



UNITED NATIONS
UNCTAD



NACIONES UNIDAS

CEPAL



WEBINAR
**COVID-19 AND MARITIME
TRANSPORT:
DISRUPTIONS AND
RESILIENCE IN LATIN
AMERICA & THE
CARIBBEAN**

Thursday **10 December** 2020

15:00 - 17:00 (CET-Geneva)

11:00 – 13:00 (Santiago)



COVID-19 and Maritime Transport: Disruptions and Resilience in LAC

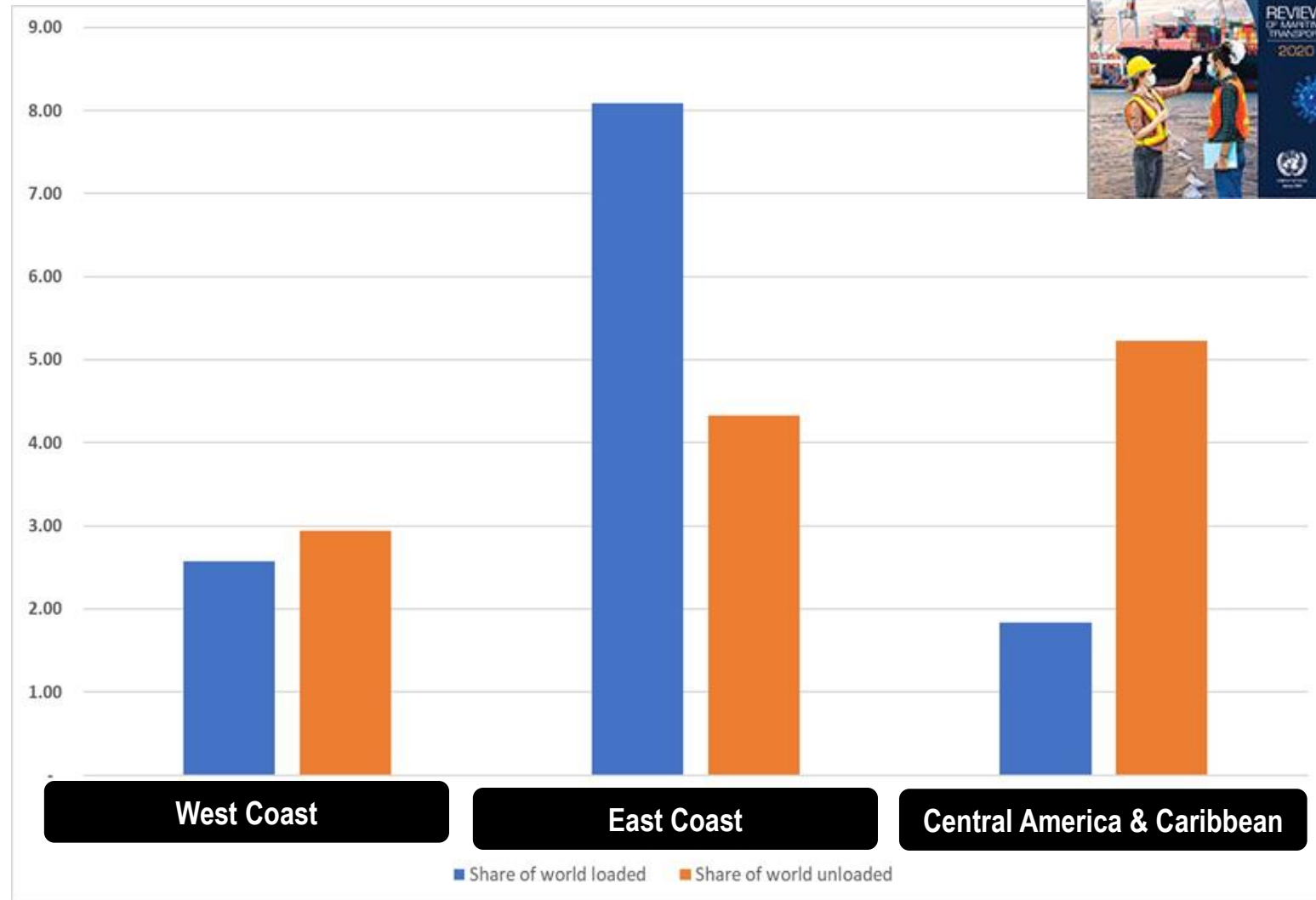
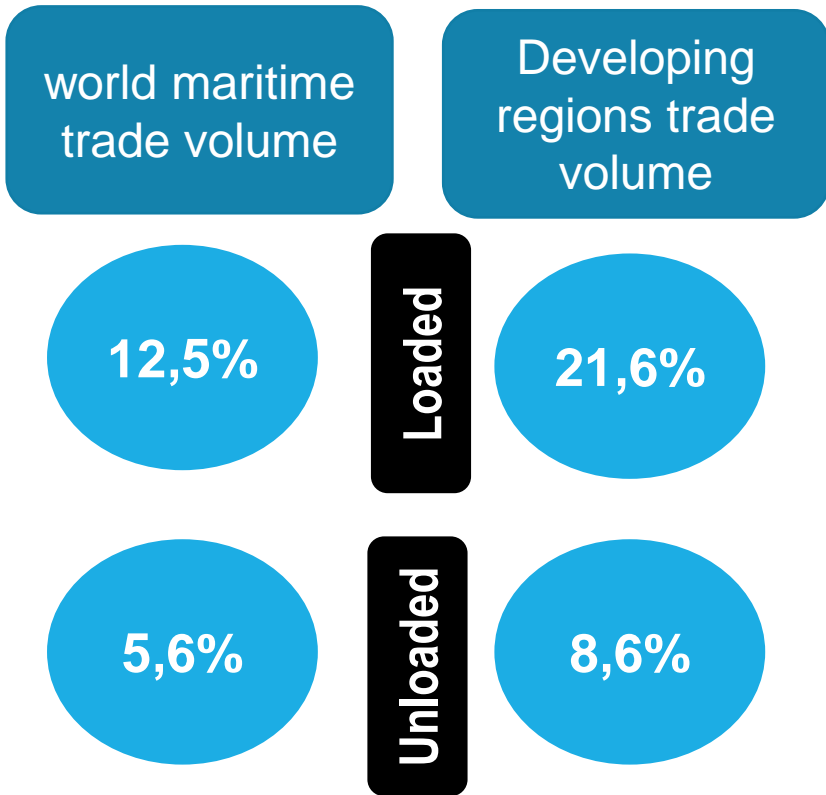
Prof. Thanos Pallis,
UNCTAD International Consultant





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

Participation of Latin America & Caribbean in world maritime trade: 2019



Participation of Latin America & Caribbean in world maritime trade: 2019



GDP

- 0,3%

Annual Growth

Handled Containers

0.7%

Annual Growth

6,5%

of Global Trade

53 m. TEUs

Total of handled containers

Highest Liner Shipping Connectivity

PA CO MX PE EC

Panama

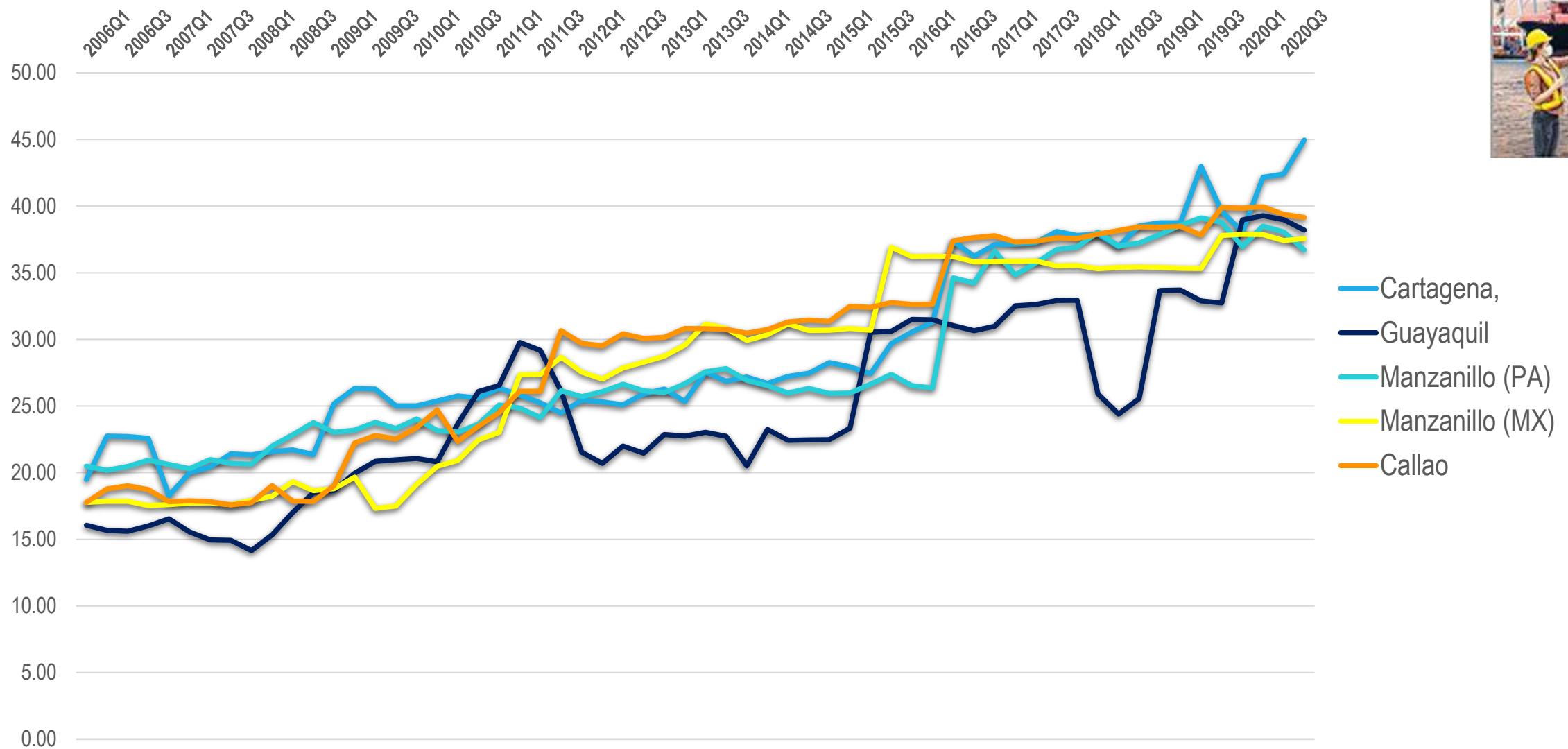
Colombia

Mexico

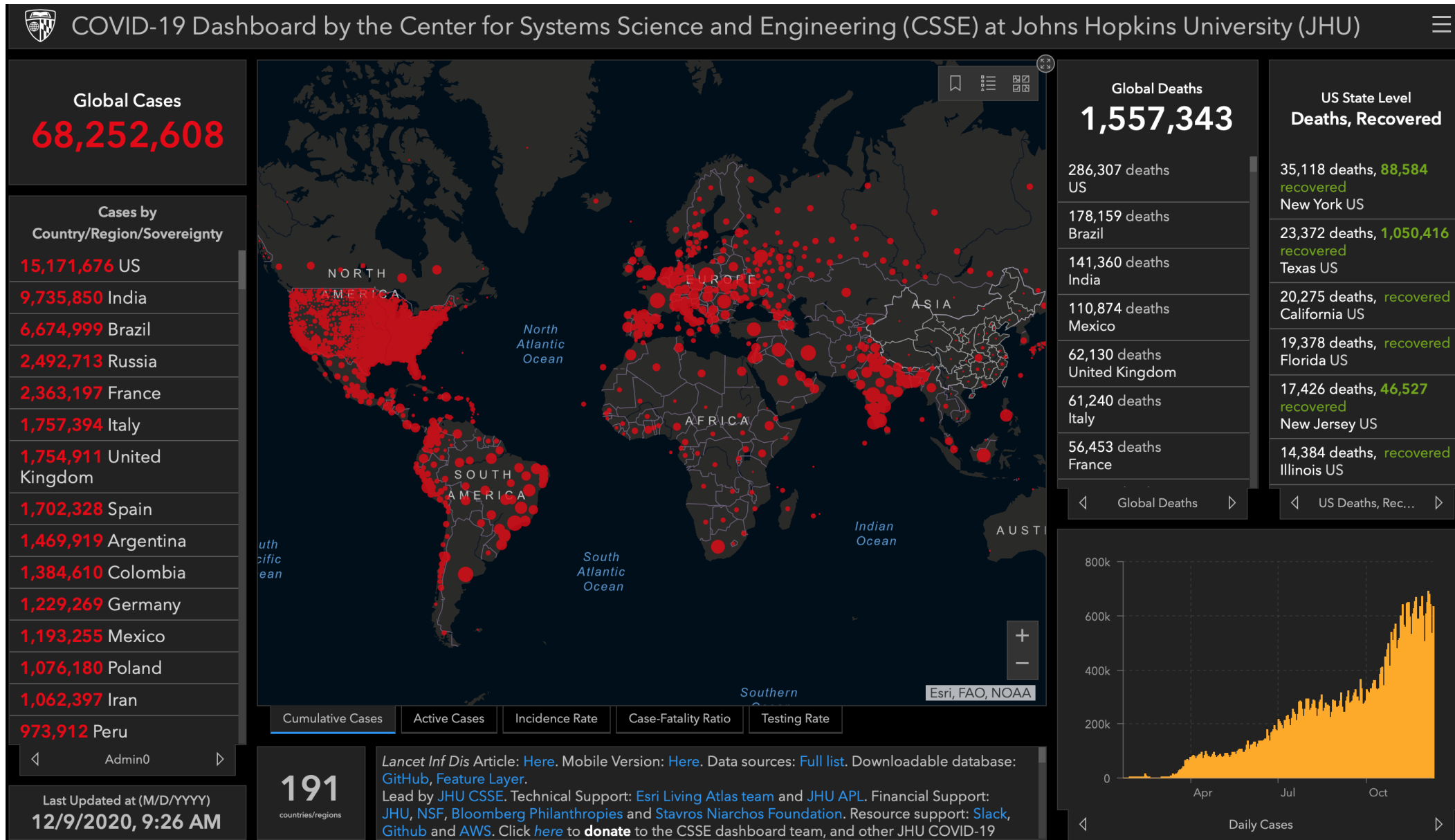
Peru

Ecuador

Liner Shipping Connectivity Index (LSCI): Top-5 Ports in LAC (2006-2020)

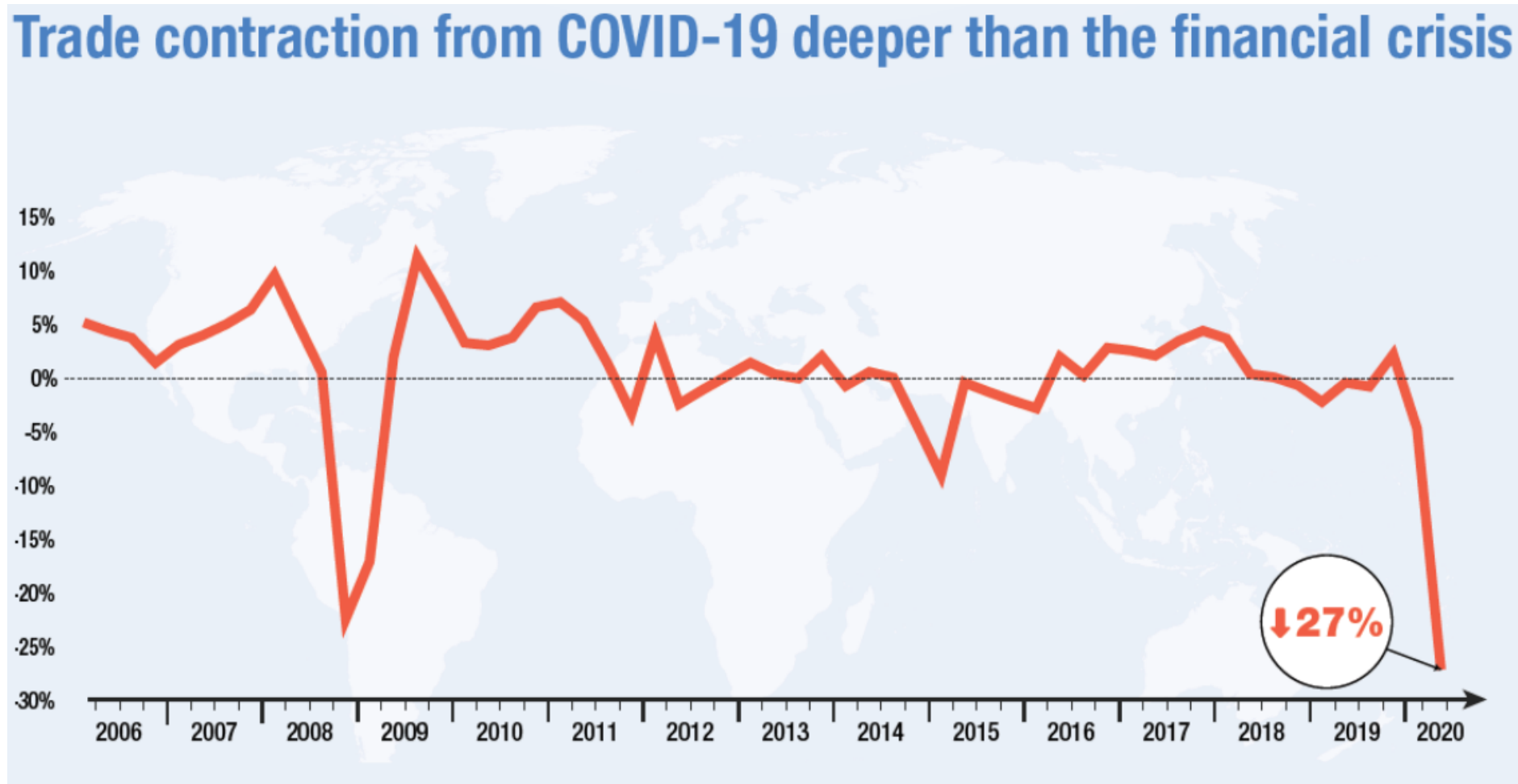


An external crisis: COVID-19 pandemic

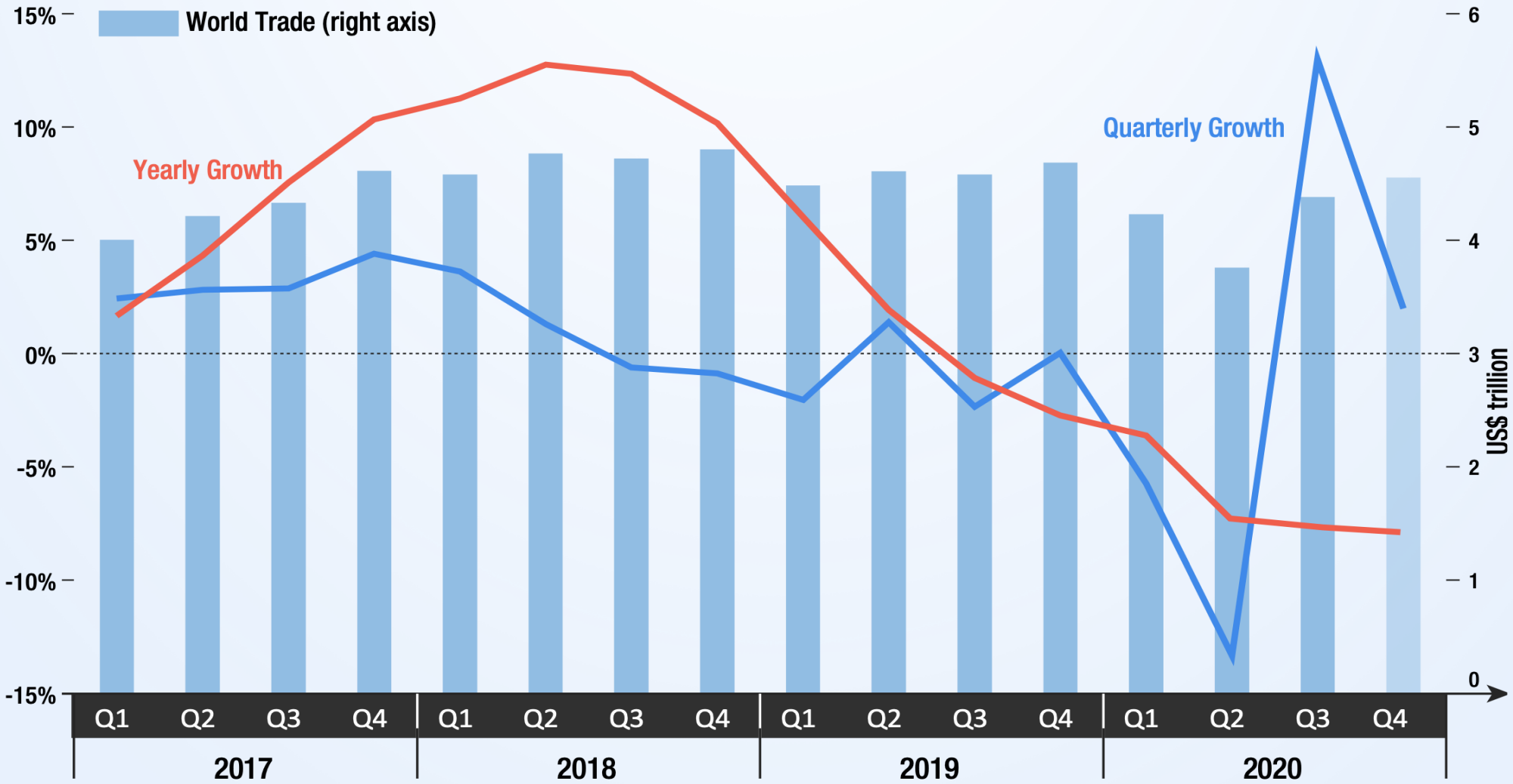


The initial shock: COVID-19 affects trade flows at unprecedented speed & scale

Trade contraction from COVID-19 deeper than the financial crisis



Global Trade in Goods Stabilizes at Lower Levels



Q3 2020

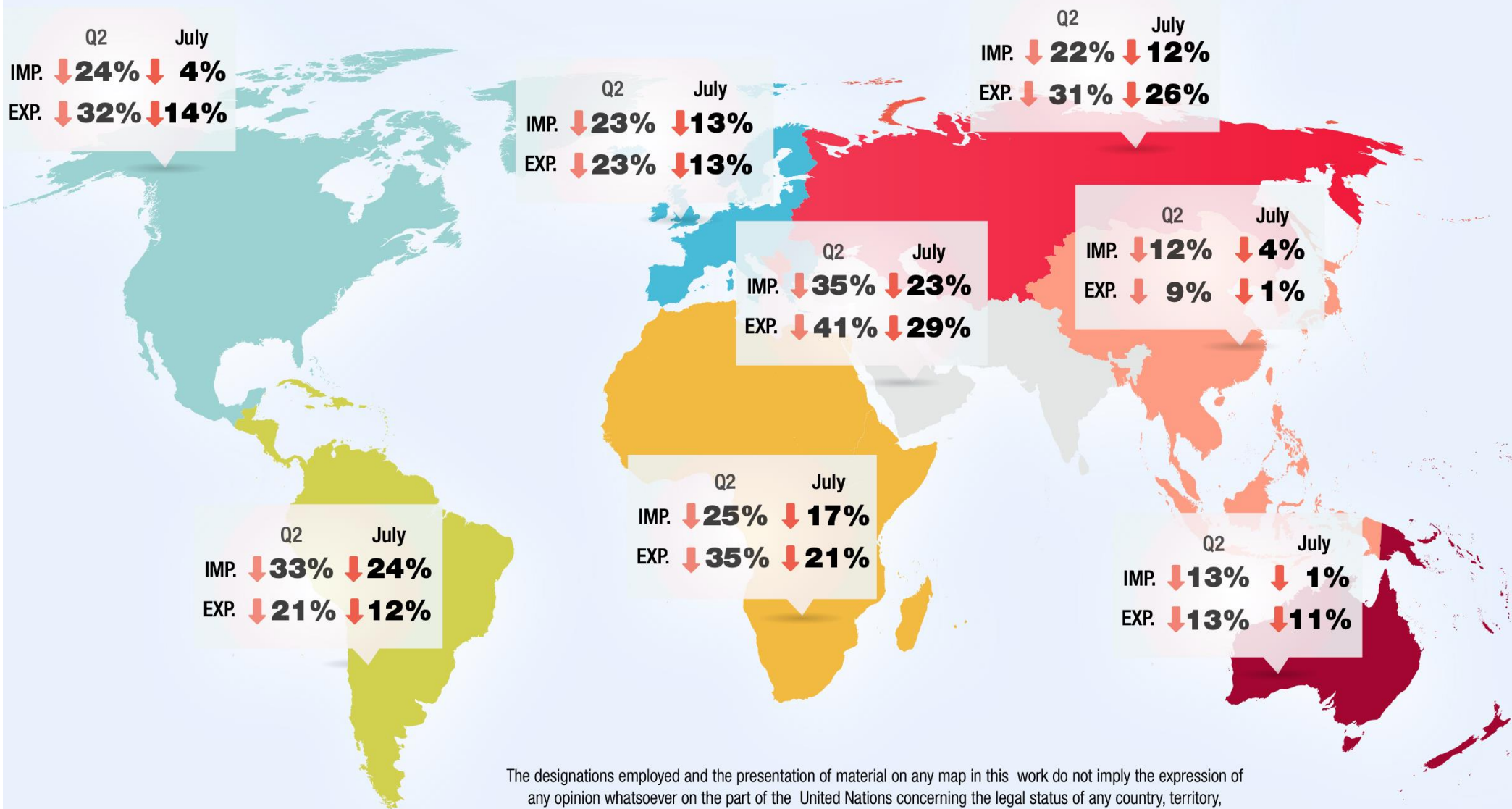
-5%

Q4 2020

-3%

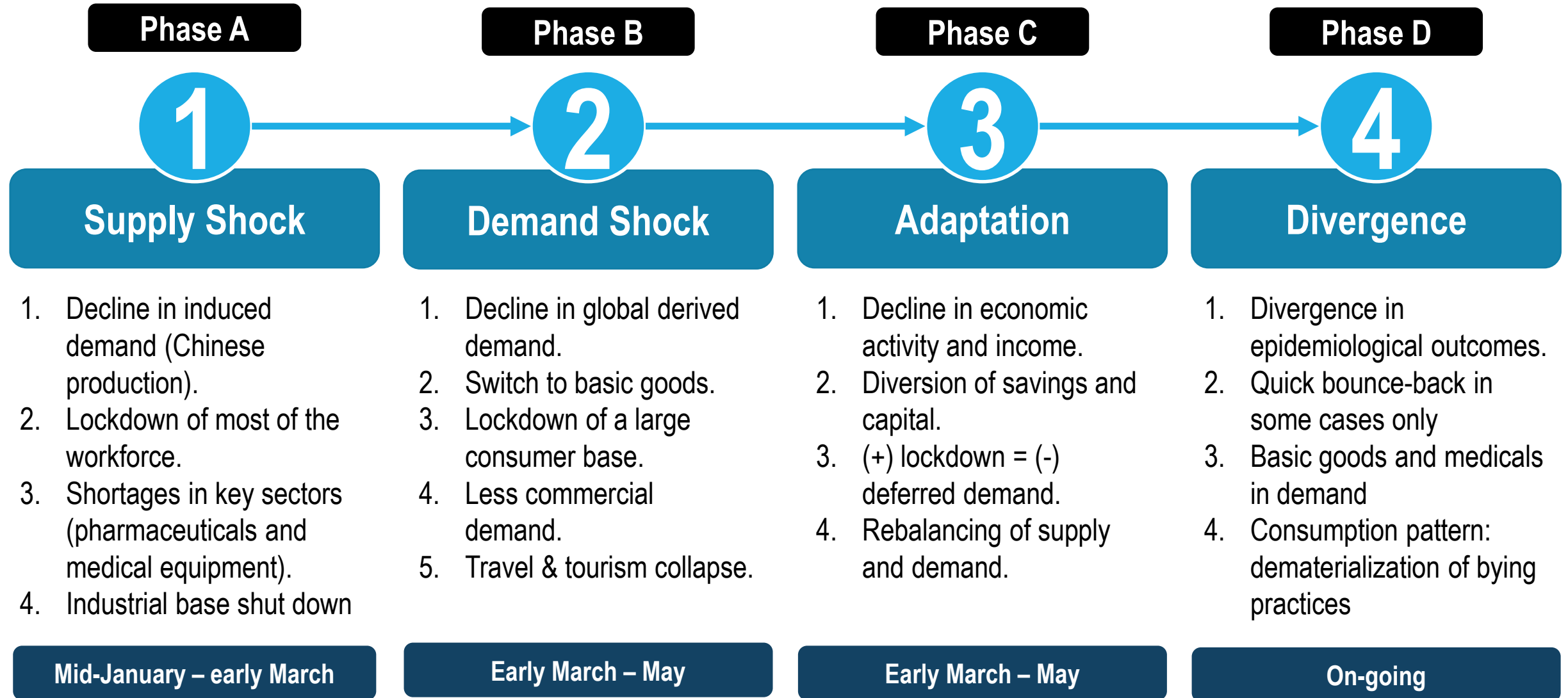
Source: UNCTAD calculations based on national statistics. Quarterly growth is the quarter over quarter growth rate of seasonally adjusted values. Yearly growth is the average growth rate of last 4 quarters. Figures for Q3 2020 are preliminary. Q4 2020 is a forecast.

Trade has fallen dramatically in most regions except in East Asia and Pacific

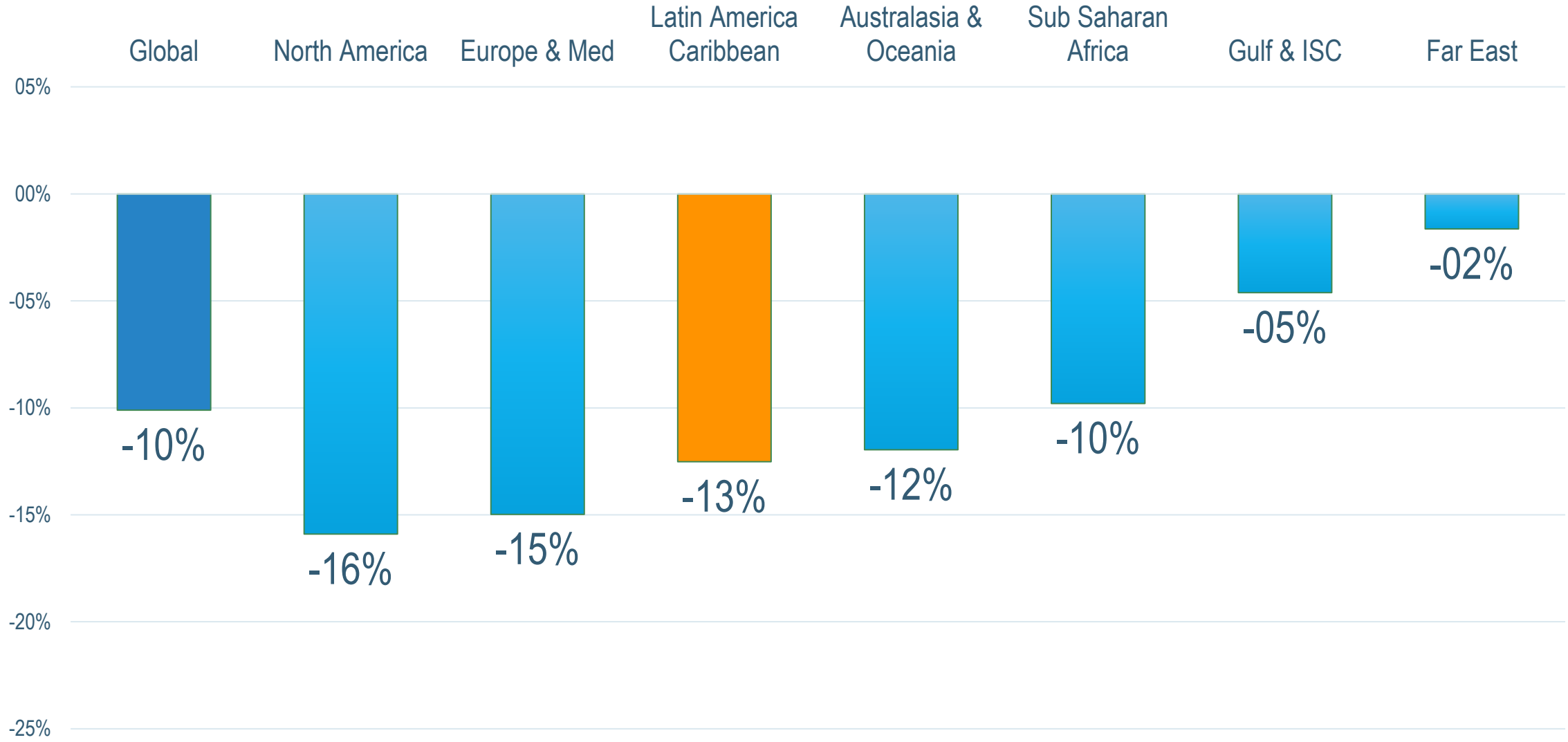


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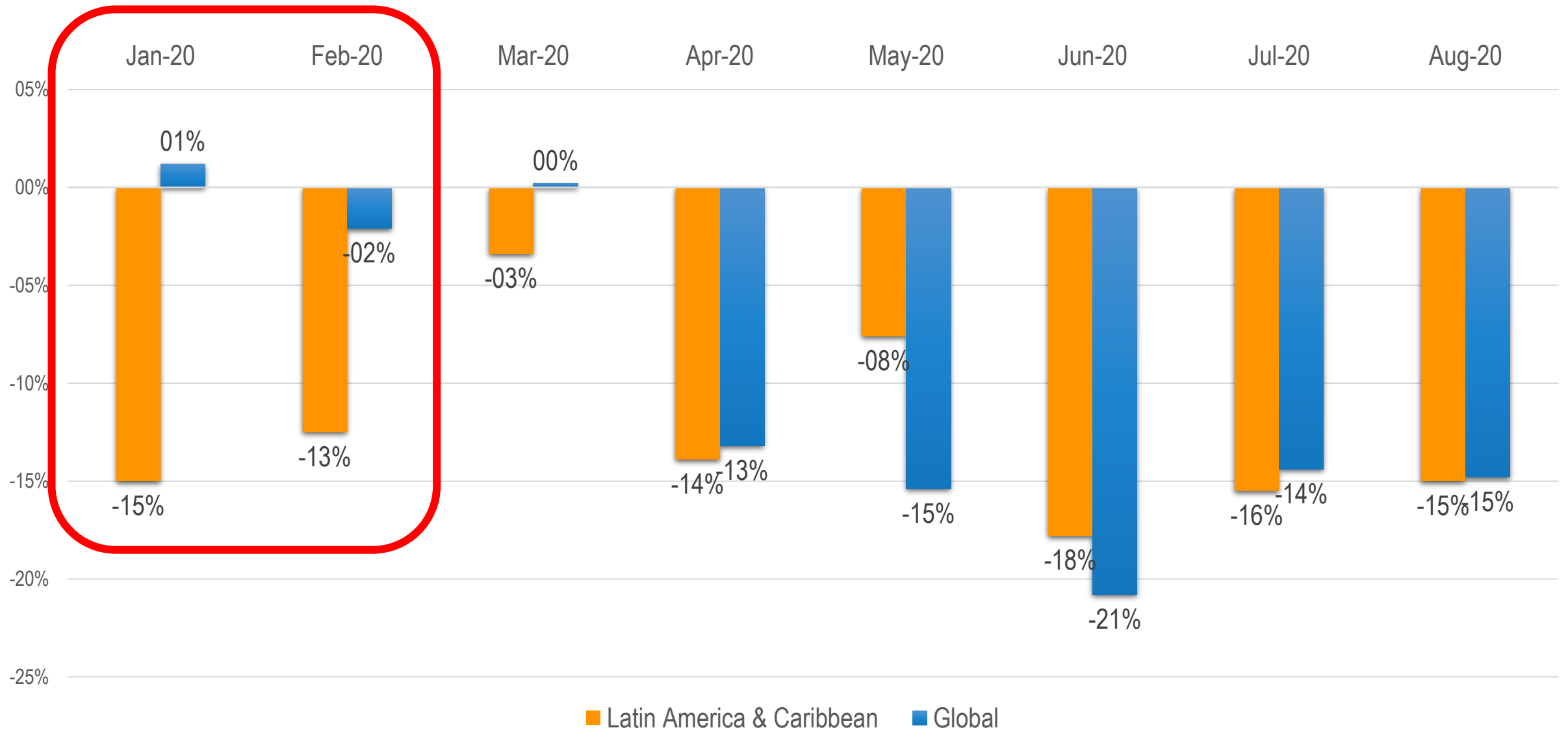
COVID-19 induced Supply Chain Shocks



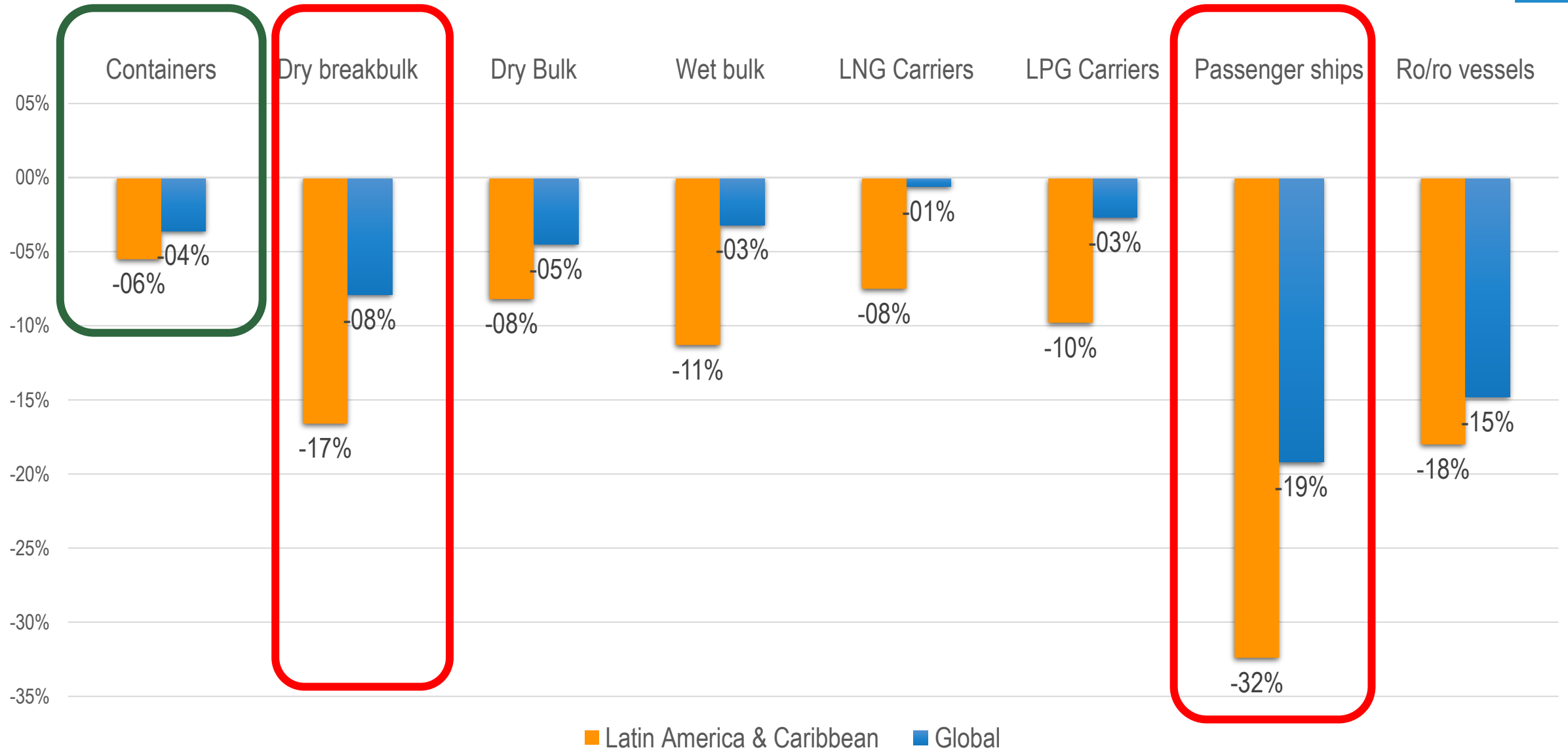
Decline of vessels calls in 2020 (% change over 2019)



Vessels calls in 2020: LAC vs Globe, per month (% change over 2019)



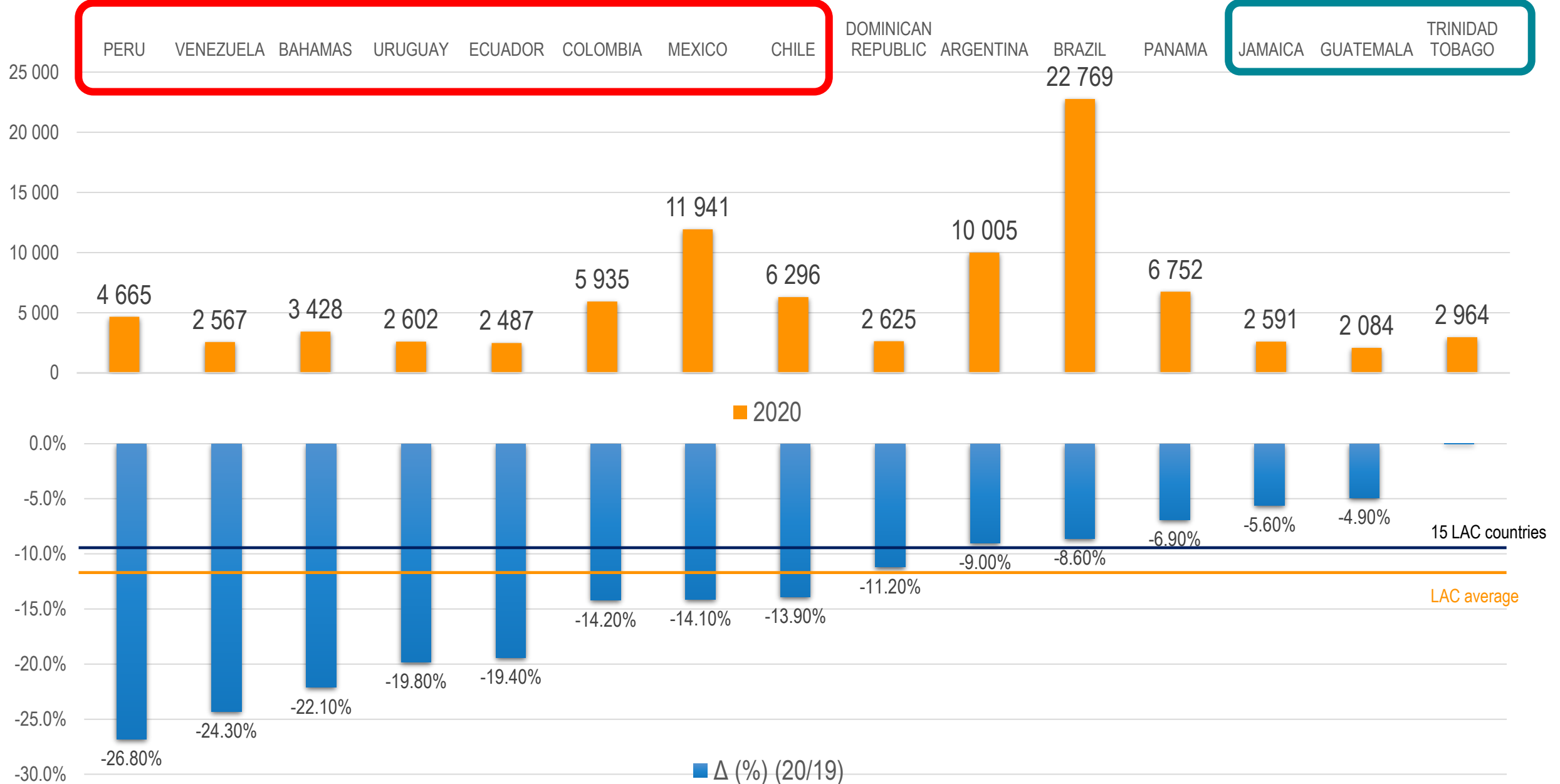
Vessels calls in 2020: LAC vs Globe, per market (% change over 2019)



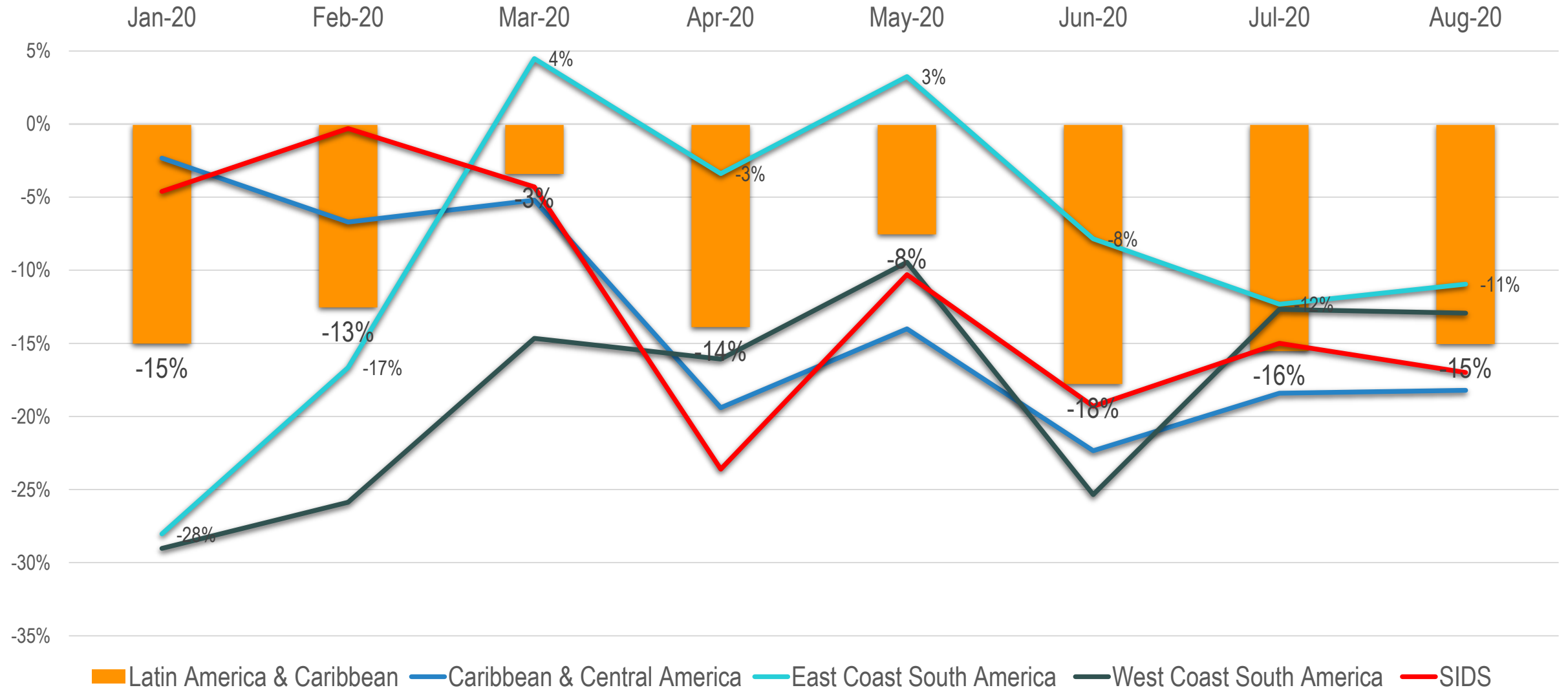
Vessels calls in 2020: Intra-Regional Dynamics in LAC (% change over 2019)



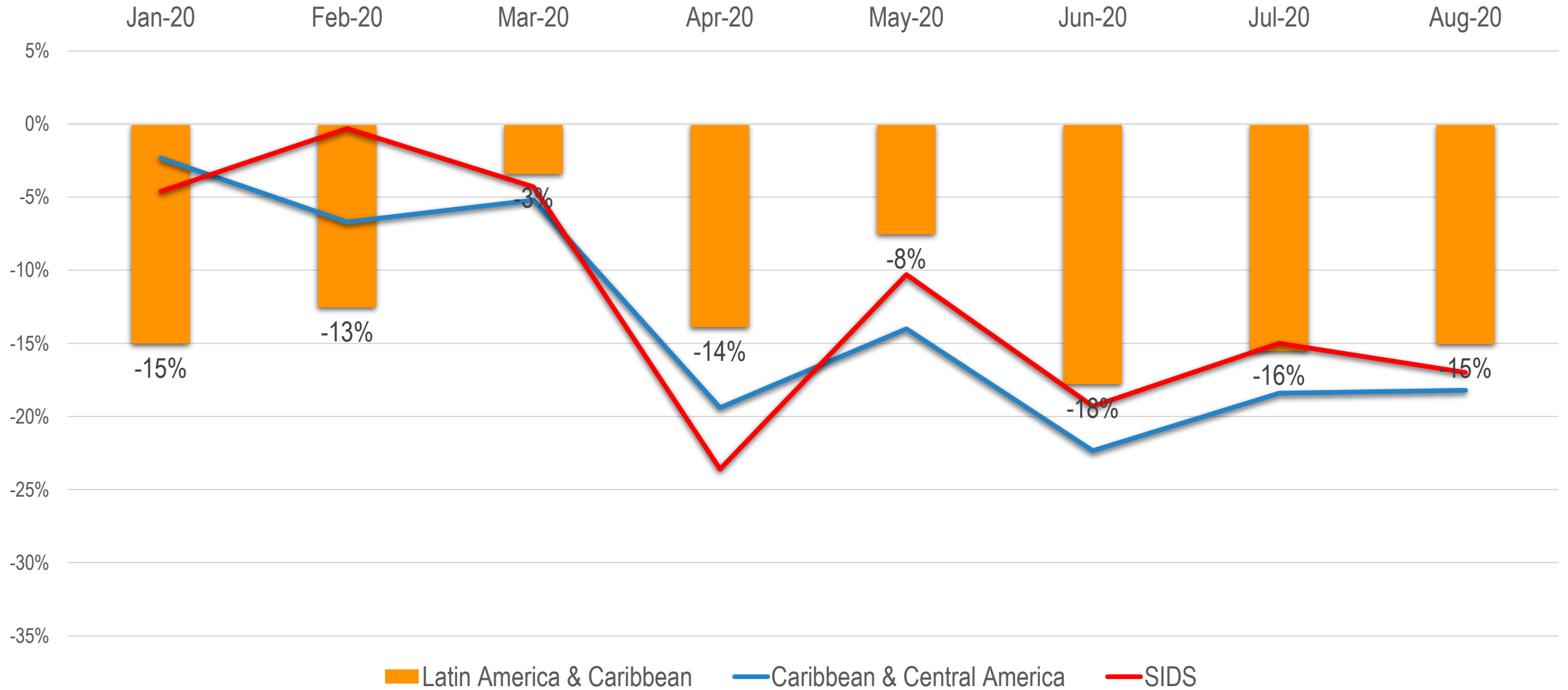
Vessels calls in 2020: 15 LAC countries with most calls (% change over 2019)



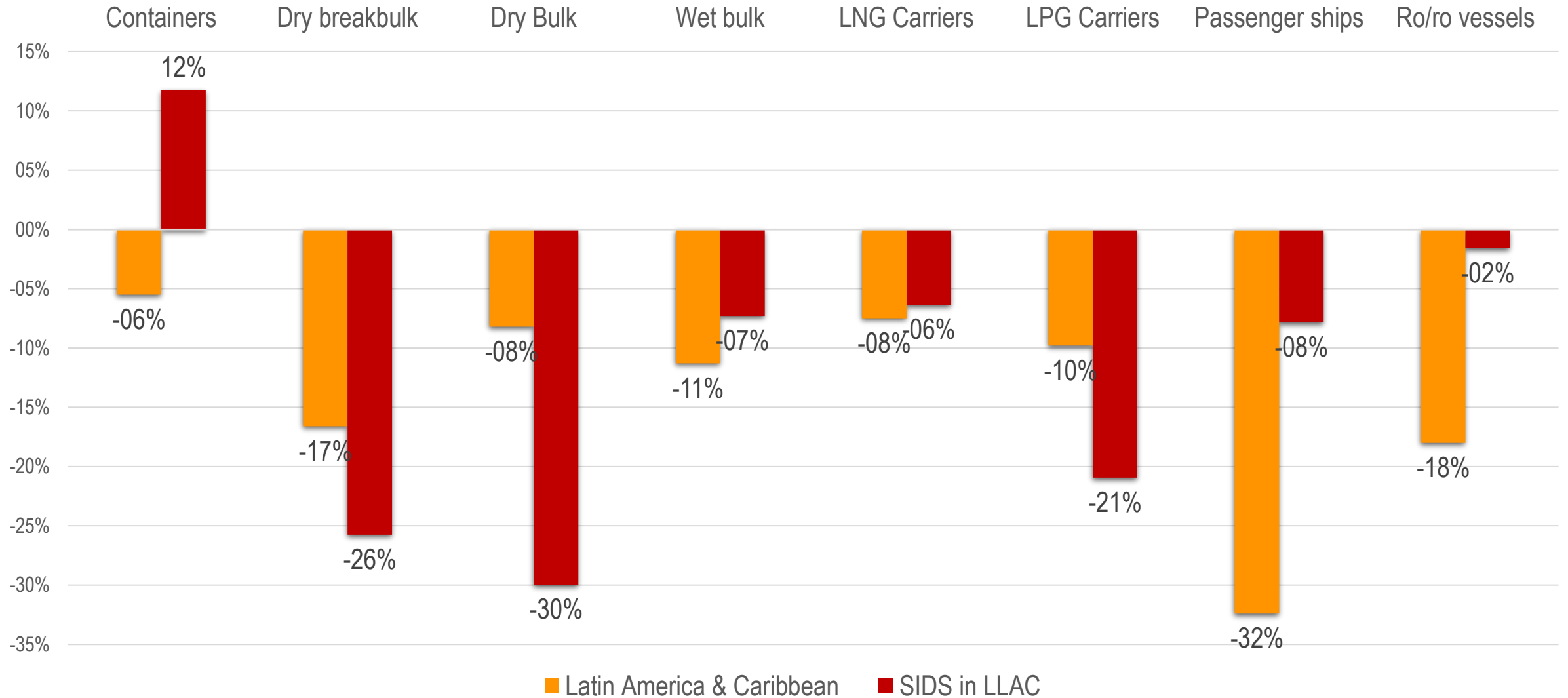
Vessels calls in 2020: Intra-Regional Dynamics in LAC (% change over 2019)



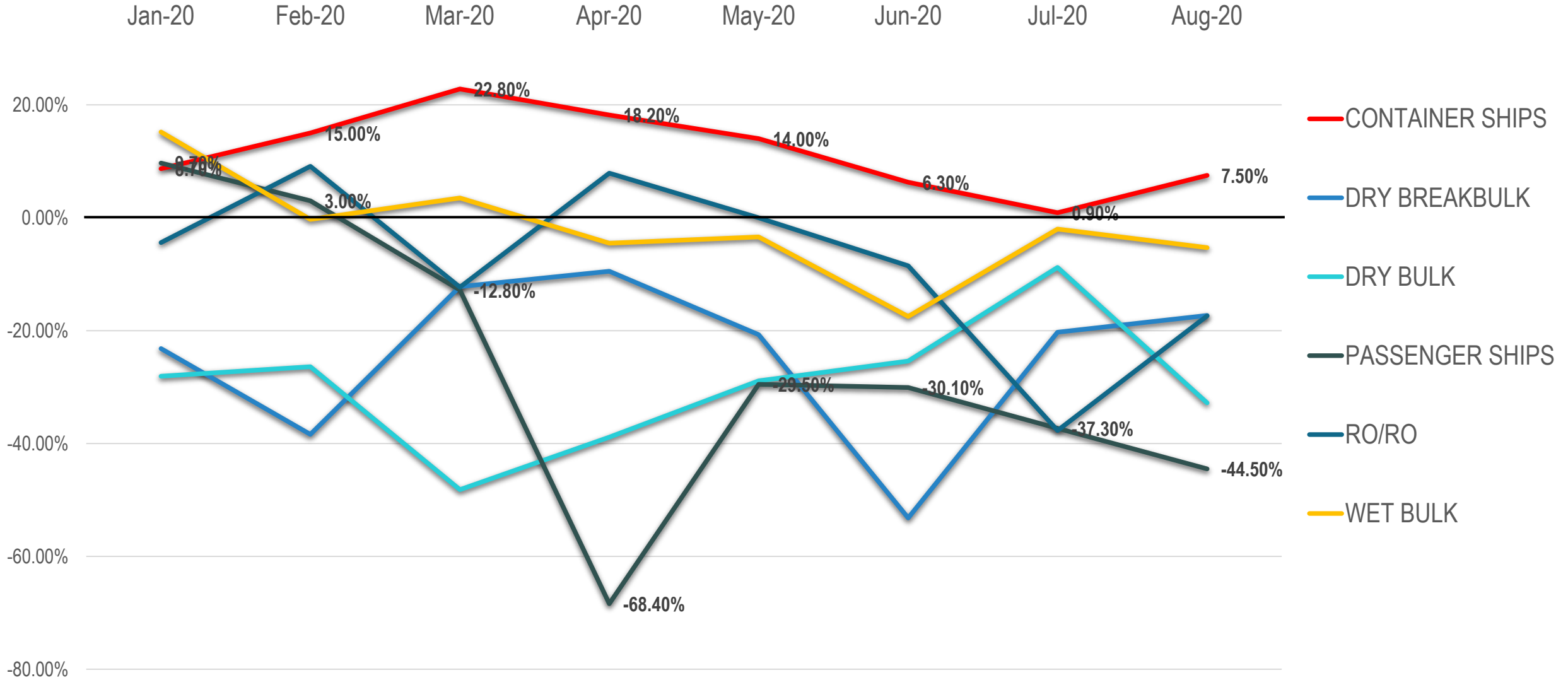
Vessels calls in 2020: Intra-Regional Dynamics in LAC (% change over 2019)



Vessels calls in 2020: LAC Total vs. SIDS, per market (% change over 2019)

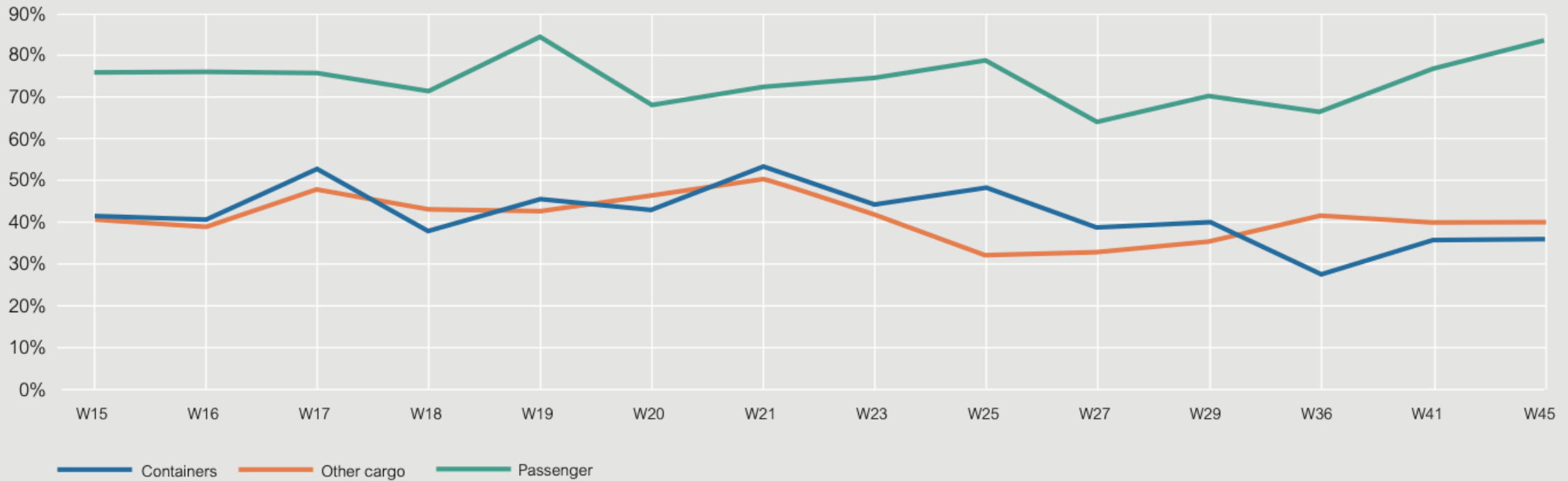


Containerships calls in 2020: SIDS in LAC, trends per market (% change over 2019)

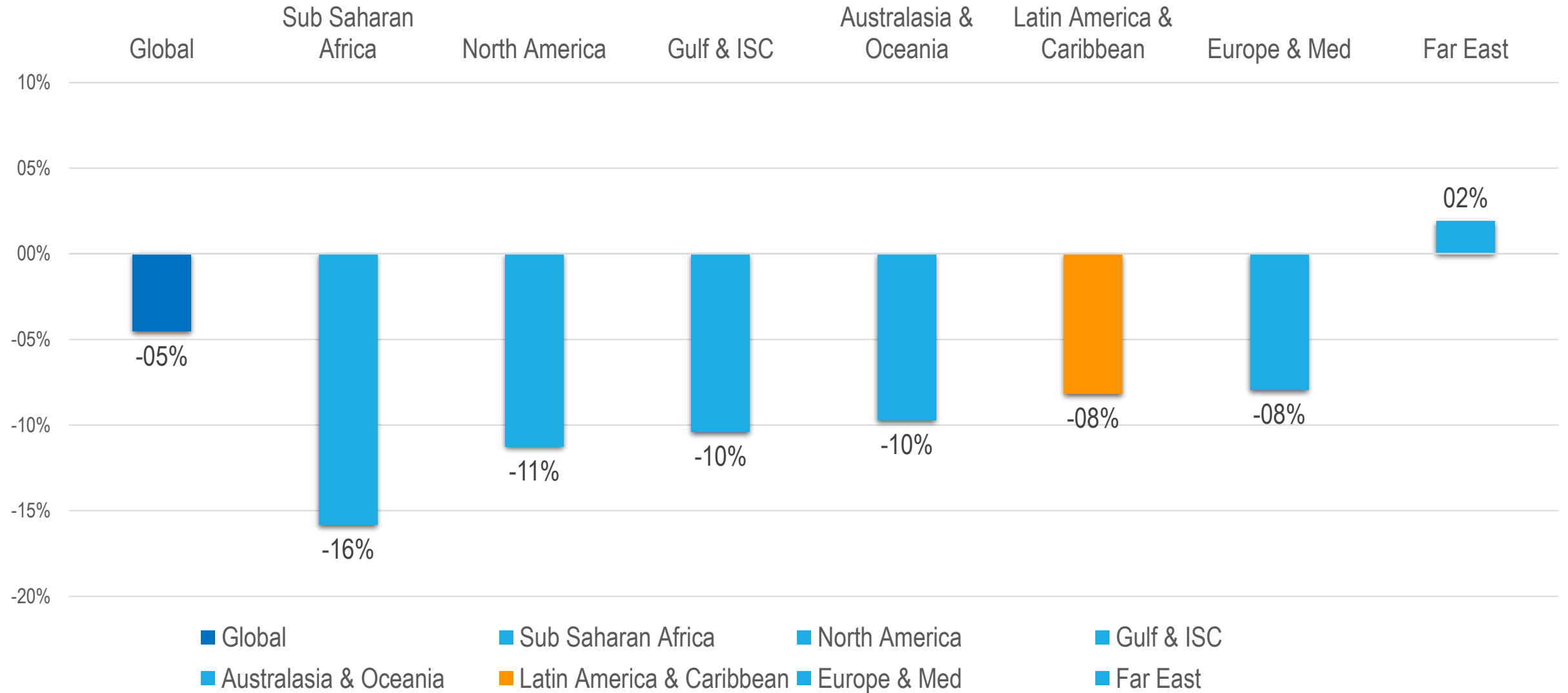


Impact on vessel calls: Only half (40-50%) of ports have seen a major decrease

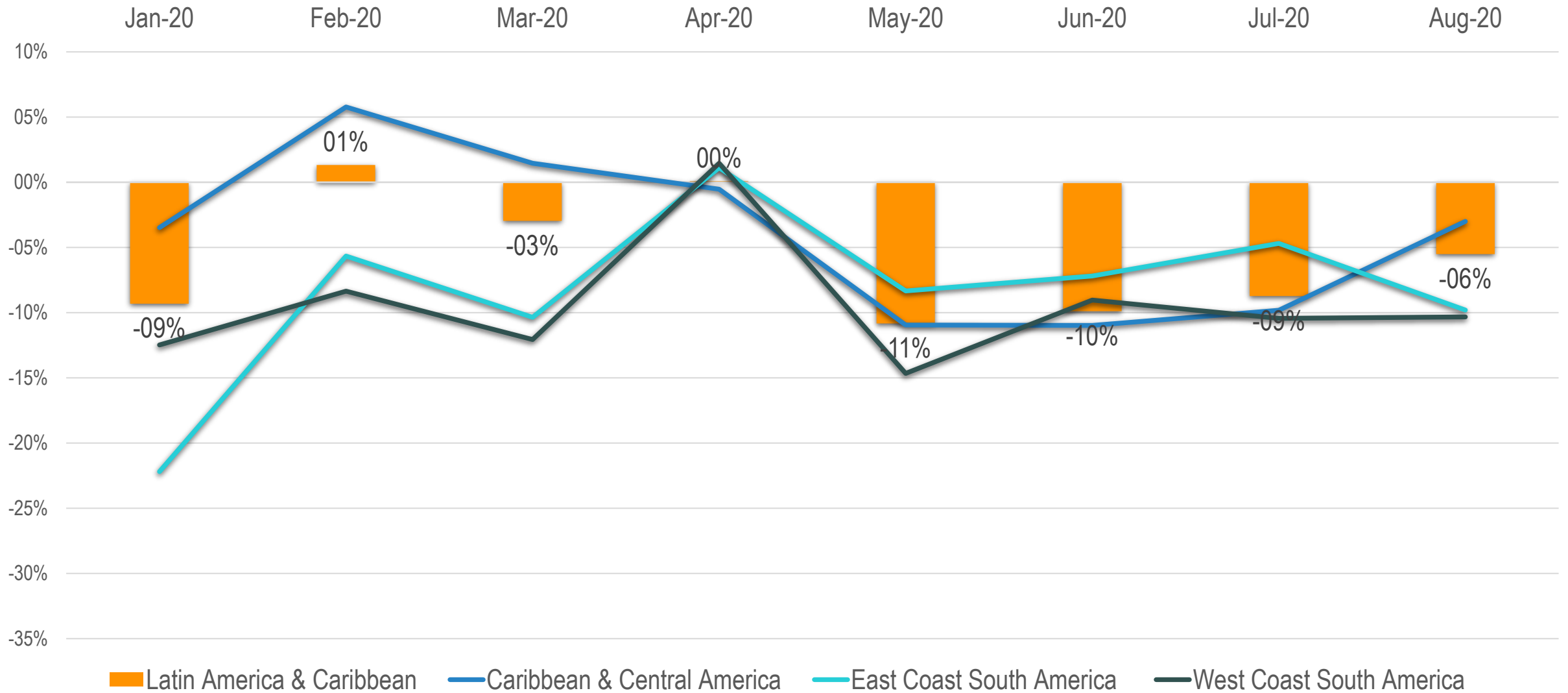
Ports where the number of ship calls is lower than in normal conditions



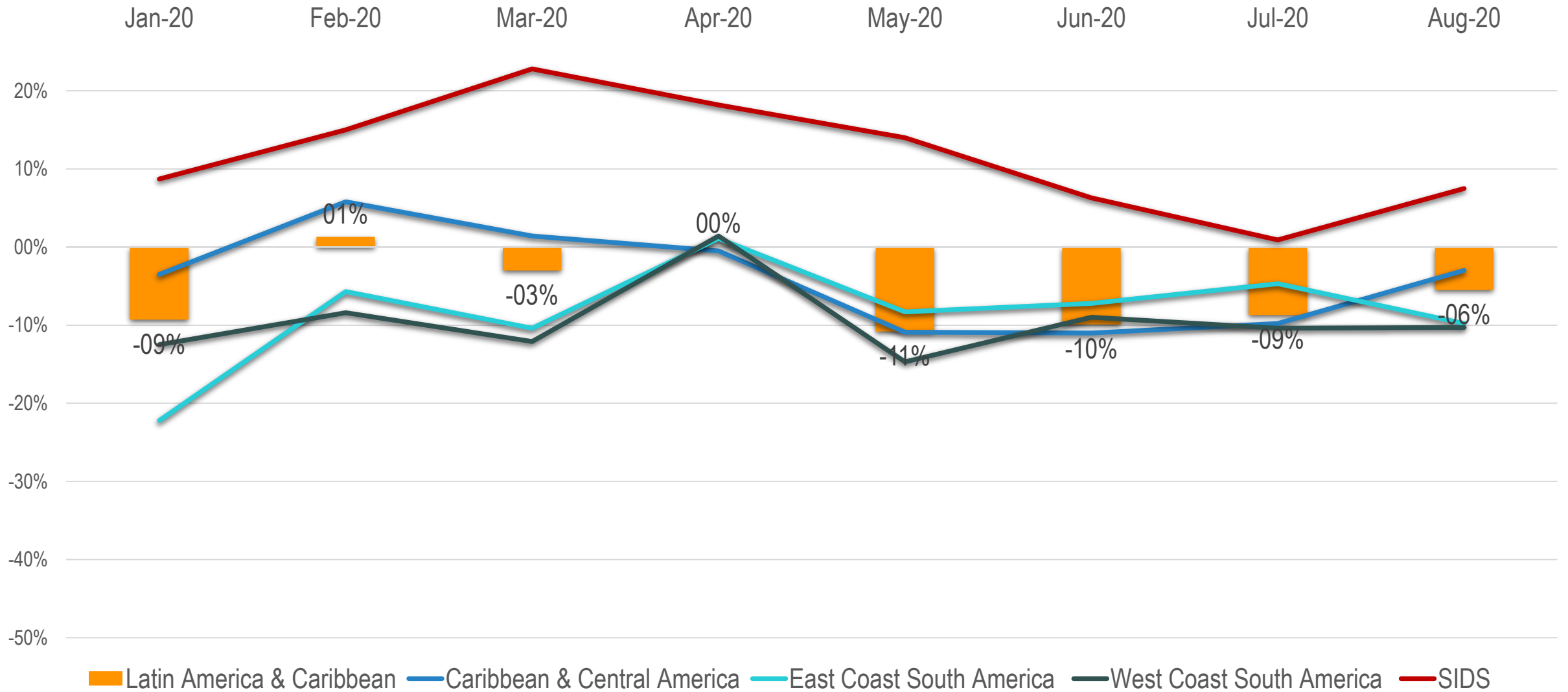
Containerships calls in 2020: LAC vs Globe (% change over 2019)



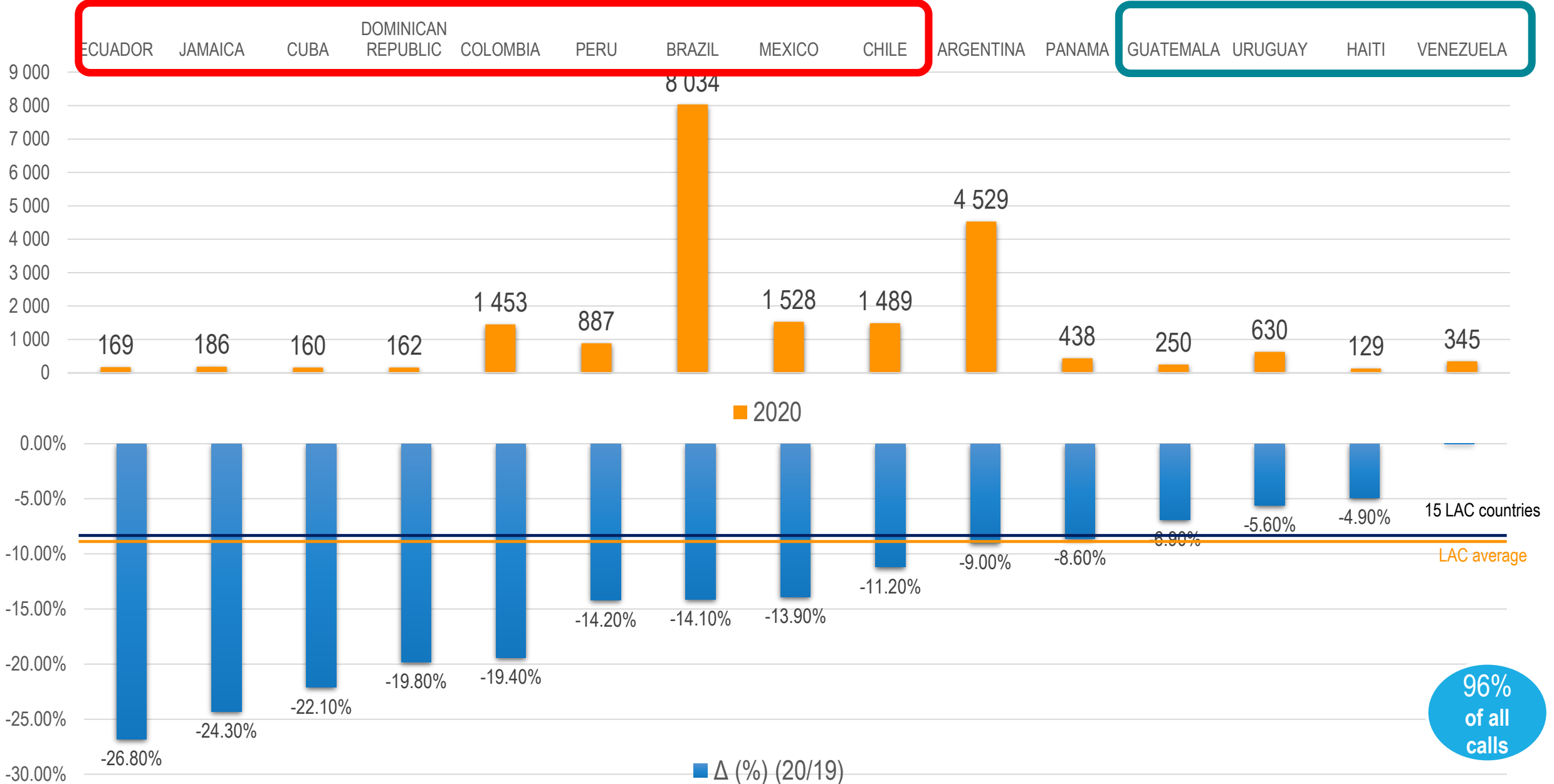
Containerships calls in 2020: LAC Intra-Regional Dynamics (% change over 2019)



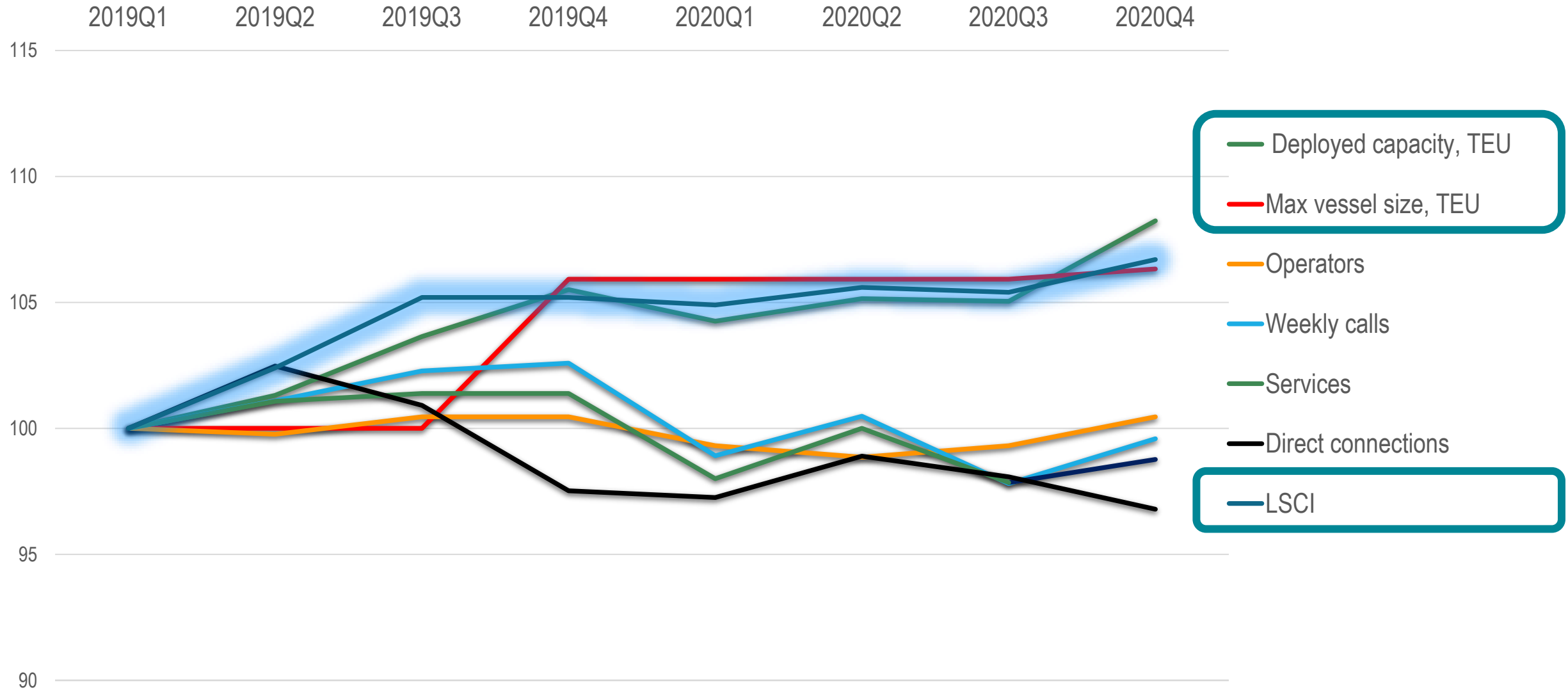
Containerships calls in 2020: LAC Intra-Regional Dynamics (% change over 2019)



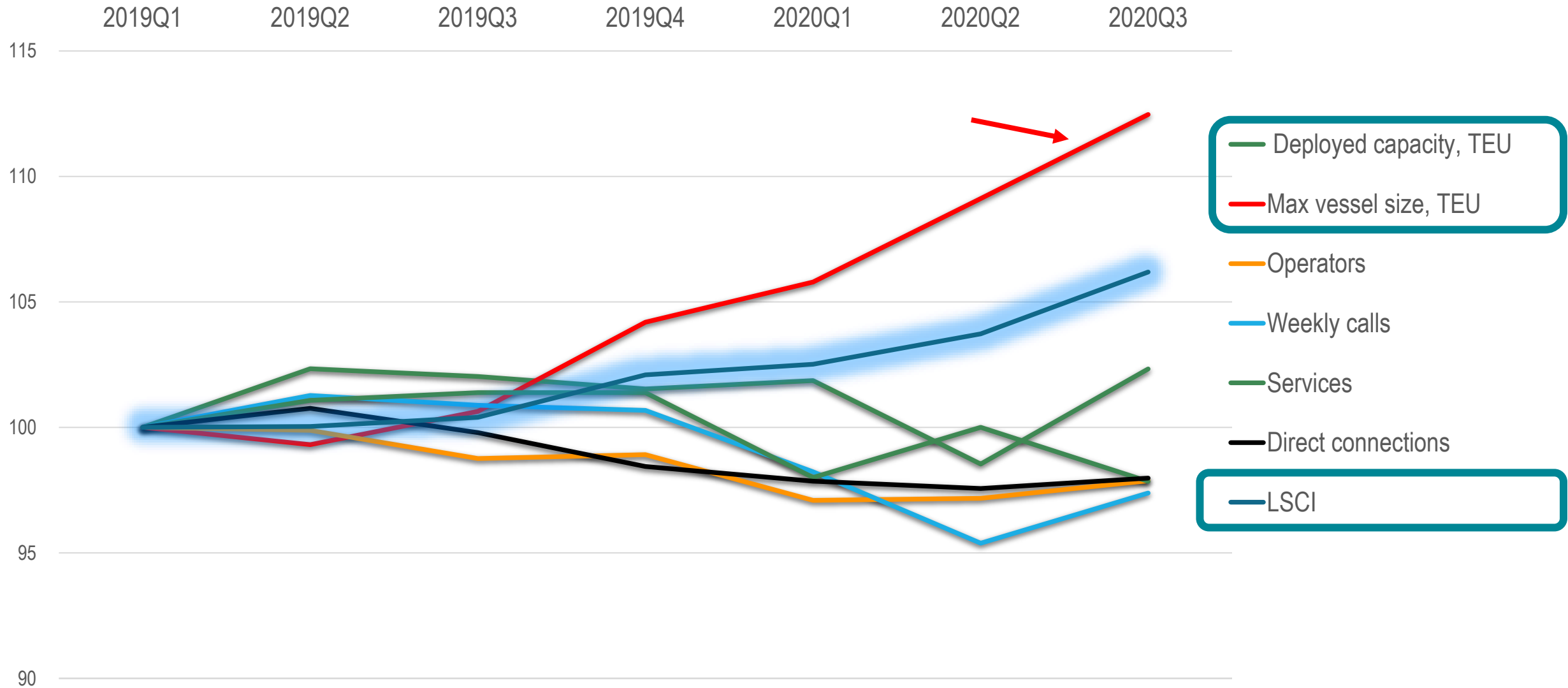
Vessels calls in 2020: 15 LAC countries with most calls (% change over 2019)



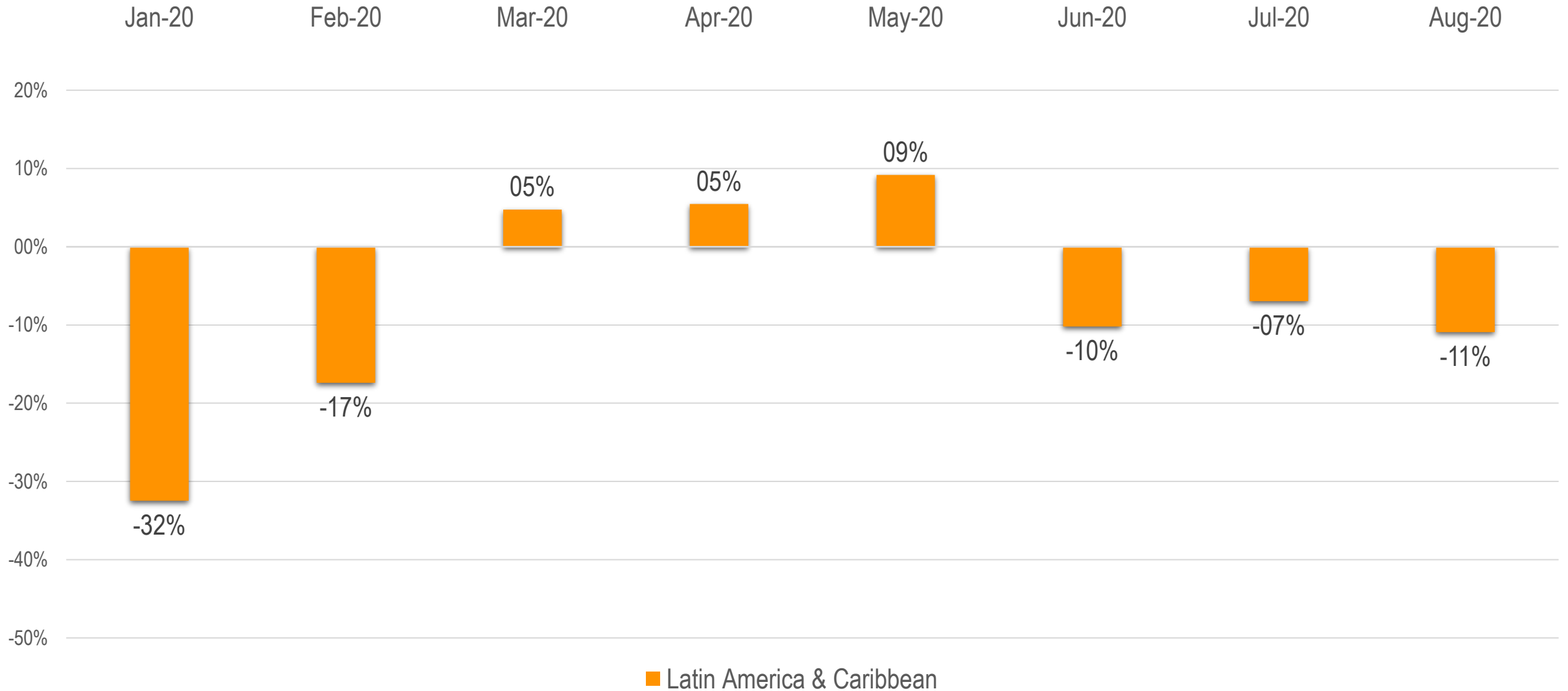
Container ships deployment in LAC (2019-2020)



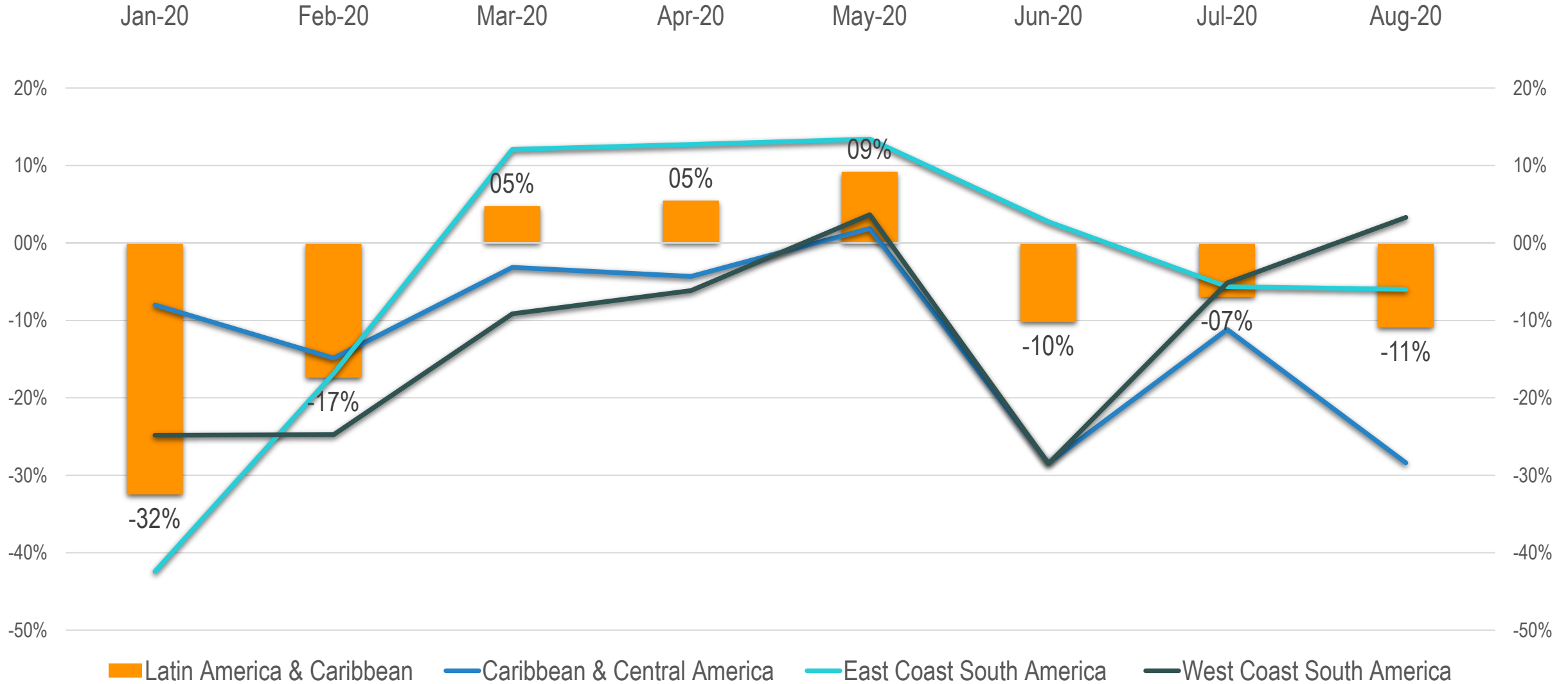
Container ships deployment around the Globe (2019-2020)



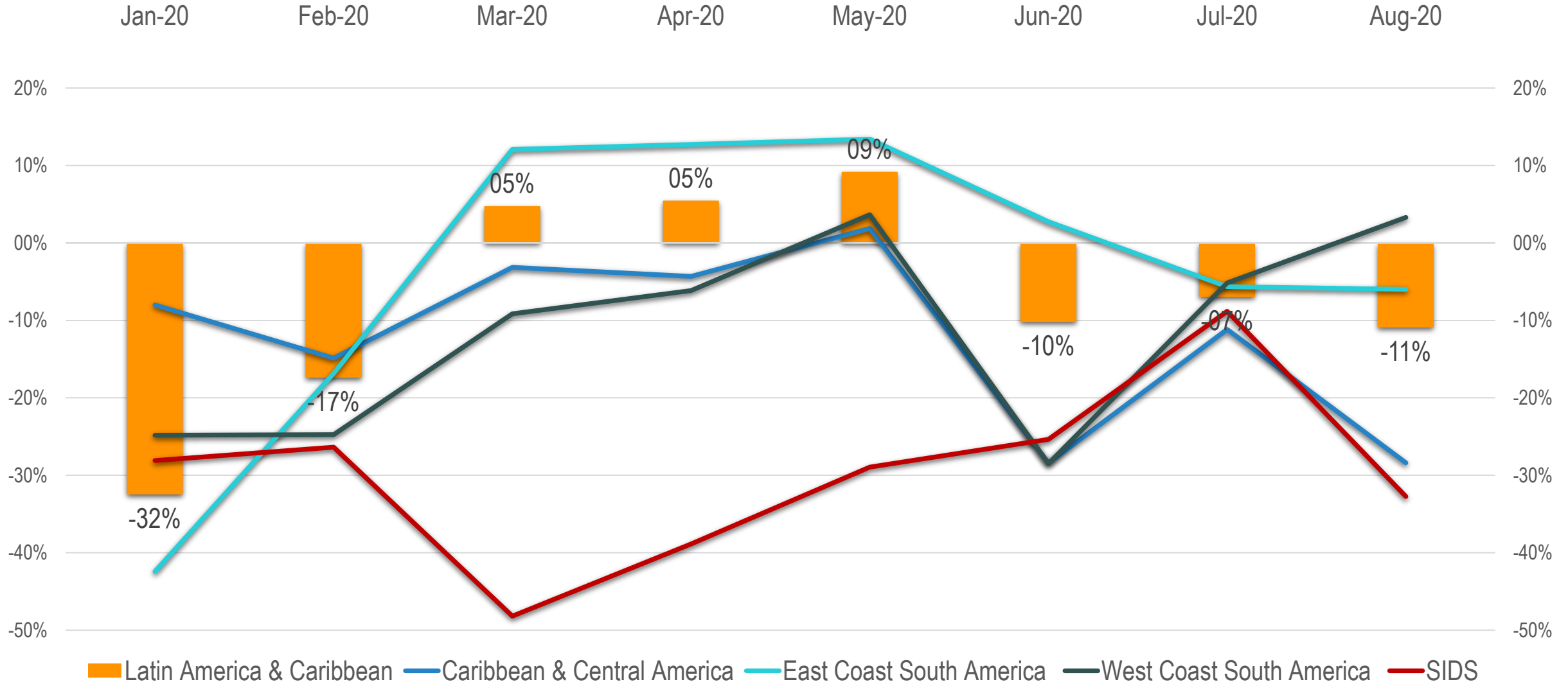
Dry bulk ships calls in 2020: LAC Intra-Regional Dynamics (% change over 2019)



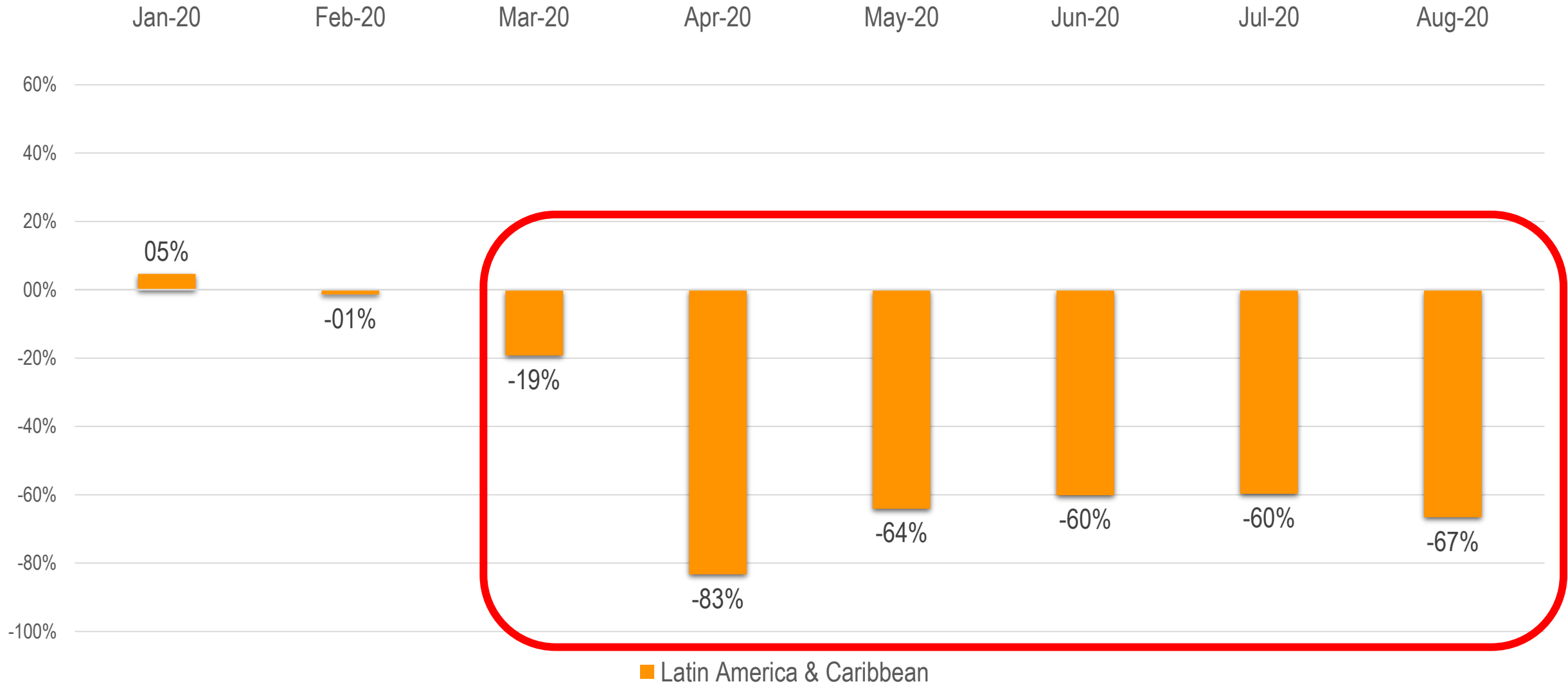
Dry bulk ships calls in 2020: LAC Intra-Regional Dynamics (% change over 2019)



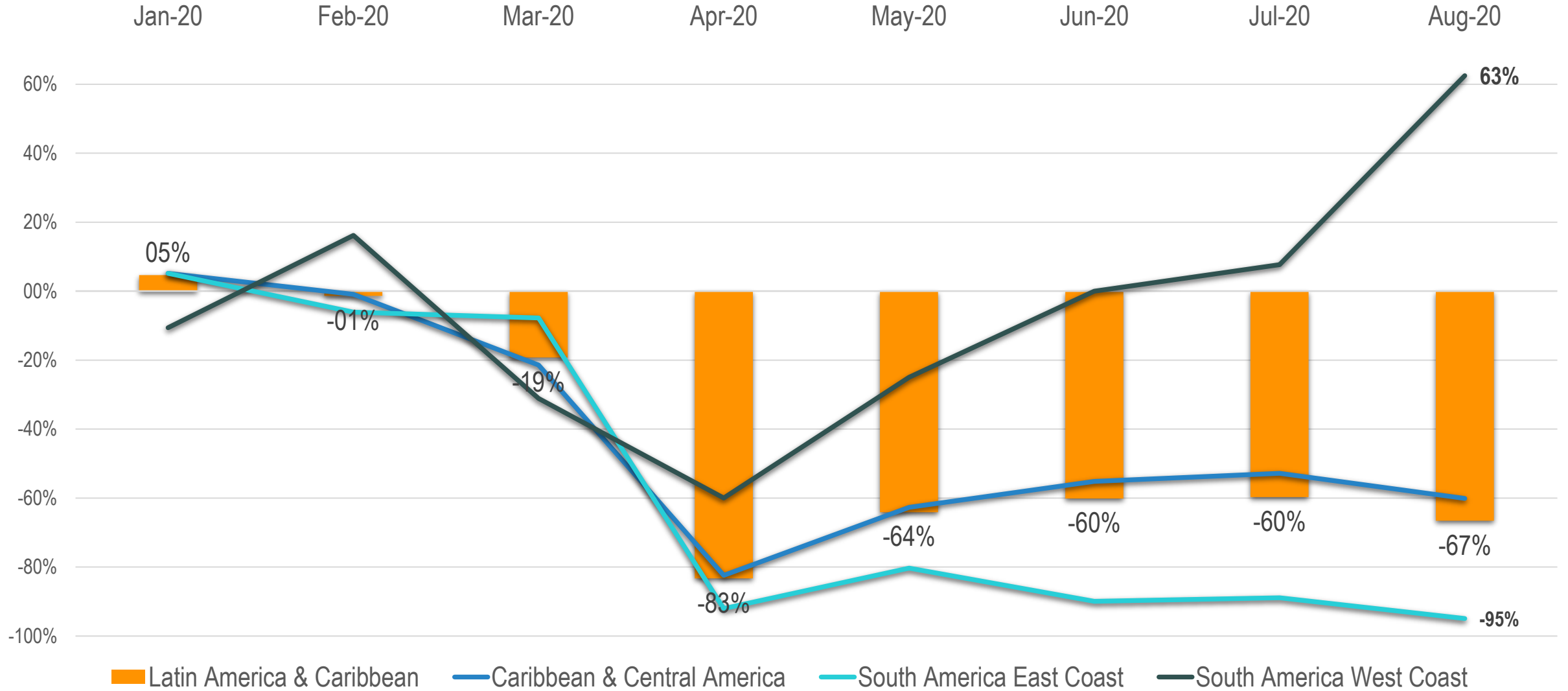
Dry bulk ships calls in 2020: LAC Intra-Regional Dynamics (% change over 2019)



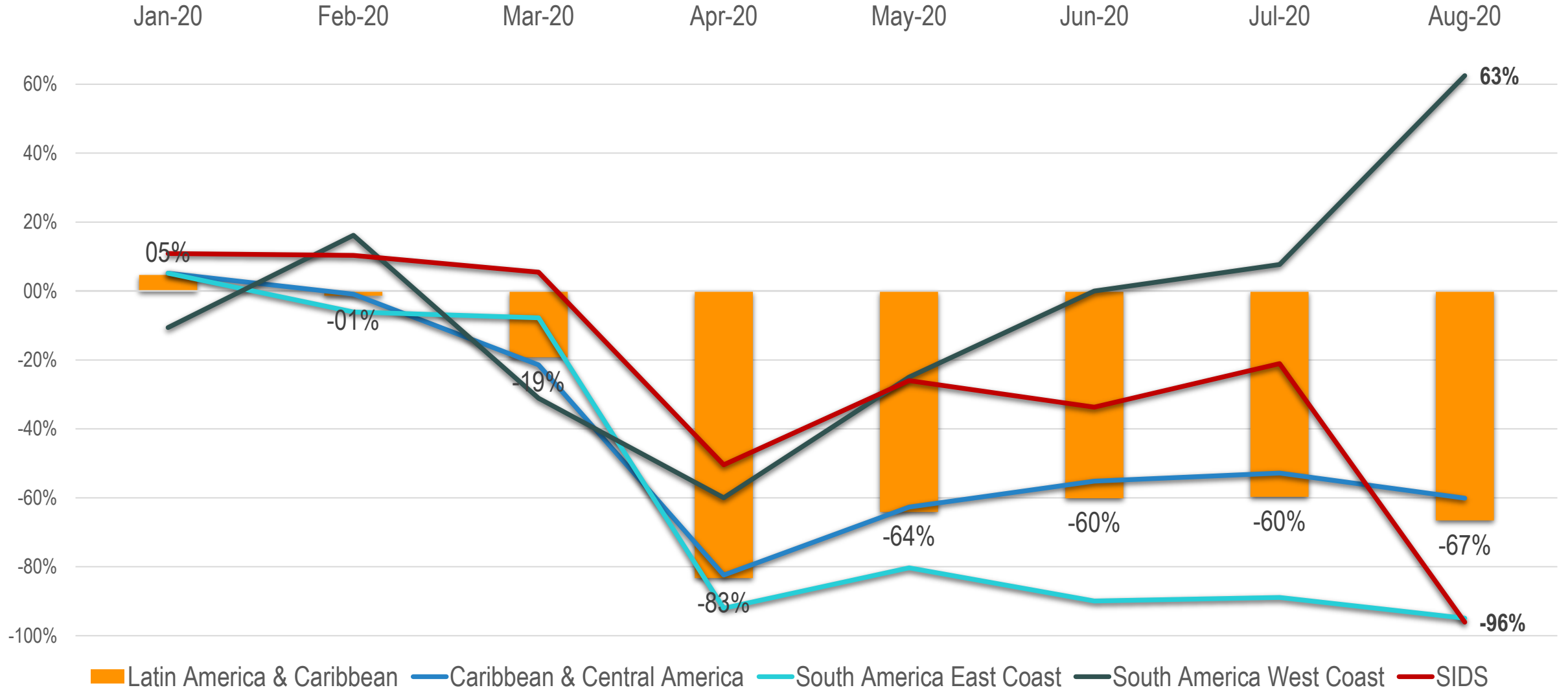
Passenger ships calls in 2020: LAC Intra-Regional Dynamics (% change over 2019)



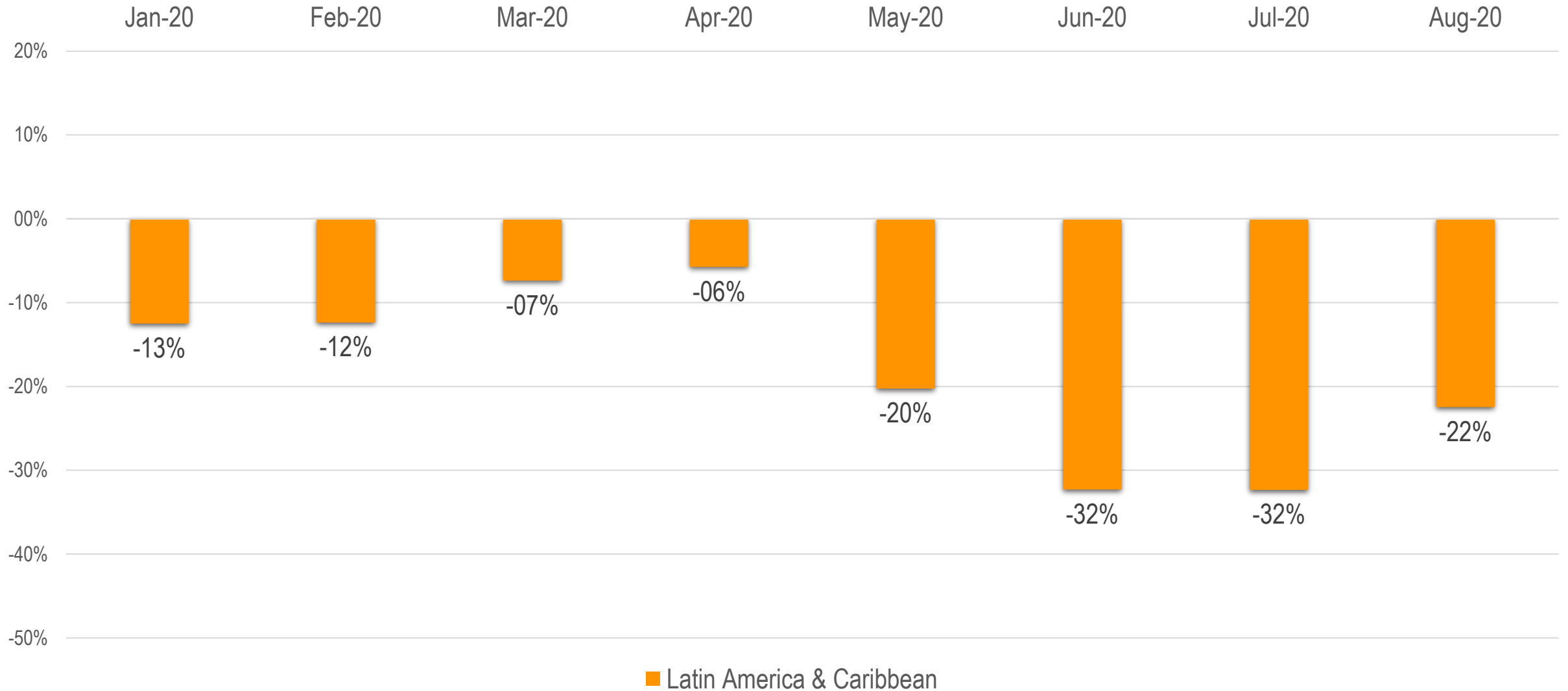
Passenger ships calls in 2020: LAC Intra-Regional Dynamics (% change over 2019)



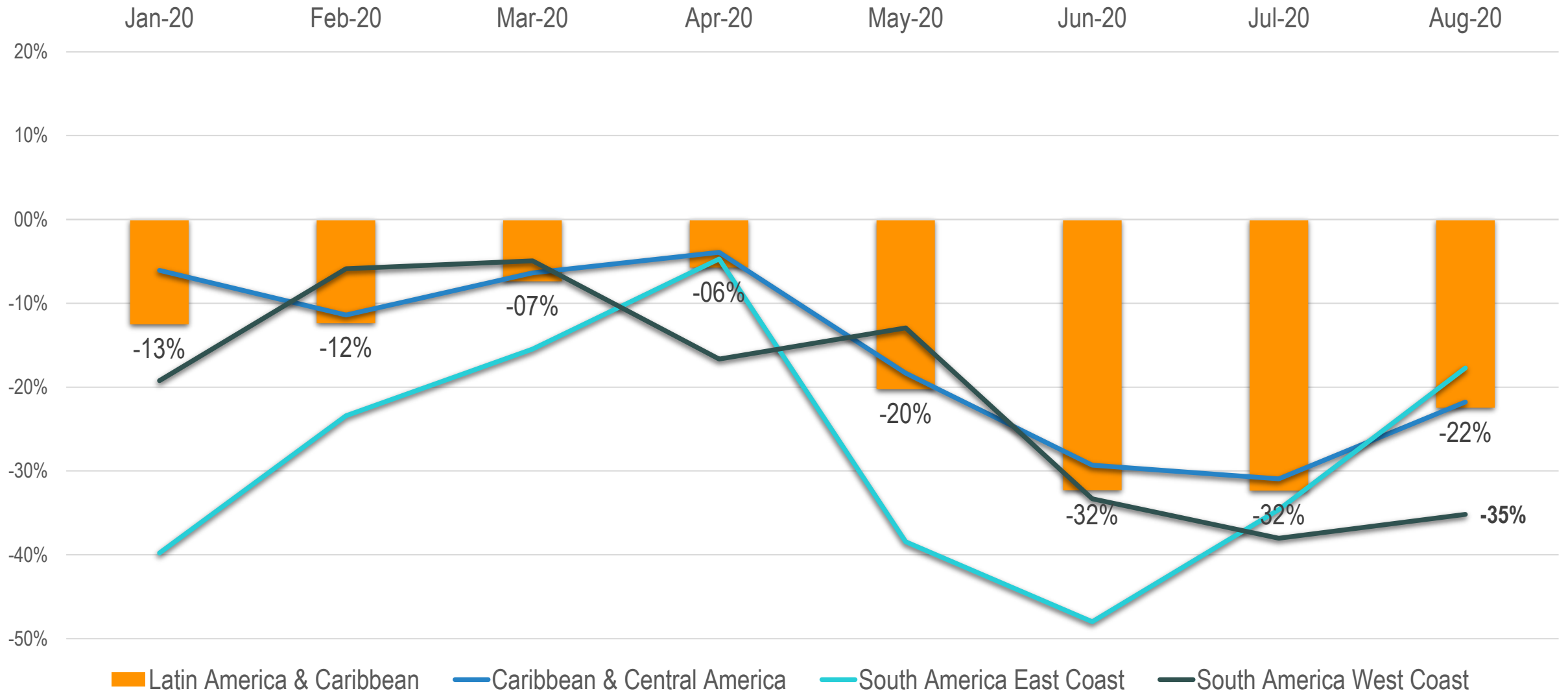
Passenger ships calls in 2020: LAC Intra-Regional Dynamics (% change over 2019)



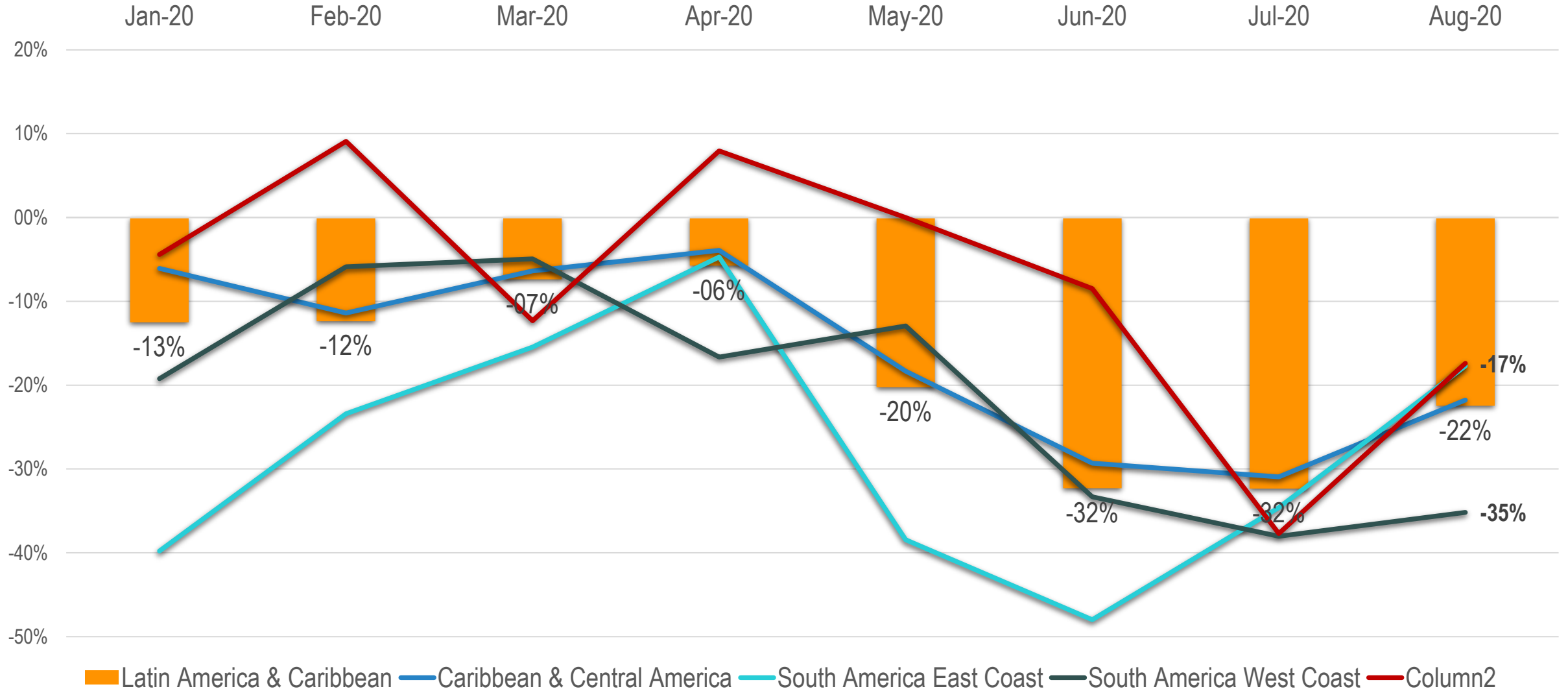
Ro/Ro vessels calls in 2020: LAC Intra-Regional Dynamics (% change over 2019)



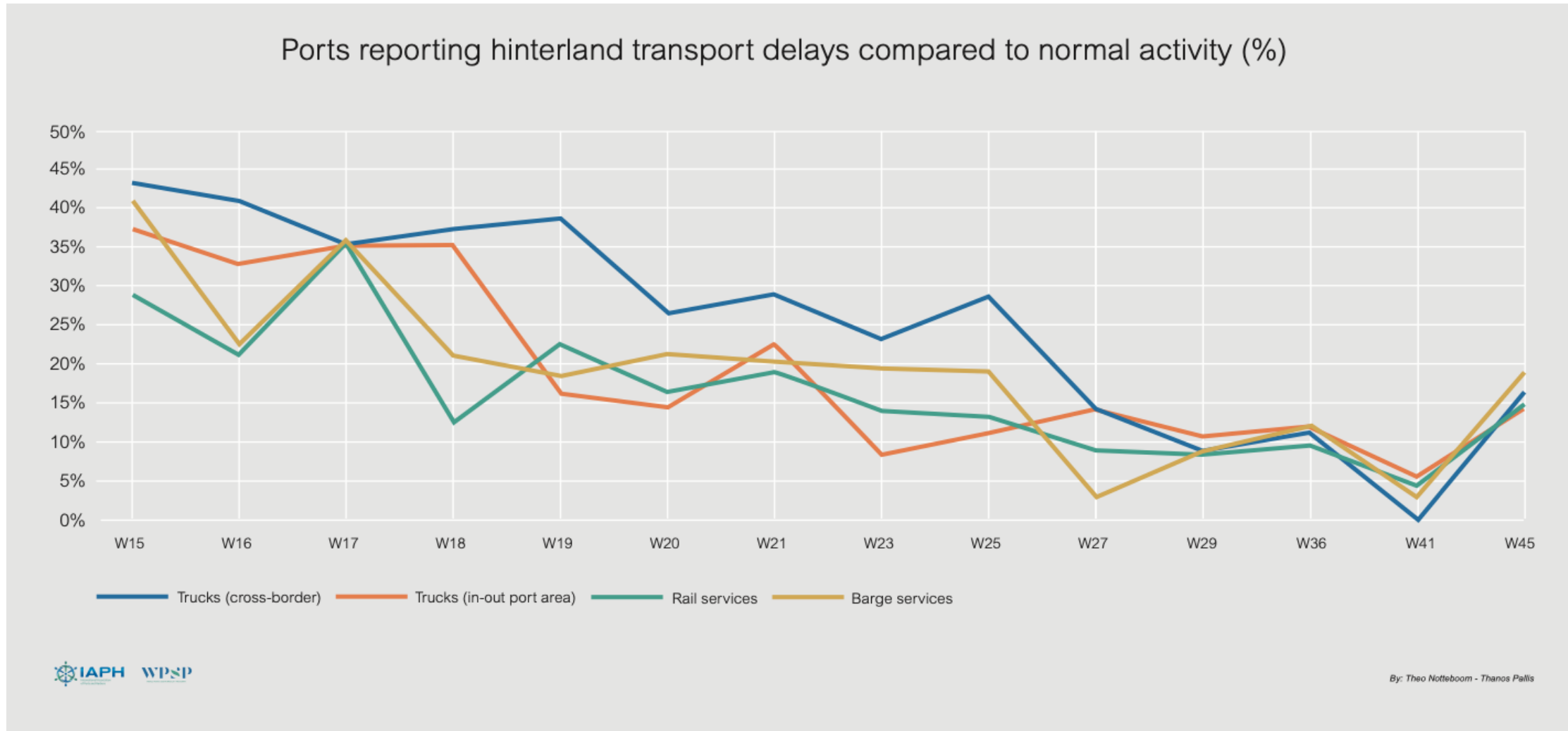
Ro/Ro vessels calls in 2020: LAC Intra-Regional Dynamics (% change over 2019)



Ro/Ro vessels calls in 2020: LAC Intra-Regional Dynamics (% 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

Existing contingency plans have facilitated quick responses to the crisis.

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.**

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

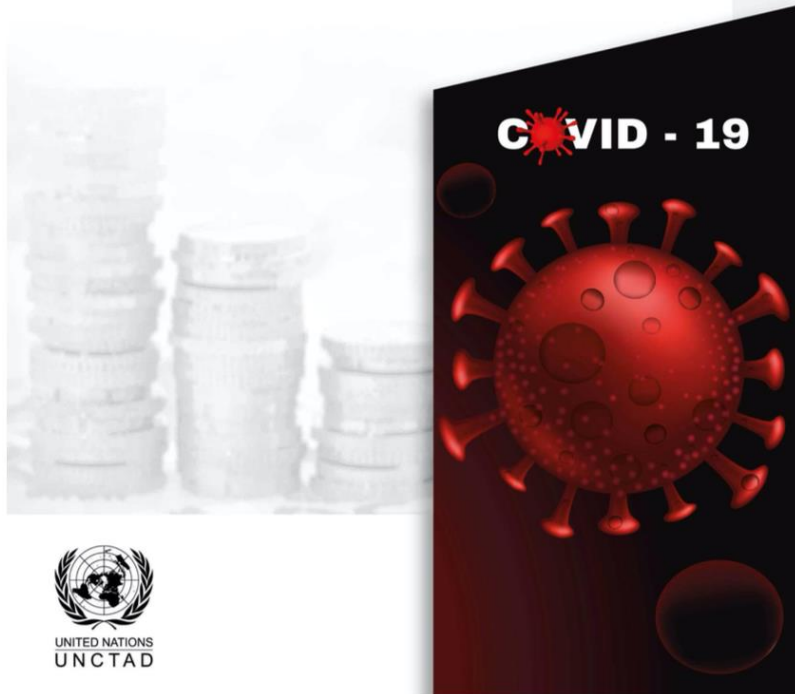
Section 3: Technology Preparedness

Section 4: Cargo Flow Continuity

UNCTAD continues to facilitate the building of port resilience capacities

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COVID-19 and maritime transport: Impact and responses



UNCTAD Prosperity for all

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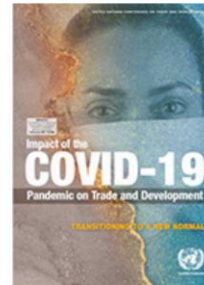
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COVID-19 response

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

