

**IHR Designated Points of Entry Core Capacity  
Second Phase Sustainable Development Plan**

**(Pursuant to Executive Yuan Directive EY TW An #1110038677 of January 3, 2023)**

**Ministry of Health and Welfare  
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# **I. Background**

## **1. Implementation Basis**

(1) Pursuant to the Executive Yuan Directive EY TW An # 1110000851 dated January 24, 2022, and the Directive EY TW AN # 1110180321 dated July 4, 2022, the Ministry of Health and Welfare (MOHW) is requested to consult with relevant agencies including the Ministry of Transportation to formulate future implementation strategies based on the "IHR Designated Points of Entry Core Capacity Sustainable Development Plan (2017 to 2021)" (referred to as the "First Phase Sustainable Development Plan"). Therefore, the "IHR Designated Points of Entry Core Capacity Second Phase Sustainable Development Plan" (referred to as "this plan") is hereby established.

(2) The "International Health Regulations 2005" (IHR 2005) is a framework developed by the World Health Organization (WHO) to assist in controlling public health events of international concern caused by infectious diseases, radiation, chemicals, and other hazards. The IHR 2005 obligate States Parties to develop measures to address public health risks, such as surveillance, response, and reporting systems to ensure global health security at Points of Entry (PoEs).

## **2. Origins**

### **(1) In response to IHR 2005, Taiwan has completed the establishment of core capacities in seven designated PoEs**

According to the regulations of IHR 2005, each State Party should designate Points of Entry (PoEs) and refer to the "Assessment tool for core capacity requirements at designated airports, ports, and ground crossings" published by the WHO in 2009. Therefore, in 2011, Taiwan designated Taoyuan International Airport and Kaohsiung Port as the initial two designated PoEs and improved their core capacities. With the successful development experiences of the first two designated PoEs, Taipei International Airport, Kaohsiung International Airport, Taichung Airport, Keelung Port, and Taichung Port were expanded as designated PoEs in 2014. Seven designated PoEs have completed the assessment and establishment of core capacities and ongoing maintenance and security measures through this plan.

### **(2) The bidirectional operational system between the central authority and designated PoEs is the key to cross-domain cooperation**

The process of establishing and maintaining the core capacities of designated PoEs, which involves not only infectious disease prevention and control but also diverse types of risks such as radiation, toxic chemicals, bioterrorism, and food safety, falls under the responsibilities of various ministries and agencies. Thus, the Executive Yuan has established the "Central Inter-Ministerial Task Force" and set up the "Port IHR Project Task Force" at

designated PoEs. This bidirectional integration and coordination model between the "Interministerial Collaboration" and "Port Cross-Unit Collaboration," ensures the prevention of the cross-border transmission of disasters and the continuous operation of the national PoE infrastructure. This has gained recognition from international experts.

**(3) Through external assessment, it is affirmed that all designated PoEs demonstrate the capability for sustainable development**

To comprehensively enhance the capabilities of designated PoEs in communication, coordination, detection, and response, and align them with global standards, we have been inviting experts from Australia, Japan, Germany, and the European Union to conduct external assessments on the designated PoEs in Taiwan. These assessments involve document reviews, on-site inspections, and other verification measures to assess the implementation, maintenance and operation, and security capabilities of the designated PoEs. Each unit's communication, coordination, and contingency mechanisms within the designated PoEs have also been evaluated. All seven designated PoEs have been recognized by international experts for their sustainable development capabilities.

**(4) In response to the COVID-19 pandemic, the WHO has updated the Core Capacity Assessment Indicators for designated PoEs**

In 2009, the WHO released the "Assessment tool for core capacity

requirements at designated airports, ports and ground crossings." This tool emphasizes three main areas of capability, involving "communication and coordination," "routine preparedness," and "emergency response," comprising a total of 95 assessment items. To assist States Parties in implementing the IHR 2005, the WHO has been promoting the use of the Joint External Evaluation (JEE) as a tool to assess the effectiveness of IHR implementation. The JEE encompasses 19 technical areas, including the PoE (Points of Entry and Border Health) technical area. Furthermore, based on the global prevention experience of COVID-19, the WHO released the third edition of JEE in 2022. In this edition, the "PoE" technical area has been updated and requires all PoEs to be included in the national surveillance system. Additionally, some non-designated PoEs are also expected to possess core capacities.

### **3. Future environmental prediction**

With the progress of globalization and transportation technology, the movement of people, plants, animals, and goods between countries has become ever more rapid and frequent. As a result, the boundaries between nations are becoming increasingly blurred. Facing threats posed by human and animal diseases, chemical hazards, or radioactive materials, these are no longer just a matter for individual countries to address. These threats have expanded to neighboring nations and emerged as global security concerns. Moreover, factors such as climate change and rapid population growth have caused changes in the distribution of animals and disease-carrying insects, disrupting the

original ecological balance. This has also increased the opportunities and speed of cross-border transmission of various infectious diseases among humans, animals, and plants.

Since 2005, the WHO has issued a total of seven "Public Health Emergency of International Concern (PHEIC)" declarations, including the following: the influenza A(H1N1) virus in 2009, poliomyelitis in 2014, Ebola virus disease in both 2014 and 2019, Zika virus in 2016, novel coronavirus disease (COVID-19) in 2020, and monkeypox in 2022. Furthermore, our designated PoEs have responded to various incidents, including the 2012 Japan nuclear disaster, the 2015 Middle East Respiratory Syndrome Coronavirus (MERS-CoV) outbreak in South Korea, and the 2018 African swine fever outbreak in mainland China. In recent years, large-scale cross-border threat events have frequently occurred, and emergency response in border management is likely to become the "New Normal."

In recent years, there have been significant advancements in information and communication technology (ICT), which have been applied to border management. It is expected that these technologies will be more widely utilized in the future. For example, blockchain technology can be applied to enhance maritime transportation, artificial intelligence can be used for counter-terrorism and explosive detection, and cross-organizational information systems can be integrated to obtain real-time information on at-risk inbound travelers and their itineraries. Moreover, during the COVID-19 pandemic,

there has been a global expansion in the use of digital mobile devices, such as social distancing apps, to assist in epidemic investigations through high-tech contact tracing technologies. These measures have been instrumental in swiftly interrupting the transmission chains of the virus.

The awareness of freedom and democracy among the Taiwanese people has been increasing. However, in order to safeguard the lives and property of the majority of the population, our country's border management must respond promptly to emergency situations. Such responses may potentially impact certain individuals' personal freedom and privacy rights, and may also cause inconvenience to them. Therefore, in the future, under the premise of integrating information and experiences from various sectors, it is crucial to not only establish a comprehensive quarantine and epidemic prevention network at PoEs but also review and plan in accordance with relevant regulations that are timely and appropriate. It is also important to obtain the cooperation of the public, as this inclusion is vital for effectively responding to epidemics or emergency situations.

#### **4. Problem analysis**

##### **(1) Changes in the number of inbound and outbound travelers as well as the throughput of PoEs require border management to make rolling adjustments accordingly**

According to data from the National Immigration Agency of the Ministry of the Interior, the number of inbound travelers to



Taiwan in 2019, before the COVID-19 pandemic, reached over 29 million people. This is nearly double that of the initial stage of establishing designated PoEs in 2011, which recorded over 15 million people. At the same time, the travel patterns of visitors to Taiwan have also changed, with the emergence of new forms of tourism such as cruise travel and further development of fly-cruise tourism in recent years. These trends bring new challenges to border management.

In addition, the throughput of International Commercial Ports decreased from 264.23 million metric tons in 2011 to 230.85 million metric tons in 2019. There are ongoing efforts to transform International Commercial Ports, such as the dual-axis plan for passenger and cargo within Keelung Port and the elevation of Taipei Port as the largest container commercial port in northern Taiwan. In the face of increasing inbound and outbound passenger numbers, expanding flight routes, a greater variety of transportation modes, and readjustments in PoEs positioning, there are various challenges to address. It is anticipated that the complexity and workload of PoEs management will increase, requiring flexible and effective regulatory measures to promptly respond.

**(2) Both in times of normalcy and in times of change, "maintaining close" cross-unit communication and cooperation is necessary**

In promoting the development of core capacities at designated

PoEs in Taiwan, in order to respond to different types of public safety incidents, we have established a bidirectional integration and coordination model between the "Interministerial Collaboration" and "Port Cross-Unit Collaboration," within the designated PoEs. The designated PoEs have also continuously strengthened internal information exchange through well-functioning cross-unit meetings and drills. Therefore, in recent years, we have been able to respond appropriately to events such as the Japan nuclear disaster, the African swine fever outbreak in mainland China, the Zika virus in Brazil, and the global COVID-19 pandemic. However, the IHR 2005 not only emphasizes emergency response to major disasters (during times of change) but also concerns the daily maintenance of health and safety at designated PoEs (during times of normalcy). This involves the responsibilities of numerous authorities and requires ongoing implementation of cross-unit communication, coordination, and integration of consensus and participation among relevant organizations to maintain the ability to respond and mobilize during major events.

**(3) In response to events, measures should be taken to adjust allocation of manpower, equipment, and other resources during both normal and changing circumstances**

Given the rapidly changing nature of international public health emergencies, the role of designated PoEs in ensuring international and domestic health security has become increasingly important. Designated PoEs personnel involved in quarantine and disease

prevention work already have standard operating procedures in place for routine tasks. However, there are still concerns about the insufficient reserve backup manpower and equipment in international port operations to cope with large-scale emergencies and the continuous increase in the number of passengers and cruise ships. Considering the changing global environment, it is necessary to assess and plan whether international designated PoEs have timely access to sufficient and competent manpower resources and equipment. Additionally, it is important to evaluate whether the training and exercises for such personnel's expertise and skills during normal times are adequately robust to withstand potential public health risks that may occur at any time.

**(4) Integration of PoE information systems across agencies (organizations) is crucial to achieve timely response and coordination**

The IHR 2005 emphasizes inter-ministerial collaboration, smooth communication and coordination channels between PoEs, and providing a safe environment and information for travelers in response to PHEIC. With the rapid development of the information society, there is an increasing demand for and reliance on PoEs information systems. Countries around the world are actively providing information through the internet and engaging in communication and interaction with the public. The relevant information systems of the PoEs in Taiwan are built by the respective agencies and organizations responsible for their respective functions. Some systems have already been integrated

with inter-agency/organizational system interfaces. However, in the face of various disaster incidents, whether there is effective integration or connectivity between systems and relevant agencies/organizations for reporting and response purposes should be continuously reviewed and improved upon.

## **II. Objectives**

### **1. Statements**

Based on the guidelines of IHR 2005, the plan objectives are to continuously assess and improve the communication and coordination among designated and non-designated PoEs in Taiwan during both normal and emergency situations. This includes enhancing the monitoring, reporting, and response capabilities to public health security events and collaborating with relevant authorities to enhance the overall development of PoEs and ensure the health and safety of the population and their property.

### **2. Constraints to Achieving the Objectives**

#### **(1) Significant Discrepancies in Human Resources, Budget, and Other Resources Required during Times of Normalcy and Change, are Limiting Preparedness Capacity**

In response to the ever-changing domestic and international situations, the job responsibilities of frontline border personnel have undergone significant changes. Additionally, with the development of various information technologies, there is an

increasing demand for manpower and equipment capable of integrating cross-domain expertise and information. However, for many years, various agencies at Taiwan's borders have been limited in terms of manpower and equipment. This has resulted in excessive workloads for personnel, frequent personnel changes, and a crisis of talent succession, making it difficult to pass on experience. It has also led to the inability to promptly deploy a large and suitable reserve backup workforce to fill manpower gaps during emergencies, affecting the efficiency of routine maintenance and response during times of change at PoEs. In addition, public sector resources are constrained by budgetary regulations and cannot guarantee long-term and sustained investment in PoE infrastructure.

## **(2) Limitations in Accessing International Cooperation Opportunities and International Resources**

Due to our unique international situation, as a non-UN member state, we are unable to directly access the latest monitoring results and technical information from various United Nations member organizations, such as the World Organisation for Animal Health (WOAH), International Labour Organization (ILO), International Maritime Organization (IMO), etc. This has resulted in our country relying only on public information platforms of other countries or channels through friendly nations to obtain relevant guidelines, and international conference information, to promptly harmonize and align with global prevention and control strategies. Despite this, Taiwan actively participates in international

organizations and seeks various opportunities for international cooperation and exchange. We strive to learn from the practical experiences of international experts in order to address the limitations and lack of international communication.

### **3. Expected Performance Indicators and Evaluation Criteria**

The expected performance indicators, evaluation criteria, and annual target planning for this plan are outlined in Table 1.

**Table 1: Expected Performance Indicators and Evaluation Criteria**

Performance Indicators	Evaluation Criteria	Baseline (as of end of December 2021)	Yearly Achievement of Goals
Sustainable Development of Designated PoE Core Capabilities	<ol style="list-style-type: none"> <li>1. Adoption of the third edition of the JEE tool for PoE technical areas under the IHR 2005.</li> <li>2. Adoption of the WHO "IHR: Assessment tool for core capacity requirements at designated airports, ports and ground crossings."</li> <li>3. Recommendations from experts for external assessments.</li> </ol>	<p>The core capacity assessments for the seven designated PoEs have been completed, and relevant departments will continue to provide ongoing supervision to maintain the achieved results.</p>	<p>According to the evaluation criteria, the designated PoEs will conduct annual self-assessments, as well as external assessments through scheduled invitations of domestic or foreign experts. The composition of the assessment teams may be adjusted as needed based on the current status of implementation. The plan principles are as follows:</p> <ol style="list-style-type: none"> <li>1. <b>Designated PoEs Group A:</b> Taoyuan International Airport, Taipei International Airport, Kaohsiung Port, and Keelung Port. <ul style="list-style-type: none"> <li>• 2024: The Executive Yuan will invite domestic or foreign experts to conduct an external assessment.</li> <li>• Remaining Years: Every year after 2024, self-assessments will be conducted to address specific areas of improvement, and reports will be submitted.</li> </ul> </li> <li>2. <b>Designated PoEs Group B:</b> Kaohsiung International Airport, Taichung Airport, Taipei Port, and Taichung Port. <ul style="list-style-type: none"> <li>• 2026: The Executive Yuan will invite domestic or foreign experts to conduct an external assessment.</li> <li>• Remaining Years: Each year, self-assessments will be conducted to address specific areas of improvement, and reports will be submitted.</li> </ul> </li> </ol>

Performance Indicators	Evaluation Criteria	Baseline (as of end of December 2021)	Yearly Achievement of Goals
Non-designated PoE core capabilities.	Consultation with the domestic expert team and adoption of core capability indicators from designated PoEs to develop core capabilities and assessment criteria for Class 1 non-designated PoEs.	The PoEs carry out various operational practices in accordance with the policies and relevant guidelines of the competent authorities.	<p>In 2022, consultations were held with the competent authorities of the PoEs to jointly select the non-designated PoEs in Taiwan (Class 1 and Class 2). The plan principles are as follows:</p> <ol style="list-style-type: none"> <li>1. <b>Class 1 non-designated PoEs:</b> Tainan Airport, Hualien Port, Mailiao Harbor, and Kinmen Port (Liaoluo Port Area and Shui Tou Port Area). <ul style="list-style-type: none"> <li>• 2023: Invitation of the domestic expert team to develop core capabilities and assessment indicators.</li> <li>• 2024-2025: Assessment of core capabilities and completion of establishment by the PoEs.</li> <li>• Remaining years: Annual self-assessment and management oversight by the competent authorities of the PoEs, including annual audit of operation and management.</li> </ul> </li> <li>2. <b>Class 2 non-designated PoEs:</b> Hualien Airport, Taitung Airport, Chiayi Airport, Kinmen Airport, Penghu Airport, Budai Port, Anping Port, Hoping Harbor, Suao Port, Magong Port, and Matsu Port (Baisha Port Area and Fu'ao Port Area). <ul style="list-style-type: none"> <li>• These PoEs must be included in the national monitoring system, establish reporting mechanisms, and provide regular reports under supervision of the competent authorities of the PoEs.</li> </ul> </li> </ol>



### **III. Review of Current Relevant Policies and Programs**

#### **1. Results of the Implementation of IHR Designated PoE Core Capacity Sustainable Development Plan from 2017 to 2021**

##### **(1) Establishing PoE communication platforms and information infrastructure to enhance PoE response capabilities**

To accommodate the characteristics and operational modes of all PoEs, the competent authorities of designated PoEs regularly convene cross-unit meetings and strive to enhance information system development. This addresses issues related to cross-agency (organizational) integration, such as the implementation of the Maritime Transport Network Portal (MTNet) 2.0, Taiwan Port NET (TPNet), and the establishment of data interface procedures with information systems of the Taiwan Centers for Disease Control (Taiwan CDC), National Immigration Agency, airlines, and other stakeholders. Furthermore, all PoEs have established a 24-hour contact point among relevant agencies to facilitate real-time response.

##### **(2) Cross-agency (organization) exercises and domestic and foreign expert assessments to enhance preparedness**

In Taiwan, the risk of infectious diseases being imported from abroad is increasing, and measures are being taken to prevent public health and safety incidents such as nuclear and biochemical events. The designated responder authorities in various PoEs continue to provide regular training to their own professional staff and conduct collaborative education training, tabletop and field exercises with other agencies to enhance the core competency and

capability of personnel in designated PoEs, ensuring their timely readiness to respond. Designated PoEs are required to conduct self-assessments annually using international evaluation tools and undergo regular external assessments by foreign experts. In recent years, both the self-assessments and external assessments have shown compliance with WHO standards.

### **(3) Handling Multiple International and PoE Public Safety Emergencies to Ensure National Security**

During the implementation period of the first phase of Sustainable Development Plan operations, designated PoEs have experienced various types of public safety incidents or outbreaks, such as a measles outbreak among flight crews of a national airline, an African swine fever outbreak in Mainland China, and a toxic substance leak from a vessel in Keelung Port. Depending on the core capabilities established through regular preparations, effective detection, reporting, and response measures have been carried out to successfully resolve these crises. Lessons learned from handling these incidents are being reviewed and incorporated into standard operating procedures to continuously improve response strategies and strengthen the contingency capabilities of the frontline border protection network.

## **2. Achievements of Border Management and Prevention Measures during the COVID-19 pandemic from 2020 to 2022**

### **(1) Immediate Activation of Onboard Quarantine, Intercepting the First Case and Confirming the Effectiveness of Routine Drills**

On December 31, 2019, when the COVID-19 outbreak in Wuhan, mainland China was detected through surveillance, Taiwan immediately initiated boarding quarantine measures for flights from Wuhan. With the collaborative efforts of CIQS and other units, personnel were dispatched to conduct passenger health assessments, provide health education, and perform other necessary tasks as soon as the aircraft arrived at the tarmac a few hours later. This demonstrated the effective inter-agency drills that had been practiced during routine operations at our international PoEs. During the onboard quarantine period, a total of 38 flights with 4,625 passengers were processed. Among them, one individual was identified through active monitoring on January 20, 2021, and became the first confirmed case in our country. This performance was outstanding.

### **(2) Integration and Interconnection of Cross-Agency Information Systems, Balancing Domestic Epidemic Prevention and Passenger Clearance Speed**

Taiwan preemptively implemented border quarantine measures by establishing the "Quarantine System for Entry" during the early stages of the pandemic. Through the integration of the Advance Passenger Information System (APIS) of the Ministry of the

Interior's National Immigration Agency, passenger information declared at foreign stations is cross-checked with the passenger's identity, and the system is connected to Taiwan CDC's Smart Quarantine and Multifunctional System (SQMS). This integration has reduced duplicate data entry and improves accuracy. The collected data is then imported into the backend epidemic tracking system, enhancing the effectiveness of community epidemic prevention and establishing a data sharing mechanism. According to statistics, if travelers use the online declaration system, the average clearance time per person is only 47 seconds, significantly shorter than the 7 minutes required for paper-based declaration. This demonstrates that the Quarantine System for Entry effectively improves the efficiency of immigration processes, and reduces the exposure risks and difficulty in community tracking associated with passengers waiting in queues at airports.

### **(3) Public-Private Collaboration to Ensure Safety of Frontline Personnel at International PoEs**

Frontline personnel at PoEs serve as the first line of defense in border security. Due to frequent interactions with travelers from around the world, they face a higher risk of infection. Additionally, there have been reports of cluster incidents among PoEs workers in neighboring countries like Singapore. Since 2021, high-risk personnel at four airports and twelve seaports have been undergoing weekly COVID-19 rapid antigen testing or nucleic acid testing. The testing methods and frequency have been

adjusted on a rolling basis based on duty characteristics, exposure risks, and domestic and international epidemic situation. This strengthens proactive health monitoring and early detection of potential cases. Furthermore, when implementing the COVID-19 vaccination policy, these personnel were prioritized as the second or third group to receive the vaccine, following only healthcare workers. This ensures a high vaccination coverage and immunization protection among them.

### **3. Critique Items**

#### **(1) Continued Maintenance and Enhancement of Core Capabilities at Designated PoEs to Address Future Challenges**

The seven designated PoEs have undergone various public health emergencies, including the COVID-19 pandemic and outbreaks of infectious diseases, chemical disasters, and animal and plant diseases. These events have demonstrated that the designated PoEs possess the core capabilities required by the IHR 2005. However, the international and domestic environments are constantly changing, border management policies are subject to adjustments, personnel turnover is frequent, and there is an increased awareness of human rights. Therefore, we will maintain a humble attitude and continue to review national regulations, relevant guidelines and plans, manpower management at designated PoEs, hardware and software equipment, interconnection and stable operation of cross-agency information systems, and other relevant aspects. We also recommend

continued investment in maintaining the core capabilities of the designated PoEs according to the IHR requirements, ensuring their resilience and sustainable development to address potential future challenges.

## **(2) Reviewing and Adjusting Designated PoEs in Response to Changes in Traveler and Cargo Volumes**

Since 2011, Taiwan has been actively establishing seven designated PoEs according to the IHR 2005, covering the majority of inbound and outbound travelers as well as cargo throughput in the country. However, after several years, the domestic and international environments have undergone many changes. The total number of inbound and outbound travelers exceeded 58 million before 2019, with the seven designated PoEs accounting for 95% of the total. The international trade cargo volume decreased from 264.23 million metric tons in 2011 to 230.85 million metric tons in 2019. Three designated PoEs accounted for approximately 86% of the total cargo throughput in Taiwan. It is recommended to review and adjust the situation accordingly.

## **(3) Establishing Domestic Expert Groups based on Response Experience to Continuously Enhance Core Capabilities of PoEs**

In response to recent international PoE incidents involving infectious diseases, chemical disasters, animal and plant diseases, and other cross-border transmission events, experts from various fields in Taiwan have collaborated closely and achieved

significant results in prevention, control, and improvement. This demonstrates that Taiwan has expertise in border management and quarantine, aviation safety, infection control, occupational health and safety, and cruise ship epidemic prevention. Therefore, it is recommended that during the post-COVID-19 pandemic period, there should be continuous review and updating of the assessment indicators provided by the WHO. Additionally, establishing a domestic expert database will contribute to the ongoing optimization of core capabilities at PoEs, ensuring preparedness for emerging future challenges.

#### **(4) Internalizing Cross-Agency Coordination and Collaboration Experience to Enhance PoE Resilience**

During the implementation of the first phase of the Sustainable Development Plan, during both normal and emergency situations, interministerial collaboration and coordination were maintained among designated PoEs. They remained vigilant, promptly coordinated and supported each other, and established independent epidemic prevention mechanisms. Through personnel education training, optimization of information systems, and regular checks and evaluations, the central cross-departmental capacity and the ability of designated PoEs to respond effectively were significantly enhanced. These operational mechanisms and practical procedures should be internalized into the current operational procedures of various central agencies as well as the designated PoEs in this plan. This will contribute to the continuous improvement of risk monitoring, early warning, and flexible response capabilities at the designated PoEs in this plan.

## **IV. Strategies and Methods**

### **1. Implementation Concepts and Principles**

The implementation concept of this plan is to "adhere to the existing national institutional framework" and "combine with Taiwan's emergency response system" to promote and strengthen alignment with international standards as the guiding principles.

### **2. Main Strategies and Implementation Methods**

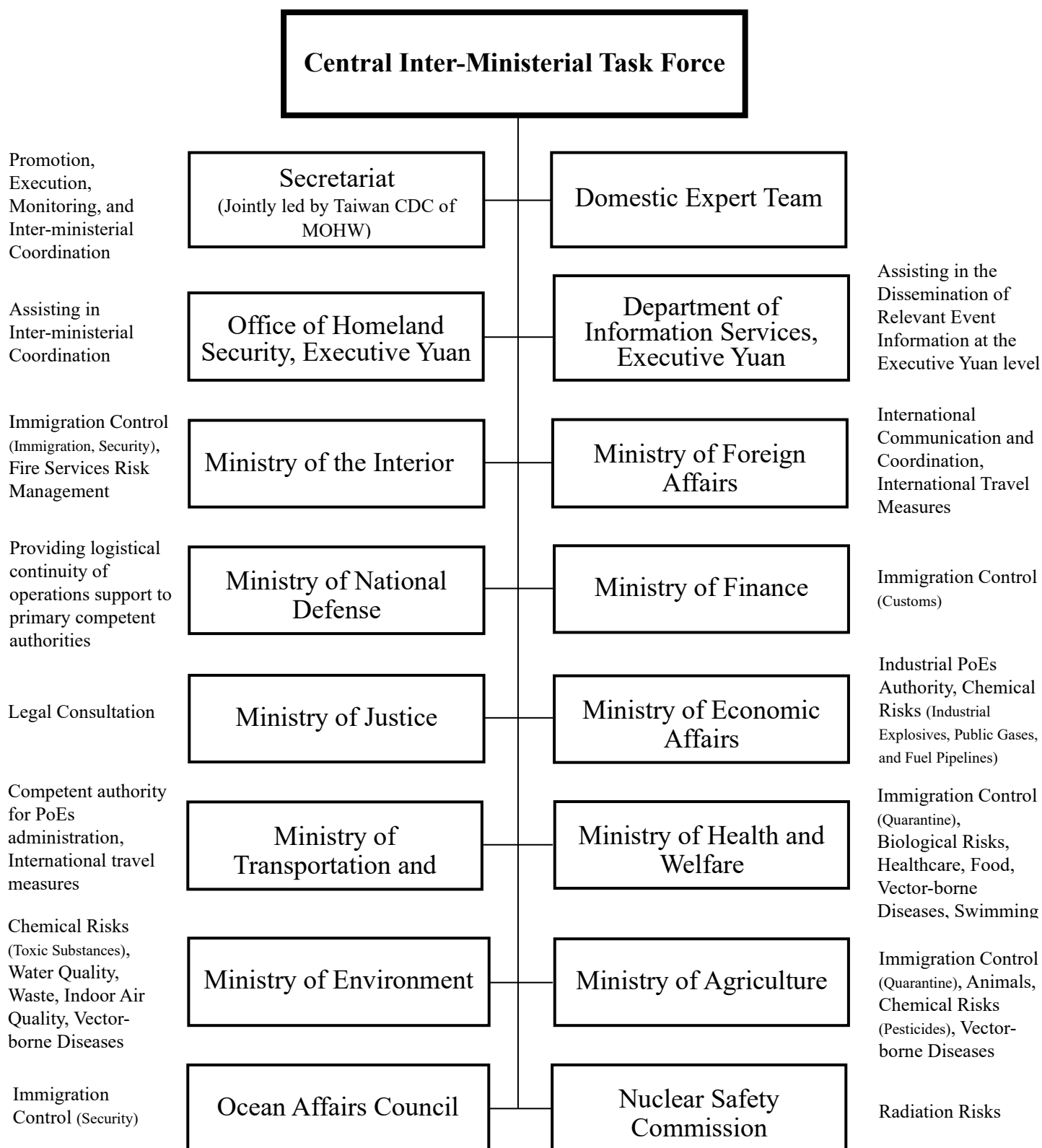
#### **(1) Continue Realizing Existing Bi-directional Integrated Operational Models between Central and PoE Task Forces**

Drawing on the experience from the first phase of the Sustainable Development Plan, as well as the handling of the COVID-19 pandemic, this plan aims to continue the guidance and establishment of the Central Inter-Ministerial Task Force by the Executive Yuan (Figure 1), the establishment of the Port IHR Project Task Force (Figure 2), and the bidirectional integration model of this plan (Figure 3). The goal is to ensure continuous communication, coordination, routine preparedness, and emergency response capabilities to maintain and secure the PoEs.

The Central Inter-Ministerial Task Force integrates existing manpower and hardware/software equipment, with each department providing oversight and support to their respective agencies and supervisors in implementing the objectives. The Port IHR Project Task Force at each PoE serves as the foundational platform for interagency coordination and capacity integration.



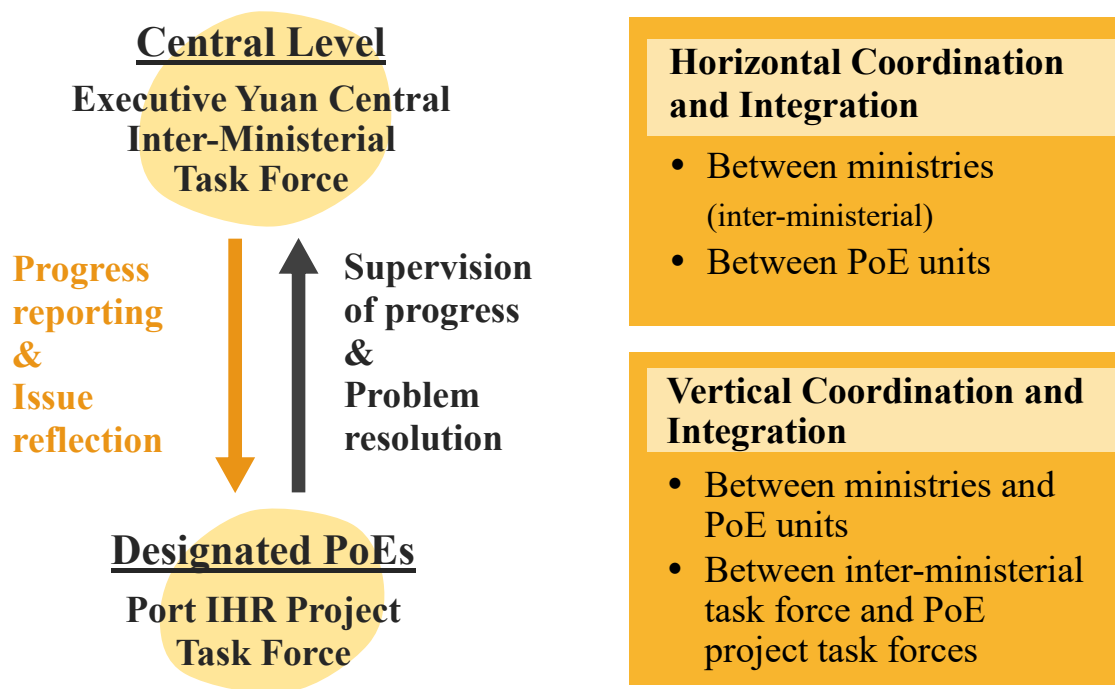
Depending on the characteristics of all PoEs, participation from local governments and relevant PoEs-related agencies and organizations is invited, and specific operational rules and procedures are accordingly established.



**Figure 1: Organizational Structure of the Central Inter-Ministerial Task Force**



**Figure 2: Diagram of Port IHR Project Task Force**



**Figure 3: Diagram of bidirectional integration model**

**(2) Reassessment of the core capabilities of IHR designated PoEs and IHR non-designated PoEs.**

The WHO has adjusted the assessment tool for the IHR 2005 introducing new requirements in the technical area for PoEs in the Third Edition, JEE in 2022. These requirements include the inclusion of "all PoEs in the national surveillance system" and the need for "some non-designated PoEs to possess core capacities."

Upon review, it is found that all PoEs in our country have been included in the national surveillance system within the existing institutional framework and emergency response mechanism. The competent authority is responsible for monitoring, preparedness, and response. Through notification, assessment, and initial response, PoEs prevent and reduce potential public health security risks.

However, the operational strategies and volumes of our current seven designated PoEs have undergone significant changes in recent years. Furthermore, based on recent experiences in responding to public health emergencies and to meet the requirements of the aforementioned latest version of the WHO assessment tool, this plan has comprehensively examined the characteristics, geographic distribution, travel volumes, spill-over impacts of disasters, and capacity for large-scale response of all PoEs in Taiwan. They have been classified into IHR designated PoEs and IHR non-designated PoEs (Class 1 and Class 2). The following outlines the related assessment methods and tools planned for evaluation:

## **A. IHR Designated PoEs:**

- (a) Designated PoEs (International Airports, International Commercial Ports): Taiwan's IHR designated PoEs include Taoyuan International Airport, Taipei International Airport, Kaohsiung International Airport, Taichung Airport, Kaohsiung Port, Keelung Port, and Taichung Port, totaling seven designated PoEs (four airports and three seaports). However, due to a strategic shift in operations at Keelung Port, where most of the cargo has been handled by Taipei Port, Taipei Port has become the third-largest commercial port in our country. Thus, this plan will add "Taipei Port" as a newly designated PoE, resulting in a total of eight designated PoEs (four airports and four seaports). Considering the close administrative management, operational procedures, and response measures between Taipei Port and Keelung Port, relevant exercises, assessments, and operational security measures will make reference to those of Keelung Port and will be implemented starting from 2023.
- (b) Assessment methodology for PoE core capabilities: During normal periods, the designated PoEs will undergo external expert assessments every five years, and self-assessments will be annually conducted by the cross-functional units of the PoEs. During emergency response periods, such as when WHO declares a PHEIC or when a central epidemic command center is established domestically, the designated

PoEs may replace external expert assessments with practical experience and reviews of their response to specific epidemic situations.

- (c) PoE Core Capacity Assessment Tool: The port core capacity assessment tool primarily incorporates the WHO's "IHR 2005-Assessment tool for core capacity requirements at designated airports, ports and ground crossings (95 items, 2009)", the Third Edition, Joint External Evaluation (JEE 2022), and assessment indicators recommended by domestic experts.

## **B. IHR Non-Designated PoEs:**

Non-designated PoEs are determined and planned in consultation with the Secretariat of the Central Inter-Ministerial Task Force and the competent authorities of the PoEs (Ministry of Transportation and Communications, Ministry of Economic Affairs). Selection is based on the characteristics, geographical location, travel volume, available resources, and potential public safety risks of PoEs. The following principles are applied in the planning process:

- (a) Class 1 Non-designated PoEs: a total of 4 ports, Tainan Airport, Hualien Port, Mailiao Port, and Kinmen Port (tentative) are included, with core capability assessment and establishment planned to be completed by 2024-25. The establishment of Kinmen Port can be completed within the plan timeline, depending on the practical capacity of the

Kinmen County Government.

i. Assessment methodology for PoE core capabilities: Each year, PoEs will conduct self-assessments and internal evaluations. They will be supervised by their respective competent authorities and included in the annual audit of operation and management.

ii. PoE Core Capacity Assessment Tool: The assessment tool for core capacity requirements at PoEs will be developed after consulting with domestic experts and incorporating designated PoE core capacity indicators. It will be further refined through ongoing adjustments.

(b) Class 2 Non-designated PoEs: Hualien Airport, Taitung Airport, Chiayi Airport, Kinmen Airport, Penghu Airport, Budai Port, Anping Port, Suao Port, Hoping Port, Magong Port, and Matsu Port (Baisha Port Area, Fu'ao Port Area), totaling 11 locations. The PoEs should establish a reporting mechanism and provide regular reports under supervision of their competent authorities.

### **(3) Establishment of Domestic Expert Team and Database for Consultation and Improvement Recommendations**

Collect a list of experts with expertise in infectious disease outbreaks, nuclear disasters, chemical disasters, bioterrorism attacks, PoE security, health and safety of international transportation vehicles, and infection control and those with

extensive experience in maintaining the core capacities of designated PoEs in Taiwan. Establish a database for the following main consultation purposes:

A. Provide policy recommendations and professional consultations.

B. Consider and revise Core Capacity Assessment Indicators for PoEs: Taking into account the latest international indicators, domestic operational practices, and past implementation experience, consider/revise indicators that are applicable to the assessment of designated PoEs and Class 1 Non-designated PoEs in our country. These indicators should not only be comparable to international standards but also consider domestic operational realities.

C. On-site guidance, instruction, or assessment at PoEs: Invitations extended by the Central Inter-Ministry Task Force, the Port IHR Project Task Force, or PoE competent authorities to provide on-site guidance, instruction, or assessment at PoEs.

**(4) Optimizing the software and hardware infrastructure of PoE core capacity and improving relevant port regulations**

The establishment of comprehensive detection and software and hardware infrastructure in PoEs is crucial for timely containment of the spread of biological pathogens through transportation vehicles and for effective response to public health emergencies. To improve the response effectiveness of PoEs, it is necessary to



timely reinforce the lacking hardware capabilities. This includes optimizing the performance of information systems, interconnecting them or sharing data across agencies or organizations, which not only facilitates the real-time transmission of detection results and improves response effectiveness but also enables rapid analysis of big data to make accurate and timely decisions. This, in turn, reduces the scope of post-disaster recovery and minimizes damage. The construction of port infrastructure during normal times plays a vital role in achieving these goals. In addition, international PoEs are faced with various public health and safety threats that require immediate response. However, their response can hinder international transportation, jeopardize public rights, and create economic barriers. Therefore, it is necessary to regularly review relevant regulations during normal times and modify them when necessary to improve the legal framework.

**(5) Continuously enhancing the professional competence of personnel in response to public health risks and emergencies**

With the changing global environment, international transportation faces significant challenges, leading to increasing workload and responsibilities for international PoEs. Therefore, it is necessary to plan systematic and practical educational training for PoEs. Through diverse learning methods, PoEs personnel can receive professional skills training without being restricted by time and space, enhancing their self-protection capabilities and minimizing talent gaps in PoEs. In addition, the importance of

exercises and drills is emphasized in the IHR 2005. Through regular cross-unit/inter-departmental meetings and exercises, consensus among different units can be achieved, ensuring the capacity to respond to emergency events at PoEs.

**(6) Strengthening the capacity of PoEs, linking internal and external resources and communication among PoE agencies**

Currently, all designated PoEs have established working groups or task forces and cross-agency (organizational) communication platforms. These platforms involve participation from public and private entities stationed in PoEs, as well as health, environmental protection, and fire departments under the jurisdiction of the municipalities of PoEs. They work together to continuously build and optimize the core capacities of PoEs. However, considering that the capacity of PoEs to handle incidents may be related to the size of the PoEs, it may be necessary to employ methods such as planning and cooperation memoranda to involve external units in a joint effort to strengthen the core capabilities of PoEs. This could include signing cooperation agreements with the military's chemical groups or signing waste removal plans with infectious waste disposal companies. Through the professional assistance and collaboration of external agencies and organizations, the response capabilities of PoEs can be further enhanced.

**(7) Promoting international cooperation and experience exchange to align with international implementation practices**

Continuously collecting international information, actively

participating in relevant international organizations/meetings/seminars or inviting international experts to visit can enhance the knowledge and skills of personnel from various ministries and PoEs in Taiwan. This will contribute to improving the quarantine and emergency response capacity of our PoEs, keeping pace with advanced countries. Simultaneously, through international cooperation, we can showcase the effectiveness of the country's border control and quarantine to the international community, allowing our counterparts to understand our efforts and achievements in this field.

### **3. Yearly Planning and Division of Responsibilities**

The tasks, organization explanation, and division of responsibilities for the dual platforms of the Central Inter-Ministerial Task Force and the PoE IHR Project Task Force are listed in Tables 2, 3, and 4. Collaboration of these two task forces jointly constructs a mutually coordinated and integrated promotion bidirectional model between the central and port levels.

**Table 2: Framework and Task Explanation of the Dual Platforms**

Structure Item	Central Inter-Ministerial Task Force	Port IHR Project Task Force
Objectives	To assist PoEs in addressing common issues that are difficult to resolve at the PoE level and to enhance the overall utilization of national resources, the central inter-ministerial task force aims to integrate existing operational capabilities, professional expertise, and infrastructure.	To facilitate implementation at the PoE-level, the PoE IHR Project Task Force is established in designated PoEs and selected non-designated PoEs. This task force serves as the foundational platform for coordinating and integrating interagency capacities in the PoEs.
Members	In addition to representatives from the Office of Homeland Security and the Department of Information Services of the Executive Yuan, relevant ministries and agencies, including the Ministry of the Interior, Ministry of Foreign Affairs, Ministry of National Defense, Ministry of Finance, Ministry of Justice, Ministry of Economic Affairs, Ministry of Transportation and Communications, Ministry of Health and Welfare, Ministry of Environment, Ministry of Agriculture, Nuclear Safety Commission, and Ocean Affairs Council, designate deputy ministers or higher-ranking officials to participate.	The convener of the IHR project task force is jointly appointed by the managing authority or organization of a PoE and Taiwan CDC of the MOHW (according to regional control centers). The secretariat of the task force is determined through coordination between these two agencies. Depending on their specific characteristics and operational needs, the PoEs invite participation from local governments and relevant agencies or organizations. They also determine their own meeting frequency, division of tasks, and administrative matters for the project task force.
Main Tasks	<ol style="list-style-type: none"> <li>1. Integrated planning, supervision, coordination, and integration across ministries and PoEs for the maintenance and security of designated port core capabilities.</li> <li>2. Formulating and reviewing the implementation tasks of this plan on a rolling basis.</li> <li>3. Other matters related to the maintenance and security of designated PoE core capabilities.</li> </ol>	<ol style="list-style-type: none"> <li>1. Preparation and integration of the maintenance and security of PoE core capabilities.</li> <li>2. Formulation, division of tasks, coordination, and supervision of the implementation tasks of various units within the PoEs.</li> <li>3. Rolling review and formulation of implementation tasks for the maintenance and security of PoE core capabilities.</li> <li>4. Other matters related to the maintenance and security of PoE core capabilities.</li> </ol>

**Table 3: 2022-2027 Annual Execution Plan and Division of Tasks**

Year	Work Execution	Related Division
2022	1. Handling of the global covid-19 pandemic in designated PoEs	Ministry of Health and Welfare, Ministry of Transportation and Communications, and related departments, PoE related units
	2. Approval of this plan	Ministry of Health and Welfare (the Secretariat, Central Inter-Ministerial Task Force) reports to the Executive Yuan for review and approval
	3. Annual self-assessment reports submitted by designated PoEs	Ministry of Health and Welfare, Ministry of Transportation and Communications, and related departments PoE related units
2023	1. Plan promotion and implementation (including Taipei Port in the evaluation process)	Central Inter-Ministerial Task Force PoE IHR Project Task Force
	2. Establishment of domestic expert team and review of evaluation indicators	Central Inter-Ministerial Task Force Executive Yuan studies and determines hiring assignments
	3. Designated PoEs carry out core capability maintenance and security exchange activities	Central Inter-Ministerial Task Force PoE IHR Project Task Force
	4. Designated PoEs submit annual self-assessment reports	Ministry of Health and Welfare, Ministry of Transportation and Communications, and related departments PoE related units
	5. Preparations for external expert evaluation in the following year	Central Inter-Ministerial Task Force PoE IHR Project Task Force

<b>2024</b>	1. Plan promotion and implementation	Central Inter-Ministerial Task Force PoE IHR Project Task Force
	2. Designated PoEs and some non-designated PoEs carry out core capability maintenance and security exchange activities	Central Inter-Ministerial Task Force PoE IHR Project Task Force
	3. Conduct external expert evaluation for designated PoE Group A	Overall Planning: Central Inter-Ministerial Task Force Supervision: relevant agencies, according to their authority and responsibilities Implementation: PoE units, according to instructions
	4. Designated PoE Group B submits annual self-assessment reports	Ministry of Health and Welfare, Ministry of Transportation and Communications, and related departments PoE related units
	5. Completion of core capability establishment for some non-designated PoEs	Central Inter-Ministerial Task Force PoEs IHR Project Task Force
<b>2025</b>	1. Plan promotion and implementation	Central Inter-Ministerial Task Force PoEs IHR Project Task Force
	2. Designated PoEs and some non-designated PoEs carry out core capability maintenance and security exchange activities	Central Inter-Ministerial Task Force PoEs IHR Project Task Force
	3. Designated PoEs submit annual self-assessment reports	Ministry of Health and Welfare, Ministry of Transportation, and related departments PoEs-related units
	4. Preparations for external expert evaluation in the following year	Central Inter-Ministerial Task Force PoEs IHR Project Task Force
	5. Completion of core capability establishment for some non-designated PoEs	Central Inter-Ministerial Task Force PoEs IHR Project Task Force

<b>2026</b>	1. Plan promotion and execution	Central Inter-Ministerial Task Force PoEs IHR Project Task Force
	2. Designated PoEs and some non-designated PoEs carry out core capability maintenance and security exchange activities	Central Inter-Ministerial Task Force PoEs IHR Project Task Force
	3. Conduct external expert evaluation for designated PoEs Group B	Overall Planning: Central Inter-Ministerial Task Force Supervision: relevant agencies, according to their authority and responsibilities Implementation: PoE units, according to instructions
	4. Designated PoEs Group A submits annual self-assessment reports	Ministry of Health and Welfare, Ministry of Transportation, and related departments PoE related units
<b>2027</b>	1. Plan promotion and execution	Central Inter-Ministerial Task Force PoE IHR Project Task Force
	2. Designated PoEs and some non-designated PoEs carry out core capability maintenance and security exchange activities	Central Inter-Ministerial Task Force PoE IHR Project Task Force
	3. Designated PoEs submit annual self-assessment reports	Ministry of Health and Welfare, Ministry of Transportation, and related departments PoE related units
	4. Report on the achievements of this plan	Ministry of Health and Welfare (the Secretariat, Central Inter-Ministerial Task Force) reports to the Executive Yuan for review and approval

- Designated Port Group A: Taoyuan International Airport, Taipei International Airport, Kaohsiung Port and Keelung Port.
- Designated Port Group B: Kaohsiung International Airport, Taichung International Airport, Taipei Port and Taichung Port.

**Table 4. Implementation Schedule (2022-2027)**

Time (Year/quarter) Work Items	2022				2023				2024				2025				2026				2027			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Drafting and approval of this plan																								
Promoting and implementing this plan																								
Designated PoEs and some non-designated PoEs carry out core capability maintenance and security exchange activities																								
Completion of designated PoEs ' self-assessment report for results																								
Establishment of domestic expert team and review of assessment indicators																								
Completion of PoE core capability establishment for some non-designated PoEs																								
Preparation for external expert assessment in the following year																								
Conduct external expert assessment for designated PoEs																								
Report on the achievements of this plan																								



## **V. Funding Requirements**

This plan is a project initiated by the Executive Yuan and falls under the responsibilities of various ministries. The funding required for its implementation will be allocated from the annual budgets of the respective ministries or PoEs' authorities. As for the expenses required for the external expert assessment for designated PoEs, an estimation will be conducted by the Central Inter-Ministerial Task Force. The task force will then submit a request to the Executive Yuan for coordination and arrange for budget allocation as needed.

## **VI. Expected Effects and Impacts**

1. Ensure the smooth and continuous operation of the Central Inter-Ministerial Task Force and the PoE IHR Project Task Force, and continuously urge international PoEs to enhance their PoE core capabilities in preparation for future challenges.
2. Gradually adjust the assessment indicators and content of this plan for alignment with international standards and facilitate the promotion and improvement of core capabilities in our designated PoEs.
3. Continuously monitor the cargo volume of designated PoEs and make timely adjustments to the PoEs undergoing assessment. With the inclusion of some non-designated PoEs in this plan, the scope of assessed PoEs is expanded to align with international trends and ensure national security.
4. Establish a mechanism for seamless transition between normal times and emergencies and strengthen the adequacy of regulations. This will facilitate effective response during emergency outbreaks, minimize threats and damages, and safeguard the rights and interests of all people in accordance with the spirit of the rule of law.

## **VII. Follow-up of Execution and Evaluation**

This plan is jointly developed by the Ministry of Transportation and Communications and the Ministry of Health and Welfare, and it is executed after approval from the Executive Yuan. The Ministry of Health and Welfare is responsible for the coordination and compilation of relevant information provided by each ministry according to their respective responsibilities, and a report will be submitted to the Executive Yuan for review at the end of each year. Based on the Central Inter-Ministerial Task Force, this plan serves as a platform for coordinating the tasks of each ministry. Each ministry will execute the related work based on the decisions made in the meetings. The plan may be revised and updated in a timely manner according to the actual development needs to facilitate execution of the plan and enhance its effectiveness.

## **VIII. Supplementary Provisions**

The implementation of this plan will comply with the relevant regulations announced by the WHO. The effectiveness of the execution of this plan will be monitored continuously, and improvements will be made as necessary. The timelines for various initiatives will be adjusted based on practical considerations. Each ministry/agency should actively promote the various affairs related to the maintenance and security of PoEs core capabilities in accordance with their statutory responsibilities. This plan will be executed after it is approved by the Executive Yuan, and amendments may be made as necessary.