

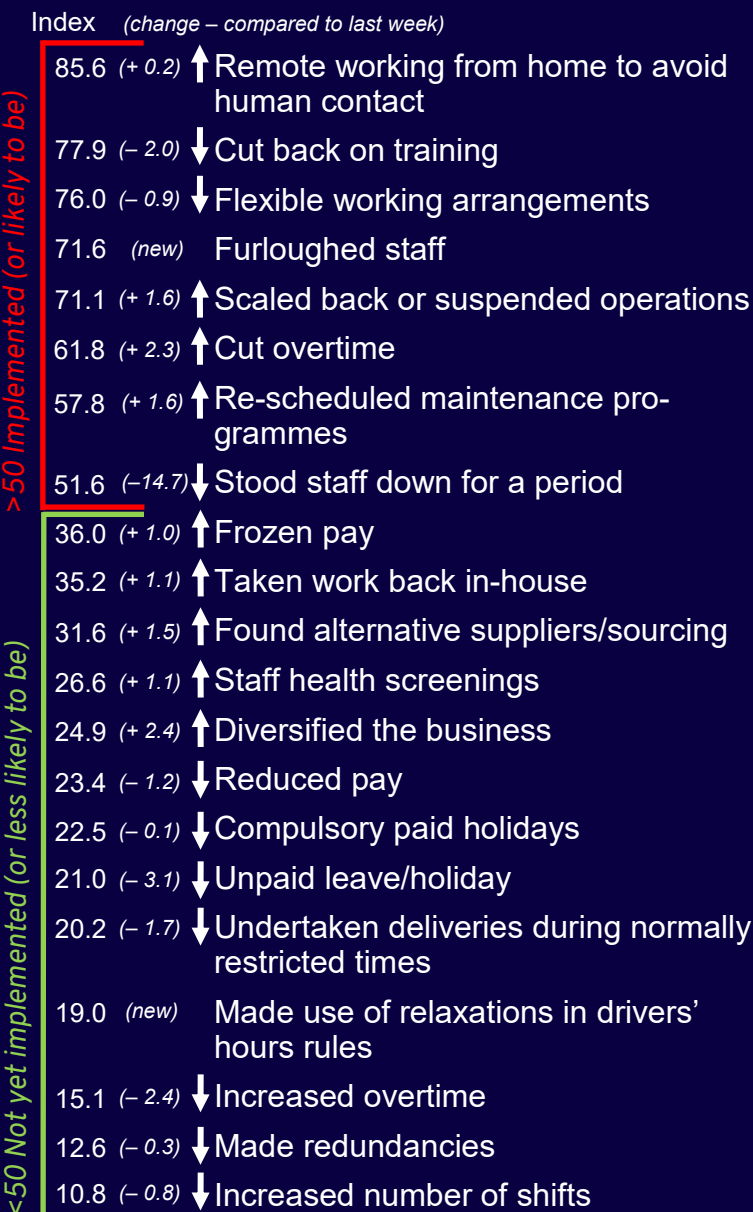


Coronavirus Logistics Impact Survey: 14 April 2020

FTA's weekly Coronavirus Logistics Impact Survey focuses on identifying how operators and purchasers of logistics transport services are dealing with the coronavirus pandemic.

This fourth survey, conducted between 7 and 9 April 2020, had **over 400** respondents spanning over **18** sectors in the UK – **40%** were small businesses with less than 50 employees, while just under **one-third** were large businesses with more than 250 staff. The majority (**95%**) were concerned with domestic trade and around **a third** were also involved in importing and/or exporting. **64%** were operators of logistics transport services, with just **under one-third** both operators and users of logistics transport services.

What changes have the majority of organisations implemented?



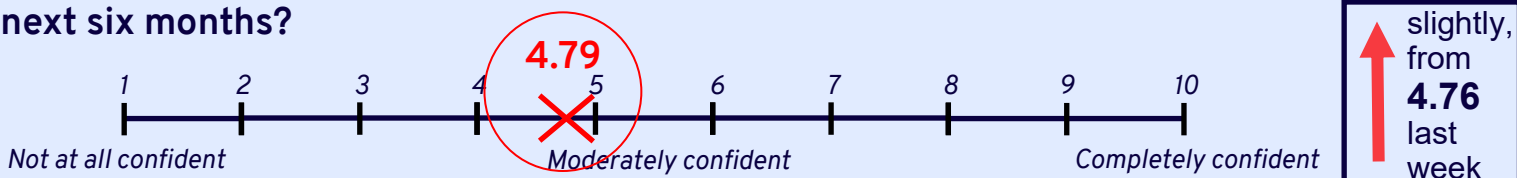
Staff in self-isolation due to coronavirus:



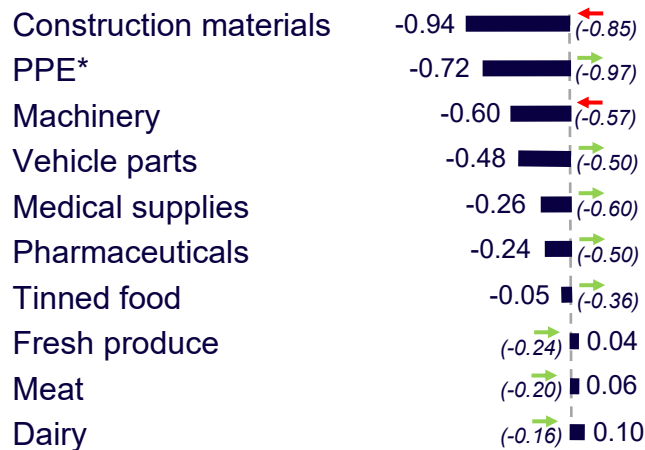
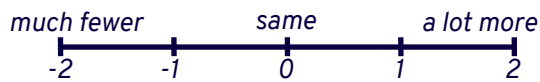
Measures in place to deal with coronavirus' impact:



How confident do businesses feel about the business outlook for their company in the next six months?



Availability of supplies (compared to last week):



*PPE = Personal Protective Equipment

Top 3 government support measures businesses will/will not pursue:

Already accessed or plan to:

1. Coronavirus Job Retention Scheme
2. Deferring VAT and Income Tax payments
3. Statutory Sick Pay relief package for small to medium-sized businesses

Do not intend to access:

1. Grant funding of £25,000 for retail/hospitality businesses
2. Self-employed income support plan
3. One year business rates holiday for retail/hospitality businesses in England

What further measures could government take to help?

53% Defer Corporation Tax payments

52% Delay employer National Insurance payments

52% Delay or prioritise driver medicals

43% Increase Statutory Sick Pay + cover for longer

39% Provide clarity on Driver CPC

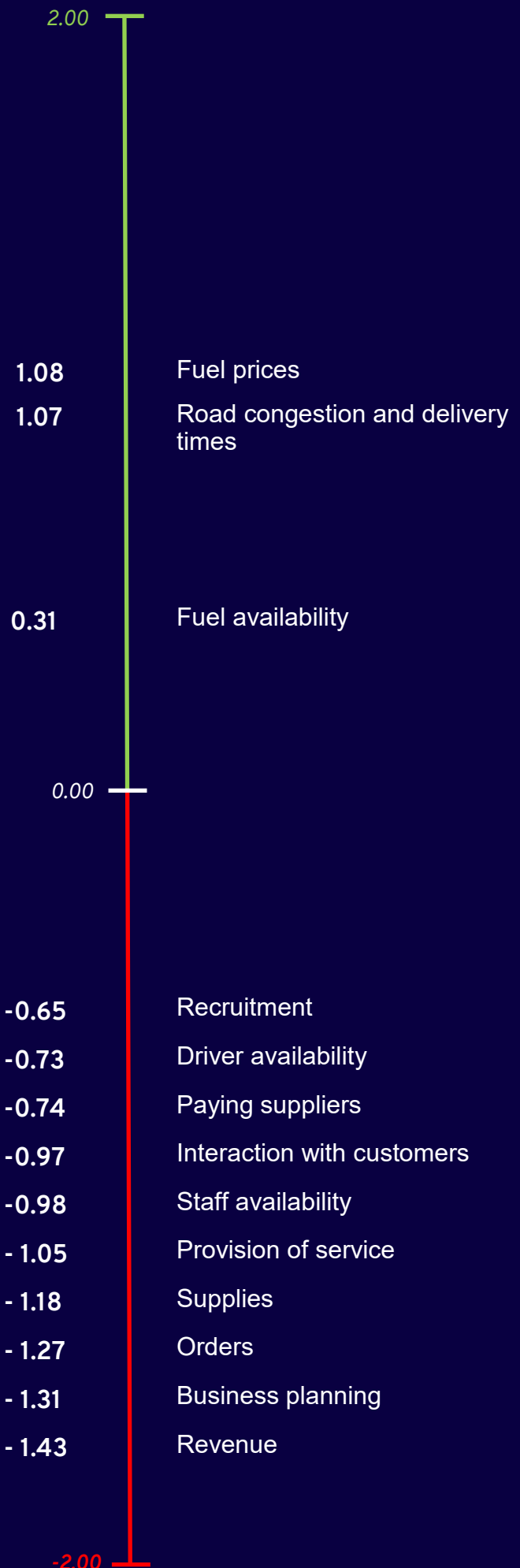
34% Defer business loan repayments

Other suggested measures included:

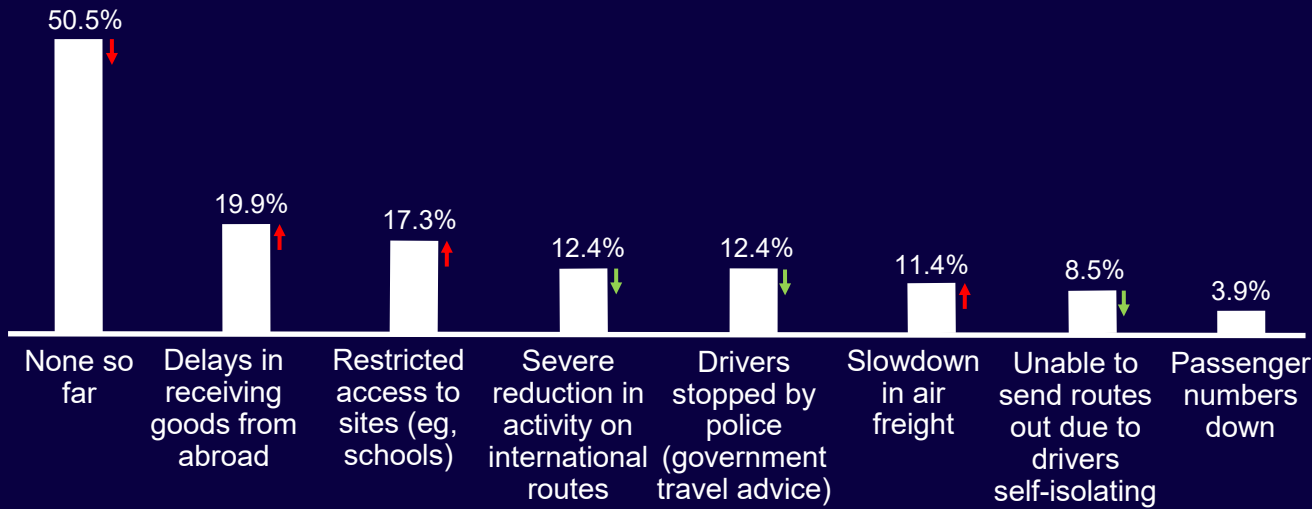
- The provision of grants, not loans
- A reduction in or break from business rates for non-hospitality industries
- A more flexible furlough scheme

What impact is the coronavirus currently having on businesses?

-2 = negative impact 0 = no impact 2 = positive impact



What specific routing or location impacts has the outbreak of the coronavirus had on the supply or movement of goods?

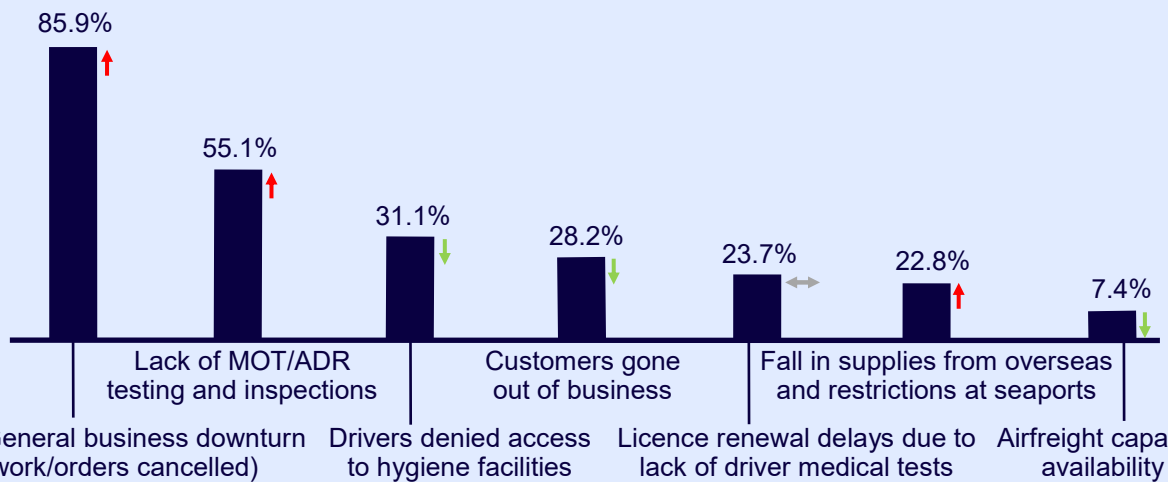


Reduced work due to business or suppliers/ customers closing was the most prevalent consequence given for "other"

Level of supply chain disruption experienced, compared to last week:

	Normal performance	Minor disruption (drop ≤25%)	Moderate disruption (drop >25% but ≤50%)	Severe disruption (drop >50% but ≤75%)	Extreme disruption (drop of 75%+)
Overall freight volumes (tonnes)	15.2% ↓	23.8% ↑	19.9% =	13.8% ↓	27.3% ↑
Freight kilometres	20.4% ↓	25.4% ↑	14.9% ↓	11.9% ↓	27.4% ↑
No. of units in use	23.1% ↓	25.8% =	14.0% ↓	10.9% ↓	26.2% ↑
Storage/warehousing	50.0% ↓	16.9% ↓	12.2% ↓	7.4% ↑	13.5% ↑
Orders for your business' services	11.9% ↓	22.2% ↓	20.7% ↓	16.1% ↑	29.1% ↑

Impacts experienced by businesses:



18,072
Vans
SORN**

25,679
HGVS
SORN**

** Due to Covid-19

Current expectations for filling vacancies due to self-isolation:

	Mechanics / technicians	Warehouse staff	Transport managers	HGV drivers	Van drivers	Forklift drivers	PSV/coach drivers
No problem	42.8% ↑	53.2% ↑	65.8% ↓	51.0% ↑	67.3% ↑	63.9% ↑	74.4% ↓
Minor problem	23.5% ↓	20.3% ↓	15.8% ↑	26.1% ↑	19.9% ↑	19.3% ↑	14.0% ↑
Moderate problem	19.9% ↑	21.5% ↑	11.3% ↓	14.1% ↓	8.3% ↓	12.7% ↓	9.3% ↓
Severe problem	7.8% ↓	3.8% ↓	3.6% ↓	5.0% ↓	3.8% ↓	1.8% ↓	0.0% ↓
Very severe problem	6.0% ↑	1.3% ↓	3.6% ↑	3.7% ↓	0.6% ↓	2.4% ↓	2.3% ↑

6.6%
of HGV drivers
require medicals
by the end of the
year

Actions businesses are taking with staff:

Have already implemented

Will implement in coming weeks

69.0%	Furloughed staff	5.2%
69.6%	Scaled back or suspended operations	3.0%
19.3%	Unpaid leave/holiday	3.4%
18.9%	Compulsory paid holidays	7.3%
9.6%	Made redundancies	5.8%

HGV drivers

14.0% furloughed
0.2% made redundant
5.7% self-isolating
29.9% require PPE

Van drivers

7.2% furloughed
0.1% made redundant
8.7% self-isolating
20.5% require PPE

Warehouse staff (forklift drivers, pickers, packers, etc.)

12.6% furloughed
0.2% made redundant
7.7% self-isolating
31.2% require PPE

Three-quarters of respondents already have, or will have in the coming weeks, furloughed staff.

There are relatively few redundancies (compared to other staff actions), in anticipation of a recovery in business volumes in the next few months when government's lockdown guidelines are relaxed, as there will be a need to react quickly.

90.3%

of respondents said the end of the drivers' hours relaxation would

NOT

have an impact on their ability to meet their required volumes.

Comments on greatest impacts and personal experiences:

"Breaks in customer supply chains because of closures"

"Limited amount of outbound work due to customers closing"

"We have had to stop all deliveries, due to sites being closed"

"All our customers have closed down for the next few weeks"

"Banks are being no help whatsoever"

"Banks want extra guarantees on loans for full loan amount or keep delaying decisions"

"Extended furlough scheme as start up will be slow and a dead stop on grants will lead to instant redundancies"

These results were collected between 7 and 9 April 2020 from answers provided by logistics businesses in our weekly Coronavirus Logistics Impact Survey – to take part, or for more information, please visit:

www.fta.co.uk/coronavirus/survey