

Crisis Ucrania-Rusia: decisiones UE e impacto en transporte mercancías.

Para su información, remitimos informe de CLECAT sobre la situación en Rusia, en lo relativo a la operativa logística. Adquiere especial relevancia la advertencia sobre la necesidad de revisar la operativa para no incumplir las prohibiciones de actuar con ciertas entidades de crédito rusas, lo cual afectaría, por ejemplo, letras de cambio, garantías, cartas de crédito y conocimientos de embarque.

[Se facilita el enlace al Reglamento \(UE\) 2022/345, en su versión en castellano.](#)

UKRAINE/RUSSIA CRISIS: EU DECISIONS AND IMPACTS ON FREIGHT TRANSPORT - 3 MARCH

1 March

Council Regulation (EU) 2022/345 of 1 March 2022 amending Regulation (EU) No 833/2014 concerning restrictive measures in view of Russia's actions destabilising the situation in Ukraine imposed further **restrictive measures prohibiting the provision of specialised financial messaging services, which are used to exchange financial data (SWIFT)**, to Bank Otkritie, Novikombank, Promsvyazbank, Rossiya Bank, Sovcombank, VNESHECONOMBANK (VEB), and VTB BANK'.

This prohibition will enter into force on **12 March**, and will also apply to any legal person, entity or body established in Russia whose proprietary rights are directly or indirectly owned for more than 50% by the above-mentioned banks. Access to the system is necessary for conducting business overseas, and the Russian banks banned from SWIFT will therefore not have access to international markets. Accordingly, persons and companies that use the services of these banks will encounter difficulties receiving payments for exports and paying for imports, borrowing or investing money across national borders.

The Regulation also prohibits to invest, participate or otherwise contribute to future projects co-financed by the Russian Direct Investment Fund, as well as to sell, supply, transfer or export euro denominated banknotes to Russia or to any natural or legal person, entity or body in Russia, including the government and the Central Bank of Russia, or for use in Russia.

It must be noted that **transport services are also covered by "economic resources"**. The term **'money'** also covers **financial assets and benefits of all kinds, including bills of exchange, guarantees, letters of credit and bills of lading**. Forwarding and logistics companies should immediately check with their software providers whether all embargo lists are included in their compliance software and are regularly updated.

Additionally, the EU has decided to freeze the assets of a number of individuals and entities, including Vladimir Putin, President of the Russian Federation, and of Sergey Lavrov, Minister for Foreign Affairs of the Russian Federation. In addition, it has imposed restrictive measures on the members of the National Security Council of the Russian Federation and on members of the Russian State Duma. No funds or economic resources- may be made available, directly or indirectly-, to or for the benefit of the concerned persons or entities.

A consolidated list of all persons and entities listed in the EU (CFSP list) can be downloaded at: [Consolidated list of sanctions — European External Action Service](#)

The below sections include a number of specific decisions, impacting on transport and logistics. Please note that all EU sanctions regulations have direct effect in all Member States of the EU, and are legally binding on all natural and legal persons in the EU. Private companies, therefore, have an obligation to ensure that they are in full compliance with these new measures. A natural or legal person who contravenes a provision of an EU sanctions regulation shall be guilty of an offence and liable to prosecution.



2 March

The Commission adopted on 2 March a [Communication](#) providing operational guidelines for external border management to facilitate border crossings at the EU-Ukraine borders. The Communication gives an overview of facilitation measures concerning border controls that are available under the Schengen rules, while still ensuring a certain level of border checks.

To reduce congestion at borders, border guards may apply **relaxations vis-à-vis certain categories of travellers, including transport workers, regardless of their nationality, holding valid documents proving their profession.**

Member States are advised to set up **emergency support lanes** to ensure swift and safe access and return of organisations providing humanitarian aid to people in the Ukrainian territory. To ensure both the continued supply of good and services as well as the return of transport workers from Ukraine, **the Commission also encourages to designate similar lanes for trucks**, provided that the configuration of a border crossing point allows for, and a sufficient number of customs officers can be deployed by the Member States.



2 March

Following the [announcement](#) by Maersk to suspend bookings to/from Russia as of 1st March - until further notice - Maersk announced the following:

- Free Change of Destination services, subject to re-stowage and shifting costs.
- No cancellation fee on active bookings to and from Russia.
- Interim stop of the EXPORT Detention and Demurrage clock for containers at Russia until 11 March, 2022, where the D&D responsibility lies with Maersk. The interim stop has also been extended until 11 March for Ukraine cargo.

- Flex Hub Lite – access to up to 28 days free time in selected hub ports. This is a chargeable service that comes at a price of US \$800.

1 March

[CMA CGM](#) has decided to suspend all bookings to and from Russia as of 1 March and until further notice.

[MSC](#) introduced as of 1 March, with immediate effect, a temporary stoppage on all cargo bookings to/from Russia, covering all access areas including Baltics, Black Sea and Far East Russia. MSC will continue to accept and screen bookings for delivery of essential goods such as food, medical equipment and humanitarian goods.

[Hapag Lloyd](#) will be offering Change of Destination (COD) fee for containers in transit, as well as free booking cancellation fees for inbound cargo to both Ukraine and Russia.



3 March

Whilst transit through Russia remains possible, more companies are ceasing their operations through Russia. This includes logistics companies, railway undertakings, as well as end-customers who used the New Silk Road to transport goods between Europe and China.



1 March

[Russia closed its airspace](#) to 36 countries, including all 27 EU Member States, the United Kingdom, Norway, and Canada. This impacts long-haul routes from Europe to Asia.

