Shipping in times of COVID19
Weekly tanker arrivals in 2020, compared to average of first 18 weeks of 2019

Week 01 of 2020 - 06 January

Weekly Port Calls 2020

Compared to 2019
-15% or below | -10% | -5% | 0 | +5% | +10% | +15% or above

Ships of 5000 GT and above. Source: UNCTAD – MarineTraffic data – 2020

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Shortages in times of #covid19. What r the main causes? Change in demand (e.g. more need 4 webcams), hamster buying (e.g. more food stored at home), logistics problems (e.g. goods stuck at borders or ports, planes not flying), or cuts in production (i.e. shortage in supply)?

<table>
<thead>
<tr>
<th>Change in demand</th>
<th>46.7%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Change in storage</td>
<td>6.6%</td>
</tr>
<tr>
<td>Logistics problems</td>
<td>24.6%</td>
</tr>
<tr>
<td>Reduced production</td>
<td>22.1%</td>
</tr>
</tbody>
</table>
Shipping in times of COVID19

A 10-point action plan

1. Uninterrupted shipping

- Around 80% of global trade volume is transported by commercial shipping.
- For carriers to remain operational, flag- and port states need to continue to provide all necessary services: Bunkering and supplies, health services to sailors, to certification of regulatory compliance.
- Seafarers are critical personnel, for whom teleworking is not possible.
- Governments need to allow that crews board their ships or be repatriated from any seaport in the world.
2. Ports to remain open

- Ports need to remain open to ships and intermodal connections.
- Staggered working hours and 24/7 operations can help spread workloads and physical contacts.
- Restrictions on weekend operations may need to be lifted during the current emergency.
- Governments need to ensure that health measures are implemented in ways that minimize interference with international traffic and trade.
- **UNCTAD’s technical note on port operations provides concrete good practices to protect port personnel while maintaining efficient port operations**
3. Protect trade of critical goods

- WCO has provided a list of Harmonized System codes for critical medical equipment, to apply express clearance and release for these goods.
- Several specific trade facilitation measures can be particularly useful to speed up clearance and release of critical goods. These include provisions for expedited shipments, relief and medical consignments, and perishable goods.
- Schemes like Authorized Economic Operator and pre-arrival processing are key tools for ensuring a secure, transparent and predictable trading environment.
- Sanitary and health restrictions should not become a disguised barrier to trade.
- Guidelines prepared by UNCTAD’s ASYCUDA support concrete solutions, such as separation of release and clearance, the acceptance of digital copies and other practical measures.
4. Facilitate cross-border transport

- Trucks, trains, aero planes and their transport workers need to be able to cross borders in order to keep supply chains functioning.
- Limits on transport operation during weekends may need to be suspended.
- Available geo-tracking solutions for critical goods could help Customs and other border agencies speed-up clearance through pre-arrival processing.
- Governments and industry should liaise closely to facilitate supply of strategic supplies throughout supply chains.
5. Right of transit

- Land-locked and transit countries need to maintain their access to seaports.
- Transit countries and regional organizations must support transit, transport and trade corridors and maintain Customs transit regimes.
- Ensure the use of special procedures and lanes for transit traffic.
- Transit is impeded by increasing health controls slowing down the flows of goods in destination to land-locked countries.
- UNCTAD supports cooperation among transit countries and Land-Locked Developing countries, inter alia, through the Empowerment Programme for National Transit Coordinators and the Transport Corridor programme.
6. Transparency and up-to-date information

- In times of a rapidly changing trading environment, it is particularly important to communicate clearly and ensure information is available to all actors and stakeholders and to keep on-line trade information and help desks updated and operational 24/7.
- Trade information systems should provide remote access.
- Observatory on Border Crossings Status due to COVID-19.
- Governments should support industry associations in their efforts to share information and offer assistance throughout their global networks.
7. **Go paperless**

- As physical contact between people needs to be minimized, electronic submissions and paperless transactions become ever more important.
- Electronic alternatives to traditional paper-based solutions should be used.
- **Processes need to be dematerialized**, including through automation, electronic payments and the acceptance of digital copies.
- Contactless terminals, contactless delivery, automated transport minimize the contamination risk.
- Allowing traders to electronically submit applications for permits and licenses is an easy and quick way to eliminate physical interactions and dematerialize the process.
8. Address early-on legal implications

• The unprecedented disruptions are giving rise to a plethora of legal issues affecting traders across the globe, including delays and performance failure, liability for breach of contract, frustration and force majeure.
• Industry and traders need to be encouraged to waive some of their legal rights and agree on moratoria for payments, performance etc.
• Governments may provide financial back-up where necessary.
• The IMO list of recommendations on the facilitation of maritime trade during the COVID-19 pandemic, proposed by a cross section the industry, is a good example of the type of collaborative action.
9. Protect shippers and service providers

• Economic emergency and social protection measures need to include the international logistics industry among its priority beneficiaries. Transport and logistics service providers may need financial support to enable them to stay in business.

• At the same time, governments should ensure that carriers do not impose undue fees and charges e.g. demurrage on charterers and shippers for delays in loading/discharge operations or returning equipment/containers that are not within their control.

• Blank sailings, abandoning contracted rates, and other measures taken by transport service providers need to be minimized.
10. Technical assistance

• These measures require investment in human, institutional and technological capacities and should thus be given priority immediate technical support by development partners.
• Even before the current pandemic took hold, many developing countries were already confronted with challenges to undertake the necessary investments.
• The international community is called upon to provide technical assistance in support of concrete trade logistics solutions. This also requires collaboration.
• UNCTAD is providing extensive support to its member states in their efforts to address the unprecedented global challenges resulting from the COVID-19 pandemic.
• Our support includes tailormade advisory services, as well as research and capacity building programmes in the areas of international transport services and legislation, port management, trade and transit facilitation, and Customs automation.
Is there a trade-off between controls and trade facilitation?

The concrete measures proposed in this policy brief help to facilitate transport and trade and to protect the population from COVID-19.
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