

# Freight transport reactivation after Covid-19



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## Freight transport reactivation after Covid-19

Direct impact of Covid-19 in port and maritime trends

### ACCUMULATED TRAFFIC JANUARY-MARCH (2019-2020)

Container	<b>-14,0 %</b>
New cars	<b>-17,3 %</b>
Ro-ro traffic (UTIs)	<b>-1,6 %</b>
Liquid bulk	<b>+0,4 %</b>
Solid bulk	<b>-8,1 %</b>



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Indirect impact of Covid-19 in port and maritime trends

### MEGATREND GROUP

### SAMPLE OF MEGATRENDS

### IMPACT OF COVID-19

#### Environment and energy

- More sustainable energy mix
- Increase of electric mobility

#### Societal and consumption patterns

- Local for local
- Servitisation

#### Macroeconomics and geopolitics

- Strong growth of emerging markets
- Lower growth of advanced economies

#### Evolution of supply chains

- Global disruptions
- Value chains digitalisation

#### Maritime and ports

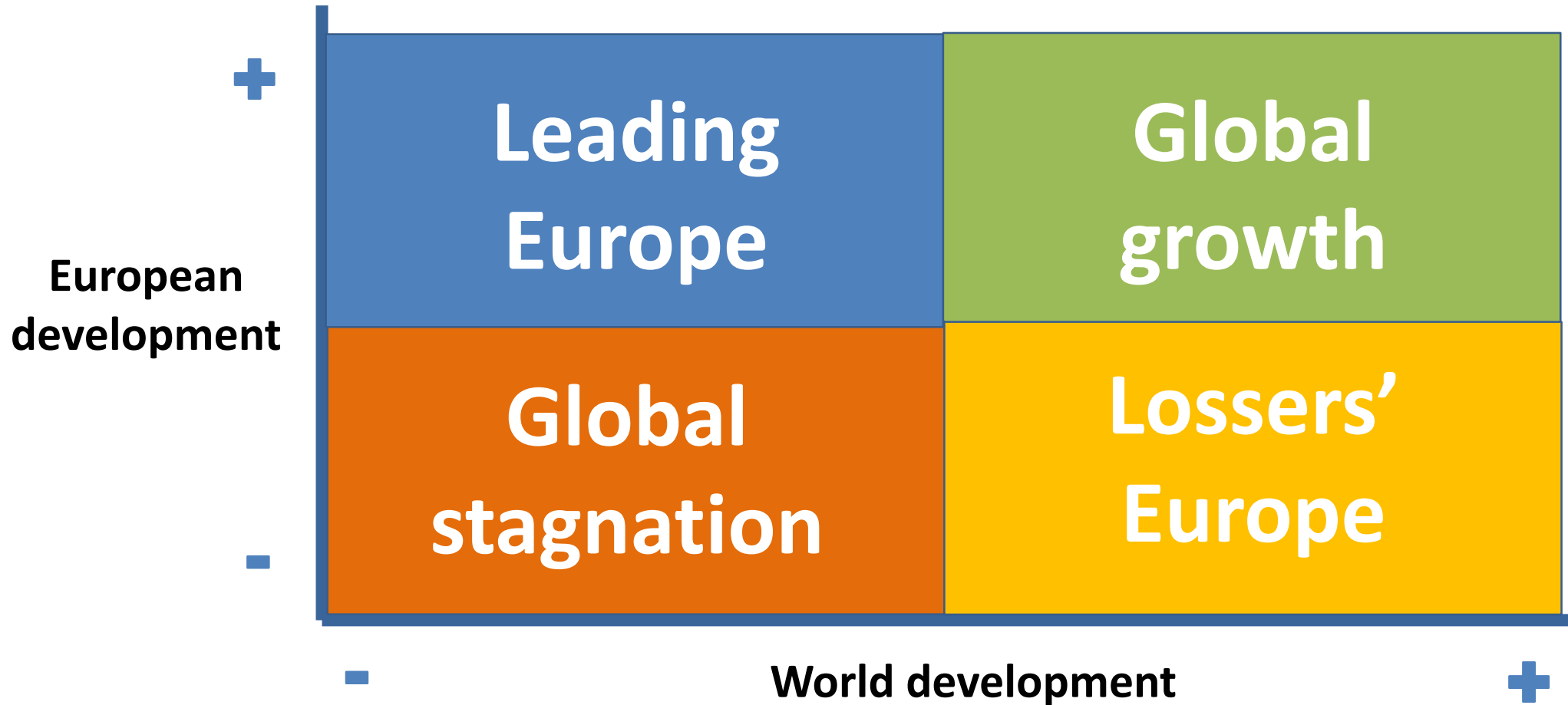
- Increase in ship size
- Shipping sector concentration





## Freight transport reactivation after Covid-19

New possible scenarios (before Covid-19)





# Freight transport reactivation after Covid-19

New possible scenarios (with Covid-19)

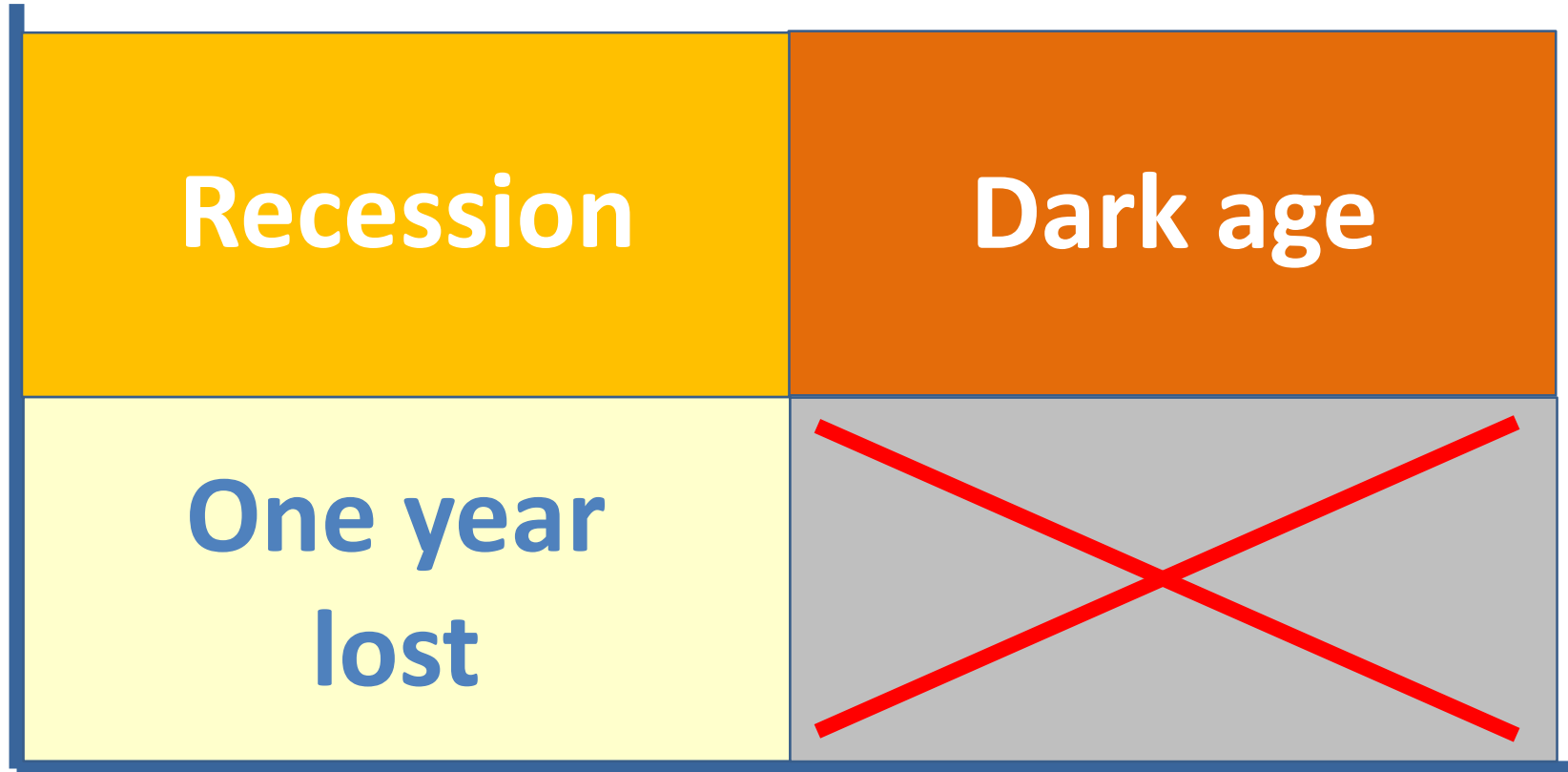
Slow recovery  
 Panic in tourism  
 High unemployment  
 Sectors closed

**+**

**Impact on industry**

Quick recovery  
 Tourists not afraid  
 Low unemployment  
 Few companies close

**-**



**-**

Seasonal  
 Non recurrent  
 Early vaccine  
 No mutations

**Duration**

Non seasonal  
 Recurrent  
 Non useful vaccine  
 Mutations (worse versions)

**+**



## Freight transport reactivation after Covid-19

### Short term impact on ports

- Less traffic and less income
- More affected sectors: cruise, automobile, container,...
- Less affected sectors: bulk, food,...
- Financial quick actions from public sector
- Less congestion, less emissions, less pollution,...
- Some specific traffics are growing



## Freight transport reactivation after Covid-19

### Long term impact on ports

- Logistics follows industry and consumption
- Some sectors may suffer a dramatic impact
- Maybe, public investment substituting private investment
- Energy transition in ports may be slowed or stopped
- Expected developments may be stopped
- Look for new (non-traditional) businesses
- Probably more short sea and less deep sea
- Strategic drivers for ports: diversification, digitalisation, resilience, new business models, sustainability, flexibility,...



# Thank you

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