a, average trucks’ travel time two days). This entry point is used to import cargo originated from Saudi Arabia, mainly from Jizan entry port, and consignments coming through Alwadia are delivered to northern and eastern regions of the country. This entry point is relatively small and is reported as heavily congested. In addition, the road from Alwadiah to the rest of the country is busy and in need of construction work. Average transit time: 2 days. Coalition presence at the border, and the current prospects for northern governorates, make the use of this corridor hardly feasible
As a last resort, convoys will be coordinated in close collaboration with OCHA/Access Monitoring Group, and building on WFP’s footprint. The Logistics Cluster will be in charge of centralising and consolidating all service requests. Specific Terms of Reference (ToRs) for this Convoy Coordination Cell are being drafted and will be shared as soon as available.

**Down Stream Supply Chain**

**Storage**
- In addition to facilitating access to the existing in-country storage facilities (Aden, Sana’a and Hodeidah), the Logistics Cluster will also facilitate access to an additional volume of common warehousing for temporary storage as needed by humanitarian organisations, in both Sana’a and Aden. Where applicable and contingent on access, WFP will bilaterally provide humanitarian organisations additional Mobile Storage Units (MSUs) to further augment their storage capacity upon request.
- Additionally, the Logistics Cluster has means to further expand its storage capacity in Aden (2 MSUs), so to provide organisations with a temporary staging area to consolidate cargo entering Yemen through the port of Aden. Shall Hodeida not be accessible, existent storage facilities in Sana’a and Hodeida will be used as backup.

**Overland transport**
- Based on the organisations’ needs, access to overland transport will be facilitated. Transport will be contingent upon security, and physical accessibility of roads. As of 15 February 2016:
  - Hodeidah-Sana’a: functional with detours and sub-roads around damaged bridges;
  - Hodeidah- Taiz: partially accessible only to certain districts in Taiz. Due to the prevailing security situation in Taiz, access is particularly complicated;
  - The main roads in the northern governorates are generally in good condition except for some bridges which were recently targeted.

The Logistics Cluster will regularly update the Access Constraints map (see attached for reference), and plan overland transport accordingly.

- The Logistics Cluster will also facilitate the necessary permissions for the movement of cargo inside Yemen on behalf of the requesting organisations.

- To streamline the process, the Logistics Cluster will also facilitate training sessions aimed at strengthening organizations’ knowledge of RITA (Relief Items Tracking Application) and the other tools (such as the Service Request Form, SRF).

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Surge capacity and business continuity

Staffing

- The current staffing set-up, including 1 Cluster Coordinator, 1 Deputy Cluster Coordinator and 3 Logistics Assistants in Yemen (Sana’a), and 1 IMO, 1 Funds Manager, 1 Logistics Officer and 1 Logistics Assistant in Djibouti, will be maintained.
- Shall the situation require so, the Logistics Cluster will appeal to the WFP Regional Bureau in Cairo and the Global Logistics Cluster Support Cell in Rome for a staffing surge.
- In case of an evacuation of international staff out of Yemen, the Logistics Cluster will work in close collaboration with WFP management to ensure business continuity, through delegation of authority to national staff in Sana’a and elsewhere in Yemen as needed. The operation will be remotely managed from Djibouti.

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