



Webinar:

COVID-19 and maritime transport: Disruption and resilience in Asia





COVID-19 and Maritime Transport: Disruption and Resilience in Asia

Prof. Thanos Pallis*
UNCTAD International Consultant

* President of the International Association of Maritime Economists (IAME) | Professor, Uni of the Aegean, Greece

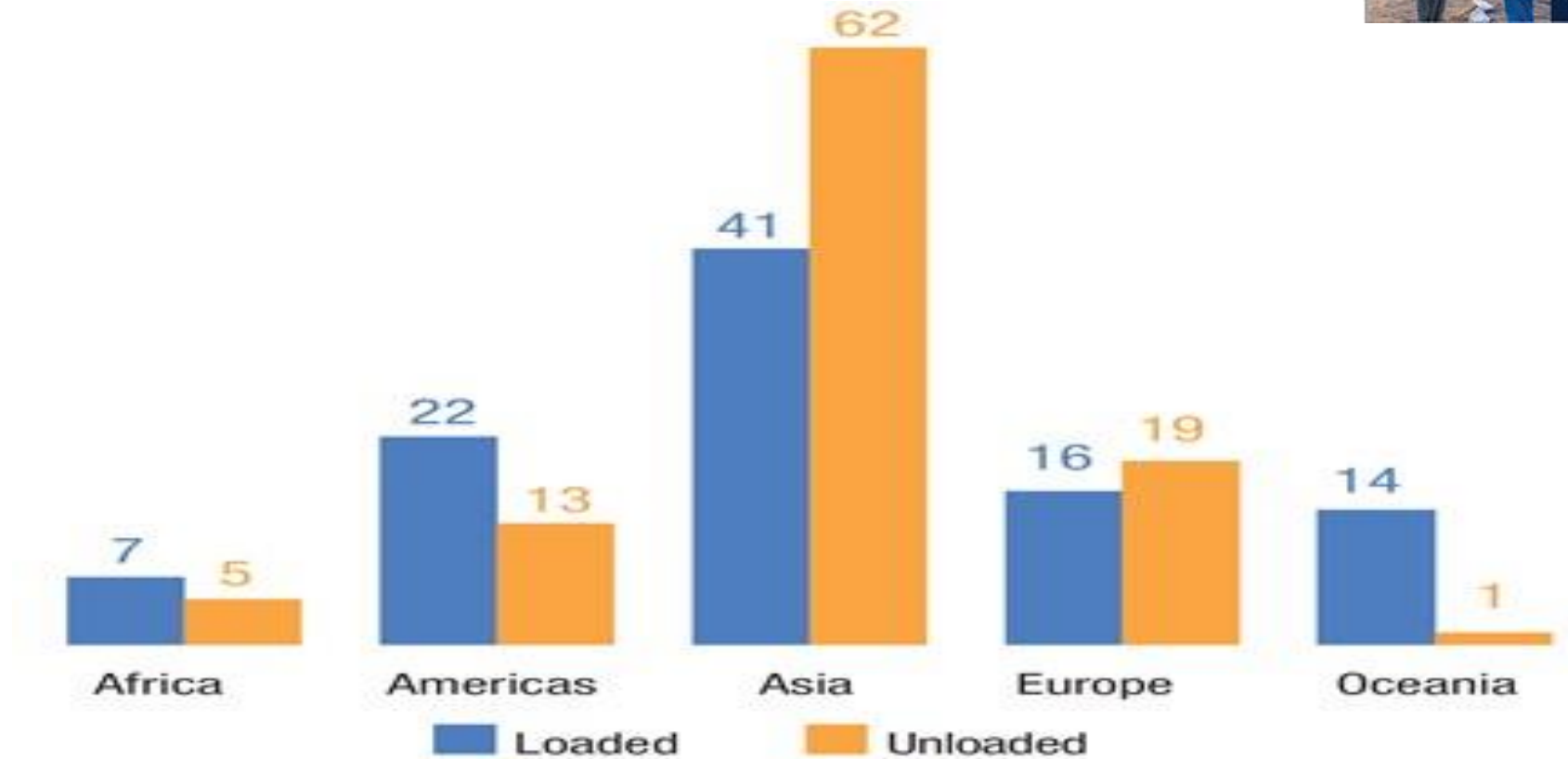


12 November 2020
16:00 - 17:00 hrs. , CET
Online

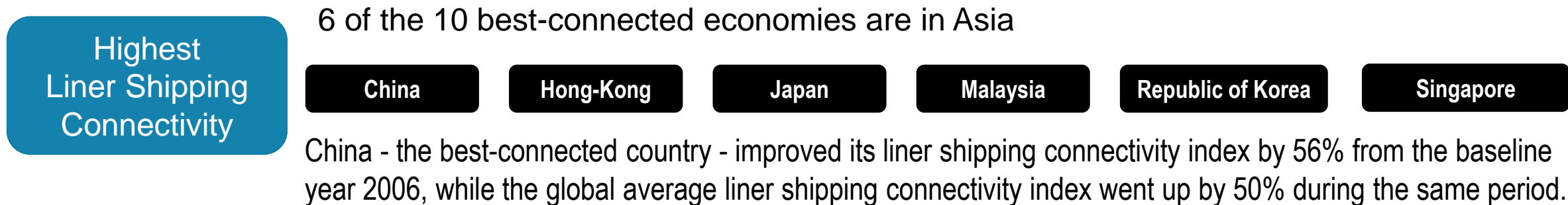
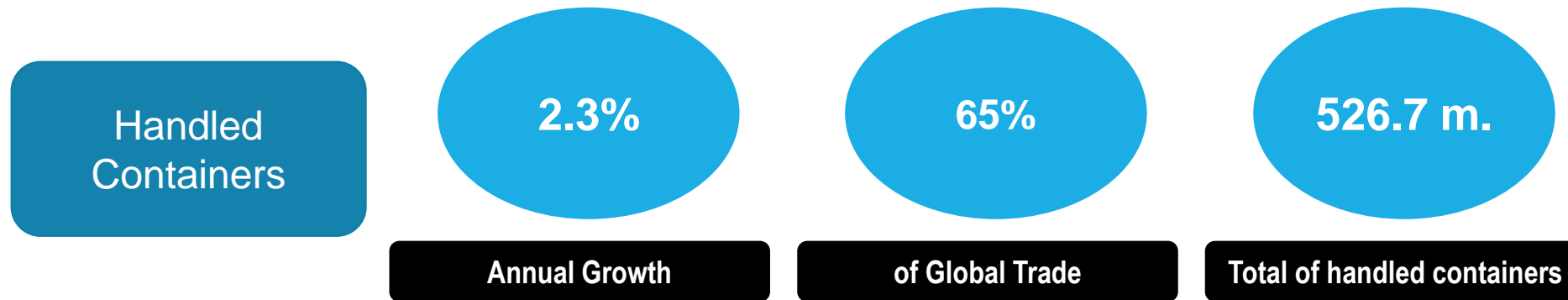
Participation of Asia in world maritime trade: 2019

Global maritime
trade volumes

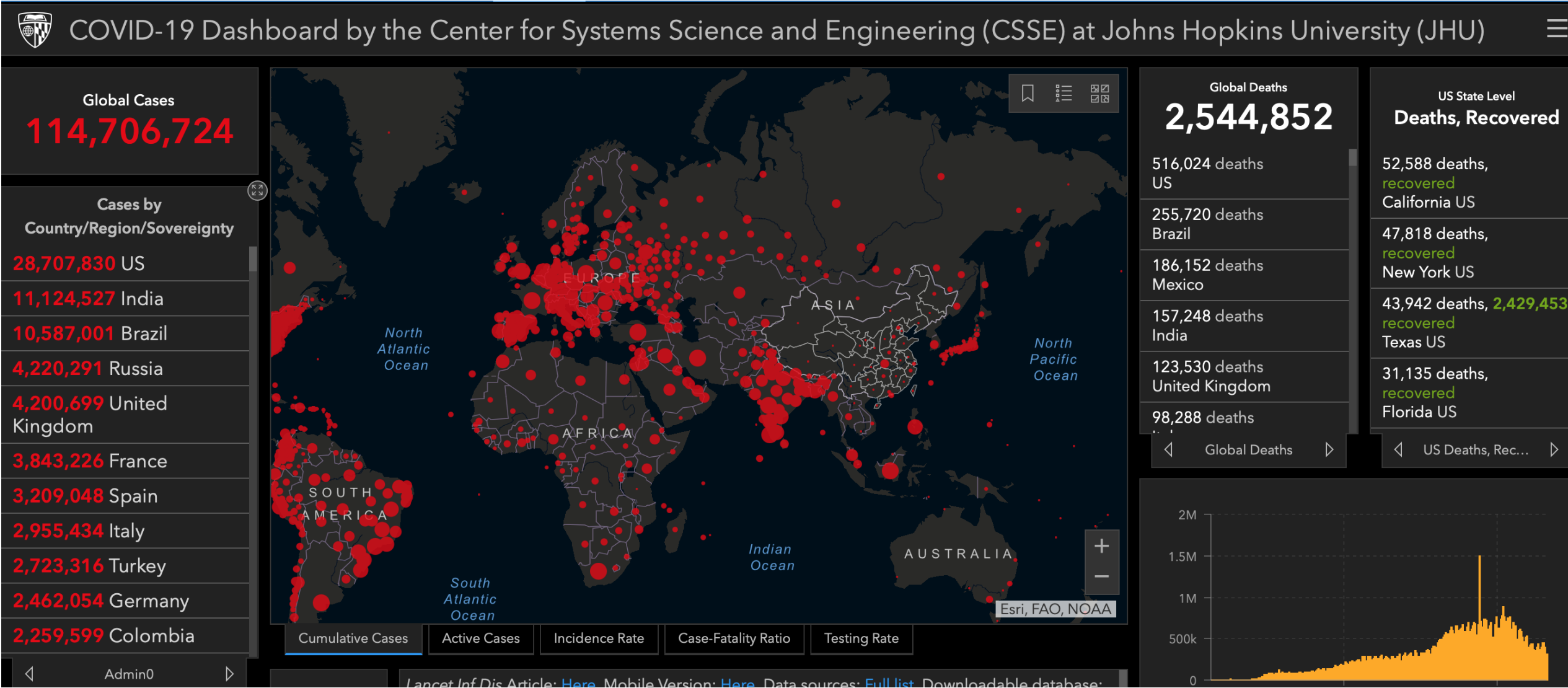
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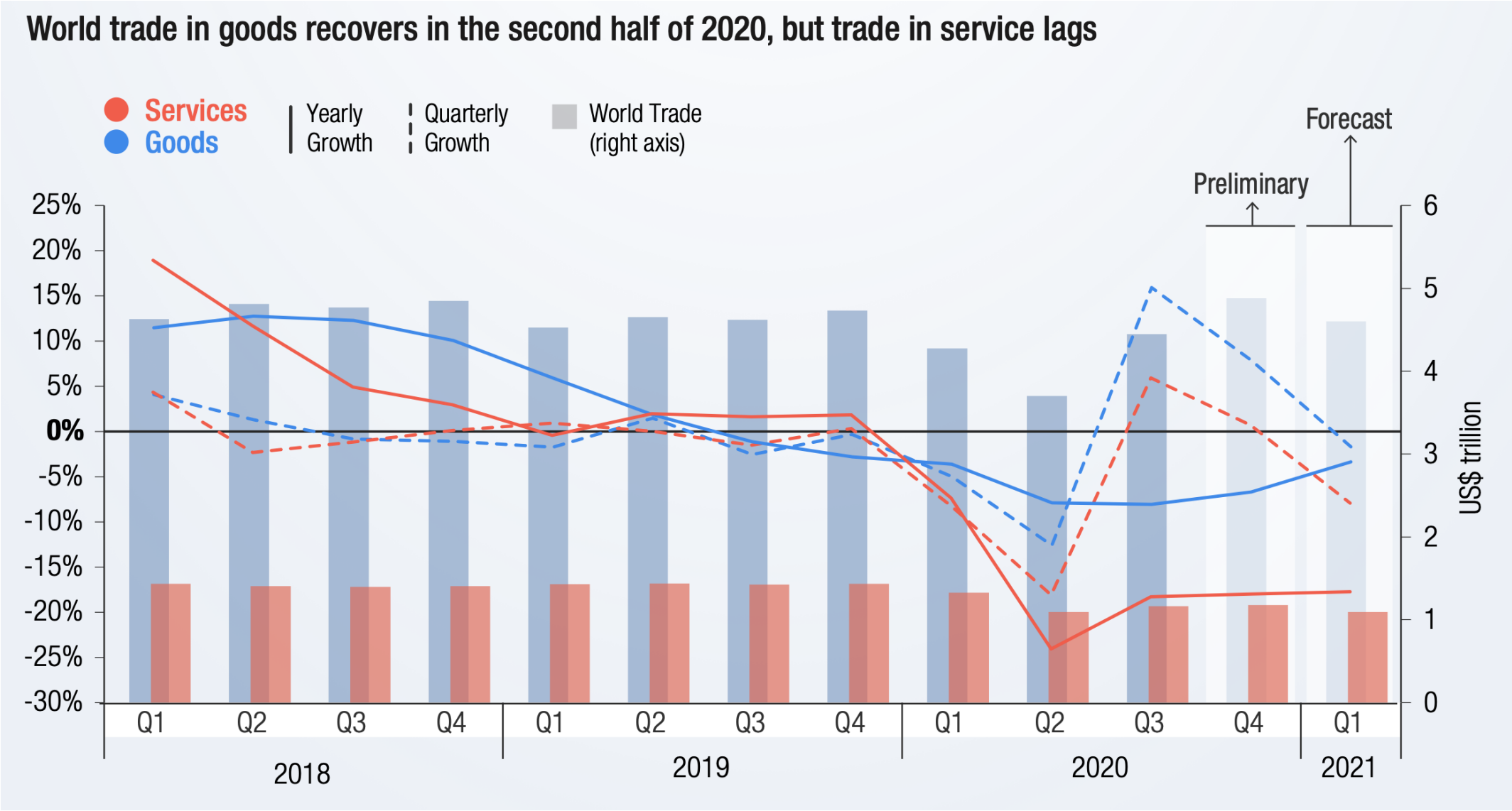
Participation of Asia in world maritime trade: 2019



An external crisis: COVID-19 pandemic



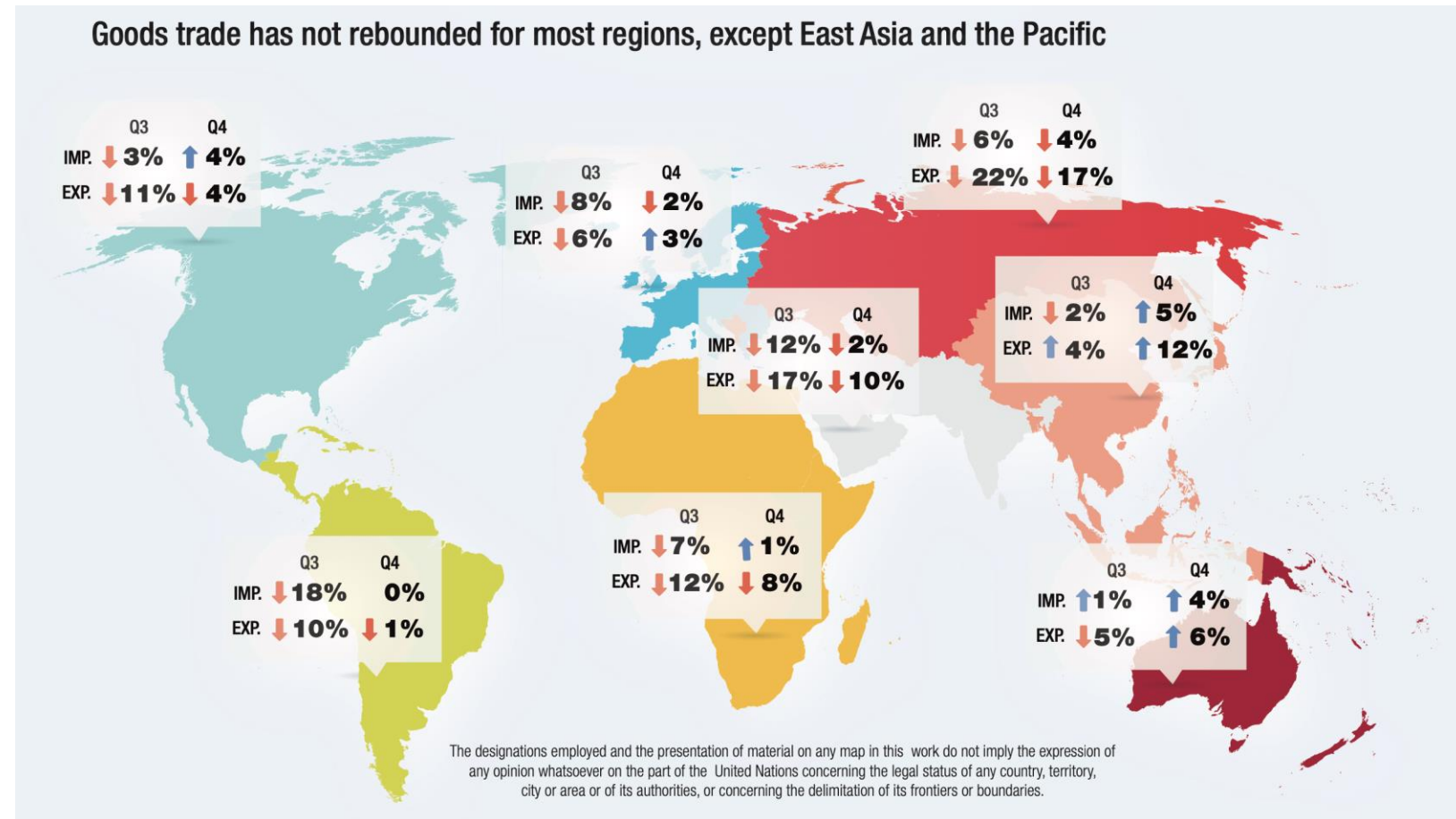
The initial shock: COVID-19 affects trade flows at unprecedented speed & scale



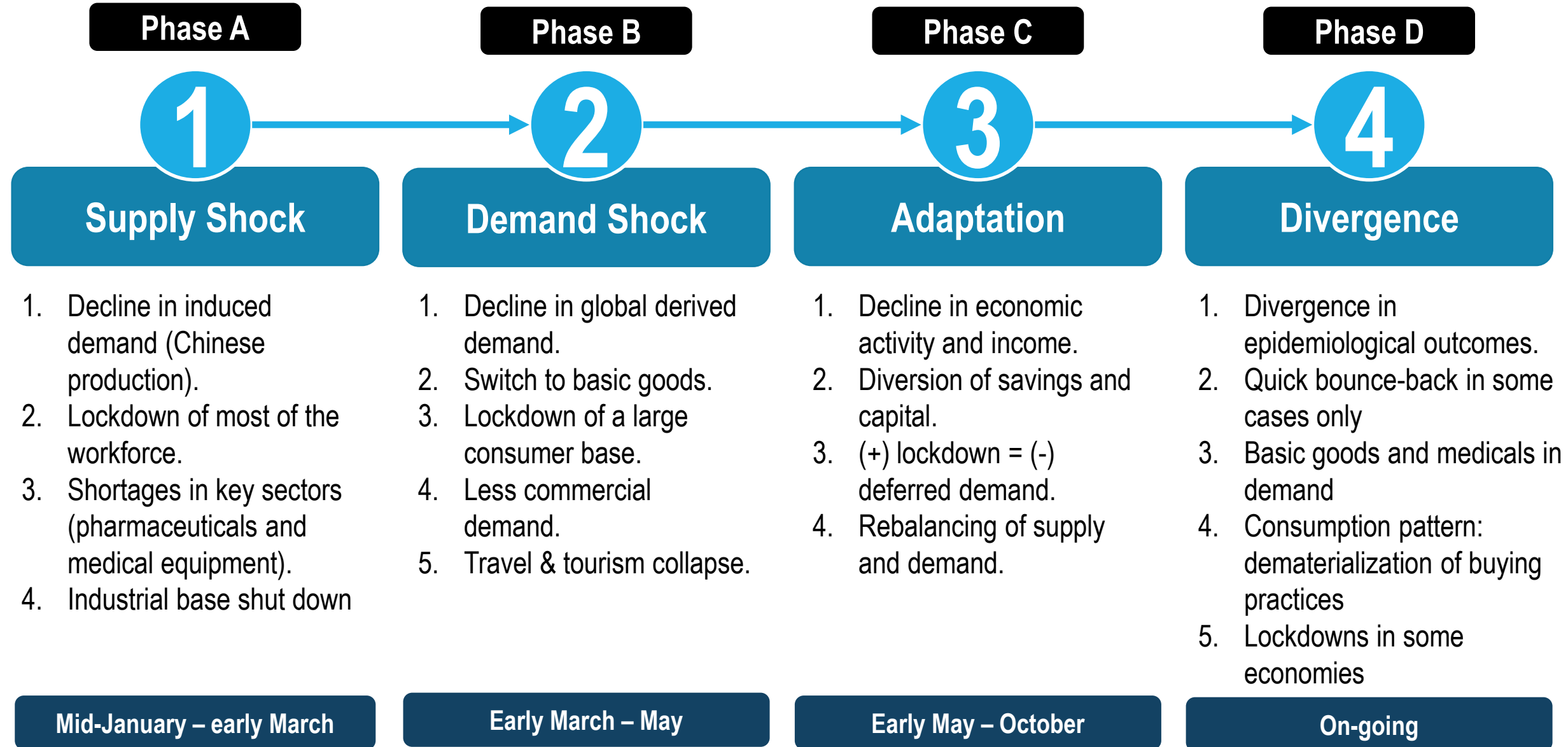
Source: UNCTAD (2020). Global Trade Update (February 2021) (UNCTAD/DITC/INF/2020/4)

Imports & Exports: East Asia & the World

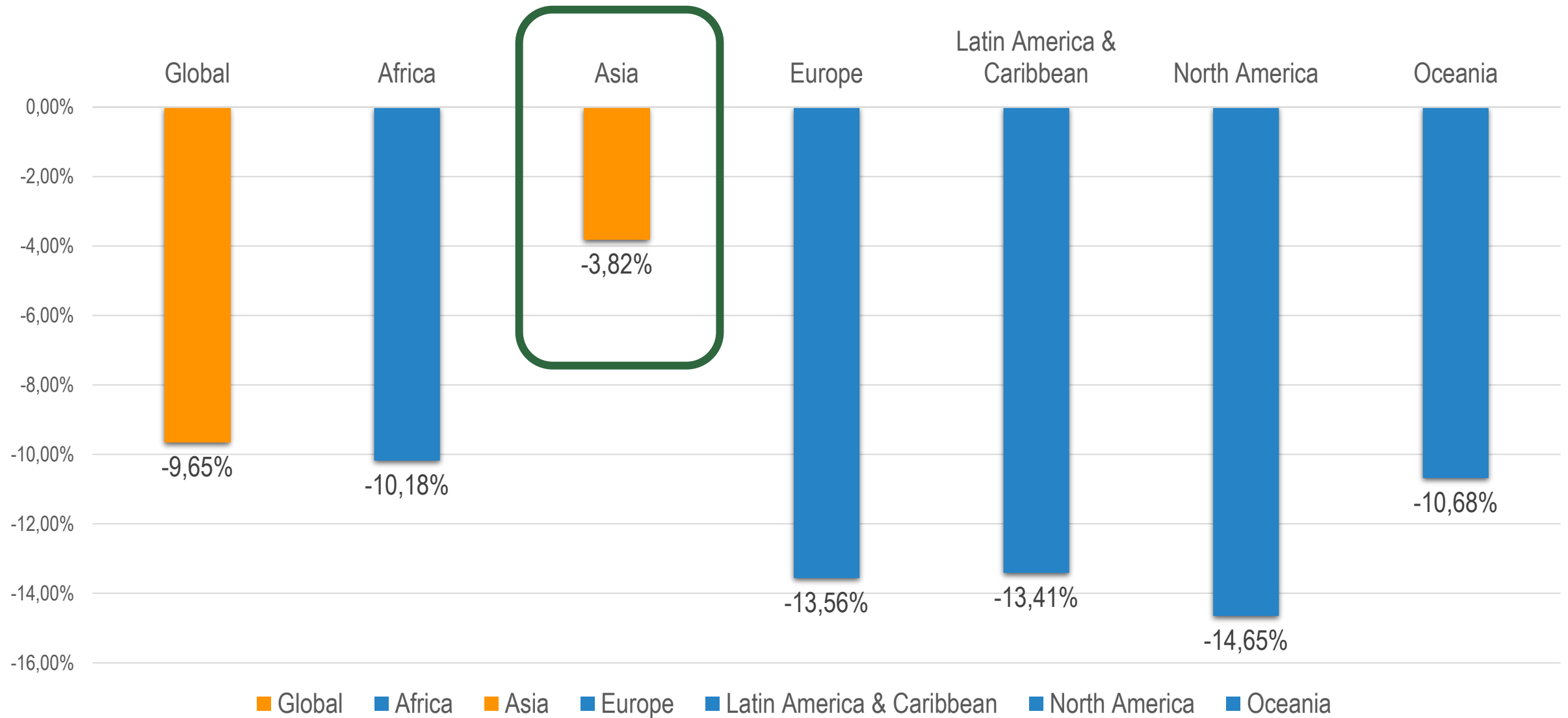
	IMPORTS	EXPORTS
Q1 2020	-3%	-7%
Q2 2020	-12%	-9%
Q3 2020	-2%	4%
Q4 2020	5%	12%



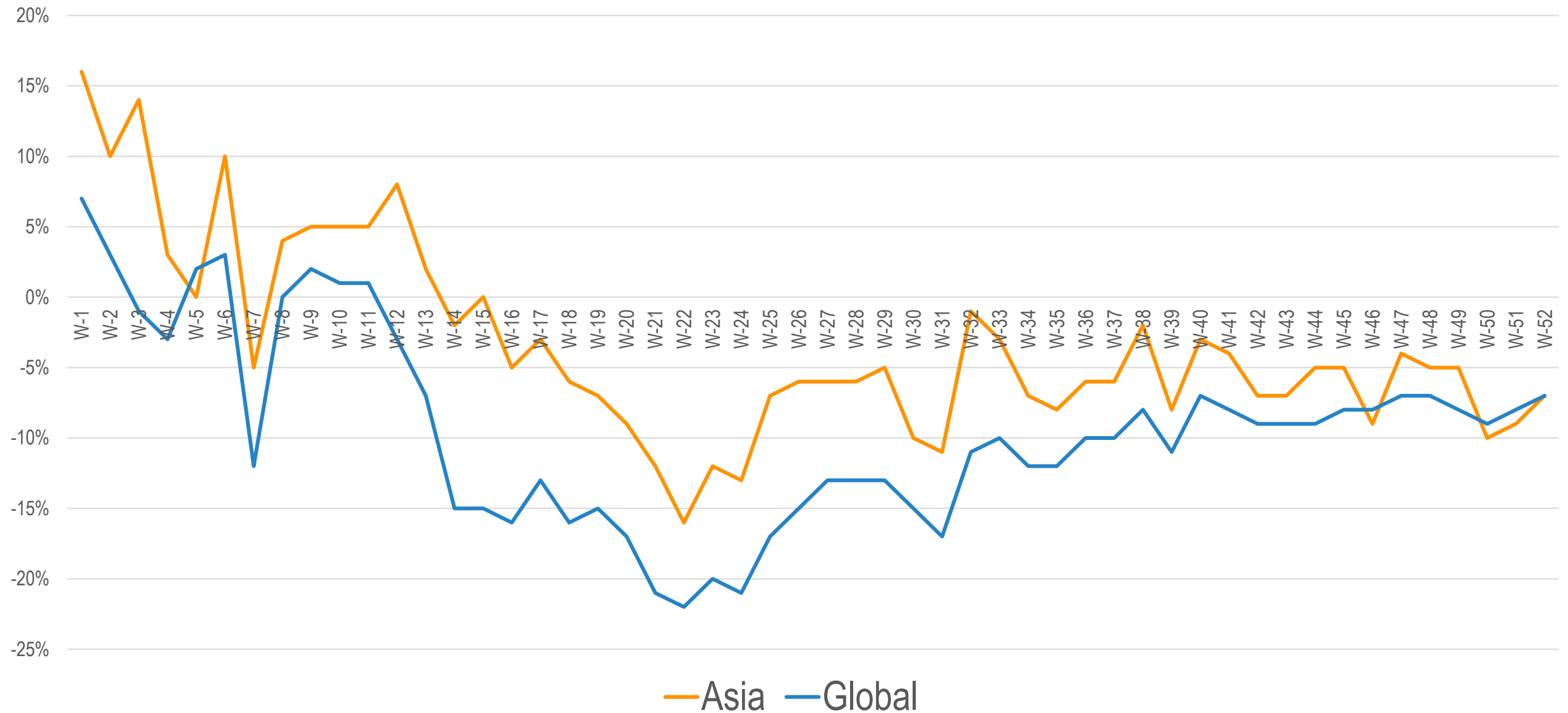
COVID-19 induced Supply Chain Shocks



Decline of vessels calls in 2020 (% change over 2019)



Vessels calls in 2020: Asia vs Globe, per week (% change over 2019)



PART A

The impact of the pandemic on : East, South & South-East Asia

East Asia

CHINA
HONG KONG
JAPAN
KOREA

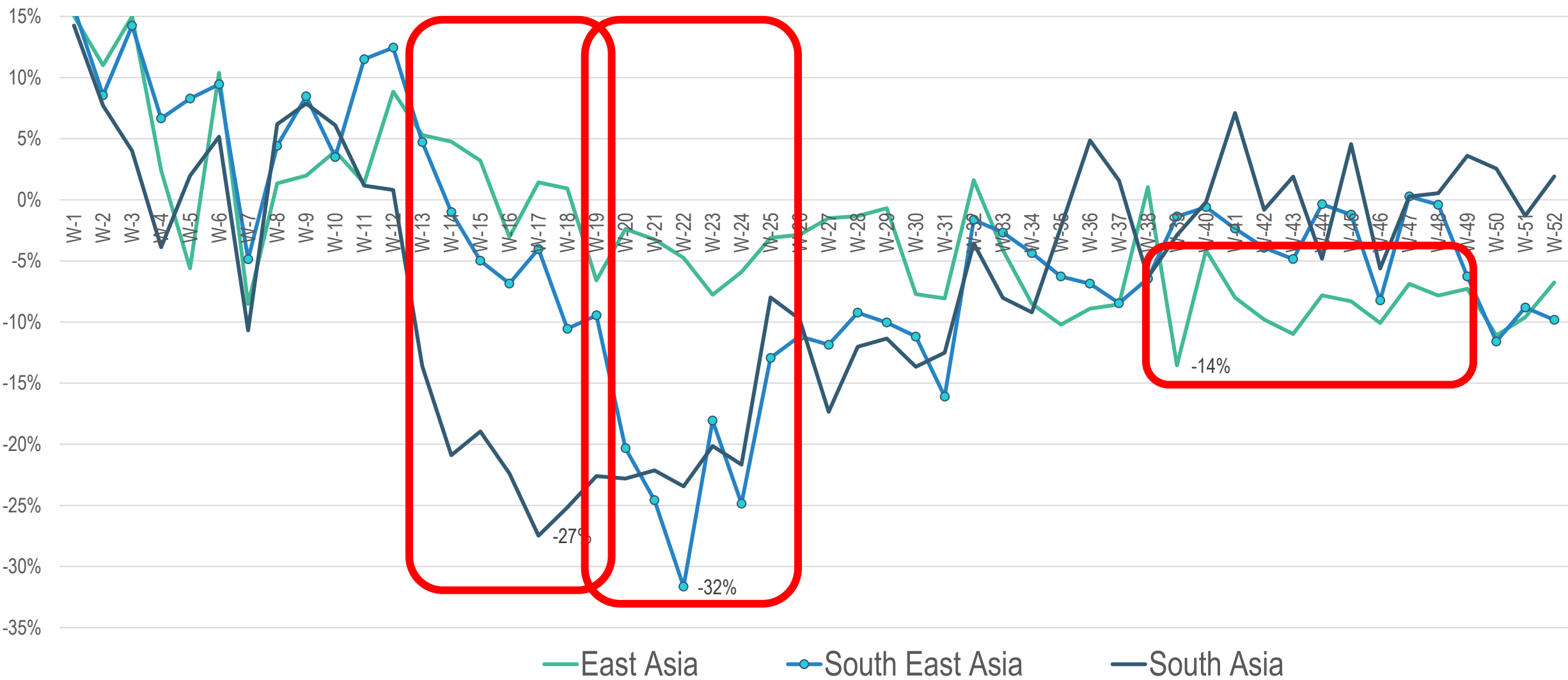
South East Asia

BRUNEI
CAMBODIA
INDONESIA
MALAYSIA
MYANMAR
PHILIPPINES
SINGAPORE
THAILAND
VIET NAM

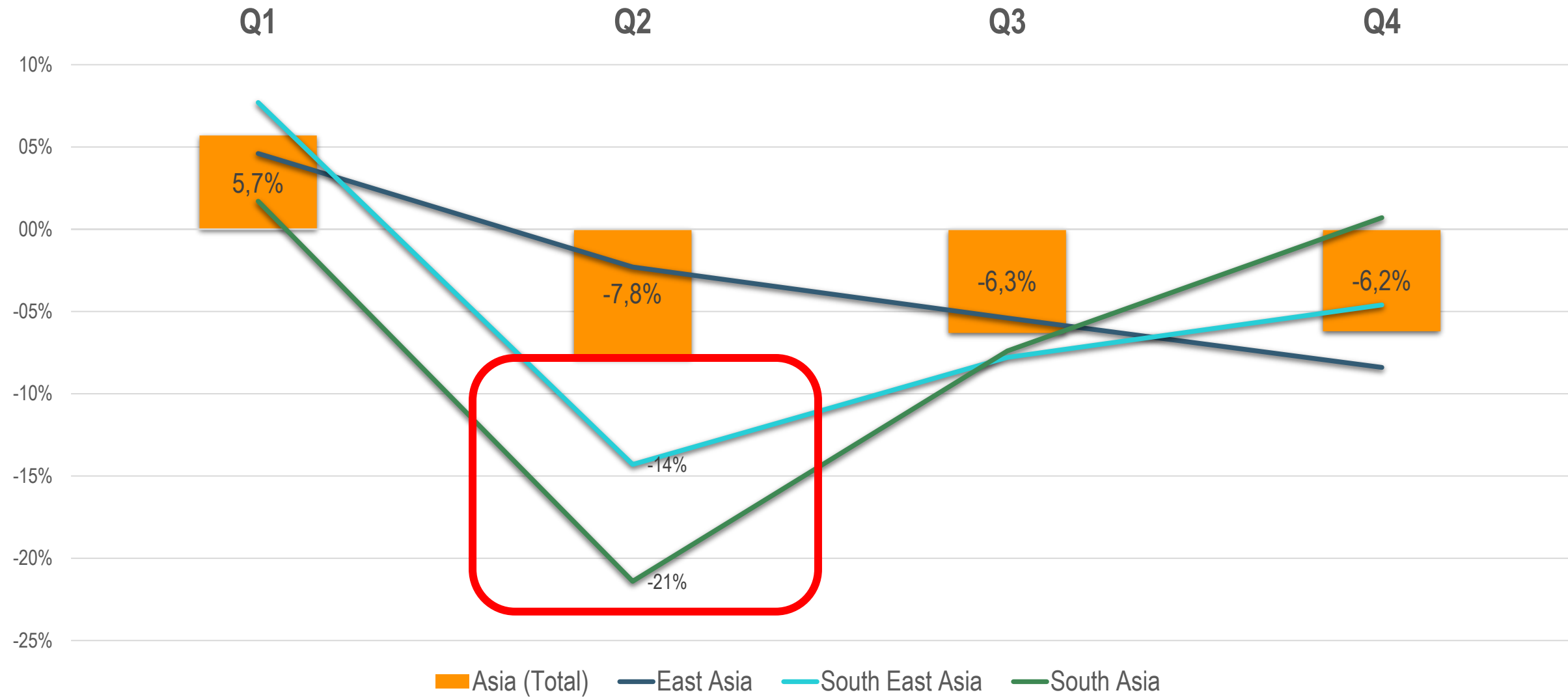
South Asia

BANGLADESH
INDIA
IRAN
MALDIVES
PAKISTAN
SRI LANKA

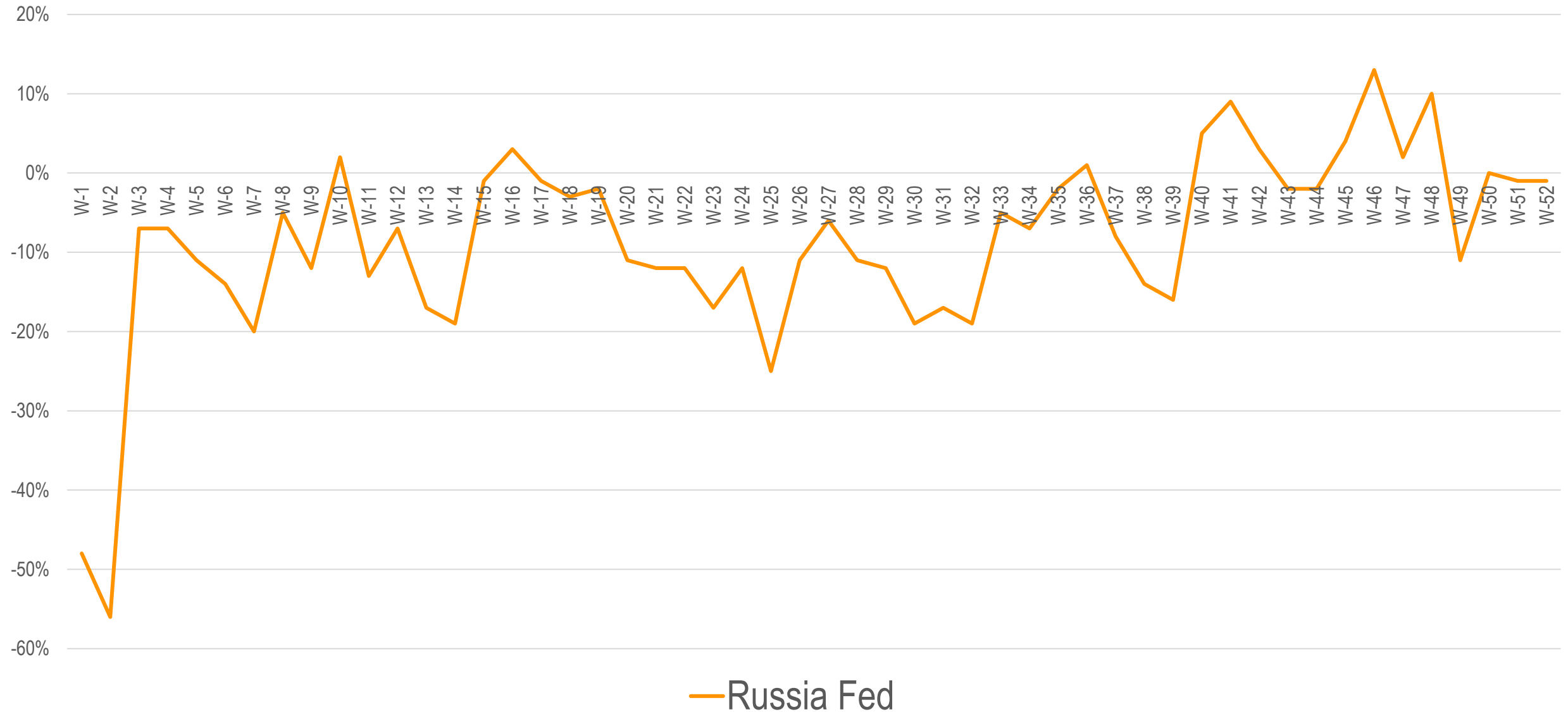
Vessels calls 2020: East/South/South-East Asia, per week (% change over 2019)



Vessels calls in 2020: Intra-Regional Dynamics in Asia (% change over 2019)

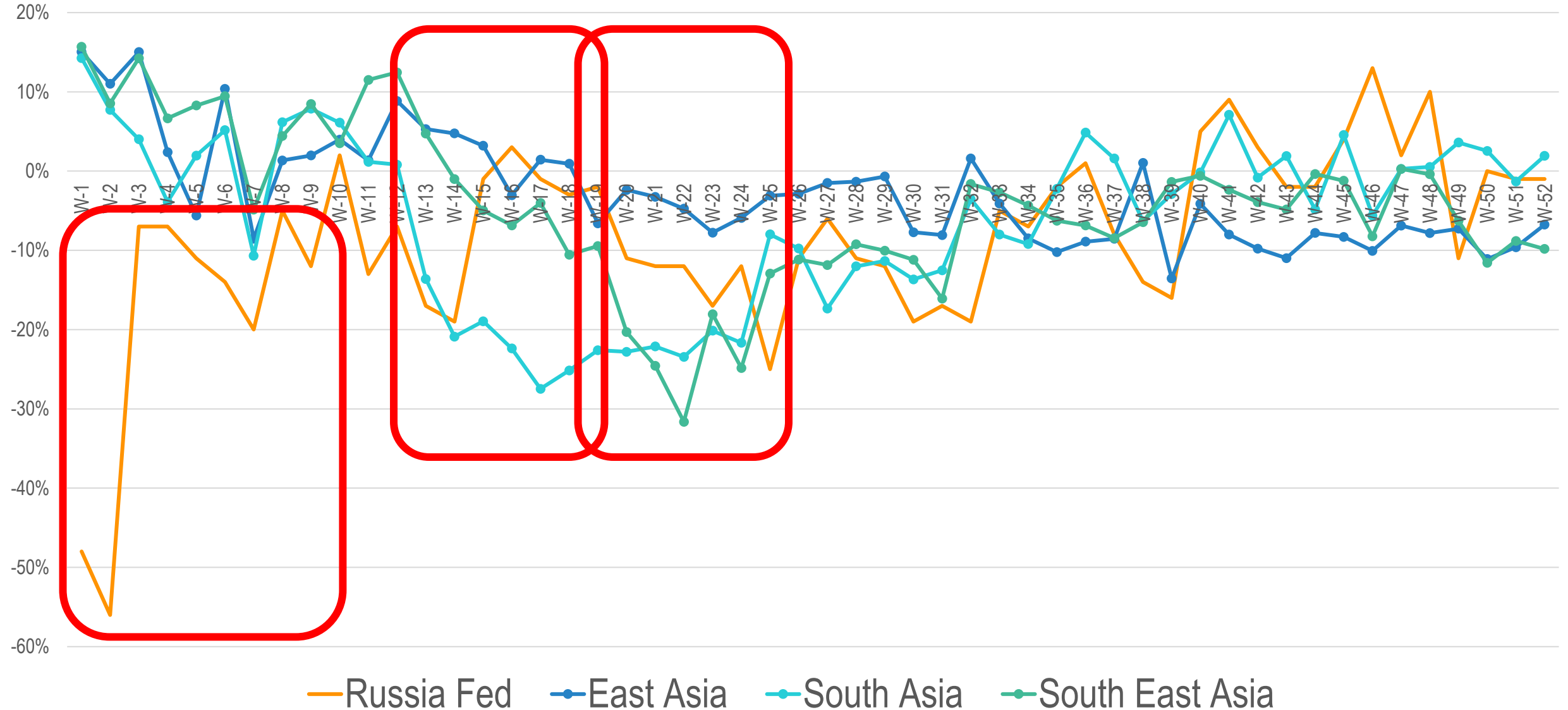


Vessels calls 2020: **Russia** per week (% change over 2019)

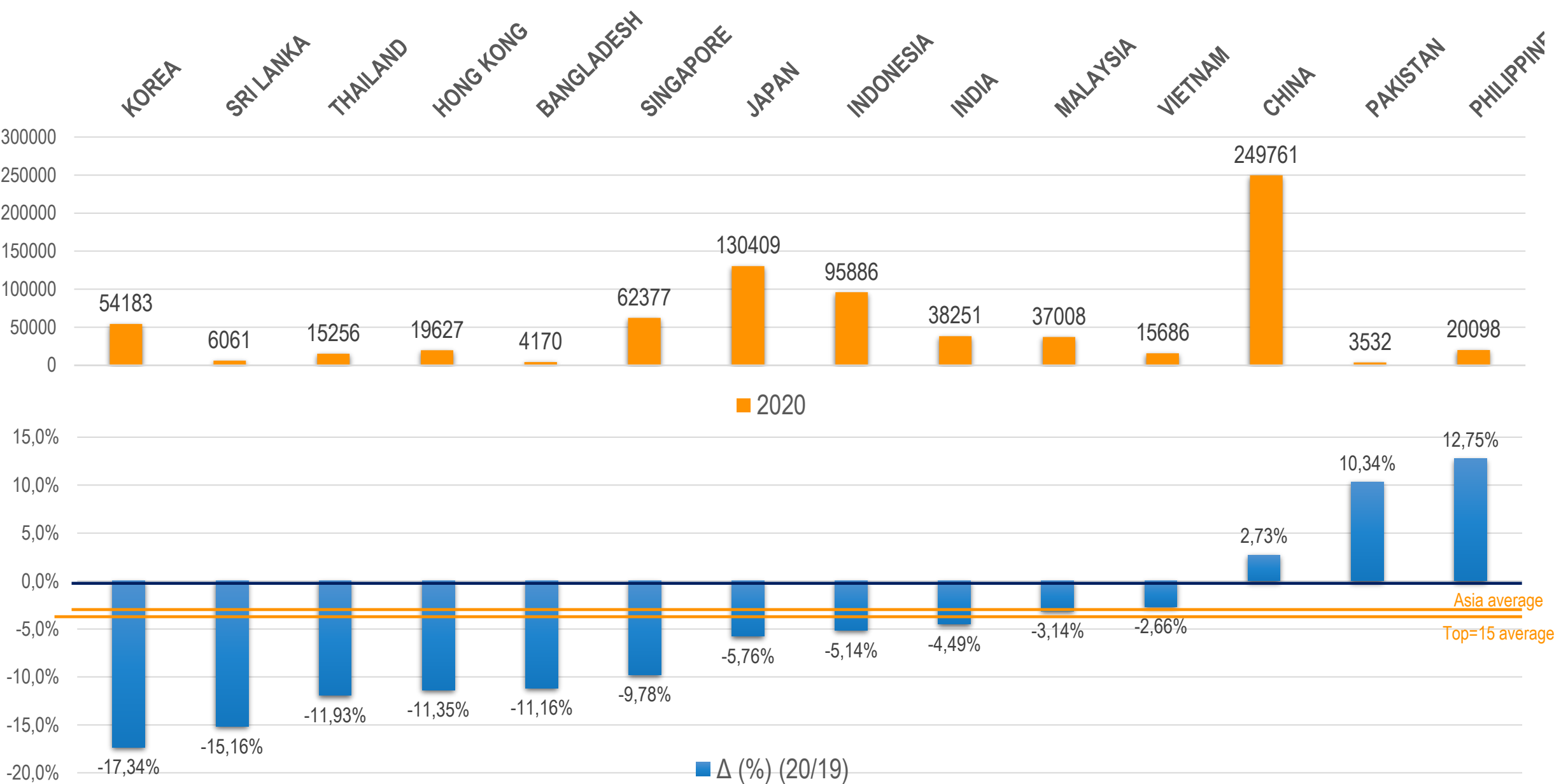


Vessels calls 2020: East/South/South-East Asia/Russia

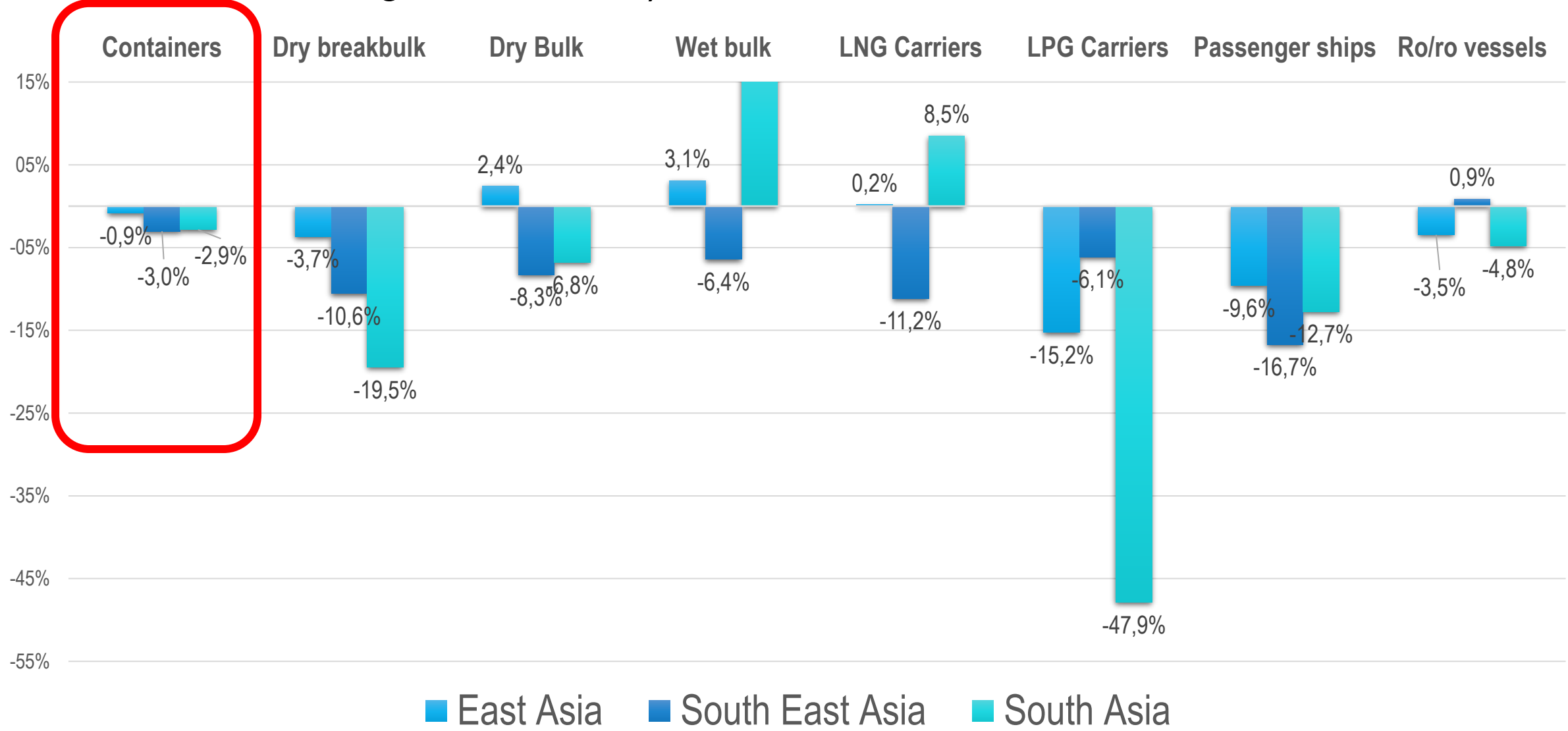
per week (% change over 2019)



Vessels calls in 2020: 15 E/S/SE Asian countries with most calls (% change over 2019)



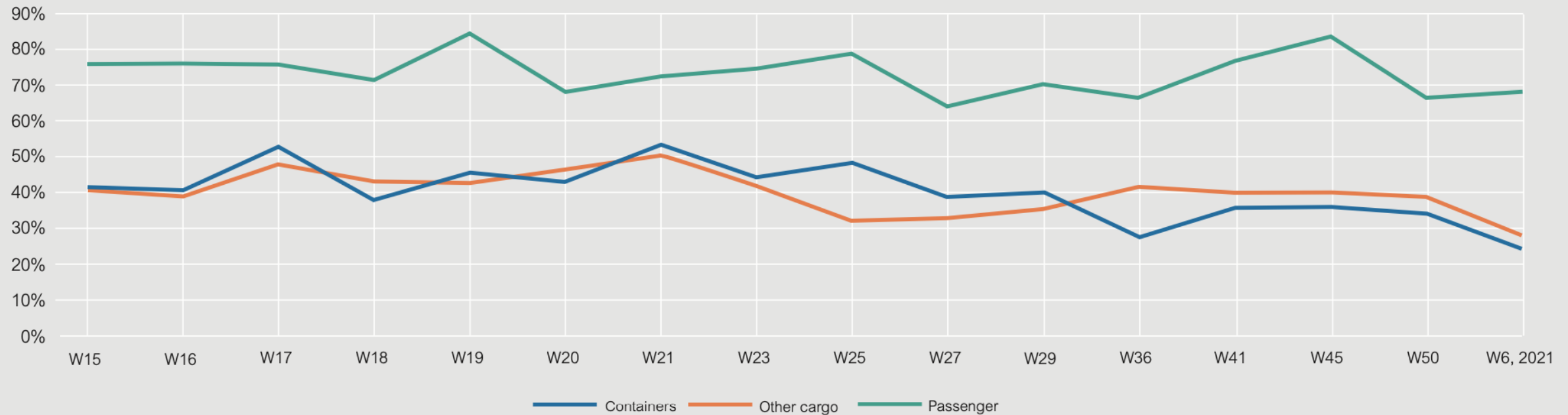
Vessels calls in 2020: East/South/South-East Asia, per market (% change over 2019)



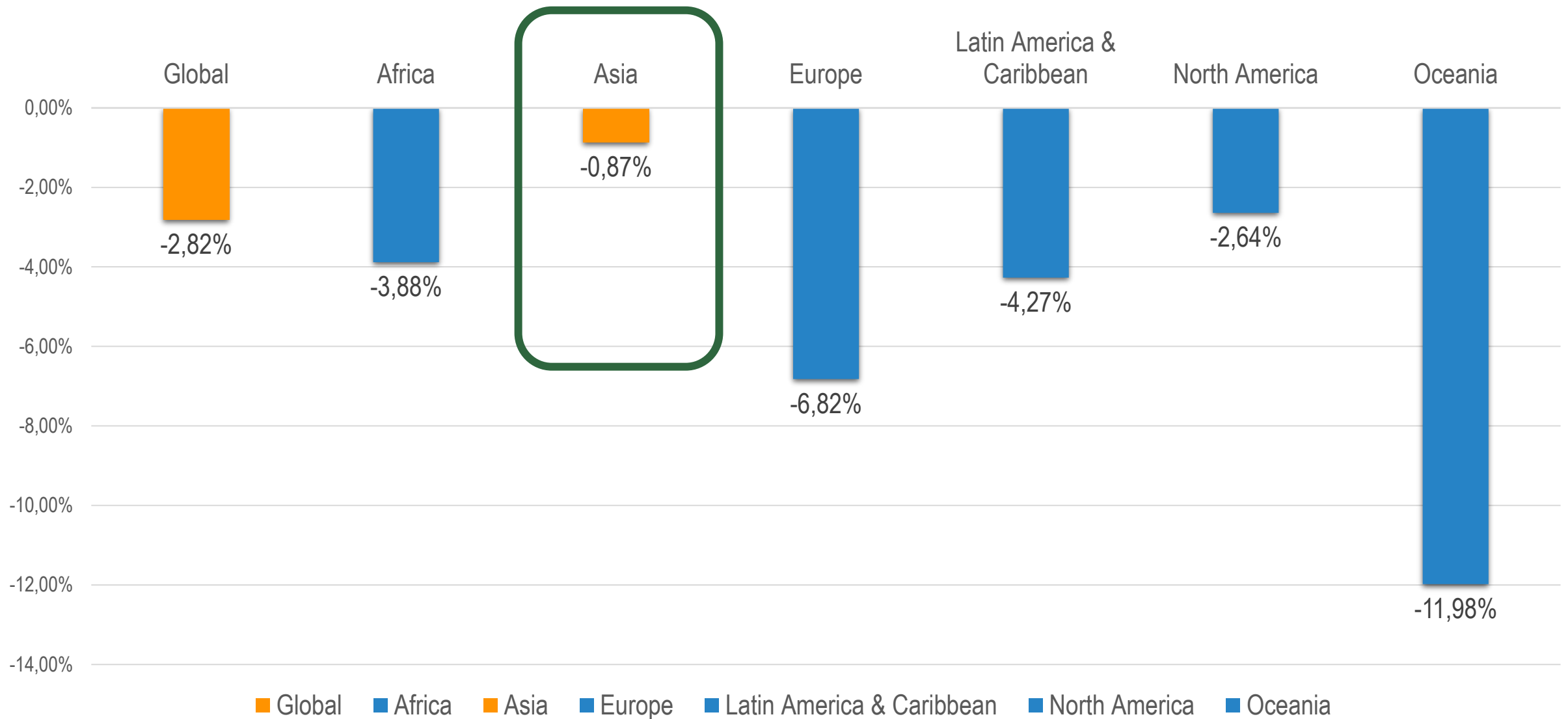
Source: UNCTAD (in progress) maritime transport component of the UNDA project "COVID-19 Response on Transport/Connectivity and Trade".

Impact on vessel calls: Only half (40-50%) of ports have seen a major decrease

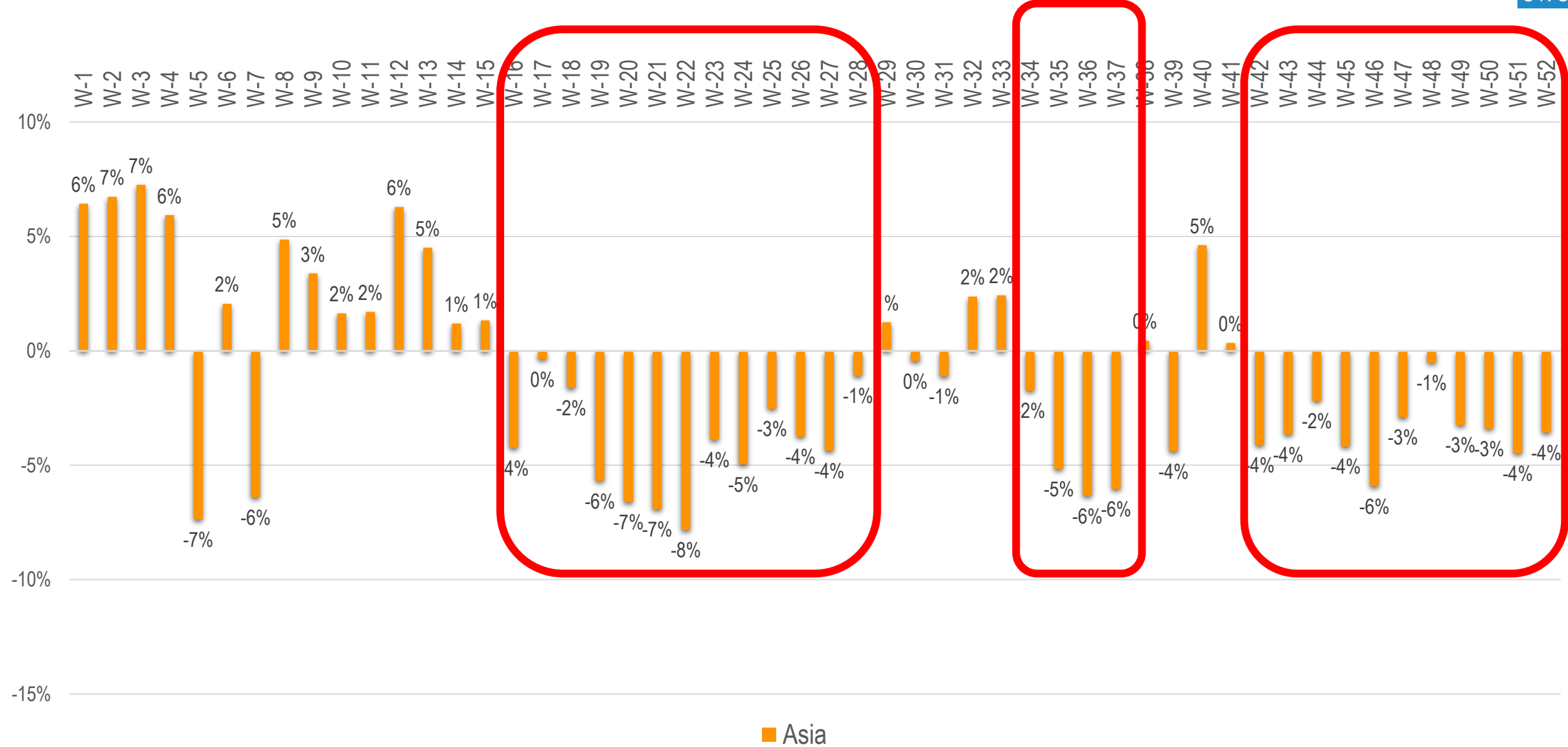
Ports where the number of ship calls is lower than in normal conditions



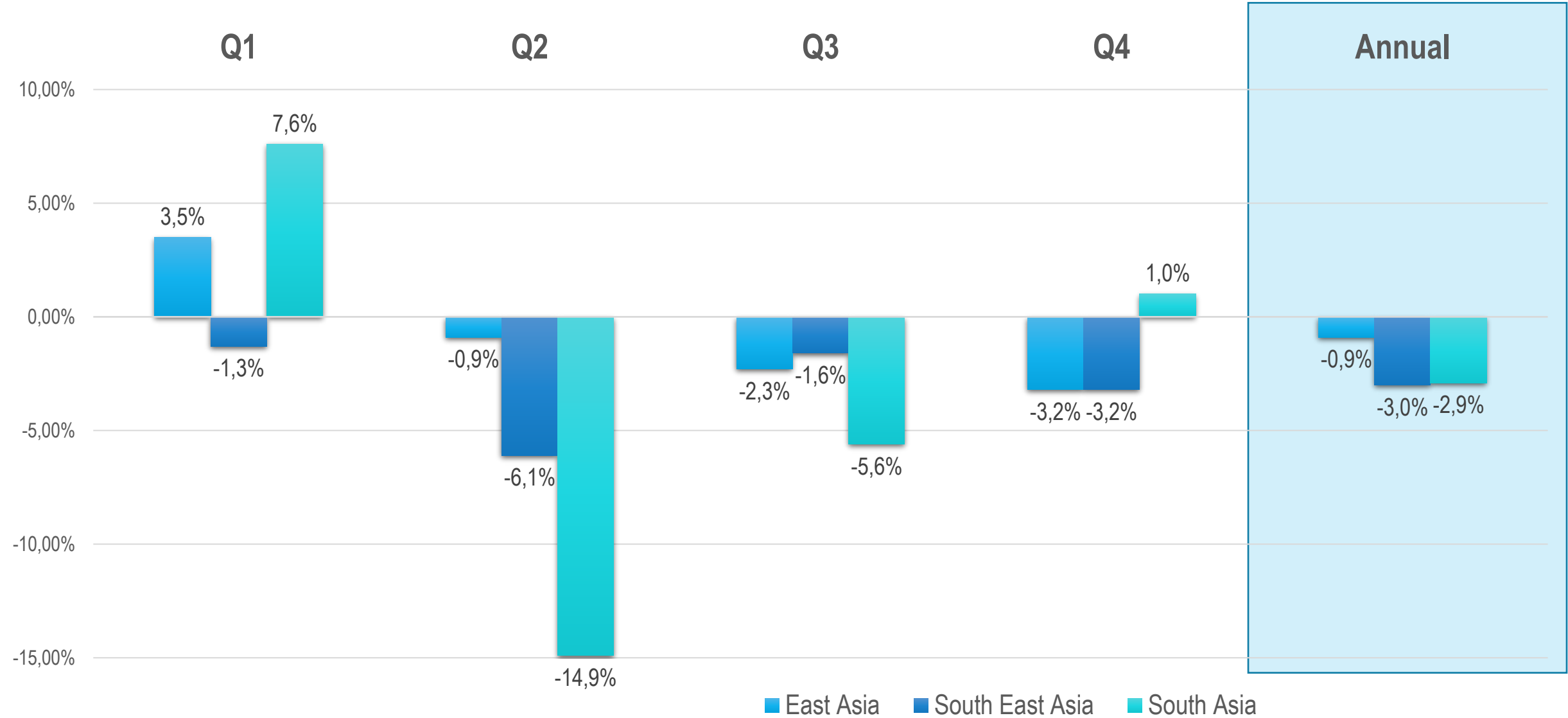
Containerships calls in 2020: Asia vs Globe (% change over 2019)



Containerships calls in 2020: E/S/S-E Asia (% change over 2019)

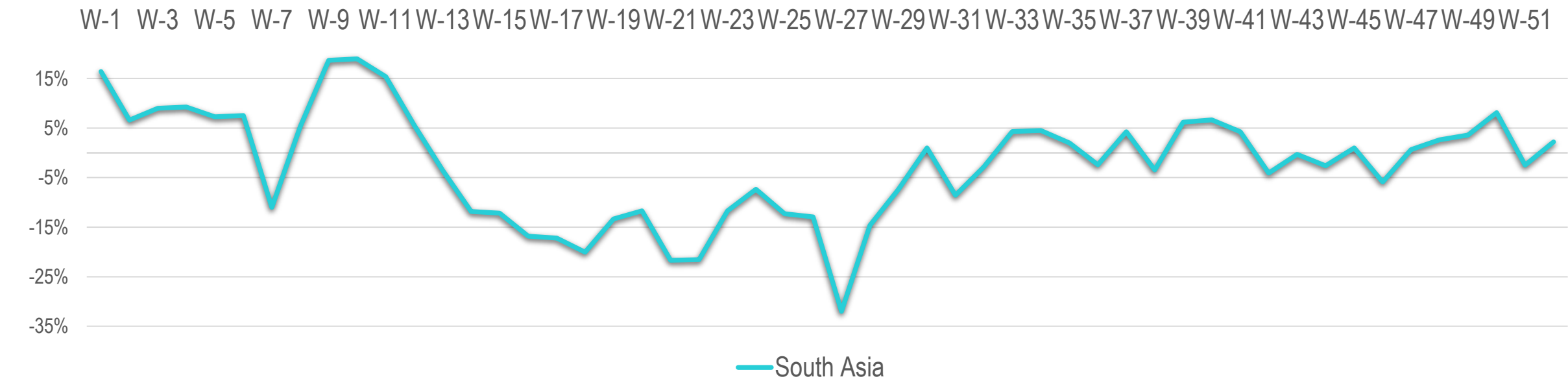
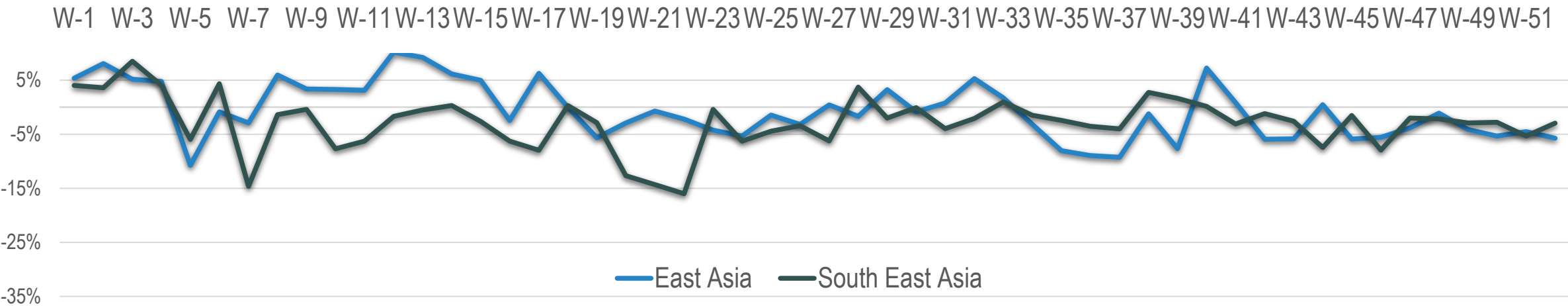


Containerships calls in 2020: Intra-Regional Dynamics (% change over 2019)



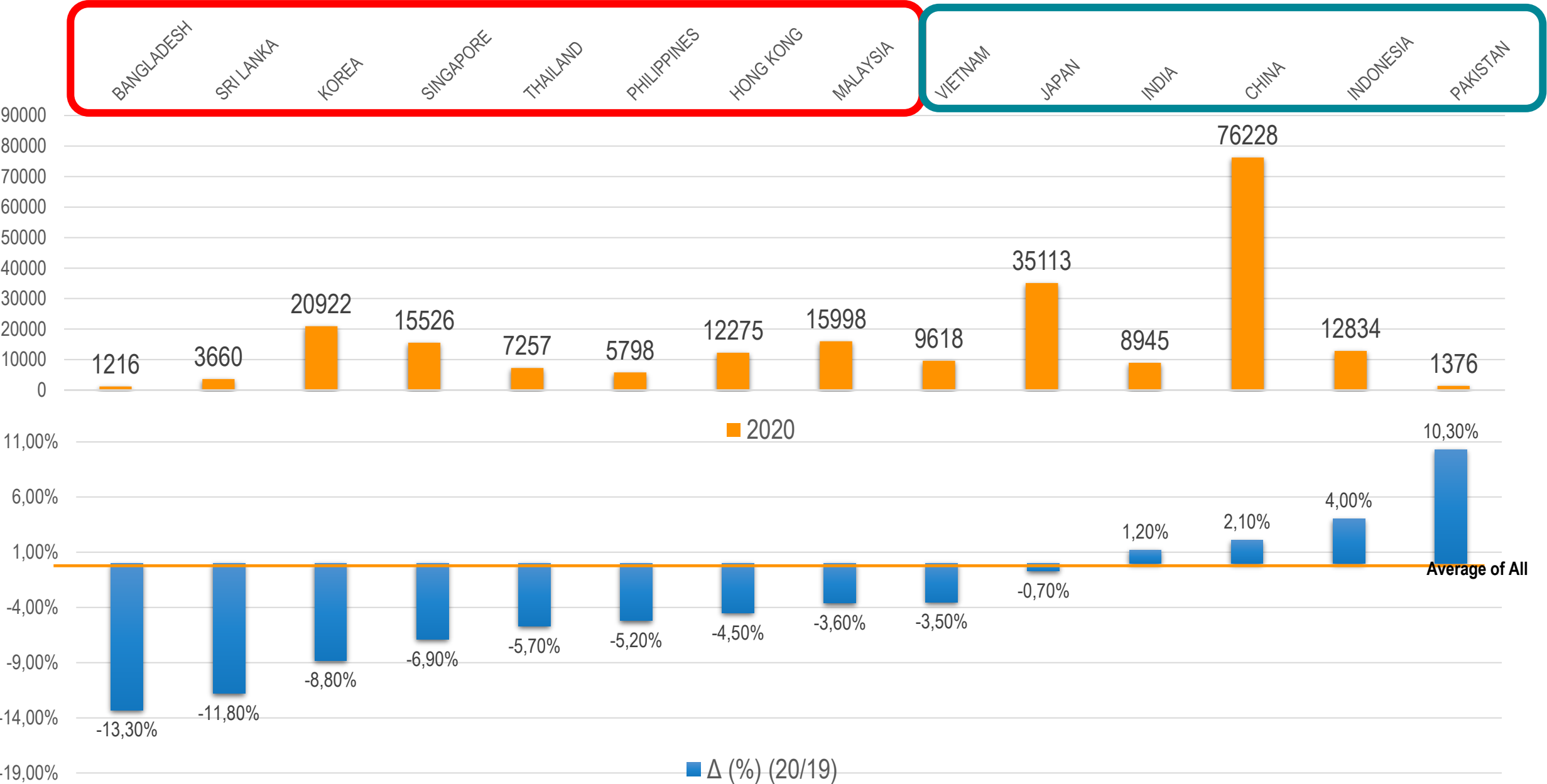
Source: UNCTAD (in progress) maritime transport component of the UNDA project "COVID-19 Response on Transport/Connectivity and Trade".

Containerships calls in 2020: E/S/S-E Asia Intra-Regional Dynamics (% change over 2019)

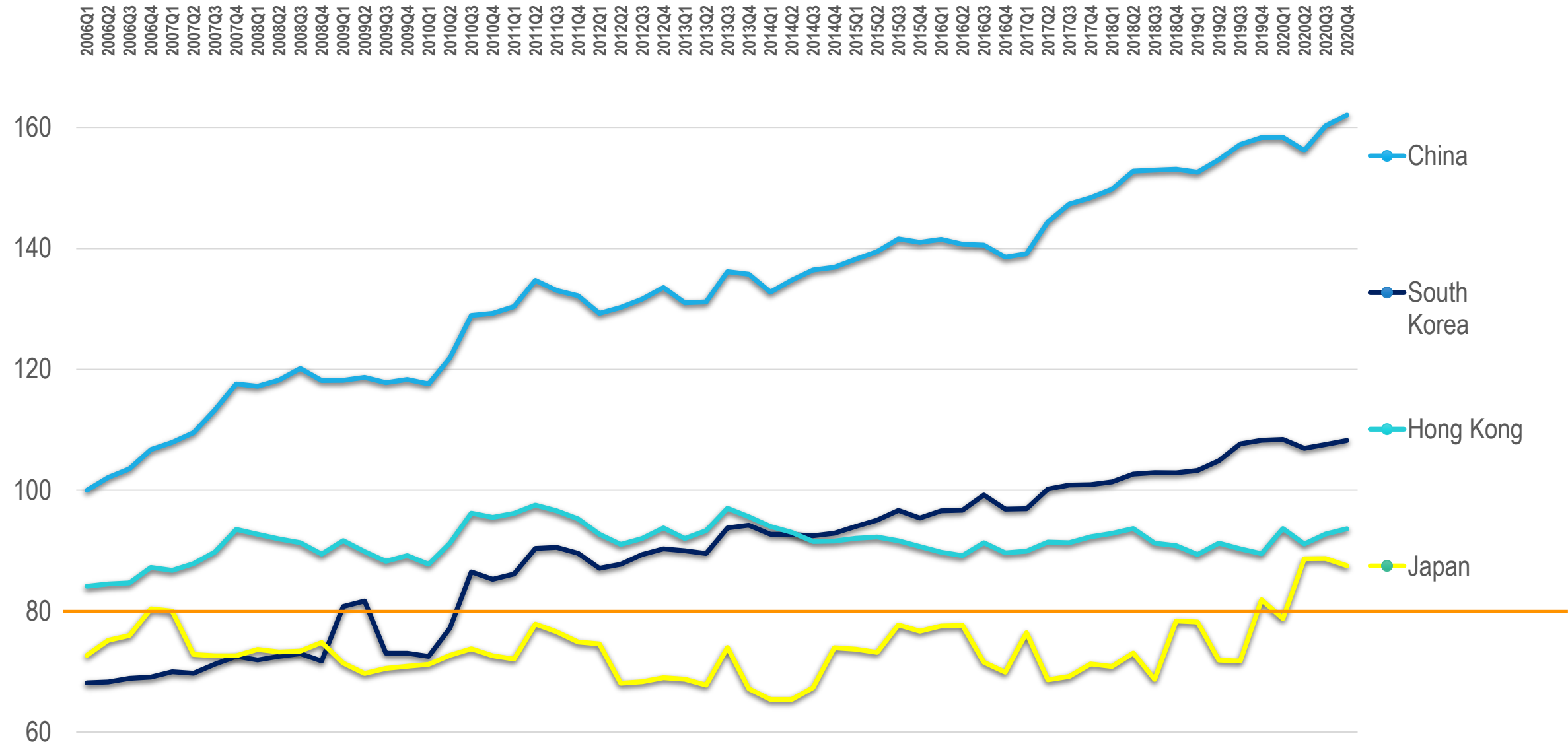


Source: UNCTAD (in progress) maritime transport component of the UNDA project "COVID-19 Response on Transport/Connectivity and Trade".

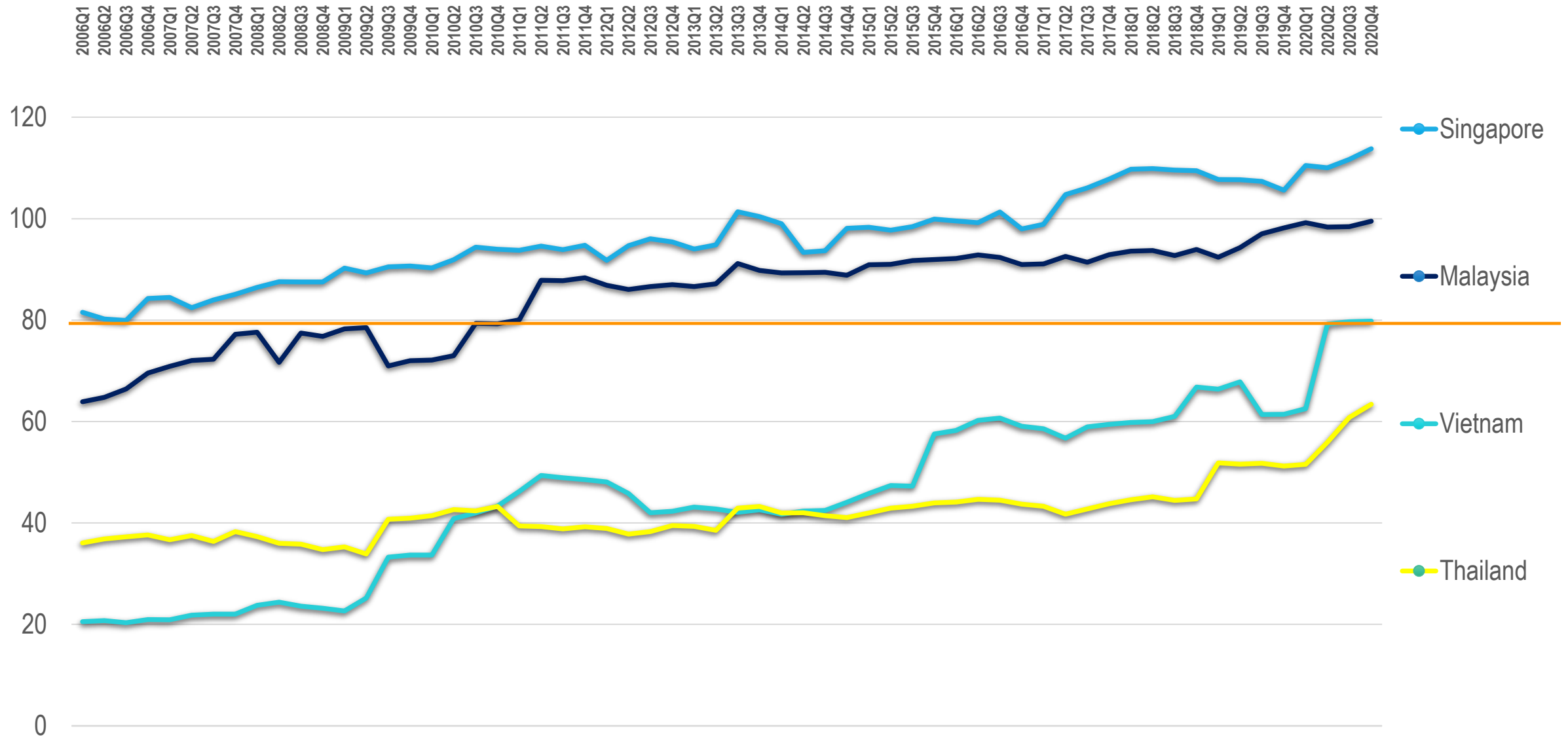
Vessels calls in 2020: Countries with >1.000 calls (% change over 2019)



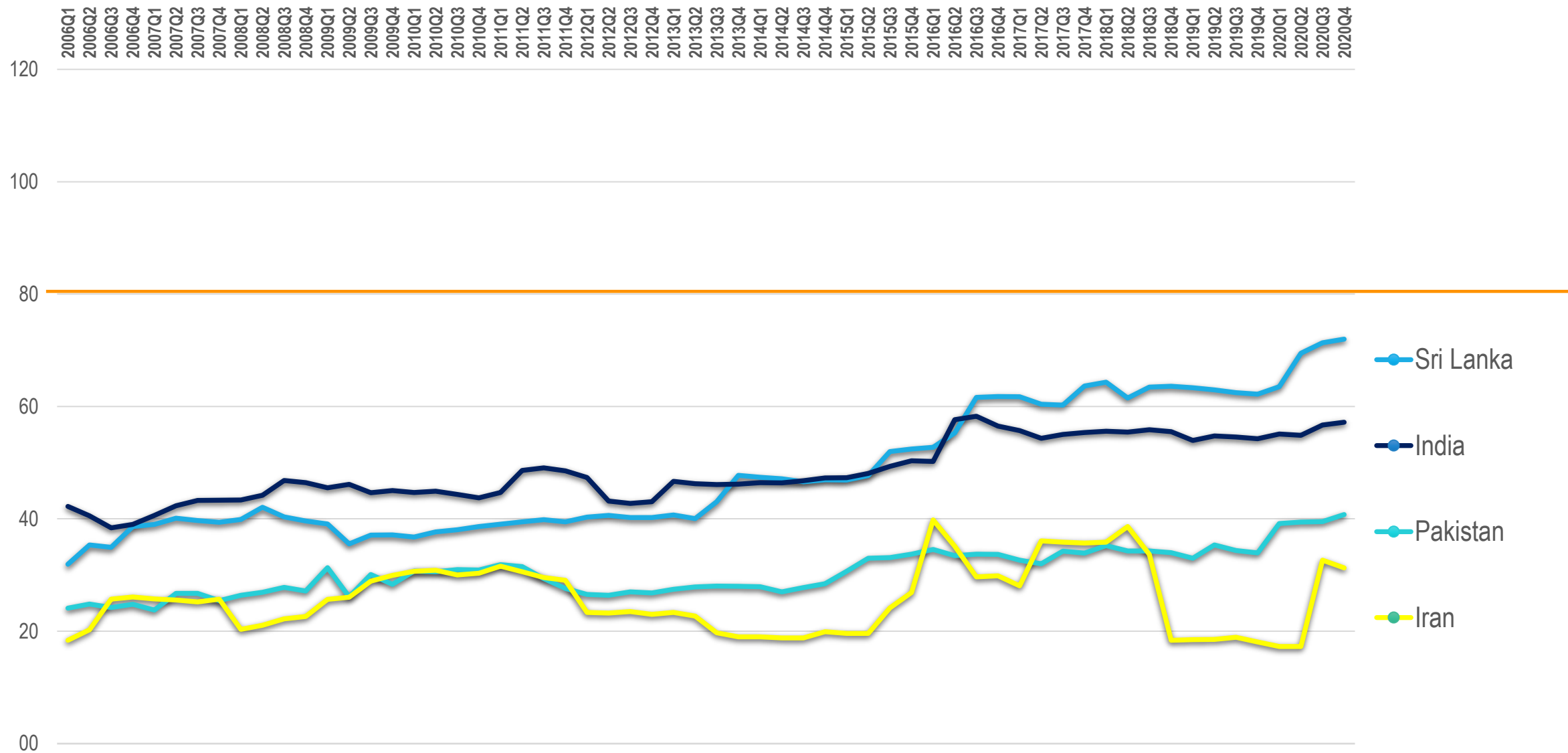
Liner Shipping Connectivity Index (LSCI): Trends in East Asia Countries (2006-2020)



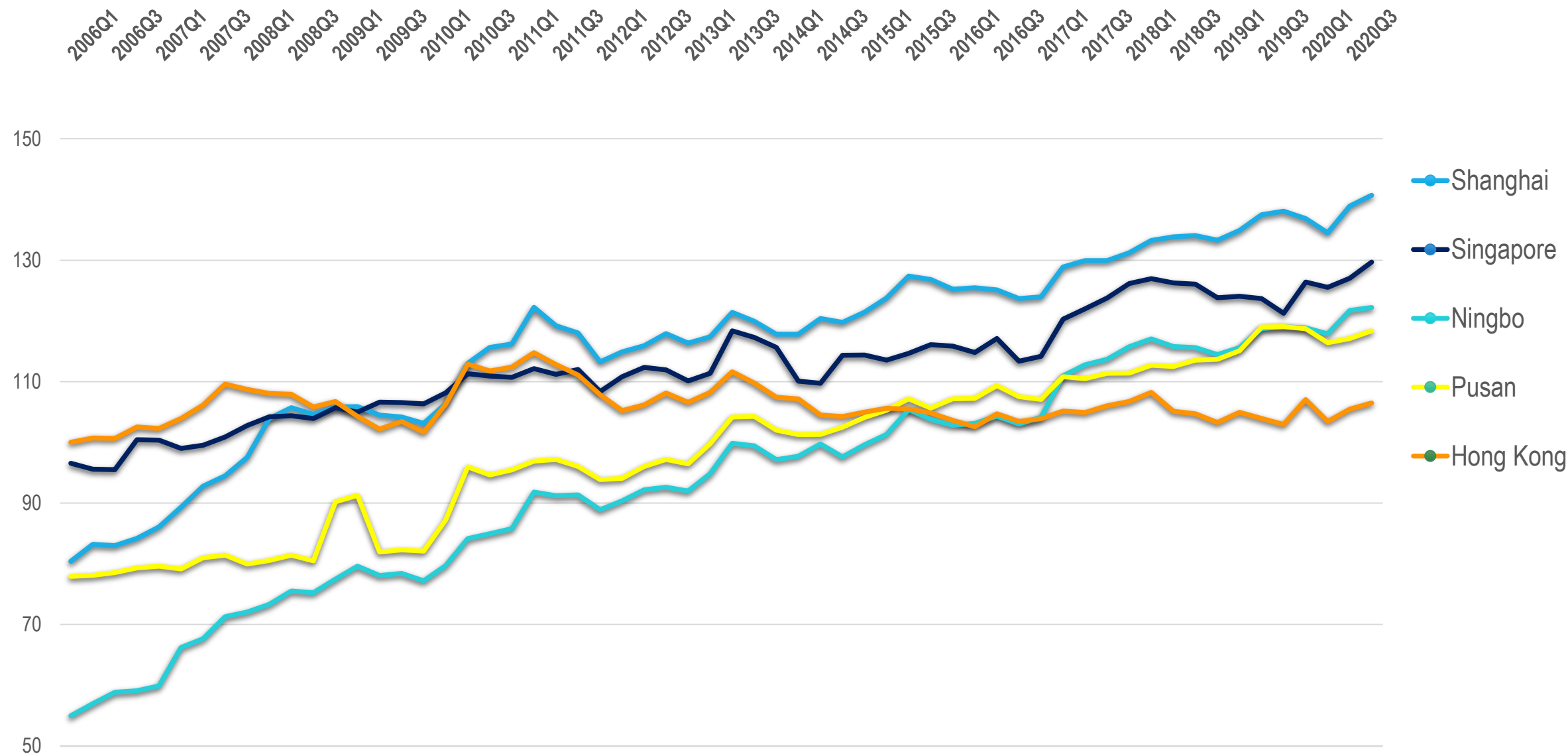
Liner Shipping Connectivity Index (LSCI): Trends in South East Asia Countries (2006-2020)



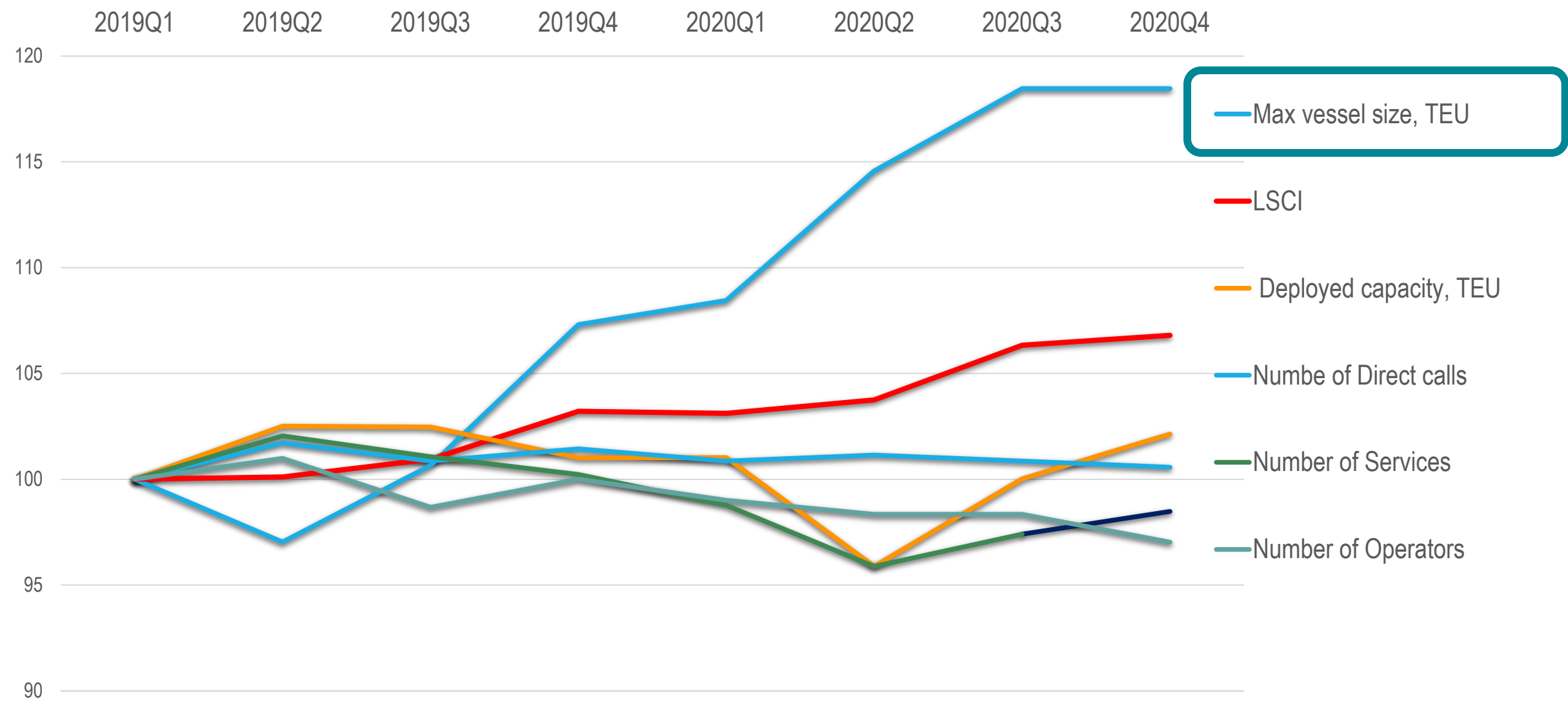
Liner Shipping Connectivity Index (LSCI): Trends in South Asia Countries (2006-2020)



Liner Shipping Connectivity Index (LSCI): Trends in most connected ports (2006-2020)

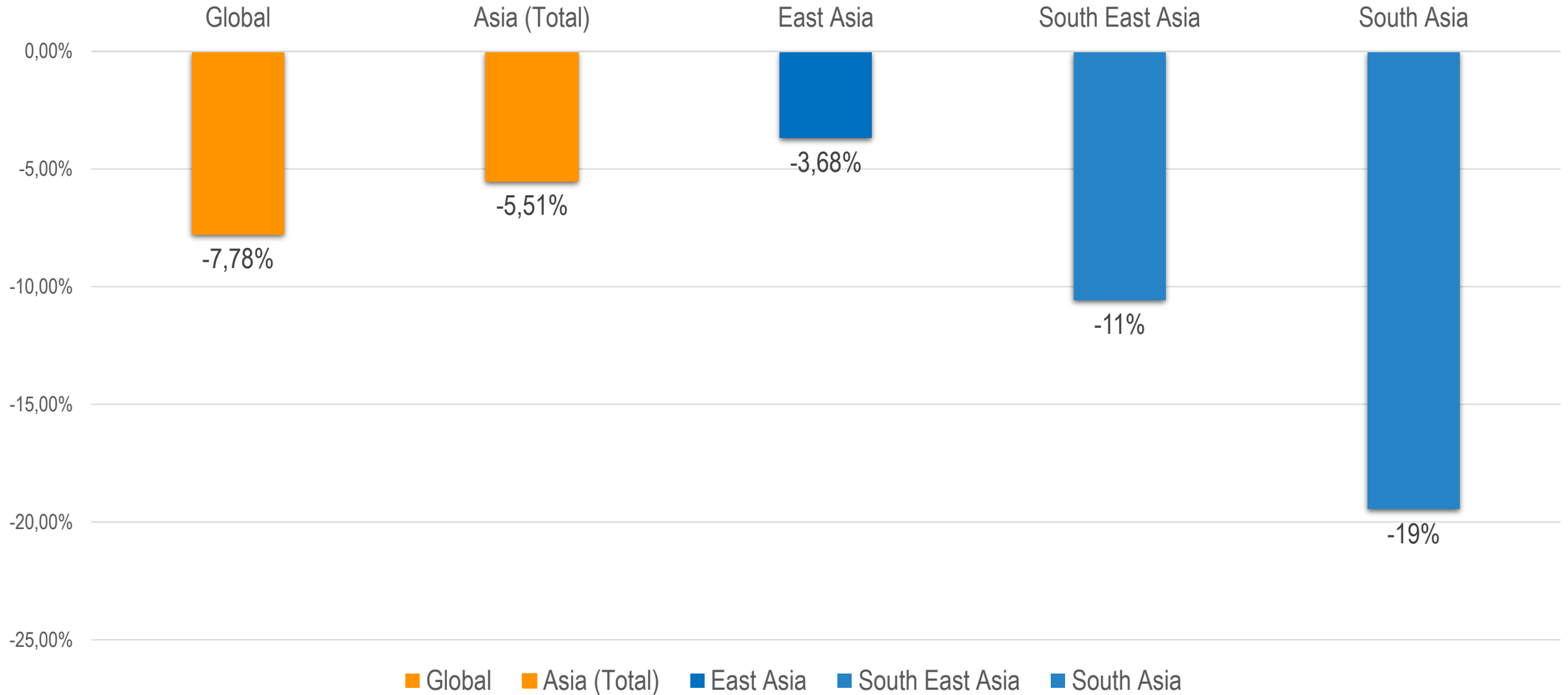


Liner Shipping Connectivity Index in East Asia (2019-2020)

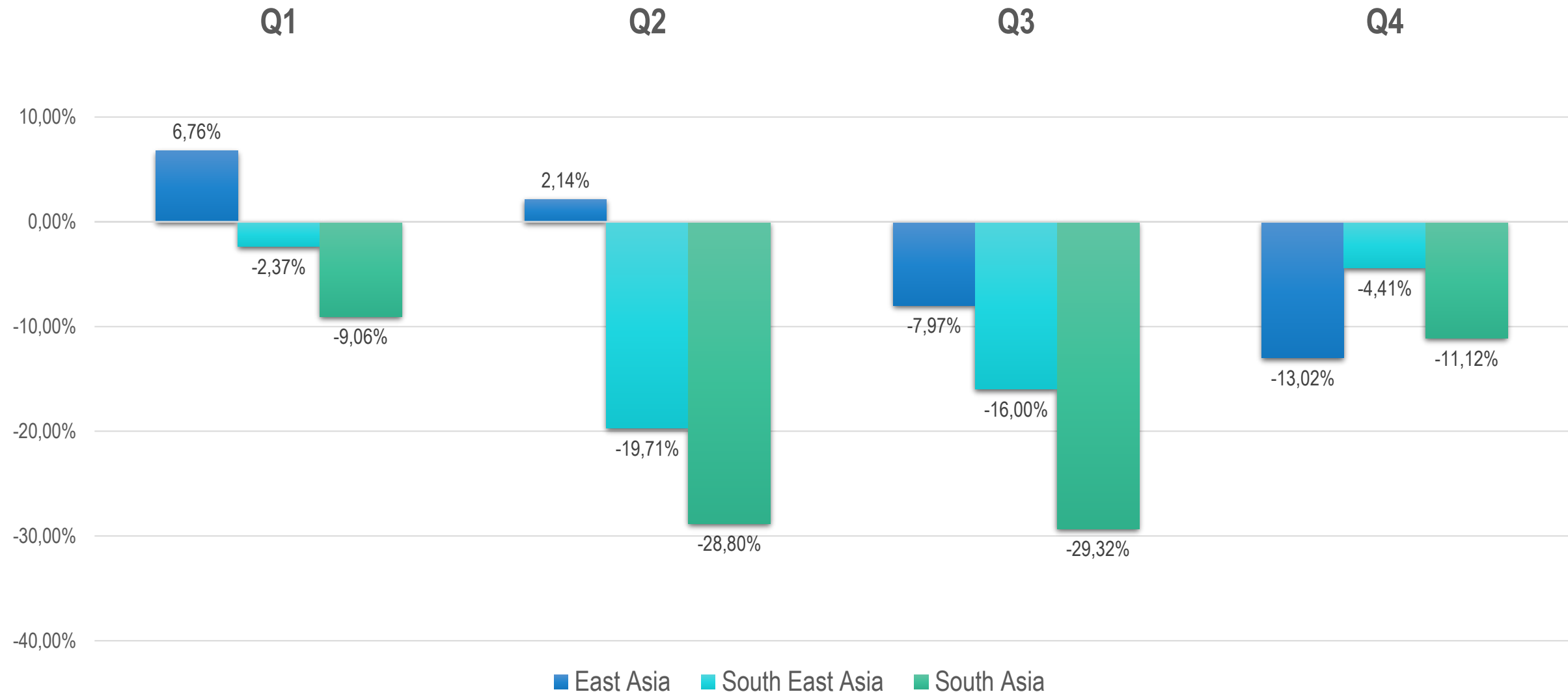


Source: UNCTAD (in progress) maritime transport component of the UNDA project "COVID-19 Response on Transport/Connectivity and Trade".

Breakbulk vessels calls in 2020 (% change over 2019)

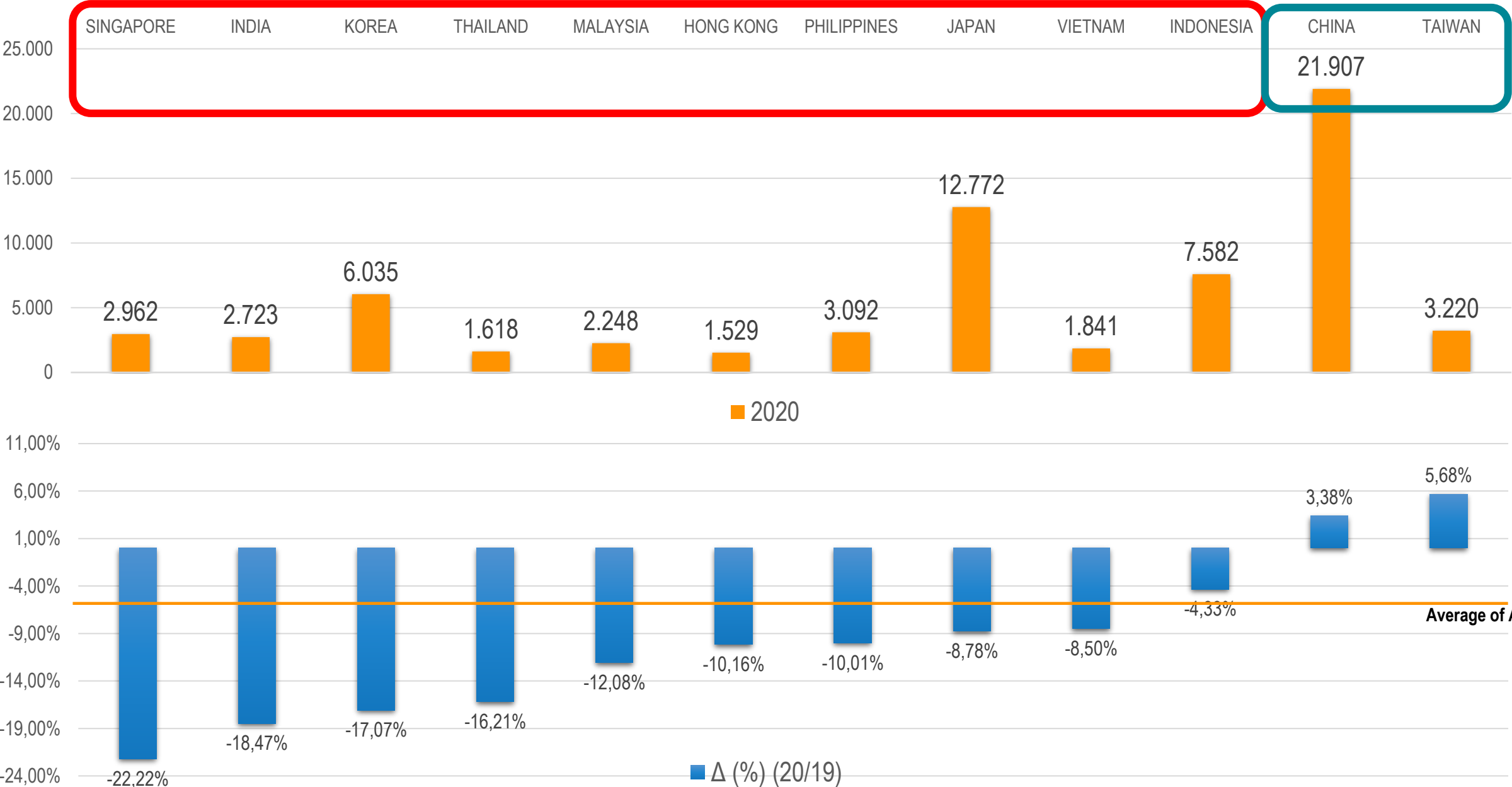


Breakbulk ships calls in 2020: S/E/S-E Asia dynamics (% change over 2019)

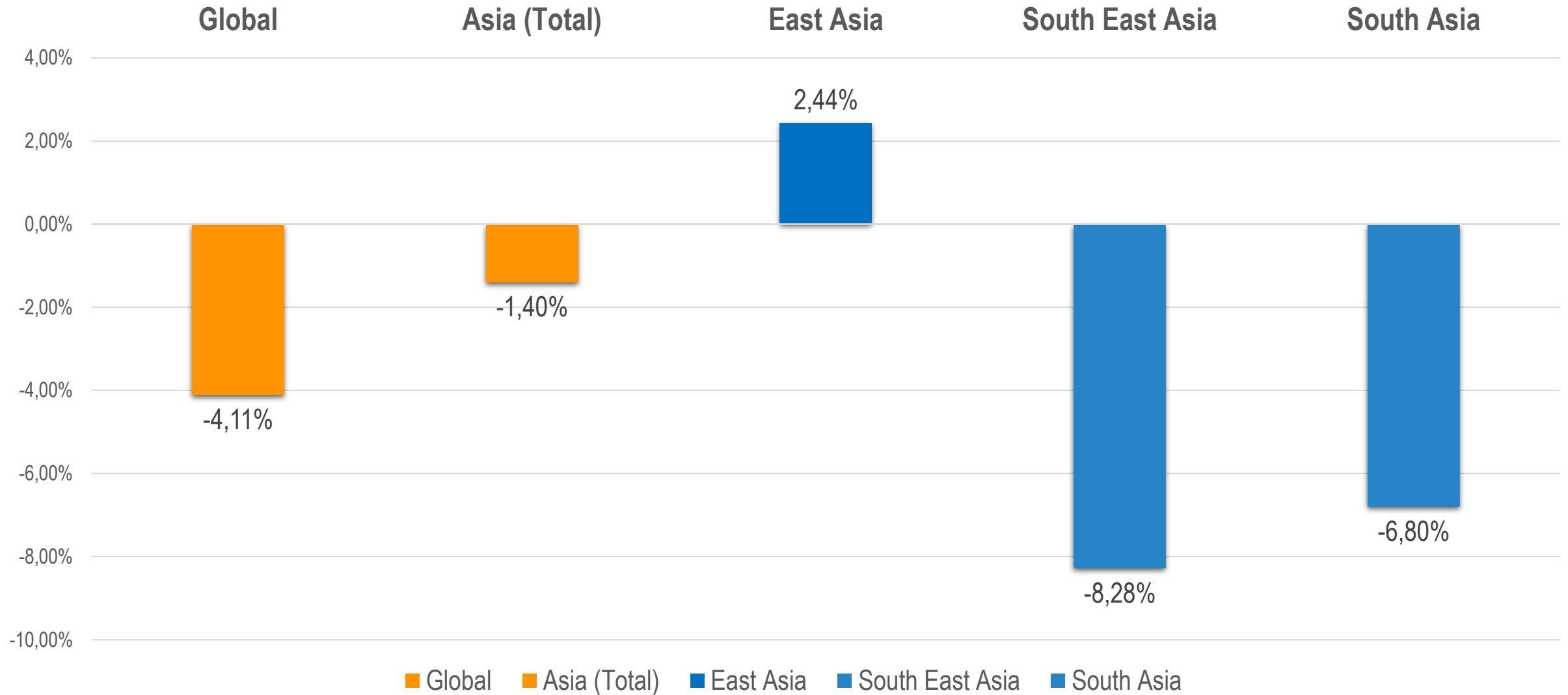


Source: UNCTAD (in progress) maritime transport component of the UNDA project "COVID-19 Response on Transport/Connectivity and Trade".

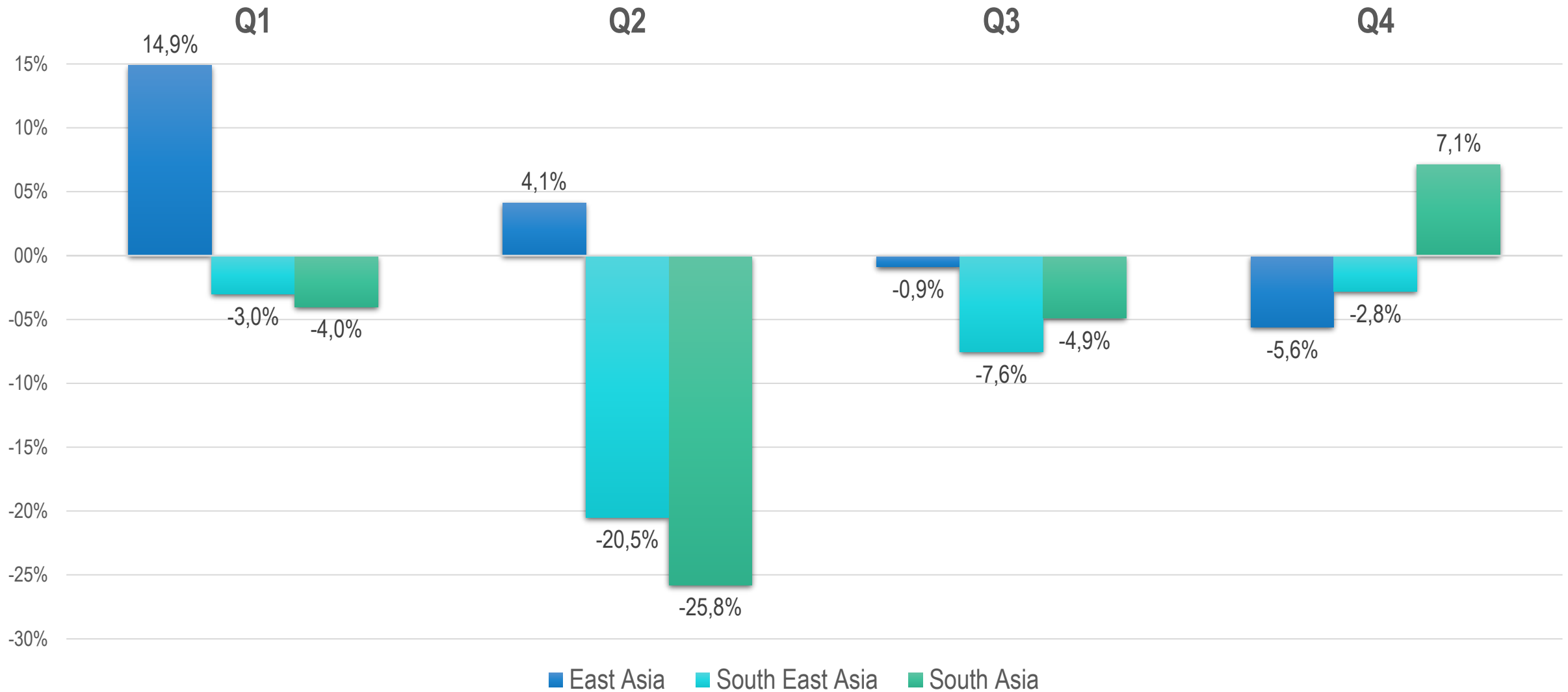
Break bulk Vessels calls in 2020: Countries with >1.000 calls (% change over 2019)



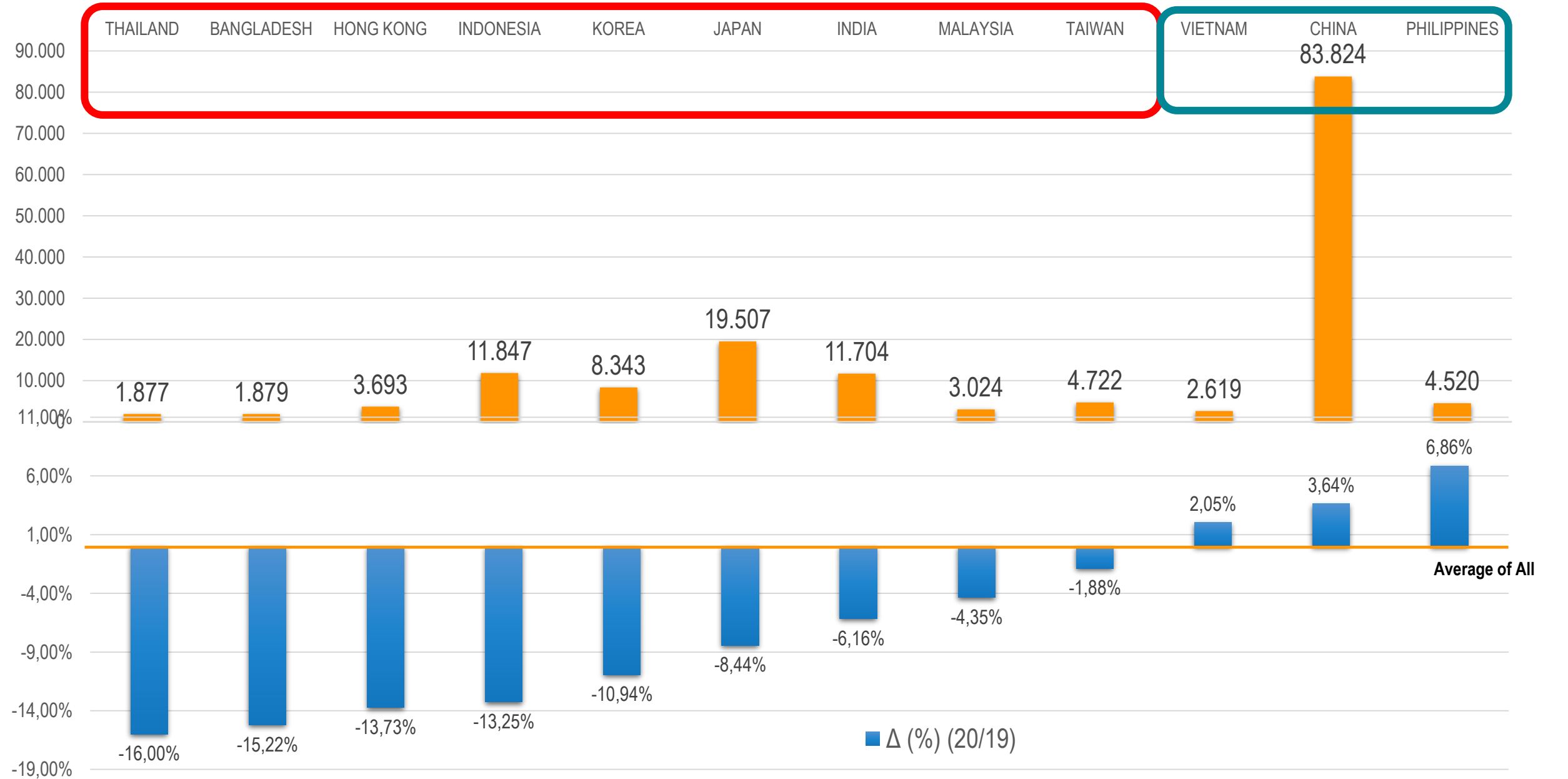
Dry bulk vessels calls in 2020 (% change over 2019)



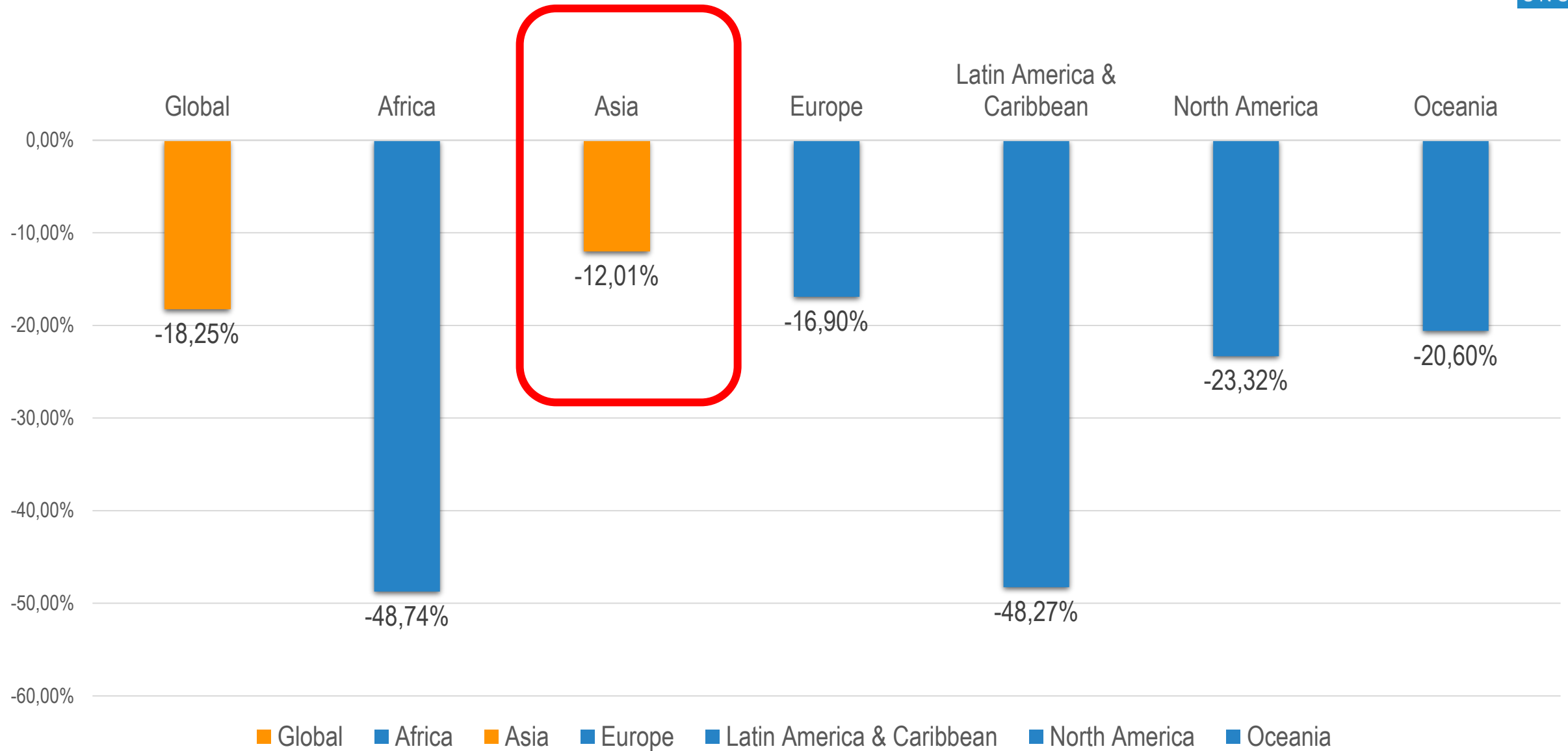
Dry bulk vessels calls in 2020: S/E/S-E Asia dynamics (% change over 2019)



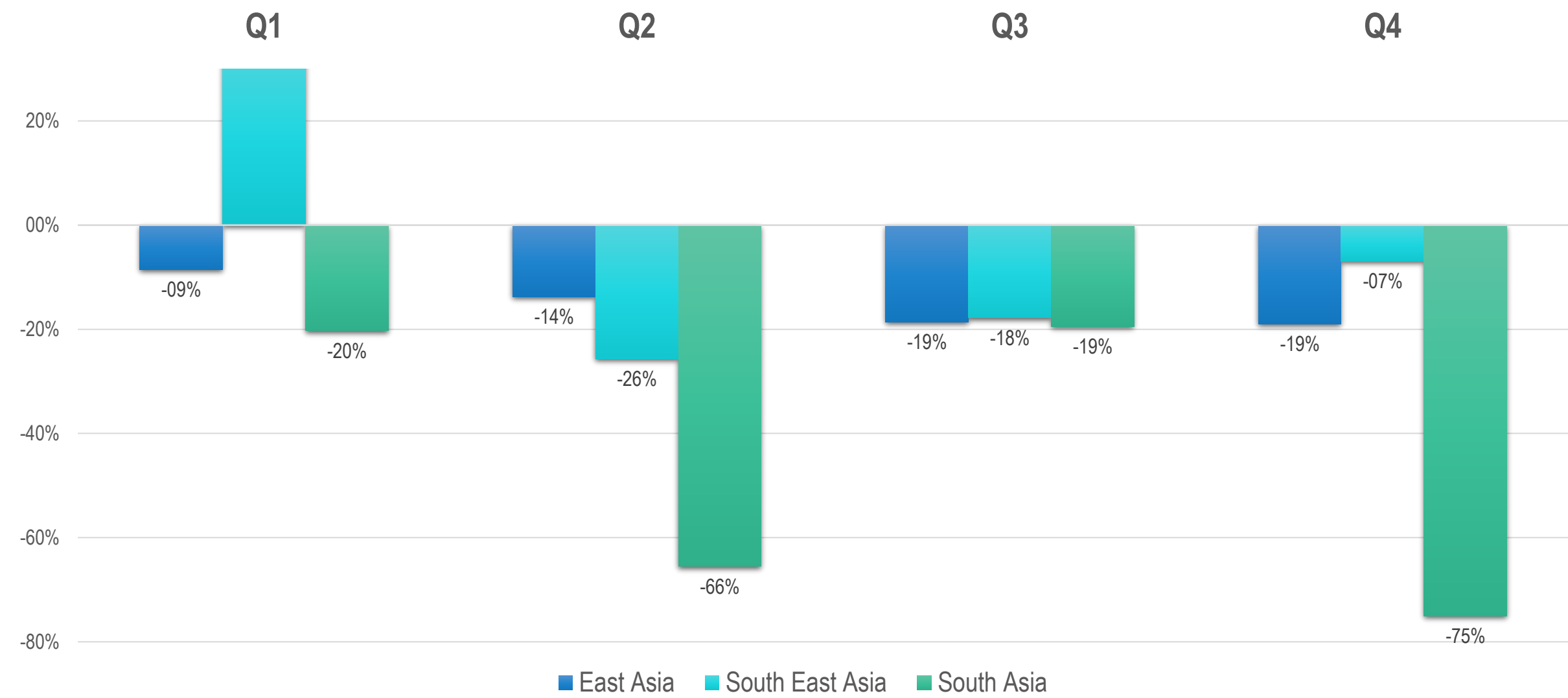
Dry bulk vessels calls in 2020: Countries with >1.000 calls (% change over 2019)



Passenger vessel calls in 2020: Asia vs Globe (% change over 2019)

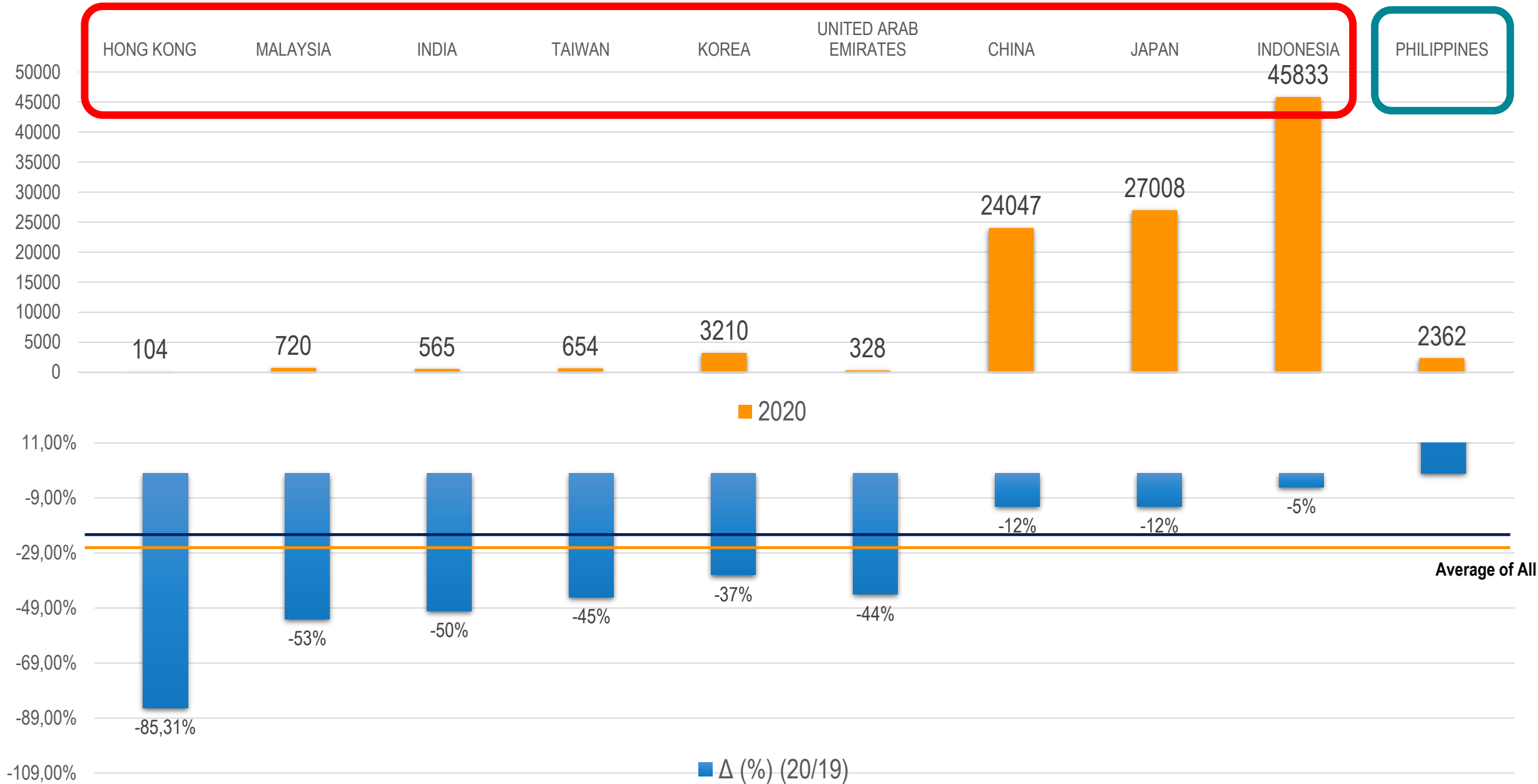


Passenger ships calls in 2020: S/E/S-E Asia Intra-Regional dynamics (% change over 2019)

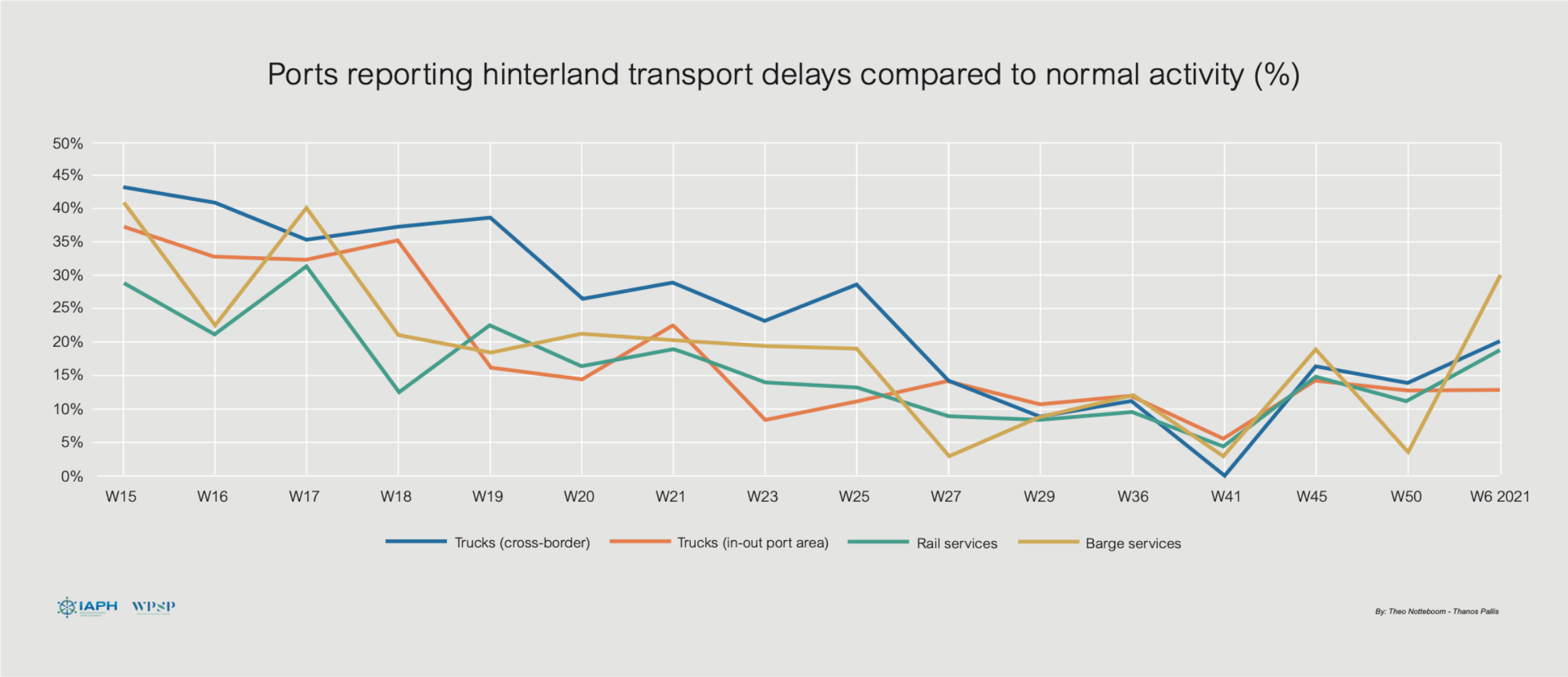


Source: UNCTAD (in progress) maritime transport component of the UNDA project "COVID-19 Response on Transport/Connectivity and Trade".

Passenger ships calls in 2020 per countries (% change over 2019)



Among the most critical challenges of all: Hinterland delays





Webinar:

COVID-19 and maritime transport: Disruption and resilience in Asia



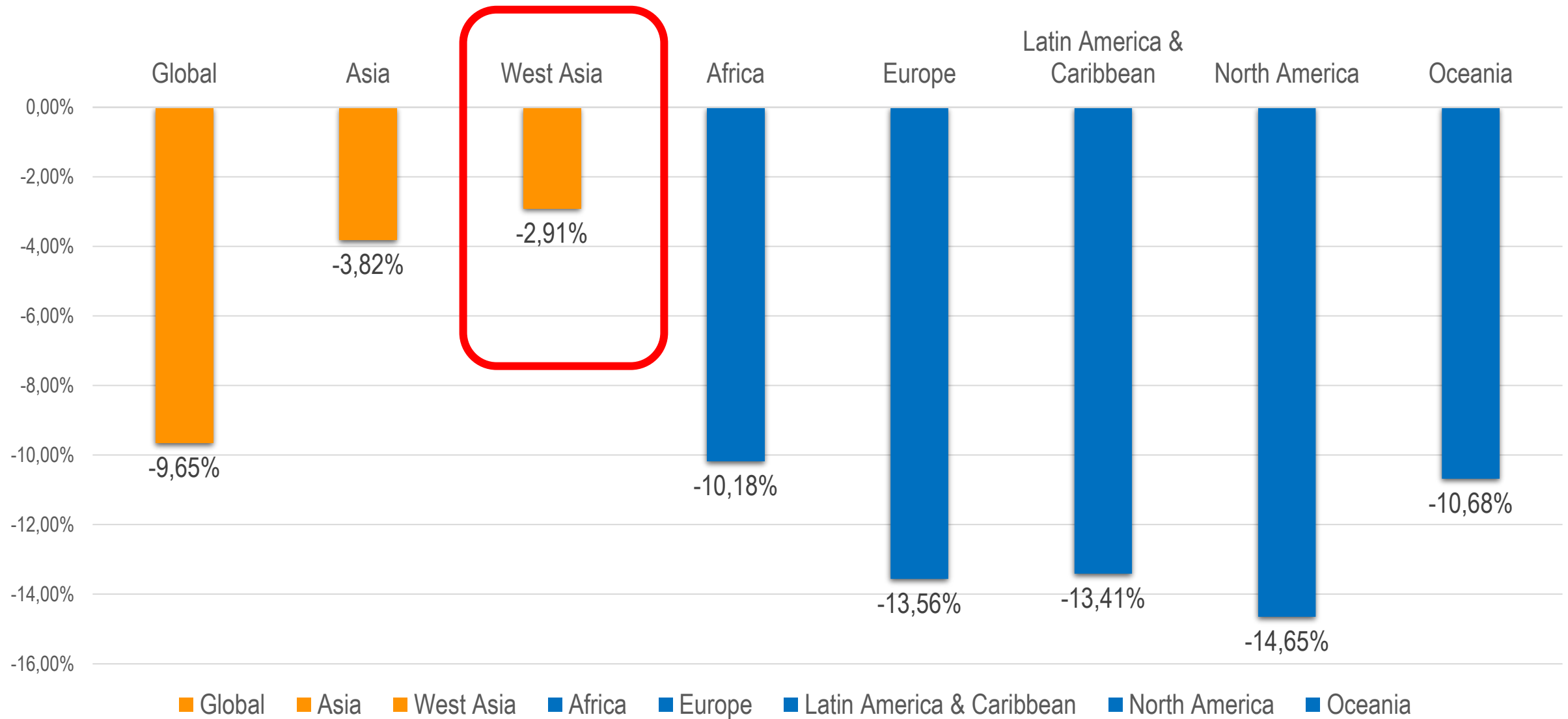


COVID-19 and Maritime Transport: Disruption and Resilience in West Asia

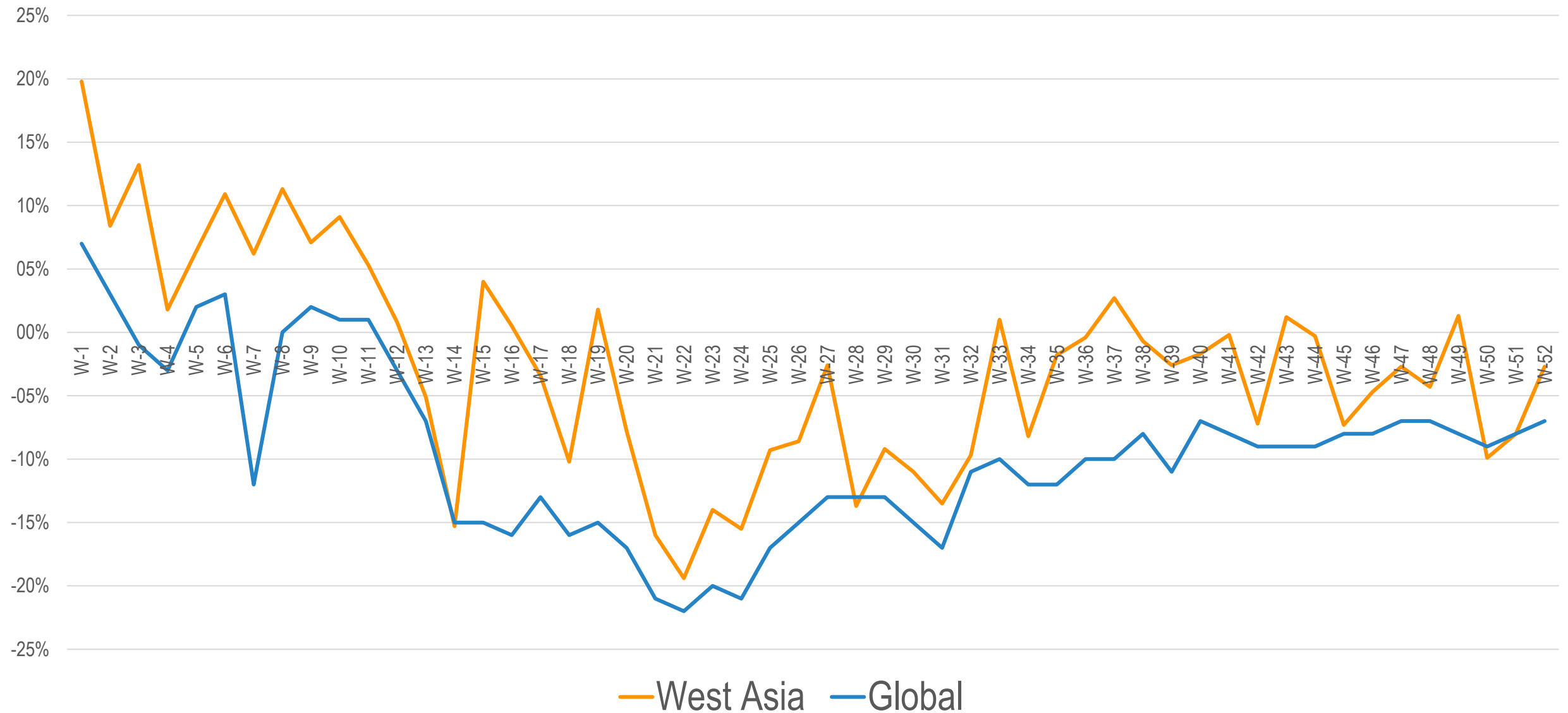
Prof. Thanos Pallis*

UNCTAD International Consultant

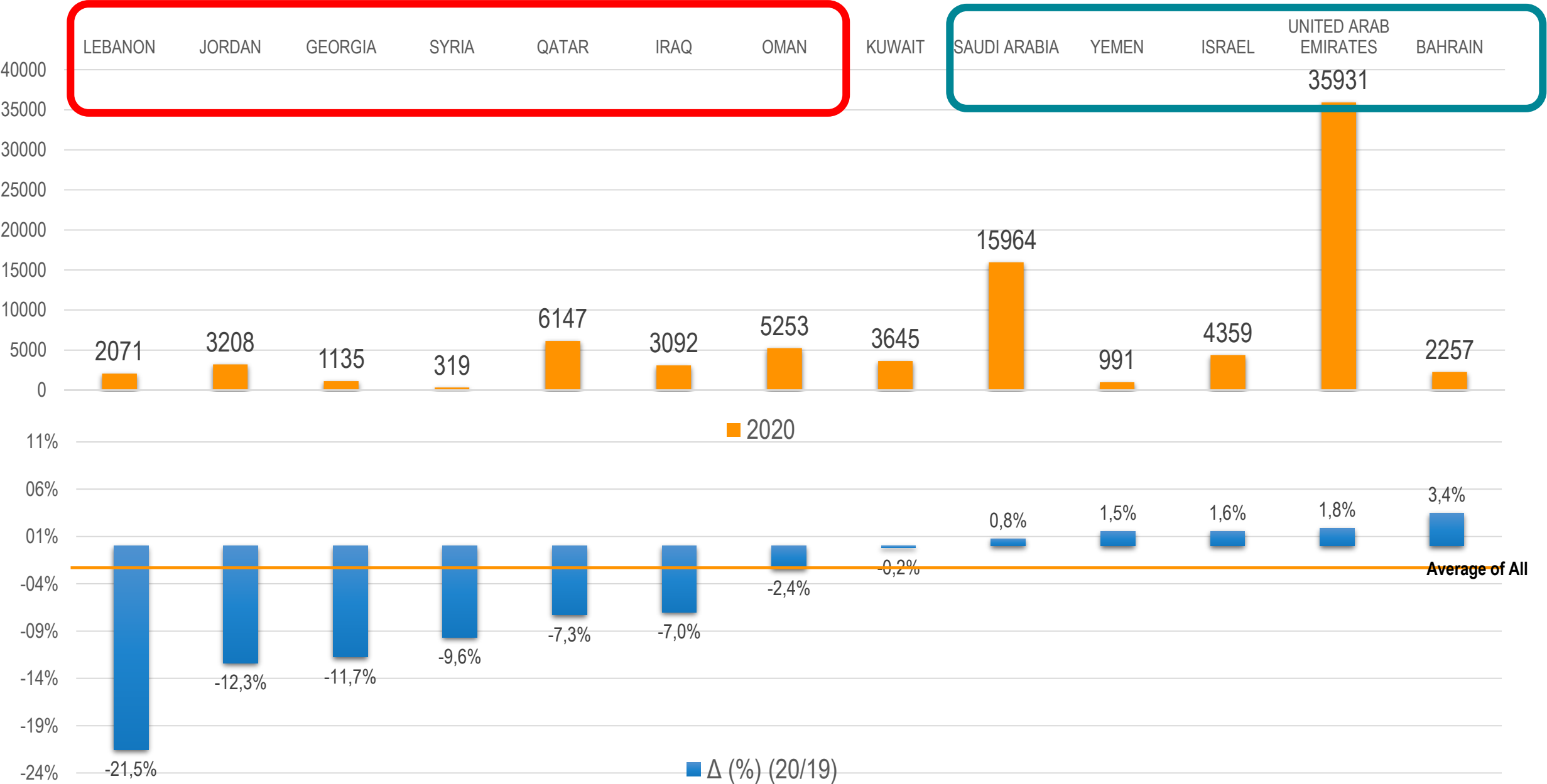
Vessels calls in 2020 (% change over 2019)



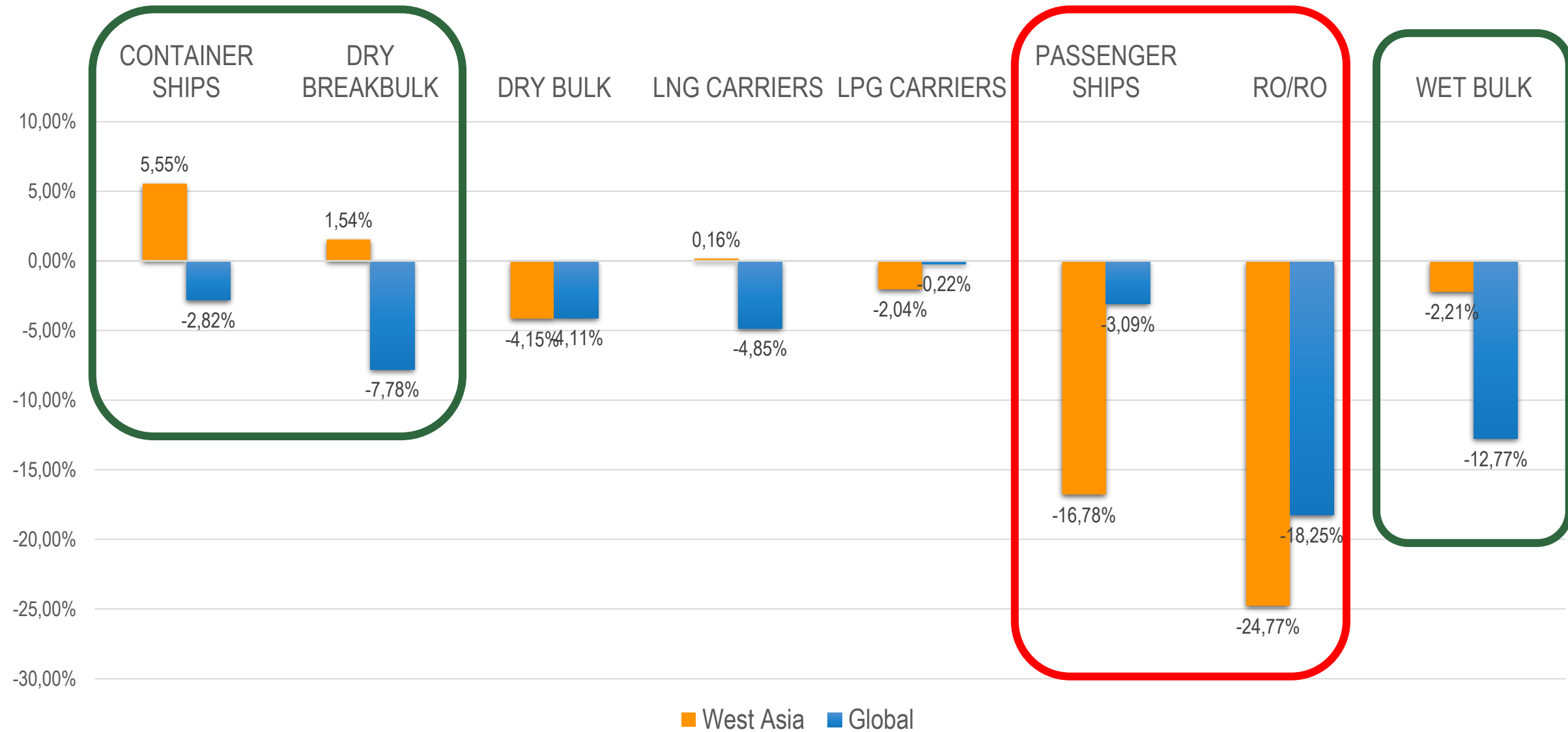
Vessels calls in 2020: Asia vs Globe, per week (% change over 2019)



Vessels calls in 2020: West Asian Countries (% change over 2019)

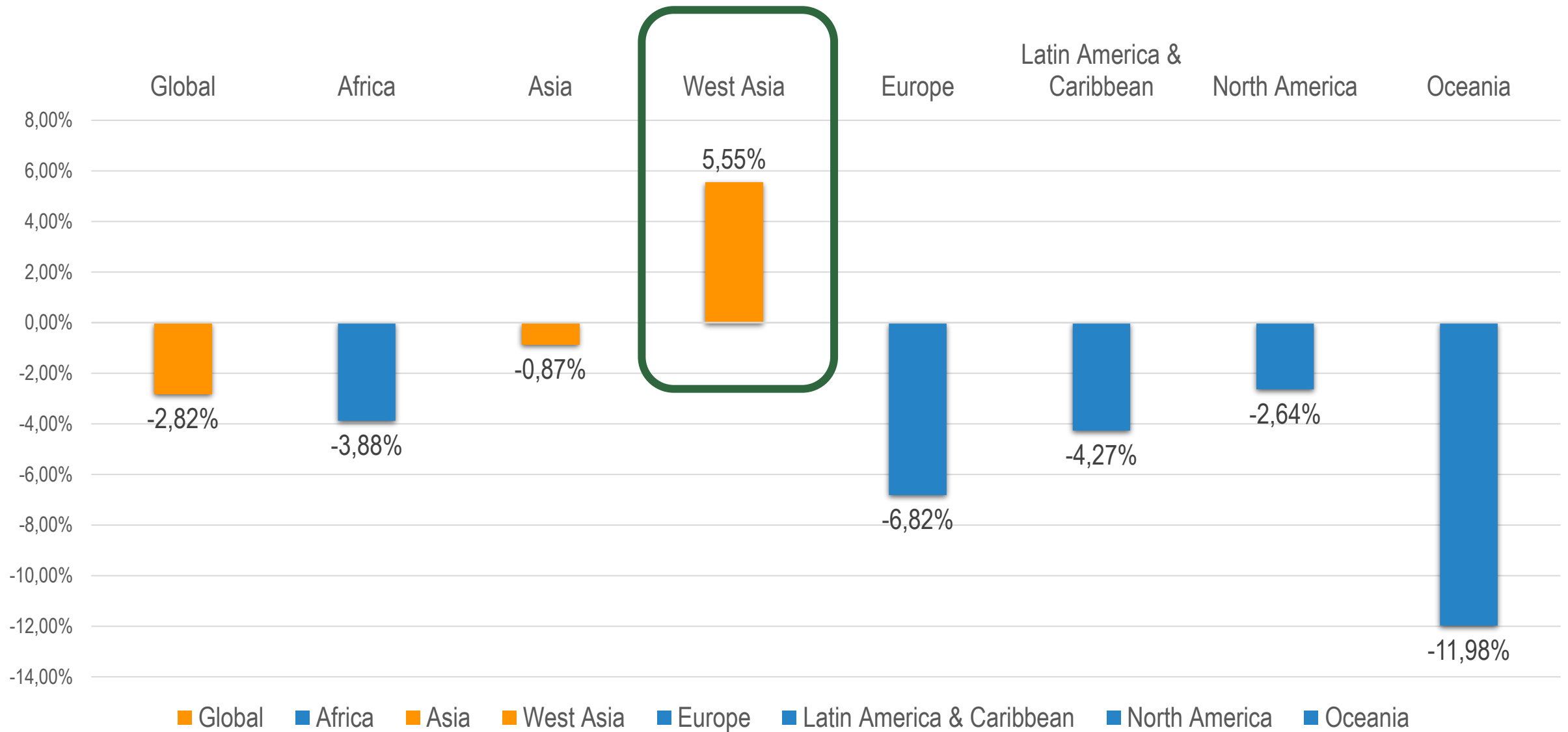


Vessels calls in 2020: West Asia vs. Globe (% change over 2019)

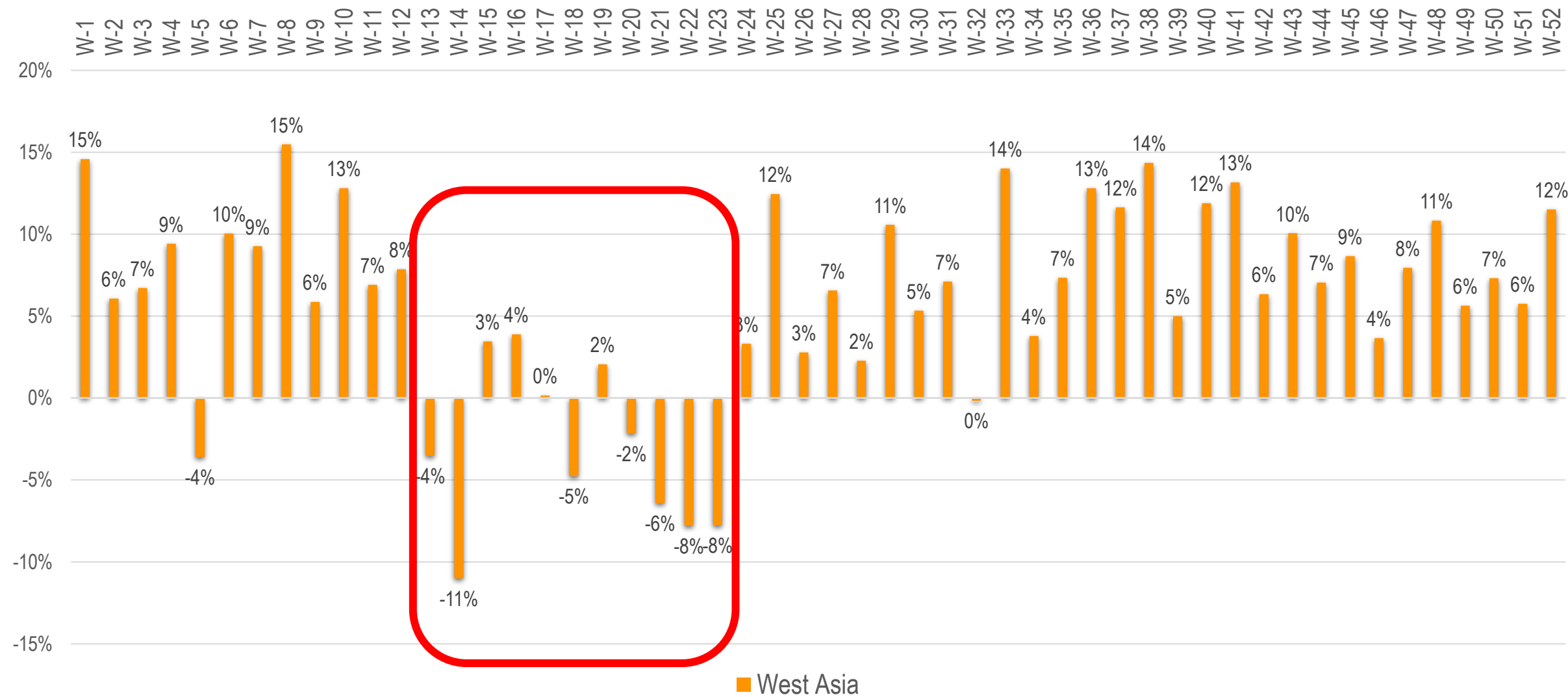


Source: UNCTAD (in progress) maritime transport component of the UNDA project "COVID-19 Response on Transport/Connectivity and Trade".

Containerships calls in 2020: Asia vs Globe (% change over 2019)

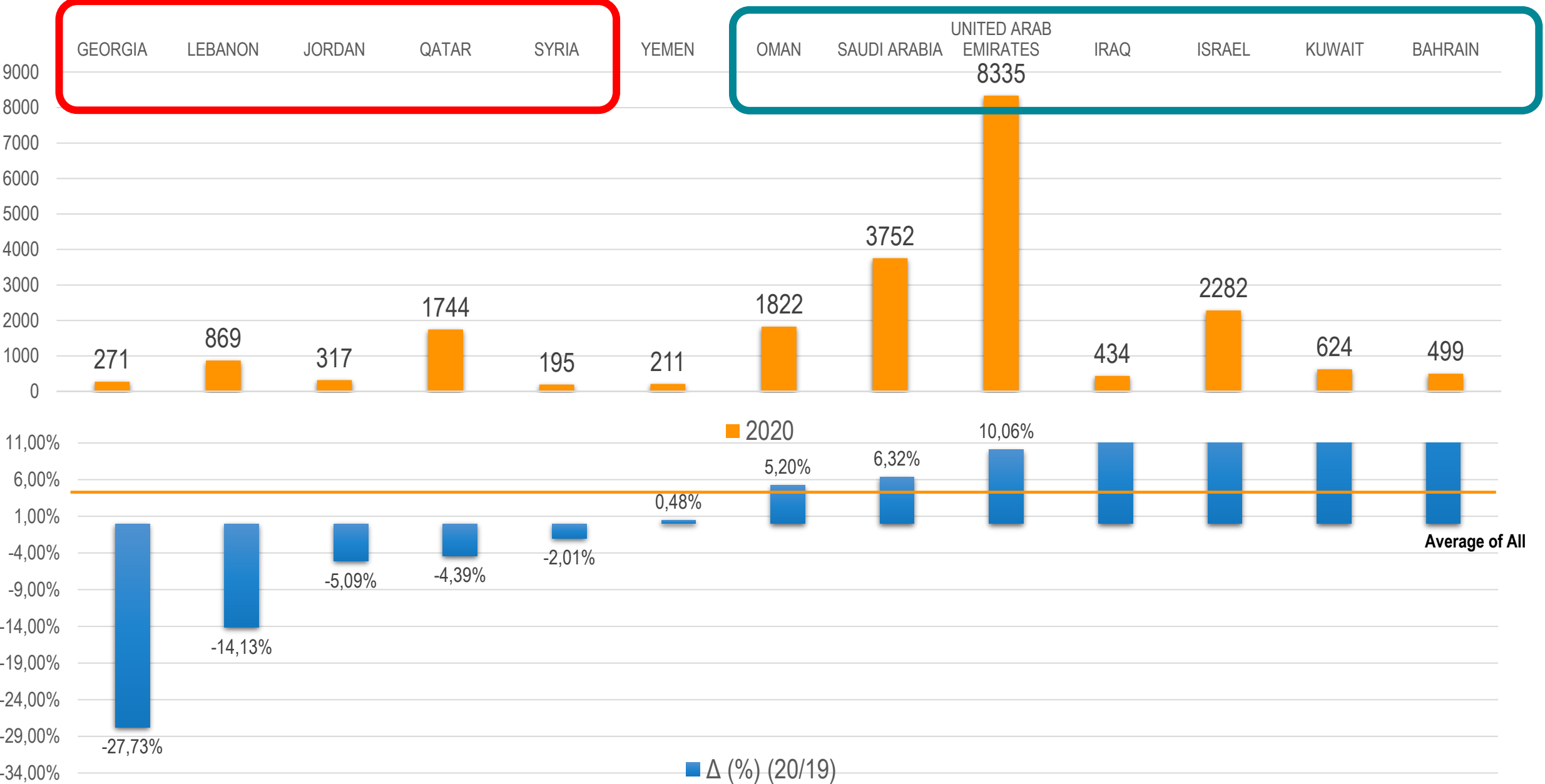


Containerships calls in 2020: West Asia (% change over 2019)

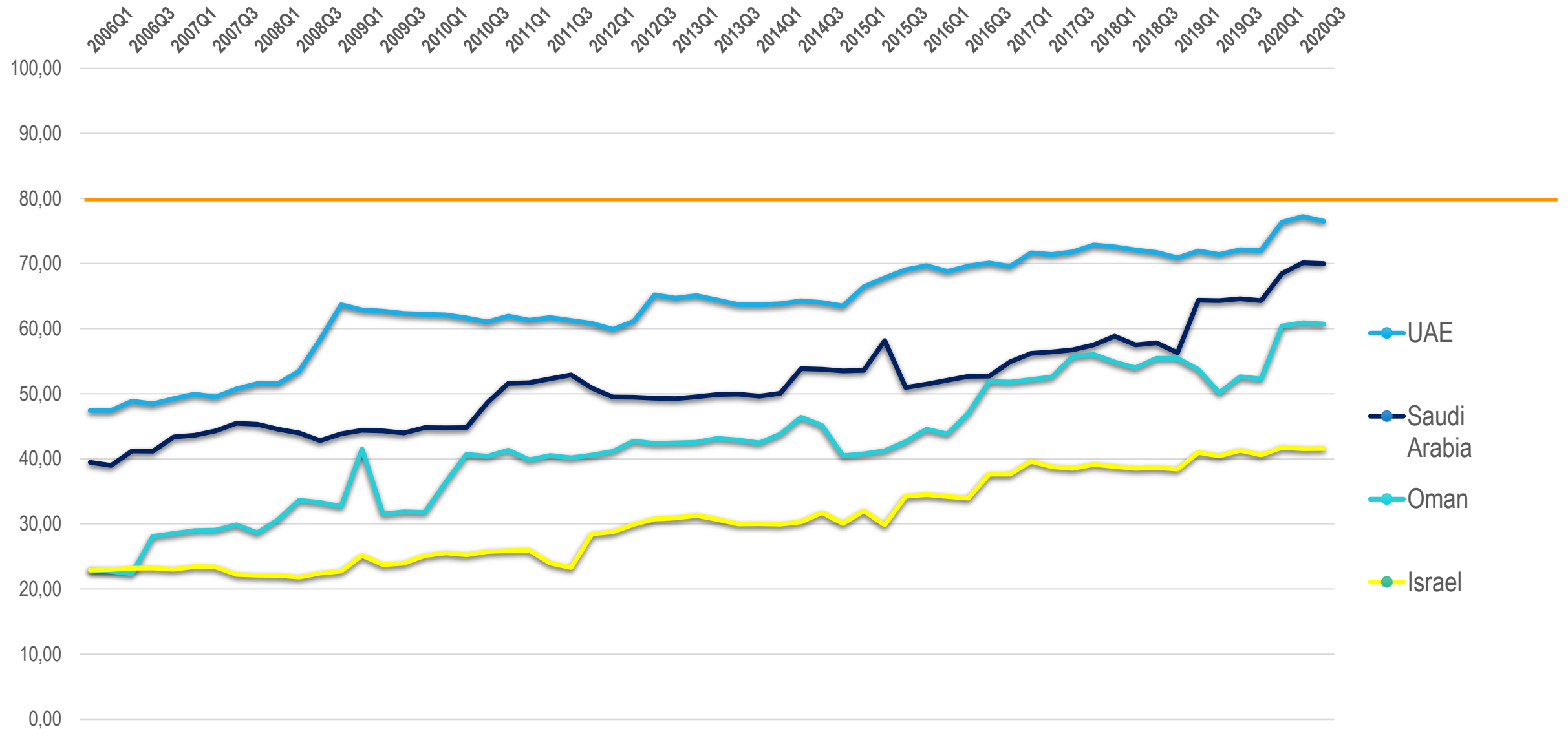


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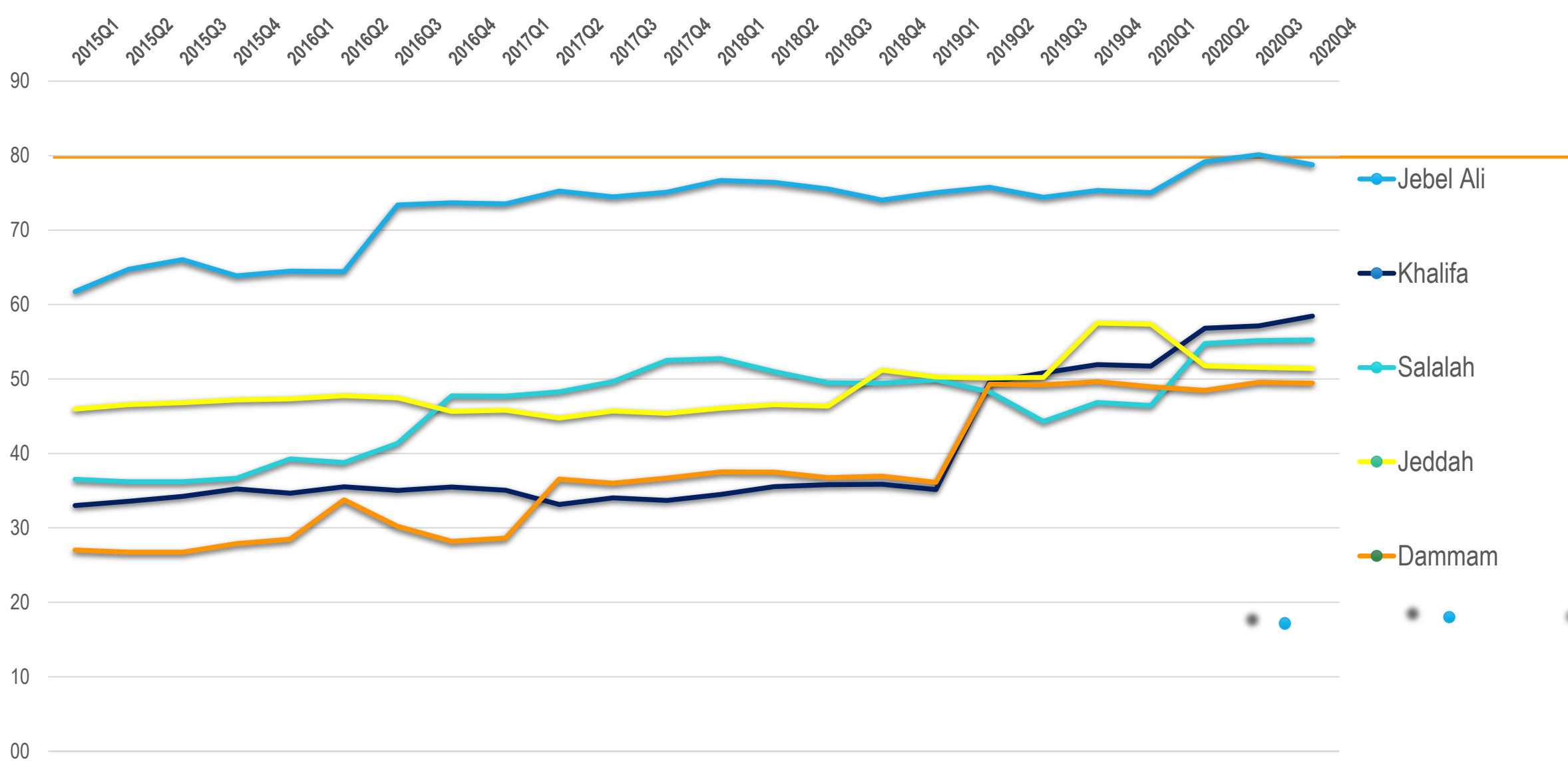
Containership calls in 2020: West Asian Countries (% change over 2019)



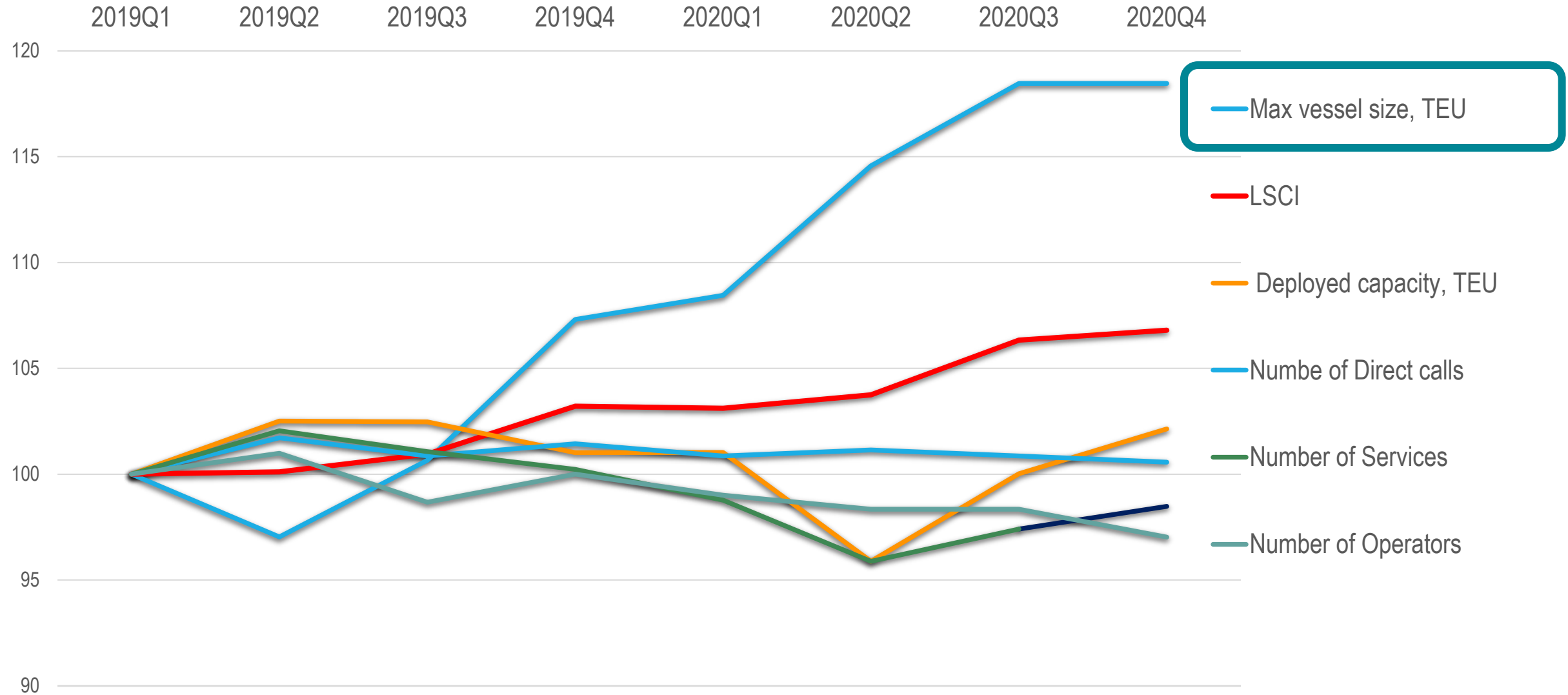
Liner Shipping Connectivity Index (LSCI): Trends in South Asia Countries (2006-2020)



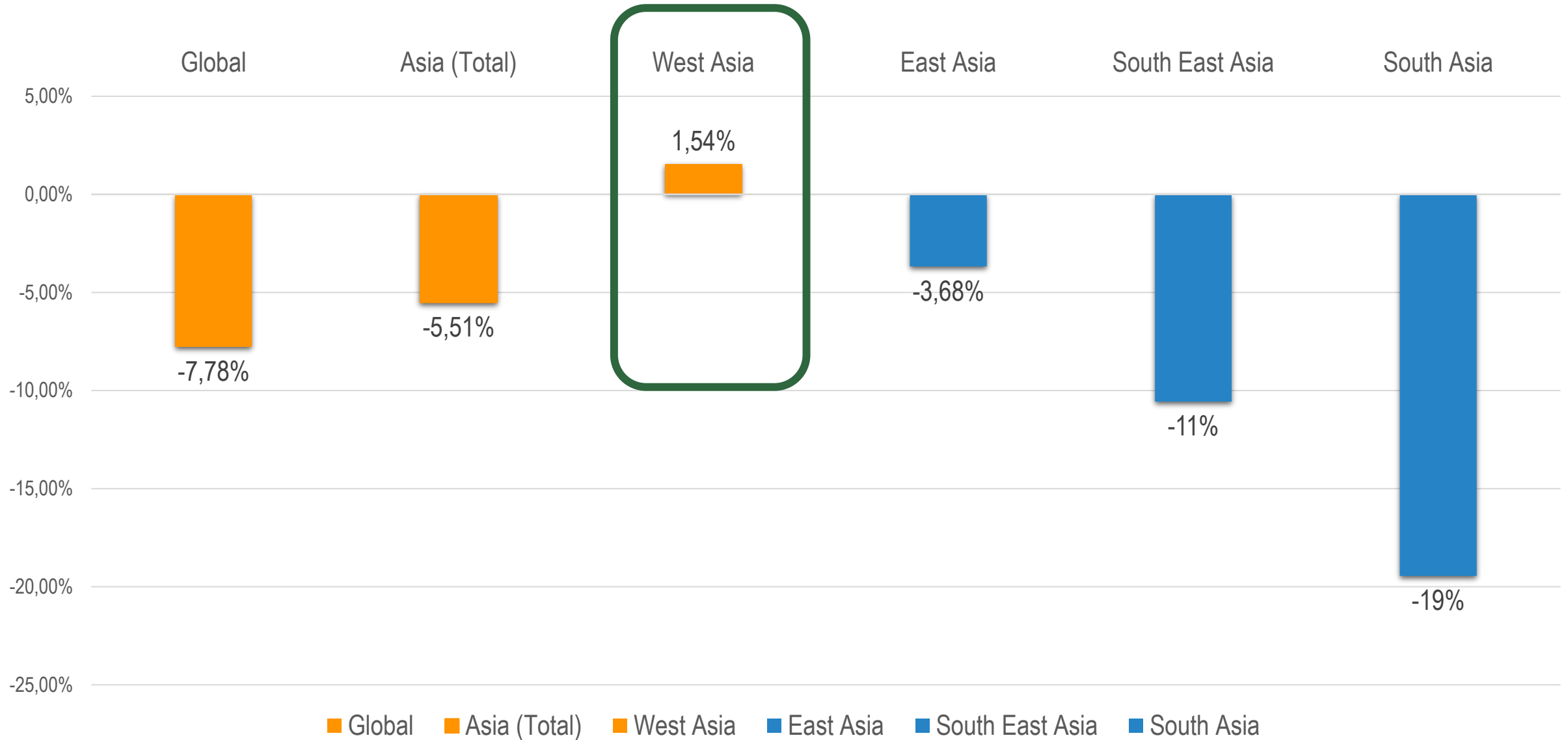
Liner Shipping Connectivity Index (LSCI): Trends in major ports (2006-2020)



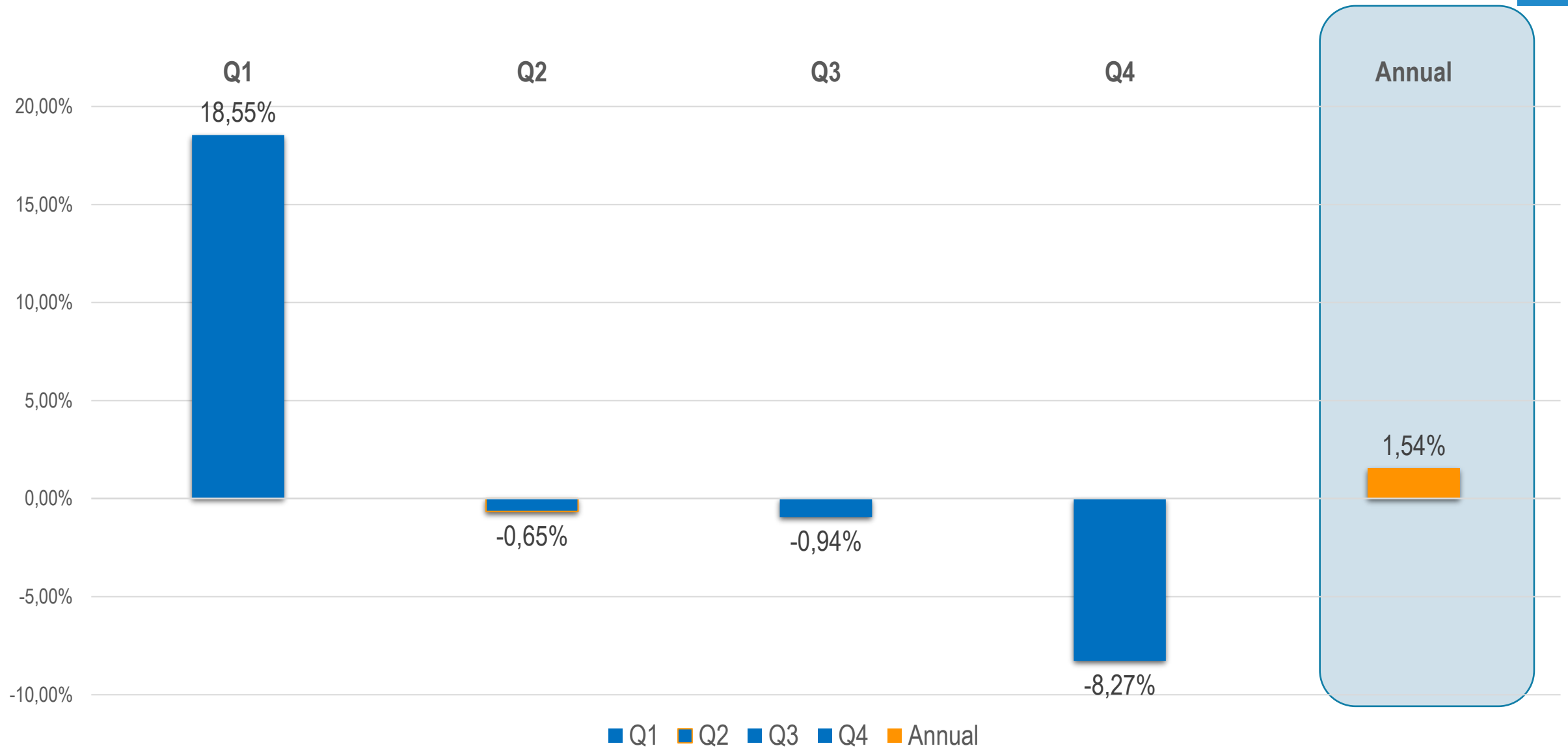
Liner Shipping Connectivity Index in West Asia (2019-2020)



Breakbulk vessels calls in 2020 (% change over 2019)



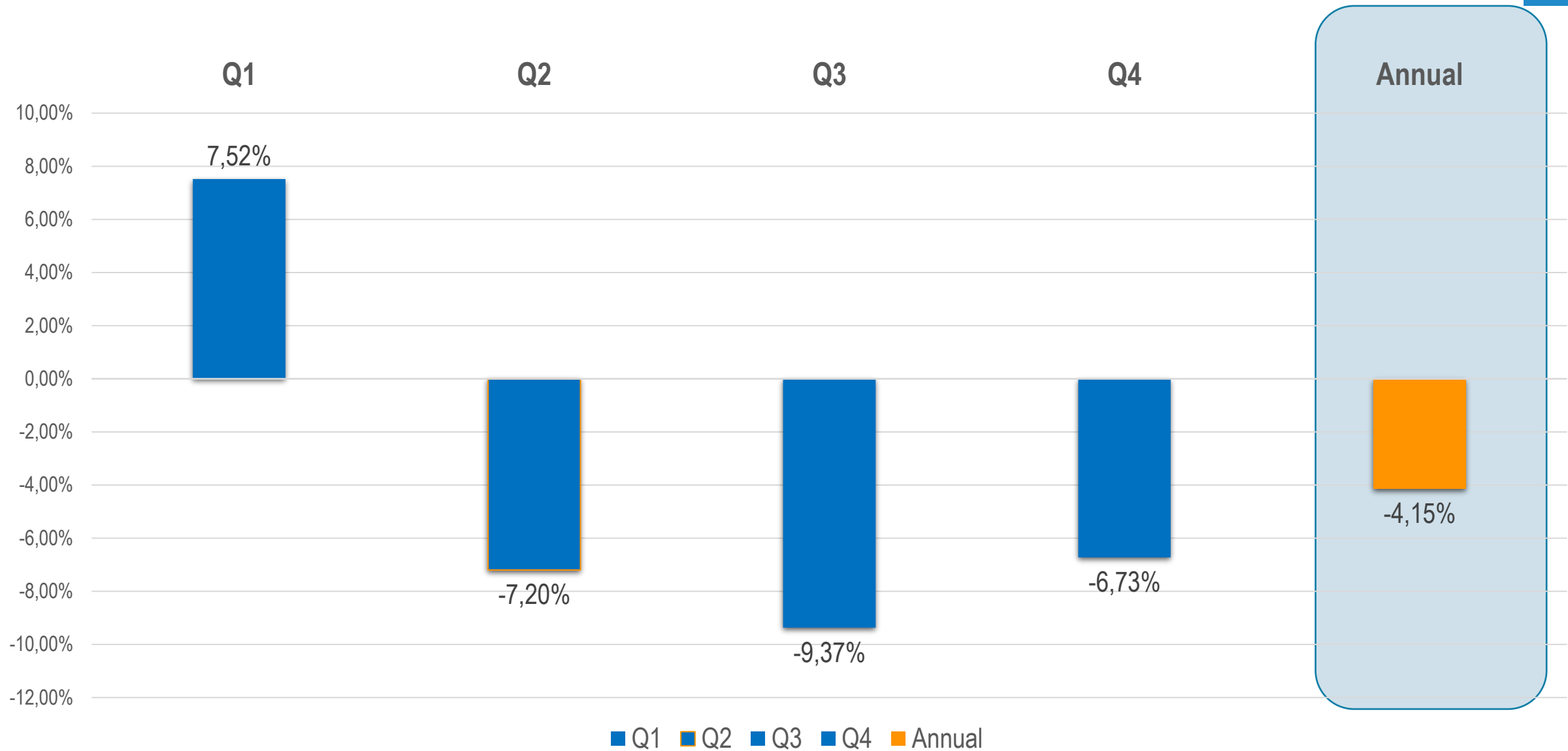
Breakbulk vessels calls in 2020: West Asia (% change over 2019)



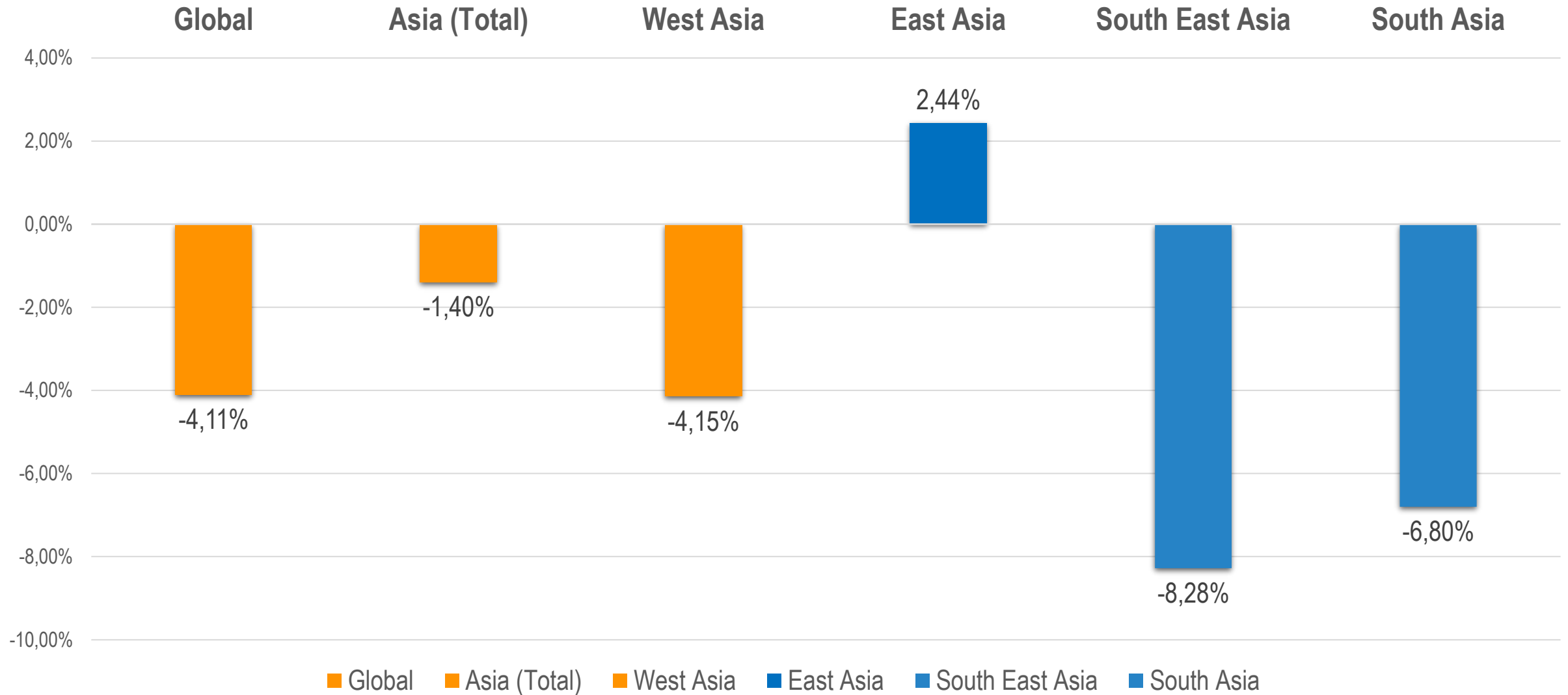
Breakbulk Vessels calls in 2020: Countries with >1.000 calls (% change over 2019)



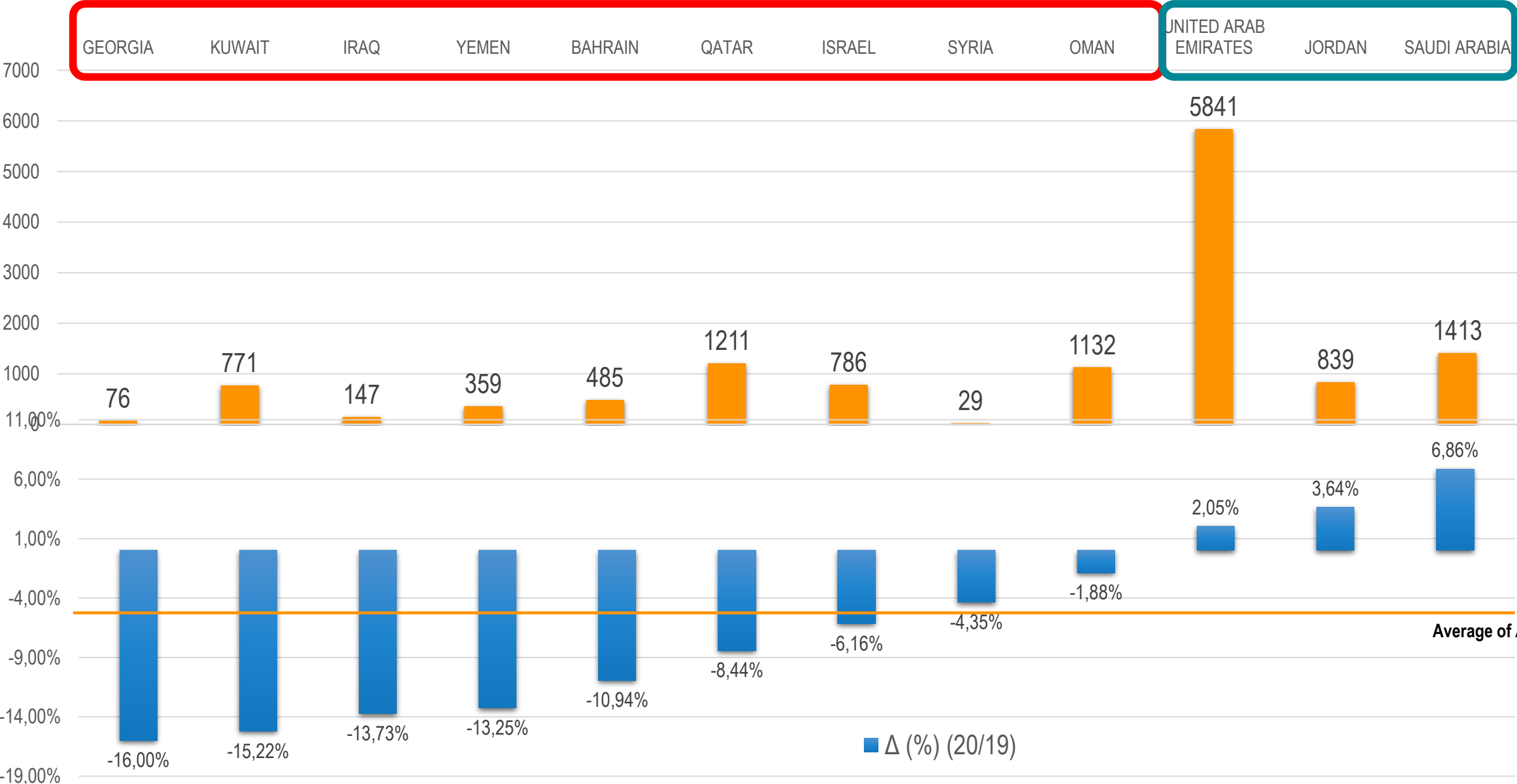
Dry bulk vessels calls in 2020: West Asia (% change over 2019)



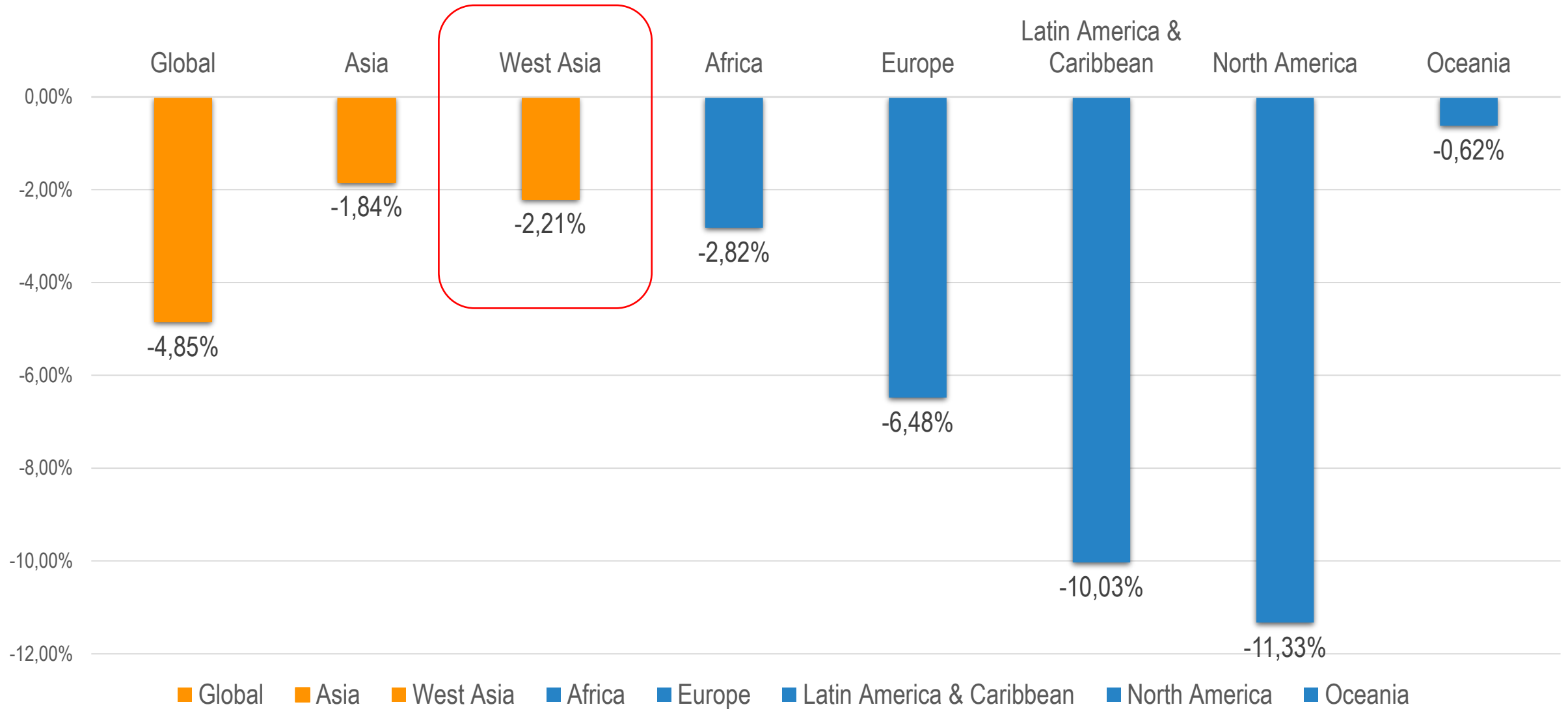
Dry bulk vessels calls in 2020 (% change over 2019)



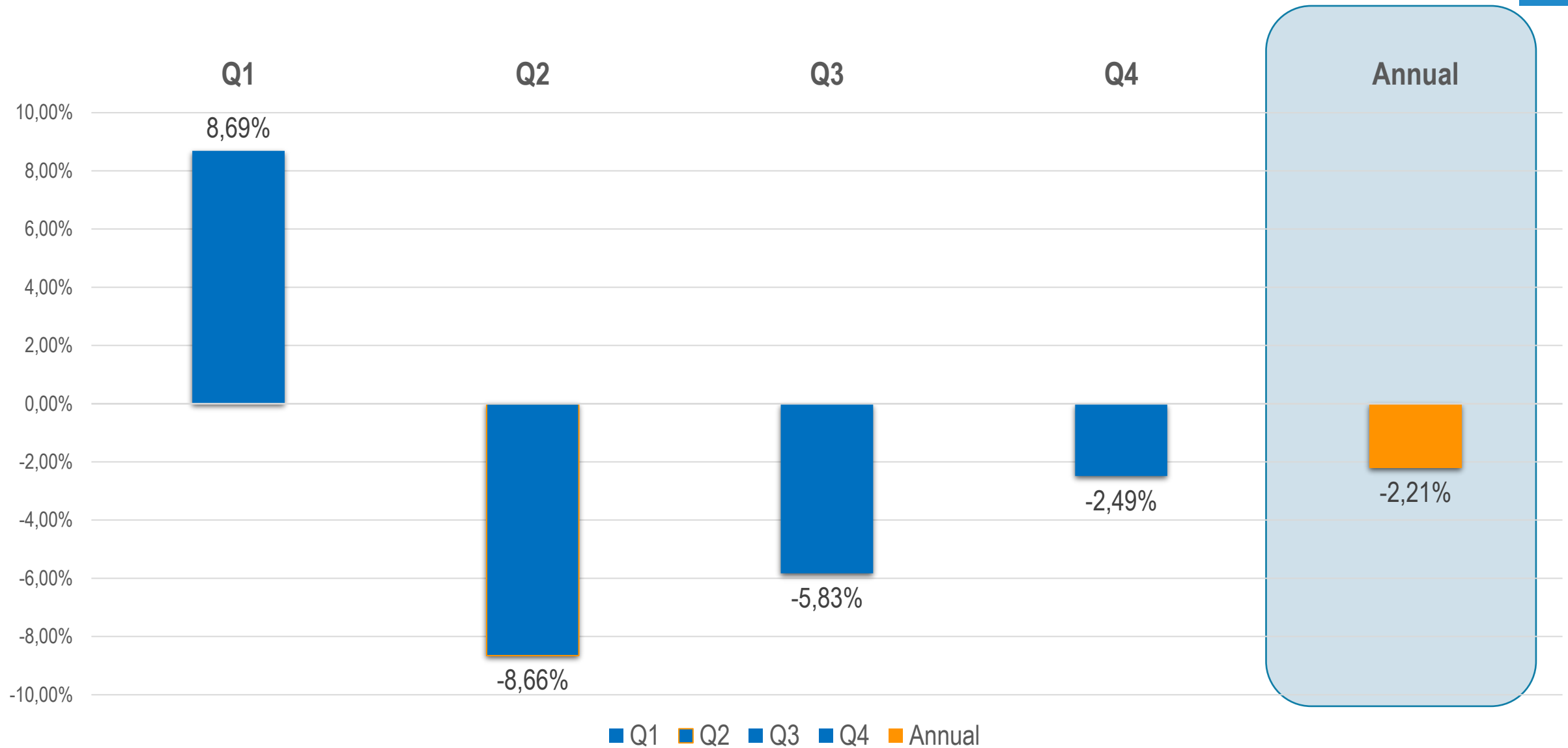
Dry bulk vessels calls in 2020: West Asia per country (% change over 2019)



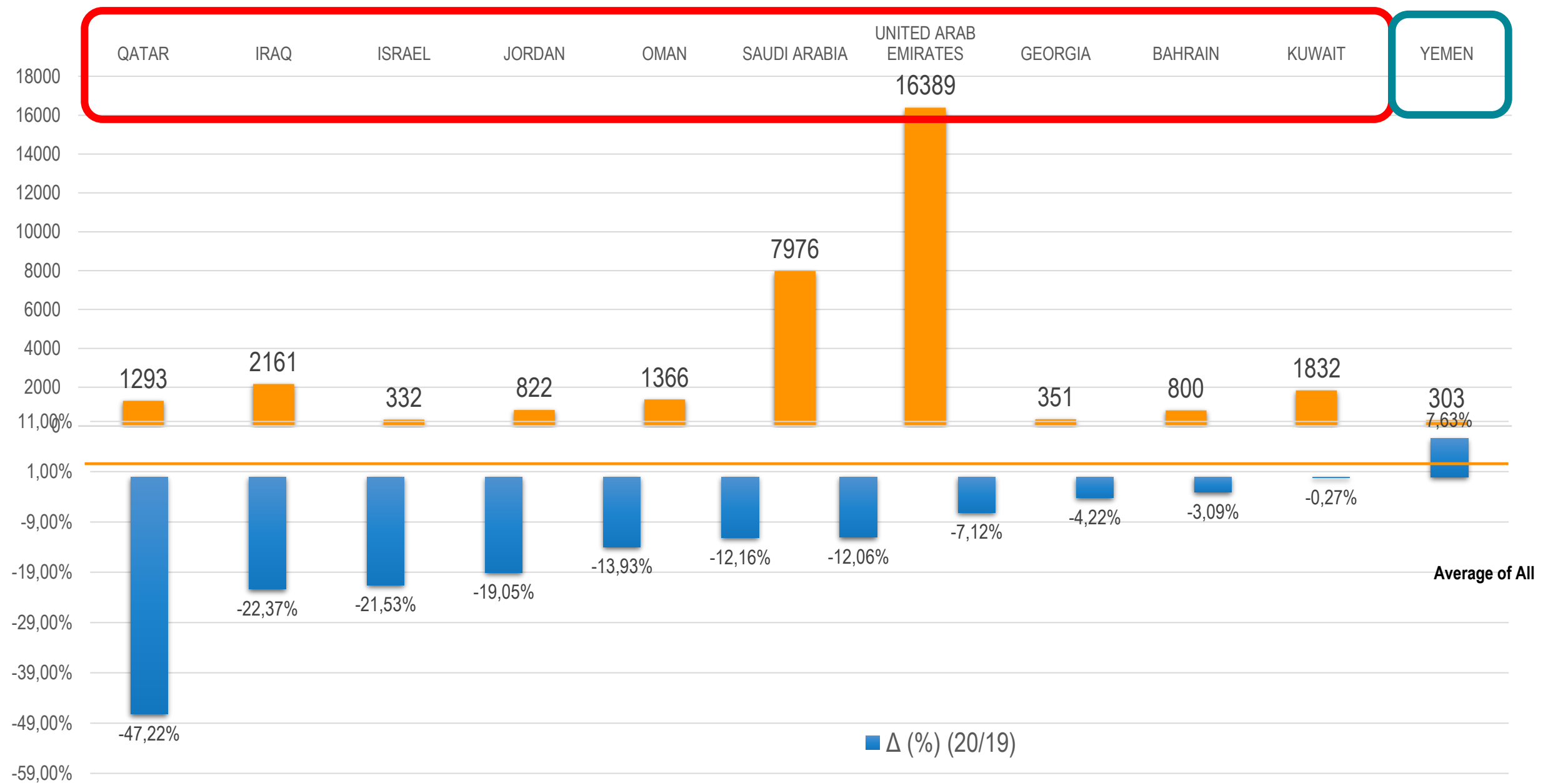
Wet bulk vessels calls in 2020 (% change over 2019)



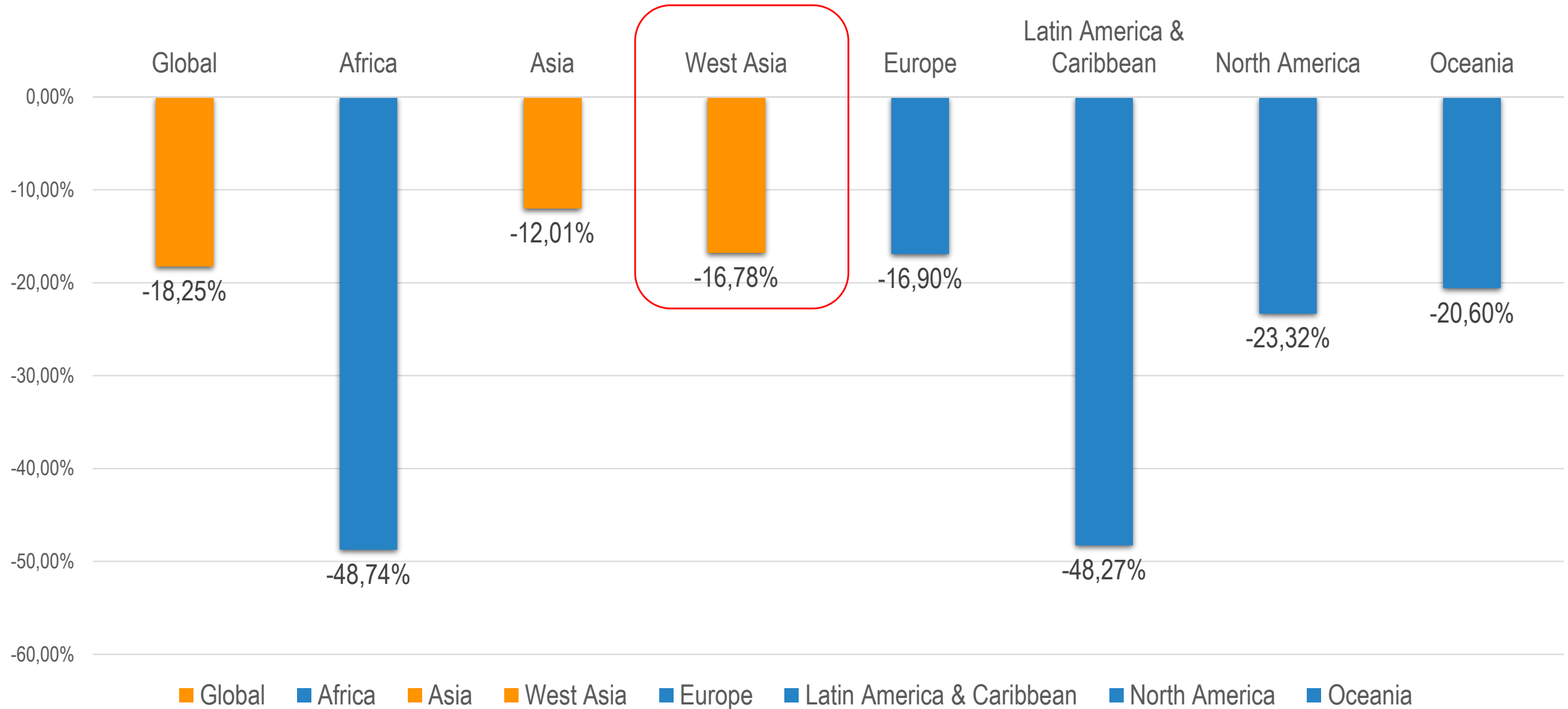
Wet bulk vessels calls in 2020: West Asia (% change over 2019)



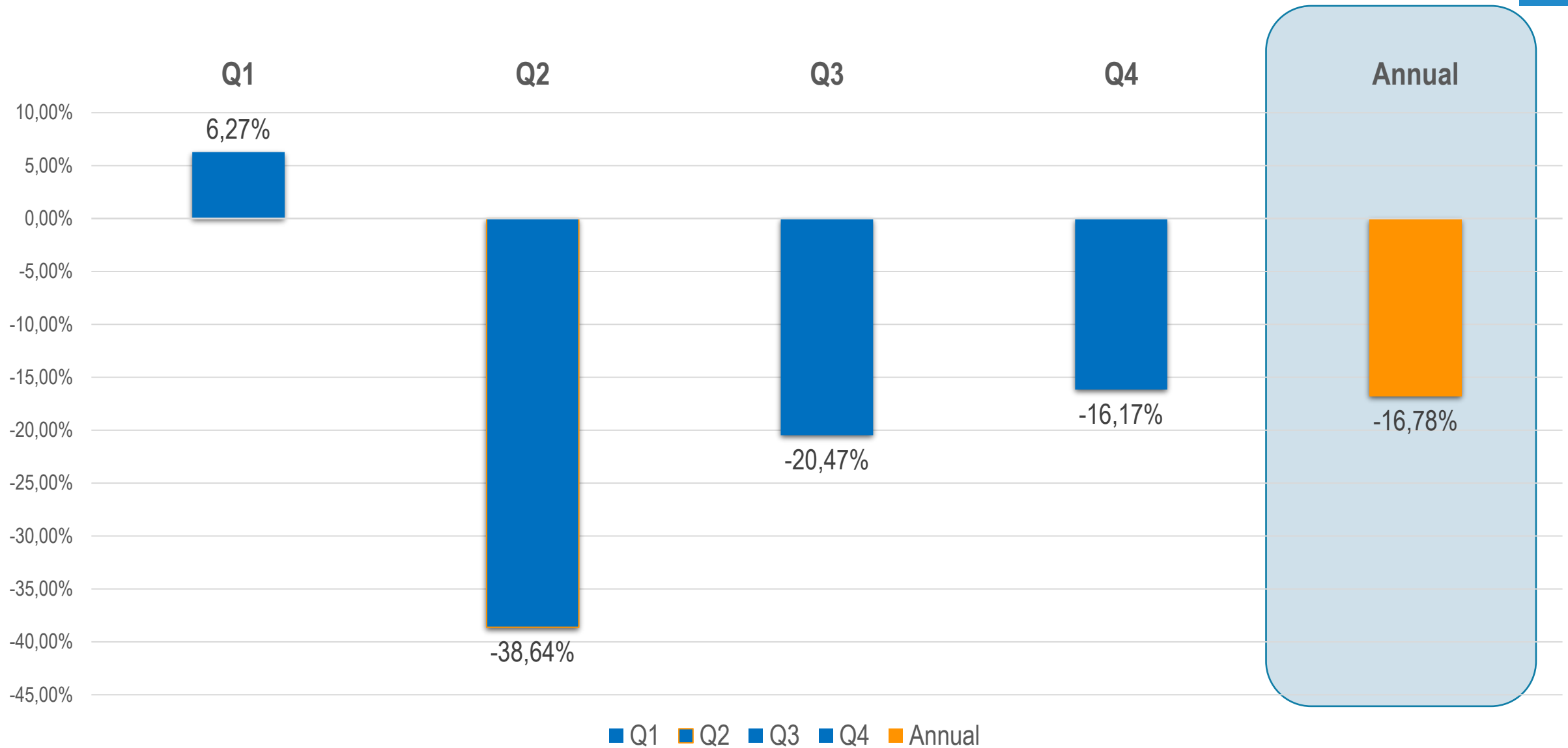
Wet bulk vessels calls in 2020: West Asia per country (% change over 2019)



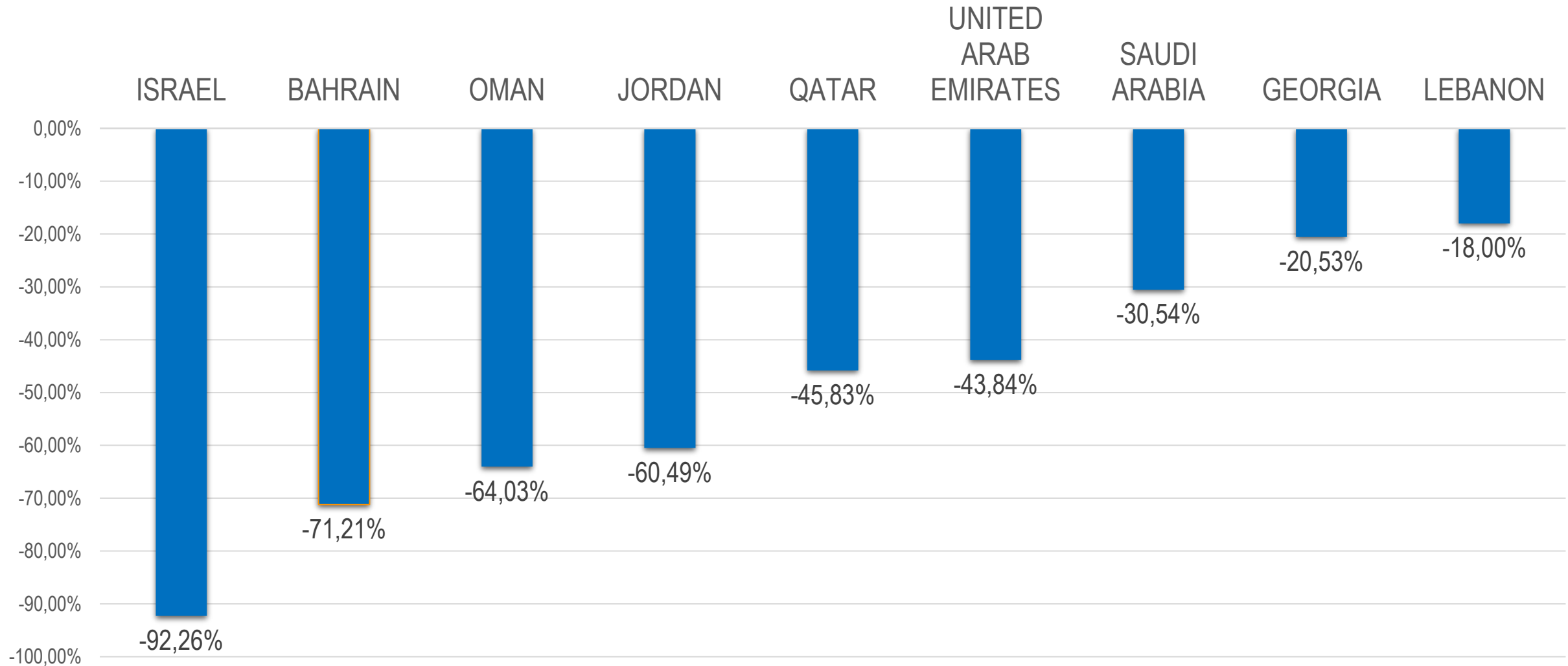
Passenger vessel calls in 2020: West Asia vs Globe (% change over 2019)



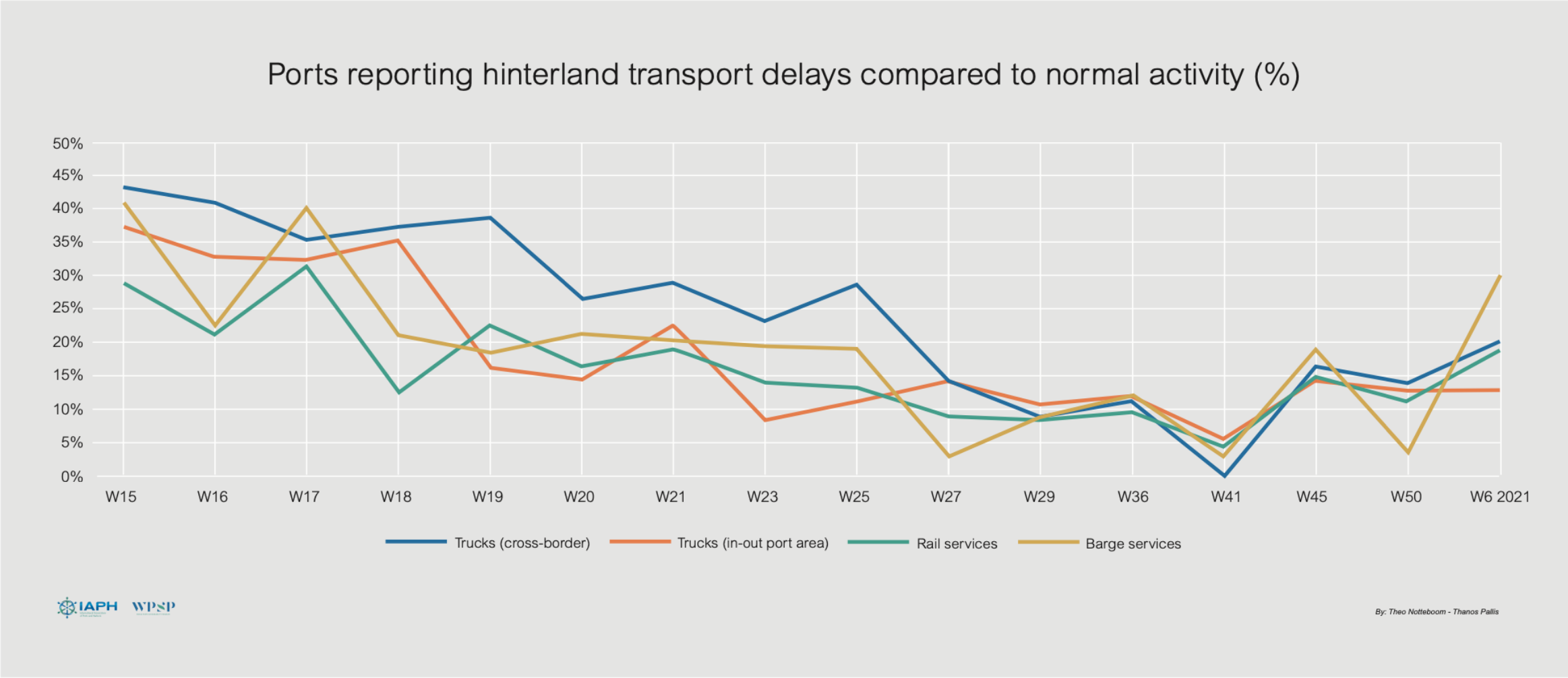
Wet bulk vessels calls in 2020: West Asia (% change over 2019)



Passenger vessels calls in 2020: West Asia (% change over 2019)



Among the most critical challenges of all: Hinterland delays



Ports: The adaptability process

1

Operational adjustments

- Prioritization of essential services;
- Reorganization of operations & working conditions (sanitary protocols)
- Advancement of digitalization and communication strategies.

2

Communications coordination

- Established, collective actions have been more effective in combating risks.
- Adjustments to governance and communication strategies of entire supply chain.

3

Financial Adjustments

- Manifold implications – ports, the “cash cows”, had to facilitate both providers and users
- More pronounced difficulties in the case of fully privatized ports.

4

Coordinating Hinterland links

- Shippers and ports work to address land-side operations, but the ability to adapt has not been always effective.
- Digitalization of interactions and information sharing
- Adjustment to public policies

Measures aiming to facilitate adaptation



1. Responses have been multi-dimensional.
2. Existing contingency plans have facilitated quick responses to the crisis.
3. Public policy initiatives have facilitated relief & recovery in the maritime transport sector.



1. Reorganization of operations
2. Collaboration and coordination among all stakeholders
3. Digitalization of interactions and information sharing have been critical to the continuity of maritime transport operations during the pandemic.
4. Working & operational adjustment measures that helped the sector adapting have been transformational



1. Maintaining landside operations has been the most difficult task for those involved in the maritime supply chain.
2. Shippers and ports have worked to address land-side operations, but the ability to adapt has not been always effective.

Resilience of Ports



- 1. For ports, the financial implications of the crisis are manifold and more pronounced in the case of fully privatized ports.**
- 2. Ports continue to invest in infrastructure despite the crisis**
- 3. Ports continue to invest in sustainability projects despite the crisis**



- The (i) 'crew changes', but also (ii) the management of crew presence at the ports, are two challenges that highlight the need for orchestrating an integrated approach by all.**

Ports: The adaptability process

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Operational adjustments

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Measures aiming to facilitate adaptation



1. **Responses have been multi-dimensional.**
2. **Existing contingency plans have facilitated quick responses to the crisis.**
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1. **Reorganization of operations**
2. **Collaboration and coordination among all stakeholders**
3. **Digitalization of interactions and information sharing have been critical to the continuity of maritime transport operations during the pandemic.**
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2. **Shippers and ports have worked to address land-side operations, but the ability to adapt has not been always effective.**

Resilience of Ports



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- The (i) 'crew changes', but also (ii) the management of crew presence at the ports, are two challenges that highlight the need for orchestrating an integrated approach by all.**

Key activities carried out by UNCTAD:

- Research and extensive data compilation and analysis to help assess the impact of the COVID-19 disruption on the global and regional maritime transportation systems
- Analysis and identification of relevant response measures introduced by varied stakeholders in the face of the COVID-19 disruption
- Identification of good practices that allowed for effective management of the crisis and maintaining business continuity in the maritime supply chain
- Development of guidance material and training to build capacity and upgrade skills with a view to maritime supply chain resilience-building.

UNCTAD continues to facilitate the building of port resilience capacities

Outline of the Course

NEW 2021

Course Objectives	
Objectives Be able to:	<ul style="list-style-type: none">• Build port resilience against pandemics• Keep ports safe and operational during pandemics• Implement standards, guidelines, metrics, tools and methodologies to facilitate the flow of goods and service• Identify suitable technology solutions

Section 1: Crisis Protocol and Communication Strategy

Section 2: Staff Management, Well-Being and Resilience

Section 3: Technology Preparedness

Section 4: Cargo Flow Continuity

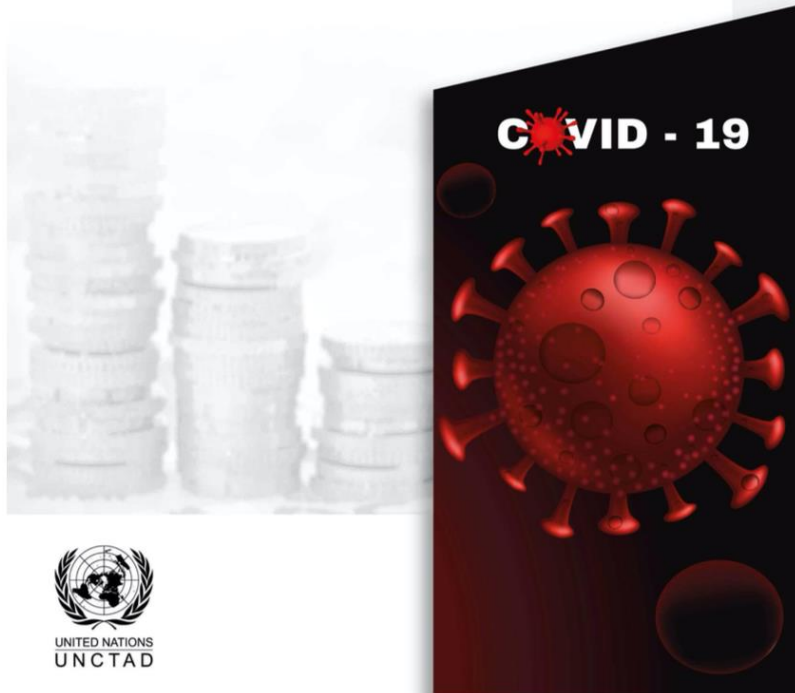
UNCTAD continues to facilitate the building of port resilience capacities

UNITED NATIONS CONFERENCE ON TRADE AND DEVELOPMENT

UNCTAD



COVID-19 and maritime transport: Impact and responses



UNCTAD

Prosperity for all

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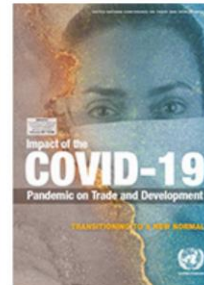
About Topics Projects Publications Meetings Statistics COVID-19

COVID-19 response

UNCTAD is monitoring the effects of the global pandemic on manufacturing, trade, foreign direct investment and economic growth.

We stand ready to provide technical assistance that can help countries mitigate or recover from the economic impacts of COVID-19.

Publications



Impact of the COVID-19 pandemic on trade and development: transitioning to a new normal



COVID-19 and e-commerce: impact on businesses and policy responses



Global Investment Trend Monitor, No. 37 [Special RCEP Agreement Edition]



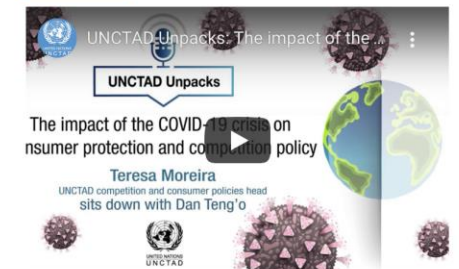
COVID-19 and commodities: Assessing the impact on exports from Commonwealth countries

CORONAVIRUS DISEASE

#COVID19 #Coronavirus

Information and guidance from the United Nations and the World Health Organization (WHO) regarding the current outbreak of novel coronavirus (COVID-19)

Podcasts



You can also contribute the building of port resilience capacities – your experience counts

Participate in the forthcoming UNCTAD (short) survey exploring three key questions:



1. What has been the impact of the pandemic on your port and the linked maritime chains?
2. How did the port & maritime supply chains respond? What measures were taken?
3. What kind of capacity was needed to respond efficiently and effectively to the generated challenge?