

Situation Overview

Access constraints

- Humanitarian partners face extreme challenges accessing the border areas of Sa'ada and Hajjah due to ongoing insecurity. Constraints also persist in frontline areas in Marib and Al Bayda governorates. Taizz governorate remains extremely difficult to access, particularly in the south. Taizz city has been accessed by humanitarian organisations (MSF, UNICEF, IMC, WFP) using small trucks from Al'Qaidah.
- The latest Access Constraint map as of 2 March is published at:
<http://www.logcluster.org/map/access-constraints-map-2-march-2016-0>

Bridges

- Qurayr Bridge (7 km S of Rawdah and 20 km North-West of Azzan) on Ataq road was bombed last week. Trucks cannot pass through this bridge anymore but cars can still use it. Assessments are ongoing on alternative ways to access the road.

Roads

- The number of checkpoints has increased in Sana'a including the 5 main entrances gate to Sana'a, any commodity passing through these gates must have received clearance from the Ministry of Interior and the Ministry of Planning.

Sea

- **Aden port** is operational, with 6 vessels at anchorage and 6 vessel at berth;
- **Hodeida Port** is currently operating with 5 vessels at berths, 11 at anchorage;
- **Saleef Port** is currently operating with 2 vessel at berth and 8 at anchorage;
- **Ras Issa** fuel terminal is operational;
- **Djibouti port** is operational but is congested with 12 vessels at berth and 27 vessels at anchorage waiting berthing authorization.

Sea transport

- **MV Mainport Cedar** is currently sailing back to Djibouti, after having discharged cargo on behalf of IMC (53.76 m³ / 13 mt). The vessel experienced delays as it was diverted to Jizan port in Saudi Arabia by Coalition forces on 11 February. After the re-submission of paperwork regarding some ETC equipment that was loaded on the vessel, the vessel was released last week.
- **Dhow Amanat** received coalition clearance on 03 March and will depart to Hodeidah with cargo on behalf of DRC (28mt/298m³) and Oxfam (27mt/106m³).
- **MV Skytrain** is expected to arrive in Djibouti on 8 March and to call at Aden and at Hodeidah. The vessel will carry cargo on behalf of UNCHR (armoured vehicles), ICRC (soft skin vehicles) and UNDP (medical equipment). Aden and Hodeidah ports have Ro-Ro terminal facilities to offload AVs.

Shipping directly to Yemen

- The outbreak of hostilities and airstrikes in April 2015 in Yemen, resulted in commercial liner suspending their services to the main Yemeni ports of Mukallah, Aden and Hodeidah. Several humanitarian organisations established logistics transit hubs in Djibouti and cargo was diverted to this port, and then dispatched in bulk by smaller vessels and dhows. Already since June 2015 MSC re-established their services and have been and still are calling at Aden, Mukallah and Hodeidah. WFP confirms that they have used the MSC to send containerized cargo directly into Yemen.
- MSC is using Salalah as the transshipment port for all containerized cargo and their feeder vessels are calling at Hodeidah approximately twice a month, though delays can be expected based on clearances from the coalition forces. MSC accepts refrigerated cargo, but they are strict on terms and conditions in regards to immediate return of reefers and responsibility at the receiving port in Yemen.
- The Logistics Cluster has been collecting information regarding container shipping lines who are now serving Yemeni ports. Several commercial options are now available with MSC, PIL, CMA-CGM, Messina and UASC are serving some or all of the three main ports of Mukallah, Hodeidah and Aden and partners are encouraged to explore these options.
- Container shipping lines such as MSC, CMA, Messina and UASC are calling Aden on regular basis. Another shipping line, PIL, went into Hodeidah for the first time since the crisis and have been calling at Aden with no interruption.
- MSC accepts refrigerated cargo, but terms and conditions regarding immediate return of reefers and responsibility at the receiving port in Yemen are strict. As an example Save the Children informed the Logistics Cluster that they sent approximately 37 mt in refrigerated containers from Rotterdam on 27 December which arrived to Hodeidah port on 14 February, using MSC.
- The Logistics Cluster will monitor the situation and offer the services as until now, however Djibouti continue to be problematic in terms of congestion and customs procedures. Therefore, organisations that are shipping humanitarian items, are advised to explore the direct options to take advantage of cheaper and faster options, instead transiting through Djibouti.

Logistics Cluster Service Facilitation

- When a Service Request Form (SRF) is submitted to yemen.clustercargo@wfp.org for transport from Djibouti to Sana'a, and sea mode of transportation is assigned, the Logistics Cluster will split the SRF as follows, upon confirmation from the service user:
 - Sea transport: From port of Djibouti to port of Aden OR port of Hodeidah (SRF: DJI)
 - Road transport: From port of Hodeidah OR port of Aden to final destination in Yemen (SRF: YEM)
- There is no need for the service user to send an additional SRF for road transport, if the final destination is Sana'a.

In different cases, when an SRF is submitted for transport from Djibouti to Hodeidah port OR Aden port, and the service users require road transport from the port to Sana'a or other destinations inside Yemen, subsequently, when the cargo is already dispatched in Yemen, the service user will have to submit an additional SRFs.

Fuel

- Petrol quality testing was conducted in Hodeidah, Aden and Sana'a. As a result of the testing, Saybolt advised to blend 90 percent of good quality fuel with 10 percent of the bad quality in order to improve the fuel quality.
- The set-up of the fuel station at Hodeidah is ongoing. Some maintenance and safety arrangement are required and will be initiated soon.
- As a result of fuel availability in the market, the possibility of cost reduction for the fuel distributed by the Logistics Cluster has been explored.

UNHAS

- UNHAS operated the first flight from Djibouti to Amman on 22 February, with four passenger on board and on 23 February from Amman to Sana'a with six passengers on board.
- This route is on cost recovery basis fares as following:
 - One way - USD 650/pax
 - Round trip USD 1,300/pax

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