CaaS Nordic Webinar
Transport in pandemic times – current situation, outlook

Prof. Gernot Liedtke
The pandemic leads to „panic buying“ in Germany

<table>
<thead>
<tr>
<th>Date</th>
<th>Events</th>
</tr>
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<tbody>
<tr>
<td>2nd March</td>
<td>first cases of new COVID-19 in Saxony, Germany</td>
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<tr>
<td>8th March</td>
<td>first official death of a German due to COVID-19</td>
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<tr>
<td>16th March</td>
<td>closure of school and childcare, border controls and entry bans</td>
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<td>18th March</td>
<td>social distancing</td>
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<td>22nd March</td>
<td>extended curfew - lockdown</td>
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<tr>
<td>20th April</td>
<td>first relaxations – opening of non-food shops up to 800m²</td>
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<td>30th April</td>
<td>further relaxations</td>
</tr>
<tr>
<td>13th Mai</td>
<td>no longer systematic controls at Germany's borders</td>
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Source: Picture by Saskia Seidel

Source: dpa/ Tom Weller; Stuttgarter Zeitung
Phase 1: Just before the lockdown

Customers’ reactions:
• Bottlenecks due to panic buying in ‘brick and mortar’ shops
• Tremendous growth of e-commerce

Challenges for logistics:
• Demand for some fast moving consumer goods (FMCG) increased up to 700% (!)
=> Stress on Supply Chains
• Lack of truckers

Logistics’ reactions:
• willingness to cooperate among shippers and carriers
• ‘ad hoc solutions’ were found quickly (direct deliveries)
• quick reaction: increase of frequency and quantity
Phase 2: during lockdown and first relaxations

- Some retail sectors experienced enormous growth in demand: Supermarkets (high quality food), Do-It-Yourself Markets, furniture/living

- Some production sectors came to a standstill: Closure of production sites e.g. automotive industry; problems in international supplies coincided with the production standstill

- Bottlenecks in logistics
  - belly freight was eliminated 100%
  - Disbalance between demand and supply in the transport markets
## Mileage broken down by origin of the trucks

<table>
<thead>
<tr>
<th></th>
<th>March</th>
<th>April</th>
<th>May</th>
<th>June</th>
<th>July</th>
<th>August</th>
<th>September</th>
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<tbody>
<tr>
<td></td>
<td>2020 [1000 km]</td>
<td>2019 [1000 km]</td>
<td>Change on previous year [%]</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>national</td>
<td>2 146 717</td>
<td>2 080 259</td>
<td>-9,0 -13,3</td>
<td>5,3 -2,9</td>
<td>-5,1</td>
<td>3,4</td>
<td></td>
</tr>
<tr>
<td>foreign countries</td>
<td>1 435 289</td>
<td>1 479 381</td>
<td>-20,5 -15,9</td>
<td>-0,2 -2,8</td>
<td>-2,0</td>
<td>5,0</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>3 582 006</td>
<td>3 559 639</td>
<td>-13,7 -14,3</td>
<td>3,0 -2,8</td>
<td>-3,9</td>
<td>4,1</td>
<td></td>
</tr>
</tbody>
</table>

- drop in mileage during shutdown (April and May)
- Foreign traffic was more affected during lockdown
- regeneration of mileage in June
Phase 3: recovery!?

Lkw-Maut-Fahrleistungsindex 2020
2015 = 100

Source: Bundesamt für Güterverkehr, Bundesbank, Destatis

© Statistisches Bundesamt (Destatis), 2020
Interim conclusion

- Some struggles happened in transport logistics
- Broader crossings, disbalances supply / demand
- Resilience of logistics systems was demonstrated once again
- Other societal problems: schools, cultura sector … much more relevant

On track back to normality? What might follow next ….
Phase 4

Economic cycles of about 10 years.

Short decline of economic activity

The corona crisis might remain a „v“

It can act as a trigger for the next conjunctural crisis
Phase 4

Changes in GDP for European OECD countries

Economic cycles of about 10 years.
Phase 4

The corona crisis might remain a „v“

It also can act as a trigger for the next conjunctural crisis
Phase 4

Structural struggles for the economy ahead:

• Future of the combustion engine and employment in the automotive sector

• Stagnation of the globalisation processes („de-globalisation“)

Socio-economic pressure on freight transport

• Global warming

• External effects

.....
Phase 4

Road transport forecasts vs. development

V-shape

2nd wave, severe economic crisis
Interim outlook

- Economic development, trade and transport are closely connected
- An economic crisis (conjunctural cycle) has been expected anyway
- At the moment, we don’t see anything…
- Structural and geo-political struggles ahead

Crisis, crisis .... or are there chances?
Developments under the radar…