

UNECE

Intermodal Transport in the Age of COVID-19 **Practices, Initiatives and Responses**

Building pandemic-resilient transport systems



UNITED NATIONS

UNITED NATIONS ECONOMIC COMMISSION FOR EUROPE

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**Building pandemic-resilient
transport systems**



UNITED NATIONS

Geneva, 2021

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UNITED NATIONS ECONOMIC COMMISSION FOR EUROPE (UNECE)

The United Nations Economic Commission for Europe (UNECE) is one of the five United Nations regional commissions, administered by the Economic and Social Council (ECOSOC). It was established in 1947 with the mandate to help rebuild post-war Europe, develop economic activity and strengthen economic relations among European countries, and between Europe and the rest of the world. During the Cold War, UNECE served as a unique forum for economic dialogue and cooperation between East and West. Despite the complexity of this period, significant achievements were made, with consensus reached on numerous harmonization and standardization agreements.

In the post-Cold War era, UNECE acquired not only many new member States, but also new functions. Since the early 1990s the organization has focused on assisting the countries of Central and Eastern Europe, Caucasus and Central Asia with their transition process and their integration into the global economy.

Today, UNECE supports its 56 member States in Europe, Central Asia and North America in the implementation of the 2030 Agenda for Sustainable Development with its Sustainable Development Goals (SDGs). UNECE provides a multilateral platform for policy dialogue, the development of international legal instruments, norms and standards, the exchange of best practices and economic and technical expertise, as well as technical cooperation for countries with economies in transition.

Offering practical tools to improve people's everyday lives in the areas of environment, transport, trade, statistics, energy, forestry, housing, and land management, many of the norms, standards and conventions developed in UNECE are used worldwide, and a number of countries from outside the region participate in UNECE's work.

UNECE's multisectoral approach helps countries to tackle the interconnected challenges of sustainable development in an integrated manner, with a transboundary focus that helps devise solutions to shared challenges. With its unique convening power, UNECE fosters cooperation among all stakeholders at the country and regional levels.

TRANSPORT IN UNECE

The UNECE Sustainable Transport Division is the secretariat of the Inland Transport Committee (ITC) and the ECOSOC Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals. The ITC and its 17 working parties, as well as the ECOSOC Committee and its sub-committees are intergovernmental decision-making bodies that work to improve the daily lives of people and businesses around the world, in measurable ways and with concrete actions, to enhance traffic safety, environmental performance, energy efficiency and the competitiveness of the transport sector.

The ECOSOC Committee was set up in 1953 by the Secretary-General of the United Nations at the request of the Economic and Social Council to elaborate recommendations on the transport of dangerous goods. Its mandate was extended to the global (multi-sectoral) harmonization of systems of classification and labelling of chemicals in 1999. It is composed of experts from countries which possess the relevant expertise and experience in the international trade and transport of dangerous goods and chemicals. Its membership is restricted to reflect a proper geographical balance between all regions of the world and to ensure adequate participation of developing countries. Although the Committee is a subsidiary body of ECOSOC, the Secretary-General decided in 1963 that the secretariat services would be provided by the UNECE Transport Division.

ITC is a unique intergovernmental forum that was set up in 1947 to support the reconstruction of transport connections in post-war Europe. Over the years, it has specialized in facilitating the harmonized and sustainable development of inland modes of transport. The main results of this persevering and ongoing work are reflected, among other things, (i) in 59 United Nations conventions and many more technical regulations, which are updated on a regular basis and provide an international legal framework for the sustainable development of national and international road, rail, inland water and intermodal transport, including the transport of dangerous goods, as well as the construction and inspection of road motor vehicles; (ii) in the Trans-European North-south Motorway, Trans-European Railway and the Euro-Asia Transport Links projects, that facilitate multi-country coordination of transport infrastructure investment programmes; (iii) in the TIR system, which is a global customs transit facilitation solution; (iv) in the tool called For Future Inland Transport Systems (ForFITS), which can assist national and local governments to monitor carbon dioxide (CO₂) emissions coming from inland transport modes and to select and design climate change mitigation policies, based on their impact and adapted to local conditions; (v) in transport statistics – methods and data – that are internationally agreed on; (vi) in studies and reports that help transport policy development by addressing timely issues, based on cutting-edge research and analysis. ITC also devotes special attention to Intelligent Transport Services (ITS), sustainable urban mobility and city logistics, as well as to increasing the resilience of transport networks and services in response to climate change adaptation and security challenges.

In addition, the UNECE Sustainable Transport and Environment Divisions, together with the World Health Organization (WHO)–Europe, co-service the Transport Health and Environment Pan-European Programme (THE PEP).

Finally, as of 2015, the UNECE secretariat is providing the secretariat services for the Secretary General's Special Envoy for Road Safety, Mr. Jean Todt.

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LIST OF ACRONYMS

AAR	Association of American Railroads
ADN	European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways for inland waterways.
ADR	European Agreement concerning the International Carriage of Dangerous Goods by Road for road transport
ADR	European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR)
AEBS	Advanced Emergency Braking Systems
AfRA	Afghanistan Railway Authority
AGC	European Agreement on Main International Railway Lines
AGR	European Agreement on main international traffic arteries
AGTC	European Agreement on Important International Combined Transport Lines and Related Installations
AIS	Aids to Navigation and variable-message traffic signs
ALAF	Latin American Railway Association
ANPTTrilhos	National Association of Passenger Rail Operators (of Brazil)
APTA	American Public Transportation Association
AU	African Union
BCP	Border Crossing Point
CCNR	Central Commission for the Navigation of the Rhine
CER	Community of European Railway and Infrastructure Companies
CIT	International Rail Transport Committee
CMR	Convention on the contract for the international carriage of goods by road
CMR	Convention on the Contract for the International Carriage of Goods by Road
COVID-19	Corona, 'VI' for virus, and 'D' for disease. Formerly, this disease was referred to as '2019 novel coronavirus' or '2019-nCoV'. The COVID-19 virus is a new virus linked to the same family of viruses as Severe Acute Respiratory Syndrome (SARS) and some types of common cold.
DC	Danube Commission
DG TAXUD	Directorate General of the Taxation and Customs Union (of the EC)
EBU	European Barge Union
EC	European Commission
ECO	Economic Cooperation Organization
ECOSOC	Economic and Social Council
EIGA	European Industrial Gases Association
EIM	European Rail Infrastructure Managers
EPF	European Passengers' Federation
ERFA	European Rail Freight Association
ERSTU	European River-Sea-Transport Union
ETF	Railway Technical Publications
ETOA	European Tourism Association
FIA	Federation Internationale de l'automobile
GDP	Gross Domestic Product
HGVs	Heavy Goods Vehicles (HGVs)
IATA	International Air Transport Association
ICAO	International Civil Aviation Organization
ICC	International Chamber of Commerce
IHR	International Health Regulations (of the WHO)
IMO	International Maritime Organization

IMPACTT	Importation and Customs Clearance Together
IRU	International Road Transport Union
IT	Internet Technology
ITC	Inland Transport Committee (of the United Nations Economic Commission for Europe)
ITF	International Transport Forum
ITS	Intelligent Transport Systems
KACT	Knowledge Academy for Customs and Trade (of the WCO)
LDWS	Lane Departure Warnings Systems
LGVs	Light Goods Vehicles
LLDC	Landlocked Developing Countries
LMICSs	low- and middle- income countries
MC	Mosel Commission
OBD	on-board diagnostics
OSJD	Organisation for Cooperation of Railways
OTIF	Intergovernmental Organisation for International Carriage by Rail
PMI	Purchasing Managers' Index
POE	Point of Entry
PTC	Permanent Technical Committee (of the WCO)
RIS	River Information Systems
RIS	River Information Systems
SC.3	Working Party on Inland Water Transport (of UNECE)
SIGNI	European Code for Signs and Signals on Inland Waterways
SOP	Standard Quarantine Protocol
SPECA	United Nations Special Programme for the Economies of Central Asia
STTC	Working Group on Sustainable Transport, Transit and Connectivity (of SPECA)
THE PEP	Transport, Health and Environment Pan-European Programme
TIR	Transports Internationaux Routiers (International Road Transport)
UIC	International Union of Railways
UITP	International Association Public Transport
UNCTAD	United Nations Conference on Trade and Development
UNDA	United Nations Development Account
UNECA	United Nations Economic Commission for Africa
UNECE	United Nations Economic Commission for Europe
UNECLAC	United Nations Economic Commission for Latin America and the Caribbean
UNESCAP	United Nations Economic and Social Commission for Asia and the Pacific
UNESCWA	United Nations Economic and Social Commission for Western Asia
UN-HABITAT	United Nations Human Settlement Programme
UNOCHA	United Nations Office for the Coordination of Humanitarian Affairs
UN-OHRLLS	United Nations Office of the High Representative for Landlocked Countries, Least Developed Countries and Small Island Developing States
UNRSF	UN Road Safety Fund
UPU	Universal Postal Union
VPOA	Vienna Programme of Action for Landlocked Developing Countries
WCO	World Customs Organization
WHO	World Health Organization
WP.1	Global Forum for Road Traffic Safety
WP.24	Working Party on Intermodal Transport and Logistics (of UNECE)
WP.5	Working Party on Transport Trends and Economics (of UNECE)
WTO	World Trade Organization

I. INTRODUCTION

1. THE ROLE OF TRANSPORT IN COVID-19 PANDEMIC DEVELOPMENT, SPREAD AND CONTAINMENT

1.1 PATCHWORK OF UNCOORDINATED ACTIONS

In the wake of the COVID-19 pandemic, many Governments around the world closed their borders to non-citizens and non-residents (e.g. through visa issuance bans or mandatory health cards/ health certificates) or imposed on those entering extended periods of self-isolation in order to limit the spread of the virus while implementing lockdowns, strict social distancing and contact tracing measures. In an initial reaction, many Governments closed their land, air and sea borders to non-essential traffic. These measures had as a result that tens of thousands of trucks got stuck at borders not only across the ECE region but across the entire globe which had a significant impact on the delivery of essential goods, such as foods, pharmaceuticals, medical supplies and fuels, especially for the economically most vulnerable countries which often rely heavily on imports to cover their basic needs. Countries carried out controls for passengers and crews (mainly temperature control) upon arrival but no controls were made before departures. Therefore, one infected passenger/ driver or crew member could easily become a super spreader and spread the disease to many others during her/his journey on board of a plane, ship, train, truck or bus or during transit time in terminals. Finally, the widely spread virus quickly forced countries to lock down cities and even entire regions or nations at a later stage.

The lessons learned from the immediate and short-term measures taken by Governments show that the transport sector was not prepared to operate in the conditions resulting from the pandemic. Implementing policies like stay@home, which created an increased need for consumption and a 360 degree turn towards e-business, cannot be accompanied by closing borders or imposing a series of restrictions to truck drivers. This combination created a disruption of international supply chains and therefore temporarily shortages in food, essential supplies and medicines. Also, the imposing of different measures, restrictions and policies by Governments at different moments in time brought to light the absence of international coordination in the inland transport sector of an agreed protocol to be implemented during pandemics.





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1.2 TRANSPORT SECTOR AND BROADER ECONOMIC IMPACT

These often-excessive restrictions to cross-border and transit freight transport further aggravated the economic and social impacts of the pandemic shock to the global economy. According to WTO figures the global economy (GDP) is projected to contract in 2020 sharply by up to 8% and global trade will decrease by up to 32% in 2020 due to the COVID-19 pandemic. The Purchasing Managers' Index (PMI), an index of the prevailing direction of economic trends in the manufacturing and service sectors recorded in March 2020 a dramatic decline in the manufacturing sectors. While railway freight transportation which has a number of distinctive comparative advantages such use of less manpower over long distance, efficiency and environmental performance suffered less, at least in the UNECE region, the road freight transport sector on the contrary was hit hard. According to International Road Transport Union (IRU) data, revenue decreased by 40% during the confinement period (in comparison to 2019 figures). Many transport operations including transport of automotive parts, clothing, flowers and construction materials almost came to a complete stand still during confinement. The crisis also resulted in social impacts where professionals including truck drivers, customs and border officers often got stuck for days in a row at border clearance posts, exposed to possible COVID-19 contagion given the often precarious infrastructure and sanitary situation at many land border crossings across the region.

1.3 VULNERABILITIES OF INTERNATIONAL TRANSPORT SYSTEMS REVEALED

In less than no time the extreme vulnerability of international transport systems to outbreaks of communicable diseases became very apparent. Also in the post-COVID-19 era however the world will likely remain extensively interconnected and will further rely on seamless and efficient transport and logistics systems. As communicable diseases have however occurred repeatedly in the past two decades, like H1N1, H5N1, MERS, SARS, Ebola, and will likely continue to manifest themselves in the future, a global initiative is needed to enhance international cooperation and coordination among inland transport authorities and in doing so strengthen the preparedness and resilience of countries to possible future outbreaks.



II. UNECE SUSTAINABLE TRANSPORT DIVISION – IMMEDIATE RESPONSES

1. BORDER CROSSING FACILITATION

When countries around the world began closing borders and imposing lockdowns, the global supply chains were deeply affected. Perhaps you, yourself experienced a lack of basic goods at the supermarket or pharmacy. With customers buying in bulk out of fear, shops struggled to restock their shelves.



This photo from Poland shows the impact of the border restrictions imposed due to Covid-19: Thousands of trucks stopped with no goods getting to their destinations.

There are various UN conventions that govern the transport of goods across borders, ensuring a smooth and efficient transit through customs. As countries implemented strict border measures, these usual conditions which apply to transport were set aside. As a result, thousands of trucks were stuck at borders, leading to shortages in food and other essential goods. It also led to inhumane conditions for truck drivers and customs officials that were stuck for days and weeks, without access to necessities and their families.



Perhaps the most well-known of the transport conventions is the *Customs Convention on the International Transport of Goods under Cover of TIR Carnet* - or the TIR Convention.

The border closures that were witnessed as of February 2020 brought with them a range of risks. The most significant risk of all was the prospect of citizens not being able to procure food, medicines and other essentials. The UNECE Sustainable Transport Division took a number of initiatives to prevent this from happening and to ensure that borders continued to let goods through:

- In February 2020, UNECE, in partnership with other UN Regional Commissions and partner organizations, established an **Observatory on border crossing status due to COVID 19**. This tool collects and illustrates, on a systematic basis, information about the status of inland freight border crossings, including policies and good practices. UNECE and its partners informed Customs authorities in almost all UN member States about the tool and began gathering their inputs as well as any official, publicly available information of relevance. The main objective of the Observatory is to be an information-sharing platform in order to support decision-making on appropriate measures taken for the borders and facilitate the movements of goods by inland transport. Advantages include:
 - The transport sector is being informed about measures imposed by different governments adapting their itineraries / transport solutions accordingly;
 - The governments are being informed about good practices implemented by other governments ensuring that borders are open and facilitate the flows of goods while preventing the spread of the virus.



Source: ECE, Observatory on Border Crossing Status due to COVID-19

The Observatory, as of October 2020, is a platform that provides updated information on the current status of 174 UN Member States including the national practices and measures implemented in response to the pandemic. The Observatory had 106,000 unique views during the last four months from 207 countries / and all regions of the world. More information on the Observatory is provided under Part III, section 1 of this publication.

- In parallel, UNECE put in place an **“Open the borders”** campaign to keep the borders open for transport of goods. The Executive Secretary of UNECE and the Secretary General of IRU sent a joint letter to all Heads of Customs authorities on 16 April 2020 calling on them to consider the application of specific measures and good practices to minimize the impact of COVID-19 on the international supply chains. The recommended measures were based on internationally agreed policies and conventions and included among other things the prevention of discriminatory measures; the use of the TIR Convention; implementation of the provisions of the UNECE Harmonization Convention; and the reduction of controls and checks at borders.

- **Special measures** to further **facilitate** the use of the **TIR Convention** during the pandemic. The TIR system relies on TIR Carnets to guarantee that goods compartments are sealed from the departure country until the destination country. With the IRU, (the operators of TIR carnets) UNECE observed difficulties in the distribution of TIR carnets, especially for intermodal routes where TIR Carnets are sent by post. Also, difficulties in obtaining new approval certificates for vehicle fleets or renewing approval certificates were observed (in particular TIR carnet operators in Turkey and Europe were affected). To mitigate these challenges, UNECE sent a letter to all TIR Contracting Parties offering the following temporary measures:
 - Extension of the validity of the vehicle approval certificates for 6 months;
 - The provision of print@home TIR carnets.
- **eTIR International System:** UNECE and IRU have been working on an electronic version of the TIR system allowing for a paperless and contactless operating environment while continuing to ensure the safe and secure transport of goods. In the midst of the COVID-19 crisis it was decided to accelerate the implementation of the eTIR international system contactless environment to assist in the non-spreading of the virus. The secretariat prepared a brochure on the benefits of eTIR and initiated a campaign calling upon Contracting Parties to interconnect their national customs systems with the eTIR international system. Subsequently, both Governments as well as the broader UN system recognized the eTIR international system as the UN tool that protects people from the virus while facilitating and simplifying borders crossing procedures. The United Nations (UN) Secretary-General's report¹ entitled "Shared responsibility, global solidarity: Responding to the socioeconomic impacts of COVID-19", published in March 2020 mentions: "Innovative tools such as UN eTIR/eCMR systems and other tools that allow the exchange electronic information without physical contact and facilitate the flow of goods across borders should be used". Furthermore, after the initial call to implement eTIR (7 April 2020), 17 Governments and the European Union (28 Member States) responded positively, either by way of official letters through diplomatic channels or by official e-mails and requested to connect their National Systems to the eTIR International System.
- Implementation of the **United Nations Development Account (UNDA) project on "Transport and trade connectivity in the age of pandemics: UN solutions for contactless, seamless and collaborative transport and trade"**. The project promotes the implementation of United Nations solutions, including standards, guidelines, metrics, tools and methodologies to immediately help Governments, including customs and other border agencies, port authorities, and the business community world-wide, to keep transport networks and borders operational, to facilitate the flow of goods and services, while at the same time containing the further spread of the COVID-19 virus.

Implementing lead agencies are ECE, ESCAP, and UNCTAD while additional partner agencies are ECA, ECLAC and ESCWA. The project responds to a call for UN wide action by the United Nations (UN) Secretary General calling for a coordinated attempt to suppress transmission of COVID-19, to end the pandemic; and to tackle the many social and economic dimensions of the crisis (published in March 2020)¹. It also responds to the UN framework for the immediate socio-economic response to COVID-19 calling for "improved connectivity and lower transaction and transport costs to be promoted"²

¹ <https://unsdg.un.org/sites/default/files/2020-03/SG-Report-Socio-Economic-Impact-of-Covid19.pdf>

² <https://unsdg.un.org/resources/un-framework-immediate-socio-economic-response-covid-19>

2. TRANSPORT TRENDS AND ECONOMICS

2.1 ESTABLISHMENT OF AN INFORMAL MULTIDISCIPLINARY ADVISORY GROUP ON TRANSPORT RESPONSES TO THE COVID-19 CRISIS

At its eighty-second annual session (Geneva, 25–28 February 2020), the Inland Transport Committee (ITC) requested the secretariat, in close cooperation with the Bureau, with the support of interested Governments and key stakeholders to conduct necessary research on provisions in existing frameworks and new needed areas of work to promote cooperation between transport authorities in the field of counteracting the effects of emergency situations of cross-country nature, including epidemics and pandemics, and present this information to the Working Party on Transport Trends and Economics (WP.5) for consideration of further steps and for inclusion to its programme of work.

In response to this tasking, and as the pandemic further evolved, the secretariat established an Informal Multidisciplinary Advisory Group on Transport Responses to the COVID-19 Crisis which had its first virtual meeting on 26 June 2020 and its second on 8 September 2020 as part of the thirty-third session of WP.5. Based on inputs received from Governments and other stakeholders during these Multidisciplinary Advisory Group sessions and based on guidance received from WP.5 in September 2020 and the ITC Bureau at its session in November 2020, a working document has been prepared by the secretariat and submitted to Inland Transport Committee for consideration and possible endorsement of next steps. *Inter alia*, the report identifies a set of lessons learned for international inland transport and for the customs and border management sector.



COVID-19 RESPONSE

2.2 LESSONS LEARNED FOR INTERNATIONAL INLAND TRANSPORT

- The importance of immediate coordination in response to the outbreak and the effective ongoing coordination at regional, national and international levels.
- The importance of efficient supply chains and keeping goods moving.
- The need to collect and feed evidence and data into decision making.
- The digitalization of processes has made them contact-free and safer and more efficient.
- The need for clear communication to the public and to operators on changes to procedures and new rules.
- Engagement across sectors (e.g. health, transport, customs, business) has been crucial in using an evidence-based approach to decision making.

2.3 LESSONS LEARNED FOR CUSTOMS / BORDER MANAGEMENT

- Need for enhanced preparedness – use of electronic services, risk management (selectivity and profiling before conducting physical checks), non-intrusive inspection (NII) equipment, availability of disaster response/ mitigation plans and business continuity plans.
- Need for enhanced coordination – use of a whole of government approach, Coordinated Border Management (CBM), coordination with neighbouring countries and/or at regional levels, especially in case of pandemics.
- Streamlining and simplifying Customs procedures – green lanes for freight traffic.
- Transparency of documentary requirements – all necessary information should be publicly available.

The report also identifies several possible recommendations for consideration and possible endorsement of the ITC at its 83rd Session in February 2021 which are further explained and elaborated upon **Part IV** of this publication.

3. INTERMODAL TRANSPORT AND LOGISTICS

In order to understand the impact of COVID-19 on intermodal transport and logistics, the Chair and Vice-Chair of WP.24 with support of the WP.24 secretariat organised and held a virtual Friends of Chair meeting to discuss those impacts and the lessons learned in the industry. The meeting was held on 26 June 2020. The programme of the meeting, and its outcomes are reflected in ECE/TRANS/WP.24/2020/5.

WP.24 continued the discussion on COVID-19 and intermodal transport and logistics at its 63rd session held on 28-30 October 2020. The discussion focused on the developments and impacts from the evolving pandemic, response measures taken and their assessment as well as prospects for freight transport. WP.24 confirmed the lessons learned exchanged during the Friends of the Chair meeting. It confirmed and called for recovery measures which would create the necessary conditions to increase competitiveness of intermodal transport in particular versus road transport. It warned of unwarranted freight transport subsidies which may distort the transport market and slow down its transition to a more sustainable one. WP.24 recognized that the pandemic has pushed governments to increase the importance they give to the digitalisation of transport documents. WP.24 underscores that digitalisation should be an integral part of the very much needed transport optimization process in both operations and infrastructure. WP.24 endorsed, during its 63rd session, a Handbook for national master plans for freight transport and logistics which would be published before the end of 2020 and which, among others, showcases these transport optimizations processes.



WP.24 also recognized that the pandemic may bring about more diversification and local sourcing for supply chains. Such a development may have a positive impact on freight transport in a medium term. In the short term, due to renewed lockdowns in response to the new increased wave of COVID-19 infections in autumn of 2020, a further economic slowdown with negative impact on transport was expected.

Bringing these considerations together, in order to support a further development of intermodal freight transport – a development very much needed to continue freight transport system transition to a more sustainable one, as well as one which would be more resilient to emergency situations such as pandemics – WP.24 approved a resolution on strengthening intermodal freight transport. This resolution is being tabled at the 83rd session of the Inland Transport Committee in February 2021 for consideration and adoption by the Committee. The draft resolution which has been agreed at the level of WP.24 and has been submitted to ITC for possible adoption at its session in February 2021 is contained in **Annex 1** of this publication.



4. DANGEROUS GOODS TRANSPORT

4.1 REGULATORY FRAMEWORK

The transport of dangerous goods³ is governed by national and international regulations based on the United Nations Recommendations for the Transport of Dangerous Goods, Model Regulations. These Model Regulations are prepared by the Subcommittee of Experts on the Transport of Dangerous Goods of the United Nations Economic and Social Council (ECOSOC), which is serviced by UNECE. These Recommendations are updated every two years and implemented worldwide in modal regulations such as the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR)⁴ for road transport and the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN)⁵ for inland waterways.



4.2 COVID-19 IMPACT

Due to the impact of COVID-19, the transport of dangerous goods industry has faced unprecedented challenges. Yet, in light of the COVID-19 outbreak, demand for these services has been between five and ten times higher than usual. A variety of products used or produced daily by hospitals need to be handled and transported with special care because they are infectious, hazardous or radioactive substances.

Among these substances are gases used to provide respiratory assistance to patients developing acute respiratory symptoms. The European Industrial Gases Association (EIGA) has reported that due to the COVID-19 pandemic, its members, which are the primary suppliers of medical gases in the European Region, are facing an unprecedented demand, in particular for medical oxygen⁶. As well as medical

3 Dangerous goods are classified based on their hazards and they are assigned UN numbers and proper shipping names according to their classification. These UN numbers are internationally recognized.

4 <https://gis.unece.org/portal/apps/webappviewer/index.html?id=84a9e2fbf11741a6afaf3c29ffa5f72e>

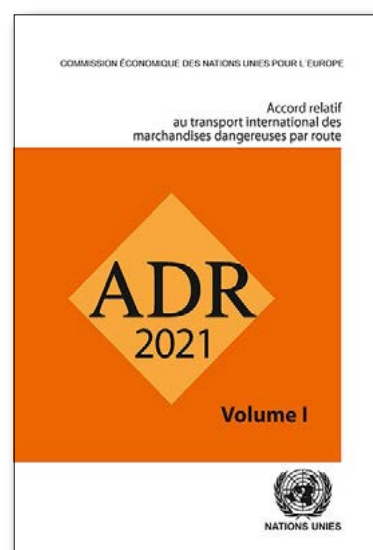
5 <https://gis.unece.org/portal/apps/webappviewer/index.html?id=84a9e2fbf11741a6afaf3c29ffa5f72e>

6 Medical oxygen is distributed in two forms: i. Refrigerated Liquid Oxygen (LOX) - UN1073 – which is usually transported to hospitals, as well as to filling centres where cylinders are filled, in tank vehicles. ii. Compressed gaseous Oxygen (GOX) - UN1072 – which is used in applications such as hospitals, emergency transport and, at the moment, for field hospitals. In addition to oxygen, other medical gases include liquid helium in cryogenic vessels for magnetic resonance imaging (MRI) and mixtures in cylinders that are used in applications such as lung function testing and a mixture containing nitric oxide for specialist breathing application.

gases, other products used by or generated in hospitals must also be transported with special care, such as:

- Healthcare hazardous substances
- Infectious substances / biological specimens / hospital samples
- Radiopharmaceuticals for nuclear medicine
- Clinical waste, including used surgical instruments transported to central decontamination units.

In order to ensure continued safety of operations for transport of these products in Europe harmonized provisions under three international agreements, covering road (ADR), rail (RID) and inland waterways (ADN) have been agreed upon. These provisions cater, among other aspects, for periodic inspection of vehicles and materials, and regular refresher training sessions for drivers and safety advisers every 5 years.



CASE STUDY 1: Response of ADR contracting parties to the cancellation of training sessions

In March 2020, some European contracting parties to the ADR initiated consultations to try to solve a problem resulting from the COVID-19 epidemic. The training of drivers carrying dangerous goods in the ADR countries is very comprehensive and supervised. Drivers receive their ADR certificate after having followed a complete training course the content of which is defined in ADR and subject to an examination. ADR is regularly up dated and regular training of drivers is a key safety element in the transport of dangerous goods. Therefore, the ADR certificates have a limited validity in time and must be renewed every five years after a refresher training and examination. Because of the COVID-19 pandemic, training sessions were cancelled due to confinement and social distancing measures.

In the meantime, transport of dangerous goods remained essential since some key products, classified as dangerous goods needed to be handled and transported in the fight against COVID-19. This concerned for example medical gases, including medical oxygen, healthcare hazardous substances or clinical wastes. Despite the pandemic, other goods were also still moving, and transport and logistics companies had to continue to operate. The supply of essential products such as fuels remained to be ensured. Although some countries were ready to extend the validity of expired certificates at a national level, they were concerned that this might have been an issue in international transport. Competent authorities of ADR Contracting Parties can agree directly among themselves to authorize certain transport operations in their territories by temporary derogation from the requirements of ADR, provided that safety is not compromised thereby. This is a clause explicitly included in the agreement. On this basis, the competent authorities in Belgium, France, Germany and Luxembourg initiated discussions with other contracting parties to draft a multilateral agreement that would ensure continuity of service within a legal and institutional framework and with enough guaranties of safety. It was decided at that time to limit the duration of this multilateral agreement M324 until 1 December 2020 with a hope that training sessions would be able to start again soon. At the end of November 2020, most countries signatories to M324 acknowledged that it would remain difficult to organise refresher training sessions for the next few months.

CASE STUDY 1: Response of ADR contracting parties to the cancellation of training sessions (continued)

Even in countries where a decrease of the epidemic curve could be observed and where the training sessions have resumed, candidates were still facing bottlenecks for their registration. Although online sessions are being considered in some countries for the theoretical part of the training, on-site individual practical exercises on first aid, firefighting and what to do in case of an incident or accident are required and these need to be organised in person. Therefore, after consultation amongst Contracting Parties, Ireland initiated a multilateral agreement like M324 but with a validity period extended until 31 March 2021, hoping that by then, the training sessions will have resumed normally. As of January 2021, 28 countries out of the 52 contracting parties to ADR have signed multilateral agreement M330. At the end of January 2021, training sessions in person remain difficult to organize, particularly for driver training sessions. Therefore, Germany initiated a new multilateral agreement M333 to allow exceptional extension of validity for drivers training certificates until 1 October 2021 and another one, M334, for Dangerous Goods Safety Advisers.

4.3 EXCEPTIONAL MEASURES TAKEN BY ADR CONTRACTING PARTIES

Contracting parties to ADR took other exceptional measures to mitigate the impact of COVID-19 outbreak and continue to ensure the delivery of dangerous goods.

- Multilateral agreement M325 was prepared to allow delays for the periodic or intermediate inspections of tanks and extend the validity of vehicle certificates of approval.
- Along the same lines, on 27 March 2020, Germany initiated multilateral agreement M327 to allow delays for periodic or intermediate inspections of portable tanks and UN multiple-element gas containers.
- France initiated multilateral agreement M326 for periodic inspection and test of pressure receptacles for the carriage of gases of Class 2.
- Six countries also signed multilateral M328 agreement temporarily exempting hydroalcoholic gels and solutions from the ADR provisions.

M325, M326, M327 and M328 expired on 1 September 2020.

For more information, see: <https://unece.org/adr-multilateral-agreements>.

4.4 EXCEPTIONAL MEASURES TAKEN BY ADN CONTRACTING PARTIES

Likewise, some ADN contracting parties prepared multilateral agreements to mitigate the impact of the COVID-19 pandemic and continue to ensure the delivery of essential dangerous goods.

- Multilateral agreement M025 was initiated on 19 March 2020 to compensate for the cancellation of refresher training sessions for Dangerous Goods Safety Advisers and ADN experts in their countries. It was signed by 13 Contracting Parties and expired on 1 December 2020.
- Multilateral agreement M026 was also prepared to allow for delays in periodic inspections and to extend the validity of certificates of approval for vessels carrying dangerous goods by inland waterways. It was signed by 7 Contracting Parties. M026 expired on 1 October 2020.

As for M324 of ADR, most countries signatories to M025 acknowledged that it would remain difficult to organise refresher training sessions for the next few months. Therefore, after consultation amongst Contracting Parties, Germany initiated multilateral agreement M027,⁷ like M025, but with a validity period extended until 1 March 2021. On 14 December 2020, nine countries have signed it.

For more information, see: <https://unece.org/multilateral-agreements>.

4.5 CONCLUSION

The exceptional provisions introduced by these measures come as a necessary response to the current emergency. The stringent requirements set out in ADR and ADN will ensure continued high levels of safety for the transport of vital products during this period.

⁷ List of signatories to M 027: Austria, Belgium, France, Germany, Luxembourg, Netherlands, Slovakia and Switzerland.

5. INLAND WATERWAYS TRANSPORT

On 29-30 June 2020, a virtual, informal meeting of the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) was held to discuss a number of business-critical issues.

The participants exchanged information on the impact of the COVID-19 outbreak on inland navigation and exceptional measures applied in the sector. Detailed information was provided by Belarus, Belgium, Croatia, Russian Federation, Slovakia, Ukraine, European Commission, Central Commission for the Navigation of the Rhine (CCNR), Danube Commission (DC), Mosel Commission (MC) and European River-Sea-Transport Union (ERSTU) (Informal document SC.3/WP.3 No. 13 (2020)).

Among other issues, the following business-critical issues were noted:

- (a) the suspension of passenger traffic and river cruises;
- (b) reduced cargo volumes transported by inland waterways;
- (c) the impact on cargo operations in ports and the operation of bridges and locks;
- (d) the validity of vessels' documents, certificates, attestations and other documents of crews;
- (e) the replacement of crew members on board vessels; and
- (f) safety and the health protection of the staff.



Container vessel on the Rhine, Germany

The meeting also allowed to take stock of temporary measures put in place by UNECE member States, the European Commission, river commissions and other key actors in response to the COVID-19 outbreak.

Inter alia, these included:

- (a) Temporary measures for the extension and renewal of ship certificates and certificates of crew members;
- (b) Special procedures to facilitate the replacement of crew members in foreign ports, including special certificates for crews of vessels engaged in international shipping;
- (c) Joining a multilateral agreement of the United Nations Economic Commission for Europe (UNECE) to compensate for the cancellation of refresher training sessions for Dangerous Goods Safety Advisers and ADN⁸ experts;
- (d) Procedures for urgent vessel repairs; and
- (e) Individual protective measures for crews and other staff in the sector and urgent actions in case of infection among the crew members.

A complete overview of international and national inland waterway transport measures in light of the COVID-19 crisis is contained in **Part III, section 6**.

A detailed evaluation of the short-term economic impact of the COVID-19 crisis on European inland water transport was published by CCNR on 27 March 2020⁹ and in the Annual Report 2020 "Inland Navigation in Europe. Market Observation".¹⁰ It provided an estimation of a significant reduction of transport activity and turnover losses for the whole inland navigation sector and emphasized the main factors that had an impact on the inland water transport chain:

- Reduction in freight volumes at all levels, as a result of reduced/stopped industrial production;
- Substantial decline in freight volumes due to a major drop in demand;
- Serious disruption of logistical flows, in particular border controls, entry bans, lack of crew and available infrastructure;
- Dramatic decrease in passenger numbers due to the standstill in tourism.

According to the evaluation by CCNR, passenger transport (river cruises, day trips and ferry services) and transport of goods related to the sectors directly impacted by lockdown regulations (e.g. construction, automotive, mobility sectors, etc.) have been immediately affected by the crisis and other transport segments followed, such as liquid cargo (mineral oil products and chemicals) and container transport.

According to the information from DC,¹¹ the crisis has led to a reduction in freight transport volumes on the Danube in the second quarter of 2020, with the exception of grain transport from the Middle

8 The European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways.

9 www.ccr-zkr.org/files/documents/covid19/20200327_CCNR_Economic_impacts.pdf

10 https://inland-navigation-market.org/wp-content/uploads/2020/09/CCNR_annual_report_EN_2020_BD.pdf

11 ECE/TRANS/SC.3/2020/2

Danube ports to the delta ports (Constanta), and the complete interruption of passenger cruises, passenger lines and daily trips on the Danube and its tributaries. Furthermore, extremely low water levels on the Danube in the beginning of 2020 and the absence of a traditional second high water period in May 2020 have resulted in periodical decreases of the operational draught of the barge fleet. Ukraine mentioned that the total cargo volume transported on the Dnieper had decreased by 12 per cent as compared to 2019 due to the crisis.¹²

At its sixty-fourth session, the Working Party on Inland Water Transport (SC.3) continued exchanging information on this issue and measures to be undertaken at the UNECE level. SC.3 took note of the detailed information provided by countries¹³ and ERSTU based on the outcome of the forty-sixth meeting of the Executive Committee and the twenty-fourth General Assembly of ERSTU held on 24 September 2020 in Dresden (Germany).¹⁴ SC.3 took note of the information on lessons learned:

- The need for an efficient cross-border consultation with the neighbouring countries and river commissions on introducing practical measures in order to ensure the continuity of cross-border navigation, such as transitional provisions related to the certification of the staff and vessels, operation hours of locks and movable bridges and other relevant aspects;
- The need to increase resilience of existing practices in order to be able to respond more effectively in case of emergency / pandemics situations and better prevent their spread, impact and consequences;
- The establishment of communication platforms to bring together the stakeholders from the economy, the infrastructure services, transport users and other key players.



Two barges with containers on the Nieuwe Waterweg, Rotterdam

12 ECE/TRANS/SC.3/2020/2

13 ECE/TRANS/SC.3/2020/2

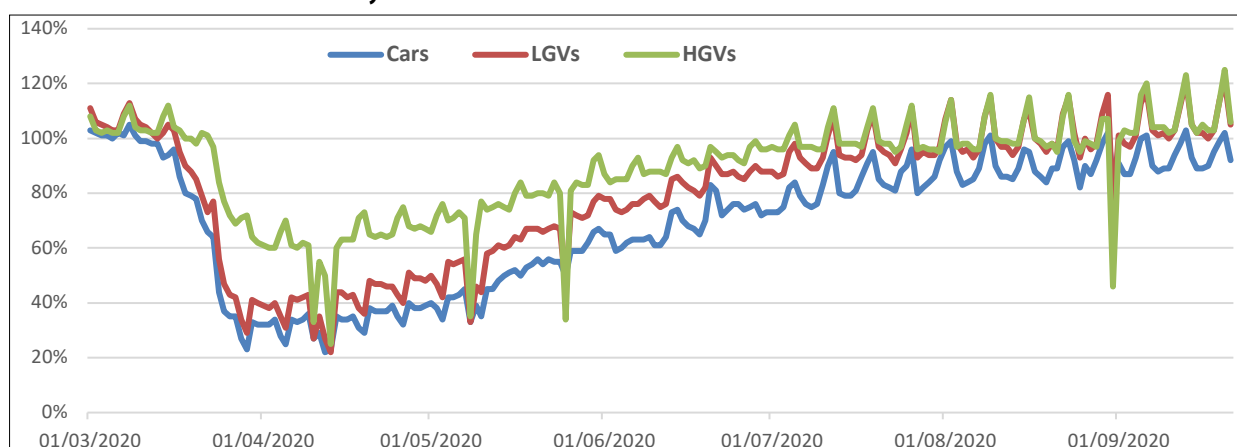
14 Informal document SC.3 No. 7 (2020).

6. TRANSPORT STATISTICS

6.1 MEASURING THE TRANSPORT IMPACTS OF COVID-19

Official annual statistics remain a vital benchmark to track progress over time, but the COVID-19 crisis has also forced policy makers and statisticians alike to consider new types of data sources. With some traditional surveys, censuses and even some administrative data sources either hampered or completely unavailable, statisticians have been forced by events to try to measure transport and mobility in different ways. There has been an emergence of “flash” indicators, often based on either mobile network operator location data or tolling/vehicle measurement sources, to allow reasonably accurate data to be released on a monthly, weekly or even daily basis. These indicators may not always have the label of official statistics, but when produced to a high degree of quality by official statisticians, they provide a useful, trusted source of data in a timely fashion. Since the crisis began, the ECE secretariat has been monitoring transport impacts through the production and maintenance of a wiki of short-term official statistics sources relevant to transport monitoring¹⁵. At the time of writing, there are more than 150 sources linked to pages from almost every ECE member State. These data cover a wide range of transport topics.

Figure I: Changes in road traffic levels in Great Britain for different vehicle types compared to 1st week of February 2020



Source: UK DfT

The use of vehicle counters and, in some cases, toll data have substantially increased their prominence during 2020. The number of vehicles per day on key corridors can be a very pertinent proxy for overall traffic levels, and aggregating multiple points with other information can provide a useful index that can be comparable to vehicle-km. Data can also be obtained from tolling data on main highways, as is the case in Germany. Figure I shows an index of different traffic types on roads in Great Britain. The data are an index based upon an equivalent day in the first week of February 2020, for cars, Light Goods Vehicles (LGVs) and Heavy Goods Vehicles (HGVs). Data are not seasonally adjusted, and so public holidays are clearly visible as dips. The graph shows that car traffic was consistently lower than goods vehicles throughout the lockdown period.

¹⁵ This wiki page can be accessed at: <https://wiki.unece.org/display/DSOCIOT/Data+Sources+on+Coronavirus+impact+on+transport>.

These traffic trends are also visible in data for other countries. For example, Germany's truck toll mileage index at its minimum on 30 April 2020 was 15.6 per cent lower than the baseline, whereas an index measuring total land mobility hit a low of 59 per cent below the baseline. Similarly, in the United States of America, the daily passenger Vehicle Miles Travelled index hit a low of 60% below the baseline on 12 April 2020.

United States COVID-19 Transport Statistics

The United States responded to user needs over COVID-19 data by creating a dedicated web page for showing the effects of COVID-19 on passenger travel and freight shipments.¹⁶ Relevant indicators include daily vehicle travel (published weekly), bikeshare and e-scooter use (monthly), the percentage of people staying home on any given day, and truck and freight activity. The dataset also has its own Application Programme Interface, allowing data users to automatically import the datasets and analyze trends as they are published.

6.2 ROAD SAFETY

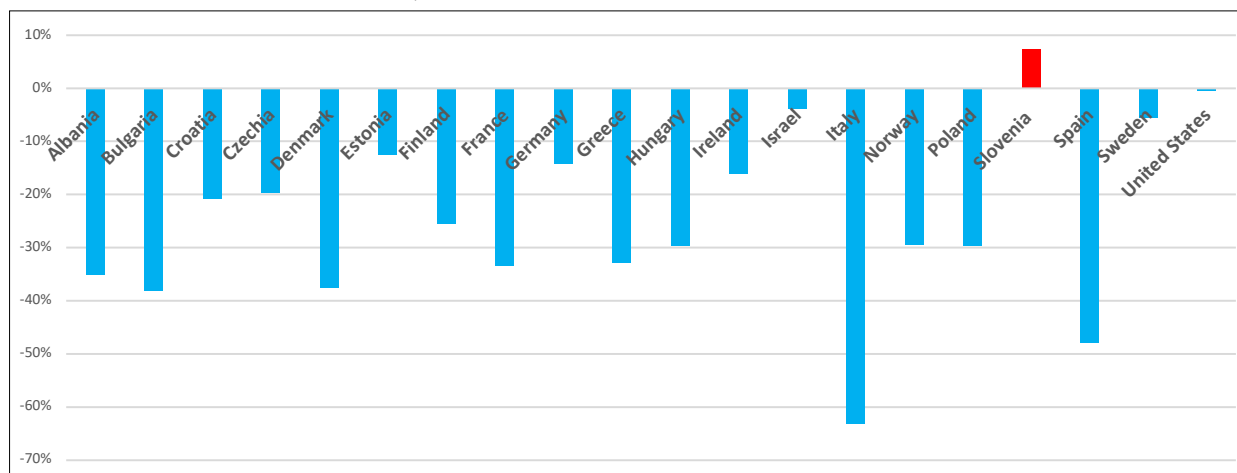
With record falls in road traffic levels in many countries, there has been great interest in the impact on road traffic accidents. The secretariat found relevant monthly data for twenty ECE member States, and in addition data for some sub-national entities such as New York City, Greater London and Northern Ireland. The impact on road traffic accident numbers has varied considerably by country, with some countries seeing record decreases in fatalities while others seeing insignificant changes from the baseline or even small increases. Comparisons across time are challenging as provisional data are typically collated on a different basis to finalized annual numbers. Therefore, data have only been compared with previous years' provisional monthly data. Figure II shows the change in fatalities between April-June 2019 and April-June 2020 for all available countries with monthly data, with a negative number indicating a decrease. Users are strongly advised to consult country sites linked to on the online wiki prepared by UNECE in order to understand the limitations of these provisional numbers.¹⁷

Figure II shows that the majority of countries did see a year-on-year decrease in traffic fatalities in the second quarter of 2020, with many experiencing over a 30 per cent reduction. These falls in fatalities are undoubtedly good news, but also need to be considered in the context of record falls in traffic in many countries, which were typically much larger (as evidenced in the traffic data above).

¹⁶ <https://www.bts.gov/covid-19>

¹⁷ A summary of these limitations is available at <https://wiki.unece.org/display/DSOCIOT/Collated+Provisional+Road+Safety+Data>.

**Figure II: Reductions in road traffic accident fatalities, April-June 2020 versus April-June 2019.
Available countries only**



UNECE and ITF Knowledge Sharing on new Data Sources

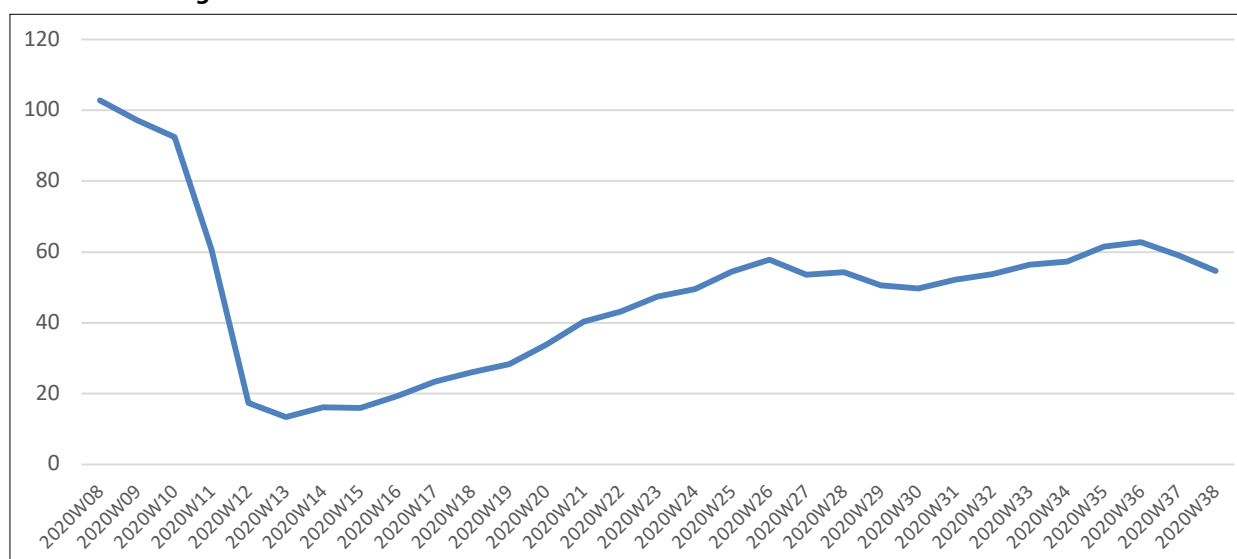
With the emergence of the aforementioned new data sources, in particular the new measures of mobility using mobile telephone data and traffic counters, it has become clear that there are many different country practices on how to collect the data, to consider confidentiality, and to calculate meaningful comparisons over time. The secretariat has therefore, in cooperation with the International Transport Forum, established a network of interested national statisticians and data users to discuss these issues and share best practices across countries, with the aim of increasing knowledge and possibly moving towards issuing recommendations on methodology in the future. The group met online in September for the first time, with representatives from fourteen member States as well as other international organizations present.

This initiative will continue as long as member States continue to benefit from it. If any delegates have interesting data-heavy examples of new ways to track mobility that they could present at a future meeting, then they are invited to contact the secretariat.

6.3 PUBLIC TRANSPORT

When public transport data are based on ticket or card swipes, or entry/exit sensors, it is often possible to publish weekly or even daily passenger figures with a short time lag. This is the case for countries including Denmark (Copenhagen), Portugal (Lisbon), the United Kingdom of Great Britain and Northern Ireland (London Underground) and United States of America (New York City subway). Figure III shows weekly passengers on the Copenhagen metro as an index compared to the average number of passengers on weekdays in the eighth and ninth weeks of 2020.

Figure III: Index of Copenhagen Metro usage on a weekly basis, 100=average traffic in eighth and ninth weeks of 2020



Source: Statistics Denmark



7. OTHER INITIATIVES/ SUSTAINABLE TRANSPORT DIVISION WORKSTREAMS

7.1 TRANSPORT, HEALTH AND ENVIRONMENT PAN-EUROPEAN PROGRAMME (THE PEP)

The Bureau of THE PEP agreed, in April 2020, to establish a Task Force on the creation of “Principles for the development of Green and Healthy Sustainable Transport”. The aim of the Task Force is to prepare recommendations for member States on how best to reshape the post-COVID-19 transport sector to make it more sustainable with a focus on the optimised use of public transport and active mobility and switching traffic away from private car use. Membership of the Task Force includes national and local authorities as well as key NGOs, operators and academia from across the ECE Region, covering the transport, health and environment sectors. The Task Force has already met six times and has produced a first draft of the document as well as an initial set of recommendations for discussion at THE PEP Steering Committee session in November 2020 to be inserted into the Vienna Declaration which will be adopted at the 5th High Level Ministerial Meeting now planned for the first half of 2021.

7.2 INTELLIGENT TRANSPORT SYSTEMS

Intelligent Transport Systems (ITS) have the potential to revolutionize mobility, changing everything from the way we move and communicate to how we design transport legislation and regulate vehicles. ECE offers a unique platform for shaping the legal framework and ensuring the safe introduction of future technologies. Since 2004, the ECE Transport Division has led the discussion on ITS and in 2012 it formulated a Road Map for promoting ITS.

Practically all ECE Working Parties have been and are dealing with Intelligent Transport Systems.

The Global Forum on Road Safety (WP.1) is establishing a formal group of experts to prepare a new convention on the use of automated vehicles in traffic.

The Working Party on Inland Water Transport (SC.3) has in its agenda (a) the development of River Information Systems (RIS) and (b) automation in inland navigation and smart shipping (since 2018). The European Code for Signs and Signals on Inland Waterways (SIGNI), adopted by SC.3 on 5 October 2018 as resolution No. 90, contains new chapters on monitoring of signs and marking by AIS¹⁸ Aids to Navigation and variable-message traffic signs.

The Working Party on the Transport of Dangerous Goods (WP.15) examines how Telematics can be used to enhance safety and security and the Working Party on Road Transport (SC.1) oversees the legal framework concerning the digital tachograph as well as that of e-CMR implementation.

The World Forum for Harmonization of Vehicle Regulations (WP.29) promotes ITS matters on-board of vehicles, such as Lane Departure Warnings Systems (LDWS), Advanced Emergency Braking Systems (AEBS) and on-board diagnostics (OBDs) to name just a few.

Intelligent and automated transport systems tend to reduce the frequency and duration of human-to-human contact (social distancing) while in transport and thus reduce the likeliness of contagion of communicable diseases.

7.3 UN ROAD SAFETY TRUST FUND

AN OPPORTUNITY TO BUILD BACK BETTER AFTER COVID-19 – UNRSF PROJECTS

Development projects around the world are finding ways to quickly adapt their projects to changing contexts as well as develop safety measures that can help reduce the rate of infection as a consequence of Covid-19. UN Road Safety Fund (UNRSF) projects were no exception and most work was delayed as a result of disruptions caused by the pandemic. However, this also means that UNRSF projects are finding innovative ways to adapt, mitigate, and maintain the momentum of their work by showcasing how their added value can support government safety mitigation measures.

Road safety and Covid-19 needs are often aligned, and Covid-19 can be an impetus for road safety improvements. This is the example of the UNRSF project “Safe road-scaling safe street designs”, implemented by UN-Habitat in Ethiopia. During the pandemic, the Government has accelerated its road safety initiatives. The National Non-Motorized Transport Strategy gained momentum and recognition in light of the Covid-19 pandemic that squarely fits in line with the safe and convenient transportation measures. [LEARN MORE ABOUT UNRSF projects.](#)

“We simply cannot return to where we were before Covid-19 struck, with societies unnecessarily vulnerable to crisis. We need to build a better world.” Antonio Guterres, 2 April 2020 UN Secretary-General

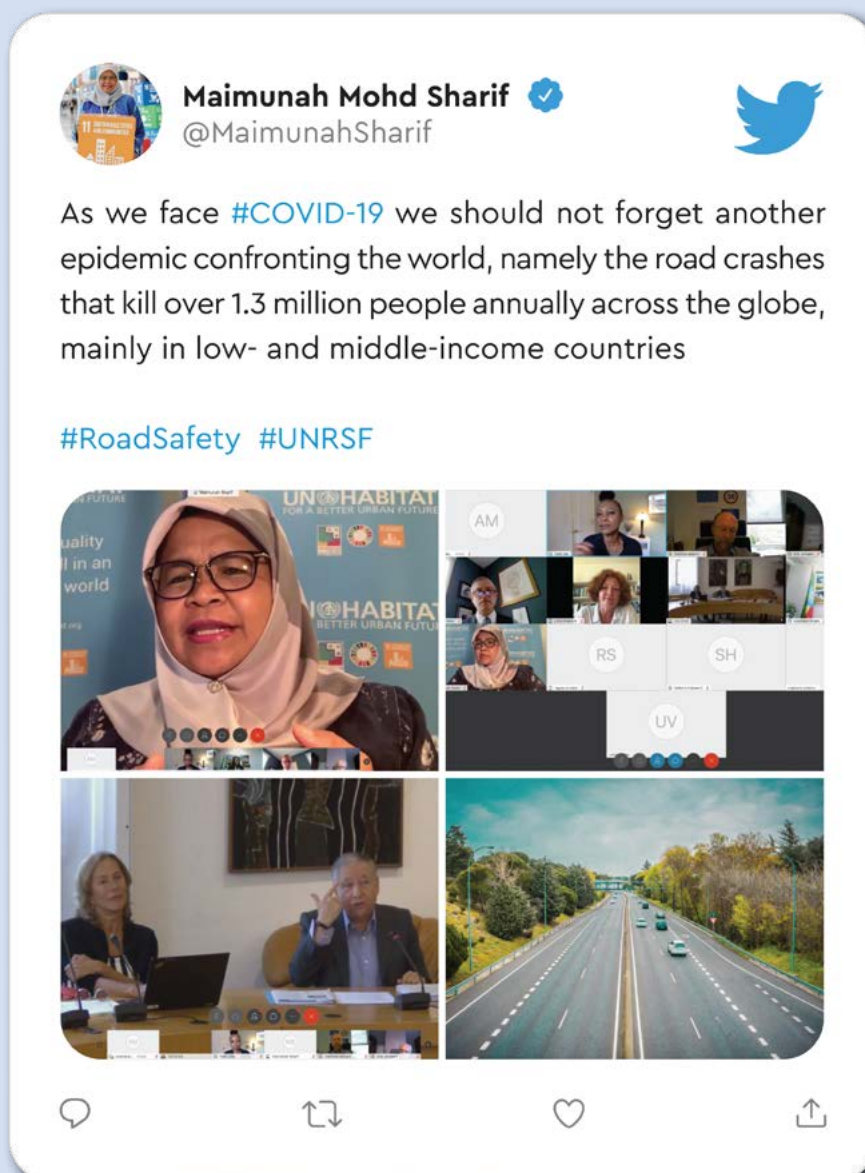
Adaptive programming during Covid-19



Organizations around the world are adapting their programme and project activities to respond to the Covid-19 pandemic and its consequences. The UN Road Safety Fund (UNRSF) is committed to the principles of adaptive programming, partnerships, and relevance. The operationalization of these principles is even more critical during this unparalleled time. This flyer prepared and shared by the UNRSF secretariat, provides tools and tips for project managers to adapt programmes during the pandemic. Download the [UNRSF flyer](#) and [Newsletter](#) on road safety at the time of Covid-19.

Dynamic discussion on road safety at the time of Covid-19

"AN OPPORTUNITY TO BUILD BACK BETTER: THE POTENTIALLY TRANSFORMATIVE IMPACT OF COVID-19 ON ROAD SAFETY IN LOW- AND MIDDLE-INCOME COUNTRIES"



The webinar was organized by the secretariat of the UN Road Safety Fund (UNRSF) on the potential impact of the COVID-19 pandemic on road safety in low- and middle- income countries (LMICs). How we respond will help shape the future and efforts to build back better must be prioritized by identifying the best opportunities and lessons learned. Two dynamic discussions were held with prominent international voices in the transportation and road safety sector, Ethiopian Minister and policy-makers, practitioners and implementing partners. The webinar sheds light on both the global and national effects of road safety and safety measures as a result of the COVID-19 pandemic.

Download [webinar outcome document](#).

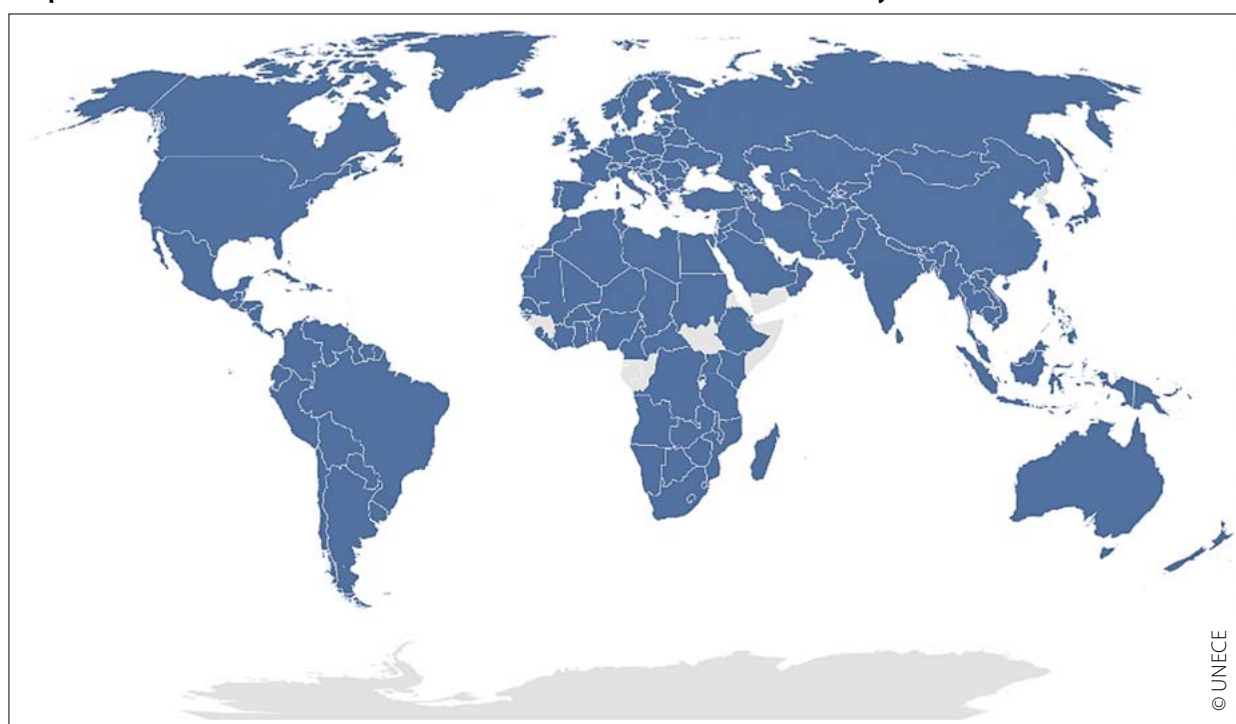
III. OVERVIEW OF INTERNATIONAL, REGIONAL, NATIONAL AND SECTORAL POLICY RESPONSES

1. OBSERVATORY ON BORDER CROSSING STATUS DUE TO COVID-19

The border closures witnessed as of February 2020 brought with them a range of risks. The most significant risk of all was the prospect of citizens not being able to procure food, medicines and other essentials. The Transport Facilitation and Economics Section at the UNECE Sustainable Transport Division took a number of initiatives to prevent this from happening and to ensure that borders continued to let goods through.

In February 2020, UNECE together with other UN Regional Commissions and partner organizations established an Observatory on border crossing status due to COVID 19. This tool collects and illustrates, on a regular basis, information about the status of inland transport border crossings, including policies and good practices. The UNECE Sustainable Transport Division informed Customs authorities in almost all UN member States about the tool and began gathering their inputs as well as any official, publicly available information of relevance.

Map 1: All countries coloured in dark blue made use of the Observatory



The Observatory became the only source worldwide, inside or outside the UN system, providing daily updates on the status of inland transport border crossing. During the period 18 March – 15 September, the Observatory webpage had 106,624 unique page views from 208 States / regions, with a peak of more than 2,000 unique page views per day in April and May 2020. Updated information was collected and provided for 174 UN Member States. The Observatory is officially supported by the Economic Commission for Africa (ECA), the Economic Commission for Latin America and the Caribbean (ECLAC), the United Nations Economic and Social Commission for Asia and the Pacific (ESCAP) and the Economic and Social Commission for Western Asia (ESCWA), the International Civil Aviation Organization (ICAO), the World Customs Organization (WCO), the International Transport Forum (ITF), the International Road Transport Union (IRU), the Federation International de l'automobile (FIA), the Economic Cooperation Organization (ECO) and the International Union of Railways (UIC).

Below, some of the information included in the observatory is presented. This information is just indicative since the number of pages with information included in the observatory for all 174 UN member States amounts to more than 1,100.

Afghanistan

IMPORTATION and CUSTOMS PROCEDURES 14.08.2020

The following measures apply to some of the Afghan BCPs with Pakistan:

- Torkham border will remain open for 24 hours / six days a week (except Saturday) and an unlimited number of trucks will be allowed per day while ensuring proper SOPs and guidelines for both Afghan Bilateral Trade and Afghan Transit Trade.
- Chaman (Wesh) border will remain open for six days a week (except Saturday) for specified timings (as already notified) and an unlimited number of trucks will be allowed per day while ensuring proper SOPs and guidelines for both Afghan Bilateral Trade and Afghan Transit Trade.
- At the above BCPs, Saturdays will be reserved for pedestrian movement as per procedures already in place. Standard Quarantine Protocols / SOPs (as applicable for air passengers) will be implemented for pedestrians as well.
- At Ghulam Khan (Khost) BCP border, importation and exportation of goods is allowed with some conditions. Transshipment applies for Afghan trucks and truck spraying procedures apply.

Customs which are closed for commercial traffic (updated 6 August 2020):

- Pathan (Paktia) BCP (Pakistan) negotiation is ongoing on how to manage import/exports and the BCP remains closed.
- Urgon (Paktika) BCP (Pakistan) negotiation is ongoing on how to manage import/exports and the BCP remains closed.

Albania

Source: General Directorate of Customs, 15.05.2020

In terms of the situation created by the pandemic of COVID- 19, the customs authority has taken measures not to interrupt the supply of goods at all border crossings. Passenger crossings are prohibited, while the movement of goods is functional in each customs branch.

The Customs Authority continues to implement the Order No.30098 of the DPD Customs, date 06.12.2019 for the operation 24/7 **of the border customs points with the CEFTA countries**, a measure envisaged to precede the Balkan Schengen, a measure which has been suspended for the time being as it has not been implemented by other border parties. Also, in accordance with this measure, a reconciliation of other structures operating at the border is required.

As part of the pandemic, the customs personnel were provided with protective measures and the disinfection of the premises was carried out at all points of the crossing. Currently, despite the fact that we are working with reduced staff the continuation of the work of the customs service at all its points is guaranteed.

Also, in the framework of measures and based on the order of the Ministry of Health No.131 date 08.03.2020, the export of medicines and medical equipment and medicines from our territory has been banned.

Algeria

Source: Directorate General of Customs, 30.04.2020

1. Measures to facilitate the cross-border movement of relief consignments and essential supplies

- 1.1. In the Customs' Information System, the green and orange circuit has been allocated to the import of medical supplies as part of the campaign against COVID-19.
- 1.2. A special Customs clearance procedure for essential goods and medicines has been set up.
- 1.3. Customs maintains a risk management and anti-fraud system (seizure of medical devices, narcotics, psychotropic substances, kerosene, etc.).
- 1.4. Goods imported as donations by humanitarian associations are duty- and tax-exempt.
- 1.5. Customers have access to simplified Customs clearance procedures subject to producing a letter from the declarant (together with the transport document) undertaking to sign the detailed declaration and complete the Customs clearance formalities, including payment of duties and taxes, after the goods have been cleared.

Angola

IMPORTATION AND CUSTOMS / IMPORTATION ET DOUANES

All commercial borders are still open to cargo movements. Land border and domestic cargo movement are only open to first necessity, aid, and relief cargo.

Ports are operating at reduced capacity. Ships will be subjected to health checks and may be subjected to quarantine time. Crew rotations and shore leave are not permitted.

Land border status in neighboring countries:

- **Democratic Republic of the Congo:** Land borders are open.
- **Namibia:** Land cargo movement is limited.
- **Republic of the Congo:** Most land borders are closed to cargo movements including the border with Angola.
- **Zambia:** Truck drivers with cross-border consignments undergo extensive screening at border entries.

Source: IMPACCT/UN OCHA, 08.06.2020 COVID-19 [Angola],
[Bulletin n° 1 - CIQP : 8 June 2020 \(Bulletin on Customs, Immigration and Quarantine Procedures\)](#).

Antigua and Barbuda

Source: Antigua and Barbuda's Government, 01.07.2020

1. Measures aiming to Facilitate the Cross-border Movement of Relief and Essential Supplies

- 1.1. Implemented new office hours, new shift system, reduced working schedules and on call exigencies to facilitate arriving cargo vessels and aircrafts;
- 1.2. Afforded the pre-arrival processing of the Goods declaration and release of the goods upon arrival;
- 1.3. Prioritize the clearance of relief consignments including donations of medical supplies and equipment, cleaning supplies and other COVID relief essential items;
- 1.4. Coordinate and cooperate with other government agencies with the objective of speeding up the clearance of relief goods;
- 1.5. Supported the proposal to suspend duties and taxes on the pandemic relief items.

More information: https://ab.gov.ag/detail_page.php?page=42

Argentina

Source: Argentina.gob.ar, 12.10.2020

Requisitos para ingresar

Para argentinos con residencia en el exterior y residentes

Completar la declaración jurada on line de la Dirección Nacional de Migraciones. (Formulario “Declaración Jurada Electrónica para el ingreso al Territorio Nacional”) disponible en el sitio oficial de la [DIRECCIÓN NACIONAL DE MIGRACIONES](#), **48 horas previas al viaje**.

De poseer sintomatología declarada o detectada se debe tener una justificación clínica no atribuible al COVID 19 con certificado médico. Actualizar su declaración durante el viaje si se tiene sintomatología posible de caso sospechoso de COVID 19 **a bordo** o manifiesten la necesidad de actualizarla (pasajeros que durante el viaje presenten dos o más de los siguientes síntomas, tos, dolor de garganta o dolor de cabeza o diarrea y vómitos o al menos uno de los síntomas como fiebre o pérdida repentina de gusto u olfato o dificultad grave para respirar). Someterse a los controles de salud **a la llegada al país**, incluida una nueva toma de temperatura corporal. Denunciar el lugar donde realizara el aislamiento por 14 días. Contar con los permisos de circulación hasta ese lugar. <https://www.argentina.gob.ar/salud/coronavirus-COVID-19>.

Armenia

Source: The Government of the Republic of Armenia, 18.08.2020

A requirement for self-isolation is established for persons arriving in the Republic of Armenia from foreign countries.

Persons arriving in the Republic of Armenia are provided with a 14-day self-isolation notice by the staff of the RA Health and Labor Inspectorate on duty at the medical-sanitary control checkpoints. The individuals so notified shall be isolated at the venues indicated by them, which they cannot leave during the whole period of self-isolation. Exceptions to this rule may be applied to those persons arriving in the territory of the Republic of Armenia who take a polymerase chain reaction test for the coronavirus disease (COVID-19) on a paid basis during the period of self-isolation and receive a negative answer. Self-isolated persons shall be immediately relieved from the regime of self-isolation after the negative result of the test has been entered into the ARMED system. Prior to entering the negative answer in the ARMED system by the competent laboratory, the person is given a notice of self-isolation. Sampling for testing of these individuals can be done exclusively at their place of residence (self-isolation) through a visit by laboratory staff.

Exceptions to this rule are made for plane crew members arriving in the Republic of Armenia in order to organize pilots' rest, drivers of interstate freight transport, as well as for freight train drivers who are isolated until the next departure. Train drivers and the personnel in attendance are isolated between two consecutive shifts.

Source: <https://www.gov.am/en/covid-travel-restrictions/>

Aruba

Source: Directie Scheepvaart Aruba Notice to Shipping

March 20, 20: Both air and maritime borders of the Island have been closed effective 21 March 2020, for traffic coming in from regions where the corona virus Covid-19 has been detected. Exceptions for the Maritime Sector:

No permission will be granted to any vessel calling Aruba without the permission of the Harbor Master. Permission to enter will be granted only for commercial vessels calling Aruba for the delivery of cargo, spares, fuel or repairs and offshore operations (STS, maintenance, anchoring). No shore leave for crew. No crew changed will be allowed. It is prohibited for any vessel to depart from any port of Aruba except for stores, provision, fresh water and bunker delivery off port and only with specific permission from the Harbor Master. Passenger ships are prohibited, and it is prohibited to transport passengers to Aruba.

More information: <https://www.gac.com/news--media/hot-port-news/advice-to-maritime-sector-on-corona-virus/>

Australia

Source: Australian Government Department of Home Affairs, 02.10.2020

On Friday, 2 October 2020, the Australian Government [announced](#) changes to international travel restrictions with quarantine-free travel possible from New Zealand to New South Wales and the Northern Territory from Friday 16 October 2020. Further details will be provided when available.

Travel restrictions

Australia has strict border measures in place to protect the health of the Australian community. Very limited flights are currently available to and from Australia and you may not be able to travel at this time. Travel restrictions are subject to change. Please check back regularly. See: [National Cabinet media statement](#). All travellers arriving in Australia, including Australian citizens, must quarantine for 14 days at a designated facility, such as a hotel in their port of arrival. See [Coronavirus \(COVID-19\) advice for travellers](#). You may be required to pay for the costs of your quarantine. To find out more about quarantine requirements, contact the relevant [state or territory government health department](#). You cannot come to Australia unless you are in an exempt category or you have been granted an individual exemption to the current travel restrictions.

Source: <https://covid19.homeaffairs.gov.au/>

Austria

Source: European Union/Re-open EU, 29.10.2020

Entry from an EU Member State or Schengen Associated country with a stable COVID-19 situation is possible without restrictions. However, it is a **prerequisite that travellers have only been to these countries or in Austria within the last 10 days:**

Belgium, Bulgaria (except regions Blagoevgrad, Burgas, Dobrich, Gabrovo, Jambol, Kardzhali, Montana, Plovdiv, Rasgrad, Shumen, Sliven, Smoljan, Sofia, Stara Zagora, Targovishte, Varna), Croatia (only regions Brod-Posavina, Istria, Koprivnica-Križevci, Osijek-Baranja, Šibenik-Knin, Varaždin, Zadar), Cyprus, Czech Republic (except region Prague), Denmark, Estonia, Finland, France (except regions Île-de-France und Provence-Alpes-Cote d'Azur), Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Liechtenstein, Lithuania, Luxembourg, Malta, Monaco, Netherlands, Norway, Poland, Portugal (except regions Lisbon and Norte), San Marino, Slovakia, Slovenia, Spain (only Canary Islands), Sweden, Switzerland, United Kingdom, Vatican. The corresponding countries are also [listed by the Federal Ministry of Climate Action, Environment, Energy, Mobility, Innovation and Technology](#). Travellers from remaining areas within EU Member States and Schengen Associated countries, are required to provide a health certificate not older than 72 hours, confirming a negative SARS-CoV-2 test, or they are required to start a 10-day quarantine. Children up to the age of 10 are exempt from compulsory testing upon entry.

www.bmeia.gv.at

Azerbaijan

Source: Republic of Azerbaijan Cabinet of Ministers, 07.09.2020

Task Force makes decision to implement additional mitigation measures in some areas from 00:00 on 8 September

As a result of preventive measures being taken in connection with the introduction of a special quarantine regime in the Republic of Azerbaijan and thanks to the responsible conduct of the country's population, the spread of the coronavirus (COVID-19) infection has been limited and a reduction has been achieved in the number of infections. Starting from 5 August, some of the restrictions were lifted and mitigation measures implemented in the in cities and regions with a strict quarantine regime and across the country. In accordance with the sanitary-epidemiological situation the decision has been made to implement additional mitigation measures in the following areas from 00:00 on 8 September 2020:

- Subject to compliance with relevant quarantine rules and in accordance with Resolution No. 237 of the Cabinet of Ministers of the Republic of Azerbaijan "On regulation of some issues related to customer service in public catering establishments during the coronavirus (COVID-19) pandemic" dated 6 July 2020, on-site customer service at public catering facilities is allowed until 00:00;
- Restrictions on travel to and from Baku, Sumgayit cities and Absheron district are being lifted (except for intercity and inter-district passenger transportation).

Based on the current sanitary-epidemiological situation and in order to prevent new cases of the virus, the Task Force once again calls on everyone to comply with the requirements of the quarantine regime and follow medical and preventive rules.

Bahamas

Source: Ministry of Tourism and Aviation, April 1, 2020

Nassau Airport Development Company (NAD) has closed the Lynden Pindling International Airport and all additional airports throughout The Bahamas to incoming flights carrying passengers.

- Airlines are permitted, with proper approval, to fly empty aircraft into The Bahamas to retrieve international visitors and return them to their home country.
- The Emergency Order remains in effect until Wednesday, April 8, unless otherwise stated.
- Preventative restrictions are being enforced to prevent further spread of COVID-19 . [...]"

March 25, 2020: The port of Freeport, Grand Bahama – including Buckeye, Bahama Rock, Freeport Container Port (FCP) – is open for business, but subject to restrictions imposed by the Government to prevent the spread of COVID 19.

More information: <https://www.bahamas.com/pressroom/bahamas-ministry-tourism-aviation-statement-covid-19-5>

Bahrain

Source: WCO/Bahrain Customs Affairs, 25 March 2020

Bahrain Customs Affairs is part of Team Bahrain in combating the (COVID-19) pandemic, which is led by the office of His Royal Highness First Deputy Prime Minister. In light of the current global conditions, and in implementation of the Customs Cooperation Council's resolution on the role of customs in natural disaster relief, we are speeding up the clearance and release of relief shipments at the borders and making them a very high priority for shipments (medicines, medical equipment and food). We have equipped our Customs Officers who are in the frontline facing the threat of the pandemic virus by providing them with protective clothing, masks, gloves, sanitizers and sanitizing their facilities. Officers have been educated and trained on the symptoms of virus, the importance of dealing with the situation and dealing with people who have contracted it, outline the reporting method. We have implemented new technics and adopted modern technology applications in conducting virtual meetings and communication. We are applying the principle of dividing employees into small work teams to limit the spread of the epidemic and imposing direct contact. Depending on the nature of the work in different departments, a decision has been taken to reduce the workforce by 50%. We have divided the workforce in to two Teams A and B, which will be rotated depending on the working schedule daily or weekly. Staff that bear chronic illness and pregnant women, whose infection with the virus poses a danger to their health, are exempted from attending to work and assigned them to work remotely from home to the tasks assigned to them.

Further information: <http://www.wcoomd.org/-/media/wco/public/global/pdf/topics/facilitation/activities-and-programmes/natural-disaster>

Bangladesh

Source: IMPACCT/UN OCHA 06.07.2020

Internal government-imposed restrictions have been further extended until 3 August. Curfew hours are between 22:00-05:00 daily.

All Customs points are operational with limited scale as there are a limited number of truckers and Customs officers on duty.

Priority will be given to the clearance of food, medicine and medical equipment.

Chittagong Port Authorities have reduced the frequencies of feeders; the current estimated berthing time and average berthing delay is 12-13 days.

Barbados

Source: Barbados Government Information Service (BGIS)

March 19, 2020: A mandatory quarantine mandate will take effect from Sunday, March 22nd, 2020 and will remain in effect until further notice. The Ministry of Health and Wellness requires that all persons coming to Barbados from these countries/ territories be quarantined for a period of fourteen (14) days from the time of last exposure. The protocols established by the Ministry of Health and Wellness to contain the virus for visitors arriving from all other countries, remain in effect.

The Ministry of Health and Wellness may be addressed to the hotline at 536-4500 (operating 24 hours daily).

More information: <https://gisbarbados.gov.bb/covid-19/>

Belarus

WCO/State Customs Committee of the Republic of Belarus, 10.04.2020

In order to take operational measures to overcome the negative consequences of the spread of coronavirus infection 2019-nCoV, a "green corridor" has been organized for certain essential goods, which provides for performing customs operations as a matter of priority and as soon as possible in customs checkpoints, as well as the possibility of extending the working time of customs checkpoints if such a need arises.

Belgium

Source: European Union/Re-open EU, 04.11.2020

Due to the evolution of the COVID-19 pandemic, travellers returning from a red zone will **no longer be under the obligation to be tested, until November 15**, except in the case of obvious symptoms. However, depending on their answers to the self-assessment questionnaire attached to the Passenger Locator Form, they may be required to comply with a quarantine extended to 10 days.

Source: <https://diplomatie.belgium.be/en>

Source: <https://reopen.europa.eu/en/map/BEL>

Belize

Source: Ministry of Foreign Affairs of Belize.

NATIONAL EMERGENCY, March,30 2020 : From April 1st and will include a curfew from 8pm to 5am every day. The State of Emergency will last 30 days in the first instance. People can go out during the day only on a strictly necessary basis.

March 20, 2020: As of 11:59 on Saturday, March 21, the northern border of Belize, which includes the Corozal free zone, will remain closed for travel, but will remain open for cargo transportation. Philip S.W Golds International Airport will close on Monday, March 23, after the departure of the last scheduled flight. The measure only applies to the movement of people and not to truck loads to / from cargo planes.

March 16, 2020: Ports: All entry points to Belize are closed to passengers, except for Frontera Santa Elena and Philip Godson International Airport. This does not apply to cargo transportation.

Contact information: <https://twitter.com/MFABelize>

Benin

Source: WCO/Directorate General of Customs and Excise (DGDDI), 30 April 2020
Measures adopted by the DGDDI to reduce the effects of COVID-19

1. Measures to facilitate the cross-border movement of relief consignments and essential supplies

- 1.1. Borders are closed to passenger traffic but not to movements of goods, to facilitate the supplying of countries in the hinterland.
- 1.2. Sea and air borders are still open to cargo carriers for the transportation of goods for both import and export.
- 1.3. Concessions have been granted to facilitate the clearance of supplies and equipment imported as part of the campaign to halt the spread of the virus.

2. Measures to ensure protection for Customs Administration personnel

- 3.1. Each Customs unit has been equipped with a hand-washing facility, in particular at each entry to the head office of the Directorate General of Customs and Excise.
- 3.2. Alcohol-based hand sanitizer, masks and gloves have been distributed to all Central and Departmental Technical Directorates.
- 3.3. The internal work in Customs offices has been reorganized, with the introduction of a rotation system.
- 3.4. Administrative mail is held in isolation for between 24 to 48 hours before being dealt with.
- 3.5. Customs officers have been made aware of the correct distance to be maintained for the protection of health.
- 3.6. All Customs officers are required to wear masks.

Bhutan

Source: Bhutan Department of Revenue and Customs, 19.06.2020

Customs, land, sea (updated 7 May 2020) A number of operational measures have been undertaken. This includes:

- Zero-contact Customs clearance procedures have been established at land borders where consignments and goods are brought into the country in foreign transport vehicles with foreign drivers;
- Health measures have been put in place by the government to contain the spread of COVID-19 across land borders through Customs entry points.

Bolivia (Plurinational State of)

Source: Presidency

SUPREME DECREE N ° 4196, ARTICLE 8 (CLOSURE OF BORDERS). Starting at zero hours on Friday, March 20, until Tuesday, March 31, 2020, border closures are arranged throughout the territory of the Plurinational State of Bolivia.

II. What is indicated in the preceding paragraph does not include Bolivian citizens, Bolivians and residents returning to Bolivian territory, people belonging to diplomatic missions, special missions and / or international organizations, nor drivers of international cargo and freight transport, which must comply the protocol and procedures of the Ministry of Health.

<http://www.gacetaoficialdebolivia.gob.bo/>

Bosnia and Herzegovina

WCO/Customs administration of Bosnia and Herzegovina, 25.03.2020

Bosnia and Herzegovina (BIH) declared a state of natural or other disaster in its territory on 17 March 2020.

The Council of Ministers of Bosnia and Herzegovina adopted a formal document addressing the response of the institutions of Bosnia and Herzegovina to the threat to the lives and health of employees as caused by the presence of the COVID-19 virus. In order to act in accordance with the afore-mentioned document of the BIH Council of Ministers, the Indirect Taxation Authority (ITA) has organised the work of its employees in the way that ensures the discharge of those operational activities that allow for business processes to be carried out with engagement of a minimum number of staff at the ITA premises.

Those employees who can carry out the tasks specified in their job descriptions from home have been performing such tasks electronically. ITA staff have been ordered to act with ultimate responsibility and conscientiousness upon any instructions issued by the competent authorities in Bosnia and Herzegovina.

Botswana

Source: WCO/Botswana Unified Revenue Service, 7 May 2020

1. Measures aiming to Facilitate the Cross-border Movement of Relief and Essential Supplies

- 1.1. On line processing of declarations & e-payment
- 1.2. Most of small borders closed to streamline cargo traffic to minimise risks and use of x-ray cargo scanners for examination
- 1.3. Expedited clearance of COVID-19 consignments

2. Measures aiming at Supporting the Economy and Sustaining Supply Chain Continuity

- 2.1. Have a list of Essential goods that are needed to support the economy
- 2.2. Government has established a COVID-19 wage subsidy to support business and employees of affected business

3. Measures aiming at Protecting Customs administrations' Staff

- 3.1. All officers are provided with PPE's
- 3.2. Some staff members are allowed to work at home to avoid congestion
- 3.3. Introduction of flexi and shift work in inland stations

Brazil

Source: WCO/Customs administration, 26 March 2020

Website dedicated to Covid-19 information, related to customs and internal revenue.

<https://receita.economia.gov.br/covid-19/covid-19/>

Customs

Regulation prescribing anticipated release of goods prior the inspection and clearance, according to HS Classification Reference from the WCO. Implementation of a Special License for the exports of goods to tackle the virus outbreak

Implementation of previous authorization for the exports of chloroquine and Hydroxychloroquine as raw materials, semi-finished or finished products. Prioritizing the destination of goods seized, according to the HS Classification Reference from the WCO. Daily monitoring of the clearance of goods to tackle the virus outbreak, according to the HS Classification Reference from the WCO . Redistribution of workload on postal and express consignments, due to the reduction of in and out bound parcels. Production of online courses on customs matters, due to the leave of customs officers . Reduction of duties and taxes for the imports of goods to tackle the virus outbreak, according to the HS Classification Reference from WCO . Orientation for all Customs Officers on the need to wear the necessary IPE (individual Protective Equipment): Gloves, glasses, masks implementation of a Customs Operational Center for Crisis Management, competent to supervise, monitor and guide the customs processes.

Brunei Darussalam

Land border between Brunei Darussalam and Sarawak state of Malaysia remains open and operational with reduced opening hours. New opening hours is between 6 am till 6 pm.

Source: https://www.bernama.com/bm/am/news_perintah.php?id=1825810

Ports are in operation with some health restrictions on vessels crew.

Source: <http://www.mpabd.gov.bn/Lists/News%20Headlines/NewDisplayForm.aspx?ID=42>

Bulgaria

Source: European Union/Re-open EU, 28.10.2020

Entry Restrictions

Citizens of EU Member States + Schengen Associated countries and their family members are allowed to enter Bulgaria without restrictions.

Full details are available in the [Order № RD-01-547 of 30.09.2020 for temporary ban on entry into the territory of the Republic of Bulgaria](#) (in Bulgarian)

Transit

Transit through Bulgaria to the country of residence is allowed for:

- (a) nationals of the EU, a Schengen country, or the UK and their family members;
- (b) non-EU nationals, who have a long-term residence permit in another EU Member State, the UK, or in a Schengen country and their family members;
- (c) Nationals of Albania, Kosovo, Bosnia and Herzegovina, Montenegro, Serbia, North Macedonia, Moldova and Turkey, as well as Kuwait and Israel, can transit to return to the country of which they are nationals.

Transit is only permitted when the traveler will immediately leave Bulgaria. Persons who are allowed to transit must submit to health inspectors at the border a declaration, regarding observation of the Ministry of Health's anti-epidemic measures and acknowledgement of the risks of COVID-19.

Mandatory Travel Documentation

[Self-risk travel declaration](#) available in 8 languages (BG / EN / DE / RU / FR / RO / GR / RS)

Citizens of **Australia, Canada, Georgia, Japan, New Zealand, Rwanda, South Korea, Thailand, Tunisia, Uruguay, United Arab Emirates, Israel, Kuwait, Turkey** can enter the territory of Bulgaria without restrictions.

Source: <https://reopen.europa.eu/en/map/BGR>

Burkina Faso

Source: IMPACCT/UN OCHA, 29.05.2020
IMPORTATION ET DOUANES

Les frontières terrestres sont ouvertes au mouvement des cargos. Le couvre-feu ne s'applique pas aux camionneurs en service.

Etat des frontières terrestres avec les pays limitrophes :

- Benin : Ouverte au mouvement des cargo.
- Côte d'Ivoire : Ouverte au mouvement des cargo.
- Ghana : Ouverte au mouvement des cargo, mais seul le transport de marchandises essentielles est recommandé, dû aux ralentissements.
- Mali : Ouverte au mouvement des cargo.
- Niger : Ouverte au mouvement des cargo.
- Togo : Ouverte au mouvement des cargo. (Informations mises à jour le 29 mai : Cluster Logistique)

Cambodia

According to the information received from the General Department of Land Transport of the Ministry of Public Works and Transport of Cambodia on 7 May 2020, there are no international road transport restrictions imposed by Cambodia. Relevant authorities make necessary adjustments to ensure and facilitate the continuous movement of goods by road. Nevertheless, preventive measures are being implemented at the border crossing points by relevant authorities, such as temperature check, travel history check and necessary medical procedures for drivers to ensure that they are not infected before entering and exiting Cambodia.

Source: General Department of Land Transport of the Ministry of Public Works and Transport of Cambodia.

Cameroon

Source: IMPACCT/UN OCHA, 18.06.2020

Customs, land, sea

All commercial borders are open to cargo movements. Land and sea freight are operating as normal. Foreign trade is continuing, in particular with the landlocked neighbours for which Cameroon serves as a transit country, without prejudice to conducting health checks on drivers.

Border status with neighbouring countries:

- **Central African Republic:** Difficulties at the Cameroon's borders, activity is slowed down due to systematic testing of all crews/ drivers
- **Equatorial Guinea:** All commercial borders are still open to cargo movements.
- **Nigeria:** Road cargo only open for humanitarian or essential items. Significant delays for cargo movements.
- **Republic of the Congo:** Borders remain open to freight.

Canada

Source: Transport Canada, 02.10.2020

Government introduces new border measures to protect Canadian public health, provides update on travel restrictions

While Canadian citizens and Canadian permanent residents can travel to Canada, foreign nationals are subject to the travel restrictions. The new measure for extended family members complements the updated rules for immediate family members [announced on June 8, 2020](#), and will help families in Canada reunite with more of their loved ones. All travellers must quarantine for 14 days upon arrival in Canada, unless they are exempt. Travellers may also seek approval for limited release from mandatory quarantine for compassionate reasons in specific situations where respecting the 14-day mandatory quarantine period is not feasible, such as visiting a loved one who is critically ill.

All travellers to Canada are now required to provide specific information after entry into Canada, including contact information. They may also provide updates on symptoms through self-assessment during their quarantine period. The ArriveCAN app is the recommended option for providing this information. Travellers flying to Canada must pass a health check conducted by airlines before they will be allowed to board their flight. Upon arrival in Canada, a traveller's health and ability to quarantine will be assessed before they leave the port of entry. Any foreign national showing signs or symptoms of COVID-19 will not be allowed to enter Canada. A border services officer will determine if a foreign national can enter the country.

Source: <https://www.canada.ca/en/immigration-refugees-citizenship>

Source: <https://tc.canada.ca/en/initiatives/covid-19-measures-updates-guidance-issued-transport-canada/covid-19-information-transportation-industry>

Central African Republic

Source: IMPACCT/UN OCHA, 24.06.2020

Frontières maritimes et terrestres

Les frontières terrestres de la République Centrafricaine sont ouvertes au mouvement des cargos. Des difficultés sont reportées aux frontières du Cameroun. Cela est dû au ralentissement de l'activité en raison des tests systématiques de tous les équipages / conducteurs. Etat des frontières terrestres des pays limitrophes :

- Tchad : Les frontières terrestres sont fermées aux passagers.
- Soudan : Le transport terrestre frontalier n'est pas autorisé.
- Soudan du Sud : Les frontières terrestres sont ouvertes au mouvement des cargos et des réservoirs d'essence.
- République Démocratique du Congo (DRC) : Les frontières terrestres avec la RCA sont ouvertes au mouvement des cargo mais des retards sont à prévoir.
- République du Congo : La plus grande partie des frontières terrestres est fermée au mouvement des cargos.
- Cameroun : Les frontières terrestres sont ouvertes au mouvement des cargos.

Chad

Source: IMPACCT / UN OCHA, 01.07.2020

Restriction of movement between provinces. Relaxation measures include: The reopening of places of worship as of June 25. Global Pax Service of the World Food Programme (WFP): On Thursdays and Saturdays, Accra is linked to the following hubs: Abuja, Ndjamen, Niamey, Ouagadougou, Bamako, Bangui, Yaounde. [More information in the attached bulletin on CIQPs.](#)

Chile

Port Situation, **All national ports are open and operative**

22/03/2020 Terminales portuarios EPSA EPV (STI, PCE TPS TCVAL) anuncian que para despacho de carga contenerizada: Despacho directo y diferido hasta las 19 hrs para las cargas de importacion. Recepción de carga de exportación hasta las 20:00 por motivo del toque de queda existente a nivel nacional.

China

Fast clearance of anti-epidemic supplies. For imported supplies, all local Customs are required to open exclusive counters and green lanes 24/7 to ensure fast clearance; imported pharmaceuticals, disinfection supplies, protective suits, treatment equipment and other supplies will be released without delay. For exported supplies, green lanes are provided 24/7 to minimize the clearance time. Source: China Customs (as reported in WCO website); <http://english.customs.gov.cn/newsroom/news>

China Customs has put in place a Command Center and a Working Group to coordinate border efforts and provide solutions to COVID-related issues. GACC has rolled out policies and measures on faster clearance, minimum-interference customs control, certification services, acceleration of market access process for imported agricultural products, among others. Source: China Customs (as reported in WCO website); <http://english.customs.gov.cn/newsroom/news>

For road BCPs. Those closed passenger and cargo transport BCPs and passenger transport BCPs will continue to be closed for transport operations until further notice; the opening of international passenger transport at seasonal BCPs will be postponed.» Source: Ministry of Transport of the People's Republic of China - China Transportation News. Foreign trucks will unload cargo at BCPs, and foreign truck drivers will return on the same day of arrival in China. Those foreign truck drivers who have difficulty returning will stay in accommodation designated by local disease prevention and control agencies.» Source: Ministry of Transport of the People's Republic of China - China Transportation News.

Colombia

Source: IMPACCT/UN OCHA, 18.09.2020

Border to Ecuador open for essential cargo movements, but transporters must be quarantined for 14 days upon return. **Border with Venezuela** remains closed for cargo movement. Certain medical goods are exempted from VAT. Temporary elimination of import tariffs on certain accumulators (separadores acumuladores eléctricos) and on medical, hygiene and disinfectant products. Exports of medical products and PPE are banned. Internal cargo transport is still working, though subject to biosecurity protocols of Transport Ministry.

Comoros

Source: Union des Comores / Présidence de la République, 30.03.2020
President of the Comoros announces closure of border

Source: <https://beit-salam.km/>

Further information: <https://stopcoronavirus.km/>

Congo

Source: WCO/Direction générale des douanes et des droits indirects, 23.04.2020

Afin de prévenir et/ou de lutter contre la propagation de la pandémie COVID-19, la Direction générale des douanes et des droits indirects (DGDDI) congolaise a mis en œuvre les mesures suivantes :

1. Acceptation au dédouanement des documents reçus par voie électronique en lieu et place des documents originaux, sous réserve de soumission de la DPIV et du BESC ;
2. Production facultative du certificat d'origine en l'absence d'une préférence ou d'une restriction tarifaire ;
3. Suppression de l'ETB pour permettre la déclaration anticipée des marchandises dès enregistrement électronique du manifeste.

Costa Rica

The General Directorate of Customs of Costa Rica, due to the world situation regarding the COVID-19 pandemic, has taken the following measures:

The implementation of special procedures have been activated.

The digitalization of the procedures is being applied so that they can be done by mail without the need to personally present the documents.

Directive DGA-003-2020 was created to control the export or re-export of medical implements.

Enabling measures are being implemented that do not paralyze the import and export activity. More green channels, not requiring original documents, creating special procedures.

The Fiscal Relief Law was approved, which defers the payment of VAT taxes; RENT; CUSTOMS, without interest or fines. It is defined for three months, renewable.

Minimize audits and change the strategy when the case allows it. Intensify the subsequent control of declarations almost immediately upon dispatch.

Information campaigns will be maintained for staff and users.

Croatia

Source: European Union/Re-open EU, 02.10.2020

Citizens of EU+ countries, as well as their family members, are allowed to enter Croatia without restrictions.

EU+ comprises EU Member States plus Norway, Switzerland, Iceland, Liechtenstein, Andorra, Monaco, Vatican City State and the Republic of San Marino.

EU+ nationals as well as their family members (regardless of their residence), third-country nationals who are long-term residents under Council Directive 2003/109/EC, and persons entitled to reside under other EU directives or national law, or who hold national long-term visas, can enter the country under the same conditions as before the COVID-19 outbreak.

Third country nationals are still subject to restrictions: they can enter Croatia for business or tourism reasons only.

Source: <https://reopen.europa.eu/en/map/HRV>

Cuba

Source: Presidency

April 7, 2020: In follow-up to the plan approved by the Cuban Government for the prevention and control of the new Coronavirus on the Island, where 396 cases have already been confirmed. Among the new measures is that in all places where there is local transmission they go into quarantine, therefore the National Civil Defense General Staff must give all the instructions to the Defense Councils. Urban passenger transportation will also be reordered, limiting the number of people per bus, to maintain adequate distance. Likewise, an analysis will be carried out on the country's work activities that are not essential to determine then their cessation, maintaining those with the greatest impact on the national economy, such as food production.

March 31, 2020: Prohibition of the entry or exit of ships and international flights in Cuba. Consequently, they will no longer carry out operations through airlines, nor through charter flights. In addition, the minister gave instructions for the withdrawal of all international vessels in Cuban territory; for which they will have 48 hours.

However, regarding the suspension of flights and ship movements in Cuba due to the coronavirus, the minister made two exceptions. Consequently, they will continue to carry out commercial flights and the docking of cargo ships in Cuba will also be maintained. [...] "

<https://www.presidencia.gob.cu/es/noticias/tag/covid-19/>

Curacao

March 17, 2020: “The government of Curacao has raised its public health threat level to HIGH and has closed the borders for flights coming in from Europe, the Americas and any other region where community transmission has been established. [...]”

More information: <http://maritimecuracao.org/>

Cyprus

Source: European Union/Re-open EU, 02.10.2020

Third-country nationals coming from outside the EU and Norway, Switzerland, Iceland and Liechtenstein

Travellers from Australia, Korea, New Zealand and Thailand (Category A) are allowed to enter and are only asked to provide some specific information and a declaration.

Travellers from Canada, China, Georgia, Hong Kong, Japan, Rwanda, Uruguay (category B) have the option to perform the COVID-19 test upon arrival in Cyprus, at the price of 60 euros. Self-isolation is required until the result of the test is available.

The same applies to passengers travelling to Cyprus via category B countries with an overnight stay and belong to at least one of the following categories:

Cypriot citizens and their family members (foreign spouses, their minor children and their parents)
Persons legally residing in the Republic of Cyprus
Persons allowed to enter the Republic of Cyprus under the Vienna Convention
Persons from category B countries that are not offering COVID-19 tests to those wishing to travel to the Republic of Cyprus.

The prerequisites for passengers travelling to Cyprus from each country category can be found at: <https://cyprusflightpass.gov.cy/en/download-forms>

Source: <https://reopen.europa.eu/en/map/CYP>

Czech Republic

Source: European Union/Re-open EU, 14.10.2020

Entry Restrictions

Entry from EU+ countries is allowed without restrictions, with the exception of countries defined as “high risk” from an epidemiological point of view.

EU+ comprises EU Member States plus Norway, Switzerland, Iceland, Liechtenstein, Andorra, Monaco, Vatican City State and the Republic of San Marino.

An updated [list of countries according to their level of risk](#) is available on the Ministry of Health website.

For countries classified as green, entry is allowed without restrictions.

For EU countries classified as red, presentation of a negative test for Covid-19 or quarantine is necessary. This applies both to Czech citizens and to citizens of EU countries who are allowed to travel to the Czech Republic as tourists.

For non-EU countries classified as red (countries which are not on the list) where there is a high risk of infection, specific conditions determined by the [protective measure](#) apply (citizens of these countries may only travel to the Czech Republic for the reasons specified in the protective measure and subject to presentation of a negative test for Covid-19, or by undergoing a period of quarantine).

Travelling from the Czech Republic or returning to the Czech Republic

[Country specific Travel Advice](#) from the Ministry of Foreign Affairs.

Source: <https://reopen.europa.eu/en/map/CZE>

Denmark

Source: European Union/Re-open EU, 02.10.2020

Entry Restrictions

Entry from EU+ countries is allowed without restrictions, unless a country or region is defined as high risk area.

EU+ comprises EU Member States plus Norway, Switzerland, Iceland, Liechtenstein, Andorra, Monaco, Vatican City State and the Republic of San Marino.

The [map of 'banned' countries](#) is based on the current number of infected people and is updated weekly by the SSI (Statens Serum Institut). This map is updated every Thursday, with decisions taking effect on the forthcoming Saturday at 00.00.

Entry from 'banned' countries is possible for 'worthy purpose' only (not for tourism).

Entry restrictions and travel advice are determined on the basis of a set of objective criteria, which include country rates of infection and testing regimes. Persons residing in an 'open' (yellow) country may travel to Denmark without the need to specify a purpose. Travellers coming from a 'banned' (orange) country may travel to Denmark for 'worthy purpose' only (not for tourism). Travellers from regions where the infection rate is above **50 new infections per 100,000 inhabitants** per week are advised to get tested upon arrival to Denmark. As of 1 October 2020, the infection rate of the following regions in 'open countries' has exceeded this threshold: **Ida-Viru Maakond** (Estonia) and **Voreio Aigaio** (Greece).

Non-Danish citizens with clear symptoms such as dry cough and fever cannot enter Denmark.
Source: <https://reopen.europa.eu/en/map/DNK>

Djibouti

Source: IMPACCT/UN OCHA, 10.05.2020

Les frontières terrestres et maritimes demeurent fermées pour la circulation des personnes jusqu'au 1^{er} septembre 2020. La circulation des biens et marchandises ne sont pas concernées par la présente mesure.

Les passagers de nationalité djiboutienne et les passagers de nationalité étrangère résidant habituellement à Djibouti doivent s'isoler ou être isolé dans les sites de quarantaine prévus avant d'être soumis à un test PCR obligatoire. Les passagers de nationalité étrangère ne résidant pas habituellement à Djibouti sont soumis à un test rapide à l'arrivée et devront être soumis à un test PCR. Le refus de dépistage entraîne l'interdiction d'accéder au territoire djiboutien. Les passagers de nationalité étrangère ne résidant pas habituellement à Djibouti qui sont testés positifs font l'objet d'une mesure de reconduite à la frontière conformément à la procédure en vigueur en la matière.

Dominica

Source: Presidency of the Commonwealth of Dominica

1 April 2020: Statutory Rules and Orders No. 14 of 2020: Proclamation declaring a State of Emergency in Dominica. 16 March 2020: all travel to and from China is banned. Arriving passengers must complete a health declaration form and be screened for elevated body temperature. Anyone showing flu-like symptoms or who has been to an affected area in the past 14 days may be placed in 14-day home quarantine.

More information: <http://www.news.gov.dm/announcements>

Dominican Republic

Source: WCO/Directorate General of Customs (DGA) – Dominican Republic, 06.04.2020

Preventive measures taken by the Directorate General of Customs (DGA) in response to the COVID-19 pandemic. The Directorate General of Customs (DGA), in the context of the emergency situation due to the COVID-19 pandemic and seeking to collaborate in response to the impact that this represents, adopts the following measures: Exemption of the surcharge for late declaration (Art. 52 of Law No. 3489), upon a request submitted to the Customs administration, which will coordinate its implementation. For the computation of the term of storage of the merchandise in the Bonded Warehouse Regime, under any of its modalities: fiscal, re-export and cargo consolidation, the days from Friday 20 March 2020 until three (3) business days after the lifting of the national emergency estate, will not be taken into consideration. The Customs administration will deduct the days of quarantine from the terms to be computed so that a merchandise is not considered in fact abandonment.

Ecuador

Source: WCO/National Customs Service , 15.04.2020

Con el fin de garantizar el desarrollo normal de las operaciones de comercio internacional, ante la declaratoria de emergencia sanitaria por el COVID-19; el Servicio Nacional de Aduana del Ecuador dispuso que los procesos y despachos de importaciones y exportaciones se manejen con normalidad, bajo estrictos protocolos sanitarios. Las medidas del SENA, se resumen en dos tipos de acciones: Modelo de gestión en Normas de facilitación del comercio aplicables a la emergencia.

Egypt

Source: Maritime Transport Sector (MTS). Ministry of Transport. Arab Republic of Egypt

The emergency measures currently applied at the level of the Egyptian ports with regard to the transport of goods in light of the global pandemic of the virus Corona are the following:

The Egyptian ports did not impose any restrictions on the circulation of goods at the level of the Arab Republic of Egypt. The ports operate from the beginning of the crisis until now over the course of 24 hours and receive all types of ships in full coordination with the quarantine departments at the ports. The Egyptian ports are strictly committed to applying all the precautionary measures recommended by the International Maritime Organization, as part of the state's precautionary plan to deal with the disease. Places, tools and equipment directly frequented by workers, customers and goods are continuously sterilized and disinfected. An operation room was formed in coordination with the quarantine departments in each port to continue checking the arrivals on board the vessels and ships that the ports receive daily. The Egyptian ports apply the EDI system. The extension of the travel permit for 72 hours instead of 48 hours was coordinated to facilitate the customers and sailors and reduce gatherings. The compatibility certificates were extended for a period of three months.

El Salvador

Source: WCO/Directorate General of Customs – El Salvador, 26.03.2020

This protocol specifies the form of application of articles 1, 2 and 3 of the Law of Temporary Suspension of Concrete Constitutional Rights to Address the Covid-19 Pandemic, in that sense the application segments of these articles are detailed below under the principle of proportionality referred to in article 2 of the aforementioned Law: The Logistics, Storage, Distribution and Freight Transport Sectors are considered as strategic and fundamental actors for the operation of Regional Trade, essential to satisfy and guarantee Food and Sanitary Security (Supply Chain). The mobility of people may be restricted when the competent authorities determine such measure under pain of the application of the law. No foreign person may enter the national territory while the emergency. Every person, whatever their means of transportation, must limit their circulation in affected places or places that are at epidemic risk, starting from the visibly fixed sanitary cords (Art.2, Lit. b, of Legislative Decree No.593, National emergency state of the pandemic COVID-19).

Estonia

Source: Republic of Estonia / Ministry of Foreign Affairs , 17.09.2020

Information on countries and restriction on freedom of movement requirements for passengers Travelling to Estonia is possible for the following persons : Estonian citizens, residents and their family members. Estonian citizens and residents are allowed entry regardless of whether or not they show symptoms of the disease.

Citizens and residents of the European Union, the Schengen area, the United Kingdom of Great Britain and Northern Ireland, Andorra, Monaco, San Marino and Vatican, and individuals with a long-stay visa and their family members if they show no symptoms. [Read the list here](#). Residents of Australia, Canada, Georgia, Japan, New Zealand, Rwanda, South Korea, Thailand, Tunisia and Uruguay, if they show no symptoms. Citizens of foreign states without symptoms arriving in Estonia from states not named above for work or studies. On arrival they are subjects to 14-day restriction on freedom of movement.

Source: <https://vm.ee/en/information-countries-and-self-isolation-requirements-passengers#EU%20+%20Schengen>

Eswatini

Source: WCO/Eswatini Revenue Authority, 03.04.2020

The Government of Eswatini declared the COVID-19 outbreak a National Disaster and further released Corona Virus (COVID-19) Regulations of 2020 (appended). The Eswatini Revenue Authority (SRA) has adequate legislative framework, policies, processes and procedures to respond to the COVID-19 outbreak. For example the SRA is implementing the National Disaster Management Act, 2006 in line with Schedule 4 of the Customs and Excise Act, 1971 - which provides for a rebate of Customs duty on goods imported for the relief of distress of persons where there is a national disaster. Furthermore the SRA Risk Management Committee has approved an Infectious Disease Emergency Plan which is further supported by Operational Response strategies.

Ethiopia

Customs, land, sea (updated 19 June 2020)

The **Djibouti-Ethiopia** corridor remains open; there are no restrictions on cargo movements from Djibouti to Ethiopia. At the Moyale border with **Kenya**, no passenger transport is allowed. Cargo trucks are also not allowed to cross the border. Transshipment therefore continues to be done at the respective destination country's yard, i.e. for Ethiopian consignments, Kenyan trucks are offloading on the Ethiopian yard and vice versa for those holding a valid negative COVID-19 certificate. Drivers must undergo quarantine upon entering Kenya. The Ethiopian border with **Eritrea** remains completely closed for all transport. The Ethiopian border with **Somalia** remains closed for commercial entities. WFP trucks are allowed to move from Somalia to Ethiopia through the Berbera corridor. Ethiopian authorities are conducting temperature checks.

Major restrictions apply at the border with **Sudan**. The route from Gadarif to Galabat is operating as normal however the Galabat border bridge is fully closed from both sides. It can be operated for humanitarian cargo, following the obtaining of clearance and approval from the Sudanese and Ethiopian Governments.

Major restrictions also apply to the border with **South Sudan**. Land border transportation is only allowed for essential goods. From Ethiopia, road and river access to South Sudan is allowed, however due to the closure of all borders, with exemptions granted for cargo and fuel tanks, strict controls for truck drivers at the borders apply, with potential quarantine for affected drivers. At the Pagak/Denjok Border point, Vehicles are instructed to offload immediately and return to Ethiopia.

Finland

Source: European Union/Re-open EU, 12.10.2020

Entry Restrictions

Entry restrictions for Finland are detailed on the [Finnish Border Guard website](#).

Travelling from Finland or returning to Finland

Rules applicable to Finnish citizens and residents travelling abroad are detailed on the [Finnish Border Guard website](#).

Rules and Exceptions

Entry to Finland is possible without mandatory testing or quarantine from countries with a maximum of 25 new Covid-19 cases per 100,000 persons during the previous 14 days. Those wishing to cross the internal border must use border crossing points where border control has been reinstated. Crossing the border in other places is not permitted without a border crossing permit. Self-quarantine is recommended for travellers arriving in Finland from countries subject to internal border control ([Restriction Category 1](#)). Leisure boat traffic between Schengen countries is unrestricted and not subject to border controls.

Transit

For external border traffic and to the extent that internal border controls have been restored, the transit on regularly scheduled routes is permitted. As a rule, during the transit journey, a person must remain in the transit area of the airport, but a person may also be permitted to enter the country for the purpose of the transit referred to above. For example, a person may stay at an airport hotel or other accommodation near the airport, especially if the layover during the transit is a long one.

www.raja.fi

[Finnish Institute for Health and Welfare](#)

[Documents you need to travel in Europe](#)

France

Source: Ministère des l'Europe et des Affaires Étrangères, 30.10.2020

1. If you are arriving from a country on the list below, you can enter metropolitan France without any COVID-19-related restrictions or paperwork. Member States of the European Union, Andorra, the Holy See, Iceland, Liechtenstein, Monaco, Norway, San Marino, Switzerland, and the United Kingdom.
2. If you are arriving from another country, you can only enter France if your journey meets one of the following criteria for exceptions: If you are a French national (you may be accompanied by your spouse and children); If you are a European Union citizen or a national of Andorra, the Holy See, Iceland, Liechtenstein, Monaco, Norway, San Marino, Switzerland or the United Kingdom, and your main residence is in France or you are crossing France to reach your country of nationality or residence (you may be accompanied by your spouse and children); If you hold a valid French or European residence permit or long-stay visa and your main residence is in France or you are crossing France to reach your residence in the European space; If you are transiting for less than 24 hours in an international zone; If you hold an official passport; If you take up your duties in a diplomatic or consular mission or in an international organization headquartered or having an office in France, where necessary with your spouse and children, or if you travel to France with a mission order issued by your home State.

More information here: <https://www.diplomatie.gouv.fr/en/coming-to-france/coronavirus-advice-for-foreign-nationals-in-france/#>

Gambia

Source: WCO/Gambia Revenue Authority (GRA) , 28.04.2020

Initiatives and Actions taken by the Customs in response to COVID-19 pandemic

1. Measures aiming to Facilitate the Cross-border Movement of Relief and Essential Supplies

- 1.1. Providing Direct Delivery facilities (deferred document processing and payment) for COVID-19 Relief and Essential Supplies;
- 1.2. Twenty-four hour cross border Customs services for essential goods and services for COVID-19.

2. Measures aiming at Supporting the Economy and Sustaining Supply Chain Continuity

- 2.1. The use of Risk Management and increased profiling of passengers and goods across all borders (differentiating between relief supplies and profit-making related goods) and encouraging pre arrival processing;
- 2.2. Promote the use of Coordinated Border Management;
- 2.3. Extended Trade Facilitation Measures and given privileges to Importers;
- 2.4. Enhance the use of emails between Customs and Shipping Agencies and allowing manifests to be attached as PDF (Portable Document Format) file;
- 2.5. Extended all Customs Claims and Appeals until June 2020;
- 2.6. Suspended periodic Customs Audit or Inspections during 2020 COVID-19 period, as a result of limited commercial activities due to Government giving “opening” and “closing” time for different types of businesses and also, to put in place the social distancing and interaction between Officers, Auditors and Traders;
- 2.7. Availability and encouraging the use of remote access to ASYCUDA to facilitate all Customs Procedures and Processes at every border with minimum contact with Cross Border Traders.

Georgia

Source: Georgia Revenue Service, 09.09.2020

During these challenging times caused by global pandemic, Georgia has been mobilized all available resources for cushion shock and follows its agenda dedicated towards creation of safe, stable, modern and prosperous nation. In given circumstances, when sustaining international trade is of vital importance efficient customs control plays a significant role in ensuring legitimate movement of goods via land borders and trade facilitation.

Despite unexpected and serious challenges, with joint efforts international customs community has managed to keep working. Intensive negotiations and exchange of practices has shown comparative success in coping with emerged complications. Quick changes, countries introducing in ad hoc manner were not available for traders, nor for adjoining or regional customs administrations. New regulations, often not coordinated/negotiated with neighboring countries negatively influenced the cross-border trade. Georgia, as a transit country has double responsibility to ensure the well-organized and streamlined movement of both import/export and transit goods, while ensuring safety of the society. Surrounded by Covid-19 highly effected countries, Georgia 0was putting efforts to increase movement capacities. In this endeavor, the government introduced immediate measures resulting the significant increase in border crossings of trucks (34.8% increase for the period January-July 2020 vs 2019).

stopcov.ge

Germany

Source: European Union/Re-open EU, 12.10.2020

Entry restrictions

Entry from EU+ countries is allowed without restrictions, unless a country or region is defined as high risk area. The Robert Koch Institute provides a [list of international risk areas](#), which is updated regularly.

EU+ comprises EU Member States plus Norway, Switzerland, Iceland, Liechtenstein, Andorra, Monaco, Vatican City State and the Republic of San Marino.

A country or an area is defined as “high-risk” when there are **more than 50 new infections per 100,000 people** over the last seven days.

Travellers entering the Federal Republic of Germany, who have been in a risk area at any time within the last 14 days before entry, are obliged to self-isolate in accordance with the quarantine regulations and testing obligations of the competent Federal State.

The entry rule is based on the country from which the traveller is coming from, and not on nationality. Specific rules for [unmarried partners from third countries](#) are available.

More information on [travel restrictions](#) and [regulations for quarantine and COVID-19 tests](#) are available at the Federal Foreign Office website. Also see the [FAQ regarding corona testing and quarantine](#) in Germany.

Ghana

Source: WCO/Ghana Revenue Authority (GRA), 19.05.2020

1. Measures aiming to Facilitate the Cross-border Movement of Relief and Essential Supplies

- 1.1. Customs is working closely with other government agencies to expedite clearance of personal protective equipment and related relief supplies.

3. Measures aiming at Protecting Customs administrations' Staff

- 3.1. A shift system has been designed to ensure that the necessary physical distancing protocols are observed during working hours.
- 3.2. Running water, soap and disposable hand towels have been provided at entrances to all Customs facilities.
- 3.3. The Customs Laboratory is now producing large quantities of sanitizers for use in all offices in addition to normal work schedule.
- 3.4. The wearing of face masks is now compulsory at all Customs facilities in Ghana.
- 3.5. The Customs Laboratory has teamed up with the Kumasi Centre for Collaborative Research to use two Customs Mobile Laboratories to conduct COVID-19 testing during the period of the outbreak.

Greece

Source: European Union/Re-open EU, 17.09.2020

Land border arrivals from Bulgaria are allowed through Promachonas border station. Entry from other border stations with Bulgaria are allowed for essential travel only. With regards to Albania, North Macedonia and Turkey, entry is allowed for essential travel only.

Before entering the country, all travellers must complete their [Passenger Locator Form](#).

All travellers entering Greece through Promachonas border station, including Greek citizens, permanent residents of Greece and travellers for essential professional reasons, are obliged to present, upon arrival, a negative molecular test result (RT-PCR) for COVID-19, performed up to 72 hours before their entry to Greece. Travellers should be laboratory tested with RT-PCR of oropharyngeal or nasopharyngeal swab. For the land border crossings of Kakavia, Krystallopigi, Evzoni, Nymfaia, Ormeni and Kipi, if the conditions are met, the crossing is possible only between 07:00-23:00. Only essential arrivals are permitted. Moreover, land border from Kakavia now limits essential arrivals to 750 persons/day and Krystallopigi limits essential arrivals to 300 persons/day.

[Protocols for arrivals at land borders in Greece](#).

For latest information also check travel.gov.gr.

Grenada

Source: The Government of Grenada

March 25, 2020: State of Emergency: The Grenadian Prime Minister announced a 21-day limited state of emergency going into effect at 6 p.m. March 25.

More information: [_](#)

Guatemala

Source: WCO/Customs administration (Superintendency of Tax Administration -SAT-) - Guatemala

[Customs administration \(Superintendency of Tax Administration -SAT-\) - Guatemala](#)

Aware of the state of calamity that we are facing worldwide and abiding by the provisions determined by the Government of Guatemala, we inform the general public that the country's Customs maintains the development of its operations in a normal way, prioritizing the flow of goods necessary to face this crisis.

The Guatemala Government ordered the closure of borders for foreigners, suspended commercial flights, allowing only the entry of cargo by maritime, land and air customs. The Guatemala Government approved the exemption from Value Added Tax -IVA and Import Tariff Duties -DAI- to the National Coordinator for Disaster Reduction - CONRED-, Churches, organizations and charitable associations that import in order to bring critical goods for the emergency attention of COVID-19. The Institutional Crisis Management Committee was created, which is made up of the higher authorities of the Customs Service (Superintendence of Tax Administration) and is in permanent session, which, according to the decisions of the Government of Guatemala, is taking institutional actions to effectively support them, including actions to protect internal staff and the form of institutional interaction with external users.

[hace-de-conocimiento-la-resolucion-de-superintendencia-numero-sat-dsi-280-2020/](#)

Guinea-Bissau

Source: WCO/Directorate General of Customs – Guinea-Bissau , 12.05.2020

As part of the operation to curb the propagation of the COVID-19 pandemic, the Guinea- Bissau Customs Administration has, on an exceptional basis, put into effect a number of measures of which the most important are as follows:

1. Measures to facilitate the cross-border movement of relief consignments and essential supplies

- 1.1. An accelerated procedure, with reduced escort costs, has been set up on an exceptional basis for goods imported by land.
- 1.2. Imports of products to be used in combating COVID-19 (gloves, aprons, alcohol- based hand sanitizers, Thermoflashes (infrared thermometers), etc.) can be collected and regularized later, in view of the emergency.

3. Measures to ensure protection for Customs Administration personnel

- 3.1. Distribution of personal protection items: gloves, Thermoflashes, hand sanitizers, etc.
- 3.2. Alcohol-based hand-sanitizer dispensers have been installed at every entrance.
- 3.3. A memo making the wearing of a mask mandatory has been issued.
- 3.4. The way services operate has been reorganized: all directors and service heads are required to be present; 50% of active staff per entity must be present; a work-team rotation system has been set up.
- 3.5. Important meetings (cash flow committees, for example) are held by video- conference. Other meetings considered necessary are held in the meeting room with a limited number of participants practising social distancing (of 1 metre).

Guyana

Source: Guyana Civil Aviation Authority

March 31, 2020 The Georgetown Flight Information Region (FIR) will remain closed to all international passenger flights until May 1, 2020. As a consequence, the Cheddi Jagan International and the Eugene F. Correia International Airports will remain closed to all international flights with the exception of the cargo flights, medivac flights, technical stops for fuel only and special authorized flights.

The closure of the airspace will not affect domestic flights and international overflights. The Guyana Civil Aviation Authority (GCAA) will continue to work with all stakeholders to ensure that the safety and security of the travelling public can be assured

Contact information: <https://www.gcaa-gy.org/>

Haiti

Source: IMPACCT/UN OCHA

The land border with the Dominican Republic remains open in Dajabon for the movement of humanitarian cargo ships, accompanied by sanitary controls and the prior approval of the Customs authorities. The other entry points are closed. A slowdown in truck movements has been reported in the Dominican Republic. Cargo ship operations are proceeding normally.

Honduras

Source: Presidency

Decree No. 29-2020, Natural and legal persons are not subject to the Sales Tax and Production and Consumption Tax, in the local purchase and import of raw materials, supplies, packaging material and containers necessary for the manufacture of sanitizing products and medicines to attend to the sanitary emergency caused by COVID-19.

More information: <https://www.presidencia.gob.hn/>

Hungary

Source: European Union/Re-open EU, 15.09.2020

Travelling to Hungary As of 1 September, foreign citizens will not be allowed to enter Hungary without a special reason. Citizens of Visegrad Group Countries are allowed to enter Hungary if they can show negative coronavirus test not older than five days.

Transit

A non-Hungarian citizen arriving from abroad may enter the territory of Hungary for the purpose of transit. Additional conditions for entry:

- a) the non-Hungarian citizen coming from abroad has provided the entry conditions in the SBC;
- b) the non-Hungarian citizen coming from abroad satisfactorily proves the purpose of the journey and the country of destination of the journey;
- c) the entry into the country of destination and entry into a neighbouring state on the route of the planned journey is ensured.

Source: <https://reopen.europa.eu/en/map/HUN>

Iceland

Source: Source: European Union / Re-open EU, 13.11.2020
Entry Restrictions

From 19/8/2020, [all countries and territories of the world are classified as risk areas](#). All passengers arriving in Iceland and born before 2005 must [pre-register](#) to be screened for COVID-19. The Government of Iceland has decided to impose more comprehensive [border-screening measures](#) as of 19 August. All arriving passengers must choose between a 14-day quarantine and a double testing procedure along with a quarantine for 5-6 days. The double border-screening procedure requires all passengers arriving in Iceland to undergo two PCR-tests: one upon arrival and another 5-6 days later. During this period, all arriving passengers must stay in quarantine in case of a possible infection. Those who test negative in the second PCR-test are no longer required to take special precautions. Those who test positive must self-isolate. Children born in 2005 and later are exempt from the double border-screening procedure.

www.covid.is

India

Source: WCO/Central Board of Indirect Taxes and Customs (CBIC) – India 17.04.2020

CBIC sensed the gravity of the pandemic and its likely impact on the global supply chain at the very initial stage, and took a number of proactive measures to ensure smooth operation of all customs locations in India viz. seaports, airports, land customs stations, foreign post offices and courier terminals, while following social distancing and other health related guidelines of the Government, issued from time to time. To prevent spread of COVID-19, India is following strict lockdown. In these difficult times, CBIC is committed to ensure hassle free movement, release and clearance of goods under import, export or transit, and provide maximum possible comfort to trading community and other stakeholders, and the society at large. In this regard, an illustrative list of measures and actions taken by India is as below: 24x7 custom clearance facility has been implemented at all custom formations to avoid any supply chain disruption. (**Instruction No.02/2020-Customs dated 20.02.2020**). Special care has been taken in clearance of passengers coming from affected countries. Separate channels were created at the airports, port terminals and land customs stations for such passengers. Customs officers strictly followed instructions to use masks, gloves and All customs formations have been asked to show greater sensitivity in dealing with cargo from affected areas, condone the delay in filing import declarations and waive the late filing fees in genuine cases. (**Chairman's letter No.03/CH(IC)/2020 dated 02.2020**).

Indonesia

Source: IMPACCT/UN OCHA, 02.09.2020

A previous Ministry of Trade regulation, No.28/2020, was effective from 23 March but is no longer effective as of 30 June 2020. This temporarily eliminated import certification requirements on imports of certain products, such as masks and PPEs, due to COVID-19. Effective 17 April 2020, as of Ministry of Finance regulation No. 34/2020, the temporary elimination of import tariffs on certain medical and pharmaceutical products used in the treatment of COVID-19 was implemented. This included 73 tariff lines at 8-digit level, in the following HS Chapters 29; 30; 34; 38; 39; 40; 62; 63; 64; 65; 90. Imports also exempted from VAT and income taxes. Effective 9 April 2020, as of Ministry of Finance regulation No. 30/2020, the payment of excise duties on imports of certain goods is temporarily postponed due to COVID-19. (source: Ministry of Finance, 9 April 2020).

Iran (Islamic Republic of)

Source: IMPACCT/UN OCHA, 18.08.2020

Special permission from the address specialpermissions@cao.ir is required for international flights, to use international airports other than Tehran. Sari Su BCP (Turkey) is open for “health products”. Bazargan BCP (Turkey) only allows 60 trucks per day. Land border crossings between Turkey and Iran have been open since 4 June 2020. [More information in the attached bulletin on CIQPs](#)

Iraq

Source: IMPACCT/UN OCHA, 19.08.2020

Passenger flights to Iraq remain suspended until further notice.

Cargo flights are available to book through the Humanitarian Booking Hub, to Baghdad.

[More information in the attached bulletin on CIQPs](#)

Ireland

Source: European Union/Re-open EU, 14.09.2020

[COVID-19 green list](#) is reviewed on a fortnightly basis. Travel to a very limited set of locations ([COVID-19 green list](#)) is exempted from the general advice against non-essential travel overseas. Individuals arriving into Ireland from these locations will not be requested to restrict their movements upon entry. Passengers from any other location not [on this list](#) are asked to [restrict their movements](#) for 14 days. The general advice against non-essential travel includes Great Britain but does not apply to Northern Ireland.

[Travelling to Ireland from a location that is on the COVID-19 green list](#)

[Travelling to Ireland from a location that is NOT on the COVID-19 green list](#)

Travelling from (or returning to) Ireland [Travelling abroad from Ireland](#), [Travel advice by country](#) from the Department of Foreign Affairs and Trade.

Before starting your journey, please check visa requirements at www.inis.gov.ie.

Mandatory Travel Documentation [COVID-19 Passenger Locator Form](#)

Find out more [COVID-19 Travel Advice Driving abroad](#)

Source: <https://reopen.europa.eu/en/map/IRL>

Israel

Source: Israel Ministry of Foreign Affairs / mfa.gov.il

Rules of conduct at the various border crossing points.

Source: Ministry of Interior, Population Immigration and Border Authority

It is the responsibility of the travelers to check their travel documents and the period of validity of the documents. In the event that the traveler wishes to receive the services of issuing or extending a passport, the traveler must arrive at Ben Gurion Airport only, with sufficient time to receive the requested service. Foreigners who seek to enter Israel must have with them the documents and visas required by law. The Border Crossings Authority is not responsible if the traveler does not arrive in time for the traveler's flight or transportation vehicle as a result of the inadequacy of the documents. Information on orders delaying departure from the country should be obtained from the center for information (tel. 02-6294666) during its opening hours; beyond those hours no information will be given

Source: https://mfa.gov.il/mfa/consularservices/pages/crossing_points.aspx

Italy

Source: Ministero degli Affari Esteri e della Cooperazione Internazionale / The Ministry of Foreign Affairs and International Cooperation, 05.11.2020

A new Decree of the **President of the Council of Ministers (DPCM)** was signed on **24 October**. The new DPCM includes the provisions of the Decree dated 13 October concerning travel to/from abroad and extends its **validity until 24 November 2020**.

Further travel restrictions may be imposed, with regard to **specific areas of the country or travel from certain foreign Countries and territories**.

Each regional Governments may impose restrictions on travellers from certain foreign Countries or territories. Travellers intending to travel or return to Italy are advised to **check whether any new provisions have been introduced by their region of destination**, either by directly contacting the local authorities or checking out the respective websites. (click [here](#)). Click [here](#) to consult the applicable regulations. An **information form has been prepared for people travelling from/to Italy**, based on the current legislation. **The form has been designed for information purposes only, it has no legal value and does not guarantee the entry in Italy or other Country of destination**. If you have any doubts about travelling to Italy, **please contact the Border Police or the competent local Prefettura or health authorities**. Travellers to foreign countries are advised to always check the relevant country information on [Viaggiare Sicuri](#) website or contact the Embassy or consular offices of the Country of destination in Italy.

Source: <https://www.esteri.it/mae/en/...>

Ivory Coast

Source: IMPACCT/UN OCHA, 01.07.2020

The state of emergency was extended until 15 July 2020. Suppression of gatherings of more than 50 people in Greater Abidjan. Easing of measures: Reopening of aerial borders. Domestic flights resumed on 26 June 2020. International flights resumed on 1 July 2020. Cargo flights are permitted. The land borders are open to the movement of cargo ships. Direction Générale des Douanes: Circulaire 2088 (4 May 2020): Exemption from customs duties and taxes on health equipment, products, materials and other health inputs for the control of coronavirus disease.

[More information in the attached bulletin on CIQPs](#)

Jamaica

Source: WCO/Jamaica Customs Agency (JCA), 18.06.2020

[Measures to Mitigate the Impact of COVID-19 pandemic](#)

The Jamaica Customs Agency has a comprehensive Emergency Preparedness & Response System which is guided by established procedures that sets out steps to respond to both natural and manmade events. These procedures were formulated within a regional, national and local context looking at hazards/risk within the region, within Jamaica and within the Agency's operations. Emergencies can happen at any time. Whilst emergency preparedness & response is everybody's business, emergency preparedness is coordinated through the Agency's Occupational Health & Safety Branch of the Human Resource Management & Development Division. By having it as a central function of a Unit, ensures that appropriate coordination between both internal and external stakeholders are formulated and maintained and that the Agency is able to respond to an event and is able to mitigate the disruption caused and ensures business continuity. The Emergency Preparedness & Response Plan covers events such as fires, hurricanes, earthquakes.

Japan

Source: WCO/Customs and Tariff Bureau – Japan, 03.06.2020

Japan Customs has introduced the basic policy to refrain from physical contact with traders far as possible during the outbreak of coronavirus. This measure includes relevant AEO validation processes. Considering the situation, the necessary physically-checking process in the course of on-site validation by the AEO section has been substituted by the examination on the data, e.g. the facilities' photo, and the company's internal documents, which are communicated via e-mail. Additionally, the necessary documents, including the application for AEO status, could officially be submitted by e-mail, as a general measure for flexibility. Through these measures, Japan Customs has provided flexible approach to traders for their AEO processes.

Jordan

Source: IMPACCT/UN OCHA, 21 September 2020
Customs, land, sea (updated 19 June 2020)

Jordanian land borders have been closed since 25 March 2020 except for essential items (source: Bollore Logistics, undated).

Customs, importation procedure (updated 19 June 2020)

A number of measures have been put into place by Customs Authorities, including:

- Various health and safety measures for staff working at Customs offices;
- Procedures including 'around the clock' clearance and increasing teleworking capabilities;
- Expanding the selectivity criteria of the National Single Window mechanism so that any goods related to addressing the ongoing crisis are targeted;
- Reducing actual inspections of goods so that it does not exceed 5% of all items, and using x-ray inspection;
- Prioritising the clearance of food and medical supplies;
- Postponing the payment of 70% of Customs fees to gold and silver list companies;
- Reducing the requirement for paper documents and accepting electronic copies as applicable;
- Preventing the export and re-export of medical supplies and devices used for protection and disease prevention.

Kazakhstan

Measures adopted by the Republic of Kazakhstan to mitigate the effects of «COVID-19» pandemic

1. Protecting society

Imposition of the State of Emergency:

By Presidential Decree No. 285 dated from 15 March 2020, the State of emergency was imposed for the period from 16 March 2020 until April 30, 2020. The State of Emergency was extended until 11 May 2020.

Measures adopted by the Government:

From the Government's Reserve, 39.1 billion KZT was allocated for the fight against coronavirus infection and the purchase of socially essential products.

Measures adopted within the framework of the EAEU:

- Decision No.41 of the EEC Board dated 24 March 2020 introduced a ban on the export of personal protective equipment, disinfectants, medical products from the EAEU countries (comes into force after 30 calendar days);
- Decision No.42 of the EEC Board of 31 March 2020 «On amendments to the list of goods that are essential for internal market of the Eurasian Economic Union and for which temporary bans or quantitative restrictions on exports may be imposed in exceptional cases»;
- Decision No. 43 of the EEC Board of 31 March 2020 «On amendments to the Decision of the Board of the Eurasian Economic Commission of 21 April 2015 No.30 «On non-tariff regulation measures».

These decisions establish a temporary ban on the export of certain types of food products from the countries of the Eurasian Economic Union. Among them are onions, garlic, turnips, rye, rice, buckwheat, millet, cereals, coarse flour and granules from cereals, collapsed buckwheat, ready-made food products from buckwheat, crushed and uncrushed soybeans, sunflower seeds.

Kenya

Source: WCO/Kenya Revenue Authority, 21.05.2020

1. Measures aiming to Facilitate the Cross-border Movement of Relief and Essential Supplies

- 1.1. To facilitate the movement of the essential supplies across the borders, Customs, as the lead agency in the land borders, and other government agencies are offering their services 24 hours a day and are working beyond the 7pm to 5am curfew to process cargo and crew at the borders.
- 1.2. Customs is the chair of the National Multi-Agency Task-force for the Facilitation of Cross-Border movement aimed at addressing the challenges of movement of goods within the country experienced during the Covid-19. The team comprising of departments of Customs, The Police, Immigration, Health, Trade, meets online on a weekly basis, but the team is updated round the clock on any challenges experienced and sharing of statistics is also done on a daily basis by the different agencies.
- 1.3. The Department has circulated the list of essential goods as shared by the WCO during the COVID-19 pandemic to all staff and reminded them of the need to facilitate the movement of these goods.

2. Measures aiming at Supporting the Economy and Sustaining Supply Chain Continuity

- 2.1. Facilitation of small-scale traders who have been advised to consolidate their cargo for ease of movement across the borders.
- 2.2. Customs has implemented presidential directives on tax reduction such as the revision of VAT rate from 16% to 14%; remission of duties and waiver of certain fees, in order to make goods affordable to citizens.
- 2.3. The borders are closed for people, however the movement of goods is still ongoing and measures to ensure that any crisis involving the movement of goods at the borders is averted.

Kiribati

Source: Government of Kiribati, 07.07.2020

The Government of Kiribati has declared the extension of its border closures due to the ongoing COVID-19 pandemic. The Government of Kiribati has advised that current border closures will be extended until the end of August while preparatory measures are undertaken in Kiribati to ensure health and public safety against the COVID-19 pandemic. During the extension of the border closures, Kiribati will continue to work on building its national capacity in order to withstand the pressures brought on by the pandemic. Given this ongoing closure of borders, stranded nationals abroad will continue to receive Government's financial assistance until additional notice is made following the review of border closure at the end of August 2020. This assistance is implemented to ensure Kiribati nationals stranded overseas are supported during this unfortunate situation. Furthermore, the provision of medical supplies and cargoes will continue during this state of border closure to ensure necessary support to strengthen the national health system and to support the needs of the people, in accordance to national safety procedures and protocols established to prevent the spread of COVID-19. The Government hereby appeals to the general public and our partners for their continued cooperation and understanding as work progresses to safeguard the health of all.

Source: <https://www.micttd.gov.ki/>

Kuwait

Source: National Focal points for the ITSAS-GIS Project (ESCWA/IsDB)- Kuwait Supreme Council for Planning and Development and Kuwait Road Transport Authority.

All airlines operating in Kuwait International Airport must adhere to the following instructions: Based on the decision of the health authority in the State of Kuwait, no foreign passenger coming from the below listed countries will be allowed to enter the State of Kuwait: India, Iran, China, Brazil, Colombia, Armenia, Bangladesh, Philippines, Syria, Spain, Singapore, Bosnia and Herzegovina, Sri Lanka, Nepal, Iraq, Mexico, Indonesia, Chile, Pakistan, Egypt, Lebanon, Hong Kong, Italy, North Macedonia, Moldova, Panama, Peru, Serbia, Montenegro, Dominican Republic, Kosovo. Such restrictions will also include the passengers that were present in these countries 14 days before the date of travel until further notice.

Kyrgyzstan

Source: WCO/State Customs Service , 07.05.2020

Coordination

On 11 March 2020, the World Health Organization (the WHO) announced the spread of the new coronavirus infection COVID-19 (hereinafter referred to as coronavirus infection) as a pandemic. On the territory of the Kyrgyz Republic from 18 to 23 March 2020, the first cases of coronavirus infection from among the citizens arrived from abroad have been confirmed. In accordance with the Constitution of the Kyrgyz Republic, on 24 March 2020, in order to ensure the protection of life and health of citizens, their safety and public order as well as to prevent the spread of coronavirus infection on the territory of the Kyrgyz Republic, the state emergency was introduced on certain territories of the Kyrgyz Republic including the cities of Bishkek and Osh (extended until 10 May 2020).

Lao People's Democratic Republic (the)

Borders will remain closed to individuals. Operators who are authorized to continue to operate in transportation of goods can cross borders at the international checkpoints, but they must strictly follow the measures required at the checkpoints. Foreign trucks can cross border to the nearest transit center. Driver needs to fill in health form. For transit cargo to the third country, foreign trucks are allowed to transit center in Lao PDR and transit to Lao's trucks. If it is necessary for foreign trucks to carry cargo to the third country, the vehicle are subject to sterilization and must change to Lao driver.

Sources: https://covid19.gov.la/order_29032020_e.html;
<https://www.thaitruckcenter.com/tdsc/NewsDetail?lsveiw=1&id=142&>

Latvia

Source: European Union/Re-open EU, 15.09.2020

Entry is allowed to foreigners transiting through the territory of Latvia on their return to their country of residence. Self-isolation does not apply to persons who cross the territory in transit. An updated list of countries for which entry to Latvia is restricted is available on the [Latvian Centre for Disease Prevention and Control](#). Countries marked as red or yellow have registered infections above the allowed threshold.

Travelling from Latvia or returning to Latvia

Travelling to countries with COVID-19 incidence rates above **25 cases per 100,000** inhabitants over a 14-day cumulative period **is not recommended**.

You must self-isolate if you enter Latvia or return from a country which is subject to special precautionary and restrictive measures due to a high number of confirmed COVID-19 cases. The list of affected countries can be found on the website of the [Latvian Centre for Disease Prevention and Control](#).

Source: <https://reopen.europa.eu/en/map/LVA>

Lebanon

Source: IMPACCT/UN OCHA, 25.08.2020

[Bulletin n° 7 - CIQP : 25 August 2020](#) (Bulletin on Customs, Immigration and Quarantine Procedures)

13.08.2020

[Bulletin n°6-CIQP : 13August 2020 \(Bulletin on Customs, Immigration and Quarantine Procedures\)](#)

This document provides a situational update on airport status and Customs entry points during the COVID-19 pandemic. This document also provides an update on the impact of the explosion at the Port of Beirut, on customs and importation procedures, on 4 August 2020.

Source: <https://vosocc.unocha.org>

Lesotho

Source: WCO/Lesotho Revenue Authority, 08.05.2020

1. Measures aiming to Facilitate the Cross-border Movement of Relief and Essential Supplies

- 1.1. Prioritised and expedited clearance of Relief and Essential supplies.
- 1.2. No import VAT & Customs Duty is charged on Relief and Essential supplies intended for COVID-19 relief.
- 1.3. Deferred inspection of goods at the ports in order to facilitate the cross border movement.
- 1.4. Prioritised post clearance audit and inspection instead of at the ports inspections.
- 1.5. Programmed ASYCUDA risk management to route Relief Supplies to green lane.

3. Measures aiming at Protecting Customs administrations' Staff

- 3.1. Health and Safety Consultant was engaged to provide training of staff on COVID- 19 safety and personal protection measures.
- 3.2. Procurement of PPE for staff and recruiting health officials to be at the ports in addition to Port Health officials.
- 3.3. Reduction on the numbers of deployed LRA staff during covid19 by making them work from home.
- 3.4. Maintaining of social distancing en route to work and at the office.
- 3.5. Wearing of masks & gloves by staff while on duty, use of sanitisers on documents handled, sanitiser dispensers deployed at the entry/exit points for use by staff and public coming for border services.

Liberia

Source: WCO/Department of Customs – Liberia Revenue Authority, 04.05.2020

1. Measures aiming to Facilitate the Cross-border Movement of Relief and Essential Supplies

In the wake of COVID-19 and restrictions of cross-border movements of persons, a number of measures aimed at facilitating the cross-border movement of relief and essentials were taken:

- 1.1. Liberia Customs in coordination with other border agencies allows trucks and their drivers, coordinated by international aid agencies, to cross borders from neighbouring countries into Liberia for the purpose of delivering relief supplies, but with strict adherence to public health measures, including temperature screening and social distancing and definite timeframe for the return of the driver and the means of transport.
- 1.2. In the case of cross border movement of commercial but also essential goods to support the local population, Customs, in coordination with other border agencies, is still allowing the exchange of goods at land borders but with the following restrictions:
 - 1.2a. Foreign truck drivers are allowed to transport and offload goods at the Customs facility at the border. The driver and any assistant are kept at an isolated point while the local consignees take delivery of goods using local means of transport. Trade is exchanged without allowing foreign persons to cross borders.
 - 1.2b. As an alternatively measure, Customs, in coordination with other border agencies, has put in place a mechanism whereby trucks conveying goods are driven to borders by foreign drivers and exchange with local drivers for final conveyance to delivery point. During this process, foreign drivers are kept at isolation points and drivers cabins disinfected by health authorities at the border before being driven by local drivers. This measure has been particularly helpful for goods in transit from neighbouring countries.
- 1.3. A special release procedure, which is provided for by law to address emergencies, is being utilized for COVID-19 to release health supplies immediately on arrival while the clearance completed afterwards.

Libya

Source: IMPACCT/UN OCHA, 31.08.2020

LAND

The situation of border closures for cargo at countries bordering Libya varies:

- Tunisian land borders with Libya are closed;
- Chad has closed its land borders to all countries but cargo flights remain operational;
- The situation at Sudanese borders is complex cross border transport including cargo is banned for entry or exit in North Sudan;
- In Niger, cargo flights are still operating and road cargo transportation through land borders is operational after a brief pause.

Liechtenstein

Source: European Union/Re-open EU, 11.09.2020

Travelling from EU/EAA countries, including the United Kingdom, is in principle allowed. All travellers entering Liechtenstein from countries or regions that are defined as Covid risk areas will have to quarantine for 10 days. As of 26.8.20, **Andorra, Belgium, Luxembourg, Malta, Monaco, Romania and Spain (with the exception of Canary Islands)** are defined as Covid risk areas. **Third-country nationals.** Following the EU council recommendations, entry restrictions are lifted for a selection of third countries. It currently concerns: Australia, Canada, Georgia, Japan, Morocco, New Zealand, Rwanda, South Korea, Thailand, Tunisia, and Uruguay, and the EU states outside the Schengen area (Bulgaria, Ireland, Croatia, Romania, and Cyprus). China is also expected to be removed from the list in line with the EU recommendations, provided it guarantees reciprocal rights of entry to people travelling from Liechtenstein.

Source: <https://reopen.europa.eu/en/map/LIE>

Lithuania

A two-week self-isolation requirement is applied to persons arriving from COVID-19 affected countries or in transit through them. Affected countries are those with a coronavirus infection incidence rate exceeding **25 cases per 100,000 inhabitants** over the last 14 days. The official list of affected countries is available at the [Ministry of Health website](#). Foreigners arriving from countries where the COVID-19 incidence rate exceeds **25 cases per 100,000 inhabitants** will have to provide a negative result to a coronavirus test performed within 72 hours prior to their arrival and they will be required to self-isolate for 14 days, also in case of a negative result to the test. **Third-country nationals.** Foreigners from third countries may enter Lithuania only after obtaining permission from the responsible Lithuanian authorities depending on the nature of the issue: the Ministry of Foreign Affairs, the Ministry of Social Security and Labour, etc. Travellers legally residing in countries that are included in the EU list of third countries whose residents should not be subject to a temporary restriction on crossing external borders for the purpose of unnecessary travel to the EU, are also allowed to enter the Republic of Lithuania if their countries are not included in the list of the affected countries, i. e. if the incidence rate is less than 25 cases per 100,000 population in those countries in the last 14 days. Foreigners arriving from third-countries where the COVID-19 incidence rate exceeds 25 cases per 100,000 inhabitants will have to provide a negative result to a coronavirus test performed within the last three days prior to their arrival and they will also be required to comply with isolation requirements. [list of affected countries](#). A mandatory [self-registration](#) is required before entry into Republic of Lithuania.

Source: <https://reopen.europa.eu/en/map/LTU>

Luxembourg

Source: European Union/Re-open EU, 08.10.2020

Travelling to Luxembourg from EU+ countries is allowed without restrictions.

EU+ comprises EU Member States plus Norway, Switzerland, Iceland, Liechtenstein, Andorra, Monaco, Vatican City State and the Republic of San Marino.

Some countries are submitting travellers coming from the Grand Duchy of Luxembourg to a quarantine (which may last between 5 and 14 days) or are asking for a recent negative COVID-19 test. For the summer holiday period, the State offers one free COVID-19 test per person ahead of, as well as after, a trip or stay abroad for tourism. More information are available on "[Covidtest travels](#)" and [guichet.lu](#). Luxembourgish citizens who are currently abroad may reach the Ministry of Foreign and European Affairs on (+352) 247-82300 or by email at assistance.consulaire@mae.etat.lu, in case of an emergency.

[Guichet.lu](#)

Madagascar

Source: IMPACCT/UN OCHA, 16.06.2020

Douane et procédures d'importation

Mesures mises en place afin de faciliter l'importation de biens humanitaires en période de COVID-19 (Information des Douanes de Madagascar): Dédouanement et exonération de taxes; Procédure douanière de libération accélérée (fournitures et équipements médicaux sensibles aux changements de température) : enlèvement immédiat avec régularisation ultérieure (IM55). Parallèlement à cela, la dispense de production du Bordereau de suivi de cargaison (BSC) est envisageable et éventuellement, la soumission de certains documents exigibles. Procédure de normalisation / régularisation des importations ayant bénéficié des procédures accélérées : régime de la mise à la consommation IM4 en régularisation de la procédure d'enlèvement immédiat. Exonération des droits et taxes à l'importation :

- Si un appel à l'aide internationale a été lancé par le Gouvernement Malagasy, la procédure d'exonération des droits et taxes à l'importation dans le cadre des envois de secours pourra être accordée suivant l'article 33 de l'Arrêté 10 416 du 04 mai 2016 modifié par l'Arrêté 22953 du 15 octobre 2019.
- Au-delà du délai de 45 jours suivant la date du Décret d'appel à l'aide internationale, il faudra recourir à l'exonération exceptionnelle en note de conseil pour utilité publique, prévue à l'article 35 du même Arrêté.
- La note de conseil relative à l'exonération exceptionnelle des marchandises nécessaires à la lutte contre le COVID-19 est en cours d'adoption.

Malawi

Source: IMPACCT/UN OCHA, 15.06.2020

Customs, importation procedure

Measures in place in order to prevent the spread of COVID-19

The Malawi Government has waived duty on the importation of goods for the prevention and treatment of COVID-19 to fight the further spread of the pandemic in Malawi. These good include:

- Ventilators;
- Oxygen concentrators;
- Personal Protective Equipment (PPEs);
- Hand sanitizers, soaps, water treatment chemicals and such other goods as the Commissioner General may approve.

The new CPCs that provide for waiver of duty on the importation of these essential goods are as follow:

- 4000.405 for direct imports;
- 4071.405 for goods from bonded warehouses.

Importers of these essential goods must apply for duty waiver to the Commissioner General and they should specify list of items they are importing, their costs and quantities.

Malaysia

Source: WCO/Royal Malaysian Customs Department, 16 April 2020

1. Measures aiming to Facilitate the Cross-border Movement of Relief and Essential Supplies

- 1.1. Customs offices operate as usual with minimum officers during Movement Control Order (MCO) to avoid interruption in customs operations;
- 1.2. Close collaboration with other government agencies to facilitate trade and movement of goods;
- 1.3. Immediate release of priority consignment and goods imported for the use of the Ministry of Health including medical equipment, Lab equipment and Personnel Protection (Protective Equipment - PPE);
- 1.4. Provide for pre-arrival processing of the goods declaration and immediate release of the goods upon arrival;
- 1.5. Expedited processing of imports of medical equipment for donations to the government to mitigate the effects of COVID-19; and ccoordinated inspections / examinations by Customs and other government agencies.

Maldives

Source: WCO/Maldives Customs Services (MCS), 26.03.2020

Initiatives and Action taken in response to COVID-19; In compliance with instructions of Health Protection Agencies of Maldives, MCS took several measures to mitigate spread of COVID-19. These include: Allocate the minimum time and staffs required to carry out the operations. Officers over 55 years old, officers with underlying medical conditions and the pregnant are released from duty. Use protective measures for our officers in high risk areas. Use Risk Management to the maximum to expedite process & release consignments. Government exempt duty on Masks, gloves & all protective equipment's related to COVID-19. Customs processes and systems have been updated accordingly. Faster release of medical equipment related to COVID-19. Finalized an SOP Customs will work on all stages for COVID-19 national alert level. Represent in the National Task Force team. Informing brokers, traders & all our Customers regarding the changes to the process 10) Face-to-face meetings are minimized and all trips abroad suspended.

Mali

Source: IMPACCT/UN OCHA, 18.05.2020

Frontières terrestres et maritimes

- Les frontières terrestres sont ouvertes au mouvement des cargos.
- Etat des frontières terrestres des pays limitrophes :
 - **Algérie** : Ouvertes au mouvement des cargos, mais capacités réduites.Des retards sont à prévoir.
 - **Burkina Faso** : Ouvertes au mouvement des cargos ;
 - **Côte d'Ivoire** : Ouvertes au mouvement des cargos ;
 - **Guinée** : Fermées ;
 - **Mauritanie** : Ouvertes au mouvement des cargos ;
 - **Niger** : Ouvertes au mouvement des cargos ;
 - **Sénégal** : Ouvertes au mouvement des cargos.

Malta

Travelling from EU countries is allowed without restrictions, with the exception of **Sweden**. Travelling from Norway, Switzerland, Iceland and Liechtenstein, as well as the United Kingdom, Andorra, Monaco, Vatican City State and Republic of San Marino, is allowed without restrictions. All these countries are considered to be part of a Public Health Corridor (PHC).

The official list is available at health.gov.mt

Mauritania

Source: Directeur des Etudes, de la Programmation et de la Coopération Ministère de l'Équipement et des Transports

The Ministerial Committee in charge of combating the Covid-19 pandemic met on Wednesday 08 July 2020, and preparedness levels at all levels to start ease procedures were examined.

The degree of readiness in hospitals at the level of Nouakchott and the other states to deal with the pandemic, was assessed, on one hand, as some of the medical equipment, supplies and the prevention and treatment tools that were needed, were provided and appropriate measures were taken that enabled them to improve their capacity to deal with the epidemic.

The living conditions of citizens and the special circumstances in the fall and autumn months as well as the school holiday and the activities that coincide with them on the other hand taking into account.

The committee decided to reduce the procedures followed so far, to resume economic activity and return normal life, starting from Friday 10 July 2020 at six in the morning as follows:

- 1 - Opening roads between states and cities;
- 2 - Lift the total curfew;
- 3 - Opening airports for domestic flights.

Mauritius

Source: IMPACCT / UN OCHA, 07.08.2020

Temporary elimination of VAT on imports of protective masks, breathing appliances and hand sanitizers (HS 6307.90.30; 9020.00.00; 3808.94.10); and goods (except furniture) to be used for the construction of purpose building for a residential care home, due to the COVID-19 pandemic. (Permanent Delegation of Mauritius to the WTO, 16 April 2020) .

Mexico

Source: IMPACCT/UN OCHA, 26.08.2020

Todas las fronteras comerciales aún están abiertas a los movimientos de carga. Los puertos permanecen abiertos con una mayor verificación y restricciones para la tripulación, y las operaciones son más lentas de lo habitual con escasez de equipos y contenedores. El capitán de barco debe declarar las condiciones de salud de todos los miembros de la tripulación a bordo 72 horas antes de la llegada. Los barcos deben enviar una lista de los últimos 10 puertos visitados 48 horas antes de la llegada. Permisos en tierra y rotaciones de la tripulación no permitidas en el puerto. Los retrasos informaron sobre entregas y recogidas de carga que requieren permisos especiales.

Moldova

13.04.2020

1. Measures aiming to Facilitate the Cross-border Movement of Relief and Essential Supplies
2. Measures aiming at Supporting the Economy and Sustaining Supply Chain Continuity
3. Measures aiming at Protecting Customs administrations' Staff
4. Measures aiming at Protecting Society
5. Other Measures

Mongolia

Source: WCO/Customs General Administration of Mongolia, 26.03.2020

1. The Period of Cross-Country Enhanced Preparedness Actions against the Covid-19 pandemic was extended until 30 April 2020. In connection with announcement of the CrossCountry Enhanced Critical Preparedness Actions, educational institutions at all levels were temporarily closed and scheduled international flights and international railway passenger movements were suspended.
2. The Mongolian Customs had established the Interim Operative Working Group and appoints immediate duty officers on a day-to-day basis to provide the State Emergency Commission with real-time data. The regional Customs administrations and Customs branch offices have been fully supplied with cleaning, sanitizing, disinfecting or sterilization materials.
3. Within the framework of best protection against the outbreak of coronavirus and prevention measures, cross-border movements are partially restricted and only importation and exportation of goods and means of transport are allowed.
4. Customs examinations are carried out only after the goods and means of transport are properly decontaminated. The goods and means of transport are delivered to the border and inland Customs under police escort. Mongolian drivers are isolated for 14 days. The foreign drivers are also isolated until the cargo is unloaded and they return immediately under strict surveillance.
5. The Customs inspections are carried out in separate areas classified as red, orange and green. The Customs inspectors use full and half sets of personal protective cloths and equipment.
6. Limited number of special chartered flights are being arranged to locations outside Mongolia to bring Mongolian nationals back at their requests. The Mongolian nationals returning back and foreign nationals coming to Mongolia to reside in it permanently through the named ports are isolated for 14 days. Their accompanied and unaccompanied luggage is decontaminated and also kept under control for 14 days. Thereafter, the Customs carries out the necessary Customs inspections.
7. The Mongolian Customs translates into Mongolian the WCO updates and communique regarding the Coronavirus (COVID-19) outbreak as immediately as possible and disseminates them through its website.

Montenegro

The Ministry of Health issued new set of precautionary measures, in order to protect citizens from the spread of Covid-19. Public transport of passengers (suburban, urban and intercity) by buses and vans is suspended; Public transport of passengers by rail (domestic traffic) is suspended; The crossing of the border crossings Sitnica – Župci (HN – Trebinje road), Meteljka – Metaljka (PV – Čajniče road) and Čemerno (PV – Priboj road) is suspended; In addition, Montenegro issued Notification for drivers of freight motor vehicles in accordance with health sanitary surveillance guidelines. Please read these guidelines [here](#) (courtesy translation in EN).

Morocco

Source: WCO/Customs and Excise Administration – Morocco, 15.06.2020

1. Measures to facilitate the cross-border movement of relief consignments and essential supplies

- 1.1. Morocco has designated and passed on to the WCO the names and contact details of the national contact points responsible for answering queries about the procedures for the import, export and transit of relief consignments and humanitarian supplies and equipment by air, land and sea.

2. Measures to support the economy and ensure supply chain continuity

Dematerialization of procedures and facilitation of Customs clearance

- 2.1. Downward revision of the selectivity rate for controls (rates have been reduced by 6% on imports and 7% on exports).
- 2.2. EUR1 and EUR-MED certificates to be acceptable in electronic form for imports under the Euro-Mediterranean Association Agreement (between the European Communities and Morocco) – Circular No. 6034/233 of 3 April 2020.
- 2.3. Dematerialization of the procedure for managing applications for exemption from Customs duty as required under the tariff quota and in the conventional framework – Circular No. 6035/200 of 9 April 2020.
- 2.4. Exchange of (scanned) documents with partners by e-mail.
- 2.5. Electronic payment of all Customs debts to be made standard practice, except in special cases, and the procedure for going over to electronic payment to be more flexible (by permitting access on signed request without authentication).
- 2.6. Easing of the procedure for requesting amendments to data about operators.
- 2.7. Proxy authorizations sent by e-mail to be accepted without requiring authentication of signatures.

Mozambique

Source: IMPACCT/UN OCHA, 18.06.2020

Customs, land, sea

Port operating at limited capacities. Ships will be subjected to health checks. The crew is not permitted to leave the vessel. Foreign truckers are subjected to restrictions into the Port of Maputo. Certain borders are operating normally; others are only allowing specific commodities.

Land border status with neighbouring countries:

- Eswatini: Land borders are open for cargo.
- Malawi: Land cargo is allowed.
- South Africa: Cross-border land freight is restricted to food and essential items, delays to be expected.
- Tanzania: Land border is open for cargo movement.
- Zimbabwe: Land borders with Mozambique is still open for cargo movements.

[COVID-19 - Official Publication of the Republic of Mozambique: Decree nr. 23/2020 \(27 April 2020\)](#)

Myanmar

Source: IMPACCT/UN OCHA, 02.09.2020

At Land Border Points:

- Thailand-Myanmar: Truck and Customs operations are as normal at Myawaddy.
- China-Myanmar: a reduced number of trucks are operating at the Muse border crossing point and only cargo trucks are allowed to cross the border. Drivers who are from Myanmar must wait at transit points for Chinese drivers to take over the truck for off-loading of cargo. Customs are operating as normal.
- India-Myanmar: Tamu border crossing point remains closed. (WFP, 7 May 2020).

Land borders with Bangladesh, China, India, Laos and Thailand are closed until further notice, however these borders remain open for trade/cargo movement, excluding the restriction(s) listed above.

Namibia

Source: IMPACCT/UN OCHA, 14.07.2020

Namibia declared a State of Emergency to respond to the COVID-19 pandemic on 28 March 2020 which will last until 17 September. Flights to Namibia are suspended until 30 September 2020. This does not apply to humanitarian, medevac and repatriation flights. Sea Freight: Namport is fully operational and shipping lines are accommodating import and export cargo. [More information in the attached bulletin on CIQPs](#)

Nepal

Source: IMPACCT/UN OCHA, 18.08.2020

Domestic flights and public transport have also been suspended while the lockdown remains in effect. All border crossing points remain closed except for food commodities, fuel, medical and essential supplies. The United Nations Humanitarian Air Service (UNHAS) has a hub in the Nepalese capital, Kathmandu.

[More information in the attached bulletin on CIQPs](#)

Netherlands

Source: European Union/Re-open EU, 14.10.2020

Travellers arriving in the Netherlands from certain countries and regions in the EU+ should self-quarantine for 10 days, even if they do not have any symptoms or if they have tested negative for COVID-19. Once in the Netherlands, you can self-quarantine at home or in temporary or holiday accommodation. The government provides a list of [countries concerned](#). *EU+ comprises EU Member States plus Norway, Switzerland, Iceland, Liechtenstein, Andorra, Monaco, Vatican City State and the Republic of San Marino.* For some areas of the Caribbean parts of the Kingdom certain restrictions apply, please see www.nederlandwereldwijd.nl (in Dutch). Everyone must follow the Dutch advice and rules to help prevent the spread of COVID-19.

New Zealand

Source: New Zealand Government /covid19.govt.nz, 23.07.2020

New Zealand's borders are currently closed to almost all travellers to help stop the spread of COVID-19. The New Zealand borders are closed for all but critical travel — protecting public health in New Zealand is paramount. The travel ban applies to all arrivals into New Zealand whether by air or sea. You have a legal right to come home if you are:

- a New Zealand citizen
- a New Zealand resident with valid travel conditions.

You do not need approval from Immigration New Zealand before travelling.

Source: covid19.govt.nz

Nicaragua

Source: Sistema Nacional para la Prevención, Mitigación y Atención de Desastres

March 27, 2020: Exports and passage of travelers through border posts are guaranteed under compliance with health protocols against COVID-19. Cargo transportation with imports and exports flows at Nicaraguan border posts.

Contact information: <https://twitter.com/cdsinapred>

Niger

Source: IMPACCT/UN OCHA, 27.05.2020

Frontières terrestres et maritimes

Toutes les frontières commerciales sont ouvertes au mouvement des cargos.

Etat des frontières terrestres avec les pays voisins:

- Algérie : Les frontières terrestres sont ouvertes au mouvement des cargos mais des retards sont observés. Le couvre-feu réduit les heures de transport routier.
- Bénin : Les frontières terrestres sont ouvertes au mouvement des cargos.
- Burkina Faso : Les frontières terrestres sont ouvertes au mouvement des cargos.
- Tchad : Les frontières terrestres sont ouvertes au mouvement des cargos.
- Libye : La frontière terrestre au Sud de la Libye est fermée.
- Mali : Les frontières terrestres sont ouvertes au mouvement des cargos.
- Nigeria : Il y a des retards importants pour le transport de cargos. Ouvert uniquement aux biens humanitaires et essentiels.

Nigeria

Source: IMPACCT/ UN OCHA, 07.07.2020

National curfew from 10 p.m. to 4 a.m. Relaxation in restrictions: Allowing movement across state boundaries only outside curfew hours from 1 July. International flights and domestic flight operations are resuming in Nigeria Only cargo where the consignee can provide an exemption letter from Federal Government proving essential cargo status will be handled. Port Harcourt is in full lockdown.

[More information in the attached bulletin on CIQPs](#)

North Macedonia

The Government of North Macedonia decided: To prohibit the movement of the population in the Republic of North Macedonia from 9 PM to 6 AM. This prohibition excludes people who needs of emergency medical care /with life-threatening condition / dialysis patients, exclusively accompanied by up to two persons. To oblige taxi companies to introduce off-limits vehicles and use them exclusively for transportation to / from a hospital or pharmacy. Taxi drivers are required to use personal protective equipment in the vehicle (protective mask and gloves). To suspend public transport from 9 PM until 6 AM .

Norway

Source: European Union/Re-open EU, 07.12.2020

Entry from EU Member States + Schengen Associated countries is allowed without restrictions, unless a country or region is defined as high transmission area. The Norwegian Institute of Public Health provides a [map of affected areas](#), which is updated regularly. All travellers entering Norway from countries or regions that are defined as high transmission areas will have to quarantine for 10 days in a designated hotel. The requirement to stay in a designated hotel does not apply to people who reside in Norway or own a home or holiday home in Norway as well as a suitable place to stay during the quarantine period. When you arrive in Norway from a high-risk country, you should travel directly to an appropriate place to stay during quarantine, preferably by private transport. If you need to use public transport, wearing a face mask throughout the journey is strongly required.

Oman

Source: WCO/Oman Directorate General of Customs, Royal Oman Police 9, 09.04.2020

In terms of trade facilitation and a general approach to limiting the spread of the corona virus the following operational measures were taken (As of 31 March 2020):

- The requirement to provide original certificates of origin, has been suspended.
- Documents accompanying goods will be considered as original documents without collecting the normally required guarantee.
- Customs continues to manage the risks for all imports, exports and transit movements. However, the need for medium risk (yellow lane) physical submission documentary check has been suspended. Risk management will continue using only two lanes, Green or Red.
- According to recent WCO guidance, Customs has enhanced its risk profiling to include measures against possible counterfeit imports and exports of products designed to combat Covid 19
- In accordance with the Oman Supreme Committee for dealing with the crisis, Customs is enforcing measures to ban the export of certain medical equipment from the Sultanate related to suppression of Covid 19
- Customs will not require the importer or his representative to be present during any physical examination of goods during this period
- During this period all imports designated for the Oman Ministry of Health, in order to combat Covid 19 Corona virus, will be exempted from Customs duty.

www.customs.gov.om has more details

Pakistan

IMPORTATION AND CUSTOMS

All humanitarian and commercial cargo movements are allowed at Customs ports but operating at lower efficiency. In terms of **road and rail**, there are a limited number of truckers on duty. Rail freight is still operational. Cross-border road freight into Afghanistan is affected by serious delays and disruptions, affected by moderate driver or equipment shortages and land border restrictions.

Cargo ships will be subjected to mandatory inspections. Crew rotations and shore leave are not permitted in the port. All vessels must submit mandatory documents 72 hours before arrival to Karachi Port and Bin Qasim Port. (source: Wilhelmsen, 10 June 2020). At the Taftan – Mirjaveh Border-Crossing Point (BCP) with Iran, commercial fleet, passenger fleet, and national fleet are prohibited by Pakistan. From 11 April, Torkham and Chaman – Wesh BCPs with Afghanistan have been opened, for transit with special conditions. These border crossing points will re-close if as a result of the re-opening of these points, the spread of COVID-19 is exacerbated. Pathan – Paktia BCP, Urgan – Paktika BCP and Ghulam Khan – Khost BCP remain closed for export and import (source: Afghan Customs Administration).

Panama

Source: WCO/National Customs Authority (Autoridad Nacional de Aduanas) – Panama, 03.04.2020

The Republic of Panama has declared a National Health Emergency status due to the COVID-19 pandemic, which is why the National Government has enacted temporary measures to guarantee the public health of Panamanians. Therefore, the National Customs Authority of the Republic of Panama, consistent with national mobility restrictions, pertinent sanitary controls and acting as guarantor of the fluidity for international trade, ordered measures consistent with the temporary state of emergency.

Papua New Guinea

Source: WCO/Papua New Guinea (PNG) Customs Service, 12.05.2020

1. Measures aiming to Facilitate the Cross-border Movement of Relief and Essential Supplies

- 1.1. Exemption granted to Relief and essential supplies and use of Provisional clearance to expedite clearance of goods.

2. Measures aiming at Supporting the Economy and Sustaining Supply Chain Continuity

- 2.1. Coordination with relevant agencies to obtain pre-arrival notices
- 2.2. Revision of procedures to enhance trade facilitation and revenue collection through electronic means.
- 2.3. The use of provisional clearance to clear immediate clearance of relief and essential supplies
- 2.4. Enhancement of cargo clearance system to allow to improve electronic lodgments and electronic clearances

3. Measures aiming at Protecting Customs administrations' Staff

- 3.1. Revision of procedures to minimize physical intervention.
- 3.2. Work areas operating on shift schedules to apply social/ physical distancing.
- 3.3. The procurement of appropriate Personal Protective Equipment (PPEs) for all staff.

Paraguay

In relation of goods

- Entrust the Central Guard Department to establish, jointly with the health authorities, an action protocol for the checks of people, means of transport and merchandise at border crossings and airports. These measures must compulsorily include risk criteria for the inspection.
- Instruct the Customs Procedures Directorate, together with the Information and Communication Technology Directorate - SOFIA that (while the contingency lasts) the import clearances, under the green channel, should be presented only to the Intervening Customs Registry Division, once the commercial documents have been received. The status CANCELED/EXIT will be assigned to the import declaration and, without further processing, customs clearance of the goods should be completed.
- The dependencies of the National Directorate of Customs must ensure that only the commercial trade assistants, who have their respective identification cards and are carrying out a work activity within the premises, remain in the customs areas.
- The reception of files or documentation by Customs officials must be carried out with the use of protective gloves. Each unit must identify in writing, the cases needing deferred treatment and must communicate, in visible places, the days that they will be received.
- The presence of informal vendors and visitors in the Customs areas is prohibited, the Directors and Customs Administrators being liable to sanctions provided for Public Function Law 1626/00. The Secretariat General has issued a statement concerning the authorization of an email as an alternative method for receiving and processing of applications.
- Also, the different Customs units have implemented strategies and actions, through the use of electronic systems, according to the nature of their functions, including the ICT Directorate SOFIA, Department of administrative summaries and activities related to audits.

Peru

Fronteras terrestres y marítimas

- Continuidad y eficiencia de las operaciones logísticas del comercio exterior, vinculadas al ingreso y salida de mercancías y medios de transporte de carga desde o hacia el país. (Información fechada el 9 de mayo: Decreto Legislativo N°1492)
- Todas las fronteras comerciales todavía están abiertas a los movimientos de carga, pero operan a capacidad reducida, se esperan demoras.
- Los buques de carga estarán sujetos a inspecciones obligatorias. Las rotaciones de la tripulación y el permiso de orilla no están permitidas en el puerto. (Información fechada el 1 de junio: Agrupada de Logística)
- Estado de las fronteras terrestres en los países vecinos:
 - Bolivia: Para mantener las relaciones comerciales de Ecuador con Perú, el transporte de carga internacional puede cruzar la frontera siempre que cumpla con los documentos de habilitación;
 - Brasil: Las fronteras comerciales están abiertas a los movimientos de carga;
 - Chile: Las fronteras comerciales están abiertas a los movimientos de carga;
 - Colombia: Las fronteras comerciales están abiertas a los movimientos de carga;
 - Ecuador: Las fronteras comerciales están abiertas a los movimientos de carga. Número limitado de camioneros de servicio.

Philippines (the)

Source: IMPACCT/UN OCHA, 13.07.2020

Air Asia is flying domestic flights in the Philippines from 5 June 2020. Philippine Airlines are flying domestic and international flights from 1 July 2020 onwards, subject to local government restrictions. Customs are operating at lower capacity due to manpower reductions or other restrictions. Airport: terminals are operating normally for cargo, but with reduced manpower impacting efficiency. The previous Administrative Order (No. 07-2020) issued on 30 March 2020 by the Philippines Department of Finance had exempted the imports of certain health equipment and supplies from all taxes, fees, and charges levied by the National Internal Revenue Code (NIRC) and from Value Added Tax (VAT), for three months from the act until 30 June. The order is no longer applicable.

Poland

Source: European Union/Re-open EU, 11.09.2020

Travelling from EU countries is allowed without restrictions. Travelling from Norway, Switzerland, Iceland and Liechtenstein, as well as Andorra, Monaco, Vatican City State and the Republic of San Marino, is allowed without restrictions.

Country's borders that are also the EU's external borders, remain closed. They may be crossed only by: Polish citizens; foreigners who are spouses or children of citizens of the Republic of Poland or remain under the constant care of citizens of the Republic of Poland; holders of a Polish identity Card; diplomats; people who have the right of permanent or temporary residence in the Republic of Poland or a work permit; in particularly justified cases, the commander of the Border Guard post, after obtaining the consent of the Commander-in-Chief of the Border Guard, may allow a foreigner to enter the territory of the Republic of Poland in accordance with the procedure specified in the Act of 12 December 2013 on foreigners (Journal of Laws of 2020, item 35); foreigners who run a means of transport designed for the transport of goods; citizens of European Union Member States, European Free Trade Agreement (EFTA) Member States – parties to the Agreement on the European Economic Area or Switzerland and their spouses and children, when traveling through the territory of the Republic of Poland to their place of residence or stay; foreigners with a permanent residence permit or a long-term resident's European Union residence permit, in the territory of other European Union Member States, a Member State of the European Free Trade Agreement (EFTA) – parties to the agreement on the European Economic Area or Switzerland and their spouses and children, when travelling through the territory of the Republic of Poland, to their place of residence or stay.

Further information is available at: [Coronavirus: information and recommendations](#)

Portugal

Source: European Union/Re-open EU, 24.08.2020

Travelling from EU countries is allowed without restrictions.

Travelling from Norway, Switzerland, Iceland and Liechtenstein, as well as the United Kingdom, is allowed without restrictions.

Travelling from Portugal or returning to Portugal

Individual countries can restrict entry or ask for quarantine upon entry on their territory. If you are Portuguese or you live in Portugal, you should consult the restrictions in each country on the [Portal das Comunidades: Alerts](#) (in Portuguese) and [Advice to Travellers](#) (in Portuguese).

Source: <https://reopen.europa.eu/en/map/PRT>

Qatar

Source: Qatar Ministry of Transport and Communications. National Focal Point for the project on ITSAS-GIS (ESCWA/IsDB) , 07.04.2020

Land Border Crossings:

The land crossings of the State of Qatar have been closed since 2017 due to the blockade imposed on the state of Qatar.

Urban public transport:

Public transport, such as buses and metro, has been suspended. As for taxis and limousines, they are still operating.

Republic of Korea

Source: WCO/Korea Customs Service, 26.03.2020

Measures taken by Korea Customs Service (KCS) to minimize the impact of the COVID-19 pandemic

In Korea Customs Service (KCS), all-out efforts are being made to stop the spread of COVID-19 and mitigate the damage in various areas including economy inflicted by the coronavirus pandemic through the following measures.

1. Actions to speed up customs clearance and address clearance difficulties

KCS has established and operated **Customs Clearance Support Centers for COVID-19** at major Customs offices across the country, focusing its resources on safeguarding the global supply chain by facilitating the movement of inbound and outbound raw materials for importers and exporters.

In addition, KCS operates a **24/7 customs clearance system** to provide speedy clearance for sanitary products, medical devices/equipment and raw materials imports for domestic manufacturers or their sound operation.

As Chinese factories which had been shut down since early February started operation again in March, KCS temporarily designated **support teams for emergency clearance of raw materials** at several Customs offices including Incheon International Airport, Incheon Port and Pyeongtaek Customs in preparation for a temporary surge in the amount of raw materials imported. By doing so, we were able to speed up clearance and facilitate the movement of goods.

Romania

Source: European Union/Re-open EU, 07.12.2020

Entry from EU Member States + Schengen Associated countries is allowed without restrictions, with the exception of [countries or areas that are considered at high epidemiological risk](#). A 14-days quarantine applies to all persons arriving from countries / areas with high epidemiological risk and who have the right to enter the national territory, respectively: Romanian citizens, citizens of European Union Member States, European Economic Area or the Swiss Confederation, and persons who fall under one of the exceptions provided by Decree no. 553 of 15.07.2020, Annex 3, art. 2, paragraph 2, letters a) - l).

The quarantine must take place at the person's home, at a declared location or, if needed, at a dedicated location designated by the authorities.

Travellers who remain in Romania for less than 3 days (72 hours) and present a negative test for SARS-CoV-2, conducted no more than 48 hours before entering the national territory, are exempted from the obligation to quarantine.

The quarantine may be reduced to 10 days if a test for SARS-CoV-2, performed on the 8th day of quarantine, provides a negative result.

Source: <https://reopen.europa.eu/en/map/ROU>

Russian Federation

18.05.2020

1. Measures aiming to Facilitate the Cross-border Movement of Relief and Essential Supplies

- 1.1. The Federal Customs Service of Russia has established green lanes to ensure fast clearance of food, relief and essential supplies. Extra priority is provided to processing of any goods relating to the fight against the COVID-19 pandemic. For imported relief and essential supplies, green lanes are provided to minimize the clearance time.
- 1.2. To Customs authorities there was sent a special instruction based on risk management not to apply additional forms of customs control where customs inspections are not obligatory or necessary.
- 1.3. The Federal Customs Service of Russia has introduced significant facilitative measures concerning requirements of compliance to technical regulations and sanitary standards during COVID 19 pandemic.
- 1.4. Facilitation measures and aimed at the security and supporting continuity of the relief consignments on the basis of a list of essential items (sanitary products, medical devices/ equipment and food). The Federal Customs Service of Russia has prioritized the clearance of relief consignments at the border crossing points:
 - pre-arrival processing of the Goods declaration and release of the goods upon arrival has been provided;
 - priority documents and information submission by the customs authority has been guaranteed.

Ultimately, customs clearance has been completely prioritized for relief goods in terms of COVID-19 pandemic countermeasures.

Rwanda

Source: WCO/Rwanda Customs Services , 09.05.2020

1. Measures aiming to Facilitate the Cross-border Movement of Relief and Essential Supplies

Flexibility in Customs Procedures:

- 1.1. Established a dry port near the border that operates 24/7 and extended all customs services to facilitate faster clearance of essential and relief goods at the first point of entry in an effort to contain the spread of the pandemic and safeguard supply chain continuity.
- 1.2. Prioritize and expedite immediate release of relief goods based on risk management and pre-clearance mechanism of essential goods based on WCO tools and instruments.
- 1.3. Enforced the use of online services available in the Rwanda Electronic Single Window System among which is online payment.
- 1.4. Continuous Engagement with our stakeholders both Private and Public (Clearing and forwarding Association, importers, exporters, warehouse operators and the general public to facilitate clearance of essential goods.

Saint Kitts and Nevis

Source: Government of the Federation of Saint Kitts and Nevis

All commercial airline flights until April 7, 2020. Medevac or medical emergency flights are an exception and will be allowed should the need arise. International air cargo and cargo by seafaring vessels will be allowed in order to maintain connectivity that enables the Federation to import needed commodities such as food, fuel, medical supplies, and equipment. Nationals and Residents overseas who cannot return by the deadline will need to remain offshore until the border closing is lifted. Immigration, Customs, Coast Guard and the Royal St. Christopher & Nevis Police Force will be enforcing all border controls."

More information: <https://www.stkittstourism.kn/travel-advisory-update>

Saint Lucia

Order 769, Emergency Powers (Disasters) (COVID 19) (Curfew)(No. 2) For the purposes of preventing, controlling and suppressing the spread of Covid 19, with immediate effect declare a national curfew, (a) except with the prior written permission of the competent authority, all airports shall be closed to incoming international flights; (b) except with the prior written permission of the competent authority, all sea ports shall be closed to regional and international seafaring and private boating; and (c) a person shall not be permitted to enter and disembark for any reason, including transiting through Saint Lucia. (2) The restriction under subsection (1) does not apply to : (a) outgoing flights or outgoing ships; (b) cargo flights or cargo ships; (c) commercial courier flights; (d) emergency medical flights; (e) emergency flights approved by the Civil Aviation Authority.[...]"

March 27, 2020: Restricted travel for arriving individuals who have travelled. within the last 14 days and who develop respiratory signs and symptoms will be isolated and tested for COVID-19. March 16, cruise vessels are also banned.

Contact information: <http://www.govt.lc/media.govt.lc/www/pressroom/news/attachments/s.i---44-of-2020.pdf>

Saint Vincent and the Grenadines

March 28, 2020: Three ports of entry into St Vincent and the Grenadines, namely Union Island, Canouan, and Bequia were closed 7:00 p.m. on March 27, 2020, on the advice of the Commander of the Coast Guard Service until further notice. This decision was taken to redirect resources on specific border security matters, including but not limited to multiple incidents on Friday, March 27 due to the illegal entry into Cumberland by a yacht, the captain of which was advised by the Coast Guard to leave immediately.

As a consequence of the closure of these three ports of entry, following upon an earlier closure of the Chateaubelair port of entry, all yachts are required to enter at one of three ports on St Vincent, namely Kingstown, Blue Lagoon, and Wallilabou.

'The government of St Vincent and the Grenadines urges all owners, operators, crew, and passengers of yachts to cooperate with the State authorities. If there is any attempt to circumvent the integrity and laws of St Vincent and the Grenadines, especially at the time of COVID-19, the government will take further action promptly.

Contact information: <https://menafn.com/1099926496/Three-ports-of-entry-closed-in-St-Vincent-and-the-Grenadines>

Saudi Arabia

Source: WCO/Saudi Customs, 06.04.2020

Saudi Customs has taken some precautionary measures and the best practices to safeguard public health security and to limit the spread of the COVID-19 pandemic, while ensuring the continuity and smooth flow of trade. These procedures are as follows:

1. Trucks arriving at Saudi ports for transit:

- Applying the health precautions for entering of cargo truck drivers through all the land ports of Saudi Arabia. These include a number of measures limiting the transit trucks' passage through land ports to transport basic commodities (food, medicine, and relief cargo). Empty trucks that have previously passed through the territory of Saudi Arabia are permitted only to pass.
- All trucks coming into and exiting from Saudi Arabia through all the land ports continue to be allowed as follows:
 - i. Duba port: without drivers.
 - ii. Halat Ammar, Haditha, and Durrah Port: only trucks that are driven by Saudi or Jordanian drivers or drivers residing in Saudi Arabia, provided that they have a valid regular public license and complete the necessary terms thereof.
- Truck drivers are checked before they enter the entrance port and those who show symptoms of the new Corona virus will be returned, as well as they are checked when leaving.
- Obliging the drivers of transit trucks to obtain visas through Saudi embassies or consulates in those countries from which they came and not to obtain visas through the entrance port.
- Giving transit truck drivers specific period as usual to leave Saudi Arabia after entering and relying on tracking systems and applying financial fines to violators, while Saudi Customs continue to complete their procedures for truck failure.

Senegal

Source: WCO/Directorate General of Customs, 23.04.2020

Measures adopted to limit the effects of the COVID-19 pandemic

1. Measures to facilitate the cross-border movement of relief consignments and essential supplies

- 1.1. A draft order has been drawn up providing for exemption from, or temporary suspension of, Customs duties and taxes, apart from Community levies, on deliveries of equipment, inputs and pharmaceutical products to be used in combating COVID-19.
- 1.2. A draft memorandum has been drawn up on medical products, pharmaceutical products and supplies and equipment to be used in combating COVID-19, emphasizing the need to set up a fast-track procedure.
- 1.3. Facilitation of Customs clearance operations: setting in motion of provisional clearance authorizations or declarations (APEs or DEPs) without payment of import duties and taxes, reserved exclusively for economic operators with guaranteed representation and an unbroken tax record. These measures are aimed primarily at imports of hydrocarbons, medical and pharmaceutical products and basic foodstuffs. The time limits for processing these authorizations therefore go up from 15 to 30 days.

Serbia

23.04.2020

1. Measures aiming to Facilitate the Cross-border Movement of Relief and Essential Supplies

In the Western Balkan Region some crossing points at which customs and other inspection agencies are present, have been designated as the ones at which the traffic flow of all goods is guaranteed 24/7.

In addition to this, specific crossing points are determined to form so called “Green Corridor” in the Region. These crossing points ensure the traffic flow of all goods, giving priority to the essential goods. The single, previously agreed, List of the essential goods contains the food and feed essential products and the World Customs Organization list of the medical supplies. Depending on the needs of the CEFTA Parties the list of the essential goods may be reassessed and modified. Prioritized movement of the above said essential goods is secured through electronic dissemination of pre-arrival information within the IT System named “System of Electronic Exchange of Data” (SEED) that is in use in whole Region. SEED notifications on the arrival of priority consignments are sent in advance to all agencies involved in clearance of goods, in order for the agencies to prepare in advance and give to those consignments a priority passage. Mixed consignments, transporting the essential products from the List and the ones out of List, are given priority treatment, as well. Recognition of the essential goods is based on the input of tariff HS code at the level on 8 or 6 digits made in customs export/transit declarations.

Seychelles

Source: WCO/Seychelles Revenue Commission, 15.04.2020

1. Measures aiming to Facilitate the Cross-border Movement of Relief and Essential Supplies

- 1.1. Fast tracking the processing and release of urgent medical cargo and relief supplies through simplified procedures.
- 1.2. Accepting scanned copy of preferential certificate of origin during the COVID 19 pandemic subject to the original copy being submitted once the crisis is over.
- 1.3. Taking deposit for the release of consignment benefitting from preferential treatment but unsupported by preferential certificate of origin because of lock down from exporting countries.

Sierra Leone

Source: IMPACCT/UN OCHA, 27.05.2020

- All commercial borders are still open to cargo movements.
- International ports remain operational for freight only. Ships will be subjected to health checks and may be subjected to quarantine time. Crew rotations are not permitted.

Status at borders with neighboring countries:

- **Guinea:** The land border is closed.
- **Liberia:** All commercial borders are still open to cargo movements.

Singapore

Source: Singapore Government / gov.sg, 26.08.2020

Changes to SHN for travellers from Republic of Korea

From 29 August 2020, 0000 hours, travellers entering Singapore who have recent travel history, including transit, to the Republic of Korea, within the last 14 days will be required to serve a 14 day Stay-Home Notice (SHN) at dedicated SHN facilities instead of their own place of residence.

Travellers will also need to undergo a COVID-19 test before the end of their SHN, as is the current requirement.

Source: <https://www.gov.sg/article/updates-to-border-measures-for-travellers-entering-singapore>

Slovakia

Source: European Union/Re-open EU, 11.09.2020

Travelling from EU countries is allowed without restrictions, except for **Belgium, Bulgaria, Croatia, France, Luxembourg, Malta, The Netherlands, Portugal, Romania, Spain and Sweden**. Travelling from Norway, Switzerland, Iceland and Liechtenstein is allowed without restrictions. **Travelling from Slovakia or returning to Slovakia** No specific measures.

Rules and Exceptions Travel is allowed without restrictions from countries or territories classified as “low risk” from an epidemiological point of view in relation to COVID-19. In accordance with the [Measure of the Public Health Authority of the Slovak Republic](#), all persons who enter the territory of the Slovak Republic and who visited, during the previous 14 days, a country not classified as “low risk” from the epidemiological point of view, must remain in self-isolation until they receive a negative RT-PCR test result for COVID-19. If the person does not have a place of residence in the Slovak Republic, the isolation in a hotel or an accommodation facility is possible

Source: <https://reopen.europa.eu/en/map/SVK>

Slovenia

Source: European Union/Re-open EU, 24.08.2020

Entry from EU and EEA countries is, in general, allowed.

Depending on their epidemiological situation, Slovenia divides [countries in three categories \(green, yellow and red\)](#). For each category, a different set of rules of entry applies. Travellers can enter Slovenia without any restrictions from [countries belonging to the green category](#). **Travelling from Slovenia or returning to Slovenia** Slovenian citizens or foreign nationals with a permanent or temporary residence in Slovenia travelling from a country on the yellow list (if the country is an EU member state or a Schengen Area country) **may enter Slovenia without a quarantine** if they submit a proof that they are not travelling from a country on the red list (example: original invoice for payment of overnight stays, proof of ownership of the real estate or vessel where they were staying, or official crew list in case of chartering a vessel, i.e., other adequate proof).

Source: <https://reopen.europa.eu/en/map/SVN>

South Africa

Source: South African Government / www.gov.za, 17.09.2020
Travel - Coronavirus COVID-19

The five-level COVID-19 alert system has been introduced to manage the gradual easing of the lockdown. This risk-adjusted approach is guided by several criteria, including the level of infections and rate of transmission, the capacity of health facilities, the extent of the implementation of public health interventions and the economic and social impact of continued restrictions.

The country will be on alert level 2 from 00h01 on 18 August 2020.

The country was on alert level 3 from 1 June to 17 August 2020.

The country was on alert level 4 from 1 to 31 May 2020.

The country went into lockdown from midnight 26 March to 30 April 2020. (Alert level 5)

Source : <https://www.gov.za/covid-19/individuals-and-households/travel-coronavirus-covid-19>

Spain

Source: European Union/Re-open EU, 12.10.2020

Please note that from 21.09.2020 mobility restrictions are applied to several areas in the Madrid region.

Travelling from EU+ countries is allowed without restrictions.

EU+ comprises EU Member States plus Norway, Switzerland, Iceland, Liechtenstein, Andorra, Monaco, Vatican City State and the Republic of San Marino. All passengers arriving by air or sea transport must undergo a temperature check, which must be below 37.5 degrees Celsius. Cruising companies can take passengers temperature before arriving at a Spanish port.

Some countries are imposing restrictions or quarantine periods on travellers arriving from Spain. You can consult [this map](#) (in Spanish) for an updated overview of travel restrictions applied to Spanish travellers.

Travel Information from the Ministry of Foreign Affairs can be found at [Asistencia consular coronavirus](#)

Source: <https://reopen.europa.eu/en/map/ESP>

Sri Lanka

Customs, land, sea (updated 29 May 2020)

According to a best practices update published by the Sri Lanka Customs authority to the World Customs Organization on 28 April, the country has implemented a number of interim measures to ensure uninterrupted Customs operations during the pandemic. This includes measures to facilitate the cross-border movement of relief and essential supplies:

- Routine cargo selectivity criteria have been tailored, especially to release medium and low-risk cargo, focusing only on high-risk cargo. As a result, around 70% of the essential items were released under Green Channel;
- With the concurrence of other government agencies, a procedure was introduced to receive and coordinate regulatory approvals such as standards and permits via electronic means to ensure expedited clearance and release;
- Provisional online procedures were introduced to verify certificates of origin and grant preferential tariff treatments for transactions under Preferential Free Trade Agreements (PTA) under the South Asian Association Regional Corporation (SAARC);
- Provisional goods clearance procedures have been extended, with priority for consignments of relief goods and consignments needing expedited clearance;
- Existing 24x7 services were limited to approximately 8 hours per day in view of the low volume of exports as most of the factories were closed for operations due to government policy on minimizing human gathering. However, facilities were made available on call as required during Customs non-operating hours;
- In addition to the regular Customs Enquiry Point, a special 24x7 help desk is in operation to attend public and stakeholder inquiries;
- COVID-19 Contingency Plans detailing working hours and arrangements and emergency official contact numbers were published and regularly updated on the Sri Lanka Customs website.

Sudan

Source: Sudan Ministry of Transport. National Focal Points for the ITSAS-GIS Project (ESCWA/IsDB)

No foreign trucks are allowed to leave Sudan to Egypt through Arkin border. Empty Egyptian buses or trucks stuck in Sudan are allowed to leave to Egypt, through Ashkit border crossing. Sudani exports on Egyptian trucks are allowed to leave through Ashkit border crossing.

Suriname

Source: Directorate National Security

March 29, 2020: The Government of Suriname will institute a nationwide curfew between the hours of 20:00-06:00 as a counter measure to the spread of COVID-19. The curfew will last two weeks and expires on April 12th. March 27, 2020: The country is currently in lockdown tonight and the airport is closed for travelers. However, the government are also keeping the port open as goods (foodstuff) need to come into the country and a limited number of port staff will be allowed to travel to the port to load/discharge vessels, although vessel time in port may be extended due to limited work force

More information: <https://covid-19.sr/>

Sweden

Source: European Union/Re-open EU, 11.09.2020

EU citizens and their family members, and people with Swedish residence permits, are allowed to enter Sweden without restrictions. Citizens from Norway, Iceland, Switzerland and Liechtenstein are allowed to enter Sweden without restrictions.

The Swedish Ministry for Foreign Affairs has issued an advisory against non-essential travel to many countries. No such advice is in place for the following countries: Andorra, Austria, Belgium, Bulgaria, the Czech Republic, Croatia, Denmark, France, Germany, Greece, Hungary, Iceland, Italy, Liechtenstein, Luxembourg, Monaco, the Netherlands, Norway, Poland, Portugal, Romania, San Marino, Switzerland, Spain and the Vatican. The reasons for the advice against non-essential travel to some countries are the spread of the new coronavirus and the uncertainty that currently applies to foreign travel.

Source: <https://reopen.europa.eu/en/map/SWE>

Switzerland

Source: European Union/Re-open EU, 28.10.2020

People arriving in Switzerland from certain countries and areas are required to go into quarantine. The list of these countries and areas will be updated on 29 October 2020. A negative test does not exempt you from the mandatory quarantine requirement. <https://reopen.europa.eu/en/map/CHE>

Syrian Arab Republic

Source: Syrian Ministry of Transport. Director of Planning and International Cooperation

Close all illegal land crossings in front of the movement coming to Syria from Lebanon. Suspension of all flights from and to all airports in the Syrian Arab Republic from Thursday 26 March 2020 20:00 local time (18:00 GMT) until further notice. The following flights will be allowed during the suspension period:

Air flights for the army and the armed forces; Air flights passing through the sky, without landing in the Syrian airports, except for forced landing; Landing will be allowed with an intent to refuel without overnight, drop off the passengers, or the airplane crew; Allow the international air cargo from and to the Syrian Arab Republic; Allow the private flights after the Minister of transport's approval; Allow the international emergency, humanitarian aid, and medical services flights according to prior approval to and from the Syrian Arab Republic's airport.

Tajikistan

WCO/Customs Service of the Republic of Tajikistan, 07.04.2020

Preventive measures to avoid outbreaks of COVID-19 in the territory of Tajikistan

Coordination

The President of the Republic of Tajikistan, Emomali Rahmon, ordered to establish a Republican Coordination Working Group under the supervision of the Prime Minister of the Republic of Tajikistan, to prevent the spread of coronavirus infection in the Republic of Tajikistan and implement anti-epidemic measures. The Coordination Working Group (CWG) includes all governmental bodies. There is also an Interagency Coordination Working Group (ICWG) monitoring the situation. No cases of infection have been officially registered in Tajikistan. Nevertheless, threats are huge and each citizen in Tajikistan needs to demonstrate high degree of civil responsibility both towards oneself, as well as towards the general public and avoid group gatherings, greetings etc.

The Ministry of Health and Social Welfare of the Republic of Tajikistan reports that from February 1 to March 30 2020, 6159 citizens who arrived in Tajikistan from foreign countries were quarantined in the country's infectious diseases hospitals and sanatoriums.

Tanzania

Source: IMPACCT/UN OCHA, 04.08.2020

The Government of Tanzania has removed mandatory 14-day quarantine requirements for visitors on arrival. (UK Government Foreign Travel Advice, 9 July 2020).

Land:

- Cargo movement with Uganda is allowed. Measures implemented by Uganda Revenue Authority (URA) to facilitate the cross-border movement of relief and essential supplies.
- Land border with Mozambique is open for cargo movement.

Thailand

Source: Royal Thai Embassy in Switzerland, 04.11.2020

In order to maintain the continuity of COVID-19 prevention and control measures, the Royal Thai Government does not allow the entry into the Kingdom of non-Thai nationals during this outbreak until further notice. However, **non-Thai nationals who are qualified in one of the categories**, according to the notification of the Civil Aviation Authority of Thailand dated 2nd July 2020, are able to apply for a **Certificate of Entry (CoE)** to enter the Kingdom of Thailand. **Both Thais and Non-Thai Nationals** entitled to enter the country **MUST** have a Certificate of Entry (CoE) to be able to board the aircraft. In order to apply for a CoE with Royal Thai Embassy Bern, **your originating point of departure must be from Switzerland only.**

Source: <https://www.thaiembassy.ch/Content/Embassy/163.html>

The D.R. Congo

Source: IMPACCT/ UN OCHA, 19.08.2020

Cargo flights are authorized. UNHAS flights are maintained. The authorities have suspended incoming and outgoing international flights from 21 March. Private flights are decided on a case-by-case basis by the Civil Aviation Authorities. The operations of the port of Maradi are maintained. There is no impact on import/export operations. Burundi: All borders are now open for the transport of goods. Rwanda: Border restrictions in Rwanda allow only commercial / humanitarian cargo and crew is limited on board the vehicle. South Sudan: Closure of all borders with exemption granted for cargo and fuel tanks. Zambia: Kasumbalesa border is open for cargo movement.

[More information in the attached bulletin on CIOPs](#)

Togo

Source: IMPACCT/UN OCHA, 08.06.2020

Frontières terrestres et maritimes

- Les frontières terrestres sont toujours ouvertes au mouvement des cargos.
- Les frontières maritimes sont toujours ouvertes au mouvement des cargos. Les navires sont soumis à des contrôles sanitaires et peuvent faire l'objet de mesures de quarantaine. Les changements d'équipage sur le port sont autorisés. (Informations datées du 15 mai : Cluster Logistique).
- Etat des frontières terrestres avec les pays limitrophes :
 - Bénin : Ouvertes aux cargos. Les restrictions de circulation établies autour de la zone côtière et Sud du pays ne s'appliquent pas aux camionneurs en service.
 - Burkina Faso : Toutes les frontières commerciales sont ouvertes aux mouvements des cargos. Les restrictions de couvre-feu ne s'appliquent pas aux camionneurs en service.
 - Ghana : Le fret terrestre est autorisé mais seul le transport de biens essentiels est recommandé en raison de retards.

Trinidad and Tobago

24 March 2020, Trinidad & Tobago's borders are closed to all international flights until further notice. This will affect crew changes as no-one will not be permitted to enter the country through the airport or disembark vessels or rigs during this time.

Seaports (Port Facilities) are closed. However, protocols are in place to allow sea and air cargo vessels to enter and offload cargo. Crew are not allowed to disembark. Ship spares deliveries to a vessel or rig already in port are allowed, upon request. Bunker and food supplies delivery is not permitted. Special permission may be granted upon request.

Contact information: <http://www.tntairports.com/NEW/COV-19.html>

Tunisia

Source: République Tunisienne / Ministère de la Santé , 19.08.2020

Pour les pays qui ont été reclassés en zones orange et rouge, les recommandations aux voyageurs relatives à leur nouvelle classification entrent en vigueur à partir du 26 Août 2020. La recommandation relative à l'obligation du test RT-PCR pour tous les voyageurs, quelle que soit la provenance, entre en vigueur à partir du 26 Août 2020.

Turkey

Customs, land, sea (updated 21 May 2020)

Land Borders:

All Turkish commercial borders are now open to cargo movement (source: Logistics Cluster, 20 May 2020).

- Land borders between Turkey and the Commonwealth of Independent States (CIS) are subject to additional checks.
- Restriction apply to border crossing points (BCPs) with Iran and Iraq (see below).
- Imports and exports between Turkey and the EU and CIS countries are facing delays and significant capacity constraints.
- Customs authorities are operating at limited capacities.
- Turkey's borders with Iran and Iraq are now open. International road transport drivers can use Gürbulak Border Gate (between Turkey and Iran, operations started on 4 June) and Habur Border Gate for their transport operations. Once at the border, drivers must comply with procedures set out in the letter. (source: Turkish Ministry of the Interior, 3 June 2020)

Turkmenistan

SOURCE: Permanent Mission of Turkmenistan to the United Nations Office at Geneva

Measures taken to prevent the entry and spread of the COVID-19 in Turkmenistan are listed [here](#).

Uganda

Source: Ministry of ICT And National Guidance / Republic of Uganda, 20.09.2020

The International Airport and Land borders will now be opened for tourists, coming in and going out, provided they tested negative 72 hours before arrival in Uganda and provided the tour operators ensure that the tourists do not mix with the Ugandans. How will this be done? The tourists will be driven straight from the Airport to their destinations or to designated transit hotels that are set aside for that purpose. Business delegations should also be handled in the same way by the Local Partners. The returning Ugandans, who have negative PCR results, will be allowed to go home. The Ministry of Health will only get their addresses for follow up

Source: <https://mediacentre.go.ug/>

Ukraine

Source: Embassy of Ukraine - Swiss Confederation, 29.09.2020

The entry ban for foreign nationals expired on September 28th. The following restrictions still apply to entry into Ukraine (up to and including October 31):

Proof of health insurance that **specifically** includes the cost of treatment and observation for suspected COVID-19 disease in Ukraine . The insurance company must have a representative in Ukraine or be registered in Ukraine or have a contractual relationship with a Ukrainian partner insurance company.

Mandatory domestic quarantine using the “Dii wdoma” (“Дію вдома”) app when entering from countries with a high risk of infection (so-called “red” list). Alternatively, a PCR test can be carried out after entering from these areas. The Ukrainian Ministry of Health updates the list for dividing risk and non-risk areas (red and green list) every few days

<https://visitukraine.today/>

United Arab Emirates

Source: WCO/Federal Customs Authority, 20.04.2020

Response to Covid-19 outbreaks and Business Continuity Plans

The Federal Customs Authority (FCA) and the local Customs Administrations have been following the recommendations of the Government, the National Emergency Crisis and Disaster Management Authority (NCEMA), the Ministry of Health and Community Protection and the relevant health authorities in order to contain the outbreak of the novel covid-19 pandemic. The FCA is a member of the NCEMA team, which allows the customs to be part of the decisions made by the crisis team and hence ensuring the continuity of customs tasks and procedures while taking the precautionary measures.

The UAE recognizes the importance of maintaining the global trade and the international supply chain, while taking all the necessary precautions and preventive measures put forth by the concerned authorities. Economic incentives by the government have been put in place to ensure the safeguard of the economy from being gravely affected by this outbreak. Customs plays a vital role in this matter, ensuring the flow of legitimate trade and by implementing some customs initiatives to traders.

United Kingdom

Source: GOV.UK, 12.10.2020

Information on local COVID alert levels, including what they mean, why they are being introduced and what the different levels are. From: Department of Health and Social Care

Coronavirus (COVID-19) and entering or returning to the UK

If you're a resident or visitor travelling to the UK from any country, you must [provide your journey and contact details](#). If you do not do this before you arrive it might take you longer to enter the UK.

You'll also need to self-isolate in the place you're staying for the first 14 days after you arrive, unless you're travelling from certain countries or territories.

You may be fined up to £100 if you refuse to provide your contact details. You may be fined more if you break this rule more than once. You may also be fined up to £1,000 if you refuse to self-isolate, or you could face further action.

<https://www.gov.uk/coronavirus>

United States of America

Source: WCO/U.S. Customs and Border Protection, 24.03.2020

Legislative Powers (i.e. on matters such as imposed quarantine):

The Centers for Disease Control (CDC) has the relevant authorities for the COVID-19 response. See Title 42, United States Code (U.S.C.). The authority for the presidential proclamations is 8 U.S.C. § 1182(f). The authorities for flight funneling are 19 U.S.C. 1433(c), 19 Code of Federal Regulations (CFR) 122.32, 49 U.S.C. 114, and 49 CFR 1544.305 and 1546.105. The authorities for "essential travel" are 19 U.S.C. 1318(b)(1)(C) and (b)(2), and 42 U.S.C.

Arrival Restrictions and Quarantine Arrangements:

Please see the Presidential Proclamation <https://www.whitehouse.gov/presidentialactions/proclamation-suspension-entry-immigrants-nonimmigrants-certain-additional-persons-posed-risk-transmitting-coronavirus/> and information on arrival restrictions at the DHS website (<https://www.dhs.gov/publication/notices-arrival-restrictions-coronavirus>).

The CDC is working with state and local public health partners to implement after-travel health precautions. Depending on a person's travel history, that person could be asked to stay home for a period of 14 days from the time the person left an area with widespread or ongoing community spread. (<https://www.cbp.gov/>).

Uruguay

Source: Presidency

Decree No 94/020, March 13, 2020: It prohibits the landing in the country of passengers and crew of cruise ships and commercial ships that come from high-risk areas, as well as symptomatic passengers (who have fever and one or more respiratory symptoms: cough, sore throat or respiratory distress) . Art. 3: Arrange for the suspension of private flights, international regardless of their modality, from Europe, starting at 00:00 on March 20, 2020 for a period of thirty calendar days. Passengers who come from “high risk areas”, regardless of the stops made, will not be able to enter the country and must be re-embarked by the carrier. The flights of companies that transport goods, merchandise, correspondence, supplies and humanitarian and health aid are exempt from suspension.

Decree No 93/020, March 13, 2020: A state of national health emergency has been declared as a result of the pandemic caused by the COVID-19 virus.

<https://www.presidencia.gub.uy/normativa/2020-2025/decretos/decretos-03-20>

Uzbekistan

Source: States Customs Committee, 16.04.2020

In order to prevent the pervasion and spread of coronavirus infection COVID-19 into the territory of the Republic of Uzbekistan, to ensure a favorable sanitary and epidemiological situation and protect public health, the following regulatory legal acts have been adopted:

- Resolution of the Cabinet of Ministers of the Republic of Uzbekistan dated March 23, 2020 No. 176 “On additional measures against the spread of coronavirus infection”;
- Order of the President of the Republic of Uzbekistan dated January 29, 2020 No. -5537 “On the formation of a Special Republican Commission for the preparation of a program of measures to prevent the pervasion and spread of a new type of coronavirus in the Republic of Uzbekistan”;
- Decree of the President of the Republic of Uzbekistan dated March 19, 2020 No. UP-5969 “On priority measures to mitigate the negative impact on the economy of the coronavirus pandemic and global crisis phenomena”;
- Resolution of the President of the Republic of Uzbekistan dated March 26, 2020 No. PP-4649 “On additional measures to prevent the widespread spread of coronavirus infection in the Republic of Uzbekistan”;
- Resolution of the President of the Republic of Uzbekistan dated March 27, 2020 No. PP-4662 “On additional measures to meet the needs of the population in medicines, medical devices, medical equipment and essential goods”;
- Decree of the President of the Republic of Uzbekistan dated April 3, 2020 No. UP-5978 “On additional measures to support the population, sectors of the economy, and business entities during the coronavirus pandemic”;

Venezuela (Bolivarian Republic of)

Source: Presidency

Decree No. 4.167: By means of which the labor immobility of the workers of the public and private sector governed by the Decree with Range, Value and Force of the Organic Labor Law, is ratified, until December 31, 2020, as of the entry into force of this Decree.

Contact information: <http://www.presidencia.gob.ve/>

Viet Nam

Source: WCO/General Department of Customs – Vietnam, 06.04.2020

Measures to cope with the Covid-19 outbreak by Vietnam Customs

1. As of 1st April 2020, the procedures and public services provided by Vietnam Customs for activities of importation, exportation and transit of goods have not been suspended amid the spread of COVID-19. The customs clearance system is in operation 24/7. Customs control has been carried through the CCTVs, cargo management and automation systems including the National Single Window.
2. Customs clearance has been prioritized for goods imported for Covid-19 prevention and treatment.
3. Since the entries and exits of passengers via the land border gates with neighboring countries¹ have been suspended, Vietnam Customs has coordinated with relevant authorities to allow trucks and drivers to pass in special areas that are located very near the border for transshipment of goods and customs clearance. These activities require efforts of all parties concerned especially the importer, exporter and transporter. The time spent at the borders is longer than expected because of some additional actions and measures taken to ensure all persons involved to be safe from the disease. With the protective measure, clothes, close surveillance, the drivers are not required for quarantine when returning to Vietnam after staying in the foreign land within an hour. This is to facilitate for movement of goods crossing borders.
4. As required by the government directions, most of Customs officers have been working from home since the 1st April 2020. Vietnam Customs maintains a minimum number of officers in separate working shifts at every customs branch and office to ensure efficiency and effectiveness of the customs clearance and control. The working shifts teams are set in a way that one shift team can be replaced by a new shift team if found that an officer in a shift has been infected by the virus. This is to mitigate situations where an officer in a shift is infected by COVID-19, then all people working in the shift would be strictly quarantined and isolated.

Zambia

Source: WCO/Zambia Revenue Authority, 08.05.2020

On 30 January 2020, the Director-General of the World Health Organization (WCO), following the advice of the Emergency Committee convened under the International Health Regulations (2005), declared the current outbreak of COVID-19 a public health emergency of international concern and issued temporary recommendations.

Under the International Health Regulations (IHR) 2005, public health authorities at international ports, airports and ground crossings are required to establish effective contingency plans and arrangements for responding to events that may constitute a public health emergency of international concern and to communicate with their national focal point about relevant public health measures. The current outbreak of novel coronavirus (COVID-19) disease has spread across several borders, which has prompted demands for the detection and management of suspected cases at points of entry (POE), including ports, airports and ground crossings. Zambia is not an exception. Please find below some of the national and regional trade facilitation measures and health protocols that Zambia has implemented in response to COVID-19 pandemic.

Zimbabwe

Source: IMPACCT/UN OCHA, 09.06.2020

IMPORTATION AND CUSTOMS / IMPORTATION ET DOUANES

Customs, land, sea

- Land borders are still open for cargo movements.
- All cross-border cargo transport will be subjected to health screenings.
- Customs operating at limited capacity.
- Land border status with neighboring countries:
 - **Botswana:** Only essential cargo allowed to cross land borders. Drivers will be tested when crossing the border but will not have to wait for the result at the border.
 - **Mozambique:** Certain borders are operating normally; others are only allowing specific commodities. Foreign truckers subjected to transshipment.
 - **South Africa:** Cross-border land freight restricted to food and essential items, delays to be expected. Truckers must wait for police escorts at certain crossing points causing significant delays.
 - **Zambia:** Truck drivers with cross-border consignments undergo extensive screening at border entries.

2. INTERNATIONAL, REGIONAL, NATIONAL AND SECTORAL RESPONSES

2.1 JOINT UNITED NATIONS CALLS FOR ACTION

A number of joint statement/ calls for action have been issued by UNECE and other UN system organizations, including a:

- JOINT STATEMENT ON THE CONTRIBUTION OF INTERNATIONAL TRADE AND SUPPLY CHAINS TO A SUSTAINABLE SOCIO-ECONOMIC RECOVERY IN COVID-19 TIMES issued on 16 September 2020 (see Annex 2)
- JOINT UN CALL FOR SMOOTH TRANSIT AND TRANSPORT FACILITATION TO AND FROM LANDLOCKED DEVELOPING COUNTRIES issued on 9 June 2020 (see Annex 3)





2.2 SPECA INITIATED NATIONAL AND REGIONAL RESPONSES

At its 2020 session, the SPECA Working Group on Sustainable Transport, Transit and Connectivity reiterated the importance of harmonizing of legal regimes relating to international transport continues as a key prerequisite to ensure the smooth and efficient movement of goods through national borders, in particular at times of pandemics or international emergency situations. The Working Group stressed that accession to United Nations transport-related legal instruments would only serve transport connectivity and facilitation if followed by proper implementation measures.

The year 2020 is marked with a number of accessions to United Nations transport-related legal instruments:

- In January 2020, Uzbekistan ratified the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) (1957) and Protocol amending article 1 (a), article 14 (1) and article 14 (3) (b) of the European Agreement of 30 September 1957 concerning the International Carriage of Dangerous Goods by Road (ADR) (1993);
- In August 2020, Turkmenistan acceded to six United Nations legal instruments: European Agreement on main international traffic arteries (AGR) (1975), European Agreement on Main International Railway Lines (AGC) (1985), European Agreement on Important International Combined Transport Lines and Related Installations (AGTC) (1991), European Agreement supplementing the Convention on road traffic opened for signature at Vienna on 8 November 1968 (1971), European Agreement supplementing the Convention on Road Signs and Signals (1971) and Protocol on Road Markings, additional to the European Agreement supplementing the Convention on Road Signs and Signals (1973).
- In October 2019, Afghanistan acceded to the Convention on the Contract for the International Carriage of Goods by Road (CMR) (1956).

2.3 EUROPEAN COMMISSION (EC) RESPONSES



2.3.1 Transport related emergency measures were introduced by the European Commission in the field of transport

- **16 March 2020** – Guidelines to Member States on health-related border management measures to make sure that essential goods and services remain available.
- **17 March 2020** – Temporary Restriction on Non-Essential Travel to the European Union (European Union Heads of state agreed to temporary restriction of non-essential travel from third countries)
- **18 March 2020** – Interpretative guidelines on European Union passenger rights
- **23 March 2020** – “Green lanes” initiative to ensure a continuous flow of goods across European Union: Member States were requested to let their borders open to all freight vehicles. March - European Commission (DG MOVE) Portal “EU transport measures as response to the Covid-19”.
- **17 April 2020** – Joint European Roadmap towards lifting coronavirus containment measures.
- **29 April 2020** – Proposal to extend the transposition period of rail safety and interoperability (4th railway package) by three months from 16 June to 16 September 2020.
- **25 May 2020** – European Union adoption of Regulation 2020/698 on the Extensions to the validity of certain safety certificates, licenses & authorisations; postponement of certain periodic checks & training in response to the extraordinary circumstances caused by the COVID-19 outbreak in the area of road, rail and inland waterway transport and of maritime security.
- **13 May 2020** – Tourism and transport package, including - Communication towards a phased and coordinated approach for restoring freedom of movement and lifting internal border controls – COVID-19 - Guidelines on the progressive restoration of transport services and connectivity - Recommendation which aims to make travel vouchers an attractive alternative to cash reimbursement for consumers.
- **27 May 2020** – Recovery Package proposal to kick-start the European economy following the COVID-19 crisis.
- **11 June 2020** – Communication encouraging EU Member States to finalise the process of lifting restrictions to free movement within the EU as soon as the epidemiological situation allows it.

- **19 June 2020** – Commission’s proposal for a Regulation of the European Parliament and of the Council establishing measures for a sustainable rail market in view of the COVID-19 pandemic.
- **30 June 2020** – and subsequent updates (Council Recommendation on the gradual lifting of the temporary restrictions on non-essential travel into the EU, including list of countries).
- **30 June 2020** – (version 1) The Interim advice for preparedness and response to cases of COVID-19 at points of entry in the European Union/European Economic Area (EEA) Member States is aimed to assist public health authorities in the air, maritime and inland transport modes in developing their short-term and long-term national and local preparedness plans.¹⁹
- **21 July 2020** – COVID-19 railway protocol by the European Commission, ERA, ECDC.
- **4 September 2020** – Commission’s proposal for a Council Recommendation on a coordinated approach to the restriction of free movement in response to the COVID-19 pandemic).
- **17 September 2020** – EU Recommendations for a common EU testing approach for COVID-19 (EU health preparedness).

The above referred to “green lane” measures entailed:

- Providing for a maximum of 15 min of BCP time for all cargo (within the European Union, where normally no checks at all take place).
- Setting up a network of contact points exchanging information and data regularly. This network was extended to non- European Union countries with borders to the European Union.
- Setting up an online portal providing access to information about measures and rules taken at national levels:
 - The pandemic turned administrative formalities, controls and checks more complicated in European Union Member States and to ensure continuity in transport operations during these extraordinary times, it was agreed to temporarily derogate from more than ten legal acts on the renewal, extension or continued validity of certificates, licences and authorisations, or on periodic checks.
 - Exchanging information about the repatriation rules in place was deemed essential to avoid negative effect on travellers (such as future personal travel bans, refusing visa, problems with transit, etc.) once the restrictions are lifted.

The European Commission’s online platform on the exceptional national (European Union Member States’) transport measures being taken considering the COVID-19 pandemic is available here: ec.europa.eu/transport/coronavirus-response_en

19 For more details, see: www.healthygateways.eu/Novel-coronavirus.

2.3.2 Customs related emergency measures were introduced by the European Commission

- 3 April 2020 – a Commission Decision (European Union) 2020/491 on relief from import duties and VAT exemption for goods needed to combat the effects of the COVID-19 outbreak. (applies for imports made from 30 January 2020 to 31 July 2020).
- 24 April 2020 – Proposals for two Council Regulations on suspensions and tariff quotas, which shall apply as of 1 July 2020.
- Economic operators are encouraged to use the Union/Common transit procedure, TIR transit and pre-lodged customs declarations to the widest possible extent. This will facilitate swift border crossing at the European Union external borders.
- Economic operators can expect that the customs office of departure will take into consideration possible longer transport times due to Covid-19 measures when setting the time limit which the goods shall be presented at the customs office of destination.

A designated DG Taxud webpage with full information is available here:

https://ec.europa.eu/taxation_customs/covid-19-taxud-response_en



3. **SECTORAL RESPONSES** (HEALTH, CUSTOMS, RAIL AND INLAND WATERWAY TRANSPORT)

3.1 **WORLD HEALTH ORGANIZATION (WHO) RESPONSES**



World Health Organization

3.1.1 **World Health Organization (WHO) International Health Regulations (IHR, 2005) and its relevance for inland transport**

Back in 2005, in response to the exponential increase in international travel and trade, and the emergence and re-emergence of international disease threats and other health risks, 196 countries across the globe have agreed to implement the International Health Regulations (2005) (IHR). This binding instrument of international law entered into force on 15 June 2007. The stated purpose and scope of the IHR are “to prevent, protect against, control and provide a public health response to the international spread of disease in ways that are commensurate with and restricted to public health risks, and which avoid unnecessary interference with international traffic and trade.” Because the IHR are not limited to specific diseases, but are applicable to health risks, irrespective of their origin or source, they will follow the evolution of diseases and the factors affecting their emergence and transmission. The IHR also require member States to strengthen core surveillance and response capacities at the primary, intermediate and national level, as well as at designated international ports, airports and ground crossings. They further introduce a series of health documents, including ship sanitation certificates and an international certificate of vaccination or prophylaxis for travelers.

3.1.2 **IHR guidelines – Striking a balance between protecting public health & avoiding unnecessary interference with international transport and trade**

- According to IHR Guidelines public health measures that are put in place should be commensurate with and restricted to public health risks, avoiding unnecessary interference with international traffic and trade. As per the travel advisory issued on 29 February 2020, WHO advised against the application of travel or trade restrictions to countries experiencing COVID-19 outbreaks. At the same time, it recognised that in certain circumstances, measures that restrict the movement of people may prove temporarily useful, such as in settings with few international connections and limited response capacities. Travel measures that significantly interfere with international traffic may only be justified at the beginning of an outbreak, as they may allow countries to gain time, even if only a few days, to rapidly implement effective preparedness measures. Such restrictions must be based on a careful risk assessment, be proportionate to the public health risk, be short in duration, and be reconsidered regularly as the situation evolves.

- Points of entry (international ports, airports and land border crossings) are the lowest area of implementation of IHR capacities in the WHO European Region on average. In the context of the COVID-19 pandemic, various guidance documents and online courses have been developed by WHO to strengthen preparedness at these points of entry.
- As of 21 April 2020, the WHO Regional Office for Europe had received 256 reports of additional health measures that significantly interfere with international traffic (i.e. travel and or trade measures) across 53 IHR State Parties. Around 95% of these were travel-related measures, while 5% were trade-related.

3.1.3 Overview of suggested tools and approaches

Temperature screening alone, at exit or entry, is not an effective way to stop international spread, since infected individuals may be in incubation period, may not express apparent symptoms early on in the course of the disease, or may dissimulate fever through the use of antipyretics; in addition, such measures require substantial investments for what may bear little benefits.





More effective measures with a focus on risk mapping and management are listed below:

- For crews and passengers:
 - Collecting health declarations (upon exit/entry). Could be collected at departure and shared with transit and destination countries. Passengers and crew may be prevented to travel if information in the declaration shows a risk.
 - Collecting contact information of travellers to allow for contact tracing, route tracking and tracing (including through exit/entry interviews or use of Apps).
 - Mandatory use of international certificate of vaccination or prophylaxis for travelers.
- For vehicles, cargo and containers:
 - Emphasis here should be on risk management through route tracking and tracing, issuance of (e-)sanitation certificates (e.g. in the maritime sector the use of ship sanitation certificates). The Ship Sanitation Control Exemption Certificate/Ship Sanitation Control Certificate SSCEC/SSCC are regulated in articles 20 and 39, and Annex 3, of the International Health Regulations (IHR) (2005). Such certificate serves as proof that the ship is free of clear sources of **contagion** and in some cases is a requirement for permission of entry into port in some jurisdictions. SSC's are issued by competent health authorities in authorized ports, after inspection. Certificates are valid for six months, revocable if evidence of health risks are found, and the ship always remains liable to further inspection.
 - It may be worthwhile to explore whether the issuance of sanitation certificates would also be possible for road, rail and inland waterway sectors.

3.1.4 WHO Guidelines on gradual return to international travel:

In accordance with guidance provided by WHO on 30 July 2020, return to international travel should be based on a thorough risk assessment, considering the following factors:

- The local epidemiology and transmission pattern;
- The need to prioritize essential travel;
- The impact of national public health and social measures on controlling the outbreaks at points of departure and in destination countries;
- The capacities of the health systems at national and subnational levels, and at points of entry to manage the risk of importation or exportation of the disease at points of departure and destination.

WHO calls for identification of priority ground crossings based on information on population movement needs to be collected from local key informants through participatory group mapping exercises using the topographic maps and a standard discussion guide including:

- Identification of high-risk ground crossings based on connectivity with neighbouring (COVID-19 affected) countries.
- Cross-border population movement dynamics (transportation modes and routes, travel directions, trade destinations, volume of travellers and its variations/ seasonality, other movement push and pull factors).
- The profiles of cross-border travelers (their demographic characteristics, origins, destinations, travel motives).
- The important points of congregations where travelers interact with each other and with local communities, where health measures need to be strengthened (health facilities, local markets, transportation hubs etc).

Following the identification of priority ground crossings and communities a range of surveillance and preparedness activities need to be implemented at each setting based on the following principles:

- Legal enforcement and planning
- Surveillance
- Ability to interview and manage ill travelers suspected of COVID-19
- Acute emergency response plans to address mass movement across border
- Supplies for infection and control
- Risk communication and community engagement
- Cross-border collaboration
- Monitoring and adaptation of measures based on changing trends

In the medium to longer term WHO calls upon Governments to designate their most relevant points of entry (POE) under the International Health Regulations (IHR) and to report annually on their core capacities to prevent, detect, respond to health emergencies.

4. WORLD CUSTOMS ORGANIZATION (WCO) RESPONSES



WORLD CUSTOMS ORGANIZATION
ORGANISATION MONDIALE DES DOUANES

WCO responses to the COVID-19 pandemic included:

- In mid-March 2020 it created a dedicated COVID-19 section on the WCO website containing references to existing instruments and tools.
- Newly developed guidance was also uploaded on that webpage: HS Classification reference for medical supplies, List of priority medicines for Customs during COVID-19, a Secretariat Note on How to establish and utilize essential goods lists, etc.
- Repository of Members' practices – 113 practices up to date.
- The WCO Secretariat developed a document categorizing Members' practices in four categories: i) facilitating the cross-border movement of relief and essential supplies; ii) supporting the economy and sustaining supply chain continuity; iii) protecting staff and iv) protecting society.
- Joint statements – with WTO on trade related measures (any border action should be targeted, proportionate, transparent, non-discriminatory and temporary), with IMO, ICC, IRU, OTIF and OSJD and with UN-OHRLLS, as well as a joint letter with UPU. All joint statements call for sustaining the supply chain continuity.
- A WCO Covid-19 Project is being implemented with the objective to improve the capacity of WCO Members' Customs administrations business continuity in response to Covid-19 impact. Main activities include:
 - Developing WCO Guidelines for Customs administrations to address various disruptive scenarios represented by COVID-19 and other similar emergency situations and to ensure the stability of global supply chain.
 - Promoting the use of WCO Guidelines and other relevant WCO tools, Timely dissemination of information and expertise through an update of the WCO website on COVID-19.
 - Developing IT solutions to improve the capacity of WCO developing Members in response to emergency situations, such as COVID-19.
- At its latest session, the WCO Permanent Technical Committee discussion took note of the challenges, practices and lessons learned associated to the COVID-19 pandemic shared by Members and of the observations shared by private sector delegates and other observers. The PTC decided that in its future work WCO should also pay attention to the role of Customs in the different phases of the disaster management cycle, namely conducting a review and gap analysis of existing instruments and tools, developing a new tool dealing with business continuity and the role of Customs in the different phases of the disaster management cycle, as well as developing a database or compendium of best practices. The PTC decided to include the topic on the Knowledge Academy for Customs and Trade (KACT) agenda to promote the role of Customs in natural disaster relief at various fora.

5. RAIL TRANSPORT SECTOR PERSPECTIVES

International Union of Railways (UIC)

UIC launched a Covid-19 Task Force in order to exchange: information and best practices on actions already in place, status concerning the epidemic and on preventive, response and mitigation measures and procedures from all around the world with UIC members (71 members from 50 countries) and 18 international partner organizations (AAR, AFRA, African Union, ALAF, AllRail, ANPTTrilhos, APTA, CER, CIT, EIM, EPF, ERFA, ETF, ETOA, IATA, OTIF, UITP and UNECE).

This dedicated Task Force has written four guidance documents based on information collected through questionnaires sent to members, information shared in Task Force meetings and through less formal exchange platforms (e.g. the Task Force forum) and one impact study of the COVID-19 crisis on the rail sector:

- March 2020: Management of Covid-19 - Guidance for railway stakeholders.
- April 2020: Potential measures to restore confidence in rail travel following the Covid-19 pandemic.
- May 2020: RAILsilience: How the rail sector fought Covid-19 during lockdown.
- June 2020: RAILsilience: Back on the track.
- July 2020: Global economic impact of COVID-19 on rail transport

These documents can be found on a dedicated UIC web portal: <https://uic.org/covid-19/>.

International Rail Transport Committee (CIT)

Rail passenger transport has been particularly hard hit by the Europe-wide restrictions on social contact and borders closed for non-essential travel, with demand declining between 40 per cent (in Sweden) and 90 per cent (Italy, France) at the peak of the health crisis. While there are opportunities for a return of transport services to pre-crisis levels by 2021, there are also risks associated with the adjustment of mobility behaviour at the expense of public transport or the long-term avoidance of business travel through digital meetings. CIT has been assessing the legal and contractual implications of the COVID-19 pandemic on passenger rail traffic. Several measures had to be taken to fight COVID-19 which could potentially raise issues in relation to data protection (use of health data, personal information, location data, etc.). CIT issued measures in relation to processing of such personal data (recommendatory character) and the legal findings arising from those different issues will be integrated in a CIT Manual on data protection for transport undertakings.



6. INLAND WATERWAY TRANSPORT RESPONSES

6.1 INTERNATIONAL RESPONSES TO THE IMPACT OF THE COVID-19 OUTBREAK IN INLAND NAVIGATION SECTOR

6.1.1 The Central Commission for the Navigation of the Rhine and the European committee for drawing up standards in the field of inland navigation

Measures undertaken by CCNR in response to the COVID-19 pandemic included:²⁰

- (a) Resolution CCNR 2020-I-2 adopted on 23 March 2020,²¹ which invited CCNR member States to take exceptional measures in relation to the COVID-19 pandemic to ensure a good performance of the Rhine navigation and the continued operation of the supply chain, in particular:
 - Maintain as far as possible the optimal functioning of the infrastructure.
 - Not penalize exceeding the periods of validity of certificates, attestations and other documents issued in accordance with the Rhine legislation, when safety and operational continuity of inland navigation were not affected and the certificates, attestations and other documents concerned were still valid on 15 March 2020.
 - Facilitate the mobility of crew members to enable them to make the direct journey from their place of residence to the port of embarkation and from the port of disembarkation to their place of residence.
 - Sign the UNECE multilateral agreements under ADN.
- (b) The inventory of national and international measures for inland navigation, maintained and regularly updated on a dedicated web page,²² and a weekly newsletter on the CCNR website.
- (c) The evaluation of the economic impact from the COVID-19 crisis on European inland waterway transport, issued on 27 March 2020.²³ The impacts of the COVID crisis on European inland navigation were also addressed in the CCNR Market Insight “Inland navigation in Europe” published in April 2020 and in the 2020 Annual report on inland navigation in Europe.
- (d) Resolution 2020-I-4 adopted at the CCNR plenary session on 4 June 2020²⁴ aimed to raise the preparedness for other possible crises by collecting the relevant lessons learned from the management of the COVID crisis, mitigate its adverse effects and coordinate the cooperation among the key players on this issue. The discussion on the effects of the pandemic on inland navigation on the Rhine and other European waterways held at the session focused on the impact of the health crisis on inland navigation and the responses to be developed in terms of managing and exiting from the crisis.

²⁰ As of 20 June 2020.

²¹ www.ccr-zkr.org/files/documents/covid19/pre20_18fr_final.pdf

²² www.ccr-zkr.org/13070000-en.html

²³ www.ccr-zkr.org/files/documents/covid19/20200327_CCNR_Economic_impacts.pdf

²⁴ www.ccr-zkr.org/files/documents/resolutions/ccr2020-lfr.pdf

The European committee for drawing up standards in the field of inland navigation (CESNI) at its meeting held on 30 April 2020, expressed the urgent need for a coordinated approach to measures for supporting the European inland navigation sector during the COVID-19 crisis. In the open letter of 20 May 2020,²⁵ the Chair and the Executive Secretary of CESNI recommended not to impose penalties for the duration of the crisis, should the validity periods of certificates, attestations and other documents be exceeded, subject to specific conditions. Furthermore, CESNI called upon the sector and inspection bodies, as best they were able, to continue with or resume inspection and certification processes to avoid an administrative backlog and the interruption of vital business for ship repair enterprises to the greatest possible extent. The exchange of information on this issue was continued at the CESNI meeting held on 22 and 23 September 2020.

6.1.2 Danube Commission

Throughout the crisis period, DC has made every effort to support the fleet operation and ensure the continuity of transport of goods in the Danube region during the COVID-19 crisis. Information on the status of all national COVID-19 restrictions for the Danube has been published on the DC website.²⁶ The coordinated actions of the competent authorities and national administrations of the DC member States have allowed to prevent a complete stop of the Danube navigation and ensured safety of navigation and cargo operations. The systematic analysis of exceptional measures by the DC secretariat has allowed the coordination of activities of national authorities and developing a common position of the DC countries on the following issues:

- (a) Extension of the validity period of boatmasters' certificates, certificates of competency of crew members, medical certificates, service books and special certificates for inland navigation personnel, which expired before 1 July 2020, by not more than three months, but not later than till 1 October 2020.
- (b) Replacement of crew members who were not able to be present on board due to the reasons related to COVID-19, based on the prescribed minimum crew provisions while ensuring the appropriate qualifications, and measures that allowed crew members to access their workplaces when passing the border control (a medical certificate, a crew member certificate for vessels engaged in international voyages on the Danube, developed under the DC framework, or a Green Lanes Certificate).
- (c) Renewal of ship's certificates which had been expired in March 2020 for up to one year, subject to agreement with the competent authorities (classification societies).
- (d) Renewal of certificates of special knowledge of the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN), Certificates of approval and provisional certificates of approval based on UNECE multilateral agreements under ADN.
- (e) Special measures during cargo loading and unloading operations, the replenishment of fuel, water and food supplies and vessel repairs.

25 www.cesni.eu/wp-content/uploads/2020/05/Open-Letter-CESNI_EN.pdf

26 www.danubecommission.org/dc/en/2020/09/29/information-regarding-the-status-of-all-national-covid-19-restrictions-for-danube

The operation of locks, River Information Services (RIS) and the river surveillance on the Danube have been ensured in a full scope. The Notices to Skippers have been transmitted systematically and contained the information on special measures due to the crisis for the attention of crews and administrations.

6.1.3 Mosel Commission

In order to protect people in the sector and ensure the continuity of navigation, the member States of the Mosel Commission (MC) have implemented a set of exceptional measures due to the pandemic outbreak:²⁷

- (a) Reducing the opening time of locks; since May 2020, the 24-hour operation of locks has been restored, except the French section of the Mosel (2 x 8-hour service per day);
- (b) The interruption of recreational navigation from March to May/June 2020, subject to sanitary prescriptions (20 May 2020 in France, 10 June 2020 in Germany and 11 May 2020 in Luxembourg);
- (c) In Luxembourg, locks for pleasure craft were closed from 24 March to 20 May 2020.

MC has adopted the following decisions during the COVID crisis:

- Publication of information on exceptional measures on the Mosel due to COVID-19 on the dedicated web page.²⁸
- Postponement of the closure of locks from May to September 2020 (decision of 3 April 2020).
- Postponement of the introduction of electronic ship reporting on the Mosel from 1 July 2020 to 1 July 2021 (decision of 6 April 2020).
- Suspension of the obligation to pay the fee and to stamp the fee declaration at locks to avoid personal contacts between the lock staff and skippers (decision of 23 March 2020).
- Extension of the validity of certificates that were still valid on 15 March 2020; MC member States were encouraged to sign Multilateral Agreement ADN/MO25, if they had not already done so (decision of 6 April 2020).

The measures are subject to regular checks whether they should be still in force.

6.1.4 International Sava River Basin Commission

Member States of the International Sava River Basin Commission (SC) have implemented special measures in the field of water transport due to COVID-19 outbreak, and the respective information has been made available on the SC website, including the Notices to Skippers and the contact information of the competent authorities of member States.²⁹

27 As of 23 June 2020.

28 <http://commission-de-la-moselle.org/index.php?id=872&L=2>

29 www.savacommission.org/news

6.1.5 IG River Cruise and European Barge Union

In May 2020, IG River Cruise³⁰ and European Barge Union (EBU) issued the Guideline for a Minimum Standard for the Resumption of River Cruises in Europe under COVID-19,³¹ in order to ensure the protection of passengers and crew members in specific circumstances caused by the pandemic. The guideline is intended for the COVID-19 exit strategy with the aim to ensure a continuous passenger ship traffic on European inland waterways during the COVID restrictions and facilitate a harmonized and coordinated recovery from the pandemic for the river cruise business in Europe.

6.2 IMPACT OF THE COVID-19 OUTBREAK ON INLAND NAVIGATION AND EXCEPTIONAL MEASURES IMPLEMENTED BY MEMBER STATES

A. Austria

Among the implications of the COVID outbreak for inland water transport in Austria were mentioned:

- The impact on river cruise shipping which has been stopped and is still hindered;
- Cross-border restrictions for crew members when they travelled to their workplaces.

The decisions taken within the European Union and the UNECE multilateral agreements under ADN which enabled the renewal of certificates of special knowledge of ADN, certificates of approval and provisional certificates of approval according to ADN have significantly contributed in ensuring continuous operation of freight transport in Austria during the crisis.



Convoy on the Danube in Budapest, Hungary

30 The European River Cruise Association at: www.igrivercruise.com.

31 www.ebu-uenf.org/wp-content/uploads/River-Cruise-Minimum-Standard-Covid-19_FINAL-VERSION_1.0_EN.pdf

B. Belarus

As of the end of June 2020, all passenger traffic has been stopped on waterways of the Republic of Belarus due to the COVID-19 pandemic: city trips for organized groups of people, tourist passenger cruises, river excursions and public events on board passenger vessels; freight traffic has also been affected. The crisis had an impact not only on shipowners, but on the national economy as a whole. In order to prevent the spread of the pandemic, general plans have been developed for all sectors of the economy. They prescribed, in particular, individual protective measures, the use of antiseptics and other preventive measures to ensure safety of people.

C. Belgium

Flemish Region

(a) Operational impact

In order to guarantee the continuity of inland navigation services during the COVID-19 crisis, a series of sector-specific measures have been taken by the Flemish waterway authority in relation to: (a) the certification of the staff and inland waterway vessels and (b) examinations, service record books and logbooks. The Flemish waterway authority has created a dedicated COVID-19 web page to provide a regularly updated overview of all COVID-19 measures related to inland navigation.

Transitional provisions related to the certification of inland water transport staff and vessels, examinations, the service record book and the logbook

(i) Certificates of competence

Regulation (EU) 2020/698 of the European Parliament and the Council of 25 May 2020 stipulates that for cases in which the time limit for undergoing medical examinations would expire between 1 March 2020 and 31 August 2020, this will be extended by six months in each of the cases concerned. The boatmasters' certificates concerned should remain valid accordingly.

(ii) Certificates of competence in accordance with ADN

Certificates of ADN experts and ADN safety advisors that expire in the period from 1 March to 1 December 2020, will remain valid until 31 December 2020. The start date of a new certificate will correspond to the expiry date of the previous one.

(iii) Examinations:

- Examination for ADN initial training: persons who followed an ADN initial training between 20 October 2019 and 20 March 2020, will have a period of one year to take the examination (and to re-sit the examination, if necessary).
- Resit of examination for the certificates of competence "Rhine and Inland Navigation": persons who took the examination between 1 July and 31 December 2019, can re-sit the examination up to and including 31 December 2020.
- Theoretical and practical examination "Radar": persons who took the theoretical examination between 1 July and 31 December 2019, can take the practical examination "Radar" (and re-sit the examination, if necessary) until 31 December 2020.

(iv) Certification of vessels:

According to Regulation (EU) 2020/698 of the European Parliament and the Council of 25 May 2020, the validity of documents falling within the scope of Directive 2016/1629 which were expired between 1 March and 31 August 2020, is extended for a period of six months.

(v) Certification of vessels carrying dangerous goods:

Temporary inspection, certificates of approval and provisional certificates of approval: certificates that expire in the period from 1 March to 1 September 2020, will remain valid till 30 September 2020. The start date of a new certificate will correspond to the expiry date of the previous one.

Operation of movable bridges and locks

In Flanders, there was no interruption in the working timetable of movable bridges and locks during the COVID-19 period.

Recreational boating

Recreational boating was prohibited from the beginning of the crisis until the beginning of May 2020 and, since then, it has been authorized under specified conditions which are regularly updated.

(b) Economic impact

In support of the Flemish companies, the Flemish government provides a number of general and sector-specific financial support measures. The latter do not cover inland water transport, but the companies engaged in the sector activities can benefit from several general financial support measures.

In the second quarter of 2020, almost 17.5 million tons of goods were transported on the Flemish waterway network, representing a decrease by 3.45 per cent compared to the second quarter of 2019, and the transport performance in ton-kilometres decreased by 3.06 per cent. It can be concluded that a minor decrease has been observed over the last three months, compared to the second quarter of 2019 and given the unprecedented crisis since March 2020.

On the contrary, a significant increase of no less than 10.02 per cent has been observed in container traffic, compared to the second quarter of 2019, due to the large increase of container traffic on the Albert Canal.

Lessons learned: there is a need for a well-organized cross-border consultation on introducing practical measures (e.g. transitional provisions related to the certification of the staff and vessels, operation hours of locks and movable bridges and other aspects), in order to ensure a good functioning of cross-border navigation.

Walloon Region

As compared to the average data for 2017–2019, freight traffic by inland waterways decreased in March–August 2020 as shown in the table below:

Table I: Walloon region

	March 2020	April 2020	May 2020	June 2020	July 2020	August 2020
Freight volume, %	24	25	24	8	15	18
Number of loaded vessels, %	25	25	25	11	16	29

In order to ensure the continuity of navigation to the maximum possible extent, special measures have been implemented with due regard of the pandemic situation and the respective regulations.

Brussels Capital Region

Port of Brussels, the first half of 2020

The global health crisis due to the COVID-19 pandemic has affected waterway traffic in the port of Brussels. The impact was aggravated by the quarantine measures introduced in Belgium in the first half of 2020 and had severe implications for all sectors of the economy.

In the first half of 2020, domestic traffic decreased by 13 per cent and reached 2.4 million tons, transit traffic increased by 31 per cent and container traffic decreased by 10 per cent. The total traffic volume had a smaller decrease of 4 per cent, due to good performance of transit transport. As it had been expected, all good segments have suffered, except agricultural products and foodstuffs, which were least affected by the quarantine measures.

However, notwithstanding the negative evolution of freight transport by waterways in the first six months of 2020, recent volumes of domestic transport allow to predict that the recovery is under way. Thus, after the period from March to May 2020 when traffic was particularly affected by sanitary measures, in June a significant increase of 11 per cent in the transport volume was reached compared to June 2019.

Due to the measures undertaken in relation to the COVID pandemic, the port of Brussels remained open during the whole period of crisis. The port companies were able to continue working as usual. The meeting of the Executive Board held in April adopted a set of measures to help clients cope with the crisis. In order to ensure safety of the personnel of hydraulic structures, specific safety measures were introduced.

Lessons learned have emphasized a crucial role of the port for the city of Brussels in terms of supply while reducing the environmental impact associated with logistics, as water transport is the most environmentally friendly mode of transport.

D. Croatia

In general, the state of emergency in Croatia was announced in the middle of March 2020. The decisions aimed to ensure the continuity of operation of the sector and safety of the personnel were based on step-by-step approach, the situation is under constant review and the data is continuously updated. A set of requirements have been adopted in response to the crisis in order to ensure safe transport operations, sanitary and epidemiological protection of the infrastructure, staff and passengers.

COVID-19 pandemic had a particular impact on passenger traffic by inland waterways in Croatia; during the pandemic, nearly all arrivals at inland ports were cancelled. Operation of the passenger ports of Vukovar, Ilok, Batina and Aljmaš was suspended following the decision of the Vukovar Port Authority of 16 March 2020, and passenger vessels engaged in international cruises and carrying more than 40 passengers were not allowed to enter (as of 18 May 2020). All epidemiological measures related to the protection of passengers and crew members on inland waterway vessels have been implemented and are still in force. The replacement of crew members was subject to a special procedure.

There was no interruption in freight traffic, crews were obliged to stay on board and the cross-border control was performed remotely. In the second quarter of 2020, cargo traffic in the port of Vukovar reached 27 thousand tons in March, 34 thousand tons in April, which exceeded the volume of cargo reloaded in April 2019, and 8 thousand tons in May 2020.

Croatia maintains an active dialogue with the neighbouring countries, the Danube Commission and other international organizations for coping with the implications of the crisis.

Lessons learned: the existing system needs to be adapted to effectively respond in case of natural disasters in order to prevent their spread, impact and consequences.

E. Germany

Since the beginning of the COVID-19 crisis, Germany has faced the problems that were common for the sector, as it was mentioned at the virtual informal meeting of SC.3/WP.3 in June 2020, in particular: (a) the suspension of passenger traffic and river cruises; (b) reduced cargo volumes transported by inland waterways; (c) the impact on cargo operations in ports and the operation of bridges and locks; (d) the validity of vessels' documents, certificates, attestations and other documents of crews; (e) the replacement of crew members on board vessels and (f) safety and the health protection of the staff. The above-mentioned issues needed to be addressed either by the Federal Government or by the federal states. In general, health protection measures in relation to the pandemic are regulated by the federal states.

The recent situation in the sector in Germany is as follows:

- (a) Passenger traffic and river cruises are again permitted in accordance with the COVID-19-related regulations of each federal state; these measures prescribe, inter alia, social distancing rules, the maximum number of people allowed in enclosed spaces, the registration of visitors and the obligation to wear a face mask. Accordingly, the number of trips has decreased significantly.
- (b) The freight volume also depends on the economic trends. The economy is still affected by the pandemic; therefore, the volume of transported goods remains at a low level with a slightly positive trend for container freight. However, the lack of positive trends is also seasonal to some extent.



River barge on the Saar river in Saarland, Germany

- (c) All German inland ports are open and fully efficient. The COVID-19 protective measures are observed. Due to the impact of the pandemic, German ports are facing a decline in ship traffic. The pandemic had a little impact on the operation of locks has been affected to a small degree, and the lock services are available to a large extent. The operation of locks is now fully recovered.
- (d) In accordance with the orders of the Federal Government of 17 and 31 March 2020, the competent authorities were obliged not to impose penalties against certain expired documents, certificates, attestations and other documents if they had been valid until 15 March 2020, which was in line with CCNR Resolution 2020-I-2. The orders were partially revoked after the adoption of Regulation (EU) 698/2020.
- (e) Following the Order of 17 March mentioned above, the crew requirements were eased for cases when the replacement of crew members was not possible. In addition, the federal states who are responsible for establishing quarantine rules have exempted cross-border crew members from the quarantine obligation. As a member State of the European Union and CCNR, Germany also applies the “Green Lanes” provisions and CCNR Resolution 2020-I-2.
- (f) Safety and health protection is regulated by the mandatory prescriptions of the federal states in relation to the COVID outbreak, which are regularly updated. In the beginning of the pandemic, river cruises were not allowed by the state regulations. As an example, in addition to face masks and distancing rules, the registration of visitors may be required for river cruises in order to ensure the traceability of the infection.

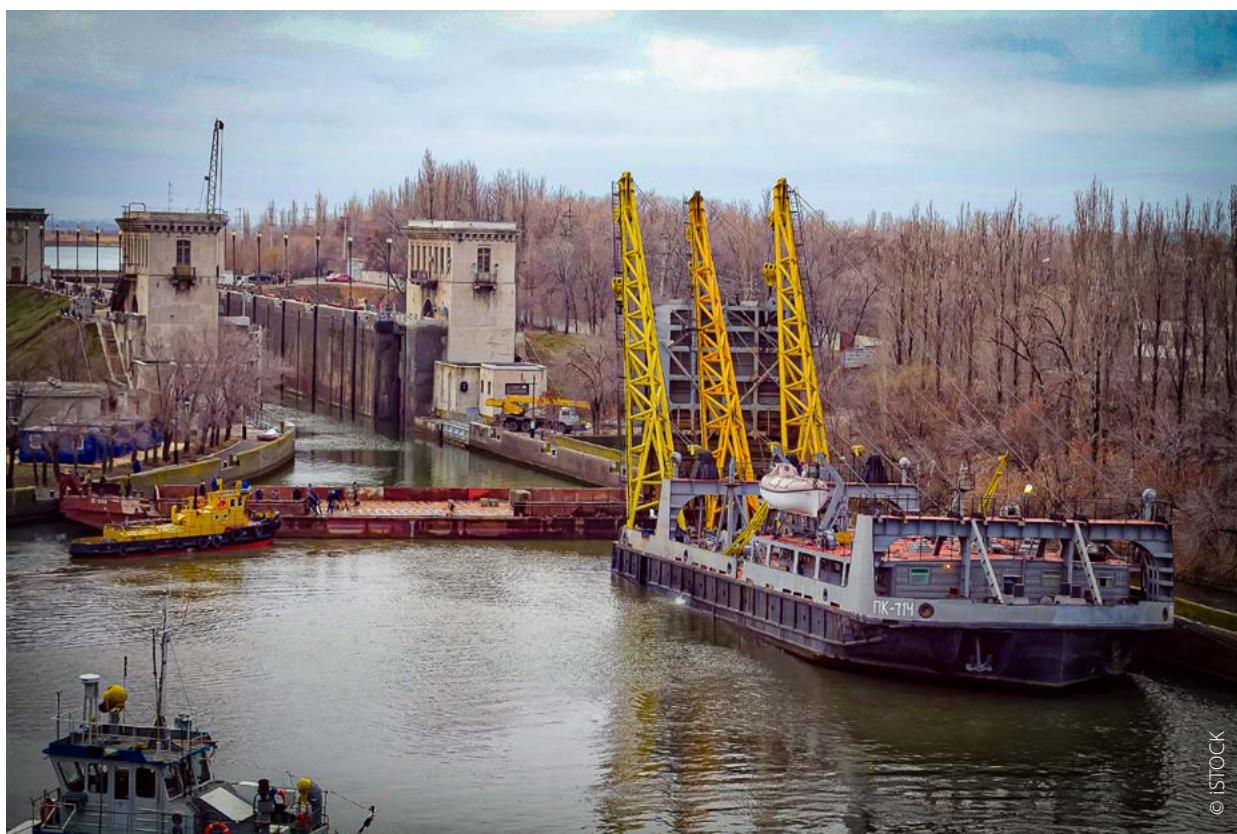
So far, it has proven very effective to take coordinated action. Therefore, the establishment of communication platforms, where infrastructure services, users and the economy come together, appears to be desirable. In addition, CCNR and its committees are working to elaborate on lessons learned. Germany is also contributing to a pandemic emergency plan at the European Union level.

F. Russian Federation

Currently, shipping companies engaged in tourist passenger transport experience difficulties. The sale of passenger vouchers begins 1.5 year prior to the voyage. There is a significant reduction in passenger transport and sea cruise shipping.

Significant difficulties have been observed in freight traffic by rivers. Due to the closure of borders and the forecasted decline in the production and construction rate, a decrease is expected in the departure of main types of cargo by inland waterway.

To protect the life and health of passengers, the Ministry of Transport of the Russian Federation and the Federal Supervisory Service for Consumer Rights and Human Welfare have developed recommendations aimed at safe functioning of maritime and inland water transport during the period of the COVID infection spread and the recovery period after anti-epidemic restrictions. The recommendations aim to ensure sanitary safety of passengers on board vessels and prevent the spread of the COVID infection among crews and are intended also for shipowners.



Volgograd, Russian Federation - upgrading of a lock on the Volga-Don shipping canal

In accordance with the above recommendations, tour operators engaged in tourist transportation by sea and inland waterways of the Russian Federation have introduced passenger ship operation plans aimed at safe operation in conditions of the COVID-19 spread for each of the vessels they own. In order to timely inform water transport enterprises about the adoption of the recommendations and ensure the proper organization of work under the pandemic situation, the document was uploaded on the official website of the Ministry of Transport of the Russian Federation on 26 May 2020.³²

The Ministry of Transport is working on this issue together with the Federal Agency for Tourism, who has developed draft recommendations on the prevention of new coronavirus infection (COVID-19) in the entities engaged in cruise and yacht tourist transport in order to synchronize the measures with the Passenger Ship Plan.

The Russian Federation has made every effort to ensure continuous work of the transport sector as a key element for ensuring the necessary economic links and mobility under restrictions due to the COVID pandemic.

G. Slovakia

Since 13 March 2020, navigation on the territory of the Slovak Republic has been limited in accordance with the Navigation Measure issued by the Transport Authority of the Slovak Republic. Extraordinary measures covered cargo vessels, passenger vessels, ports and crews of inland waterway vessels:

- (a) During the COVID outbreak, cargo vessels navigating in transit mode were allowed to use berths on the Danube and its navigable tributaries, when required by the regulations for the working hours of the crew. In such cases, crew members were not allowed to go on shore. Vessels were allowed to replenish fuel and water supplies, when necessary, provided that the safety measures were complied with. Cargo vessels were allowed to perform loading, unloading and transshipment operations in ports on the territory of the Slovak Republic;
- (b) From 13 March to 5 June, berthing and anchoring of all passenger cabin vessels was prohibited on the Danube and its navigable tributaries, and passenger traffic was allowed only in transit mode. On the territory of the Slovak Republic, commercial cruises and river excursions were prohibited, including small craft;
- (c) From 13 March 2020, the replacement of crew members of vessels operating on waterways in the Slovak Republic was prohibited, as well as the exchange of crews of vessels in ports and harbours of the Slovak Republic; following a gradual release of navigation restrictions, from 16 April 2020 the replacement of all crew members was allowed in the ports of Bratislava and Komárno;
- (d) Crew members of cargo vessels when crossing the borders of the Slovak Republic when travelling to their workplaces or returning home, were exempted from the quarantine obligation, if proved by a certificate from the employer in the state language of the Slovak Republic or certificate for the staff engaged in international transport.

32 www.mintrans.ru/press-center/news/955

All restrictions for inland waterway transport were cancelled on 5 June 2020, but the measures issued by the Public Health Office of the Slovak Republic are still in force.

During the COVID-19 pandemic, a set of safety measures were introduced in the Slovak Republic, in particular, wearing protective masks in the interior and social distancing of 2 metres, as well as special procedures for cleaning and disinfection of vessels.

In order to mitigate the impact of the COVID-19 on inland waterway transport, the Ministry of Economy of the Slovak Republic has introduced financial support measures which are available to operators of passenger and freight ships.

Freight traffic in the ports of Bratislava and Komárno recorded a year-on-year decrease of 11.86%. In connection with crossing the Gabčíkovo dam, the number of passengers decreased by 98.47 per cent and freight traffic – by 17.67 per cent compared to 2019.

H. Ukraine³³

Infrastructure

Since the introduction of extraordinary quarantine measures in Ukraine on 12 March, all strategically critical organizations of the sector, i.e. locks, ports, companies that ensure navigation and navigation safety, including the national classification society Shipping Register of Ukraine, had to introduce and observe the required safety restrictions and individual protection measures for the staff.

Restrictive measures on the Ukrainian section of the Danube and in the Danube ports

By Decree No. 288 of the Cabinet of Ministers of Ukraine of 1 March 2020, the checkpoints for river passenger traffic in the ports of Izmail, Vylkovo and Kiliya were temporarily closed. For cabin passenger ships, berthing and anchorage have been prohibited, and navigation has been allowed only for transit purpose. For replenishing fuel and water supplies, crew members had to use individual protection means and avoid direct contact with the port personnel. Since 26 February 2020, enhanced disinfection measures have been applied at cross-border checkpoints and at seaports to prevent infection from entering the Ukrainian territory.

In Ukraine, no special restrictions have been introduced in freight transport, in addition to general safety measures, such as individual protection means, restricted number of people in public places and social distancing of at least 1.5 metres.

Cargo vessels calling at the seaports of Reni, Izmail and Ust-Dunaysk, were allowed to perform loading, unloading or transshipment operations without restrictions, while crew members were obliged to use individual protection means and avoid direct contact with the port personnel. Freight ships engaged in transit operations were allowed to use anchorages on the Danube, where it was required for the crew operating mode. In such cases, crew members were not allowed to go ashore.

33 As of the end of June 2020.

Validity of vessel documents and crew certificates

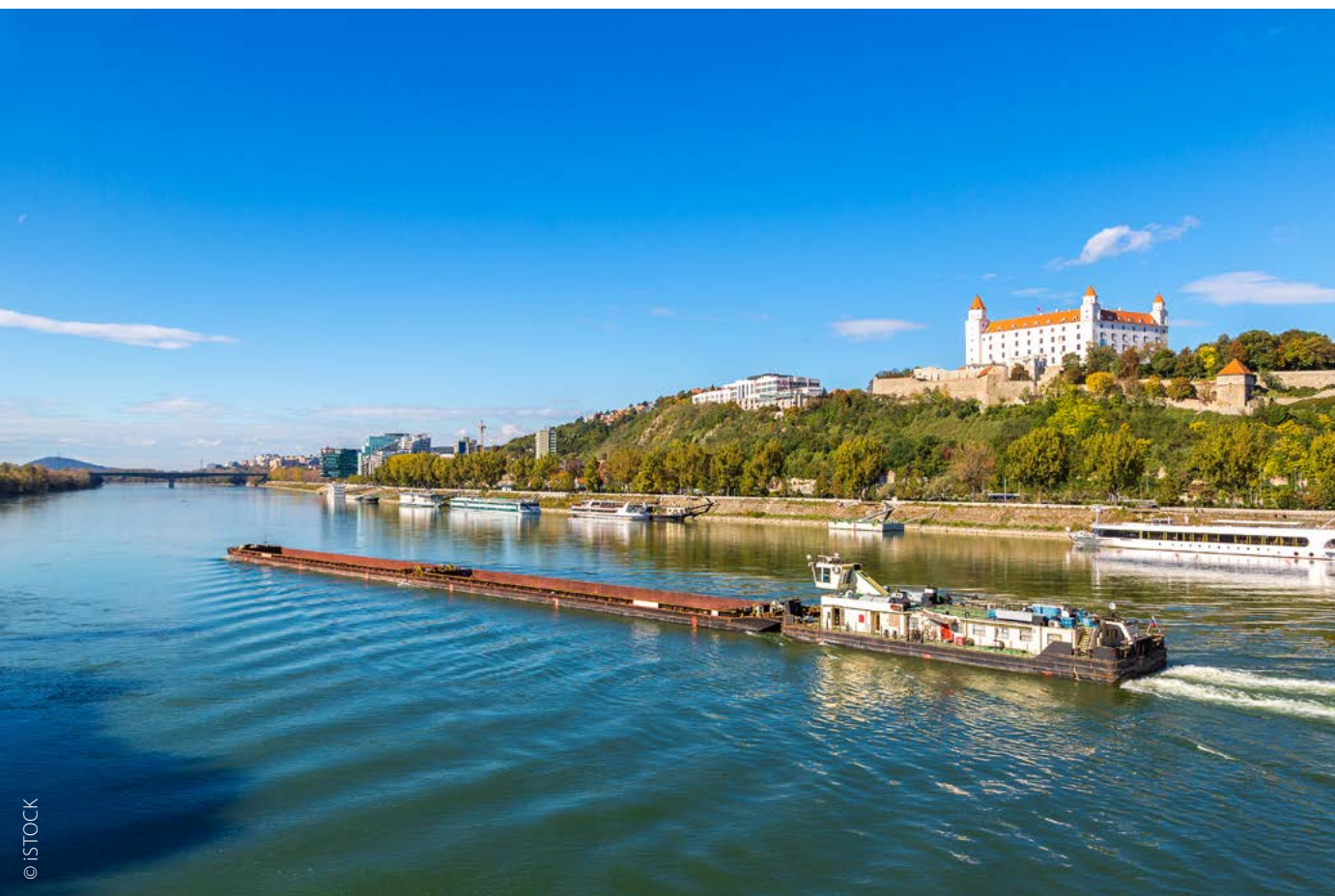
Surveys for the extension or renewal of ships' certificates were carried out within Ukraine and could be provided in Hungary with due regard of national restriction measures. Shipping Register of Ukraine may extend the validity of vessel's certificates where possible documents and looking for new possibilities to carry out statutory surveys according to the regulations of maritime administrations and IMO circulars.

The Maritime administration of Ukraine has notified the classification societies delegated with the right to provide statutory services for ships flying the Ukrainian flag that in cases when a classification society is unable to make surveys for the extension of the validity of ship's certificate, it should send a request to the maritime administration in each case accompanied with the necessary information.

Certificates of competence, medical and service books and special certificates for ship personnel, which expire before July 1, 2020, can be extended for three months, but not later than till 1 October 2020.

In the absence of crew members on board for reasons related to COVID-19 infection, in order to continue the operation of the vessel, crew members can be replaced within the limits specified in the Minimum Crew Certificate.

Ukraine has regularly informed DC on the exceptional measures taken in connection with the COVID-19 pandemic.



7. APPROACHES TAKEN BY OTHER TRANSPORT SECTORS

7.1 AVIATION SECTOR



International Civil Aviation Organization (ICAO)

The impact of the coronavirus disease (COVID-19) pandemic on global air transport is without precedent. Airports have seen a -28.4 per cent decline in global passenger traffic volumes for the first quarter of 2020, equivalent to a reduction of 612 million passengers in absolute terms. These volumes (domestic and international traffic) are expected to decrease by -50.4 per cent for 2020 as a whole as compared to 2019 figures. ICAO estimates that by the end of 2020, the COVID-19 impact on scheduled international passenger traffic could reach reductions of up to 71 per cent of seat capacity and up to 1.5 billion passengers globally. Airlines and airports face a potential loss of revenue of up to USD 314 billion³ and USD 100 billion respectively, for 2020.

In the wake of the unfolding COVID-19 health crisis, ICAO developed a Council Aviation Recovery Task Force (CART) Take-Off Guidance document. This document provides a framework for addressing the impact of the current COVID-19 pandemic on the global aviation transportation system. The appendix to this document includes mitigations needed to reduce public health risk to air passengers and aviation workers while strengthening confidence among the travelling public, the global supply chain including, and governments.

ICAO has also developed four operational modules relating to:

- **Airport Guidelines:** contains specific guidance on airport terminal building, cleaning, disinfecting, and hygiene, physical distancing, staff protection, access, check-in area, security screening, airside areas, gate installations, passenger transfer, disembarking, baggage claim and arrivals areas.
- **Aircraft Guidelines:** contains specific guidance addressing boarding processes, seat assignment processes, baggage, interaction on board, environmental control systems, food and beverage service, lavatory access, crew protection, management of sick passengers or crew members, and cleaning and disinfection of the flight deck, cabin, and cargo compartment.
- **Crew Guidelines:** contains contact of a crew member with a suspected or positive COVID-19 case, reporting for duty, dedicated end-to-end crew layover best practices, crew members experiencing COVID-19 symptoms during layover, and positioning of crew.
- **Cargo Guidelines:** addresses aviation public health including physical distancing, personal sanitation, protective barriers point of transfer to the ramp and the loading and unloading, and other mitigation procedures.

More detailed information is available here: www.icao.int/covid/cart/Pages/CART-Take-off.aspx.



7.2 MARITIME SECTOR



**INTERNATIONAL
MARITIME
ORGANIZATION**

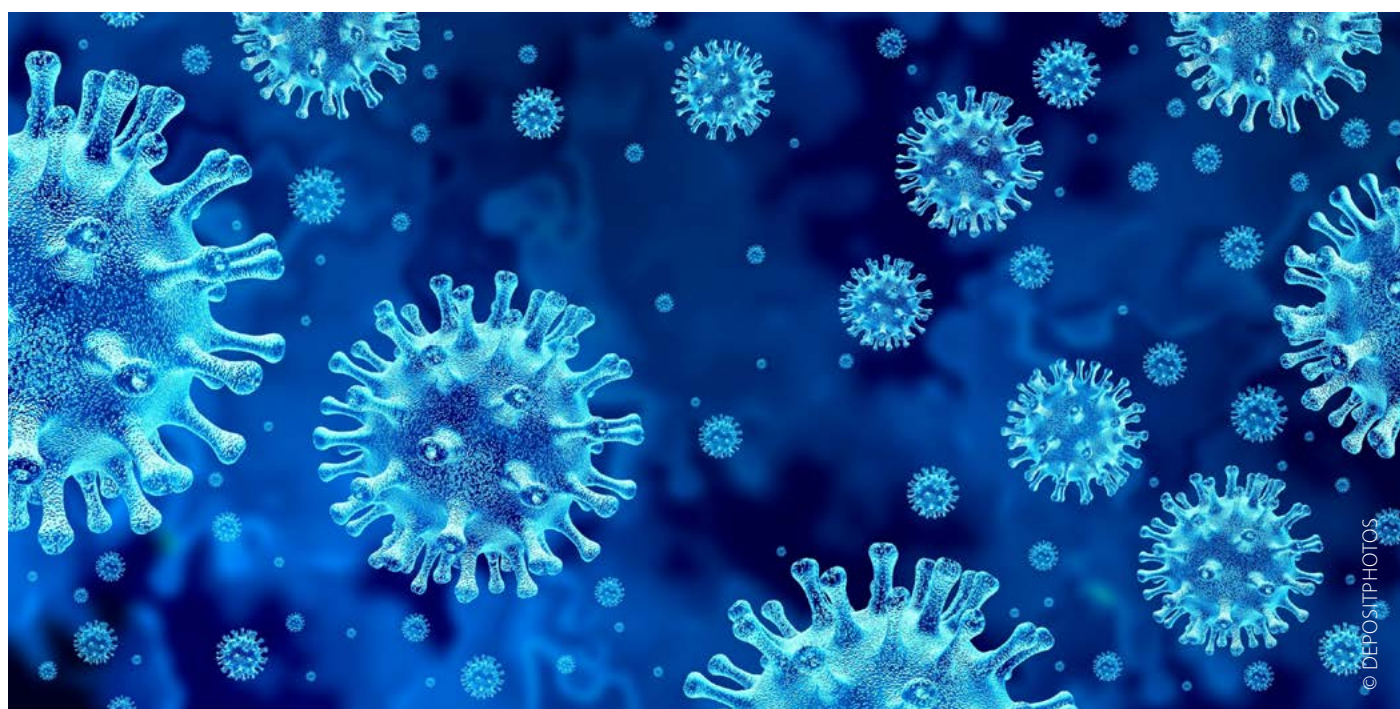
The COVID-19 pandemic has had significant impacts on the shipping industry and on seafarers themselves. Travel restrictions imposed by governments around the world for instance have created significant hurdles to crew changes and repatriation of seafarers. The maritime sector is recognising that during the COVID-19 crisis, port community systems, single window and other electronic exchange platforms have been critical elements of the digital infrastructure for the supply chain, including sea and airports, trade facilitation and cross border logistical and administrative/regulatory processes. The International Port Community Systems Association (IPCSEA) has issued a guideline on “Preparing for post COVID-19 operations: considerations and practicalities for port community systems, single window and other electronic exchange platforms”, prepared to identify some key points that should be considered by sea and airport community systems operators, port and airport authorities and other electronic exchange platform operators when planning and preparing for recovery and normalization of operations.

IV. UNECE LEGAL INSTRUMENTS OF SIGNIFICANCE IN MANAGING PANDEMICS AND CROSS-BORDER EMERGENCIES

1. THE REPORT BY THE MULTIDISCIPLINARY GROUP ON TRANSPORT RESPONSES TO COVID-19



At its eighty-second annual session (Geneva, 25–28 February 2020), the Inland Transport Committee (ITC) requested the secretariat, in close cooperation with the Bureau, with the support of interested Governments and key stakeholders to conduct necessary research on provisions in existing frameworks and new needed areas of work to promote cooperation between transport authorities in the field of counteracting the effects of emergency situations of cross-country nature, including epidemics and pandemics, and present this information to the Working Party on Transport Trends and Economics (WP.5) for consideration of further steps and for inclusion to its programme of work.





In response to this tasking, and as the pandemic further evolved, the secretariat established an Informal Multidisciplinary Advisory Group on Transport Responses to the COVID-19 Crisis which had its first virtual meeting on 26 June 2020 and its second on 8 September 2020 as part of the thirty-third session of WP.5. The meetings gathered representatives of ministries of transport, health and customs officials from across the ECE region to take stock of the challenges experienced by the inland transport sector in view of the current pandemic, discuss possible issues in re-opening of cross-border traffic and exchange views on possible recommendations to increase transport authorities' preparedness for and resilience to future outbreaks. The first version of a comprehensive report entitled "Taking stock of the resilience of the inland transport sector to pandemics and international emergency situations" has been prepared by the WP.5 secretariat during the period March-June 2020 and was subsequently presented to the WP.5 at its thirty-third session in September 2020 for guidance and feedback. The final document includes inputs received from Governments and other stakeholders having participated in the WP.5 session in September and in both Multidisciplinary Advisory Group sessions that were held under its auspices. As requested by WP.5, the final document ahead of its submission to the 2021 annual ITC session has also been presented to the ITC Bureau at its session in November 2020 for additional comments and feedback.

2. EXAMINING THE UNECE REGULATORY FRAMEWORK

Inter alia, the aforementioned report prepared with inputs from the Informal Multidisciplinary Advisory Group on Transport Responses to the COVID-19 Crisis made a substantive assessment of the ECE legal instruments in the field of transport of possible significance in light of management of pandemics and cross-border emergencies:

2.1 INTERNATIONAL CONVENTION ON HARMONIZATION OF FRONTIER CONTROLS OF GOODS (OF 1982)

The Convention:

- Seeks to streamline administrative procedures and remove cross-border technical barriers.
- Applies to all goods being imported or exported or in transit, when they are moved across one or more sea, air or inland frontiers.

Parties to the Convention are committed to streamlining administrative procedures at borders and reducing the number and duration of controls carried out by customs authorities.



This commitment should be reflected in:

- Cooperation and coordination between customs and other services for monitoring goods.
- The providing of qualified personnel with the necessary equipment at the place where the controls are to take place; official instructions to officers for acting in accordance with international agreements.
- Arrangements for the joint control of goods and documents by neighbouring countries that share a border; opening hours of frontier posts, categories of goods, modes of transport and international customs transit procedures should correspond.
- The sharing of information required for controls to be effective.

Parties to the convention agree that:

- Goods in transit will receive simple and speedy treatment when they are transported in conditions that provide adequate security. If there is a threat to public safety*, however, controls may be carried out.
- By extending the hours and competence of existing customs posts, they will facilitate customs clearance for goods covered by an international customs transit procedure.

Goods are subject to customs controls as described in Annex 1 of the Convention. These controls are to ensure compliance with the laws and regulations in force at borders. Other types of controls may also be carried out, including at points within the country.

Customs services are in charge of organising cooperation and coordination with other goods control services so as to expedite the passage of goods.

Information regarding these controls is to be found in the annexes listed below:

- Medico-sanitary inspections carried out for the protection of the life and health of persons (Annex II).
- Veterinary inspections applied to animals or animal products and their conditions of transport (Annex III).
- Phytosanitary inspections intended to prevent the spread and the introduction across national boundaries of pests of plants and plant products (Annex IV).
- Control of compliance of goods with national and international laws and regulations (Annex V).
- Quality control of goods to ensure that they correspond to the minimum international or national definitions of quality (Annex VI).
- Rules of procedure of the Administrative Committee for the Harmonisation Convention concerning the amendment procedure for the convention (Annex VII).
- Facilitating border crossing procedures for international road transport, including by granting visas to professional drivers, the speeding up of border crossing procedures for goods, particularly for urgent consignments, such as live animals and perishable goods and the technical control of road vehicles (introduced by Council Decision 2009/161/EC) (Annex VIII).

Prohibitions or restrictions relating to importation, exportation, or transit remain applicable when they are imposed for reasons of public safety. Emergency measures may also be introduced if necessary.

Possible amendments to the Convention in view of pandemics:

- Introduction of an additional Annex on international emergencies and pandemics.

Inter alia, such an additional Annex could elaborate on:

- Temporary emergency control measures to be put in place by border authorities in case of an outbreak.
- Measures required to strengthen coordination nationally between different government agencies (Customs, border and health authorities, transport authorities etc.).
- Measures required to strengthen coordination bilaterally/ regionally or internationally between different agencies from different countries (Customs, border and health authorities, transport authorities etc.).
- Temporary waiving of specific controls and procedures/ temporary automatic extension of validity date for required certification etc.

2.2 CUSTOMS CONVENTION ON THE INTERNATIONAL TRANSPORT OF GOODS UNDER COVER OF TIR CARNETS

The Convention

The Customs Convention on the International Transport of Goods under Cover of TIR Carnets (TIR Convention, 1975) is one of the most successful international transport conventions and is so far the only universal Customs transit system in existence. To date, it has 76 Contracting Parties, including the European Union. It covers the whole of Europe and reaches out to North Africa and the Near and Middle East. As of 2020, almost 34,000 operators are authorized to use the TIR system and around 1 million TIR transports are currently carried out on an annual basis.

Modus operandi

The TIR Convention facilitates the international carriage of goods from one or more customs offices of departure to one or more customs offices of destination and through as many countries as necessary. As a rule, the vehicle remains sealed throughout the TIR transport and, thus, goods are generally not inspected at border crossings. However, customs authorities remain entitled to perform inspections whenever they suspect irregularities or randomly. To cover the customs duties and taxes at risk throughout the journey, the Convention has established an international guaranteeing chain which is managed by the International Road Transport Union (IRU). The Convention applies to transports with road vehicles, combinations of vehicles as well as containers and allows for the use of the TIR Carnet across all modes of transport, including railways, inland waterways and maritime transport provided that at least one leg of the journey is made by road.



Ongoing digitalization efforts

A significant milestone was achieved when, in February 2020, TIR contracting parties approved the legal basis for eTIR in the form of a new Annex 11 to the TIR Convention. In combination with successful eTIR pilots, carried out between Iran (Islamic Republic of) and Turkey, between Azerbaijan and Iran (Islamic Republic of) as well as between Georgia and Turkey which were a first step towards the full computerization of the TIR procedure, the new Annex, which is expected to enter into force on 25 May 2021, brings new impetus to the digitalization of the TIR procedure. As a result of the eTIR pilot projects and of the negotiations on Annex 11, the Informal Ad hoc Expert Group on Conceptual and Technical Aspects of Computerization of the TIR Procedure (GE.1) continued to improve the eTIR specifications, which will ultimately describe all technical details how national ICT customs systems, private sector systems and the eTIR international system will interoperate to ensure a seamless eTIR procedure. Some TIR contracting parties, e.g. at the level of the European Union, have already started considering how to best interconnect their ICT systems with the eTIR international system.

Possible use of the Convention in relation to pandemics resilience and preparedness:

- For risk mapping and management purposes, establish a link between the eTIR carnet and a possible to be introduced (e-)health certificate for international truck drivers, as per the guidance provided by the WHO IHR (2005).
- A health declaration could be collected at departure, attached to the eTIR carnet and shared with transit and destination countries. An international truck driver may be prevented to travel if information in the declaration shows a risk.
- Collecting information of international road transport crews would allow for contact tracing, route tracking and tracing (including through exit/entry interviews or use of Apps).

2.3 CONVENTION ON THE CONTRACT FOR THE INTERNATIONAL CARRIAGE OF GOODS BY ROAD (CMR) AND ITS ADDITIONAL PROTOCOL CONCERNING THE ELECTRONIC CONSIGNMENT NOTE (ECMR)

The Convention

The Convention applies to every contract for the carriage of goods by road in vehicles for reward if origin and destination are situated in two different countries and at least one of them is a contracting party. The Convention concerns the contract conditions, the contract document (consignment note) as well as the carrier's liability limits in case of total or partial loss of the goods carried, or in case of delay. It defines the content of the consignment note (also known as CMR consignment note), which confirms the contract of carriage.

**Digitalization**

The electronic version of the CMR consignment note, the e-CMR, is the subject of an Additional Protocol to the CMR Convention which entered into force in 2011. Accession to the Additional Protocol concerning the e-CMR is possible only for countries that are Contracting Parties of the CMR Convention. At present, the e-CMR has 25 contracting parties (signatories 8 and parties 25³⁴). With the increased interest by countries in utilising electronic consignment notes, transport operators may soon be able to input electronically and store logistics information as well as exchange data, in multiple languages, in real time via a mobile phone or tablet. The application of the eCMR will bring transport cost reductions (with handling costs up to three to four times less expensive), faster administration and invoicing, and a reduction of delivery and reception discrepancies. Using the e-CMR consignment note is also expected to increase data accuracy and would be linked to real time information on progress of shipments, including proof of delivery. Testing the feasibility of e-CMR in practical applications is the object of pilot projects between France and Spain, in Belgium — for national transport operations, and in the Benelux region — for transport between the three countries of Belgium, Luxembourg and the Netherlands.

34 Website: https://treaties.un.org/pages/ViewDetails.aspx?src=TREATY&mtdsg_no=XI-B-11-b&chapter=11&clang=en

Possible advantages of CMR / eCMR in relation to mitigation of pandemics

- Digital technologies and digitalization of transport documentation limit physical checks in transit, physical contact at borders and protect the health of workers.
- Electronic exchange of information and paperless solutions, contactless and paperless border crossing operations, the use of electronic consignment notes such as eCMR are all deemed helpful in limiting the spread of pandemics through inland transport systems.

2.4 CONVENTION ON THE FACILITATION OF BORDER CROSSING PROCEDURES FOR PASSENGERS, LUGGAGE AND LOAD-LUGGAGE CARRIED IN INTERNATIONAL TRAFFIC BY RAIL

The Convention will help to:

- i. Facilitate and expedite border-crossing by means of efficient state controls systems and the application of international standards.
- ii. Extend the use of modern technologies, automatic gauge changeover technologies and high-speed rolling stock technologies.
- iii. Reduce timeframes for the completion of technological operations and state controls.
- iv. Provide comfort and quality of service for passengers, while reducing the running times of trains.
- v. Facilitate visa issuance procedures.

It will help to overcome the many time-consuming technical and administrative limitations that international passengers still experience when travelling by train in the Euro-Asian region. Azerbaijan, the Russian Federation, Tajikistan and Turkey have expressed their intention to start internal procedures to formally accede to the Convention. On 27 September 2019, Chad became the first country to sign the convention, subject to ratification.

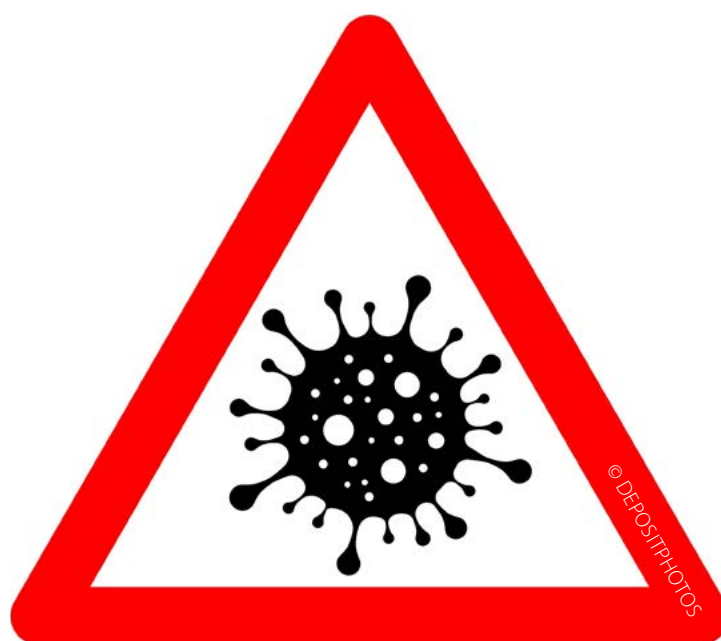
2.5 INLAND WATERWAY CONVENTIONS

At its sixty-fourth session, SC.3 found it desirable to make an assessment of conventions and agreements under the ECE purview and ECE resolutions in the field of inland water transport in terms of preparedness for similar situations and invited Governments to complement this list, if necessary.

Belgium noted the particular importance of resolutions Nos. 31 and 61 in terms of the crew and vessels' certificates and proposed to exchange information on the derogations allowed by countries during the crisis. Ukraine proposed to consider in this work (a) the impact on the economy and (b) the need to follow the established protective measures in order to prevent negative consequences. The secretariat was asked to begin this work in consultation with member States and river commissions.

V. POSSIBLE WAY FORWARD

Considering the above listed key gaps, the lack of a harmonized approach among countries, the lack of coordination and cooperation between various stakeholders nationally and regionally, the absence of emergency and contingency plans the below listed areas may be most relevant for ECE interventions, given its scope of work, mandates and experience in the field of transport:



At regulatory level:

Continuation of the work of the informal multidisciplinary group of experts (incl. transport, customs, health officials) on developing transport responses to the COVID-19 and similar international crises. Build further on the work done by the informal group so far and identify specific measures/ tools to be developed aimed at increasing the resilience of the inland transport system to future pandemics, including e.g. Emergency plans/ protocols highlighting which transport networks and border crossings should be kept operational when confinement measures need to be put in place; Conduct stress-tests on the various ECE Conventions to identify where amendments can/should be made.

- Explore whether a new international regulatory regime for the inland transport sector in case of epidemics, pandemics and other cross-border emergency issues is needed or whether making amendments to existing legal instruments administered by ECE and other stakeholders suffices.
- Work towards a uniform, broadly accepted certificate (similar to the one in Annex 3 of the Green Lane Communication) that certifies that the driver is a transport worker and, as such, waived from border crossing restrictions (under the UN Customs Convention on the International Transport of Goods). The Green Lane Communication and its annexes are available here: https://ec.europa.eu/transport/sites/transport/files/legislation/2020-03-23-communication-green-lanes_en.pdf.

At the level of existing legal instruments / Conventions:

- Introduction of electronic certificates for crew and/or passengers, such as in the existing UN transport conventions (TIR, Harmonization Convention; Railway Passenger Convention) administered by ECE.
- Rules for transiting and cooperation among transport authorities in case of pandemics / cross-border emergencies, such as amendments to the Harmonization Convention.
- As referred to above, conduct stress-tests on the various ECE Conventions to identify where amendments can/should be made in order to make them more “pandemic-resilient” (i.e. TIR/ eTIR, CMR/eCMR and the Harmonization Convention) to be undertaken by relevant Working Parties.

At the level of digitalization:

- Support for transport/ trade digitalisation: raise awareness globally and if possible, accelerate the digital implementation possibilities of various of the already existing transport legal instruments in the inland transport sector: TIR/eTIR, CMR/eCMR, the URL/ eURL consignment note for rail transport etc. A focus on digitalisation and automation could turn out effective pandemic mitigation tools as direct human contacts in clearance processes are no longer needed. Online training modules on the use of these digital instruments could be developed and deployed across the world with the support of the relevant ECE Working Parties (WP.30, SC.1, SC.2, WP.24 etc.).
- Elaborate a harmonized set of standards for electronic document equivalents to enable interoperability between different transport modes, including inland water transport under the UN/CEFACT response project “Transport and Trade Connectivity in the Age of Pandemics” and develop new standards for key documents accompanying cargo on multimodal transport, based on UN/CEFACT semantic standards and reference data models as a common denominator and to test them through

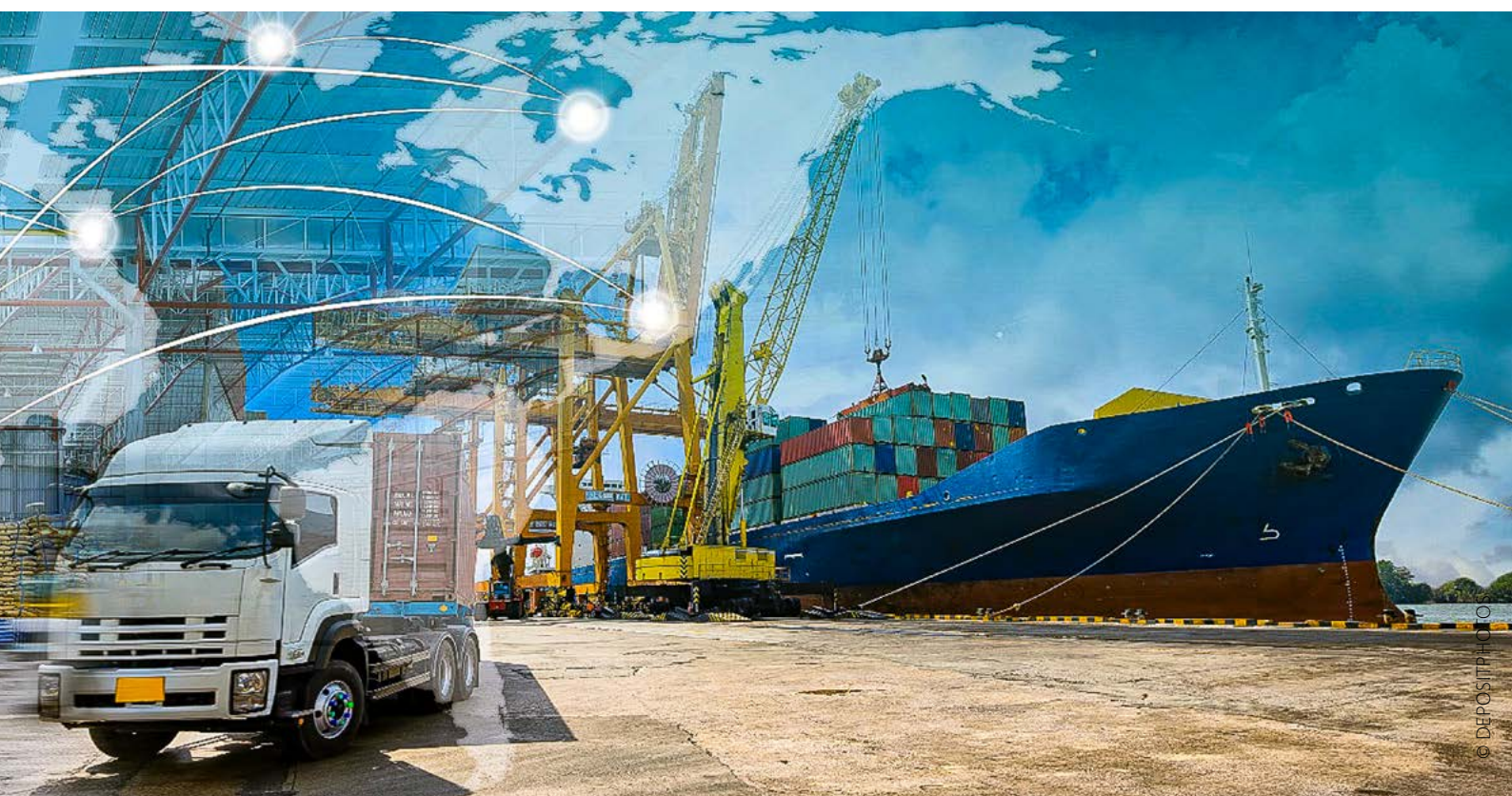


pilot applications. For inland waterways, this work could be based on the Budapest Convention on the Contract for the Carriage of Goods by Inland Waterway (CMNI), the Bratislava Agreements, and the analysis of information and models of transport documents from countries, and the pilot testing could be made on the Black Sea-Baltic Sea corridor, including the E 40 waterway and the coastal routes

At the level of continuous regional and inter-regional/ inter-governmental dialogue / information exchange:

- Organization of multisectoral meetings as necessary (involving also the maritime and aviation sectors for instance) to share experience, and regularly review and discuss cooperation across modes to prevent international spread of communicable diseases through transport and enhance regional and inter-regional coordination to facilitate border-crossings. This could as well be an agenda item as part of existing ECE intergovernmental platforms.
- Build further on and strengthen the Transport, Health and Environment Pan-European Programme (THE PEP) initiative, jointly led by UNECE and WHO Europe which in the wake of the COVID-19 pandemic has established a Task Force composed of representatives of member States, international organizations, civil society, academia and other stakeholders. The initiative aims at developing principles for environmentally sound and healthy transport systems based on sustainability and resilience and will explore long-term and strategic changes for the sector.
- Consider developing resource materials gathering experiences from transport authorities in the ECE region and beyond in responding to the COVID-19 crisis.

The UNECE Inland Transport Committee at its 83rd session taking place on 23-26 February 2021 is expected to consider the above listed proposals and endorse steps for future action.



ANNEX I

DRAFT RESOLUTION ON STRENGTHENING INTERMODAL FREIGHT TRANSPORT

The Inland Transport Committee,

Recalling its role stipulated in the Strategy until 2030 in serving as UN Platform for promoting sustainable regional and interregional inland transport connectivity and mobility, and within this role, *emphasizing* the work on sustainable integrated intermodal infrastructural connectivity and mobility,

Being aware of the role inland transport and its transition to sustainable transport play in achieving the Sustainable Development Goals,

Acknowledging the important contribution of intermodal freight transport in making freight sector more sustainable and, in this regard, recognizing the need for increasing the market share of intermodal transport in the freight sector,

Appreciating the importance of the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC Agreement) and Protocol on Combined Transport on Inland Waterways to the AGTC Agreement as well as the role these legal instruments play in making international intermodal freight transport more efficient and attractive to customers in the ECE region,

Appreciating further the work of the Working Party on Intermodal Transport and Logistics in promoting intermodal transport and in supporting its development through elaboration of guidance or handbooks,

Observing a higher resilience of intermodal freight transport in coping with emergencies such as the COVID-19 pandemics,

Desires to further strengthen intermodal freight transport in the ECE region, and in doing so:

Invites ECE member States to accede to the AGTC Agreement and/or the Protocol if they have not done so yet,

Encourages the Contracting Parties to both legal instruments to strengthen the implementation of these instruments and, in doing so, to update as necessary the co-ordinated plans for the development and operation of intermodal networks contained in the instruments and put them in operations through national investment programmes,

Invites the Contracting Parties to establish, through the Working Party on Intermodal Transport and Logistics, a mechanism helping to monitor the implementation of efficient intermodal networks in conformity with the legal instruments with particular attention to green logistics,

Further encourages the Contracting Parties to identify a core intermodal network in both instruments, accompanied by special procedures for operations on this core network, during emergency situations including pandemics,

Requests the Contracting Parties and other ECE member States, within the auspices of the Working Party on Intermodal Transport and Logistics, to work on data interoperability for improved transparency and network integration with the aim of improving the bundling of services in freight transport, and consider ways for integrating data interoperability aspects in the AGTC Agreement,

Proposes that Governments of interested ECE member States agree within the framework of the Working Party on Intermodal Transport and Logistics on appropriate targets for the market share of intermodal transport in freight sector and to elaborate a plan for achieving the targets e.g. through prioritization of international intermodal freight trains on the rail network,

Encourages the Working Party on Intermodal Transport and Logistics to help accelerate automation in intermodal transport and, in doing so, prepare a handbook with best practices on the use of automation in the sector,

Invites further the Working Party on Intermodal Transport and Logistics to consider supporting collaborative networks for flexible transport planning processes and integration of modes and for strengthening the voice of the intermodal industry,

Suggests the Working Party on Intermodal Transport and Logistics to support the transport documents digitalization efforts,

Requests the Working Party on Intermodal Transport and Logistics with support of the ECE secretariat to report progress on the above-mentioned issues after five years.

ANNEX II

JOINT STATEMENT ON THE CONTRIBUTION OF INTERNATIONAL TRADE AND SUPPLY CHAINS TO A SUSTAINABLE SOCIO-ECONOMIC RECOVERY IN COVID-19 TIMES

16 September 2020

We are living in an intensely interconnected world. The Coronavirus (COVID-19) pandemic has placed the world in an unprecedented situation. This crisis has generated human distress and an economic downturn that is impacting our efforts to improve livelihoods and achieve the United Nations Sustainable Development Goals (SDGs).

Prior to the crisis, the maritime transport which moves the world's food, energy and raw materials, as well as manufactured goods and components, carried more than 108.9 trillion tonne-km³⁵ yearly. It carried more than 80 per cent of global trade by volume, and 60 to 70 per cent of global trade by value. Two million seafarers operated the world's merchant ships. This made maritime transport vital to prosperity and sustainable development.

Air transport carried about 4.5 billion passengers and 223 billion freight tonne-km in 2019,³⁶ while airfreight represents 35 per cent of the value of goods shipped in all transport modes combined. The total number of licensed aviation professionals, which include pilots, air traffic controllers and licensed maintenance technicians, was 887,000 in 2019.³⁷

The inland transport modes (road, rail and inland navigation) provide vital links for intra-regional trade in all regions of the world. In the pan-European region they moved 6.15 trillion tonne-km by road, 6.09 trillion tonne-km by rail, and 654 billion tonne-km by inland waterways.³⁸

However, as the early response to restraining the spread of the COVID-19 pandemic has shown, limited coordinated action undertaken in countries which included curtailing travel and closing borders, has negatively impacted this intensely interconnected world. By this action all transport operations have been affected which has led to disruption of supply chains and trade flows. As a result, the delivery and availability of essential products such as food or medicines became a common challenge undermining countries' capacity to respond to COVID-19 and begin to sustainably recover.

35 United Nations Conference on Trade and Development (UNCTAD) and the International Maritime Organization (IMO).

36 Preliminary figures of the International Civil Aviation Organization (ICAO).

37 ICAO personnel statistics and forecasts.

38 United Nations Economic Commission for Europe (UNECE), 2018 or latest year available.

Preliminary data and forecasts indicate severe impacts on economies worldwide, for example:

- Inland transport volumes may fall by up to 40 per cent in 2020 in the pan-European region,³⁹
- Freight transport volumes may reduce by up to a half by the end of 2020 in most parts of Asia,⁴⁰
- Value of regional exports and import is expected to contract respectively by 23 and 25 per cent in Latin America and the Caribbean,⁴¹
- Total losses in the revenues of airline companies from the Arab region are estimated in 2020 at about US dollars 38 billion (some 53 per cent of 2019 revenues),⁴²
- African airlines may lose over US dollars 6 billion of revenue and the contribution of the industry to the GDP of countries on the continent may drop by US dollars 28 billion. Moreover, 3.1 million jobs linked to the industry are at risk on the continent.⁴³

In view of the preliminary data and the lessons learned from the pandemic so far and in order to drive socio-economic recovery and to become more resilient and sustainable, supply chains require a more effective coordination, cooperation between the transport modes, and across borders.

A safe and efficient intermodal transport system is facilitated by the use of United Nations instruments, such as the United Nations TIR Convention and its eTIR International System, the CMR Convention and its eCMR Protocol and the Automated System for Customs Data (ASYCUDA). These instruments allow for moving cargo across borders without requiring physical checks and for reducing contact between people.

Coordinated border management through Single Windows enable traders to communicate electronically with all agencies involved. International standards for data exchange, such as those developed by UN/CEFACT also help reduce physical contact and enhance streamlined processes.

Regional cooperation on trade facilitation and transport connectivity remains vital to address specific needs and priorities, while working on aligning the solutions with the global standards.

The crisis faced by seafarers⁴⁴ inability to move to and from ships needs attention to keep the maritime transport operational and to prevent disruption of supply chains. Currently, seafarers have been collateral victims of the COVID-19 crisis, as travel restrictions have left tens of thousands of them stranded on or unable to join ships. As of August 2020, it is estimated that more than 300,000 seafarers require immediate repatriation, with many more serving on extended crew contracts who are overdue to return home. A similar number of seafarers urgently need to join ships to replace them.

Special attention must be given to the facilitation of entry, departure and transit of aircraft engaged in relief flights, in light of the urgent need to ensure sustainability of the global air cargo supply chain and its links with other modes to maintain the continuous availability of medical equipment as well as masks and other health and hygiene-related goods.

39 Estimates by UNECE.

40 Assessment by the United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP).

41 Study by the United Nations Economic Commission for Latin America and Caribbean (UNECLAC).

42 Communication by the United Nations Economic and Social Commission for Western Asia (UNESCWA).

43 Indication by the United Nations Economic Commission for Africa (UNECA).

44 The term “seafarer” includes “marine personnel”, “fishers” and “offshore energy sector personnel”.

The United Nations Conference on Trade and Development (UNCTAD), the International Maritime Organization (IMO), the International Civil Aviation Organization (ICAO), the United Nations Economic Commission for Africa (UNECA), the United Nations Economic Commission for Europe (UNECE), the United Nations Economic Commission for Latin America and Caribbean (UNECLAC), the United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP) and the United Nations Economic and Social Commission for Western Asia (UNESCWA) recall that international transport and integrated supply chains are playing a critical role in achieving the United Nations SDGs and keeping trade flowing during the global effort against COVID-19.

We welcome the great efforts made by our member States in facilitating trade and transport worldwide. Still, as underscored above, we recognize the persistent challenges to trade and transport connectivity in all regions of the world.

We are calling therefore on all Governments to maximize the contribution of international trade and supply chains to a sustainable socio-economic recovery in post-COVID-19 times through greater use of international legal instruments and standards, as well as strengthened regional and sectoral cooperation.

We stress the importance of the implementation of globally and regionally harmonized, mutually accepted measures. These measures should be compatible with safety and security requirements, proportionate to the improvement of public health, flexible where possible (grant exemptions and waivers where appropriate) to allow for a viable economic recovery, and safeguarded so as not to distort markets. For air transport, States are invited to follow the key principles presented in the ICAO Council Aviation Recovery Task Force (CART) Report⁴⁵ and implement its recommendations and guidelines.

In this unprecedented situation when physical contacts are not recommended, automation and dematerialization are key enablers to trade and transport facilitation. Therefore, we support further digitalization of trade and customs procedures, using global, United Nations standards, to ensure the fast and secure exchange of data and information concerning cargo and means of transport. This needs to be coupled with accession to, and full implementation of, the United Nations legal instruments on transport, in particular those relating to transport facilitation and paperless trade.

Regional and sectoral cooperation should broker collective arrangements for dealing with pandemic response and easing up of trade and transport restrictions. In this regard, we wish to refer to United Nations Rapid Response Project on Transport and Trade Connectivity in the Age of Pandemics, which is aimed at helping the project target countries to implement United Nations solutions for contactless, seamless and collaborative international transport and trade.

Recognizing a need to keep cross border trade flowing during these critical times, we encourage States to take a risk-based approach to restoring air, inland and maritime connectivity with minimal restrictions, while preventing the spread of COVID-19, protecting the health and safety of drivers, crew and border agency personnel, as well as strengthening public confidence in trade and transport means. In line with World Health Organization (WHO) recommendations, screening measures should not be used as a stand-alone measure but rather as part of a multi-layered strategy. For air transport, the implementation of a Public Health Corridor (PHC) can ensure “COVID-19 free” air cargo, maintenance, ferry and delivery flight operations.⁴⁶

45 <https://www.icao.int/covid/cart/Documents/CART%20Report%20Final.pdf>

46 <https://www.icao.int/covid/cart/Documents/CART%20Report%20Final.pdf>, page 12

International collaboration, coordination and solidarity among all is going to be key to overcoming the unprecedented global challenge posed by the pandemic and its longer-term repercussions. Collaborative efforts should also be pursued to identify and remove any unnecessary regulatory obstacles to post-pandemic recovery and to facilitate international transport and trade in these difficult times. We therefore call upon Governments to embark on the process to review international and regional trade agreements, as deemed necessary, and ensure they contain provisions to facilitate trade and transport in times of crisis and pandemics.

In the longer term, some of the measures to confront the COVID-19 crisis may offer important co-benefits, for instance in terms of providing an impetus for further investment in digitalization and seamless connectivity.

We call therefore upon our member States to take appropriate action in facilitating trade and transport and in maintaining the integrity of the supply chains. We also wish to reiterate our support to member States in their efforts aimed at sustainable socio-economic recovery in post-COVID-19 times for the benefit of all.

Mukhisa Kituyi

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ANNEX III

JOINT UN CALL FOR SMOOTH TRANSIT AND TRANSPORT FACILITATION TO AND FROM LANDLOCKED DEVELOPING COUNTRIES

The COVID-19 pandemic is the defining global health crisis of our time. It is causing disruption and human suffering around the world. Its far-reaching social, economic and multidimensional impacts will be felt across all corners of the globe for some time to come. The measures to contain the spread of COVID-19 have resulted in reduced demand, struggling service sectors, falling commodity prices and millions of jobs lost, pushing people into unemployment and poverty. Trade is expected to fall steeply in every region of the world and across all sectors of the economy. Global freight transport volumes in 2020 could be reduced by more than a third compared with estimates foreseen without COVID-19.

Nowhere are the risks of this health crisis turning into a development crisis higher than in the most vulnerable countries in the world, which are ill equipped to deal with the fallout from this pandemic. The Landlocked Developing Countries (LLDCs) are amongst the most vulnerable countries facing binding constraints to growth and development, including isolation from global markets, dependence on transit neighbours, small size, lack of productive capacities, structural challenges and vulnerability to external shocks.

While it may appear that LLDCs have been less exposed to COVID-19, it is important to remember that the situation is constantly evolving, with confirmed cases on an upward trajectory in many countries. Low levels of health spending and low capacities present unique challenges to many LLDCs in effective testing, containment and eventual treatment. At the same time, the economic and social conditions are deteriorating rapidly in many LLDCs, mostly as a result of the domestic lockdown measures and international restrictions on the movement of people and goods. Given already existing challenges, a large informal sector and limited safety net schemes, the socio-economic effects on LLDCs could be severe.

The impacts of a combined lockdown measures, health pandemic and a global recession will likely halt or potentially even reverse LLDCs' progress towards the Sustainable Development Goals and the aspirations included in the Vienna Programme of Action for the LLDCs for the Decade 2014-2024.

LLDCs are particularly vulnerable to cross-border restrictions and border closures, given their dependency on transit transport to access international markets. Even in normal times, functioning and efficient transport networks and transit procedures are particularly critical in increasing connectivity and integration of the LLDCs in Africa, Asia, Europe and Latin America into world markets. In these unprecedented times, there is an even more urgent need to ensure smooth transport of goods to and from these countries. Transit transport is critical for LLDCs in both the short-term health response to the crisis by ensuring the delivery of much-needed medical equipment and basic goods, and the long-term economic response by facilitating trade and access to global markets and spurring economic pick-up post COVID-19.

Whereas most of the transport measures introduced in response to COVID-19 have exempted movement of essential commodities, while introducing necessary sanitary and health requirements, this does not mean that cargo has been able to move freely across borders. Border closures, travel restrictions and heightened screenings have resulted in long queues at land borders and congestions at ports and airports across the world. In order to help reduce delays and keep vital supply chains up and running, UNECE supported by the other regional commissions and organizations created an online “Observatory on Border Crossings Status due to COVID-19”, which provides a real-time overview of up-to-date information regarding freight border crossing limitations globally.

In some countries, infrastructure at inland border-crossing points is extremely precarious, not only posing additional challenges to the processes at borders, but also exposing staff to higher contagion risks. The COVID-19 pandemic has also already begun to generate negative impacts on imports from LLDCs.

The decreased operation of port services, as a consequence of the pandemic, has also generated substantive increases in maritime logistics costs, impacting the costs of land transportation and, ultimately, affecting the cost of products to the final consumers. Given that LLDCs already face higher costs when compared to other countries, the consequences of COVID-19 are even more detrimental to their competitiveness in international markets.

The COVID-19 crisis demands decisive action now.

Facilitating smooth movement of goods and keeping borders open for trade is fundamental. We call on Governments and organizations in the regions to collaborate to keep cross-border transport corridors and regional transport networks open as much as possible, while protecting public health.

First of all, we call on the Governments to refrain from any unjustified restraints on traffic and goods in transit to make sure that goods can depart from and reach the LLDCs when needed, without delay or hinderance. It is critical that border clearance procedures for medical equipment and basic goods and commodities to LLDCs are simplified and fast-tracked. Ensuring transparency and information availability about import, export and transit procedures is essential in order to secure the smooth flow of goods. We encourage LLDCs and transit partner countries to make trade and transit related information available on the internet, including by making use of centralized online Trade Information Portals.

Second, now is the time for LLDCs and neighbouring countries to make use of trade facilitation standards and digital technologies that limit physical checks in transit, physical contact at borders and protect the health of workers, such as electronic exchange of information and paperless solutions. The accelerated implementation of the eTIR International System which ensures contactless and paperless border crossing operations, the use of electronic consignment notes such as eCMR allowing electronic tracking and tracing of goods and vehicles, automation of customs procedures through the ASYCUDA system, implementation of digital freight corridors and many other initiatives underway have reached momentum now. Policies and procedures that prevent unnecessary and systematic stopping of trucks at all borders need to be implemented. The implementation of international conventions such as the Revised Kyoto Convention, the WTO Trade Facilitation Agreement, the TIR Convention, the Harmonization Convention and other relevant legal instruments are of utmost importance in these times to facilitate transit transport.

Third, governments around the globe need to respond to this pandemic not only by minimizing disruptions to international transport but also by viewing the crisis as an opportunity to reorient international freight transport operations towards a more sustainable path. In doing so, they should capitalize on the strengths of different modes of transport and address the obstacles that LLDCs are facing along the supply chains. For example, the distinctive features of railway transport, such use of less manpower over long distance, efficiency and environmental performance are working to its advantage in the current situation, in particular in Euro-Asia. In this regard, the use of international railway transport should be further encouraged and facilitated.

Finally, global and regional cooperation on transport connectivity needs to be strengthened. Regional and global value chains and transport systems and services to and from LLDCs have to be sustainable, affordable and resilient to help them respond to the COVID-19 pandemic and future disruptions of similar nature. In the spirit of solidarity and building on the progress achieved in line with the Vienna Programme of Action for LLDCs, strengthening of regional cooperation between LLDCs and transit countries, in particular on transit and transport along important corridors and promoting public and private partnerships is now more critical than ever. Public and private stakeholders are urged to work closely together to facilitate transit, trade and transport and maintain functioning of supply chains and crossborder freight operations. The UN system stands ready to continue its support to LLDCs and their trading partners by offering analytical and methodological tools and best practices, providing capacity building and, above all, supporting systematic global and regional dialogue on the challenges faced by LLDCs and opportunities for impactful actions.

Fekitamoeloa Katoa 'Utoikamanu

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Intermodal Transport in the Age of COVID-19 Practices, Initiatives and Responses Building pandemic-resilient transport systems

The Coronavirus (COVID-19) pandemic has placed our increasingly interconnected world in an unprecedented situation. This crisis has generated human distress and an economic downturn that is impacting global efforts to improve livelihoods and achieve the United Nations Sustainable Development Goals (SDGs). As the early response to restraining the spread of the COVID-19 pandemic has shown, limited coordinated action undertaken in countries which included curtailing travel and closing borders, has negatively impacted our intensely interconnected world. By these actions, transport operations have been affected which has led to disruption of supply chains and trade flows. As a result, the delivery and availability of essential products such as food or medicines became a common challenge undermining countries' capacity to respond to COVID-19 and begin to sustainably recover. This publication provides a comprehensive overview of the efforts made by the UNECE Sustainable Transport Division through the various Working Parties it administers in the field of inland transport to support member States in their responses to this crisis. Inter alia, the publication touches on issues relating to border crossing facilitation, road, rail and inter-modal transport, transport of dangerous goods and transport statistics. A comprehensive overview is provided of national, regional, international and sectoral transport policy responses and various UNECE transport legal instruments of significance in the context of cross-border emergency situations and pandemics are being presented and examined in more detail.

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