

CYCLONE DISASTER PREPAREDNESS  
AND POST CYCLONE  
REHABILITATION PLAN-1992

*D/m office*



CHITTAGONG PORT AUTHORITY

**CYCLONE DISASTER  
PREPAREDNESS**

**AND**

**POST CYCLONE  
REHABILITATION.**

**PLAN- 1992**

## FOREWORD

Bangladesh is prone to natural disaster like storms, cyclone, flood, tidal bore and surge. The coastal areas of the country are particularly affected by severe cyclones and floods.

Chittagong Port, being located at the south eastern contour of Bangladesh, is a natural target of cyclone and tidal bore. Occasionally, the Port's operational work suffers badly and sustains damages & losses. So Cyclone Disaster Preparedness and Post Cyclone Rehabilitation Plan-1992 has been worked out to make such arrangements so that we can outplay the effects of such disaster & keep the Port operational immediately.

The aim of this plan is to protect the lives and properties within the Port area and to minimise losses & damages as far as possible and to restore normal functioning of the Port within shortest possible time.

I hope, this plan, will help us to minimise the losses caused by cyclone, tidal bore or the such, and to protect lives and properties.

(Md. Rezwanul Haque)

Chairman.

### **ACTION ON ALERT NO. 2**

2.1)	All vessels	-	12
2.2)	CPA Crafts	-	13
2.3)	Control Room	-	13
2.4)	Radio Control	-	13
2.5)	Lighting Officer	-	13
2.6)	Cyclone Notice	-	13
2.7)	Shore Cranes	-	13
2.8)	Dy. Chief Engineer (Marine)	-	14
2.9)	Transport	-	14
2.10)	Upto date information on Cyclone	-	14
2.11)	Cargo work on Vessels	-	14
2.12)	Bangladesh Railway	-	15
2.13)	Departmental Materials entry into Port	-	15
2.14)	Control Room of Traffic Department	-	15
2.15)	All Officials to remain Standby at Residence	-	16

### **ACTION ON ALERT NO. 3**

3.1)	Control Room	-	16
3.2)	Tugs	-	16
3.3)	Dredgers	-	16
3.4)	CPA Crafts and Coastal Vessels	-	17
3.5)	Ocean going vessels	-	17
3.6)	Inland Coaster and fishing vessels	-	18
3.7)	Shore Cranes	-	18
3.8)	Container and Cargo handling Equipment	-	18
3.9)	Workshop	-	18

3.10) Evacuation of Staff	-	19
3.11) Cargo work	-	19
3.12) Special Security	-	19
3.13) Departmental Material entry into Port	-	19
3.14) Control Room of Traffic Department	-	20
3.15) Transport	-	20

#### **ACTION ON ALERT NO. 4**

4.1) Hospital Services	-	20
4.2) Transport	-	21
4.3) Security Arrangements	-	21
4.4) Special Security of Port Protected Area	-	21
4.5) Shore Crane Staff	-	21

#### **CHAPTER- III**

##### **OPERATIONAL ORDERS ON CYCLONE AND TIDAL-BORE**

1. Official Responsibility	-	22
2. Control Room	-	22
3. Finance and Ready Cash	-	22
4. Notice of Storm	-	23
5. Arrangements of Artificial Lights	-	23
6. Standby Despatch Rider	-	23
7. Civil Defence and Rover Scout	-	23
8. Essential Staff	-	23
9. Closure of Schools	-	24
10. Maintenance Gang	-	24
11. Cargo handling gang	-	24

12.	Container Stacking	-	24
13.	Control Room in Residential Area	-	25
14.	Evacuation	-	25
15.	Transportation	-	25
16.	Artificial Lights	-	26
17.	Cash amount for Operational Staff	-	26
18.	Ration	-	27
19.	Drinking Water	-	27
20.	Requisitioning of Service	-	27

#### **CHAPTER- IV**

##### **POST DISASTER RELIEF AND REHABILITATION WORKS**

1.	Return of Evacuees	-	27
2.	Removal of Road Blockade	-	28
3.	Restoration of Essential Services	-	28
4.	Survey of Channel	-	28
5.	Salvage of Crafts and Vessels	-	28
6.	Erection of falling walls	-	29
7.	Immunization	-	29
8.	Removal of Debris	-	29
9.	Assessment of Damages	-	29
10.	Special Security of Port Protected Area	-	30
11.	Report to Government	-	30

## CHAPTER - I

### 1. INTRODUCTION :

Every year at the time of change of monsoon season off and on depression forms in the Bay of Bengal which turns into cyclonic storm & cyclone and crosses over the coast of Bangladesh. As a result Bangladesh in general and the Port of Chittagong in particular sustains severe losses. Normal operational works of the Port of Chittagong also suffers.

### 2. OBJECTIVE OF THE PLAN :

The aim of this plan is to indicate the outlines and arrangements which is to be made for keeping the Port operative as far as practicable as well as to protect its men and materials, and to minimise the damages if the port is hit by cyclone and to rehabilitate the Port after the Cyclone on a war footing.

### 3. JURISDICTION OF THE PLAN :

The entire Port Area is its Jurisdiction, i. e. Port Protected Area, Multipurpose Berth, Cement Clinker Jetty, Grain Silo Jetty, Triple Super Phosphate Jetty, River Mooring 3-9, Dry Dock Jetty, Chittagong Urea Fertilizer Jetty & Karnaphuli Fertilizer Company Jetty. all Chittagong Port Authority's area also includes other areas where Port Authority's Offices and installations are present, Port Authority's Buildings & River Karnaphuli within Port Limit.

## CHAPTER - II

### 1. PROCEDURE TO BE FOLLOWED IN CASE OF CYCLONE :

In order to minimise the damage in case the Port is hit by Cyclone, it is necessary for all Departments of Port Authority to take co-ordinated and timely actions so that every thing can be secured to the best of ability. This plan is intended to apprise every one of action to be taken in case of cyclone warning. In spite of man's best efforts, things never work out as anticipated, nor do the Cyclone had always behaved in the same way. So in view of this, CPA employees must remember that when every one is equally affected then they should not expect other to come to their rescue "SELF HELP IS THE BEST HELP". Every one must think well in advance the worst situation that he may have to face and take timely action to take shelter.

Non-compliance of any action recommended in this Cyclone Disaster Preparedness and Post Cyclone Rehabilitation Plan-1992 by any person/persons, authority or organization shall be considered as violation of the lawful orders of the competent authority and shall be dealt with accordingly.

### 2. CYCLONE COMMITTEE :

#### 2.1 *Standing Committee.*

The standing Cyclone Committee of CPA comprising of all Heads of Deptt./Branch will exist with the Deputy



