



CDEMA
C A R I B B E A N
D I S A S T E R E M E R G E N C Y
M A N A G E M E N T A G E N C Y

Resilient States · Safer Lives



Organization of
American States
More rights for more people



CIP
Inter-American
Committee on Ports

**OAS CIP 01st Regional Workshop on
“Improved disaster risk management project for ports in the Caribbean”**

November 02nd 2021

1000hrs

Joanne Persad,
Programme Manager Preparedness and Response CDEMA CU

PRESENTATION OUTLINE

1. CDEMA who we are and what we do

2. Regional Response Mechanism – experiences and challenges

3. Port Risk Management – Caribbean context

4. Risk management for Ports (Pallis, 2017)

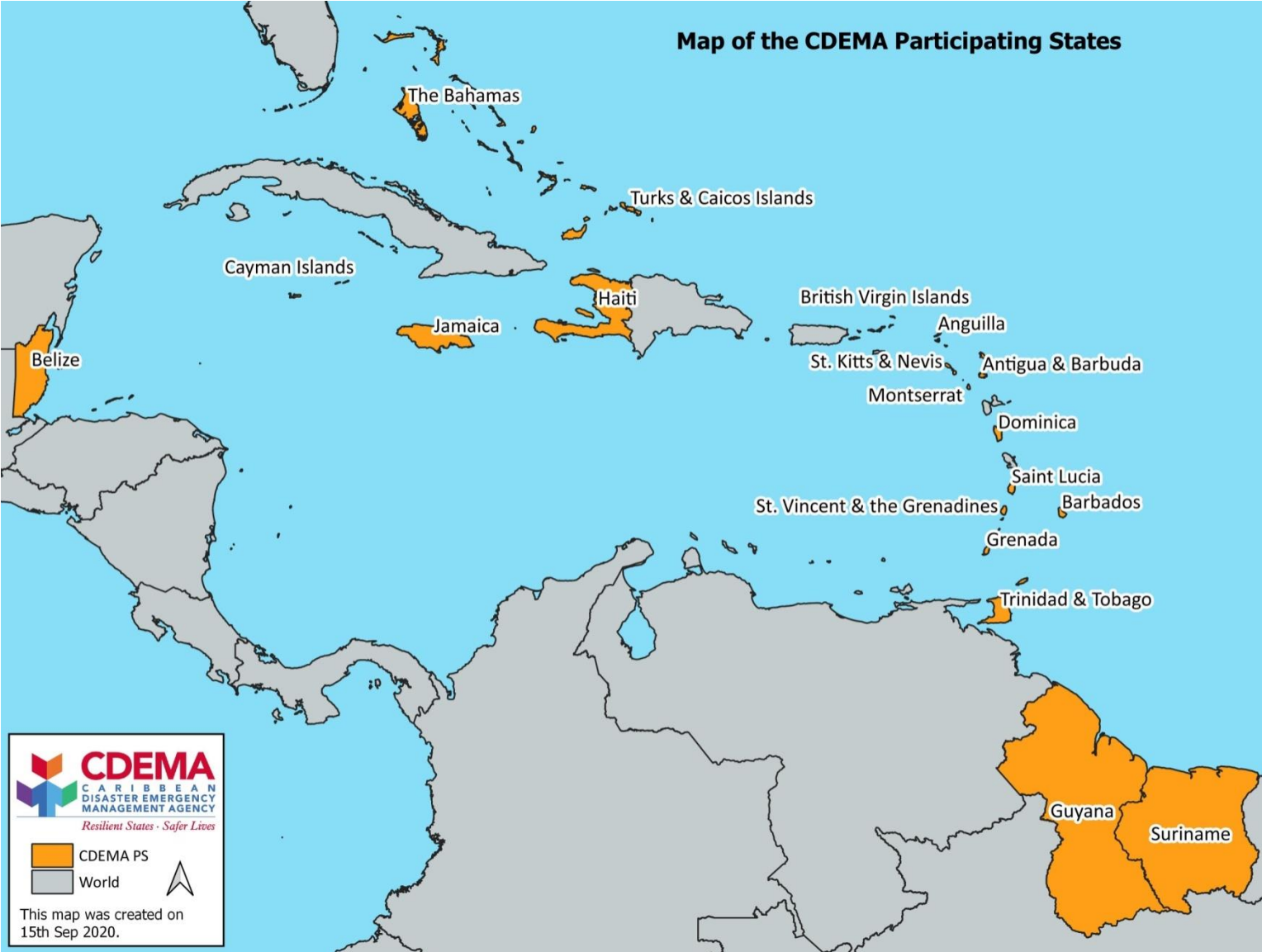
5. Key takeaways



CDEMA

Who we are and what we do

CDEMA's 20 Participating States



Anguilla, Antigua and Barbuda, Cayman Islands, Commonwealth of the Bahamas, Barbados, Belize, Commonwealth of Dominica, Grenada, Republic of Guyana, Haiti, Jamaica, Montserrat, Sint Maarten, St. Kitts & Nevis, Saint Lucia, St. Vincent & the Grenadines, Suriname, Republic of Trinidad & Tobago, Turks & Caicos Islands and the Virgin Islands (UK).



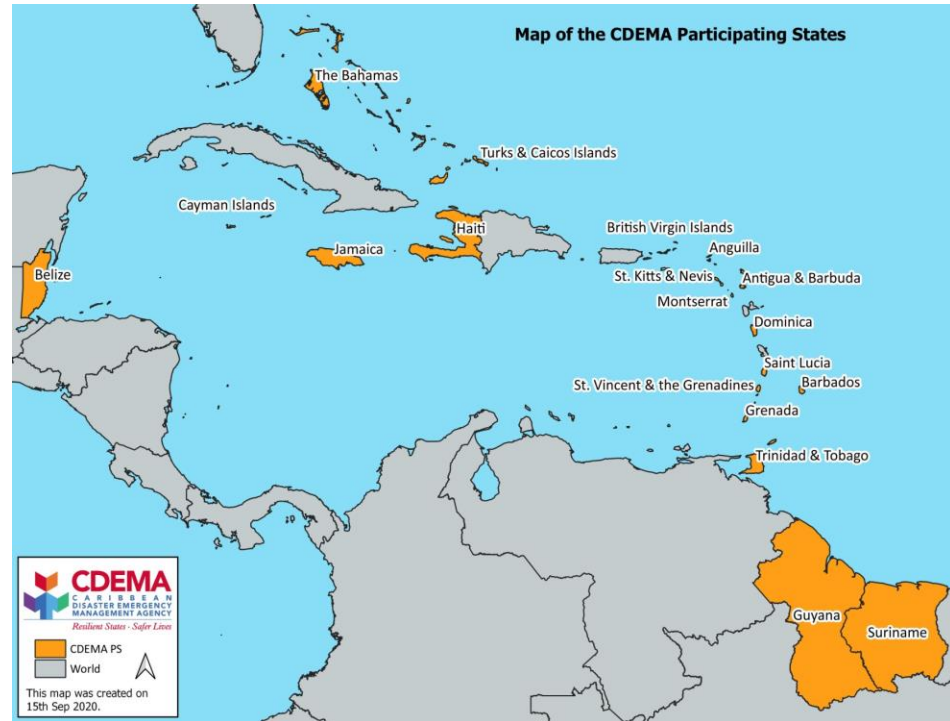
Mobilizing and coordinating disaster relief

Mitigating consequences of disasters

Providing comprehensive information on disasters

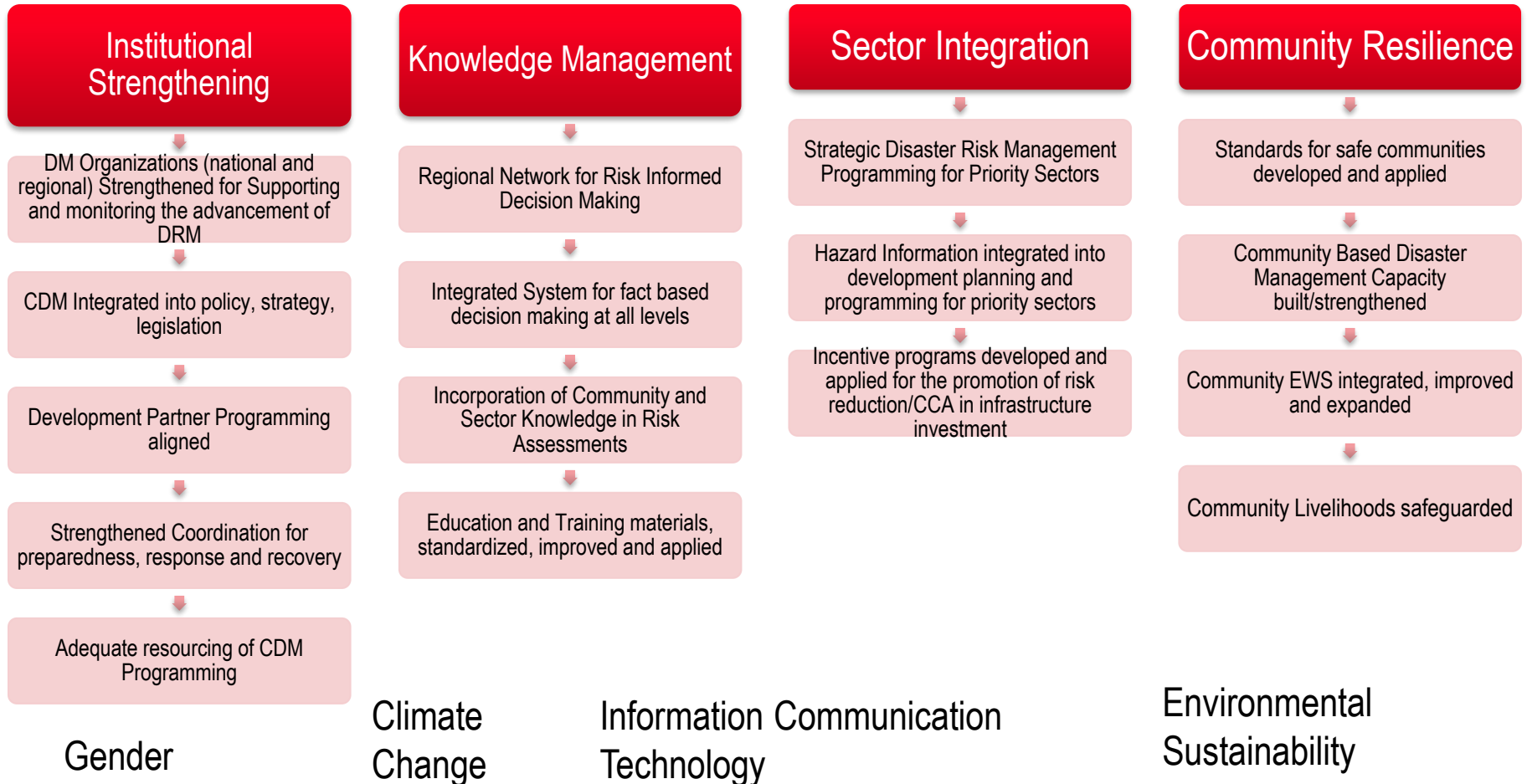
Encouraging disaster loss reduction and cooperative arrangements and mechanisms

Establishment enhancement and maintenance of adequate emergency disaster response capabilities among the Participating States



THE CDM STRATEGY 2014-2024

Regional Goal: Safer more resilient and sustainable Caribbean States



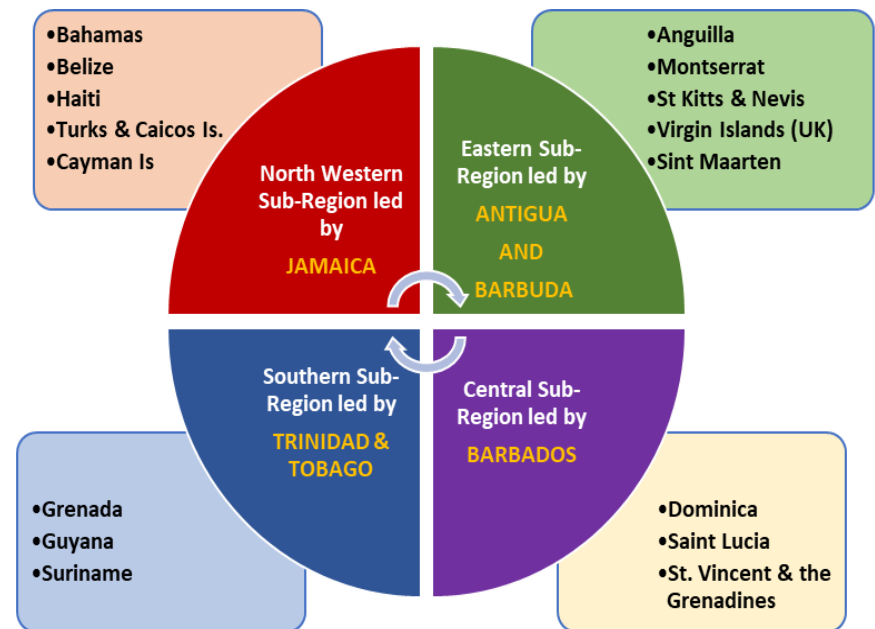
CDEMA: Mechanism

- ❑ The CDEMA mechanism is made up of 20 Participating States – *small states with high vulnerabilities and varying individual capacities*
- ❑ Guided by the CDEMA Articles of Agreement (2008) – *43 Articles*
- ❑ CDEMA is the Champion for Comprehensive Disaster Management (CDM) in the Caribbean Region

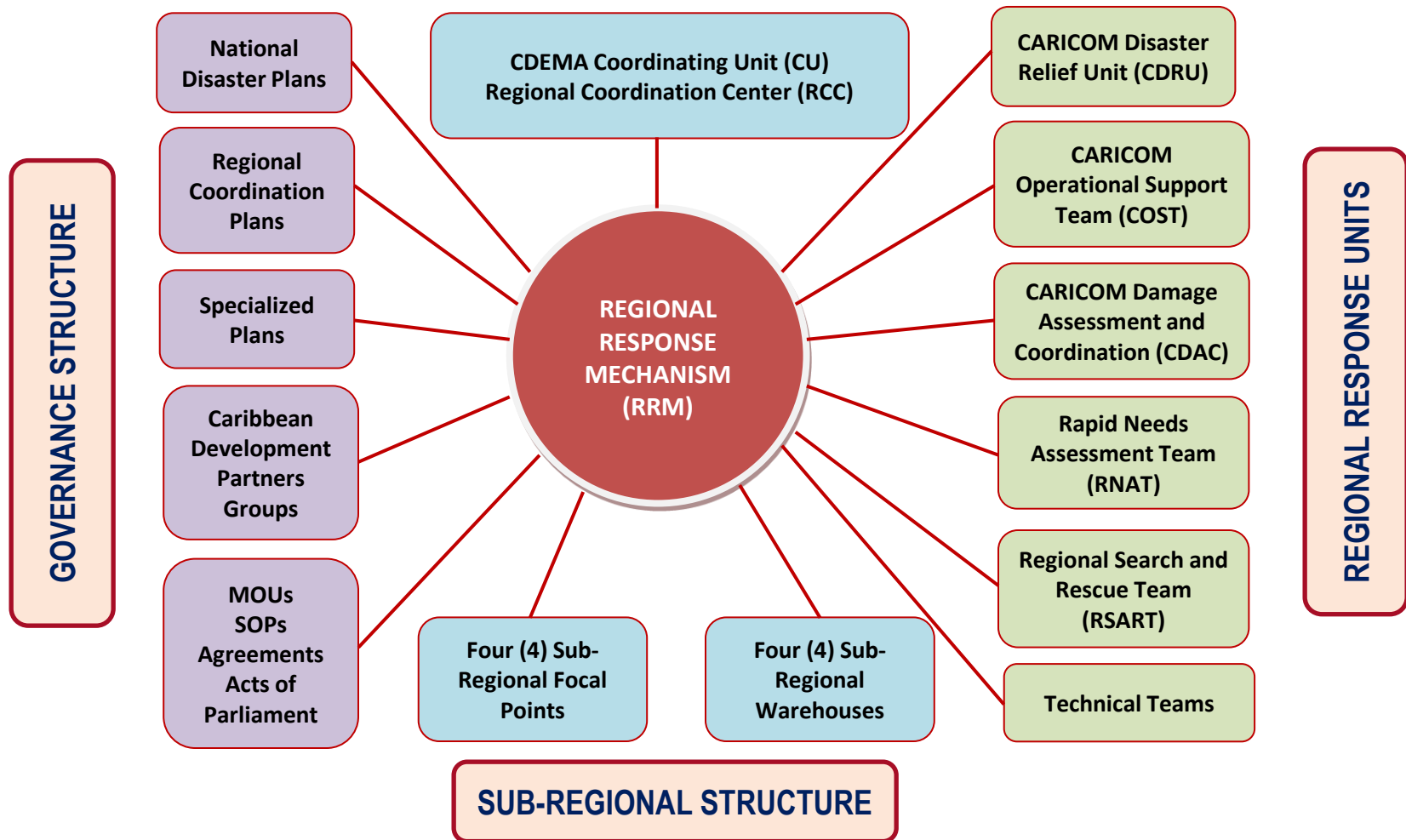


Sub-Regional Focal Points (SRFPs)

- ❖ The Sub-Regional Disaster Emergency Response Operational Units (SRDEROUs) aka. SRFPs are geographically formed groups from which response support is provided within the CDEMA System.
- ❖ There are 4 SRFPs are located within the National Disaster Office (NDO) of the PS where it resides.
- ❖ The function and responsibilities of the SRFPs are outlined in **Article XVI** of the **Agreement Establishing CDEMA**.



Conceptual Framework for the RRM

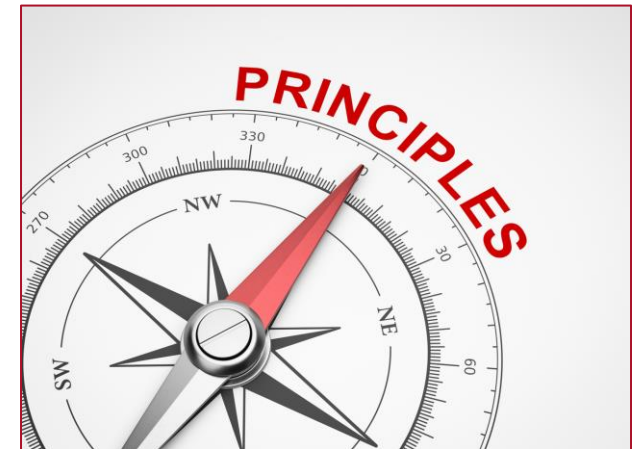


Regional Response Mechanism (RRM) Doctrine

AIM – To provide effective and efficient coordinated disaster response support to CDEMA Participating States requiring regional and/or international assistance for their response to the consequences of an event based on regionally agreed Principles, Concepts and Realities.

PRINCIPLES:

1. Respect for sovereignty
2. Regional solidarity
3. Compliance with international Humanitarian Standards: *Humanity, Impartiality, Neutrality, Independence*
4. Adherence to principles of partnership: *transparency, results oriented, responsibility, complementarity.*



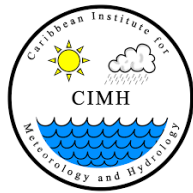
RRM Actors:



Global Affairs
 Canada



USAID
 FROM THE AMERICAN PEOPLE



Foreign, Commonwealth
 & Development Office





PORT RISK MANAGEMENT THE CARIBBEAN CONTEXT REGIONAL CHALLENGES

Diverse hazards



The Operating Context: Multi Hazard, meteorological, health and biological, geo-technical, among others

Varied level of planning for pandemic

Economic impact & livelihood implications

Environmental Security impacts traditional security

COVID19 – We are still learning ...

Varied risk perception

All of Government and Society Response: Inter-sectoral

Uncertainty

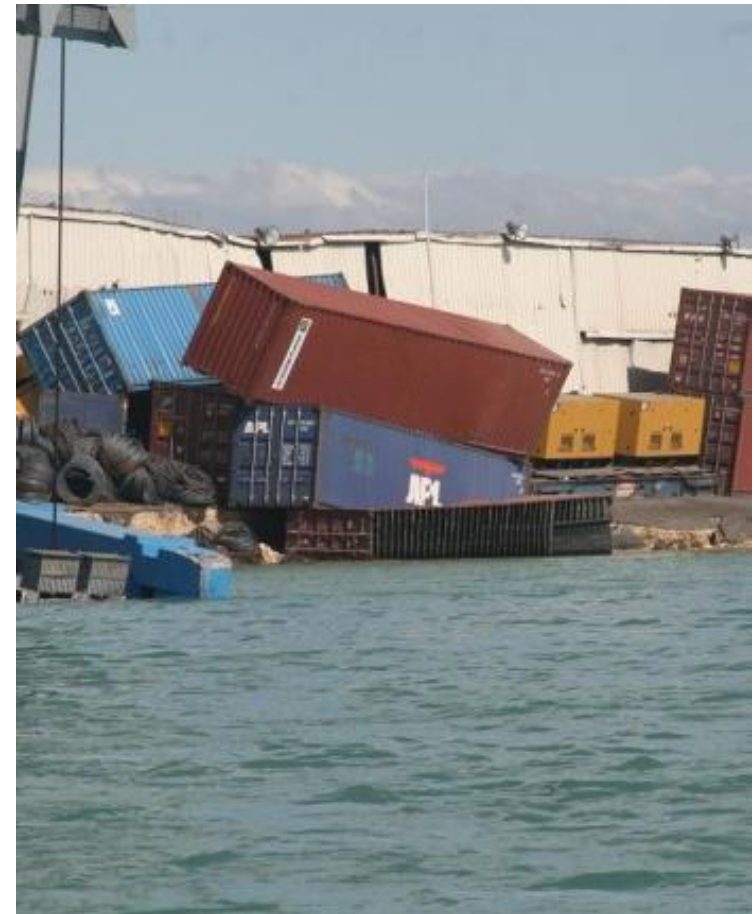
Complex multi-hazard environment – drought, hurricane season, COVID-19

Regional Solidarity
Inter-sectoral

Port Risk management the Caribbean Context

Lessons learnt over the years

- ❖ High vulnerability of ports
 - physical structures,
 - coping capacity,
 - ability to return to business operations;
 - staffing,
 - overload of unsolicited goods
- ❖ Need for supplementary port equipment (cranes, reach stackers etc) to deal with increasing volume of goods.
- ❖ Increased need for service and maintenance of equipment due to increased usage.
- ❖ Supplementary storage at port often required to accommodate increased influx



Source: <https://www.newsecuritybeat.org/2019/01/disaster-relief-law-updated-enhance-resilience-critical-infrastructure/>

Importance of Port readiness

- ❖ Main entry points for aid
 - Nodes for maritime and multi modal transport in both inbound and outbound logistics processes and a logistical platform
 - Any impact on the port could have a direct impact on the national economy, supply chain and much more



A Carnival ship, berthed at the Roseau Cruise Terminal in Dominica. Carnival is one of several cruise lines planning calls to Dominica in 2018 and 2019. Source <https://maritime-executive.com/article/dominica-rebounding-after-hurricane-maria>

In Collaboration with PMAC

Programme with Ports

Enhanced logistics component incorporating the role of ports

Framework for Surge Capacity

Framework for expanded warehouse capacity

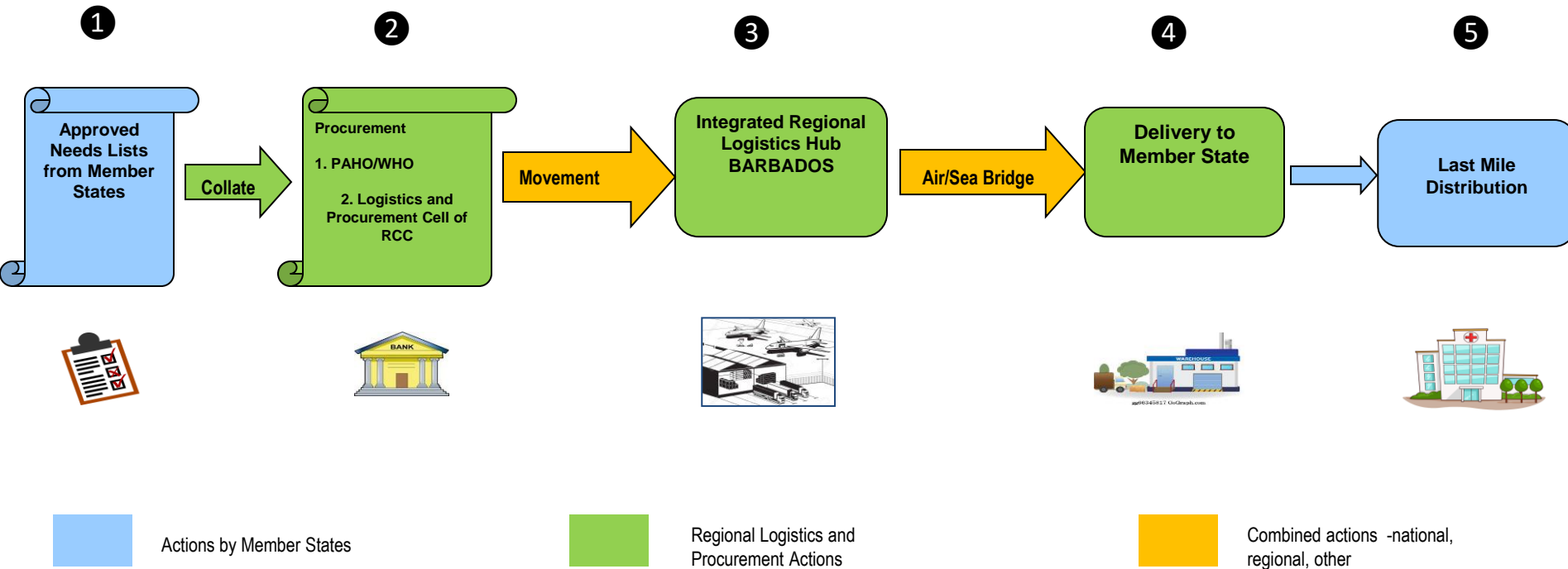
Strengthen DRM and BCP for ports

Initiatives

- Workshop with PMAC (COVID 19 delays)
- Integrated Regional Logistics Hub (IRLH)
- Strengthen logistics operations in St Vincent and the Grenadines



The Integrated Regional Logistics Mechanism (IRLM) – COVID-19



CDEMA & RRM Actions

Relief Management and Logistics

Mobile Storage Units set up at the Arnos Vale Logistics Hub



Arnos Vale Logistics Hub

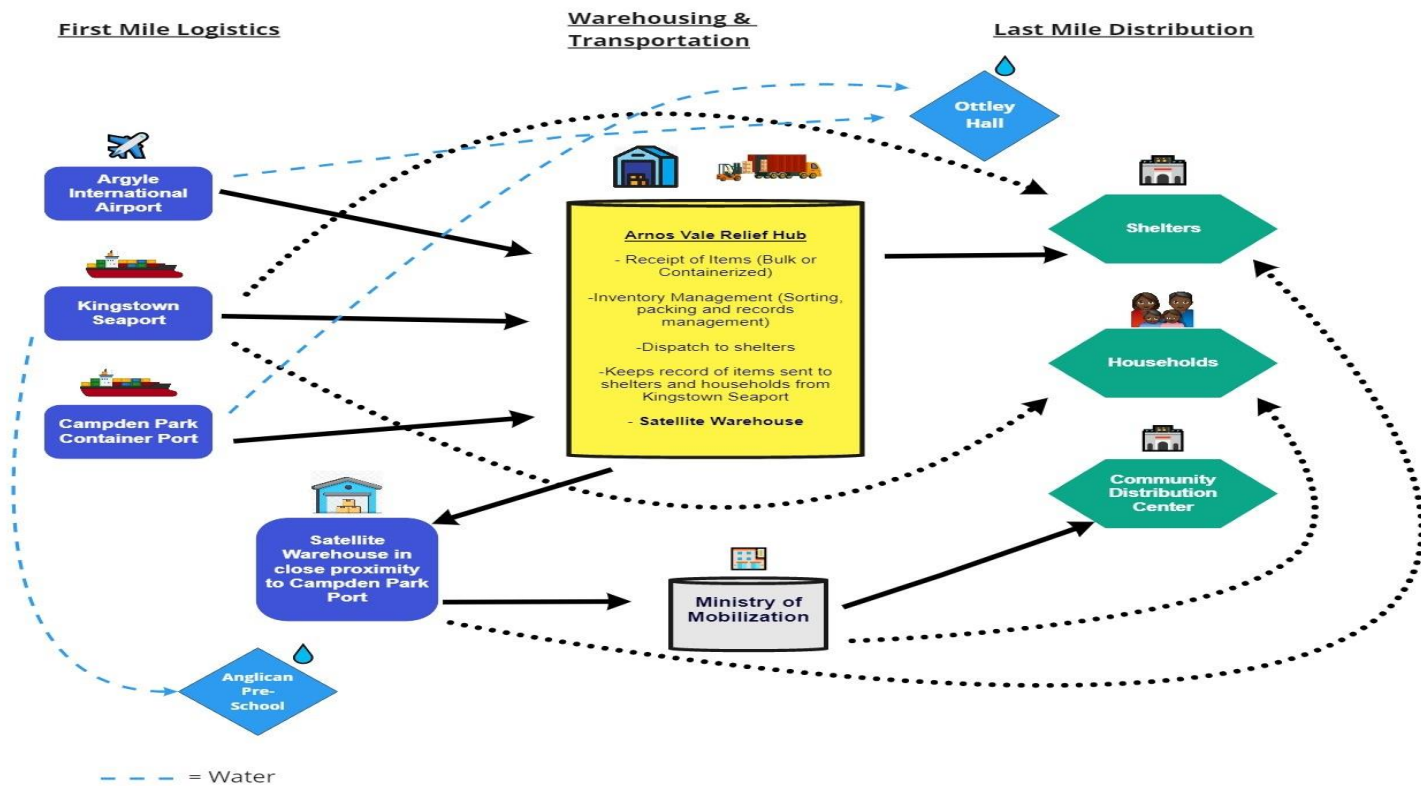
In support of La Soufrière Relief Response



With the support of



St. Vincent and The Grenadines Emergency Logistics Concept Map





RISK MANAGEMENT

Port Risk Assessment

(Pallis, 2017)

Step	Step Feature	Step Content
0	System Identification	Port, container terminal
1	Risk Identification	What may go wrong and which port functions/capabilities should be protected
2	Risk Assessment	Investigation/quantification of the most important port risks
3	Risk Control Options	Measure to mitigate most important port risks and measures to restore port functions and capabilities
4	Cost/benefit assessment	Cost benefit assessment of port risk control measures
5	Decision making	Recommendation and feedback to assessment – Port risks index

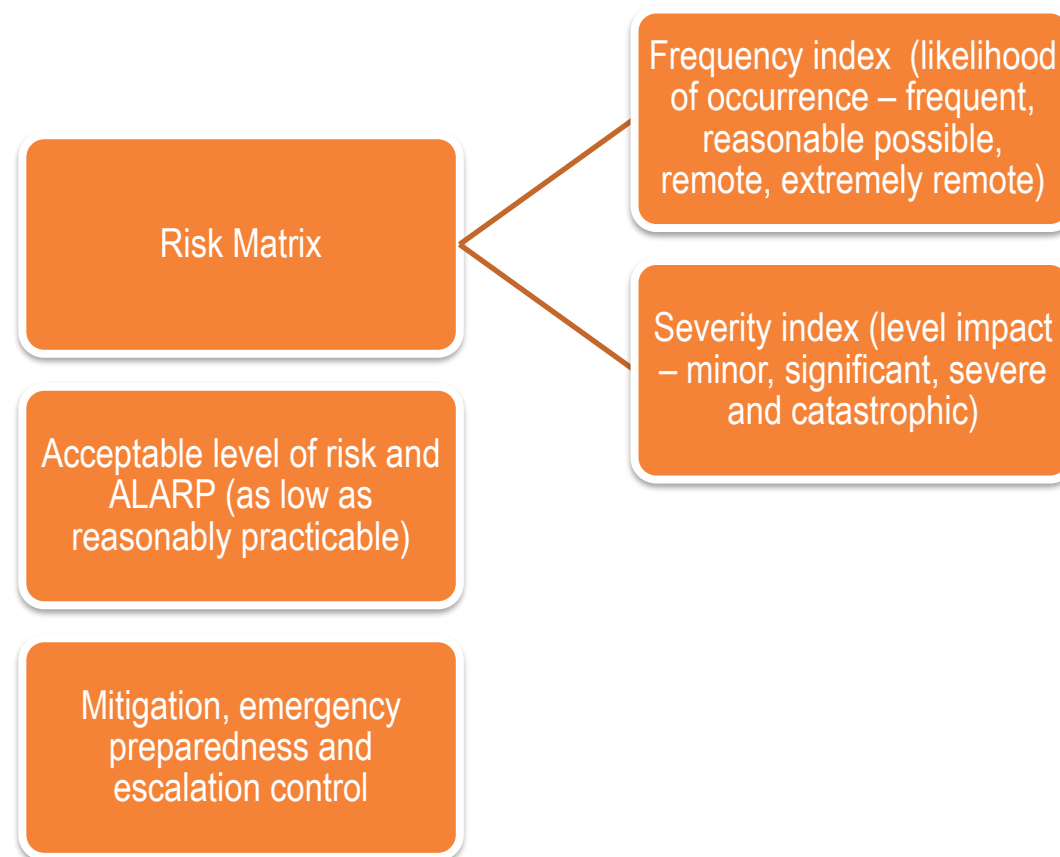
Taxonomy of Risks in Port Container terminals

Pallis , 2017

Risk Categories	Risk Sub categories
Human	Ship collisions, grounding, sinking, navigation error, pilotage error, poor maintenance, falling of a crane, falling of a container, error in cargo handling and storage,
Machinery	Fire/explosion, machinery failure, system failure,
Environment	ships emissions, dredging, oil spills, chemical contaminants, ballast waters, ship breaking/salvage activities, air toxics noise pollution
Security	Terrorist, theft, smuggling, illegal trade, vandalism, illegal immigration,
Natural	Earthquakes, Volcanic eruptions, hurricane, strong winds, heavy swells, floods, high temperature during working hours, heavy rains

Qualitative and Quantitative Risk Assessment

Pallis, 2017



Key takeaways

- ❖ Role and functions of CDEMA
- ❖ Regional Response Mechanism
- ❖ Ports are a critical component of the RRM – Relief and Logistics Programme
- ❖ Realities of Caribbean Disaster Management - ongoing initiatives as it relates to Ports
- ❖ General Risk Management approach



THANK YOU

