



## Customer Advisory: Novel Coronavirus – Update #8

Dear Valued Customer,

The spread of COVID-19 virus continues to impact the world as a whole, as well as it is increasingly impacting the logistics & transportation sector globally. With further countries declaring a full society lockdown with only essential cargo being approved for transportation, we increasingly experience delays for general cargo and latest this is the case in countries such as India, Vietnam, Pakistan and Spain also owed to the fact that many production and DC facilities have discontinued operations in these countries.

With this said, it is also becoming more and more challenging to provide a generic update on a country level, as many factors by now impact the ability to move cargo in and out of countries.

**We are in many cases able to find solutions even in countries where a full and general lockdown has been declared, and encourage specific requests are sent to your regular Scan Global Logistics contact person.**

The transportation & logistics sector is as a rule of thumb considered critical infrastructure, and additionally we are in constant dialogue with ocean carriers, airlines, rail operators and hauliers to find new and alternative routings which until now has proven to be possible. An example is our first “own” block train from China to Europe, which you can read about [here](#). Another is the air charter, we arranged from the Nordics to US, which you can read about [here](#).

The traffic light update included in this advisory is basis general cargo, hence note that for essential cargo such as medicine, medical supplies, aid cargo, foodstuff and perishables we will find ways to move it, ensuring we play our part in keeping critical supplies moving.

Lastly, we are starting to see the **first significant signs of a major volume slow down across all transport modes as many orders are put on hold or altogether cancelled**. This is a natural result of many of the traditional consumer industries being under lockdown across the globe, leading to a dramatic reduction in consumer spending. This will no doubt have an effect on the supply side with many ocean carriers as an example having announced the suspension of key sailings, with schedule delays as a result.

With China showing the way, we remain confident that we will come out on the other side stronger than ever before having identified new and innovative solutions along the way.

All information in this advisory is offered to the best of our knowledge and is prone to change.

Yours sincerely,

**Scan Global Logistics**



## Latest Update from Around the Globe

**The lockdown in India remains the largest impact with general cargo being prevented from moving freely**, and whereas a number of airlines and ocean carriers still operate in India this pertains to cargo already gated in and arrived ahead of 24<sup>th</sup> March or alternatively it being essential transports.

We see a similar situation in Vietnam with a full lockdown declared, Bangladesh and Pakistan operating at a reduced level also as a few key updates from some of the large traditional sourcing countries. This is a situation we expect will continue in the weeks to come with additional countries implementing similar measures.

**With US now also experiencing a full outbreak of COVID-19** we are here also closely monitoring the situation in order to assess the level of disruption, however for now **we experience that cargo including general cargo can move without major hindrances** albeit delays can be expected.

As we speak 23 states have implemented stay-at-home orders, whereas other areas only have a city-wide lockdown in place. With transportation & logistics considered critical infrastructure current status is that ports, air cargo facilities, haulage and rail companies continue to operate, though many with reduced in-office staff as well as reduced working hours.

Empty container equipment and lack of chassis' in certain markets is becoming an issue, albeit not at a critical level as of yet. Some ports in cities with lockdown in effect are experiencing more and more containers left on-dock for storage, while many importers are having containers stored in container yards. This can eventually cause more equipment shortage issues and congestion, not to mention additional charges hence we are focusing on finding solutions to these evolving issues that will pose a problem during April and May.

### **Rates remain prone for constant change**

With supply and demand continuing to evolve in a very volatile manner it is necessary to stress again that contracted rates are prone to change, however we remain committed to finding solutions that limit any impact to our customers supply chain also from a cost perspective.

Especially airfreight rates remain very volatile, whereas we experience some degree of stability on ocean, rail and road freight with the supply and demand situation being very different across these transport modes with air capacity remaining very scarce.

In the following section, we will summarize each transport mode and in the following page, you will find the usual traffic light update.



## Overall Status for Each Transport Mode

### Airfreight

- With passenger aircraft capacity being close to zero a few more freighter operators have begun operations, but with no significant impact on the total capacity
- Across mainland Europe, the airfreight markets are severely affected by government imposed restrictions
- Average capacity and flight reduction across Europe is still between 60 and 90 % of normal capacity
- Demand for air capacity is still peaking, however first signs of a slowdown is noticeable as some of the major consumer spending countries are imposing further restrictions
- Increased waiting times for collection of inbound air freight cargo can be expected globally also now in US, which so far has not been the case
- We expect current level of disruption to continue throughout April and parts of May

### Ocean freight

- Cargo movements is overall still possible with all major ports globally remaining open for business.
- Blank sailings have been introduced for April by all carriers and alliance and we expect further blank sailings to be introduced in May as well in an effort to balance supply and demand.
- Slow steaming has been applied on certain trades
- Lack of empty equipment remains a major issue with up to 6 million TEU globally being positioned in the wrong locations due to the vessel schedule disruptions since the outbreak of COVID-19 in China.
- A lack of trucking drivers is also increasingly becoming an issue with many truck drivers being restricted by lockdown order hence both FCL and LCL deliveries are impacted by delays as a result of this
- We expect current level of disruption to continue throughout April and parts of May

### Rail freight

- Overall rail freight is working smoothly both to and from Europe with the exception of Wuhan area still restricted
- Capacity remains scarce; however, we remain in a position where we find the needed capacity latest with the introduction of our first dedicated block train departure from Zhengzhou to Duisburg

## Road freight

- Trucks are running as usual albeit with some level of delays at borders in Denmark-Germany, Germany-Poland and Sweden-Norway.
- In Italy the government has closed down all "non-essential" factories, which means that the cargo flow from and to Italy will be severely limited and all transport will take place on ad hoc basis as of 24<sup>th</sup> March 2020.
- Russia has officially announced that starting 27<sup>th</sup> March, Russia is having one-week official holiday and all factories will be closed, hence subsequently we are not offering service to during this period.
- Due to several closed ferry routes cost increases can be expected with reference to separate information shared
- Overall borders remain open for goods, however a few isolated challenges with restrictions on non-Croatian drivers not being allowed to enter Croatia if they have transited certain specific countries, as well as Turkey only allowing native Turkish drivers into the country

## Warehousing & E-Commerce

- CFS stations in China operating as normal
- CFS stations in South East Asia working close to normal with a few countries impacted by restrictions i.e. the Philippines, Thailand and Myanmar, but cargo is moving albeit with delays
- CFS stations in India closed until 14<sup>th</sup> April for general cargo due to lockdown
- CFS stations in Bangladesh and India operating with a skeleton staff, within and outbound cargo movement being restricted due to general lockdown
- All our warehouse facilities in Denmark and Sweden are operating as normal basis COVID-19 contingency measures implemented
- We have seen a significant drop in B2B orders from our customers due to the closure of retail shops, while our B2C orders remain stable with e-commerce spending remaining high
- Outbound distribution and last-mile delivery is operating basis business as usual
- Safety for our employees remains a top priority to avoid an outbreak of COVID-19 at our facilities hence strict mitigation measures have been implemented accordingly

## General overview Asia, Pacific and Sub-continent

	CURRENT STATUS AT SGL OFFICES AND SUPPLY CHAIN ACTIVITIES IN RESPECTIVE CITIES/COUNTRIES	Dalian	Tianjin	Beijing	Qingdao	Wuxi	Shanghai	Ningbo	Xiamen	Guangzhou	Shenzhen	Hong Kong	Taiwan	Hanoi	Ho Chi Minh City	Manila	Phnom Penh
<b>SGL office</b> hours, staffing and open for business compared to normal circumstances	Green - business as usual Yellow - certain limitations Red - major challenges	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
<b>SGL business continuity plan</b> (BCP) in place and adherence to local authorities, global recommendations and SGL HQ advices	Green - very well prepared Yellow - well prepared Red - somewhat prepared	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
<b>Customer</b> disruptions to activities e.g. manufacturing and supply chain operations	Green - minimal impact Yellow - manageable Red - severely impacted	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
<b>Customs</b> authorities	Green - 100% work as normal Yellow - process delay occasionally Red - serious delays	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
<b>Trucking</b> , operations, drivers and equipment	Green - normal Yellow - restricted due to roadblocks, permits and shortage of drivers etc. Red - service severely impacted	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
<b>Air-, Ocean and Rail carrier offices</b> , open for business, response time etc.	Green - business as usual Yellow - certain limitations Red - major challenges	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
<b>Airfreight</b> capacities on major tradelanes	Green - plus 70% supply Yellow - around 50% supply Red - less than 30% supply	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
<b>Airfreight</b> terminals	Green - running as normal schedule Yellow - process delays occasionally Red - serious delays	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
<b>Oceanfreight</b> capacities on major tradelanes	Green - no space issue & blank sailings Yellow - space issue & blank sailings occasionally Red - serious space issues and blank sailings	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
<b>Oceanfreight</b> feeder capacities and operations	Green - operating as normal Yellow - medium disruptions Red - serious disruptions	●	●	n/a	●	n/a	●	●	●	●	●	●	●	●	●	●	●
<b>Oceanfreight</b> terminals	Green - running as normal schedule Yellow - process delays occasionally Red - serious delays	●	●	n/a	●	n/a	●	●	●	●	●	●	●	●	●	●	●
<b>Oceanfreight</b> equipment availabilities	Green - no problem Yellow - medium problem Red - major problem	●	●	n/a	●	n/a	●	●	●	●	●	●	●	●	●	●	●
<b>CFS and warehouse</b>	Green - normal operations Yellow - additional time required for cargo gate in and gate out due resources Red - service not available	●	●	n/a	●	●	●	●	●	●	●	●	●	●	●	●	●
<b>Rail</b> service	Green - schedules as normal Yellow - partial schedules cancelled Red - service not available	●	●	●	●	●	●	●	●	●	●	n/a	n/a	●	n/a	n/a	n/a

## General overview Asia, Pacific and Sub-continent

	CURRENT STATUS AT SGL OFFICES AND SUPPLY CHAIN ACTIVITIES IN RESPECTIVE CITIES/COUNTRIES	Bangkok	Yangon	Penang	Kuala Lumpur	Singapore	Jakarta	Surabaya	Dhaka	Chittagong	Mumbai	New Dehli	Tokyo	Osaka	Sydney	Melbourne	Perth	Auckland
<b>SGL office</b> hours, staffing and open for business compared to normal circumstances	Green - business as usual Yellow - certain limitations Red - major challenges	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
<b>SGL business continuity plan (BCP)</b> in place and adherence to local authorities, global recommendations and SGL HQ advices	Green - very well prepared Yellow - well prepared Red - somewhat prepared	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
<b>Customer</b> disruptions to activities e.g. manufacturing and supply chain operations	Green - minimal impact Yellow - manageable Red - severely impacted	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
<b>Customs</b> authorities	Green - 100% work as normal Yellow - process delay occasionally Red - serious delays	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
<b>Trucking</b> , operations, drivers and equipment	Green - normal Yellow - restricted due to roadblocks, permits and shortage of drivers etc. Red - service severely impacted	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
<b>Air-, Ocean and Rail carrier offices</b> , open for business, response time etc.	Green - business as usual Yellow - certain limitations Red - major challenges	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
<b>Airfreight</b> capacities on major tradelanes	Green - plus 70% supply Yellow - around 50% supply Red - less than 30% supply	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
<b>Airfreight</b> terminals	Green - running as normal schedule Yellow - process delays occasionally Red - serious delays	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
<b>Oceanfreight</b> capacities on major tradelanes	Green - no space issue & blank sailings Yellow - space issue & blank sailings occasionally Red - serious space issues and blank sailings	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
<b>Oceanfreight</b> feeder capacities and operations	Green - operating as normal Yellow - medium disruptions Red - serious disruptions	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
<b>Oceanfreight</b> terminals	Green - running as normal schedule Yellow - process delays occasionally Red - serious delays	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
<b>Oceanfreight</b> equipment availabilities	Green - no problem Yellow - medium problem Red - major problem	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
<b>CFS and warehouse</b>	Green - normal operations Yellow - additional time required for cargo gate in and gate out due resources Red - service not available	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
<b>Rail</b> service	Green - schedules as normal Yellow - partial schedules cancelled Red - service not available	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

## General update US

	Condition as of today	Los Angeles	Seattle	Oakland	Chicago	Cleveland	Atlanta	New York	Charleston	Houston
Customs	<b>Green</b> - work as normal	●	●	●	●	●	●	●	●	●
	<b>Yellow</b> - process delay occasionally	●	●	●	●	●	●	●	●	●
	<b>Red</b> - serious delay	●	●	●	●	●	●	●	●	●
Ocean Freight Terminals	<b>Green - running as normal schedule</b>	●	●	●	●	●	●	●	●	●
	<b>Yellow</b> - terminal congestion	●	●	●	●	●	●	●	●	●
	<b>Red</b> - high to full yard density for empties & terminal congestion	●	●	●	●	●	●	●	●	●
Ocean Carrier situation, Inbound	<b>Green</b> - no space issue & blank sailings	●	●	●	●	●	●	●	●	●
	<b>Yellow</b> - space issue, equipment imbalance & blank sailings occasionally	●	●	●	●	●	●	●	●	●
	<b>Red</b> - space issue, equipment imbalance & blank sailings seriously	●	●	●	●	●	●	●	●	●
Ocean Carrier situation, Outbound	<b>Green</b> - no space issue & blank sailings	●	●	●	●	●	●	●	●	●
	<b>Yellow</b> - space issue, equipment imbalance & blank sailings occasionally	●	●	●	●	●	●	●	●	●
	<b>Red</b> - space issue, equipment imbalance & blank sailings seriously	●	●	●	●	●	●	●	●	●
CFS and Warehouse	<b>Green</b> - running as normal schedule	●	●	●	●	●	●	●	●	●
	<b>Yellow</b> - congestion and delays	●	●	●	●	●	●	●	●	●
	<b>Red</b> - service not available	●	●	●	●	●	●	●	●	●
Trucking/Rail – pickup and delivery for ocean cargo	<b>Green</b> - work as normal	●	●	●	●	●	●	●	●	●
	<b>Yellow</b> - delays	●	●	●	●	●	●	●	●	●
	<b>Red</b> - service not available	●	●	●	●	●	●	●	●	●
Airlines - Capacity, Inbound	<b>Green</b> - 70% ~ 100% of normal capacity	●	●	●	●	●	●	●	●	●
	<b>Yellow</b> - 30% ~ 69% of normal capacity	●	●	●	●	●	●	●	●	●
	<b>Red</b> - less than 30% of normal capacity	●	●	●	●	●	●	●	●	●
Airlines - Capacity, Outbound	<b>Green</b> - 70% ~ 100% Supply	●	●	●	●	●	●	●	●	●
	<b>Yellow</b> - 30% ~ 69% Supply	●	●	●	●	●	●	●	●	●
	<b>Red</b> - less than 30% supply	●	●	●	●	●	●	●	●	●
Airline Terminal	<b>Green</b> - running as normal schedule	●	●	●	●	●	●	●	●	●
	<b>Yellow</b> - process delay occasionally	●	●	●	●	●	●	●	●	●
	<b>Red</b> - process delay seriously	●	●	●	●	●	●	●	●	●
Airfreight Warehouses	<b>Green</b> - operation hours as normal	●	●	●	●	●	●	●	●	●
	<b>Yellow</b> - additional time required for cargo gate in and gate out due to full scale of operation not being in place	●	●	●	●	●	●	●	●	●
	<b>Red</b> - service not available	●	●	●	●	●	●	●	●	●
Truck – pickup and delivery for Airfreight cargo	<b>Green</b> - work as normal	●	●	●	●	●	●	●	●	●
	<b>Yellow</b> - delays	●	●	●	●	●	●	●	●	●
	<b>Red</b> - service not available	●	●	●	●	●	●	●	●	●
Rail Service	<b>Green</b> - schedule as normal	●	●	●	●	●	●	●	●	●
	<b>Yellow</b> - partial schedule cancelled	●	●	●	●	●	●	●	●	●
	<b>Red</b> - service not available	●	●	●	●	●	●	●	●	●

## General overview Airfreight Europe

	Condition as of today	DK	SE	NO	FI	DE	NL	BE	ES	FR	IT	CZ
Customs	Green - 100% work as normal	●	●	●	●	●	●	●	●	●	●	●
	Yellow - process delay occasionally											
	Red - serious delay											
Ocean Freight Terminals	Green - running as normal schedule	n/a										
	Yellow - terminal congestion for reefer containers											
	Red - high to full yard density for empties & terminal congestion for reefer containers											
Ocean Carriers including Blank Sailings & Capacity	Green - no space issue & blank sailings	n/a										
	Yellow - space issue & blank sailings occasionally											
	Red - space issue & blank sailings seriously											
Airlines - Capacity Eastbound	Green - 70% ~ 100% of normal capacity	●	●	●	●	●	●	●	●	●	●	●
	Yellow - 30% ~ 69% of normal capacity											
	Red - less than 30% of normal capacity											
Airlines - Capacity Westbound	Green - 70% ~ 100% Supply	●	●	●	●	●	●	●	●	●	●	●
	Yellow - 30% ~ 69% Supply											
	Red - less than 30% supply											
Airline Terminal	Green - running as normal schedule	●	●	●	●	●	●	●	●	●	●	●
	Yellow - process delay occasionally											
	Red - process delay seriously											
airfreight Warehouses	Green - operation hours as normal	●	●	●	●	●	●	●	●	●	●	●
	Yellow - additional time required for cargo gate in and gate out due to full scale of operation not being in place											
	Red - service not available											
Trucking	Green - Normal	●	●	●	●	●	●	●	●	●	●	●
	Yellow - apply permit & road block inspection											
	Red - service not available											

## General overview Ocean freight Europe

	Condition as of today	DENMARK	FINLAND	NORWAY	SWEDEN	BELGIUM	GERMANY	THE NETHERLANDS	SPAIN
Customs	<b>Green</b> - work as normal								
	<b>Yellow</b> - process delay occasionally	●	●	●	●	●	●	●	●
	<b>Red</b> - serious delay								
Ocean Freight Terminals	<b>Green</b> - running as normal schedule								
	<b>Yellow</b> - terminal congestion	●	●	●	●	●	●	●	●
	<b>Red</b> - high to full yard density for empties & terminal congestion								
Ocean Carrier situation, Inbound	<b>Green</b> - no space issue & blank sailings								
	<b>Yellow</b> - space issue, equipment imbalance & blank sailings occasionally	●	●	●	●	●	●	●	●
	<b>Red</b> - severe space issue, equipment imbalance & blank sailings seriously								
Ocean Carrier situation, Outbound	<b>Green</b> - work as normal								
	<b>Yellow</b> - space issue, equipment imbalance & blank sailings occasionally	●	●	●	●	●	●	●	●
	<b>Red</b> - severe space issue, equipment imbalance & blank sailings seriously								
CFS and Warehouse	<b>Green</b> - operation hours as normal								
	<b>Yellow</b> - CFS/Warehouse delays	●	●	●	●	●	●	●	●
	<b>Red</b> - service not available								
Trucking/Rail – pickup and delivery for ocean cargo	<b>Green</b> - Normal								
	<b>Yellow</b> - delays	●	●	●	●	●	●	●	●
	<b>Red</b> - service not available								

## General overview Rail Europe

	Condition as of today	Hamburg	Duisburg	Liege	Munic	Milano	Madrid	Mala	Budapest	Ceska Trebova	Helsinki	all CN hub, except of Wuhan	Wuhan
Rail Service terminal	<b>Green</b> - as normal												
	<b>Orange</b> - slow down	●	●	●	●	●	●	●	●	●	●	●	●
	<b>Red</b> - close												
Rail Service Trucking	<b>Green</b> - as normal												
	<b>Orange</b> - congestion and slow down	●	●	●	●	●	●	●	●	●	●	●	●
	<b>Red</b> - service not available												●
Rail Service Capacity	<b>Green</b> - schedule as normal												
	<b>Orange</b> - partial schedule cancelled	●	●	●	●	●	●	●	●	●	●	●	●
	<b>Red</b> - service not available												
Rail Service Carrier	<b>Green</b> - as normal												
	<b>Orange</b> - home office or on shift	●	●	●	●	●	●	●	●	●	●	●	●
	<b>Red</b> - close												

## General overview Road Europe

		Status	European road traffic
General status	Green - 100% work as normal	●	Trucks are running and we can run business as usual with a delays at border in Denmark-Germany, Germany-Poland and Sweden-Norway. Our Italian traffic will be severely limited in the coming weeks, adn we are able to offer service on ad hoc basis only - see more below under government regulation. In Spain many consignees are closed and we often need to store cargo in terminals, waiting for consignees to re-open. However there is also a pressure on warehouse in Spain, and it is currently a challenge to find warehouse space.
	Yellow - Minor impacts		
	Red - Serious impact		
Ferry situation	Green - running as normal schedule	●	Fjord Line cancelled line Hirtshals-Stavanger-Bergen Stena Line closed the route Oslo-Frederikshavn. Stena Line closed the route Trelleborg-Sassnitz. DFDS closed Copenhagen-Oslo. Color Line Kiel-Oslo has closed down. Zeebrugge - Gothenburg ferries are sailing on day to day schedule where departure times are updated on a daily basis.
	Yellow - slight delays		
	Red - No service / serious delay		
Capacity	Green - 70% ~ 100% of normal capacity	●	No capacity constraints so far. We have the trucks we need to operate. However incoming flow of trucks has been reduced in particular Sweden, meaning it may be difficult to find one way trucks in a short notice. We start to see worrying signs that truckdrivers might be restricted in where they are allowed to go.
	Yellow - 30% ~ 69% of normal capacity		
	Red - less than 30% of normal capacity		
Leadtimes	Green - 100% work as normal	●	Expect longer leadtimes as there are queues on all european borders. Time definite deliveries may not be possible
	Yellow - Minor delay occasionally		
	Red - Serious delay		
Cost-effects	Green - Normal	●	At this point we dont have the full overview, but it is clear that due to the closed ferry routes, cost will increase in certain routes. Queues may also have an effect on the cost and thereby prices we are able to provide. We aim to deliver normal service all over, but warn that extra cost may occur with short or no notice. The SEK & NOK is falling against EUR and we are monitoring the impact of this. All customers are encouraged to make sure that the consignee of their cargo is open and can receive cargo. If we arrive at a closed office or factory, SGL will need to unload the truck and store the cargo for later delivery - on the expense of the customer. On Italy export and import, we will not be able to operate at the normal prices quoted, but will offer ad hoc pricing per booking In Spain when customers can not received cargo, we will put the cargo on interim storage for account of the cargo. Pls. check that cargo can be received before booking.
	Yellow – Risk of increased cost on ad hoc basis		
	Red – Force majeure - all quotes are invalid. We only work on ad hoc pricing		
Government regulation	Green – Normal	●	All borders in Europe remain open for cargo passage. In France we have been informed that certain regions have banned distribution of everything but foodstuff. We are following the situation and will inform when we have more detailed news. Certain countries have made restrictions on non croatian drivers are allowed to enter Croatia if they have transitted certain specific countries. Turkey only allows native Turkish drivers into the country. In Italy the government has closed down all "non-essential" factories, which means that the cargo flow from and to Italy will be severely limited and all transport will take place on ad hoc basis as of 24.03.2020. Russia has officially announced that starting 27.03.2020, all Russia is having one week official holiday and all factories will be closed, we are therefore not offering service to Russia next week.
	Yellow – Minor disruption – can still deliver		
	Red – Full block of one or more geographic areas – no delivery possible		