

# SUMMARY OF PRESENTATION

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### Maritime Transport BC, DC and AC

#### **Keywords: Digitalization, Covid-19, Decarbonization, Port Calls**

The presentation will cover three phases:

- BC, i.e. before Corona.

We will discuss long-term trends in maritime transport and international logistics, the elasticity of trade and economic development, the process of concentration in the maritime business, digitalization, and the structure of the liner shipping network.

In the 2nd quarter of 2020, there were 939 container ports in the world that received regular liner shipping services. If all ports had direct services between each-other, there would be 440,391 direct port-to-port liner shipping connections. In reality, however, only 12,748 port pairs have such direct connections, i.e. 2.9 per cent of the theoretical total. For trade between the remaining 97.1 per cent of port pairs, containers need to be transhipped in other ports. The least connected port pairs require up to 6 transhipments, with 7 direct port-to-port services and 14 port moves for one trade transaction.

- DC, i.e. during Corona.

We present latest data on port calls and seaborne trade in 2020. Selected examples across regions are pointing to some common patterns but also differences and volatility in container port calls. Most regions have seen some recovery starting in the third quarter of 2020, both in absolute numbers and compared to 2019 levels. Diverging and volatile port call patterns across regions observed since June 2020 underscore the fragility of the apparent recovery and the presence of factors that extend beyond the pandemic and the lockdowns. Not all weekly changes in port are the result of the COVID-19 disruption. Seasonal factors such as those due to the Chinese New Year are also at play. Furthermore, trade policy changes resulting in shifting trade patterns and regulatory measures that affect shipping and ports can also affect port calls.

- AC, i.e. after Corona:

It will be important to lock-in the advances made in digitalization during lock-down. Many trade facilitation solutions have become more important as carriers, ports and traders aim at the dematerialization of processes. In the longer term, the need to decarbonize shipping will re-emerge as the main challenge for the sector.