

# Shipping in times of COVID19

## Key points

- There is a need to keep ships moving, ports open and cross-border trade flowing, while ensuring that border agencies can safely undertake all necessary controls.
- Facilitating trade and the transport of goods has become more important than ever, to avoid logistics obstacles that lead to shortages of necessary supplies.
- The concrete measures proposed in this policy brief help to facilitate transport and trade and to protect the population from COVID-19.



随着新型冠状病毒肺炎（COVID-19）的爆发，全球供应链受到严重冲击。各国政府采取了一系列措施，包括关闭边境、限制人员流动和暂停航班。这些措施虽然有助于控制疫情的传播，但也给国际贸易和物流带来了巨大的挑战。在这种情况下，如何保持供应链的稳定运行，确保必要的物资能够顺利流通，成为了各国政府和企业关注的焦点。

本政策简报旨在提出一系列具体措施，以帮助各国政府和企业应对 COVID-19 带来的挑战。这些措施包括：保持港口和航运业的正常运行；简化跨境贸易和运输的行政程序；加强边境检查的安全性和效率；以及提供必要的技术支持和培训。通过这些措施，我们可以最大限度地减少疫情对全球供应链的影响，确保必要的物资能够及时到达消费者手中。

1. 来源: <https://www.wcoomd.org/press/2020/04/04/20200404-01.htm>  
 2. 来源: <https://www.wcoomd.org/press/2020/04/04/20200404-02.htm>  
 3. 来源: <https://www.wcoomd.org/press/2020/04/04/20200404-03.htm>  
 4. 来源: <https://www.wcoomd.org/press/2020/04/04/20200404-04.htm>

КОНФЕРЕНЦИЯ ОРГАНИЗАЦИИ ОБЪЕДИНЕННЫХ НАЦИЙ ПО ТОРГОВЛЕ И РАЗВИТИЮ

ЮНКТАД



№.79  
АПРЕЛЬ 2020

ЗАПИСКА

## COVID-19: ПЛАН ДЕЙСТВИЙ ИЗ 10 ПУНКТОВ ПО УСИЛЕНИЮ МЕЖДУНАРОДНОЙ ТОРГОВЛИ И ОБЛЕГЧЕНИЮ ПРОЦЕДУР ПЕРЕВОЗОК ВО ВРЕМЕНА ПАНДЕМИИ

## COVID-19 : UN PLAN D'ACTION EN 10 POINTS POUR RENFORCER LA FACILITATION DES ÉCHANGES ET DU TRANSPORT EN PÉRIODE DE PANDÉMIE

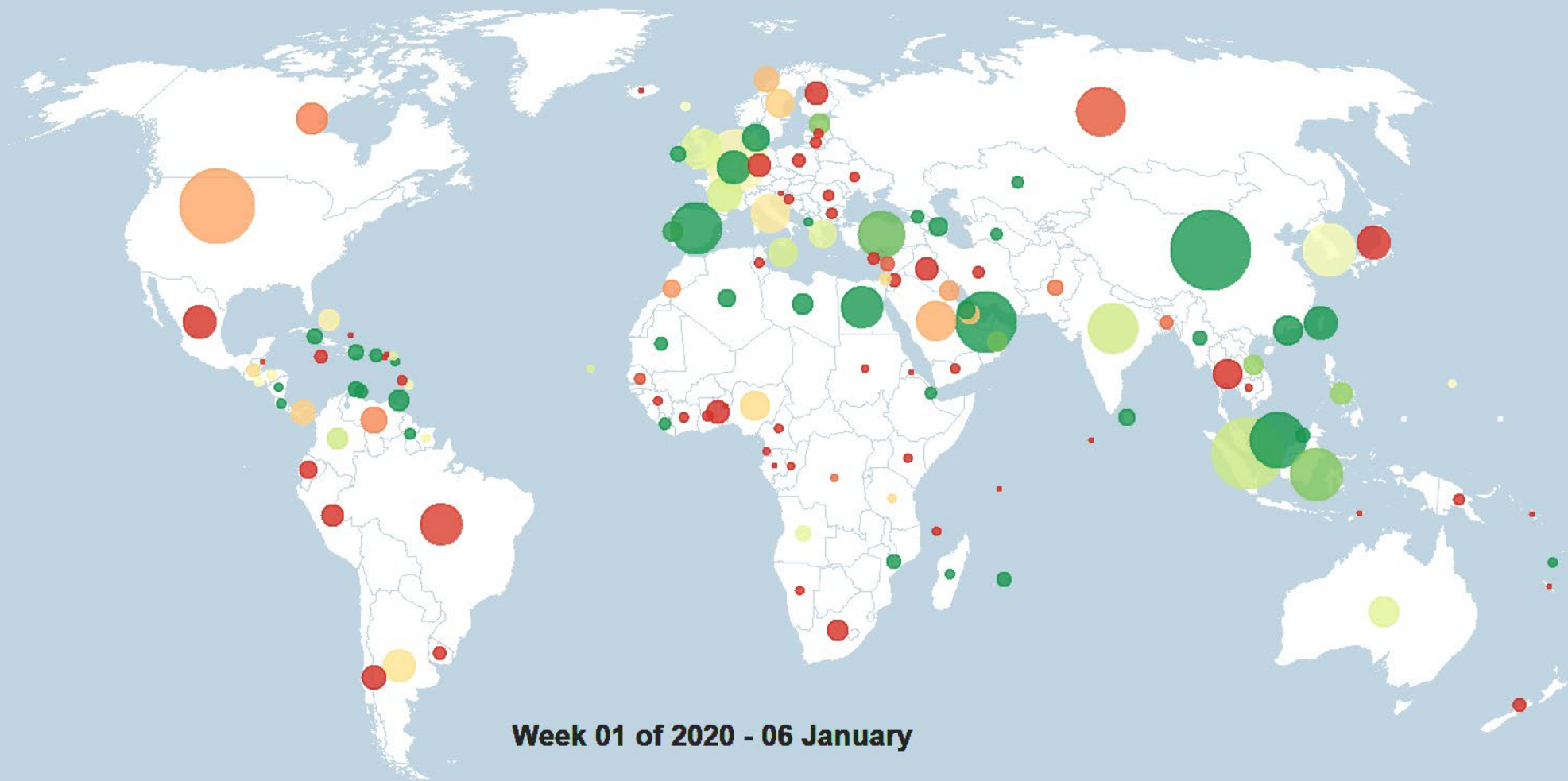
La pandémie de coronavirus (Covid-19) affecte considérablement la vie et les moyens de subsistance des gens tout en exerçant des tensions extrêmes sur les systèmes socioéconomiques. Une collaboration, coordination et solidarité

El plan de acción de 10 puntos para apoyar la logística del comercio internacional...

El plan de acción de 10 puntos para apoyar la logística del comercio internacional...

النشرات الموجزة لسياسات الأونكتاد

# Weekly tanker arrivals in 2020, compared to average of first 18 weeks of 2019

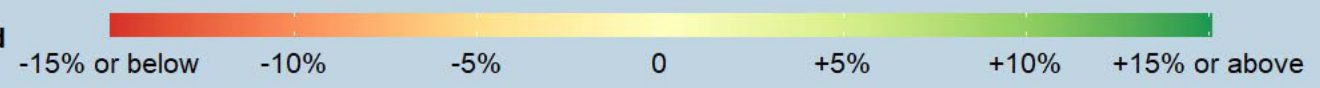


Week 01 of 2020 - 06 January

Weekly Port Calls 2020



Compared to 2019



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





**Jan Hoffmann**  
@JanHoffmann\_gva



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)?

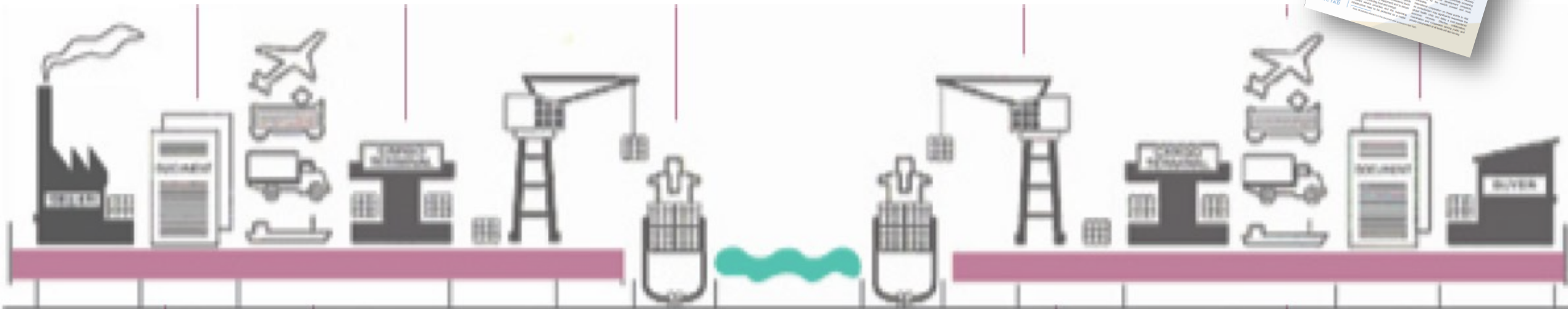


The wisdom  
of the crowds

# Shipping in times of COVID19

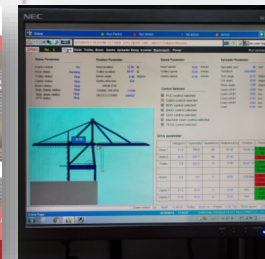
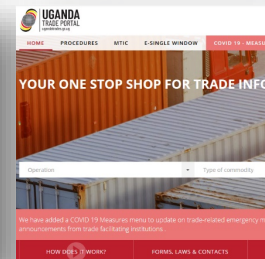
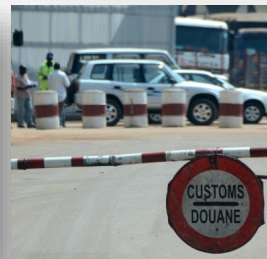
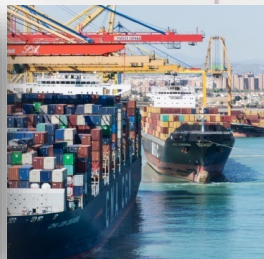
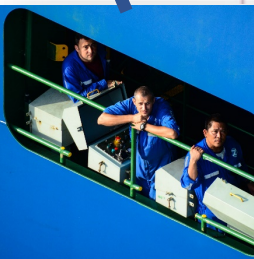
A 10-point action plan

<https://unctad.org/en/pages/PublicationWebflyer.aspx?publicationid=2713>



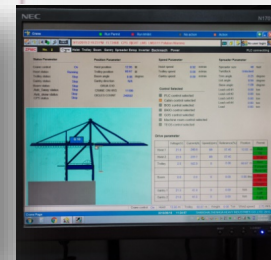
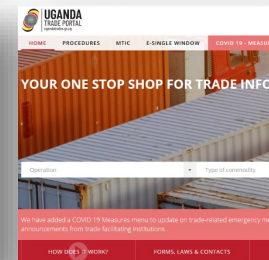
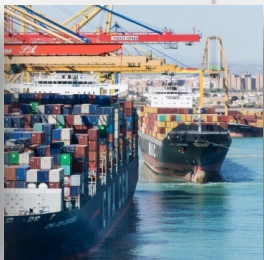
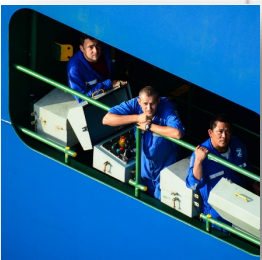
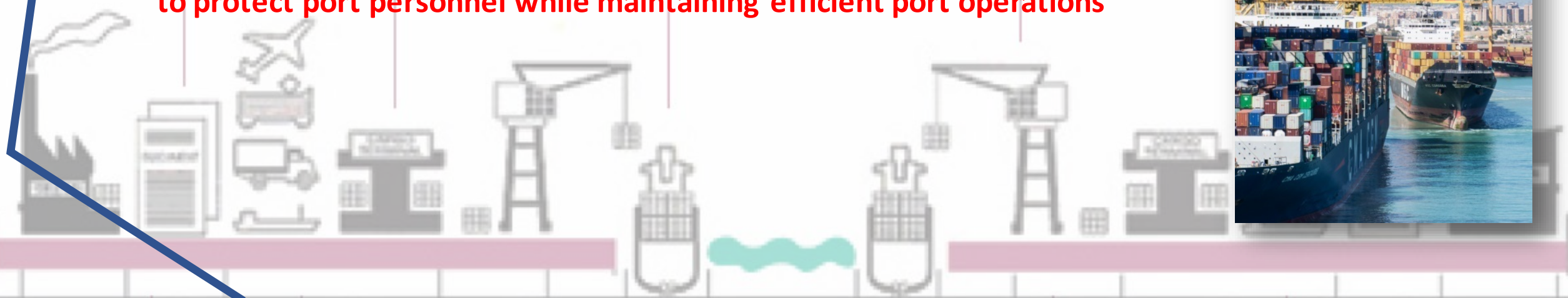
# 1. Uninterrupted shipping

- 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.**



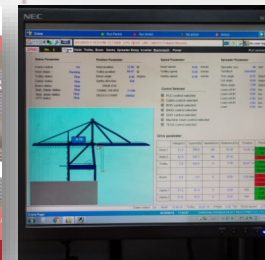
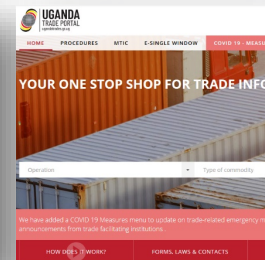
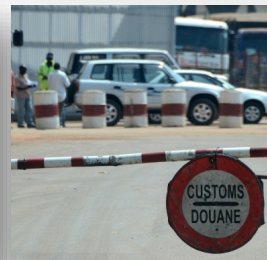
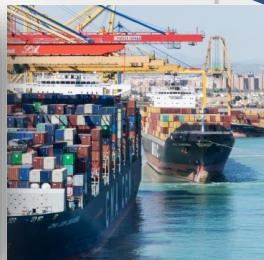
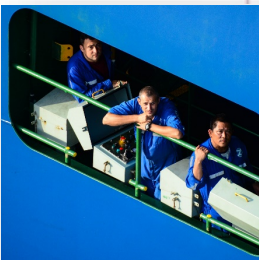
## 2. Ports to remain open

- 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**



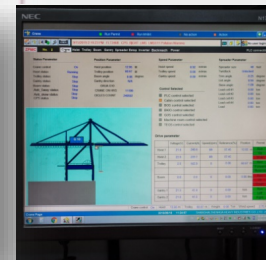
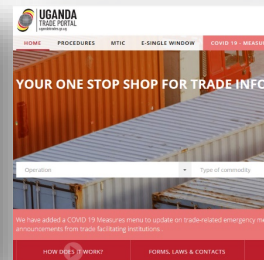
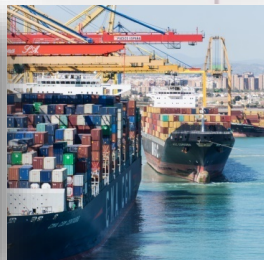
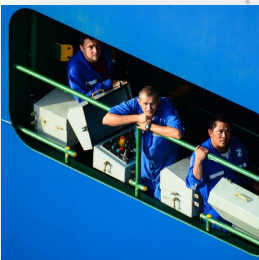
# 3. Protect trade of critical goods

- 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

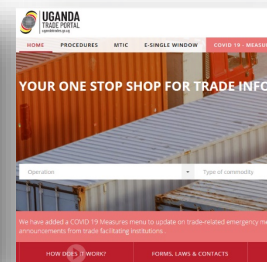
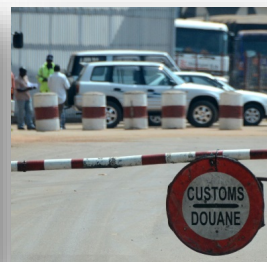
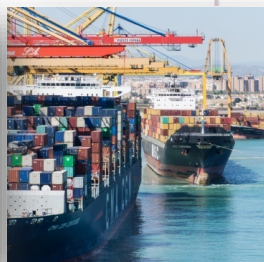
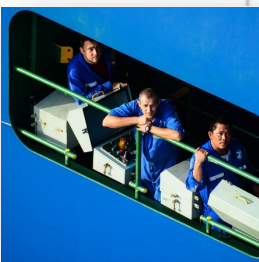
- **Trucks, trains, aero planes and their transport workers need to be able to cross borders in order to keep supply chains functioning.**
- Limits on transport operation during weekends may need to be suspended.
- Available geo-tracking solutions for critical goods could help Customs and other border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





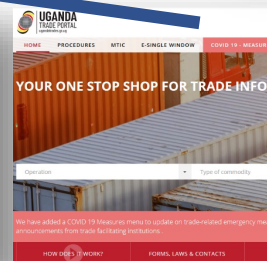
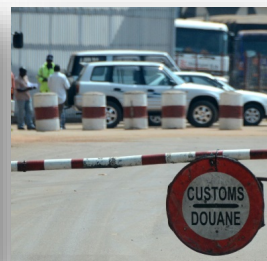
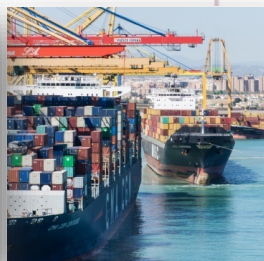
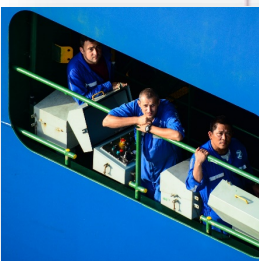
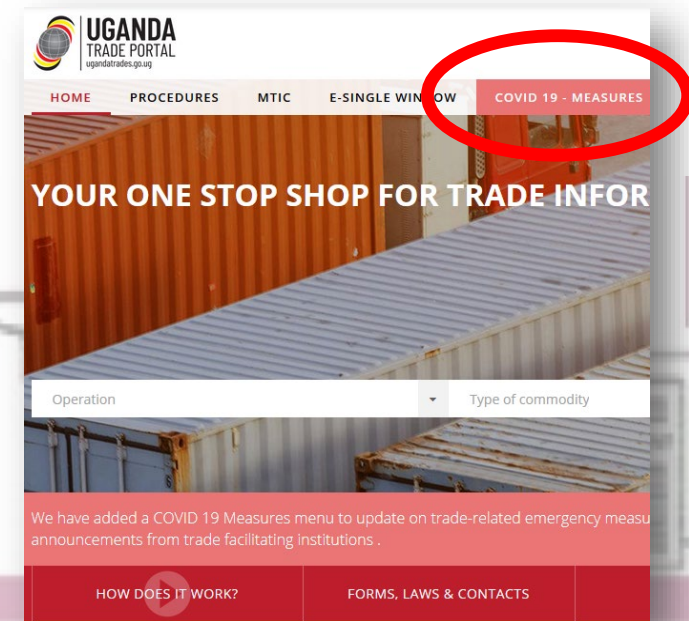
# 5. Right of transit

- **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.



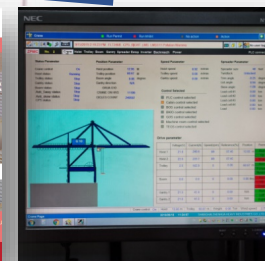
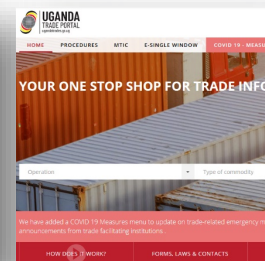
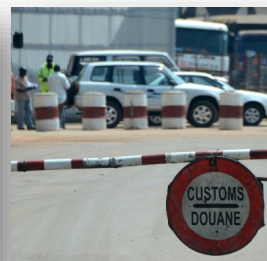
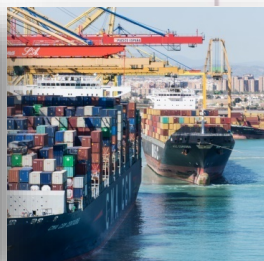
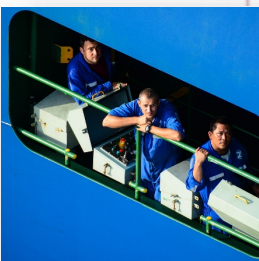
# 6. Transparency and up-to-date information

- 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



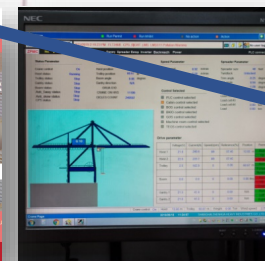
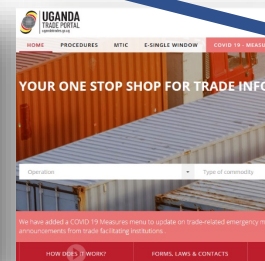
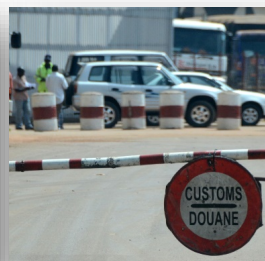
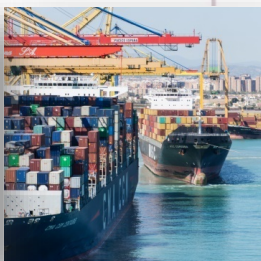
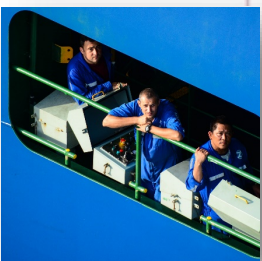
# 7. Go paperless

- 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.



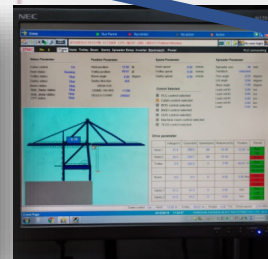
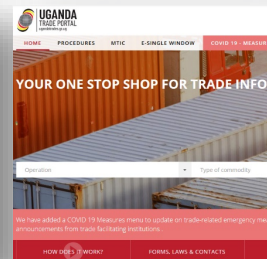
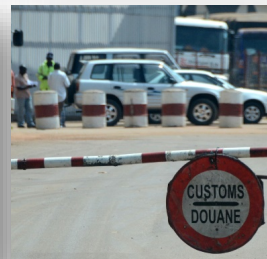
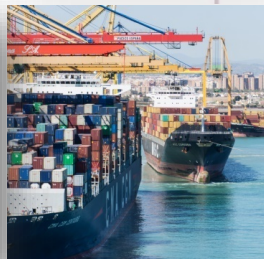
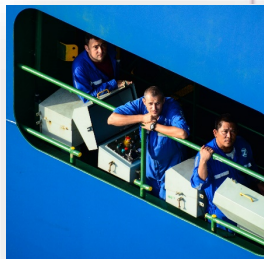
# 8. Address early-on legal implications

- 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.



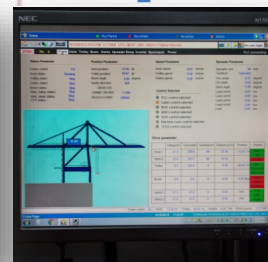
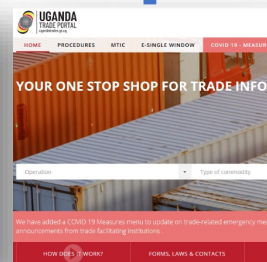
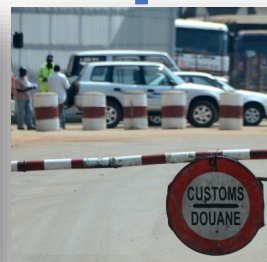
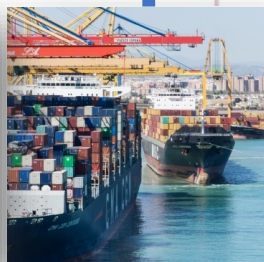
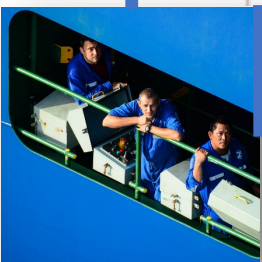
# 9. Protect shippers and service providers

- **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 tailor-made 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.

UNITED NATIONS CONFERENCE ON TRADE AND DEVELOPMENT  
**UNCTAD**

No. 79  
APRIL 2020

**POLICY BRIEF**

### COVID-19: A 10-POINT ACTION PLAN TO STRENGTHEN INTERNATIONAL TRADE AND TRANSPORT FACILITATION IN TIMES OF PANDEMIC

The coronavirus disease (COVID-19) pandemic is substantially impacting people's lives and livelihoods and putting extreme stress on socioeconomic systems. International collaboration, coordination and solidarity among all is going to be key to overcoming this unprecedented global challenge. As part of efforts aimed at reducing the international spread of the virus and to mitigate the potentially crippling longer-term consequences of the pandemic, especially for the most vulnerable countries, policymakers need to take a number of measures to ensure the facilitation of international trade and the transport of goods. It is crucial to keep ships moving, ports open and cross-border and transit trade flowing, while ensuring that border agencies can safely undertake all necessary controls.

**Key points**

- There is a need to keep ships moving, ports open and cross-border trade flowing, while ensuring that border agencies can safely undertake all necessary controls.
- Facilitating trade and the transport of goods has become more important than ever, to avoid economic collapse and critical supply chain disruptions.
- The concrete measures proposed in this policy brief help to facilitate transport and trade and to protect the population from COVID-19.

**Challenges for international trade logistics\***

Border agencies face the challenge of expediting imports, exports and transit, including of necessary medical supplies, donations and relief consignments, while ensuring epidemic prevention and providing adequate customs clearance and compliance controls of goods and transport personnel.

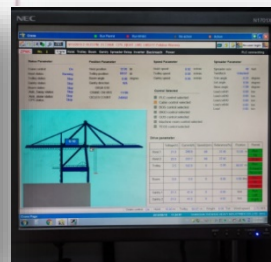
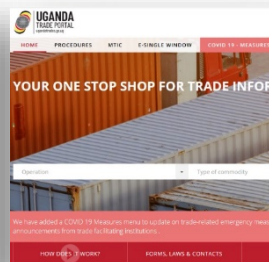
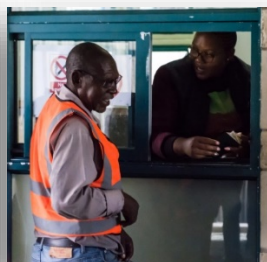
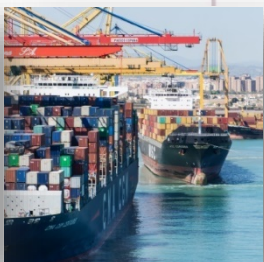
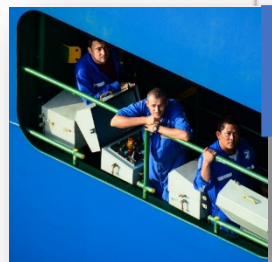
This challenge affects goods and services that are necessary for the preservation of many jobs in manufacturing, on which modern society depends. Particular efforts need to be made on the part of Governments to secure and enhance the production and distribution of critical goods needed to contain and combat the pandemic (such as medical supplies and equipment) and to secure basic needs (including food and energy). Relevant service providers and the supporting infrastructure need to be protected as a matter of priority. This includes ensuring that transport services, ports and border agencies not only remain operational, but are effectively strengthened to cope with the exceptional challenges they face.

Governments need to adopt common approaches to addressing these issues across the global network of supply chains to avoid widespread economic collapse and critical supply chain disruptions. In the absence of urgent action in this regard, the post-pandemic economic recovery may be severely hampered, potentially worsening long-term sustainable development prospects, particularly for the world's poorest and most vulnerable.

International cooperation on these points is vital, as protectionism may significantly exacerbate the global health crisis and delay a post-pandemic economic recovery. Effective collaboration, coordination and cooperation among public and private stakeholders at all levels will also be key.

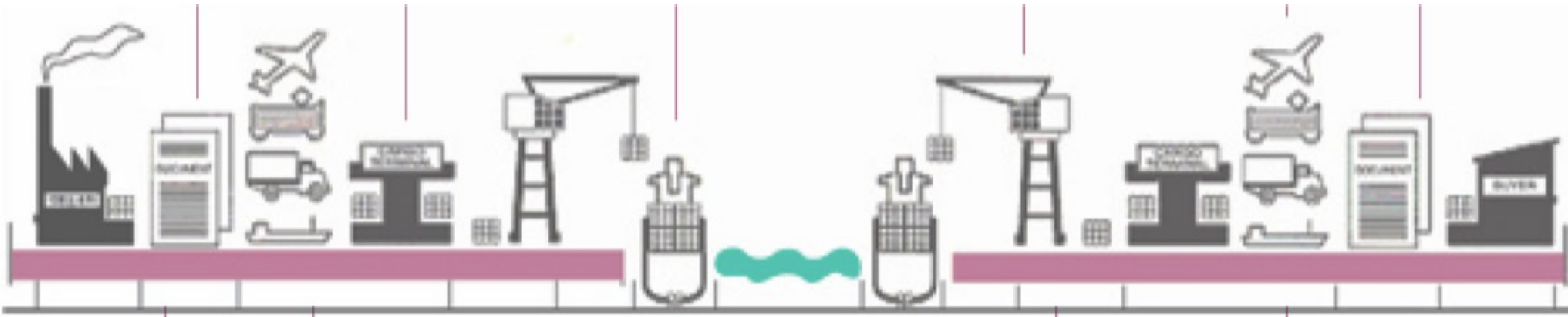
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\* All websites referred to in this document were accessed in April 2020.



# Shipping in times of COVID19

A 10-point action plan



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