## BUDGET REVISION OF SO FOR APPROVAL BY THE CHIEF OF STAFF

<table>
<thead>
<tr>
<th>1) From:</th>
<th>Division</th>
<th>Room</th>
<th>Approval and Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mr. Muhannad Hadi</td>
<td>Regional Bureau</td>
<td></td>
<td>Signature and Date</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>2) Through:</th>
<th>Division</th>
<th>Room</th>
<th>Signature and Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mr. Ramiro Lopes da Silva</td>
<td>OS</td>
<td>6G62</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>3) Through:</th>
<th>Division</th>
<th>Room</th>
<th>Signature and Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mr. Manoj Juneja</td>
<td>RM</td>
<td>6G00</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>4) Through:</th>
<th>Division</th>
<th>Room</th>
<th>Signature and Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ms. Elisabeth Rasmusson</td>
<td>PG</td>
<td>6G72</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>5) To:</th>
<th>Division</th>
<th>Room</th>
<th>Approval and Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mr. Jim Harvey</td>
<td>OED</td>
<td>6G36</td>
<td></td>
</tr>
</tbody>
</table>

**PROJECT**

<table>
<thead>
<tr>
<th></th>
<th>Previous Budget</th>
<th>Revision</th>
<th>New Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>CD&amp;A (US$)</td>
<td>6,474,764</td>
<td>10,660,506</td>
<td>17,135,270</td>
</tr>
<tr>
<td>DSC (US$)</td>
<td>336,013</td>
<td>698,848</td>
<td>1,034,861</td>
</tr>
<tr>
<td>ISC (US$)</td>
<td>476,754</td>
<td>795,155</td>
<td>1,271,909</td>
</tr>
<tr>
<td>Total WFP cost (US$)</td>
<td>7,287,531</td>
<td>12,154,509</td>
<td>19,442,040</td>
</tr>
</tbody>
</table>

**TYPE OF REVISION**

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

Yemen Special Operation 200845
Provision of Humanitarian Air Services in Yemen
BR No. 01
NATURE OF REVISION:

Budget Revision One (BR 01) seeks to extend Special Operation 200845, ‘Provision of Humanitarian Air Services in Yemen’ in time for 12 months with a subsequent total budget increase of **US$ 12,154,509** to ensure the continued provision of air transport services to the humanitarian community until 31 December 2016. The original budget was approved for US$7,287,531 for the period 01 May - 31 December 2015.

BACKGROUND:

1. Yemen’s political transition turned into armed conflict between Houthis and government forces in late March 2015. Violence and instability have had a devastating impact on the lives of the Yemeni people and the more than 250,000 refugees residing in the country mainly from Somalia and Ethiopia.

2. The recent intensification of conflict has stretched the population’s already fragile coping mechanisms after years of widespread poverty and weak institutions to the limit. Access to clean drinking water, healthcare and other basic services continues to decline. According to OCHA, 21.1 million people are reported to be in need of humanitarian assistance compared to 15.9 million as of March 2015.

3. Since the escalation of violence, 2.3 million people have been internally displaced. This corresponds to an increase of 64 percent from 1.4 million internally displaced persons (IDPs) in August 2015. Food, water, shelter and access to health and WASH services are amongst the priority needs of the affected population. However, the humanitarian community’s response efforts have been seriously constrained due to insecurity and fuel shortages. Given numerous checkpoints and roadblocks, aid organizations have been facing significant challenges in accessing the most vulnerable by surface means.

4. Between May 2010 and March 2015, WFP was providing humanitarian air passenger services within the country through the Special Operation ‘Air Passenger Service and Logistics Cluster Coordination in Support of the Humanitarian Response in Yemen’. Since April 2015, following the intensification of fighting, the United Nations Humanitarian Air Service (UNHAS) has been operating regular scheduled flights from Djibouti to Sana’a under the successor SO 200845.

5. As of July 2015, over 70 organizations were responding to humanitarian needs of the civilian population across Yemen. It is expected that activities will continue through 2016 and the response will further scale up if security allows. Operations in Yemen have always faced access constraints. Given the volatile situation in the country, UNHAS’ role in enabling the humanitarian community to implement life-saving activities is even more crucial.

---

1 ACAPS, Global Emergency Overview, Snapshot 28 October-03 November 2015, p.90
2 OCHA, Yemen, Humanitarian Response, March to July 2015, p.13
IMPLEMENTATION TO DATE:

6. 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. All UNHAS flights have been performed during specific time slots given by relevant authorities. Between April and the beginning of November, the service conducted 78 flights, transporting 1,804 passengers and more than 9,900 kg of humanitarian cargo for a total of 40 organizations. In addition, UNHAS also carried out four medical evacuations. A regular Steering Committee (SC) was established with the first meeting held on 6 June 2015. Since then, another five SC meetings were conducted.

JUSTIFICATION FOR THE REVISION:

7. This budget revision to continue the provision of air services in order to facilitate humanitarian staff travel is deemed necessary due to the following factors:

a. Continuous Need for Humanitarian Assistance:

Over 21 million people, out of the 26 million in Yemen, are in need of some form of humanitarian and protection assistance. Some 19.3 million people require access to safe water and sanitation, posing serious health risks to millions of the country’s population. Over 14 million people lack access to adequate healthcare and close to 14.5 million are food insecure, and at least 1.3 million children are malnourished, 320,000 of which severely. The International and national aid organizations have implemented activities amidst insecurity as well as ongoing conflict, and humanitarian needs continue to grow. On 1 July 2015, the Inter-Agency Standing Committee (IASC) has declared Yemen a Level 3 emergency based on the severe humanitarian situation.

b. Continued Demand

As of the end of October, 39 user organizations comprising NGOs, UN agencies, donor organizations and diplomatic missions relied on UNHAS to implement critical intervention programmes in response to the crisis. Since June 2015, the service has experienced a significant increase in passenger and cargo movements. The peak in terms of outputs was registered in August 2015 with a total of 384 passengers transported – compared to May and June 2015 when UNHAS facilitated access for 66 and 240 humanitarian staff respectively. A similar trend has been observed in cargo transportation with 3,180 kg of light cargo moved in August compared to 855 kg transported in June. If security permits and in line with indications from key organizations during consultations, humanitarian assistance and thus the demand for air services is expected to remain high.

---

3 OCHA: YEMEN: Humanitarian Snapshot (12 November 2015)
4 ACAPS, Global Emergency Overview, Snapshot 28 October-03 November 2015, p.94
c. Lack of Alternative Means of Transport:

International airlines suspended flights into Yemen for several months. As of early November, one airline was conducting flights to Sana’a out of Amman, Jordan through Saudi Arabia. However, there are currently no airlines flying into Yemen that meet international aviation safety standards. As of November 2015, 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. UNHAS will work in close coordination with other humanitarian air services to ensure safety and security of operations. Access into the country is a major challenge for relief workers and once within country it’s even more difficult to reach the most vulnerable. 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 most reasonable means for aid workers to overcome the logistical bottlenecks within the country.

8. In 2016, the operational fleet will consist of one fixed-wing aircraft with a capacity of up to 37 passenger seats to link Djibouti, which is the main staging area, and Sana’a through an air bridge. In addition, this aircraft will serve Aden, Hodeidah and other locations as required if security permits. UNHAS may explore the opportunity to re-position the air asset from Djibouti to another hub in the region with international flight connections and where humanitarian organizations are present with regional offices or sub-offices. In case additional capacity is required at short notice, other UNHAS operations in the region will provide adequate support.

9. In line with WFP’s Strategic Results Framework, the objectives of the Special Operation 200845 for 2016 will remain as follows:

- To provide 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 provide adequate capacity for evacuations of humanitarian staff.

10. The project’s key performance indicators have been revised and will include the following for the extended duration:

- Number of Needs Assessments carried out (target: 4);
- Number of passengers transported (target: 3,000);
- Percentage of passenger bookings served (target: 95 percent);
- Amount of light cargo transported (target: 12,000 kg);
- Number of organizations using the service (target: 40);
- Number of destinations served (target: 2 destinations);
- Response to medical and security evacuations duly requested (target: 100 percent)

---

5 This does not include unserved bookings due to flight cancellations resulting from bad weather or insecurity.
11. 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 budget revision for extension in time for twelve months, until 31 December 2016 with a subsequent budget increase of **US$12,154,509** is recommended for approval by the Chief of Staff, with the budget provided.
Annex A

Map of planned UNHAS Yemen Routes