



Webinar:

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



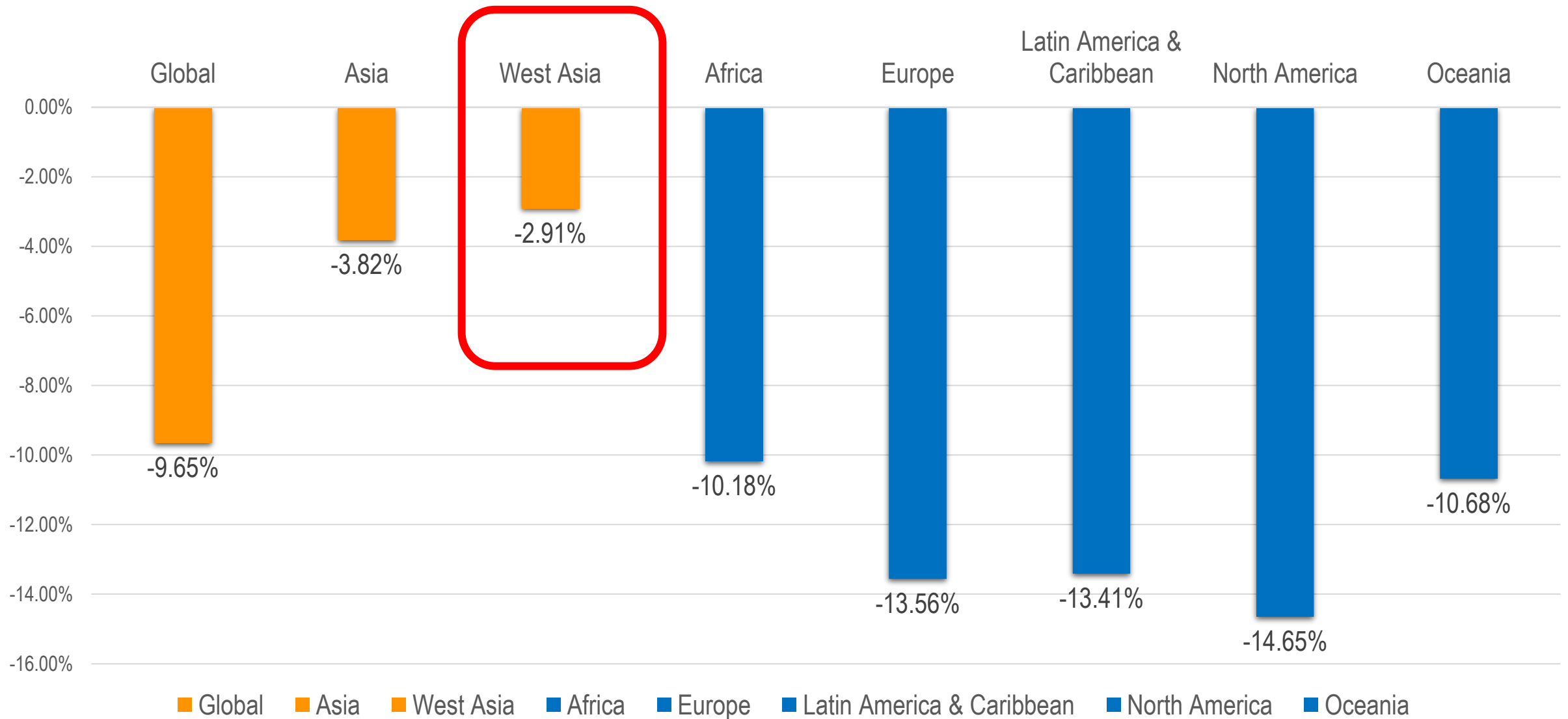


COVID-19 and Maritime Transport: Disruption and Resilience in West Asia

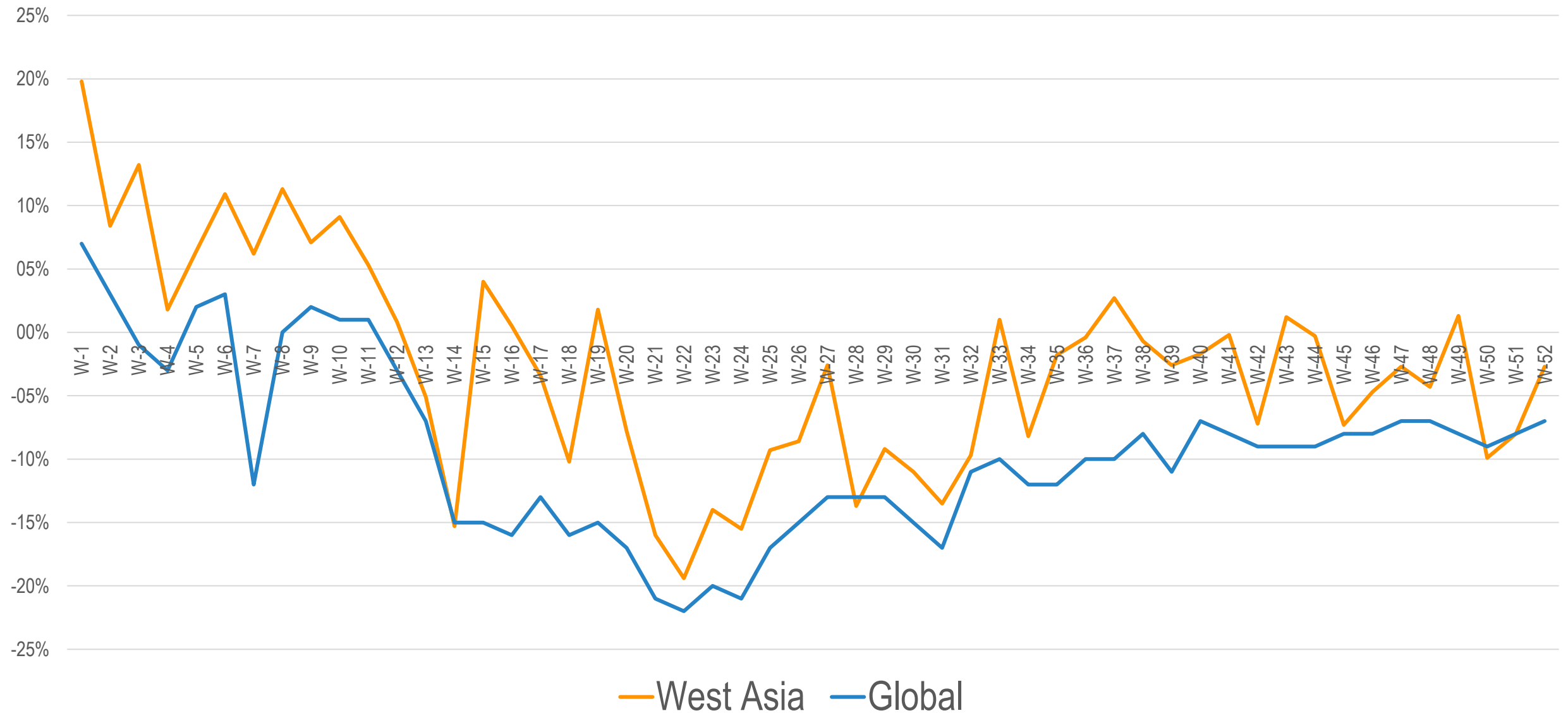
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UNCTAD International Consultant

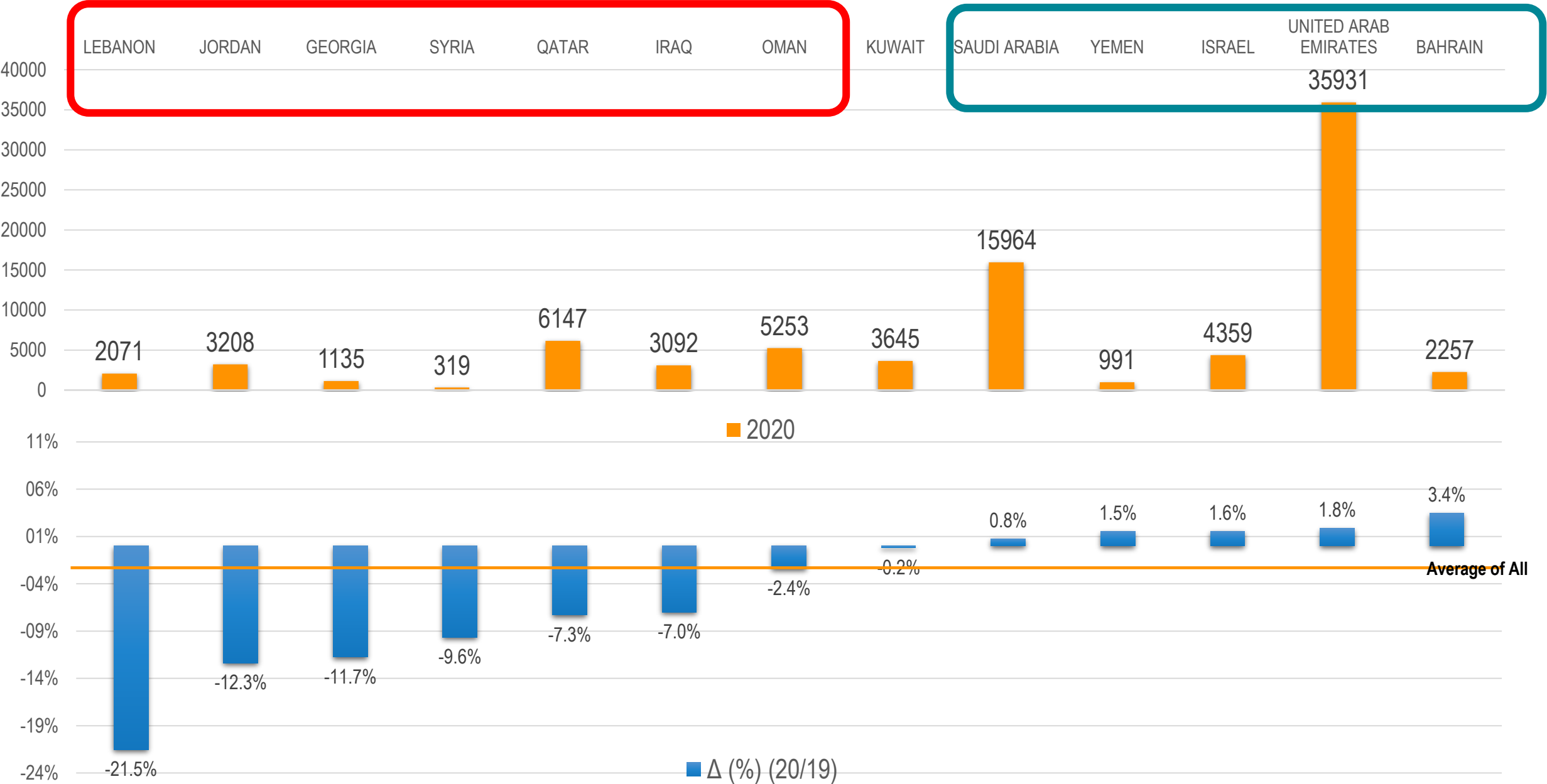
Vessels calls in 2020 (% change over 2019)



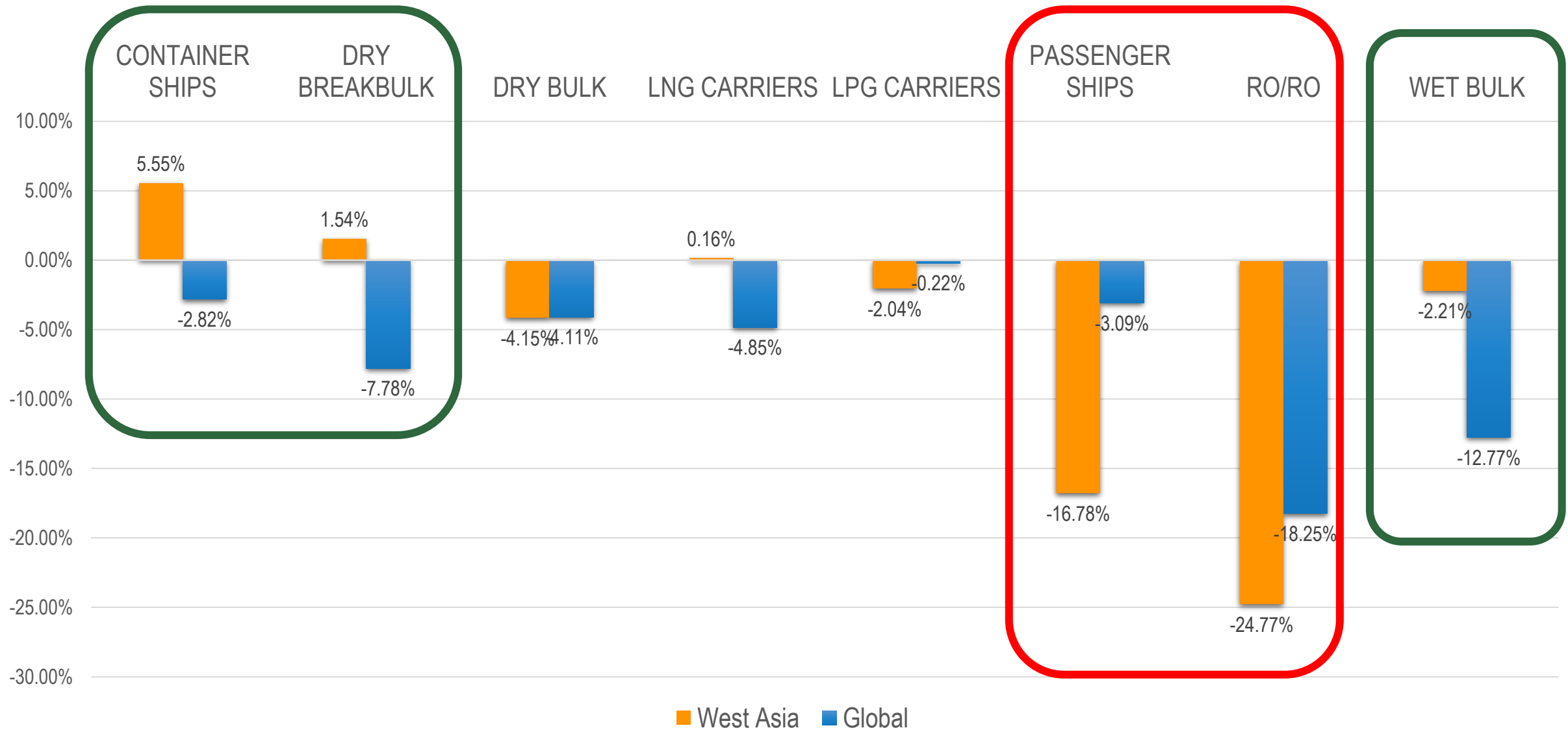
Vessels calls in 2020: Asia vs Globe, per week (% change over 2019)



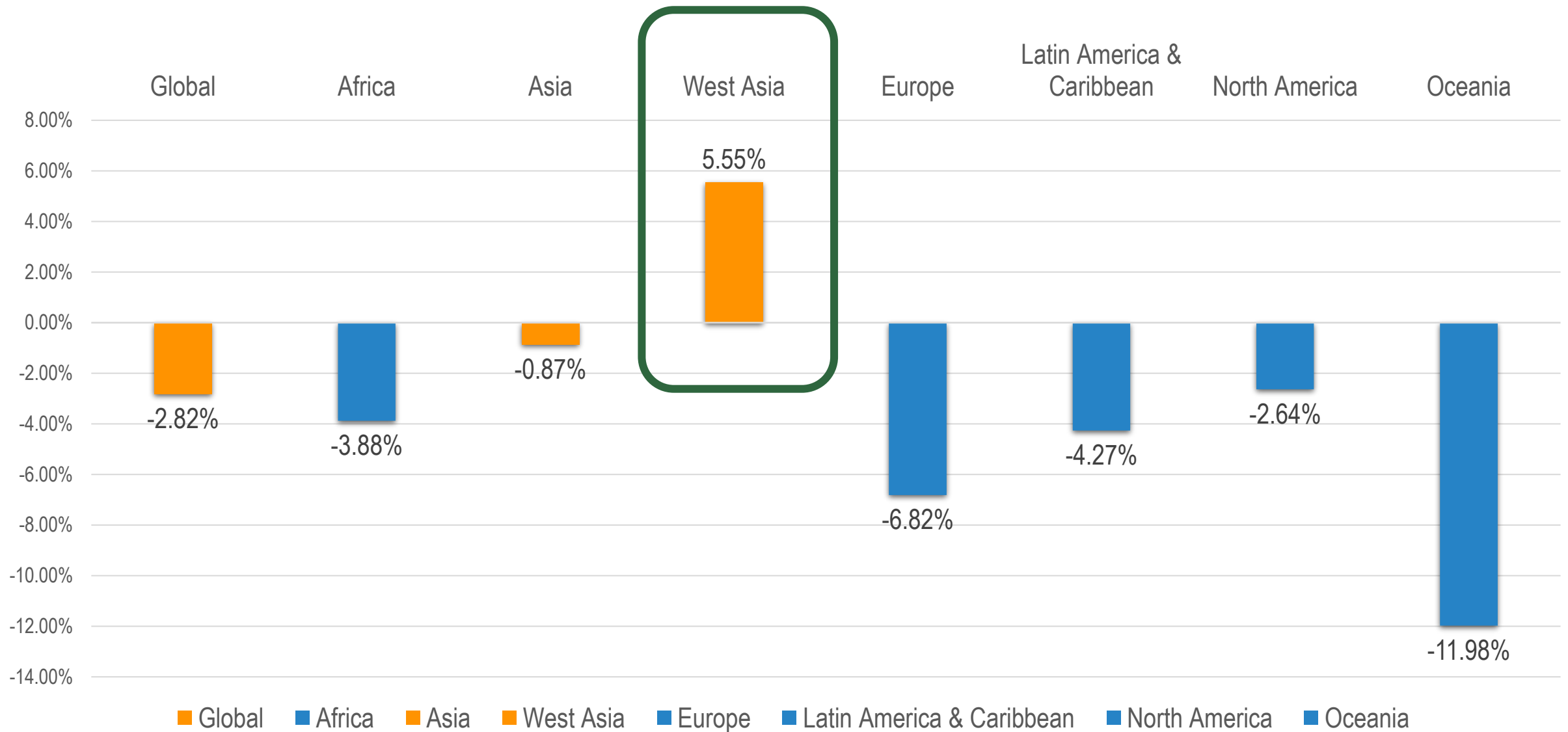
Vessels calls in 2020: West Asian Countries (% change over 2019)



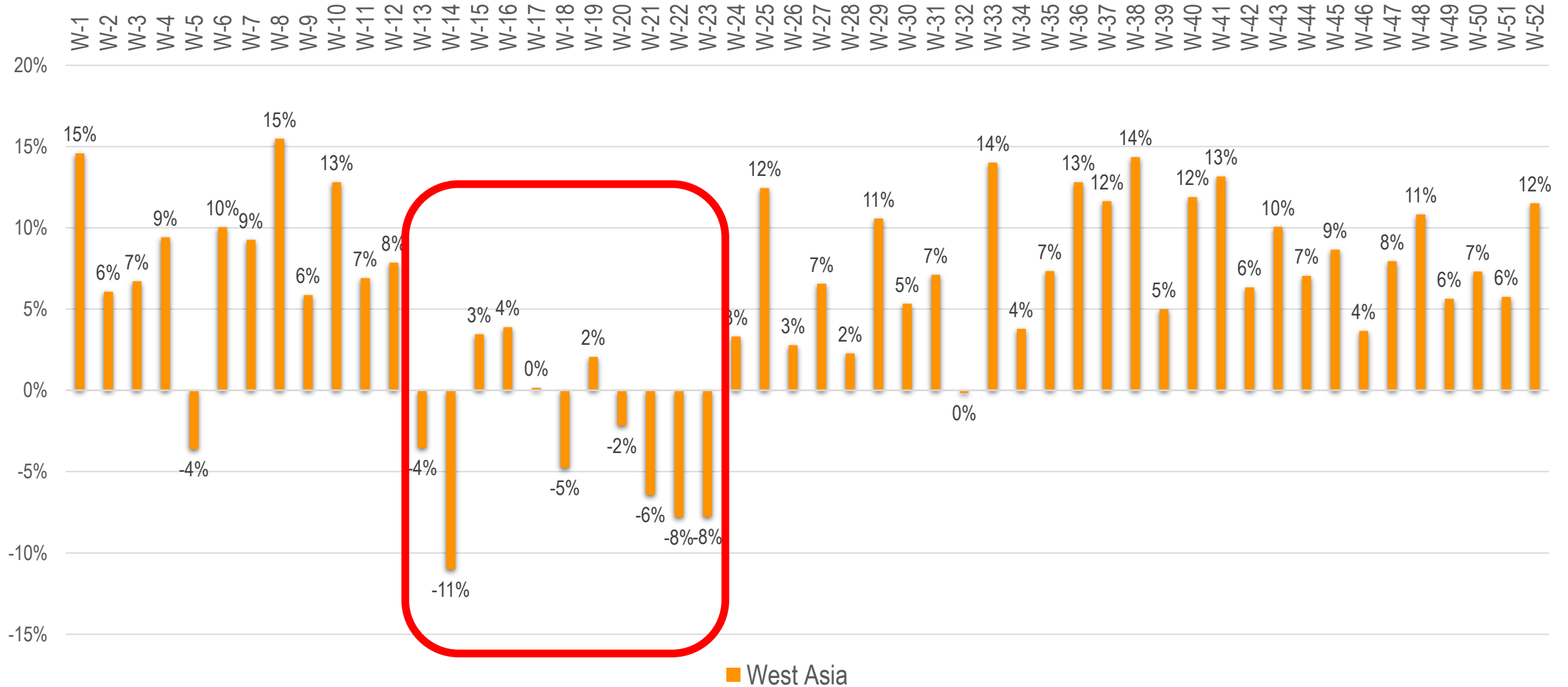
Vessels calls in 2020: West Asia vs. Globe (% change over 2019)



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

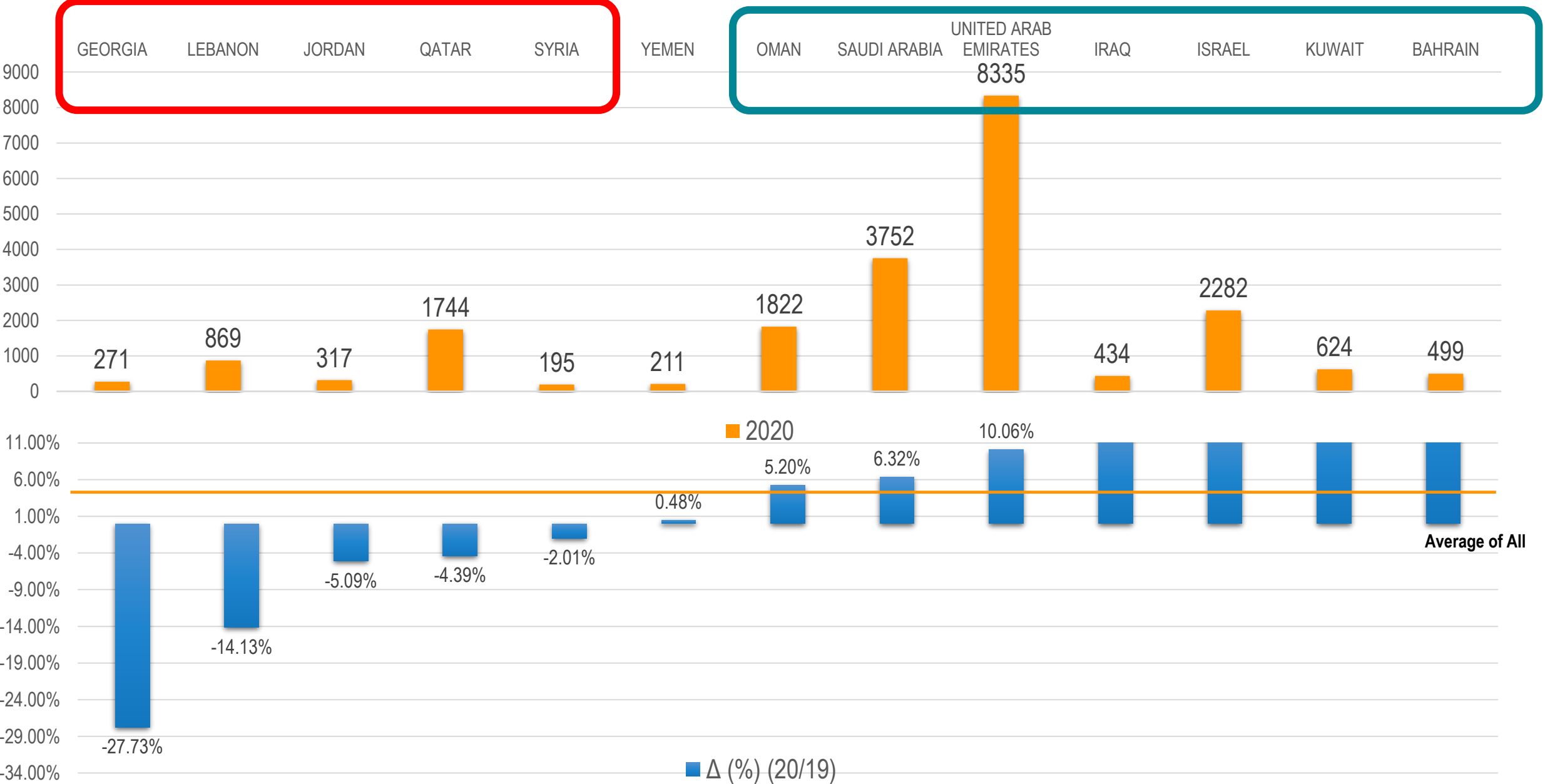


Containerships calls in 2020: West Asia (% change over 2019)

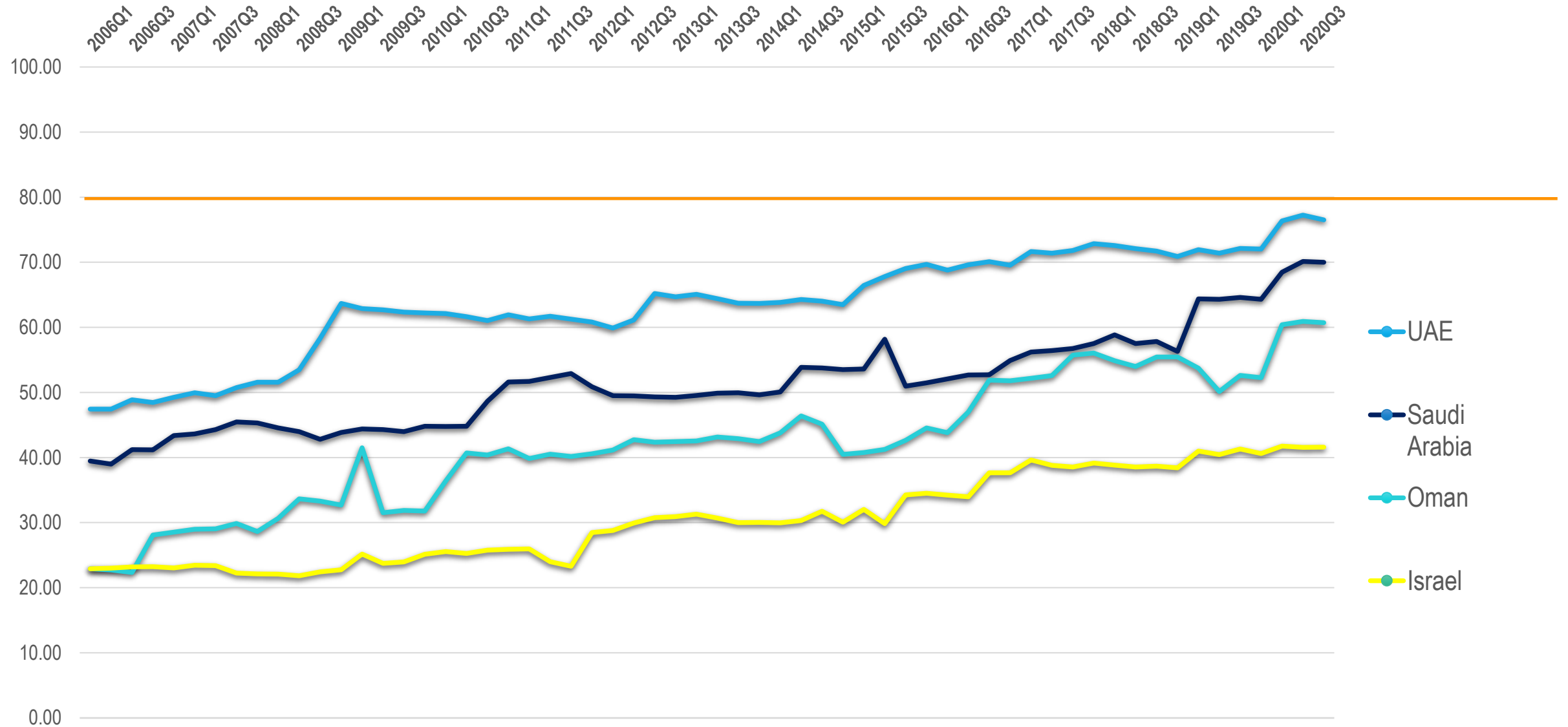


Source: UNCTAD (in progress) maritime transport component of the UNDA project "COVID-19 Response on Transport/Connectivity and Trade".

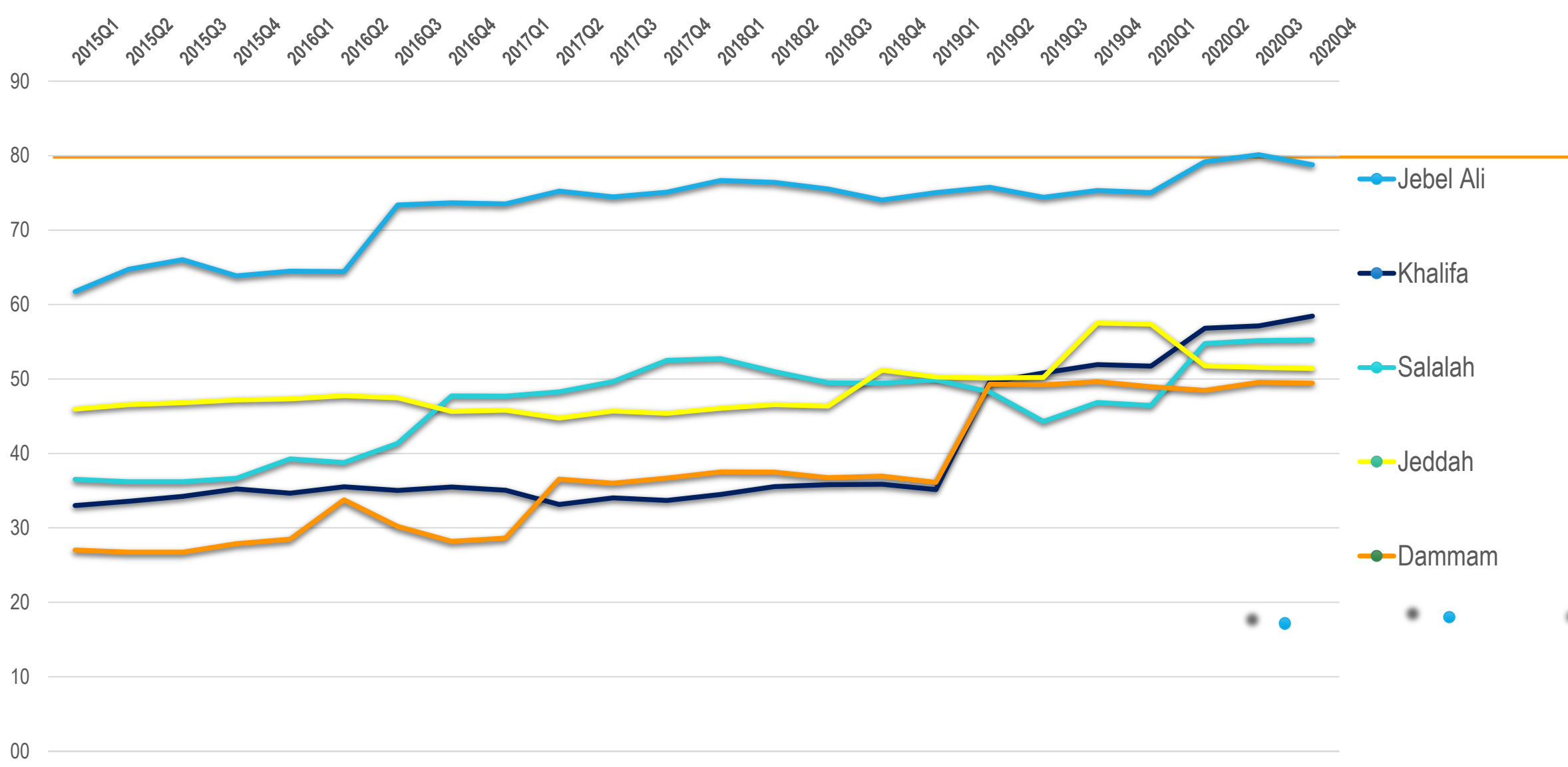
Containership calls in 2020: West Asian Countries (% change over 2019)



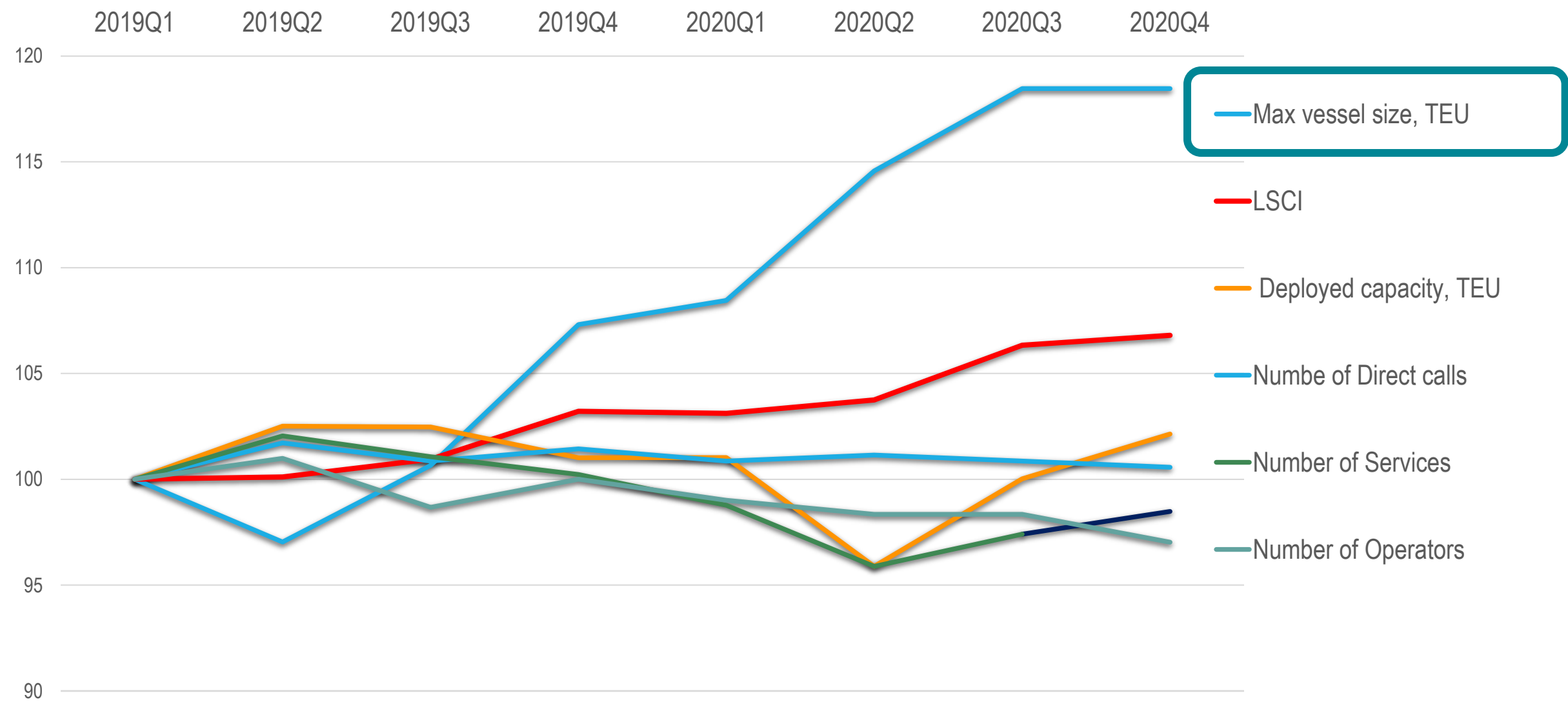
Liner Shipping Connectivity Index (LSCI): Trends in South Asia Countries (2006-2020)



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

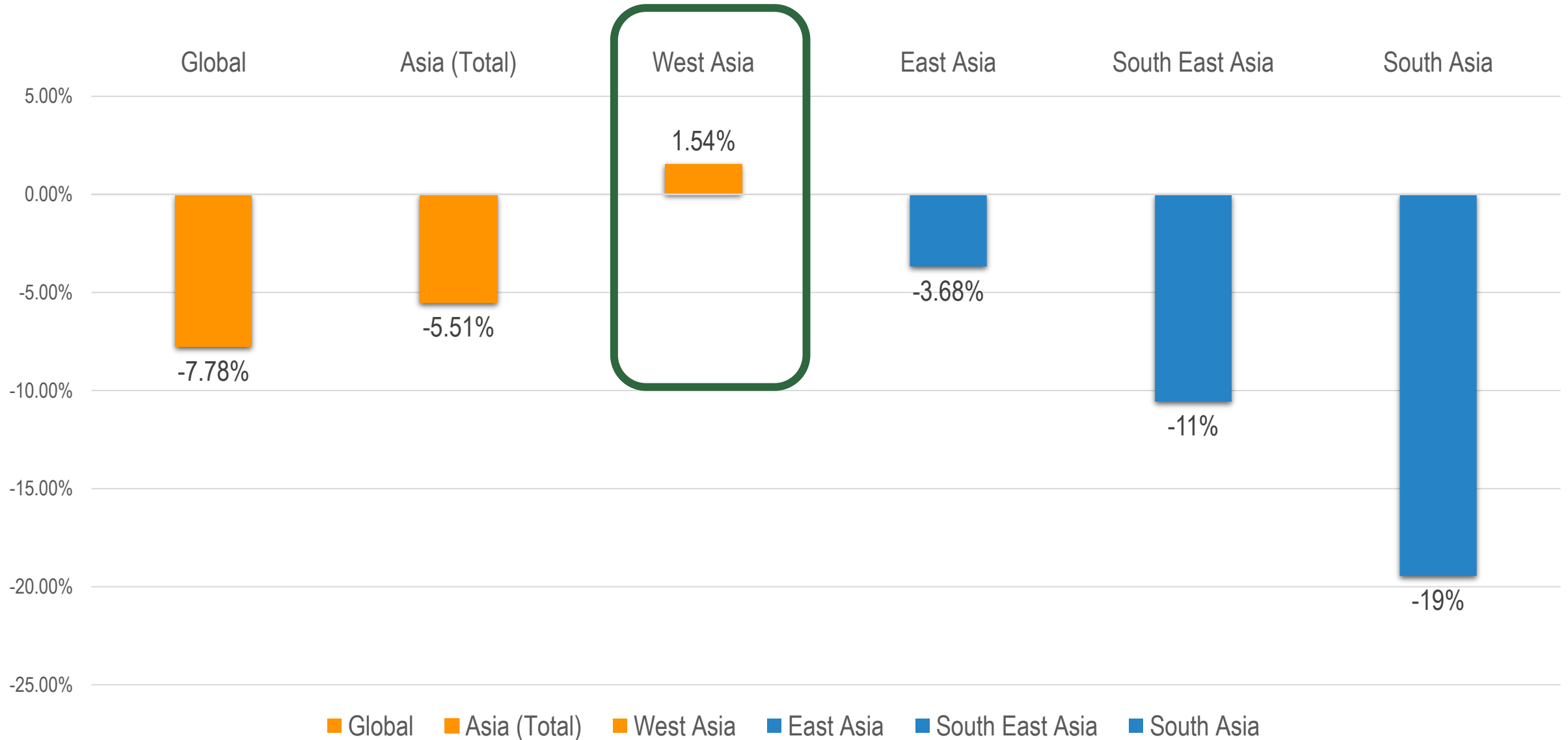


Liner Shipping Connectivity Index in West Asia (2019-2020)

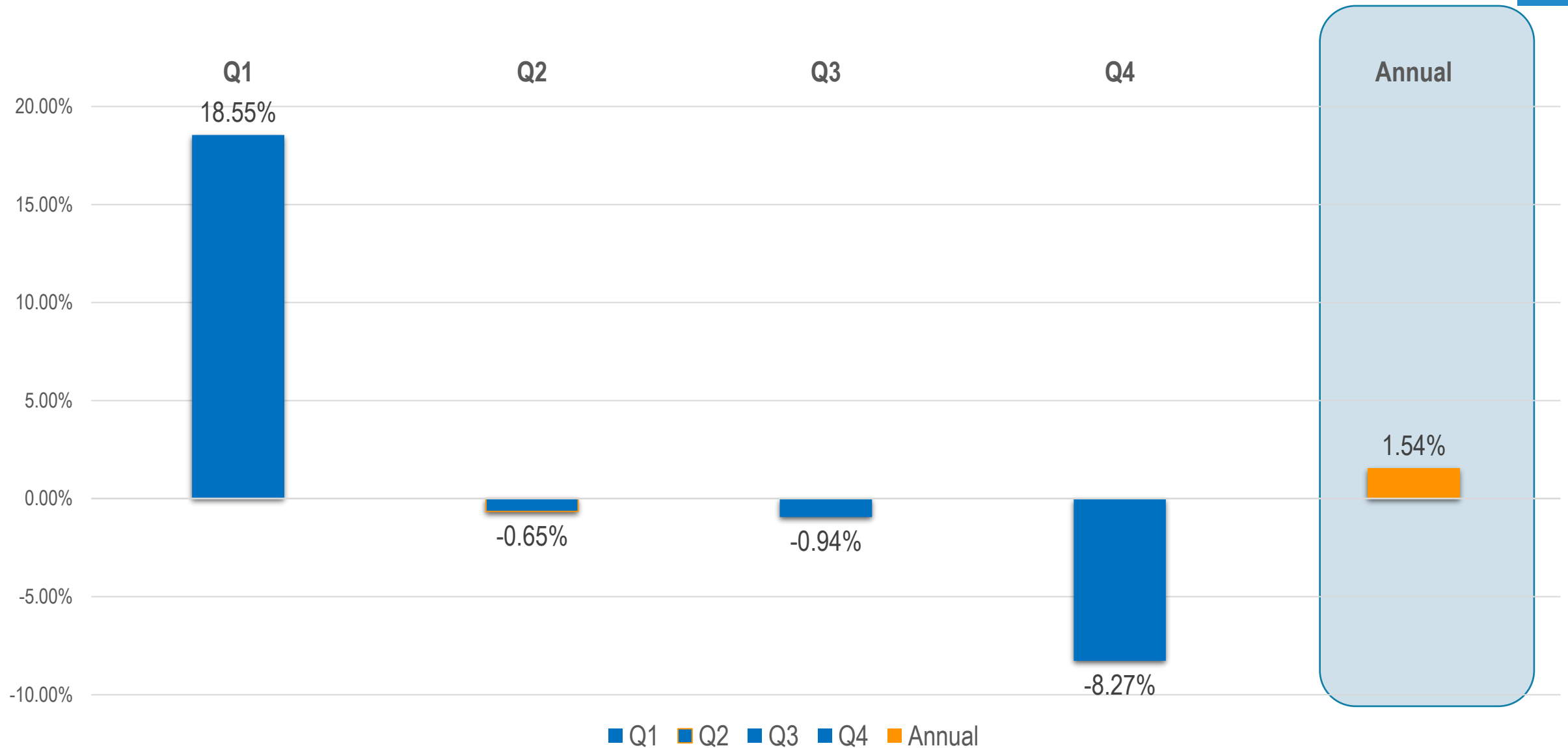


Source: UNCTAD (in progress) maritime transport component of the UNDA project "COVID-19 Response on Transport/Connectivity and Trade".

Breakbulk vessels calls in 2020 (% change over 2019)



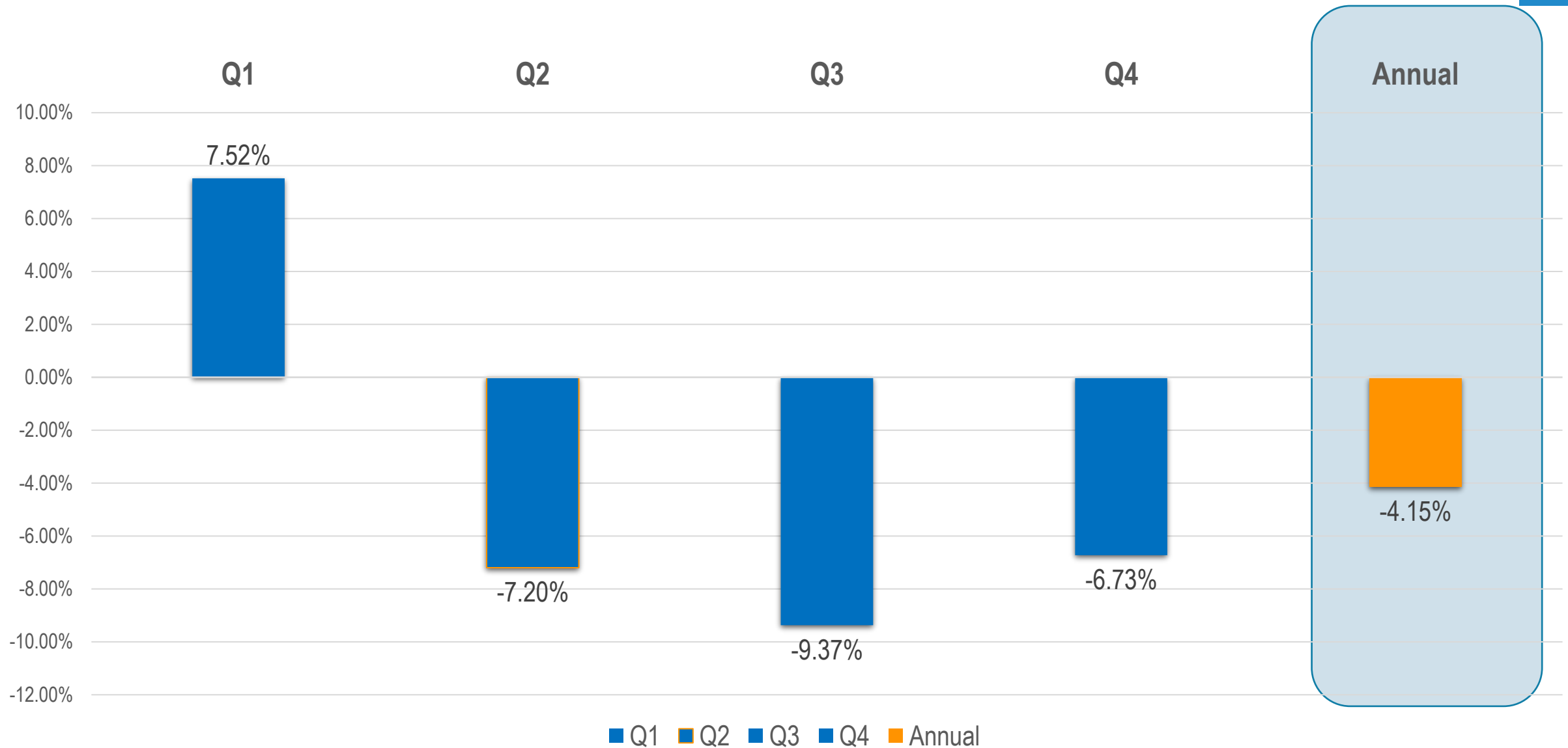
Breakbulk vessels calls in 2020: West Asia (% change over 2019)



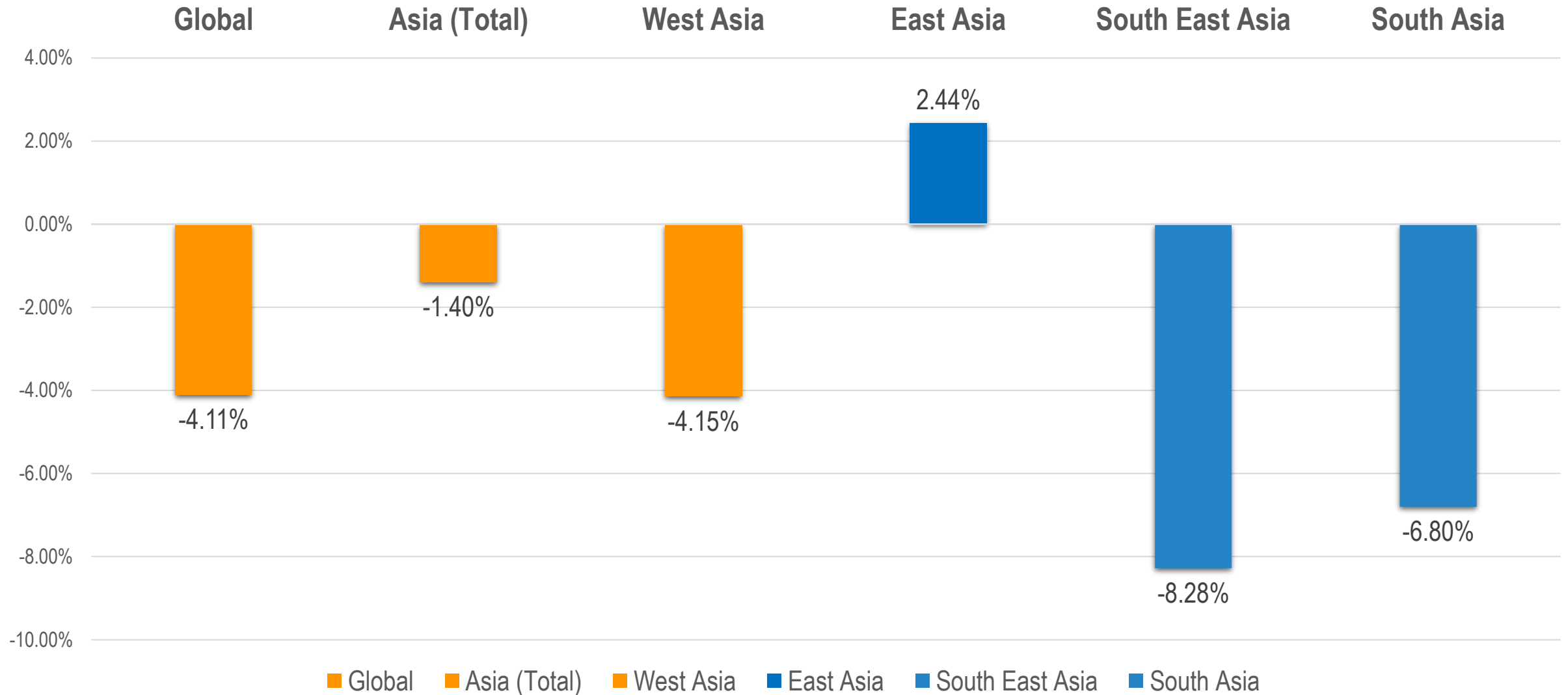
Breakbulk Vessels calls in 2020: Countries with >1.000 calls (% change over 2019)



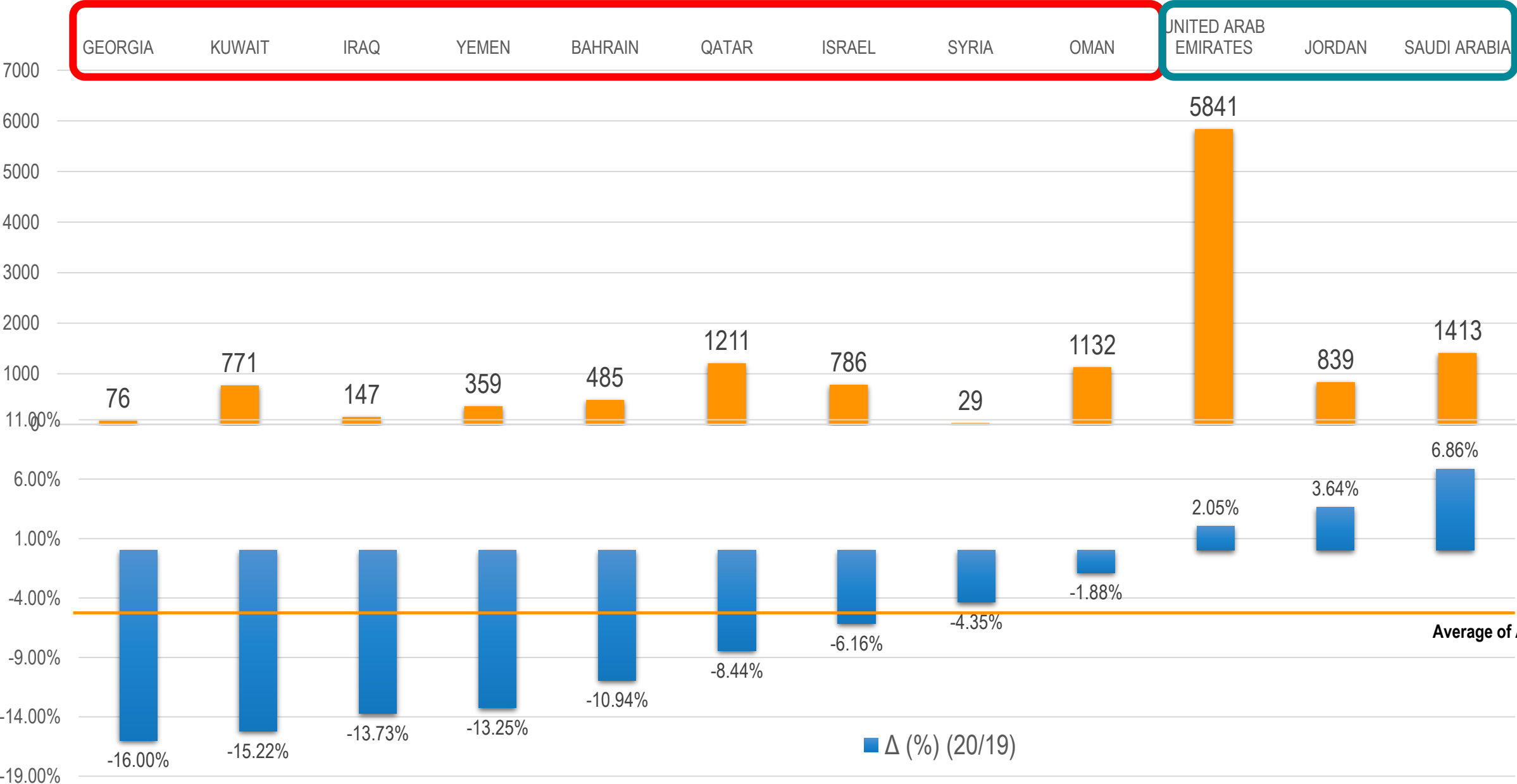
Dry bulk vessels calls in 2020: West Asia (% change over 2019)



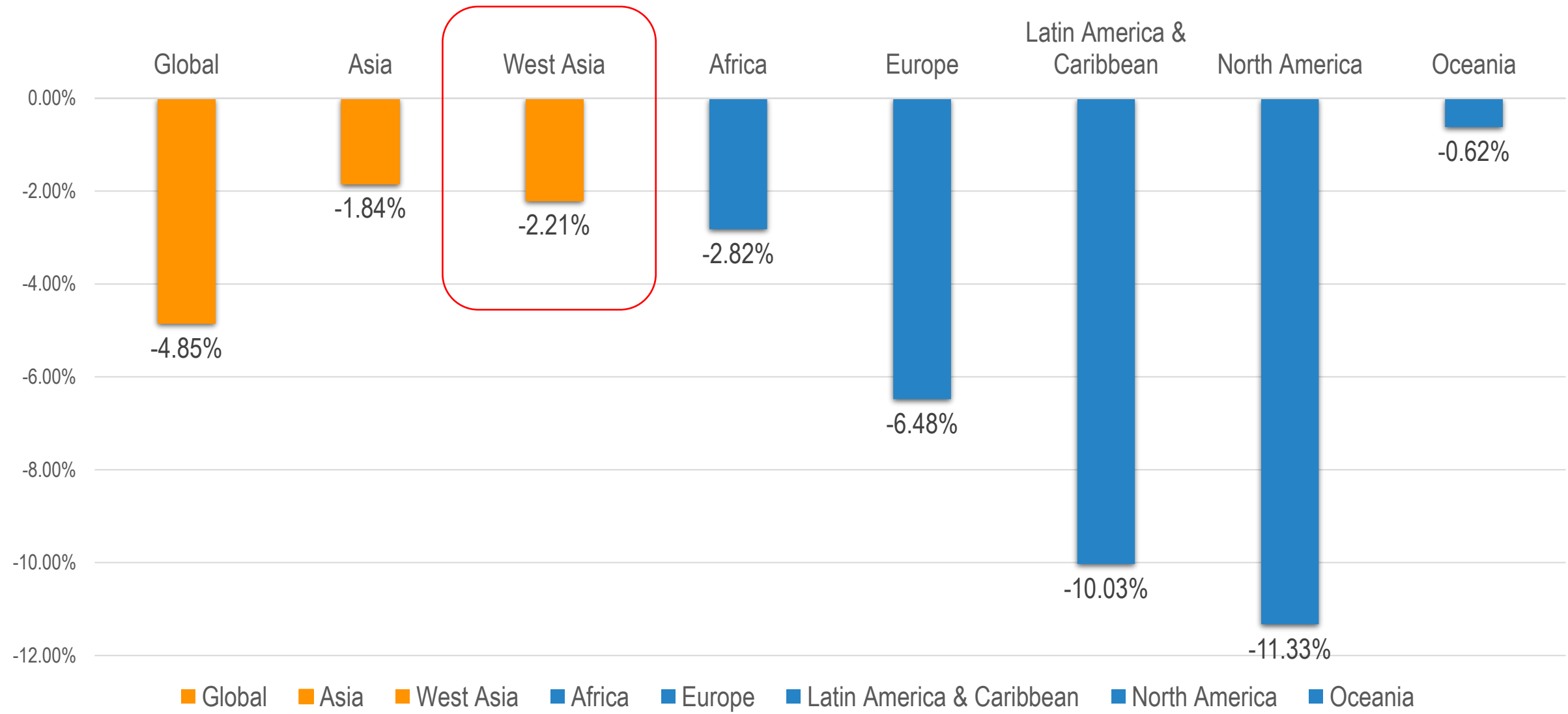
Dry bulk vessels calls in 2020 (% change over 2019)



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

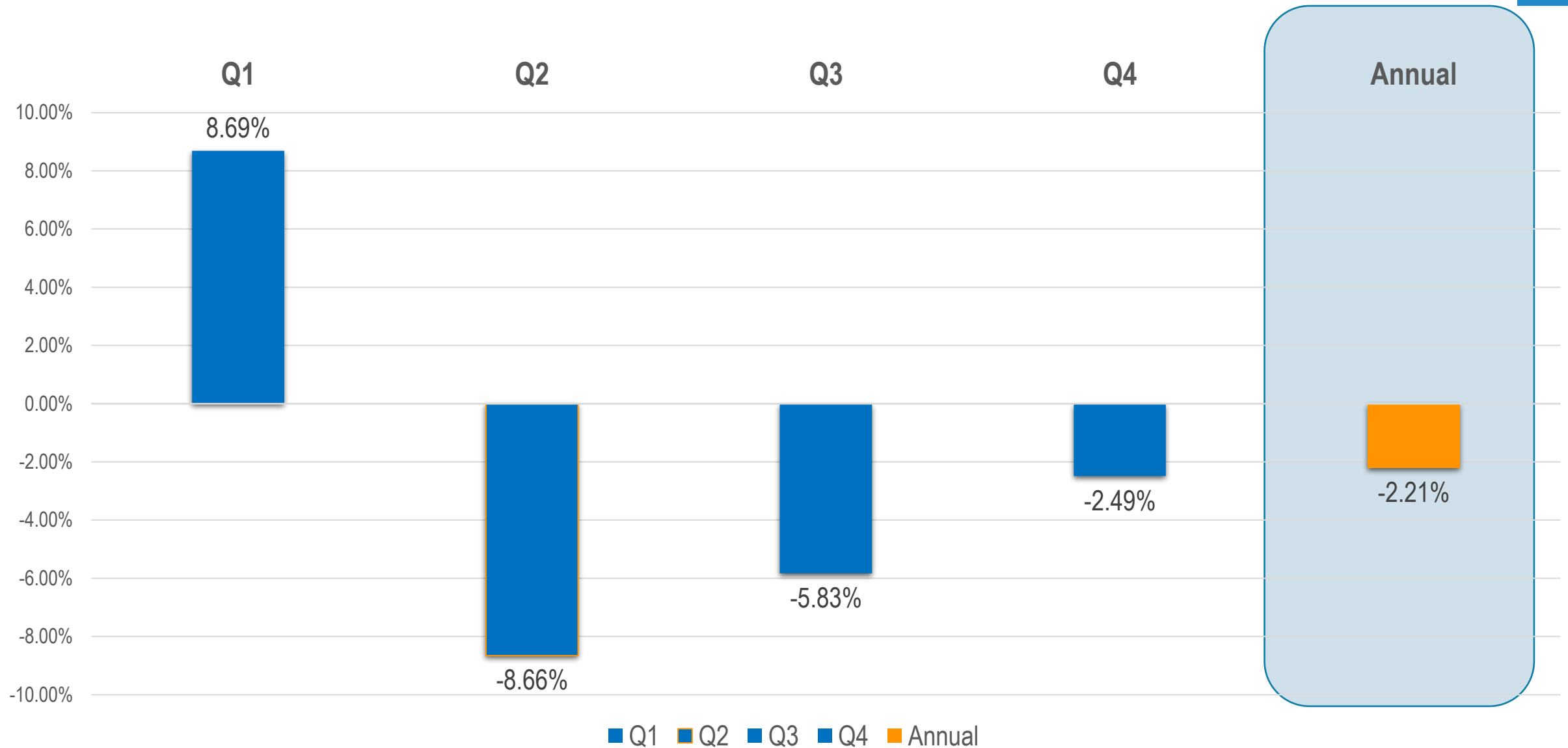


Wet bulk vessels calls in 2020 (% change over 2019)

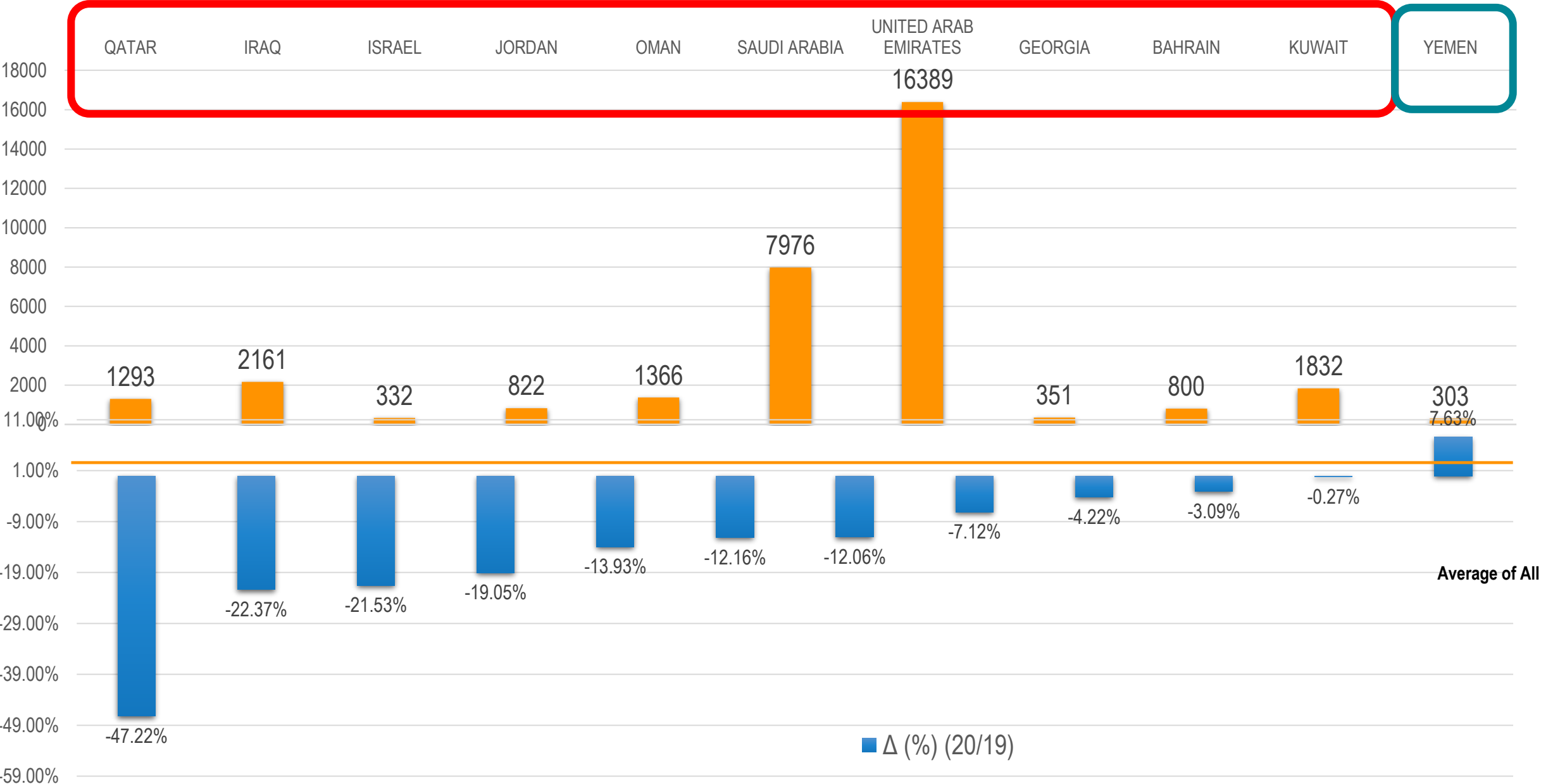


Source: UNCTAD (in progress) maritime transport component of the UNDA project "COVID-19 Response on Transport/Connectivity and Trade".

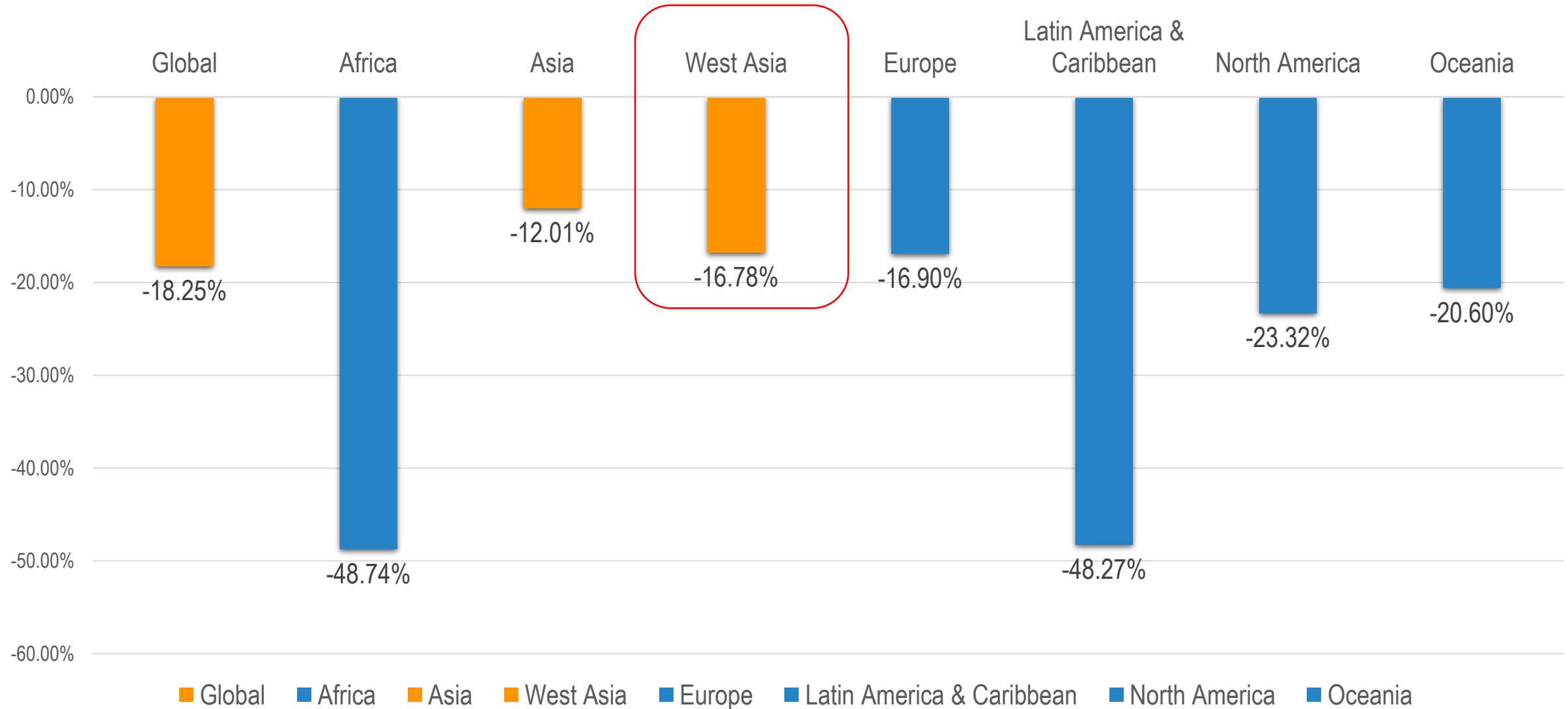
Wet bulk vessels calls in 2020: West Asia (% change over 2019)



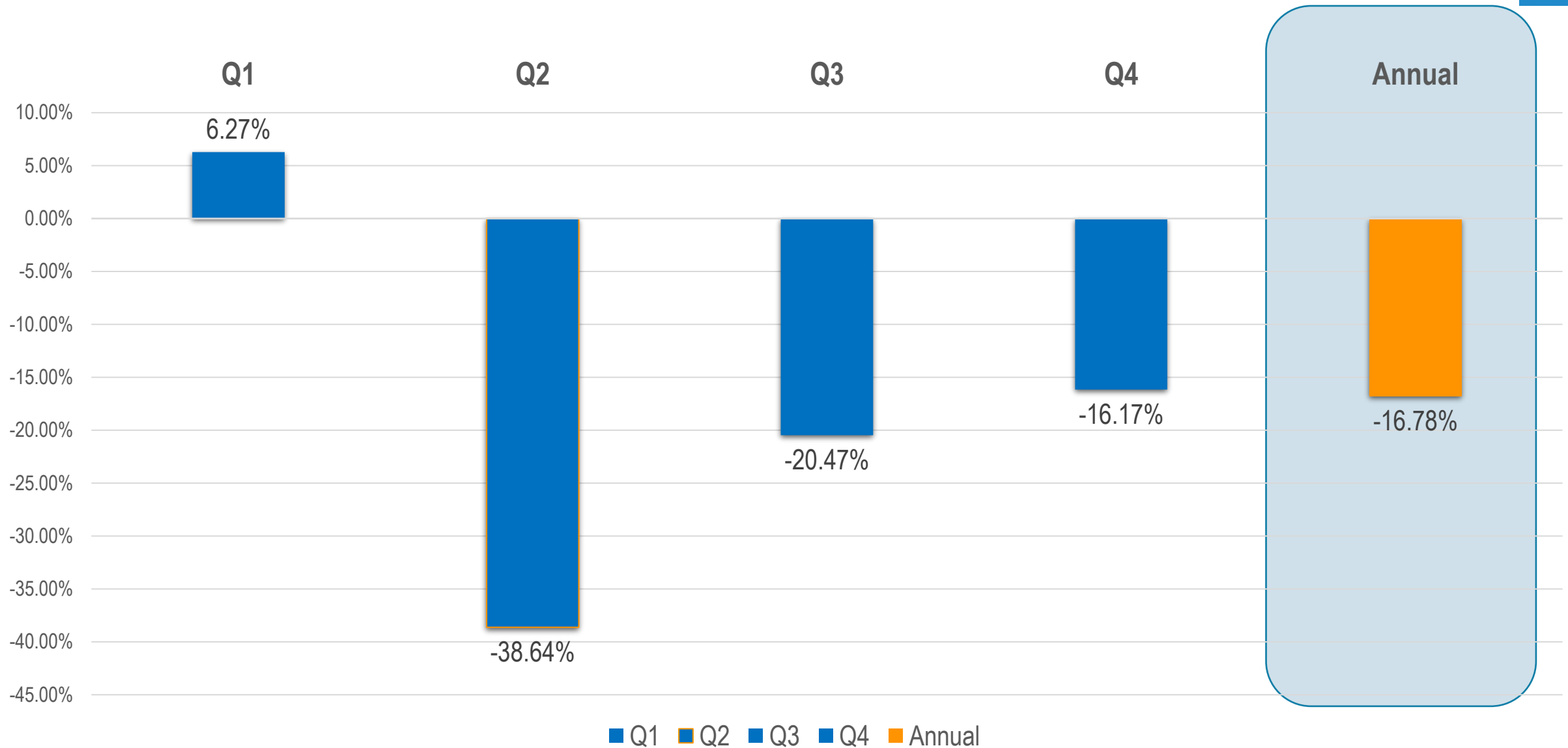
Wet bulk vessels calls in 2020: West Asia per country (% change over 2019)



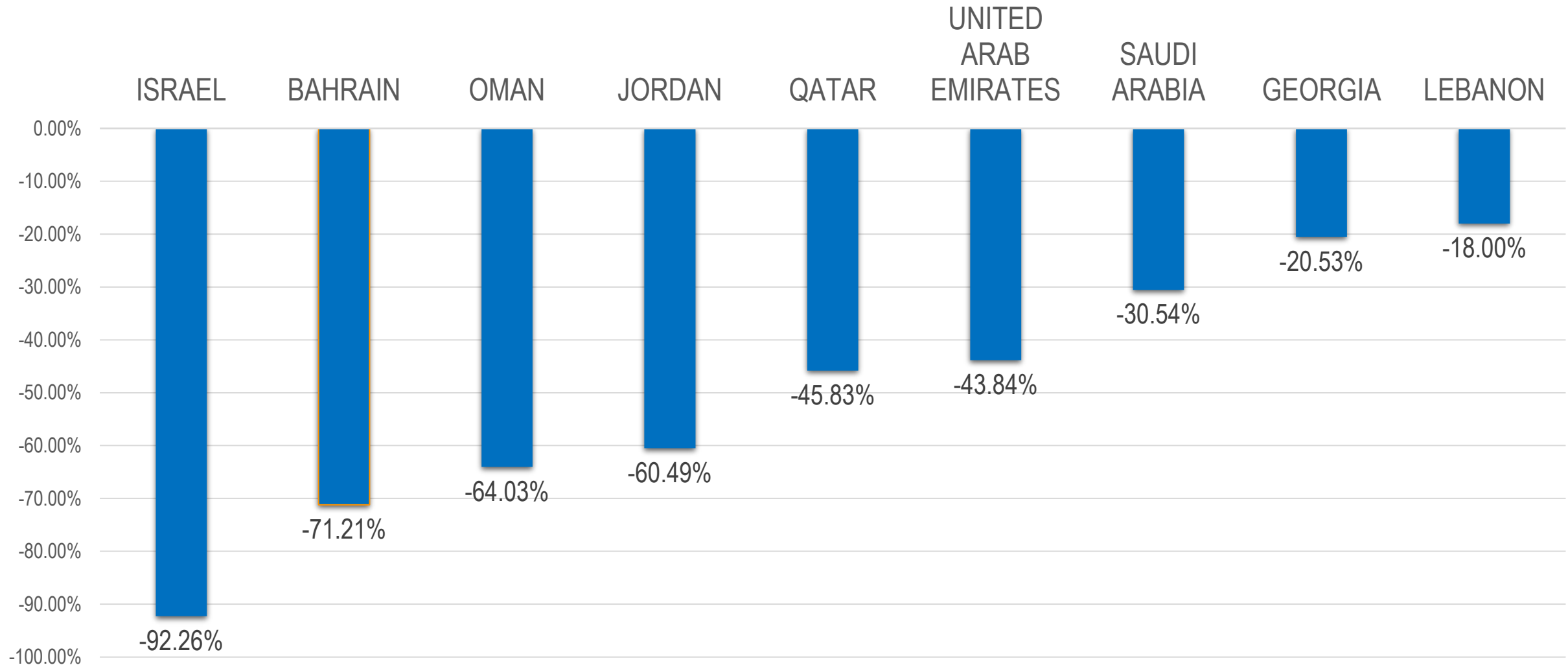
Passenger vessel calls in 2020: West Asia vs Globe (% change over 2019)



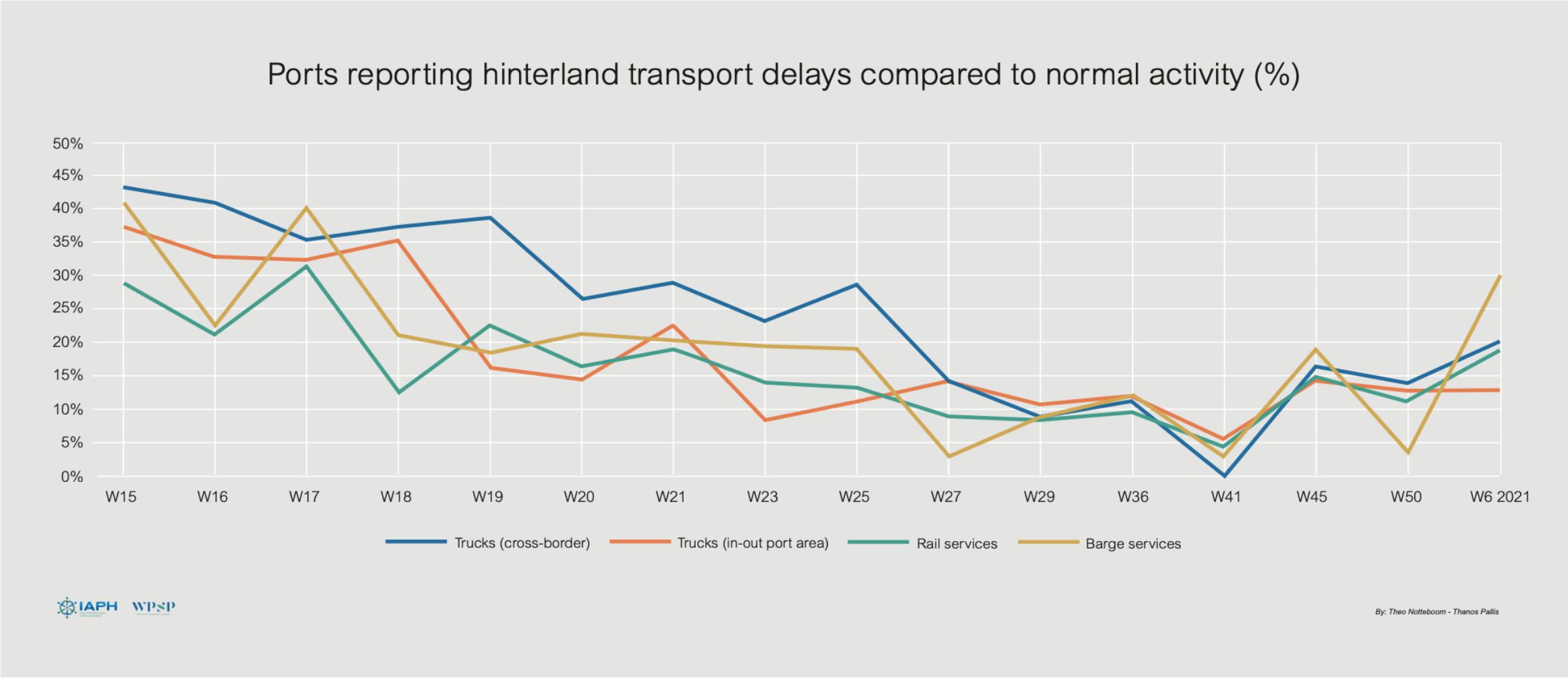
Wet bulk vessels calls in 2020: West Asia (% change over 2019)



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.**