

Joint Action Group to review the impact of the COVID-19 pandemic on the world's transport workers and the global supply chain (JAG-TSC)

General statement - ILO

ILO's COVID-19 strategy

Global Call to Action for a Human-centred Recovery - ILC, June 2021

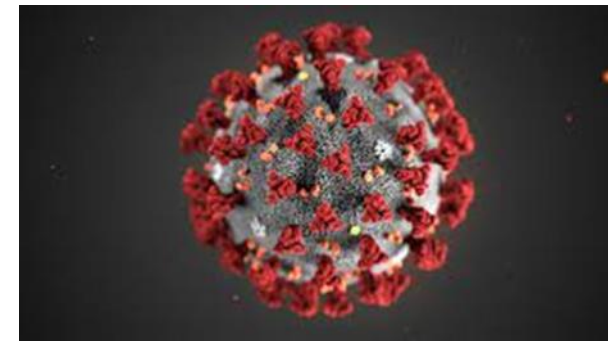
ILO Monitor: COVID-19 and the world of work. 8th edition

Analyses and tools

Global Forum for a Human-centred Recovery – 2022

Tripartite

Sectoral dimension



Road transport



► ILO brief

► ILO Sectoral Brief

Date: June 2020

COVID-19 and road transport

The road transport sector is essential to social and economic development and guarantees mobility across jurisdictions and countries. Road freight transport services ensure the supply of essential goods, including food and medical supplies, as well as a vast range of materials upon which businesses and consumers depend.¹ The sector not only makes an important contribution to economic growth and job creation, but also prevents shortages of essential goods.² Road transport in some countries has been declared an essential service.

In order to curb the spread of COVID-19, many countries around the world have placed restrictions on domestic transit and/or closed border crossings for road freight transport services. The resulting slump in trade and supply chain disruptions will have an impact in all countries, and may further exacerbate the vulnerability of landlocked developing countries. Shortages of essential goods or higher prices can affect the most vulnerable in society (including women, the elderly and informal workers).

Urgent action by governments, the social partners and parties to road transport supply chains³ – including shippers, receivers, transport buyers and intermediaries – will be critical in addressing decent work challenges for these key workers to tackle the



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Life on wheels: long-haul truck driver in Spain.

are indispensable to keep supermarket shelves stocked with essential goods and deliver medical supplies. But policies such as border closures, travel bans, export restrictions, social distancing, lockdowns and closures of non-essential businesses have had an immediate effect on their day-to-day life,⁴ and their working conditions have quickly deteriorated. Action that respects human rights⁵ and takes into account international labour standards and social dialogue can pave the way to decent working conditions for these vital workers.



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COVID-19 and road transport

Road transport operators warn of a "perfect storm" in supply chain crisis

Road transport companies and workers' representatives call on governments to address labour concerns, rising fuel prices and pandemic restrictions in the sector, to stem driver turnover and prevent supply chain disruptions.

Press release | 06 December 2021



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Civil aviation



► ILO Sectoral Brief

Date: 9 April 2020

COVID-19 and civil aviation

Infectious diseases and pandemics are drivers of change that cause “greater than average impact and uncertainty” in the aviation sector.¹ To curb the spread of COVID-19, a combination of flight cancellations and country-specific restrictions (travel advisories and bans) have almost entirely halted international travel.² In some cases, these restrictions also include air cargo, even though it is instrumental in combating COVID-19 by delivering much-needed medicine and medical equipment and keeping global supply chains functioning for time-sensitive materials.³

Aviation workers will be negatively affected. Airlines and airports are confronting myriad issues as a result of the pandemic. Cost-reduction strategies may include a wide range of policies that will have an impact on employment and decent work in the sector.



Air traffic controller at London Heathrow Airport.

► 1. The impact of COVID-19

The effects of COVID-19 will differ from those of previous epidemics. According to the International Air Transport Association (IATA), previous outbreaks of disease (including SARS, H1N1 and MERS) have peaked after one to three months and pre-outbreak levels of travel have been recovered within six to seven months.⁴ This time, recovery may not come six months after the end of the crisis.⁵

The effects of COVID-19 have impacted aviation demand and will translate into significant losses. Due to the severity of travel restrictions and the expected global recession, IATA estimates that industry passenger revenues could plummet by US\$252 billion⁶ (or 44 per cent below the 2019 figure).⁷

Shipping and fishing



► ILO brief

► ILO Sectoral Brief

Date: 17 April 2020

COVID-19 and maritime shipping & fishing

The shipping sector carries 90 per cent of global trade and is the main artery of international supply chains. As of mid-April, the volume of global merchandise trade was falling by 13 per cent, and there are estimates of a decline of 32 per cent or more.¹ With 384 sailings cancelled, the first half of 2020 could see a 25 per cent reduction in shipping, with a 10 per cent annual fall in 2020.² The impact of COVID-19 on employment in the shipping sector, with its 2 million seafarers, is therefore substantial. The cruise shipping sector, with 250,000 seafarers, has been particularly badly affected, as certain countries have advised against travel by cruise ship,³ and major cruise companies have suspended operations.⁴

The maritime fishing sector, which employs tens of millions of fishers, is a major supplier of food, and particularly animal protein. Many fishing vessels are unable to leave port and the demand for many seafood products is substantially reduced.⁵

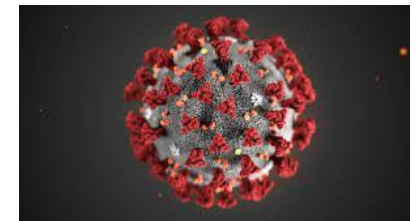
The COVID-19 crisis is affecting the personal safety and health of seafarers and fishers, their conditions of work and their ability to join and leave their vessels, with a consequent impact on their capacity to perform their key role in ensuring transport by sea, serving passengers and harvesting seafood.



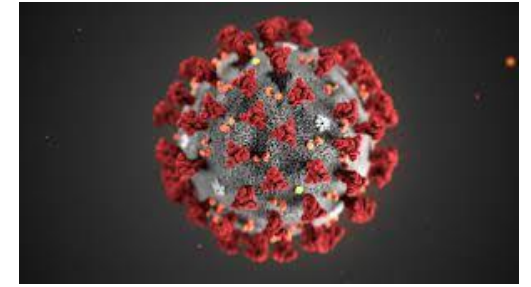
Marine Transport Workers' Trade Union of Ukraine (MTWTU).

► Shipping

- Maritime Labour Convention, 2006, as amended (MLC, 2006)
- Key role of Special Tripartite Committee and its Officers



Shipping



- [Interventions](#) at request of SO and SF organizations, and governments
- [Information note](#) on maritime labour issues and coronavirus (COVID-19) - Revised version 3.0
- [General observation](#) on matters arising from the application of the Maritime Labour Convention, 2006, as amended (MLC, 2006) during the COVID-19 pandemic
- [ILO Governing Body Resolution](#) concerning maritime labour issues and the COVID-19 pandemic (adopted on 8 December 2020)
- [STC Resolution](#) concerning the implementation and practical application of the MLC, 2006 during the COVID-19 pandemic
- [STC Resolution](#) concerning COVID-19 vaccination for seafarers
- [Statements of the Officers of the Special Tripartite Committee](#)



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Occupational safety and health

Seafarers desperately need prompt access to medical care say ILO and International Maritime Organization

With hundreds of thousands of seafarers unable to disembark due to COVID-19 restrictions, a joint statement issued by the two organizations says the issue of medical care for seafarers is 'a matter of life or death'.

Press release | 06 October 2021



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► UN SG's Executive Committee

Decisions taken end of 2020

... UN General Assembly Resolution on International cooperation to address challenges faced by seafarers as a result of the COVID-19 pandemic to support global supply chains

Decisions taken January 2022

... establishment of interagency ad hoc task for on application of MLC, 2006 during pandemic (following up on STC resolution)



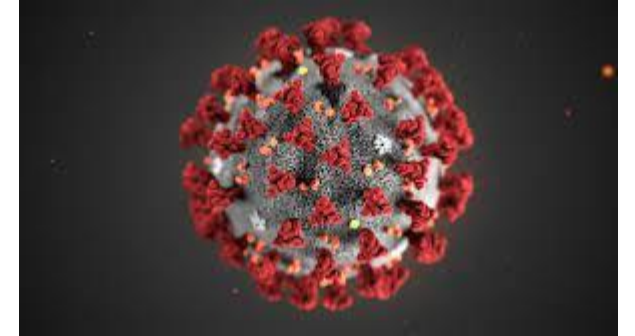
Maritime coordinated strategy group

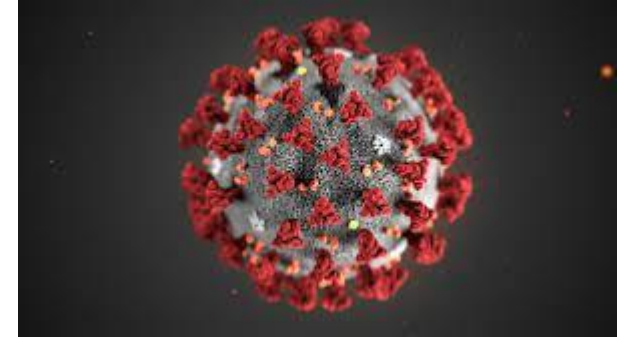
- ILO, IMO, ICS, ITF plus UNCTAD, WHO, European Commission...
- Share information
- Otherwise acts to address challenges
- Coordinates approaches to specific countries (Kiribati)



• Joint UN agency statements (examples)

- Joint Statement on medical certificates of seafarers, ship sanitation certificates and medical care of seafarers in the context of the COVID-19 pandemic
- Joint Statement IMO-ICAO-ILO on designation of seafarers, marine personnel, fishing vessel personnel, offshore energy sector personnel, aviation personnel, air cargo supply chain personnel and service provider personnel at airports and ports as key workers, and on facilitation of crew changes in ports and airports in the context of the COVID-19 pandemic
- Joint Statement on prioritization of COVID-19 vaccination for seafarers and aircrew
- Joint statement urging continued collaboration to address the crew change crisis, safeguard seafarer health and safety, and avoid supply chain disruptions during the ongoing COVID-19 pandemic





► CMT Workstream for Travel and Trade

- Feeds into the UN Crisis Management Team addressing COVID-19 issues
- Chaired by International Organization for Migration (IOM) – plus IMO, ICAO, WHO, ILO
- Workplan:

Improving coordination to facilitate safe cross-border mobility

Integrating public health risk mitigation measures and digital health certificates

Promoting safe and resilient human mobility and trade facilitation

► Some key (apparently) shared issues:

- Designation as «key workers», and its meaning with respect to measures taken
- Recognition of documentation (note SIDS – C.185)
- Discrimination against cross-border workers
- Access to vaccinations; vaccination certification
- Access to tests; harmonization of testing procedures
- Medical care and quarantine issues
- Coordinated approach at national level – key countries

