



PMAC – Portside Caribbean
Port Management Workshop a

Success

11 Overview

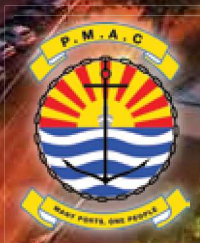
Workshop quite a success

16 Track 1

Climate Change

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Disaster Preparedness/Relief





Carlos Urriola Tam, MIT



Mike Jarrett – Portside Caribbean Editor



Bishen John, Chair of PMAC



Caribbean Port Management Workshop quite a success

Representatives of the regional port management community converged on Panama City late in January 2018 to spend time together addressing urgent issues directly related to the operation and survival of marine ports and terminals across the Caribbean-Latin American region.

They were to spend three days in workshop sessions and site visits at the inaugural PMAC-Portside Caribbean Port Management Workshop. This annual event, the brainchild of Portside Caribbean's founder and editor, Mike Jarrett and presented in collaboration with the Port Management Association of the Caribbean (PMAC) and Caribbean Maritime University (CMU), was held at

the Sheraton Grand Hotel in Panama City, January 22, 23 and 24, and was hosted by Manzanillo International Terminal. It was a great success, with participation of over 70 surpassing expectations. The next Caribbean Port Management Workshop will be in Jamaica, in January 2019.

Participants chose one of the two concurrent Tracks to attend on Day 1. Track 1 was *Climate Change*. Six topics were presented in this Track: ecosystem services used to protect coasts and harbours; use of remote sensing technologies for bathymetry and monitoring; climate change expectancies for the Caribbean region; shoreline

management and a changing climate; optimising harbour designs to cope with climate changes; and use of a novel port management system with focus on water-related challenges.

Track 2, *Disaster Preparedness and Relief*, had six topics; the first three dealt with man-made disasters and, specifically, management and response to oil spills and including firefighting. The other three topics dealt with natural disasters, using data and experiences still fresh from the 2017 hurricane season, which devastated many ports in the region.

Track 3, on Day 2, brought all participants together to begin discussions about a regional quick-response



“Track 3, brought all participants together to begin discussions about a regional quick-response disaster relief and assistance network.”



disaster relief and assistance network. This discussion included some 13 PMAC member ports, the OAS-CIP and a number of Caribbean entities, including CARICOM and its Caribbean Disaster Emergency Management Agency (CDEMA), which signed a Memorandum of Understanding with PMAC and the Caribbean Maritime University. The pact will allow them to continue working on matters of mutual interest.

OUT-AND-ABOUT

On the third day, participants left the classroom-style setting of the Sheraton Grand to go out and about.

“Out-and-About wasn’t just a catchy phrase for the moment. It accurately describes the mood and activities of the third day of this technical workshop. Out-and-About is a day-trip, an all-day programme . . . and a very important component of this annual workshop.

It’s an event that facilitates learning and information gathering. It’s when port planners, administrators and managers go out, to see and experience,” Mike Jarrett explained.

Out-and-About 2018 took participants to three destinations, starting with a scenic, easy, stress-free commute via luxury bus and then railway across the gorgeous hinterland of the isthmus of Panama. ●

Caribbean Port Management Workshop – 2018



PMAC Executive Secretary Glenn Roach (r) instructs MIT support personnel.



Presented by Portside Caribbean in collaboration with the Port Management Association of the Caribbean and the Caribbean Maritime University





OUT AND ABOUT: Viewing the latest automated technology in cargo delivery at MIT.

OUT AND ABOUT: Visit to the site of the CLRAH.



OUT AND ABOUT - Automation at Manzanillo International Terminal.





TRACK 1

Climate Change

BY JESPER DANNISØE*

Information and data were presented under the following topics:

- **Ecosystem services used to protect coasts and harbours** by Jesper Goodley Dannisøe of DHI
- **Use of remote sensing technologies for bathymetry and monitoring** by Rasmus E. Borgstrøm
- **Climate change expectancies for the Caribbean region** by Carlinton Burrell, Climate Innovation Centre, Caribbean
- **Shoreline management and a changing climate** by Berry Elfrink of DHI Group
- **Optimising harbour designs to cope with climate changes** by Danker Koliijn, CBCL
- **Use of a novel port management system with focus on water-related challenges** by Henrik Kofoed-Hansen, DHI

Track 1 gave participants an opportunity to look at the global effects of climate change and to review the latest satellite-based technology and systems for designing, sustaining or expanding harbours and port facilities.

The hurricanes of 2017 have shown that we are living in an era where climate change has started to play a major role in how our societies are impacted.

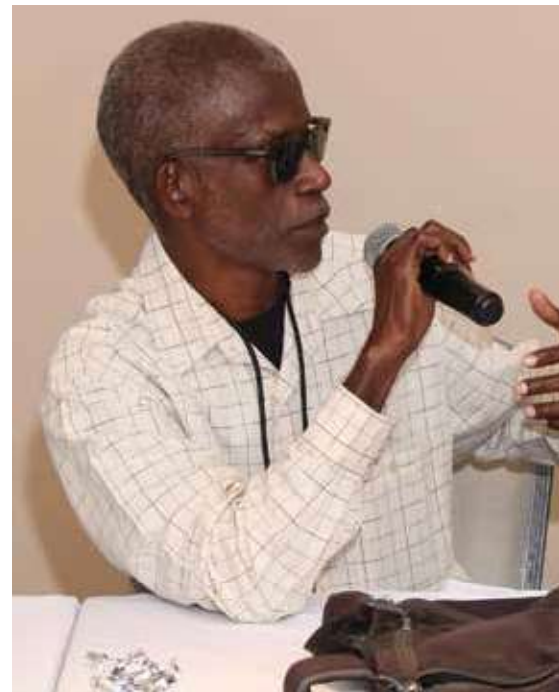
We must accept the fact that the port is in a symbiosis with the sea, the land and the society. This implies that we cannot continue with business as usual, and we need to change and adapt to a highly variable future.

This was the focal point for Track 1. Through six different inputs, various tools and concepts for climate change adaptation was discussed and exemplified. 'True tales from real life' – in a lively discussion – put the different approaches in perspective. The track also highlighted that many of the tools available were global, and that initiatives to protect a city in Asia could benefit from the same tools and approaches as those employed in the Caribbean. However, now is the time for action; not *one-size-fits-all* action but, rather, the application of techniques and strategies learned and developed over several decades of adaptation.

Track 1 also discussed the fact that, although we would like to protect ourselves against hurricanes, it was just as important to start addressing the less forceful consequences of climate change, including general sea level rise and torrential rains. It is important that regional governments and port operators treat preparedness for increasing sea level rise and heavy rains (and the resulting effects) as matters of priority.

Although the members of PMAC have their own ports to care for, there might be opportunities to increase collaboration with the society and also neighbouring ports and states. Events during the hurricanes in 2017 showed that better cooperation and knowledge about neighbouring states and their ports might be key to improving inter-state aid during and after devastating events, but this is disaster preparedness and not directly adaptation to climate change. However, such interventions should go hand-in-hand with adaptive measures to constantly improve the livelihood of the peoples in Caribbean states. •

*Designer/moderator of Track 1.







TRACK 2

Disaster Preparedness/Relief

BY JAN SIERHUIS*

“Trending techniques and strategies for disaster management and response.”

Information and data were presented under the following topics:

- **Tier 1/2 oil spill and fire-fighting response** by Jim Elliott, Chairman American Salvage Association
- **Incident management planning for oil spills** by Cdr. Keith Donahue, Rac/Rempeit-C
- **Tier-3 oil spill response** by Paul A. Schuler, Director Regional External Affairs, Oil Spill Response Ltd.
- **Past hurricane season relief efforts – lessons learned** by Capt. van Eerden, Commander of Dutch Navy frigate Zr. Ms. Pelikaan
- **Salvage operations in hurricane-affected ports** by Cesar Corcuera, T&T Salvage, Panama
- **After the perfect storm: rebuilding a cruise destination** by Alexander Gumbs, Port of St. Maarten and Julie-Anne Burrowes, Onboard Marketing Inc.

Track 2 gave participants an opportunity to review and discuss trending techniques and strategies for disaster management and response.

The impact of major disasters on the national economies of the region is increasing and most territories are too small to deal with the risks alone. To react effectively and quickly, ports and governments must adopt integrated disaster management planning, which has a wider scope than port areas alone. Such an integrated plan must include stakeholder risk and impact assessments, and a tiered approach to preparing for and reacting to disasters.

Plans must include procedures to upscale to higher alert levels and, when events escalate, outside international help must be engaged. These plans need to be prepared, and all private and public sector stakeholders involved must be trained. For example, plans must be drafted to quickly bring in tier-3 oil spill



equipment. All sorts of customs, immigration and permit arrangements must be in place and tested so as to facilitate the quick deployment of outside equipment and personnel to affected locations.

The same is true for outside military assistance in the case of natural disasters like earthquakes and hurricanes. Such assistance must be requested by officials and authorities in 'good time', because government services and communication systems may not be functional at the time such permits are required.

Procedures can be established by way of diplomatic channels and international or regional organisations that can assist and make requests within pre-set limits and frameworks. Once these are in place, local governments can assume their role of maintaining public order and directing aid and assistance to where it is most needed. Seaports and airports must play a key role in these plans.

PMAC can assist its member-ports to: (a) bring together stakeholders on the regional level; (b)

assist in updating and distributing national disaster management plans; and (c) oversee regional drills and exercises in preparation for hurricane seasons.

REGIONAL DISASTER MANAGEMENT PLANS

PMAC should perhaps pursue discussions regarding establishment of regional disaster management plans for vulnerable areas, to include multiple ports that can assist each other when needed. This would require more from the Association, in terms of staffing and planning capacity, but there are several regional and international institutions willing and able to assist the Association in this matter.

A hurricane season regional planning committee and regional meeting, some two to three months before the start of the hurricane season, could be a useful tool to start this process of regional planning and cooperation.

Regional best-practices regulation guidelines for hurricane-proof infrastructure – including building and

setting up joint risk-planning and insurance tools (in cooperation with insurers and re-insurers) – were also suggested by Track 2 participants as possible topics for the second PMAC-Portside Caribbean Port Management Workshop, to be held in Jamaica in January 2019.

CRUISE PORTS

The same holds for repair or rebuilding of cruise ports and tourist destinations following a major disaster. The cruise industry has been very quick to respond to such disasters and their message has been coherent and in line with the interests of the region: *the Caribbean is in business and still a safe destination for travel*. Direct communication with individual cruise lines and industry associations is crucial in getting this message across: ports and destinations are open for business. If done properly, cruise vessels can return within three to four months after a direct hit. •

**Designer/moderator of Track 2.*

