

Baltimore Key Bridge Collapse: What It Means for Global Supply Chains

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Baltimore Bridge Collapse Reverberates From Cars to Coal

巴尔的摩大桥倒塌的影响从汽车到煤炭

- Biden vows federal support to rebuild after accident with ship

拜登誓言联邦支持船舶事故后的重建

- Disaster adds new pressure on already strained supply chains

灾难给本已紧张的供应链增添了新的压力

The 1.6 mile-long bridge collapsed in a matter of seconds. The catastrophic consequences are set to stretch out for weeks.

这座1.6英里长的桥梁在几秒钟内就倒塌了。灾难性后果将持续数周。

As much as 2.5 million tons of coal, hundreds of cars made by Ford Motor Co., and General Motors Co., and lumber and gypsum are threatened with disruption after the container ship Dali slammed into and brought down Baltimore's Francis Scott Key Bridge in the early hours

of Tuesday.

在集装箱船“达利”号撞上并撞倒巴尔的摩的弗朗西斯·斯科特基大桥后，多达 250 万吨煤炭、福特汽车公司和通用汽车公司生产的数百辆汽车以及木材和石膏面临中断的威胁。周二凌晨。

Six people were presumed dead after a search in the Patapsco River, officials said Tuesday evening. The toll could have been worse except for a mayday call from the Singaporean-flagged vessel as it lost power.

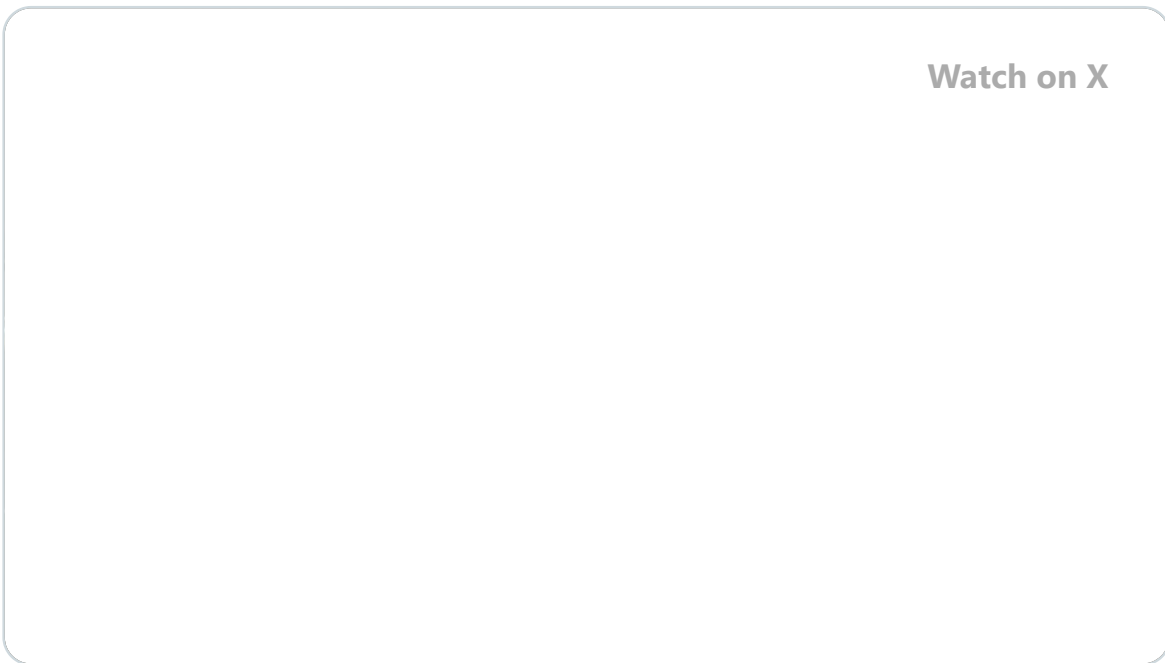
官员周二晚间表示，在帕塔普斯科河进行搜查后，推测六人死亡。如果不是这艘悬挂新加坡国旗的船只在失去动力时发出求救信号，伤亡情况可能会更严重。

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A major commuter bridge in Baltimore collapsed after being struck by a container ship, causing vehicles to plunge into the water.

Authorities are still looking for up to seven people who are believed to be in the water trib.al/yJJIFsK



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The aftermath of the bridge's collapse throws another spotlight on the fragile nature of global supply chains that have already been strained by drought in Panama

and missile attacks on Red Sea shipping by Yemen-based Houthi militants. Docks in New Jersey and Virginia face the threat of being overwhelmed by traffic that's being forced away from Baltimore, one of the busiest ports on the US East Coast.

大桥倒塌的后果再次引发人们对全球供应链脆弱性的关注，全球供应链已经因巴拿马干旱和也门胡塞武装对红海航运的导弹袭击而紧张。新泽西州和弗吉尼亚州的码头面临着交通拥堵的威胁，巴尔的摩是美国东海岸最繁忙的港口之一。

“It's a large port with a lot of flow through it, so it's going to have an impact,” John Lawler, Ford's chief financial officer, told Bloomberg TV. “We'll work on the workarounds. We'll have to divert parts to other ports along the East Coast or elsewhere in the country.”

福特首席财务官约翰·劳勒 (John Lawler) 告诉彭博电视台：“这是一个大型港口，有大量流量通过，因此将会产生影响。”“我们将研究解决方法。我们必须将部分货物转移到东海岸或该国其他地方的其他港口。”

Baltimore only handled about 3% of all East Coast and Gulf Coast imports in the year through Jan. 31, said S&P Global Market Intelligence. But it's crucial to cars and light trucks with European carmakers such as Mercedes-Benz Group AG, Volkswagen AG and BMW operating facilities in and around the port. It's also the second-

largest terminal for US exports of coal, with a shutdown potentially hitting shipments to India.

标准普尔全球市场情报公司表示，截至 1 月 31 日，巴尔的摩仅处理了今年东海岸和墨西哥湾沿岸进口总量的约 3%。但这对于梅赛德斯-奔驰集团、大众汽车和宝马等欧洲汽车制造商在港口及其周边地区运营设施的汽车和轻型卡车至关重要。它也是美国第二大煤炭出口码头，关闭可能会影响对印度的煤炭运输。

Read more: Baltimore Bridge Collapse Could Block Coal Exports for Weeks

阅读更多：巴尔的摩大桥倒塌可能会阻碍煤炭出口数周

About a dozen large vessels are stuck inside Baltimore's harbor as well as a similar number of tug boats, according to IHS Markit and Wood Mackenzie's Genscape. The list includes cargo ships, automobile carriers and a tanker named the Palanca Rio.

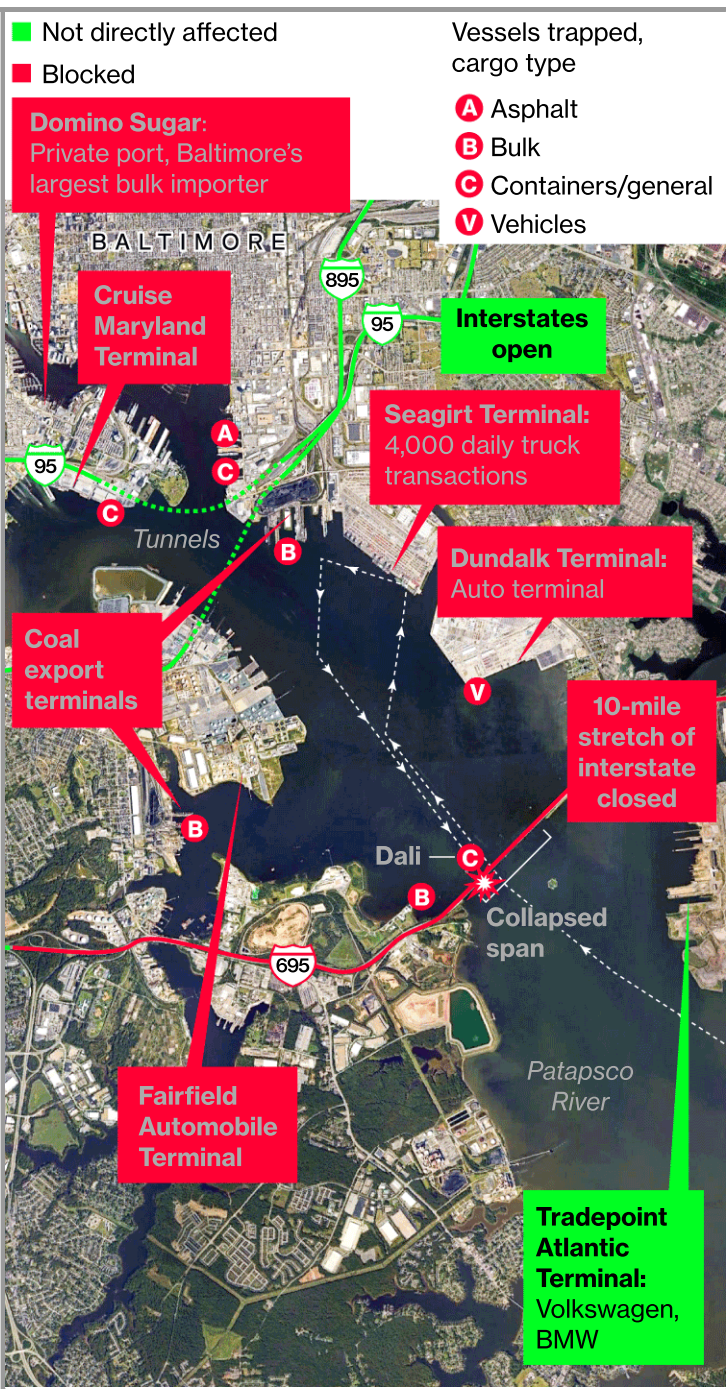
据 IHS Markit 和 Wood Mackenzie 的 Genscape 称，大约有十几艘大型船只以及类似数量的拖船被困在巴尔的摩港口内。该名单包括货船、汽车运输船和一艘名为“Palanca Rio”的油轮。

Port of Baltimore Closed Indefinitely After Bridge Collapse

桥梁倒塌后巴尔的摩港无限期关闭

Cargo ships and most of Baltimore's shipping infrastructure are trapped behind the downed Key Bridge, except for the Tradepoint Atlantic Terminal

除贸易点大西洋码头外，货船和巴尔的摩大部分航运基础设施都被困在被击落的基桥后面



Empty space for additional information or notes.

Sources: IHS Markit; Wood Mackenzie/Genscape; Port of Baltimore Directory; Maryland Port Administration; Maryland Department of Transportation; Google Earth

资料来源: IHS Markit; 伍德麦肯齐/Genscape; 巴尔的摩港名录; 马里兰州港口管理局; 马里兰州交通部; 谷歌地球

Note: Ship locations as of 10 a.m. US East Coast time. Tugboats, patrol boats and buoy tenders not mapped.

注意: 发货地点截至美国东海岸时间上午 10 点。拖船、巡逻艇和浮标补给船未绘制地图。

That's just the impact on the port.

这还只是对港口的影响。

About 35,000 people used the bridge every day. The annual value of goods going over is about \$28 billion, according to the American Trucking Associations.

每天约有 35,000 人使用这座桥。据美国卡车运输协会称, 每年的货物转运价值约为 280 亿美元。

“We rely on our infrastructure systems for our daily needs, for a huge amount of the goods that we get in the United States from overseas and to have it cut off so

suddenly, it's a huge crisis,” said Yonah Freemark, a researcher at the Urban Institute.

“我们依靠我们的基础设施系统来满足我们的日常需求，我们从海外获得的大量商品都依赖于我们的基础设施系统，但突然间中断，这是一场巨大的危机，”城市研究所。

The Francis Scott Key Bridge, named for the man who wrote the text of the Star-Spangled Banner, took five years to build and was completed in 1977. The cost at the time was around \$141 million, according to one estimate. A rebuild today is likely to cost “several billion dollars,” said Freemark.

弗朗西斯·斯科特基桥 (Francis Scott Key Bridge) 以星条旗永不落的文字命名，历时五年建成，于 1977 年竣工。据估计，当时的造价约为 1.41 亿美元。弗里马克说，今天的重建可能会花费“数十亿美元”。

President Joe Biden said he wants the federal government to pay and vowed “to move heaven and earth to reopen the port and rebuild the bridge.”

总统乔·拜登表示，他希望联邦政府支付费用，并发誓“将竭尽全力重新开放港口并重建桥梁”。

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重要的巴尔的摩大桥被船撞后倒塌

But Baltimore is in for a lengthy reconstruction. It could be weeks before any port operations resume as officials need to remove bridge debris and the 984-foot Dali from the river.

但巴尔的摩正面临着漫长的重建。由于官员需要清除河流上的桥梁残骸和 984 英尺高的大理河，任何港口运营可能需要几周时间才能恢复。

That's expected to accelerate a shift of cargo to the US West Coast to avoid bottlenecks from Boston to Miami. A sudden 10% to 20% increase in volumes through a port is enough to cause massive backlogs and congestion, according to Ryan Petersen, the founder and chief executive officer of Flexport Inc., a digital freight platform based in San Francisco.

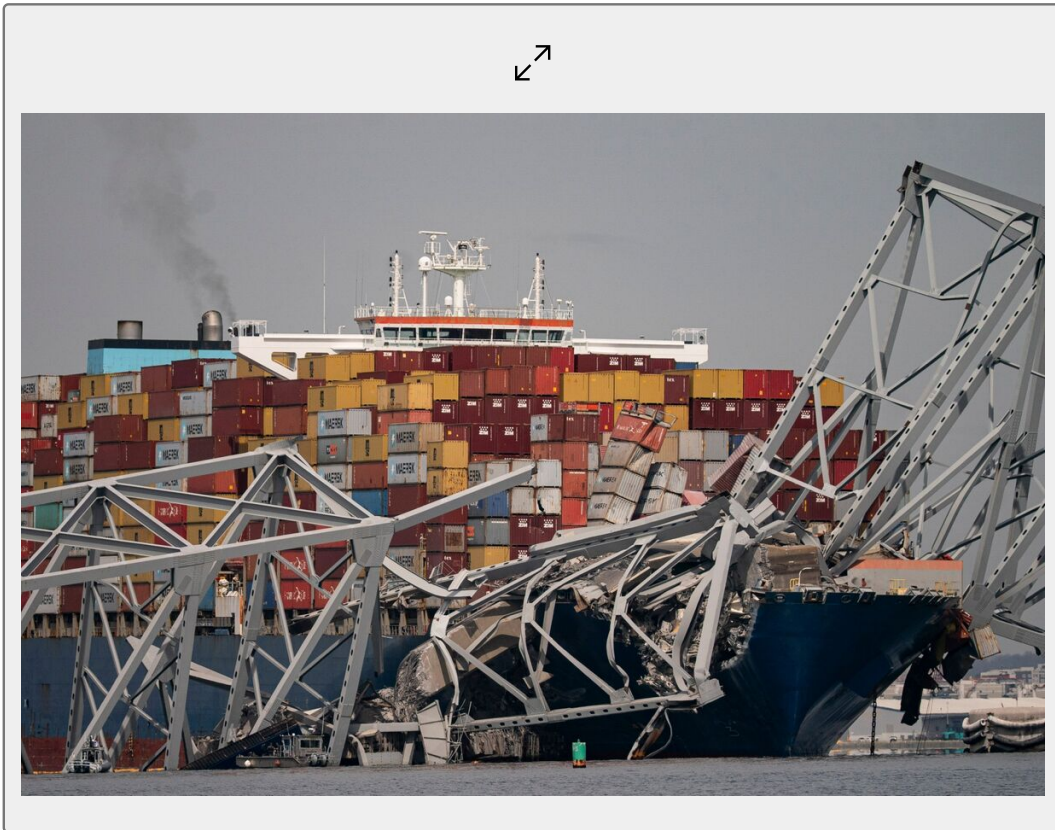
预计这将加速货物向美国西海岸的转移，以避免从波士顿到迈阿密的瓶颈。总部位于旧金山的数字货运平台 Flexport Inc. 的创始人兼首席执行官 Ryan Petersen 表示，港口吞吐量突然增加 10% 至 20% 就足以导致大量积压和拥堵。

Traversing Maryland, meanwhile, threatens to create headaches for motorists and truckers. A trip from Edgemere heading south to Glen Burnie was about 15 miles over the bridge. It's 20 miles via the Baltimore Harbor Tunnel. The trip will be even tougher for truckers hauling hazardous materials, which are barred from the tunnel. They'd have to travel 45 miles on the Baltimore Beltway.

与此同时，穿越马里兰州可能会给驾车者和卡车司机带来麻烦。从埃奇米尔向南前往格伦伯尼 (Glen Burnie) 的旅程大约需要 15 英里，过桥。通过巴尔的摩港隧道 20 英里。对于运输危险材料的卡车司机来说，这次旅行将更加艰难，因为这些材料被禁止进入隧道。他们必须沿着巴尔的摩环城公路行驶 45 英里。

The biggest hit though could be to Baltimore itself, a city of close to 600,000 people whose stagnation and high-poverty neighborhoods were made famous by television show *The Wire*.

Trade Hub



The Dali container vessel after striking the Francis Scott Key Bridge that collapsed into the Patapsco River in Baltimore on March 26. Photographer: Al Drago/Bloomberg

The bridge helped connect major parts of Baltimore and was key to its renaissance as a logistics and e-commerce hub after the shuttering of its steel industry. With its deep-water port, shortline railway, and well-located interstate highway, the city attracted investors who have been pouring money into redevelopment.

One of the largest projects, Tradepoint Atlantic, has leased millions of square feet in warehouse space to some of the world's biggest businesses, including Amazon.com Inc. and FedEx Corp.

Facing months of uncertainty, Baltimore and Maryland both declared a state of emergency.

Throughout the morning on Tuesday, crowds gathered in east Baltimore County, camping out in grassy spots or climbing highway guardrails to get a better look of the bridge and snap photos. Across the street from a Dollar General on Dundalk Avenue, residents discussed the roar of the structure collapsing, comparing it to a jet engine during takeoff.

Not far from the collapsed bridge, police changed shifts at the dock of the Hard Yacht Cafe in Dundalk. Officers getting off their boat had been circling the waters as part of the rescue effort for more than 10 hours, they said, adding that divers were searching for remaining victims in the water when they left the scene.

“This is one of the cathedrals of American infrastructure,” said US Transportation Secretary Pete Buttigieg. “The path to normalcy will not be easy, it will

not be quick, it will not be inexpensive, but we will rebuild together.”