

## **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) cargoes, 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 versus 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.