



IMPACTS OF COVID ON PORTS' OPERATIONS

PORT KLANG VIDEO CONFERENCE

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INTERNATIONAL HARBOUR MASTERS ASSOCIATION

- The International Harbour Masters' Association is the professional body for those with responsibility for the safe, secure, efficient and environmentally sound conduct of marine operations in port waters.
- With members in more than 50 countries, the Association brings together Harbour Masters and all those who hold a managerial position in aspects of the control of marine operations within a port.

HARBOUR MASTER

ROLE

The position of Harbour Master normally carries statutory requirements and duties as part of the role.

The Harbour Master has a key role to play ensuring that people living and working in or close to the port, the port's staff, customers or visitors to the port environment can go about their business safely.

Harbour Masters must be familiar with all relevant safety, environmental and health laws at the international, national and local level.

KEY AREAS OF RESPONSIBILITY

- Regulation of marine traffic within the Port
- Management of all vessel movements
- Emergency Planning
- Port Security
- Quayside and Terminal management
- Strategic Port Planning
- Safety management
- Business development and support



DEPTH OF PROFESSIONAL RESOURCES

- The IHMA has over 250 members
- IHMA membership is global and multi-national
- IHMA members are experts in port operations, some with specific maritime expertise, many with a broad range of port management expertise
- A global support network exists with IHMA
- The global nature of the association allows for national, regional and global expertise within the knowledge circle
- IHMA is a respected body in the global maritime structure
- IHMA is involved in many international maritime initiatives with IMO, PIANC, IALA and have contributed to setting many of today's accepted standards in Port Operations.

IMPACT OF COVID – MARINE TRAFFIC

- The COVID-19 pandemic affected global trade flows at an unprecedented speed and scale. During the pandemic, access to essential goods and medical items has been secured largely by the ability of the maritime supply chain to quickly adapt.
- The impact on trade is deeper than the one observed during the financial crisis of 2008- 2009
- When countries started to impose economic and social restrictions and lockdowns we saw in the second quarter, the number of calls fell by 17 per cent, or 95,206 calls less than the same period in 2019.



Source: UNCTAD calculations, based on AIS data collected and provided by MarineTraffic.
 Note: Data for Q2 of 2020 are preliminary. They are based on Weeks 13 – Weeks 24 and are compared with the same weeks of 2019.

| ALL | Australasia & Oceania | Europe & Med | Far East | Gulf & Indian SC | Latin America | North America | Sub Saharan Africa |
|------------|-----------------------|--------------|----------|------------------|---------------|---------------|--------------------|
| Calls 2020 | 24.128 | 418.531 | 334.405 | 60.108 | 66.540 | 88.507 | 24.728 |
| Calls 2019 | 27.523 | 485.882 | 334.776 | 62.143 | 75.394 | 100.242 | 27.372 |
| Total | -12,3% | -13,9% | -0,1% | -3,3% | -11,7% | -11,7% | -9,7% |

IMPACT OF COVID – MARINE TRAFFIC

- Economic disruptions affected some sectors more than others.
- The pandemic's impact on maritime trade varied across regions (Europe and the Mediterranean experienced a major drop in ship calls in first quarter 2020).
- The shipping industry managed to mitigate disruptions and consequently supply chain was retained with no major impact for the end consumers (in respect to goods availability).

IMPACT OF COVID – PORTS “ESSENTIAL SERVICES”

- Port services were “essential services”. slightly undermined productivity levels during the first weeks until the procedures and protocols became the “new normal”.
- Port operations were also adjusted to enable implementation of the required social distancing and sanitary protocols, such as the use of facemasks. Several port terminal operators reorganized their work to allow for longer shift changeover times due to both social distancing and need for cleaning equipment and operational vehicles (ship-to-shore cranes, vans, side and front loaders) used by workers before each shift change.
- Overall, disruptions caused by the COVID-19 pandemic did not result in significant extra delays. Ports that had adjusted their operations have recorded only minor delays.



IMPACT OF COVID – EMERGENCY RESPONSE STRATEGIES “COORDINATION & COLLABORATION”

- Ports adjusted their communication strategies as part of their crisis management plans. Managing the risk perception, by way of clear and transparent communications has been key to preserving reputation, and ensuring business continuity.
- Adjustments to working conditions were introduced across ports, terminals, depots, warehouses, trucking, rail and barge activities, which continued their operations during the crisis as permitted by governmental rules.
- In the Republic of Korea, the port of Busan launched a COVID-19 Special Response Team responsible for the provision of round-the-clock emergency hotline for staff and customers; the monitoring for new COVID-19 cases, and the tracking and analysis of health reports by maritime labor staff.
- Ports proceeded with the deferral of rents and charges for port operations.



IMPACT OF COVID - DIGITALIZATION

- The pandemic has driven many ports to transition to digitalization at a faster pace and develop their global connectivity, digital development, AI and automation of their operations.
- Ports with good quality management systems and enhanced digitisation standards have benefitting from greater operational efficiencies and were less impacted by the pandemic.

IMPACT OF COVID - SEAFARERS

- Over 400,000 seafarers stranded at sea
- Crew changes (repatriation) have been and continue to be a major challenge for maritime transport.
- Shore leave
- Vaccination
- Despite efforts at the international level to address the crew changes problem, the issue remains a concern.

IMPACT OF COVID – IHMA BENEFITS

- Guidance and expertise (Access to Secretariat and Council)
- Peer-to-Peer sharing (Biennial Congress, members' Forum, webinars)
- Standards, procedures and protocols (members' library of documents)
- Interface with international organizations (IMO, WHO, WCO, etc.)
- Professional development (HM Diploma, CDP tool, job adverts)

END

Contact: Mme Sabrina Delelis

T +44 (0)1737 201482

E secretary.ihma@harbourmaster.org

W www.harbourmaster.org

