

For a world
in motion



COVID-19 Impacts on the Road Transport Industry

IRU Intelligence Report

Executive Summary
June 2020

Executive Summary

COVID-19 impacts on commercial road transport

The road transport industry is one of the sectors most impacted by COVID-19. This is caused by transport and movement restrictions put in place by countries to manage the pandemic, resulting in disruptions to supply chains and mobility networks and the overall economic slowdown.

This has seriously affected transport operator finances, including revenue and cash flow, moving many companies closer to bankruptcy. With road transport a fundamental driver of economic and social activity, the recovery from COVID-19 in countries all over the world is at risk.

- Goods transport losses globally are expected to exceed EUR 550 billion, with annual turnover down 18%
- Passenger transport losses in Europe are expected to exceed EUR 80 billion, with annual revenue down 57%

This executive summary presents a snapshot of a detailed report assessing the impact on passenger and freight transport companies from 77 countries across six continents, as well as restrictions and facilitation measures. It combines an in-depth survey of IRU members, as well as macro-economic research and analysis.



COVID-19 CHECKPOINT
AHEAD 1 MILE
OTHER VEHICLES RT LANE

COVID-19 impacts on global road freight transport

Globally, the estimated average decline for goods road transport in annual turnover for 2020 is currently -18%.

Causes

- Movement restrictions
- Health screening
- Border controls and closures

COVID-19 impact on road freight transport

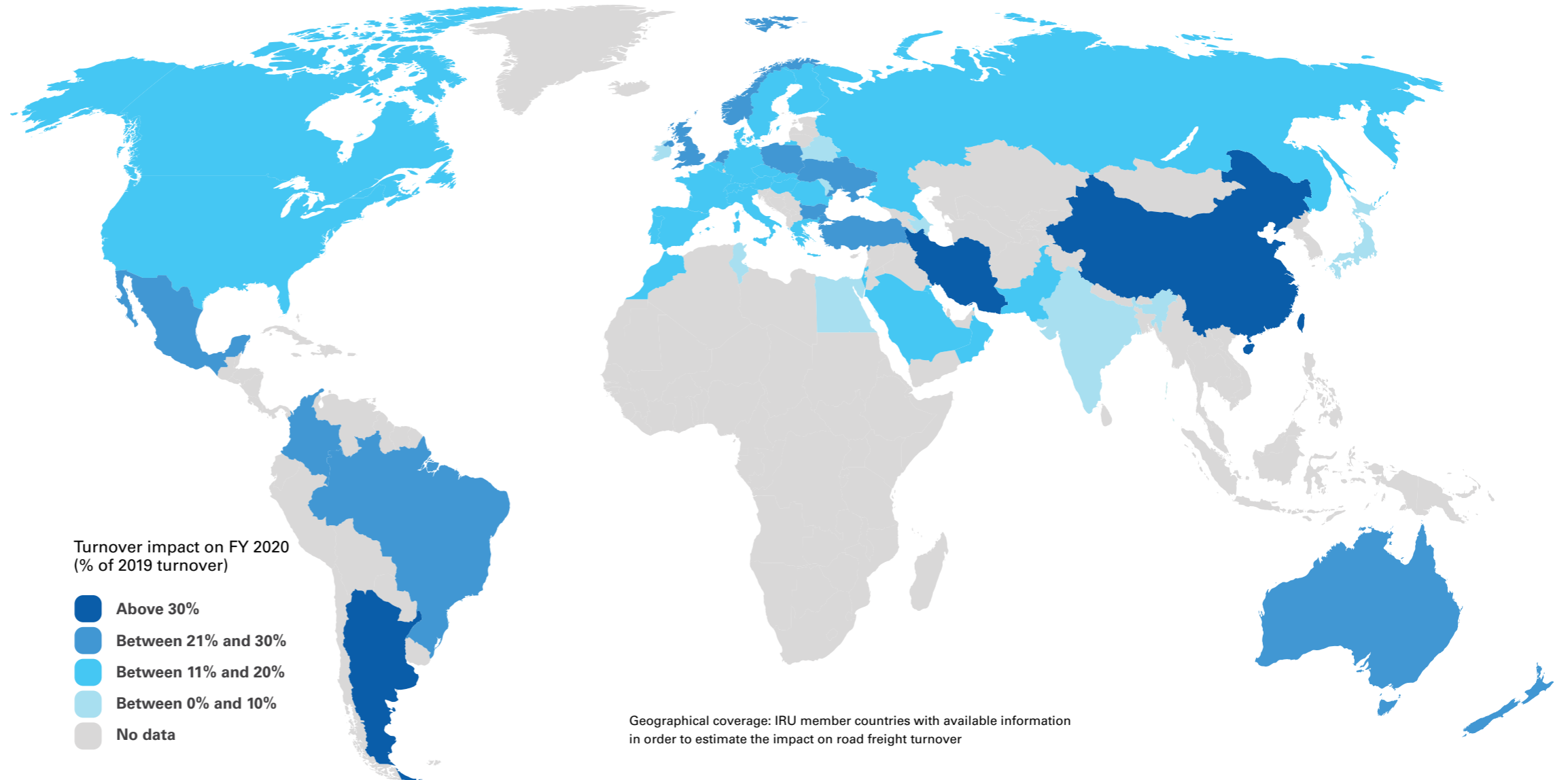
Impact on FY 2020¹

-551B€
(-18%)

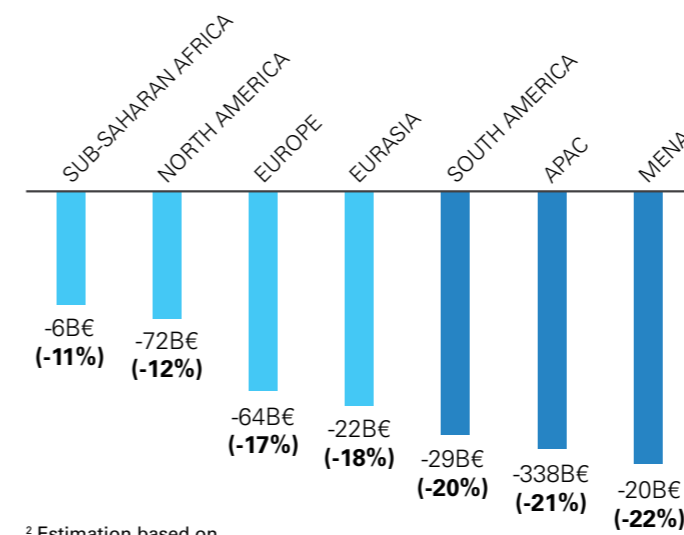
¹ Estimation based on 78 major economies, where the road freight annual turnover represents 3% of the nominal GDP

Turnover impact on FY 2020 (% of 2019 turnover)

- Above 30%
- Between 21% and 30%
- Between 11% and 20%
- Between 0% and 10%
- No data



Turnover impact by region on road freight transport – FY 2020²



² Estimation based on 78 major economies

Estimated impact on road freight turnover in FY 2020 as of April 2020



Top facilitation measures

- Exemptions on rules governing driving and resting times
- Extension of driving licenses and certificates



Top restriction measures

- Additional controls at border crossings and insufficient implementation of “green lanes”
- Mandatory truck convoys
- Systematic quarantining of drivers

Geographical coverage: IRU member countries with available information in order to estimate the impact on road freight turnover

COVID-19 impacts on European road passenger transport

In Europe, the estimated average decline for passenger road transport in annual turnover for 2020 is currently -57%.

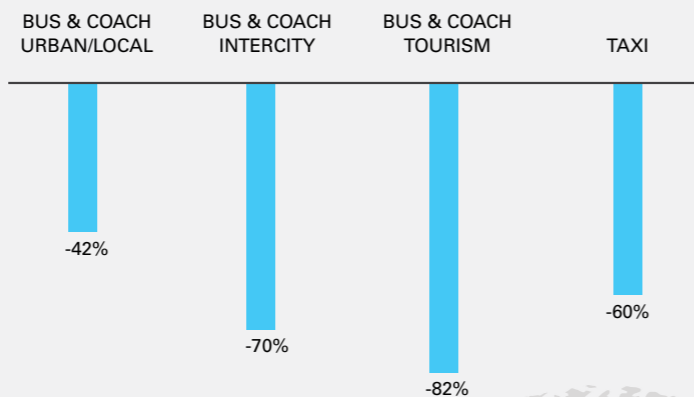
Causes

Ban of public transport and international movements across Europe, with the highest impact on the tourism sector.

Most impacted

Bulgaria, Spain, Sweden and the UK.

Impact on 2020 passenger transport turnover by segment

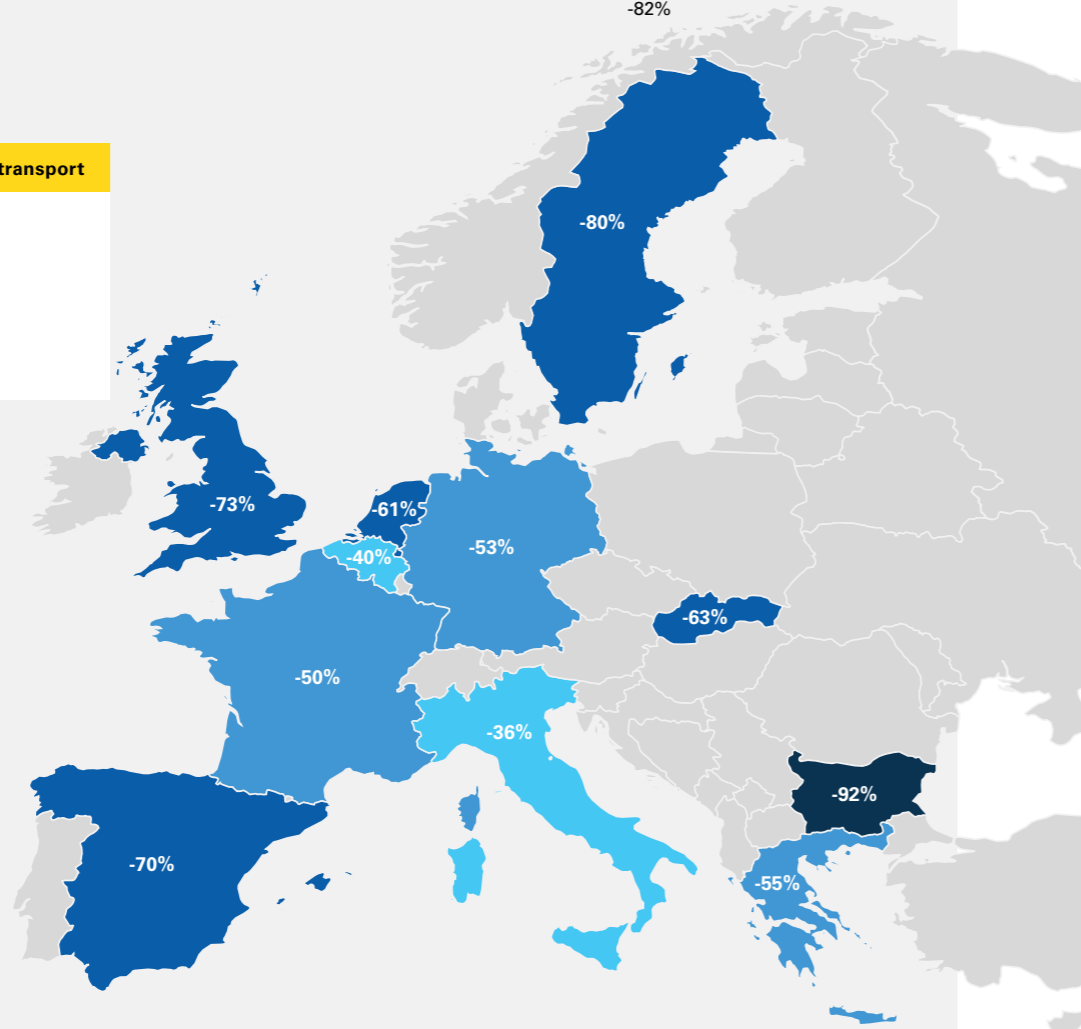
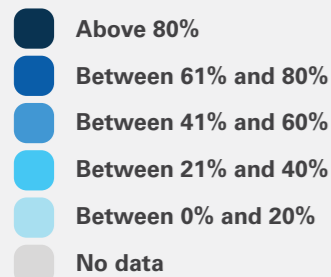


COVID-19 impact on road passenger transport

Impact on FY 2020¹

-81B€
(-57%)

¹ European Union (27) + UK, where the road freight annual turnover represents 1% of the nominal GDP



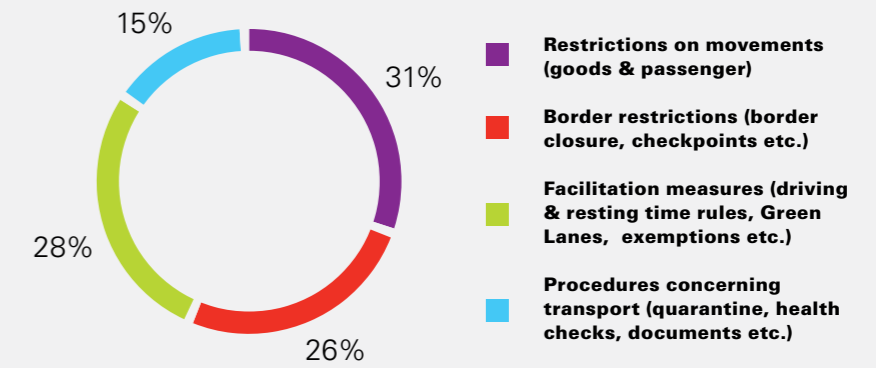
Responses to COVID-19 from governments

The first implementation of measures **started in mid-March**, mainly driven by China and neighbouring countries as well as European countries.

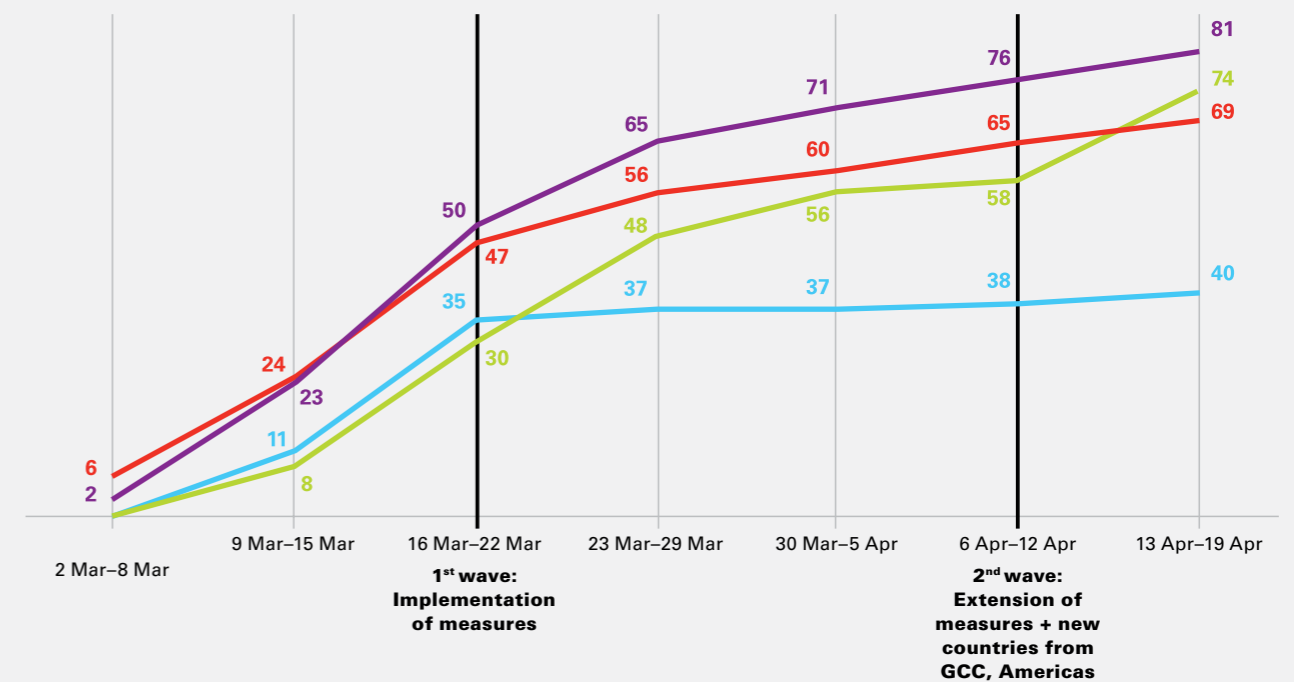
Political responses cover a wide range of measures, with restrictions outweighing facilitation measures.

There was an incremental increase of restrictions over time.

Share of restrictions vs. facilitation measures



Number of restrictions and facilitation measures



Geographical coverage: IRU member countries

Source: IRU Flash Info monitoring. Info based on membership information. COVID-19 monitoring info started on 2 March

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