

Version 24/3/20

FEB input for the BusinessEurope “*TEMPLATE COVID-19 - Single Market blockages / supply disruptions*”

1. Single Market blockages <i>In particular (but not limited to) freight blockages at intra-EU borders</i> Please fill in the fields marked with * as a minimum					
Product / product type concerned	Origin and destination of product	What border / which countries are involved *	Description of blockage / problem *	Formal grounds on which the blockage is based	Action expected
Yarns Weaving Non-woven fabrics ; films and sheets for automotive and industrial sector as well as technical felts and filters. Coated technical textiles Coated fabrics tarpaulin for trucks & tents	BE	*German-Polish border *Austrian-Hungarian border *German-Czech border posts DE > PL : Zgorzelec, Olszyna, Slubice , Szczecin SK > HU ; Mosonmagyaróvár HU > RO ; Nadlac Attention ; situation changes constantly	*Transports experience major problems at the frontier/border posts. *Traffic jams of more than 24 hours already occur there. *This will eventually lead to a shortage of capacity in logistics, perhaps even in food. *Queues, up to 50 km	Corona precautions: temperature checks on drivers	
Masks	From the EU to BE	NL	Belgian companies that ordered masks cannot get them as the trucks are stuck at the NL-border	Unknown	
Cross-border workers	BE	FR and LUX	The problems come from the fact that there is no uniform look at the situation and several Member States have their own procedures and/or documents		

			<p>Seasonal workers: there are already cases circulating in which Polish, Romanian,... workers are being stopped at Eastern European borders.</p> <p>Cross-border workers: a large number of certificates and attestations are already circulating, depending on which country it is to serve</p>		<p>Seasonal workers: → Clear, coordinated and unambiguous response that allows seasonal workers and other employees travelling for necessary and essential professional reasons to pass all European borders towards their destination. This can be facilitated through a certificate handed out by the employer.</p> <p>Cross-border workers: →to simplify the administrative procedure</p>
Transport sector (except rail)	BE	FR IT	<p>Customs: *additional rules are introduced (health certificates, fever measurements...): *queues</p> <p>Border crossings: *some border crossings are closed *sometimes there are additional health checks *sometimes additional documents asked(e.g. health certificate in Fr, in Italy, but different each time). *customs officers (homeworking) no longer go to the company to affix the stamps necessary to send the goods; consequence: the company has to pay a refundable deposit (which will be reimbursed later). For small amounts this is fine, but for large amounts it can place the exporter in difficulty.</p>		<p>Customs: →General demand for extra and clear communication →General demand for easing deadlines for procedures, formalities and payments →General demand for allowing electronic documents →to provide sufficient /additional capacity at customs, especially if additional rules are introduced; otherwise the queues become so long that they cancel out all the effects of the additional measures</p> <p>Border crossings: →to provide clear communication and harmonisation; It is particularly difficult for employers to be compliant. It has to be harmonised all over the EU! →Idea of “green lanes” was suggested earlier and seems good but is not effective yet. When will this come into force? For our supporters: preferably not only limit it to perishable goods and healthcare, but allow a wider range of goods.</p>

Inland shipping:

- In France, certain locks are no longer operated, which makes it impossible for inland waterway vessels to flow through and thus compromises supplies.

Two blocks of trouble:

(1) Short-term problems which are usually operational in nature:

- *Such as foreign crews who have difficulty in getting in and out of their country of origin which makes crew changes difficult.
 - *Terminals that do not allow crews to be changed on their premises.
 - *Crews who do not wish to come on board as agreed for fear of contamination or mandatory quarantine.
 - *Difficulties to avoid personal contact between scaffolding personnel and crews, administrative flow of documents should be more digital .
 - *EBIS inspections which should be carried out but which are made more difficult or impossible because of automatic systems at shippers' premises threaten to render these ships inoperable.
 - *Certificates, inspections, class, etc. that have to be presented to EBIS, again often automatic blocking when a valid certificate cannot be presented.
 - *What about liability when a ship does not have the necessary valid certificates in case of an incident.
 - *Uncertainty or works of art continue to be served Contractual obligations not complied with by the parties using corona as justification (force majeure).
 - *Breakdowns that cannot be repaired due to lack of spare parts
- (2) In the longer term, it is still unclear and it will depend on the volume offered that tanker shipping will be allowed/will be able to transport:**
- *However, it is almost certain that tanker transport will also be affected by a reduction in cargo flows, and

Inland shipping:

➔ It is important to think about the specific situation of these people who often live on their ships for several days, but are therefore not domiciled there. When laying down rules do not prohibit or make it impossible to live on the ship. The crew should also be granted the opportunity to supply ships with food and hygienic products.

➔ In order to avoid that after the lockdown everything goes back to farther than it should have been, precautions must be taken now to ensure that the inflow of goods that are already on their way from the sea can soon be handled in our ports on the same inland vessels that are now massively miserable due to their self-employed status.

financial problems will arise which will also affect other sectors.
 *Then the classics such as bridging loans will be necessary, as well as the postponement of a number of financial obligations to the government - but work is already being done on the latter.

*In the sector of dry cargo and containers, skippers are already confronted with the termination of rental agreements.
 *Because they are in a precarious financial situation, some shippers also see an opportunity to force even more competitive prices; It doesn't exactly sound like solidarity.
 *As a result, not all inland shipping companies will be directly affected, but people who do not have a long-term cooperation will suffer the most.
 *Direct impact is the supply and crewing problems.
 *Crews from European countries farther away have problems getting home or on board.
 *Locks and bridges are operated more restrictively on non-critical waterways, which in turn has an impact on mobility.
 *Unloading bays have been closed due to staff shortages or illness.

Rail sector and inland shipping:
 - Staff who have to cross borders to 'sign on' to a train or ship + staff changes
 - Legal checks and cleaning, etc. to ensure that for freight transport the material can be prepared for the next journey.
 - Operational hurdles caused by not operating structures such as locks and bridges.
 - Failure to operate unloading points due to short on staff

Rail sector and inland shipping:
 → Particular attention required:
 /!/ In addition, both sectors, but especially inland navigation with a lot of self-employed people, are particularly vulnerable financially.
 /!/ Especially tanker transport, is crucial in the supply of fuels - without which road transport cannot exist.
 The food sector receives also a great deal of basic raw materials via rail and inland navigation.

Aviation:

Pilots of full cargo flights are required after a shift in mandatory quarantine, while not interacting with other people during their work.

!/ Finally, these two modes of transport must also make it possible to unload the seagoing vessels which will arrive in our seaports and to spread them throughout the European continent.

!/ More than ever, we can see that all modes of transport are interlinked and we cannot survive by focusing on one of them. It is crucial to pay attention to really all logistic modes.

Aviation:

→ This is therefore pointless, but also endangers supply due to lack of pilots.

2. Supply disruptions

In particular (but not limited to) personal protective equipment and medical devices

Please fill in the fields marked with * as a minimum

Product / product type concerned *	Country where product is made	Description of the problem, e.g.: * - inputs of the value chain are disrupted - shortages of inventory - lack of production capacity -	Any additional information, e.g.: - general assessment of stocks - information on shifting the production -	Action expected
Components of end-products	BE and Germany	Export bans: *E.g. personal protective equipment and medical devices	→The problems come from the fact that some products / components which are not linked to personal protective equipment - fall under the same custom-line/code and are covered by those bans (lack of pragmatic approach by the customs authorities)	
Food and Pharmaceuticals	BE	Driving time and rest periods: *Due to Covid-19, consumers have adopted extreme food purchase behaviours. In order to be able to address that demand and not put any more stress on the population, we would need to be allowed to temporarily organize food and pharmaceuticals transport in a different way at very short term. *A derogation has already been accorded increasing slightly driving hours and allowing for the postponement of weekly rest. This proposition could come on top of these measures.		We would like to add a derogation to the Art. 8(6) - Regulation(EC) n° 561/2006 : a reduction of the regular weekly rest period from 45 hours to 24 hours. No requirement for compensation or for a regular weekly rest period to be taken. This would apply exclusively for the food and pharmaceuticals sector. We still need to provide that road safety is not affected when transport companies make use of this possibility. Employers remain responsible for the health and safety of their employees and other road users. This should apply from 20 March until 30 April with a possible temporary extension depending on the situation. If not possible: → at least, to allow a certain portion of the transporters to rest or to reduce the rest hours less drastically;