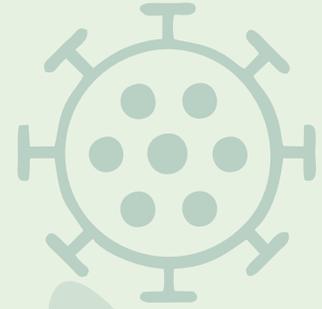




BALTIC PORTS
ORGANIZATION



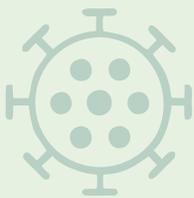
COVID-19'S IMPACT ON THE BALTIC PORT & SHIPPING INDUSTRY – SITRAP – (MARCH 2020)

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MEASURES INTRODUCED BY THE BALTIC SEA REGION'S COUNTRIES AS WELL AS EUROPEAN INSTITUTIONS IN RESPONSE TO THE CORONAVIRUS (COVID-19) PANDEMIC

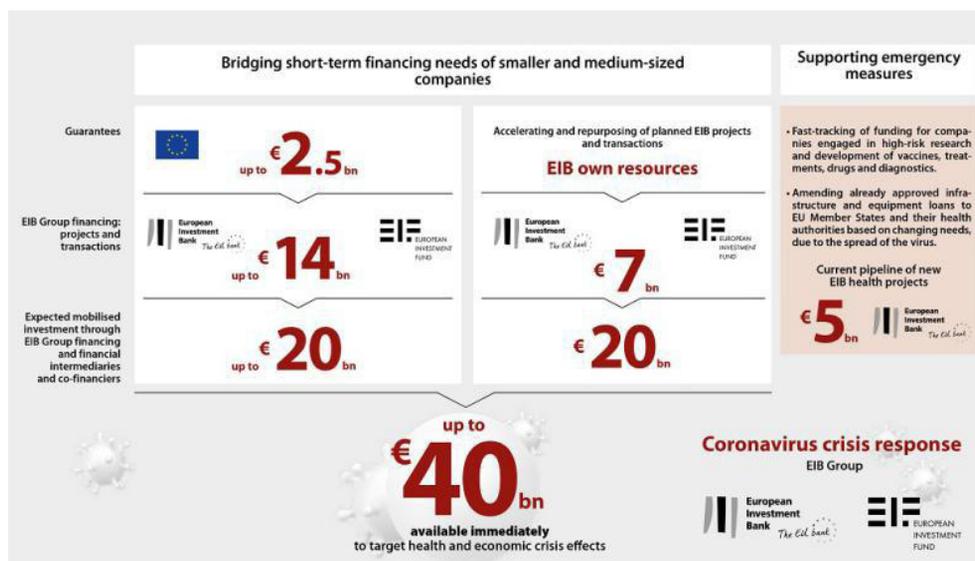
At the moment, the Baltic Sea region's (BSR) countries are, transport & logistics-wise, focused on two things. First, ensuring that cargo traffic is maintained in order to keep the economies running and providing their societies with the necessary supplies. As such, no country in the BSR has introduced a lockdown on freight transports. Second, limiting passenger traffic, both with other countries as well as domestically, so as to minimise the risk of spreading COVID-19. This has created some stressing situations for people who found themselves not able to cross borders; fortunately, in a few cases Baltic ferry companies have been ad hoc able to transport such people from one country to another. European institutions are, on their part, coming up with measures aimed at protecting the proper functioning of the EU single market as well as schemes thanks to which companies, that may find themselves in difficulties because of the pandemic, can stay afloat.

● European Commission

- Mobility measures implemented or announced by EU Member States as well as Norway, Switzerland, and the UK: https://ec.europa.eu/transport/coronavirus-response_en
 - ◆ Please note that given that the situation is evolving rapidly, the list may not be exhaustive. Always refer to the website of the relevant national authority for the most accurate and up-to-date information, including exemptions foreseen to facilitate the transport of goods.
- The COM has indicated a list of actions in its intervention aimed at protecting the proper functioning of the single market: https://ec.europa.eu/commission/presscorner/detail/en/ip_20_510
 - ◆ Free movement of transport workers.
 - ◆ 'Green corridors' – priority lanes for freight transport.
 - ◆ Flexibility for rules on driving and rest times.
 - ◆ Pre-notification of measures to the COM.
 - ◆ “[...] we will be flexible so that no CEF beneficiary is penalised because of delays caused by the crisis,” Adina Vălean, European Commissioner for Transport, said.

● European Investment Bank

- The EIB Group has proposed a plan to mobilise up to €40b of financing.
 - ◆ This will go towards bridging loans credit holidays and other measures designed to alleviate liquidity and working capital constraints for SMEs and mid-caps.
 - The EIB Group, including the European Investment Fund which specialises in support for SMEs, will work through financial intermediaries in the Member States and in partnership with national promotional banks.
- The proposed financing package consists of:
 - ◆ Dedicated guarantee schemes to banks based on existing programmes for immediate deployment, mobilising up to €20b of financing.
 - ◆ Dedicated liquidity lines to banks to ensure additional working capital support for SMEs and mid-caps of €10b.
 - ◆ Dedicated asset-backed securities (ABS) purchasing programmes to allow banks to transfer risk on portfolios of SME loans, mobilising another €10b of support.
 - ◆ All these actions can be implemented quickly to ease liquidity shortages and will be implemented in partnership with national promotional banks wherever feasible.



● European Maritime Safety Agency

- COVID-19 Member States Measures – Alphabetical List by Country:
<http://emsa.europa.eu/news-a-press-centre/covid19.html>

● Denmark

- On 13 March, Denmark said it would temporarily close its borders to non-citizens.
 - ◆ All tourists, all travel, all vacations, and all foreigners who cannot prove a creditable purpose of entering Denmark, will be denied entrance at the Danish border.
- The closure would not apply to the transport of goods, including food, medicine, and industrial supplies.

● Estonia

- From 17 March the rules of border crossing have been changed.
 - ◆ Only citizens of Estonia and holders of Estonian residency permit or right of residence, among them the so-called grey passport holders can enter the country, as well as those foreign citizens whose family member lives in Estonia.
 - ◆ Foreigners are allowed to transit Estonia on the way to their home country if they do not show symptoms of COVID-19.
 - ◆ There are no restrictions for exiting the country.
 - ◆ International cargo (especially transport of food and medical supplies) can enter the country, as well as persons providing vital services, like fuel providers.
 - ◆ The temporary restriction of border crossing will be in force until decided otherwise and the necessity will be reviewed every two weeks.
- EMSA – COVID-19 Member States Measures:
<http://emsa.europa.eu/news-a-press-centre/covid19/download/6024/3839/23.html>

● Finland

- On 19 March, Finland started heavily restricting traffic over its borders.
 - ◆ Finnish citizens and people living in Finland can return to Finland; foreign travellers in Finland can return to their home countries; EU citizens are allowed to return via Finland to their home countries; cargo transportation will continue as usual and drivers will be transported normally.

● Germany

- On 15 March, Germany said would temporarily introduce border controls on its frontiers with Austria, Switzerland, France, Luxembourg, and Denmark from 16 March.
- The entry restrictions were expanded to include flights from Italy, Spain, Austria, France, Luxembourg, Denmark, and Switzerland.
 - ◆ The new entry restrictions also apply to sea transport from Denmark.

● Latvia

- Latvia stopped nearly all foreigners entering the country, while all international travel, by air, rail, sea, and road was cancelled.
 - ◆ Latvians and foreigners with residency rights in Latvia are able to enter the country.
- EMSA – COVID-19 Member States Measures:
<http://emsa.europa.eu/news-a-press-centre/covid19/download/6025/3840/23.html>

● Lithuania

- On 16 March, Lithuania shut its borders to nearly all foreigners.
 - ◆ Lithuanian citizens were also banned from leaving the country, except for business trips.
 - The ban, which has exceptions for truck drivers, diplomats, and people passing through the country on their way home, will be in force until March 30.
- EMSA – COVID-19 Member States Measures:
<http://emsa.europa.eu/news-a-press-centre/covid19/download/6037/3844/23.html>

● Poland

- On 13 March, Poland said it would ban foreigners from entering the country from 15 March and impose a 14-day quarantine on its citizens returning home.
 - ◆ Those with a residence permit in Poland would also be allowed to enter.

- ◆ No international inbound flights or trains would be allowed from 15 March, except for some charter flights bringing Poles back from holidays.

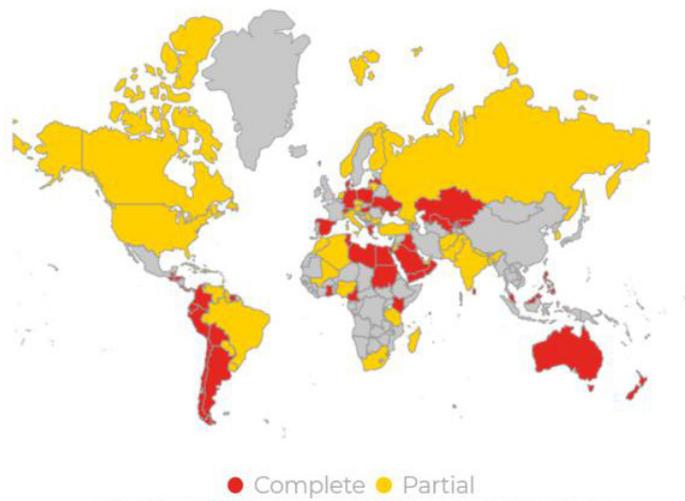
● **Russia**

- On 14 March, the Russian government said it was closing the country's land border with Poland and Norway to foreigners.
 - ◆ It said the closure would apply to all foreigners passing through those border points for tourism, study, work, or private visits.
 - Citizens of neighbouring Belarus and official delegations were exempt.

● **Sweden**

- The Government decided on 17 March to temporarily stop non-essential travel to Sweden so as to mitigate the effects of the outbreak of the COVID-19 virus and reduce the spread of the disease.
- The decision took effect on 19 March and will initially apply for 30 days.
- All travel to Sweden will not be stopped.
 - ◆ Swedish citizens and people who are resident in Sweden will be able to return to Sweden.
 - ◆ Nor will the entry ban apply to people who have particularly important grounds for travelling to Sweden, including diplomats, people in need of international protection, and people who are to carry out essential functions in Sweden, such as health care professionals and people transporting goods to Sweden.
- The entry ban applies primarily to foreign citizens attempting to enter Sweden from a country outside the European Economic Area.
 - ◆ The entry ban does not affect travel from another EU country to Sweden, nor does it apply to Swedish citizens.
 - Citizens from the following countries are therefore allowed to enter Sweden: Austria, Belgium, Bulgaria, Croatia, Cyprus, Czechia, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Iceland, Italy, Latvia, Liechtenstein, Lithuania, Luxembourg, Malta, the Netherlands, Norway, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Switzerland, and the UK.
- EMSA – COVID-19 Member States Measures:
<http://emsa.europa.eu/news-a-press-centre/covid19/download/6010/3830/23.html>

Countries that have closed borders due to COVID-19



*Except for citizens or residents returning home or special circumstances.

Source: Local governments/Agencies
Last update: March 18, 2020

THE IMPACT OF COVID-19 ON THE SHIPPING INDUSTRY SERVING THE BALTIC SEA REGION

The current situation with shipping lines is a result of the imposed restrictions – cargo traffic continues to be served. While a number of ferry services has been put on hold, there hasn't been a situation when sea trade (cargo ferry/ro-ro) has been cut between two countries. Some trades, like between Finland and Sweden or Latvia and Sweden, have been channelled through services that are still running. Passenger traffic, on the other hand, has been driven down to absolute minimum allowed by national safety measures. Rail freight traffic between Asian and European economies via the New Silk Road has rebounded after initial shock and signals an increase in demand.

- First, the companies have reported booking cancellations, e.g., Tallink around 20k for the February-April period, mostly of them being passengers from China.
 - Stena Line has noted a drop in group travel bookings from China as regards the company's traffic in the Irish Sea (Chinese clients account for about 50k-100k travellers out of over 7m/year).
- Yet, as countries have started to close their borders, ferry lines have acted accordingly. Stena Line's three services – Frederikshavn-Gothenburg, Grenaa-Halmstad, and Gdynia-Karlskrona – are now open to freight traffic only (Gdynia-Karlskrona has been later re-opened to pax traffic, but national restrictions apply, such as quarantine after disembarkment in Poland), whereas Frederikshavn-Oslo has been closed (first, on 14 March, for the time being, then, on 19 March, permanently – after more than 40 years of operations).
 - "This is a tough decision to make, but we are experiencing tough times in general as a company. The Oslo-Frederikshavn route is totally dependent on its passenger service and summer peak season. We estimate that we due to the coronavirus won't have a peak season this year and we simply can't afford to wait and hope until next year," Niclas Mårtensson, CEO, Stena Line, commented.
 - ◆ As a result, Stena Line will close its office in Oslo, a move that will affect 30 shore-based employees.
 - ◆ *Stena Saga* is laid up in her port of registry, Gothenburg.
 - Stena Line has given notice to 950 employees, both on- (Stena Line Travel Group and Retail & Food Services daughter companies) and offshore (nine Swedish-flagged vessels).
 - ◆ The company doesn't believe passenger traffic will rebuild itself before the high season.
 - On the whole, the company expects its passenger traffic to be 80% lower than in 2019.
 - The Nynäshamn-Ventspils and Travemünde-Liepāja services are still running, but only for freight – as a result of

the Latvian government's decision to suspend international passenger transportation from 17 March to 14 April.

- Trelleborg-Sassnitz (Mukran) – service halted for the time being.
 - Gothenburg-Kiel – freight & pax (the latter only under certain conditions).
 - Trelleborg-Rostock – freight & pax (as of 23 March the latter only under certain conditions, limited number, on-board movement restrictions).
 - Grenaa-Halmstad – as of 23 March Saturday sailings are cancelled until further notice.
- Tallink has shut down its Stockholm-Mariehamn-Tallinn cruise traffic. On 14 March, *Baltic Queen* left the Swedish seaport with Tallinn-staying passengers on-board, where the cruise ferry will be docked, while *Victoria I* sailed in the opposite direction and will return to the Estonian capital with travellers with single or return tickets; hereafter the ship will remain in Tallinn.
 - Next, the company brought to a halt its Stockholm-Riga service; the ferries *Romantika* and *Isabelle* will be moored in the Latvian seaport.
 - ◆ On 17 March, Tallink announced that *Romantika* will make an extraordinary sailing to and from Sassnitz (Mukran) to bring back Estonians and Latvians to Riga; Germans in Latvia could also use the opportunity to get back to their country.
 - At the same time Tallink's ro-pax *Regal Star* will continue transporting goods between Kapellskär and Paldiski.
 - Tallink Silja stops its Helsinki-Stockholm service. Following the decision of the Finnish government to close the country borders from 19 March, the Estonian ferry line has suspended its operations between the two capitals until further notice. The ferries *Silja Serenade* and *Silja Symphony* made their final departures in the evening of 18 March.
 - ◆ Ferry cargo traffic between Helsinki and Tallinn is still provided by Eckerö Line, Tallink (incl. *Sea Wind* plying between Vuosaari and Muuga), and Viking Line.
 - Birka Cruises suspended its cruise traffic, mainly between Stockholm and Mariehamn, till 7 April.
 - Viking Line has done the same with its cruise ferry *Viking Cinderella*; the vessel is out of traffic between Stockholm and Mariehamn till 16 April.
 - The Strömstad-Sandefjord route has been also brought to a standstill, both by Color Line and Fjord Line; the former's *Color Hybrid* and *Color Viking*, and the latter's *Oslofjord* are anchored in the Norwegian port.
 - Color Line has also closed passenger traffic between Kiel and Oslo, but the ro-ro vessel *Color Carrier* continues to ply between the two.
 - ◆ The company's Hirtshals-Kristiansand service has been suspended; cargo is carried on-board the ferry SuperSpeed 2 across the Hirtshals-Larvik stretch, including passengers who are coming back to their homelands.
 - Fjord Line continues to transport freight between Hirtshals and two ports in Norway – Kristiansand and Stavanger; passengers are allowed as well, but only under certain restrictions.
 - DFDS has closed its Copenhagen-Oslo ferry service at least until 1 April.
 - "The result for the first two months of 2020 was overall in line with expectations. Until now freight activity has been in line with expectations but has started to decrease as manufacturing plants suspend operations and demand in general is impacted by the lockdowns," the shipping line said in a press release, also informing that "The further restrictions on intra-European travel and general lockdown measures have significantly reduced financial visibility and the outlook for 2020 is therefore suspended."
 - Eckerö Line's service Eckerö-Grisslehamn is closed till 15 April.

- Scandlines continues to operate across its Puttgarden-Rødby and Gedser-Rostock routes, carrying both freight and passengers (the Danish ban on entry into the country doesn't cover its citizens, commuters with employment in Denmark, and people "with strongly justified purpose").
 - The same pertains to ForSea's Helsingbor-Helsingør service, which, according to the company, operates as usual.
- Viking Line is as of 18 March-till-13 April suspending its traffic between Helsinki and Stockholm. The ferry *Mariella* made her last voyage from Stockholm to Helsinki on 17 March, while *Gabriella* on 18 March.
 - Earlier, on 17 March, the company's Mariehamn-Kapellskär route was put to a halt, also until 13 April.
- Other companies continue to serve ferry cargo traffic between Sweden, the Åland Islands, and Finland.
 - Tallink and Viking Line the Stockholm-Åland-Turku route.
 - Finnlines the Kapellskär-Långnäs-Naantali connection.
 - ◆ Finnlines says it will do their best to ensure that people have the possibility to get home and undertake essential travel.
 - Finnish citizens and people living in Finland can return to Finland.
 - Foreign travellers in Finland can return to their home countries.
 - Foreign travellers, including Russian, are allowed to return via Finland to their home countries.
 - Lillgaard the Långnäs-Naantali link.
 - Wasaline the Umeå-Vaasa service (both freight & pax).
- Moby SPL has taken its *Princess Anastasia* ferry out of the St. Petersburg-Tallinn-Helsinki-Stockholm route till 19 April.
- Polferries and Unity Line continue to carry freight between Poland and Sweden, but restrictions to passenger travel apply – citizens can take the ferries to go back to their homelands.
- There are no restrictions on TT-Line's Travemünde-Trelleborg och Rostock-Trelleborg ro-pax services; the same for Finnlines' traffic between Malmö and Travemünde.
 - However, there are limitations put on passenger traffic on TT-Line's Świnoujście-Trelleborg and Klaipėda--Trelleborg links.
- The government of Lithuania chartered Polferries' ro-pax *Baltivia* which called to the KLASCO ro-ro terminal in Klaipėda on 18 March, brining from Sassnitz (Mukran) over 100 vehicles with passengers that were stuck on the closed German-Polish border.
 - Passengers from Lithuania, Latvia, and Estonia continued their ride home, after initial medical examination, escorted by police.
- According to United Transport and Logistic Company Eurasian Railway Alliance (UTLC ERA), Eurasian rail container traffic is returning to normal.
 - In January-February, there was a 12% year-on-year increase in Europe-China volumes transported by the company, including 27.4k laden TEUs (+22% yoy) heading to Europe and 12.3k laden TEUs (+63% yoy) carried in the opposite direction.
 - ◆ No empty containers were sent back to China.
 - More than 550 UTLC ERA-operated container trains have travelled on the EU-CN route since 2020's start.
 - ◆ Since end-February/beginning-March, the number of bookings has been on the increase again.

- The Finnish National Emergency Supply Agency has reserved €45m to keep ferry cargo traffic going across three trade lanes (and against the background that shipping lines have been cut from passenger traffic revenues following the introduction of national anti-COVID 19 measures).
 - Turku-Långnäs-Stockholm
 - ◆ Served by Viking Line's *Amorella* and *Viking Grace* as well as Tallink's *Baltic Princess*.
 - Vaasa-Umeå.
 - ◆ Wasaline's *Wasa Express*.
 - Helsinki-Tallinn.
 - ◆ Eckerö Line's *Finlandia* and Tallink's *Megastar*.
 - The support will last three months and will be prolonged if necessary.

COVID-19'S IMPACT ON THE BALTIC SEA REGION'S PORT INDUSTRY AS WELL AS MEASURES INTRODUCED BY THE REGIONAL PORT STAKEHOLDERS (in alphabetical order)

One of the main findings is that all regional ports remain operational, having immediately adjusted to restrictions applied by governments and relevant agencies. Ports are fully aware of their role and responsibility as enablers and facilitators of trade during this critical and unprecedented situation, including supplies of medicines, first aid products as well as food and consumer necessities.

The two key takeaways is that the majority of Baltic seaports haven't so far been negatively impacted by COVID-19 as regards their cargo traffic. The main concern lies within what impact the pandemic will have on the greater economic picture – some of the ports are, e.g., expecting a noticeably decrease across certain areas of their operations, such as vehicle logistics (as manufacturing plants are either shutting down or have problems sourcing materials) or container traffic (following a general GDP contraction worldwide, hence smaller import/export volumes going through their quays). In order to limit the possible impact on their operations, ports in the Baltic have implemented a number of measures, notably splitting their docker workforce into separate shift teams that have no contact between each other. Second, following the closure of national borders passenger traffic in the Baltic, both ferry and cruise, has for the time being nearly evaporated – and has done it virtually overnight, which has, in turn, prompted drastic action if pax traffic has had a considerable share in a shipping line's OPEX. While the final end-year outcome concerning freight traffic is hard to predict, the Baltic port passenger market will, in all probability, have to sustain a heavy blow in 2020.

● **Port of Aabenraa**

- Cargo traffic runs as usual.
- Only the most needed employees are on the spot.
- The administration works remotely.

● **Port of Aalborg**

- The port is still open for shipping and other activities in and around the port area.
- However, in the near future we will introduce stricter guidelines for employees as well as calling ships, drivers, and other users of the port.

● **Port of Aarhus**

- Despite the special situation in Denmark right now, the Port of Aarhus remains fully open, and foreign cargo ships can continue to call to port even though the borders are closed.
 - ◆ The port follows the instructions and requests of the authorities.
 - This means that a number of Aarhus Port's employees have been sent home and that they now work remotely, while operations that are goods-related continue as usual at the port.
- The entry rules to Denmark are tightened and the borders are closed for non-recognized purposes, incl. cruise tourism.
 - ◆ Danish borders are closed until after Easter and partly because some of the cruise lines themselves have cancelled their voyages.
 - Cruise ships will not call in Aarhus until April 30th at the earliest.
- Ship crews from foreign cargo ships can only come ashore if there are very special needs.
 - ◆ It is the local police who has the authority regarding the needs assessment.
- The Port of Aarhus has divided the employees into several groups, so that if illness occurs in one group, another group may step in.
 - ◆ Furthermore, as far as possible, external persons are kept away from the port center, and most of the administrative staff works from their homes.
- The Port of Aarhus has a contingency plan in the event that employees are more severely affected by illness.
 - ◆ The plan, which has not yet been implemented, is to offer the ships to be dispatched in and out of the port at night, while the operational port services will then be carried out between the hours of 7-22.

● **ADP – Associated Danish Ports**

- We maintain full operation on our port terminals, but it's too soon to say what impact COVID-19 will have on the volume of cargo and passenger traffic.
 - ◆ We expect to see lower cargo volumes.
 - ◆ Because of the closed borders, cruise calls have been cancelled.

● **Copenhagen Malmö Port**

- CMP continually monitors the public authorities' guidelines regarding the coronavirus situation and complies with the instructions they provide.
- In addition, we continuously evaluate what measures we should prepare, if the risk assessment made by the public authorities changes.

● **Port of Esbjerg**

- The port remains operational.
- Planning, decision-making, and project works continue, and meetings are facilitated via Skype or phone.
- Dockworkers and crane drivers are working in multiple shifts and there is 100% backup on all functions, wherefore ship and loaded and discharged on schedule.

● **Port of Frederikshavn**

- We've made an assessment on what can be done to minimize the risk of contamination and we have consequently taken some measures, which means that we can still operate the harbour, if/when one or more employees get infected.

● **Port of Gdynia**

- Restrictions as prescribed by Polish law.
 - ◆ A ship crew member cannot disembark unless they fulfil certain conditions regarding their health status, which is first self-reported by filling in a questionnaire and then body temperature is checked by the relevant state authorities whether it exceeds 38 centigrade.

- Those who go ashore must undergo a 14-day-long quarantine.
- Data thanks to which they can be identified is passed on to the ports' guard.
- Fines apply to those who breach the disembarkment instructions; instructions are conveyed to the ship captain by the Border Guard.
- Each time the Border Guard notifies the relevant terminal operator/stevedore as well as the port authority whether a ship can be handled.
- Employees of the port authority are working remotely.
- The port authority has purchased two respirators for the city hospital.

● Port of Gothenburg

- The Gothenburg Port Authority has decided to request a Maritime Declaration of Health from all vessels calling to the port.
 - ◆ In place since 3 February and will continue until further notice.
 - ◆ The Maritime Declaration of Health stipulates that if a vessel reports that a member of the crew or a passenger on-board is ill and has been in a WHO-classified risk area, the port's quarantine plan is activated, and an infectious disease physician is contacted. The physician then makes a medical risk assessment.
 - ◆ The port has ongoing contact with infectious disease physicians in the Västra Götaland region.
- Work rotation scheme has been put in place to reduce the spread of the infection and to guarantee the port and its stevedores can continue to assure calls by vessels and the handling of freight, and to keep the port operating as normal.

● Port of Grenaa

- In short, we haven't been so far affected by COVID-19 as regards vessel traffic and cargo volumes, though, we've changed the manning set-up, so our operational staff is working on week-to-week shifts in order to avoid a potential full quarantine situation.
- We see some projects at our port changing their schedules and being delayed, but no cancellations.

● Port of Halland

- Passenger traffic with Stena Line from Halmstad to Grenaa has been stopped due to Danish border restrictions.
- Only cargo is allowed to be shipped.
 - ◆ Our ports are running as normal – no restrictions.
- In the short run, our ports haven't been negatively affected.
 - ◆ However, in the long run there will be a great impact on the port business.
 - The Port of Halland imports a lot of steel – mainly for the car and truck industry (Volvo Trucks, Volvo Cars, and Scania) – and here we'll see a big decrease of steel coming in.
 - We're also an import port for Volkswagen, SEAT, Skoda, Audi, and BMW.
 - The VAG group has closed at least 10 car manufacturing plants in Germany, which will have a negative impact on us.
- We haven't noticed an increased number of sick employees; this week eight people are staying at home as they're ill.

● Port of Hamburg

- We obey the recommendations of the competent political institutions, the Federal Government, the Senate of the Free and Hanseatic City of Hamburg, the health authorities and the port's medical service (Hamburg Port Health Center).
 - ◆ The Health Department of the Hamburg Port Authority (HPA) is in continuous contact with all partners.
- We engage regularly in international and multi-sectoral communication to monitor the situation constantly and – if required – to implement targeted measures.
- As always, all arriving ships must submit a Maritime Health Declaration at least 24 hours before calling to the port, with information on whether there is any disease or indications of disease on board.

- ◆ If there are indications of disease, then the ship is inspected by Hamburg Port Health Center before entering the Port of Hamburg.
 - All events of the Port of Hamburg that are not absolutely necessary have been or will be called off.
 - ◆ In this respect, a series of specific inspections and determinations will take place. Hence, visitors, e.g., will only be allowed to access critical work locations at the port if this is absolutely necessary.
 - HPA makes it possible for as many employees as possible to work from home.
 - ◆ In-person meetings must be limited to those that are absolutely necessary, and at these gatherings the appropriate rules (of hygiene) must be obeyed.
- **Port of HaminaKotka**
 - Due to the fact that we aren't a passenger port, except of some cruise traffic, we haven't noticed big changes yet.
 - ◆ However, we see a growing lack of empty containers.
 - Ocean going container vessels seem to have a strongly reduced frequency with sailings to and from Asia, hence empty containers remain in China.
 - This causes considerable problems for the Finnish wood industry, which is heavily dependent on empty containers (additionally, the country's paper and pulp industry had to go through an almost one-month-long strike at the beginning of the year, an event that at its own reduced the cargo volume shipped in containers and ro-ro).
- **Port of Hanko**
 - Port traffic as usual.
- **Port of Helsinki**
 - In our port the situation is very similar to Tallinn.
 - Since Finnish borders have been this week, our passenger traffic is very marginal at the moment.
 - ◆ Only returning Finns are allowed as well as still some Estonian workers with work permits.
 - Stockholm traffic has ceased for the time being.
 - In Estonia traffic the frequencies have been adjusted and passenger vessels are used for cargo only, including accompanied lorries.
 - Moby SPL (St. Petersburg-Tallinn-Helsinki-Stockholm) has postponed the start of their sailing season from late March to later dates.
 - On cruise sector we are receiving some cancellations for April and May.
 - ◆ No restrictions yet, since first calls were for late April.
 - On the cargo side the ro-ro traffic is still on relatively good level.
 - ◆ Concerning containers, we're seeing similar challenges (lack of empty boxes) and reduced volumes like in HaminaKotka.
 - The main thing for us is that cargo traffic has to keep moving to keep the society functional.
- **Port of Hirtshals**
 - The entire port office has been closed to all outsiders.
 - The Technical Service has been split into two teams working interchangeably, so as to provide at least a minimal level of port area service.
- **Port of Horsens**
 - In general no changes.
 - ◆ Only major change is the crews' possibility to exit the ISPS facility; this is not allowed unless in case of crew change or illness.

● **Port of Inkoo**

- Daily stevedoring work and terminal services are carried out normally.
 - ◆ So far there has not been any cancellations and all ships and trucks have been served.
- Several actions have been taken to insure safe working, following the Finnish government's regulations and recommendations.
 - ◆ Everyone is encouraged to wash hands; contacts between port and ships staff is limited to minimum and as much as possible is done through alternative communication channels; all meetings have been moved to Teams/Skype or postponed; office personnel are working remotely as much as possible; only a limited number of people is allowed in one place at the same time (cafeteria/lunchroom); in case of any flu-like-symptoms, the person is guided to stay at home.

● **Port of Kalundborg**

- The activities in our port continue as usual, but with some restrictions.
- We have asked ship agents to send a questionnaire regarding the coronavirus to all vessels calling to the port.
 - So far, no one of the crew members has been ill.
 - In case any person on-board a ship is ill, we'll immediately contact the Danish health authorities immediately.
- The Danish government has decided to close the borders, but freight transportation is not included in this embargo.
 - ◆ The Danish government has, moreover, identified a number of industrial sectors of critical importance, and the ports are among these very important sectors.
 - Ships can therefore call to our port.
 - Crew members are not, however, allowed to leave the ship, but must stay on-board.
- We do not have much passenger traffic in our port.
 - ◆ A handful of cruise ships will, however, call the port during the summer season.
 - We expect that at least some of the cruise calls will be cancelled.
- We have so far not seen a decline in activities because of the coronavirus. However, it might be the case if the crisis continues.

● **Port of Karlshamn**

- The daily ro-pax service to Klaipėda runs according to schedule, with normal levels of cargo load, though with less passengers.
- No change to lo-lo and oil handlings.
- In general, no governmental restrictions have effected our port and freight traffic to and from it.
- We expect a reduction in cargo volume as the industry reduces its output due to employees going on sick leave, shortages in supply, and/or COVID-19 safety measures.

● **Port of Karlskrona**

- Except for the passenger traffic to and from Gdynia, which has stopped, our liner traffic is going according to schedule, therefore freight forwarding has so far stayed on the same volume level as normal.
 - ◆ Operations are running normally, cargo traffic keeps flowing.
- A lot of precautionary measures have been taken so stevedores and other personnel aren't overlapping, all in order to minimize contact between people.
 - ◆ Hygiene level has been increased as well.

● **Port of Kaskinen**

- So far the situation has had no impact on the port operations.
 - ◆ But if the situation prolongs and gets worse, it can and certainly will have a negative effect. That is, however, very difficult to foresee at this point.

● Port of Kemi

- Our port closely follows the current information on the coronavirus and complies with the instructions given by the national health care authorities and the Finnish Institute for Health and Welfare.

● Port of Kiel

- Ferry Services.
 - ◆ Kiel-Oslo: Color Line has temporary laid up the cruise ferries *Color Magic* and *Color Fantasy* since 14 March, because of entry requirements for passengers in Norway.
 - But *Color Carrier* is running according to schedule to maintain the freight service.
 - ◆ Kiel-Göteborg: Stena Line's ferries *Stena Scandinavica* and *Stena Germanica* are on normal schedule.
 - Passenger transportation is reduced and focused on drivers, plus Swedes on their way home and business travel.
 - ◆ Kiel-Klaipėda: DFDS operates the ro-paxes *Victoria Seaways* and *Regina Seaways* with daily departures to Lithuania.
 - In March, the chartered *Caroline Russ* supported the transport of cargo with two round-trips per week.
 - Passenger transportation is restricted due to entry requirements in Lithuania as from 25 March.
 - ◆ Kiel-Sundvål: SCA's forest product service from Sweden to Germany is so far unaffected.
- Port operations.
 - ◆ Load- and unloading of vessels is secured.
 - ◆ Hygiene measures/policies and regulations for behaviour are in force.
- Cruise.
 - ◆ The opening of Kiel's cruise shipping season has been postponed.
 - ◆ Viking Ocean Cruises, which should have started the season on 27 March with the arrival of *Viking Star*, has cancelled all cruises until 1 May.
 - ◆ Until 19 April all kind of tourism and related travel is forbidden in the Federal German State of Schleswig-Holstein by governmental decree.
 - Until that date we are not allowed to handle cruise ship passengers in the port.

● Port of Klaipėda

- Entrance of cruise ships is prohibited.
- Entrance of cargo ships and movement of goods are not restricted.
- Ferries continue to run; however, certain restrictions and prohibitions are imposed.
 - ◆ It is prohibited for the citizens of the Republic of Lithuania to leave the country, except when they are returning to their place of residence, going to their work place, and when permitted by the head of the State Border Guard Service under the Ministry of the Interior of the Republic of Lithuania or his authorized personnel.
 - ◆ It is prohibited for foreigners to enter the Republic of Lithuania, except for drivers and crew members, when commercial and/or international carriage of goods is carried out, also except for persons who have a permit to reside in the Republic of Lithuania, persons who have immunities and privileges under Vienna Convention on Diplomatic Relations 1961 and Vienna Convention on Consular Relations 1963, persons serving in NATO and military units of the NATO Member States, their servicing staff and their family members.
 - ◆ By 23 March, 12:00, transit of persons (i.e. foreigners by ferries) returning to the state of their residence through the territory of the Republic of Lithuania without the obligatory stop is allowed.
 - ◆ Isolation of 14 days is compulsory for persons who have returned from foreign countries.
- Routes from the Old Ferry Terminal have been quarantine-suspended from 16 till 30 March.
 - ◆ People who want to get to Smiltynė or Klaipėda are welcome to come to the New Ferry Terminal, where ferries will continue to run.

- The carriers providing passenger carriage services in Neringa have been notified about the situation, so they are going to come to pick the passengers up from the New Ferry Terminal.
- **Port of Køge**
 - The port is busy with handling the cargo traffic.
- **Kvarken Ports**
 - Our ports require a Maritime Declaration of Health before ship arrival.
- **Port of Landskrona**
 - There are no COVID-19 restrictions put on our port.
 - ◆ We've had to limit the available workforce to daytime only to be able to support our clients; other than that, we're operating as usual.
- **Port of Liepāja**
 - There is a slight decrease of cargo volume (about 15%) over the first months of 2020, however, it is impossible to give precise forecasts.
 - All port terminals are operating (incl. the ferry line Liepāja-Travemünde, however, the number of passengers is now zero).
 - ◆ We are also very uncertain about two cruise vessels scheduled for August.
 - As all business spheres, also ours and related services depend very much on further development of the situation as well as governmental and intergovernmental actions and regulations.
- **LHG - Lübecker Hafen-Gesellschaft**
 - Ferry traffic from and to Finland, Sweden, Latvia, and Russia has been running as usual at LHG's terminals; we're handling all transport units on our quay facilities as usual.
 - ◆ So far passenger traffic to and from Sweden and Finland hasn't been restricted.
 - ◆ The shipping line between Latvia and Lübeck is currently not accepting passengers, following a decision by the Latvian authorities.
 - We have taken measures to handle ferry traffic at our facilities in the usual quality over the next few weeks. We will also continue to load trucks reliably.
 - ◆ A crisis management team daily adapts the necessary measures to the latest developments.
 - ◆ We have instructed our employees at the quay facilities and in the offices in detail how they should behave in order to protect themselves and others.
 - Against this background, operational employees can reject certain services in the current situation if necessary.
- **Port of Mariehamn**
 - The situation will have a very negative impact on the port's business as well as the entire industry.
- **Port of Naantali**
 - Our policy is to prevent the spread of coronavirus, so as to secure ship operations and port operations.
 - The Port of Naantali closely follows the authorities' and Finnish Institute for Health and Welfare's (THL) instructions to prevent the epidemic from spreading, and we act in accordance with the recommendations and regulations of the authorities.
 - ◆ We have instructed our staff in accordance with the crisis plan, incl. banning travelling.
 - After a possible trip abroad, employees must report to their supervisor where they've been and observe their health; all returning employees stay at home for at least two weeks.
 - Any suspected infection must be immediately addressed to the supervisor and the occupational health operator remotely.

- No guests can visit the port.
 - Business matters are handled by telephone or e-mail.
 - Instructions for passengers in accordance with THL's recommendations, with posters in the lobby and in various language versions (Finnish, English, Swedish, German, Italian, Chinese, and Russian).
 - There is a cleaning handstand next to the coffee machine.
 - Enhanced terminal cleaning and disinfection.
 - Terminal and office desks, along with other frequently touched objects (railings, surfaces, door handles, lifts) are disinfected daily with enhanced intensification.
 - The port closely monitors the development of the coronavirus situation and informs immediately if the need arises or the situation changes.
- **Port of Odense**
 - All visitors must fill out on a daily basis a Health Declaration to document the persons travelling within the past 14 days.
 - ◆ The Health Declaration must be filled out on the site.
 - **Port of Oxelösund**
 - Operations are running as normal but with precautionary actions with regards to safety of staff.
 - ◆ We're following advises/rules from the authorities.
 - Empty container flows are affected.
 - ◆ Some shipments are loaded as break-bulk instead of containers.
 - **Port of Oulu**
 - All operations are at a normal level.
 - Several precautions have been taken in order to prevent COVID-19 from spreading.
 - ◆ No COVID-19 cases reported in the Port of Oulu.
 - **Port of Pietarsaari**
 - Port services continue as usual.
 - **Port of Pori**
 - All meetings held by phone or via video connection; no visitors are allowed; no business travels.
 - Personnel coming from abroad/vacation have to undergo a two-week-long home quarantine.
 - Cleaning is intensified, especially in the canteen.
 - No joint car transportation with other people/cooperation partners in the port area.
 - Workers have already been receiving health and safety instructions for weeks.
 - Those who can work at home are allowed to do so.
 - We have no passenger traffic and very little container/consumer goods traffic so the negative impact is at the moment still weaker than in many other ports.
 - We are mostly worried because should many of our workers get sick, we'll have to stop some operations; also, if our industrial customers will start shutting down their production, there'll be even less cargo traffic to take care of (given the current state of the global economy, COVID-19 can only deteriorate the situation).
 - **Port of Raahе**
 - Our port requires a Maritime Declaration of Health before ship arrival.
 - **Port of Rauma**
 - Port business is more or less as usual.
 - ◆ The Finnish forest industry is running and the export cargo is close to normal.

- The next problem might be the lack of empty containers, as Finland has much more outbound container cargo traffic than inbound.
 - ◆ That said, we've heard some good news from China that the industry is running again, meaning that in some weeks China-to-Europe container flows may rebound.
- At the moment there are not so many coronavirus cases in our region, but that can suddenly change.
 - ◆ Should dockers and people employed in manufacturing stay home/get infected, then production will slow down and the flow of cargo will decrease accordingly.

● Port of Riga

- In the Port of Riga freight traffic has no limitations, only ship crews are not allowed to leave their ships, except emergency or operational necessities related to safe loading and discharging of cargo.
 - ◆ Prior to entering the port all ship agents of all cargo ships calling to Riga must provide the Port Harbor Master's Office with accurate information on the composition of the ship's crew and the health status of all crew members.
- All pilot and marine traffic shifts are running according to a 1-week-on-3-weeks-off scheme to minimize the potential contact between people who perform critical port functions.
 - ◆ Pilots and other port personnel who, due to their duties, cannot avoid meeting with crew members are provided with personal protection and disinfection agents.
- Ferry and cruise passenger traffic was put on halt as of 17 March, as a result of the government's decision to restrict till further notice the movement of people.
- Empty containers – the situation is similar to those in HaminaKotka and Helsinki.
- The number of face-to-face meetings has been reduced, large meetings and planned business trips have been cancelled, the everyday operation of the port authority has been organized with a view to assess remote work option.

● Rostock Seaport

- So far hardly any impact on the cargo volume visible, to a certain extent to the contrary, volumes are well above last year (20/03).
- Cargo ferry and ro-ro traffic is running smoothly and without mayor disruptions.
 - ◆ Passenger numbers have gone down to an absolute minimum.
 - ◆ The automotive industry all around Europe has started closing down production facilities – this will hit the ferry traffic, hence we might expect lower volumes in the weeks to come.
- Hardly any influence on liquid and dry bulk.

● Port of Rønne

- First cruise ship cancellations – Astoria (initially scheduled to call on 23 March) and Magellan (15 April).

● Saarte Liinid

- Estonia has been under the limitations for couple of weeks now, but it has been really hard to estimate the impact yet.
- The Estonian government closed its borders for passenger traffic, but at the same time we're tasked with keeping the economy going.
 - ◆ The efforts are focused on maintaining cargo flows, both domestic and international.
- The number of infection is rather high here because the Saaremaa island, where our main office is situated, is one of the epicentres in Estonia.
 - ◆ We have 119 infected persons (total for the country was 352 on 24 March) here on a 30k-big island (there was a European volleyball cup game here three weeks ago, incl. an Italian club from Milan).
- Saarte Liinid is managing 18 ports all over the country, servicing all the domestic ferry lines.
 - ◆ Here the impact is heaviest, as all the local traffic is restricted, too.

- ◆ From the yearly passenger flow (2.6m), our ports will probably lose at least 25% from the volume (depends on how long the quarantine lasts) and approx. €0.3-0.5m in revenues.
- ◆ Cargo traffic is less affected, but of course there are uncertainty here, too. We nevertheless hope to keep the last years volume.

● Port of Sassnitz (Mukran)

- Operations are running normally.
- Measures, complying with the guidelines and regulations, have been implemented to keep our colleagues, partners, and clients as safe as possible.

● Seaport of Saint-Petersburg

- In order to protect the health of its employees, Seaport of St. Petersburg has taken preventive actions to fight the spread of the coronavirus infection.
 - ◆ The action plan is based on the recommendations of Rospotrebnadzor (Federal Service for Surveillance on Consumer Rights Protection and Human Wellbeing).
 - In particular, overseas business trips were cancelled and domestic trips have been limited to a minimum.
 - Part of the office staff has started distance working.
 - ◆ Personal contacts of shore workers with crew members in the process of cargo handling are restricted: all communication is facilitated by mobile communication devices.
 - In case of on-board works, additional protective equipment is provided, including face masks.
 - ◆ The company has also organised activities to raise the awareness of the preventive measures against COVID-19.
 - ◆ Employees' health condition is monitored on a daily basis and there is clearly defined order of action to be taken by the respective officials in the event the infection is suspected.
 - ◆ The control of compliance with hygienic standards is even more strict now.
 - Sanitary treatment of the common facilities and public transport vehicles has been organised.
 - Medical, sanitizing, and disinfecting supplies have been purchased for the internal medical stations.
- Seaport of Saint-Petersburg continues to operate, fulfilling its obligations to its partners and ensuring a high quality of the rendered services.

● Port of Skellefteå

- So far this hasn't affected us very much, however, vessels must give a health declaration 24 hours prior to arrival.
 - ◆ We minimise the interaction between seamen and shore employees.
 - ◆ We also minimize physical meetings – conducting them over Skype or Teams now.
 - ◆ We have cut down on travelling.
 - ◆ If somebody is just slightly ill, they go home and must be symptom-free two days before returning.

● Ports of Stockholm

- On 17 March, the port authority halved port dues for ferries calling to Stockholm, Kapellskäer, and Nynäshamn.
 - ◆ The discount will be in place for one month.
- If a cruise ship that is on the way to Stockholm or Nynäshamn has a suspected outbreak aboard, the captain reports this to the vessel's local shipping agent and to the Ports of Stockholm Port and Traffic Department (BTC).
 - ◆ Ports of Stockholm then contacts the County Medical Officer, who decides what action needs to be taken.
 - One measure may be to place the vessel in quarantine (limit the ability to get on or off the ship).
 - Stefan Scheja, Cruise and Ferry Manager, the Ports of Stockholm, explained, "There are very specific provisions and procedures for this type of contingency and we have close contact with all of the authorities involved in this matter – the Public Health Agency of Sweden, the County Medical Officer and others. Ports of Stockholm is also a quarantine port, which means that we have particular possibilities and obligations to cope with vessels that have a communicable disease outbreak aboard."

- ◆ The cruise ship also implements its own measures.
 - The ship follows the guidelines set by the Cruise Lines International Association (CLIA), in accordance with WHO recommendations.
 - The port authority also deals in real estate (letting out space to, e.g., restaurants), so we might see client movements in this segment.
- **Port of Szczecin-Świnoujcie**
 - A ship crew member cannot disembark unless they fulfil certain conditions regarding their health status, which is first self-reported by filling in a questionnaire and then body temperature is checked by the relevant state authorities whether it exceeds 38 centigrade.
 - ◆ Those who go ashore must undergo a 14-day-long quarantine.
 - Data thanks to which they can be identified is passed on to the ports' guard.
 - ◆ Fines apply to those who breach the disembarkment instructions; instructions are conveyed to the ship captain by the Border Guard.
 - Each time the Border Guard notifies the relevant terminal operator/stevedore as well as the port authority whether a ship can be handled.
 - There hasn't been a significant impact on the ports' cargo traffic so far.
 - ◆ Because feeder traffic continues to operate without mayor interruptions, container traffic rose by 44% year-on-year over January-February.
 - ◆ Overall I-II 2020 cargo turnover stood at 5.03mt, a decrease of 4.3% on the result from 2019.
 - Due to border lockdown, a decrease in passenger traffic is expected.
 - Following supply & demand disturbances, a drop in unitised general cargo is expected as well.
 - **Port of Sölvesborg**
 - So far we've remained open, operating normally, but volumes are going down due to COVID-19.
 - ◆ Our plan is to keep the normal opening hours but on reduced capacity and staff.
 - **Port of Tallinn**
 - In the late evening of 12 March 2020, the Estonian Government proclaimed a state of emergency until 1 May and has established special measures to prevent the spread of the COVID-19 virus.
 - Specific measures directly affecting the Port of Tallinn.
 - ◆ Ban on cruise ship calls until 1 May.
 - ◆ Suspension of Tallinn-Stockholm cruise line sales.
 - ◆ Re-introduction of border control.
 - ◆ Entry ban for foreign nationals from 17 March.
 - ◆ Ban on visiting Estonian islands for two weeks from 14 March.
 - ◆ The restrictions apply to passenger traffic only – not to freight.
 - Ferry passenger operator Tallink has announced the temporary closure of the Tallinn-Stockholm line as of 15 March, with freight being diverted to Paldiski-Kapellskär.
 - ◆ Due to this decision, at this point one Swedish line vessel call per day has been cancelled.
 - The passenger traffic between Estonia and Finland on both Tallinn-Helsinki and Muuga-Vuosaari routes continues, but due to the decline in passenger numbers, it is likely that schedules of the ships will be cut by the respective passenger operators.
 - ◆ Talks are underway on allowing people, who're working in Finland/Estonia and commute between Tallinn and Helsinki every week, to be able to still travel between the two countries.
 - Since 2 February we are informing incoming passengers to prevent the spread of coronavirus.

- ◆ The Port of Tallinn cares about the health of the passengers and therefore, as a preventive measure against coronavirus, thermal cameras to scan arriving passengers for fever have been in use since 4 March in passenger terminals A and D, and the monitoring is conducted by Estonian Health Board.
 - Thermal cameras detect if the body temperature is over 38 centigrade, indicating that a person has fever.
 - When such a person is found, they'll be referred to a volunteer for health counselling present in the terminal.
- Regarding cargo traffic, the above-mentioned special measures will most likely affect wheeled (ro-ro) cargo, as all passenger ships calling to Tallinn are ro-pax type vessels, i.e., they carry both passengers and ro-ro cargo, and are thus directly affected by possible downtime and reduced schedules of passenger lines.
 - ◆ In container traffic we see a longer-term negative impact due to the slowdown in trade.
- The domestic ferry lines of Saaremaa and Hiiumaa operated by TS Laevad, a subsidiary of the Port of Tallinn, will continue to operate on a sparse schedule in order to ensure the island residents can return home as well as secure the continuity of cargo traffic.
- We offer our passenger operators the opportunity to use the quayside without charge in support for the ships of the passenger lines departing from the Old City Harbor while they are away from the line due to the crisis.
- The proposal for Estonian Government to consider support our passenger operators on international traffic and to compensate the vessel's port dues on amount of 70% is under negotiation.
- In view of the spread of COVID-19 and following the recommendations of the Estonian government, the Port of Tallinn staff has introduced inside rules since 13 March, including restrictions on travelling, organizing meetings, and partially work from home during the coming weeks.
 - ◆ All personnel are reachable by mail, mobile phones, video conferencing, and through digital group-working platforms (Microsoft Teams, etc.)
- The impact of the coronavirus pandemic on the Port of Tallinn will be significant due to disruptions in passenger traffic and the general economic downturn following the disruption of the virus, but this cannot be objectively assessed at this time.
 - ◆ The Port of Tallinn will take the necessary measures and cooperate fully with the authorities to achieve a common global goal of preventing the spread of the virus and protecting human lives and health.
 - ◆ Together with the operators, we analyse the impact of current developments and prepare for different scenarios of how the crisis unrolls.
- **Port of Thyborøn**
 - The port remains operational.
 - Planning, decision-making, and project works continue, and meetings are facilitated via Skype or phone.
 - Harbour assistants are working in multiple shifts and there is 100% backup, wherefore ships are berthing on schedule.
 - All ships, except cruise, are allowed.
 - It is still allowed to make crew changes if necessary.
 - At the moment shore leave is not permitted for foreign vessels and crews.
 - ◆ It is allowed to leave the vessel for lines check at the quayside, but not to leave the port area and to go into the city.
- **Port of Trelleborg**
 - No change in ferry cargo traffic.
- **Port of Turku**
 - The port follows the instructions of various authorities and those of the City of Turku.
 - ◆ In order to prevent the coronavirus from spreading the following measures are in effect until 13 April/further notice.
 - The Port of Turku Ltd office is closed to visitors.
 - Moving in the port area is allowed as usual for those with an access pass.
 - All operations at the Seamen's Mission have been cancelled.

● **Port of Uusikaupunki**

- Until this week COVID-19 hasn't effected in our volumes.
 - ◆ But from the start of next week it will because of the virus-caused downturn in the automotive industry.
- The port itself and stevedores are working together, and gave temporary instructions to its employees how to act under these circumstances caused by COVID-19.
 - ◆ At this point there has been very minor number of COVID-19 cases in our part of Finland.

● **Port of Ventspils**

- Due to the declaration of an emergency in the Republic of Latvia, the Freeport of Ventspils Authority has imposed the following restrictions and procedures of actions, both on- and offshore, until further notice.
 - ◆ Any vessel entering the Port of Ventspils is obliged to report the health condition of the crew.
 - Any cases of illness or bad feeling among the members of the crew are to be reported to the Port of Ventspils Vessel Navigation Service by calling +371 636 21040 or FHF 09, 16 or to the medical institution by calling 112 or +371 636 24721.
 - ◆ Captain of the vessel is to refrain from rotation (changing) of the crew, except when the vessel rotation crew consists of nationals of Latvia.
 - ◆ Prior to the rotation of the crew, the captain is to report this intent to the Vessel Navigation Service by calling +371 636 21040 or VHF 09, 16.
 - ◆ Rotation of the crew shall be allowed only upon confirmation from the Vessel Navigation Service.
 - ◆ Refrain, to the extent possible, from current vessel repair and maintenance works by involving shore personnel.
 - ◆ Port terminals shall be prohibited from admitting vessel supply, service, and repair companies in the territory without coordination with the Port Equipment Defense Officer.
 - ◆ Transfer of dry waste is to be provided by the vessel crew by placing waste bags into the bins ashore.
 - ◆ During ship-ship bunkering, vessel crew shall be prohibited from moving between the vessels, and allowed to hand over and accept the bunkering equipment only.
 - ◆ During shore-vessel bunkering operation, shore personnel shall be prohibited from boarding, and allowed to hand over and accept the bunkering equipment only.
 - ◆ Transportation of rotation crew by the vessels of the port auxiliary fleet: pilot vessels, tow boats, and sanitary water collection vessels shall be strictly prohibited.
 - ◆ Upon boarding, pilots and inspectors involved in emergency shall be obliged to use protective gloves, but upon disembarkation – to disinfect their hands.
 - ◆ Contacts between the vessel crew and pilot or vessel inspector is to be organised by observing distance of at least 2 metres.

● **Port of Vordingborg**

- Necessary rendered services are provided, though, with fewer hands securing that the staff works under secure conditions
 - ◆ At the moment quite a lot of activities and ship calls - business as usual.
- The port office is closed from 12 to 29 March.

● **Port of Ystad**

- Business as usual, more or less – the ferry traffic to Bornholm (Rønne) was halved to two calls/day as of 23 March.
- Cargo is flowing, but the passenger traffic has diminished as both Denmark and Poland have put in place strict restrictions.

BALTIC PORT & SHIPPING MARKET COVID-19 IMPACT PORT STATISTICS

Finnish ports' cargo turnover in January 2020 (tonnes)

Port	I 2020	Yoy
Sköldvik	1,759,605	-9.8%
HaminaKotka	1,642,930	+2.5%
Helsinki	1,194,831	+8.7%
Kokkola	927,609	+88.8%
Rauma	480,975	-2.4%
Naantali	475,929	+25.0%
Hanko	423,605	+2.0%
Raahe	369,201	+3.8%
Tornio	337,784	+30.1%
Oulu	213,139	-5.8%
Turku	204,599	+8.8%
Uusikaupunki	196,818	-10.9%
Pori	181,915	-47.2%
Kemi	137,566	+7.8%
Kaskinen	96,463	+31.2%
Pietarsaari	81,551	-24.3%
Inkoo Shipping	61,730	-14.8%
Vaasa	57,609	+84.9%
Eurajoki	22,226	+71.1%
Kalajoki	17,734	-66.2%
Joensuu ¹	14,355	-
Kristiinankaupunki	11,621	+57.0%
Tolkkinen	8,845	-32.8%
Kantvik	4,983	-72.8%
Lappeenranta ¹	2,550	-
Kuopio ¹	2,190	-
Varkaus ¹	748	-
Total	8,929,111	+4.5%

¹ No handlings in I 2019

Container traffic in Finnish ports in January 2020 (TEUs)

Port	I 2020	Yoy
HaminaKotka	51,235	-8.1%
Helsinki	41,771	+11.5%
Rauma	21,869	+6.3%
Hanko	5,691	+14.3%
Oulu	3,127	+1.9%
Tornio	1,395	+22.8%
Kemi	1,360	+44.7%
Kokkola	992	-39.8%
Turku	301	+19.4%
Kalajoki	214	-47.0%
Pietarsaari	137	+154%
Uusikaupunki	108	-27.0%
Pori	30	-72.2%
Raahe	13	-53.6%
Total	128,243	+1.3%

Russian Baltic seaports' cargo turnover & container traffic in January-February 2020

	I-II 2020	Yoy
Ust-Luga (thousand tonnes)		
Liquid bulk	11,031.6	-0.1%
Dry bulk	6,532.8	+13.2%
General cargo	316.3	+3.1%
Total	17,880.7	+4.1%
TEUs	10,848	-3.5%
Primorsk (thousand tonnes)		
Total/liquid bulk	11,163.9	+22.6%
St. Petersburg (thousand tonnes)		
General cargo	6,649.5	+4.7%
Liquid bulk	1,699.8	+33.4%
Dry bulk	875.4	-36.9%
Total	9,224.8	+2.4%
TEUs	359,443	-0.8%
Vysotsk (thousand tonnes)		
Liquid bulk	2,148.6	+5.9%
Dry bulk	818.0	-41.1%
Total	2,966.6	-13.2%
Kaliningrad (thousand tonnes)		
Dry bulk	742.6	-42.3%
General cargo	506.9	+1.1%
Liquid bulk	462.0	+0.5%
Total	1,711.5	-13.7%
TEUs	36,393	-13.3%
Vyborg (thousand tonnes)		
Dry bulk	35.3	-69.3%
General cargo	10.9	-7.4%
Liquid bulk	4.5	-
Total	50.7	-59.9%
GRAND TOTAL	42,998.2	+5.3%

Polish seaports' cargo turnover in January-February 2020 (thousand tonnes)

	I-II 2020	Yoy
Gdańsk		
General cargo	3,912.7	+9.6%
Liquid bulk	2,224.7	-14.1%
Dry bulk	1,760.0	+0.9%
Total	7,897.4	-0.1%
Szczecin-Świnoujście		
General cargo	2,714.4	-7.1%
Dry bulk	1,477.1	-5.5%
Liquid bulk	835.7	+8.7%
Total	5,027.2	-4.3%
Gdynia		
General cargo	2,243.5	-6.5%
Dry bulk	1,495.3	+17.3%
Liquid bulk	257.5	-1.5%
Total	3,996.3	+1.6%

Lithuanian seaports' cargo turnover & passenger traffic in January-February 2020

	I-II 2020	Yoy
Klaipėda		
Total	6,538.8kt	-18.1%
Ferry pax	41.5k	+0.5%
Būtingė		
Total/liquid bulk	1,286.2kt	-22.8%

Latvian seaports' cargo turnover & passenger traffic in January-February 2020

	I-II 2020	Yoy
Liepāja		
Dry bulk	661.4kt	-29.3%
Liquid bulk	120.9kt	+93.1%
General cargo	211.0kt	+14.3%
Total	993.2kt	-16.0%
Ro-ro cargo units	6,187	-2.9%
Ferry pax	4,612	+4.5%
Ventspils		
Total	2,681kt	-38.3%