



**World Food
Programme**

BUDGET REVISION OF SO FOR APPROVAL BY THE CHIEF OF STAFF

5) To:	Division	Room	Approval and Date
Mr. Jim Harvey Chief of Staff	OED	6G36	
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. 03**

PROJECT	Previous Budget	Revision	New Budget
CD&A (US\$)	13,496,282	9,253,136	22,749,418
DSC (US\$)	1,034,860	326,441	1,361,302
ISC (US\$)	1,017,180	670,570	1,687,750
Total WFP cost (US\$)	15,548,322	10,250,147	25,798,470

TYPE OF REVISION

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

NATURE OF REVISION:

1. Budget Revision Three (BR 03) 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\$ 10,250,147 to ensure the continued provision of air transport services to the humanitarian community until 31 December 2017. The original budget was approved for US\$ 7,287,531 for the period 1 May - 31 December 2015, followed by one project extension until 31 December 2016 with an additional budget of US\$ 12,154,509. The 2016 budget was reviewed against actual costs taking into account the reduction in the number of budgeted additional hours and the associated costs, leading to a second revision which reduced the cost by US\$ 3,893,717.

BACKGROUND:

2. 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.¹
3. Since early August, airstrikes, ground fighting and shelling have led to a significant increase in the number of civilian deaths and further damaged already limited infrastructure. On 20 October, a cessation of hostilities was enforced giving some respite to the people of Yemen and allowing humanitarian organizations to address their needs. According to the UN High Commissioner for Human Rights, the total of civilian casualties in August represented an increase of 40 percent in comparison to July.² As of 25 October 2016, health facilities had reported almost 44,000 casualties, including nearly 7,100 deaths.³
4. Access to health and sanitation facilities is a major challenge for a large portion of the Yemeni population with only 45 percent of health facilities fully functional and 17 percent having closed completely⁴. An outbreak of cholera is spreading rapidly with 71 confirmed cases from 11 governorates reported by OCHA on 1 November and more than 2,000 suspected cases across the country⁵. The World Health Organization (WHO) estimates that 7.6 million people currently live in areas classified as 'high risk' with projected case estimates as high as 76,000 people⁶.

¹ 2017 Humanitarian Needs Overview (HNO)

² Press briefing note on Yemen. Spokesperson for the UN High Commissioner for Human Rights, Geneva, 23 September 2016.

³ 2017 HNO

⁴ WHO: Country profile, Yemen. Last updated 28 September 2016.

⁵ OCHA, Yemen: Cholera Outbreak Situation Report No. 2 as of 1 November 2016

⁶ Ibid

IMPLEMENTATION 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 once per week. All UNHAS flights have been performed during specific time slots given by relevant authorities. As of end October, UNHAS has transported 5,358 passengers and 4,582kg of light cargo.

JUSTIFICATION FOR THE REVISION:

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

- a. Continuous Need for Humanitarian Assistance

Food security and nutrition situation have seen further deterioration: 14.1 million people are food insecure, including 7 million who are severely food insecure. This represents a 33 percent increase since late 2014. Nearly 462,000 children under the age of five are currently suffering from severe acute malnutrition – a nearly 200 per cent increase since 2014. In addition, 1.7 million children and 1.1 million pregnant or lactating women are suffering from moderate acute malnutrition.⁷ Over 3.1 million people, over ten percent of the population, have been internally displaced⁸. Health and sanitation are a major concern as the healthcare system has fallen apart and an outbreak of cholera grows more serious every day. Humanitarian organizations are targeting 3.8 million⁹ people in response to the recent outbreak though surveillance, health promotion, and laboratory and treatment/case management. This response will require the transportation of fragile and perishable medical supplies, along with aid workers, to various parts on the country, a role which UNHAS will be depended on to perform on behalf of the entire humanitarian community in Yemen.

- b. Lack of Alternative Means of Transport

As of November 2016, there are no commercial airlines operating in Yemen which reach international aviation safety standards¹⁰. This situation is further exacerbated by the continued closure of Sana'a air space for commercial airlines¹¹. 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 for the entire humanitarian community. UNHAS works in close collaboration with other humanitarian air services to ensure safe and reliable air travel options for all passengers. 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

⁷ 2017 HNO

⁸ ECHO: "Forgotten" Yemen Crisis Requires Robust and Sustained Support.

⁹ OCHA, Yemen: Cholera Outbreak Situation Report No. 2 as of 1 November 2016

¹⁰ Yemenia operates to Aden and Sayun, however, it does not comply with international aviation safety standards.

¹¹ This suspension has been in force since August 2016.



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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 safest and most convenient means of travel for humanitarians to reach the affected population.

c. Continued Demand

On 19 January, the UNHAS Steering Committee requested Amman, Jordan as a destination for flights from/to Sana'a in view of long travel times on commercial aircraft. Since May, when clearances were granted, UNHAS has served Amman with regular flights. This has ensured a reliable link to an additional regional hub, further to Djibouti, with international flight connections and where various humanitarian organizations have their regional and sub offices. If security permits, UNHAS will also serve Aden¹² in 2017 in addition to Sana'a and Amman. Other needs assessments such as Steering Committee meetings carried out throughout the year, most recently in August, have further reiterated continued demand from user organization throughout the country for the continuation of UNHAS to enable them to travel to project sites.

7. In line with WFP's Strategic Results Framework, the objectives of the Special Operation 200845 for 2017 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; and
 - To provide adequate capacity for evacuations of humanitarian staff.
8. 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: 6,000);
 - Percentage of passenger bookings served (target: 95 percent);¹³
 - Amount of light cargo transported (target: 12,000 kg);
 - Number of organizations using the service (target: 50);
 - Number of destinations served (target: 3 destinations); Sana'a, Djibouti, Amman;
 - 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 budget revision for extension in time for 12 months, until 31 December 2017 with a subsequent budget increase of **US\$ 10,250,147** is recommended for approval by the Chief of Staff, with the budget provided.

¹² Technical assessment of Aden airport was completed in November 2016. The introduction of UNHAS flights to Aden depends on the approval of the Security Risk Assessment for Aden by UNDSS in New York.

¹³ This does not include unserved bookings due to flight cancellations resulting from bad weather or insecurity.

Annex A

Map of planned UNHAS Yemen Routes

