COVID-19 Impacts to U.S. Port Cargoes
Updated May 20, 2020

- Containerized cargo at U.S. ports is down approximately **20-25% from the same time periods in 2019**.
- Blank sailings, where ships cancel port calls, resulted in a **revenue loss of roughly $300,000** per blank sailing at large U.S. ports.
- Roll-On/Roll-Off (Ro-Ro) cargos, principally automobiles, are seeing major reductions. While various automobile-handling ports on the East Coast are experiencing declines in the neighborhood of 20% or more, West Coast ports that primarily move **cars to and from Asia**, have been hit harder. One West Coast port is experiencing a **90% reduction**, with only **1-2 ship calls in May verses the average of 4 ship calls per week**. Most U.S. car manufacturers are slowly **beginning to resume production** or are working on plans to resume. Some car manufacturers in Germany and Sweden have restarted production in May but those cars will take two months to reach the U.S.
- Bulk cargo movements at U.S. ports year-to-date have declined **15-25% over 2019**. Bulk cargoes include agricultural products, energy commodities such as oil and coal, as well as chemicals.
- **Break-bulk cargoes, such as non-containerized industrial items, are down 27% year over year**, at one Gulf Coast port
- Tourism port terminals are completely closed. Obviously huge impacts to major tourism ports, but an additional example - one Gulf Coast port said this represents 20% of its annual revenue.
- Small ports around the country are especially hard hit, where there are often only one or two types of cargo and if demand drops they go to zero. There are over 800 of these ‘emerging harbors’, processing less than 1 million tons of cargo per year, around the U.S.