A description of export bans and transport restriction datasets

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Export restrictions

- All GTA acts from 2019 and 2020 were considered for the study, with two types of acts included: "Export bans" or "Export licensing requirements". This amounts to 46 acts in total, 40 in 2020, 6 in 2019.

- The 6 acts from 2019 are all export bans from the UK, between October and December. These are not explicitly related to COVID-19 and only mention 'national shortages'. The latest of the six acts, from late December, is the removal of an export ban on alogliptin/metformin.

- The 2020 acts all seem, explicitly or not, related to COVID-19. Four bans relate to "all drugs", i.e. they are general and don't mention a specific list of drugs. They date from early March and are from Czech Republic, Albania, Serbia and South Africa. The Serbia export ban has been lifted on the 15th of May.

- Most export bans and licensing requirements only cover one or a couple of specific drugs. Anti-malarial drugs such as hydroxychloroquine, and antiviral/antiretroviral drugs such as lopinavir and ritonavir, appear in several of them. Bulgaria banned the export of "quinine based drugs".

- Five countries restricted or banned the export of a long list of specific drugs whose names are available on official government website. These are the UK (export ban), Norway (export licensing requirement), Algeria (ban), India (licensing requirement) and Kirghizstan (ban).

- The official document for Algeria repeatedly mentions veterinary drugs and mentions 'médecine humaine' only once. It is not 100% clear whether some of the restrictions may apply to veterinary drugs only, as opposed to human drugs. As some of the drugs/molecules listed in the official customs document are within the scope of this study, the corresponding export ban for Algeria has been included in the dataset.

- Almost all of the export restrictions described in the dataset (i.e. that cover the relevant drugs considered in the project) relate to the five countries mentioned above, on top of the four countries that banned "all drugs". This in addition to Argentina, who introduced export licensing requirement on paracetamol on the 29th of March 2020, while planning to lift it in March 2021.

- Among the five countries, two have announced provisional dates for lifting export restrictions: Norway (31st of December 2020) and Kirghizstan (4th of August 2020).

- Out of the 86 drugs/molecules within the scope of this study, only 24 (28%) haven't suffered from any export ban or licensing requirement while 62 (72%) have.

- The most frequently banned drug is paracetamol, whose export has been specifically banned or restricted by five countries: UK, Norway, India, Argentina, and Kirghizstan.

Transport/shipping restrictions

- The aggregated dataset has been built by merging the country-weekly level data provided by Agility separately for each country and week. The dataset is organised by restriction type (one sheet for Air Freight, one for Ocean Freight, one for Cross-Border Road). Within each sheet, data is sorted by country and by week, from the oldest (up to March 2020) to the most recent available at the time of analysis (end July 2020).

Air Freight

- 25 countries have put Air Freight restrictions in place. Among them are China, India, Kenya, Singapore, South Africa, France, UK, and Germany.

- Air freight reductions either relate to all countries "Worldwide", to whole region such as "Europe/MED", "Asia Pacific" or "Americas", or to specific countries.

- Out of all 3,000 weekly reports, about half (48%) have their capacity rated "significantly constrained", one-quarter (25%) "constrained", 21% "available" and 7% "not available".

- In terms of trade lane capacity impacted by passenger flight cancellation, 27% show a 90%- 100% cargo capacity reduction, 23% show a 80%-90% reduction, 15% show a 70%-80% reduction, 10% show a 60%-70% reduction and 9% show a 50%-60% reduction. Lower-scale reductions appear in less than 5% of reports. Less than 1% report no impact/normal operations.

- Regarding the capacity impacted by freighter cancellations, 28% report freighter market as normal, 10% report a 90%-100% reduction, 5% report a 80%-90% reduction, 11% report a 70%-80% reduction. 30% report a capacity reduction between 30% and 70%. Only 2% report more freighters than normal.

- In terms of charter situation, more than half reports (52%) mention *fewer* charters than normal. 34% report the charter market as *normal* and 14% report *more* charter movements than normal.

Ocean Freight

- Ocean freight Agility data is available for the same 25 countries as Air Freight.

- As opposed to Air Freight reductions which could be identified at the country level or worldwide, Ocean freight restrictions are usually reported at the regional/continental level. A few occurrences mention "China", "India" and "South Africa", but these represent less than 1% of all reports.

- In terms of current capacity status, out of about 1,900 weekly reports, 57% are marked 'available', 27% are marked 'constrained', 13% are marked 'significantly constrained' and 2% are market 'not available'.

- Regarding container availability, 64% are marked as *normal* (no shortages), 17% as *slight* container or equipment shortages, 12% as *moderate* container or equipment shortages, and 8% as *acute* container or equipment shortages.

Cross-Border Road

- Cross-border road data is available for 22 countries, mostly the same as for Air Freight and Ocean Freight.

- Oppositely to Ocean Freight data, Cross-border road data restrictions are relevant at the country-level. In only a few occurrences, reports mention a whole region "Europe/MED" or "EU countries".

- In terms of local pickup impact, out of the 1,700 reports, 18% mention *serious* delays/disruptions, 21% mention *moderate* delays/disruptions, 24% mention *slight* delays/disruptions, and 38% mention *normal* operations.

- The most frequent land border policy mentioned is “land borders open with extra checks” (43%), followed by “land borders open” (36%) and "borders closed except for food and essential items" (13%). Other are mentioned in less than 5% cases.

- Regarding the impact on delivery, 21% reports mention serious delays/disruptions, 18% moderate, 30% slight and 31% report normal operations.

- The capacity status is “available” in more than half cases (54%). 11% are significantly constrained and 29% are constrained. 7% are not available.

- Regarding driving or equipment constraints, half (50%) are reported normal. 17% are reported being significantly constrained, 16% moderately constrained and 18% slightly constrained.