



International
Civil Aviation
Organization

Organisation
de l'aviation civile
internationale

Organización
de Aviación Civil
Internacional

Международная
организация
гражданской
авиации

منظمة الطيران
المدني الدولي

国际民用
航空组织

Tel.: +1 514-954-8219 ext. 8374

Ref.: EC 6/3 – 20/46

18 March 2020

Subject: Adherence to relevant ICAO Annex 9 – *Facilitation* Standards; and Actions taken by Member States to reduce the spread of the novel coronavirus (COVID-19) by air transport and to protect the health of air travellers and the aviation personnel.

Action required: Member States are urged to: a) establish National Facilitation Committees in line with Annex 9 Standard 8.19; b) adhere to Annex 9 Standards 4.7 and 8.8 related to air cargo operations; c) take into account the guidance material in relation to screening measures; and d) provide ICAO with their actions taken to reduce the spread of the coronavirus (COVID-19) by air transport aiming at protecting the health of air travellers and aviation personnel, no later than 30 April 2020.

Sir/Madam,

On 6 March 2020, in a joint statement, ICAO and the World Health Organization (WHO) reminded all stakeholders of the importance of following existing regulations and guidance, particularly the relevant standards contained within the various Annexes to the Convention on International Civil Aviation (Chicago Convention) and the International Health Regulations (2005): <https://www.icao.int/Security/COVID-19/Pages/Statements.aspx>.

On 9 March 2020, the ICAO Council, at the Fourth Meeting of the 219th Session, adopted a Declaration on the novel coronavirus (COVID-19), <https://www.icao.int/Security/COVID-19/Pages/Declaration.aspx>, in which, the Council “affirmed the urgent need to reduce the public health risk of the spread of COVID-19 by air transport and protect the health of air travellers and aviation personnel” and urged Member States and stakeholders to notably, “apply existing Standards and Recommended Practices (SARPs) contained in ICAO Annexes to the Chicago Convention, and the existing guidance provided by WHO when addressing outbreaks of communicable diseases that pose a public health emergency of international concern”.

On 11 March 2020, the Director-General of the WHO declared the outbreak of the COVID-19 a pandemic without recommending any travel or trade restrictions. All countries must strike a fine balance between protecting public health, respecting human rights and minimizing economic and social disruption.

999 Robert-Bourassa Boulevard
Montréal, Quebec
Canada H3C 5H7

Tel.: +1 514-954-8219
Fax: +1 514-954-6077

Email: icaohq@icao.int
www.icao.int

In that regards, States are reminded of the related ICAO Annex 9 - *Facilitation* provisions to expediting the release and clearance of goods carried by air, with a focus on Standard 4.7, regarding use of modern screening or examination techniques for examination of goods, and Standard 8.8 for the facilitation of entry, departure and transit of aircraft engaged in relief flights and to implement all measures to facilitate the receipt of aid, including overflight and landing rights and necessary privileges and immunities for relief units, in an effort to avoid disruption.

I have been pleased to note that several States have implemented measures to prevent disruptions to such critical operations, by maintaining all cargo flights and excluding crew members of cargo flights from quarantine. There is an urgent need to ensure sustainability of the global air cargo supply chain and in maintaining the availability of medication, and equipment such as ventilators, masks and other health and hygiene-related goods, which are necessary to assist in reducing the public health risk of the spread of COVID-19.

Furthermore, some States have reported the implementation of entry screening for air travellers. Evidence, however, has shown that entry screening may miss infected cases and States are reminded not to rely on entry screening as a stand-alone measure. Screening measures should be part of a multilayer strategy.

In order to share with States aviation stakeholders and air travellers, the various measures taken by States to reduce the public health risk of the spread of COVID-19 by air transport and protect the health of air travellers and aviation personnel, ICAO has developed a COVID-19 homepage on its public website, <https://www.icao.int/Security/COVID-19/Pages/default.aspx>.

In light of the above, States' are strongly urged to:

- a) coordinate between aviation and health authorities and to establish National Facilitation Committees that comprise all relevant groups, in line with Annex 9 Standard 8.19, taking into account that cross-sector collaboration at the national level is essential;
- b) adhere to the relevant Annex 9 Standards intended to ensure sustainable air cargo operations and global air cargo supply chain;
- c) take into account the guidance material contained in Appendix 12, page 12-2 to Annex 9, notably the ones related to screening measures to be applied in a health emergency and the additional information found in Chapters 4 and 8 of ICAO Doc 9957, *The Facilitation Manual* and Doc 10042, *Model National Air Transport Facilitation Programme*; and
- d) provide ICAO with the actions taken to reduce the spread of the COVID-19 by air transport aiming at protecting the health of air travellers and the aviation personnel, no later than 30 April 2020. The requested information to be sent to ICAO by e-mail at, fal@icao.int will be shared on the ICAO public website COVID-19.

For additional information on Annex 9 – *Facilitation* Standards and Recommended Practices and assistance for its implementation, please contact Chief, Facilitation Section, Dr Narjess Abdennebi at fal@icao.int.

Accept, Sir/Madam, the assurances of my highest consideration.



Fang Liu
Secretary General



ICAO

UNITING AVIATION

Effects of Novel Coronavirus (COVID-19) on Civil Aviation: Economic Impact Analysis

Montréal, Canada
18 March 2020





- Introduction and Background
- Scenario Analysis: **Mainland China**
- Scenario Analysis: **Hong Kong and Macao SARs of China and Taiwan, Province of China**
- Summary of Scenario Analysis and Additional Estimates: **China**
- Scenario Analysis: **Republic of Korea**
- Scenario Analysis: **Italy**
- Scenario Analysis: **Iran (Islamic Republic of)**
- Preliminary Analysis: **Japan and Singapore**
- Preliminary Analysis: **Transatlantic between United States and Schengen Area**



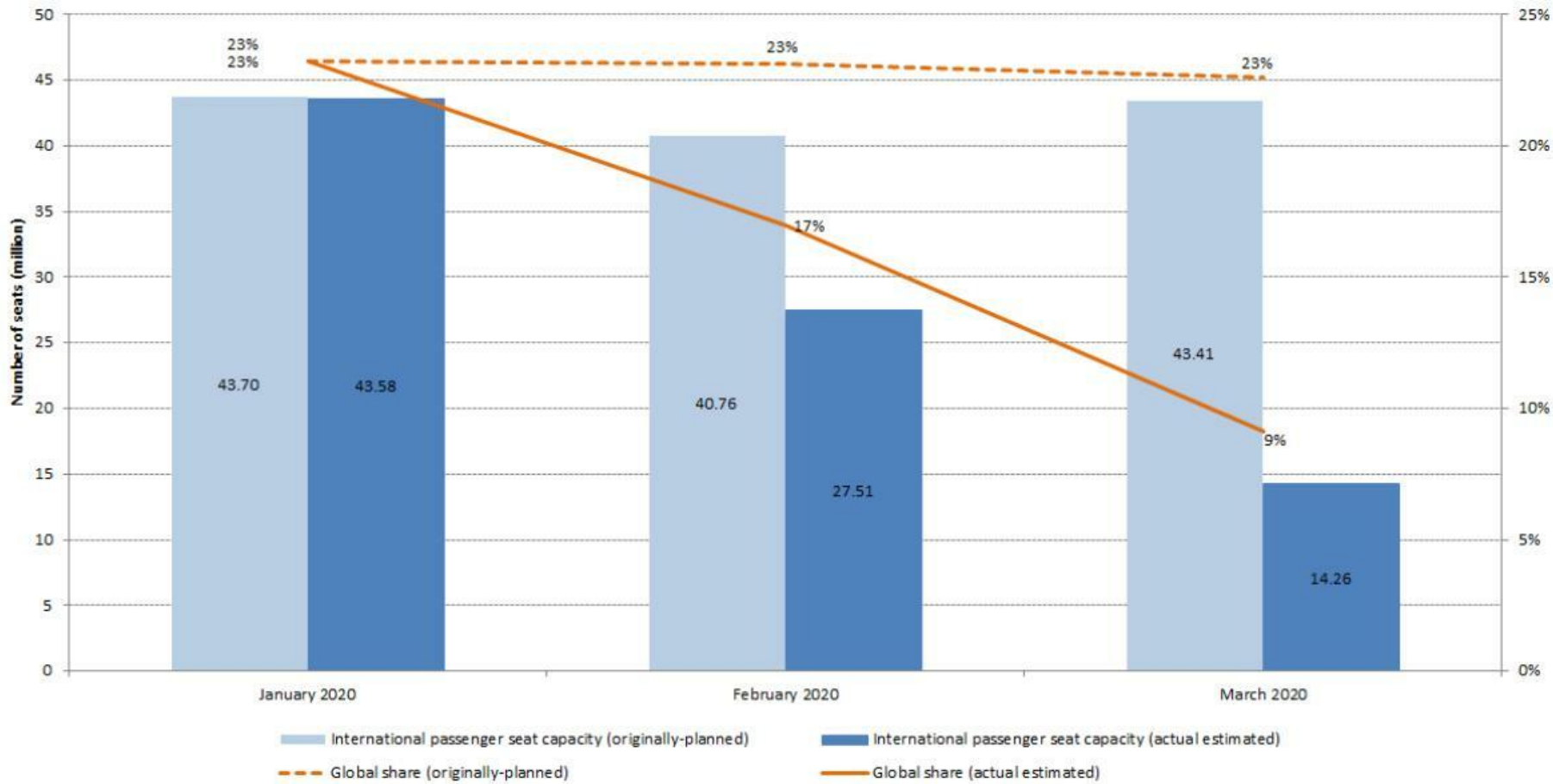
Estimated impact of COVID-19 outbreak on scheduled **international passenger** traffic during **1Q 2020** compared to originally-planned:

- **China (including Hong Kong/Macao SARs and Taiwan Province):** 39% seat capacity reduction, 29.9 to 31.9 million passenger reduction, USD 6.7 to 7.2 billion loss of gross operating revenues of airlines
- **Republic of Korea:** 29% seat capacity reduction, 7.8 to 8.5 million passenger reduction, USD 1.5 to 1.7 billion loss of gross operating revenues of airlines
- **Italy:** 22% seat capacity reduction, 6.5 to 6.7 million passenger reduction, USD 0.8 to 0.9 billion loss of gross operating revenues of airlines
- **Iran (Islamic Republic of):** 25% seat capacity reduction, 600,000 to 640,000 passenger reduction, USD 92 to 100 million loss of gross operating revenues of airlines

* *Coronavirus Disease 2019 (COVID-19) Situation Report by WHO as of 15 March 2020*



Global capacity share of 4 States dropped from 23% in January to 9% in March 2020



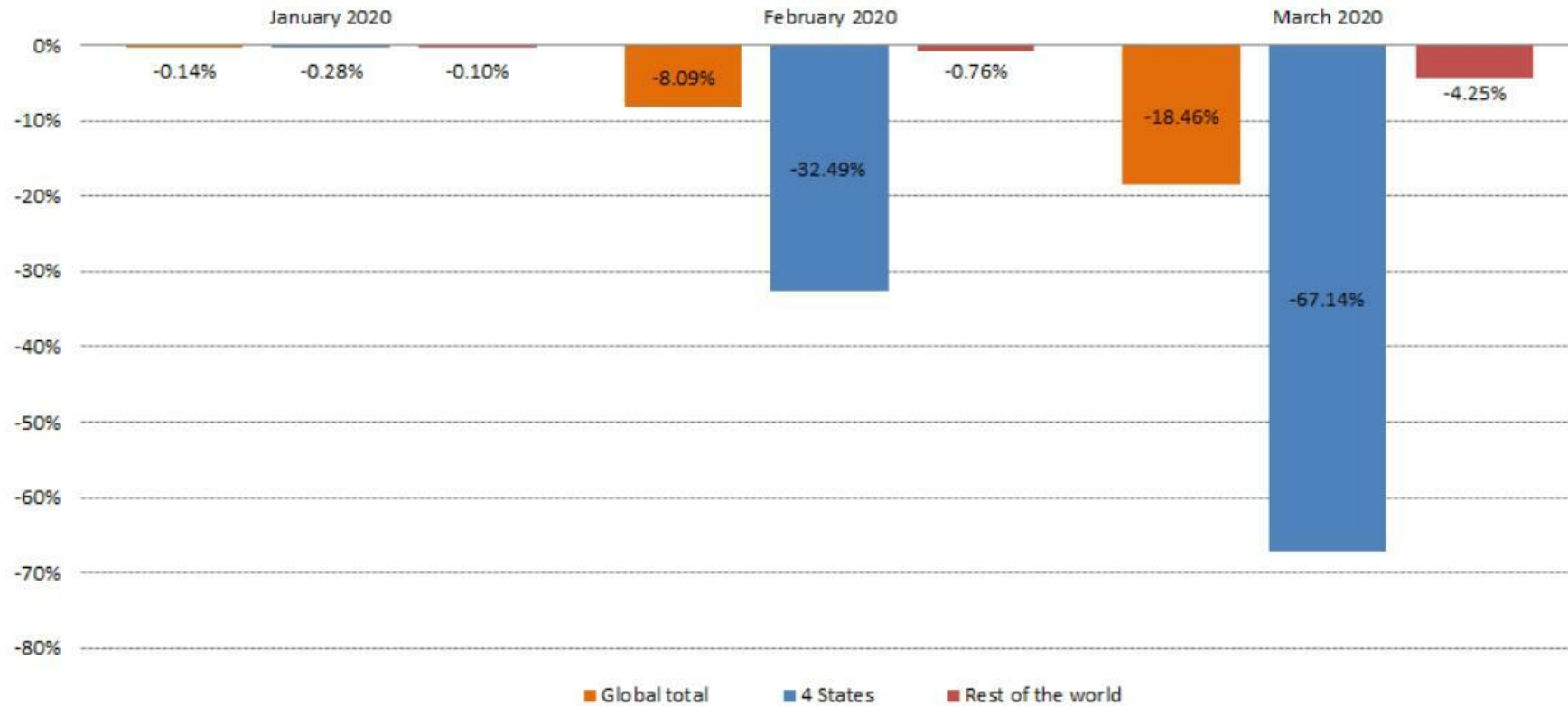
- Number of seats offer by airlines for scheduled international passenger traffic;
- 4 States combined with the exclusion of route overlaps

Source: ICAO estimates based on OAG, Routes Online and airline websites



4 States have represented a significant portion of international capacity reduction in 1Q 2020

Reduction of international passenger seat capacity from originally-planned



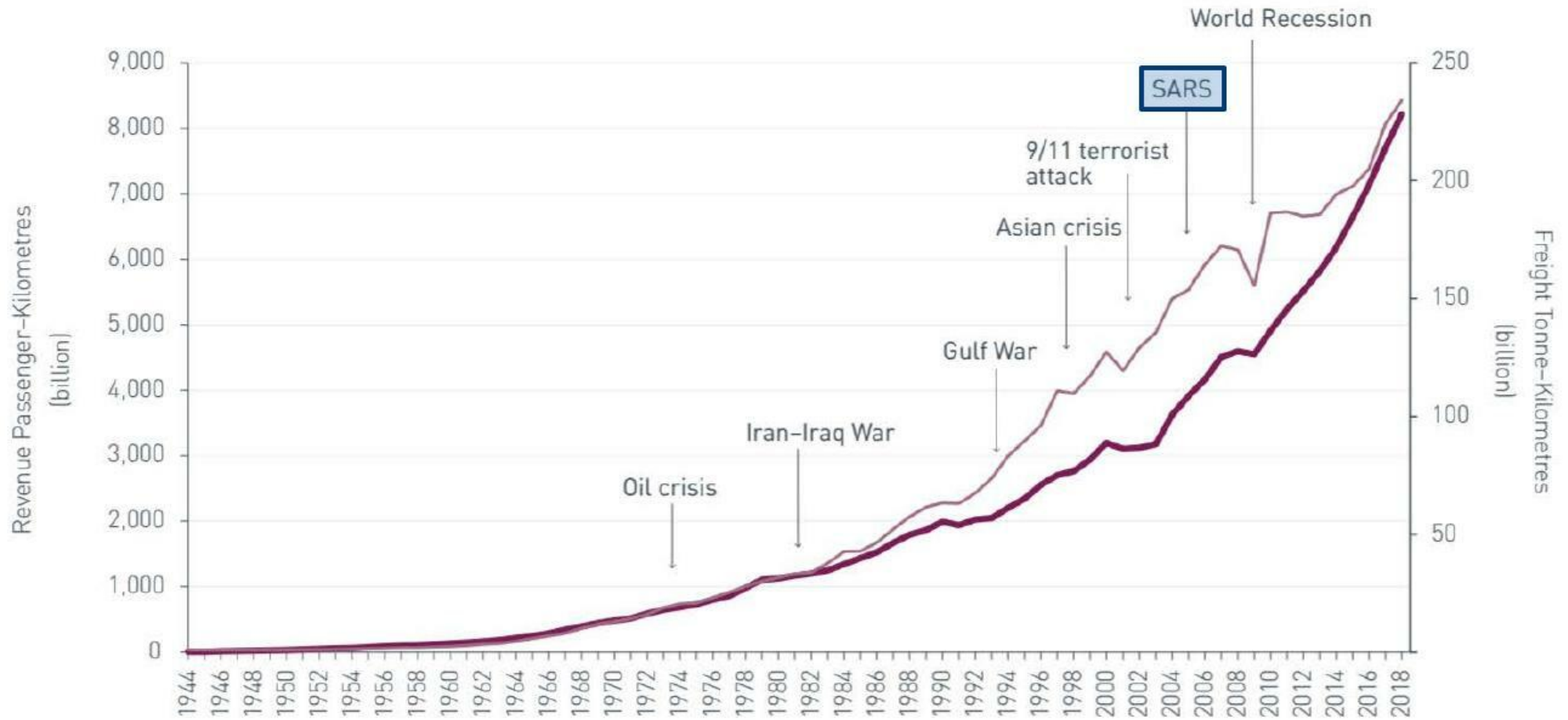
Source: ICAO estimates based on OAG, Routes Online and airline websites



Introduction and Background



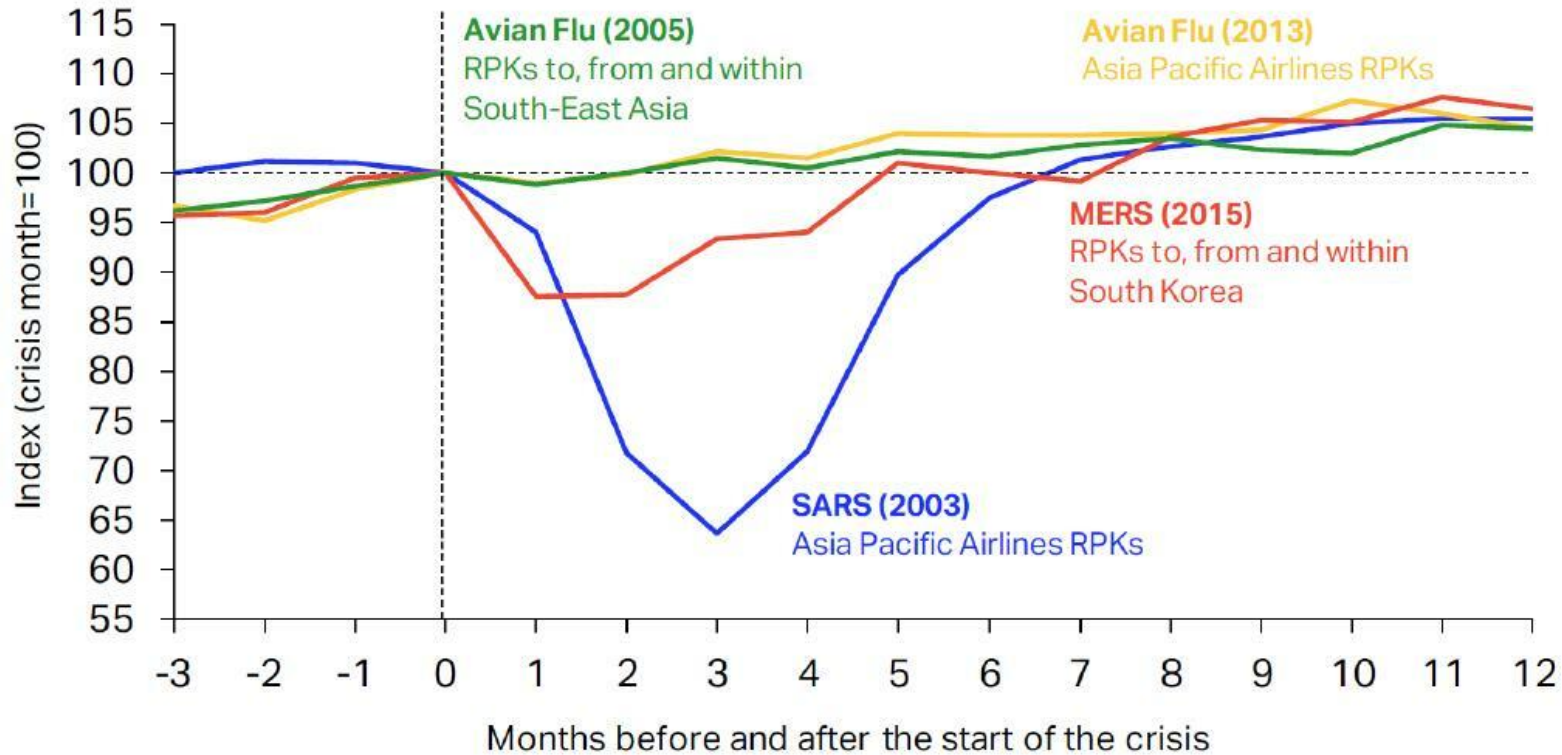
Air traffic has been vulnerable to external factors including disease outbreaks



Source: ICAO Annual Report of the Council

Scheduled commercial traffic
Total (international and domestic) services

Impact of past outbreaks on aviation



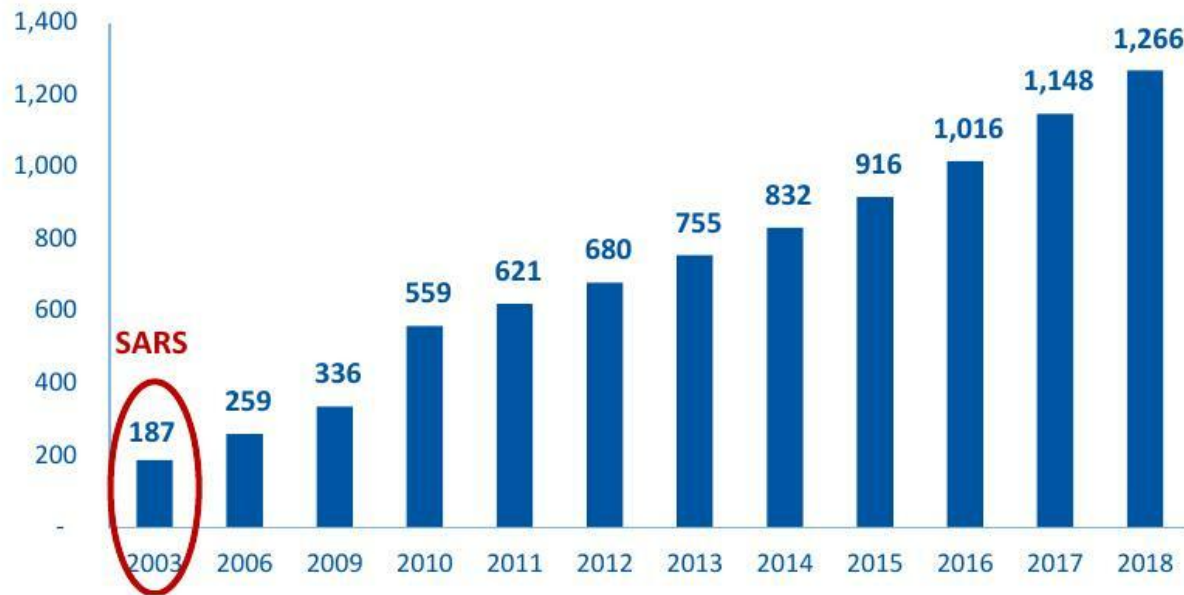
History shows that SARS has the most serious impact on traffic. At the height of the outbreak (May 2003), monthly RPKs of Asia-Pacific airlines were 35% lower than their pre-crisis levels. Overall in 2003, Asia-Pacific airlines lost **8% of annual RPKs** and **\$6 billion of revenues**.

Source: IATA Economics

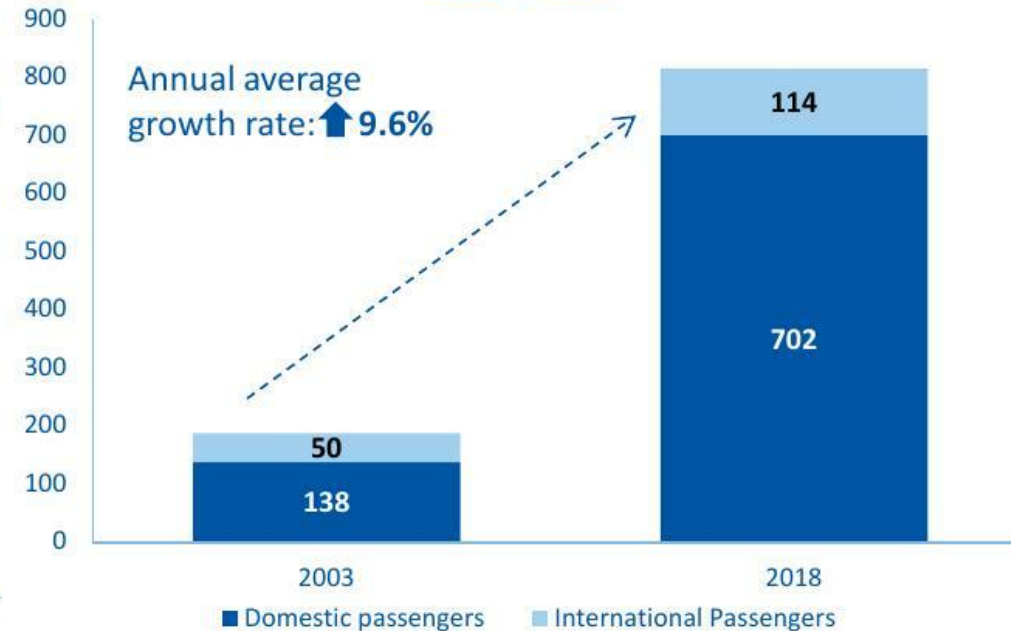


Chinese international traffic more than doubled since 2003 SARS spread

Total number of passenger moved through Chinese airports 2003-2018 (million of passengers)

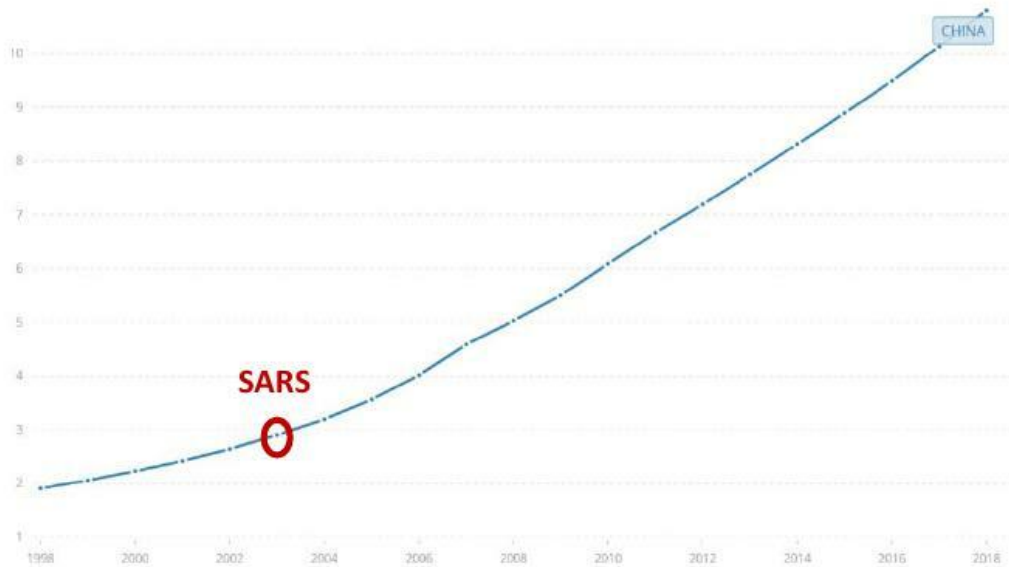


Passengers move to/from Chinese airports 2003 vs 2018

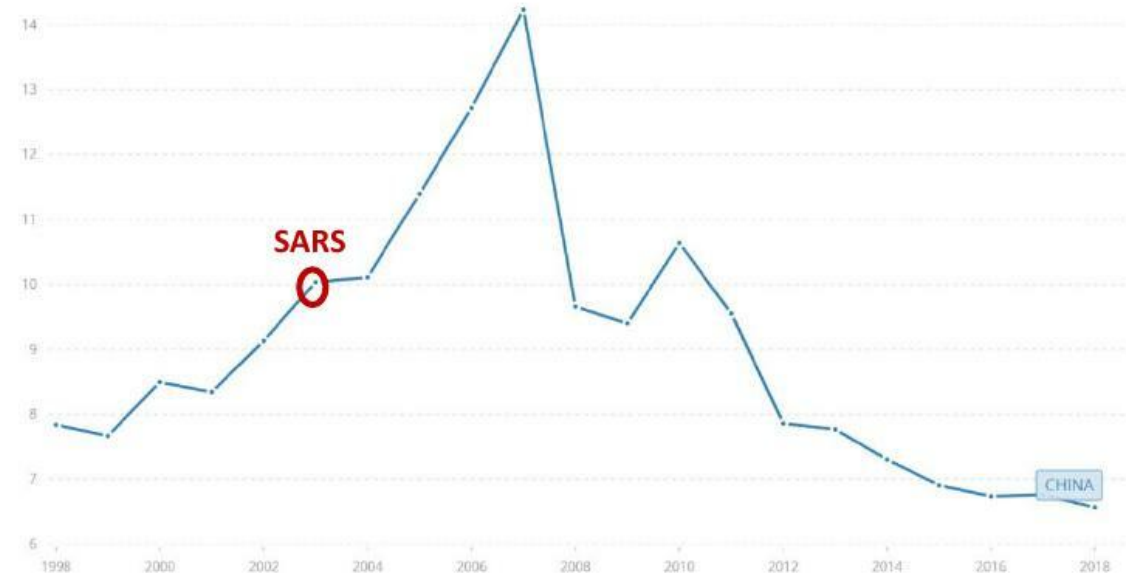


Chinese economic size quadrupled since 2003 but growth rate slowed down

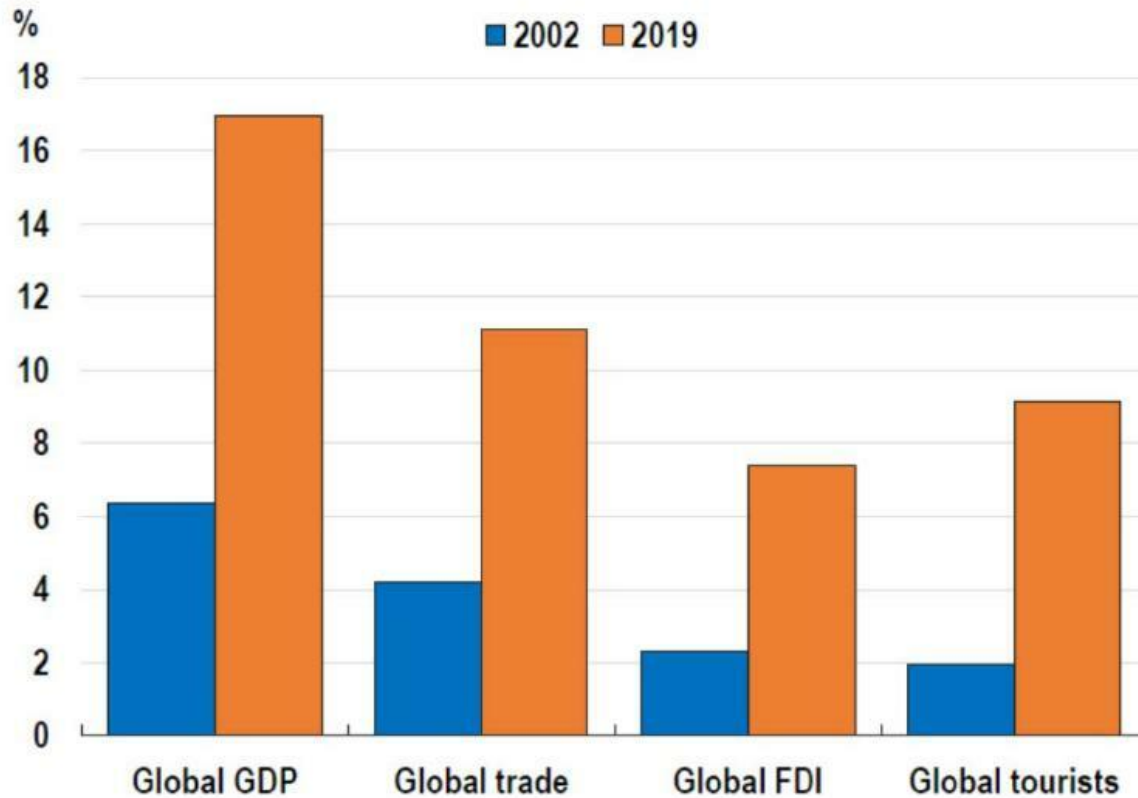
GDP of China (constant 2010 USD, trillion)



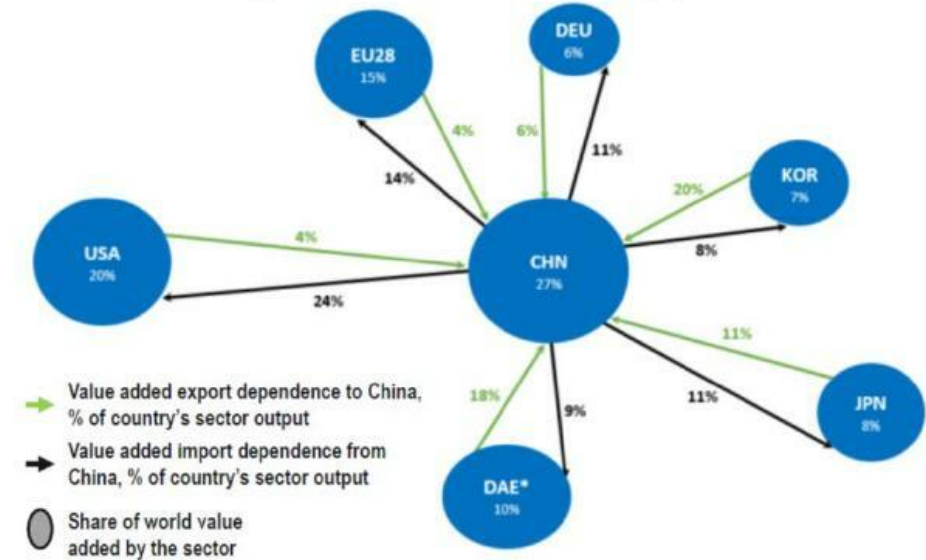
GDP Annual Growth of China (%)



Share of China in world



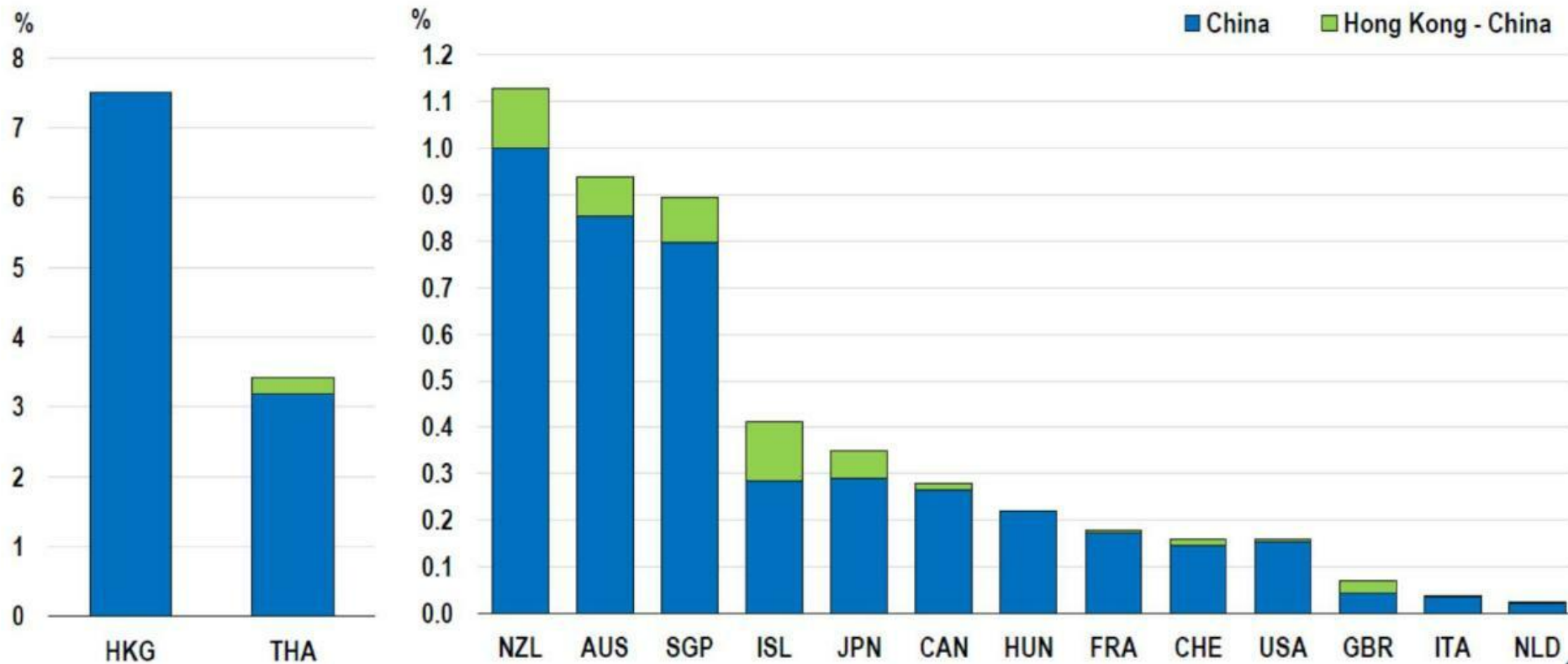
Computers, electronics and electrical equipment sector



Value added trade flows between China and key partners

Travel services to China and Hong Kong-China, as a share of GDP

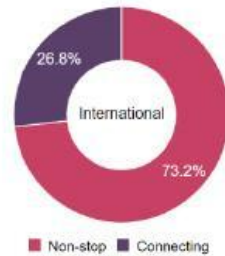
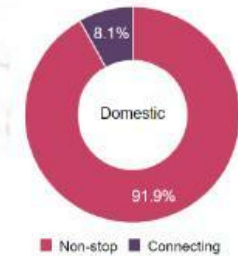
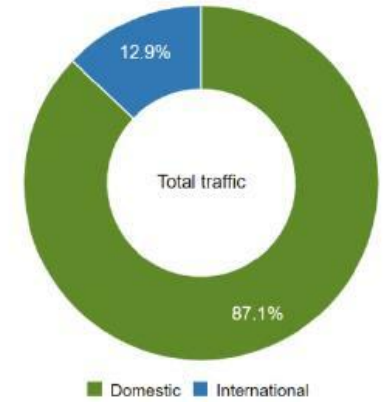
2018



Source: OECD Interim Economic Outlook dated 2 March 2020

Air connectivity of China in terms of O-D passenger movement

Major international air traffic originating from People's Republic of China in 2018



Air connectivity of Wuhan airport in terms of O-D passenger movement

Major air traffic originating from Wuhan Tianhe International Airport in 2018

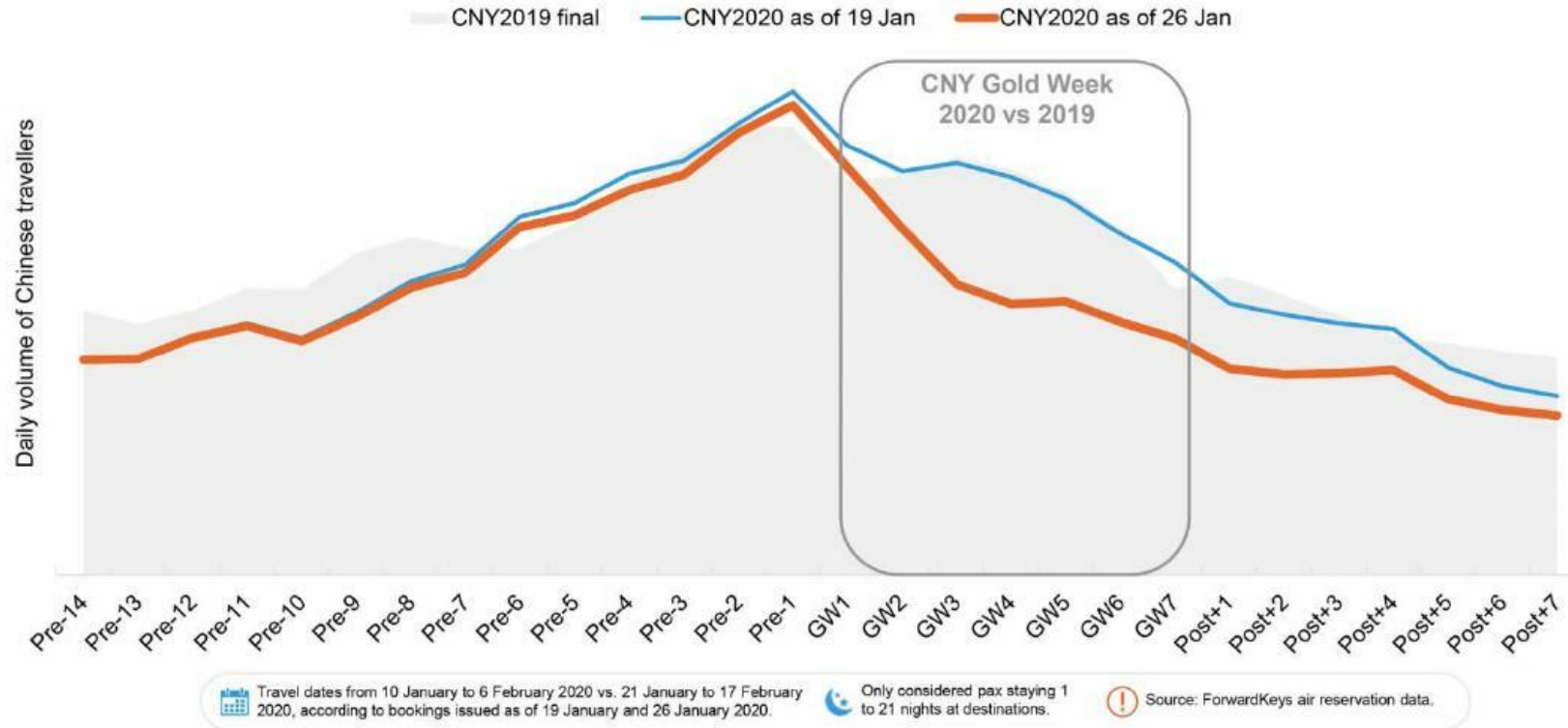


24,073,870
Total traffic

Source: ICAO-ICM MIDT data

COVID-19 outbreak caused a substantial setback in flight bookings for Chinese New Year

Chinese air arrivals in worldwide regions for Chinese New Year, before vs one week after the travel restrictions
 10 January – 6 February, Bookings made as of 19 January and 26 January 2020. Volumes of arrivals.



© ForwardKeys, 2020. All Rights Reserved.



Flight cancellation has exceeded actual operations since 31 January 2020



Note: The above includes a) international from mainland China, Hong Kong SAR of China, Macao SAR of China, Taiwan, Province of China; b) domestic within mainland China, and c) regional between mainland China and Hong Kong SAR, Macao SAR and Taiwan Province

Source: CARNOC.com (retrieved on 9 March 2020)



Scenario Analysis: Mainland China

This is a preliminary analysis. Figures and estimates herein will be updated with the situation evolving and more information available.



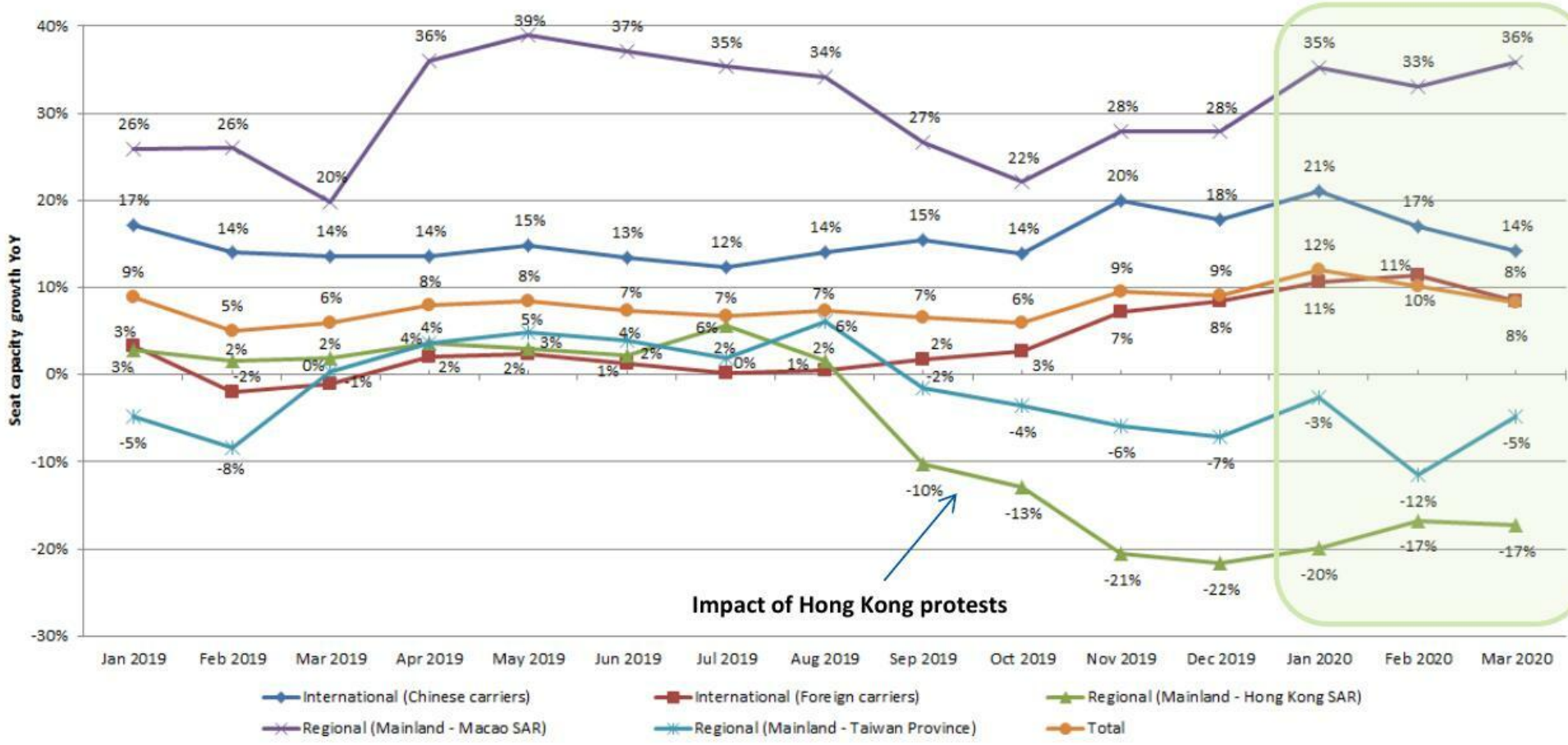
- **“International”** refers to scheduled international passenger services from/to mainland China excluding:
 - scheduled passenger services between mainland China and Hong Kong Special Administrative Region (SAR) of China, Macao SAR of China and Taiwan, Province of China; and
 - scheduled international passenger services from/to Hong Kong SAR, Macao SAR of China and Taiwan, Province of China
- **“Regional”** refers to scheduled passenger services:
 - between mainland China and Hong Kong SAR of China
 - between mainland China and Macao SAR of China; and
 - between mainland China and Taiwan, Province of China



- **Baseline (hypothetical situation without COVID-19 outbreak)**
 - Seat capacity: used "originally-planned" winter schedule
 - Load factor: applied 78% for Chinese carriers, 80% for foreign carriers and 87% for LCCs (both Chinese and foreign)
- **Scenario 1 (mild)**
 - Seat capacity: estimated by airlines' schedule changes
 - Load factor: applied the same % as baseline in January; 15 and 12 percentage points lower than baseline in February and March, respectively (15 percentage points lower in March for Korea, Iran and Italy)
- **Scenario 2 (severe)**
 - Seat capacity: estimated by airlines' schedule changes
 - Load factor: applied the same % as baseline in January, 25 and 22 percentage points lower than baseline in February and March, respectively (25 percentage points lower in March for Korea, Iran and Italy)



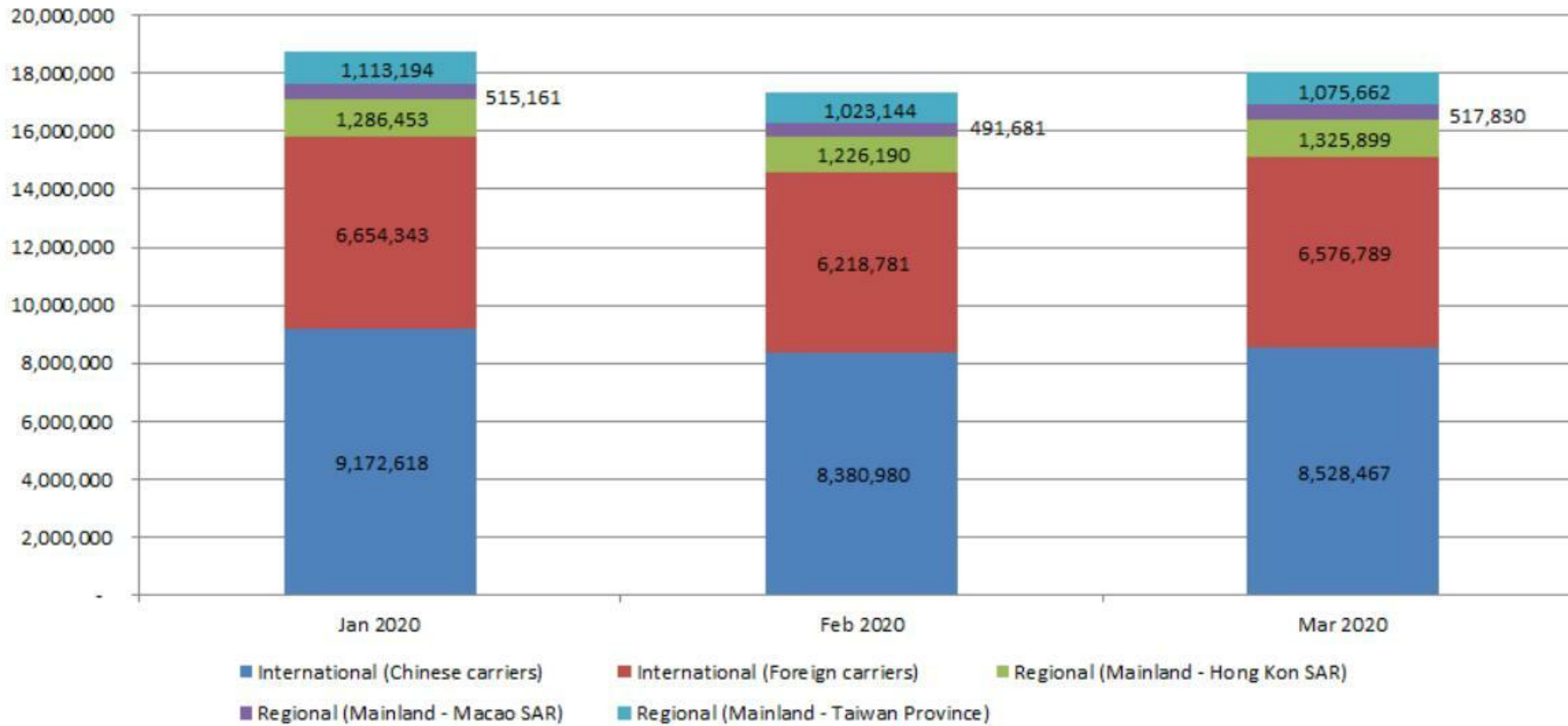
10% seat capacity increase compared to 1Q 2019



A total of YoY 10% seat capacity increase originally - planned for 1Q 2020 despite the reduction of capacity between mainland China and Hong Kong SAR and Taiwan Province

Impact of Hong Kong protests

Number of seats offered by airlines (1Q 2020 originally-planned)

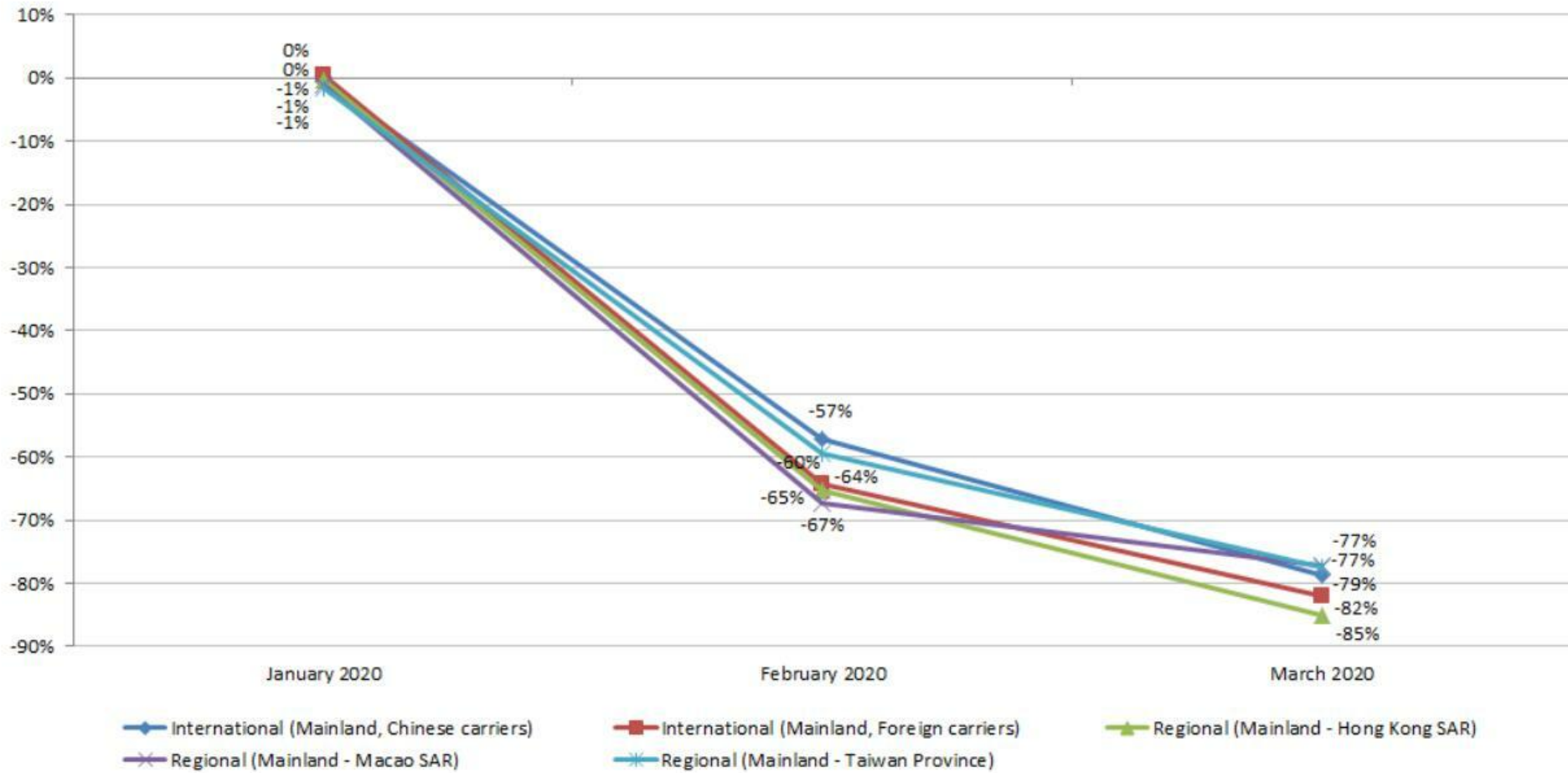


Capacity share 1Q 2020

- 48%: International by Chinese carriers
- 36%: International by foreign carriers
- 7% Mainland China - Hong Kong SAR
- 3% Mainland China - Macao SAR
- 6% Mainland China - Taiwan Province



Scenarios 1 & 2: 46% seat capacity reduction from Baseline



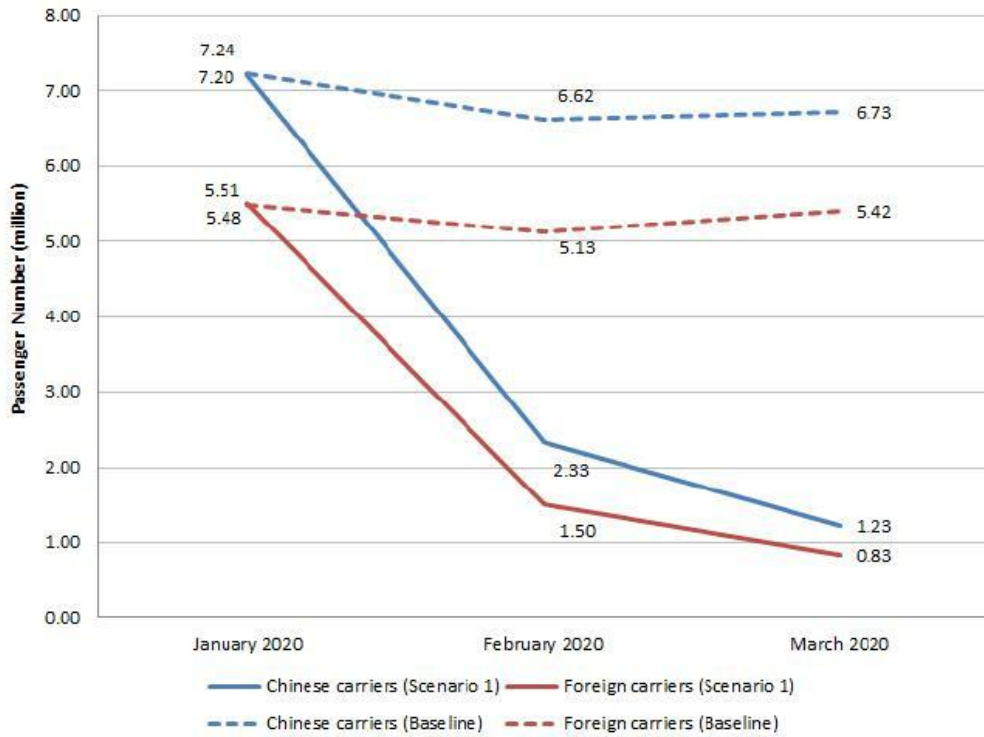
Source: ICAO estimates based on OAG, Routes Online and airline websites



18.0 to 18.9 million “international” passenger reduction in 1Q 2020 compared to Baseline

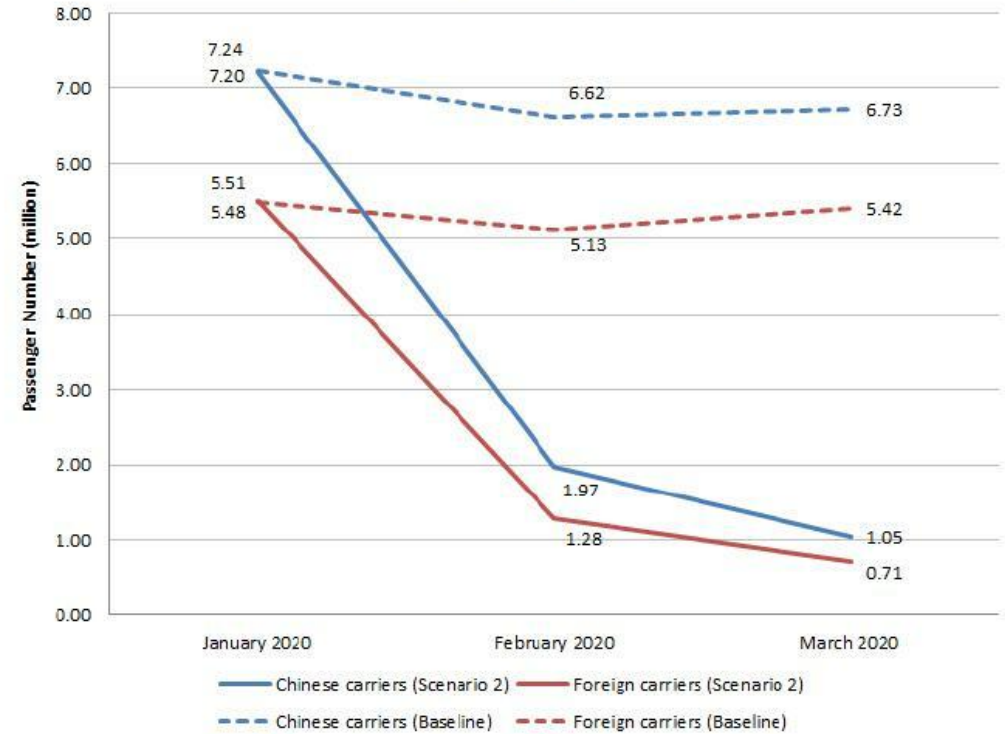
Scenario 1

18.0 million passenger reduction



Scenario 2

18.9 million passenger reduction





3.5 to 3.7 million “regional” passenger reduction in 1Q 2020 compared to Baseline

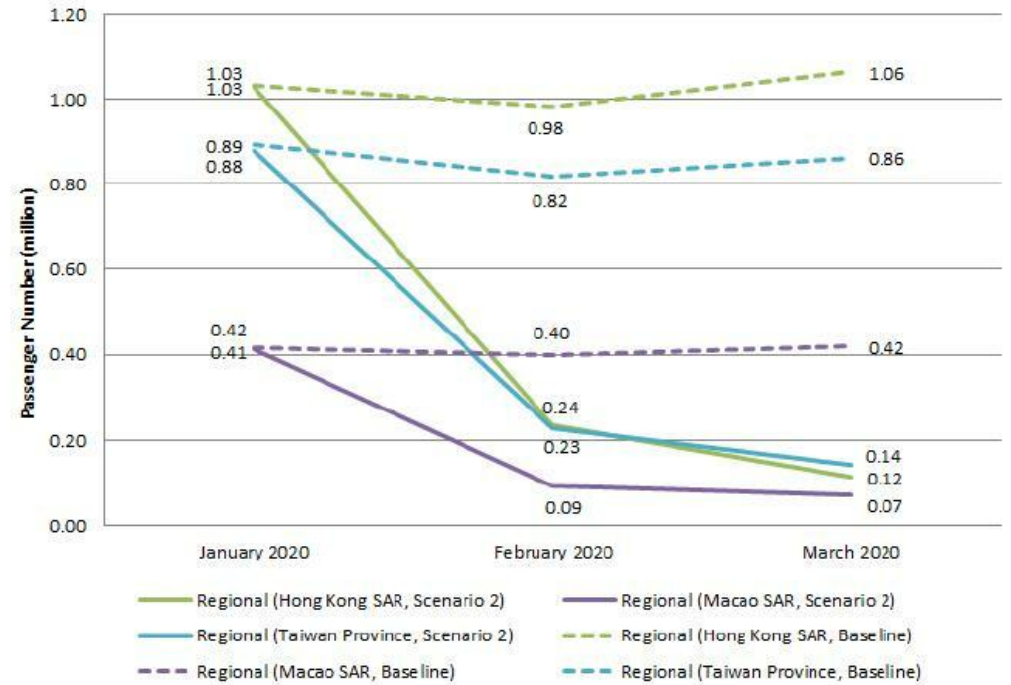
Scenario 1

3.5 million passenger reduction



Scenario 2

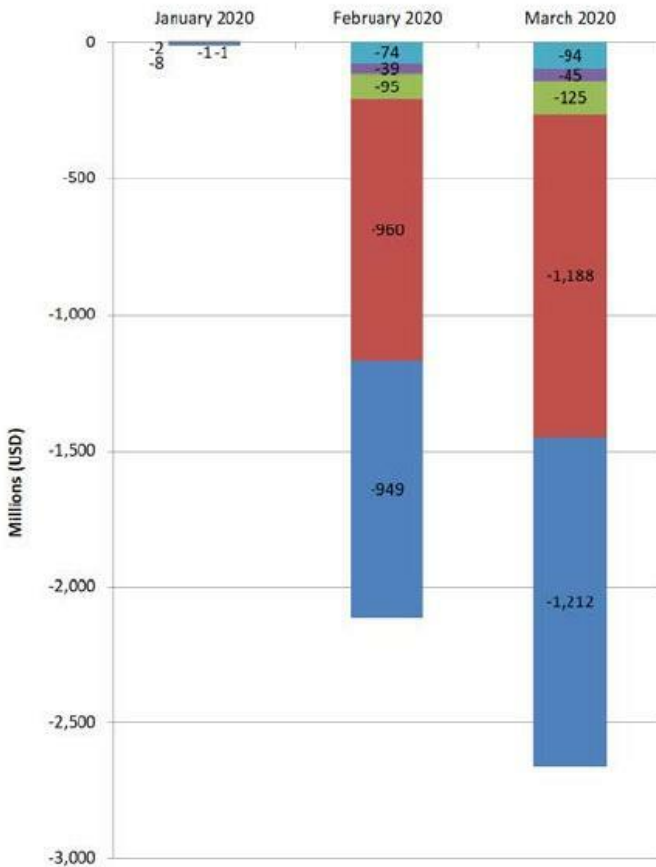
3.7 million passenger reduction



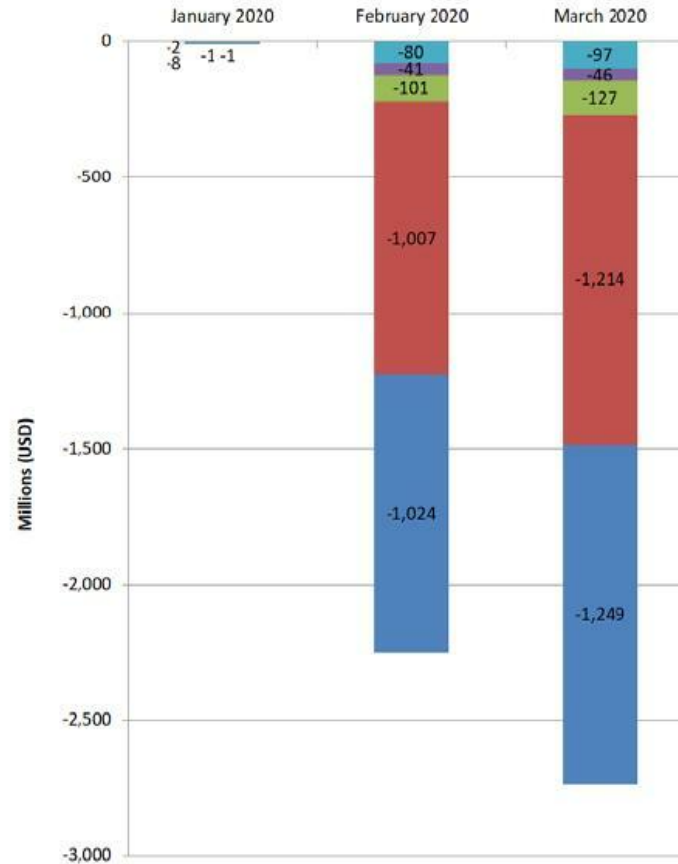


Approx. USD 4.8 to 5.0 billion potential loss of airline revenues for 1Q 2020 compared to Baseline

Scenario 1: USD 4.8 billion reduction



Scenario 2: USD 5.0 billion reduction



- International (Chinese carriers)
- International (Foreign carriers)
- Regional (Mainland - Hong Kong SAR)
- Regional (Mainland - Macao SAR)
- Regional (Mainland - Taiwan Province)

- International: calculated with an average fare of USD 250 per passenger based on traffic/financial reports of CA, CZ and MU with wide variations by destination (20% lower for LCCs);
- Regional: calculated with an average fare of USD 135 per passenger based on traffic/financial reports of CA, CZ and MU (20% lower for LCCs)

The preliminary estimates indicate the impact in terms of scheduled international passenger traffic from/to mainland China (including between mainland China and Hong Kong SAR of China, Macao SAR of China and Taiwan, Province of China) during 1Q 2020 compared to originally-planned:

- Overall reduction of **46% of seats offered by airlines**
- Overall reduction of **21.5 to 22.6 million passengers**
- Approx. **USD 4.8 to 5.0 billion potential loss** of gross operating revenues of airlines

Scope of analysis	Estimated Impact on									
	Number of seats offered by airlines (000)				Number of passengers (000)				Gross operating revenues of airlines (USD, million)	
	Scenario 1		Scenario 2		Scenario 1		Scenario 2		Scenario 1	Scenario 2
International from/to mainland China (Chinese carriers)	-11,600	-44%	-11,600	-44%	-9,800	-48%	-10,400	-50%	-\$2,170	-\$2,280
International from/to mainland China (Foreign carriers)	-9,400	-48%	-9,400	-48%	-8,200	-51%	-8,500	-53%	-\$2,140	-\$2,220
Regional between mainland China and Hong Kong SAR of China	-1,900	-50%	-1,900	-50%	-1,600	-53%	-1,700	-55%	-\$220	-\$230
Regional between mainland China and Macao SAR of China	-700	-48%	-700	-48%	-600	-51%	-700	-53%	-\$80	-\$90
Regional between mainland China and Taiwan, Province of China	-1,500	-45%	-1,500	-45%	-1,300	-49%	-1,300	-51%	-\$170	-\$180
Total	-25,100	-46%	-25,100	-46%	-21,500	-50%	-22,600	-52%	-\$4,790	-\$4,990



Scenario Analysis: Hong Kong SAR of China, Macao SAR of China and Taiwan, Province of China

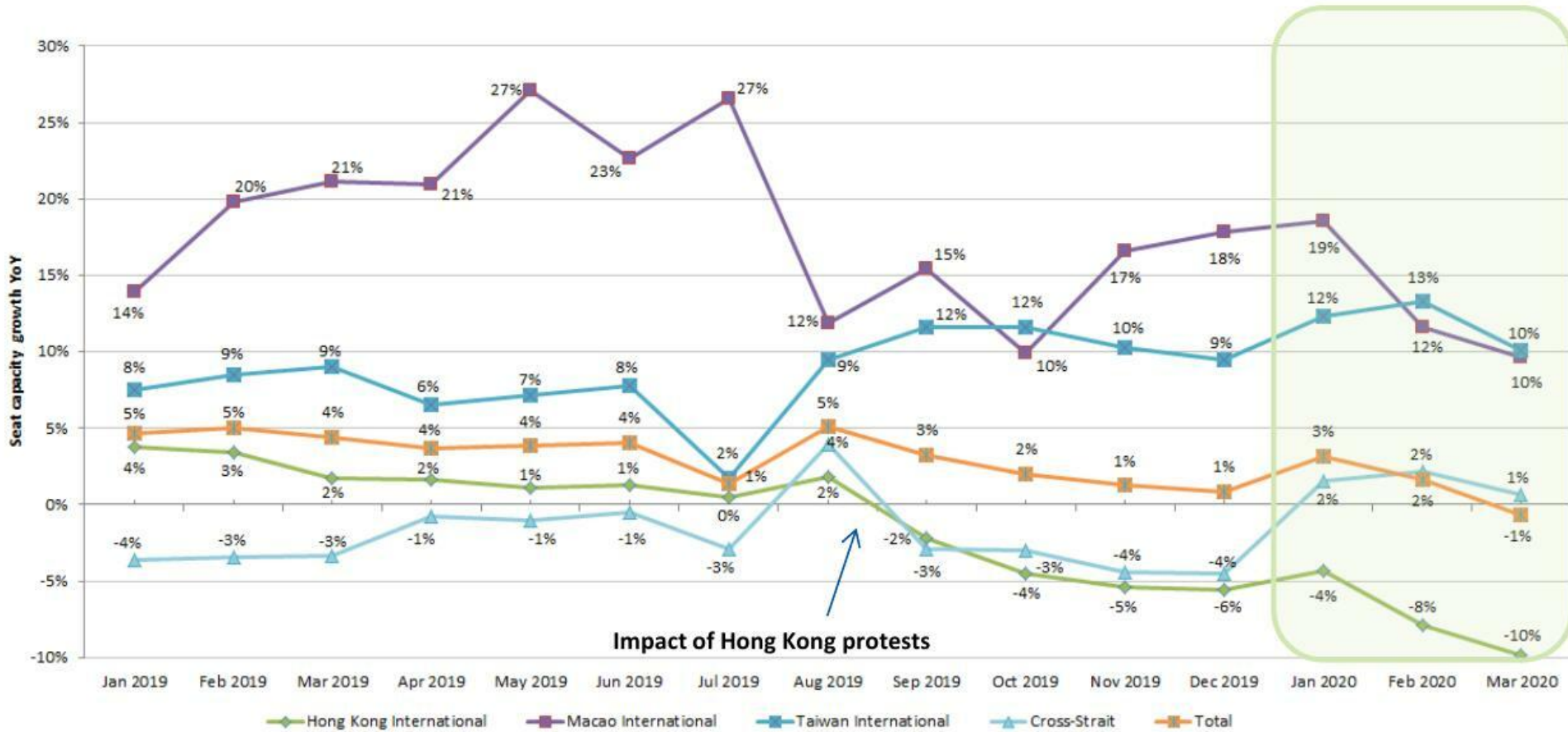
This is a preliminary analysis. Figures and estimates herein will be updated with the situation evolving and more information available.



- **“Hong Kong International”** refers to scheduled international passenger services from/to Hong Kong Special Administrative Region (SAR) of China excluding:
 - scheduled passenger services between Hong Kong SAR of China and mainland China, Macao SAR of China and Taiwan, Province of China
- **“Macao International”** refers to scheduled international passenger services from/to Macao SAR of China excluding:
 - scheduled passenger services between Macao SAR of China and mainland China, Hong Kong SAR of China and Taiwan, Province of China
- **“Taiwan International”** refers to scheduled international passenger services from/to Taiwan, Province of China excluding:
 - scheduled passenger services between Taiwan, Province of China and mainland China, Hong Kong SAR of China and Macao SAR of China
- **“Cross-Strait”** refers to scheduled passenger services among Hong Kong SAR of China, Macao SAR of China and Taiwan, Province of China excluding:
 - **“Regional”** already included in the mainland China analysis



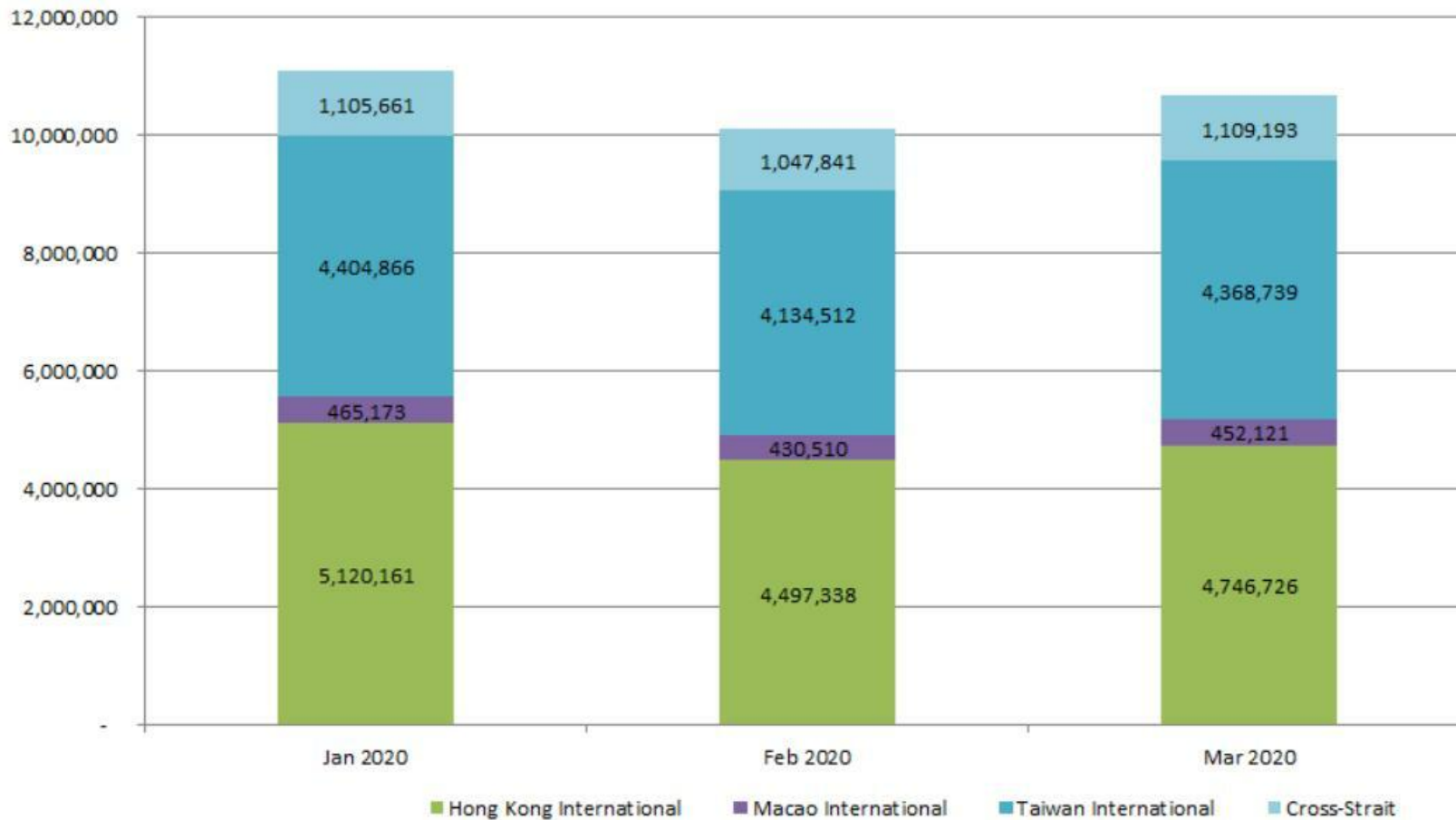
- **Baseline (hypothetical situation without COVID-19 outbreak)**
 - Seat capacity: used "originally-planned" winter schedule
 - Load factor: applied 80% (87% for LCCs)
- **Scenario 1 (mild)**
 - Seat capacity: estimated by airlines' schedule changes
 - Load factor: applied the same % as baseline in January; 15 and 12 percentage points lower than baseline in February and March, respectively (8 and 6 percentage points lower for Taiwan, 15 percentage points lower in March for Korea and Italy)
- **Scenario 2 (severe)**
 - Seat capacity: estimated by airlines' schedule changes
 - Load factor: applied the same % as baseline in January, 25 and 22 percentage points lower than baseline in February and March, respectively (13 and 11 percentage points lower for Taiwan, 25 percentage points lower in March for Korea, Iran and Italy)



A total of YoY 1% seat capacity increase originally - planned for 1Q 2020 with the expectation of continued weak demand for Hong Kong SAR and Cross-strait services



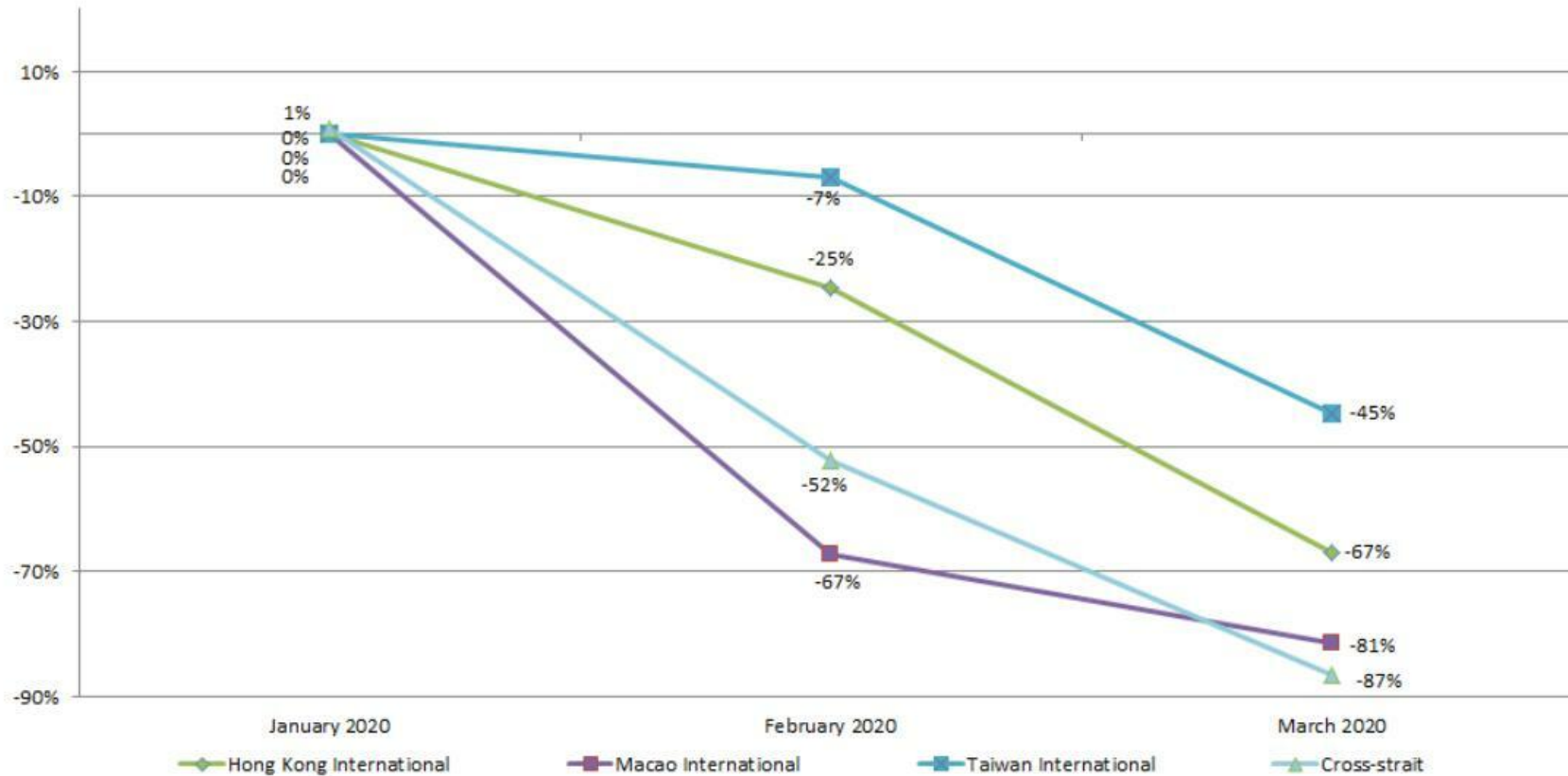
Number of seats offered by airlines (1Q 2020 originally-planned)



Capacity share 1Q 2020

- 45%: Hong Kong International
- 4%: Macao International
- 41%: Taiwan International
- 10%: Cross-Strait

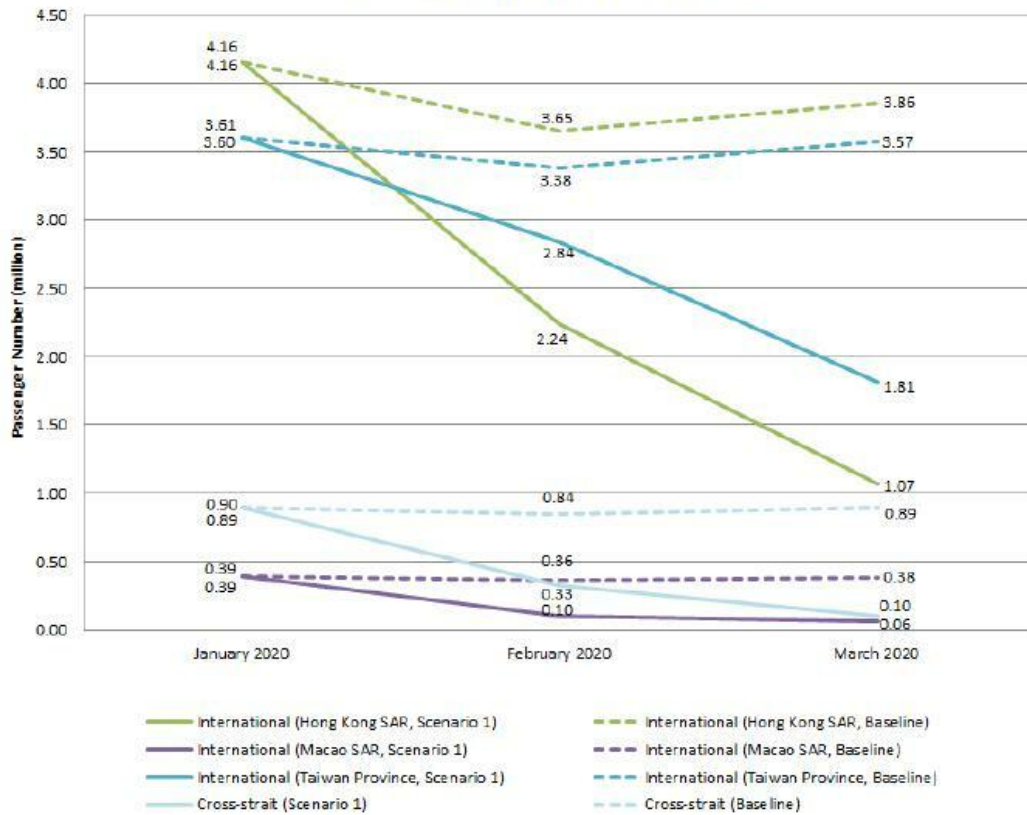
Airlines originally planned to further reduce seat capacity in Hong Kong SAR due to the impact of Hong Kong protests and the continued trade tension.



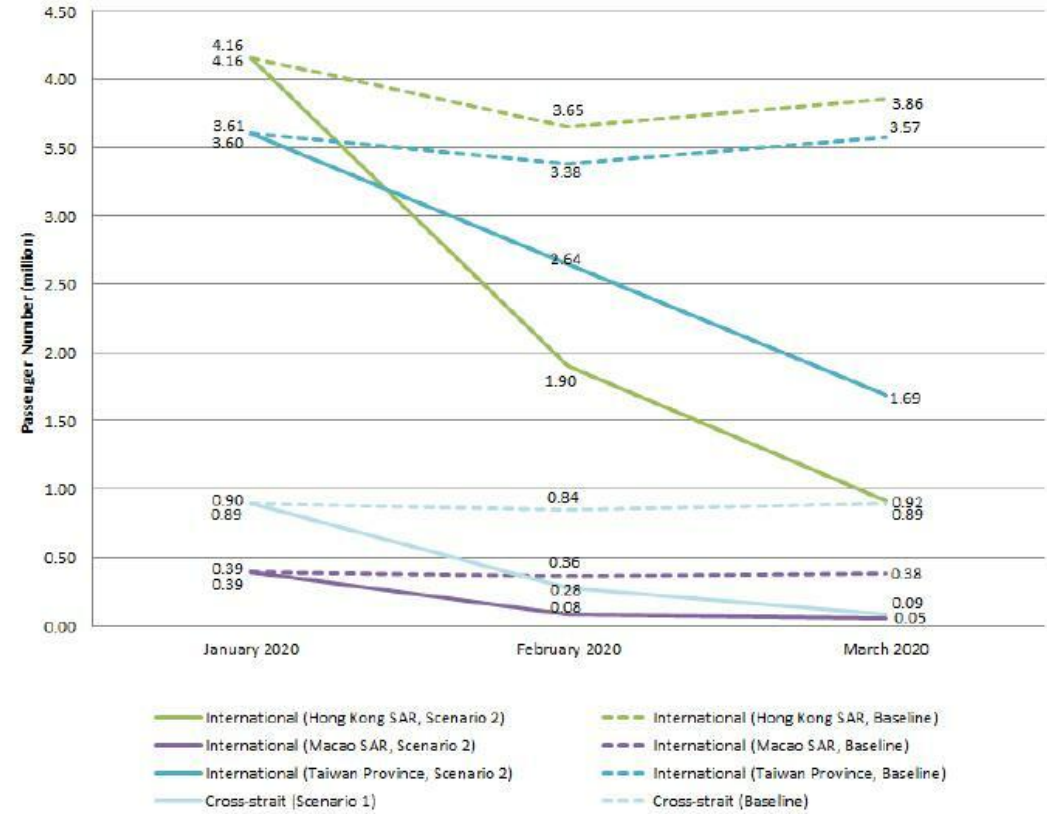
Source: ICAO estimates

8.4 to 9.3 million passenger reduction in 1Q 2020 compared to Baseline

Scenario 1
8.4 million passenger reduction



Scenario 2
9.3 million passenger reduction

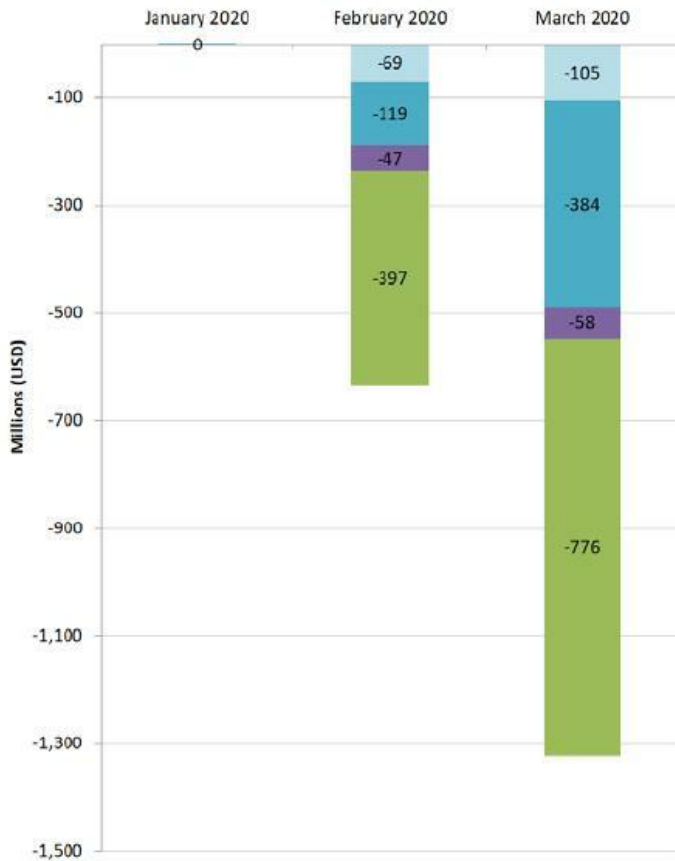


Source: ICAO estimates

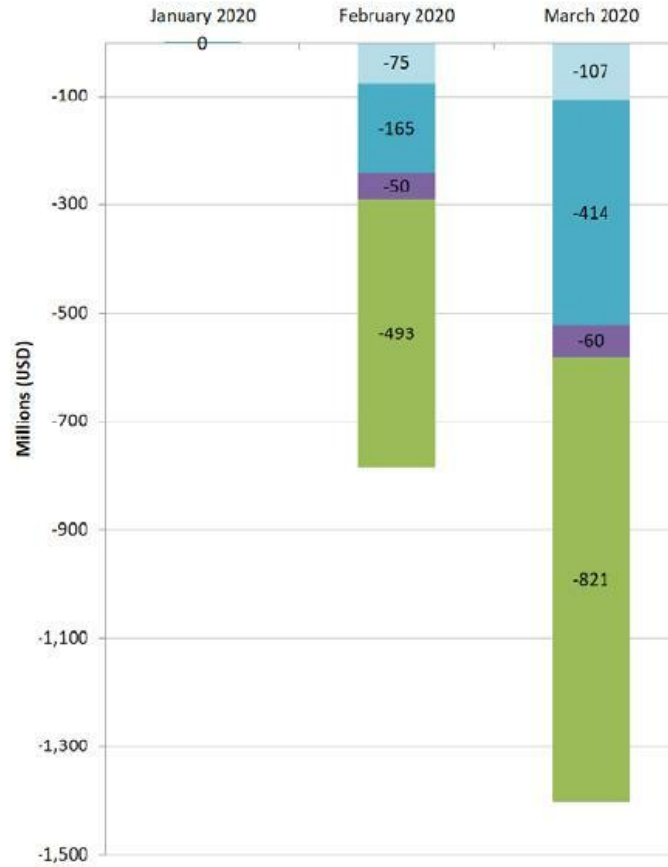


Approx. USD 1.9 to 2.2 billion potential loss of airline revenues for 1Q 2020 compared to Baseline

Scenario 1: USD 1.9 billion reduction



Scenario 2: USD 2.2 billion reduction



- International (Hong Kong SAR)
- International (Macao SAR)
- International (Taiwan Province)
- Cross-strait

- Hong Kong International: calculated with an average fare of USD 287.6 per passenger with wide variations by destination (20% lower for LCCs);
- Macao International: calculated with an average fare of USD 172 per passenger (ditto);
- Cross-Strait: calculated with an average fare of USD 135 per passenger (ditto)

The preliminary estimates indicate the impact in terms of scheduled international passenger traffic from/to Hong Kong SAR of China, Macao SAR of China and Taiwan, Province of China, as well as scheduled passenger traffic among Hong Kong SAR of China, Macao SAR of China and Taiwan, Province of China, during 1Q 2020 compared to originally-planned:

- Overall reduction of **27% of seats offered by airlines**
- Overall reduction of **8.4 to 9.3 million passengers**
- Approx. **USD 1.9 to 2.2 billion potential loss** of gross operating revenues of airlines

Scope of analysis	Estimated Impact on									
	Number of seats offered by airlines (000)				Number of passengers (000)				Gross operating revenues of airlines (USD, million)	
	Scenario 1		Scenario 2		Scenario 1		Scenario 2		Scenario 1	Scenario 2
Hong Kong International	-4,300	-30%	-4,300	-30%	-4,200	-36%	-4,700	-40%	-\$1,170	-\$1,310
Macao International	-700	-49%	-700	-49%	-600	-52%	-600	-54%	-\$110	-\$110
Taiwan International	-2,200	-17%	-2,200	-17%	-2,300	-22%	-2,600	-25%	-\$500	-\$580
Cross-Strait	-1,500	-46%	-1,500	-46%	-1,300	-50%	-1,400	-52%	-\$170	-\$180
Total	-8,700	-27%	-8,700	-27%	-8,400	-32%	-9,300	-36%	-\$1,950	-\$2,180



Summary of Scenario Analysis: China + Additional Estimates

This is a preliminary analysis. Figures and estimates herein will be updated with the situation evolving and more information available.



- The direct impact of COVID-19 outbreak is expected to be greater than that caused by SARS in 2003 due to higher scale of flight cancellations and bigger economic size/air travel market of China
- The preliminary estimates indicate the impact in terms of scheduled international passenger traffic from/to China (including Hong Kong SAR of China, Macao SAR of China, Taiwan, Province of China, and cross-strait services) during 1Q 2020 compared to originally-planned:
 - Overall reduction of **39% of seats offered by airlines**
 - Overall reduction of **29.9 to 31.9 million passengers**
 - Approx. **USD 6.7 to 7.2 billion potential loss** of gross operating revenues of airlines
- The above estimates exclude, inter alia, the impact of traffic reduction related to air cargo, Chinese domestic, as well as other international services



Scope of analysis	Estimated Impact on									
	Number of seats offered by airlines (000)				Number of passengers (000)				Gross operating revenues of airlines (USD, million)	
	Scenario 1		Scenario 2		Scenario 1		Scenario 2		Scenario 1	Scenario 2
International from/to mainland China (Chinese carriers)	-11,600	-44%	-11,600	-44%	-9,800	-48%	-10,400	-50%	-\$2,170	-\$2,280
International from/to mainland China (Foreign carriers)	-9,400	-48%	-9,400	-48%	-8,200	-51%	-8,500	-53%	-\$2,140	-\$2,220
Regional between mainland China and Hong Kong SAR of China	-1,900	-50%	-1,900	-50%	-1,600	-53%	-1,700	-55%	-\$220	-\$230
Regional between mainland China and Macao SAR of China	-700	-48%	-700	-48%	-600	-51%	-700	-53%	-\$80	-\$90
Regional between mainland China and Taiwan, Province of China	-1,500	-45%	-1,500	-45%	-1,300	-49%	-1,300	-51%	-\$170	-\$180
Sub-total	-25,100	-46%	-25,100	-46%	-21,500	-50%	-22,600	-52%	-\$4,790	-\$4,990
Hong Kong International	-4,300	-30%	-4,300	-30%	-4,200	-36%	-4,700	-40%	-\$1,170	-\$1,310
Macao International	-700	-49%	-700	-49%	-600	-52%	-600	-54%	-\$110	-\$110
Taiwan International	-2,200	-17%	-2,200	-17%	-2,300	-22%	-2,600	-25%	-\$500	-\$580
Cross-Strait	-1,500	-46%	-1,500	-46%	-1,300	-50%	-1,400	-52%	-\$170	-\$180
Sub-total	-8,700	-27%	-8,700	-27%	-8,400	-32%	-9,300	-36%	-\$1,950	-\$2,180
Grand total	-33,800	-39%	-33,800	-39%	-29,900	-43%	-31,900	-46%	-\$6,740	-\$7,180

The preliminary estimates indicate the impact in terms of scheduled domestic passenger traffic within mainland China during 1Q 2020 compared to originally-planned:

- Overall reduction of **40% of seats offered by airlines**
- Overall reduction of **66.6 to 75.8 million passengers**
- Approx. **USD 6.7 to 7.6 billion potential loss** of gross operating revenues of airlines

Scope of analysis	Estimated Impact on									
	Number of seats offered by airlines (000)		Number of passengers (000)		Gross operating revenues of airlines (USD, million)					
	Scenario 1	Scenario 2	Scenario 1	Scenario 2	Scenario 1	Scenario 2				
Domestic within mainland China	-76,100	-40%	-76,100	-40%	-66,600	-42%	-75,800	-48%	-\$6,460	-\$7,774
Assumption	Seat capacity is reduced by 3% in January 2020 and 60% in February and March 2020 from the originally-planned schedules (baseline)		Load factor is down from 83% (baseline) to 80% for 1Q 2020		Load factor is down from 83% (baseline) to 80% in January 2020, 58% in February 2020 and 65% in March 2020		Calculated with an average fare of USD 97 per passenger based on CANNNews.com.cn estimates		Calculated with an average fare of USD 102.5 per passenger based on traffic/financial reports of CA, CZ and MU	

PRELIMINARY



Potential loss of revenues from Chinese tourists to top 5 States in 1Q 2020

Top 5 States that Chinese traveller had the largest share		Baseline		Scenario 1		Scenario 2	
		Passenger number	Tourism revenue (in million USD)*	Passenger number	Tourism revenue (in million USD)*	Passenger number	Tourism revenue (in million USD)*
Australia		460,161	446.36	340,318	330.11	296,616	287.72
	Loss	-	-	-119,843	-116.25	-163,545	-158.64
France		240,523	233.31	137,867	133.73	120,670	117.05
	Loss	-	-	-102,656	-99.58	-119,853	-116.26
Japan		3,181,840	3,086.38	2,167,273	2102.25	1,855,034	1,799.38
	Loss	-	-	-1,014,567	-984.13	-1,326,806	-1287.00
Thailand		2,772,352	2,689.18	1,826,629	1771.83	1,589,458	1,541.77
	Loss	-	-	-945,723	-917.35	-1,182,894	-1147.41
United States		888,102	861.46	505,096	489.94	446,707	433.31
	Loss	-	-	-383,006	-371.52	-441,395	-428.15

- Data excludes Special Administrative Regions (SAR) of China (Hong Kong SAR and Macao SAR) and Taiwan, Province of China
- Calculated with average international tourism spending of China (USD 970) per tourist reported by UNWTO



Scenario Analysis: Republic of Korea

This is a preliminary analysis. Figures and estimates herein will be updated with the situation evolving and more information available.

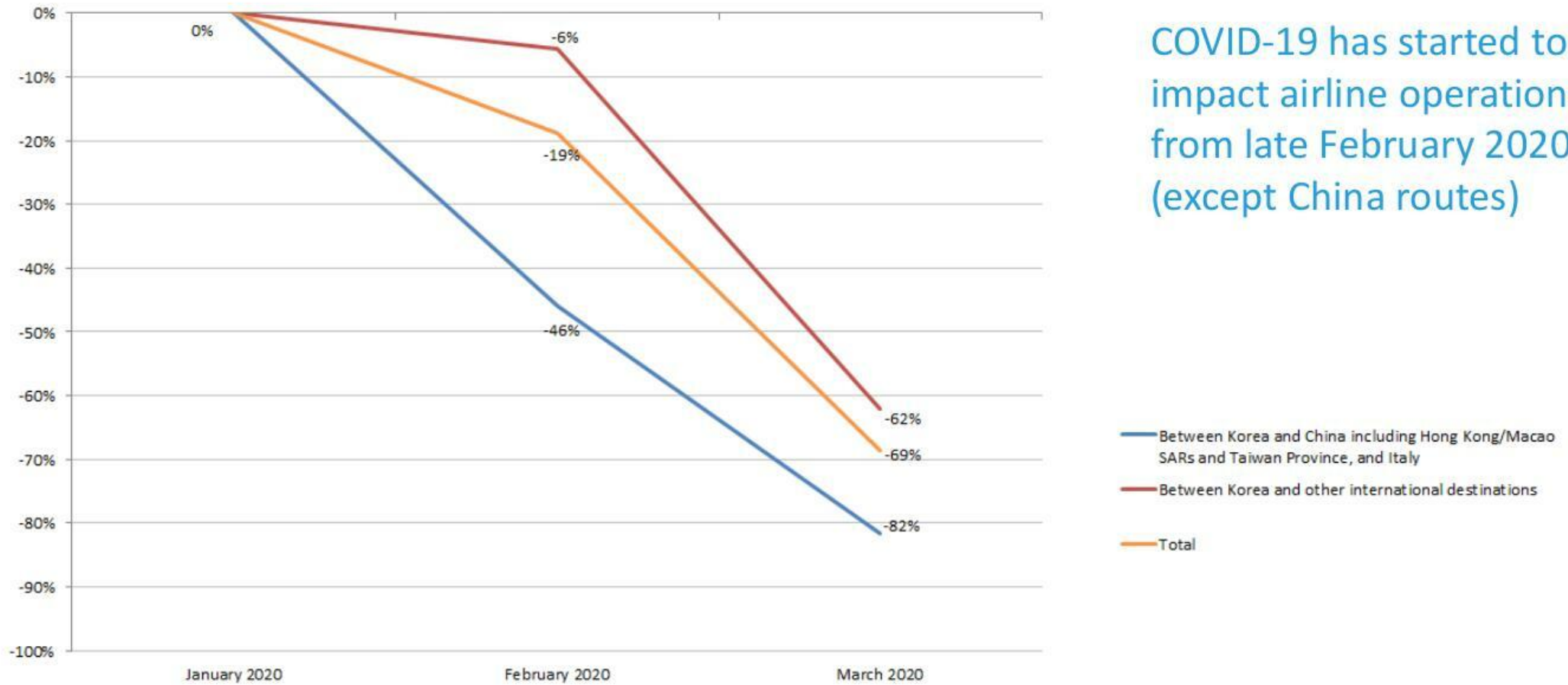


- Scope: scheduled international passenger services from/to Republic of Korea
- Baseline (hypothetical situation without COVID-19 outbreak)*
 - Seat capacity: used "originally-planned" winter schedule
 - Load factor: applied 80% (78% for Chinese carriers, 87% for LCCs)
- Scenario 1 (mild)*
 - Seat capacity: estimated by airlines' schedule changes
 - Load factor: applied the same % as baseline in January; 8 and 15 percentage points lower than baseline in February and March, respectively (15 and 20 percentage points lower for China and Hong Kong/Macao SARs)
- Scenario 2 (severe)*
 - Seat capacity: estimated by airlines' schedule changes
 - Load factor: applied the same % as baseline in January; 13 and 25 percentage points lower than baseline in February and March, respectively (25 percentage points lower in February for China and Hong Kong/Macao SARs)

* Between Republic of Korea and China, Hong Kong/Macao SARs of China, as well as Taiwan, Province of China: extracted the impacts involving Korea from the respective scenarios of China, Hong Kong/Macao SARs and Taiwan Province



29% seat capacity reduction in 1Q 2020 from Baseline

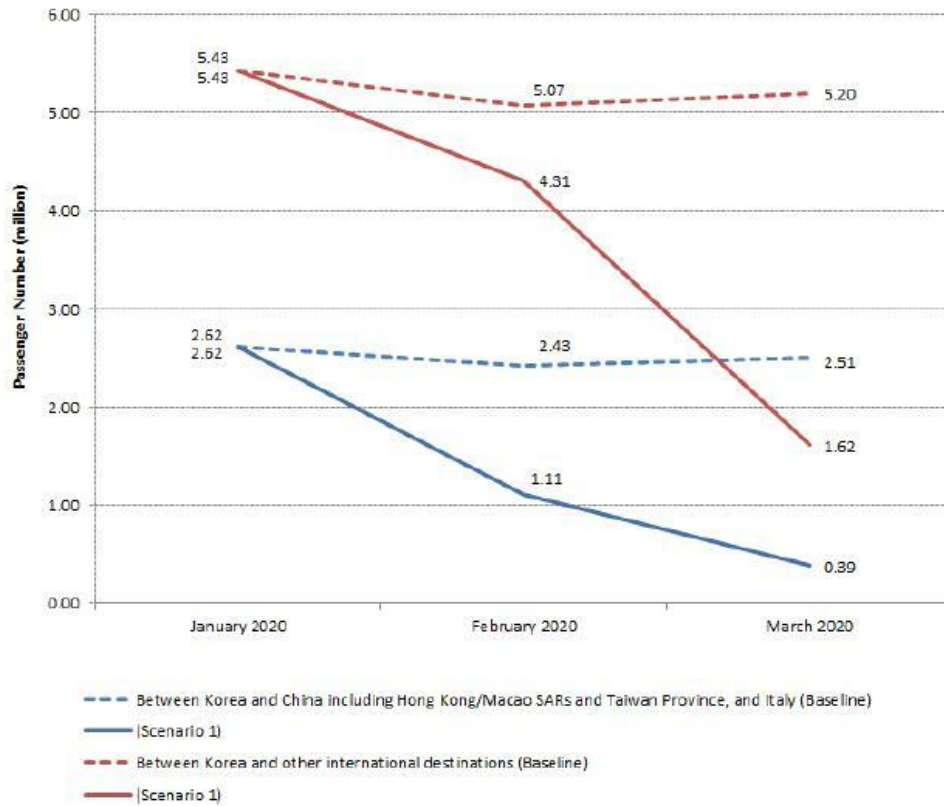


Source: ICAO estimates based on OAG, Routes Online and airline websites

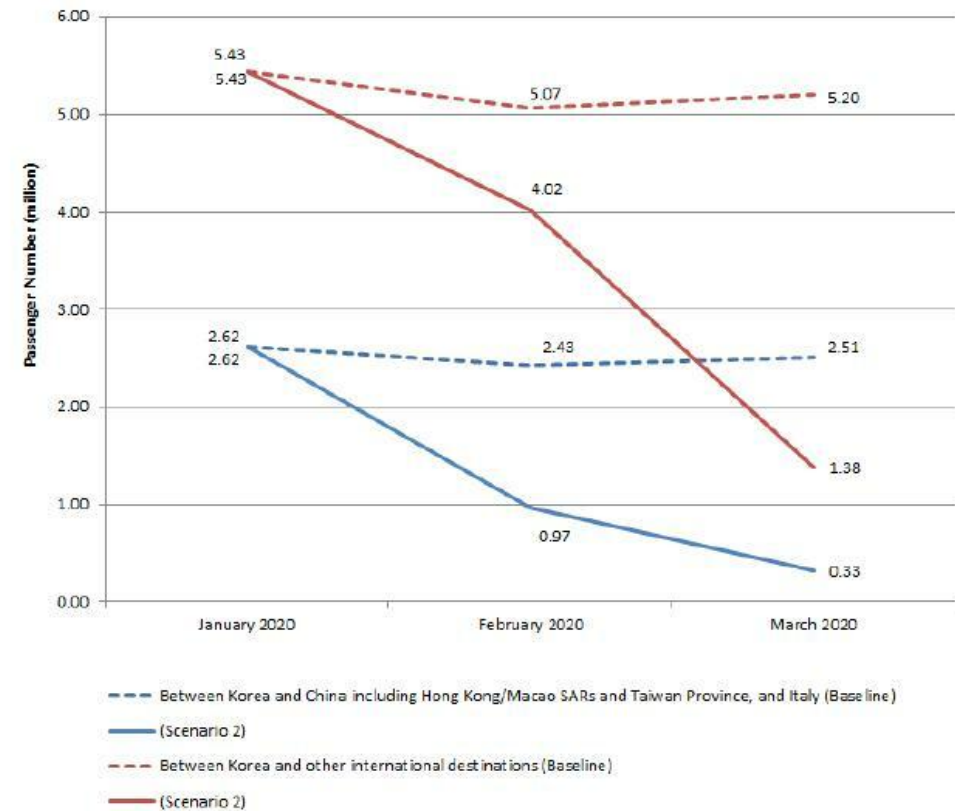


7.8 to 8.5 million passenger reduction in 1Q 2020 compared to Baseline

Scenario 1 6.4 million passenger reduction



Scenario 2 7.0 million passenger reduction

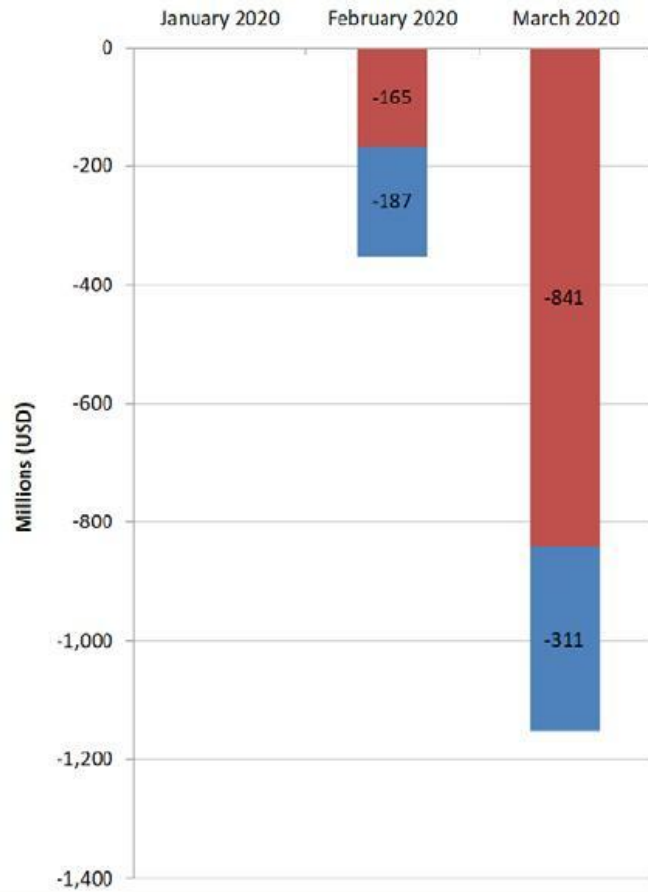


Source: ICAO estimates

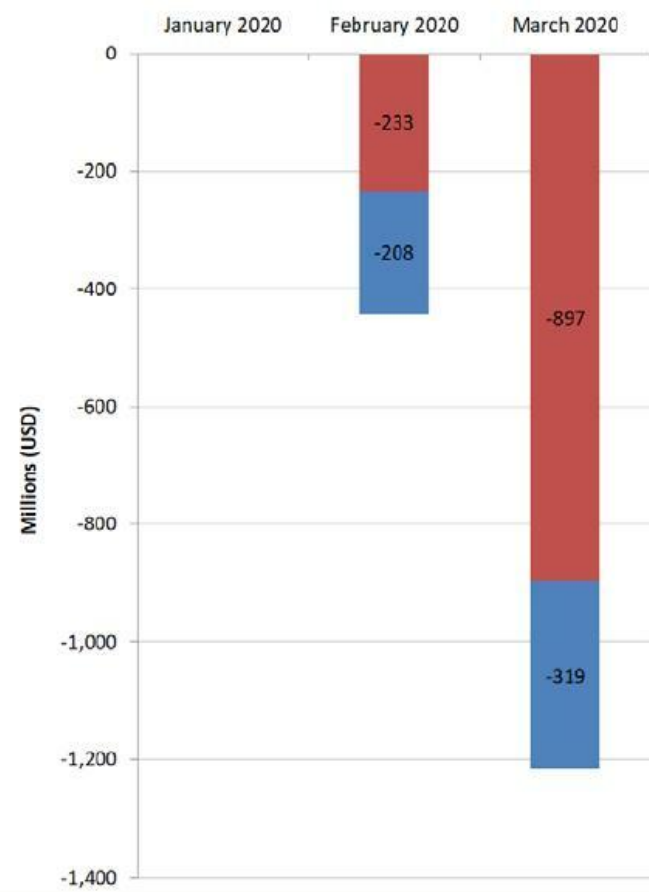


Approx. USD 1.5 to 1.7 billion potential loss of airline revenues for 1Q 2020 compared to Baseline

Scenario 1: USD 1.5 billion reduction



Scenario 2: USD 1.7 billion reduction



- Between Korea and China including Hong Kong/Macao SARs and Taiwan Province, and Italy
- Between Korea and other international destinations

- Between Korea and China, Hong Kong/Macao SARs, as well as Taiwan Province: extracted the impact involving Korea from scenarios 1 and 2 of China etc.;
- Other internal destinations: calculated with an average fare ranging from USD 155 to 485 by destination (20% lower for LCCs)



Scenario Analysis: Italy

This is a preliminary analysis. Figures and estimates herein will be updated with the situation evolving and more information available.

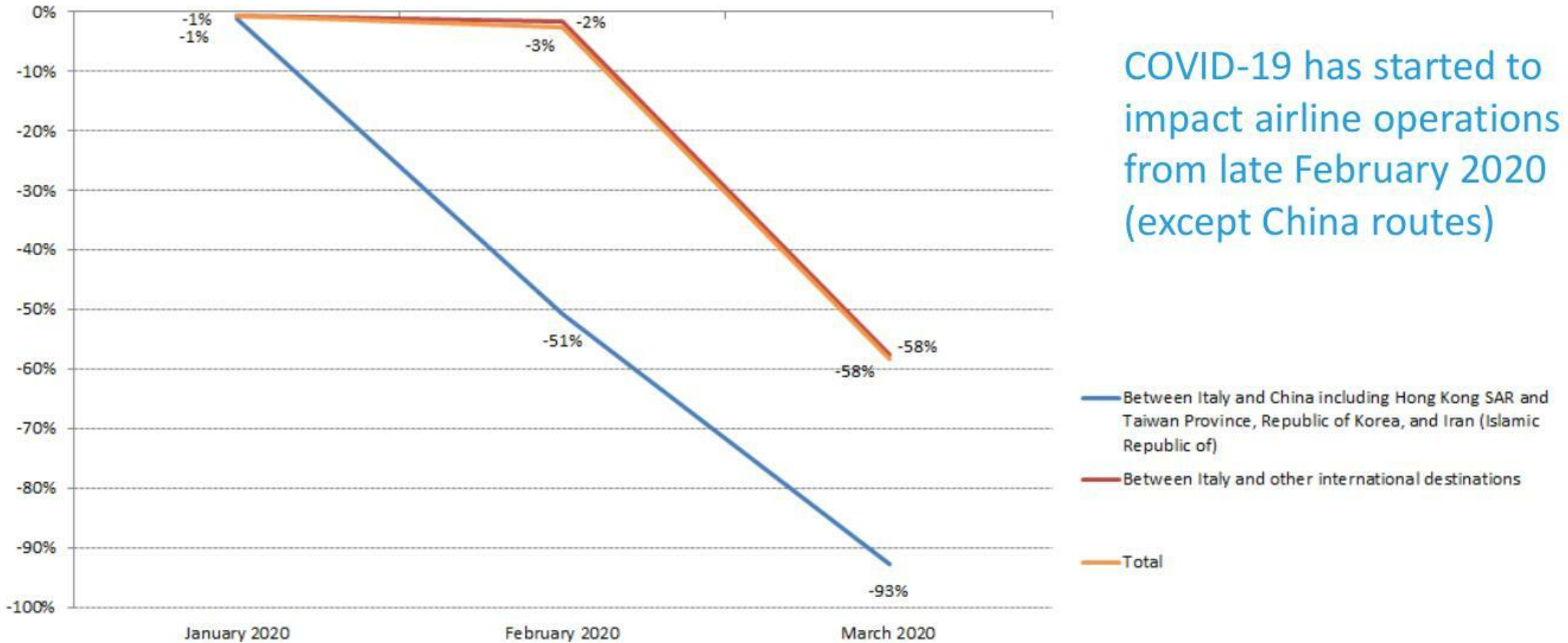


- Scope: scheduled international passenger services from/to Republic of Korea
- Baseline (hypothetical situation without COVID-19 outbreak)*
 - Seat capacity: used "originally-planned" winter schedule
 - Load factor: applied 80% (78% for Chinese carriers, 87% for LCCs)
- Scenario 1 (mild)*
 - Seat capacity: estimated by airlines' schedule changes
 - Load factor: applied the same % as baseline in January and February (15 and 8 percentage points lower than baseline in February for China/Hong Kong SAR and Korea/Iran, respectively); 15 percentage points lower than baseline in March
- Scenario 2 (severe)*
 - Seat capacity: estimated by airlines' schedule changes
 - Load factor: applied the same % as baseline in January and February (25 and 13 percentage points lower than baseline in February for China/Hong Kong SAR and Korea/Iran, respectively); 25 percentage points lower than baseline in March

* Between Italy and China, Hong Kong SARs of China, Taiwan, Province of China, as well as Republic of Korea: extracted the impacts involving Italy from the respective scenarios of China, Hong Kong SARs, Taiwan Province and Korea

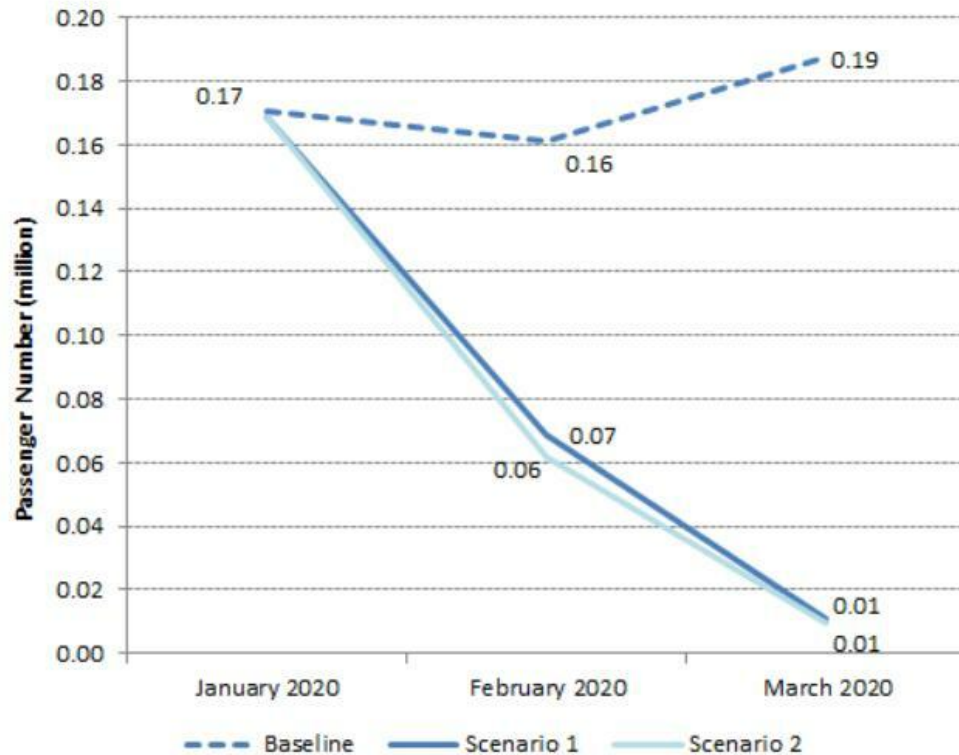


22% seat capacity reduction in 1Q 2020 from Baseline

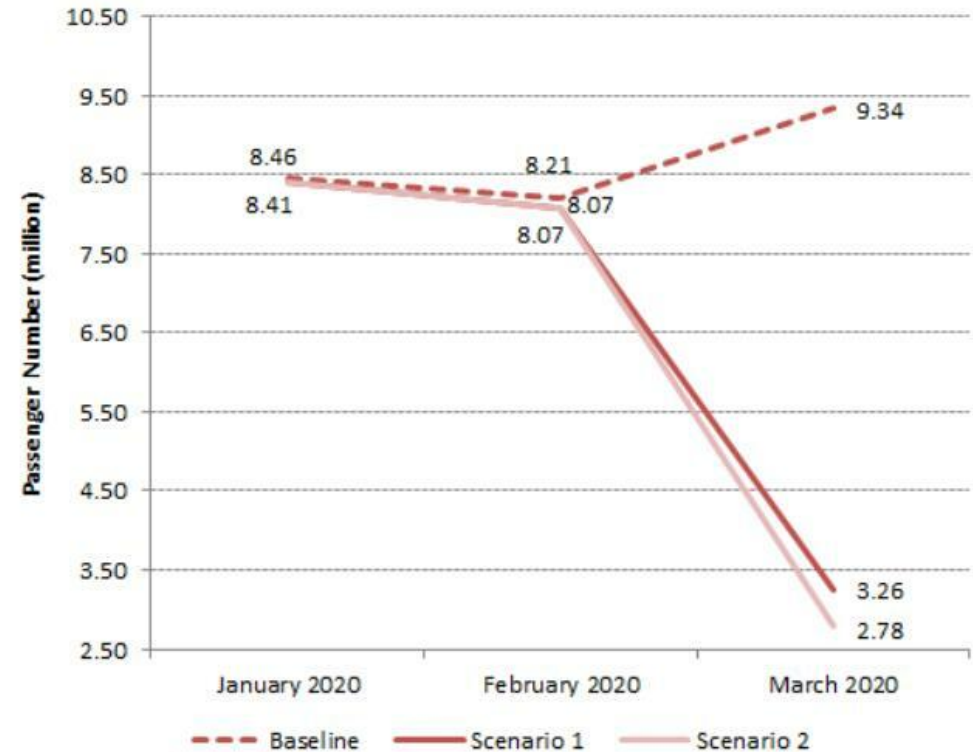


Source: ICAO estimates

6.5 to 7.0 million passenger reduction in 1Q 2020 compared to Baseline



Between Italy and China including Hong Kong SAR, Republic of Korea, and Iran (Islamic Republic of)

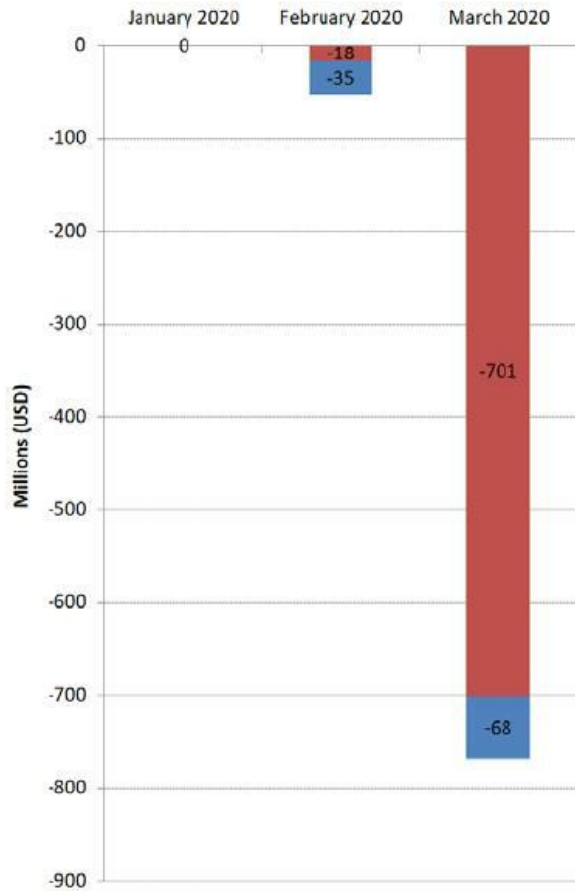


Between Italy and other international destinations

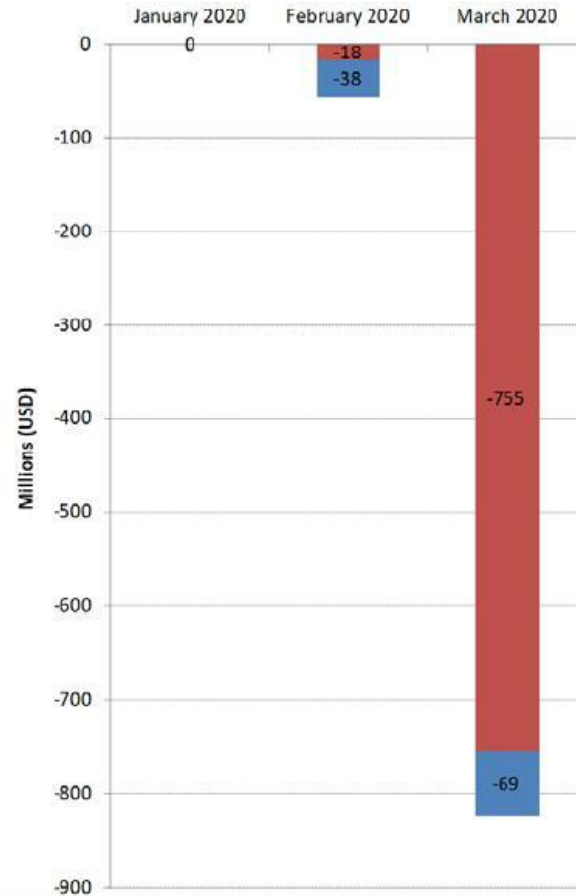


Approx. USD 0.8 to 0.9 billion potential loss of airline revenues for 1Q 2020 compared to Baseline

Scenario 1: USD 820 million reduction



Scenario 2: USD 880 million reduction



- Between Italy and China including Hong Kong SAR and Taiwan Province, Republic of Korea, and Iran (Islamic Republic of)
- Between Italy and other international destinations

- Between Italy and China, Hong Kong SAR and Macao SAR of China, as well as Republic of Korea: extracted the impacts involving Italy from the respective scenarios of China, Hong Kong/Macao SARs and Korea;
- Other internal destinations: calculated with an average fare ranging from USD 60 to 485 by destination (20% lower for LCCs)

Source: ICAO estimates



Scenario Analysis: Iran (Islamic Republic of)

This is a preliminary analysis. Figures and estimates herein will be updated with the situation evolving and more information available.

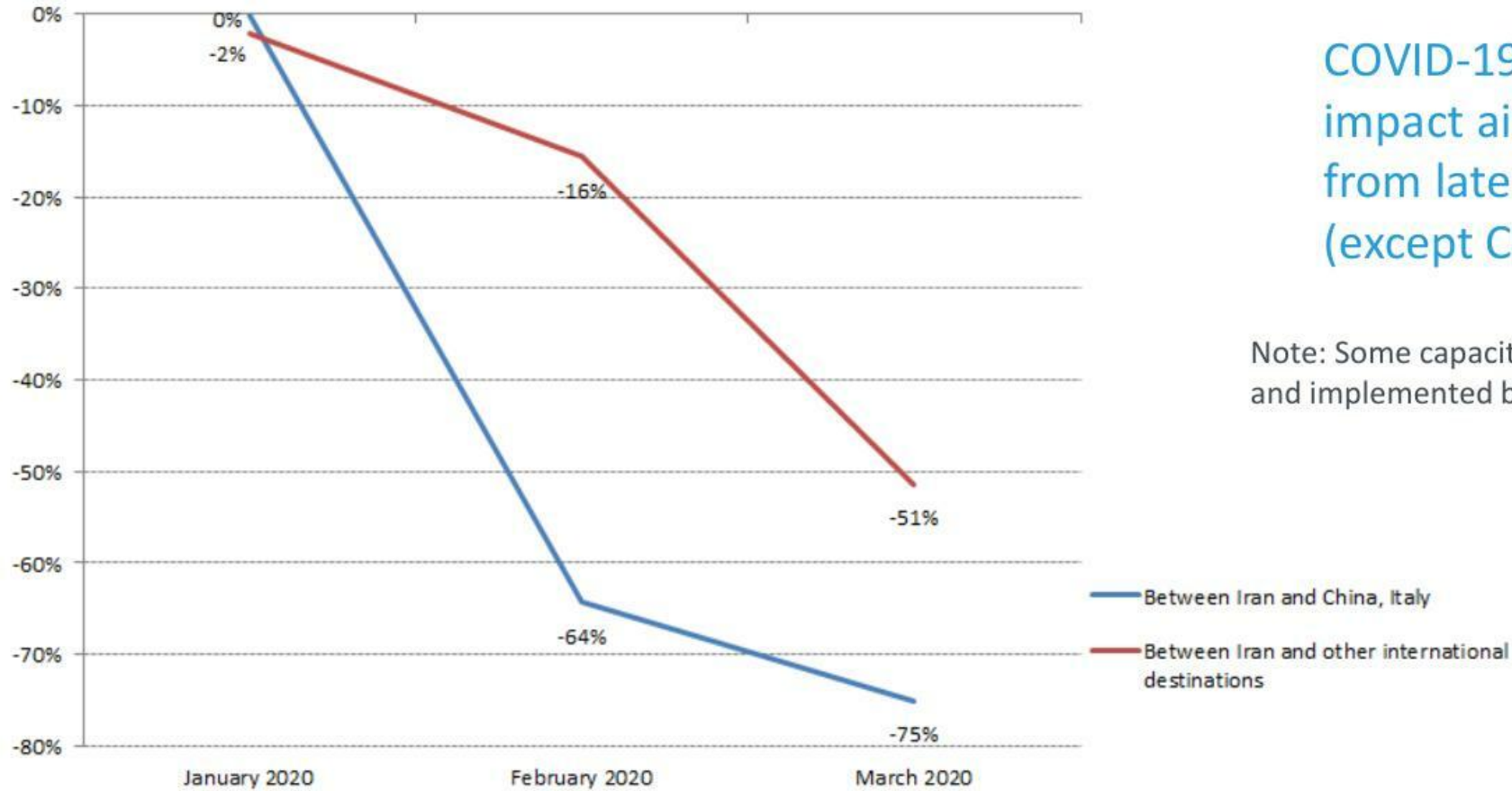


- Scope: scheduled international passenger services from/to Iran (Islamic Republic of)
- Baseline (hypothetical situation without COVID-19 outbreak)*
 - Seat capacity: used "originally-planned" winter schedule
 - Load factor: applied 80%
- Scenario 1 (mild)*
 - Seat capacity: estimated by airlines' schedule changes
 - Load factor: used the same percentage as Baseline
- Scenario 2 (severe)*
 - Seat capacity: estimated by airlines' schedule changes
 - Load factor: 10 percentage points lower in March (i.e. 70%)

*** Between Iran (Islamic Republic of) and China, as well as Italy:** extracted the impacts involving Iran from the respective scenarios of China and Italy



25% seat capacity reduction in 1Q 2020 from Baseline

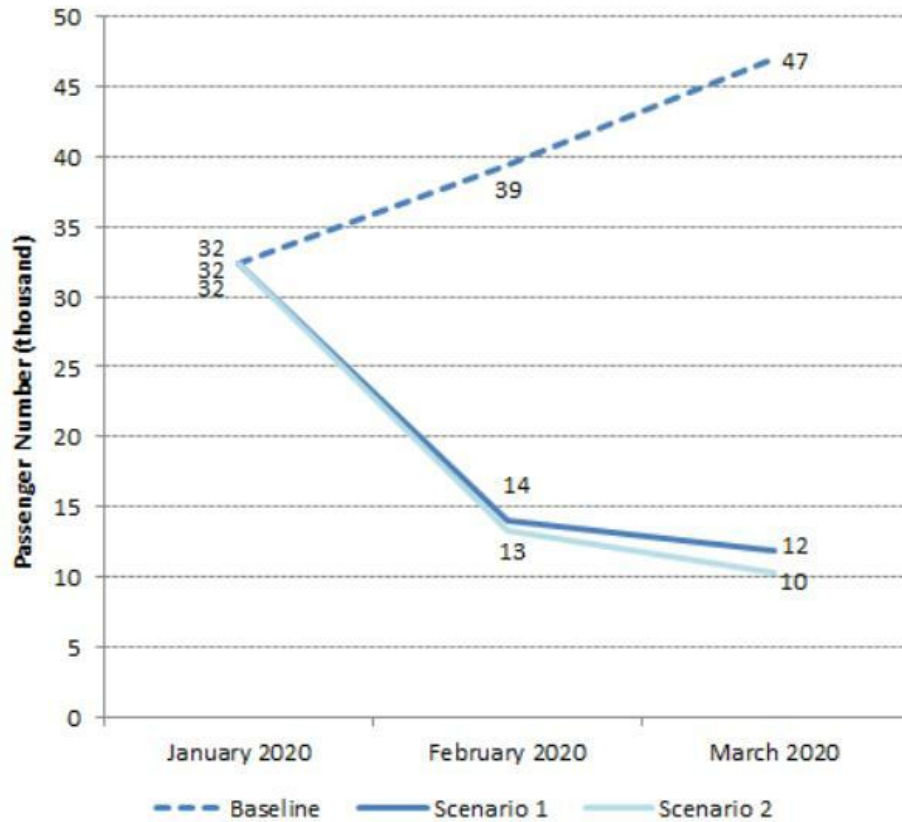


COVID-19 has started to impact airline operations from late February 2020 (except China routes)

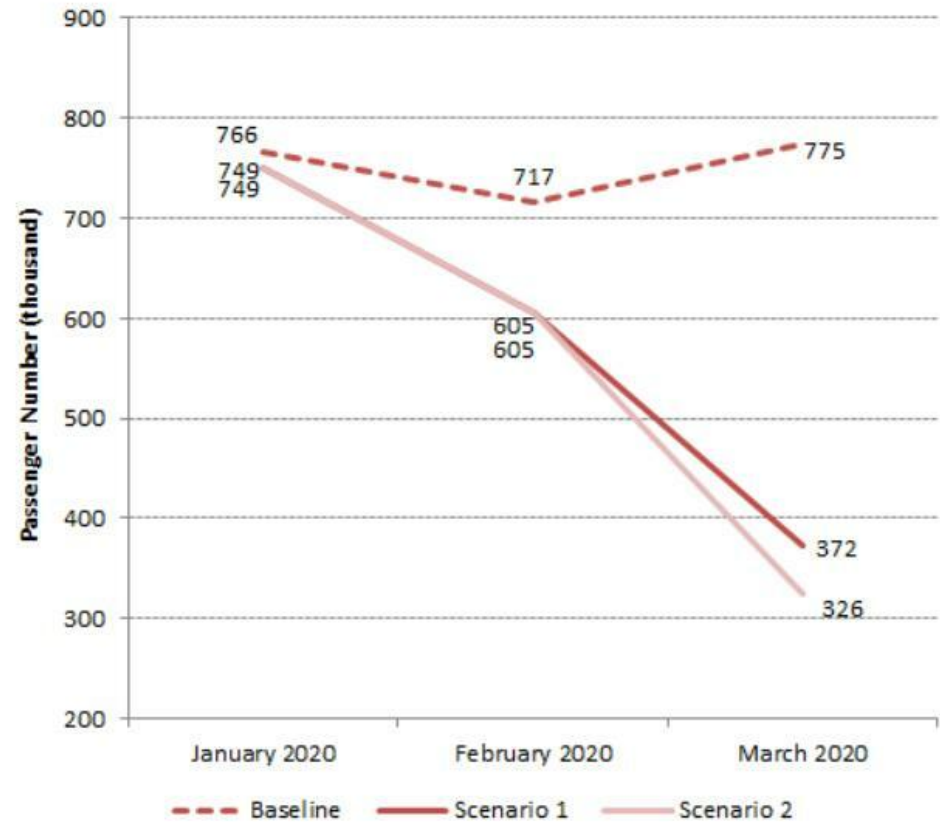
Note: Some capacity change was announced and implemented before COVID-19 outbreak



600,000 to 640,000 passenger reduction in 1Q 2020 compared to Baseline



Between Iran and China, Italy

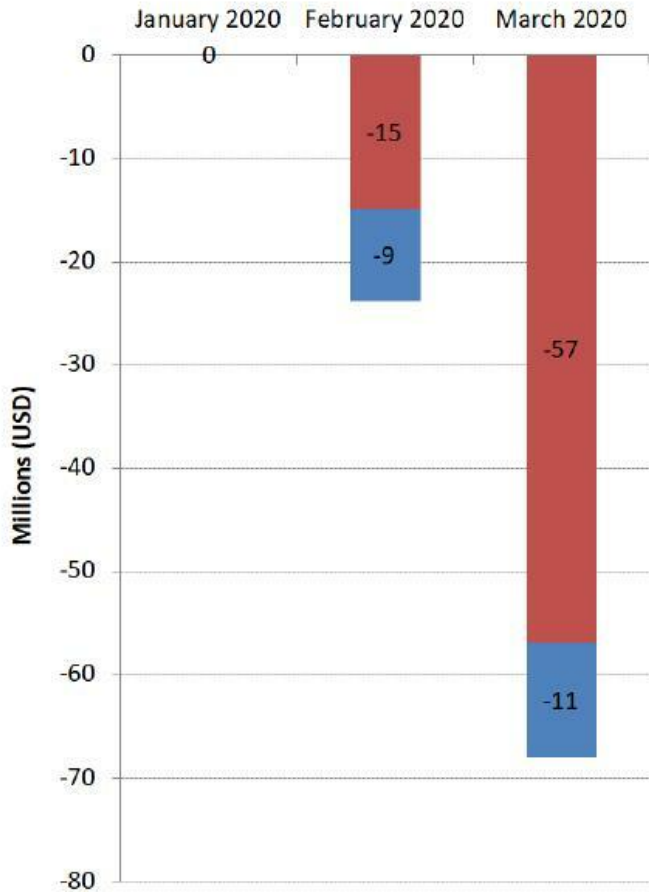


Between Iran and other international destinations

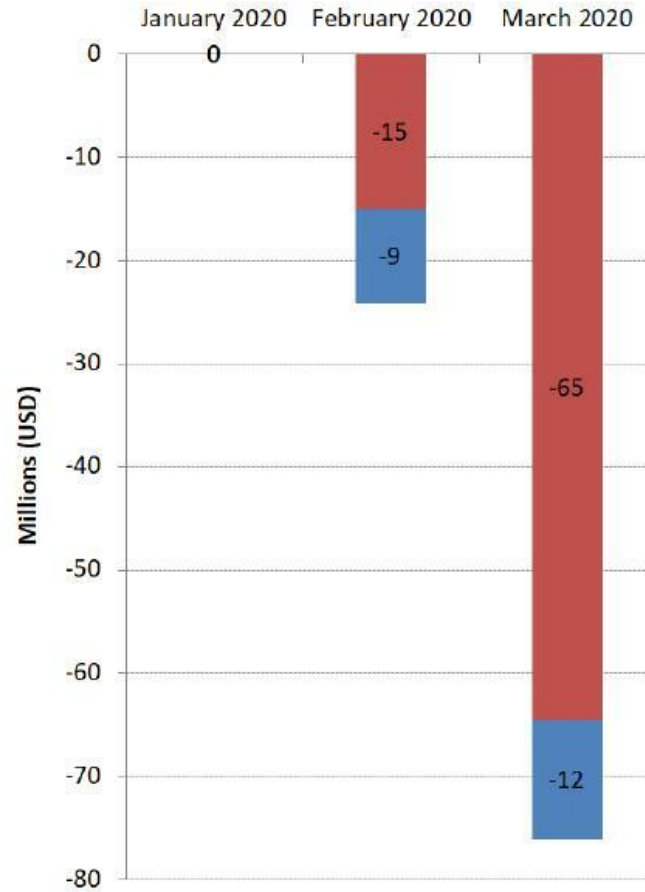


Approx. USD 92 to 100 million potential loss of airline revenues for 1Q 2020 compared to Baseline

Scenario 1: USD 92 million reduction



Scenario 2: USD 100 million reduction



- Between Iran and China, Italy
- Between Iran and other international destinations

- Between Italy and China, Italy: extracted the impacts involving Iran from the respective scenarios of China and Italy;
- Other internal destinations: calculated with an average fare ranging from USD 105 to 370 by destination (20% lower for LCCs)

Source: ICAO estimates

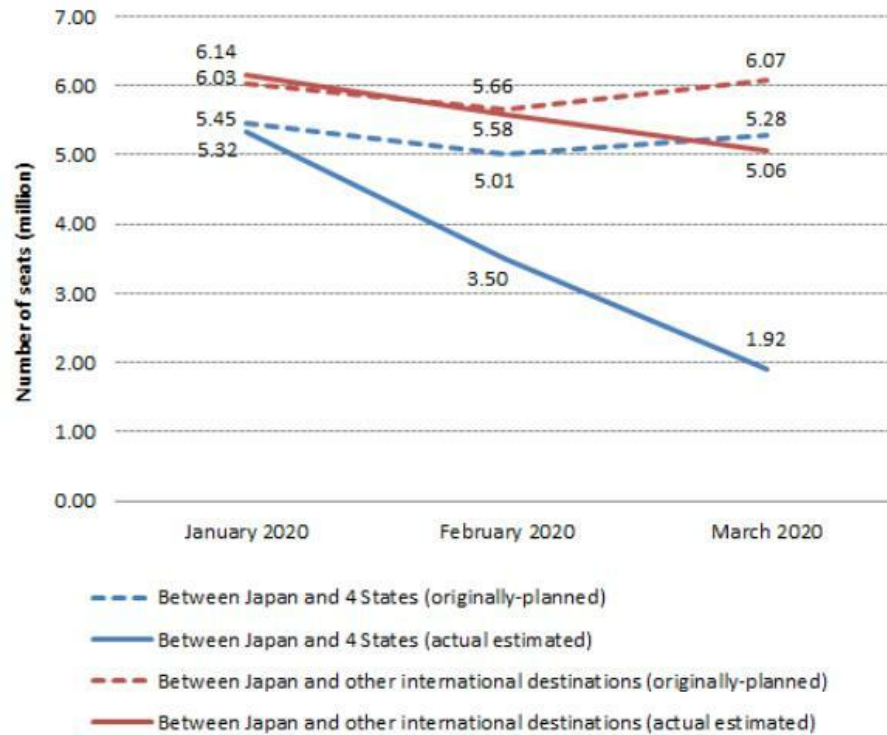


Preliminary Analysis: Japan and Singapore

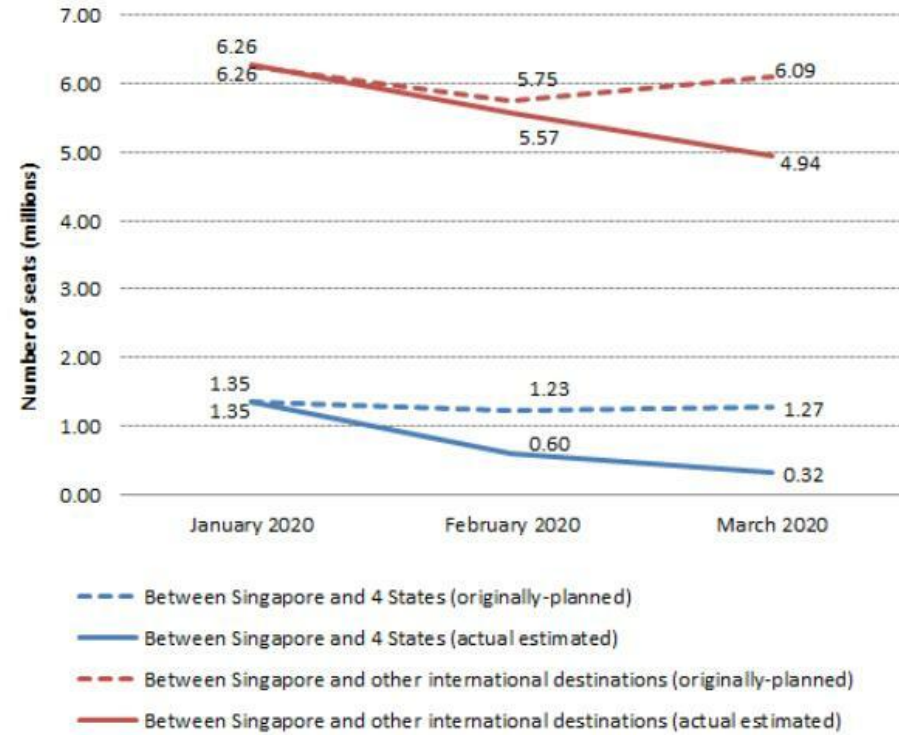
This section contains a very preliminary analysis. Figures and estimates herein will be updated with the situation evolving and more information available.

Japan/Singapore reported the second highest confirmed cases till mid-February*

International passenger seat capacity (Japan)



International passenger seat capacity (Singapore)



* *Coronavirus Disease 2019 (COVID-19) Situation Report by WHO*



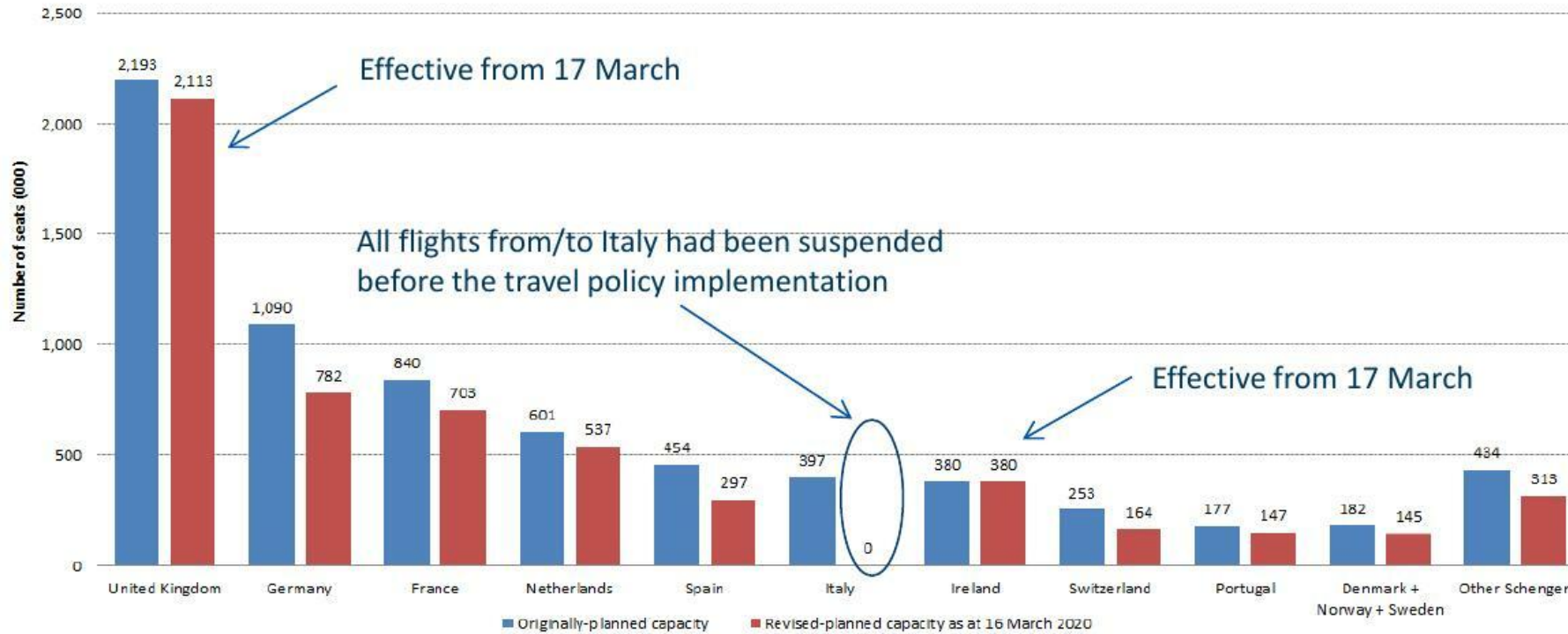
Preliminary Analysis: Transatlantic between United States and Schengen Area + United Kingdom/Ireland

This section contains a very preliminary analysis. Figures and estimates herein will be updated with the situation evolving and more information available.



19% capacity reduction so far since the announcement of U.S. travel policy

International passenger capacity between U.S. and Schengen Area + UK/Ireland
(for 30 days from 14 March with entry restrictions by the U.S. travel policy announced on 10 March 2020)



The U.S. travel policy would affect maximum approx. **5.5 million passengers** for one month if all the flights were suspended



North American Central American and Caribbean (NACC) Office Mexico City

South American (SAM) Office Lima

ICAO Headquarters Montréal

Western and Central African (WACAF) Office Dakar

European and North Atlantic (EUR/NAT) Office Paris

Middle East (MID) Office Cairo

Eastern and Southern African (ESAF) Office Nairobi

Asia and Pacific (APAC) Sub-office Beijing

Asia and Pacific (APAC) Office Bangkok



<https://www.icao.int/sustainability/Pages/Economic-Impacts-of-COVID-19.aspx>

<https://www.icao.int/Newsroom/Pages/Economic-impact-estimates-due-to-COVID-19-travel-bans.aspx>

<https://www.icao.int/Security/COVID-19/Pages/default.aspx>

<http://www.capsca.org/CoronaVirusRefs.html>

THANK YOU

STATES - WACAF	RESTRICTION MEASURES ON AIR TRAVEL
Benin	
Burkina Faso	
Cameroon	DUE TO RISK OF COVID-19, INTERNATIONAL FLIGHTS TO CAMEROON ARE SUSPENDED EXCEPTED CARGO FLIGHTS, UNTIL FURTHER NOTICE
Cape Verde	
Central African Republic	
Chad	DUE TO RISK OF CORONAVIRUS, CHAD AIRPORTS ARE CLOSED TO ALL PASSENGERS FLIGHTS FROM ABOARD, EXCEPT CARGO FLIGHTS
Congo	REGARDING THE CORONAVIRUS PANDEMIC (COVID-19) ALL FLIGHTS FROM HIGH-RISK COUNTRIES SUSPENDED UNTIL FURTHER NOTICE
Cote d'ivoire	
Democratic Republic of Congo	
Equitorial Guinea	DUE TO RISK OF CORONA VIRUS, EQUATORIAL GUINEA AIRPORTS WILL BE CLOSED FOR INTERNATIONAL PASSENGERS COMMERCIAL FLIGHTS UNTIL FURTHER NOTICE
Gabon	
Gambia	
Ghana	
Guinea	
Guinea-Bissau	
Liberia	
Mali	
Mauritania	ALL AIRPORTS IN MAURITANIA ARE CLOSED TO COMMERCIAL TRAFFIC (ARRIVAL,DEPARTURE
Niger	
Nigeria	
Sao Tome and Principe	
Senegal	DUE TO COVID-19 PANDEMIC, ALL FLIGHTS TO AND FROM FRANCE, ITALY, SPAIN, BELGIUM, PORTUGAL, ALGERIA AND TUNISIA ARE SUSPENDED UNTIL FURTHER NOTICE EXCEPT CARGO FLIGHTS. CREW MEMBERS MUST REMAIN ON BOARD AND STOPOVERS SHORTENED FOR CARGO FLIGHTS

	FOR THE RAPATRIATION OF THEIR CITIZENS, A DEROGATION IS GRANTED TO FRANCE UNDER SUSPENSION OF FLIGHTS IN ACCORDANCE WITH THE NOTAM NR A0368/20. AIR FRANCE IS AUTHORIZED TO OPERATE FIVE FERRY FLIGHTS FOR RAPATRIATION OF FRANCE CITIZENS BETWEEN 19 MARCH 2020 UNTIL 23 MARCH 2020. FLIGHTS TO SENEGAL WILL BE FERRY AND CREW MEMEBERS MUST REMAIN ON BOARD AND STOPOVERS SHORTENED
Sierra Leone	
Togo	ALL FLIGHT FROM SCHENGEN COUNTRIES ARE SUSPENDE DUE TO SPREAD OF COVID-19 PANDEMIC
Algeria	IN ACCORDANCE WITH GOVERNMENT DECISIONS ON THE PREVENTION AND THE FIGHT AGAINST THE SPREAD OF THE CORONAVIRUS COVID-19, ALL REGULAR AND IRREGULAR PASSENGER FLIGHTS TO AND FROM ALGERIA ARE TEMPORARILY SUSPENDE D FROM MARCH 18,2020 TO UFN CREATED
Morocco	DUE TO COVID-19 PANDEMIC, ALL FLIGHTS TO AND FROM THE KINGDOM OF MOROCCO ARE SUSPENDE UNTIL FURTHER NOTICE EXCEPT CARGO FLIGHTS. CREW MEMBERS MUST REMAIN ON BOARD AND STOPOVERS SHORTENED FOR CARGO FLIGHTS
Egypt	DUE TO PRECAUTION MEASURES FOR THE PREVENTION OF CORONA VIRUS (COVID-19) SPREAD, ALL INTERNATIONAL FLIGHTS TO AND FROM ALL EGYPTIAN AIRPORTS ARE SUSPENDE, EXCEPT CARGO FLIGHTS.
Sudan	ALL FLIGHTS AND PASSENGERS FROM THE FOLLOWING COUNTIES ARE NOT PERMITTED TO LAND OR OPERATE OUT KHARTOUM INTERNATIONAL AIRPORT OR ANY OF THE SUDANESE AIRPORT COUNTRIES ARE SOUTH KOREA ,NORTH KOREA,FRANCE,CHINA,ITALY,IRAN,SPAIN,JAPAN AND EGYPT

Coronavirus disease 2019 (COVID-19) Situation Report – 58

Data as reported by national authorities by 00:00 CET 18 March 2020

HIGHLIGHTS

- One new country/territory/area (European Region [1]) has reported cases of COVID-19.
- Data presented in the COVID-19 Situation Reports has changed to reflect data reported as of 00:00 CET. As this is the first Situation Report with the new reporting period, there is overlap of data between Situation Report 57 and this report, thus the number of new cases may not equal the difference between total cases in the two reports.
- WHO COVID-19 Situation Reports present official counts of confirmed COVID-19 cases, thus differences between WHO reports and other sources of COVID-19 data using different inclusion criteria and different data cutoff times are to be expected.
- WHO, IFRC, and UNICEF jointly released the Risk Communication and Community Engagement (RCCE) Action Plan Guidance for COVID-19 on 16 March. For more information, please see the *Subject in Focus* section below.

SITUATION IN NUMBERS total (new) cases in last 24 hours

Globally

191 127 confirmed (15 123)
7807 deaths (786)

Western Pacific Region

91 845 confirmed (312)
3357 deaths (23)

European Region

74 760 confirmed (10 911)
3352 deaths (604)

South-East Asia Region

538 confirmed (63)
9 deaths (1)

Eastern Mediterranean Region

18 060 confirmed (1552)
1010 deaths (140)

Regions of the Americas

4979 confirmed (2243)
68 deaths (18)

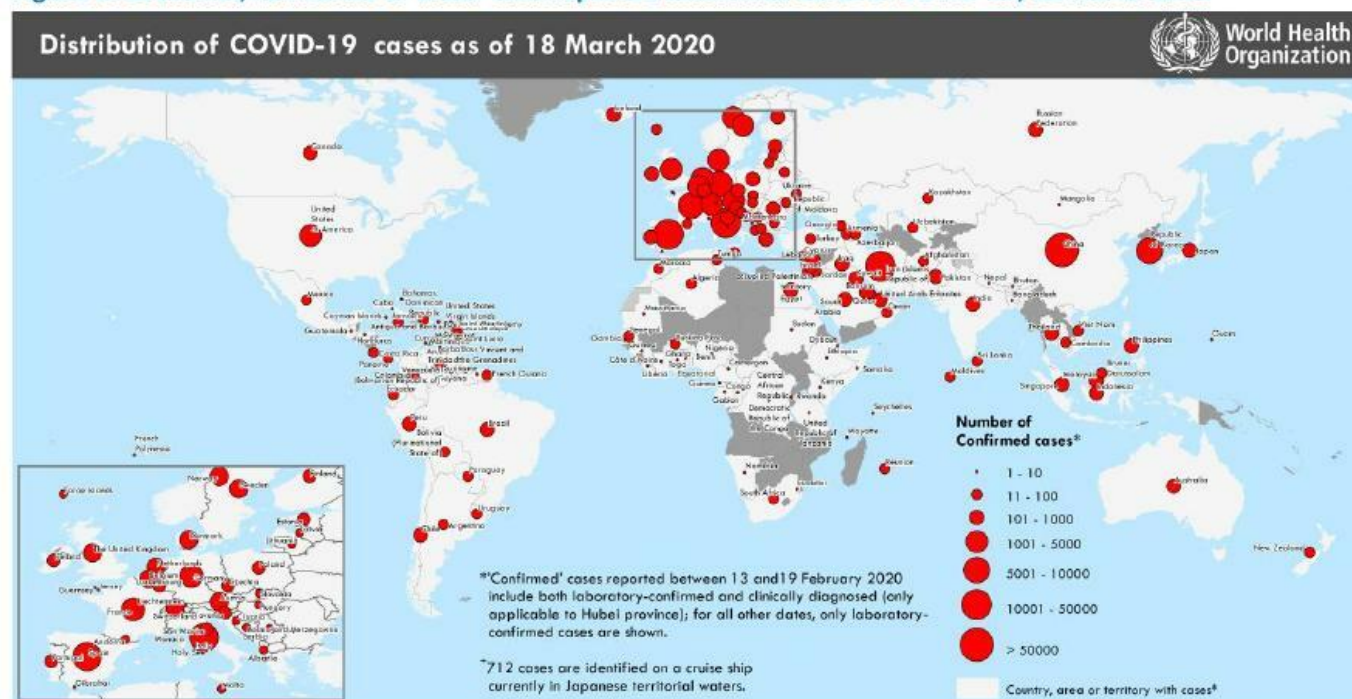
African Region

233 confirmed (42)
4 deaths (0)

WHO RISK ASSESSMENT

Global Level Very High

Figure 1. Countries, territories or areas with reported confirmed cases of COVID-19, 18 March 2020



Data Source: World Health Organization

Map Produced: WHO Health Emergency Programme

© World Health Organization 2020. All rights reserved.

The boundaries and names shown and the designations used on this map do not imply the expression of any opinion whatsoever on the part of the World Health Organization concerning the legal status of any country, territory, city or area or of its authorities, or concerning the delimitation of its frontiers or boundaries. Dotted and dashed lines on maps represent approximate border lines for which there may not yet be full agreement.

SUBJECT IN FOCUS: Risk Communication and Community Engagement (RCCE) Action Plan

WHO, the International Federation of the Red Cross (IFRC) and UNICEF jointly released the [Risk Communication and Community Engagement \(RCCE\) Action Plan Guidance](#) for COVID-19 on 16 March.

The RCCE guidance is a tool to support national health authorities, responders and other partners to develop, implement and monitor action plans for communicating effectively with the public and engaging with communities, local partners and other stakeholders.

The tool includes a 7-step guidance process, which includes: collecting data and making assessments; developing coordination mechanisms; defining and prioritizing key objectives; identifying target audiences and key influencers; developing a RCCE strategy that fits into the country's response strategy; implementing the plan with partners and engaging the community; and developing a monitoring plan for evaluation purposes. The RCCE Action Plan Guidance has a planning template and practical annexes to assist with the exercise.

It allows countries and communities to:

- Adapt the elements according to country needs and the local situation.
- Revise plans according to the evolution of the situation.
- Coordinate and plan together with authorities and partners.
- Proactively communicate and promote a two-way dialogue with communities, the public and other stakeholders.
- Understand risk perceptions, behaviours and existing barriers, specific needs, knowledge gaps, and provide the identified communities/groups with accurate information tailored to their circumstances.
- Reduce stigma. See [WHO's Guide to preventing and addressing social stigma](#)
- Conduct early and ongoing assessments to identify essential information about at-risk populations and other stakeholders (i.e. their perception, knowledge, preferred and accessible communication channels, or existing barriers that prevent people to uptake the promoted behaviors).
- Ensure that all people at-risk of acquiring COVID-19 are identified, reached and involved.

Risk Communication and Community Engagement is an essential component of health emergency preparedness and response. This Action Plan Guidance for COVID-19 provides a strategy and tool that helps to prepare and protect individuals, families and the public's health during early response to COVID-19.

SURVEILLANCE

Table 1. Countries, territories or areas with reported laboratory-confirmed COVID-19 cases and deaths. Data as of 18 March 2020*

Reporting Country/ Territory/Area [†]	Total confirmed ‡ cases	Total confirmed new cases ¹	Total deaths	Total new deaths ¹	Transmission classification [§]	Days since last reported case
Western Pacific Region						
China	81116	39	3231	13	Local transmission	0
Republic of Korea	8320	84	81	6	Local transmission	0
Japan	829	15	28	4	Local transmission	0
Malaysia	553	0	0	0	Local transmission	1
Australia	414	78	5	0	Local transmission	0
Singapore	266	23	0	0	Local transmission	0
Philippines	187	45	12	0	Local transmission	0
Viet Nam	61	4	0	0	Local transmission	0
Brunei Darussalam	54	4	0	0	Local transmission	0
Cambodia	24	12	0	0	Local transmission	0
New Zealand	11	5	0	0	Local transmission	0
Mongolia	4	0	0	0	Imported cases only	1
Territories**						
French Polynesia	3	0	0	0	Imported cases only	2
Guam	3	3	0	0	Local transmission	0
European Region						
Italy	31506	3526	2503	345	Local transmission	0
Spain	11178	1987	491	182	Local transmission	0
France	7652	1079	175	27	Local transmission	0
Germany	7156	1144	13	0	Local transmission	0
Switzerland	2650	450	14	5	Local transmission	0
The United Kingdom	1954	407	55	5	Local transmission	0
Netherlands	1705	292	43	19	Local transmission	0
Belgium	1486	401	14	9	Local transmission	0
Austria	1332	373	3	2	Local transmission	0
Norway	1308	139	3	0	Local transmission	0
Sweden	1167	108	3	0	Local transmission	0
Denmark	977	79	4	3	Local transmission	0
Portugal	448	117	1	1	Local transmission	0
Czechia	434	136	0	0	Local transmission	0
Greece	387	56	4	0	Local transmission	0
Finland	319	47	0	0	Local transmission	0
Israel	304	0	0	0	Local transmission	1
Ireland	292	69	2	0	Local transmission	0
Slovenia	275	22	1	1	Local transmission	0
Poland	246	96	5	2	Local transmission	0
Estonia	225	20	0	0	Local transmission	0
Iceland	225	45	0	0	Local transmission	0
Romania	184	26	0	0	Local transmission	0
Luxembourg	140	59	1	0	Local transmission	0
San Marino	104	2	11	2	Local transmission	0
Slovakia	97	25	0	0	Local transmission	0
Russian Federation	93	0	0	0	Imported cases only	1
Bulgaria	81	14	2	0	Local transmission	0
Serbia ^{††}	85	23	0	0	Local transmission	0
Croatia	65	9	0	0	Local transmission	0

Latvia	60	24	0	0	Imported cases only	0
Albania	55	4	1	0	Local transmission	0
Armenia	52	0	0	0	Local transmission	1
Hungary	50	11	1	0	Local transmission	0
Turkey	47	0	0	0	Imported cases only	1
Malta	38	8	0	0	Imported cases only	0
Belarus	36	0	0	0	Local transmission	1
Georgia	34	1	0	0	Imported cases only	0
Cyprus	33	0	0	0	Imported cases only	1
Kazakhstan	33	27	0	0	Imported cases only	0
North Macedonia	31	12	0	0	Local transmission	0
Republic of Moldova	30	1	0	0	Local transmission	0
Lithuania	25	8	0	0	Imported cases only	0
Azerbaijan	21	0	0	0	Imported cases only	2
Bosnia and Herzegovina	19	0	0	0	Local transmission	2
Andorra	16	2	0	0	Imported cases only	0
Uzbekistan	16	12	0	0	Imported cases only	0
Ukraine	14	9	2	1	Local transmission	0
Monaco	9	0	0	0	Under investigation	1
Liechtenstein	7	0	0	0	Imported cases only	1
Montenegro	2	2	0	0	Imported cases only	0
Holy See	1	0	0	0	Under investigation	11
Territories**						
Faroe Islands	47	36	0	0	Imported cases only	0
Jersey	5	3	0	0	Imported cases only	0
Gibraltar	3	0	0	0	Under investigation	1
Guernsey	1	0	0	0	Imported cases only	8
South-East Asia Region						
Thailand	177	30	1	0	Local transmission	0
Indonesia	172	0	5	0	Local transmission	1
India	137	23	3	1	Local transmission	0
Sri Lanka	29	10	0	0	Local transmission	0
Maldives	13	0	0	0	Local transmission	2
Bangladesh	8	0	0	0	Local transmission	1
Bhutan	1	0	0	0	Imported cases only	11
Nepal	1	0	0	0	Imported cases only	54
Eastern Mediterranean Region						
Iran (Islamic Republic of)	16169	1178	988	135	Local transmission	0
Qatar	442	41	0	0	Local transmission	0
Bahrain	237	16	1	0	Local transmission	0
Pakistan	187	134	0	0	Imported cases only	0
Saudi Arabia	171	38	0	0	Local transmission	0
Egypt	166	40	4	2	Local transmission	0
Iraq	154	30	11	2	Local transmission	0
Kuwait	130	7	0	0	Local transmission	0
Lebanon	120	21	3	0	Local transmission	0
United Arab Emirates	98	0	0	0	Local transmission	2
Morocco	38	9	2	1	Local transmission	0
Jordan	35	29	0	0	Imported cases only	0
Oman	24	2	0	0	Imported cases only	0
Tunisia	24	4	0	0	Local transmission	0
Afghanistan	22	1	0	0	Imported cases only	0

Somalia	1	0	0	0	Imported cases only	1
Sudan	1	0	1	0	Imported cases only	3
Territories**						
occupied Palestinian territory	41	2	0	0	Local transmission	0
Region of the Americas						
United States of America	3536	1822	58	17	Local transmission	0
Canada	424	120	1	0	Local transmission	0
Brazil	234	34	0	0	Local transmission	0
Chile	156	81	0	0	Local transmission	0
Peru	86	15	0	0	Local transmission	0
Mexico	82	29	0	0	Imported cases only	0
Panama	69	26	1	0	Local transmission	0
Argentina	65	9	2	0	Local transmission	0
Ecuador	58	21	2	0	Local transmission	0
Colombia	45	11	0	0	Local transmission	0
Costa Rica	41	6	0	0	Local transmission	0
Venezuela (Bolivarian Republic of)	33	16	0	0	Imported cases only	0
Dominican Republic	21	16	1	1	Local transmission	0
Jamaica	12	2	0	0	Local transmission	0
Bolivia (Plurinational State of)	11	0	0	0	Imported cases only	1
Paraguay	9	1	0	0	Local transmission	0
Honduras	8	6	0	0	Imported cases only	0
Guatemala	6	5	1	0	Imported cases only	0
Uruguay	6	2	0	0	Imported cases only	0
Cuba	5	1	0	0	Imported cases only	0
Trinidad and Tobago	5	3	0	0	Imported cases only	0
Guyana	4	0	1	0	Local transmission	2
Saint Lucia	2	0	0	0	Imported cases only	2
Antigua and Barbuda	1	0	0	0	Imported cases only	4
Bahamas	1	1	0	0	Local transmission	0
Saint Vincent and the Grenadines	1	0	0	0	Imported cases only	4
Suriname	1	0	0	0	Imported cases only	2
Territories**						
Guadeloupe	18	12	0	0	Imported cases only	0
Martinique	16	0	0	0	Imported cases only	1
French Guiana	7	0	0	0	Imported cases only	3
Curacao	3	1	0	0	Imported cases only	0
Puerto Rico	3	0	0	0	Imported cases only	3
Saint Barthélemy	3	0	0	0	Under investigation	2
Aruba	2	2	0	0	Imported cases only	0
Saint Martin	2	0	0	0	Under investigation	15
United States Virgin Islands	2	1	0	0	Imported cases only	0
Cayman Islands	1	0	1	0	Imported cases only	4
African Region						
South Africa	62	11	0	0	Local transmission	0
Algeria	60	11	4	0	Local transmission	0
Senegal	27	1	0	0	Local transmission	0
Burkina Faso	20	5	0	0	Imported cases only	0

Rwanda	7	2	0	0	Local transmission	0
Cote d'Ivoire	6	3	0	0	Imported cases only	0
Ghana	6	4	0	0	Imported cases only	0
Cameroon	5	0	0	0	Local transmission	1
Ethiopia	5	1	0	0	Imported cases only	0
Seychelles	4	0	0	0	Imported cases only	1
Democratic Republic of the Congo	3	1	0	0	Imported cases only	0
Kenya	3	0	0	0	Local transmission	1
Namibia	2	0	0	0	Imported cases only	3
Nigeria	2	0	0	0	Imported cases only	8
Benin	1	1	0	0	Imported cases only	0
Central African Republic	1	0	0	0	Imported cases only	3
Congo	1	0	0	0	Imported cases only	2
Equatorial Guinea	1	0	0	0	Imported cases only	3
Eswatini	1	0	0	0	Imported cases only	3
Gabon	1	0	0	0	Imported cases only	3
Guinea	1	0	0	0	Imported cases only	3
Liberia	1	1	0	0	Imported cases only	0
Mauritania	1	0	0	0	Imported cases only	3
Togo	1	0	0	0	Imported cases only	10
United Republic of Tanzania	1	1	0	0	Imported cases only	0
Territories**						
Réunion	9	0	0	0	Imported cases only	2
Mayotte	1	0	0	0	Imported cases only	3
Subtotal for all regions	190415	15123	7800	786		
International conveyance (Diamond Princess)	712	0	7	0	Local transmission	2
Grand total	191127	15123	7807	786		

Numbers include both domestic and repatriated cases

*The designations employed and the presentation of the material in this publication do not imply the expression of any opinion whatsoever on the part of WHO concerning the legal status of any country, territory, city or area or of its authorities, or concerning the delimitation of its frontiers or boundaries. Dotted and dashed lines on maps represent approximate border lines for which there may not yet be full agreement.

†Case classifications are based on [WHO case definitions](#) for COVID-19.

‡Transmission classification is based on WHO analysis of available official data and may be subject to reclassification as additional data become available. Countries/territories/areas experiencing multiple types of transmission are classified in the highest category for which there is evidence; they may be removed from a given category if interruption of transmission can be demonstrated. It should be noted that even within categories, different countries/territories/areas may have differing degrees of transmission as indicated by the differing numbers of cases and other factors. Not all locations within a given country/territory/area are equally affected.

Terms:

- **Community transmission** is evidenced by the inability to relate confirmed cases through chains of transmission for a large number of cases, or by increasing positive tests through sentinel samples (routine systematic testing of respiratory samples from established laboratories).
- **Local transmission** indicates locations where the source of infection is within the reporting location.
- **Imported cases only** indicates locations where all cases have been acquired outside the location of reporting.
- **Under investigation** indicates locations where type of transmission has not been determined for any cases.
- **Interrupted transmission** indicates locations where interruption of transmission has been demonstrated (details to be determined)

** "Territories" include territories, areas, overseas dependencies and other jurisdictions of similar status

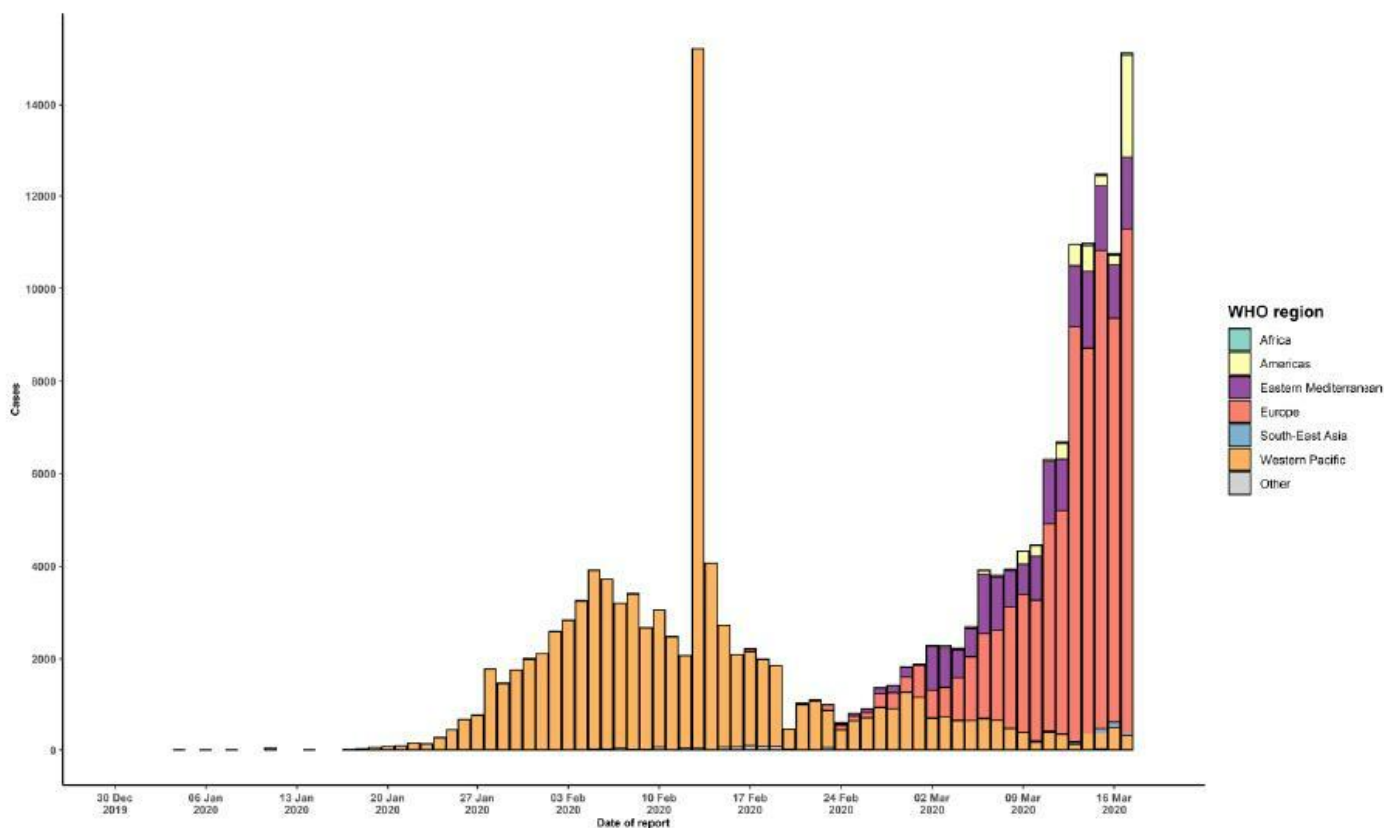
**Including 13 (8 new) cases from Kosovo^[1]

[1] All references to Kosovo should be understood to be in the context of the United Nations Security Council resolution 1244 (1999).

Due to differences in reporting methods, retrospective data consolidation, and reporting delays, the number of new cases may not always reflect the exact difference between yesterday's and today's totals.

New countries/territories/areas are shown in **red**.

Figure 2. Epidemic curve of confirmed COVID-19, by date of report and WHO region through 18 March 2020



STRATEGIC OBJECTIVES

WHO's strategic objectives for this response are to:

- Interrupt human-to-human transmission including reducing secondary infections among close contacts and health care workers, preventing transmission amplification events, and preventing further international spread*;
- Identify, isolate and care for patients early, including providing optimized care for infected patients;
- Identify and reduce transmission from the animal source;
- Address crucial unknowns regarding clinical severity, extent of transmission and infection, treatment options, and accelerate the development of diagnostics, therapeutics and vaccines;
- Communicate critical risk and event information to all communities and counter misinformation;
- Minimize social and economic impact through multisectoral partnerships.

*This can be achieved through a combination of public health measures, such as rapid identification, diagnosis and management of the cases, identification and follow up of the contacts, infection prevention and control in health care settings, implementation of health measures for travelers, awareness-raising in the population and risk communication.

PREPAREDNESS AND RESPONSE

- To view all technical guidance documents regarding COVID-19, please go to [this webpage](#).
- WHO has developed interim guidance for laboratory diagnosis, advice on the use of masks during home care and in health care settings in the context of the novel coronavirus (2019-nCoV) outbreak, clinical management, infection prevention and control in health care settings, home care for patients with suspected novel coronavirus, risk communication and community engagement and Global Surveillance for human infection with novel coronavirus (2019-nCoV).
- WHO is working closely with International Air Transport Association (IATA) and have jointly developed a guidance document to provide advice to cabin crew and airport workers, based on country queries. The guidance can be found on the [IATA webpage](#).
- WHO has been in regular and direct contact with Member States where cases have been reported. WHO is also informing other countries about the situation and providing support as requested.
- WHO is working with its networks of researchers and other experts to coordinate global work on surveillance, epidemiology, mathematical modelling, diagnostics and virology, clinical care and treatment, infection prevention and control, and risk communication. WHO has issued interim guidance for countries, which are updated regularly.
- WHO has prepared a [disease commodity package](#) that includes an essential list of biomedical equipment, medicines and supplies necessary to care for patients with 2019-nCoV.
- WHO has provided recommendations to reduce risk of [transmission from animals to humans](#).
- WHO has published an [updated advice for international traffic in relation to the outbreak of the novel coronavirus 2019-nCoV](#).
- WHO has activated the R&D blueprint to accelerate diagnostics, vaccines, and therapeutics.
- OpenWHO is an interactive, web-based, knowledge-transfer platform offering online courses to improve the response to health emergencies. [COVID-19 courses can be found here](#). Specifically, WHO has developed online courses on the following topics: A general introduction to emerging respiratory viruses, including novel coronaviruses (available in Arabic, Chinese, English, French, Russian, Spanish, Portuguese, Persian, Serbian, and Turkish); Clinical Care for Severe Acute Respiratory Infections (available in English, French, Russian, and Vietnamese); Health and safety briefing for respiratory diseases - ePROTECT (available in English, French, Russian, Indonesian, and Portuguese); Infection Prevention and Control for Novel Coronavirus (COVID-19) (available in English, French, Russian, Spanish, Indonesian, Italian, Japanese, Portuguese, and Serbian); and COVID-19 Operational Planning Guidelines and COVID-19 Partners Platform to support country preparedness and response (available in English and coming soon in additional languages).
- WHO is providing guidance on early investigations, which are critical in an outbreak of a new virus. The data collected from the protocols can be used to refine recommendations for surveillance and case definitions, to characterize the key epidemiological transmission features of COVID-19, help understand spread, severity, spectrum of disease, impact on the community and to inform operational models for implementation of countermeasures such as case isolation, contact tracing and isolation. Several protocols are available [here](#). One such protocol is for the investigation of early COVID-19 cases and contacts (the "[First Few X \(FFX\) Cases and contact investigation protocol for 2019-novel coronavirus \(2019-nCoV\) infection](#)"). The protocol is designed to gain an early understanding of the key clinical, epidemiological and virological characteristics of the first cases of COVID-19 infection detected in any individual country, to inform the development and updating of public health guidance to manage cases and reduce the potential spread and impact of infection.

RECOMMENDATIONS AND ADVICE FOR THE PUBLIC

If you are not in an area where COVID-19 is spreading or have not travelled from an area where COVID-19 is spreading or have not been in contact with an infected patient, your risk of infection is low. It is understandable that you may feel anxious about the outbreak. Get the facts from reliable sources to help you accurately determine your

risks so that you can take reasonable precautions (see [Frequently Asked Questions](#)). Seek guidance from WHO, your healthcare provider, your national public health authority or your employer for accurate information on COVID-19 and whether COVID-19 is circulating where you live. It is important to be informed of the situation and take appropriate measures to protect yourself and your family (see [Protection measures for everyone](#)).

If you are in an area where there are cases of COVID-19 you need to take the risk of infection seriously. Follow the advice of WHO and guidance issued by national and local health authorities. For most people, COVID-19 infection will cause mild illness however, it can make some people very ill and, in some people, it can be fatal. Older people, and those with pre-existing medical conditions (such as cardiovascular disease, chronic respiratory disease or diabetes) are at risk for severe disease (See [Protection measures for persons who are in or have recently visited \(past 14 days\) areas where COVID-19 is spreading](#)).

CASE DEFINITIONS

WHO periodically updates the [Global Surveillance for human infection with coronavirus disease \(COVID-19\)](#) document which includes case definitions.

For easy reference, case definitions are included below.

Suspect case

- A. A patient with acute respiratory illness (fever and at least one sign/symptom of respiratory disease (e.g., cough, shortness of breath), AND with no other etiology that fully explains the clinical presentation AND a history of travel to or residence in a country/area or territory reporting local transmission (See [situation report](#)) of COVID-19 disease during the 14 days prior to symptom onset.

OR

- B. A patient with any acute respiratory illness AND having been in contact with a confirmed or probable COVID-19 case (see definition of contact) in the last 14 days prior to onset of symptoms;

OR

- C. A patient with severe acute respiratory infection (fever and at least one sign/symptom of respiratory disease (e.g., cough, shortness breath) AND requiring hospitalization AND with no other etiology that fully explains the clinical presentation.

Probable case

A suspect case for whom testing for COVID-19 is inconclusive.

- Inconclusive being the result of the test reported by the laboratory

Confirmed case

A person with laboratory confirmation of COVID-19 infection, irrespective of clinical signs and symptoms.

- Information regarding laboratory guidance can be found [here](#).



EACCC Daily Update on COVID-19

18-03-20 12:38:23

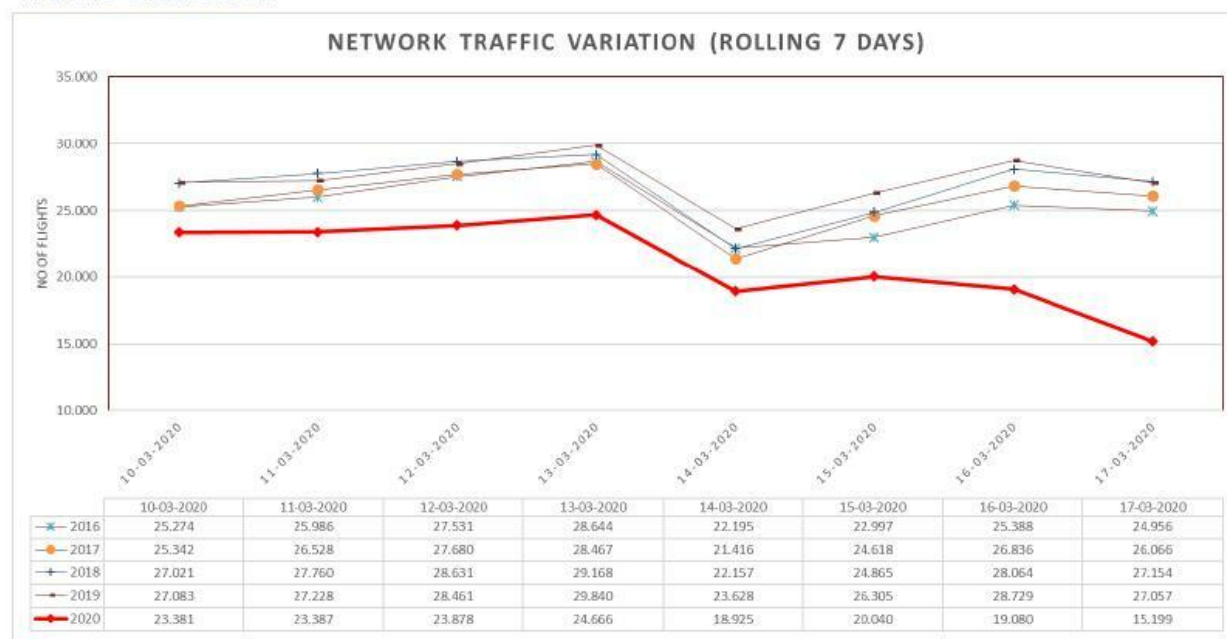
Dear EACCC Members and State Focal Points,

Due to the dynamic nature of the situation around the COVID-19 outbreak we are providing a brief daily update of the traffic situation in the network and information received from the Member States in the previous 24 hours.

A daily updated summary table of the most significant COVID-19 NOTAMs can be found on the NOP portal at:

<https://www.public.nm.eurocontrol.int/PUBPORTAL/gateway/spec/index.html>

Traffic situation



Summary from the states

Please note that this is not a replacement for the factsheet. The information below is a short summary of current events received in the past 24 hours.

Denmark	Lifting all flight restrictions as from 1100 UTC today.
Slovenia	<p>Decision of the Government of the Republic of Slovenia to ban all international flights (PAX) including general aviation to land at any public airports in the Republic of Slovenia was adopted yesterday (16.3.2020).</p> <p>This ban is mandatory to all PAX flights (within EU and also to all third countries) but it is exempted for emergency flights, humanitarian flights, cargo/mail flights, ferry flights and medical flights. Any other exemptions could be approved by the Ministry for Infrastructure or the Ministry for Foreign Affairs.</p> <p>In this regard two NOTAMs were published on 16.3.2020 with starting date 17.3.2020 midnight (local time).</p>
Turkey	<p>Update of the situation in Turkey:</p> <p>General situation – to date March, 17th</p> <ul style="list-style-type: none"> • 98 confirmed case by the Ministry of Health, 1 Death. • All arriving passengers are being screened and examined at the airports by Ministry of Health. • Passenger flights between Turkey and 21 states (many states from Europe, Middle East in addition to China and South Korea) have been cancelled or interrupted • Currently, there are no passenger flights from these states to Turkey and the aircrafts belong to those states are only allowed to take their own citizens • Turkish carriers are not allowed to take Turkish citizens to those states and the return flights are required to be without any passengers. They are only allowed to carry foreign passengers to those states. • Evacuation operations are being implemented in collaboration with domestic carriers and Turkish diplomatic missions for Turkish citizens in the restricted states for their return to Turkey. All evacuated passengers are kept under quarantine for 14 days upon their arrival to Turkey. • In line with the recommendations of the Ministry of Health, in-flight announcements regarding precautions and filling in passenger health information cards are being made. Additionally protective measures for flight crew, passport polices and security staff working at the airports were introduced. <p>There is no restrictions in terms of cargo flights.</p>

Summary of measures applied by states

This table may only be used as an indication of measures taken by the listed states and is provided for your convenience. Since the information is highly compressed, it cannot give the granularity of the actual measures and should not be used for decision and policy making.

Please refer always to the official State publications and NOTAMS

Type of measure	State(s)
Flight prohibitions, restrictions	Albania Algeria Austria Bulgaria Czech Republic Egypt France Greece Hungary Italy Latvia Lithuania Libya Malta Moldova Montenegro Morocco Netherlands Portugal Romania Slovakia Slovenia Spain Tunisia Ukraine Uzbekistan
Passenger entry restrictions	Bosnia-Herzegovina Cyprus Denmark Estonia Georgia Germany Greece Israel Jordan Latvia Malta North Macedonia Norway Portugal Romania Serbia Switzerland Ukraine
Airport closures/ limited availability	Austria Netherlands Portugal
General requirements (health declarations, passenger locator forms etc.)	Algeria Austria Belgium Croatia Cyprus Czech Republic Ireland Latvia Morocco Serbia Slovakia United Kingdom