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The past and present Covid19 situations point to evidence of worldwide pandemic events. Maintaining port performance in any situation is of paramount importance.



Technical Assistance in Port Management for **Pandemic** Situations

Keeping ports functioning during a pandemic is of vital importance. **Ports ensure** that medical **supplies**, food, fuel, raw materials and manufactured goods, as well as vital components for maintaining employment, continue to reach their intended destinations.

The main objective of the consultancy service on pandemic management in ports is to provide port managers with a **global and accurate overview** so that they know exactly what they are facing and **how to act against the possible spread of infectious diseases in the port area.**



SERVICE OBJECTIVES

The objectives of this technical assistance are aimed at promoting port resilience against pandemics:

- Keeping **ports safe and operational** during pandemics by **improving pandemic response and decision making** and developing **protocols, action plans**, etc.
- Implement standards, guidelines, metrics, **tools and methodologies** to facilitate the flow of goods and services.
- Provide stakeholders with **innovative and user-friendly IT tools** to complement systems.
- Provide advice to ports and port community stakeholders on the **use of remote technologies** focusing on teleworking positions.
- Design processes for the management of goods and the **provisioning of protective equipment** in emergency situations.
- Improve **people management** by addressing their stress and emotional state in pandemic situations.

TO WHOM IT IS ADDRESSED

- Port authorities: middle and senior management.
- Privately managed ports.
- Terminal operators.
- Port technical-nautical services
- Shipping agents.
- Logistic operators
- Ministries: Ministry of Transport, Ministry of Health, Ministry of Commerce
- Others:
 - Trade facilitation committees.
 - Port security officers.
 - Trade unions.
 - Stevedores.
 - Local authorities.

METHODOLOGY

The technical assistance has a duration of **19 weeks** and the work is structured in three phases:

phase 1 | DIAGNOSIS AND ANALYSIS OF THE RISK SITUATION VS. PORT OPERATIONS

In this first phase, a diagnosis of the port or the organisation will be carried out to **obtain as much information as possible** on the changes and problems that arise in the face of a pandemic situation.

This diagnosis will first identify the **essential operations**, the **groups involved** in them, the steps already taken to guarantee both the provision of these activities and the safety and protection of essential workers, and then formulate what steps still need to be implemented and by whom, and establish a **solid long-term strategy**.

phase
2 | DEFINITION OF ACTION AND
CONTINGENCY PLANS

This second action proposes that the port defines **protocols** based on the different health or economic risk situations.

Organisations should carry out **risk assessments** taking into account all possible disruptions affecting cargo, the flow of people flow and all stakeholders in the port community.

Risk assessment leads to the design of **action plans** at all levels of the organisation: economic, operational and corporate. The assessment and design of action plans should be conducted under normal circumstances, and then rapidly adjusted, updated and monitored as the pandemic evolves.

This consultancy service proposes the **definition of protocols in three stages** depending on the level of impact that may occur:



· **STAGE 1:**

Action plan 1 - Measures for information and preventive actions to be taken to avoid the risk of contagion.



· **STAGE 2:**

Action plan 2 - In the case of detection of a suspected positive and/or positive case.



· **STAGE 3:**

Action plan 3 - When the positive case situation requires partial or total closure of port facilities and/or offices.

phase
3 | PROPOSAL AND
IMPLEMENTATION OF
"BEST PRACTICES".

In this last phase, emphasis is placed on the risks a pandemic poses to the **psychological and emotional health of workers**, which are essential to maintain port operations.

In this sense, the proposed solutions are aimed at:

- Reducing the potential impacts of pandemics on staff welfare.
- Adapt working conditions accordingly.
- Addressing any problems related to the mental and emotional distress of workers.

In this phase, an inventory of good practices will be drawn up to be applied both in a "Preparation Phase", covering actions that a port could undertake in the event of a health crisis situation due to a pandemic and in the "Mitigation Phase", proposing actions aimed at reducing risks.

CONTACT

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