

**CYCLONE DISASTER
PREPAREDNESS
AND POST CYCLONE
REHABILITATION PLAN- 1992**



CHATTOGRAM PORT AUTHORITY

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AND
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Re-Published By

CHATTOGRAM PORT AUTHORITY

Bandar Bhaban, Chattogram-4100
Bangladesh.

Re-print May 2020

FOREWORD

Natural disaster like storm, cyclone, flood, tidal bore etc are regular phenomenon in Bangladesh. In particular, the coastal areas of the country are more prone to these calamities because of lack of awareness and insufficient infrastructure for protecting the livelihood of these areas.

The port of Chittagong has been playing a vital role toward the growth and development of the country since the independence. Because of its location, the operational activities are always affected whenever any disasters occur. Thus, Cyclone Disaster Preparedness and Post Cyclone Rehabilitation Plan-1992 has been worked to ensure the smooth operation of the port during and after the disaster period.

I believe this publication will immensely benefit all stakeholders and port users in protecting their lives and properties as well as restoring normal operation of the port within shortest possible time .

Rear Admiral S. M. Abul Kalam Azad (G)

NGP, NDC, PSC, BN

Chairman

Chittagong Port Authority

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

Chittagong Port Authority

THE CHATTOGRAM PORT AUTHORITY

CYCLONE DISASTER PERPAREDNESS AND POST CYCLONE REHABILITATION PLAN-1992.

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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

Conservator as the Convenor. As soon as Cyclone warning signal 4 is hoisted which may affect the Port of Chittagong. Deputy Conservator shall call a meeting of the Cyclone committee at any time (day or night) and shall apprise the Heads of the Departments of the latest situation and the likely intensity of the expected cyclone. Deputy Conservator will also discuss the action to be taken by all the depts. in view of the cyclone warning.

2.2 ADVISORY COMMITTEE

A Cyclone Advisory Committee comprising of the following persons shall exist for co-ordinating the overall activities on precautions taken. Meeting of the Advisory Committee shall be convened, if warning signal No. 4 is hoisted. The committee will co-ordinate and supervise the activities of standing committee till the threat due to cyclone is over.

- | | | | |
|----|---|---|-----------|
| A. | Chairman, Chittagong Port Authority | - | Convenor. |
| B. | Representative of Commodore Commanding, Ctg, B. Navy | - | Member. |
| C. | Representative of Mayor of the City Corporation, Ctg. | - | Member. |
| D. | Dy. Police Commissioner (Port). Metropolitan Police, Ctg. | - | Member. |
| E. | Principal Officer, MMD, Chittagong | - | Member. |
| F. | General Manager (Operation), B. S. C, Chittagong | - | Member. |
| G. | Area Manager, BIWTA, Chittagong | - | Member. |
| H. | Sr. Deputy Director (C&P), BIWTA, Chittagong. | - | Member. |
| I. | Superintendent Engineer, Roads and Highways, Chittagong | - | Member. |
| J. | Representative of Marine Fisheries Association | - | Member. |
| K. | Representative of Coaster Owner's Association | - | Member. |

The notice of meeting of Advisory Committee shall be conveyed over telephone to the persons concerned and the venue of the meeting shall be CPA Board Room.

3. TYPES OF ALERTS (WARNING) :

There will be four types of alerts and actions to be taken in case of each alert are stated below. This is to be remembered that the actions stated below are guidelines only. All Departments and Departmental Heads are at liberty to take any action which they deem fit compatible to the practical situation. All Departmental Heads shall have their own contingency plan in line with the "Cyclone Disaster Preparedness and Post Cyclone Rehabilitation Plan- 1992" and may issue circulars/ office orders as and when necessary.

Alert No. 1

This alert will be announced after the storm warning Signal No.3 has been hoisted. Storm warning Signal No.3 is meant as a precautionary measures for depression located in the Bay. On receipt of this warning, vessels in the Port shall be brought on two hours notice for steam and should be warned against probable further signals

Alert No. 2

This alert will be announced if the storm warning Signal No. 4 is hoisted and indicates that the Port is threatened by squally weather. On receipt of this Signal, all ships will standby immediately and will double up all ropes and take all such precautions as are necessary in order to prepare for the storm/ cyclone.

Alert No. 3

This will be announced when the storm warning DANGER Signal No. 5, 6, or 7 is hoisted. These signals indicate that the Port is directly threatened by a cyclone storm of moderate intensity and sufficient precaution must therefore, be taken by all ships. cranes and shore installations in order to protect themselves and ensure minimum damage.

Alert No. 4

This will be announced after the storm warning GREAT DANGER Signal No. 8, 9 or 10 have been hoisted. These signals indicate that the Port is threatened by a very severe cyclonic storm and extreme and extensive precautionary measures are to be taken by all concerned.

MEANING OF STORM WARNING

Signal No.3	The Port is threatened by squally weather.
Signal No.4	The Port is threatened by a storm, but it does not appear that the danger is as yet sufficiently great to justify extreme measures of precaution.
Signal No.5	The Port will experience severe weather from a storm of slight or moderate intensity that is expected to cross the coast to the south of the port.
Signal No.6	The Port will experience severe weather from a storm of slight or moderate intensity that is expected to cross the coast to the north of the port.
Signal No.7	The Port will experience severe weather from a storm of slight or moderate intensity that is expected to cross over or near to the port.
Signal No.8	The Port will experience severe weather from a storm of great intensity that is expected to cross the coast to the south of the port.
Signal No.9	The Port will experience severe weather from a storm of great intensity that is expected to cross the coast to the north of the port.
Signal No.10	The Port will experience severe weather from a storm of great intensity that is expected to cross over or near to the port.
Signal No.11	Communication with the Meteorological warning centre have broken down, and the local officer considers that there is danger of bad weather.

1. ACTION ON ALERT NO. 1 (SIGNAL NO. 3)

1.1 All officials:

All CPA Officers should be available on telephone.

1.2 All Crafts :

All CPA Crafts to open V.H.F. to receive weather message from Radio Control Room.

1.3 Electrical Mechanical Department:

All Senior Sub Assistant Engineer(E)/Crane installation of Electrical Department should be available on telephone. Director (E&M)/Dy. CE(E)/ XEN/AEN will ensure this.

1.4 Marine Workshop and Slipway:

Dy. CE(Marine)/CPA shall arrange to check up all the Barges and other crafts on the slipway and those under repairs.

1.5 All Traffic Officials :

The on-duty official of the Traffic Deptt, including those engaged in Railway operational work should be alerted. Delivery of cargo and other work in the port area should continue. Foreshore work will, however, continue. For safe custody of cargo both inside and outside sheds, additional precautionary steps should be taken against storm and rain.

1.6 Telephone Clerk (posted at DTM (Op)'s office):

All Stevedores, Lighterage Contractors. Farms and Department connected with River Traffic and all of ffic all officers of the Chittagong Port Authority, except the Chairman and Members, should be intimated by the Telephone Clerk

1.7 Security Department :

Security arrangements should be tightened and Fire Fighting Staff should be alerted by Director Security.

1.8 Marine Department:

Plotting of the Cyclone Centre to be done when precautionary signal No.3 is hoisted and continued till the lowering of the signal.

2 NOTES :- Action indicated against Alert No. 1 will cover the emergencies arising out of storm warning Signal No. 3 if hoisted.

2.1 ACTION ON ALERT NO. 2 (SIGNAL NO.4):

All Vessels :

Power shall be made available at short notice on main engines and on deck machineries onboard all power driven vessels including fishing vessels inside the harbour. Shore leave be stopped. Moorings shall be doubled up.

2.2 CPA Craft:

In addition as in Alert Action No. 1 all vessels be alerted, properly manned, adequately secured and endeavour should be made to bring them to a safer place by the respective departments.

2.3 Control Room:

Control Room to be set up in office chamber of Harbour Master (Tel. 720480,505041-9 Ext. 2328) to be manned by a Asstt. Harbour Masters & Pilots.

2.4 Radio Control:

Port Radio Control Room will inform Telephone Exchange and all Department Heads. They are to check that all ships ropes and wires are doubled up or run out extra lines, warn all ships, check warning signals, clear Channel of all crafts.

2.5 Lighting Office :

Lighting Officer to check all channel lights.

2.6 Cyclone Notice :

Cyclone warning notice to be sent to all vessels at CPA Jetties.

2.7 Shore Cranes :

All senior Sub Assistant Engineers (E) & Sub Assistant Engineer (E) should be on telephone. Cranes at Jetty

1-13 should be grouped. At Jetty 1-13 should be fixed with safety devices, and all storm hooks should be fixed and all breaks full on.

2.8 Dy. CE (Marine):

Dy. CE(Marine)/ CPA shall make sure that all the vessels on slipway and under repair are properly secured.

2.9 Transport:

The vehicles earmarked for pool of the PAB should remain standby along with two trucks until clearance signal is announced. One transport preferably pick-up/ truck should remain standby for at Jetty Power House. One transport should remain standby for officers of Control Room. All light transport which are not in operation should be centralised at PAB to attend any emergency call.

2.10 Upto date information on cyclone :

Chairman/CPA be informed about the progress of the storm by the Deputy Conservator. Meeting to be held by the Heads of Deptts. All messages in connection with cyclone, shall be read and explained by the Deputy Conservator.

2.11 Cargo work on vessels & shore :

The foreshore work on the Jetty may however, continue

with ships gears. Continuance of Lighterage work should be decided by Harbour Master/Deputy Conservator and should be stopped if necessary as per prevailing storm condition. Shed loading, Loading of wagons from dumps and also at outline sidings stuffing and unstuffing of containers may be decided by the DTM (Op)/Berth Manager personally.

2.12 Bangladesh Railway :

Bangladesh Railway nominated officer is to take charge of the railway yard and Railway operations.

2.13 Departmental materials entry in the Port :

The Gate Sergeant/SI/ASI and the gate Staff will allow, without any hindrance, entry of departmental materials under a memo issued by concerned departmental officials within the Port protected Area and Incharge of the sheds will arrange safe custody of those materials. If however, any such material is to be taken outside the gate from one Port Protected Area to another Port Protected Area, such departmental materials should be allowed on memo to be issued by the officer concerned.

2.14 Control Room of Traffic Department:

Another Control Room shall be set up in the office chamber of DTM(Operation) Tel: Ext.2401. Roster duty should be introduced for officers of the Traffic Department for patrolling the entire Jetty Area.

2.15 All Officials to remain standby at residence :

Officers must get permission from their respective Heads of Departments in case they leave their residence and offices during cyclone warning.

Notes: - Actions indicated against Alert No. 2 will cover the emergencies arising out of Storm warning Signal No. 4

3. ACTION ON ALERT NO.3 (SIGNAL NOS. 5,6 & 7)

3.1 Control Room :

Control Room shall be set up in the chamber of Secretary CPA (Tel : 723721 Ext. 2558). Roster duty should be introduced for civil defence and Rover Scouts, Radio and Television shall be informed by Secretary CPA about the precautions taken by CPA and precautions taken should be taken by all vessels for announcement in radio and television.

3.2 Tugs :

In addition to Alert 1&2 after clearance of the channel and ships side of the smaller crafts, the Tugs shall be secured in safer place, preferably with hard Jetty.

3.3 Dredgers :

Dredgers to be fully manned and secured with hard Jetties.

3.4 CPA Crafts & coastal vessels :

All CPA and other power driven vessels including fishing vessels to be on full power, properly manned and either adequately secured or if possible to be taken way to a safer sheltered water. Deputy Conservator shall arrange to warn all coastal vessels in Port anchored at Bangla Bazar Area to Karnaphuli Bridge. One CPA vessel equipped with loudspeaker shall be engaged for warning the coastal ships and announcing the position of the cyclone and precautions to be taken.

3.5 Ocean Going vessels :

In first phase efforts will be taken for shifting Ocean going vessels to outer anchorage when danger signal number 5 is hoisted and an anticipated wind velocity is over 80 Kilometer per hour from the berth in the following sequences Jetty No. 14, 15, 16 & 17, Cement Clinker Jetty, Grain Silo Jetty, Triple Super Phosphate Jetty, River Mooring 3-9, Dry Dock Jetties, Chittagong Urea Fertilizer Jetty, Karnaphuli Fertilizer Company Jetty. In second phase and extreme condition where anticipated wind velocity over 150 kilometer per hour, vessels from Jetty 1-13 and CCT 1-3 will be taken out to Outer Anchorage. Shifting of ocean going vessels from Jetties and Moorings to Outer Anchorage will depend on availability of required number of Pilots, readiness and seaworthiness of the respective vessels and availability of tide during day light "All remaining vessels including disabled vessels to be moored with two extra Insurance wires fore and aft and all power driven vessels shall have main engine in STAND BY position".

3.6 Inland/Coaster vessels and Fishing (Vessels).

All Inland/Coaster vessels and Fishing vessels to be shifted to upstream of Karnaphuli Bridge as far as possible and be anchored at position marked for Inland/Coaster vessels and Fishing vessels respectively.

"All Inland power driven vessels and fishing vessels shall lower their mast so that they can pass under the Karnaphuli Bridge. The arrangements for lowering the mast to pass under Karnaphuli Bridge shall be made during new construction and shall be ensured by the authorities approving the design for new constructions. Chittagong Metropolitan Police shall help CPA to ensure due compliance of the instructions in connection with shifting of the vessels given in this paragraph".

3.7 Shore Cranes :

All shore Crane operation to cease and all cranes to be made fast with all hand brakes (slewing & travelling) full on and all storm hooks fastened firm. All feeders supplying power to overhead mains to be switched off as and when felt necessary by the Electrical Branch.

3.8 Container & cargo handling equipment:

Mobile equipment under operation at the Jetties should be brought back to the Garage and stable in a safer manner.

3.9 Workshop:

The fire place in the Workshop, such as Found Smithshop hearth should be kept well extinguish.

The Workshop serang with a gang of experienced Khalasies should be detained to attend emergency works.

3.10 Evacuation of Staff:

Evacuation of all staff from low lying areas shall be arranged by Director (Admin.) in consultation with concerned officials. Evacuation of gauge readers from low lying areas shall be arranged by chief Hydrographer.

3.11 Cargo works:

All works will be stopped in the yards and sheds. All lighterage works be stopped. All sheds shall be closed and sealed with double seal by Traffic and Security Department.

3.12 Special Security:

Port Police to be informed by the Director Security to man the gates and other main points if there is a failure of light. Security measures should be tightened up. Except the gangs specially requisitioned by the stevedores/jetty handling contractors, all other unauthorised persons and vehicles should be cleared out of the jetty area. Deputy Police commissioner (Port) shall deploy a mobile police petrol from gate No. 1 to Navel Dockyard and X & Y Sheds.

3.13 Departmental materials entry in the Port :

The Gate Sergeant/S.I/A.S.I and the gate staff will allow without any hindrance entry of departmental

materials under a memo issued by the departmental officials within the Port Protected Area and the Incharge of Shed will arrange safe custody of those materials. If however, any such material is to be taken outside the gate from one Port Protected Area to another Port Protected Area, such departmental materials should be allowed on memo to be issued by the officer concerned.

3.14 Control Room of Traffic Department :

Roster duty should be introduced for officers of the Traffic Department for patrolling the entire jetty area.

3.15 Transport:

Two more covered Jeeps/Pick ups should be provided at the disposal of Director Security for standby duty during signal Nos. 5 and above.

Notes: *Action indicated against Alert No. 3 will cover the emergencies arising out of storm Warning Danger Signal Nos. 5 to 7.*

4. ACTION ON ALERT NO. 4 (SIGNAL NOS. 8,9 & 10) :

4.1 Hospital Service :

Chief Medical Officer/Dy. CMO/MS remain standby with doctors, ambulance and ancillary arrangements.

4.2 Transport:

Director(E&M)/Dy.CE(Mech.)/XEN(Mech.) of CPA will organize light/heavy transport.

4.3 Security Arrangements:

Director (Security) will organize Fire Service And Security of Docks, Workshops, etc. The port Civil Defence & Port Police will co-ordinate with Director (Security). One Police Officer may deputed by DC(Port Police) to security control room so that he can instantly communicate any eventuality/requirement to the police authority.

4.4 Special Security of Port Protected Area :

Assistance of five platoon of army personnel shall be sought for safety and security of the Port property and cargo during alert No. 4. Standing orders should be issued to despatch mentioned number of troops to report to Director Security/CPA. They shall be allowed to stay in CPA Republic Club or in any convenient place during the period.

4.5 Shore Crane Staff:

All Shore Crane Staff to be evacuated and to remain in respective sheds to ensure personal safety.

NOTES :- *Actions indicated against Alert No. 4 will cover the emergencies arising out of storm warning signal GREAT DANGER Signal Nos. 8 to 10.*

CHAPTER - III

OPERATIONAL ORDERS ON CYCLONE AND TIDAL-BORE:

These orders shall come into effect as soon as a storm warning signal 4 and upward is announced.

1. **Official responsibility :**

In absence of the Departmental Head their immediate Junior Officers available will take charge.

2. **Control Room :**

Harbour Master's Room situated in the Port Administrative Building will function as main Control Room. Other Departments will also set up their own Control Room. Written Cyclone Notice to be sent to all ocean going vessels by duty officer of Harbour Master's control room. All Heads of Shipping Agents at Chittagong should maintain liaison with the Control Room round the clock.

3. **Finance and Ready Cash:**

Chief Finance and Accounts Officer will arrange to pass pay order and cheque urgently in favour of departmental heads on requisition to meet the expenses of tiffin, fooding etc. for officer and staff engaged on cyclone duty at PAB. Dock Office, Jetty's Sheds and onboard CPA vessels and in any other CPA installations as considered necessary

4. Notice of STORM:

As soon as storm warning Signal No. 4 is hoisted all Heads of Departments should be informed over telephone by the Radio Control Room incharge or through telephone clerk.

5. Arrangement of artificial lights:

In case of failure of electricity supply in the Port Area, Hassock Light, hand search lights, torch lights, etc. should be kept with the Control Room duty officer. Electrical Deptt. will maintain sufficient stock of the above items to be supplied to the control room on requisition in case of power failure.

6. Standby Despatch Rider:

In case of Alert Nos. 3&4 the Secretariat will keep two Despatch Rider as standby.

7. Civil Defence & Rover Scout:

On receipt of Alert No.3 the Chief Instructor/Civil Defence should report for duty with his staff to the Controller of Civil Defence/Secretary. Rover Scout to report to controller of Civil Defence.

8. Essential Staff :

Residential addresses of such essential staff should be kept handy by the respective department so that on receipt of Alert No. 3, if necessary they should be made available at short Notice. Respective Department shall maintain an updated list of such essential staff.

9. Closure of Schools :

All the CPA Schools should be closed as soon as DANGER SIGNAL No. 6 is hoisted. In case, the children are already in the school they should be brought back to their residences. Director (E&M) and Director (Admn.) will co ordinate for this.

10. Maintenance Gang:

As soon as Danger Signal No. 5 is hoisted, Civil Engineering Deptt. should post sufficient gangs fully equipped with materials, tools for undertaking any emergency work during and immediately after cyclone.

11. Cargo handling Gang :

As soon as danger Signal No. 5 is hoisted, Traffic Deptt. will maintain sufficient gangs for securing cargo in sheds & yards.

12. Container Stacking :

As soon as danger Signal No. 5 is hoisted all containers to be stacked in a safe height by Berth Manager. Director (Traffic) will ensure that all containers have been stacked properly.

13. Control Room in Residential Areas:

In each residential area there will be one Control Room when DANGER SIGNAL No. 5 is hoisted as shown below:

South R/A : In the CPA Officers Club
Tel: No.: 2293. President of
Officers Club will organize.

North R/A : North Colony Primary
School, Head Master of
School shall organize.

Monoharkhali and Sadarghat Area :
Port East Club. General
Secretary of the Club will organize.

14. Evacuation :

Evacuation from all CPA residential areas should be started as soon as DANGER SIGNAL No. 6 is hoisted with wind velocity at 80 Kms. along with FLOOD TIDE. Director (Admn.) will organize evacuation.

15. Transportation :

As soon as storm warning DANGER SIGNAL No.5 is hoisted all the drivers with their vehicles (Buses. Trucks, Land Rovers, Pick-ups and Jeeps etc.) should report to PAB. All the departments will retain at least one vehicle for operational purpose. In addition Marine, Traffic, Electro-Mechanical Departments will have one more light transport each. For further requirement of vehicles. Director (E&M). Dy. CE(-Mech.), XEN (Mech.) should be contacted. Vehicles as under would be available:

South R/A : 2 Buses will be sent to South R/A Control Room.

North R/A : 3 trucks will be sent to North R/A Control Room.

The evacuation of families will be as follow:

(a) From South R/A: to PAB 1st Floor and 2nd Floor ,families of Officers will occupy 2nd Floor and the rest will occupy 1st Floor.

(b) From North R/A: to CPA Boy's & Girls High School and CPA Primary School. Two Ladders supplied by XEN/B will be available in each road of the North R/A to be distributed by the welfare Assistant & 4 ladders will remain in the Control Room of the CPA Primary School.

16. Artificial Light :

Control Rooms Should be supplied with two hurricane, lamps with requisite Kerosene Oil and one five cell torch from Civil Defence Stores.

17. Cash amount for operational staff:

Taka ten for break fast and taka twenty for lunch on or dinner for the staff detained after normal duty hours wil be made available by the respective department.

18. Ration:

Ration may be provided by CPA for distressed evacuees, if considered necessary, till such time that Government/ out side relief is available.

19. Drinking Water :

All the overhead tanks in the residential areas should be filled up when warning signal No. 3 is hoisted. One Trailer filled with water should report to PAB. Fifty Nos. of aluminium pitchers shall be arranged by Sr. Procurement Officer/CPA.

20. Requisitioning of Service :

Executive Department for any particular duty may requisition service of other department.

CHAPTER - IV

POST DISASTER RELIEF AND REHABILITATION WORKS

1. Return of Evacuees :

As soon as Cyclone passed the Port Area, all the evacuees (families of the Port Social) be directed to vacate the shelter places. Necessary transport for their movement from shelter place to their residence be provided by the Director(E&M/Dy. CE(Mech.) and escorts with the vehicles be provided by the Deputy Police Commissioner (Port) in co-ordination with Director (Security) & Director(Admn.).

2. Removal of Road Blockade :

If any Road of Port is blocked due to the damage/collapse of wall or falling of road side trees. Elect. Post and Wire that should be cleared up by the Derby Clearance Squad of Sub Assistant Engineer of that Area for free movement of vehicles.

3. Restoration of essential services :

Repair & Maintenance of essential services such as:

- (a) Electricity
- (b) Water Supply
- (c) Telephone
- (d) Wireless equipments
- (e) Moorings, etc.

Any damage should be restored/repared immediately by respective Departments. If required by engaging contractor on emergency basis.

4. Survey of Channel :

Immediately after the cyclone and the tidal bore Hydrography Deptt. shall carry out detailed survey to ascertain the condition of navigable channel and height of water surge on shore at various locations within the jurisdiction of CPA.

5. Salvage of Crafts & Vessels :

If any CPA crafts sunk/grounded due to cyclone effort to be taken jointly by Marine, Hydrography and Marine Workshop for salvage. When Port operation is disrupted local assistance out side CPA or if necessary Foreign assistance may be sought on emergency basis to restore port operations if the channel is blocked by sunken vessels & crafts.

6. Erection of fallen walls :

If any wall of the Port Protected Area collapsed due to cyclone, will have to be repaired by the Civil Engineering Department immediately. If necessary, contractors may be engaged on emergency basis.

7. Immunization:

Arrangement will have to be made by the Medical Department for mass immunization to case the port area is inundated by storm surge.

8. Removal of debris :

Garbages from office premises, sheds, etc., will be cleared by sanitary squad of the Traffic & Medical Departments. If required gangs from jetty handling contractor may be engaged by Traffic Department.

9. Assessment of damages :

After the Cyclone and Tidal Bore all Heads/Dy. Heads of Departments will survey their respective zone/offices/ area for assessment of damage and a report to that effect will have to be submitted to the Secretary/CPA who will in turn make a consolidated report of damage for the perusal of the Chairman/Board of CPA. Secretary/CPA may also arrange Video Recording with consent of the Competent Authority.

10. Special Security for Port Protected Area :

Assistance from Armed Forces, BDR may be sought by the Director (Security/CPA for the Safety & security of the port property and cargo.

11. Report to Government/Ministry of CPA :

A FINAL REPORT of damages with the approval of the Chairman/Board of CPA be furnished to the Ministry/ Government.

CHITTAGONG PORT AUTHORITY

STORM WARNING SIGNALS SHOWN AT THE PORT OF CHITTAGONG

(a) DISTANT SIGNALS

NO	DAY	NIGHT
I		
II		
III		
IV		
V		
VI		
VII		
VIII		
IX		
X		
XI		

This indicate that ships may be esposed to danger after they have left the harbour.

CAUTIONARY

There is a region of squally weather in which a storm may be forming.

WARNING

A storm has formed.

(b) LOCAL SIGNALS

These indicate that the port Itself and the ships in it are threatened.

CAUTIONARY

The port is threatened by squally weather.

WARNING

The port is threatened by a storm, but it does not appear that the danger is as yet sufficiently great to Justify extreme measures of precaution.

DANGER

The port will experience severe weather from storm of slight or moderate intensity, that is expected to cross the coast to the south of the port.

DANGER

The port will experience severe weather from a storm of slight or moderate intensity that is expected to cross the coast to the north of the port.

DANGER

The port will experience severe weather from a storm of slight or moderate Intensity that is expected to cross over or near to the port.

GREAT DANGER

The port will experience severe weather from a storm of great Intensity that is expected to cross the coast to the south of the part

GREAT DANGER

The port will experience severe weather from a storm of great Intensity that is expected to cross the coast to the north of the port.

GREAT DANGER

The Port will experience severe weather from a storm of great intensity that is expected to cross over or near to the port.

FAILURE OF COMMUNICATIONS

Communications with the Meteorological warning centre have broken down, and the local officer considers that there is danger of bad weather.

THE END.

