

COVID-19 Impacts to Port Cargoes

Updated April 30, 2020

- ✦ Containerized cargo is down **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 ports
- ✦ Roll-On/Roll-Off cargoes, principally automobiles, are seeing major reductions. One port projects that they will only **1 ship call in the month versus the average of 4 ship calls per week**. US car manufacturers have stopped production and the vehicles in the supply chain are wrapping up. Some car manufacturers in Germany and Sweden are talking of restarting production in May but that will take 2 months to reach US.
- ✦ Bulk cargo movements 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, 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 their 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 US.