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**BUDGET REVISION OF SO FOR APPROVAL  
BY THE DEPUTY EXECUTIVE DIRECTOR**

5) To:	Division	Room	Approval and Date
Mr. Amir Abdulla Deputy Executive Director	OED	6G60	
4) Through:	Division	Room	Signature and Date
Ms. Elisabeth Rasmusson Assistant Executive Director	PG	6G72	
3) Through:	Division	Room	Signature and Date
Mr. Manoj Juneja Assistant Executive Director	RM	6G00	
2) Through:	Division	Room	Signature and Date
Mr. Ramiro Lopes da Silva Assistant Executive Director	OS	6G62	
1) From:	Regional Bureau		Signature and Date
Mr. Muhannad Hadi Regional Director	RBC		

**Yemen Special Operation 200845  
Provision of Humanitarian Air Services in Yemen  
BR No. 05**

<b>PROJECT</b>	<b>Previous Budget</b>	<b>Revision</b>	<b>New Budget</b>
CD&A (US\$)	25 155 750	9 580 203	34 735 953
DSC (US\$)	1 361 302	369 378	1 730 679
ISC (US\$)	1 856 194	635 577	2 491 770
<b>Total WFP cost (US\$)</b>	<b>28 373 245</b>	<b>10 585 158</b>	<b>38 958 402</b>

**TYPE OF REVISION**

Additional DSC     
  Additional CD&A     
  Extension in time     
  Change in project orientation  
 Other



## **NATURE OF REVISION:**

1. Budget Revision Five (BR 05) seeks to extend Special Operation 200845, 'Provision of Humanitarian Air Services in Yemen' in time for 12 months with a total budget increase of US\$10,585,158 to ensure the continued provision of air transport services to the humanitarian community from 1 January to 31 December 2018. The BR start date is 01 December 2017.
2. The original project was from 01 May 2015 to 31 December 2015, and BR01 extended in time by 12 months until 31 December 2016 with an increase in budget by US\$ 12,154,509. BR02 decreased the budget by US\$ 3,893,717 for the period of 01 September 2016 to 31 December 2016, and BR03 extended in time by 12 months for 2017 and increased the budget by US\$ 10,250,147. BR04 revised the budget by increasing US\$ 2,574,775 from 01 July 2017 to 31 December 2017.

## **BACKGROUND:**

3. The continued conflict in Yemen has further deteriorated the humanitarian situation in the country with civilians bearing the brunt of the failure to reach a political solution to the emergency. The recent escalation of violence has amplified an existing protracted crisis characterised by poor governance and weak rule of law, including violations of human rights, along with widespread poverty. An estimated 18.8 million people in Yemen need some kind of humanitarian or protection assistance.<sup>1</sup> Humanitarian access is a critical component to supporting the millions of Yemenis in dire need of assistance. The nature of the conflict has significantly impacted the prevailing security on the ground, making roads impassable and requiring air transport for humanitarian staff to reach its beneficiaries.
4. Against the backdrop of this major humanitarian crisis, Yemen faced a cholera epidemic of unprecedented scale in 2017. On 14 May 2017, the Yemen Ministry of Public Health and Population in Sana'a officially declared a state of emergency. World Health Organization (WHO) has reported 791,551 suspected cases and 2,142 associated deaths between 27 April and 04 October 2017.<sup>2</sup> On 16 July 2017 OCHA reported that the number of people in need of humanitarian assistance has increased by 1.9 million due mostly to the cholera outbreak.<sup>3</sup>

## **ACHIEVEMENTS TO DATE:**

5. Since April 2015, UNHAS has operated regular scheduled flights from Djibouti to Sana'a in Yemen utilizing one 37-seat certified fixed-wing jet aircraft three times a week. This has allowed for stand-by capacity for evacuations of humanitarian staff as and when required. Since 23 May 2016, UNHAS has also been operating regular flights on Amman-Sana'a route one flight per week, and since September 2017 UNHAS started three flights per week with an aircraft based in Amman. On the hand UNHAS started on March 2017 biweekly flights on the Djibouti-Aden route. All UNHAS flights have been performed during specific time slots given by relevant authorities. Till end of October 2017, UNHAS has transported 16,659 passengers since the beginning of the operations in April 2015, and cargo transported since APR 2015 up to date is 10,345 kg.

<sup>1</sup> 2017 Humanitarian Needs Overview (HNO)

<sup>2</sup> [http://www.emro.who.int/images/stories/yemen/Yemen\\_Cholera\\_Response\\_-\\_Daily\\_Epidemiological\\_Update\\_-\\_2017-10-04.pdf?ua=1](http://www.emro.who.int/images/stories/yemen/Yemen_Cholera_Response_-_Daily_Epidemiological_Update_-_2017-10-04.pdf?ua=1)

<sup>3</sup> Humanitarian Bulletin, Yemen, OCHA, 16 July 2017, [http://reliefweb.int/sites/reliefweb.int/files/resources/2017\\_hb\\_june\\_2017\\_final.pdf](http://reliefweb.int/sites/reliefweb.int/files/resources/2017_hb_june_2017_final.pdf)



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**JUSTIFICATION FOR THE REVISION:**

6. This budget revision is to continue the necessary provision of air services in order to facilitate humanitarian staff travel and transportation of light cargo due to the following factors as under points 7,8 and 9:

7. Continuous Need for Humanitarian Assistance

The conflict in Yemen has led to a multitude of consequences such as destruction of basic infrastructure, loss of livelihoods, mass displacement, disruption of social services and a near-collapsed socio-economic situation, while the food security and nutrition has deteriorated to the point of leaving the country on the brink of famine. The situation is exacerbated by military interventions that are restricting commercial and humanitarian access into the country by air, sea, and land in terms of both staff and cargo. Sana'a airport is closed for commercial airlines and on the other hand Taiz, Hodeida Airports are out of service.

8. Lack of Alternative Means of Transport

Since November 2016, there have been no commercial airlines operating within Yemen that are cleared and approved by UNDSS (United Nations Department of Safety and Security) for UN staff travel. This situation is further exacerbated by the continued closure of Sana'a air space, restricting commercial airlines<sup>4</sup> to fly into the country. This means that, besides complementary air services provided by MSF and ICRC, mainly for their own staff, UNHAS is the only common air service facilitating passenger movements into Yemen's capital Sana'a as well as to Aden, for the entire humanitarian community. UNHAS works closely with the other humanitarian air services as well as with the Sea Passenger Service lead by the Logistics Cluster. The Sea Passenger Service is essential to the humanitarian community as it is also serving as security back up/safe haven for international staff in Aden. UNHAS has aligned its schedule with the Sea Passenger Service to ensure that their services complement each other. Access into and throughout the country to project sites in remote locations is difficult for aid workers. With roadblocks, checkpoints and some strategic bridges destroyed by airstrikes, response efforts outside Sana'a are seriously hindered. The lack of fuel is another major obstacle to road travel for humanitarian actors. Against this backdrop, air travel is the safest and most convenient means of travel for humanitarians to reach the affected population.

9. Increase Demand

On 17 May 2017, the Steering Committee agreed that there was a clear demand for an additional aircraft to service Amman, Jordan to Sana'a four to five times a week, which was further amplified by the need to respond to the outbreak of cholera in Yemen, and giving the fact that UNDSS has increased the number of international UN staff slots in Yemen from 130 to 220 and therefore an increase in the number of staff traveling to Yemen. All committee members were in agreement to add an additional aircraft due to the increased demand. Therefore an additional aircraft was added to UNHAS fleet to serve from Amman in order to meet the increased demand, now UNHAS fleet consists of two Jet Aircraft.

<sup>4</sup>This suspension has been in force since August 2016.



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## PLANNED ACTIVITIES

10. UNHAS will provide to more than 70 organisations with passenger transport and light cargo services. In 2018, the operational fleet will comprise of two aircrafts, one EMB135 and one EMB145 aircraft. UNHAS regularly assess the situation and the requirements from the humanitarian community, tailoring the fleet accordingly. UNHAS will transport up to 10,000 passengers and 6,000 kg during the year.
11. UNHAS will continue to operate to Sana'a and Aden in Yemen:
  - Djibouti – Sana'a – Djibouti = 3 flights per week
  - Amman – Sana'a – Amman = 3 flights per week
  - Djibouti – Aden – Djibouti = 2 flights per week
 By mid-2018 UNHAS will increase the Amman – Sana'a route to 4 times a week and the Djibouti – Aden route to 3 times a week. UNHAS is also looking to expand the destinations; currently the Taiz governorate airport is under construction by the local authorities, once finalised it will be added to the regular destinations. To meet these increased needs UNHAS will upgrade the current fleet.
12. In line with WFP's Strategic Results Framework, the objectives of the Special Operation 200845 for 2017 and 2018 will remain as follows:
  - To expand the user group from NGOs, UN agencies, donor organizations and diplomatic missions in Yemen with safe, effective and efficient access to beneficiaries and project sites;
  - To transport light cargo such as medical supplies, high energy foods, and information and communication technology equipment;
  - To expand the operation to reach more airports in Yemen (subject to have damaged airports are fixed and cleared for operations);
  - To provide adequate capacity for evacuations of humanitarian staff.
13. The project's key performance indicators have been revised and include the following:
  - Number of Needs Assessments carried out (target: 4);
  - Number of passengers transported (target: 10,000);
  - Percentage of passenger bookings served (target: 100 percent);<sup>5</sup>
  - Amount of light cargo transported (target: 6,000 kg);
  - Number of organizations using the service (target: 70);
  - Number of destinations served (target: 4); Sana'a, Djibouti, Amman, Aden
  - Response to medical and security evacuations duly requested (target: 100 percent)

The specifics of the implementation of this project will be constantly reviewed and tailored to changing realities on the ground according to the needs of the humanitarian community.

### **RECOMMENDATION:**

In light of the above, this Special Operation 200845 *Provision of Humanitarian Air Services in Yemen BR05*, which covers the period from 01<sup>st</sup> December 2017 to 31<sup>st</sup> December 2018 at a total cost increase of US\$ 10,585,158 is recommended for approval by the Deputy Executive Director.

### Annex A

<sup>5</sup> This does not include unserved bookings due to flight cancellations resulting from bad weather or insecurity.



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## Map of planned UNHAS Yemen Routes

