Rafael Company
Director of Safety and Security
Valenciaport Foundation

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UNITED NATIONS

Who we are

The **Port Authority of Valencia**, which trades under the name of **Valenciaport**, is the public body responsible for running and managing three state-owned ports, **Valencia, Sagunto and Gandia.**

What we do

The **Port Authority of Valencia** is part of the State-owned Ports Body, the umbrella organisation for Spanish ports.
The **PAV** is responsible for developing the global strategy for the three ports it manages, including

- Sales promotion and marketing
- Infrastructure planning and public land management
- The quality of port and logistics services
- Technological developments
- Environmental sustainability
- Research, Innovation and Knowledge Management

https://youtu.be/Bjgg84YmdEU

VALENCIAPORT PRIORITIES FOR KNOWLEDGE DEVELOPMENT

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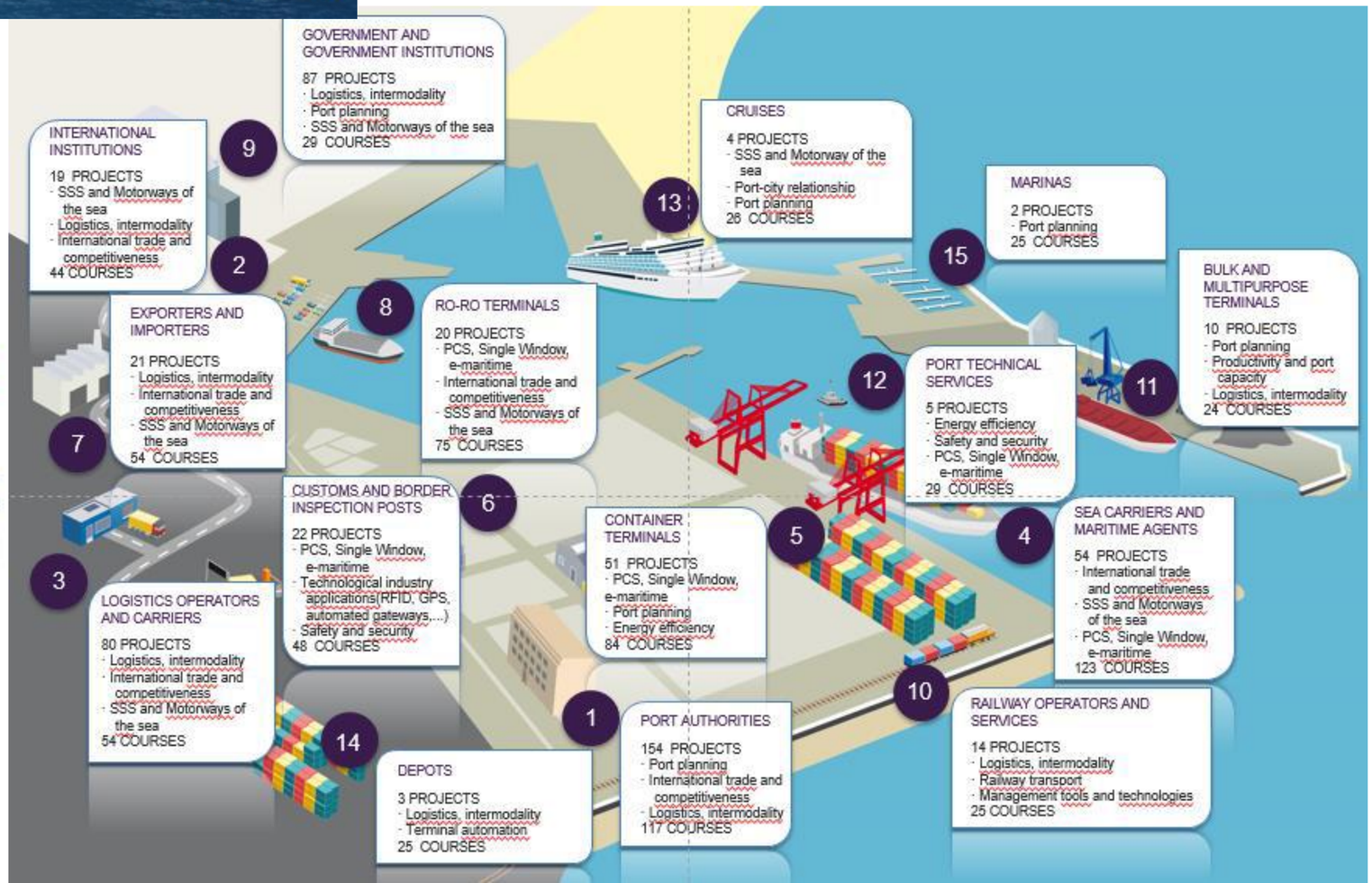
- Port-Maritime market
- Port planning and management
- Port logistics
- Digital transformation
- Sustainability and energy transition
- Security and protection
- Integration between the port and the city



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KNOWLEDGE AND INNOVATION

Port-Maritime market | Port planning and management | Port logistics | Digital transformation | Sustainability and energy transition | Security and protection | Integration between the port and the city

| PORT-MARITIME MARKET:

- Strategic reports for the port-maritime sector
- Analysis of foreign trade and international traffic
- Databases of shipping lines
- Price indexes for the container transport market

| PORT PLANNING AND MANAGEMENT:

- Traffic and demand forecasting
- Financial and socio-economic analysis of port and logistic projects
- Strategic and master plans
- Port community quality systems

| PORT LOGISTICS:

- Port integration in global supply chains
- Port connectivity with the hinterland (rail, road and logistics platforms)
- Short Sea Shipping
- Automation and integration processes of autonomous vehicles (ships, trucks, machinery)
- Sea traffic management systems and synchronization with port operations

| INTEGRATION BETWEEN THE PORT AND THE CITY:

- CSR
- Sustainable mobility
- Port-City Planning
- Urban logistics
- Sustainable tourism and cruises

| DIGITAL TRANSFORMATION:

- Collaborative environments (single windows, PCS and traffic management systems)
- Innovation in management systems (PMIS, TOS...)
- Traceability technologies
- Port 4.0 (Internet of things, cyber-physical systems, Big Data and Artificial Intelligence)
- New architectures and tools (blockchain, 5G and cloud computing)

| SUSTAINABILITY AND ENERGY TRANSITION

- Clean energy: renewables, hydrogen, LNG and other alternatives for port and maritime use
- Energy efficiency in port operations
- Circular economy in ports
- Measuring emissions in ports, ships and logistics chains
- Analysis of the impact of climate change on infrastructures and logistics operators

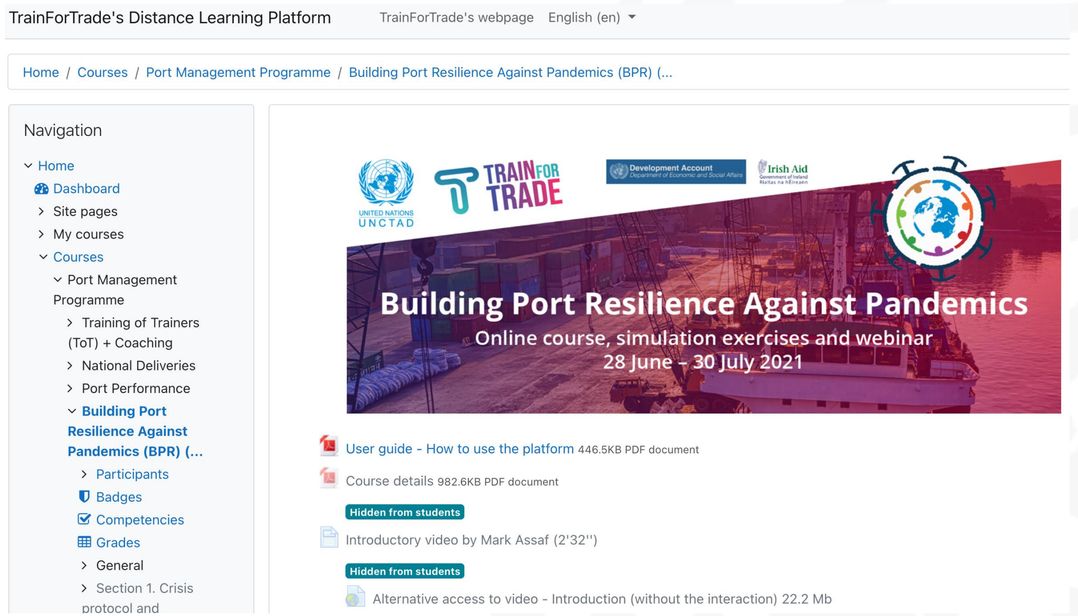
| SECURITY AND PROTECTION:

- Physical security environments (drones, wearables, new identification and control systems, non-intrusive technologies and advanced visualization systems)
- Cyber security
- Cyber-physical management (integrated control centres)

TRAINFORTRADE METHODOLOGY FOR KNOWLEDGE DEVELOPMENT

CORE FEATURES

- Learning Content Management System (LCMS)
- Blended learning
- Open source
- Outreach
- Flexibility
- Multiplier effect
- Reduced cost
- Languages
- Networking



UNITED NATIONS CONFERENCE ON TRADE AND DEVELOPMENT
PROSPERITY FOR ALL

TRAIN FOR TRADE

https://tft.unctad.org

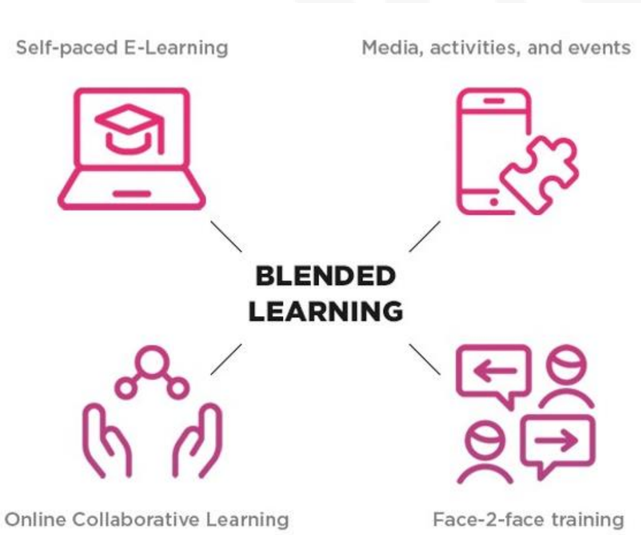
https://tft-reg.unctad.org

https://learn.unctad.org

https://pps.unctad.org

TrainForTrade Cloud Server

moodle · WordPress · H5P · MariaDB · php · Microsoft Azure · Microsoft Teams · zoom · Symfony



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TFT-UNCTAD & VALENCIAPORT

COOPERATION

First course BPR
Materials and course

Final BPR Spanish

BPR eDacum
Concept&Index

January 2021

July 2021

March 2022

June 2020

March 2021

Gestión de Puertos Modernos
Modern Ports Management
(update)

Second course BPR
(Update)

Final BPR English

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UNCTAD

TRAIN FOR TRADE

UNCTAD TRAINFORTRADE
PORT MANAGEMENT PROGRAMME

SPECIAL COURSE INTERIM REPORT
BUILDING PORT RESILIENCE AGAINST PANDEMICS (BPR)

Last updated on 4 September 2020.

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MODERN PORT MANAGEMENT COURSE

SPANISH

M1: International Trade and Transport	M2: The Organisation of a Port System	M3: The Functioning of a Port System	M4: Challenges of Sustainable Ports
M5: Methods and Tools of Port Management	M6: Economic, Commercial and Financial management	M7: Administrative and Legal Management	M8: Technical Management and Human Resources Development

- Digital platform
- Participants' manuals (1000 pages)
- Multimedia presentations
- Group exercises, case studies, role-plays
- Tests (passing score) & evaluations online
- Local and regional adaptations
- Port operations visits

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BUILDING PORT RESILIENCE AGAINST PANDEMICS (BPR)

Outline of the Course

Course Objectives	
Objectives Be able to:	• Build port resilience against pandemics • Keep ports safe and operational during pandemics • Implement standards, guidelines, metrics, tools and methodologies to facilitate the flow of goods and service • Identify suitable technology solutions

Section 1: Crisis Protocol and Communication Strategy

Section 2: Staff Management, Well-Being and Resilience

Section 3: Technology Preparedness

Section 4: Cargo Flow Continuity

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SELF-DIAGNOSIS OF YOUR PORT RESPONSE TO THE PANDEMIC

The aim is to reflect on its effectiveness, in order to subsequently be able to develop a solid long-term strategy

EXTERNAL AND INTERNAL COMMUNICATION

It is essential to establish a communication structure, with recognized and accepted channels for transmitting information and appropriate messages to its target audience

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EDUCATION ON PANDEMICS

One of the priorities in this respect is to educate people on the pandemic situation, as an essential prevention mechanism for comprehensive action in the face of health emergency response

WORK FROM HOME PROTOCOLS

proper Teleworking management is essential

PREPARING PORT FACILITIES FOR ON-SITE WORK DURING PANDEMICS

to ensure the continuity of basic port activities (maritime access, berthing, and loading operations, etc.)

WORKERS' MENTAL AND EMOTIONAL STATE DURING LOCKDOWN

emphasis on the emotional side is key to ensure that the port continues to function well

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PERSONNEL HAVE THE NECESSARY RESOURCES

It must be ensured that all personnel who work remotely have the necessary and sufficient means to do so

BUSINESS INFORMATION SYSTEMS ARE ACCESSIBLE FROM OUTSIDE

A second step will be to check that the applications and IT services needed to perform the functions of the employees who are going to telework are accessible from outside the organisation with an acceptable user experience

THERE IS ENOUGH BANDWIDTH TO SUPPORT REMOTE WORK

It is necessary to check that the communication line to the Internet is well dimensioned and sufficient to support remote work

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MAKE SURE THE TRACING SYSTEM IS ROBUST ENOUGH

In small terminals or bulk cargo terminals, the tracing task may depend on very few people (sometimes even one single person) and very simple information systems (such like an excel located in somebody's personal computer). In these cases, the technology preparedness and the staff resilience are probably easier to implement, but also commonly not considered as an important issue, what can lead to the breaking of the tracing information.

In big passenger terminals, and container or RORO terminals, with thousands of passengers embarking and disembarking, or hundreds of different cargo units being loaded and unloaded in every vessel call, there must be a risk assessment to determine what part of the operations need to be reinforced to avoid disruptions in the cargo and people flow and its tracing.

IMPLEMENT ADDITIONAL MEASURES FOR TRACING THE MERCHANDISE AND THE PEOPLE

Depending on the pandemic specifics, measures must be taken to be able to follow the path of cargo and people for a determined number of days. This kind of measures are usually to be integrated in a major system of tracing:

– The shipping company system, when it comes to cargo.

– Health authorities tracing procedures, when it comes to people. In this case, personal enquires requiring contact details are launched for disembarking passengers and seafarers.

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Section 1. Crisis protocol and communication strategy

Activities to be completed

1. Watch the **Interactive video - Section 1**
2. Read the **Participant manual - Section 1** (PDF or EPUB)
3. Participate in the **Section 1 forum discussions**

Section 2. Staff management, well-being and resilience

Activities to be completed

1. Watch the **Interactive video - Section 2**
2. Read the **Participant manual Section 2** (PDF or EPUB)
3. Participate in the **Section 2 forum discussions**
4. Run the **Week 1 Quiz** (Evaluation on Sections 1 & 2)
5. Complete the **Week 1 anonymous opinion questionnaire** (Feedback on Sections 1 & 2)

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Section 3. Technology preparedness

Activities to be completed

1. Watch the **Interactive video - Section 3**
2. Read the **Participant manual - Section 3** (PDF or EPUB)
3. Participate in the **Section 3 forum discussions**

Section 4. Cargo flow continuity

Activities to be completed

1. Watch the **Interactive video - Section 4**
2. Read the **Participant manual - Section 4** (PDF or EPUB)
3. Participate in the **Section 4 forum discussions**
4. Run the **Week 2 Quiz** (Evaluation on Sections 3 & 4)
5. Complete the **Week 2 anonymous opinion questionnaire** (Feedback on Sections 3 & 4)

RESILIENCE AGAINST PANDEMICS (BPR)

Outline of the Course

Course Objectives	
Objectives Be able to:	• Build port resilience against pandemics • Keep ports safe and operational during pandemics • Implement standards, guidelines, metrics, tools and methodologies to facilitate the flow of goods and service • Identify suitable technology solutions

Section 1: Crisis Protocol and Communication Strategy

Section 2: Staff Management, Well-Being and Resilience

Section 3: Technology Preparedness

Section 4: Cargo Flow Continuity

Development Account
Department of Economic and Social Affairs

SUSTAINABLE DEVELOPMENT GOALS

3 GOOD HEALTH AND WELL-BEING

Irish Aid
Rialtas na hÉireann
Government of Ireland

https://tft.unctad.org/port-management/building-port-resilience/

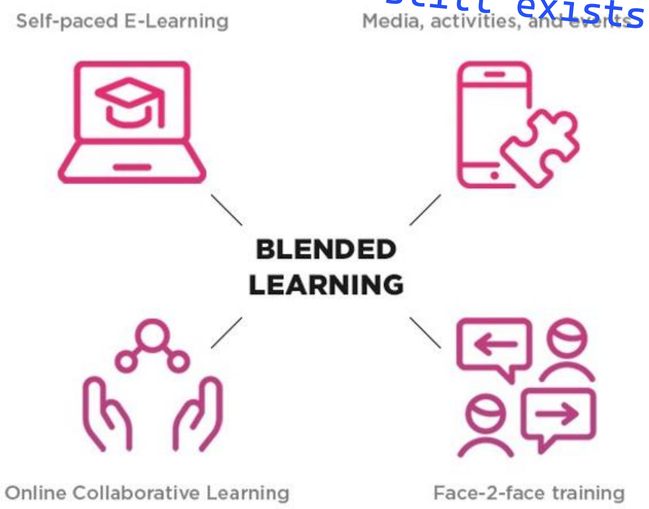
Testimonials ... some of them

As a part of Port Authority in the Philippines, it gives me more strength on how to handle pandemic situations, considering that seaports are viable in the country's economy.

The course is very important to the participants specially to port authorities because of the comprehensive subject matters discussed by the speakers/resource persons such as crisis protocol and communication, staff management, well-being resilient, technology preparedness, and cargo flow continuity. It really helps the port personnel to adapt the «new normal» port activities while the pandemic still exists.

In my opinion, the course is very updated to the reality and all the tools used (videos, e-books and simulation exercises) were the most suitable for the situation.

The variety of relaying the material was exceptional. The combination of quizzes, tests and videos was helpful to the learning process. The content was comprehensive and outstanding



BUILDING PORT RESILIENCE AGAINST PANDEMICS (BPR)

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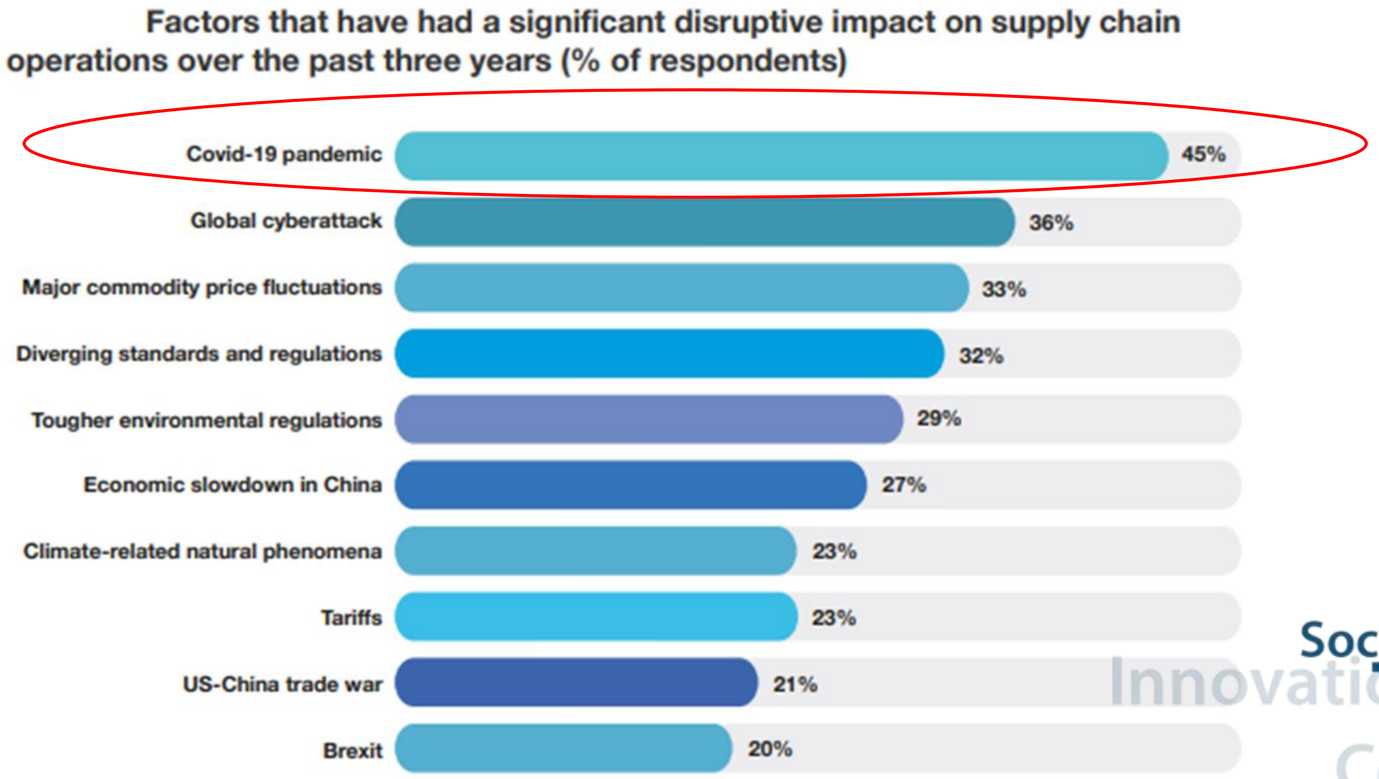
Why this course?



Innovation Technical
Social Responsability
Training R&D&I assistance
Market intelligence
Cooperation

LEAVING NO ONE BEHIND

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https://unctad.org/en/Pages/coronavirus.aspx

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CRISIS
COOPERATION
TRAINNING
KNOWLEDGE
MANAGEMENT
PORTS
INNOVATION
EXCHANGE
SUPPORT
MARITIME
STAKEHOLDERS
MANUAL
TUTORIALS