

COVID-19's Impact on the Marine Transportation System





About the World Shipping Council

- Coordinated voice for international liner shipping on public policy:
 - Economic regulation
 - Country/Region regulation
 - Asia, EU, US
 - Cargo and maritime security
 - Customs matters
 - Cyber security
 - Environmental impacts
 - Maritime Safety
- Formed in 2000
- Headquartered in Washington, D.C.
- Brussels office opened in 2007
- Singapore office opened in 2018
- 19 member companies
 - ~ 90% of global liner shipping capacity





World Shipping Council Members

























































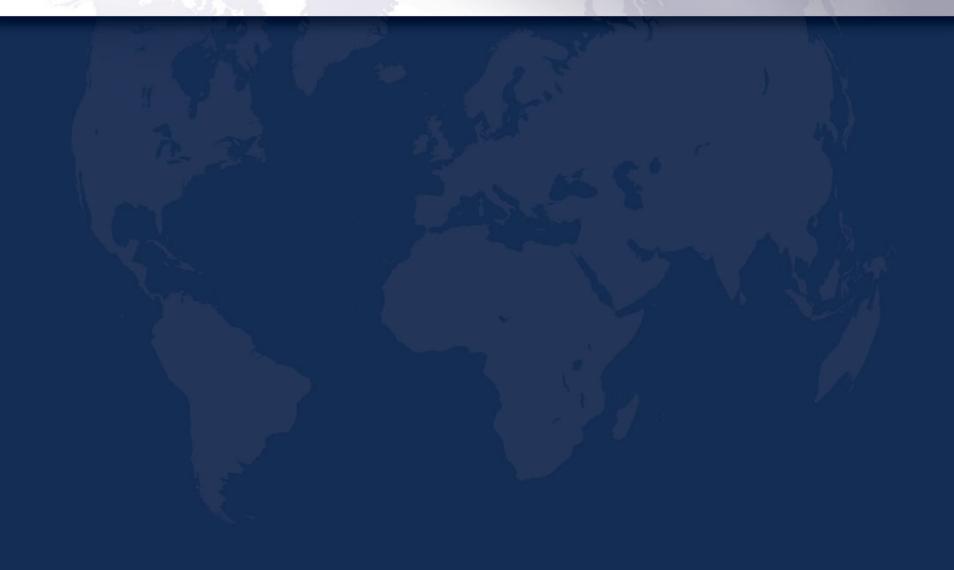








Defining Demand and Services in a COVID-19 world





IAPH-WPSP Port Economic Impact Barometer

WPSP-IAPH COVID-19 Dashboard Week 15 Week 16 Week 17 Week 18 Week 19 Week 19 World World World World World Europe April 6 April 13 April 20 May 4 April 27 May 4 Container vessels 39% 45% Ports with decline in vessel calls (last week Other cargo vessels 41% 39% 47% 44% 42% 62% compared to normal conditions, %) 85% Passenger vessels 22% 33% 20% 19% 9% 49% Container vessels Ports with extra 23% 7% restrictions on vessels Other cargo vessels 47% 34% 25% 20% (last week, %) 51% 38% 31% 26% 25% Passenger vessels 30% 42% 35% 33% 27% 27% 18% Container vessels 17% 28% 32% 30% Port call delays due to Other cargo vessels 35% 25% extra procedures (last 53% 40% 44% 34% 12% Passenger vessels week, %) 27% 21% 19% 21% 16% 17% Inland barges Trucks (cross-border) 43% 41% 35% 37% 38% 35% Hinterland transport 37% 33% 35% 35% 16% 14% Trucks (in/out port) delays (last week compared to normal Rail services 28% 21% 32% 13% 23% conditions, %) Inland barge services 41% 23% 40% 21% 19% 13% 35% 34% 33% 25% 25% 21% Foodstuff & medical supplies Ports facing high capacity utilisation of Consumer products 27% 28% 25% 13% warehousing and 21% 22% 20% 15% 20% 7% storage facilities (last week, %) 17% 4% 16% 17% 13% 12% Dry bulk Dock workers 16% 19% Technical-nautical services 9% 4% 12% 11% 7% Ports facing shortages 8% 10% 4% 7% Harbour master services in port-related workers (last week, %) 22% 26% 16% 10% 21% 16% 12% Truck drivers no data MIAPH WPSP Results based on surveys of ports worldwide, five weeks to May 4, 2020



Public Policy Challenges

Personnel

Port fluidity

 Avoiding unintended consequences



Personnel – Crew Changes



IMO issues <u>Recommended Framework of Protocols for</u> <u>Ensuring Safe Ship Crew Changes and Travel During</u> <u>the Coronavirus (COVID-19) Pandemic</u>



Personnel - Shipboard Interface



IMO issues <u>COVID-19 related guidelines for ensuring a</u> safe shipboard interface between ship and shore-based personnel



Port Fluidity

- Define supply chain workers as essential personnel
 - Keep healthy & working with adequate PPE and testing
- Avoid misguided policies on detention & demurrage
- Limit restrictions on vessels to those absolutely necessary





Avoid Unintended Consequences

Consider impacts to the entire supply chain before taking action.





Questions and Discussion

For more information visit www.worldshipping.org
or email infoATworldshipping.org