



Webinar:

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



COVID-19  
RESPONSE



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

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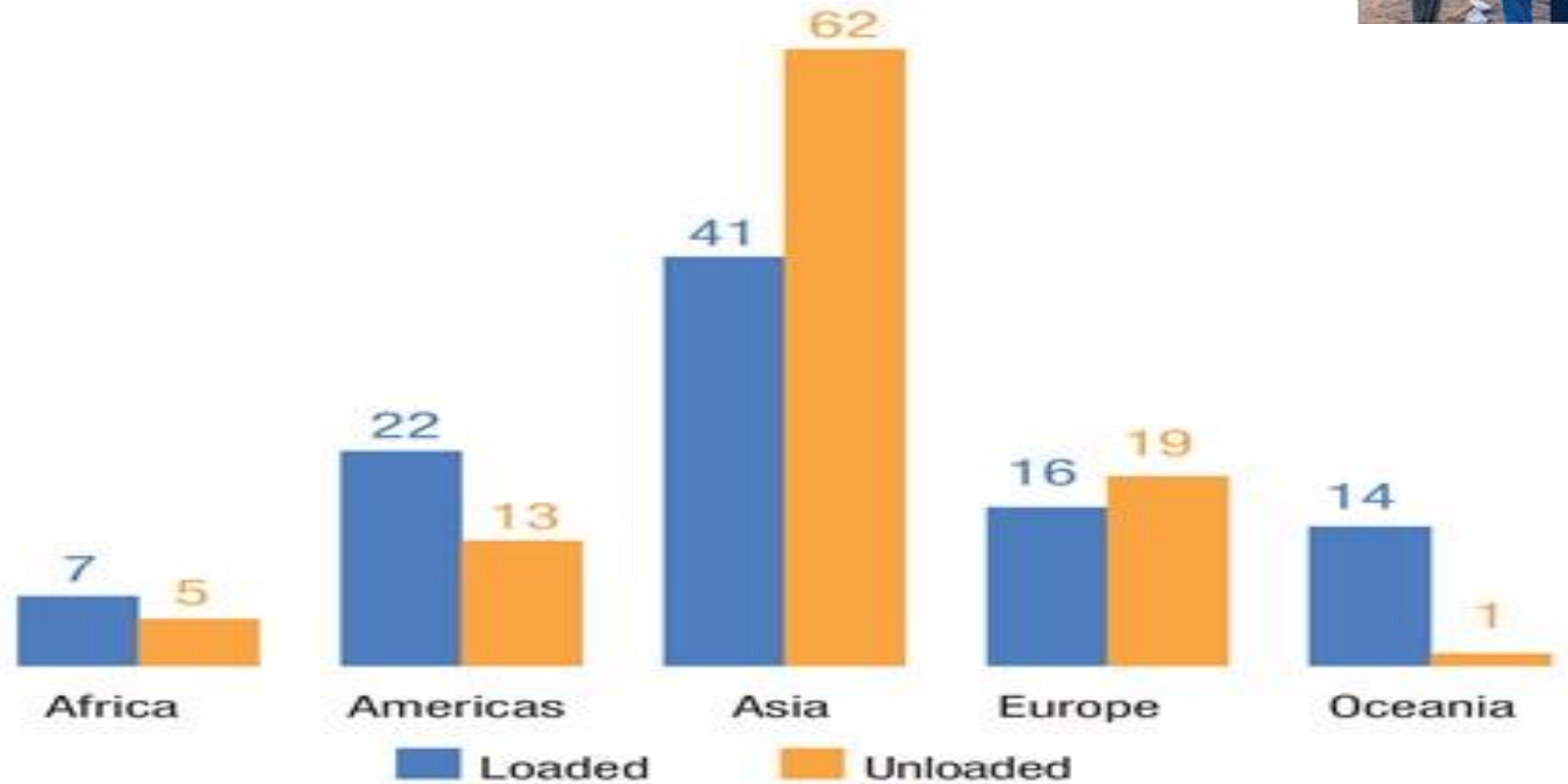


12 November 2020  
16:00 - 17:00 hrs. , CET  
Online

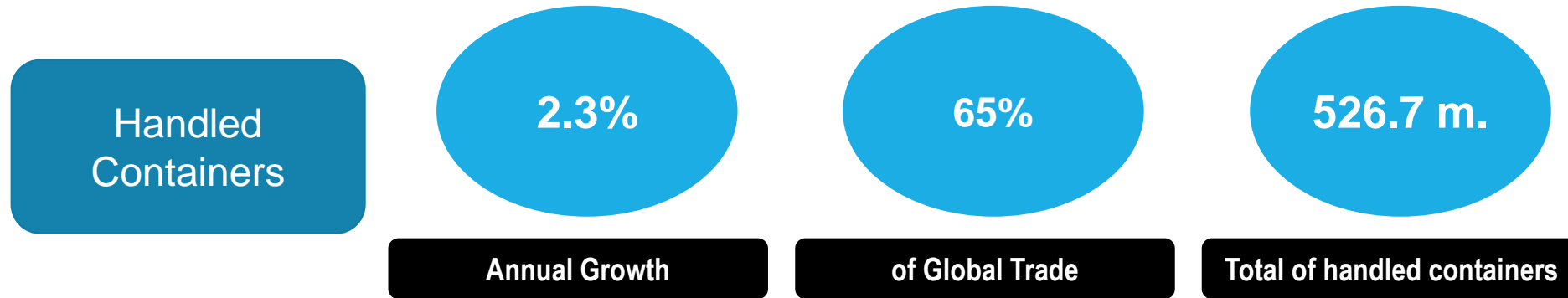
# Participation of Asia in world maritime trade: 2019

Global maritime trade volumes

> 50%



# Participation of Asia in world maritime trade: 2019



## Highest Liner Shipping Connectivity

6 of the 10 best-connected economies are in Asia

- China
- Hong-Kong
- Japan
- Malaysia
- Republic of Korea
- Singapore

China - the best-connected country - improved its liner shipping connectivity index by 56% from the baseline year 2006, while the global average liner shipping connectivity index went up by 50% during the same period.

# An external crisis: COVID-19 pandemic



COVID-19 Dashboard by the Center for Systems Science and Engineering (CSSE) at Johns Hopkins University (JHU)



Global Cases

**114,706,724**

Cases by

Country/Region/Sovereignty

**28,707,830** US

**11,124,527** India

**10,587,001** Brazil

**4,220,291** Russia

**4,200,699** United Kingdom

**3,843,226** France

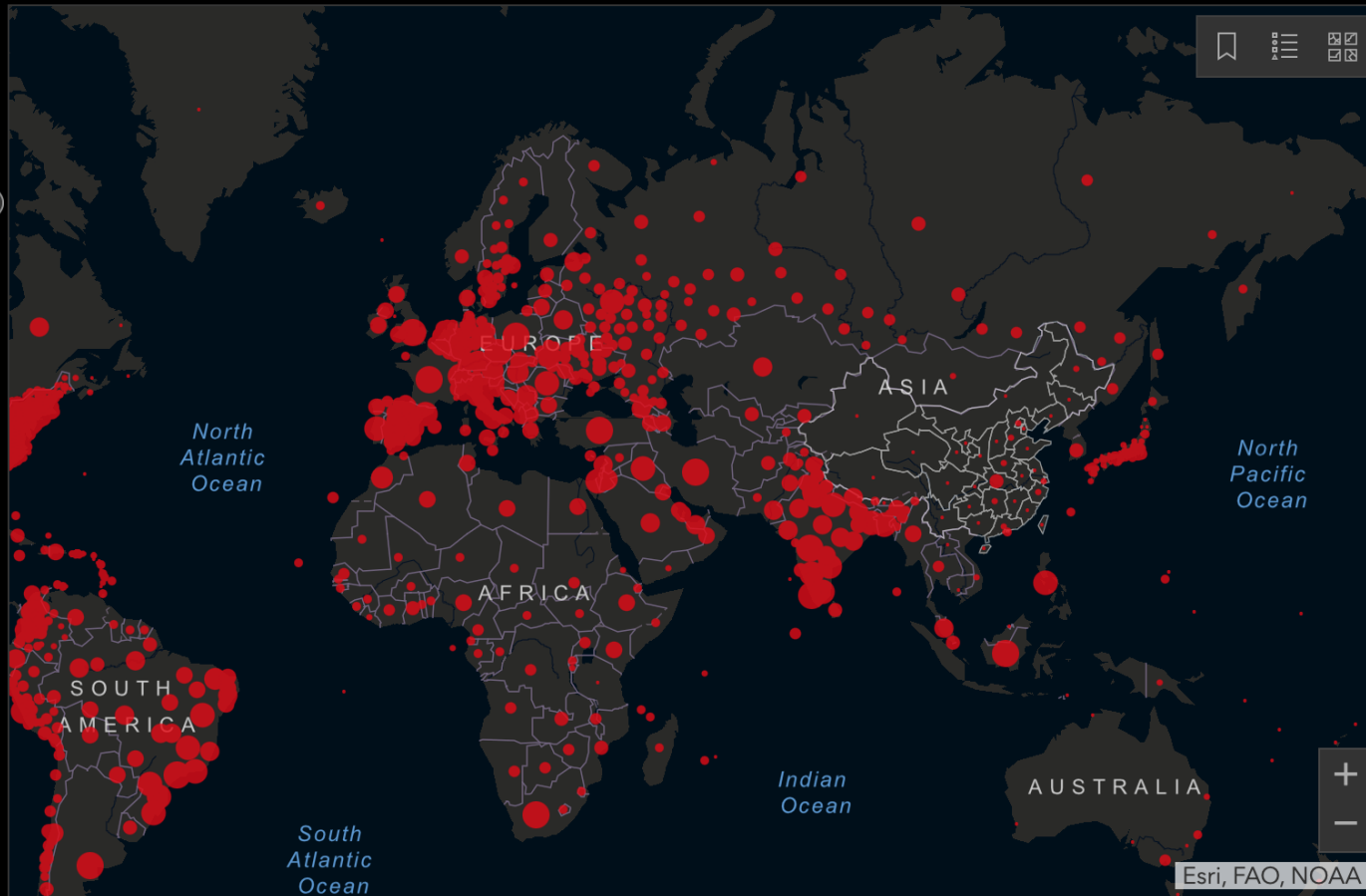
**3,209,048** Spain

**2,955,434** Italy

**2,723,316** Turkey

**2,462,054** Germany

**2,259,599** Colombia



Cumulative Cases

Active Cases

Incidence Rate

Case-Fatality Ratio

Testing Rate

Global Deaths

**2,544,852**

516,024 deaths  
US

255,720 deaths  
Brazil

186,152 deaths  
Mexico

157,248 deaths  
India

123,530 deaths  
United Kingdom

98,288 deaths

Global Deaths

US State Level

Deaths, Recovered

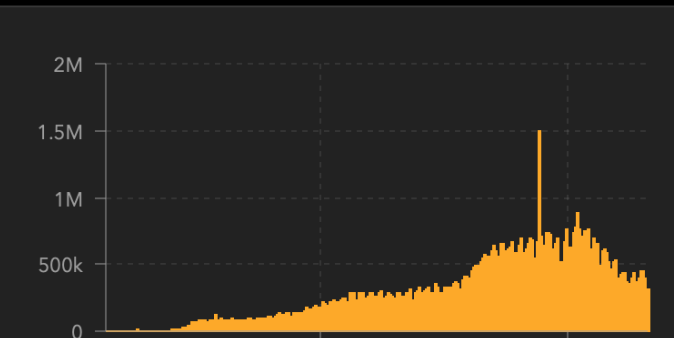
52,588 deaths,  
recovered  
California US

47,818 deaths,  
recovered  
New York US

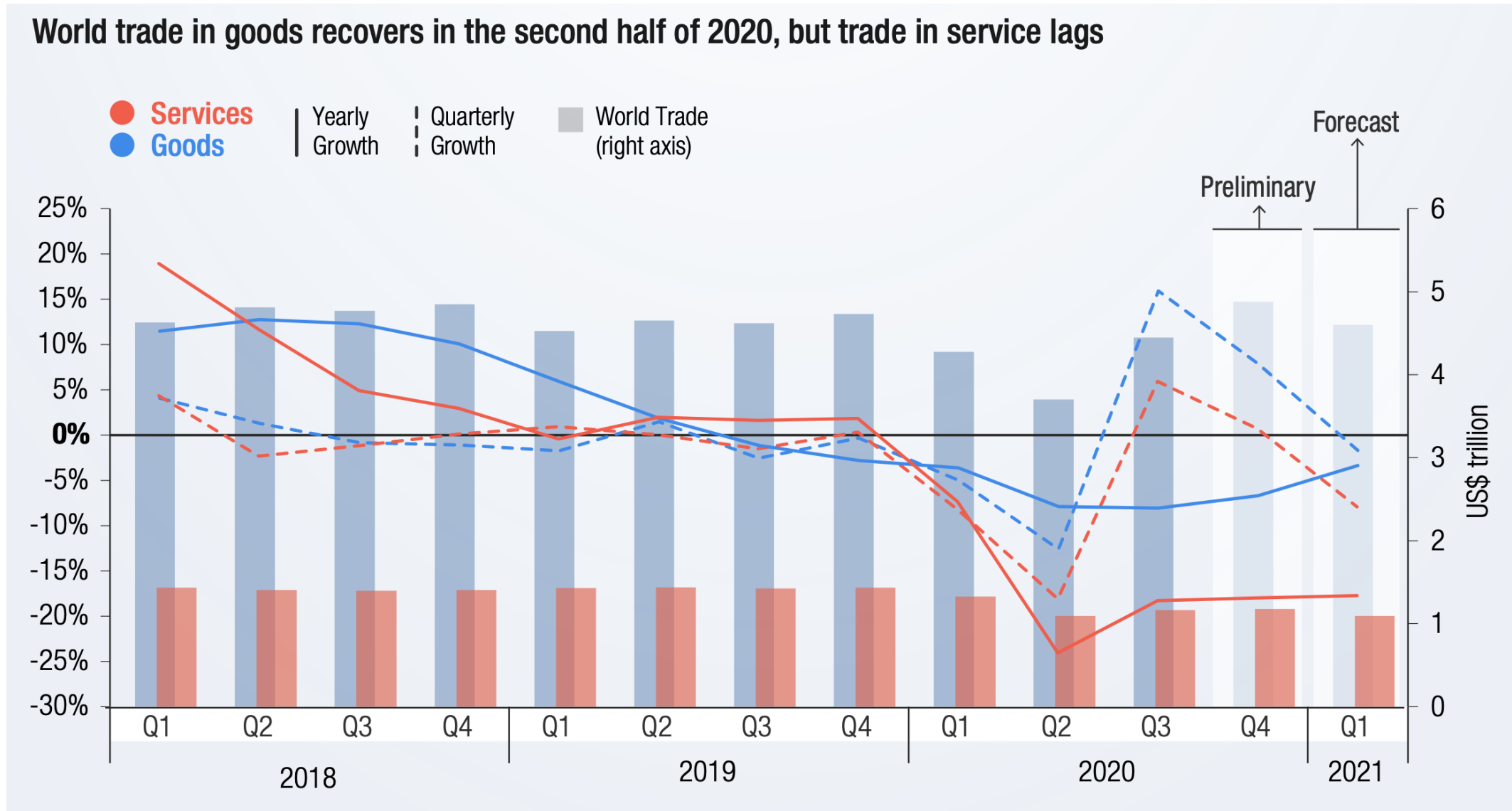
43,942 deaths, **2,429,453**  
recovered  
Texas US

31,135 deaths,  
recovered  
Florida US

US Deaths, Rec...

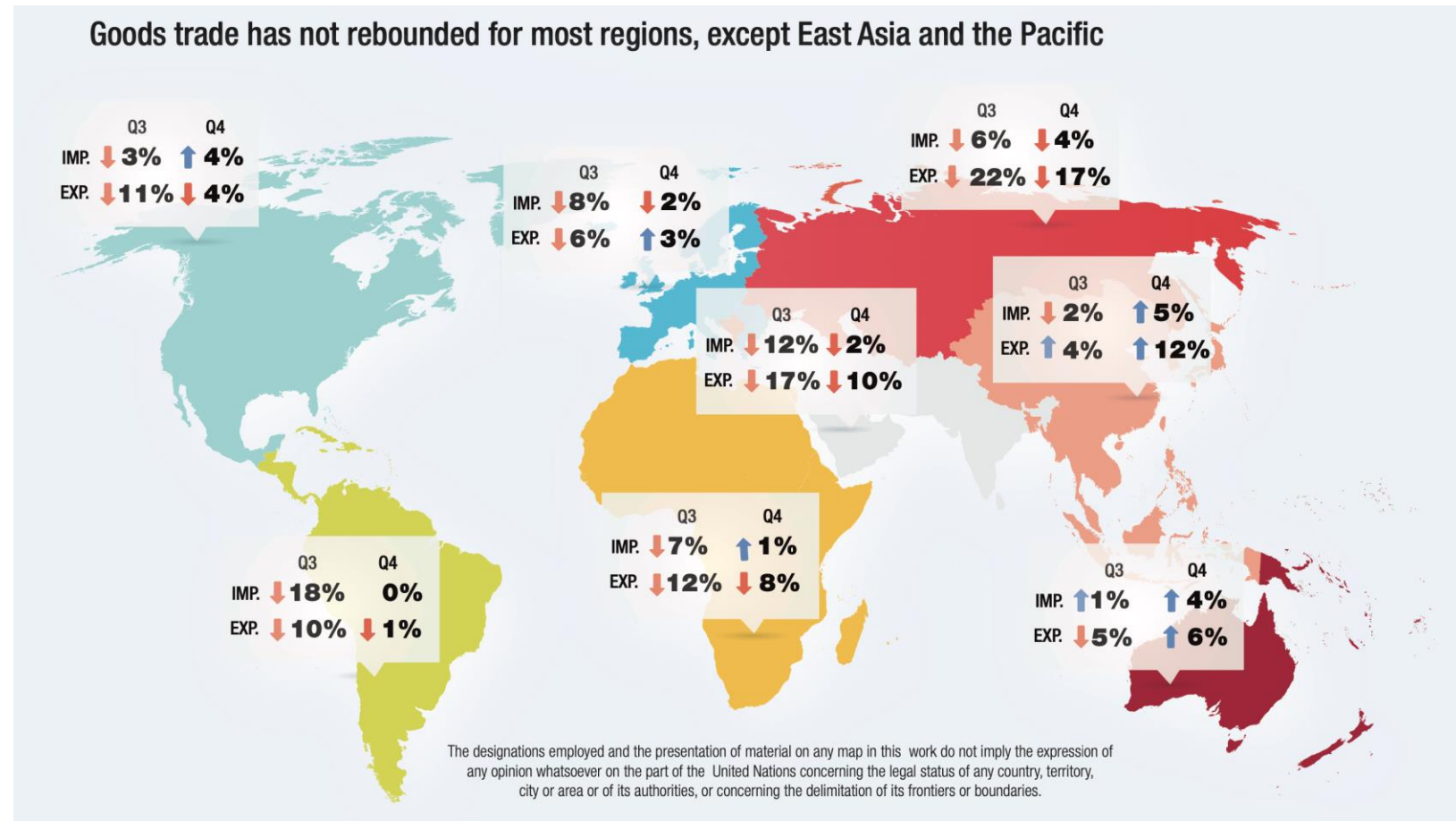
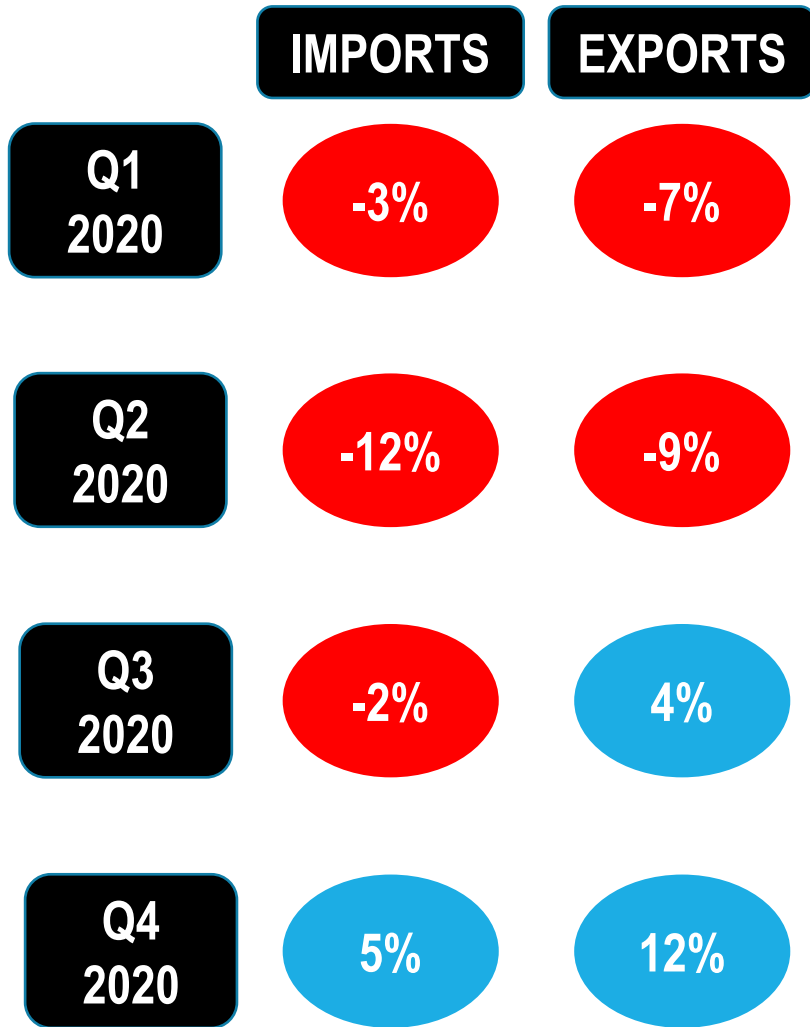


# The initial shock: COVID-19 affects trade flows at unprecedented speed & scale



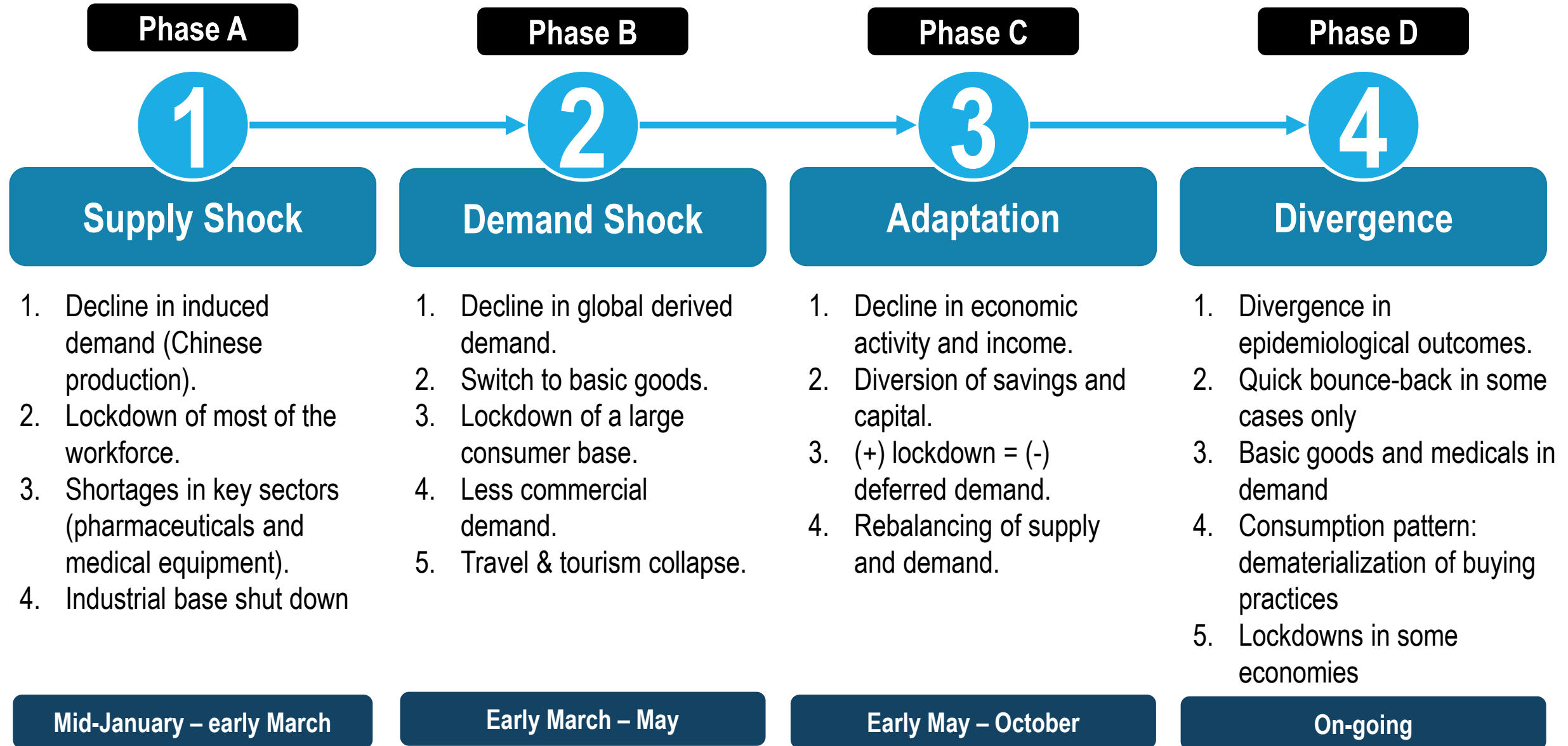
Source: UNCTAD (2020). Global Trade Update (February 2021) (UNCTAD/DITC/INF/2020/4)

# Imports & Exports: East Asia & the World

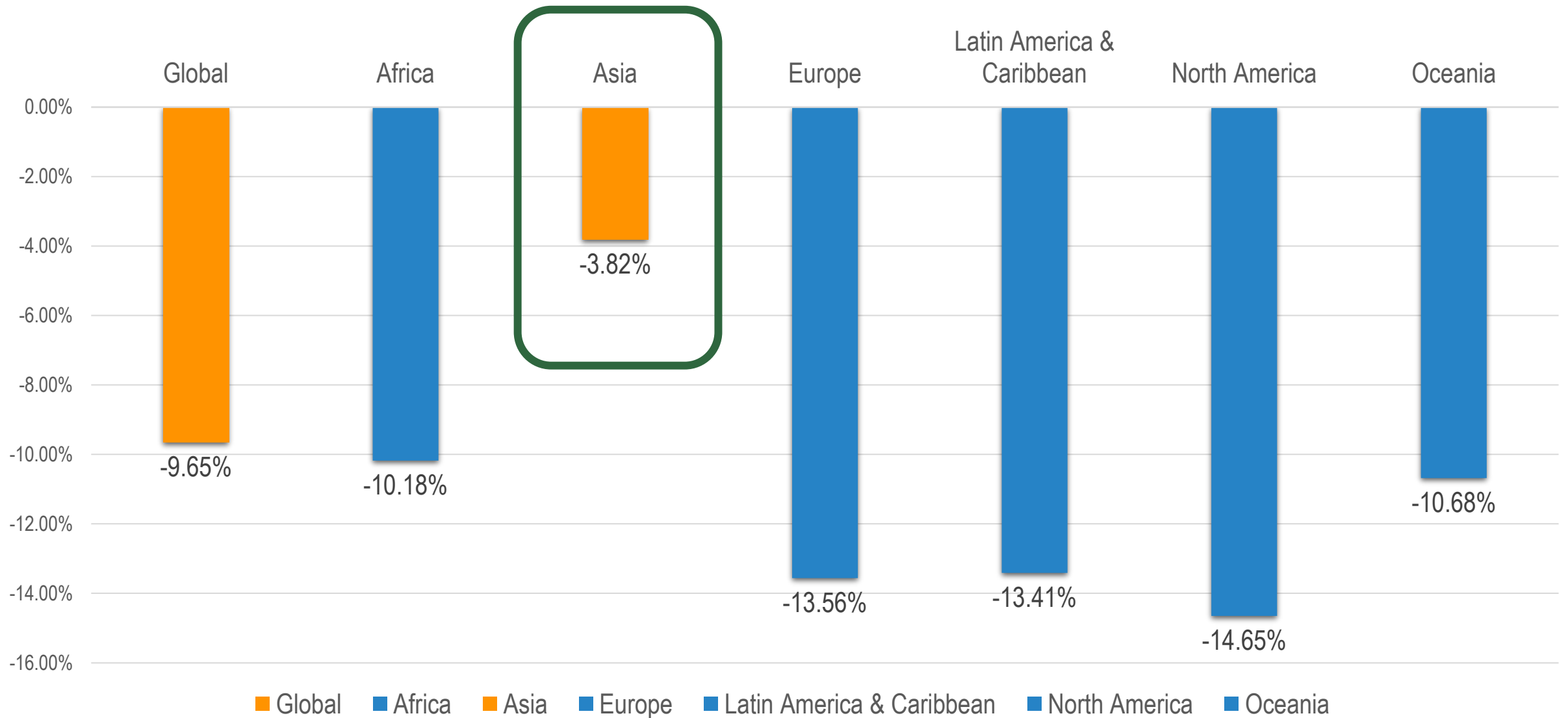




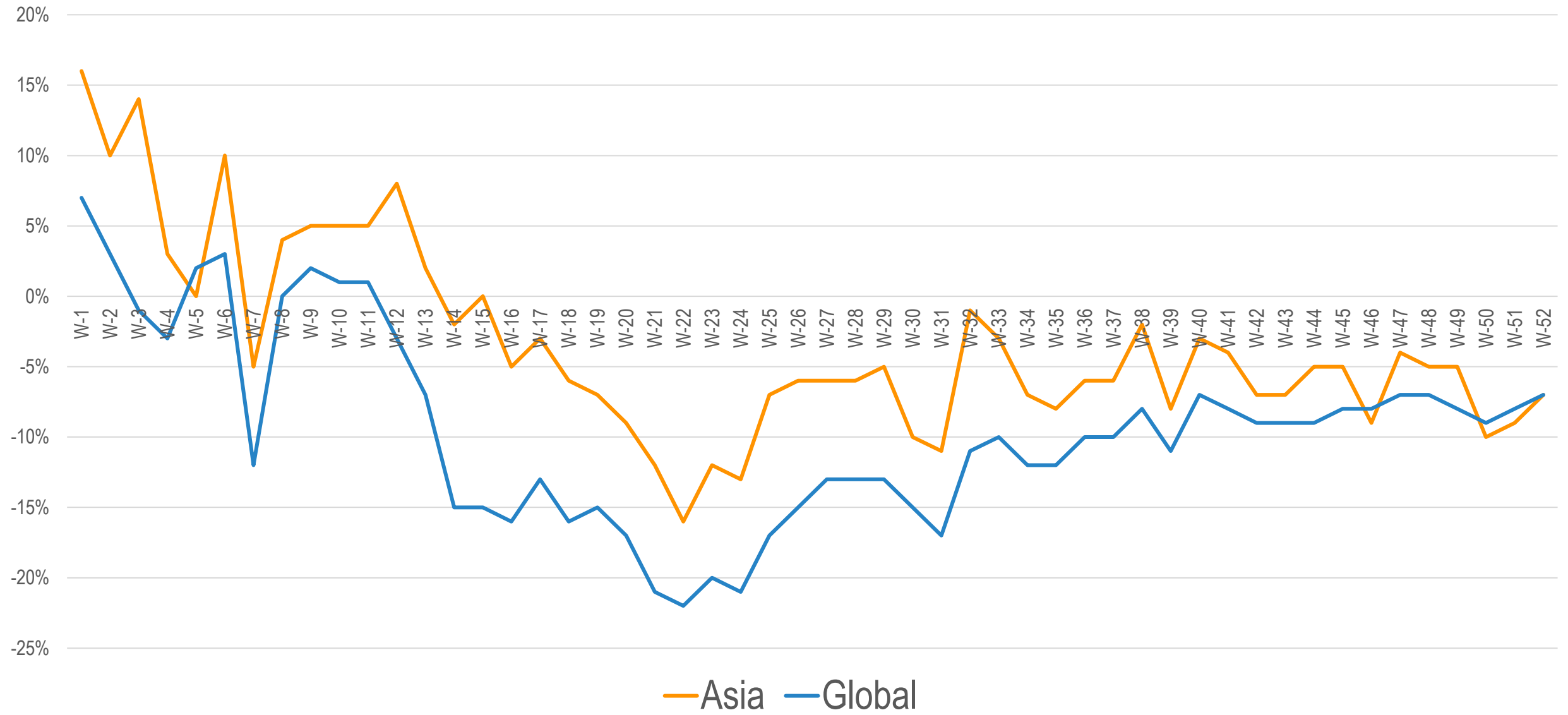
# COVID-19 induced Supply Chain Shocks



# 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

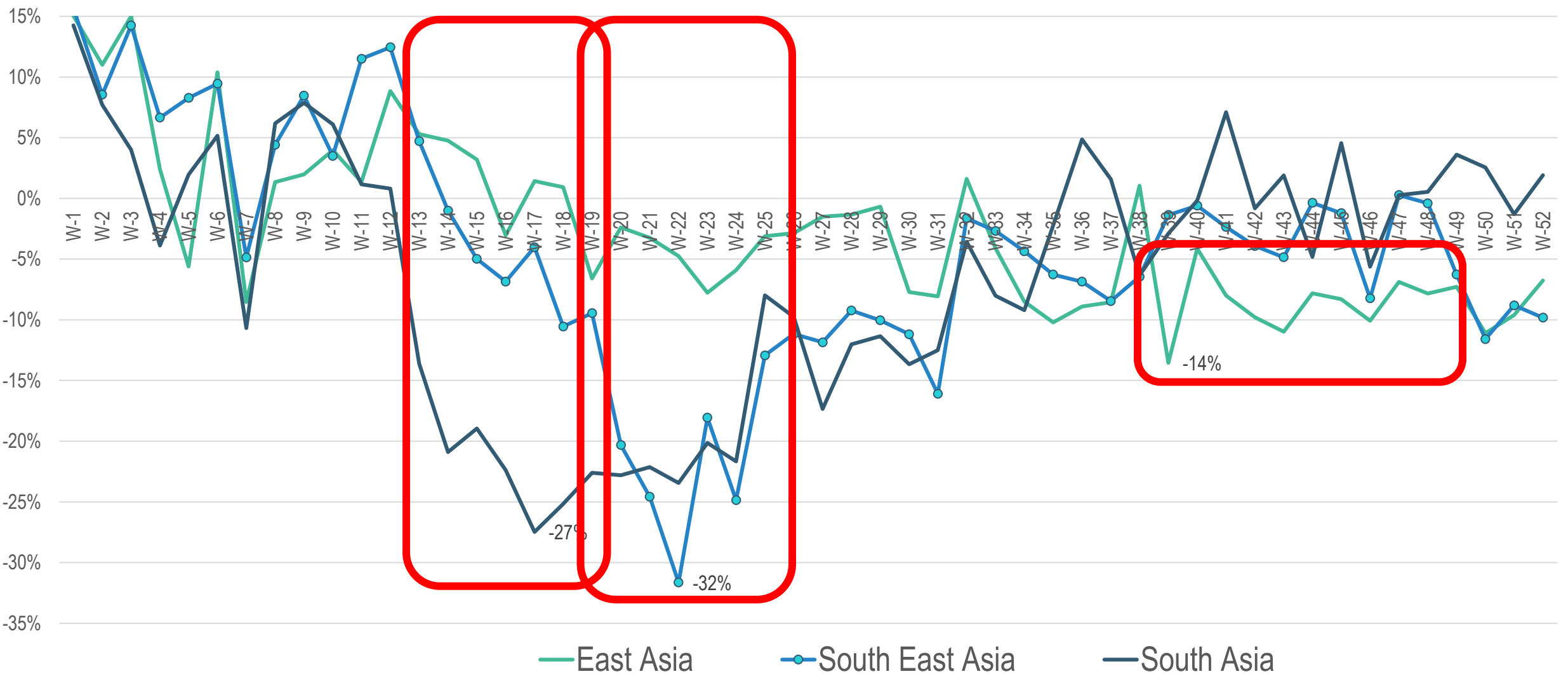
### South East Asia

BRUNEI  
CAMBODIA  
INDONESIA  
MALAYSIA  
MYANMAR  
PHILIPPINES  
SINGAPORE  
THAILAND  
VIET NAM

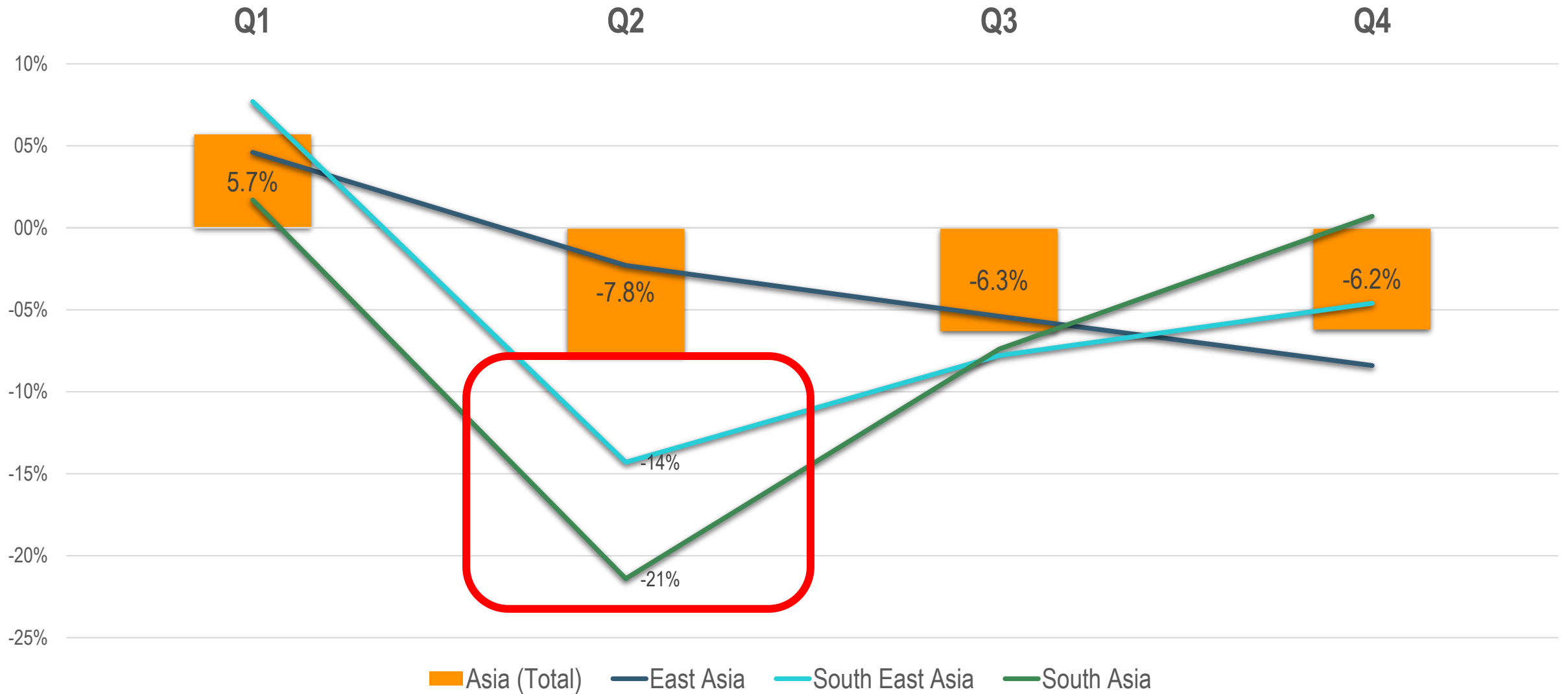
### South Asia

BANGLADESH  
INDIA  
IRAN  
MALDIVES  
PAKISTAN  
SRI LANKA

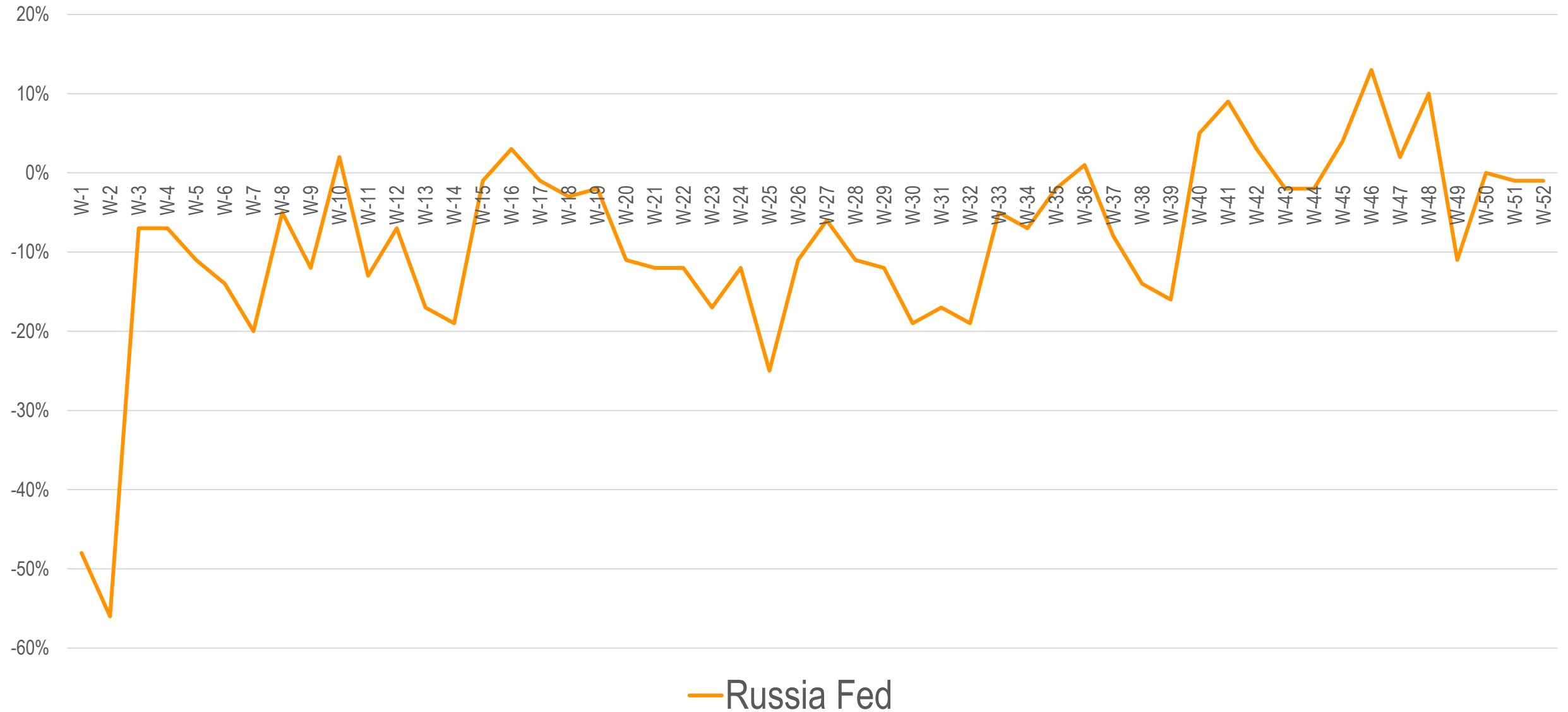
# Vessels calls 2020: East/South/South-East Asia, per week (% change over 2019)



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

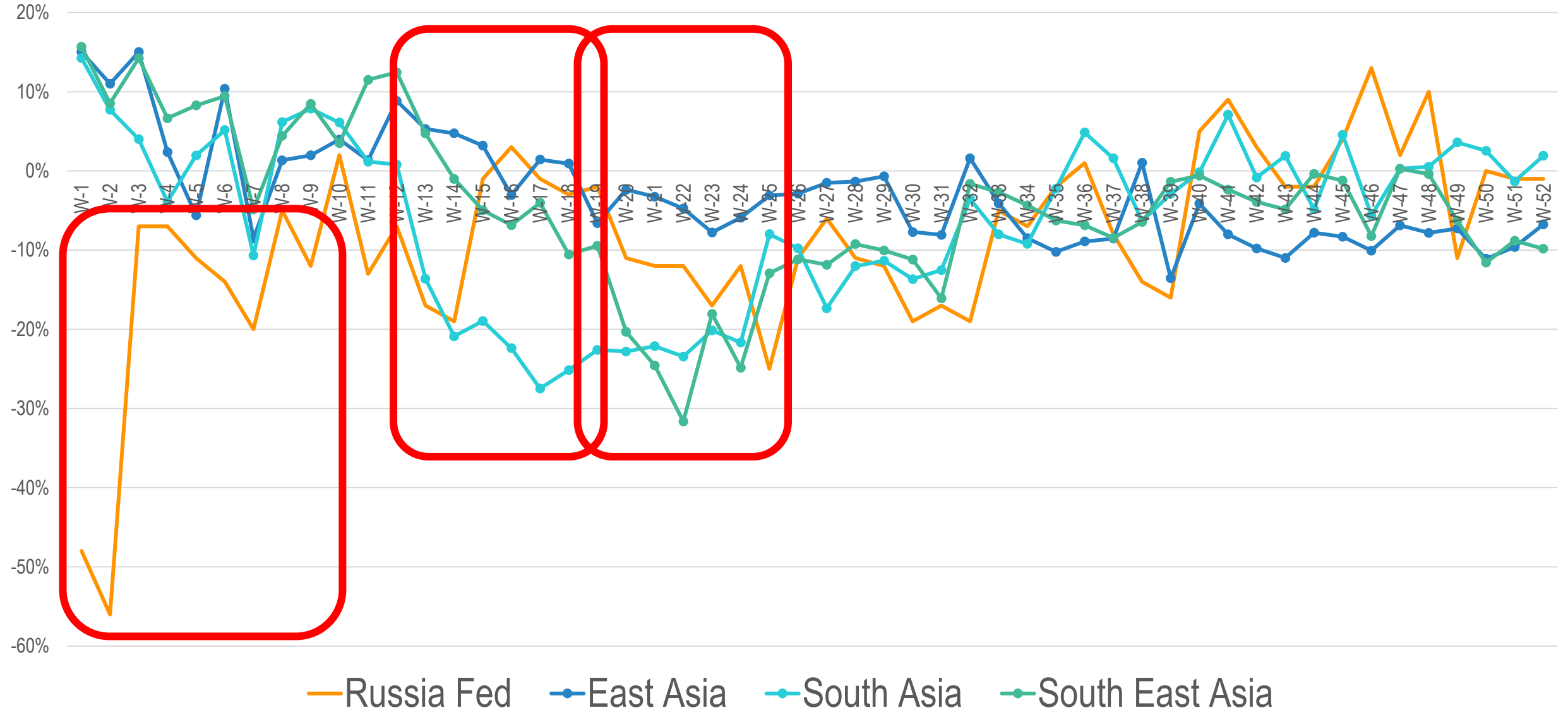


# Vessels calls 2020: **Russia** per week (% change over 2019)



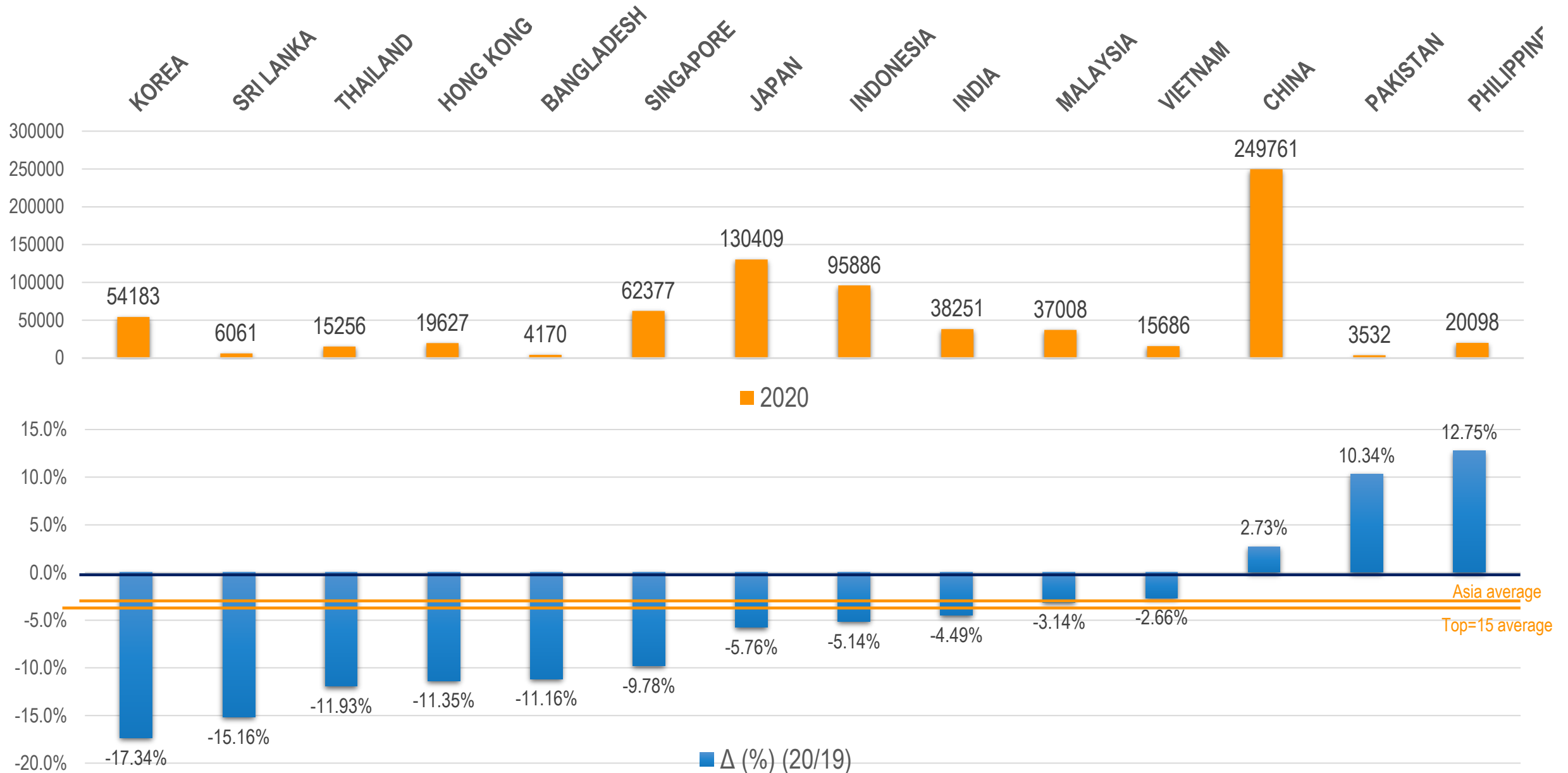
# Vessels calls 2020: East/South/South-East Asia/Russia

per week (% change over 2019)

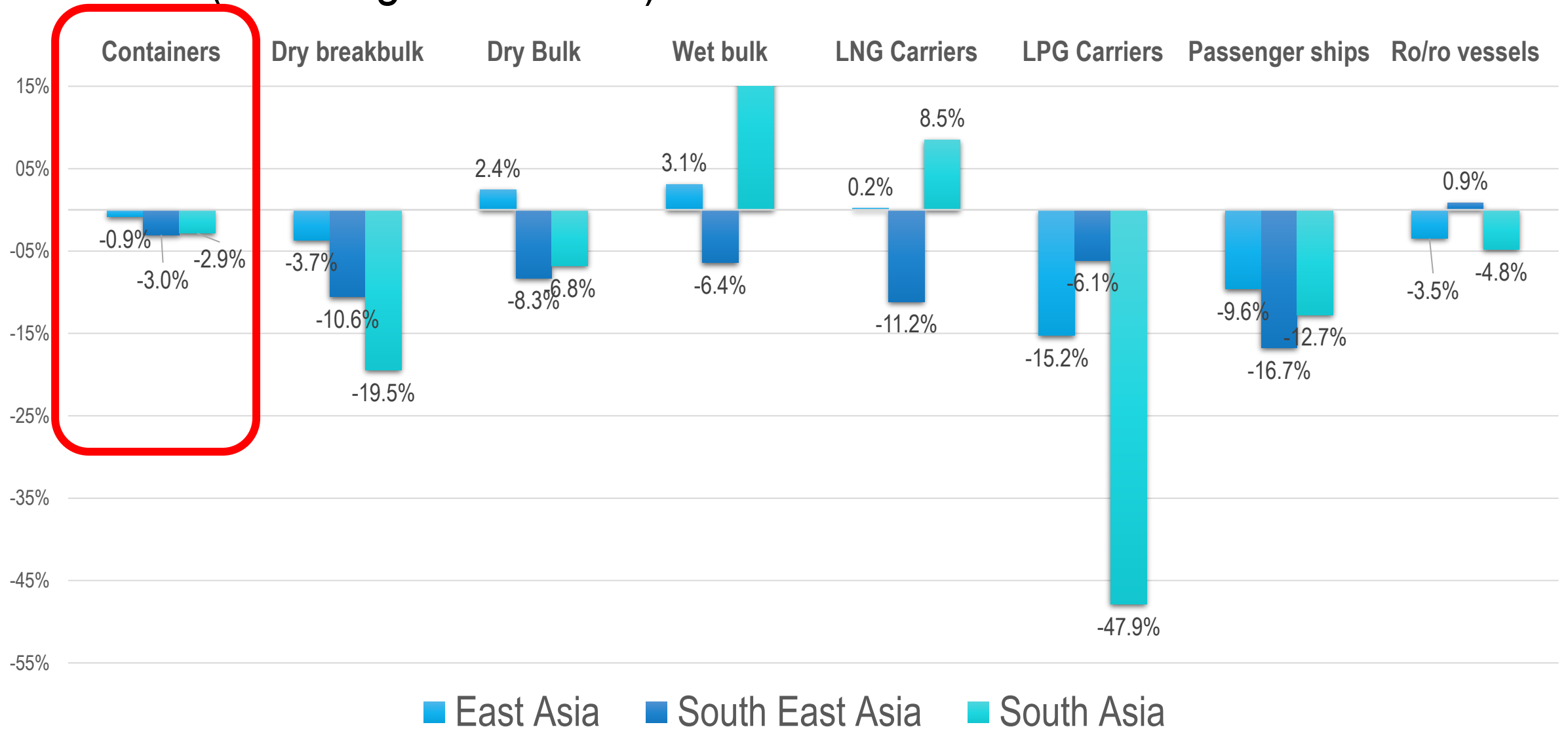




# Vessels calls in 2020: 15 E/S/SE Asian countries with most calls (% change over 2019)

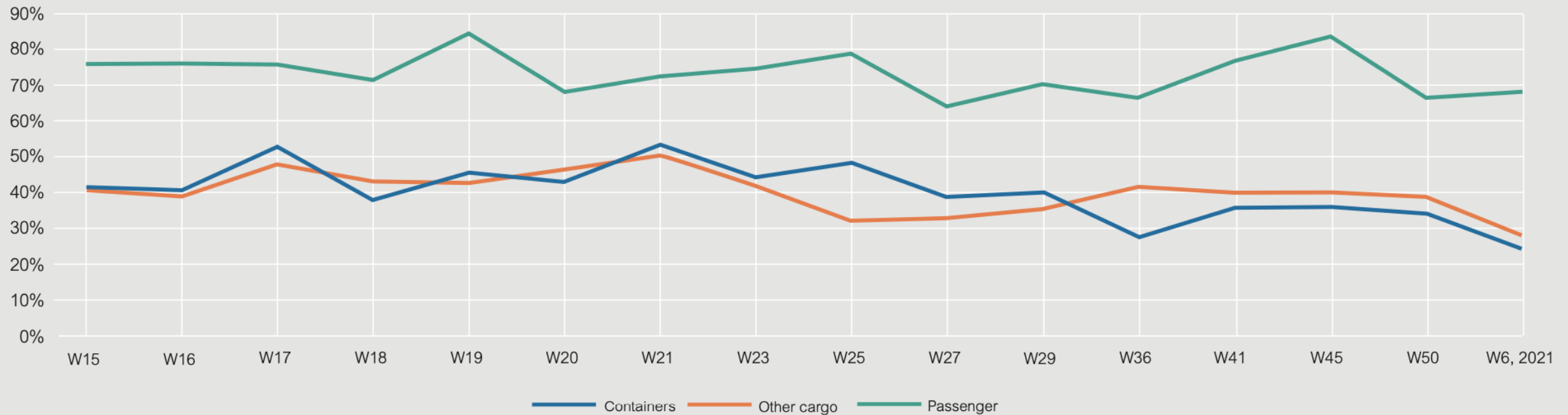


# Vessels calls in 2020: East/South/South-East Asia, per market (% change over 2019)

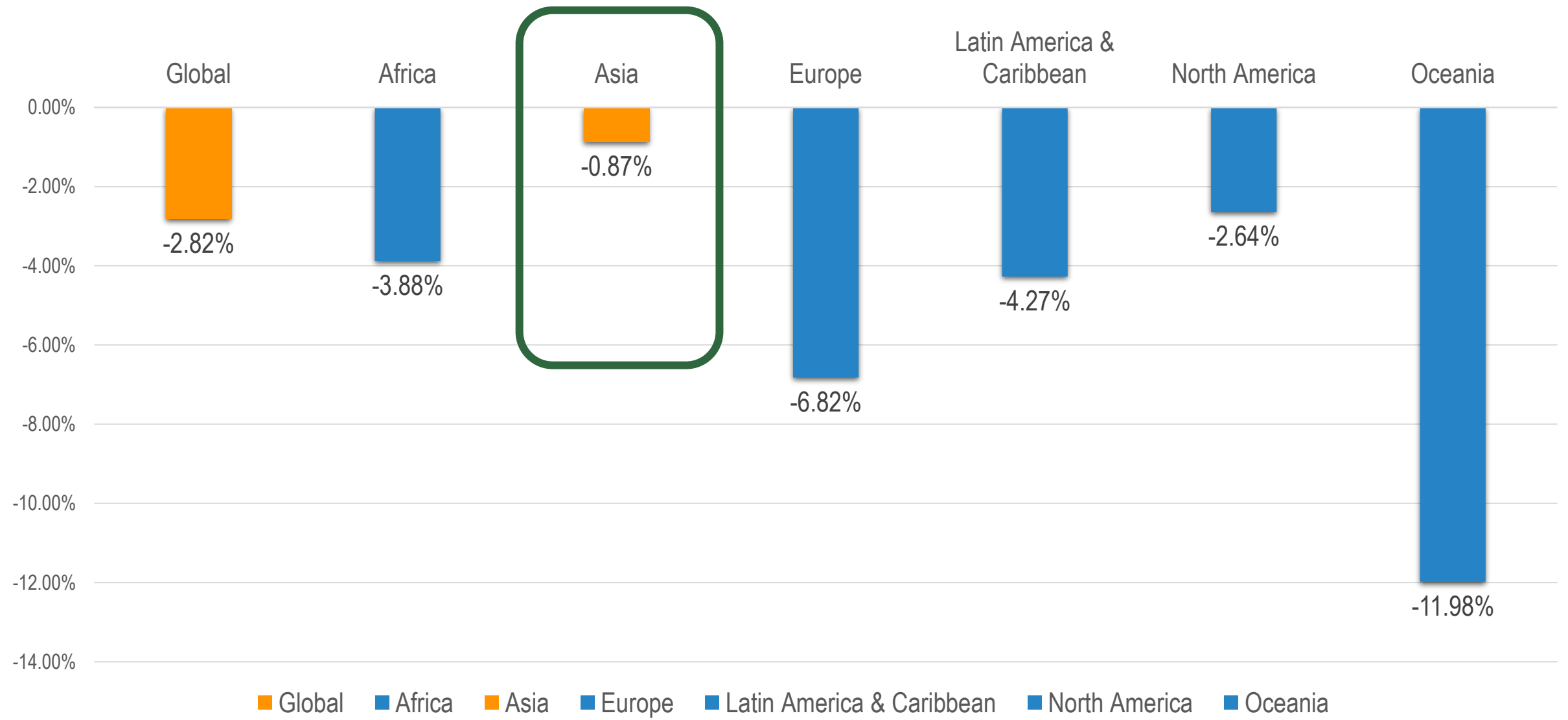


# Impact on vessel calls: Only half (40-50%) of ports have seen a major decrease

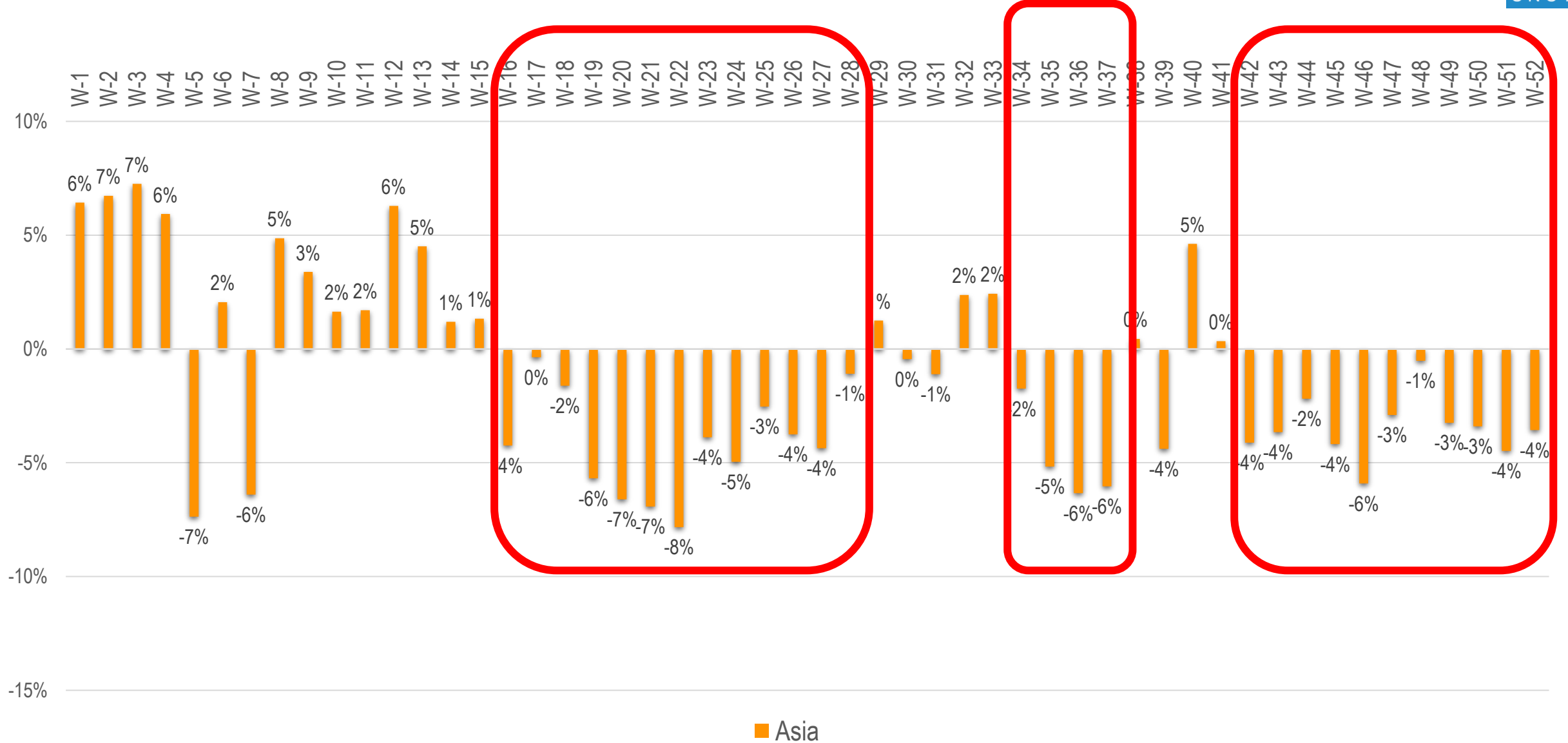
Ports where the number of ship calls is lower than in normal conditions



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

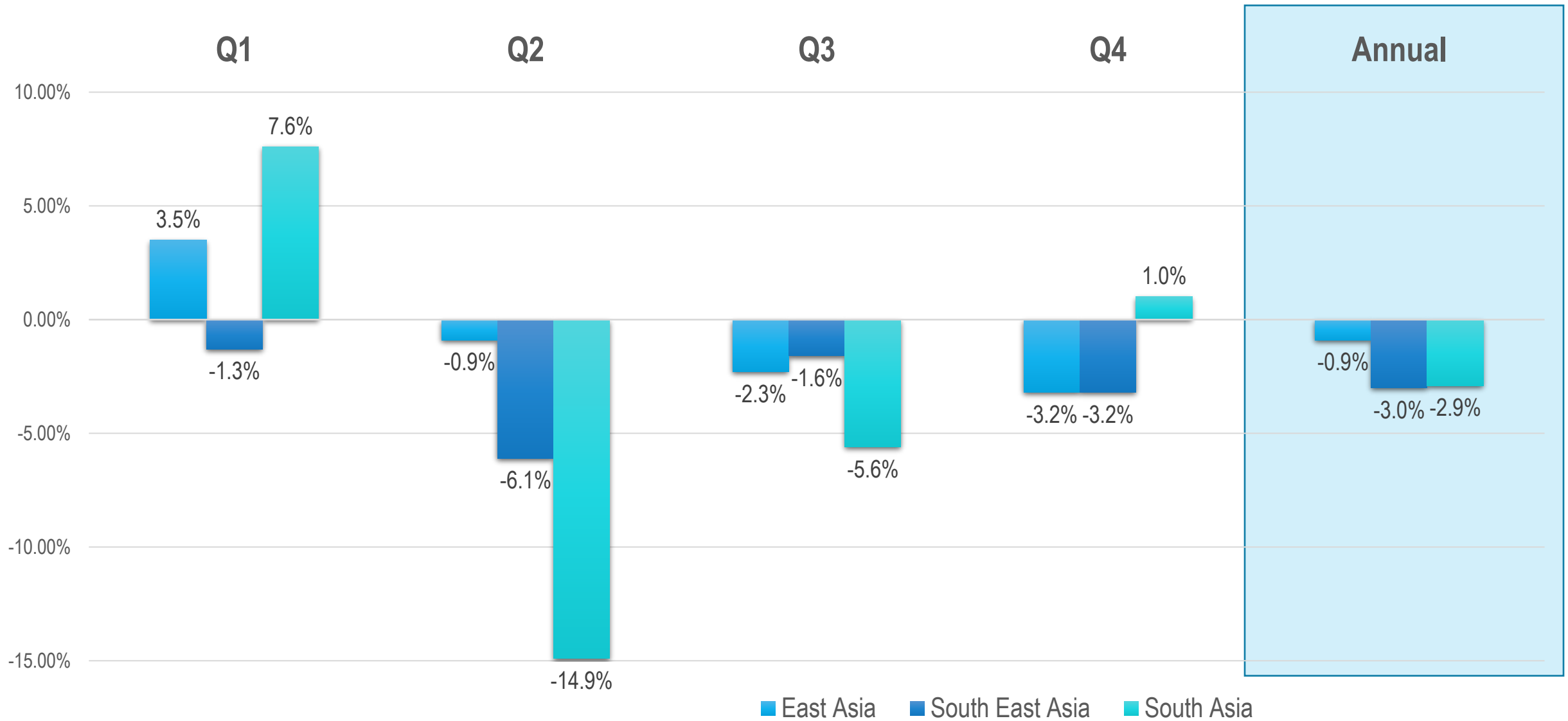


# Containerships calls in 2020: E/S/S-E Asia (% change over 2019)

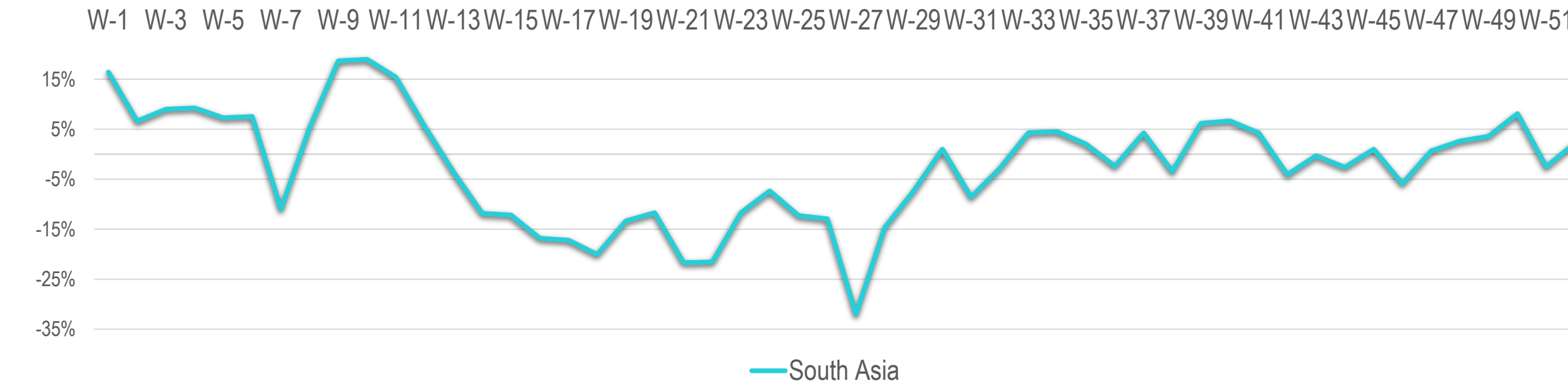
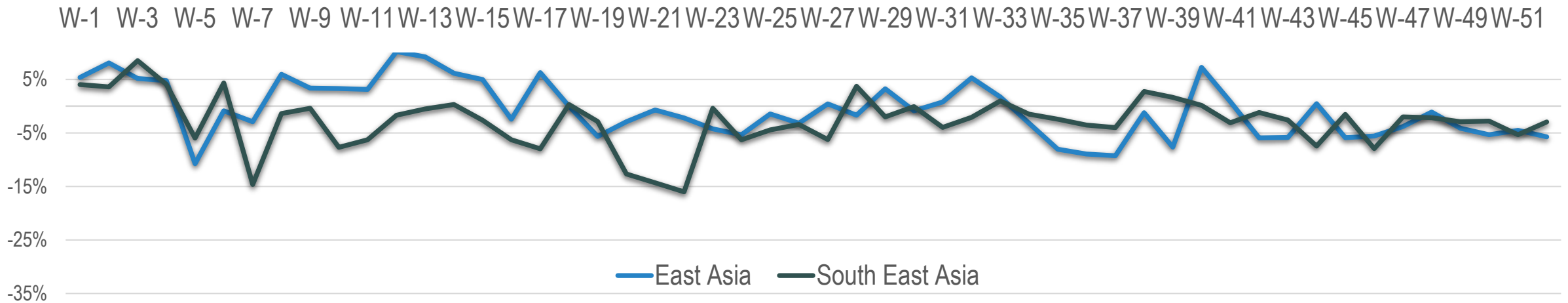


■ Asia

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



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



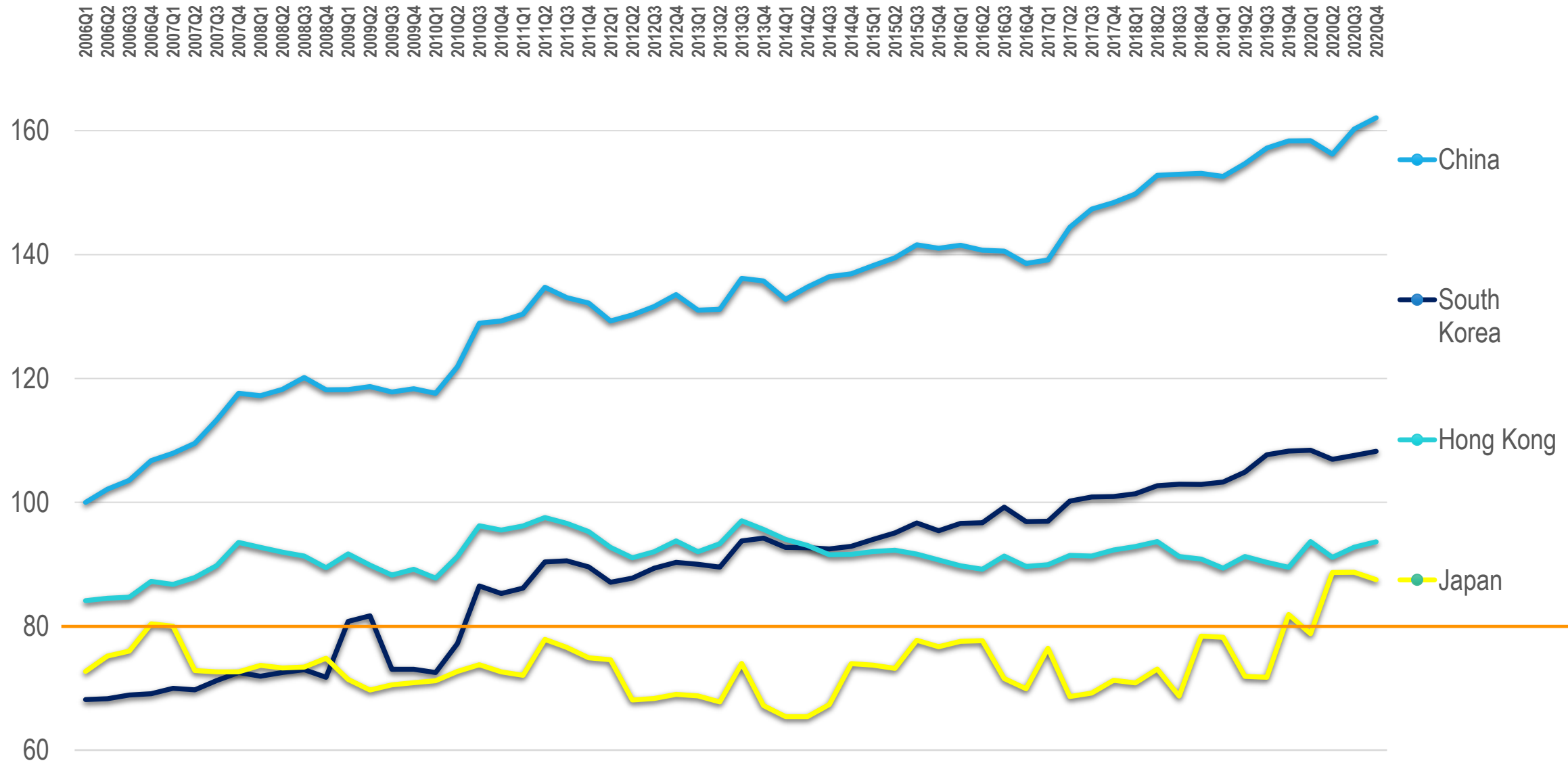
Source: UNCTAD (in progress) maritime transport component of the UNDA project "COVID-19 Response on Transport/Connectivity and Trade".

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

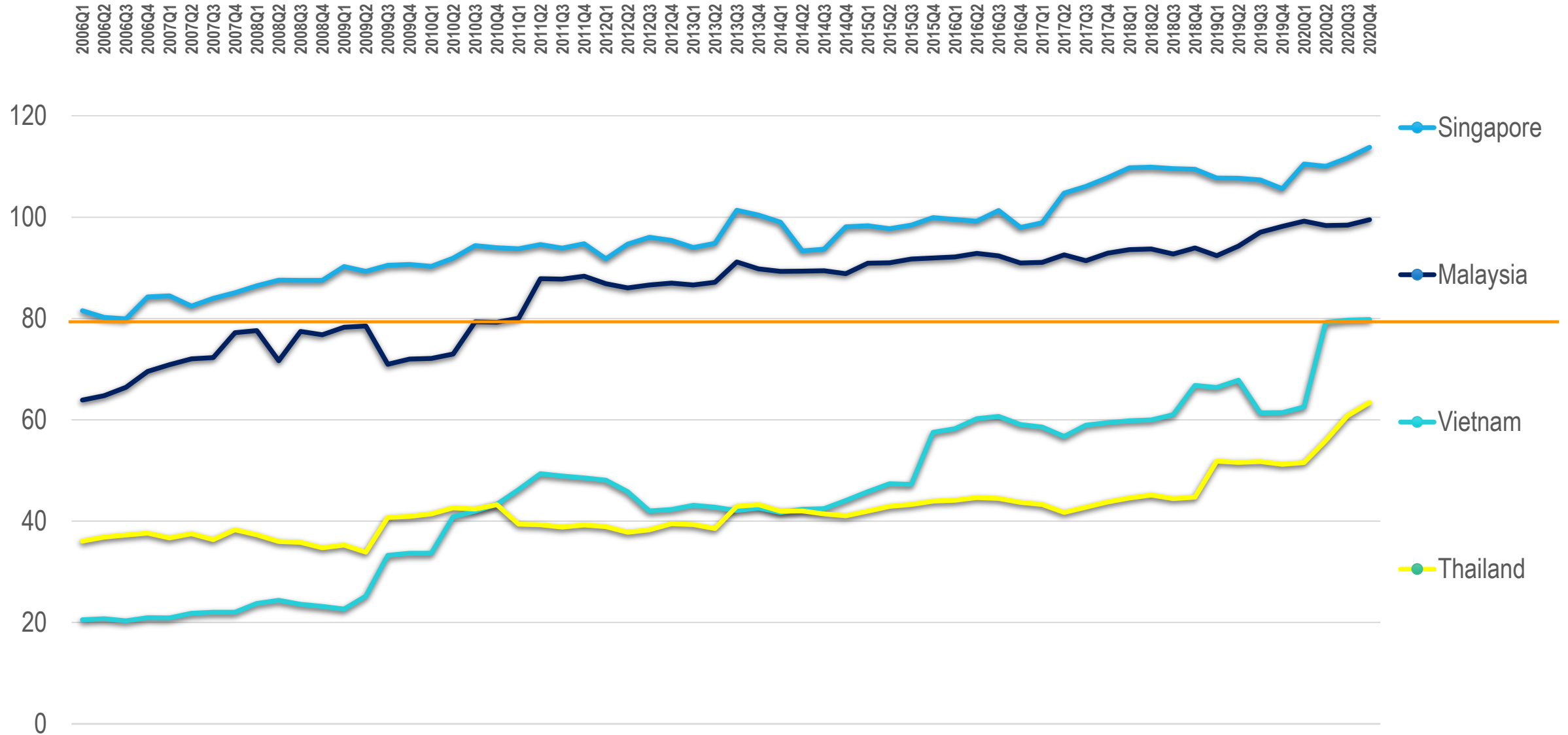




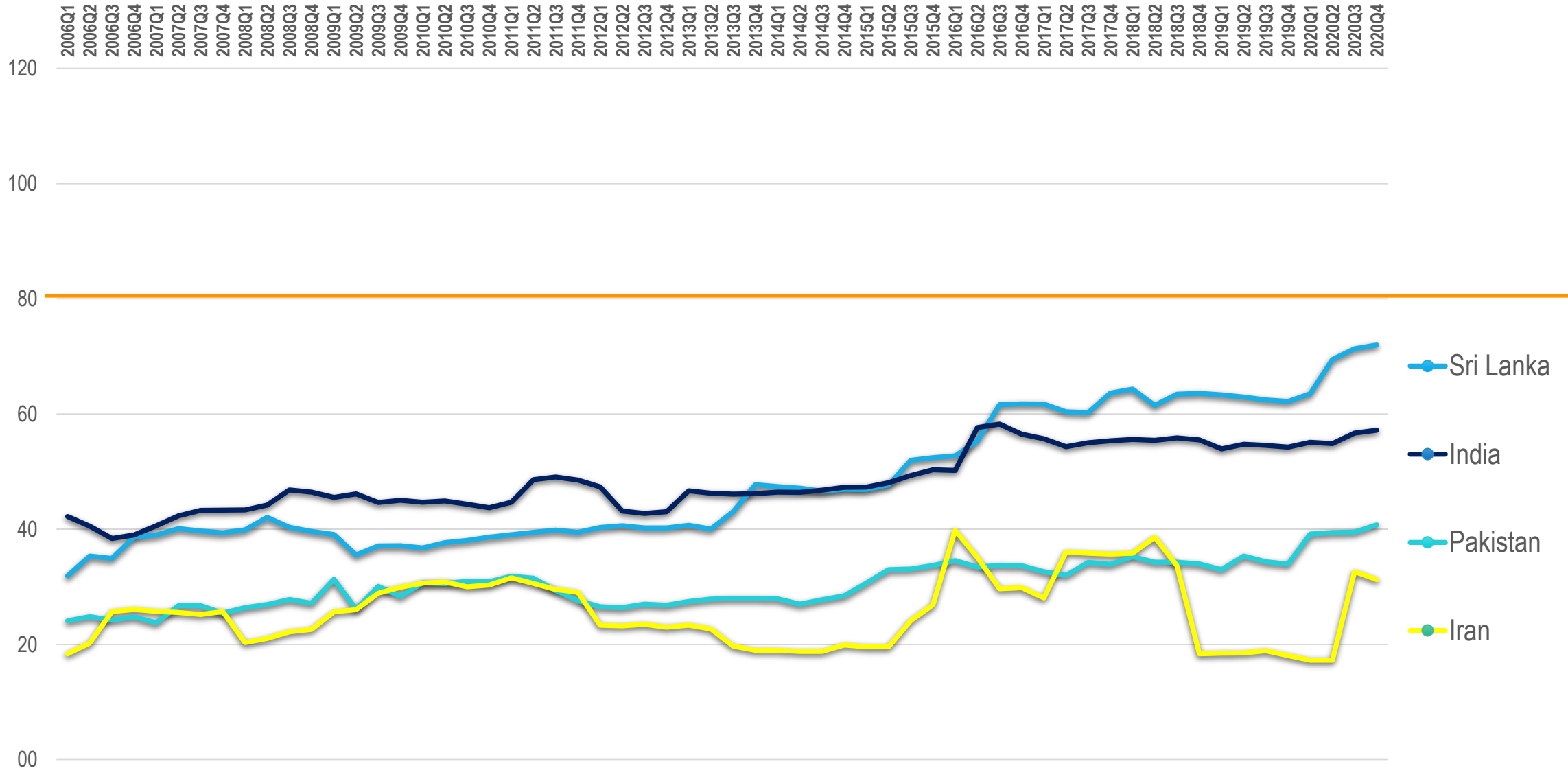
# Liner Shipping Connectivity Index (LSCI): Trends in East Asia Countries (2006-2020)



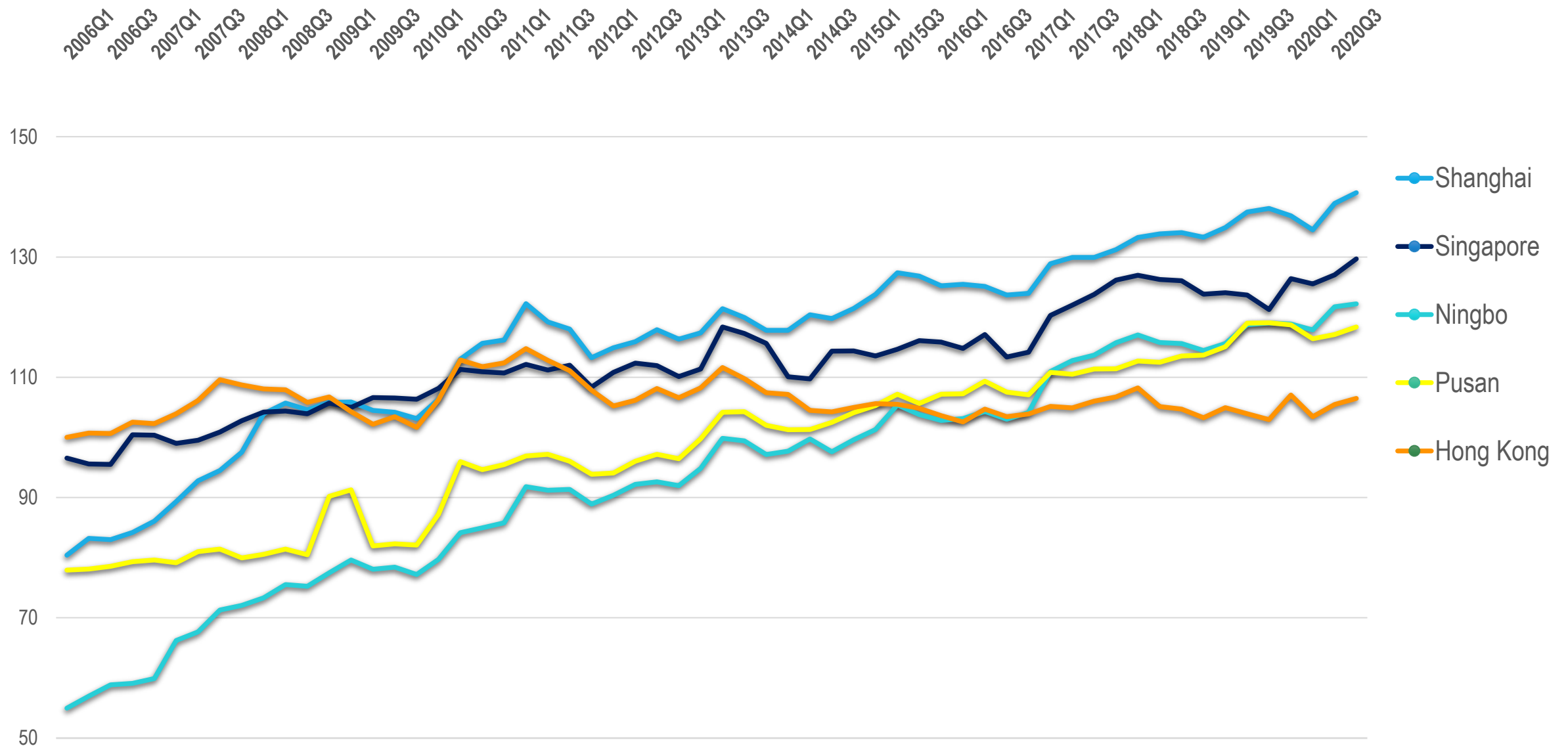
# Liner Shipping Connectivity Index (LSCI): Trends in South East Asia Countries (2006-2020)



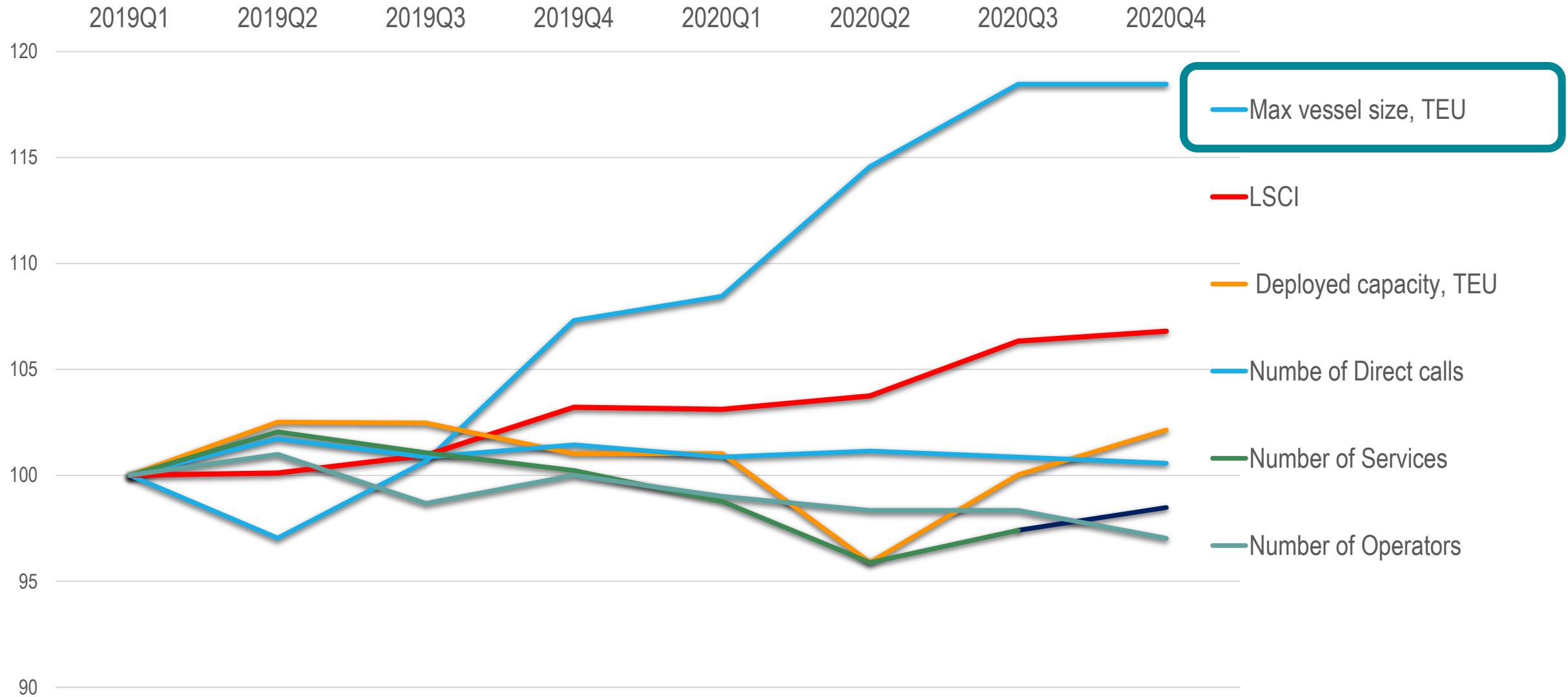
# Liner Shipping Connectivity Index (LSCI): Trends in South Asia Countries (2006-2020)



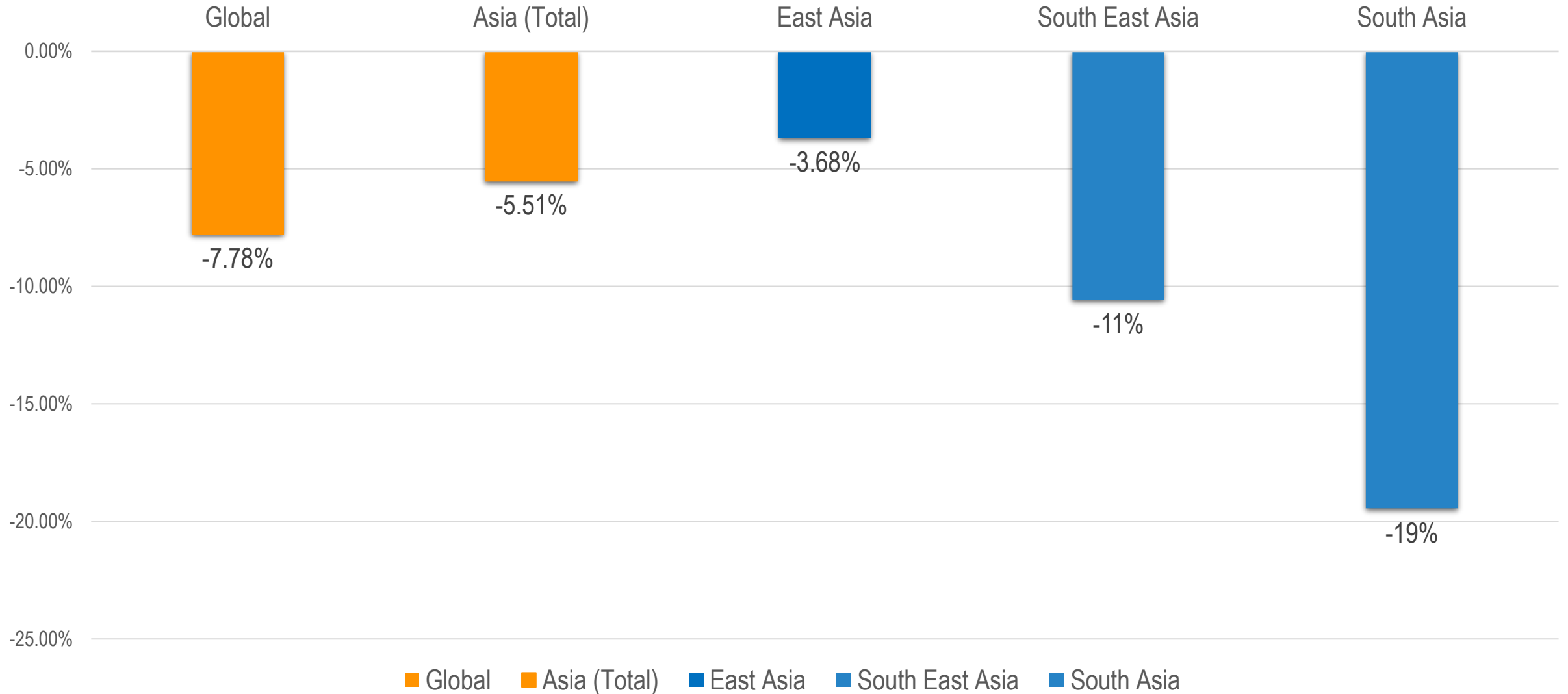
# Liner Shipping Connectivity Index (LSCI): Trends in most connected ports (2006-2020)



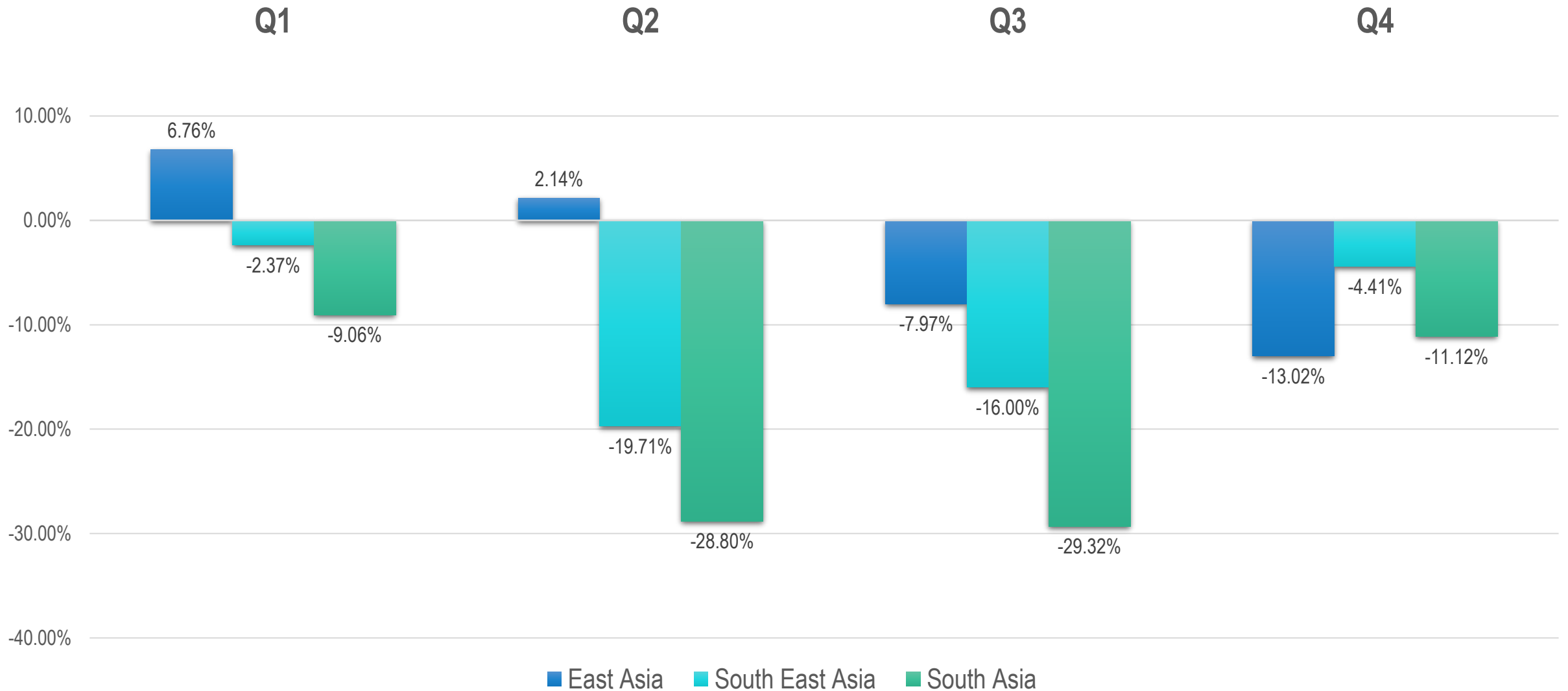
# Liner Shipping Connectivity Index in East Asia (2019-2020)



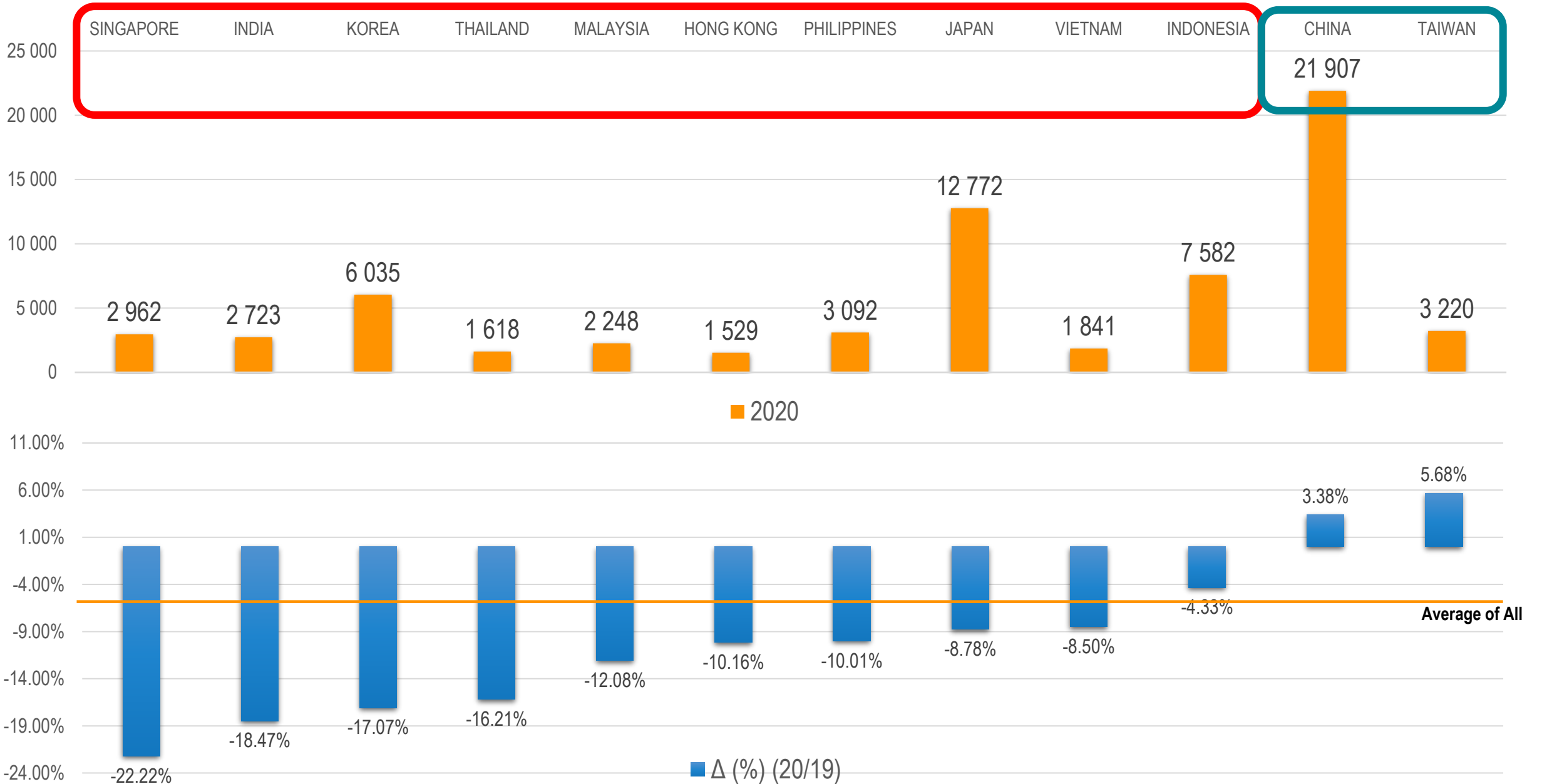
# Breakbulk vessels calls in 2020 (% change over 2019)



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

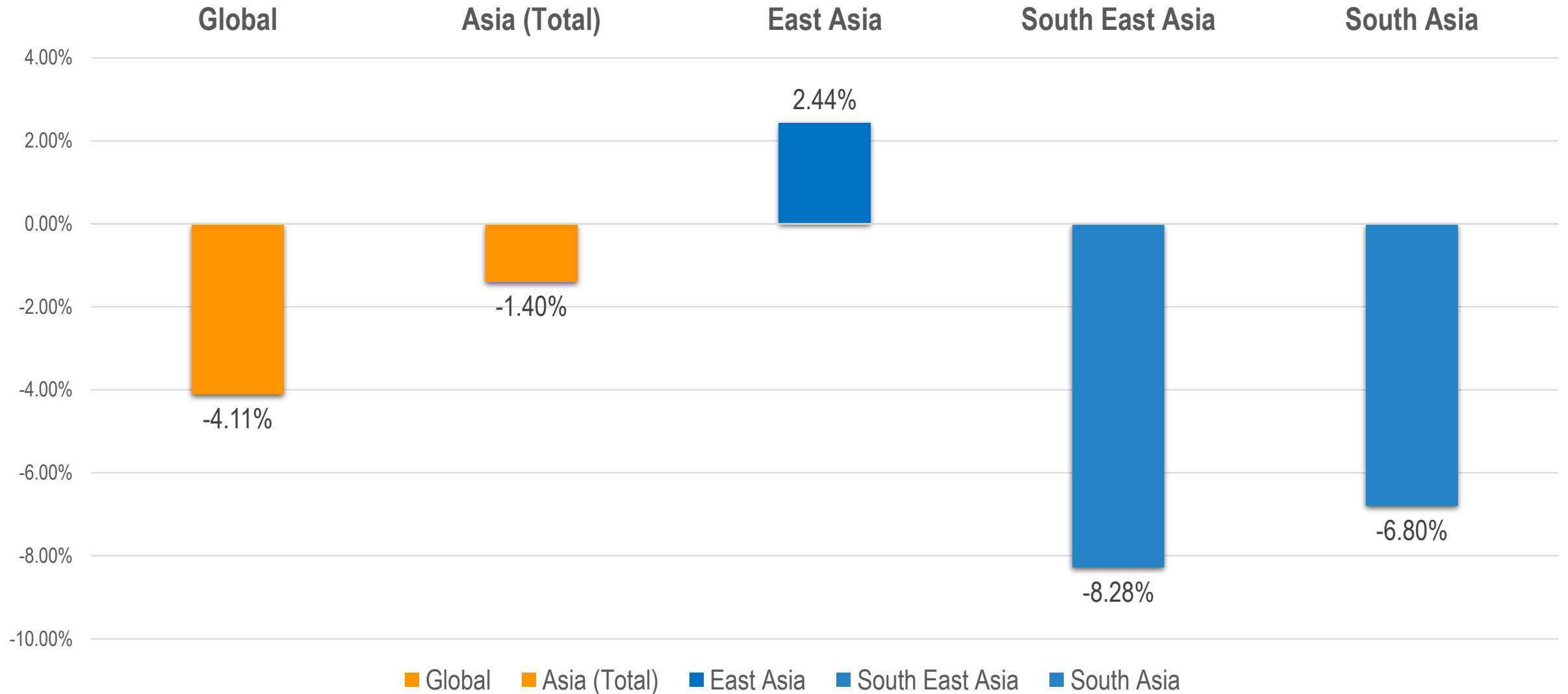


# Break bulk Vessels calls in 2020: Countries with >1.000 calls (% change over 2019)

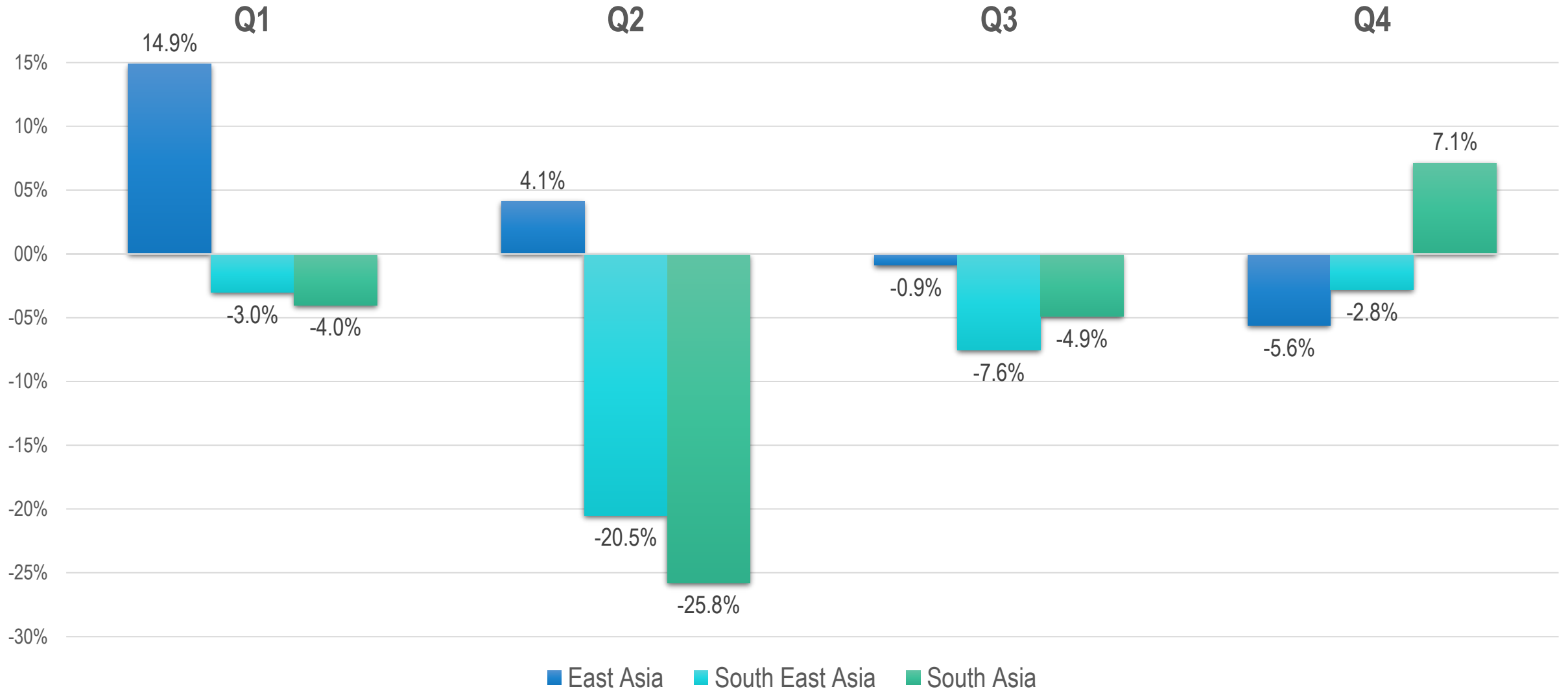




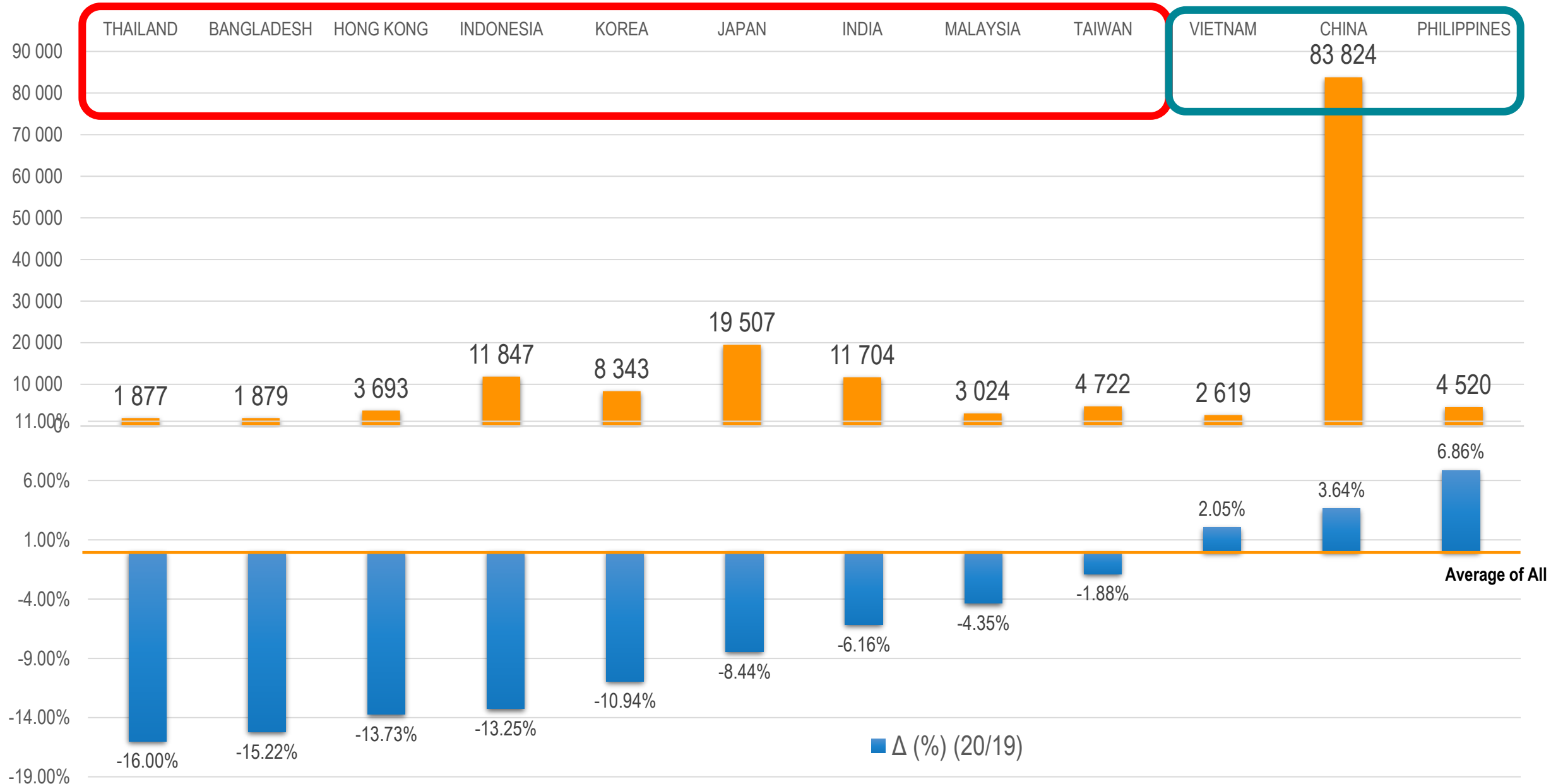
# Dry bulk vessels calls in 2020 (% change over 2019)



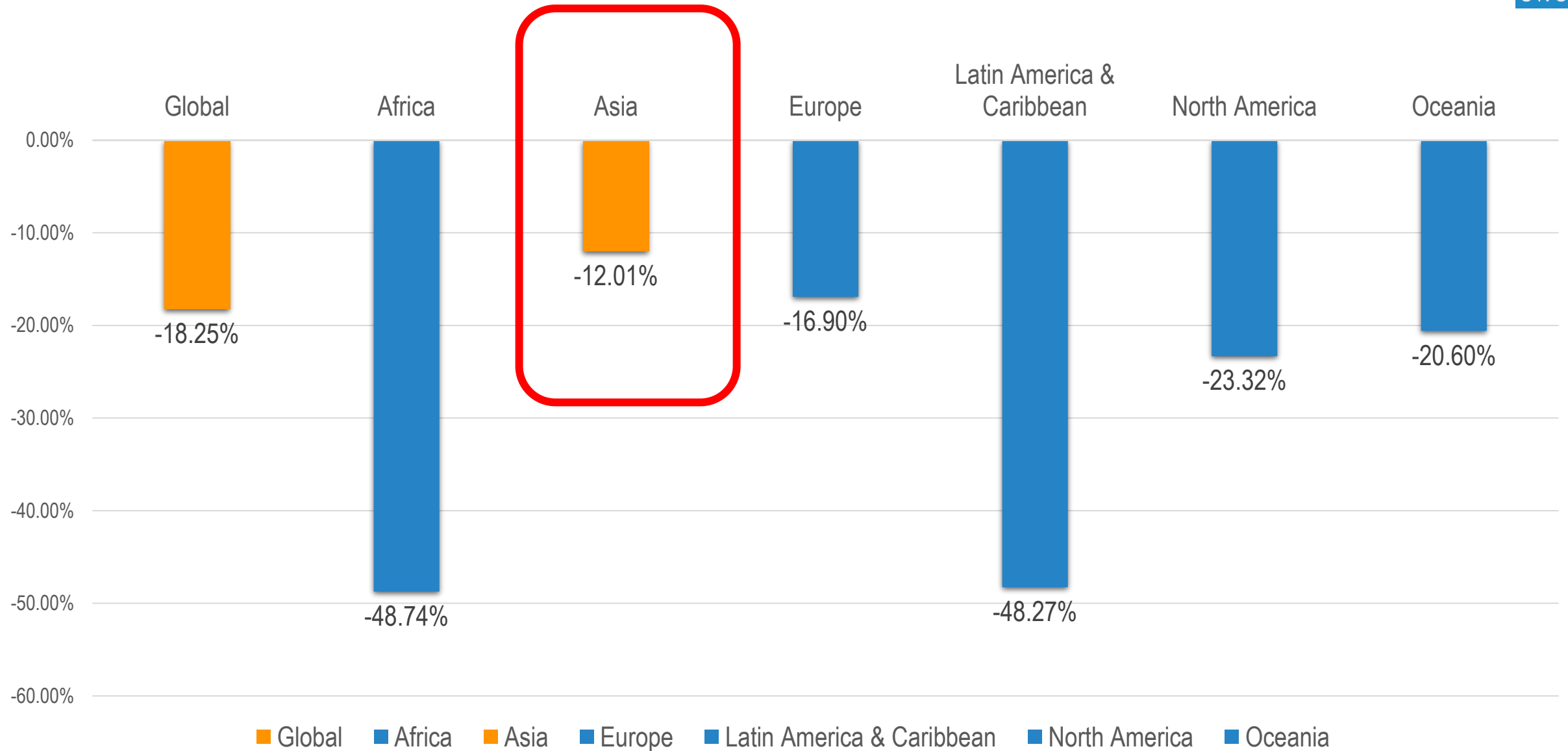
# Dry bulk vessels calls in 2020: S/E/S-E Asia dynamics (% change over 2019)



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



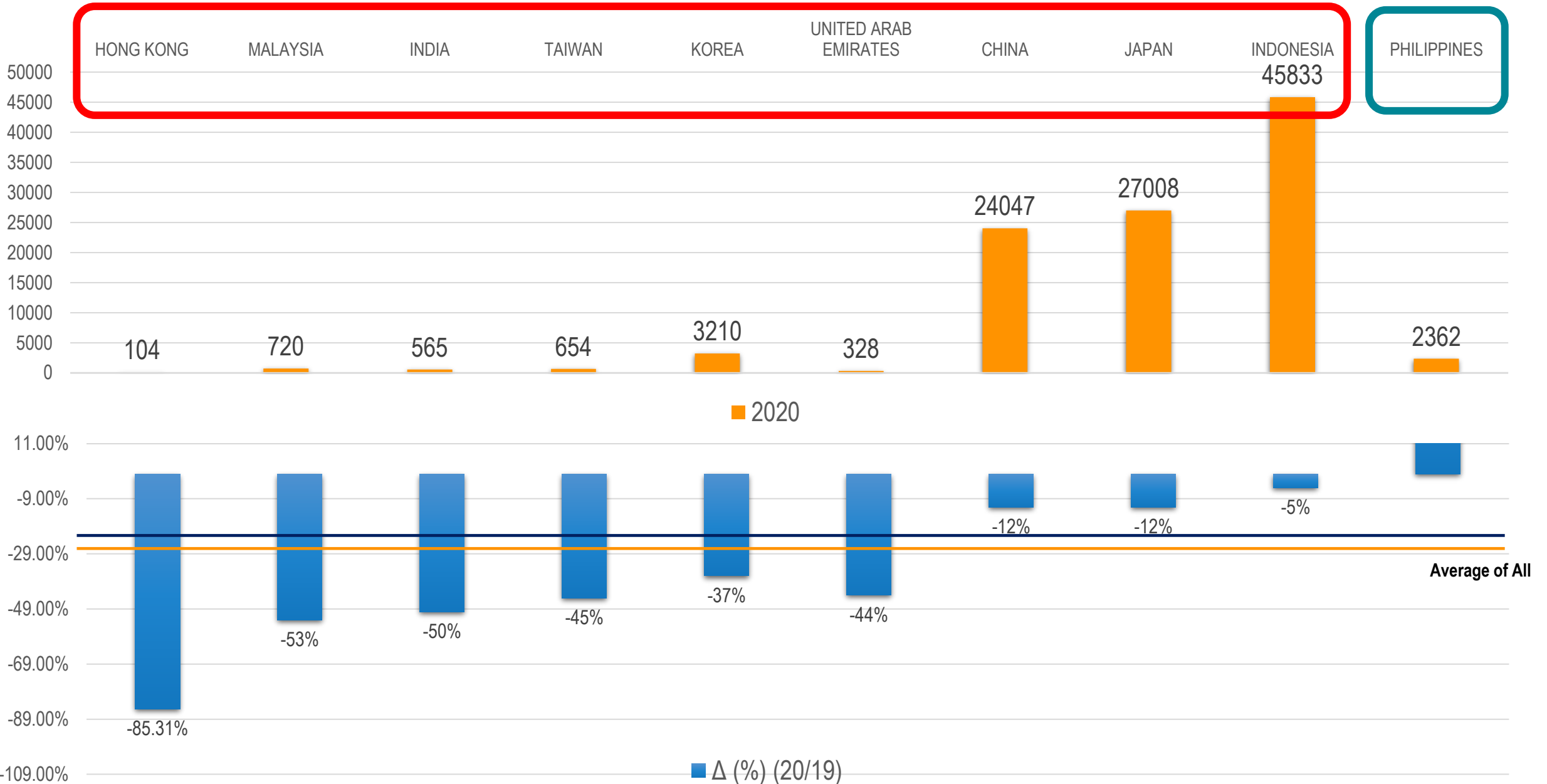
# Passenger vessel calls in 2020: Asia vs Globe (% change over 2019)



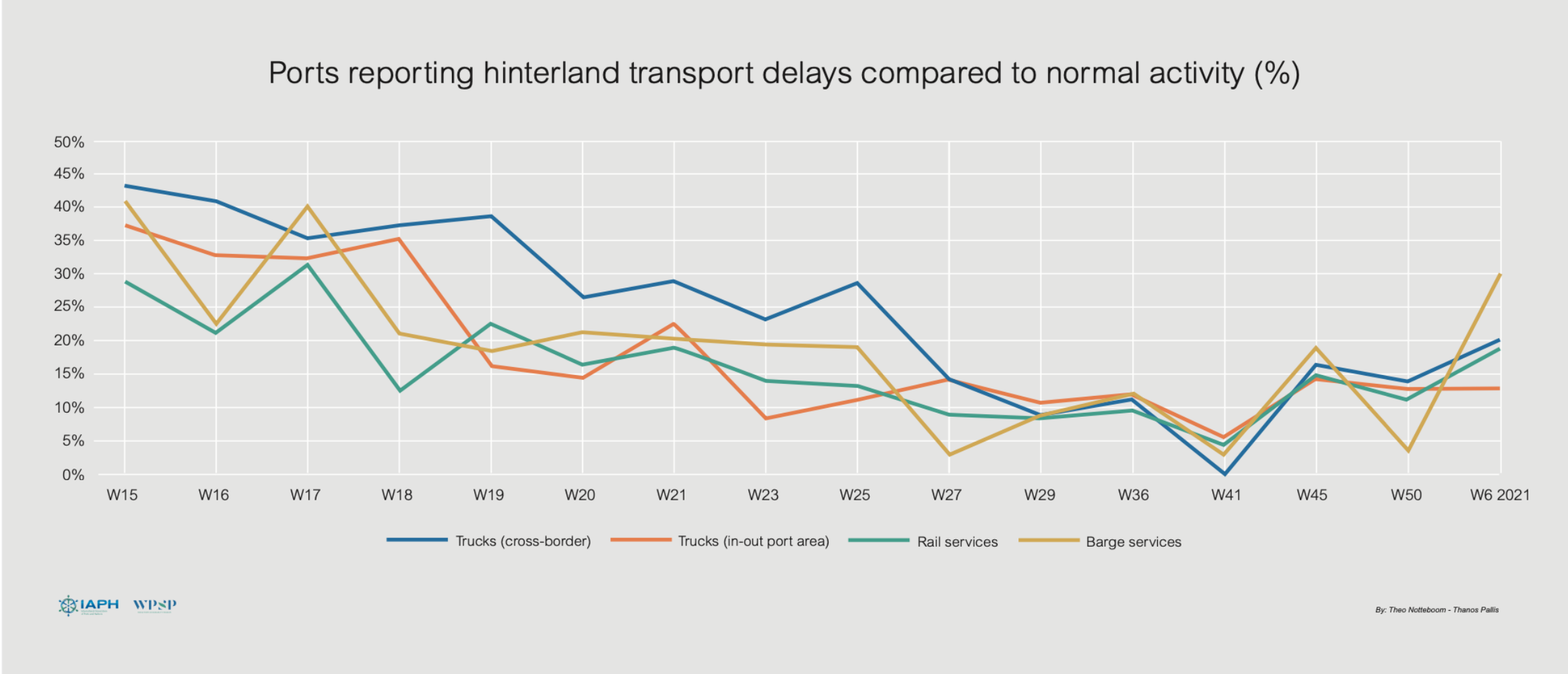
# Passenger ships calls in 2020: S/E/S-E Asia Intra-Regional dynamics (% change over 2019)



# Passenger ships calls in 2020 per countries (% 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.**

## 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"><li>• Build port resilience against pandemics</li><li>• Keep ports safe and operational during pandemics</li><li>• Implement standards, guidelines, metrics, tools and methodologies to facilitate the flow of goods and service</li><li>• Identify suitable technology solutions</li></ul>

### Section 1: Crisis Protocol and Communication Strategy

### Section 2: Staff Management, Well-Being and Resilience

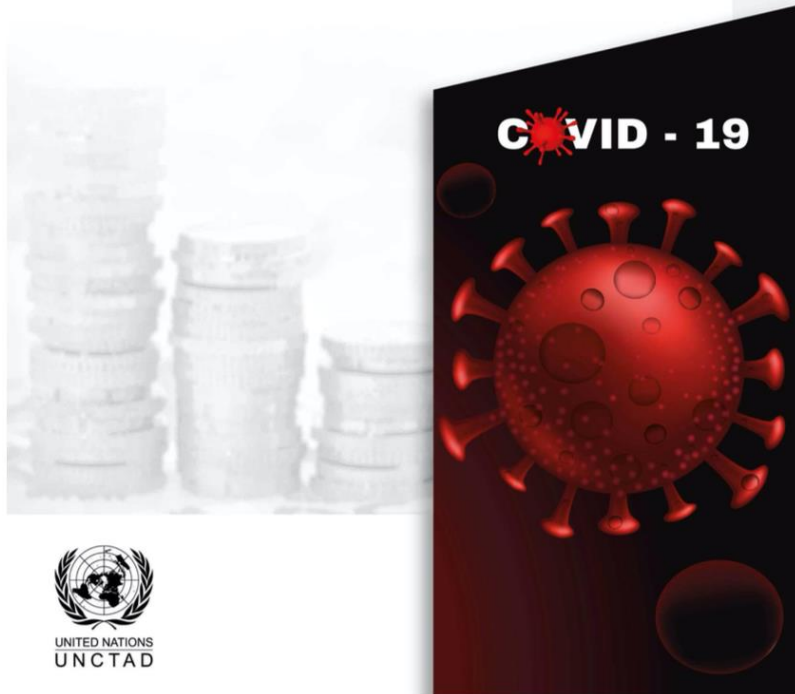
### Section 3: Technology Preparedness

### 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



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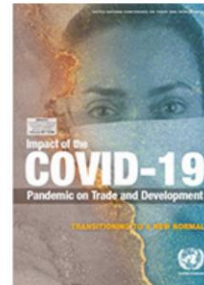
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About Topics Projects Publications Meetings Statistics **COVID-19**

## 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]

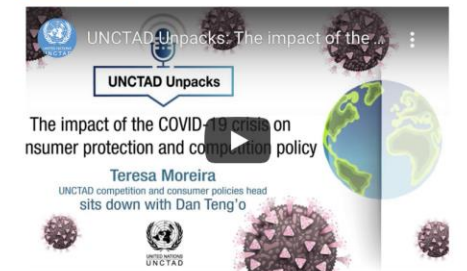


COVID-19 and commodities: Assessing the impact on exports from Commonwealth countries

## CORONAVIRUS DISEASE #COVID19 #Coronavirus

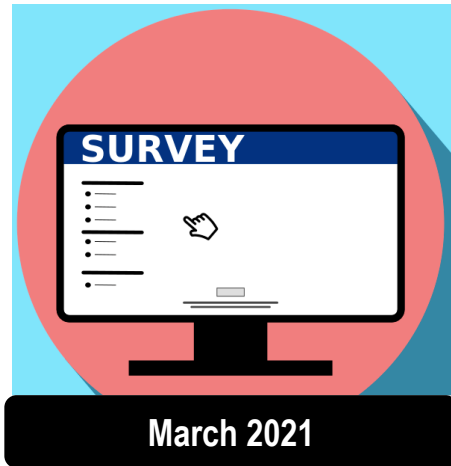
Information and guidance from the the United Nations and the World Health Organization (WHO) regarding the current outbreak of novel coronavirus (COVID-19)

### 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?