

बिड दस्तावेज़ / Bid Document

बिड विवरण/Bid Details	
बिड बंद होने की तारीख/समय /Bid End Date/Time	15-07-2026 15:00:00
बिड खुलने की तारीख/समय /Bid Opening Date/Time	15-07-2026 15:30:00
बिड पेशकश वैधता (बंद होने की तारीख से)/Bid Offer Validity (From End Date)	60 (Days)
मंत्रालय/राज्य का नाम/Ministry/State Name	Ministry Of Ports, Shipping And Waterways
विभाग का नाम/Department Name	Na
संगठन का नाम/Organisation Name	Kandla Port Trust
कार्यालय का नाम/Office Name	Deendayal Port Trust, Post Box No. 50, Administrative Building, Gandhidham, Kutch, Gujarat 370201
शिकायत निवारण के संपर्क विवरण/ Contact details of Grievance redressal	HOD Email id :aocentral@deendayalport.gov.in Buyer Email id: teamleadit@deendayalport.gov.in
वस्तु श्रेणी /Item Category	Assets Insurance Service - Terrorism Insurance, Marine – cum – Erection (MCE), Fire Insurance, Port Package, Marine Hull; Property Damage Cover, Standard Fire & Special Perils Cover, Business Interruption (Loss of Profit) Cover, Terrorism Cover, Eart..
अनुबंध अवधि /Contract Period	1 Year(s) 1 Day(s)
एमएसएमई के लिए अनुभव के वर्षों और टर्नओवर से छूट प्रदान की गई है/MSE Relaxation for Years of Experience and Turnover	No
स्टार्टअप के लिए अनुभव के वर्षों और टर्नओवर से छूट प्रदान की गई है /Startup Relaxation for Years of Experience and Turnover	No
विक्रेता से मांगे गए दस्तावेज़/Document required from seller	Experience Criteria,Bidder Turnover,Certificate (Requested in ATC),Additional Doc 1 (Requested in ATC) *In case any bidder is seeking exemption from Experience / Turnover Criteria, the supporting documents to prove his eligibility for exemption must be uploaded for evaluation by the buyer
क्या आप निविदाकारों द्वारा अपलोड किए गए दस्तावेज़ों को निविदा में भाग लेने वाले सभी निविदाकारों को दिखाना चाहते हैं? संदर्भ मेनू है/Do you want to show documents uploaded by bidders to all bidders participated in bid?	Yes (Documents submitted as part of a clarification or representation during the tender/bid process will also be displayed to other participated bidders after log in)

बिड विवरण/Bid Details	
बिड लगाने की समय सीमा स्वतः नहीं बढ़ाने के लिए आवश्यक बिड की संख्या। / Minimum number of bids required to disable automatic bid extension	1
दिनों की संख्या, जिनके लिए बिड लगाने की समय-सीमा बढ़ाई जाएगी। / Number of days for which Bid would be auto-extended	3
ऑटो एक्सटेंशन अधिकतम कितनी बार किया जाना है। / Number of Auto Extension count	1
बिड से रिवर्स नीलामी सक्रिय किया/Bid to RA enabled	No
क्रेता के लिए उपलब्ध आईटीसी/ITC available to buyer	Yes
बिड का प्रकार/Type of Bid	Two Packet Bid
तकनीकी मूल्यांकन के दौरान तकनीकी स्पष्टीकरण हेतु अनुमत समय /Time allowed for Technical Clarifications during technical evaluation	2 Days
Payment Timelines	Payments shall be made to the Seller within 15 days of issue of service delivery acceptance certificate (SDAC) and on-line submission of bills (This is in supersession of 10 days time as provided in clause 12 of GeM GTC)
मूल्यांकन पद्धति/Evaluation Method	Total value wise evaluation
मूल्य दर्शाने वाला वित्तीय दस्तावेज ब्रेकअप आवश्यक है / Financial Document Indicating Price Breakup Required	Yes

ईएमडी विवरण/EMD Detail

आवश्यकता/Required	No

ईपीबीजी विवरण /ePBG Detail

आवश्यकता/Required	No

बोली विभाजन लागू नहीं किया गया/Bid splitting not applied.

एमआईआई अनुपालन/MII Compliance

एमआईआई अनुपालन/MII Compliance	Yes

ट्रेड्स भुगतान संबंधी विवरण/TReDS Payment Details

This Bid provides for Trade Receivables Discounting System (TReDS) as Preferred mode of payment. For MSME sellers, payments may be processed through a TReDS exchange in which the Buyer is registered, subject to applicable policy and regulatory guidelines. Accordingly, sellers intending to avail payment through TReDS are required to be registered with at least one TReDS exchange in which the buyer is registered.

1. Estimated Bid Value indicated above is being declared solely for the purpose of guidance on EMD amount and for determining the Eligibility Criteria related to Turn Over, Past Performance and Project / Past Experience etc. This has no relevance or bearing on the price to be quoted by the bidders and is also not going to have any impact on bid participation. Also this is not going to be used as a criteria in determining reasonableness of quoted prices which would be determined by the buyer based on its own assessment of reasonableness and based on competitive prices received in Bid / RA process.

If the buyer has mentioned MSE purchase preference in ATC then service provider is required to upload necessary documents for MSE purchase preference for verification by the buyer during evaluation.

अतिरिक्त योग्यता /आवश्यक डेटा/Additional Qualification/Data Required

The Insurance Company or their Service Provider must have been in the Insurance business in India for at least XX years:As per Tender

Buyer to specify the Service Provider must have a Solvency Ratio more than YYY%:As per Tender

The Insurance Company or their Service Provider should currently be providing insurance to at least YY Government, Semi-government,PSU,Govt. Undertaking,Autonomous bodies, Educational institutes of national repute etc.:As per Tender

The Insurance Company or their Service Provider should be providing insurance to at least XX clients in India where the annual premium is more than INR XX for each client:As per Tender

The Insurance Company or their Service Provider should be providing insurance to at least XX clients in India where the insurance cover (sum insured) is more than INR XX for each client:As per Tender

The bidder should have a claim settlement ratio of more than ZZ% for (Type of Insurance) over the last 3 years:As per Tender

More than YY (type of Insurance) Insurance Policies should have been issued to govt depts in past 3 years with Sum Insured not less than INR XX:As per Tender

Gross Total Premium underwritten within India in last XX Financial Years should be more than INR Rs. XXX Crores.:As per Tender

Gross Total Premium for (Type of Insurance) underwritten within India in last XX Financial Years should be more than INR Rs. XXX Crores:As per Tender

Details for Assets to be insured:[1782819934.pdf](#)

Scope Inclusions/Exclusions Advisory- With reference to Order F.No. 14017/64/2020-Ins. II issued by the Department of Financial Services under Ministry of Finance, it is advised not to include Net-Worth as a criterion for Public Sector General Insurance Companies in General Insurance tenders.:[1782820785.pdf](#)

Pre Bid Detail(s)

मूल्य भिन्नता खंड दस्तावेज़/Pre-Bid Date and Time	प्री-बिड स्थान/Pre-Bid Venue
06-07-2026 11:00:00	Prospective bidders may share their queries to mail IDs of DPA mentioned in the tender (latest by 05.07.2026). DPA will revert on mail with meeting link on or before 06.07.2026.

Assets Insurance Service - Terrorism Insurance, Marine - Cum - Erection (MCE), Fire Insurance, Port Package, Marine Hull; Property Damage Cover, Standard Fire &

Special Perils Cover, Business Interruption (Loss Of Profit) Cover, Terrorism Cover, Earth.. (1)

तकनीकी विशिष्टियाँ /Technical Specifications

विवरण/ Specif icatio n	मूल्य/ Values
कोर / Core	
Type of Asset Insurance Policy	Terrorism Insurance , Marine - cum - Erection (MCE) , Fire Insurance , Port Package, Marine Hull
Type of Risk Coverage	Property Damage Cover , Standard Fire & Special Perils Cover , Business Interruption (Loss of Profit) Cover , Terrorism Cover , Earthquake Cover , As per Tender
Re-insurance Arrangement	Mandatory
Premium Payment Options	Single Premium
Risk Inspection (Assessment) Report of assets to be provided by Buyer	Yes

विवरण/ Specif icatio n	मूल्य/ Values
List of Insurer from where insurance to be taken (can indicate multiple service providers)	Acko General Insurance Ltd. , Agriculture Insurance Company of India Ltd. , Cholamandalam MS General Insurance Co. Ltd. , ECGC Ltd. , Future Generali India Insurance Co. Ltd. , Go Digit General Insurance Ltd. , HDFC ERGO General Insurance Co.Ltd. , ICICI LOMBARD General Insurance Co. Ltd. , IFFCO TOKIO General Insurance Co. Ltd. , Liberty General Insurance Ltd. , National Insurance Co. Ltd. , Raheja QBE General Insurance Co. Ltd. , Royal Sundaram General Insurance Co. Ltd. , SBI General Insurance Co. Ltd. , Shriram General Insurance Co. Ltd. , Tata AIG General Insurance Co. Ltd. , The New India Assurance Co. Ltd. , The Oriental Insurance Co. Ltd. , United India Insurance Co. Ltd. , Universal Sompo General Insurance Co. Ltd. , Navi General Insurance Ltd. , Zuno General Insurance Ltd. , Zurich Kotak General Insurance Company (India) Ltd. , IndusInd General Insurance Company Ltd. , Bajaj General Insurance Ltd. , Magma General Insurance Ltd. , Any IRDA approved Insurance companies
एडऑन /Addon(s)	
अतिरिक्त विवरण /Additional Details	
Method used for Valuation of Assets (WDV or RIV)	RIV
Details of Co-Insurance (if applicable)	As per Tender
Deductible (if any)	As per Tender
Insurance Start Date	24-07-2026
Insurance End Date	23-07-2027

क्रेता द्वारा निर्धारित न्यूनतम मूल्य/Minimum Floor Price defined by Buyer

क्रेता द्वारा निर्धारित न्यूनतम मूल्य/Minimum Floor Price defined by Buyer	No

इनपुट कर क्रेडिट(आईटीसी) तथा रिवर्स प्रभार (आरसीएम)/Input Tax Credit(ITC) and Reverse Charge(RCM) Details

जीएसटी पर इनपुट कर क्रेडिट /ITC on GST	जीएसटी उपकर कर क्रेडिट /ITC on GST Cess
18%	18%

अतिरिक्त विशिष्टि दस्तावेज़ /Additional Specification Documents**प्रेषिती/रिपोर्टिंग अधिकारी /Consignees/Reporting Officer and Quantity**

क्र.सं./S.No.	प्रेषिती/रिपोर्टिंग अधिकारी /Consignee Reporting/Officer	पता/Address	Quantity	अतिरिक्त आवश्यकता /Additional Requirement
1	Dilip Karmu Shahani	370201,Deendayal Port Authority, Ground Floor Administrative Office Building Opposite Hotel Madhuban Gandhidham Pin 370201	Project / Lumpsum Based	- Total Number of Asset to be Insured (Quantity) : 1 - Total Sum Insured for the Assets : 78702213912

क्रेता द्वारा जोड़ी गई बिड की विशेष शर्तें/Buyer Added Bid Specific Terms and Conditions**1. Generic**

OPTION CLAUSE 25% : The buyer can increase or decrease the contract quantity or contract duration up to 25 percent at the time of issue of the contract. However, once the contract is issued, the contract quantity or contract duration can only be increased up to 25 percent. Bidders are bound to accept the revised quantity or duration.

For lumpsum-based service contracts, the buyer may increase the scope of work and contract value up to 25 percent with the consent of the service provider

2. Buyer Added Bid Specific Scope Of Work(SOW)

File Attachment [Click here to view the file.](#)

अस्वीकरण/Disclaimer

The Additional Terms and Conditions (ATC) have been incorporated by the Buyer after approval of their Competent Authority. The Buyer, is solely responsible for the impact of these clauses on the bidding process, its outcome, and consequences thereof including any restriction arising in the bidding process due to these ATCs and including the modification of technical specifications and / or terms and conditions governing the bid. All representations / grievances pertaining to the ATC clauses shall be raised with the buyer organization directly and not with GeM. If any of the clause(s) is/are incorporated by the Buyer regarding the following, the bid & resultant contract shall be treated as null & void. Further, GeM reserves the right, at its sole discretion, to cancel the bid forthwith, without issuance of any prior notice or intimation :-

- Publishing Custom / BOQ bids for items for which regular GeM categories are available (unless such Custom / BOQ item is bunched with the major regular product Category Item).
- Mandating procurement of / from specific Brand / Make / Model / Manufacturer / Dealer except in case of

Single Bid / Proprietary Article Certificate (PAC) Buying.

3. Inclusion of disqualification criteria related to suspension of seller / service provider, where such suspension period has already expired.
4. Mandating submission of documents in physical form as a pre-requisite to qualify bidders.
5. Publishing bids on GeM for procurement of works.
6. Procurement of Goods by creating a Service bid on GeM & vice-versa.
7. Seeking sample with bid or approval of samples during bid evaluation process. However, trial / sample, as the case may be, shall be permitted in cases where trial / sample are allowed as per approved and published procurement policy of the Buyers' controlling Ministry / Department / State / Public Sector Enterprises Headquarters. If there is any violation of trial / sample clause with regard to approved policy of the Buyers' Ministry / Department / State / Public Sector Enterprises Headquarters, then this is to be determined and redressed by the concerned Buyer Organisation only.
8. Seeking experience from specific organization / department / institute only or from foreign / export experience.
9. Creating bid for items from incorrect categories.
10. Reference of conditions published on any external site or reference to external documents/clauses.
11. Asking for any Tender fee / Bid Participation fee, as the case may be.
12. Buyer added ATC Clauses which are in contravention of clauses defined in bid detail section, including specifications, EMD Detail, ePBG Detail and MII and MSE Purchase Preference sections of the bid, unless otherwise allowed by the applicable GeM GTC.
13. Any ATC clause in contravention with GeM GTC Clause 4 (xiii) (h) will be invalid. In case of multiple L1 bidders against a service bid, the buyer shall place the Contract by selection of a bidder amongst the L-1 bidders through a Random Algorithm executed by GeM system.
14. In a category based bid, adding additional items, through buyer added, additional scope of work/ additional terms and conditions/or any other document. If buyer needs more items along with the main item, the same must be added through bunching category based items or by bunching custom catalogues or bunching a BoQ with the main category based item, the same must not be done through ATC or Scope of Work.

Further, if any seller has any objection/grievance against these additional clauses or otherwise on any aspect of this bid, they can raise their representation against the same by using the Representation window provided in the bid details field in Seller dashboard after logging in as a seller. Buyer is duty bound to reply to all such representations and would not be allowed to open bids if he fails to reply to such representations.

All GeM Sellers/Service Providers shall ensure full compliance with all applicable labour laws, including the provisions, rules, schemes and guidelines under the four Labour Codes i.e. the Code on Wages, 2019; the Industrial Relations Code, 2020; the Occupational Safety, Health and Working Conditions Code, 2020; and the Code on Social Security, 2020 as and when notified and brought into force by the Government of India.

For all provisions of the Labour Codes that are pending operationalisation through rules, schemes or notifications, the corresponding provisions of the pre-existing labour enactments (such as The Minimum Wages Act, 1948, The Payment of Wages Act, 1936, The Payment of Bonus Act, 1965, The Equal Remuneration Act, 1976, The Payment of Gratuity Act, 1972, etc. and relevant State Rules) shall continue to remain applicable.

The Seller/ Service Providers shall, therefore, be responsible for ensuring compliance under:

- **All notified and enforceable provisions of the new Labour Codes as mentioned hereinabove; and**
- **All operative provisions of the erstwhile Labour Laws until their complete substitution.**

All obligations relating to wages, social security, safety, working conditions, industrial relations etc. and any other statutory requirements shall be strictly met by the Seller/ Service Provider. Any non-compliance shall constitute a breach of the contract and shall entitle the Buyer to take appropriate action in accordance with the contract and applicable law.

This Bid is governed by the General Terms and Conditions, conditions stipulated in Bid and Service Level Agreement specific to the Service, as the case may be, as provided in the Marketplace.

However, in case of Service, if any condition specified in General Terms and Conditions is

contradicted by the conditions stipulated in Service Level Agreement specific to said Service, then it will over-ride the conditions in the General Terms and Conditions.

This Bid is governed by the [सामान्य नियम और शर्तें/General Terms and Conditions](#), conditions stipulated in Bid and [Service Level Agreement](#) specific to this Service as provided in the Marketplace. However in case if any condition specified in सामान्य नियम और शर्तें/General Terms and Conditions is contradicted by the conditions stipulated in Service Level Agreement, then it will over ride the conditions in the General Terms and Conditions.

जेम की सामान्य शर्तों के खंड 26 के संदर्भ में भारत के साथ भूमि सीमा साझा करने वाले देश के बिडर से खरीद पर प्रतिबंध के संबंध में भारत के साथ भूमि सीमा साझा करने वाले देश का कोई भी बिडर इस निविदा में बिड देने के लिए तभी पात्र होगा जब वह बिड देने वाला सक्षम प्राधिकारी के पास पंजीकृत हो। बिड में भाग लेते समय बिडर को इसका अनुपालन करना होगा और कोई भी गलत घोषणा किए जाने व इसका अनुपालन न करने पर अनुबंध को तत्काल समाप्त करने और कानून के अनुसार आगे की कानूनी कार्रवाई का आधार होगा।/In terms of GeM GTC clause 26 regarding Restrictions on procurement from a bidder of a country which shares a land border with India, any bidder from a country which shares a land border with India will be eligible to bid in this tender only if the bidder is registered with the Competent Authority. While participating in bid, Bidder has to undertake compliance of this and any false declaration and non-compliance of this would be a ground for immediate termination of the contract and further legal action in accordance with the laws.

---धन्यवाद/Thank You---



Renewal of Insurance Policies For 2026-27

Deendayal Port Authority (DPA)

**Administrative Office Building, Near Madhuban Hotel,
Gandhidham, Kutch, Gujarat.**

Tender Documents for
Renewal of Port Package & other Insurance
Policies For 2026-27

Deendayal Port Authority (DPA)
(Through GEM Portal)

Tender Ref: 1/2026-2027

Date: 30th June 2026

Insurance for the Period: **24th July 2026 – 23rd July 2027**

Submission of Queries for Pre-Bid: **05th July 2026**

Pre-Bid Meeting: **06th July 2026** at 11:00 AM Virtually. DPA will share the Teams Invite.

Response To Queries: **8th July 2026**

Due Date for Bids:

Part 1 (Technical & Financial Bid) Submission: **15th July 2026, 3:00 PM**

Bids Opening:

Part 1 (Technical Bid) Opening: **15th July 2026** at 4:00 PM

Part 2 (Financial Bid) Opening: **20th July 2026** at 3:00 PM

For details of the tender, please refer to the website <https://www.deendayalport.gov.in>

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NOTICE INVITING TENDER

To

Dear Sir/Madam,

SUB: Invitation of Bids from **IRDAI registered General Insurance Companies, satisfying eligibility criteria as per this tender**, for various insurance policies covering the interests of Deendayal Port Authority (DPA) for the period 2026-27 through tender process.

Deendayal Port Authority is one of the major Indian ports and is governed by Major Port Authority Act 2021. Deendayal Port offers an excellent and vast Dry, Liquid and Gas Cargo handling facilities inside the Custom Bonded area for storage for import and export.

HIGHLIGHTS OF THE PORT:

Some of the salient features of the Deendayal Port Authority are as under:

- ❖ Highly automated and computerized operations with single window system
- ❖ Equipped with latest Vessel Traffic Management System (VTMS) to track/monitor vessels movements ensuring safe navigation.
- ❖ ISPS code complaint
- ❖ Handles all types of cargo (Bulk, Break Bulk, containerized as well as POL) including Captive cargo of two oil Refineries.

Logistics Facility for Vessels

- ❖ Ships of 260 mtrs. LOA and 90,000 DWT can be accommodated presently.
- ❖ Ships upto 260 mtrs. LOA and container vessels upto 330 mtr under specific condition.
- ❖ For safe navigation of vessels Navigational channel having 22 lighted navigational Buoys as per IALA system with Solar lights.
- ❖ Fully equipped round the clock Signal Station Chemical Terminals.
- ❖ Navigation of channels available round the clock.

Infrastructure Facility at Port

- ❖ Railway line available inside the port.
- ❖ Dry bulk Terminal for handling dry bulk cargo at Tuna Tekra with Quay
- ❖ 16 Dry Cargo berths in straight line with Quay Length of 3150 mtrs
- ❖ 8 Oil jetties are in straight line.
- ❖ Total custom bounded port area inside custom fencing is about 330 hectares
- ❖ Higher capacity cranes for Dry cargo
- ❖ Accredited with ISO 9001:2008 & 14001:2004 Certified Port
- ❖ Presently Two Cargo moorings in the inner Harbour area for stream handling.
- ❖ Two dry Cargo operated by Terminal operator having 4 jetties. Oil jetty No 6 is operated by Terminal operator and Oil jetty No 5 is managed by Iffco.

For Liquid cargo and Gas cargo, Port having Unloading/ Loading facility through pipeline connected to storage facility

- ❖ Steel Floating Dry Dock

- ❖ Deendayal Port Authority is operating a Steel Floating Dry Dock (SFDD) at Kandla since April, 1986. The existing steel floating dry dock caters to the needs of the Port Crafts as well as outside organizations and having a capacity to accommodate vessels of following parameters.
- ❖ LOA maximum upto 100 mtrs
- ❖ Breadth maximum upto 18.3 mtrs.
- ❖ Draft maximum up to 5.5 mtrs.
- ❖ Lift displacement maximum upto 2700 tonnes.

Location of the port is as available on Google Maps.

INSTRUCTION TO BIDDERS:

DPA intends to take the following policies as described in the Techno Commercial Bid:

1. Deendayal Port Authority intends to take the following insurance policies as listed below, by inviting participation from Public Sector as well as from Private Sector Insurance Companies.

🚧 **Port Package Policy** for Liabilities, Assets & Business Interruption. Assets would include property within the confines of the Port, outside the confines of the port and areas under Port Operation and control. A brief description of the covers is as under:

(a) Port & Terminal Operators Liability

Liability arising out of and in course of operation of the Port (including accidental pollution and clean-up cost) as specified in the tender.

(b) Property Damage

All assets including property and machinery, marine buoys, floating dry docks, movable and immovable, material handling cranes, property and assets including capital work in progress and assets under custody care and control within the confines of the port and or areas of port control irrespective of its location covered for Material Damage inclusive of Act of God Perils, RSMD as well as the vandalism extension clause as specified in the tender.

(c) Business Interruption

Business Interruption impacting Port's financial interests due to accidental damage to insured property owned by Port as well as due to accidental damage to other property including BOT and PPP operators, Port/ Channel Blockage / Accidental damage to oil / chemical pipelines due to any cause including Blockage of any channel / Berth / Jetty / harbor water etc. and also includes any loss of earning royalties and profit sharing.

(d) Wreck Removal

Covering cost or expenses incurred in the removal of wreckage or debris of any properties / cargo following any accident within the confines of the port as well as the entrance channel or insured location.

🚧 **Standalone Terrorism Policy** on property covered under Port Package Policy including Business Interruption.

🚧 **Policies other than Port Package Policy:**

(a) Marine Hull Policy for Floating Crafts (Steel Floating Dry Dock, Tugs, Pilot Launches & Mooring Launches) of the port including War & SRCC.

(b) Public Liability Insurance Act Policy

DPA intends to have a **Public Liability Insurance Act 1991 Policy** covering all the operating locations including warehouses & Godown etc. (inside and outside Ports). The coverage will be as per standard policy wording with INR 250 Cr. and in case of more than one accident during the currency of insurance policy or one year, whichever is less, shall not exceed, INR 500 Cr. in the aggregate.

2. Please note that

Sum Insured, Loss limit and Deductibles are detailed in the appropriate sections (in respect of Port Package, Standalone Terrorism Policy, Marine Hull & Machinery and Public Liability Insurance Act Policy)

We invite quotations for premium for insurance of the above

- i. The details of coverage, sum insured, excess/ deductible etc. are provided in detail in the different sections

Technical bid needs your careful study and strict compliance of all parameters prior to submission

- ii. Premium quote needs to be submitted as per Price Bid

Note:

- a. The bidder(s) who does not qualify in the technical bid, their price bid will not be opened/considered.
- b. Once the bidders have qualified in the technical bid, the final selection will depend solely on the basis of the price quoted.
- c. Price bid for each of the above policies shall be evaluated in aggregate
- d. The Port intends to take the Policies for a period of 12 months commencing from 24th July 2026

3. Submission of Bids:

The bids should be submitted online through GeM Portal. Bidders can download the tender document from the Port's website: <https://www.deendayalport.gov.in> .

Part-I, namely the Technical Bid containing the Qualification Criteria documents listed to be enclosed and other documents submitted by the Bidders will be opened on the scheduled date and time as indicated in the GeM portal

Bidder must fill up all the schedules and furnish all the required information as per the instructions given in various sections of the Bid specification and provide the Tender Acceptance letter as in Annexure B

Canvassing in any form in connection with the tender is strictly prohibited and the tenders submitted by the bidder who resorts to canvassing are liable to be rejected.

The details as called for in the bidding documents shall be filled and completed by the Bidders in all respects and shall be submitted with requisite information and the duly filled in Annexure.

The successful Bidder shall also be required to execute an "Integrity pact" in the prescribed format provided as Annexure D of the bid document.

The authorized signatory of the bidder should sign bid digitally. Kindly note, queries from the insurance companies will be entertained only as highlighted in tender document.

All tender related documents that will be uploaded by DPA to be reviewed thoroughly and queries if any to be written to DPA before **EOD 3rd July 2026**. The email ID for queries to be noted as: facao@deendayalport.gov.in & Jigar Thakkar sraocdc@deendayalport.gov.in & Lokesh Gupta lokesh.gupta4@aon.com & Samidha Walawalkar - samidha.walawalkar9@aon.com.

The Bidder should submit their duly approved and signed bids through GEM Portal. The last date of receipt of tender is **15th July 2026 at 3:00 PM**. Tender received by this time/ date will be opened on the **15th July 2026 at 4:00 PM**.

Bidders are required to submit documents as specified in the Tender

As Deendayal Port Authority (DPA) has decided to go in for Port Package Policy, it is clearly understood that terms quoted by the bidder has to be in line with Reinsurance terms obtained by you from minimum ("A") Rated International Reinsurance company which provides such coverage as required. The rating criteria is not applicable for GIC Re only. Further no bidder is allowed to

keep any deductible on their net account and therefore quote submitted by the bidder has to be in line with Reinsurance slip.

4. Pre-bid meeting:

A virtual pre-bid meeting will be held for insurers to seek clarifications or data and provide their views on the terms and conditions of the tender. DPA and Aon shall provide the required data and clarifications regarding the queries. The pre-bid meeting shall be held on **06th July 2026 at 11:00 AM**. Details of Virtual meeting link to be shared after receipt of queries from respective bidders. All queries and clarifications are required to be submitted on or before **03rd July 2026**. No queries shall be entertained after the pre-bid meeting.

5. Valuation: The Sum Insured of Property is based on Reinstatement value basis as per LSI Report conducted in 2025 plus addition during the year 2025-26.

The fees for the valuation report (if any) of the Port's assets shall be borne by the winning bidder and the same shall be remitted to the valuer within 60 days of policy inception.

6. Servicing Parameters:

The selected Insurance Company will have to execute a Service Level Agreement (SLA) containing the following parameters with respect to:

- i. Time frame for issuance of Held cover letter within 24 hours on any payment of Premium as per agreed schedule, towards policies and endorsements and write up on Claim procedures along with document required for settlement of claims
- ii. Time frame for appointment of surveyor
- iii. Time frame for on A/C payment
- iv. Time frame for submission of Final Survey report
- v. Time frame for Full and Final settlement
- vi. Selected insurer will provide a local point of contact based at Gandhidham.
- vii. Any other conditions as may be required.
- viii. Panel of Surveyor(s) to be agreed before finalization of placement

7. Other Terms:

- i. The quote for the insurance policy should be absolute. No conditions shall be attached to the Bid. Any alternate quote/deviation etc., will render the bid invalid.
- ii. The quote should be on Gross basis inclusive of all loading (as per IRDA) and discounts if any. GST should be shown separately. Quotes on Net basis will be summarily rejected
- iii. The Port Authority reserves the right to have co-insurance placement along with the Lead insurer. The coinsurance arrangement will be solely in accordance with the decision of the Port Authority
- iv. However, if the bidder(s) plans to have any risk sharing arrangement or co-insurance with other bidder(s) or insurer (s) at any time before, during or after placement of the policy, the same shall be informed to the Port and concurrence should be obtained before such arrangement

8. Instructions to Bidders:

- i. The attachment – 1 namely the Technical Bid containing the Qualification Criteria documents listed as per Annexure - 1 in the List of Documents to be enclosed and any other documents including corrigendum documents submitted by the Bidders will be opened on the scheduled date and time as indicated in the NIT.
 - ii. Bidder must fill up all the schedules and furnish all the required information as per the instructions given in various sections of the tender specification. Each and every page of the Tender Specification must be signed and submitted along with the offer by the insurer in token of complete acceptance thereof.
 - iii. Canvassing in any form in connection with the tender is strictly prohibited and the tenders submitted by the bidder who resorts to canvassing are liable to be rejected.
 - iv. The details as called for in the bidding documents shall be filled and completed by the Bidders in all respects and shall be submitted with requisite information and the duly filled in Annexure A1-F.
 - v. If the space in any Pro-forma of bidding document is insufficient, additional pages shall be separately added. These pages shall be numbered and shall also carry the bidding document number and shall be signed by the Bidder.
 - vi. The bid document must be signed by the Authorized Signatory of the company stating his capacity. Port Authority may ask for the authorization letter if felt necessary.
 - vii. M/s Aon Risk Insurance Brokers India Pvt Ltd. cannot be engaged as reinsurance broker by the successful bidder for reinsurance of Deendayal Port Authority's port package and marine hull insurance.
 - viii. M/s Aon Risk Insurance Brokers India Pvt Ltd., in their capacity as direct brokers, shall be entitled only to direct brokerage payable to them by the successful bidder as allowed by IRDA. If any Insurance company who bids for this tender engage M/s Aon Risk Insurance Brokers India Pvt Ltd as re-insurance broker, the offers submitted by the Insurance Company (Insurer) will be outright rejected and will not be considered for further evaluation.
 - ix. Part II (Price Bid) – Attachment 2 namely Price BID shall be uploaded separately and price bids of only those bidders who qualify the technical requirements shall be considered
 - x. The successful Bidder shall also be required to execute an "Integrity pact" in the prescribed format provided as Annexure-D of the bid document.
9. **Bid Validity:** Bids shall remain valid for acceptance for a period of 60 days from the date of opening of the technical bid. The bidder shall not be entitled to modify, revoke or cancel his bid during the said period.
10. **Rejection of Bids:** The acceptance of Tender will rest with Deendayal Port Authority and does not bind Deendayal Port Authority to accept lowest tender or any tender and reserves to itself full rights for the following without assigning any reasons whatsoever:
- To reject any or all the tenders submission.
 - To share premium amongst two or more insurers as co-insurance.
11. **Cost of Bidding:** All direct and indirect cost for production and submission of Bidder's quotation including the condition and valuation survey costs (if any), conducted during the policy year, shall be to Bidder's account.
12. **Pricing Requirements:** The Bidder should quote the premium both in figures and in words (English) for each item in the prescribed format. In the event of discrepancy between the figures stated in words and numbers, the premium amount quoted in words shall prevail. The Quoted Premium should be on Gross basis inclusive of all loadings and discounts, brokerage payable to the intermediary as per IRDAI regulations. GST to be indicated separately.

13. Bidder's Responsibility for the Quote:

Although all details presented in this bid document have been compiled with all reasonable care, it is Bidder's responsibility to ensure that the information provided is adequate and clearly understood. Bidder's quotation is the responsibility of the Bidder, and no relief or consideration can be given for errors and omissions

14. Bid clarification and Amendments:

- i. Deendayal Port Authority may issue clarifications / amendments in the form of addendum / corrigendum during the bidding period and may also issue amendments subsequent to receiving the bids.
- ii. For the addendum / corrigendum issued during the bidding period, bidders shall confirm the inclusion of addendum / corrigendum in their bid. For clarifications, if any, issued by Deendayal Port Authority subsequent to receiving the bids, the Bidder shall confirm receipt and for any impact on the quoted prices, the Bidder shall follow the instructions issued along with addendum /corrigendum.
- iii. Bidders shall examine the Bidding documents thoroughly and submit to Deendayal Port Authority. For any apparent conflict, discrepancy or error, Deendayal Port Authority shall issue appropriate clarification or amendment, if required. Any failure by Bidder to comply with the aforesaid shall not excuse the Bidder from performing the services in accordance with the agreement, if subsequently awarded the contract.
- iv. The several documents forming the Contract shall be taken, as mutually explanatory to one another and in case of any discrepancies; the Bill of Quantities shall prevail over the Specifications. In case of any dispute, question or difference either during the execution of the Contract or any other time as to any matter or thing connected with or arising out of this Contract, the decision of the FA & CAO, Deendayal Port Authority, thereon shall be final and binding upon all parties.
- v. If the bidders find discrepancies or omission or have any doubt as to the meaning or intent of any part thereof, they shall write to FA & CAO, Deendayal Port Authority who will send a written explanation to all bidders.

15. Confidentiality of Documents: Bidders shall treat the bidding documents and contents therein as strictly confidential. If at any time, during the bid preparation period, Bidder decides to decline to bid, all documents (hard copies, if any) must be immediately returned to Deendayal Port Authority

16. Currency of Bid and Payment: Currencies for bid and payment shall be in Indian Rupees only.

17. Compliance and Nil Deviation: Bidders are required to comply in full to the tender requirements. Therefore, deviations are not allowed in the bids. However, in the event of an exceptional deviation, the same should be clearly mentioned as per Annexure for Compliance. Bidders acknowledge that the acceptance of the deviation or otherwise is solely based on the decision of the port authority which shall be final and binding.

Notwithstanding the above, it is emphasized that no deviations are allowed in the Coverage details (including but not limited to Insuring clauses, extensions, any mandatory coverages, deductibles etc.) mentioned under each policy type.

18. Arbitration

- I. Except where otherwise provided in the contract all questions and disputes relating to the meaning of the specifications, designs, drawings and instructions here in before mentioned and as to the quality of workmanship or materials used on the work or as to any other question, claim, right, matter or any other thing whatsoever, in any way arising out of or relating to the contract, design, drawings, specifications, estimates, instructions, orders or to the conditions or otherwise concerning the works or regarding the execution or failure to execute the same whether arising during the progress of work or after the completion thereof as described here in after shall be referred to the an arbitrator appointed by the parties under the Arbitration and Conciliation Act 1996 as amended from time to time.
- II. It will be no objection to any such appointment that the arbitrator is an employee of the Board or the Government, that he had to deal with the matter to which the contract relates and that in course of his duties as an employee of the Board or the Government, he had expressed views on all or any of the matters in dispute or of different. The arbitrator, who has been dealing with the arbitration case, being transferred or vacating his office or in the event of his death or being unable to act for any reason, the Chairman then holding the office shall arbitrate himself or appoint any officer to act as arbitrator.
- III. It is also a term of the contract that no person other than the Chairman himself or any officer appointed by him shall act as arbitrator.
- IV. It is a term of the contract that only such question and disputes as were raised during progress of work till its completion and not thereafter shall be referred to arbitration. However, this would not apply to the questions and disputes relating to liabilities of parties during the guarantee period after completion of the work.
- V. It is a term of the contract that the party invoking arbitration shall give a list of disputes with amounts of claim in respect of each said disputes along with the notice seeking appointment of arbitrator.
- VI. It is also a term of contract that if the contractor does not make any demand for appointment of arbitrator in respect of any claims / disputes in writing, as aforesaid, within 120 days of receiving the intimation from the Nodal Officer or his nominee that the final bill is ready for payment, the claim of the contractor shall be deemed to have been waived and absolutely barred and the Port AUTHORITY shall be discharged and released of all liabilities under the contract in respect of these claims.
- VII. It is also a term of the contract that the arbitrator shall adjudicate only such disputes / claims as referred to him by the appointing authority and give separate award against each dispute/claim as referred to him. The arbitrator will be bound to give claim wise detail and speaking award and it should be supported by reasoning.
- VIII. The award of the arbitrator shall be final, conclusive and binding on all the parties to the contract.
- IX. The arbitrator may from time to time, with the consent of both the parties, enlarge the time for making and publishing the award.
- X. Arbitration shall be conducted in accordance with the provision of Indian Arbitration Act, 1996 or any statutory modifications or re-enactment thereof and rules made there under and for the time being in force shall apply to the arbitration proceedings under this clause.
- XI. It is also a term of the contract that if any fees are payable to the arbitrator, this shall be paid equally by both the parties.
- XII. It is also a term of the contract that the arbitration shall be deemed to have been entered on the reference on the date he issued the first notice to both the parties calling them to submit their statement of claims and counter statement of claims.
- XIII. Venue of arbitration shall be such place as may be fixed by the arbitrator at his sole discretion.

19. Integrity Pact

Successful bidder is required to sign an "INTEGRITY PACT" in the format at Annexure D with Deendayal Port Authority within 7 days of issue of Letter of Intent.

The Central Vigilance Commission (CVC) has been promoting integrity, transparency, equity and competitiveness in transactions by various organizations of the Government of India. Public procurement is an area of concern for the CVC, and many steps have been taken to put proper systems in place.

In this context, Integrity Pact (IP), a tool conceptualized and promoted by Transparency International, an international NGO, aimed at preventing corruption in public contracting, has been found useful. It has been decided by Ministry of Shipping that all organizations under the Ministry will implement IP. IP should cover every tender / procurement above a specified threshold value. The threshold value of contracts / procurements / transactions incorporating IP would be such that it covers 90% by value of all contracts / procurements / transactions of the organization in the last 3 years. Presently the threshold is fixed as Rs.3.00 crore. IP essentially envisages an agreement between prospective vendors / bidders, and DEENDAYAL PORT AUTHORITY, committing the persons / officials of both sides not to resort to any corrupt practice IP with DPA, would be considered competent to participate in the bid process. Any violation would entail disqualification of the bidders and exclusion from future business dealings. IP, in respect of a particular contract should cover all phases of the contract, from the stage of Notice inviting Tender (NIT) / pre-bid stage, till the conclusion of the contract, i.e. final payment or the warranty / guarantee period. IP would be implemented through Independent External Monitor (IEM), who are eminent persons appointed by the organization, with approval of CVC.

The term of appointment for an IEM would be 3 years. Name of the IEM will be mentioned in NIT. The IEM would review independently and objectively assess, as to whether and to what extent parties have complied with their obligations under the IP. IEM would have access to all contract documents, whenever required. The bidders may raise disputes / complaints if any, with the IEM.

The IEM would examine complaints received by them and give their recommendations / views to the Chairman of Port Authority. Recommendations of IEM would be in the nature of advice and would not be legally binding. Their role is independent in nature and the advice once tendered would not be subject to review at the request of the organization.

Original hard copy of Pre Contract Integrity Pact Agreement shall be submitted along the with bids.

Shri Amiya Kumar Mohapara, IFoS,(Retd.) and Dr. Gopal Dhawan, Ex-CMD, MECL has been nominated as Independent External Monitor for the Integrity Pact whose address is as under:

1. Shri Amiya Kumar Mohapara, IFoS,(Retd.) Qrs. No 5/9, Unit-9, Bhoi Nagar, Bhubaneshwar-751 022, Mobile No 9437002530 email: amiyaifs@gmail.com	2. Dr. Gopal Dhawan, Ex-CMD, MECL House NO 120, Jal Shakti Vihar (NHPC Society) P4, Builders Area, Greate Noida Gutam Budh Nagar, Uttar Pradesh- 201 315 email:gdhawangeologist@gmail.com

20. Law and Jurisdiction: This agreement is subject to Indian Law. Place of performance and jurisdiction is the Registered Office of the Principal, i.e. Gandhidham, Gujarat.

21. Important Guidelines: Bids should be independent and coordinated quotes should not be submitted.

22. **Insurance Intermediary:** The Port has appointed M/s Aon Risk Insurance Brokers India Pvt Ltd as the sole and exclusive intermediary for this insurance program including evaluation of bids, negotiation, placement and claims handling. M/s Aon Risk Insurance Brokers India Pvt. Ltd., in their capacity as direct brokers is entitled to direct brokerage payable to them by the successful bidder as allowed by IRDAI.
23. **Co-Insurance:** Any co-insurance or risk sharing agreements in any form or name whatsoever, proposed or agreed to by and among the Insurer(s), either before, during or after the bidding or at any time during the policy period shall be intimated to the Insured and such co-insurance or risk sharing to be done only with the concurrence of the Insured.
24. **Cancellation:** The policy cannot be cancelled by the insurer during the policy period. The Port may cancel the policy by giving a written notice period of 30 days.
25. **Risk Inspection:** The Risk Inspection has been conducted by Aon during 10th June 2026, and a copy of the same can be available on request.

List of Annexures to be submitted by the Bidder under Part I- Technical Bid

Annexure	Description
A1,A2	Reinsurance Support and Letter from Reinsurer
B	Acceptance of tender terms and conditions
C	Compliance with tender terms and conditions
D	Integrity Pact
E	Service Level Agreement
F	Bank details of the Bidder

List of details to be submitted by the bidder under Part II- Price Bid

Annexure	Description
H	Price Bid format

Details provided by the Port are as follows:

Annexure	Description
1	Asset Schedule for Section 2 (Property) of Port Package Policy (Valuation report by LSI provided under Annexure-G)
2	Coverage Summary
3	Claims history of the Port
4	Port Questionnaire Format
G	Asset valuation report

Port Package Policy

Risk Details Common for All Sections Covered Under Above Policy.

Type	Port Package Insurance Policy – Liability, Property Damage & Business Interruption
Assured	Deendayal Port Authority (DPA) and / or associated and / or affiliated and / or inter related and /or subsidiaries and / or corporations as they now are or hereafter may be created and / or constituted and / or for whom the Assured receives instructions to insure and / or for whom the Assured have responsibility to arrange for insurance whether contractually or otherwise, as their respective rights and interests may appear hereinafter known as the Assured and/or as original.
Mailing Address of the Assured	Deendayal Port Authority Address: Administrative Office Building, Near Madhuban Hotel, Gandhidham, Kutch, Gujarat
Location	Port Premises and Its Areas of Operation and Control • Administrative Office Building, Near Madhuban Hotel, Gandhidham, Kutch, Gujarat -370201 • Custom Bounded Area Port of Kandla - 370210 • Port Colony, KDLB Colony, FCI Colony, Residential Quarters-400 quarters, Gopalpuri, Gandhidham – 370201 • Dispensary at Adipur-370205 Office Buildings and Residential Quarters outside port area, Kandla – 370210 • Baba Saheb Ambedkar Convention Centre, Gandhidham E • e-Drishti Building at New Kandla (under DPA) Jetty Area, Vadinar-361010 • RoPax terminal at Ghogha • And other locations as highlighted in Port Questionnaire. (Latitude:22 deg 44' N; Longitude: 69 deg 67' E) Port Colony, Vadinar-361010 (Latitude:23 deg 01' N; Longitude:70 deg 13' E)
Note	“Confines of the Port/Terminals” in all the following sections of the Port Package Policy would mean at least 10 km radius from the entrance Port’s operational area applicable for both Kandla as well as Vadinar.
Interest	Deendayal Port Authority’s interest as a Port and Terminal Developer / Operator and any / all activities ancillary to such operations at the specified locations for all Risks and Physical Property Loss or damage to property and assets, onshore and offshore facilities, equipment, handling facilities, liabilities and losses on Business Interruption
Period	From 24 th July 2026 to 23 rd July 2027
Governing Law	Indian

Section 1- Port Liability- Coverage Details

Cover	Port & Terminal Liability
Applicable Wordings	Wavelength Ports and Terminals Consortium Wordings (LSW Wordings) amended as under: • Ports and Terminals Liability LSW 1510 (01/04) • Ports and Terminals Consortium Fire Extension (Liability) (LSW 1511) • Ports and Terminals Consortium Advice and Information Extension (Liability) (LSW1512) • Ports and Terminals Consortium Fines and Duty Extension (Liability) (LSW1513) • Ports and Terminals Consortium Infringement of Personal Rights Extension (Liability) (LSW1514) • Ports and Terminals Consortium Wrongful Delivery of Cargo Extension (Liability) LSW1515
Insuring Clauses	To indemnify the insured from liabilities for a) Physical loss or damage to the real or personal property of any third party including resultant loss of use or demurrage, provided such loss or demurrage directly results from an insured operation performed by the Assured within the confines of the Port, Terminal or Insured location(s) b) Bodily Injury to third party provided such loss bodily injury directly results from an insured operation performed by the Assured within the confines of the Port, Terminal or Insured location(s) c) Any liability of the Assured in connection with any tenant of the Assured for operations performed by any subcontractor appointed by the Assured d) Costs and expenses incurred in the defense of any claim(s) arising from an accident and the costs and expenses of a litigation awarded to any claimant in any competent court or arbitration proceedings against the assured by way of interest on judgments, investigation, adjustments, appraisal, appeal and legal costs and expenses e) Costs and expenses incurred by the Assured in the disposing of the property of the customer including the Removal of Debris or wreck following an accident to such cargo or property for which the Assured is legally liable f) Costs and expenses incurred voluntarily or in the exercise of legal or statutory right or obligation in removal of wreck or debris following an accident
Limits of Liability	Liability arising from Port and Terminals operations: • Overall Limit of Liability – INR 400,000,000 • Sub limits for Liability arising out of Removal of Wreckage – INR 50,000,000
LSW Extensions And Limits	i) Fire Extension (Liability), ii) Advice and Information Extension (Liability), iii) Fines and Duty Extension (Liability), iv) Infringement of Personal Rights (Liability), v) Wrongful Delivery of Cargo (Liability), Pilotage, navigational aids, advice on approach to terminal

Additional Coverage required	1. Seepage, Contamination and Environmental Pollution liability to include Costs for mitigation and clean-up. 2. Medical Extension cover – “OUT OF COURT” reimbursement 3. Valuable Cargo 4. Errors and Omissions 5. Damage to third party cargo held in care, custody, control, trust, including oil or chemical in pipelines within confines of the port till delivery to the customer or their designated carriers and in the case of exports till the loading on to the vessel. Environment Pollution Liability due to accidental damage to pipeline and/or insured equipment's due to any cause other than terrorism covering • Death, Bodily Injury of Third Party. • Third Party Property Damage compensation to third parties for personal injury or physical loss or damage to property arising from a pollution incident cost incurred in removing, preventing, mitigating or cleaning up any pollutant following an occurrence covered under the Policy which causes accidental pollution Cleanup cost • Costs of measures to prevent further insured losses following an insured event. any fine or penalty that arises from any occurrence unless a competent court or tribunal determines that it is illegal or contrary to public policy to be insured against such liability or loss. Tenant's legal liability Any reasonable expenses incurred towards mitigation of the loss including any defense costs, disinfection, quarantine, disposal, fumigation for cargo, vessels, containers or equipment following an occurrence.
Note	Wreck removal - sub-limit is INR 50,000,000 any one accident or any one year.
Deductibles	Port Liability including Wreck removal - INR 500,000 any one accident / occurrence.

Section 2 & 3 - Property Damage (Including All Cargo Handling Equipment, Pipelines)

- Coverage Details

Cover	Property Damage / Material Damage – All property and assets within Port premises and (or) Insured locations or areas of Port operation and control.
Applicable Wordings	Wavelength Ports and Terminals Consortium Wordings (LSW 01/04 1516 and LSW 01/04 1517) amended • Clause 2.1 (Insuring Clause) amended to include electrical and machinery breakdown. • Exclusion 4.9 (Communication Equipment) deleted. • Exclusion 5.2 (Road) deleted. • For the sake of good order, Exclusion 5.4 (Stock) does not apply to stock of spare parts. • Clause 8.1 (Automatic Acquisitions) amended to 90 days. • Clause 8.2 (Automatic Acquisitions) amended to 10%. • Ports and Terminals Consortium Earthquake Extension Clause (Property) Amended, 1/04 LSW151. • Clause A amended to include Tsunami. • Clause B amended to include Tsunami. • 48 hours amended to 72 hours. Ports and Terminals Consortium Section 3, Handling Equipment Wording 1/04 LSW1519. • Clause 2.1 (Insuring Clause) amended to include electrical and machinery breakdown. • Clause 2.4 (Removal of Wreck/Debris) included • 4.7 (Communication Equipment) deleted. • Exclusion 4.9 (Safe working load) amended. • Exclusion 4.15 (Mechanical or Electrical Breakdown) deleted. • Clause 8 (Protective Maintenance) amended. • Clause 9 (Automatic Acquisitions) amended. Ports and Terminals Consortium Earthquake Extension Clause (Handling Equipment) Amended 1/04 LSW1520. • Clause A amended to include Tsunami. • Clause B amended to include Tsunami. • 48 hours amended to 72 hours.
Insuring Clauses	To indemnify the insured in respect of a) Physical loss or physical damage to Insured Property as set out in the Insurance Schedule, within the Confines of the Port, Terminal or Insured Location, arising from an Accident occurring during the Policy period b) Costs or expenses incurred in the removal of wreckage or debris of Insured Property following loss or damage recoverable elsewhere under this Policy, but subject to a sub-limit of twenty-five percent of the insured value of the Insured Property, unless Underwriters agree otherwise In the event of a claim under both the above for the same Insured Property, the indemnity payable by Underwriters under both the above clauses shall not exceed the insured value of that Insured Property c) Physical loss or physical damage to Insured Property arising from strikes or riots d) Clause 2.1 (Insuring Clause) amended to read as: Physical loss or physical damage to insured Property including electrical and machinery breakdown as set out in the Insurance Schedule, within the Confines of the Port, Terminal or Insured location, arising from an Accident occurring during the Policy Period. e) Exclusion 4.9 (mechanical or electrical breakdown or derangement of any communication equipment or alarm system or computer system) deleted

Assets Covered	- Listed in the Fixed Assets Register for the period and subsequent additions during the period - Assets acquired/ completed construction / installed/ commissioned and pending capitalization - Capital Work in Progress (CWIP). - Inventory - Goods/ Cargo of any kind -Held in Trust - Assets under care and custody of the assured during the currency of the policy - Property under Construction - Third Party Property - Leased out property - Fixed / floating structures / objects, submarine pipelines, temporary structures etc.
Sum Insured	- Property Damage: INR 71,410,274,263.00 - Handling Equipment: INR 7,291,939,649.00 - Total: INR 78,702,213,912.00
Loss Limits	Combined Single Loss Limit of INR 800 crores with a Sub-limit of INR 40 crores for Port & Terminal Liability (Section-1) & INR 500 crores for Business Interruption (Section-4)
Location	(a) Property and assets situated anywhere within the confines of the port and terminal and (or) areas of port operation and control. (b) Property situated outside Port premises that are utilized for and related to the operational purpose of the port, including utilities and properties of similar nature and not included under any specific policy. “Confines of the Port/Terminals” means the area inside the port and within a radius of 10 km from the outer boundary wall of the Port. Details of the property are fully described in ANNEXURE 1
Extensions	i) Earthquake Extension ii) Cover to include physical loss or damage caused by earthquake, seaquake, Volcanic eruptions, tidal wave and Tsunami iii) 48 hours amended to 72 hours in the above iv) RSMD
Deductibles	<u>Other than AOG peril & Vessel Impact</u> - Flat INR 2,500,000 for each & every claim. <u>AOG Perils</u> - Flat INR 5,000,000 for each & every claim. <u>Vessel Impact</u> - Flat INR 5,000,000 for each & every claim. <u>Handling Equipment</u> - Flat INR 2,500,000 for each & every claim.

Section 4- Business Interruption - Coverage Details

Cover	Business Interruption
Applicable Wordings	Wavelength Ports and Terminals Consortium Wordings (01/04 LSW1522) amended
Insuring Clauses	To indemnify the Port, subject to General Policy provisions and limits for loss of profit, increased cost of working and costs and expenses as set out in clause Calculation of Loss as below, arising from an interruption to the Assured's Operations caused by: 2.1 physical loss or physical damage to Insured Property or Insured Handling Equipment 2.2 an Accident causing a blockage of: a) An insured berth or insured quay (as specified in the Insurance Schedule) owned by or leased to the Assured and used in the Assured's Insured Operations for the purpose of mooring vessels. b) Any approach channel or waterway c) Any land access immediately adjacent to the Confines of the Port, Terminal or Insured Location as specified in the Insurance Schedule (Immediately vicinity will mean at least 10 Km from the main entrance of Port's operational area applicable for both Kandla as well as Vadinar). 2.3 interruption to electrical supply to Insured Property or Insured Handling Equipment which is beyond the control of the Assured Provided that such interruption results in the Assured being wholly or partially unable to perform their Insured Operation(s) for a period commencing within the Policy period for the above 2.1 to 2.3
Calculation of Loss	3.1 Loss of Profit. This shall be calculated by taking the reduction in the Assured's revenue derived from their Insured Operation(s) during the Loss Period less any savings the Assured may have, including but not limited to savings in working expenses, standing charges, taxes or the like, and less any increase in revenue at another of the Assured's location(s); and 3.2 Increased Cost of Working. This being costs and expenses reasonably and necessarily incurred by the Assured during the Loss Period for averting or minimising a loss covered under this Section 4. Such costs and expenses must not exceed the potential loss that the Assured is seeking to avert or minimise 3.3 Costs and expenses incurred by the Assured while investigating an Accident covered under this Section and incurred protecting the interests of the Assured provided that such costs and expenses have been agreed by the Insurer
Sum Insured	• Annual Revenue: INR 30,873,700,000 • Indemnity Period: 2 Months • BI Loss Limit: INR 5,000,000,000 Combined Single Loss Limit of INR 800 crores with a Sub-limit of INR 40 crores for Port & Terminal Liability (Section-1) & INR 500 crores for Business Interruption (Section-4)
Note	Sum Insured to comprise Annual Revenue, inclusive of Royalty and all Revenue and Profit sharing from users, lessees, operators, concessionaires, Participating companies, vessel and cargo handling charges, etc.
Indemnity Period	02 months
Extension	Business Interruption to extend when interruption to the Assured results from damage to property belonging to other users, lessees, operators, concessionaires, participating companies (joint asset owners with Ports)
Loss Limits	a) Due to Damage of Property belonging to the port b) Due to Channel Blockage c) Due to Damage to Property owned, leased or rented by Lessees, Operators, participating companies, users, (Business Interruption extension). -- Material Damage Proviso shall not apply.

	d) Combined Single Loss Limit of INR 800 crores with a Sub-limit of INR 40 crores for Port & Terminal Liability (Section-1) & INR 500 crores for Business Interruption (Section-4)
Additional Coverage and Business Interruption Extension	1. Interruption to electrical supply to include interruption due to electrical, fuel, water and gas supply 2. Business Interruption to include losses, costs and expenses caused by damage to property including pipeline (offshore/Onshore/submarine), Oil, Chemical, Petroleum and Petroleum products tank, tank farms, SPM, either owned by the Port or owned or used, leased or rented by other lessees, users or operators (including BOT/PPP/DBFOT/ concessionaires), property jointly owned with participating companies. Material Damage proviso shall not apply for Business Interruption extension 3. Losses to include arising out of diversion of vessels within the Port premises and (or) awaiting discharge or loading of cargo
Special Clauses	Prevention of Ingress and Egress Clause (Up to 10 kms)
Time Excess	07 days

Coverages Applicable to All Port Package Sections

Note: Deviations are NOT acceptable and all above coverages are required. Additional

MANDATORY COVERS	a) Coverage for Mechanical, electrical or electronic breakdown or derangement of any communication equipment or alarm system or computer system b) Coverage for Roads, pavements (if part of Assets) c) Earthquake, seaquake, volcanic eruptions, Tidal wave, Tsunami d) Electrical and Machinery Breakdown e) Impact damage to include Marine Impact Damage (damage due to floating craft and structures) f) Marine Cyber Endorsement, LMA 5403 g) Listed Perils resulting from Pollution h) Limited seepage or Pollution resulting in listed perils, up to INR 40,00,00,000 i) Riots and Strikes including Malicious damage, vandalism j) Subsidence, landslide, rockslide coverage k) Storm, Tempest, Flooding and Inundation, Hurricane, cyclone coverage l) Unintentional Errors and Omissions

Premium, if any, for the above to be included in the quote

MANDATORY CLAUSES

Applicable for all Sections Under Port Package

- a. Architect/Surveyors and consulting Engineers fees extension with a sub-limit of up to 10% of Section 2,3 & 4.
- b. Automatic Acquisition up to 10% of the total property sum insured- (as per Asset Valuation report) without any additional premium. The said acquisition will be intimated by Deendayal Port Trust within 90 days of such acquisition. Designation of Property Clause
- c. Local Authority Clause
- d. 72 Hours Clause
- e. Inadvertent Omission
- f. Loss Minimization including Fire Fighting Expenses - up to 10% of limit of Section 2,3 & 4 over and above the sum insured.
- g. Minor works, Property in the course of construction
- h. Nominated Surveyors Clause
- i. On Account Payment Clause
- j. Reinstatement Value Clause
- k. Automatic Reinstatement up to 10% of total sum insured
- l. System Records
- m. In the event of a loss, Express freight including air freight, overtime charges and other sundry expenses up to INR 10,000,000 over and above the respective sum insured under material damage section to be covered.
- n. Temporary Repairs
- o. Involuntary Betterment Clause
- p. Delayed Indemnity Clause (under BI section)
- q. Auditors Fee Clause (under BI section)
- r. Departmental Clause (under BI section)
- s. Claim Preparation Cost (PD & BI)
- t. Deliberate Damage Clause
- u. Average Clause (85%) / Waiver of Under Insurance -up to 15% of Sum Insured – Applicable for section 2, 3 & 4

Note: Deviations are NOT acceptable and all above clauses are required. Additional premium, if any, to be included in the quote

Standalone Terrorism Policy

Cover	Stand Alone Terrorism Cover- Liability, Property Damage Including Handling Equipment and Hull, Business Interruption
Applicable Wordings	Liability Property Damage Business Interruption including Denial of Access, Port Blockage
Insuring Clauses- Liability	Insurer to indemnify the Insured in respect of their operations, for their Ultimate Net Loss by reason of the liability imposed upon the insured by law for monetary damages in respect of: - claims first made against the Insured during the policy period or - claims or circumstances likely to give rise to a claim insured hereunder that are reported in writing to Underwriters within 90 days after the expiry of this policy provided always that such claims arise out of an Occurrence as defined herein that takes place during the policy period, for Bodily Injury and/or Property Damage and/or Defence Expenses resulting solely and directly from Terrorism or sabotage - Third Party Liability Including Environmental Pollution Liability caused due to Accidental damage to Pipeline and/or other insured property and equipment or wreck arising out of Terrorism Activity including but not limited to: (a) Damage to Third Party Property within confines of the port, areas of Port operation and control, held in care, custody, control and trust (b) Spillage of oil / chemical (c) - Damage to oil / chemical in pipelines within confines of the port till delivery to the customer or their designated carriers and in case of export till loading on vessel. - Third Party - Bodily injury, Death (including passengers within the Port Premises and also those on cruise and passenger ships which frequents the Port.) - Medical Extension Cover – “OUT OF COURT” reimbursement - Pollution Cleanup costs and costs and expenses to prevent further insured losses following an insured event. - Defense Cost.
Note	a) The Policy shall not incorporate any condition relating to Contributory Clause, more specifically the policy shall not trigger in excess of any other insurance available to the insured. b) Pipelines (offshore/ onshore), SPM, tank(s), tank farms any other assets used in connection with the operations shall not be excluded assets
Property Damage	This Insurance insures property as stated against physical loss or physical damage occurring during the period of this Policy caused by an Act of Terrorism or sabotage. For the purpose of this Insurance, an Act of Terrorism means an act or series of acts, including the use of force or violence, of any person or group(s) of persons, whether acting alone or on behalf of or in connection with any organisation(s), committed for political, religious or ideological purposes including the intention to influence any government and/or to put the public in fear for such purposes.

	For the purpose of this Insurance, an act of Sabotage means a subversive act or series of such acts committed for political, religious or ideological purposes including the intention to influence any government and/or to put the public in fear for such purposes.
Business Interruption	This Policy is extended to cover loss resulting from necessary Interruption of Business caused by Direct Physical Loss or Damage as covered by the Policy to which this Extension is attached, to the Property Insured including Third Party Property as defined (Business Interruption due to Third party property affected)
Denial Of Access	Denial of Access to be within a radius of 10 Kms both on sea and land measured from the main entrance of the Port's operational area
Liability- Limit of Indemnity	INR 400,000,000 each occurrence
Property Damage & Handling Equipment -- Sum Insured	- Property Damage: INR 71,410,274,263.00 - Handling Equipment: INR 7,291,939,649.00 - Total: INR 78,702,213,912.00
Property Damage- Loss Limit	Combined Single Loss Limit of INR 800 crores with a Sub-limit of INR 40 crores for Port & Terminal Liability (Section-1) & INR 500 crores for Business Interruption (Section-4)
Business Interruption, Sum Insured	Indemnity period 2 months Annual Revenue (estimate 2026-27) - INR 30,873,700,000
Business Interruption, Loss Limit	Combined Single Loss Limit of INR 800 crores with a Sub-limit of INR 40 crores for Port & Terminal Liability (Section-1) & INR 500 crores for Business Interruption (Section-4)
Indemnity Period	02 Months
Deductibles	Material Damage: 2,500,000 each & every loss. Third Party Liability: INR 500,000 any one accident / occurrence
Time Excess	07 Days for Business Interruption per occurrence

Public Liability Act Insurance

Type	Public Liability Act Insurance
Assured	Deendayal Port Authority (DPA) and / or associated and / or affiliated and / or inter related and /or subsidiaries and / or corporations as they now are or hereafter may be created and / or constituted and / or for whom the Assured receives instructions to insure and / or for whom the Assured have responsibility to arrange for insurance whether contractually or otherwise, as their respective rights and interests may appear hereinafter known as the Assured and/or as original.
Mailing Address of the Assured	Deendayal Port Authority Address: Administrative Office Building, Near Madhuban Hotel, Gandhidham, Kutch, Gujarat
Territory	India
Jurisdiction	Worldwide
Interest	Public Liability Act Insurance as per the Public Liability Act, 1991 & subsequent to amendment rules, 2024 to provide immediate relief to the persons affected by accident occurring while handling any hazardous substance and for matters connected therewith or incidental thereto:
Period	From 24 th July 2026 To 23 rd July 2027
Policy Limit	AOA Limit INR 250,00,00,000 (Any One Accident) AOY Limit INR 500,00,00,000 in the aggregate (Any One Year)
Turnover / Revenue	INR 30,873,700,000
Policy Type	Occurrence Basis
Deductible	Nil

 As DPA do not have paid up capital, we have taken the limit of indemnity basis the guidance provided in Jan Viswas Acts

 ***For the purposes of this sub-section "paid-up capital", in relation to an owner not being a company, means the market value of all assets and stocks of the undertaking on the date of contract of insurance***

Marine Hull Policy: For Floating Crafts

For owned vessels including cover for wreck removal, crew, etc.

Clauses for the Hull and Machinery Insurance of the vessels owned by DPA:

- ITC Hulls Clause dated 1/10/1983 with Clause 8 amended to include 4/4th collision liability and extended to include Clause 9 of ITC Port Risk dated 20/7/1987.
- Subject to deductible as per GIPSA circular
- Institute Radioactive Contamination, Chemical, Biological, Bio-chemical and Electro-magnetic exclusion clause
- Cancellation returns only- No layup returns
- All disputes in respect to claims are subject to Indian law and Jurisdiction
- Trading warranty: Deendayal Port Limit within 12 nm. The port limits shall be applicable for both Kandla as well as Vadinar.
- Institute Radioactive Contamination, Chemical, Biological, Bio-Chemical and Electromagnetic Exclusion Clause dated 10.11.2003.
- Institute cyber- attack exclusion clause.
- IACS Classification and maintenance of class clause.
- Subject to Sanction Limitation and Exclusion clause-LMA3100 wordings.
- Warranted vessel certified and licensed for trading by competent authorities.
- Warranted vessel holds valid statutory Licenses & Certificates, including certificate of Survey & complies with all statutory & regulatory conditions at all times during policy period.
- Warranted in case of rough weather warning, the vessel is to be moored in sheltered waters and all due diligence measures taken.
- Warranted the registration certificates and certificate of survey to remain valid at all times.
- Warranted the vessel should have adequate manning as per MMD regulations and crew should be competent as per DG Shipping guidelines.

*List of Vessels as below:

Sr No	Vessel Name	Sum Insured
1	MT Jyeshta	45,00,00,000
2	MT Kritika	45,00,00,000
3	MT Rohini	7,38,00,000
4	MT Magh	7,38,00,000
5	MT Alok	1,01,70,000
6	MT Atri	1,01,70,000
7	ML Hasta	87,75,000
8	ML Vishakha	87,75,000
9	DB Karishma	90,00,000
10	ML Swati	8,73,00,000
11	ML Nirikshak	2,52,00,000
12	ML Purva	6,02,47,683
13	ML Anuradha	5,45,00,000
14	Floating Dry dock/ SFDD	66,87,00,000
	Total	1,99,04,37,683

Note: The values are as per valuation done by A. Aggarwal & Associates.

Apart from the valuation report, there is an addition under ML Purva and the additions have been duly added along with valuation report data.

TABLE 1: Eligibility Criteria for Private Sector General Insurance Companies

S. No.	Qualification for Private Insurers	Desired Criteria
1	Number of years of experience as an Insurance company	Greater than 10 years
2	Credit Rating (by CRISIL or equivalent)	Category A
3	Gross Written Premium, total, Average for the 3 previous Financial Years	Above INR 8,000 Crores
4	Gross Direct Premium in Marine Line of Business, Average for the 3 previous Financial Years	Above INR 100 Crores
5	Sum Insured per client, minimum INR 1500 Cr in Property Line of Business	Minimum 3 clients
6	Loss Limits per client- should have handled minimum 80% of the tender Loss Limits provided under Property Damage section of Port Package policy	Minimum 1 client
7	Claim settlement ratio overall, Average for the last 3 years	Greater than 80%
8	Claim settlement ratio in Marine Line of Business, Average for the last 3 years	Greater than 70%
9	Solvency ratio, Average for the last 3 years	Greater than 1.5 or as stipulated by the regulator from time to time
10	Experience in providing port package policies to ports, terminal operators	Yes
11	Whether blacklisted or debarred by State, Central Government or Public sector companies, Government undertakings, IRDAI and other Statutory bodies	No

Note: Eligibility criteria above are for Private Sector Insurance companies. Public sector Insurance companies are automatically eligible to participate in the tender

PART- 1 – TECHNICAL BID

List of Documents Requirement under Technical Bid- to be submitted by Bidders:

1. Incorporation Certificate
2. Proof of Latest Registration with IRDAI
3. PAN and GST of Bidder
4. Corporate Rating from CRISIL or equivalent
5. Certified or Published Gross Written Premium figures for the last 3 years for both Property and Marine Lines of Business
6. Confirmation on List of clients (at least 3) handled with Sum Insured INR 1500 Cr or greater (Proof of relevant portion of the Award letter or policy copy, duly attested by the bidder)
7. Confirmation on List of clients (at least 1) handled with Loss limits greater than 80% of the Loss limits sought in the current tender (Proof of relevant portion of the Award letter or policy copy, duly attested by the bidder)
8. Certified or Published Claims settlement Ratio figures for the last 3 years for both Overall and Marine Lines of Business
9. Certified or Published Solvency Ratio figures for the last 3 years
10. Confirmation from the Bidder's competent authority on meeting the eligibility criteria fixed in the tender
11. Confirmation with proof of handling clients in Ports, terminals (Proof of relevant portion of the Award letter or policy copy, duly attested by the bidder)
12. Confirmation from the Bidder's competent authority on not being blacklisted by any Government agency, PSU or the Insurance regulator (IRDAI)
13. Confirmation from the Bidder's competent authority on acceptance of all bidding instructions, terms and conditions of the tender including annexures, amendments or corrigenda (if any), mail exchanges with insured or the appointed intermediary
14. Compliance sheet filled in (no blanks to be left) as per tender
15. Deviation slip mentioning the variations from the tender terms and conditions
16. Annexures in the tender (A-H) duly filled and signed by the Authorized signatory
17. All pages of the tender, corrigenda, mail exchanges in respect of this tender signed by the Authorized signatory of the bidder

Documentation required as above should be duly signed by the Authorized signatory of the bidder. Where published **financial data** is not available and cannot be submitted as proof, such bidder documents to be additionally attested by a Chartered Accountant

ANNEXURE A1

(On the letter head of the bidder)

REINSURANCE SUPPORT

To,

M/S DEENDAYAL PORT AUTHORITY (DPA) LTD.

Sub: Reinsurance Support

We hereby confirm that our bid submitted is duly supported by minimum A- Rated Reinsurance Company and as on date of submission of bid we have Reinsurance support from _____ Reinsurance company for% to meet with the criteria of Bid documents and we hereby confirm that we have submitted quote in accordance with the Reinsurance slip and we have not kept any deductible on our net or we have not deviated our quote from Reinsurance Slip.

Company:

Authorized Signatory:

Date:

ANNEXURE A2

(On the letter head of the Reinsurer)

To,

M/s DEENDAYAL PORT AUTHORITY (DPA) LTD.

We have provided quotation for the Port Package policy as per details below

Insured	M/s Deendayal Port Authority (DPA) Ltd.
Type of Policy	Port Package
Sections Covered	Section 1- Liability Section 2- Property Damage Section 3 – Handling Equipment Section 4 – Business Interruption
Deductibles	Section 1- Liability Section 2- Property Damage Section 3 – Handling Equipment Section 4 – Business Interruption
Financial strength	_____ by Rating agency _____

Signature

(Company seal)

Date:

ANNEXURE B

(on the letter head of the Bidder)

Acceptance of Tender Terms and Conditions

To,

M/s Deendayal Port Authority (DPA) Ltd.

1. I / We have downloaded / obtained the tender document(s) for the Tender number _____ from the web site(s) namely: _____ as per your advertisement, given in the above mentioned tender.

2. I / We hereby certify that I / we have read the entire terms and conditions of the tender documents from Page number ____ to ____ (including all documents like annexure(s), schedule(s), etc.), which form part of the contract agreement and I / we shall abide hereby and agree the terms / conditions / clauses contained therein.

3. The corrigendum(s), if any, issued from time to time by M/s Deendayal Port Authority (DPA) Ltd for the above subject work has also been taken into consideration, while submitting this acceptance offer letter.

4. I / We do hereby declare that our firm has not been blacklisted/ debarred by any Govt. Department/Publicsector undertaking or IRDAI.

5. I / We certify that all information furnished by me/ us is true and correct and in the event that the information is found to be incorrect/untrue or found violated, then _____ Port management shall without giving any notice or reason therefore, summarily reject the bid or terminate the contract, without prejudice to any other rights or remedy including the forfeiture of the full earnest money deposit (if any).

Company Name:

Authorized Signatory:

Date:

ANNEXURE C

COMPLIANCE WITH TENDER TERMS AND CONDITIONS

Sl. No.	Description	Yes /No	Deviations to be mentioned clearly citing clause and section
1	Confirm strict compliance with General Terms and Conditions		
2	Confirm strict compliance with Instructions to Bidders		
3	Confirm strict compliance with Terms and Conditions of Port package Insurance including all its Sections		
4	Confirm strict compliance with Tender Terms and Conditions of Standalone Terrorism Insurance section		
5	Confirm that Conditional bids have not been Submitted		
6	Confirm that GST has been shown separately		
7	Confirm that Annexures as listed in the tender have been Submitted, duly signed		
8	Confirm that in the event of any counter or alternative offer or Proposal or deviations from any terms and conditions not mentioned in the Tender in the Technical bid, the Price bid is liable to be disqualified and rejected		

(Deviations can be listed in additional sheets if required. Deviation must specifically mention the clause reference and section. Port reserves the right to accept the deviations)

Company Name:

Authorized signatory:

Date:

ANNEXURE D

INTEGRITY PACT

Between

M/s DEENDAYAL PORT AUTHORITY (DPA) LTD. hereinafter referred to the " The Principal"

And

..... hereinafter referred to as" The Bidder"

Preamble

The Principal intends to award, under laid down organizational procedures, Insurance contract/s for Tender number _____. The Principal values full compliance with all relevant laws of the land, rules, regulations, economic use of resources and of fairness/transparency in its relations with its Bidder(s).

In order to achieve these goals, the Principal will appoint an Independent External Monitor (IEM), who will monitor the tender process and the execution of the Insurance contract for compliance with the principles mentioned above.

Section 1 - Commitments of The Principal

1. The Principal commits itself to take all measures necessary to prevent corruption and to observe the following principles.
 - a) No employee of the Principal personally or through family members, will in connection with the tender for, or the execution of a contract, demand, take a promise for or accept for self or third person, any material or immaterial benefit which the person is not legally entitled to.
 - b) The Principal will, during the tender process, treat all Bidders(s) with equity and reason. The Principal will, in particular before and during the tender process, provide to all Bidder(s) the same information and will not provide to any Bidder(s) confidential / additional information through which the Bidder(s) could obtain an advantage in relation to the tender process or the contract execution.
 - c) The Principal will exclude from the process all known prejudiced persons.
2. If the Principal obtains information on the conduct of any of its employees which is a criminal offence under the IPC/PC Act, or if there be a substantive suspicion in this regard, the Principal will inform the Chief Vigilance Officer and in addition can initiate disciplinary actions.

Section 2 - Commitments of the Bidder

1. The Bidder commits himself to take all measures necessary to prevent corruption. He commits himself to observe the following principles during his participation in the tender process and during the contract execution.
 - a) The Bidder will not, directly or through any other person or firm, offer, promise or give to any of the Principals employees, involved in the tender process or the execution of the contract or to any third person any material or other benefit which he/she is not legally entitled to, in order to obtain in exchange any advantage of any kind whatsoever during the tender process or during the execution of the contract.

- b) The Bidder will not enter with other Bidders into any undisclosed agreement or understanding, whether formal or informal. This applies to prices, specifications, certificates, subsidiary contracts, submission or non-submission of bids or any other actions to restrict competitiveness or to introduce cartelisation in the bidding process.
 - c) The Bidder will not commit any offence under the relevant IPC/ PC Act; further the Bidder will not use improperly, for purpose of competition or personal gain or pass on to others, any information or document provided by the Principal as part of the business relationship regarding plans, technical proposals and business details including information contained or transmitted electronically.
 - d) The Bidder of foreign origin shall disclose the name and address of the Agents/representatives in India, if any. Similarly, the Bidder(s) of Indian Nationality shall furnish the name and address of the foreign principals, if any. Further details as mentioned in the "Guidelines on Indian Agents of Foreign suppliers" shall be disclosed by the bidder. Further, as mentioned in the Guidelines all payments made to the Indian agent/representative have to be in Indian Rupee only.
 - e) The Bidder will, when presenting his bid, disclose any and all payments he has made, is committed to or intends to make to agents, brokers or any other intermediaries in connection with the award of contract.
2. The Bidder will not instigate third persons to commit offences outlined above or be an accessory to such offences.

Section 3 - Disqualification from tender process and exclusion from future contracts.

If the Bidder before award or during execution has committed a transgression through a violation of Section 2, above or in any other form such as to put his reliability or credibility in question, the Principal is entitled to disqualify the Bidder(s) from the tender process or take action as per the procedure mentioned in the "Guidelines on Banning of business dealings" (as per "Guidelines on Banning of business dealings")

Section 4 -Compensation for damages

1. If the principal has disqualified the Bidder(s) from the tender process prior to the award according to Section 3, the Principal is entitled to demand and recover the damages equivalent to Earnest Money Deposit/Bid Security.
2. If the Principal has terminated the contract according to Section 3, or if the Principal is entitled to terminate the contract according to Section 3, the Principal shall be entitled to demand and recover from the bidder liquidated damages of the contract value or the amount equivalent to Performance Bank Guarantee.

Section 5 - Previous transgression

1. The Bidder declares that no previous transgressions occurred in the last 3 years with any other Company in any country conforming to the anti-corruption approach or with any other Public Sector Enterprise in Indian that could justify his exclusion from the tender process.
2. If the Bidder makes incorrect statement(s) on this subject, he can be disqualified from the tender process or action can be taken as per the procedure mentioned in "Guidelines on Banning of Business dealings".

Section - 6 - Equal treatment of all Bidders

1. The Bidder undertakes to demand from all sub-contractors a commitment in conformity with this Integrity Pact and to submit it to the Principal before contract signing.
2. The Principal will enter into agreement with identical conditions as this one with all Bidders(s)
3. The Principal will disqualify from the tender process all Bidders, who do not sign this pact or violate its provisions.

Section 7 - Criminal charges against violating Bidder(s)

If the Principal obtains knowledge of conduct of a Bidder or of an employee or a representative or an associate of a Bidder, which constitutes corruption or if the Principal has substantive suspicion in this regard, the principal will inform the same to the Chief Vigilance Officer.

Section 8 - Independent External Monitor/Monitors

1. The principal appoints a competent and credible Independent External Monitor for this Pact. The task of the Monitor is to review independently and objectively whether and to what extent the parties comply with the obligations under this agreement.
2. The Monitor is not subject to instructions by the representatives of the parties and performs his functions neutrally and independently. He reports to the Chairman, DEENDAYAL PORT AUTHORITY (DPA) LTD
3. The Bidder accepts the monitor has the right to access without restriction to all documentation of the Principal including that provided by the Bidder. The Bidder will also grant the Monitor, upon his request and demonstration of a valid interest, unrestricted and unconditional access to his documentation. The Monitor is under contractual obligation to treat the information and documents of the Bidder with confidentiality.
4. The Principal will provide the monitor sufficient information about all meetings among the parties related to the Project provided such meetings could have an impact on the contractual relations between the Principal and the Bidder. The parties offer the Monitor the option to participate in such meetings.
5. As soon as the Monitor notices, or believes to notice, a violation of the agreement, he will inform the Management of the Principal and request the Management to discontinue or take corrective action, or to take other relevant action. The monitor can in this regard submit non-binding recommendations. Beyond this, the Monitor has no right to demand from the parties that they act in a specific manner, refrain from action or tolerate action.
6. The Monitor will submit a written report to the Chairman of DPA within 8 to 10 weeks from the date of reference (or) Credit intimation to him by the principal and, should occasion arise, submit the proposal for the correcting problematic situations.
7. Monitor shall be entitled to compensation on the same terms as being extended to / provided to Independent Directors on the _____ P.A Board.
8. If the Monitor has reported to the Chairman, DPA, a substantiated suspicion of an offence under relevant IPC/PC Act, and the Chairman DPA, has not, within the reasonable time taken visible action to proceed against such offence or reported it to the Chief Vigilance Officer, the Monitor may also transmit this information directly to the Central Vigilance Commission.
9. The word "Monitor" would include both singular and plural.

Section 9 - Pact Duration

This Pact begins when both parties have legally signed it. It expires for the Selected Bidder(s) 10 months after the last payment under the contract and for all other Bidders three months after the contract has been

awarded. If any claim is made/lodged during this time, the same shall be binding and continue to be valid despite the lapse of this pact as specified above unless it is discharged/determined by Chairman, DPA

Section 10- Other provisions

1. This agreement is subject to Indian Law, Place of performance and jurisdiction is the Registered Office of the Principal
2. Changes and supplements as well as termination notices need to be made in writing. Side agreements have not been made.
3. If the Bidder is a partnership or a consortium, this agreement must be signed by all partners or consortium members.
4. Should one or several provisions of this agreement turn out to be invalid, the remainder of this agreement remains valid. In this case, the parties will strive to come to an agreement to their original intentions.

For and on behalf of Principal
(office seal)

Bidder (Office Seal)

Place

Date

Witness 1: ----- Witness 2: -----

(Name and Address) ----- (Name and Address) -----

Note:

The bidder has to execute Integrity Pact agreement with Deendayal Part Authority (as per Bid Response Sheet No.10 and Shri Amiya Kumar Mohapara, IFoS, (Retd.) and Dr. Gopal Dhawan, Ex-CMD, MECL have been appointed by DPA as Independent External Monitors and whose address areas under :-

1. Shri Amiya Kumar Mohapara, IFoS,(Retd.) Qrs. No 5/9, Unit-9, Bhoi Nagar, Bhubaneshwar-751 022, Mobile No 9437002530 email: amiyaifs@gmail.com	2. Dr. Gopal Dhawan, Ex-CMD, MECL House NO 120, Jal Shakti Vihar (NHPC Society) P4, Builders Area, Greate Noida Gutam Budh Nagar, Uttar Pradesh- 201 315 email:gdhawangeologist@gmail.com

Annexure E

SERVICE LEVEL AGREEMENT

Service Level Agreement between **M/s Deendayal Port Authority (DPA) Ltd.** (hereinafter referred to as the "Port") and Insurance Co Ltd, (herein after referred to as Insurer) on Insurance Program effective from 24th July 2026 and confirmed by "Aon Risk Insurance Brokers India Pvt Ltd" Insurance intermediary of The "Port" and herein after referred to as the "Aon"

1. Documentation:

- i) Insurer will issue "Held Cover Letter" within 24 hours of receipt of premium confirming commencement of Cover stating the period of coverage with specific reference to the tender conditions.
- ii) The insurer will issue draft (soft copy) of all policy copies to Port, at the latest within forty five (45) working days from the date of payment of Premium and after being duly vetted by the Intermediary, the Insurer will issue final policy copies in original within 15 days after receipt of final clearance from the Intermediary. All these processes shall not in any case exceed sixty (60) days from the inception of risk.
- iii) All Terms and conditions as per Tender including clauses, warranties and deductibles shall be attached / incorporated in the Policy Document strictly as per tender terms. No restrictive conditions/warranties etc. in deviation from the Tender shall be imposed.
- iv) All the Premium quoted by the insurer as per tender and as agreed after due negotiation between the Port and Insurer are fixed and final. No further premium will be charged in future, till the expiry of the policy subject to no change in sum insured and terms as mentioned in the Tender. However, that 10% Automatic Acquisition Clause will be applicable during the entire tenure of the policy without any additional premium. Statutory payment, if any warranted, will supersede the above requirement.
- v) If any discrepancy arises as to the issued documents not being in conformity with the tender terms, the rectification "NIL" Endorsement shall be issued and delivered by the Insurer within 10 (Ten) working days from the date of request.
- vi) Copy of Held Cover Certificate / Policy/ Endorsement or any other communication whatsoever to the Insured will also be copy marked to the intermediary

2. Prompt Communication:

The Insurer will promptly communicate to the Port on any matter having a bearing on insurance cover with copy to the Intermediary. Insurer shall address any issue raised by the Port or Intermediary on any matter on the insurance program within 10 working days.

3. Non-Cancellation clause

The insurance policies issued by the Insurer shall not be cancelled by the insurer.

4. Claim Management:

- i) The Insurance Company agrees to provide the names and contact details of their panel of surveyors to the Port for effective / speedy settlement of claim. Intermediary will prepare a panel of surveyors for approval from insurance company.
- ii) Insurer shall depute surveyor from the panel, as per IRDAI regulations, latest within 24 hours of reporting of any Claim by DPA/ mandated broker.
- iii) The surveyor should submit his LoR (List of Requirements) within 03 days of his first visit. Surveyor will submit assessment sheet within 30 days of all required documents by the Port or the intermediary. Such Assessment sheet will be submitted to the Port or the Intermediary.
- iv) On confirmation of the Assessment sheet by DPA/ mandated, surveyor shall submit Final Survey Report within 15 days of conveyance of such confirmation with a copy to DPA / mandated broker.
- v) Surveyor / Insurer shall abide by the relevant IRDAI Regulation re: IRDAI (Protection of Policyholders' interest) Regulations, 2017 and the amendments, if any.
- vi) Insurer shall settle the claim within 30 days of the submission of Final survey report

5. On Account Payment:

For estimated claims over INR 200 Lakhs, the Insurer shall pay an "On Account" payment up to a limit of 50% of the total claim and the amount shall be paid by the insurer within two months from the date of occurrence of loss subject to satisfaction of Surveyor's interim assessment Settlement will not be held up on the plea/any reasons of Re-Insurer's concurrence or otherwise

_____ Insurance Co. Ltd

_____ M/s Deendayal Port Authority (DPA) Ltd.

_____ Aon Risk Insurance Brokers India Pvt Ltd

Annexure F

BANK DETAILS OF THE BIDDER

PARTICULARS	
1. Name of the Bank	
2. Branch & Address	
3. Phone Number	
4. Account type (SB/CA)	
5. Account Number	
6. IFS Code	
7. MICR Number	

Part – 2 – PRICE BID

Annexure - H

Deendayal Port Authority Price BID - 2026-27

Particulars	Sum Insured	Single Loss Limit / (INR)	Gross Premium (INR)	GST (INR)	Total Premium (INR)
(I) All Third Party Liabilities Including Environmental Pollution And Wreck Removal Sublimit Of INR 50,000,000		Combined Single Loss Limit of INR 800 crores with a Sub-limit of INR 40 crores for Port & Terminal Liability (Section-1) & INR 500 crores for Business Interruption (Section-4)			
(II) Real & Personal Property Including Handling Equipment	INR 71,41,02,74,263				
(III) Port Handling Equipment	INR 7,29,19,39,649				
Total Sum Insured (II) + (III)	INR 78,70,22,13,912				
(IV) Business Interruption - (Including Due To Channel/ Waterways Blockage/ Damage to Pipelines and Blockage of any Land Access Within Immediate Vicinity of the Port/ Terminal)	Indemnity period 2 months Annual Revenue (estimate 2026-27) - INR 30,873,700,000.00	Please provide section wise Premium.			
Combined Single Limit Under Port Package (I+II+III+IV) (A)		INR 8,000,000,000			
B. Marine Hull Package		INR 1,990,437,683			
C. Terrorism Combined Single Loss Limit of INR 800 crores with a Sub-limit of INR 40 crores for Port & Terminal Liability (Section-1) & INR 500 crores for Business Interruption (Section-4)	Total Assets: INR 78,70,22,13,912 Gross Profit: INR 30,873,700,000.00 Third Party Liability INR 400,000,000	INR 8,000,000,000			
D. Public Liability Act Insurance	AOA : INR 250 crores AOY : INR 500 crores	AOA : INR 250 crores AOY : INR 500 crores			
Gross Total Premium Quoted A+B+C+D (In Figures)					
Gross Total Premium Quoted A+B+C+D (In Words)					

Company Name:

Authorized Signatory:

Date:

Note to Price Bid:

- All premium to be in INR only and rounded off to the nearest whole Rupee. The quoted premium should include all loadings and discounts. GST to be shown separately.
- A single premium can be filled in for all the three sections under Standalone Terrorism and mentioned under C of Price Bid format.
- The lowest consolidated final premium (of the eligible and technically qualified bidders) as per Price bid formats shall be chosen for award.**
- Port also reserves the right to not award any or all of the policy types to any bidder

Annexure 1

Port Package Asset bifurcation between section 2 and section 3

Section 2: Real and Personal Property

Particulars	Kandla 2026-27	Vadinar 2026-27	Total
Building, Shades & Other Structures	10,555,765,445	720,456,884	11,276,222,329
Wharves, Roads & Boundaries	27,978,346,637	114,598,010	28,092,944,647
Railway & Rolling Stock	4,903,089,534	-	4,903,089,534
Docks, Sea Walls, Navigational Aids	22,967,935,269	455,533,001	23,423,468,270
Installations of Water, Electricity, Telecom & Fire Fighting	3,344,644,347	250,711,129	3,595,355,476
Oil Installation	117,783,007	1,411,001	119,194,008
TOTAL	69,867,564,238	1,542,710,025	71,410,274,263

Section 3: Handling Equipment

Particulars	Kandla 2026-27	Vadinar 2026-27	Total
Cranes & Vehicles	6,413,233,250	2,543,061	6,415,776,311
Plant & Machinery	841,509,351	34,653,987	876,163,338
TOTAL	7,254,742,601	37,197,048	7,291,939,649

Note : Please refer Asset Valuation Reports of LSI Financial Services Private Limited

Annexure 2
Coverage Summary

Deendayal Port Authority Price BID - 2026-27			
Particulars	Sum Insured	Single Loss Limit (INR)	Deductible
(I) All Third Party Liabilities including Environmental pollution and Wreck removal sublimit of INR 50,000,000	NA	Combined Single Loss Limit of INR 800 crores with a Sub-limit of INR 40 crores for Port & Terminal Liability (Section-1) & INR 500 crores for Business Interruption (Section-4)	INR 500,000 for Port Liabilities including Wreck removal
(II) Real & Personal Property including handling equipment	INR 71,410,274,263		Other than AOG peril & Vessel Impact - Flat INR 2,500,000 for each & every claim. AOG Perils - Flat INR 5,000,000 for each & every claim. Vessel Impact - Flat INR 5,000,000 for each & every claim. Handling Equipment - Flat INR 2,500,000 for each & every claim.
(III) Port Handling Equipment	INR 7,291,939,649		
Total Sum Insured (II) + (III)	INR 78,702,213,912		
(IV) Business Interruption - (including due to channel/ waterways blockage/ damage to pipelines and blockage of any land access within immediate vicinity of the port/ terminal)	Indemnity period 2 months Annual Revenue (estimate 2026-27) - INR 30,873,700,000.00		Time Excess: 7 days each and every claim
COMBINED SINGLE LIMIT UNDER PORT PACKAGE (I+II+III+IV)		INR 8,000,000,000	
B. MARINE HULL PACKAGE	INR 1,990,437,683	INR 1,990,437,683	As per GIPSA Circular
C. TERRORISM Combined Single Loss Limit of INR 800 crores with a Sub-limit of INR 40 crores for Port & Terminal Liability (Section-1) & INR 500 crores for Business Interruption (Section-4)	Total Assets: INR 78,70,22,13,912 Gross Profit: INR 30,873,700,000.00 Third Party Liability INR 400,000,000	INR 8,000,000,000	DEDUCTIBLE: - Flat 2,500,000 for property damage for each & every loss - Business Interruption: 7 days for each & every loss - TPL: INR 500,000 any one accident/ occurrence
D. Public Liability Act Insurance	AOA: INR 250 crores AOY : INR 500 crores	AOA: INR 250 crores AOY : INR 500 crores	Nil

Annexure - 3

Claims History for the Port

Last 5 years

2020-2021	NIL Claims
2021-2022	NIL Claims
2022-2023	2 claims 1. Damage to the ELL Cranes due to heavy wind. Date of Loss: 29-05-2023 Claim Settled for INR 13,166,400 2. Damage incidence due to Cyclone Biparjoy. Date of Loss: 16-06-2023. claim settled for Rs. 4,95,24,380
2023-2024	1 claim 1. Complete loss of buoy No.4 – preliminary damage assessed for INR 20,00,000. Cost of positioning and recovery of the rake from the position to be over and above the cost (awaited)
2024-25	1 claim 1. Missing of Buoys no. 3 and 8A- INR 1,000,000

Annexure – 4

Port Questionnaires – Separately attached



Port Authority Questionnaire:

1. **Name & Address:** Please list the name and address of Port Authority and enclose your latest annual financial report and port handbook. –

Insured Name:	Deendayal Port Authority
Address:	Administrative Office Building, Near Madhuban Hotel, Gandhidham, Kutch, Gujarat. 370 201
Website:	www.deendayalport.gov.in
Year founded:	1964

2. **Location(s):** Please list the address of your location(s), including the postal/ zip codes where applicable, and latitudes & longitudes and attach a map showing the outline and boundaries of the port(s).

Insured Location(s) (including postal/zip codes), please include map of locations:

Insured Locations addresses are as under:

- Administrative Office Building, Near Madhuban Hotel, Gandhidham, Kutch, Gujarat -370201
- Custom Bounded Area Port of Kandla – 370210.
- Port Colony, KDLB colony, FCI colony, Residential quarters-400 quarters, Gopalpuri, Gandhidham - 370201.
- Dispensary at Adipur-370205
- Office Buildings and Residential Quarters outside port area, Kandla – 370210
- Baba Saheb Ambedkar Convention Centre Gandhidham
- E Dristi Building at New Kandla (under DPA)

Port Layout shared along with tender.

3. **Type of Port:** Hybrid

Are you a landlord port? Yes ☒ No ☐ or
an operational port? Yes ☒ No ☐

If you are both a landlord and operational port, please provide the percentage split

based on revenue:- Based on Revenue for FY 2025-26

percentage of revenue as a landlord:- Income from BOT/PPP Operator – 2.21% & Revenue from
estate rentals – 14.67%

percentage of operational revenue:- 83.12%

For any **Cargo Handling** operations performed by you please complete the relevant parts of the Terminal Operators /other Operations Questionnaire.

4. **Facilities:** Please enter the number of facilities available, if none enter 0:-

Container terminals – yes, 2 CT (11th & 12th CT -KICT) on PPP Mode	■	Dry Bulk Terminals - yes, 4 berths (AKBTPL) at Tuna Tekra (On PPP Mode)	■
Ro-Ro terminals- yes, Ro Ro Facility at Dahej, Ghogha and Hazira	■	Gas terminals – Propane, Butane and other gases are handled at DPA Oil Jetties	■
Container Depots -	□	Oil terminals – yes, 8 oil jetties (6 DPA, 1 IFFCO, 1 IOCL)	■
Warehouses – yes, 25 Nos.	■	Passenger Terminals – 2 Nos. passenger jetty at New Kandla and 1 SNA Jetty	■
Temperature Controlled Warehouse	□	Dry docks – Yes, Steel Floating Dry Dock	■
Breakbulk/General cargo terminals - 16 berths, Bunder Area, IFFCO barge jetty	■	Ship repair	□
Grain Terminals – DPA handles sugar, salt, food grains at it's berths	■		
Other (please specify):- Dr. Baba Saheb Ambedkar Convention Centre, RoB at LC 236 at Kutch salt junction , Common connectivity to Container Terminal at Tuna-Tekra	■		

5a. **Services:** Services provided by you, please answer "Y" performed by you, "S" performed by your subcontractor and "N" not provided :-

Services:			
Please answer “Y” if performed by you, “S” if performed by your subcontractor and “N” if not provided:			
Stevedoring:	S	Dredging:	Y
Marine terminal operator:	Y	Tugs:	Y
Navigational information and aids:	Y	Salvage / ship removal:	Y
Marine traffic control:	Y	Bunkering:	S
Maintained water depths:	Y	Dumpsites / landfill:	N
Buoys and lighting:	Y	Waste disposal:	S
Pilotage:	Y	Diving:	S
Helicopter landing sites / airport	N	Advice to other operators:	N
Warehousing:	Y	Security (e.g. Police):	Y
Temperature Controlled Warehousing:	N	Emergency (e.g. Fire Services):	Y
Other (please specify):			

Do you provide any other facilities / services e.g. carparks, shops, oil rig supply facilities etc.? If yes please give details.. Please refer the Port Administrative Report as well as Risk Inspection Report.

5b. Services - Warehousing

Only answer this part of the question if you provide warehousing or storage of any cargo (other than containerised cargo) either as a landlord or as an operator:

- What is your responsibility for the cargo stored?
 - No Responsibility (if YES, please move on to Question 6) Yes ☒ No ☐
 - Responsibility as a landlord only for maintenance of the warehouse building, fire prevention within the warehouse and warehouse security? Yes ☒ No ☐
 - Responsibility for care, custody and control of all cargo, but no responsibility for Force Majeure? Yes ☐ No ☒
 - Responsibility for care, custody and control of all cargo, including responsibility for Force Majeure? Yes ☐ No ☒
- Please provide estimated maximum value of goods stored at any one time:
- What % of your total revenue is generated by warehousing operations? **0.26% [From Accounts FY 25-26]**
- Do all warehouses have sprinklers and fire detection systems? Yes ☐ No ☒
If NO, please attach details of your fire detection measures.
- Is there a fire main throughout the site? Yes ☐ No ☐
- Is there an emergency fire pump or suitable reserve power supply to ensure there is fire fighting water at all times? Yes ☒ No ☐

Please refer to Risk Inspection Report for further details.

6. Volumes- Please advise cargo throughputs per policy year

Description	Last Year	Current Year	Next Year Estimate
Overall cargo volume- DPA - in MMT.	150.16	160.11	169.00

7. Annual Revenue, INR Crs - Combined hnuce after tax (Kandla & Vadinar) -

Last Year	Current Year	Next Year Estimate
1446.18	1402.91	1320.95

8. What percentage of Revenue in INR is derived from cargo handling?

Last Year	Current Year	Next Year Estimate
34.81%	34.87%	34.04%

9. How many vessels call per annum? Kandla + Vadinar Combined

Description	Last Year	Current Year (2025-26)	Next Year Estimate
Up to 5000 GT	196	252	266
5000 to 15000 GT	730	752	794
Over 15000 GT	2806	2958	3122

10. PROPERTY – Please refer to the Tender document for the Sum Insured, Limits, asset details etc

a) Please provide a summary of property values broken down as follows:-

	SUM INSURED INR
Wharves, Quays and Jetties	
Buildings	
Warehouse/Storage Facilities	

b) Please also attach a full schedule with description, values, age, location including details of construction and details of fire extinguishing appliances / sprinklers **Please refer to the Risk Inspection Report**

c) Please itemise separately (together with the location) any single structure where the insured value is in excess of INR 15,000,000 - **Please refer tender document and valuation report**

d) Please itemise separately (together with location) any property outside the confines of the port **Please refer tender document and valuation report**

e) Please provide your estimated **Maximum Possible Loss. INR** _____ **Please refer tender document and valuation report**

11. Handling Equipment –

Are your declared values based on:-

New replacement value?

Yes ☒ No ☐

Market value?

Yes ☐ No ☒

Depreciated (book) value?

Yes ☐ No ☒

12. Hull P and I –

Please attach a vessel schedule with Name, Value, Type, Age, GRT, use, and number of crew, plus horsepower (for tugs).

Vessels specification schedule attached. Valuation report attached.

Serial Num	Vessel Name	Type	GRT	Age	Number of crew	Value, INR

13. Business Interruption –

a) What is your applicable Annual Revenue, INR. **Operating Revenue (Kandla + Vadinar Combined)**

Last Year	Current Year	Next Year Estimate
INR 2,820.02 crores	INR 3,144.30 crores	INR 3,087.37 crores

a) Do you require cover for increased cost of working;
and loss of revenue? Yes ☒ No ☐

b) What cover is required?

physical loss/damage of handling equipment? Yes ☒ No ☐
physical loss/damage to property? Yes ☒ No ☐
and port blockage of Operations? Yes ☒ No ☐

c) If port blockage is required, do you require cover for:-
blockage of berths; Yes ☒ No ☐
approach channels and locks; Yes ☒ No ☐
and land entrances? Yes ☒ No ☐

d) Is your electricity supply generated by yourself? ☐
or through external means? ☒
(please tick ☐ the relevant box)

Do you have a backup / emergency generator? Yes ☒ No ☐

e) Are there alternative/reserve equipment/ means of access available to mitigate
any claim? Yes ☐ No ☐

If yes, please give details.

Please attach a Map of the port to illustrate your answer.

**Please note that Port has Windmills for Power Generation but electricity to Port is Supplied by GETCO.
Please refer risk inspection report for additional information.**

14. Loss Prevention and Risk Management – Please refer to the Risk Inspection Report, Port Administrative Report, Disaster Management Plan, Crisis Management Plan shared along with Tender

Details to be attached

- a) Your risk control / loss control management,
- b) pollution control/environmental impairment control,
- c) property and equipment maintenance and staff training programmes,
- d) all fire detection and firefighting equipment and its condition, include equipment in buildings, warehouses and on cargo handling equipment, particularly grain and coal conveyors and other equipment, susceptible to fire/explosion

- e) Security precautions (including):

24 hours security guards? Yes ☐ No ☐

All buildings/perimeter fences/gates alarmed? Yes ☐ No Close ☐

Circuit TV? Yes ☐ No ☐

Continual documentation security checks? ☐ Yes ☐ No

Other? Please attach details

- f) independent surveys of facilities / equipment during the last twelve months. If you do not have a recent satisfactory survey, it will be a subjectivity of your quote that a survey be performed at your expense, unless otherwise agreed **Physical verification of Fixed Assets carried out annually by our internal auditors (CA firm). Report prepared by M/s LSI Financial Services Private Limited (registered valuer) as on 31.03.2025 is also attached**

- g) International Ship & Port Facility Security Code compliant. Yes ☒ No ☐

If no, please advise status of application.



CLAIMS HISTORY - Please attach separate Liabilities, Physical Damage and Hull claims histories (both paid and outstanding and any related fees or expenses **including legal fees**) for the last 5 complete years nett of any deductible and advise of any deductible applicable. Please also attach details of any existing litigation.

Please refer Tender Document for Claims History

Signed _____

Date **29th June 2026**

IMPORTANT:

This questionnaire is to be completed and signed by the Assured and will form part of the Insurance Policy.

The premium charged and the conditions of this Policy are based upon the information provided in this questionnaire, any operations and/or physical changes in the nature of the Assured's Operations during the policy period which materially changes or alters in any way the information contained in this questionnaire must immediately be advised to Underwriters. Any change advised will be assessed by Underwriters to enable them to decide whether they are prepared to continue to provide coverage and at what terms. Failure to comply with this requirement could affect the validity of the Policy



Port Authority Questionnaire:

1. **Name & Address:** Please list the name and address of Port Authority and enclose your latest annual financial report and port handbook. –

**Offshore Oil Terminal Dept.,
Deendayal Port Authority,
Vadinar,
Ta – Khambhalia,
Dist. – Devbhumi Dwarka,
Gujarat – 361010.
www.deendayalport.gov.in**

2. **Location(s):** Please list the address of your location(s), including the postal/ zip codes where applicable, and latitudes & longitudes and attach a map showing the outline and boundaries of the port(s).

**A.O. Building,
Offshore Oil Terminal,
Deendayal Port Authority,
Vadinar,
Ta – Khambhalia,
Dist. – Devbhumi Dwarka,
Gujarat – 361010.**

Latitudes & Longitudes

**Jetty Area, Vadinar-361010 – Latitude : 22 deg 44' N; Longitude 69 deg 67'E
Port Colony: Latitude 23 deg 01' N; Longitude 70 deg 13'E**

3. **Type of Port:** Hybrid - Combined Information of DPT shown in Kandla Questionnaire

Are you a landlord port? Yes ☐ No ☐ or
an operational port? Yes ☐ No ☐

If you are both a landlord and operational port, please provide the percentage split
based on revenue:-

percentage of revenue as a landlord (2025-26) :-

percentage of operational revenue (2025-26) :-

For any **Cargo Handling** operations performed by you please complete the relevant
parts of the Terminal Operators /other Operations Questionnaire.

4. **Facilities:** Please enter the number of facilities available, if none enter 0:-

Container terminals –	☐	Dry Bulk Terminals –	☐
Ro-Ro terminals – 01 Ro-Ro / Lo-Lo Jetty	☒	Gas terminals	☐
Container Depots –	☐	Oil terminals – 03 SBMs (Captive), 02 Product Jetties (Captive)	☒
Warehouses –	☐	Passenger Terminals –	☐
Temperature Controlled Warehouse	☐	Dry docks	☐
Breakbulk/General cargo terminals –	☐	Ship repair	☐
Grain Terminals –	☐	Yacht marina	☐
Other (please specify):-	☒		
01 Service Jetty,			
01 Indian Coast Guard Jetty (Captive)			

a. **Services:** Services provided by you, please answer "Y" performed by you, "S" performed by your subcontractor and "N" not provided :-

☐ Stevedoring; -	☐ Dredging; -
☐ Marine terminal operator; -	☒ S Tugs; -
☒ Y Navigational information and aids; -	☐ Salvage / ship removal; -
☒ Y Marine traffic control; -	☒ S Bunkering; -
☒ Y Maintained water depths; -	☐ Dumpsites / landfill; -
☒ Y Buoys and lighting; -	☒ S Waste disposal; -
☒ Y Pilotage; -	☐ Diving; -
☐ Helicopter landing sites/airport; -	☐ Advice to other operators; -
☐ Warehousing; -	☒ Y Security (e.g. Police); -
☐ Temperature Controlled Warehousing -	☒ S Emergency (e.g. Fire Services); -
☐ Other (please specify);	

Do you provide any other facilities / services e.g. carparks, shops, oil rig supply facilities etc.? If yes please give details:-

5b. Services – Warehousing – **NA for OOT Vadinar**

Only answer this part of the question if you provide warehousing or storage of any cargo (other than containerised cargo) either as a landlord or as an operator:

- What is your responsibility for the cargo stored?
 - No Responsibility (if YES, please move on to Question 6) Yes ☐ No ☐
 - Responsibility as a landlord only for maintenance of the warehouse building, fire prevention within the warehouse and warehouse security? Yes ☐ No ☐
 - Responsibility for care, custody and control of all cargo, but no responsibility for Force Majeure? Yes ☐ No ☐
 - Responsibility for care, custody and control of all cargo, including responsibility for Force Majeure? Yes ☐ No ☐
- Please provide estimated maximum value of goods stored at any one time: INR
- What % of your total revenue is generated by warehousing operations?
- Do all warehouses have sprinklers and fire detection systems? Yes ☐ No ☐
If NO, please **attach** details of your fire detection measures.
- Is there a fire main throughout the site? Yes ☐ No ☐
- Is there an emergency fire pump or suitable reserve power supply to ensure there is fire fighting water at all times? Yes ☐ No ☐

6. Volumes- Please advise cargo throughputs per policy year

Description	Last Year (2024-25)	Current Year (2025-26)	Next Year Estimate
Liquid Cargo (Lakh tonnes) (VADINAR)	583.99	554.27	600.00

7. Annual Revenue, INR Combined Revenue updated in Kandla Questionnaire

Last Year (2024-25)	Current Year (2025-26)	Next Year Estimate

8. What percentage of Revenue in INR is derived from cargo handling? Combined Revenue updated in Kandla Questionnaire

Last Year (2024-25)	Current Year (2025-26)	Next Year Estimate

9. How many vessels call per annum? (Only Vadinar)

Description	Last Year (2024-25)	Current Year (2025-26)	Next Year Estimate
Up to 5000 GT			
5000 to 15000 GT			
Over 15000 GT	557	542	585

10. PROPERTY – Please refer to the Tender document for the Sum Insured, Limits, asset details etc

- a) Please provide a summary of property values broken down as follows:-

	SUM INSURED INR
Wharves, Quays and Jetties	
Buildings	
Warehouse/Storage Facilities	

- b) Please also **attach a full schedule** with description, values, age, location including details of construction and details of fire extinguishing appliances / sprinklers
- c) Please itemise separately (together with the location) any single structure where the insured value is in excess of INR 15,000,000
- d) Please itemise separately (together with location) any property outside the confines of the port
- e) Please provide your estimated **Maximum Possible Loss. INR** _____

11. Handling Equipment –

Are your declared values based on:-

New replacement value?

Yes ☒ No ☐

Market value?

Yes ☐ No ☒

Depreciated (book) value?

Yes ☐ No ☒

12. Hull P and I –

Please **attach a vessel schedule** with Name, Value, Type, Age, GRT, use, and number of crew, plus horsepower (for tugs).

No Port Owned Tugs deployed at OOT Vadinar.

Serial Num	Vessel Name	Type	GRT	Age	Number of crew	Value, INR

13. Business Interruption – Please refer to the tender document. However Combined Information of DPA is provided therein.

a) What is your applicable Annual Revenue, INR

Last Year	Current Year	Next Year Estimate

a) Do you require cover for increased cost of working;
and loss of revenue?

Yes ☒ No ☐
Yes ☒ No ☐

b) What cover is required?

physical loss/damage of handling equipment?
physical loss/damage to property?
blockage of Operations?

Yes ☒ No ☐
Yes ☒ No ☐
Yes ☒ No ☐

and port

c) If port blockage is required, do you require cover for:-
blockage of berths;
approach channels and locks;
and land entrances?

Yes ☒ No ☐
Yes ☒ No ☐
Yes ☒ No ☐

d) Is your electricity supply generated by yourself?
or through external means?
(please tick ☐ the relevant box)

☐
☒

Do you have a backup / emergency generator?

Yes ☒ No ☐

e) Are there alternative/reserve equipment/ means of access available to mitigate

any claim?

Yes ☐ No ☐

If yes, please give details.

Please attach a Map of the port to illustrate your answer

Please note that Port has Windmills for Power Generation but electricity to Port is Supplied by GETCO.

Please refer risk inspection report for additional information.

14. Loss Prevention and Risk Management – **Please refer to the Risk Inspection Report, Port Administrative Report, Disaster Management Plan, Crisis Management Plan shared along with Tender**

Details to be attached

- a) Your risk control / loss control management,
- b) pollution control/environmental impairment control,
- c) property and equipment maintenance and staff training programmes,
- d) all fire detection and firefighting equipment and its condition, include equipment in buildings, warehouses and on cargo handling equipment, particularly grain and coal conveyors and other equipment, susceptible to fire/explosion

e) Security precautions (including):

24 hours security guards?	Yes ☒	No ☐
All buildings/perimeter fences/gates alarmed?	Yes ☒	No Close ☐
Circuit TV?	Yes ☒	No ☐
Continual documentation security checks?	☒ Yes	☐ No

Other? Please **attach** details

- f) independent surveys of facilities / equipment during the last twelve months. If you do not have a recent satisfactory survey, it will be a subjectivity of your quote that a survey be performed at your expense, unless otherwise agreed **Physical verification of Fixed Assets carried out annually by our internal auditors (CA firm). Report prepared by M/s LSI Financial Services Private Limited (registered valuer) as on 31.03.2025 is also attached**

- g) International Ship & Port Facility Security Code compliant. Yes ☒ No ☐

If no, please advise status of application.



CLAIMS HISTORY - Please attach separate Liabilities, Physical Damage and Hull claims histories (both paid and outstanding and any related fees or expenses **including legal fees**) for the last 5 complete years nett of any deductible and advise of any deductible applicable. Please also attach details of any existing litigation.

Please refer Tender Document for Claims History

Signed _____

Date 29th June 2026

IMPORTANT:

This questionnaire is to be completed and signed by the Assured and will form part of the Insurance Policy.

The premium charged and the conditions of this Policy are based upon the information provided in this questionnaire, any operations and/or physical changes in the nature of the Assured's Operations during the policy period which materially changes or alters in any way the information contained in this questionnaire must immediately be advised to Underwriters. Any change advised will be assessed by Underwriters to enable them to decide whether they are prepared to continue to provide coverage and at what terms. Failure to comply with this requirement could affect the validity of the Polic



AL/092/2025-26

5-7-2025

TO WHOM SOEVER IT MAY CONCERN

This is to certify that based on the documents and details of 13 no. vessels
we give the valuation of vessels as under

1. VESSEL ML ALOK	10170000/-
2. VESSEL ML ATRI	10170000/—
3. VESSEL DRY DOCK	668700000/-
4. VESSEL ML HASTA	8775000/-
5. VESSEL ML KARISHMA	9000000/-
6. VESSEL Tug MV KRITTIKA	450000000/-
7. VESSEL PURVA.	57432375/-
8. VESSEL ML NIRIKSHAK	25200000/-
9. VESSEL ML ROHINI	73800000/-
10. VESSEL ML SWATI	87300000/-
11. VESSEL Tug MV JYESTHA	450000000/-
12. VESSEL ML VISHAKHA	8775000/-
13. VESSEL MAGH	73800000/-
14. VESSEL ANURADHA	54500000/-

ISSUED WITHOUT PREJUDICE



for A. Aggarwal & Associates

Surveyor

Annexure I – Vessel Specification

DPA Owned Tugs particulars	
Type of vessel	Tug MV Jyestha
IR no	47890
call sign	AWRL
Bollard pull	50 T
flag	INDIAN
year of build	2016
Builder	H.S.L.
place of built	Vishakhapatnam
Date of Registry	24/08/2018
Port Of Registry	Mumbai
official no	4365
imo no	9696620
MMSI no	419001170
marks and notation	SUL, TUG, IY, AGNI (2400 M ³ /Hr)
owners	DPA
classification society	IRS
main engine type	Model 3516 C, Caterpillar, 2X1920KW @1600 RPM
propulsion	SRP, Agimuth thruster, Rolls Royer
Speed (max)	12 Knots
length overall	31.074 Mtr
LBP/Breadth	10.8 M
moulded depth	4.43 M
TPC	2.756
light wt	386.1 T
GRT	389 T
NRT	117 T
diesel tanks -storage	4 Tanks, Total 94 M ³
diesel tanks -service	2 Tanks, Total 10 M ³
fresh water	2 Tanks, Total 68 M ³
bilge tank	1 Tanks, Total 41 M ³
dirty oil tank	1 Tanks, Total 2.7 M ³
Crew on board per shift of 8 hours. 12 shifts per week as per roster	6+7=13 hrs

DPA Owned Tugs particulars	
Type of vessel	Tug MV Krittika
IR no	47905
call sign	AWRB
Bollard pull	50 T
flag	INDIAN
year of build	2018
Builder	H.S.L.
place of built	Vishakhapatnam
Date of Registry	24/08/2018
Port Of Registry	Mumbai
official no	4364
imo no	9696622
MMSI no	419001169
marks and notation	SUL, TUG, IY, AGNI 1(2400 M ³ /Hr)
owners	DPA
classification society	IRS
main engine type	Model 3516 C, Caterpillar, 2X1920KW @1600 RPM
propulsion	SRP, Azimuth thruster, Rolls Royer
Speed (max)	12 Knots
length overall	32.745 Mtr
LBP/Breadth	10.802 M
moulded depth	4.493 M
TPC	2.805
light wt	392.5 T
GRT	389 T
NRT	117 T
diesel tanks -storage	4 Tanks, Total 94 M ³
diesel tanks -service	2 Tanks, Total 10 M ³
fresh water	2 Tanks, Total 68 M ³
bilge tank	1 Tanks, Total 41 M ³
dirty oil tank	1 Tanks, Total 2.7 M ³
Crew on board per shift of 8 hours. 12 shifts per week as per roster	6+7=13 hrs

DPA Owned Launch Particulars		
Sl. No.	PARTICULARS	ITEM
1	NAME OF THE VIP launch/ speed boats	ML ROHINI
2	CONTRACTOR'S NAME	DPA
3	AGE OF THE Speed LAUNCH	2014
4	DEAD-WEIGHT WITH DISPLACEMENT	65 T
5	LENGTH	19 M
6	BEAM	5.8 M
7	DEPTH	2.66 M
8	DRAFT	1.5 M
10	ENDURANCE	
11	MAIN ENGINE (Numbers, Make, BHP each)	No. 4523 & 4524 YANMAR Model 6AYM-WGT 2X678KW
12	GENERATOR ENGINE (Numbers, Make, BHP each)	A-59565, A59562 Make- Simpson, 30 KW @ 1500 RPM each
13	SPEED (In Knots) 1. Maximum Speed 2. Cruising Speed	16 Knots 12 Knots
14	TOTAL FUEL CONSUMPTION PER HOUR	85 Ltr/ Hr
16	SITTING SPACE AVAILABILITY(No of heads)	10
17	PANTRY AVAILABILITY(Y/N)	Y
18	TOILET AVAILABILITY(Y/N)	Y
19	DAILY CHARTER HIRE	-

DPA Owned Launch Particulars		
Sl. No.	PARTICULARS	ITEM
1	NAME OF THE VIP launch/ speed boats	ML MAGH
2	CONTRACTOR'S NAME	DPA
3	AGE OF THE Speed LAUNCH	2014
4	DEAD-WEIGHT WITH DISPLACEMENT	65 T
5	LENGTH	19 M
6	BEAM	5.8 M
7	DEPTH	2.66 M
8	DRAFT	1.5 M
10	ENDURANCE	
11	MAIN ENGINE (Numbers, Make, BHP each)	No. 4547 & 4548 YANMAR Model 6AYM-WGT 2X670 KW @ 1938 RPM each
12	GENERATOR ENGINE (Numbers, Make, BHP each)	A-59565, A59562 Make- Simpson, 30 KW @ 1500 RPM each
13	SPEED (In Knots) 1. Maximum Speed 2. Cruising Speed	 16 Knots 12 Knots
14	TOTAL FUEL CONSUMPTION PER HOUR	85 Ltr/ Hr
16	SITTING SPACE AVAILABILITY(No of heads)	10
17	PANTRY AVAILABILITY(Y/N)	Y
18	TOILET AVAILABILITY(Y/N)	Y
19	DAILY CHARTER HIRE	-

DPA Owned Mooring boat – ML ALOK

Sl no	Item	remarks
1	Length overall	9.7 M
2	Beam	3.5 M
3	Approx dry weight	14 T
4	Boat height- W/S to keel	1.85 M
5	Draft	1 M
6	Max capacity	9 Knots
7	Persons and gear	15 Person LSA
8	Propulsion Engine	150 BHP @ 1800 RPM

DPA Owned Mooring Boat – ML ATRI

Sl no	Item	remarks
1	Length overall	9.7 M
2	Beam	3.5 M
3	Approx dry weight	14 T
4	Boat height- W/S to keel	1.85 M
5	Draft	1 M
6	Max capacity	9 Knots
7	Persons and gear	15 Person LSA
8	Propulsion Engine	150 BHP @ 1800 RPM

DPA Owned Mooring boat – ML Hasta

Sr. no.	Item	Remarks
1	Length overall	9.7 M
2	Beam	3.3 M
3	Approx dry weight	11.15 T
4	Boat height- W/S to keel	1.5 M
5	Draft	1 M
6	Max capacity	9 Knots
7	Persons and gear	06 Person & HG 11-01
8	Engine	Ashok Leyland Marine Diesel Engine
9	Build	A.H. Wadia Boat builders
10	Place and Year	Bilimora and Dec - 2021
11	Propulsion Engine	170 BHP @ 2000 RPM

DPA Owned Mooring boat – ML Vishakha

Sr. no.	Item	Remarks
1	Length overall	9.7 M
2	Beam	3.3 M
3	Approx dry weight	11.15 T
4	Boat height- W/S to keel	1.5 M
5	Draft	1 M
6	Max capacity	9 Knots
7	Persons and gear	06 Person & HG 11-01
8	Engine	Ashok Leyland Marine Diesel Engine
9	Build	A.H. Wadia Boat builders
10	Place and Year	Bilimora and Dec - 2021
11	Propulsion Engine	170 BHP @ 2000 RPM

DPA Owned Launch Particulars		
Sl. No.	PARTICULARS	ITEM
1	NAME OF THE VIP launch/ speed boats	ML KARISHMA
2	CONTRACTOR'S NAME	DPA
3	AGE OF THE Speed LAUNCH	Dumb barge
4	DEAD-WEIGHT WITH DISPLACEMENT	N/A
5	LENGTH	24.60 mtrs
6	BEAM	7.20 mtrs
7	DEPTH	3.20 mtrs
8	DRAFT	1.00 mtrs
10	ENDURANCE	N/A
11	MAIN ENGINE (Numbers, Make, BHP each)	N/A
12	GENERATOR ENGINE (Numbers, Make, BHP each)	N/A
13	SPEED (In Knots) 1. Maximum Speed 2. Cruising Speed	N/A
14	TOTAL FUEL CONSUMPTION PER HOUR	N/A
16	SITTING SPACE AVAILABILITY(No of heads)	N/A
17	PANTRY AVAILABILITY(Y/N)	N
18	TOILET AVAILABILITY(Y/N)	N
19	DAILY CHARTER HIRE	-

DPA Owned Launch Particulars		
Sl. No.	PARTICULARS	ITEM
1	NAME OF THE VIP launch/ speed boats	ML SWATI
2	CONTRACTOR'S NAME	DPA
3	AGE OF THE LAUNCH	2010
4	DEAD-WEIGHT WITH DISPLACEMENT	85.61T
5	LENGTH	23.10 mtrs
6	BEAM	6.00 mtrs
7	DEPTH	2.90 mtrs
8	DRAFT	1.50 mtrs
10	ENDURANCE	
11	MAIN ENGINE (Numbers, Make, BHP each)	Make-CATERPILLAR,Model-C-32ACERT, Rating- 2X850 bhp@ 1800 rpm, Engine Sr. No.- RNY-00430 (P)/00434(S)
12	GENERATOR ENGINE (Numbers, Make, BHP each)	Make-Kirloskar,Model-3R1040, Rating- 2X42 bhp@ 1500 rpm, Engine Sr. No.- 3H 3012/0900013 (P)/3H 3012/0800136(S)
13	SPEED (In Knots) 1. Maximum Speed 2. Cruising Speed	 16 Knots 12 Knots
14	TOTAL FUEL CONSUMPTION PER HOUR	Average Fuel Consumption -105 ltrs/Hour Craft
16	SITTING SPACE AVAILABILITY (No of heads)	16
17	PANTRY AVAILABILITY(Y/N)	Y
18	TOILET AVAILABILITY(Y/N)	Y
19	DAILY CHARTER HIRE	-

DPA Owned Launch Particulars		
Sl. No.	PARTICULARS	ITEM
1	NAME OF THE VIP launch/ speed boats	ML NIRIKSHAK
2	CONTRACTOR'S NAME	DPA
3	AGE OF THE LAUNCH	1999
4	DEAD-WEIGHT WITH DISPLACEMENT	57.95 T
5	LENGTH	16.30 mtrs
6	BEAM	4.60 mtrs
7	DEPTH	2.35 mtrs
8	DRAFT	1.40 mtrs
10	ENDURANCE	
11	MAIN ENGINE (Numbers, Make, BHP each)	Make-CATERPILLAR,Model-3306 BDIT, Rating-2X193 bhp@ 2000 rpm, Engine Sr. No.-84Z03087(P)/84Z03094(S)
12	GENERATOR ENGINE (Numbers, Make, BHP each)	Make-Cummins ONAN,Model-4B 3.9, Rating-2X30 KW@ 1500 rpm, Engine Sr. No.-45634417(P)/45634369(S)
13	SPEED (In Knots) 1. Maximum Speed 2. Cruising Speed	 08 Knots 06 Knots
14	TOTAL FUEL CONSUMPTION PER HOUR	Average Fuel Consumption - 18 ltrs/hour
16	SITTING SPACE AVAILABILITY (No of heads)	07
17	PANTRY AVAILABILITY(Y/N)	Y
18	TOILET AVAILABILITY(Y/N)	Y
19	DAILY CHARTER HIRE	-

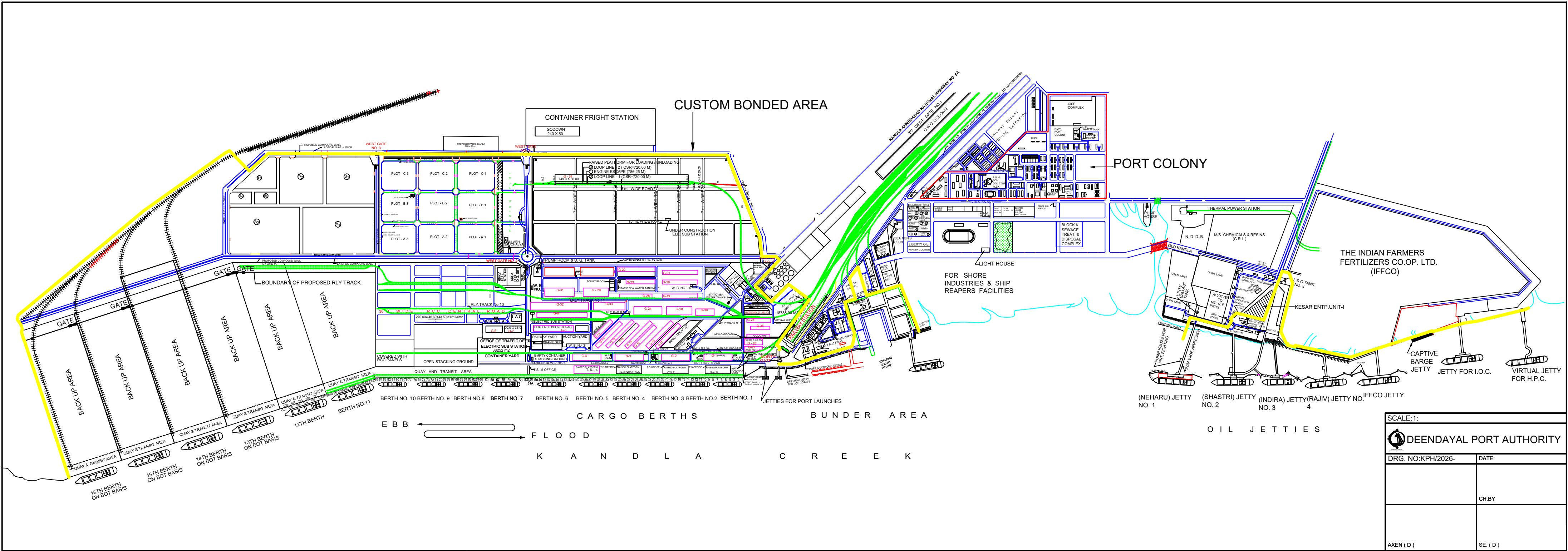
DPA Owned Launch Particulars		
SR. No.	PARTICULARS	ITEM
1	NAME OF THE VIP launch/ speed boats	ML PURVA
2	CONTRACTOR'S NAME	DPA
3	AGE OF THE LAUNCH	2025
4	GROSS TONNAGE	56T
5	LENGTH	18.0 mtrs.
6	BEAM	5.00 mtrs.
7	DEPTH	2.85 mtrs.
8	DRAFT	1.30 mtrs.
10	ENDURANCE	
11	MAIN ENGINE (Numbers, Make, BHP each)	Make-Cummins, Model-QSK 19-M, Rating-2X800 bhp @ 1800 rpm, Engine Sr. No.-25496506/25496507
12	GENERATOR ENGINE (Numbers, Make, BHP each)	Make-LOURENCO MARINE , Model- S325, Engine Sr. No.- S325N65434(P)/S325N65430(S)
13	SPEED (In Knots) 1. Maximum Speed 2. Cruising Speed	20+ Knots 16 Knots
14	TOTAL FUEL CONSUMPTION PER HOUR	Average Fuel Consumption - 70 ltrs/Hour Craft
16	SITTING SPACE AVAILABILITY (No of heads)	10
17	PANTRY AVAILABILITY(Y/N)	Y
18	TOILET AVAILABILITY(Y/N)	Y
19	DAILY CHARTER HIRE	Port Owned

Floating Dry-dock Specification

Sl no	Item	Remarks
1	Name	Steel Floating Dry-dock
2	Length	95 Mtrs
3	Width (inner Wall)	20 Mtrs
4	Width (Outer Wall)	26 Mtrs
5	Date of Procurement	24/03/1986
6	Life	20 Years
7	Life extended up to	31/12/2020 (Shall be further extended to 2020-23)
8	Availability – 2018-19	100%
9	Utilization – 2018-19	96.71%

Twin screw diesel driven st Floating Craft ML Anuradha

Sl no	Item	Remarks
1	Name	ML Anuradha
2	Flag	India
3	Classification	Indian Register of Shipping
4	Owner	Kandla Port Trust
5	Length O.A.	23.1 M
6	Beam (MLD)	6.00 M
7	Depth (MLD)	2.90 M
8	Draught	1.662 M
9	Weight	89.870 T
10	LCG	10.193 M FWD OF Fr. 0
11	VCG	2.876 M
12	TCG	0.00 M



ASSETS VALUATION REPORT FOR DEENDAYAL PORT AUTHORITY



Date of Valuation : 31st March' 2025



Conducted By



LSI Financial Services Private Limited

SEBI Registered Category – I Merchant Banker
Merchant Banker Registration No – INM000011468

Tel: 033 2486-3815

Website: www.lsifinance.com

Email: info@lsimails.com & rpalit@lsimails.com

CIN: U65999WB1997PTC082841

Date of Report : 3rd July' 2025

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1. Mandate & Purpose:

In accordance with the email dated 1st July' 2025, received from Marsh India Insurance Brokers Pvt Ltd., LSI Financial Services Pvt Ltd ("LSI" or "We") undertook the assignment to compute the Estimated Reinstatement Value and Estimated Fair Market Value of the Fixed Assets of Deendayal Port Authority ("DDPA"), as on 31st March' 2025.

We have been given to understand that Deendayal Port Authority is planning to take insurance coverage against all kinds of perils/hazards/risks to safeguard the assets. In view of the same, we have undertaken the valuation assignment.

2. Assets Under Valuation:

Overview of the Port:



Kandla Port, officially known as **Deendayal Port Authority** (formerly Deendayal Port Trust), is a major sea port located in the Kutch district of Gujarat, near Gandhidham, on the **Gulf of Kutch**. Established in the 1950s to serve western India after the partition. Positioned 256 nautical miles from Karachi and 430 nautical miles from Mumbai, the port handled **150.16 million tonnes of cargo in 2024-25**. It has witnessed 13.43% increase from the previous year.



DEENDAYAL PORT AUTHORITY



NAVIGATIONAL FACILITIES

- Safe navigation of vessels round the clock.
- Permissible draft of 13 m.
- Ships of 240 meters LOA | 6650 ODWT can be accommodated presently and ships up to 255 mDWT under specific conditions.*
- Safe protected port and anchorage for waiting and lighterage at outer harbour.
- 22 Lighted Navigational Buoys as per IALA system in the navigational channel with solar lights



OPERATING CONDITIONS

- All weather port.
- Tropical and dry climatic conditions.
- Temperature varies from 25°C to 44°C during summer and from 10°C to 25°C during winter.
- Two Crude Oil Tanker Berths (CTB) & (Tus available.
- Oil & debris recovery vessel commissioned in 1978
- On-shore Jetty available since 1906



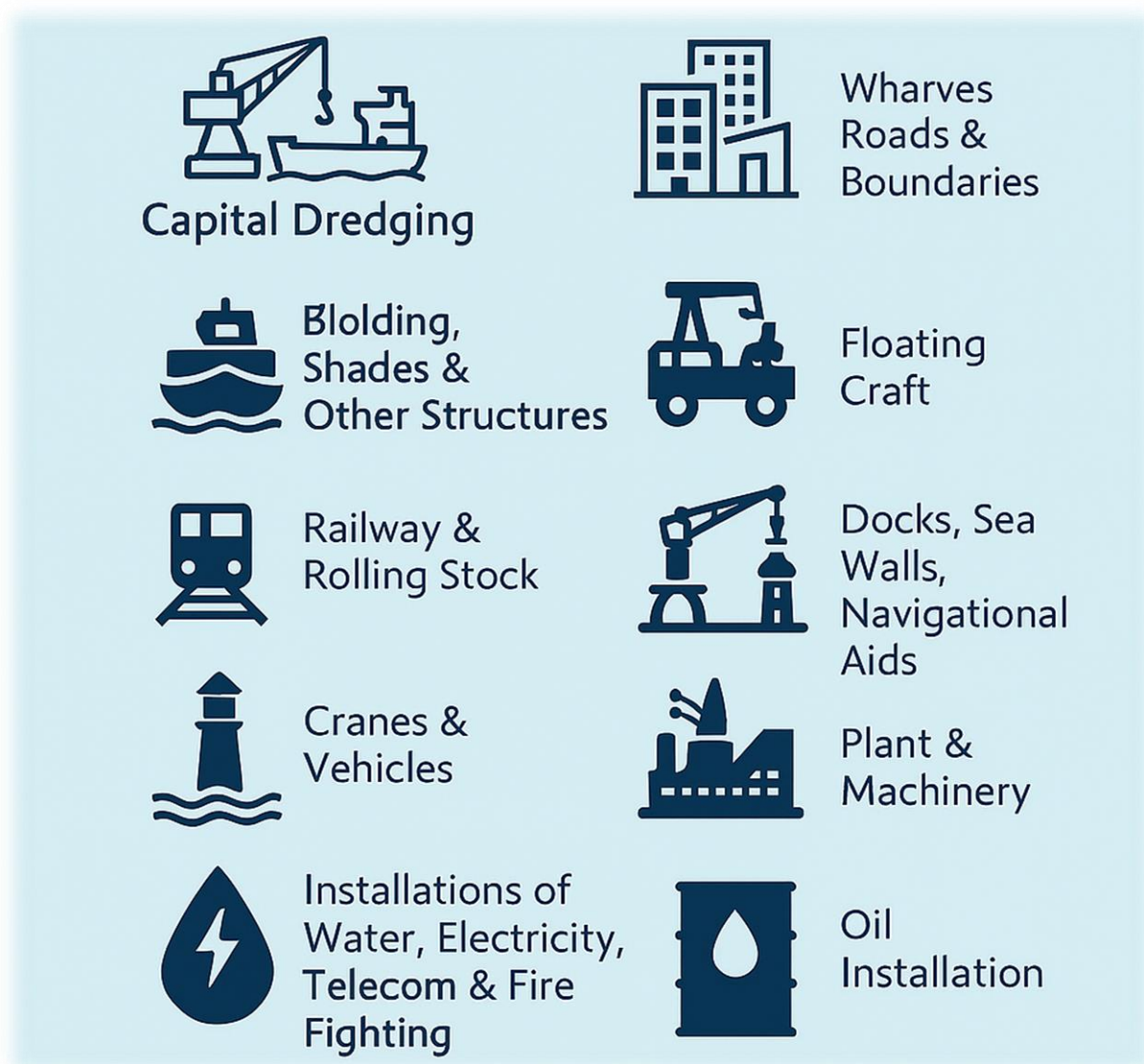
OFF-SHORE OIL TERMINAL (OOT) – Vadinar

- Draft up to 33 meters and Single moorings for crude oil and petroleum product handling
- Handling capacity of 36 million DWT per annum.
- Facilities to receive oil for refineries IOCL, HPCL & BPCL and Essar Oil near
- Two Crude Oil completed in 1978 commissioned in 1978
- SOT for Essar Oil completed in 2006



Assets Being Valued:

Based on the Fixed Assets Register of Kandla Port Authority including Kandla & Vadinar, we have indicated the valuation of the below-mentioned assets in the report.



The FAR also includes Land, being non-depreciable asset may not qualify for the purpose of Insurance. Therefore, we have not considered the same for our valuation assessment.

3. Valuation Standards:

Valuation exercise has been performed as per the provisions of IVS 103 of International Valuation Standard (IVS), effective from 31st January' 2025. There are several commonly used and accepted methods for determining the Fair Value of the Movable & Immovable assets of a company, and Valuation Report has been prepared as per provisions of IVS 106 of International Valuation Standard (IVS), effective from 31st January' 2025.

4. Terminology:

Market Value	- As per para 10.18 of the Glossary to IVS: defines the Market Value as “The estimated amount for which an asset or liability should exchange on the valuation date between a willing buyer and a willing seller in an arm’s length transaction, after proper marketing and where the parties had each acted knowledgeably, prudently and without compulsion.” - The same is also defined under para-A.10 of the IVS 102: Bases of Value: Appendix.
Fair Value	- As per para A70.01 of the IVS 102 Bases of Value: Appendix “IFRS 13 defines fair value as the price that would be received to sell an asset or paid to transfer a liability in an orderly transaction between market participants at the measurement date.” - According to the Para 9 of Ind AS 113 defines Fair Value as “The price that would be received to sell an asset or paid to transfer a liability in an orderly transaction between market participants at the measurement date”. - Further according to Para 11 of Ind AS 113 describes the measurement of Fair value as “A fair value measurement is for a particular asset or liability. Therefore, when measuring fair value an entity shall take into account the characteristics of the asset or liability if market participants would take those characteristics into account when pricing the asset or liability at the measurement date. Such characteristics include, for example, the following: - the condition and location of the asset; and - restrictions, if any, on the sale or use of the asset

5. Approaches & Methodology Adopted for Valuation:

In terms of the prescribed regulatory provisions, this report has been prepared in accordance with the Valuation Methodologies, Approach & Premises prescribed under the International Valuation Standard (IVS), effective from 31st January' 2025, together with the provisions prescribed under Companies (Registered Valuers and Valuation) Rules 2017

Valuation Approaches & Methods Adopted			
Assets Under Valuation	Premise of Value (IVS 102)	Approaches to Valuation (IVS 103)	Methods of Valuation (IVS 103 Appendix)
Land Assets	Non Insurable Asset	Non Insurable Asset	Non Insurable Asset
Building & Structures	Current Use/ Existing Use (Para A-100 of IVS 102 Appendix)	Cost Approach (Para 40 of IVS 103)	Replacement Cost Method (Para A-30.02 of IVS 103 Appendix)
Plant & Machinery and Other Assets	Current Use/ Existing Use (Para A-100 of IVS 102 Appendix)	Cost Approach (Para 40 of IVS 103)	Replacement Cost Method (Para A-30.02 of IVS 103 Appendix)

In accordance with Appendix A10 of IVS 104 - Data and Inputs, we have appropriately considered the impact of significant ESG factors, if any, in determining the value of the assets (i.e. the asset).

A. IVS 400 - "Real Property Interests":

This standard provides guidance on the valuation of Real Property Interests, encompassing a broad spectrum of assets from Land and Buildings to more complex interests such as leaseholds, development potential, and partial interests, etc. This standard addresses the key considerations specific to Real Property Valuation, including:

- identification of relevant characteristics,
- application of appropriate valuation approaches, and
- treatment of factors such as location, zoning, and market conditions.

B. IVS 300 - "Plant & Machinery":

This standard provides guidance on the specific considerations and methodologies applicable to valuing these tangible assets, which can range from individual pieces of equipment to complex industrial installations. This standard outlines the key principles, definitions, and valuation methods relevant to plant and machinery, aiming to ensure consistent and reliable valuations.

Given the diverse nature of plant and machinery, encompassing factors like age, condition, technological obsolescence, and market conditions, IVS 300 emphasizes the importance of a thorough and well-reasoned valuation approach.

6. Disclosure of Valuer's Interest & Conflict, if any:

We, LSI Financial Services Pvt Ltd, hereby declare that; we are not related to the above-mentioned Company or to the management of the Company in any manner. Also, we do not have any personal interest in the financial performance of the Company.

7. Important Dates:

Date of Appointment	:	01-07-2025
Date of Inspection	:	Not Inspected. In compliance with the mandate, valuation done under Desktop Basis.
Date of Valuation	:	31-03-2025
Date of Report	:	03-07-2025

8. Nature/Sources of Information Relied Upon:

- Fixed Assets Register for the period ended 31-03-2025.
- Data/ Information's provided by Company.
- Information available over public portals.

9. Consolidated Valuation Summary of 'Deendayal Port Authority':

(Amount in ₹)

Sr. No.	Grouping	Name	Acquisition Value	Book Value	Estimated Reinstatement Value	Estimated Fair Market Value
A	KANDLA					
A.1	Land	Land	3,44,83,32,180	3,44,83,32,180	-	-
	Total - Land		3,44,83,32,180	3,44,83,32,180	-	-
A.2	Capital Dredging	Capital Dredging	4,93,80,81,872	1,33,57,33,670	1,33,57,33,670	1,33,57,33,670
	Total - Capital Dredging		4,93,80,81,872	1,33,57,33,670	1,33,57,33,670	1,33,57,33,670
A.3	Building, Shades & Other Structures	Transit Shed	1,93,82,601	54,61,515	7,93,99,001	1,71,71,001
A.3		Ware House	1,50,16,65,274	1,01,09,32,408	3,17,97,52,001	2,16,99,73,001
A.3		Non-Residential Building	1,27,39,20,867	97,52,37,879	2,64,93,30,034	1,72,38,44,034
A.3		Residential Building	62,95,10,757	44,56,80,182	1,57,46,36,012	92,23,27,012
A.3		Other Structure	88,96,61,340	73,24,66,097	1,19,25,42,012	1,02,27,67,012
A.3		Minor Structures	23,64,31,761	12,02,62,786	38,54,85,015	23,76,71,015
	Total - Building, Shades & Other Structures		4,55,05,72,601	3,29,00,40,866	9,06,11,44,075	6,09,37,53,075
A.4	Wharves, Roads & Boundaries	Wharves, Quays, Pays	8,63,55,09,296	6,95,23,63,855	14,03,12,76,023	9,72,88,17,023
A.4		Boundary Wall & Fences	44,17,44,592	27,88,50,294	85,01,98,017	54,09,68,017
A.4		Roads	4,05,70,54,886	2,59,05,01,556	6,82,27,15,123	4,81,36,68,123
A.4		Drains Culverts	48,96,63,858	23,93,42,459	1,09,20,96,070	64,74,32,070
A.4		Bridges	2,74,16,34,902	2,62,13,09,075	2,91,07,80,001	2,84,10,36,001
	Total - Wharves, Roads & Boundaries		16,36,56,07,534	12,68,23,67,239	25,70,70,65,234	18,57,19,21,234
A.5	Floating Craft	Floating Craft	1,39,39,66,443	79,89,39,012	-	-
	Total - Floating Craft		1,39,39,66,443	79,89,39,012	-	-
A.6	Railway & Rolling Stock	Wagons	1,600	1,600	6,000	-
A.6		Rly. Permanent Way	3,41,74,62,567	2,47,12,56,741	4,74,57,91,002	4,11,32,27,002
A.6		Signling Interlocking	11,404	1	1	1

(Amount in ₹)

Sr. No.	Grouping	Name	Acquisition Value	Book Value	Estimated Reinstatement Value	Estimated Fair Market Value
	Total - Railway & Rolling Stock		3,41,74,75,571	2,47,12,58,342	4,74,57,97,003	4,11,32,27,003
A.7	Docks, Sea Walls, Navigational Aids	Dock, Wall, Pier, Jetty	8,76,36,56,913	6,89,78,92,607	22,22,96,48,004	15,51,86,41,004
A.7		Dry Dock	5,79,69,899	29,25,714	-	-
A.7		Fender Duoy Mooring	15,34,05,661	4,44,05,261	43,30,82,001	31,38,02,001
A.7		Nav.Aids & Structure	2,16,78,426	45,69,419	12,01,49,000	1,82,96,000
A.7		Nav.Aids Equipment	6,47,28,922	60,66,104	17,31,56,032	4,38,14,032
	Total - Docks, Sea Walls, Navigational Aids		9,06,14,39,821	6,95,58,59,104	22,95,60,35,037	15,89,45,53,037
A.8	Cranes & Vehicles	Mobile Cranes	2,98,00,52,148	2,19,88,63,943	3,57,59,54,000	3,07,20,07,000
A.8		Wharf Cranes	1,20,68,75,010	20,27,97,666	2,68,06,83,000	1,31,96,70,000
A.8		vehicles	5,02,26,028	1,10,88,122	15,33,74,002	2,22,26,002
	Total - Cranes & Vehicles		4,23,71,53,186	2,41,27,49,731	6,41,00,11,002	4,41,39,03,002
A.9	Plant & Machinery	Workshop Machine Tools	48,40,382	3,92,157	4,81,98,005	24,10,005
A.9		Winches Captans	1,94,535	9,727	20,06,000	2,43,000
A.9		Other Machinery	1,94,28,90,317	1,13,09,85,896	2,31,31,17,026	1,54,68,25,026
A.9		Water Coolers	35,15,339	5,91,779	38,49,001	27,75,001
A.9		Wiegh Bridges	4,28,88,295	1,19,02,077	10,56,17,001	4,06,16,001
	Total - Plant & Machinery		1,99,43,28,868	1,14,38,81,636	2,47,27,87,033	1,59,28,69,033
A.10	Installations of Water, Electricity, Telecom & Fire Fighting	Electric Supply Etc.	97,27,28,244	39,70,34,535	2,01,39,75,074	1,20,75,07,074
A.10		Telephone & Telecom	1,25,87,693	6,37,197	3,61,92,008	18,10,008
A.10		Water Supply	20,96,03,094	5,72,07,332	55,08,87,059	21,77,75,059
A.10		Fire Fighting	38,66,90,432	11,45,40,542	71,04,34,031	23,70,51,031
A.10		Mis. Unclassified	11,70,63,978	2,49,432	97,24,012	4,87,012
A.10		Computers	2,10,72,602	1,10,62,362	1,87,31,005	83,65,005
	Total - Installations of Water, Electricity, Telecom & Fire Fighting		1,71,97,46,043	58,07,31,399	3,33,99,43,189	1,67,29,95,189

(Amount in ₹)

Sr. No.	Grouping	Name	Acquisition Value	Book Value	Estimated Reinstatement Value	Estimated Fair Market Value
A.11	Oil Installation	Oil Installation	6,55,52,216	26,91,565	11,77,83,007	1,22,10,007
	Total - Oil Installation		6,55,52,216	26,91,565	11,77,83,007	1,22,10,007
	TOTAL - KANDLA (A)		51,19,22,56,335	35,12,25,84,745	76,14,62,99,250	53,70,11,65,250
B	VADINAR					
B.1	Land	Land	46,74,769	46,74,769	-	-
	Total - Land		46,74,769	46,74,769	-	-
B.2	Building, Shades & Other Structures	Non-Residential Building	7,19,62,217	3,33,19,795	34,07,72,000	13,96,83,000
B.2		Residential Building	5,79,85,510	2,46,52,196	37,27,47,000	13,15,26,000
B.2		Minor Structures	8,84,900	3,35,840	70,66,000	11,69,000
	Total - Building, Shades & Other Structures		13,08,32,628	5,83,07,830	72,05,85,000	27,23,78,000
B.3	Wharves, Roads & Boundaries	Boundary Wall & Fences	94,68,646	49,28,714	4,12,08,000	1,33,18,000
B.3		Roads	3,90,32,579	1,61,71,990	6,63,03,010	4,50,65,010
B.3		Drains Culverts	8,22,832	1,88,933	70,87,000	9,48,000
	Total - Wharves, Roads & Boundaries		4,93,24,057	2,12,89,637	11,45,98,010	5,93,31,010
B.4	Floating Craft	Floating Craft	11,04,800	1,14,720	-	-
	Total - Floating Craft		11,04,800	1,14,720	-	-
B.5	Docks, Sea Walls, Navigational Aids	Dock, Wall, Pier, Jetty	3,50,63,865	1,12,85,792	42,09,00,000	19,03,81,000
B.5		Fender Duoy Mooring	1,32,78,390	1	1	1
B.5		Nav.Aids & Structure	3,13,841	31,384	48,55,000	2,43,000
B.5		Nav.Aid Equipment	2,08,45,460	1,24,47,158	2,97,78,000	2,13,34,000
	Total - IDocks, Sea Walls, Navigational Aids		6,95,01,555	2,37,64,335	45,55,33,001	21,19,58,001
B.6	Cranes & Vehicles	vehicles	19,43,352	11,43,487	25,84,000	15,03,000
	Total - Cranes & Vehicles		19,43,352	11,43,487	25,84,000	15,03,000
B.7	Plant & Machinery	Workshop Machine Tools	7,14,357	71,436	69,27,000	3,46,000

(Amount in ₹)

Sr. No.	Grouping	Name	Acquisition Value	Book Value	Estimated Reinstatement Value	Estimated Fair Market Value
B.7		Winches Captans	54,661	5,466	7,29,000	36,000
B.7		Other Machinery	1,03,55,814	35,24,116	2,01,77,000	80,95,000
B.7		Water Coolers	10,58,400	4,53,324	13,61,000	9,71,000
	Total - Plant & Machinery		1,21,83,232	40,54,342	2,91,94,000	94,48,000
B.8	Installations of Water,	Electric Supply Etc.	2,15,55,972	49,41,652	7,43,03,000	3,13,85,000
B.8	Electricity, Telecom &	Telephone & Telecom	32,89,150	4,02,593	1,07,91,000	6,46,000
B.8	Fire Fighting	Water Supply	3,52,82,801	1,26,67,850	16,57,05,003	3,11,51,003
	Total - Installations of Water, Electricity, Telecom & Fire Fighting		6,01,27,923	1,80,12,095	25,07,99,003	6,31,82,003
B.9	Oil Installation	Oil Installation	6,21,06,226	10,26,382	14,11,001	8,75,001
	Total - Oil Installation		6,21,06,226	10,26,382	14,11,001	8,75,001
	TOTAL - VADINAR (B)		39,17,98,543	13,23,87,598	1,57,47,04,015	61,86,75,015
	GRAND TOTAL (A+B)		51,58,40,54,878	35,25,49,72,343	77,72,10,03,265	54,31,98,40,265
	Amount INR Cr.		5,158	3,525	7,772	5,432

Notes to Valuation Summary:

- a) In compliance to the mandate received from the client, we have carried out the valuation exercise on desktop basis. No physical / virtual site inspection has been carried out by us.
- b) For the purpose of our valuation of the assets (except for Land and Capital Dredging), we have relied upon the “Fixed Assets Register” for the period ended 31-03-2025.
- c) Land, being non-depreciable asset may not qualify for the purpose of Insurance. Therefore, we have not considered the same for our valuation assessment, and hence, not indicated in the summary.

d) For Capital Dredging, we have considered the Book Value being the Estimated Reinstatement Value and Estimated Fair Value, considering the below-mentioned facts:

- Dredging is the process of removing and relocating material from a body of water, typically to increase its depth or recover valuable materials. It is essential for the functioning of a port.
- From an accounting perspective, the initial cost of dredging is treated as an intangible asset and is capitalized, despite being a revenue-type expenditure that does not create a physical asset.
- The document notes that under Indian Accounting Standards (IND-AS 38), an intangible asset is only recognized if it's likely to generate future economic benefits and its cost can be reliably measured. **However, it also concludes that the IND-AS framework is not applicable to Port Trust Authorities.**
- Because dredging is considered an intangible asset, it may not be suitable for revaluation to determine its fair market value. Therefore, the Written Down Value (WDV) as of March 31, 2025, amounting to ₹133.57 Crores, is considered and indicated in the summary, based on FAR provided.

e) To ascertain the Estimated Reinstatement Value of the Assets (except for Land & Capital Dredging), we have considered “**Cost Inflation Index**” to estimate the price escalation over the Acquisition Cost of the Assets.

f) To arrive at the Estimated Fair Value of the assets (except for Land & Capital Dredging), we have eliminated the estimated amount of Depreciation from the Estimated Reinstatement Value of assets.

‘Deendayal Port Authority’ not being a Company, falls outside the purview of the Companies Act, 2013. Further, it had complied with the notifications of the **Tariff Authority for Major Ports**, instead of Schedule – II of the Companies Act, 2013. Hence, we have considered the Useful Lives of the different asset classes, as suggested by the Tariff Authority for Major Ports for the purpose of estimating the depreciation.

10. Caveats, Limitations and Disclaimer:

The valuation exercise has been carried out in accordance with the terms of the engagement and subject to the following caveats, limitations, and disclaimers

i) Restriction on Use of Valuation Report

This valuation report is intended solely for the purpose stated in the report and/or the engagement letter. The use of this report by any person other than the client for any other purpose is unauthorized. While the client may share the report with third-party advisors for purposes consistent with its intended use, we assume no responsibility for any third-party reliance or unauthorized use of this report.

ii) Responsibility of Registered Valuer (RV)

We, as the appointed Registered Valuer(s), owe our duty of care solely to the appointing authority/client as per the terms of our engagement. We accept no responsibility or liability to any other person. Further, we shall not be liable for any loss or damage arising from acts of omission, reliance, misrepresentation, or wilful default on the part of the client, their representatives, or any other third party.

iii) Accuracy of Information Provided

The valuation analysis has been based on data, records, and information provided by the client or obtained from reliable secondary sources. Our procedures did not constitute an audit or assurance engagement under any statutory or regulatory framework. Therefore, we do not express any audit opinion or provide assurance on the accuracy or completeness of such information.

iv) Achievability of Forecast Results

This valuation may incorporate forecasted financials, plans, or projections provided by the management/owners. We do not provide any assurance regarding the achievability of such forecasts, as actual results may differ materially due to unforeseen events and market dynamics. No opinion is expressed on the accuracy or feasibility of management's assumptions or achievability of forecast results.

v) Post-Valuation Date Events

This valuation reflects the value as on the specified valuation date. No adjustments have been made for events or circumstances arising after the valuation date unless otherwise stated. The reader is advised to consider the potential for significant changes in value resulting from market volatility or other events subsequent to the valuation date.

vi) Range of Value Estimate

The valuation of assets involves judgment and is based on facts, assumptions, and circumstances available as on the valuation date. Despite applying standard and scientific valuation approaches, there is no single indisputable value. While we believe this estimate to be reasonable based on the information available, alternative views may result in different conclusions.

vii) No Responsibility to the Actual Price if Sold/Transferred/Exchanged

The actual price at which the subject asset or company may be sold, transferred, or exchanged could differ from our valuation due to several transaction-specific factors, including negotiation strategies, competitive bidding scenarios, strategic benefits, or buyer motivations.



The valuation conclusion should therefore not be assumed to represent the final transaction price in the open market.

viii) Reliance on Representations of Owners/Clients and Others

The accuracy and completeness of the valuation depend significantly on the information provided by the client, management, and other third parties. The client/owner and its management have confirmed that such information is complete and accurate to the best of their knowledge. We have relied on these representations without performing independent verification, unless explicitly mentioned. Consequently, we shall not be liable for any losses resulting from misrepresentations, omissions, or wilful defaults by the client or their agents.

ix) No Procedure to Corroborate Information from External Sources

Where applicable, we have also relied on data obtained from external sources deemed reliable. However, no independent procedures were performed to verify such data. While reasonable care was exercised to ensure the proper use and contextual accuracy of external data, no assurance is given regarding their ultimate truthfulness or reliability.

x) Compliance with Relevant Laws

This valuation assumes full compliance by the company/business/assets with applicable laws and regulations, unless otherwise stated. No legal due diligence was undertaken as part of this assignment. The report does not comment on legal title, ownership disputes, or any litigations unless such issues were specifically brought to our notice and documented.

xi) Multiple Factors Affecting Valuation

The valuation report reflects the RV's judicious discretion, considering relevant factors beyond the Balance Sheet—such as management capability, competition, market sentiment, and comparable yields—that may significantly influence value.

xii) Future Services Including Testimony

The scope of this assignment does not include any obligation on our part to provide testimony or attend any court, tribunal, or authority in connection with this valuation. However, if required to provide evidence or professional opinion based on this report, such services will be rendered upon separate arrangements and the requesting party shall bear the costs and fees associated with such appearances, subject to applicable legal provisions.

Date: 03-07-2025

Place: Kolkata



दीनदयाल पत्तन प्राधिकरण
DEENDAYAL PORT AUTHORITY



IMPORTANT NOTE

The Crisis Management Plan (CMP) outlines the steps required for the management of emergency contingencies responses to the natural and other emergency crisis occurring within DPA ports.

The CMP would provide guidance for quick response in case of an emergency & is a document covering identified Hazards, Risk and Vulnerability analysis and provides actions, roles, delegation of authority and responsibility of each involved team member in the organization.

This document should be read/ referred to in conjunction with the DPA- more comprehensive Disaster Management plan, OSCP and NDMA Guidelines.

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1. AIM OBJECTIVE

1.1 AIM

The aim of this plan is commitment to the safety and to define the roles and actions necessary to prepare for and respond to any crisis situation in an effective and coordinated manner. This plan will enable the DPA to minimize or avoid the potential losses from hazards caused due to human error or natural phenomena in the Port and adjoining waters (Port limits), through the implementation of rapid, effective and appropriate response procedures and effective recovery.

CMP is intended to provide guidance to all concerned departments within the port with a general concept of potential emergency assignments before, during and following emergency situations.

1.2 OBJECTIVE

The primary objectives of the CMP are to:

- a. Protect the lives of the DPA employees, contractors, stakeholders, visitors and neighbouring population,
- b. Protect the environment,
- c. Limit damages of port assets,
- d. Safely restore operations back to normal as quickly as possible after occurrence of any accident,
- e. To establish a robust Response mechanism,
- f. To initiate Off-site emergency plan in-case of necessity.

2. SCOPE OF THE PLAN

The scope covers

- the identification of emergencies;
- the mitigation measures that attempt to reduce the risk;
- the preparedness to develop plans for actions when disaster or emergencies occur;
- the responses that mobilize the necessary emergency services including responders like fire service, police service, medical service including ambulance, government as well as non-governmental agencies;
- the initiation of Off-site emergency plan, should the situation escalate to call for support of civic administrations (district and/or state) and their resources;
- Post disaster recovery with aim to restore the affected area to its original conditions.

3. CRISIS CONTINGENCY PLANS IN ACTION

Immediately on the occurrence of a Crisis, the local Internal Action Plan under the Disaster Management Act, 2005 would be put into effect by the local/District and the state authorities. If the situation has wider ramifications and warrants response at the State/National level, the Chairman/ Deputy Chairman will contact the Nodal Ministry of the State / Central Government and seek the required help. The concerned authorities would activate its control room, call for a meeting of the Crisis Management Group and put into operation its contingency Plan.

3.1. FIRST INFORMATION

As and when a critical crisis situation develops, the first information would be sent by the Chairman/Deputy Chairman to the State/Central Nodal Ministry through Wireless/Cellular Mobile Phone/Fax/e-mail or any other quickest possible means.

Security measures at Vital Installations are inspected by I.B. periodically. The Deputy Conservator and Traffic Manager shall implement the recommendations of I.B. with the help of CISF, made from time to time for beefing up/strengthening the security at important vital installations.

3.2. PROCEDURE FOR CO-ORDINATION

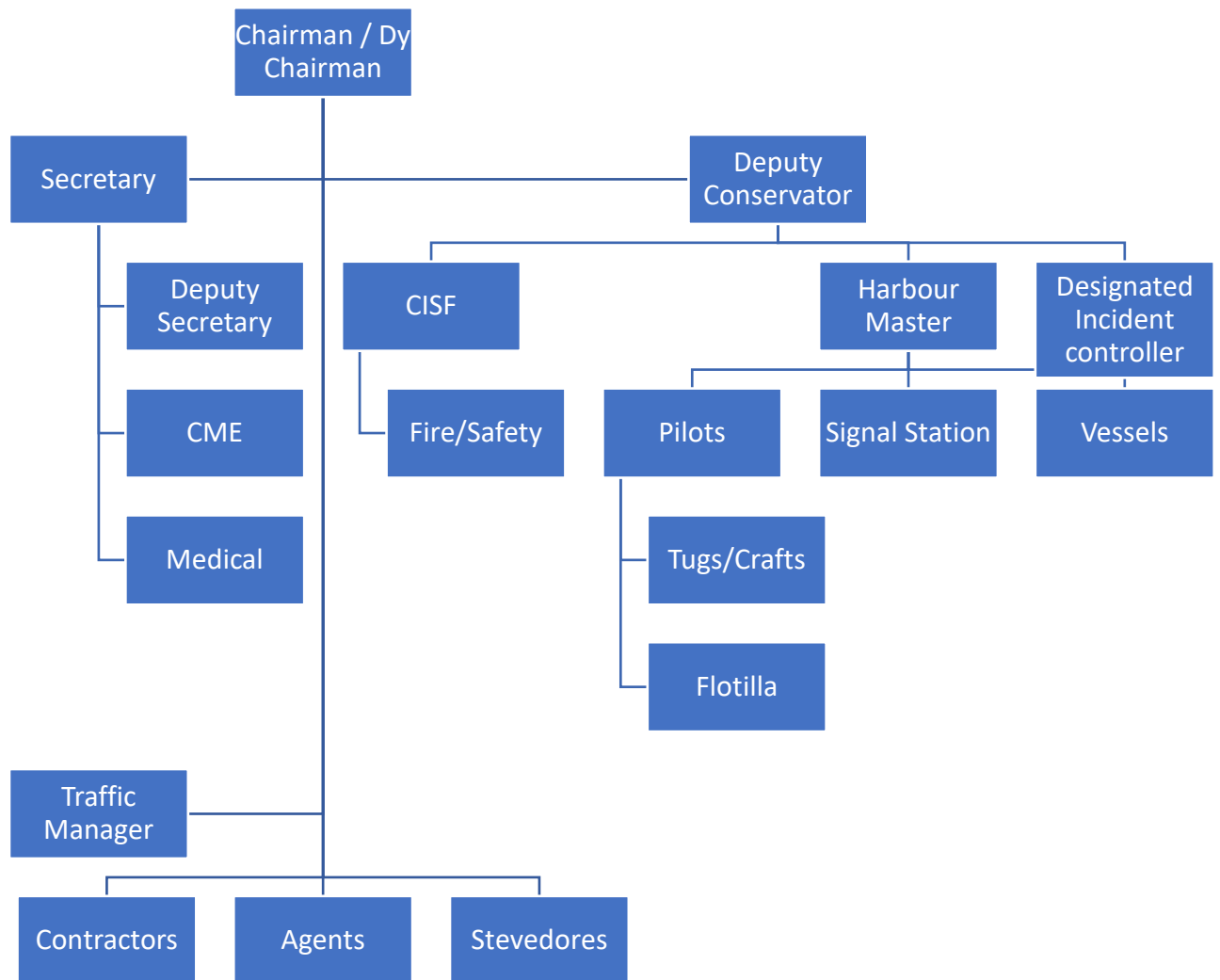
The overall responsibility of the Emergency management lies with the Chairman, Deendayal Port. He assumes the responsibility of Chief Site Controller on receipt of the information of an emergency or an impending emergency.

Some of the critical functions are:

Activation of the emergency response organization

- An ongoing emergency assessment, including upgrading or downgrading of the emergency alarm level
- Notification of outside governmental agencies
- The decision to ask for outside help and resources
- The decision to evacuate the people
- Decisions involving the safety of off-site vulnerable points (e.g. recommendations to evacuate or take shelter, in the case of a toxic vapour release).
- Decisions to shut down/restart the Port.

The Chairman / Deputy Chairman shall be responsible for designating the Incident Controller, Secretary and deputy conservator will further assist accordingly. Following flow chart for line of actions will be as per action plans of various scenarios of crisis.



3.3. AREA COVERED

This plan covers the entire DPA administered port areas.

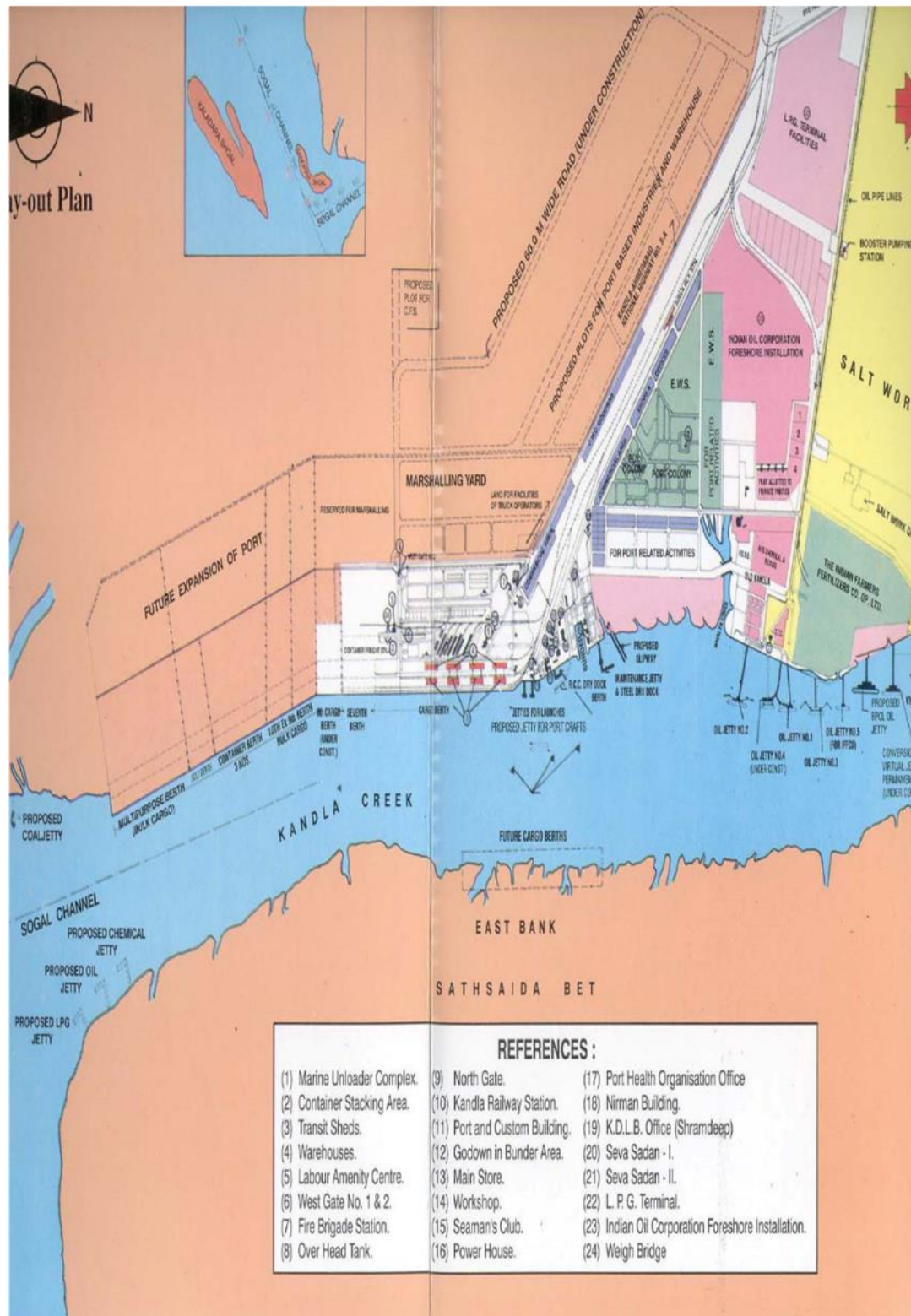
3.4. BASIC DEFINITIONS

<u>ON-SITE PLANS</u> -	address incidents originating within the port area
<u>OFF-SITE PLANS</u> -	incidents originating outside the port area but affecting the port operations or from port to outside
<u>RISK</u> -	The chance of an adverse event occurring in a specific circumstance.
<u>HAZARD</u> -	A phenomenon which may cause disruption to persons and Their infrastructure; and is an undesirable outcome in the process of engaging in an activity
<u>DISASTER</u> -	An event which can cause immense damage and disruption to the (Port and its) infrastructure causing loss to lives and property;
<u>CRISIS</u> -	Unstable situation of extreme danger. and may lead to the following elements; - Surprise- -Rapid flow of events-Lack of or insufficient information-Internal conflict-confusion
<u>PREPAREDNESS</u> -	Measures undertaken in advance to ensure that individuals and agencies will be ready to react, such as emergency plans, logistical support and resource, inventories, and emergency information & communications systems
<u>RESPONSE</u> -	Those measures undertaken immediately after a disastrous or hazardous event has occurred and for a limited period of time thereafter, primarily to save human life, property, treating the injured, prevent further injury and other forms of property loss and to mitigate disruption. They include response plan activation, declaration and communication of emergency to the concerned potential population and facilities at risk, opening and staffing of emergency operation centres, mobilization of resources, issuance of warnings and directions and provision of aid.
<u>MITIGATION</u> -	Those measures and activities aimed at reducing or eliminating hazards or lessening the impact of the event.
<u>PREVENTION</u> -	Mitigation of hazard effects through public education, early warning or detection systems, safety systems, building and land- use codes and regulation.

- RECOVERY** - Those measures undertaken to restore normal conditions. The time frame for recovery begins as soon as a reduction in critical response activities permits the re-allocation of resources. and could include physical restoration and reconstruction.
- ALL CLEAR** – Direction given by the incident coordinator (or authorised person) that the emergency situation has been revoked and that there is no further damage.
- ASSEMBLY AREAS** – On decision of evacuation, the place where people will move first to assembly area where further instruction will be given.
- SUSPECT DEVICE** – Any item that contains an explosive or mechanical device designated to explode by means of timer, touching, impact or by remote control
a suspect device may appear suspicious by its placement, the circumstances surrounding its location or other information that may cause any person to become suspicious and decide that further investigation is necessary.

4. DEENDAYAL PORT AUTHORITY (KANDLA) INTRODUCTION:

Kandla (DPA) Port is a natural harbour situated in Kandla Creek and is 49 Nautical Miles from the mouth of Gulf of Kutch. Geographically, the port is spread in three locations, Kandla, Vadinar and Tuna Tekra. Reference charts & site locations are as shown in the following images including satellite images below.



[illegible]



Port is well connected by the network of rail and road. It caters to the trade requirements and provides gateway port for export and import of traffic of one of the most highly productive granary and industrial belt of the country stretching across the hinterland states of northern India.

Kandla Port is the busiest port of India and serves as the gateway for the trade generating from/to the entire Northern India. In the terms of cargo handling, Kandla Port has achieved the first position among all the Major Ports of India.

Kandla is a natural, all weather harbour, protected from swell /waves during the monsoon period which has grown to become one of the most economical major ports & #1 major port in terms of cargo volumes handled in India. It has an location advantage of port facilities.

Kandla port is a natural tidal harbour and is connected to deep water by a dredged channel. The generic locations of the berths are shown in the following images.

Kandla CJ & OJ

Tuna Tekra



Tuna Barge Jetties



Vadinar



4.1. CLIMATE & WINDS:

The climate at Kandla is governed by the monsoons. Predominantly during the months May / June-September, the south-west monsoon occurs. The later period is often indicated as the post-monsoon period, followed by North East Monsoon. Non cyclonic maximum winds (25-30 knots) occur during May-August. Wind speeds are relatively less during North East Monsoon.

4.2. Tides:

The tides at Kandla are semi-diurnal with tidal levels, relative to the Chart Datum, as follows:

	Kandla Creek	Tuna Tekra
Highest High Water	+ 7.59m	+6.5m
Mean High Water Spring (MHWS)	+6.66m	+5.8m

Mean High Water	+ 6.185m	+5.2m
Mean High Water Neap (MHWN)	+5.71m	+4.6m
Mean Sea Level (MSL)	+3.884m	+3.4m
Mean Low Water Neap (MLWN)	+1.8m	+2.1m
Mean Low Water	+ 1.3m	+1.55m
Mean Low Water Spring (MLWS)	+0.8m	+1.0m
Lowest Low Water	+ 0.4m	+0.5m
Average Spring Range	5.86m	4.8m
Average Neap Range	3.91m	2.5m
Mean Range	4.885m	3.65m

4.3. Topography:

Topography at the port site is flat. Kandla Port has been developed from the area at Kandla creek by raising the area which was marshy land to the current level. To the west of Kandla creek is Khori creek with salt pans where salt activities are carried out. To the east of the creek is completely marshy land, which is underwater most of the time and are generally exposed during low tidal conditions.

5. CRISIS PERILS CLASSIFICATION

When severe weather is predicated or threatened preparation is made by site personnel.

The most probable severe weather events at the Kandla Port will involve High winds, Heavy rains, Cyclone, Storm, Tsunami, and Lightning & Earthquake.

- Man-Made: Chemical Disaster; Biological Disaster.
- Natural Disasters: Cyclone; Earthquake ; Tsunami; Flood; Landslides; Urban Floods; Heat wave.

6. PRIMARY ROLES & RESPONSIBILITIES FOR VARIOUS CRISIS.

CRISIS	AUTHORITIES RESPONSIBLE FOR REPORTING	REMARKS
Natural Disasters	District Magistrate or District Collector Indian Meteorological Department State/Central Water Commission	Information relating to forecasting/warning of the natural calamity will be sent by the IMD, State/Central Water Commission to the Relief Commissioner as laid down in the contingency Action Plan of the State/Central Ministry.
Chemical/Biological Disasters	Chairman / Deputy Chairman	The Chief of the Public Sector/Undertakings would be equally responsible to send the first information through his channel to the Nodal Ministry.

Major Disaster having off-site implications	Chairman/Deputy Chairman	
Break-down in Power Generation/Supply	Chief Mechanical Engineer and Executive Engineer (Electrical) through Gujarat Electricity Board Authority.	
Major Fire/ Oil Spill	Chief or In-charge of the Oil Installation through his channel to the Nodal Ministry.	
Hijack of an Indian Merchant ship or Indian Crew in a Foreign ship	Chairman/Deputy Chairman	Commandant of CISF, Traffic Manager, Deputy Conservator would inform to Chairman/Dy.Chairman immediately.

6.1. Department wise primary action plan (for detailed action matrices refer to section 21 SOP)

6.1.1. General Administration Department

The overall incharge for setting up control room at Gandhidham will be the Secretary. He shall ensure setting up the control room at AO Building within two hours of warning and the matter reported to the Chairman/Dy. Chairman. Two telephones should be kept in the control room, one for receiving and the other for **outward calls. Tel. No. 238055** will be used for **incoming calls and 239055** for outgoing calls.

Labour Officer and Head Master (Secondary) and Head Master (Primary) of BVM School shall reach and open the schools/community hall etc, and keep them ready for accommodating the shifted people.

The SE (Land Section) should ring up major salt leaseholders and advising them to evacuate their labourers and report the action to the Chairman within two hours. Action taken should be confirmed in writing thereafter, Sr. Dy. Secretary will guide them and will do the overall supervision of this job.

Law Officer shall ring up all the private/public sector companies of the area and inform them about their situation and tell them to evacuate their people and take necessary steps.

Personnel Officer, Labour Officer along with Executive Engineer (R) and Head Masters of BVM School shall ensure that temporary evacuation centers are established in the school/community center of Gandhidham-Kandla area.

Sr. Dy. Secretary shall ensure that the telephones of all the Head of Departments and other responsible officers of different Department are functioning properly; and in case telephone is not functioning, matter has to be taken with the Higher Authority of Telephone Department.

The staff attendance on days when the Action Plan is in operation shall be collected from PA to HoDs and compiled by Sr. Asstt. Secretary and reported to Chairman/Dy.Chairman every day with separate list of absentees.

Secretary will do the overall supervision of the work and report compliance to the Chairman/Dy. Chairman within two hours of the warning received.

Secretary will be the overall incharge for liaison work with central/state government officials/IMD, Ahmedabad/Pune Laboratory/ Delhi Laboratory in which he can take the help of Sr. Dy. Secretary and Dy. Hydraulic Engineer and report the matter to the Chairman/Dy.Chairman immediately. They shall remain present in all the meetings relating to the Action Plan and report the proceedings of the meetings to the Chairman/Dy.Chairman. They shall also communicate the action to be taken to the concerned Head of Departments.

All Head of Department shall have to send Action taken report to the Secretary/Control Rooms in writing by fax or on telephone with regard to the action required of them as per the Action Plan. If the report is not received from any of the HoDs, the Officer Incharge,

Control Room shall obtain the information, compile it and submit the same to the Chairman/Dy.Chairman on 12 hourly bases i.e. twice a day.

6.1.2. Marine Department

As soon as the message on anticipated cyclone/flood/natural calamity is received from the State Government Authority/Indian Meteorological Department/Cyclone Warning Centre/Indian Navy, etc. by any official of the Port Trust, the same shall immediately be informed to the Deputy Conservator (Nodal Officer), who in turn shall get such message confirmed from the above sources and apprise the Chairman and Dy. Chairman accordingly. On approval of Chairman, the Action Plan as stipulated hereunder shall be put into operation for which the Deputy Conservator shall inform all the officers-in-charge of the Control Rooms as well as the Heads of Departments, including Chief Operation Manager, OOT, Vadinar about the decision of the Chairman.

Dy. Conservator shall ensure that all ships are moved out of the Harbour at the earliest. All pilots shall immediately report at Kandla and stay there till the Action Plan is in operation. Dy. Conservator/Harbour Master shall immediately plan removal of vessels to the OTB as soon as the Action Plan is put into operation irrespective of the Signal number, which must be hoisted. If, it is impossible to remove them, all other steps should be taken to ensure safety of the vessels at the Port as also it would not cause any damage to the Port. Dy. Conservator shall also ensure adequate stock of fuel for all crafts.

As soon as warning of Cyclone Signal No. 5 or above is received, following measures shall be taken:

- Setting up of Control Room at Signal Station.
 - Pilots and other Supervisory personnel in Flotilla Section should reach Kandla to tackle emergency, if any.
 - Evacuation of Ships and securing all Port Crafts at Shortest possible time on direction of Deputy Conservator.
 - No leave shall be granted to Pilots, Flotilla Superintendent, Fire-Cum-Safety-Officer, 2nd Officer, BS, AFS and similar other supervisory staff.
 - Essential Staff (Fire Brigade) will not be given any kind of leave.
 - The following personnel of Marine Department will not be granted any leave and they shall report for duty including holidays, during such time when Action Plan is put into operation.
- ⇒ All Operational Staff in Flotilla Section and Signal Station.
- ⇒ Ministerial Personnel apart from P. A.
- For dewatering, if required, Fire-Cum-Safety-Officer will make arrangements by operating the Fire Pumps available with him.

Actions For Ships In The Port

- ⊛ All the Pilots of the Port should reach Kandla immediately in case of emergency.
- ⊛ Dy. Conservator/H.M./Pilots should be available at Kandla during emergency.
- ⊛ Removal of vessels whenever the cyclone is located in close proximity to the danger line plotted between 65 degree E longitude 18.2 degree

N latitude and 73 degree E longitude 18.2 degree N latitude.

Under such a situation the ships shall be removed during 1st/next available tide. It will be the duty of Harbour Master and DC to ensure that the ships are removed during 1st/next available tide as soon as the storm reaches to close proximity to the danger line as defined above without seeking any further instruction from the higher authorities. This action shall be taken automatically and suo-moto without any confusion and for which purpose Traffic Manager shall stop all loading and unloading operations immediately upon instructions from Dy. Conservator, so as to enable him to remove the vessels in time. The removal shall be done with the help of all the available Pilots plus all empanelled Pilots together at one go in the shortest possible time, so as to ensure that all the vessels cross the bar before the tide restriction sets in.

Dy. Conservator shall ensure that all ships are moved out of the Harbour at the earliest. All pilots shall immediately report at Kandla and stay there till the Action Plan is in operation. Dy. Conservator/Harbour Master shall immediately plan removal of vessels to the OTB as soon as the Action Plan is put into operation irrespective of the Signal number, which must be hoisted. If, it is impossible to remove them, all other steps should be taken to ensure safety of the vessels at the Port as also it would not cause any damage to the Port. Dy. Conservator shall also ensure adequate stock of fuel for all crafts.

Securing Of All Crafts

Dy. Conservator /Harbour Master shall immediately arrange for securing all the Port Crafts at safer places, so that there is no loss to the Port and send a report to the Chairman/Dy. Chairman as early as possible after operation of this Action Plan. Flotilla Supdt. shall be overall incharge of each craft for ensuring their safety.

For placement of Port crafts on Cyclone Warning are mainly identified, viz. Bunder Basin, Launch Jetty and Maintenance Jetty.

- 1) Maximum number of crafts such as mooring launches, GS launches and pilot launches will be placed in **Bunder Basin**.
- 2) In the inner side of **Passenger Jetty**, one pilot launch and one G S launch will be kept.
- 3) Three tugs will be kept in the inner side of **maintenance jetty**.

Priority will be given to the Port crafts for parking in the bunder basin and other areas. Rest of the places available in the Northern side of bunder basin area will be allowed to the self propelled barges and private crafts. Dumb barges will be allowed on the beach between maintenance jetty and oil jetty area.

Mr. Sreekumar,BS will render all possible assistance to FS, being the over all incharge of the crafts. The flotilla staff will take care of the crafts.

Private Barges/Crafts

The parties who have been Harbour Crafts License by the DC have to keep their barges and crafts inside the port limits being earmarked for the purpose.

Necessary instructions shall be issued to all these people having valid license immediately.

The work of informing these parties will be carried out by the Office Supdt. of Dy.

Conservator's office and will personally ensure that the instructions are carried out and reported to Harbour Master within two hours of the Action Plan coming into operation.

The representatives of the above parties shall reach Kandla at once, failing which the Dy.

Conservator will cancel the license granted to them and take over the barges/crafts of the party who violates the instructions.

The position shall be appraised to Chairman/Dy.Chairman within two hours of the receipt of warning and at frequent intervals.

Sections

<i>Sr. No.</i>	<i>Name</i>
1	<i>Flotilla Section</i>
2	<i>F/S</i>
3	<i>Signal Station</i>
4	<i>Fire Station</i>

Fire Station

The Port Fire Brigade has its Head Quarter at Old Kandla Oil Jetty area with two Sub-Stations at Dry Cargo Jetty at New Kandla.

Designation
Main Station (Emergency Response Centre)
Cargo Jetty West Gate No. 1 (Tilak Fire Stn.)
Cargo Jetty (Azad Fire) Nr. Berth No. 8
Fire cum Safety Officer
Dy. Fire cum Safety Officer

The Resources Availability Is Given Below

A. MAN POWER.

1)	FcSO	-	1
2)	Dy. Fire Officer	-	1
3)	Station Officer	-	15
4)	Leading Fireman	-	27
5)	Pump Operation-cum-Drive	r	-
6)	Fireman	-	42

B. EQUIPMENTS

1)	Safety Jeep	-	1
2)	Water Tender	-	5
3)	Foam Tender	-	3
4)	DCP Tender	-	-
5)	Multi-purpsoe Fire Tender	-	1
6)	Fire Float (Agnishanti)	-	-
7)	Ambulance	-	1
8)	Portable Pump	-	8
9)	Trailor Pump	-	6

In case of any fire, or other crisis an information is received through telephone - or VHF channel - Fire Station Control Room, the Duty telephone attendant raises the fire alarm bell and lights the vehicle indicating light (turn-out bell and Turn out light)

The Duty Station Officer proceeds to the scene of fire with fire Tenders and crew. Station Telephone Attendant should inform other officers like Fire-cum-Safety-Officer, Dy.

Conservator and Port Control. Telephone Attendant should inform hospital and if fire is in wharf should inform Traffic Manager. Fire cum Safety Officer after apprising the situation should inform Deputy Conservator directly or through the Telephone Attendant immediately.

Fire Dewatering Pumps

There are 10 Nos. of Dewatering Fire Pumps available with Fire-Cum-Safety Officer at various points. The details of which are as under:-

Dewatering Pump	Old Kandla Fire Stn.	Tilak Fire Station (West Gate-I)	Azad Fire Station (West Gate -II)
Portable Fire Pump :270 LPM	04	01	01
Trailer Fire Pump :1800 LPM	-	01	01
Trailer Fire Pump:2250 LPM	02	-	-

All the above Fire Pumps will be operated by the Fire-Cum-Safety-Officer. The maintenance of major nature and breakdown will be attended by Executive Engineer (Mechanical). In case of Natural Calamity, first start with rescue operations, restoration activities on war footing on the advice of Chairman/Dy.Chairman, Dy. Conservator/ Harbour Master/Fire-Cum-Safety-Officer/Flotilla Supdt as the case may be.

6.1.3. Traffic Department

After, the warning of Cyclone or any other Natural calamity is issued at the Port, Traffic Manager shall ensure that the loading/unloading operations at the Port are stopped immediately, hatches closed, ships derricks properly secured and all labourers evacuated from the Port Area. Public Address System shall be installed at the Cargo Jetty Area, which shall be under the charge of Traffic Manager. He shall use it for necessary arrangements relating to evacuation. Traffic Manager should also ensure that responsible persons make announcements in a proper way, so as not to create any misunderstanding/panic. Notwithstanding above, Traffic Manager shall stop all loading and unloading operations immediately upon instructions from Dy. Conservator, so as to enable the latter to remove the vessels in time.

The responsibility of evacuating the Port Shore Workers and Private Shore Labourers rest with Traffic Manager. He along with Sr. Dy. Traffic Manager, Safety Officer and Dy. Commandant, CISF should ensure that the Port is completely evacuated and there is no fresh entry in the Custom bounded area. Sr. Dy. Traffic Manager should get in touch with the Main Contractors in the regard.

Traffic Manager shall render necessary help to procure requisite number of Trucks for Public Announcement and evacuation.

Traffic Manager shall inform all the Stevedores.

6.1.4. CISF

Commandant, CISF with the help of Police shall ensure that all incoming traffic to the Port is stopped except those which are coming for rescue operations and essential services at three places i.e. KASEZ Junction, Railway crossing and Kharirohar Road. He shall

immediately erect two temporary tents and post sufficient number of personnel of CISF in coordination with Police, who shall identify which person has to be allowed. Commandant, CISF shall also ensure that those allowed do not cause any hindrance for those who are supposed to function as per the Internal Action Plan.

Commandant shall ensure that Public Address System is fitted on Jeeps provided to CISF. He will make arrangements for announcements, with the coordination of Police through Public Address System mounted on atleast 03 Vehicles. The CISF Personnel will procure truck with the help of TM.

6.1.5. Medical Department

Two Casualty Emergency Wards, one at Gopalpuri and other at Kandla Hospital shall start functioning as soon as warning of Cyclone is received. Chief Medical Officer will ensure that no Doctor is given leave during the emergency period. These casualty emergency wards will function round the clock with posting of Doctors and Staff round the clock and the functioning of casualty emergency wards at Gopalpuri and Kandla. A Register shall be maintained at both the places wherein the record of patients attended would be maintained. Adequate number of chlorine pills should be distributed after Cyclone to avoid epidemic from spreading. Chief Medical Officer shall submit a report every evening to Chairman/Dy. Chairman.

During Crisis

- (1) Maximum alertness of staff members for their safety.
- (2) Ambulances/vehicles with Drivers to be kept standby awaiting further orders.
- (3) Liaison with: - Control Room, Crisis Site/Spot, P.A.s to all HoDs, New Kandla Hospital.

(Action : P.A. to CMO)

Post Disaster Phase:

I. TACKLING OF PATIENTS :

- (1) Use of ambulance will be purely on priority basis. The A.C. Ambulance can be used as an Emergency Mobile Van for carrying medicines alongwith a doctor and other essential Para-medical staff, to the site of crisis.

(Action: SMO)

- (2) Line of treatment to be decided by attending Doctors, such as Indoor/Outdoor/Under observation etc.

(Action : All Doctors)

- (3) Cases will be attended depending upon the gravity of injury/condition of case, i.e. very serious, stable.

(Action : All Doctors)

- (4) To ensure supply of adequate medicines and any other items.

(Action : SMO)

- (5) Dead bodies to be shifted to Govt. Hospital, Rambaug promptly for identification, disposal, issue of death certificate etc.

(Action: Mamlatdar/PSI/Medical Supdt., Rambaug Hospital/PAtCMO)

- (6) If needed be, liaison with local Medical Practitioners, Local Hospitals, etc..

(Action: P. A. to CMO.)

- (7) If need be, to arrange for outside ambulance, in consultation with FA&CAO to whom details have been submitted earlier.

(Action: P. A. to CMO.)

Transfer of serious patients to Govt. Hospital, Bhuj/ Rajkot/ Jamnagar be made but such transfer to be restricted.

(Action: All Docotors on approval by CMO)

(8) To mobilize additional nursing /para-medical staff to cope with additional workload.

(Action: Sr. Dy. CMO)

(9) Re-deployment of Manpower from Gopalpuri Port Hospital to Kandla Hospital and vice versa.

(Action: C.M.O.)

Prevention Of Epidemics

1) Chlorination of drinking water at source.

(Action: Sr.Engr.(P/L)& Estate office In-charge)

2) Mass Survey of residents of Port Colonies at Kandla and adjoining areas.

(Action : Doctor & Volunteers)

3) To get chlorine tablets from DHO-Bhuj and arrange for distribution thereof.

(Action : SMO and Volunteers)

4) To educate residents/public to promote hygienic condition in and around their dwelling place, use boiled water

(Action : Doctor, S.M.O. and Volunteers)

5) To shift cases afflicted by contagious or infectious diseases to Govt. Hospital and notify such cases to the notice of State Authorities.

(Action : Doctor, S.M.O.)

6) To ensure hygienic condition/cleanliness in both hospitals and colony in coordination with concerned staff of respective Estate Office.

(Action : SMO, Doctor with In charges of respective Estate Officers)

7) In Rehabilitation Centre, Medical care will be looked after by Doctors besides supply of Chlorine Tablets.

8) To provide on the spot medical-aid at New/Old Kandla Port colonies.

(Action : Sr. Dy. CMO)

9) Antidotes of all the poisonous gases to be kept ready.

(Action : Sr. Dy. CMO/ Safety Officer)

10) Any further actions depending upon the conditions and restoration in the matter being decided by Administration.

11) Re-deployment on services as mentioned before.

12) In life threatening condition of Staff members - their evacuation.

6.1.6. Finance Department

As soon as the Calamity/Cyclone warning Signal No. 5 is hoisted the Sr. Dy. Director (EDP) should monitor it through Internet and give two hourly printouts to Dy. Conservator, Secretary, Chief Engineer, FA&CAO, Dy. Chairman and Chairman. And Dy. Director (EDP) will monitor the website in the A O Building, Gandhidham.

Designated person along with Sr. Hydraulic Surveyor will monitor the weather report through website at Kandla and Designated persons, JSA (Met) will assist and send the daily bulletin to Harbour Master, Traffic Manager, Chief Mechanical Engineer, Executive Engineer (Harbour) and Senior Commandant, CISF.

All Head of Departments would make a judicious assessment regarding the requirement of funds by them to meet with the different exigencies, which they may have to handle on account of the Cyclone/Calamity situation. The Head of Departments would inform the FA&CAO on telephone or in writing or through a Messenger regarding the requirement of advances. The FA&CAO in turn would examine the advances sought by the Head of Departments and sanction the advances early without any further delay. The FA&CAO would keep the Chairman and Dy. Chairman informed about the amount released by him and seek approval.

6.1.7. Mechanical Engineering Department

Chief Mechanical Engineer I/C , XEN (E) shall ensure that all Generator Sets are properly functioning at A.O. Building, Seva Sadan-III, P&C Building, Hospitals, and Guest House. They will ensure quick restoration of Power supply arrangements by keeping close liaison with the officials of Pachim Gujarat Vija Co. Ltd. They will report to the Chairman / Dy. Chairman every day.

After the warning of Cyclone or any other Natural Calamity is issued at the Port, Chief Mechanical Engineer shall ensure immediately that the cranes are secured and properly locked as per procedure and report submitted to the Chairman/Deputy Chairman after the operation of the Action Plan.

The responsibility of evacuating all concerned Mechanical & Electrical workers from port premises rests with Chief Mechanical Engineer with the assistance of respective Executive Engineers.

The maintenance of major nature and fire pumps operated by Fire-Cum-Safety-Officer will be attended by Superintending Engineer (Mech).

XEN (M)/(DD) and AE(FC) shall ensure that the Steel Floating Dry Dock and Electric Wharf Cranes at the maintenance jetty are properly secured as per the procedure and compliance reported to the Chief Mechanical Engineer i/c immediately. XEN (M)/(DD) shall monitor the safety of Steel Floating Dry Dock.

- Marine Engineer/Engineer Incharge should be available in emergency cell and remain in constant touch with Chief Mechanical Engineer I/C / Signal Station and Assistant Engineers posted on Shipping Tugs.
- All Assistant Engineers (D/T & F/C) should be available on operational tugs irrespective of their duties. They should keep main engines and associated equipment in readiness all the times.
- Assistant Engineers posted in tugs Kalinga, Heera, Jyestha and Kritika should contact M E Gr. I/ Engineer In-charge for all technical & personal problems.
- Assistant Engineer (F/C) will be responsible for timely supply of food packets and drinking water to officers and staff of tugs.
- Executive Engineer (Mech.) will be responsible for Securing all ELL AND HMCs at Cargo Jetty. He may, if need be inform about requirement of advance and to draw accordingly SE (M)/XEN (M). He will be responsible to run 2 X 1000 KVA Generator Sets at Cargo Jetty Area in case of Power failure and also maintain additional Generator sets required

at Kandla/Gopalpuri and Attending work of maintenance of major nature and breakdown.

- XEN (M) and AEN (Mech) will be responsible for timely supply of Drinking Water/Food Packets to the staff of Mechanical Engineering Department during operation of the action plan.
- AXEN (Mech.) will be responsible to attend breakdown of Fire Fighting Pumps. AE (M) will be responsible to attend break down/manning/utilisation of DG Sets of 2 X 1000 KVA at Kandla.
- Steel Floating Dry Dock and one Electric Wharf Crane at maintenance jetty are to be properly secured by Executive Engineer (Dry Dock) with help of his team mentioned below, as per prescribed procedure and concerned officers shall constantly monitor the safety of the Steel Floating Dry Dock and Electric Wharf Cranes in side Bunder Area. He shall ensure all the required wedges, wire ropes, shackles etc.. and other fixtures as required to be kept ready so that the same can be fixed without loss of time & to check the site for the requirement, from time to time.

Action: XEN (D/D) and Asstt. Engineer (FC) will lead the team of AEN (Mech) and will be in contact with Executive Engineer (Mech) and Chief Mechanical Engineer/Deputy Chief Mechanical Engineer.

- All the V.H.F. and other Wireless Sets, and other required equipments of VHF Unit, including the sets kept at S.F.D.D. should be kept in perfectly working condition and the batteries are fully charged and to be kept in ready position and staff will remain in touch with control room till the emergency is called off to attend all communication equipments. It shall be responsibility of the Control Room Staff to ensure that timely information is passed on and timely and proper monitoring is done.

Action: Assistant Engineer (F/C) and Technician will render all possible assistance to Ex. Engineer(DD) during the course of calamity period.

- All the vehicles belonging to the Mechanical Engineering Department to be kept in perfectly working condition and sufficient stock of fuel and lubricant to be kept in ready position.

Action: Assistant Executive Engineer (Mech.) with the help of Assistant Engineer (M).

- During the course of calamity all the vehicles lying inside the premises of Auto Workshop should be kept in the parking ways meant for parking the individual vehicles and inside the shed. No vehicle is to be parked under any tree or under any such structure where there is possibility of falling such structure or tree over the vehicles. All the concerned drivers to be informed accordingly well advance to avoid such possible damage to vehicles and to remain present at duty place in consultation, Vehicle –in-charge of Pipeline Division.

Action: Assistant Executive Engineer (Mech) with the help of A E (M).

- Record of attendance of the employees during these periods to be kept ready and to be fed to the Control Room or any official responsible for such duties.

Action: XEN (D/D), Assistant Engineer (Mech) with the help of Head Clerk (Mechanical Division) and Divisional Accountant for all the remaining sections.

- Assistant Engineer (F/C) to remain in Control Room at New Kandla to attend the communications with help of Technician.
- M E Gr. II is to be associated with S E (M) to constantly monitor the safety of the Port Crafts.
- The heave up water barge “BHIMSEN” is shifted to Bunder Area and secured properly in Naval Aid Salvage Section and Floating Craft. Absent/Present report of the above staff will be reported to the concerned section immediately on starting of each shift and maintenance of major and breakdown etc...

Action: A E (Mech)

- All the telephones and intercom telephones and their allied communication systems and equipments should be kept in perfect working condition to ensure that timely information is passed on and timely and proper monitoring done till the emergency is called off. He will ensure quick restoration of telephones by keeping close liaison with the concerned personnel. He will report to the Executive Engineer (Electrical) every day and to carry out all work assigned by the Executive Engineer (E) in case of emergency.

Action: Assistant Executive Engineer (E).

- Executive Engineer (E) shall be responsible for liaison with the PGVCL for receiving power in case of power failure. In the event of disturbance in the distribution network necessary arrangements shall be made by them as per the requirement depending upon the situation.
- If any additional Generator Sets are required at Kandla or Gopalpuri, the following officers shall be contacted who shall immediately hire/procure or provide in whatever manner the DG Sets giving preference to the operational area.

1	XEN (D/D)
2	XEN (Elect.)
3	AXEN (Elect.)
4	AXEN (E)

The above officers shall also be responsible for operation and maintenance of Generators provided at various locations and submit daily report to the Chief Mechanical Engineer I/C about the working of Generators.

Additional requirements, if any, will be assessed by S E (E) and the same shall be submitted to Chief Mechanical Engineer I/C for hiring, well in advance so that XEN(E) can take necessary action for hiring, installation etc...

- After the warning of Cyclone or any other Natural Calamity is issued at the Port, Chief Mechanical Engineer shall ensure immediately that the cranes are secured and properly locked as per procedure and report submitted to the Chairman/Deputy Chairman after the operation of the Action Plan.

The following officers shall constantly monitor the safety of the cranes;

1	S E (E)
2	XEN (Mech.)

The responsibility of evacuating all concerned Mechanical/Electrical workers rests with Chief Mechanical Engineer I/C with the assistance of respective Executive Engineers. The maintenance of major nature and fire pumps operated by Fire-Cum-Safety-Officer will be attended by Mr. B. J. Solanki, Superintending Engineer (Mech). The following staffs have to report for duty even if it is a public holiday to actively participate in the Action Plan and they shall be responsible for record keeping of attendance, preparation, and submission of reports etc.

1	Office Superintendent
2	Divisional Accountant
3	Sr. Stenographer
4	Junior Clerk

6.1.8. Civil Engineering Department

Based on the practical experience and seriousness of the two Natural Calamities - the devastating Cyclone in 9th June, 1998 and the Earthquake in 26th January, 2001, the following Action Plan for Civil Engineering Department, is proposed to be implemented.

As soon as the message on anticipated Cyclone/Natural Calamity is received from concerned authorities, the same will be intimated to all the concerned under the Civil Engineering Department and will be instructed to be alert. All the staff members/officers should note that they will come into action on their own as soon as the Warning is issued without waiting for any further instructions. Failure on the part of any employee/officer to carry out the earmarked Action Plan shall attract severe consequences.

Immediately after receiving the information on the Natural Calamity, nobody will be granted any kind of leave and the persons who are already on leave will be called back after canceling the leave.

Absent/Present report of the staff and the officers will be reported to the concerned Section immediately on starting of each shift for this purpose, Sectional Heads of all Divisions will be responsible to report the matter to P. A. to Chief Engineer for compilation of the information and onward transmission to General Administration Department. The Engineering Department will assist in shifting of the persons to safe places in the event of such action is required.

Water Supply arrangements will be made to various colonies/sites of work/camps where the workers are shifted, etc. The **Superintending Engineer (Pipeline)** will be the incharge for supply of water to various destinations.

Sufficient number of vehicles will be arranged for transportation workers/staff/officers. This arrangement will also be made by the **Sr. Deputy Secretary.**

The Engineering Department will ensure that all Road blockades are got cleared as also blockades caused in Port Quarters due to failing of trees, walls, shed, etc. are got removed immediately. Further, it will be ensured that the colonies are got cleared and whatever logging of water is found is pumped out and disinfected. A report will also be submitted to Chairman/Dy. Chairman.

The following officers are to be contacted in the event of any such problems:

<u>Area</u>	<u>Designation</u>

<u>New Kandla Gopalpuri</u>	<u>S.E.(Road)</u> <u>XEN (TD)</u>
<u>Old Kandla</u>	<u>S.E. (Pipe Line)</u>
<u>Cargo Jetty</u>	<u>Executive Engineer (Harbour)</u>

List Of Duty Roster Of Civil Engineering Department

<u>Designation</u>
<u>Chief Engr.</u>
<u>Dy. Chief Engineer</u>
<u>Supdt. Engr.(C)</u>
<u>PA To CE (T)</u>
<u>P.A. To CE</u>
<u>Exe. Engr (TD)</u>
<u>Exe. Engr. (H)</u>

Periodical Meetings will be conducted with the Executive Engineer's/ DSOs/Staff Member to assess the progress made during the day and to instruct further course of action in the matter.

Generators Sets

Generators of following capacities have been installed at Kandla, Gandhidham, and Gopalpuri to supply power to various installations in case of power failure:

1) Cargo Jetty Area - 2 Nos of 1000 KVA EACH:

These Generators can cater power inside Cargo Jetty Area, Seva Sadan-III, Nirman Building, and Old C.D.C. Building restricted up to 2000 KVA.

2)	Kandla Hospital	-	25 KVA
3)	A O Building	-	200 KVA
4)	Gopalpuri Hospital	-	45 KVA
5)	Guest House	-	25 KVA
6)	Old Kandla Fire Brigade	-	5 KVA

In addition to above, small portable generators have been provided in the following locations to cater power need in case of emergency: -

1)	Signal Station in Seva Sadan - III	-	5 KVA
2)	Floating Craft Section	-	1.5 KVA
3)	ATM's Office inside Cargo Jetty	-	1.5 KVA
4)	Control Room in A. O. Building	-	2 KVA

In addition to above, if any additional Generator Sets are required at Kandla or Gopalpuri, the following officers shall be contacted who shall immediately hire/procure or provide in whatever manner the D.G. Sets giving preference to the operational area.

- (i) Executive Engineer (Electrical)
- (ii) Executive Engineer (Mechanical)
- (iii) Asstt. Executive Engineer (Electrical)

The above officers shall also be responsible for operation and maintenance of Generators provided at various locations and submit daily report to the Chief Mechanical Engineer I/C about the working of Generators.

Additional requirement will be assessed to Chief Mechanical Engineer I/C for approval. Necessary Fuel (POL) shall be procured and stored in advance by the concerned officials of Mechanical Engineering Departments.

6.1.9. Press Management

A Cell shall be created and headed by TP&PRO. The following staff member shall remain in the Press Cell.

- (1) TP&PRO
- (2) PRA
- (3) Sr. Clerk (PR Section)
- (4) Photographer

The Press Room shall come into operation immediately in the chamber of TP & PRO. The Press Cell shall issue Daily Bulletin at 2:00pm and 07:00 pm every day. The photographer should collect photos and develop every day, which will depict the situation as well as the work done by the Officers. Sr. Clerk (PR Section) will accompany the photographer and bring the photos to the Cell every evening. He shall also bring daily Paper cuttings of reports. All Media people, Press, Journalists, etc. shall be attended to by the PRO (Spoke person).

PR Section will hire videographers and keep them standby for videography. They will accompany Chairman and Dy. Chairman also. One videographer will be placed at Kandla and another at Gandhidham. Similarly, PR section will also ensure to keep one additional photographer at Kandla for taking photographs and these people should be hired as soon as Signal No. 5 is hoisted.

Secretary will be the overall In-charge of Liaison work with the Central / State Government officials / IMD, Ahmedabad / Pune Laboratory / Delhi Laboratory in which he can take the help of Dy. Secretary, Assistant Secretary and report the matter to Chairman / Dy. Chairman immediately. They shall remain present in all the meetings relating to the Action Plan and report the proceedings of the Meeting to the Chairman/Dy. Chairman. They shall also communicate the action to be taken to the concerned Head of Departments.

7. PERIODICAL REPORTING BY ALL HODS

All Head of Departments shall have to send Action Taken Report to the Secretary / Control Rooms in writing by Fax or through telephone with regard to the action taken by them as per the Action Plan. If the report is not received from the Head of Departments, the Officer In-charge, Control Room shall obtain the information, compile it and submit the same to the Chairman / Dy. Chairman on 12 hourly basis i.e. twice a day.

8. ASSEMBLY POINTS & ESCAPE ROUTES

There are two main escape routes from the port side i.e. by land:

Kharirohar road.

Main NH 8 i.e. leading to Gandhidham.

- The sea route would be the Kandla creek and other creeks i.e. Phang creek, Sara Creek or Rohar Creek or Nakti Creek connecting the same.
- Air evacuation can be undertaken by Helicopter or from Kandla Aerodrome.
- KPT to prepare list of all the personnel in their port colony and have it posted at the assembly area.
- The assembly points in the Cargo Dock for the workers in the area between the North Gate and the Berth No.3 would be the area opposite Passenger Jetty No.2, behind Marine Bhavan.
- The assembly point for the port township (Gopalpuri) could be Sports Complex and Kandla Colony could be Football Ground.
- The assembly point for each of the adjoining berth would be on the road i.e. used for moving between Godown No. 1 & 2.
- However, for the workers working in the godowns as mentioned above the assembly point would be the central road.
- The workers working in open storage the assembly point would be the area at West Gate No. 2.
- The Back-up Area of 60 hectares area, the staging area would be used as CDC Building.
- The Back-up Area of 40 hectares area, the staging area would be used at West Gate No.II.
- The Back-up Area of 34 hectares area, the staging area would be used at West Gate No.III.
- Computer should be installed in the rooms connected to the time office for a list of people inside the port and the same should be made available at CDC Building (Viewers Gallery) (Control Room)
- Assembly Point for 11 & 16 cargo berths in front of Main Gate.
- The PA system at the assembly area should be used to announce “do not carry any luggage or belongings just carry as much as bare essential in clothing”.
- The point of departure from the Dry cargo area would be West Gate 1,2,3,13, 14 ,15 & 16 as well as North Gate and in an extreme case one would have to use the jetty being used by the pilots for evacuation by sea.

9. CYCLONES

Cyclones are caused by atmospheric disturbances around a low-pressure area distinguished by swift and often destructive air circulation. Cyclones are usually accompanied by violent storms and bad weather. The air circulates inward in an anticlockwise direction in the Northern hemisphere and clockwise in the Southern hemisphere.

It causes damage to port infrastructures, passenger waiting halls, ships, jetties and launches/boats etc.

Cyclones are classified by:

- Strength of associated winds,
- Storm surges
- Exceptional rainfall occurrences.

10. INDIAN METEOROLOGICAL DEPARTMENT CRITERIA

The criteria below have been formulated by the Indian Meteorological Department (IMD), which classifies the low pressure systems in the Bay of Bengal and the Arabian Sea on the basis of capacity to damage, which is adopted by the WMO.

10.1. Criterion of classification of type of Disturbance

Type of Disturbances	Wind Speed km/hr	Wind Speed Knots
Low Pressure	Less than 31	Less than 17
Depression	31-49	17-27
Deep Depression	49-61	27-33
Cyclonic Storm	61-88	33-47
Severe Cyclonic Storm	88-117	47-63
Super Cyclone	More than 221	More than 120

10.2. Cyclone categories

Cyclones are classified into five different levels on the basis of wind speed. They are further divided into the following categories according to their capacity to cause damage:

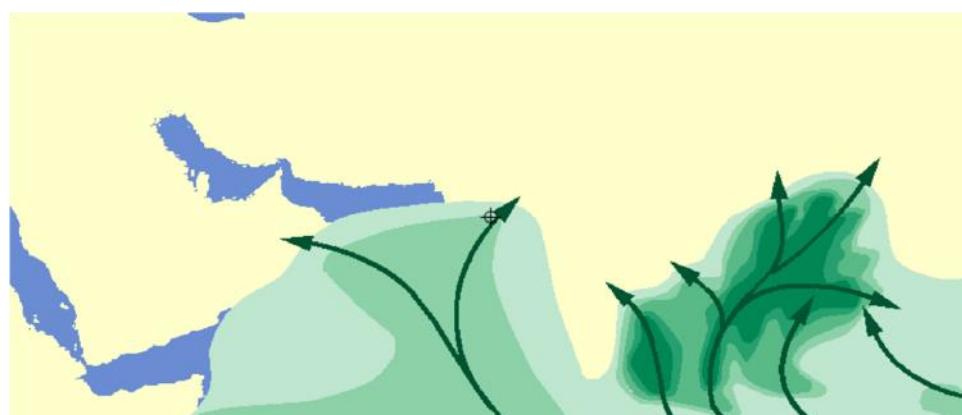
Category of Cyclone

Cyclone Category	Wind Speed in km/h	Damage Capacity
01	120-150	Minimal
02	150-180	Moderate

03	180-210	Extensive
04	210-250	Extreme
05	250 and above	Catastrophic

Even though Kandla is within the cyclone area of storms originating in the Arabian Sea and those that enter across the Indian Peninsula from the Bay of Bengal, cyclones are not as severe or frequent as in the Bay of Bengal. Historically, there has been major cyclone in the region in the year 1998.

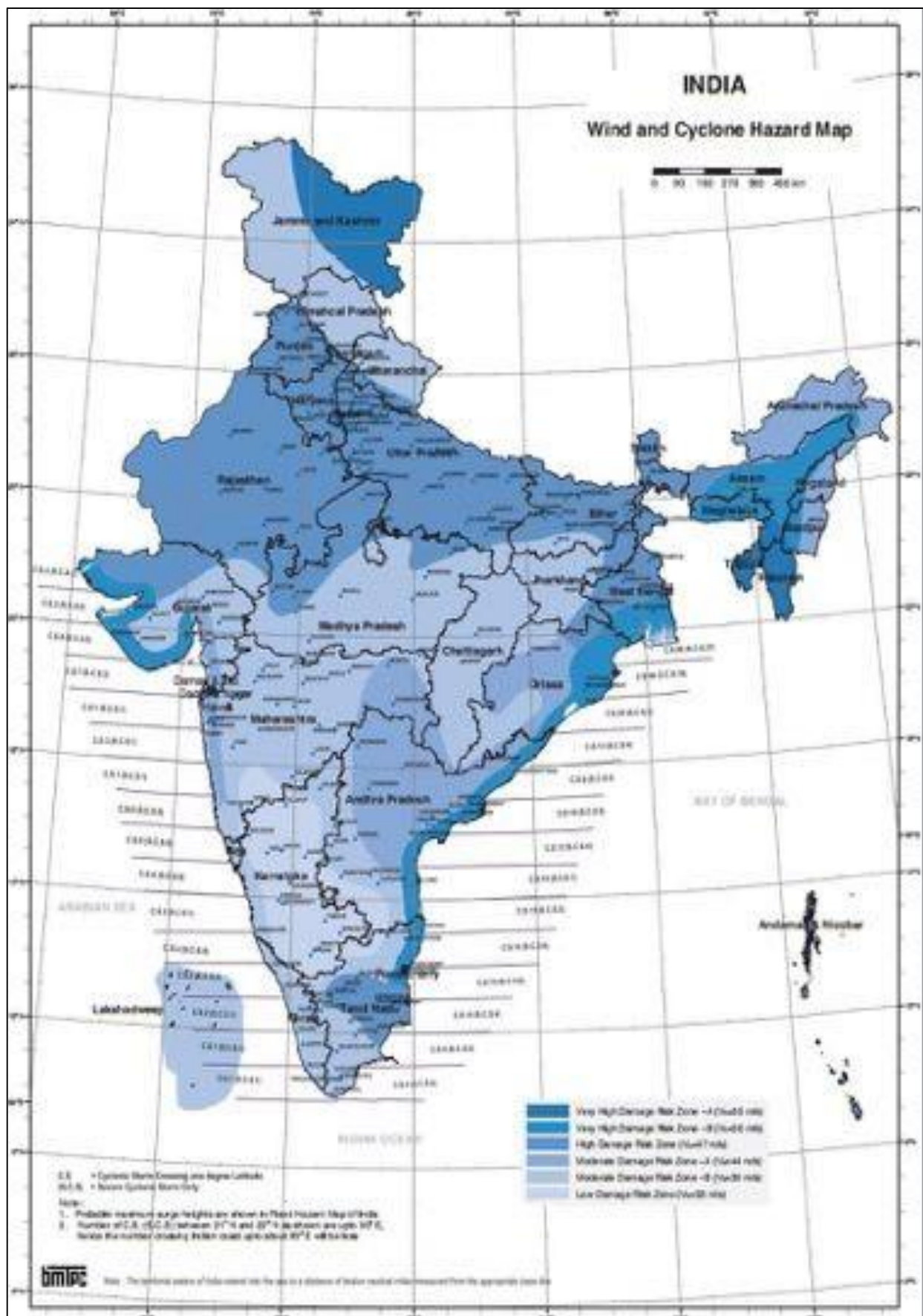
Hence the exposure to this peril is High.



Tropical Storm

- Zone 1: SS 1 (118-153 km/h)
- Zone 2: SS 2 (154-177 km/h)
- Zone 3: SS 3 (178-209 km/h)
- Zone 4: SS 4 (210-249 km/h)
- Zone 5: SS 5 (≥ 250 km/h)

Probable maximum intensity
(SS: Saffir-Simpson hurricane scale;
with an exceedance probability
of 10% in 10 years (equivalent
to a 'return period' of 100 years)



Wind and Cyclone Hazard Map

PORT WARNING SIGNALS					
Signal/ Flag No.		NAME	Symbols		Description
			Day	Night	
1.	Distant bad weather	DC1			Depression far at sea. Port NOT affected.
2.		DW2			Cyclone far at sea. Warning for vessels leaving port.
3.	Local bad weather	LC3			Port Threatened by local bad weather like squally winds.
4.		LW4			Cyclone at sea. Likely to affect the port later.
5.	Danger	D5			Cyclone likely to cross coast keeping port to its left
6.		D6			Cyclone likely to cross coast keeping port to its right.
7.		D7			Cyclone likely to cross coast over/near to the port.
8.	Great danger	GD8			Severe cyclone to cross coast keeping port to its left
9.		GD9			Severe cyclone to cross coast keeping port to its right
10.		GD10			Severe cyclone to cross over /near to the port.
11.		XI			<u>Communication failed with cyclone warning office.</u>

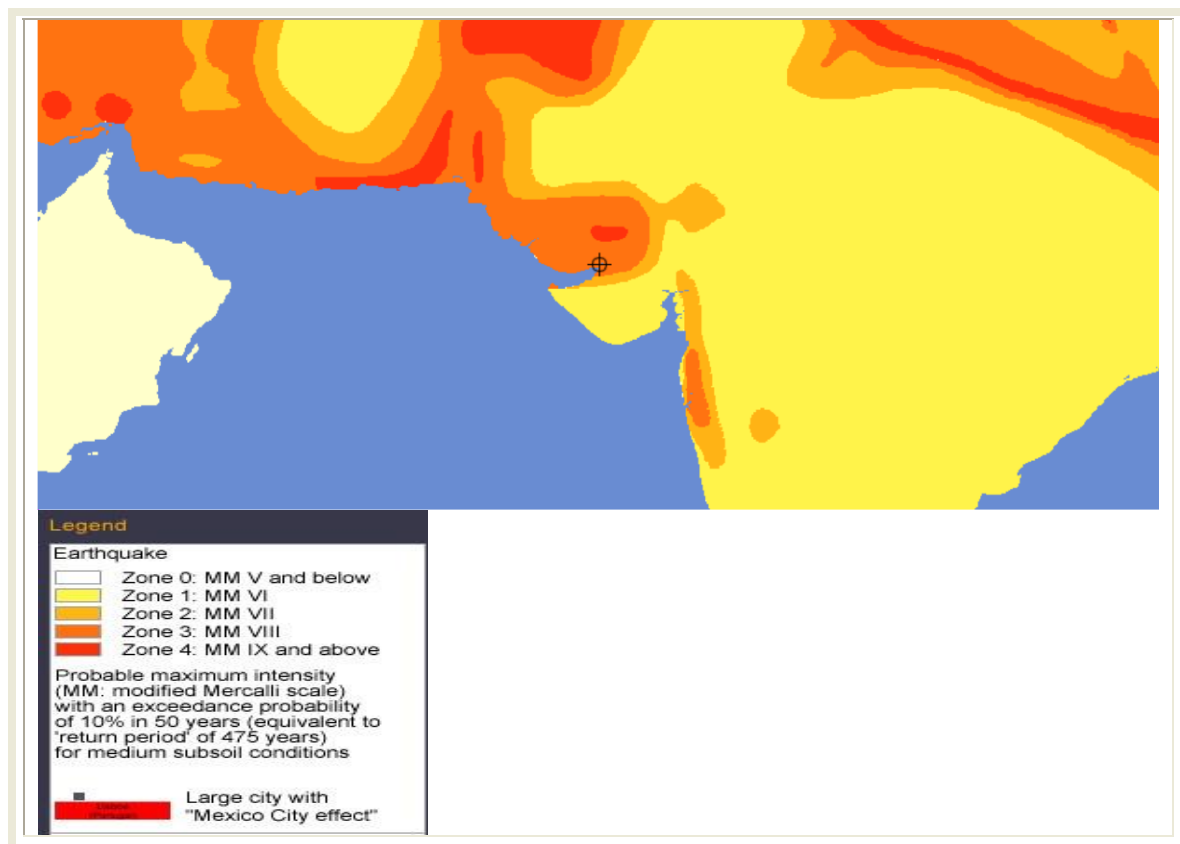
10.3 Earthquake

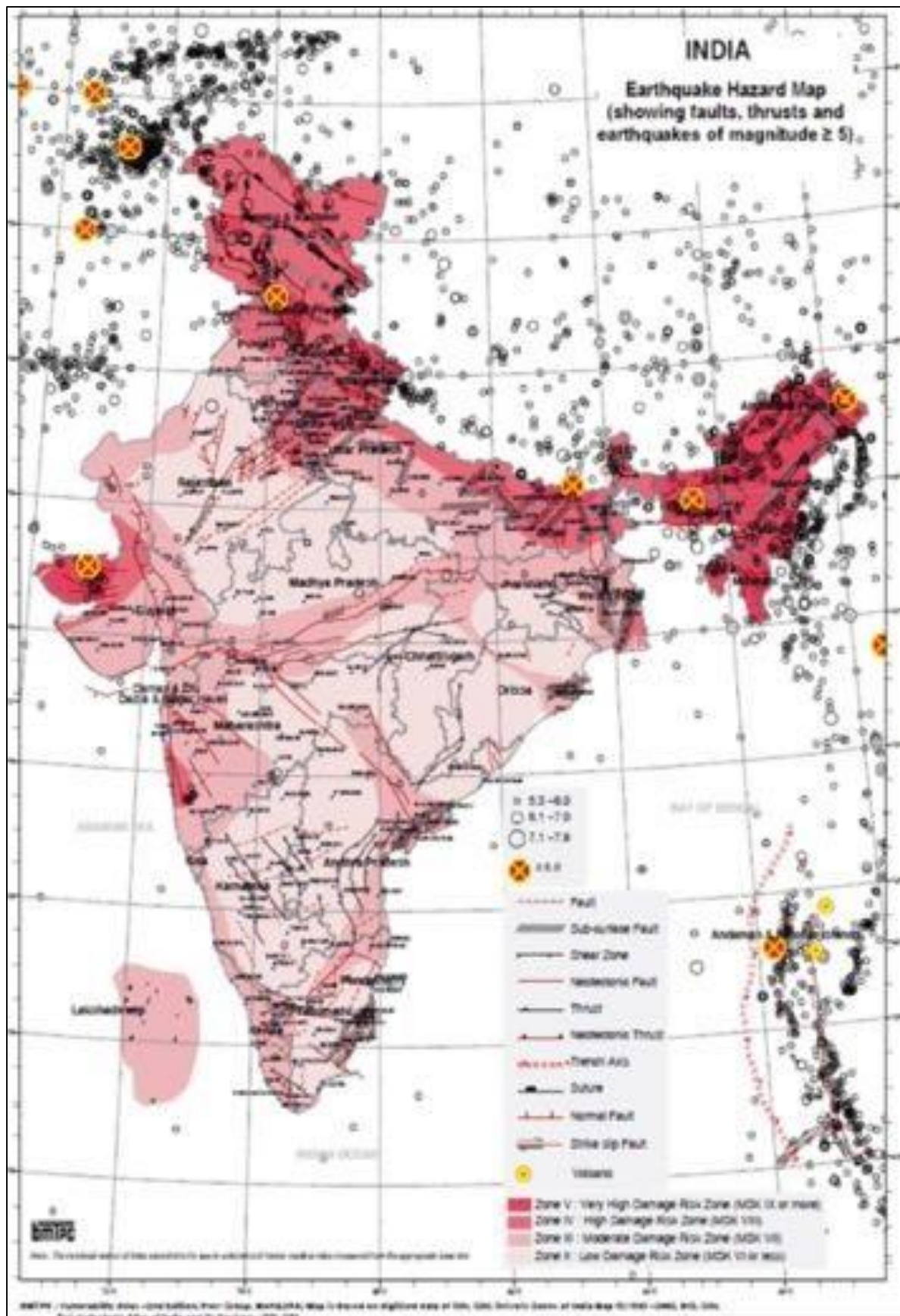
Gandhidham region comes under the Zone III of the earthquake classification as per Indian Standards which is relatively high. However, seismic experts have opined that the Indian land mass is being constantly compressed between the sea and Himalayas and thus the developed stresses are being released in the form of earthquakes in the least expected areas.

The occurrence of an earthquake in a populated area may cause numerous casualties and injuries as well as extensive damage to property.

Classification of Earthquakes

Class	Magnitude
Great	8 or more
Major	7-7.9
Strong	6-6.9
Moderate	5-5.9
Light	4-4.9
Minor	3-3.9





Earthquake Hazard Map

10.4. Tsunami

Gujarat is prone to tsunami risk due to its long coastline and probability of occurrence of near and offshore submarine earthquakes in the Arabian Sea. Makran Subduction Zone (MSZ) - South West of Karachi is an active fault area which may cause a high magnitude earthquake under the sea leading to a tsunami. In past, Kandla coast was hit by a Tsunami of 12 mtrs height in 1945, due to an earthquake in the Makran fault line. Tsunami prone areas in the State include coastal villages of Kutch, Jamnagar, Rajkot, Porbandar, Bhavnagar, Anand, Ahmedabad, Bharuch, Surat, Navsari and Valsad districts.

There is a possibility of surface water accumulation and ingress into buildings and equipment. In addition the above severe hazard conditions can create significant personnel hazards loss of power.

It damages/ collapses port infrastructures, passengers jetties & waiting halls, ships, launches/boats etc.

The Government of India has put in place an Early Warning System for mitigation of such oceanogenic disasters under the control of Indian National Center for Ocean Information Services (INCOIS), Hyderabad, that enables reception of real-time data from sensors, analysis of the data, generation and dissemination of tsunami advisories following a standard operating procedure.

10.5. Floods

The monsoon rain and sometimes cyclones cause flood in the rivers of the state which may create scouring of foundation of water front structures such as jetties, approach road.

Floods are a recurrent phenomenon, which cause huge loss of lives and damage to livelihood systems, property, infrastructure and public utilities. It is a cause for concern that flood related damages show an increasing trend.

11. FIRE / EXPLOSION/TOXICITY

These can be caused due to loss of containment of hazardous cargo (LPG, Naphtha, etc.) handled in the Port. Fire incidents can also occur in the admin building, craft etc. This type of hazard can be due to both Man-Made and Natural Disasters. Risk Assessment has been carried out for the various scenarios.

12. VARIOUS HAZARDOUS SCENARIOS (INCLUDING SPILLS & POLLUTION)

Gas leak and or Fire

Chemical leak and or Fire

Toxic substance leak and or Fire

Grounding

Collision

Fire on vessel
Fire in port
Natural disasters

13. OIL SPILL CONTINGENCY

Oil spill from terminal, operational spills and in the event of Collision or Grounding accidents, the oil spill response will be as per DPA Oil Spill Contingency Plan (OSCP) and Risk Assessment.

14. CIVIL DISTURBANCE

1. War
2. Terrorist attack

15. CONSEQUENCE & FREQUENCY ASSESSMENT

The above identified incidents at DPA have the potential to cause damage.

Assessment of consequence is basis considering the effect of potential accidents on -

- Life (e.g. personal injury, fatality, etc),
- Property damage (e.g. damage to port, damage to ship),
- Environment (Oil pollution, Air pollution, soil contamination etc),
- Port Business (reputation, financial loss, etc).

Consequence Categorization

Scale	People	Property	Environment	Port Business
C0	No injury	No	Negligible environmental Negligible damage impact	
C1	Minor (Single slight injury)	Minor damage	Minor Tier 1 oil spill, Minimal environmental harm	Minor
C2	Slight (multiple minor or single major injury)	Local damage	Moderate Tier 2 (limited outside assistance) oil spill or environmental amenity impaired, Moderate environmental impact	Moderate Bad local publicity or short term loss of dues, revenue, etc.

C3	Serious (multiple major injuries or single fatality)	Major damage	Serious Tier 2 (regional assistance) oil spill, localized flooding or multiple amenities impaired, Long term or serious environmental damage	Serious Bad widespread publicity, temporary port closure or prolonged restriction of navigation
C4	Major (More than one fatality)	Total loss	Major Tier 3 (national assistance) oil spill, widespread flooding or extensive damage to amenities, Major environmental harm. e.g. major pollution incident causing significant damage or potential to health or the environment	Major Port closes, navigation seriously disrupted for more than 1-2 days. Long term loss of trade

Table 2.21: Frequency Matrix

Category	Descriptive term	Definition
F1	Frequent	An event occurring once a week to once an operating year
F2	Likely	An event occurring once a year to once every 10 operating years
F3	Remote	An event occurring once every 10 operating years to once in 100 operating years
F4	Unlikely	An event occurring less than once in 100 operating years
F5	Rare	Considered to occur less than once in 1000 operating years

16. HAZARD ASSESSMENT

Identified hazards have been assessed considering the history of incidents, vulnerability, risk assessment.

17. RISK ESTIMATION

17.1. Risk Assessment Matrix

For each identified hazard, risk quantification is done based on a scale of 1 (low risk) to 10 (high risk) as described in the Table 2.22 as below:

Risk Assessment Matrix

Consequence	C4	5	6	7	8	10
	C3	4	5	6	7	9
	C2	3	3	4	6	8
	C1	1	2	2	3	6
	C0	0	0	0	0	0
Frequency		F5	F4	F3	F2	F1

Where: -

- 0 & 1 - Negligible Risk
- 2 & 3 - Low Risk
- 4, & 5 - Assessed to be in ALARP region
- 6 - Heightened Risk
- 7, 8 & 9 - Significant Risk
- 10- High Risk

17.2. Risk Ranking:

The risk score of each of the four categories (People, Property, Environment and Business) is analyzed to obtain four indices for each hazardous scenario as follows:

- a) The average risk value of the four categories in the most likely set.
- b) The average risk value of the four categories in the worst credible set.
- c) The maximum risk value of the four categories in the most likely set.
- d) The maximum risk value of the four categories in the worst credible set.

The hazardous scenarios list is then sorted in order of the aggregate of the four indices to produce an Assessed Risk Ranking List, in descending order, with the highest risk scenario prioritized at the top.

Risk ranking for DPA for identified hazards

Scenario No.	Rank No.	Area	Category	Hazard Detail	Assessed Risk							
					Most Credible				Worst Credible			
					People	Property	Environment	Business	People	Property	Environment	Business
1,2	1	4	Leakage-Fire/Explosion	Fire /Explosion due to LPG/POL/ Chemical leakage	7	7	3	3	7	7	6	6
3	2	5	Leakage-Fire/Explosion	Fire/explosion on board ship and ashore in the vicinity due to leakage at Jetty during loading/unloading operation	7	7	3	3	7	7	6	6
10.7	3	3	Collision	Collision passing vessel in outer harbour (un-regulated traffic)	3	6	0	3	7	6	4	6
14, 15	4	8	Civil Disturbance	Fire/Explosion (War and Terrorism, Bomb Threat)	5	5	5	6	5	5	5	5
16.1	5	18	Natural Disaster	Cyclone	7	6	3	7	6	6	3	6
16.2	6	4-	Natural Disaster	Flood	4	4	2	6	6	5	3	6

		8										
16.3	7	18	Natural Disaster	Tsunami	6	6	2	6	5	5	3	5
4	8	4	Toxic	Propylene Oxide leak during operation on Ship or Ashore	6	0	3	3	7	2	2	6
6	9	6	Fire/Leak	Crane Accidents (Container drop/crane fall) at Container terminals	6	6	0	3	7	2	2	6
10.11	10	12/3	Fire	Fire on vessel in navigational channel anchorage/berth	6	3	0	3	6	6	3	6
12	11	8	Fire/Explosion/Leakage	Emergency/Disaster in tank farm	6	3	0	3	6	5	3	6

16.4	12	4 8	Natural Disaster	Earthquake	4	4	0	6	5	5	3	5
10.2	13	2	Collision	Collision between two vessels in navigational channel (Regulated)	4	4	2	4	6	6	3	6
13	14	7	Fire MLT	Fire in the Admin building/ Control Room/ 7 room/Port Signal Station	3	3	0	3	7	6	0	
	15	10.3	Contact/ assisted Allision	Tanker/Container/BC tug berthing 3 Contact/Allision with jetty	3	6	0	3	2	5	2	
7	16	3	Fire	Fire in Container on container vessel at Anchorage	4	4	2	2	5	5	3	5
11	17	2	Blockage of Navigational Channel	Blockage of Navigational Channel due to Grounding/Sinking of vessel (Wreckage).	0	2	0	4	5	5	3	6
10.1	18	2	Collision	Collision with small craft Tanker/Container/BC in harbour approach	3	3	0	0	6	7	2	2
10.1 0	19	2	Collision	Collision with channel marking buoys	0	3	0	3	5	6	5	5
10.9	20	1	Contact	Contact During operations in turning circle (large vessels)	0	3	0	3	4	6	4	6
9	21	1	Fire	Fire in Engine room of floating craft	3	3	0	0	6	6	2	2
10.6	22	2	Collision	Collision with dredger within the navigational channel	0	2	0	2	6	6	3	6
10.4	23	2	Grounding	Grounding Tanker/Container/BC transiting in channel	0	4	0	0	2	5	5	5
5	24	4	Corrosion	Acetic acid leakage at MLT	3	3	3	3	4	4	4	4
10.8	25	3	Collision	Collision Anchor dragging	2	2	0	2	5	5	5	5
8	26	1 ,	Fall	Containers falling into water in case of vessel motion due	2	2	0	2	3	5	2	5
		2 , 3		to extreme weather, vessel collision or grounding.								
10.5	27	2	Grounding	Grounding During pilotage of deep draft vessel	0	2	0	0	3	5	3	5

18. PREVENTION & MITIGATION

18.1. MONITORING OF HAZARDS AND THREATS

Control strategy

Various control strategies can be as follows:

1. Compliance with Legislative and Statutory obligations,
2. Oil Spill Contingency Plan (OSCP),
3. Disaster Management Plan (DMP),
4. Standard Operating Procedures (SOPs),
5. Incident Action Plan,
6. Training and awareness,
7. Drills and Exercise,
8. Incident report and analysis,
9. Safety committee meetings,
10. Periodic Maintenance and Inspections,
11. Security Plan,
12. Ensuring that operators have sufficient information and training on safe industry practices including
 - a. Storage and handling of dangerous goods,
 - b. OHS compliance,
 - c. Management accountability,
13. Speed limits for vehicles,
14. Regular testing of plans, procedures and personnel.

18.2. Control of hazards

- Following Standard Operating Procedures,
- Safety briefings,
- Equipment surveys and inspections,
- CCTV coverage,
- Permits to work/operate,
- Aids to Navigation,
- Proper communication,
- Oil/Chemical Spill response/combat equipment,
- Firefighting equipment,
- Use of appropriate Personal Protective Equipment.

18.3. Monitoring of hazards

For control of vessel movements within the port, two-way communication facility between port personnel ashore and vessels using the harbour is in place.

Also, a number of other methods are used to monitor the movement of traffic within port areas including:

- Visual observation,
- Basic surveillance,
- VTS assisted automatic tracking,
- Closed circuit television (CCTV),

- Automatic Identification System (AIS).

A person managing traffic movements in a port has the option to utilize the following means to communicate with vessels:

- Visual signaling equipment (signal lights, shapes, etc.),
- Sound signals,
- Telephones (fixed and mobile),
- VHF radio,
- Email.

In port, communications links are needed in addition to links provided for communication with calling vessels, e.g.:

- VHF communications with tugs, pilot and other harbour crafts,
- Computer networks, and
- Personal mobile phones.

18.4. PREVENTIVE AND MITIGATION MEASURES

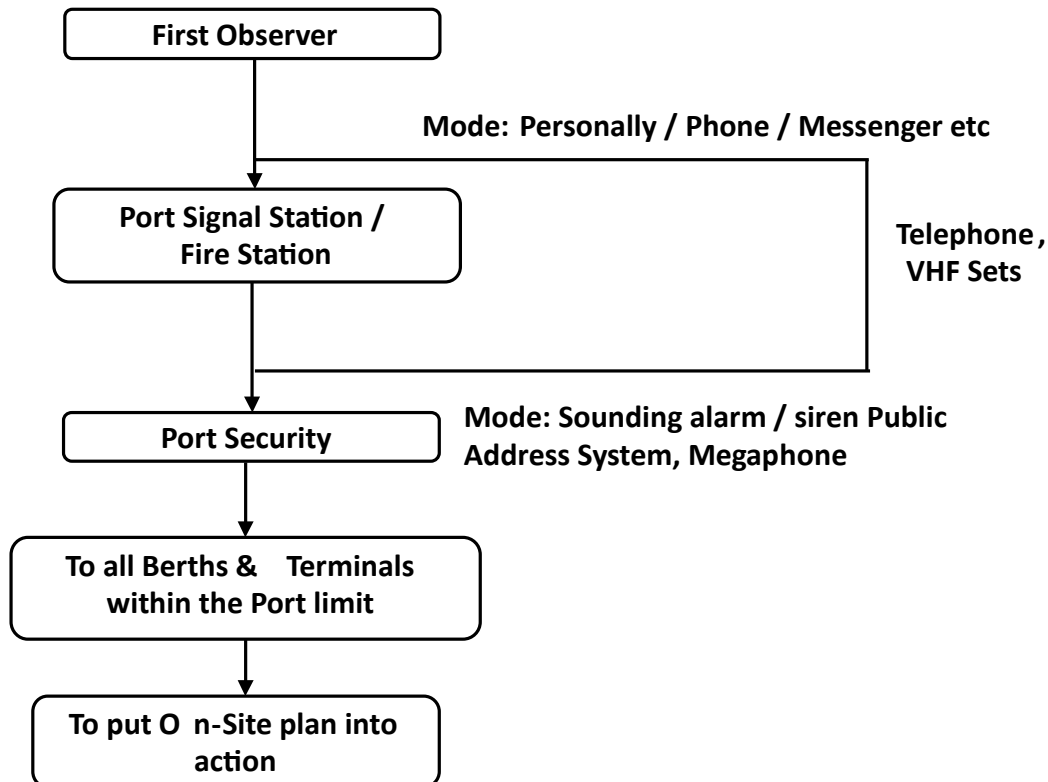
18.4.1. Prevention/ Protection action

Port has a preventive response system for the incidents taking place in the Port premises. Firefighting and oil spill response equipment are located in suitable locations.

18.4.2. Prevention/Protection action include:

- Passage abort procedures (For navigational channel),
- Master/Pilot exchange
- Master to Pilot (The Pilot card),
- Passage plan,
- Patrolling,
- Conduct investigation of the incidents and identify the short-comings
- Warning Signboards,
- Restricted zones.

18.4.3. Prevention/Protection action implementation plan Following is the typical Prevention/Protection action plan.



Implementation Plan

The person who observes the emergency first is called as the First Observer. The First Observer, noticing an unusual occurrence like a fire /gas release /collapse of structure etc., should immediately notify the Port Signal Room with available means of communication and also contact the concerned Officer of the area in person.

He would:

1. Raise alarm
2. Call fire station and signal station and pass on following information:
 - Introduce himself
 - State briefly the type of emergency
 - Give the location of the incident.
3. Proceed to a safe place. However, he would return to the location of the incident and place himself in a safe area cross-wind to the wind direction and standby to give assistance if he is part of the action group.

After receiving information from the First Observer, the Signal Station would notify all the key personnel of the Port and also direct the security personnel to activate alarm and will subsequently announce on the available means of Public Address System as follows:

- Location of the emergency,
- Type of the emergency,
- Severity of emergency.

19. PREPAREDNESS

19.1. EMERGENCY ACTION CENTRE (EAC)

Emergency Action Centre - Port Signal Station or Chamber of Deputy conservator AO building block or CISF control room or as directed by the Chairman.

19.1.1 Emergency Action Room Equipment

As a general guideline the following equipment should be catered to

- Charts or Maps of areas should be available including a digitized map on the computer,
- Details of terminals storing toxic chemicals and terminals storing flammable chemicals,
- Transportation map depicting transportation route for LPG and chemical tankers by road,
- Map showing sensitive areas,
- Map depicting densely populated areas,
- Emergency lights and torches,
- Computer,
- Fax,
- Printer,
- Telephone,
- Portable PA Sets,
- Walkie talkies / mobile telephone,
- Chemical protective suit,
- Loud hailer,
- VHF sets,
- Binoculars,
- Copy of Disaster Management plan,
- Reference books-chemicals
- Table-seating,
- Chairs,
- Stationery,
- Gas masks with canisters,
- Safety goggles,
- Self-contained breathing apparatus.

19.1.2. MECHANISM FOR ACCESS CONTROL AND ISOLATION OF THE DANGER AREA

1. All gates of the jetties should be guarded,
2. Unauthorized person should not be allowed to the restricted area,
3. Authorized person will be entering the zone with all the necessary PPEs,
4. The area should be cordoned off during operation,
5. Proper signage board and warning should be displayed at the place of the operation,
6. Firefighting facilities and other required resources should be available till the operation is terminated,
7. The restricted areas should be under surveillance at all times.

20. DRILLS & EXERCISES

Emergency drills and integrated exercises have the following objectives. These constitute another important component of emergency preparedness. They refer to the re-enactment, under the assumption of a mock scenario, of the implementation of response actions to be taken during an emergency.

1. To test the adequacy of the effectiveness, timing, and content of the plan and implementing procedures.
2. To ensure that the emergency organization personnel are familiar with their duties and responsibilities by demonstration.
3. Provide hands-on experience with the procedures to be implemented during emergency.
4. Maintain emergency preparedness.

The frequency of the drills should vary depending on the severity of the hazard. However, drills may be conducted and announced at a decided interval. Scenarios may be developed accordingly.

1. **Notification exercises**
 - Test communication systems, frequency, Public Warning system
2. **Tabletop exercises**
 - To check availability of participants and check response time
3. **Equipment deployment exercises**
 - Alarm systems to be tested,
 - Frequent tests of firefighting and other response equipment.
4. **Incident management exercises**
 - Simulated emergencies like fire, gas leakage, oil spillage, cyclone and vessel related emergencies like grounding, collusion, leakage, Pollution etc., to be conducted and monitored and feedback to be documented.
 - Evacuation practice
 - Deployment of Machineries

21. STANDARD OPERATING PROCEDURE HAZARD SPECIFIC

21.1. LPG leakage &/or Fire/Explosion

This plan relates to the Fire/explosion due to LPG leakage during operation on Ship or Ashore.

Aim and Objectives

DC/HM or designated incident controller will have control of the incident. He should confer with the Master of the Vessel and Terminal Manager regarding plans to stop the leakage, precautions to be taken to preserve the safety of the terminal in the interim, and measures should be taken for the prevention of fire/explosion/dispersion.

Immediate Action

In the event of such an incident occurring, the following actions should be considered:

- The port control should be informed of the incident by the Master of the Vessel and Terminal Manager.
- The port control will inform the DC/HM or designated incident controller of the incident.
- To confirm appropriate response measures are in place or standby and inform all authorities as necessary.

The **DPA** will then carry out the following actions:

- The movement of all other vessels into or out of the port should be stopped and alternative orders issued as necessary.
- The Fire station should be informed and advised for the required action.
- Communications should be maintained and events are to be recorded, as appropriate.
- Ascertain details of the incident, including the location of the incident, the vessel's particulars, direction of the wind, and extent of damage to the Jetty or Vessel, prevailing and predicted weather conditions and damage to vehicles, if any.
- DPA vessels on security duty should be directed to proceed to the location of the incident and clear the area.
- Confer with the Terminal Manager regarding plans for need for an alternative berth.
- Advise the District Authority, and determine the need for assistance from any functional services, if necessary.
- Determine whether any form of pollution of the sea has occurred or is likely to occur. The pollution containment equipment should be deployed as necessary. In the event of pollution refer to the DPA-OSCP.
- The vessel's agent should be informed of the incident.

Safety Issues

- The need to evacuate workers should be discussed with the Terminal Manager.
- The need to evacuate crew and passengers should be discussed with the Master of the Vessel.

All authorities to be informed

Post Emergency Actions

- Arrange for a preliminary inquiry into the causes of the incident to be commenced as soon as possible.
- Review the effectiveness.
- Inform the authorities about the termination of the response.

Action Plan

1.1 Scenario- Fire/explosion due to LPG leakage at jetty during operation on Ship or Ashore

1.2 Precautions: Continuous weather (wind) monitoring, MSDS, SOP of LPG terminal and Berthing and un-berthing procedures.

Leaks from LPG pump glands, pipes flanges or pipeline ruptures or from vent emissions due to cargo tank over-pressure or relief valve failure will initially produce vapour. This vapour will not ignite immediately but, if the vapour production is large, there is a hazard of the resultant cold and dense vapour cloud of LPG spreading to a source of ignition before it is diluted below the lower explosive limit. Therefore, in case of release of large quantity of flammable vapour cloud, immediate effort should be directed to eliminate such source of ignition. In such event, eliminate all sources of ignitions i.e. open flames, welding, cutting, operation etc. in the entire port area.

1.3 Impact Zone.

Consequence analysis indicates that the LPG (Propane/Butane) leak from unloading arm would cover approx. 1700 meters for Vapor cloud explosion (VCE) scenario.

1.4 Resources required: Organizational setup and major material and equipment resources.

The vessel upon berthing at the LPG berth will follow standard procedures. However, in a less likely scenario, a leak from the pipeline system may occur at the jetty leading to self-detection by vessel personnel or by the terminal automatic alarm and detection system. Further in a more unlikely situation, due to a possible ignition the leakage might catch fire and lead to explosion. The following actions will be required

The Master of the Ship (Alternate: Chief Officer)

- Should raise ships emergency alarm and activate ship board emergency action plan.
- Having raised the alarm, the Master will be responsible for taking all immediate steps to safeguard his ship.
- Stop LPG transfer operation (as per SOP of the ship) and inform terminal loading manager and ship owner of the vessel.
- Terminal, Vessel in the vicinity and Port should be informed of any incident on the ship without delay.
- Coordinate with Signal Station and provide the Port Authority with details of the vessel.
- Personnel to remain stand by to disconnect metal arms.

- Shall be responsible for fighting the fire with ships own resources as well as with the available support.
- Also, to remain prepared to un-berth the ship to the safe area (high sea).
- The siren should be continued till the ship is taken to a safe location as per DPA instructions.
- On arrival of port fire services & response team, coordinate with them.
- The Master will follow the instruction of the DPA and be in continuous liaison with the Signal Station.

DC/HM or designated incident controller

- Assess the level of disaster and activate the CMP.
- Establish EAC and be stationed to review & assess possible developments to determine the most necessary course of action.
- Give necessary instructions to incident controller and Signal Station & arrange for external aid as necessary.
- Review the situation and accordingly inform to the Chairman / Deputy chairman.
- Assess the condition of site and of potential affected area and take decision on evacuation.
- Organize tugs, mooring boats and Pilots for rescue.
- Hire additional crafts, as necessary.
- Plan movements of vessels such that the vessels are cleared in shortest possible time.
- Coordinate with external agencies/authorities such as Indian Navy and Coastguard at the earliest and extent possible.
- Be in constant touch with District and Local Administration for rescue and relief operation.
- Terminate the response and debrief before allowing normal operation.

Signal Station

- Gather information related to the weather conditions. Monitor the wind directions and accordingly convey the message to DC/HM and Safety Officer.
- Liaise with Master of the Vessel/Pilot.
- Ensure that telephones, one VHF and one walkie-talkie all are operational. Listening watch to be maintained on VHF.
- Notify to all concerned and the vessels moving into, through and inside the port. Keep DC/HM informed of all the messages received by telephone, VHF or by messenger.
- Notify the other Authorities and stakeholders as per instructions of DC/HM.
- On behalf of DPA, the Signal Station should liaise with Revenue/Police/Health/ District Administration for additional assistance.

Designated Incident Controller

- During Emergency shall proceed to the scene & communicate & collect all information from the Master of the Tanker and Terminal Manager.
- Conduct initial Briefing.
- Report the situation to the DC/HM and assist in assessing the incident.
- Initiate CMP.

- Alert vessels within the vicinity.
- Assess the condition of site and of potential affected area and take decision on evacuation in consultation with DC/HM.
- Extend all necessary help to the Master of the vessel to fight the fire.
- Instruct the Safety Officer to keep the fixed firefighting installation and firefighting tugs in a state of readiness & activate if required.
- Instruct Survey & Dredging Officer to keep tugs ready for un-berthing of vessel.
- Coordinate with all functional heads to take actions.
- Ensure that the operations are brought back to normal after the termination of the emergency procedure.

Fire Fighting Personnel • Raise Alarm (siren).

- Start the pumps as per the requirement.
- Use water sprays and portable nozzles to maintain curtain and to disperse LPG vapors.
- Ensure the gas leak has been stopped. Allow the gas to burn rather than extinguishing.
- Open the water curtain valve to protect shore installations from heat radiation.
- Request fire officers to arrange for fire-fighting vessel and Survey & Dredging officer to arrange for tugs , as required
- Ensure all the ignition sources in the vicinity are extinguished if fire has not occurred.
- If the fire is under control and extinguished, give all clear signal

Duty Pilot

- Be ready on site for taking the ship out of berth and be ready for providing any assistance on site.

Master of Tug/Pilot Launches And Other Launches

- Masters of respective crafts will notify their staff to remain on board and on standby until they are relieved by next shift staff or Pilot releases them from duty.
- Masters/Engineers will keep the engines of their crafts ready to proceed at short notice as per the instructions.
- Extra fenders and mooring ropes will be kept ready on board the Tug for use as required.
- Tugs will be manned as per Marine Department s requirement in that situation and as per the instruction.

Safety Officer

- Lead the firefighting team and mobilize fire tenders, personnel & firefighting equipment to the scene & extend all necessary support to the Master of the vessel/Terminal Manager for firefighting.
- Inform all concerned and take necessary guidance.
- Ensure responsible actions for containing the run-off fire water and other water from the damaged units.
- Assist in evacuation of the personnel to the assembly point or as directed.
- Conduct clean- up work during and after the emergency as quick as possible.

- Inform for arrangement of additional equipment as required.
- Liaise with State Fire brigade for any assistance.

Civil Engineer

- Liaise with Marine dept. and Traffic Manager..
- Carry out urgent civil works as required.
- Form a task force to attend to any emergency.
- Diesel engines for raw water and clean water, all pump house equipment and all generator sets meant for water supply shall be secured, tried out and kept ready.
- As soon as the contingency plan is made operational all the water tanks should be filled up and standby arrangement for supply of water to be made.

Mechanical Engineer

- Ensure water supply to the hydrants.
- Arrange for specialized equipment if required as per the instruction.

Electrical Engineer

- Ensure uninterrupted electrical supply to vital equipment and utility at the berth.
- Remain alert on duty for any electrical isolation of equipment during emergency.

Traffic Manager

• Traffic Manager shall ensure that the loading/unloading operations at the Port are stopped immediately, hatches closed, ships derricks properly secured and all labourers evacuated from the Port Area. Public Address System shall be installed at the Cargo Jetty Area, which shall be under the charge of Traffic Manager. He shall use it for necessary arrangements relating to evacuation.

Sr. Commandant CISF / Dy. Commandant CISF

- Cordon off the area.
- Control & direct gate security and traffic in the area.
- Facilitate and supervise evacuation, transport, first aid and rescue of personnel from the scene at the time of emergency.
- Control the entry of unauthorized persons and vehicles.
- Check for entry of emergency vehicles.
- Liaise with the State Police.
- Carry out head count of the personnel.

Medical Officer

- Organize and keep ready the first aid team with ambulance & necessary medicines to attend to any injured person at the site of the accident.
- Keep sufficient doctors on duty during emergency.
- Coordinate with the local hospitals and arrange for medical assistance from empanelled hospitals as and when required.

21.2. POL/Chemical / Toxic / Corrosive leakage &/or Fire/Explosion

This plan relates to incident due to POL/Chemical / Toxic / Corrosive leakage &/or Fire/Explosion.

Aim and Objectives

DC/HM or designated incident controller will have control of the incident. He should confer with the Master of the Vessel and Terminal Manager regarding plans to stop the leakage, precautions to be taken to preserve the safety of the terminal in the interim, and measures should be taken for the prevention of fire/explosion/dispersion.

Immediate Action

In the event of such an incident occurring, the following actions should be considered:

- The port control should be informed of the incident by the Master of the Vessel and Terminal Manager.
- The port control will inform the DC/HM or designated incident controller of the incident.
- To confirm appropriate response measures are in place or standby and inform all authorities as necessary.

The **DPA** will then carry out the following actions:

- The movement of all other vessels into or out of the port should be stopped and alternative orders issued as necessary.
- The Fire station should be informed and advised for the required action.
- Communications should be maintained and events are to be recorded, as appropriate.
- Ascertain details of the incident, including the location of the incident, the vessel's particulars, direction of the wind, and extent of damage to the Jetty or Vessel, prevailing and predicted weather conditions and damage to vehicles, if any.
- DPA vessels on security duty should be directed to proceed to the location of the incident and clear the area.
- Confer with the Terminal Manager regarding plans for need for an alternative berth.
- Advise the District Authority, and determine the need for assistance from any functional services, if necessary.
- Determine whether any form of pollution of the sea has occurred or is likely to occur. The pollution containment equipment should be deployed as necessary. In the event of pollution refer to the DPA-OSCP.
- The vessel's agent should be informed of the incident.

Safety Issues

- The need to evacuate workers should be discussed with the Terminal Manager.
- The need to evacuate crew and passengers should be discussed with the Master of the Vessel.

All authorities to be informed

Post Emergency Actions

- Arrange for a preliminary inquiry into the causes of the incident to be commenced as soon as possible.
- Review the effectiveness.
- Inform the authorities about the termination of the response.

Action Plan

2.1. Scenario: Fire/Explosion due to leakage of POL/Chemical / toxic / corrosive substance at jetty on ship or ashore.

2.2. Precautions: MSDS, SOP of terminal and berthing and un-berthing procedures.

2.3. Impact Zone: Consequence analysis indicates that the MS leak from pipeline would cover approx. 2300 meters for Vapor cloud explosion (VCE) scenario.

2.4. Resources required: Organizational setup and major material and equipment resources.

The vessel upon berthing at the berth will follow standard procedures. However, in a less likely scenario, a leak from the pipeline system may occur at the jetty leading to self-detection by vessel personnel or by the terminal automatic alarm and detection system. Further in a more unlikely situation, due to a possible ignition the leakage might catch fire and lead to explosion. The following actions will be required

The Master of the Ship (Alternate: Chief Officer)

- Should raise ships emergency alarm and activate ship board emergency action plan.
- Having raised the alarm, the Master will be responsible for taking all immediate steps to safeguard his ship.
- Stop POL/Chemical transfer operation (as per SOP of the ship) and inform terminal loading manager and ship owner of the vessel.
- Terminal, Vessel in the vicinity and Port should be informed of any incident on the ship without delay.
- Coordinate with Signal Station and provide the Port Authority with details of the vessel.
- Personnel to remain stand by to disconnect metal arms.
- Shall be responsible for fighting the fire with ships own resources as well as with the available support.
- Also, to remain prepared to un-berth the ship to the safe area (high sea).
- The siren should be continued till the ship is taken to a safe location as per DPA instructions.
- On arrival of port fire services & response team, coordinate with them.
- The Master will follow the instruction of the DPA and be in continuous liaison with the Signal Station.

DC/HM or designated incident controller

- Assess the level of disaster and activate the CMP.

- Establish EAC and be stationed to review & assess possible developments to determine the most necessary course of action.
- Give necessary instructions to incident controller and Signal Station & arrange for external aid as necessary.
- Review the situation and accordingly inform to the Chairman / Deputy chairman.
- Assess the condition of site and of potential affected area and take decision on evacuation.
- Organize tugs, mooring boats and Pilots for rescue.
- Hire additional crafts, as necessary.
- Plan movements of vessels such that the vessels are cleared in shortest possible time.
- Coordinate with external agencies/authorities such as Indian Navy and Coastguard at the earliest and extent possible.
- Be in constant touch with District and Local Administration for rescue and relief operation.
- Terminate the response and debrief before allowing normal operation.

Signal Station

- Gather information related to the weather conditions. Monitor the wind directions and accordingly convey the message to DC/HM and Safety Officer.
- Liaise with Master of the Vessel/Pilot.
- Ensure that telephones, one VHF and one walkie-talkie all are operational. Listening watch to be maintained on VHF.
- Notify to all concerned and the vessels moving into, through and inside the port. Keep DC/HM informed of all the messages received by telephone, VHF or by messenger.
- Notify the other Authorities and stakeholders as per instructions of DC/HM.
- On behalf of DPA, the Signal Station should liaise with Revenue/Police/Health/ District Administration for additional assistance.

Designated Incident Controller

- During Emergency shall proceed to the scene & communicate & collect all information from the Master of the Tanker and Terminal Manager.
- Conduct initial Briefing.
- Report the situation to the DC/HM and assist in assessing the incident.
- Initiate CMP.
- Alert vessels within the vicinity.
- Assess the condition of site and of potential affected area and take decision on evacuation in consultation with DC/HM.
- Extend all necessary help to the Master of the vessel to fight the fire.
- Instruct the Safety Officer to keep the fixed firefighting installation and firefighting tugs in a state of readiness & activate if required.
- Instruct Survey & Dredging Officer to keep tugs ready for un-berthing of vessel.
- Coordinate with all functional heads to take actions.
- Ensure that the operations are brought back to normal after the termination of the emergency procedure.

Fire Fighting Personnel

- Raise Alarm (siren).
- Start the pumps as per the requirement.
- Use water sprays and portable nozzles to maintain curtain and to disperse LPG vapors.
- Ensure the leak has been stopped.
- Open the water curtain valve to protect shore installations from heat radiation.
- Request fire officers to arrange for fire-fighting vessel and Survey & Dredging officer to arrange for tugs , as required
- Ensure all the ignition sources in the vicinity are extinguished if fire has not occurred.
- If the fire is under control and extinguished, give all clear signal

Duty Pilot

- Be ready on site for taking the ship out of berth and be ready for providing any assistance on site.

Master of Tug/Pilot Launches And Other Launches

- Masters of respective crafts will notify their staff to remain on board and on standby until they are relieved by next shift staff or Pilot releases them from duty.
- Masters/Engineers will keep the engines of their crafts ready to proceed at short notice as per the instructions.
- Extra fenders and mooring ropes will be kept ready on board the Tug for use as required.
- Tugs will be manned as per Marine Department s requirement in that situation and as per the instruction.

Safety Officer

- Lead the firefighting team and mobilize fire tenders, personnel & firefighting equipment to the scene & extend all necessary support to the Master of the vessel/Terminal Manager for firefighting.
- Inform all concerned and take necessary guidance.
- Ensure responsible actions for containing the run-off fire water and other water from the damaged units.
- Assist in evacuation of the personnel to the assembly point or as directed.
- Conduct clean- up work during and after the emergency as quick as possible.
- Inform for arrangement of additional equipment as required.
- Liaise with State Fire brigade for any assistance.

Civil Engineer

- Liaise with Marine dept. and Traffic Manager..
- Carry out urgent civil works as required.
- Form a task force to attend to any emergency.
- Diesel engines for raw water and clean water, all pump house equipment and all generator sets meant for water supply shall be secured, tried out and kept ready.
- As soon as the contingency plan is made operational all the water tanks should be filled up and standby arrangement for supply of water to be made.

Mechanical Engineer

- Ensure water supply to the hydrants.
- Arrange for specialized equipment if required as per the instruction.

Electrical Engineer

- Ensure uninterrupted electrical supply to vital equipment and utility at the berth.
- Remain alert on duty for any electrical isolation of equipment during emergency.

Traffic Manager

- Traffic Manager shall ensure that the loading/unloading operations at the Port are stopped immediately, hatches closed, ships derricks properly secured and all labourers evacuated from the Port Area. Public Address System shall be installed at the Cargo Jetty Area, which shall be under the charge of Traffic Manager. He shall use it for necessary arrangements relating to evacuation.

Sr. Commandant CISF / Dy. Commandant CISF

- Cordon off the area.
- Control & direct gate security and traffic in the area.
- Facilitate and supervise evacuation, transport, first aid and rescue of personnel from the scene at the time of emergency.
- Control the entry of unauthorized persons and vehicles.
- Check for entry of emergency vehicles.
- Liaise with the State Police.
- Carry out head count of the personnel.

Medical Officer

- Organize and keep ready the first aid team with ambulance & necessary medicines to attend to any injured person at the site of the accident.
- Keep sufficient doctors on duty during emergency.
- Coordinate with the local hospitals and arrange for medical assistance from empanelled hospitals as and when required.

21.3. Crane Accidents (Container Drop/Crane Fall) &/or Fire/Leakage

This plan relates to the Fire/leakage due to Crane Accidents (Container drop/crane fall) at Container Terminal and / or cargo jetties.

Aim and Objectives

DC/HM or designated incident controller will have control of the incident. He should confer with the Master of the Vessel and Terminal Manager regarding plans to stop the fire / leakage, precautions to be taken to preserve the safety of the terminal in the interim, and measures should be taken for the prevention of fire/explosion/dispersion.

Immediate Action

In the event of such an incident occurring, the following actions should be considered:

- The port control should be informed of the incident by the Master of the Vessel and Terminal Manager.
- The port control will inform the DC/HM or designated incident controller of the incident.
- To confirm appropriate response measures are in place or standby and inform all authorities as necessary.

The **DPA** will then carry out the following actions:

- The movement of all other vessels into or out of the port should be stopped and alternative orders issued as necessary.
- The Fire station should be informed and advised for the required action.
- Communications should be maintained and events are to be recorded, as appropriate.
- Ascertain details of the incident, including the location of the incident, the vessel's particulars, direction of the wind, and extent of damage to the Jetty or Vessel, prevailing and predicted weather conditions and damage to vehicles, if any.
- DPA vessels on security duty should be directed to proceed to the location of the incident and clear the area.
- Confer with the Terminal Manager regarding plans for need for an alternative berth.
- Advise the District Authority, and determine the need for assistance from any functional services, if necessary.
- Determine whether any form of pollution of the sea has occurred or is likely to occur. The pollution containment equipment should be deployed as necessary. In the event of pollution refer to the DPA-OSCP.
- The vessel's agent should be informed of the incident.

Safety Issues

- The need to evacuate workers should be discussed with the Terminal Manager.
- The need to evacuate crew and passengers should be discussed with the Master of the Vessel.

All authorities to be informed

Post Emergency Actions

- Arrange for a preliminary inquiry into the causes of the incident to be commenced as soon as possible.
- Review the effectiveness.
- Inform the authorities about the termination of the response.

Action Plan

- 3.1. Scenario Fire/leakage due to Crane Accidents (Container drop/crane fall) at Container Terminal-&/or cargo jetty.
- 3.2. Precautions: Trained personnel for operation of crane, SOP of the terminal.
- 3.3. Impact Zone: Surrounding area.
- 3.4. Resources required: Organizational setup and major material and equipment resources.

The crane operator should raise emergency alarm and inform Terminal Manager and Signal Station.

Terminal & Jetty Personnel

Take personal precautions, protective equipment and follow emergency procedures. Wear respiratory protection.

Environmental precautions: Prevent further leakage or spillage if safe to do so.

- Inform port signal station and ask for assistance.
- Area should be cordoned off.
- Stop transfer operations at the berth.
- Manage Truck movements.
- Assist and provide all necessary equipment.
- Ensure that the operations are brought back to normal after the termination of the emergency procedure.

The Master of the Ship (Alternate: Chief Officer)

- Should raise ships emergency alarm and activate ship board emergency action plan.
- Having raised the alarm, the Master will be responsible for taking all immediate steps to safeguard his ship.
- Stop cargo operation (as per SOP of the ship) and inform terminal loading manager and ship owner of the vessel.
- Coordinate with Signal Station and provide the Port Authority with details of the vessel.
- The Master will follow the instruction and be in continuous liaison with the Signal Station.

DC/HM or Designated Incident Controller

- Will be stationed at the EAC to review & assess possible developments to determine the most necessary course of action.
- He will give necessary instructions to arrange for external aid as necessary.
- Review the situation and accordingly inform to the Chairman.
- Provide assistance to the Terminal.
- Terminate the response and debrief before allowing normal operation.

Signal Station

- Gather information regarding the incident and accordingly convey the message to DC/HM and Safety Officer.
- Liaise with Master of the Vessel/Pilot.
- Ensure that telephones, one VHF and one walkie-talkie all are operational in the Port control centre. Listening watch to be maintained on VHF.
- Notify to DC/HM and the vessels moving into, through and inside the port. Keep DC/HM informed of all the messages received by telephone, VHF or by messenger.
- Notify the other Authorities and stakeholders as per instructions of DC/HM.

Designated Incident Controller

- During Emergency shall proceed to the scene & communicate & collect all information from the crane operator/terminal manager.
- He will assess and report the situation to the DC/HM.
- He will instruct the Designated Incident controller / Safety Officer to keep the port fire team in a state of readiness.
- Conduct initial Briefing.
- Report the situation to the DC/HM and assist in assessing the incident.
- Extend all necessary help to the terminal.
- Shall prepare vessels to vacate from berth (if required).
- Organize tugs, mooring boats and Pilots for rescue, if required.
- Hire additional crafts, as necessary.
- Maintain log of events.

Duty Pilot

- Be ready on site for taking the ship out of berth and be ready for providing any assistance on site.

Master of Tug/Pilot Launches & Other Launches

- Masters of respective crafts will notify their staff to remain on board and on standby until they are relieved by next shift staff or HM/ Pilot releases them from duty.
- Masters/Engineers will keep the engines of their crafts ready to proceed at short notice as per the instructions.
- Extra fenders and mooring ropes will be kept ready on board the Tug for use as required.
- Tugs will be manned as per Marine Department s requirement in that situation and as per the instruction.

Safety Officer

- Shall take orders from DC/HM.
- Investigate the incident and provide necessary guidance.
- Assist the terminal in rescue operation as per the instruction of DC/HM.
- He will mobilize fire tenders/tugs, personnel & firefighting equipments to the scene & extend all necessary support in case of fire, if required.

Civil / Executive Engineer)

- Liaise with the DC/HM, terminal managers and Traffic Manager.
- Carry out urgent civil works as required.

Mechanical Engineer

- Arrange for specialized equipment if required as per the instruction.

Electrical Engineer

- Shall be responsible for Electrical supply to vital equipment and systems if required as per the instruction.
- Coordinate and provide support to the terminal as per the instruction.
- Liaise with DC/HM and assist Terminal Manager.

Traffic Manager

- Traffic Manager shall ensure that the loading/unloading operations at the Port are stopped immediately, hatches closed, ships derricks properly secured and all labourers evacuated from the Port Area. Public Address System shall be installed at the Cargo Jetty Area, which shall be under the charge of Traffic Manager. He shall use it for necessary arrangements relating to evacuation.

Sr. Commandant CISF / Dy. Commandant CISF

- Provide assistance to the terminal and controls & directs traffic in the area.
- Shall supervise evacuation of personnel from the scene at the time of emergency.

Medical Officer

- Organize and keep ready the first aid team with ambulance & necessary medicines to attend to any injured person at the site of the accident as per the instructions.
- Keep sufficient doctors on duty during emergency.
- Coordinate with the local hospitals and arrange for medical assistance from empanelled hospitals as and when required.

21.4 Fire on vessel in port or at Anchorage

This plan relates to the Fire on vessel in port or at anchorage.

Aim and Objectives

DC/HM or designated incident controller will have control of the incident. He should confer with the Master of the Vessel and Terminal Manager regarding plans to stop the fire, precautions to be taken to preserve the safety of the terminal in the interim, and measures should be taken for the prevention of fire/explosion/dispersion.

Immediate Action

In the event of such an incident occurring, the following actions should be considered:

- The port control should be informed of the incident by the Master of the Vessel and Terminal Manager.
- The port control will inform the DC/HM or designated incident controller of the incident.
- To confirm appropriate response measures are in place or standby and inform all authorities as necessary.

The **DPA** will then carry out the following actions:

- The movement of all other vessels into or out of the port should be stopped and alternative orders issued as necessary.
- The Fire station should be informed and advised for the required action.
- Communications should be maintained and events are to be recorded, as appropriate.
- Ascertain details of the incident, including the location of the incident, the vessel's particulars, direction of the wind, and extent of damage to the Jetty or Vessel, prevailing and predicted weather conditions and damage to vehicles, if any.

- DPA vessels on security duty should be directed to proceed to the location of the incident and clear the area.
- Confer with the Terminal Manager regarding plans for need for an alternative berth.
- Advise the District Authority, and determine the need for assistance from any functional services, if necessary.
- Determine whether any form of pollution of the sea has occurred or is likely to occur. The pollution containment equipment should be deployed as necessary. In the event of pollution refer to the DPA-OSCP.
- The vessel's agent should be informed of the incident.

Safety Issues

- The need to evacuate workers should be discussed with the Terminal Manager.
- The need to evacuate crew and passengers should be discussed with the Master of the Vessel.

All authorities to be informed

Post Emergency Actions

- Arrange for a preliminary inquiry into the causes of the incident to be commenced as soon as possible.
- Review the effectiveness.
- Inform the authorities about the termination of the response.

Action Plan

- 4.1. Scenario Fire on vessel at Anchorage..
- 4.2. Precautions: Navigational Aid, Continuous monitoring and communication with the Signal Station and Pilot.
- 4.3. Impact Zone: Anchorage area in vicinity of the vessel connected with incident.
- 4.4. Resources required: Organizational setup and major material and equipment resources. Port tugs for firefighting and evacuation and medical teams.

The Master of the Ship (Alternate: Chief Officer)

- Should raise ships emergency alarm and activate ship board emergency action plan.
- Having raised the alarm, the Master will be responsible for taking all immediate steps to safeguard his ship.
- Vessel in the vicinity and Port should be informed of incident on the ship without delay.
- Shall be responsible for fighting the fire with ships own resources as well as with the available support.
- Coordinate with Signal Station and provide the Port Authority with details of the vessel.
- The Master will follow the instruction of the DC/HM and be in continuous liaison with the Signal Station.

DC/HM or Designated Incident Controller

- Assess the level of disaster and activate the CMP.
- Establish EAC and be stationed to review & assess possible developments to determine the most necessary course of action.
- Give necessary instructions to Signal Station & arrange for external aid as necessary.
- Review the situation and accordingly inform to the Chairman.
- Decide on clearing of ships in close proximity to the incident location.
- Assess the condition of site & take decision on evacuation.
- Coordinate with external agencies/authorities such as Indian Navy and Coastguard at the earliest and extent possible.
- Be in constant touch with District and Local Administration for rescue and relief operation.
- Terminate the response and debrief before allowing normal operation.

Signal Station

- Gather information regarding the incident and accordingly convey the message to DC/HM and Safety Officer.
- Liaise with Master of the Vessel/Pilot.
- Ensure that telephones, one VHF and one walkie-talkie all are operational in the Port control centre. Listening watch to be maintained on VHF.
- Notify to DC/HM and the vessels moving into, through and inside the port. Keep DC/HM informed of all the messages received by telephone, VHF or by messenger.
- Notify the other Authorities and stakeholders as per instructions of DC/HM.

Fire Fighting Personnel

- Investigate the incident and provide necessary guidance.
- Assist Master in fighting fire as per Masters Instructions.
- He will mobilize firefighting tugs, personnel & firefighting equipments to the scene & extend all necessary support in case of fire, if required.
- Assist in evacuation of the personnel as directed by DC/HM /Safety Officer.
- Inform Safety Officer for arrangement of any additional equipment as required.

Designated Incident Controller

- During Emergency shall proceed to the scene & communicate & collect all information.
- He will assess and report the situation to the DC/HM.
- He will instruct the Designated Incident controller / Safety Officer to keep the port fire team in a state of readiness.
- Conduct initial Briefing.
- Report the situation to the DC/HM and assist in assessing the incident.
- Extend all necessary help to the terminal.
- Shall prepare vessels to vacate from berth (if required).
- Organize tugs, mooring boats and Pilots for rescue, if required.
- Hire additional crafts, as necessary.
- Maintain log of events.

Duty Pilot

- Be ready on site for taking the ship out of berth and be ready for providing any assistance on site.

Master of Tug/Pilot Launches & Other Launches

- Masters of respective crafts will notify their staff to remain on board and on standby until they are relieved by next shift staff or HM/ Pilot releases them from duty.
- Masters/Engineers will keep the engines of their crafts ready to proceed at short notice as per the instructions.
- Extra fenders and mooring ropes will be kept ready on board the Tug for use as required.
- Tugs will be manned as per Marine Department's requirement in that situation and as per the instruction.

Safety Officer

- Shall take orders from DC/HM.
- Investigate the incident and provide necessary guidance.
- Assist the terminal in rescue operation as per the instruction of DC/HM.
- He will mobilize fire tenders/tugs, personnel & firefighting equipments to the scene & extend all necessary support in case of fire, if required.

Civil / Executive Engineer)

- Liaise with the DC/HM, terminal managers and Traffic Manager.
- Carry out urgent civil works as required.

Mechanical Engineer

- Arrange for specialized equipment if required as per the instruction.

Electrical Engineer

- Shall be responsible for Electrical supply to vital equipment and systems if required as per the instruction.
- Coordinate and provide support to the terminal as per the instruction.
- Liaise with DC/HM and assist Terminal Manager.

Traffic Manager

- Traffic Manager shall ensure that the loading/unloading operations at the Port are stopped immediately, hatches closed, ships derricks properly secured and all labourers evacuated from the Port Area. Public Address System shall be installed at the Cargo Jetty Area, which shall be under the charge of Traffic Manager. He shall use it for necessary arrangements relating to evacuation.

Sr. Commandant CISF / Dy. Commandant CISF

- Provide assistance to the terminal and controls & directs traffic in the area.
- Shall supervise evacuation of personnel from the scene at the time of emergency.

Medical Officer

- Organize and keep ready the first aid team with ambulance & necessary medicines to attend to any injured person at the site of the accident as per the instructions.

- Keep sufficient doctors on duty during emergency.
- Coordinate with the local hospitals and arrange for medical assistance from empanelled hospitals as and when required.

21.5 Container Falling Overboard In Water

This plan relates to the Containers falling into water in case of vessel motion due to Stability issue, extreme weather, vessel collision or grounding.

Aim and Objectives

DC/HM or designated incident controller will have control of the incident. He should confer with the Master of the Vessel and Terminal Manager regarding plans to recover container, precautions to be taken to preserve the safety & pollution of the terminal in the interim, and measures should be taken for the prevention navigational hazard and pollution.

Immediate Action

In the event of such an incident occurring, the following actions should be considered:

- The port control should be informed of the incident by the Master of the Vessel and Terminal Manager.
- The port control will inform the DC/HM or designated incident controller of the incident.
- To confirm appropriate response measures are in place or standby and inform all authorities as necessary.

The **DPA** will then carry out the following actions:

- The movement of all other vessels into or out of the port should be stopped and alternative orders issued as necessary.
- Communications should be maintained and events are to be recorded, as appropriate.
- Ascertain details of the incident, including the location of the incident, the vessel's particulars, direction of the wind, and extent of damage to the Jetty or Vessel, prevailing and predicted weather conditions and damage to vehicles, if any.
- DPA vessels on security duty should be directed to proceed to the location of the incident and clear the area.
- Confer with the Terminal Manager regarding plans for need for an alternative berth.
- Advise the District Authority, and determine the need for assistance from any functional services, if necessary.
- Determine whether any form of pollution of the sea has occurred or is likely to occur. The pollution containment equipment should be deployed as necessary. In the event of pollution refer to the DPA-OSCP.
- The vessel's agent should be informed of the incident.

Safety Issues

- The need to evacuate workers should be discussed with the Terminal Manager.
- The need to evacuate crew and passengers should be discussed with the Master of the Vessel.

All authorities to be informed

Post Emergency Actions

- Arrange for a preliminary inquiry into the causes of the incident to be commenced as soon as possible.
- Review the effectiveness.
- Inform the authorities about the termination of the response.

Action Plan

5.1. Scenario ± Containers falling into water in case of vessel motion due to extreme weather, vessel collision or grounding.

5.2. Precautions: Navigational Aid, Designated Pilots, Continuous monitoring and communication with the Signal Station and Pilot. Depending on the level of incidents involving containers falling and their recovery will require a team of tugs and floating cranes apart from measures such as medical assistance to the stricken vessel. Offsite plan in terms of alerting the fishing vessels and normal shipping traffic, Coast guard and Indian navy will have to be activated. Port will remain in touch with vessel and provide assistance within its jurisdiction. Near coastal villages and township authorities need to be alerted. The type of cargo hazardous/ non-hazardous is to be ascertained and communicated by the concerned vessel to the port. Temporary closure of navigation in vicinity of the incident may be required. Radars deployed for monitoring and reporting the floating containers by nearby vessels in port zone. Wreck marking in case of sinking of container will be required.

5.3. Impact Zone: Incident location and vicinity of the coastline involved.

5.4. Resources required: Organizational setup and major material and equipment resources

The Master of the Ship (Alternate: Chief Officer)

- Should raise ships emergency alarm and activate ship board emergency action plan.
- Having raised the alarm, the Master will be responsible for taking all immediate steps to safeguard his ship.
- Vessel in the vicinity and Port should be informed of incident on the ship without delay.
- Shall be responsible for fighting the fire with ships own resources as well as with the available support.
- Coordinate with Signal Station and provide the Port Authority with details of the vessel.
- The Master will follow the instruction of the DC/HM and be in continuous liaison with the Signal Station.

DC/HM or Designated Incident Controller

- Assess the level of disaster and activate the CMP.
- Establish EAC and be stationed to review & assess possible developments to determine the most necessary course of action.

- Give necessary instructions to Signal Station & arrange for external aid as necessary.
- Review the situation and accordingly inform to the Chairman.
- Decide on clearing of ships in close proximity to the incident location.
- Assess the condition of site & take decision on evacuation.
- Coordinate with external agencies/authorities such as Indian Navy and Coastguard at the earliest and extent possible.
- Be in constant touch with District and Local Administration for rescue and relief operation.
- Terminate the response and debrief before allowing normal operation.

Signal Station

- Gather information regarding the incident and accordingly convey the message to DC/HM and Safety Officer.
- Liaise with Master of the Vessel/Pilot.
- Ensure that telephones, one VHF and one walkie-talkie all are operational in the Port control centre. Listening watch to be maintained on VHF.
- Notify to DC/HM and the vessels moving into, through and inside the port. Keep DC/HM informed of all the messages received by telephone, VHF or by messenger.
- Notify the other Authorities and stakeholders as per instructions of DC/HM.

Designated Incident Controller

- During Emergency shall proceed to the scene & communicate & collect all information.
- He will assess and report the situation to the DC/HM.
- He will instruct the Designated Incident controller / Safety Officer to keep the port fire team in a state of readiness.
- Conduct initial Briefing.
- Report the situation to the DC/HM and assist in assessing the incident.
- Extend all necessary help to the terminal.
- Shall prepare vessels to vacate from berth (if required).
- Organize tugs, mooring boats and Pilots for rescue, if required.
- Hire additional crafts, as necessary.
- Maintain log of events.

Duty Pilot

- Be ready on site for taking the ship out of berth and be ready for providing any assistance on site.

Master of Tug/Pilot Launches & Other Launches

- Masters of respective crafts will notify their staff to remain on board and on standby until they are relieved by next shift staff or HM/ Pilot releases them from duty.
- Masters/Engineers will keep the engines of their crafts ready to proceed at short notice as per the instructions.
- Extra fenders and mooring ropes will be kept ready on board the Tug for use as required.
- Tugs will be manned as per Marine Department's requirement in that situation and as per the instruction.

Safety Officer

- Shall take orders from DC/HM.
- Investigate the incident and provide necessary guidance.
- Assist the terminal in rescue operation as per the instruction of DC/HM.
- He will mobilize fire tenders/tugs, personnel & firefighting equipments to the scene & extend all necessary support in case of fire, if required.

Civil / Executive Engineer)

- Liaise with the DC/HM, terminal managers and Traffic Manager.
- Carry out urgent civil works as required.

Mechanical Engineer

- Arrange for specialized equipment if required as per the instruction.

Electrical Engineer

- Shall be responsible for Electrical supply to vital equipment and systems if required as per the instruction.
- Coordinate and provide support to the terminal as per the instruction.
- Liaise with DC/HM and assist Terminal Manager.

Traffic Manager

• Traffic Manager shall ensure that the loading/unloading operations at the Port are stopped immediately, hatches closed, ships derricks properly secured and all labourers evacuated from the Port Area. Public Address System shall be installed at the Cargo Jetty Area, which shall be under the charge of Traffic Manager. He shall use it for necessary arrangements relating to evacuation.

Sr. Commandant CISF / Dy. Commandant CISF

- Provide assistance to the terminal and controls & directs traffic in the area.
- Shall supervise evacuation of personnel from the scene at the time of emergency.

Medical Officer

- Organize and keep ready the first aid team with ambulance & necessary medicines to attend to any injured person at the site of the accident as per the instructions.
- Keep sufficient doctors on duty during emergency.
- Coordinate with the local hospitals and arrange for medical assistance from empanelled hospitals as and when required.

21.6. Grounding/Collision Of Ship

This plan relates to the Ship Grounding/Collision within DPA port limit.

Aim and Objectives of the plan

DC/HM will have control of the incident. should confer with the Master of the vessel regarding plans to refloat the vessel or stop the leakage, precautions to be taken to

preserve the safety of the vessel in the interim, and measures should be taken for the prevention of pollution/fire/explosion.

Immediate Action

In the event of such an incident occurring, the following actions should be considered:

- The Signal station of port control should be informed of the incident by the master of the vessel.
- The Signal station of port control will inform the DC/HM of the incident.
- The Signal station will inform the respective Terminal manager.
- To confirm appropriate pollution control and response measures are in place or standby and inform Coastguard, as necessary.

The DPA will then carry out the following actions:

- The movement of all other vessels into or out of the port should be stopped and alternative orders issued as necessary.
- The tug owner's representative should be promptly advised, and tugs requested to be placed on standby.
- The Fire station should be informed and advised for the required action.
- Communications should be maintained and events are to be recorded, as appropriate.
- Ascertain details of the incident, including the location of the incident, the vessel's particulars, direction of the vessel's head, height of tides, and extent of damage to vessel and port, prevailing and predicted weather conditions and damage to navigational aids.
- DPA vessels on security duty should be directed to proceed to the location of the incident and clear the area of fishing and other traffic.
- Confer with the Master regarding plans for the refloating the vessel and the subsequent need for an alternative berth.
- Advise the District Authority, and determine the need for assistance from any functional services if necessary.
- Determine whether any form of pollution of the sea has occurred or is likely to occur. The pollution containment equipment should be deployed as necessary. In the event of pollution refer to the DPA-OSCP.
- The vessel's agent should be informed of the incident.

Safety Issues

The need to evacuate passengers and/or crew should be discussed with the Ship's Master.

Authorities to be informed

Post Emergency Actions

- Arrange for a preliminary inquiry into the causes of the incident to be commenced as soon as possible.
- Review the effectiveness of action plans.
- Inform the informed Authorities about the termination of the response.

Action Plan

6.1. Scenario: Ship Grounding/Collision within port limit.

6.2. Precautions: Navigational Aid, Designated Pilots, Continuous monitoring and communication with the Port Control Centre and Pilot.

6.3. Impact Zone: Navigational Channel, Inner/Outer Harbour, Anchorage area.

6.4. Resources required: Organizational setup and major material and equipment resources

Master of Vessel (Alternate Officer: Chief Officer)

- Should raise ships emergency alarm and activate ship board emergency action plan including evacuation of the personnel.
- Having raised the alarm, the Master will be responsible for taking all immediate steps to safeguard his ship.
- Vessel in the vicinity, Terminal and Port should be informed of any incident without delay.
- Shut down transfer operation (if at berth).
- Take appropriate damage control measures in case of flooding including leak stoppage and pumping out, vessel list correction etc.
- Estimate the extent of under water damage, sounding of tanks and actions for the refloating of the vessel.
- Shall be responsible for fighting the fire (in case of fire) with vessels own resources as well as with the available support.
- Coordinate with Signal Station and provide the Port Authority with details of the vessel.
- Notify port of the any need/difficulty.
- On arrival of port fire services, coordinate with them.
- Remain alert for un-berthing (if incident at berth) , if required.
- The Master will follow the instruction of the DC/HM and be in continuous liaison with the Signal Station.

Signal Station

- Liaise with Master of the Vessel/Pilot and gather the information about the type of vessels involved in the incident, cargo and location of the incident and convey the message to DC/HM.
- Gather information related to the weather conditions. Monitor the wind directions and accordingly convey the message to DC/HM and Safety Officer.
- Ensure that telephones, one VHF and one walkie-talkie all are operational in the Port control centre. Listening watch to be maintained on VHF.
- If possible, accompany DC/HM/Pilot & Survey & Dredging Officer to inspect the vessel.
- Plot exact location of the incident.
- Notify to DC/HM and the vessels moving into, through and inside the port. Keep DC/HM informed of all the messages received by telephone, VHF sets or by messenger.
- Notify the other Authorities and stakeholders, if any, as per instructions of DC/HM.
-

DC/HM or Designated Incident Controller

- Assess the level of disaster and activate the CMP.
- Establish EAC and be stationed to review & assess possible developments to determine the most necessary course of action.
- Give necessary instructions to Signal Station & arrange for external aid as necessary.
- Review the situation and accordingly inform to the Chairman.
- Decide on clearing of ships in close proximity to the incident location.
- Assess the condition of site & take decision on evacuation.
- Coordinate with external agencies/authorities such as Indian Navy and Coastguard at the earliest and extent possible.
- Be in constant touch with District and Local Administration for rescue and relief operation.
- Terminate the response and debrief before allowing normal operation.

Designated Incident Controller

- During Emergency shall proceed to the scene & communicate & collect all information.
- He will assess and report the situation to the DC/HM.
- He will instruct the Designated Incident controller / Safety Officer to keep the port fire team in a state of readiness.
- Conduct initial Briefing.
- Report the situation to the DC/HM and assist in assessing the incident.
- Extend all necessary help to the terminal.
- Shall prepare vessels to vacate from berth (if required).
- Organize tugs, mooring boats and Pilots for rescue, if required.
- Hire additional crafts, as necessary.
- Maintain log of events.

Duty Pilot

- Be ready on site for taking the ship out of berth and be ready for providing any assistance on site.

Master of Tug/Pilot Launches & Other Launches

- Masters of respective crafts will notify their staff to remain on board and on standby until they are relieved by next shift staff or HM/ Pilot releases them from duty.
- Masters/Engineers will keep the engines of their crafts ready to proceed at short notice as per the instructions.
- Extra fenders and mooring ropes will be kept ready on board the Tug for use as required.
- Tugs will be manned as per Marine Department's requirement in that situation and as per the instruction.

Safety Officer

- Shall take orders from DC/HM.
- Investigate the incident and provide necessary guidance.
- Assist the terminal in rescue operation as per the instruction of DC/HM.

- He will mobilize fire tenders/tugs, personnel & firefighting equipments to the scene & extend all necessary support in case of fire, if required.

Civil / Executive Engineer)

- Liaise with the DC/HM, terminal managers and Traffic Manager.
- Carry out urgent civil works as required.

Mechanical Engineer

- Arrange for specialized equipment if required as per the instruction.

Electrical Engineer

- Shall be responsible for Electrical supply to vital equipment and systems if required as per the instruction.
- Coordinate and provide support to the terminal as per the instruction.
- Liaise with DC/HM and assist Terminal Manager.

Traffic Manager

- Traffic Manager shall ensure that the loading/unloading operations at the Port are stopped immediately, hatches closed, ships derricks properly secured and all labourers evacuated from the Port Area. Public Address System shall be installed at the Cargo Jetty Area, which shall be under the charge of Traffic Manager. He shall use it for necessary arrangements relating to evacuation.

Sr. Commandant CISF / Dy. Commandant CISF

- Provide assistance to the terminal and controls & directs traffic in the area.
- Shall supervise evacuation of personnel from the scene at the time of emergency.

Medical Officer

- Organize and keep ready the first aid team with ambulance & necessary medicines to attend to any injured person at the site of the accident as per the instructions.
- Keep sufficient doctors on duty during emergency.
- Coordinate with the local hospitals and arrange for medical assistance from empanelled hospitals as and when required.

21.7. Blockage Of Navigational Channel

This plan relates to the Blockage of Navigational Channel due to Grounding/Sinking of vessel (Wreckage).

Aim and Objectives of the plan

CIC/SIC will have control of the incident. He should confer with the Master of the vessel regarding plans to refloat the vessel or wreckage, precautions to be taken to preserve the safety of the vessel in the interim, and measures should be taken for the prevention of pollution.

Immediate Action

In the event of such an incident occurring, the following actions should be considered:

- The Signal station of port control should be informed of the incident by the Master of the vessel.
- The Signal station will inform the DC/HM of the incident.
- The Signal station will inform the respective Terminal manager.
- To confirm appropriate pollution control and response measures are in place or standby and inform Coastguard, as necessary.

The DPA will then carry out the following actions:

- The movement of all other vessels into or out of the port should be stopped and alternative orders issued as necessary.
- The tug owner's representative should be promptly advised, and tugs requested to be placed on standby.
- The Fire station should be informed and advised for the required action.
- Communications should be maintained and events are to be recorded, as appropriate.
- Ascertain details of the incident, including the location of the incident, the vessel's particulars, direction of the vessel's head, height of tides, and extent of damage to vessel and port, prevailing and predicted weather conditions and damage to navigational aids.
- DPA vessels on security duty should be directed to proceed to the location of the incident and clear the area of fishing and other traffic.
- Confer with the Master regarding plans for the refloating the vessel and the subsequent need for an alternative berth.
- Advise the District Authority, and determine the need for assistance from any functional services if necessary.
- Determine whether any form of pollution of the sea has occurred or is likely to occur. The pollution containment equipment should be deployed as necessary. In the event of pollution refer to the DPA-OSCP.
- The vessel's agent should be informed of the incident.

Safety Issues

The need to evacuate passengers and/or crew should be discussed with the Ship's Master.

Authorities to be informed

Post Emergency Actions

- Arrange for a preliminary inquiry into the causes of the incident to be commenced as soon as possible.
- Review the effectiveness of action plans.
- Inform the informed Authorities about the termination of the response.

Action Plan

7.1. Scenario: Blockage of Navigational Channel due to Grounding/Sinking of vessel (Wreckage).

Note: It is assumed in this case all actions to rescue safely the vessel in approach channel have not been successful and the vessel has touched bottom inside the approach channel.

7.2. Precautions: Navigational Aid, Designated Pilots, Continuous monitoring and communication with the Signal Station and Pilot.

7.3. Impact Zone: Navigational Channel.

7.4. Resources required: Organizational setup and major material and equipment resources.

Note: Under the Indian Ports Act, 1908, if a ship is wrecked, stranded or sunk within the port limits, the Conservator of the Ports or in the absence of such an office, the Harbour master may give notice to the owner of the vessel to raise, remove or destroy the vessel within such period as may be specified in the notice and to furnish such adequate security to the satisfaction of the Conservator to ensure that the vessel shall be raised, removed or destroyed within the said period . If the owner does not comply and act upon the notice, the Conservator may raise, remove or destroy the property and claim the compensation from the owner. Mostly, the salvage activity will be done by private salvors in agreement with the Port Trust. Within the port limits, the capacity of the party to carry out salvage, the methods used to raise or remove or destroy the vessel is subjected to the expert opinion of the Deputy Conservator of the port. Normally, the court will not interfere with these technical decisions.

Master of Vessel and Craft In Port (Alternate Officer: Chief Officer)

- Should raise ships emergency alarm and activate ship board emergency action plan.
- Vessel in the vicinity, Terminal and Port should be informed of any incident without delay.
- Having raised the alarm, the Master will be responsible for taking all immediate steps to safeguard his ship. As soon as possible he has to establish the extent of grounding and damage to the vessel. He has to ascertain whether the hull has been breached and likely risk of pollution and flooding.
- The Master will provide the Port Authority with details of the incident as quickly as possible and will make regular and frequent reports on the progress of the incident. This is to include position of grounding, damage sustained, pollution or risk of pollution, draft of the vessel prior to grounding and soundings at grounding area, cargo on board and location, and any further information that may be at hand.
- Coordinate with Signal Station and provide the Port Authority with details of the vessel.
- Notify port of the any need/difficulty.
- The Master will follow the instruction of the DC/HM and be in continuous liaison with the Signal Station.

Signal Station

- Liaise with Master of the Vessel/Pilot and gather the information about the type of vessels involved in the incident, cargo and location of the incident and convey the message to DC/HM.

- Gather information related to the weather conditions. Monitor the wind directions and accordingly convey the message to DC/HM.
- Ensure that telephones, one VHF and one walkie-talkie all are operational in the Port control centre. Listening watch to be maintained on VHF.
- If possible, accompany Survey & Dredging Officer to inspect the vessel.
- Plot exact location of the incident.
- Notify to Dc/HM and the vessels moving into, through and inside the port. Keep DC/HM informed of all the messages received by telephone, VHF sets or by messenger.
- Allow vessels directly involved in rescue operations within the vicinity.
- Notify the other Authorities and stakeholders, if any, as per instructions of DC/HM.
- Notify the information to the owner of the vessel as per the instruction of DC/HM/ Master of the Vessel.
- Signal Station should liaise with Police/Health/District Administration for additional assistance.

DC/HM or Designated Incident Controller

- Assess the level of disaster and activate the CMP.
- Establish EAC and be stationed to review & assess possible developments to determine the most necessary course of action.
- Give necessary instructions to Signal Station & arrange for external aid as necessary.
- Review the situation and accordingly inform to the Chairman.
- Decide on clearing of ships in close proximity to the incident location.
- Assess the condition of site a take decision on evacuation.
- Coordinate with external agencies/authorities such as Indian Navy and Coastguard at the earliest and extent possible.
- Be in constant touch with District and Local Administration for rescue and relief operation.
- Terminate the response and debrief before allowing normal operation.
- Launches and rescue craft will be sent to scene of Emergency. If required they will bring necessary personnel and equipment to site.

Oil Pollution: Will be responsible to activate the Port OSCP on receipt and assessment of the information gathered. Instruct response team and Master of Vessel about the precautionary measures and necessary actions to limit the extent of pollution.

Evacuation: Assessment of condition of site of potential affected area and decision taken for evacuation should be taken in consultation with SIC and Master of Vessel.

Salvage and or floating of the vessel will be controlled either by him or person assigned by him. All operations will have to be sanctioned by him before implementation.

Coordinate with external agencies/authorities such as Indian Navy and Coastguard at the earliest and extent possible.

Be in constant touch with District and Local Administration for rescue and relief operation.

Once the CMP is activated and underway, he will ensure, at frequent intervals, through Radio and via the telephone and Media, issue of situation reports and information updates.

Press Liaison: A press office will be set up and regular briefings organized and promulgated. He and representatives from each emergency service will attend as circumstances permit to brief media concerns.

Where necessary, the Public Relation team from Port will be alerted to ensure fullest briefings on all aspects of the emergency.

Terminate the response and debrief before allowing normal operation.

NOTES ON SALVAGE:

- If required inform a reputable Salvage Company;
- Thoughts should be given to adding ballast to secure vessel in bad weather;
- Secure topside openings;
- Topside survey;
- Underwater survey with a diver noting all damage on plan of vessel;
- Information on the seabed using diver and soundings;
- Based on survey, draft, stability, condition of vessel openings, cargo, fuel, water etc,;
- Other removable weights;
- Refloating plan must be agreed taking into consideration, draft, stability, a clear passage off (may have to dredge a channel); safety of personnel, fire, pollution (may have to remove bunkers and cargo);
- Availability of tugs, bunkering vessels, divers, salvage companies;
- To be in control of salvage, Salvor in command, all plans approved by DC/HM.

Designated Incident Controller

- During Emergency, proceed to the affected location & communicate & collect all necessary information s from the Master of the ship.
- Discuss with the Master or owner for refloating or salvaging of the vessel.

Endeavour to obtain from owners/agents a General Arrangement Plan of the vessel and, if appropriate the Cargo Plan.

- Gather information from Signal Station regarding position and time. Obtain information regarding stability and hull stress of the vessel.
- He will report the situation to the DC/HM.
- Initiate Port CMP and OSCP.
- Commence search and rescue operation immediately.
- He will instruct Survey & Dredging Officer to keep tugs ready.
- Alert other vessels within the vicinity and the movement of other vessels into, through and near the location should be stopped. Ascertain oil pollution- leak source, if any.
- Assistance may be sought from other suitable and available vessels.
- Inform Salvage association and instruct Survey & Dredging Officer to coordinate.
- In the case of a capsized vessel, make arrangements to hold the vessel in position if drifting would place her in grave danger and, on completion of rescue operations, secure the vessel in position or remove and secure her at some other safe location,

whichever is safest and possible, until such time as salvage operations can be undertaken.

- When clear to do so, arrange for the capsized or sunken vessel to be marked with appropriate buoy(s) and lights, to warn other vessels of her position.
- Discuss with the Master, owner or agent plans for righting, refloating or salvaging the vessel. Action in this regard is particularly important where the vessel is obstructing fairways, channels or approaches to berths.
- Ascertain oil pollution- leak source, if any.
- Inform the approved private parties for safe disposal and providing reception facilities for Oil/Sludge.
- Ensure that the operations are brought back to normal after the termination of the emergency procedure.
- Responsible for organizing tugs for search and rescue.
- Arrange for the marking arrangements with appropriate buoy(s) and lights.
- Assist Salvage association.
- Coordinate with the party involved in disposal of the Oil/sludge in a safe manner.
- Liaise with the OSRO team and coordinate with the team in combating the disaster by taking necessary actions as per the OSCP.
- Hire additional crafts as necessary.

Duty Pilot

- Shall be ready for taking the instructions from DC/HM and evacuate/move/shift the vessel from the area.
- He will maintain Log of events.

Master of Tug/Pilot Launches & Other Launches

- Masters of respective crafts will notify their staff to remain on board and on standby until they are relieved by next shift staff or HM/ Pilot releases them from duty.
- Masters/Engineers will keep the engines of their crafts ready to proceed at short notice as per the instructions.
- Extra fenders and mooring ropes will be kept ready on board the Tug for use as required.
- Tugs will be manned as per Marine Department s requirement in that situation and as per the instruction.

Safety Officer

- Shall take orders from DC/HM.
- Make arrangements for oil pollution combat personnel and equipment.
- Instruct the oil pollution response team to maintain a state of readiness and standby.
- Liaise with the OSRO team and coordinate with the team in combating the disaster by taking necessary actions as per the OSCP.
- Extend all necessary support to the Master of the vessel for search and rescue operation.
- Coordinate with the party involved in disposal of the Oil/sludge in a safe manner.
- Supervise and direct personnel to follow the instructions given.

Civil / Executive Engineer)

- Liaise with the DC/HM, terminal managers and Traffic Manager.
- Carry out urgent civil works as required.
- Instruct the contractors to carry out urgent civil works as required.
- Hire the barges for collecting the spilled oil and coordinate with the parties involved in the safe disposal of the oil/sludge.
- Coordinate with Survey & Dredging Officer.

Mechanical Engineer

- Arrange for specialized equipment if required as per the instruction.

Electrical Engineer

- Shall be responsible for Electrical supply to vital equipment and systems if required as per the instruction.
- Coordinate and provide support to the terminal as per the instruction.
- Liaise with DC/HM and assist Terminal Manager.

Traffic Manager

- Traffic Manager shall ensure that the loading/unloading operations at the Port are stopped immediately, hatches closed, ships derricks properly secured and all labourers evacuated from the Port Area. Public Address System shall be installed at the Cargo Jetty Area, which shall be under the charge of Traffic Manager. He shall use it for necessary arrangements relating to evacuation.

Sr. Commandant CISF / Dy. Commandant CISF

- Provide assistance to the terminal and controls & directs traffic in the area.
- Shall supervise evacuation of personnel from the scene at the time of emergency.

Medical Officer

- Organize and keep ready the first aid team with ambulance & necessary medicines to attend to any injured person at the site of the accident as per the instructions.
- Keep sufficient doctors on duty during emergency.
- Coordinate with the local hospitals and arrange for medical assistance from empanelled hospitals as and when required.

21.8. Emergency/Disaster / Fire within Port Facility, Port Administration Building Signal

This plan relates to the Emergency/Disaster/Fire within the port facility inside the port in Port Administration building/ Signal Station.

Aim and Objectives of the plan

DC/HM / Fire Safety officer will have control of the incident. should confer with the duty personnel for precautions to be taken to preserve the safety of the personnel, environment and property.

Immediate Action

The DPA will then carry out the following actions:

- Communications should be maintained and events are to be recorded, as appropriate.
- Ascertain details of the incident, including the location of the incident, direction of the wind, and predicted weather conditions and damage, if any.
- The Fire station should be informed and advised for the required action.
- Authorities to be informed

Post Emergency Actions

- Arrange for a preliminary inquiry into the causes of the incident to be commenced as soon as possible.
- Review the effectiveness
- Inform the Authorities about the termination of the response.

Action Plan

8.1. Scenario: Emergency/Disaster/Fire within the port facility inside the port in Port Administration building/ Signal Station.

8.2. Precautions: Contingency plan, Smoke and Fire Detection system, Firefighting system, trained personnel to combat fire, No Smoking zone, and Protected/covered Electrical installations. Good housekeeping and First aid measures.

8.3. Impact Zone: Port facility / Administration building/ Signal Station.

8.4. Resources required: Organizational setup and major material and equipment resources as.

The Observer/ Building-Fire team/ Action Group member

- Shout emergency and / or Fire Fire Fire and should raise alarm.
- Signal Station should be informed of any incident without delay.
- If fire is in the Signal Station, inform Safety Officer and DC/HM.

If trained, try to deal with emergency situation and / or extinguish the fire and try to evacuate people.

Signal Station

- Shall monitor the communication on VHF/any other communication medium & convey and relay messages on the advice from DC/HM.
- Gather information about the weather (wind) and notify DC/HM.
- Ensure that telephones, one VHF and one walkie-talkie all are operational in the Port control centre. Listening watch to be maintained on VHF.
- Maintain Log of events.

DC/HM or Designated Incident Controller

- Assess the level of disaster and activate the CMP.

- Establish EAC and be stationed to review & assess possible developments to determine the most necessary course of action.
- Give necessary instructions to Signal Station & arrange for external aid as necessary.
- Review the situation and accordingly inform to the Chairman.
- Assess the condition of site & take decision on evacuation.
- Coordinate with external agencies/authorities
- Be in constant touch with District and Local Administration for rescue and relief operation.
- Terminate the response and debrief before allowing normal operation.

Designated Incident Controller

- During Emergency shall proceed to the scene & communicate & collect all information.
- He will assess and report the situation to the DC/HM.
- He will instruct the Designated Incident controller / Safety Officer to keep the port fire team in a state of readiness.
- Conduct initial Briefing.
- Report the situation to the DC/HM and assist in assessing the incident.
- Extend all necessary help to the terminal.
- Maintain log of events.

Fire Fighting Personnel

- Raise Alarm (siren)
- Collect the information about the exact location of the fire and people trapped in the building. Ensure safe evacuation of the people in the affected area to a safe location.
- He will lead the team and mobilize fire tenders, personnel & firefighting equipments to the scene & extinguish the fire.
- If the fire is out of control, convey the message to DC/HM and seek assistance from Mutual aid partners or other organizations.
- Open the water curtain valve to protect shore installations from heat radiation.
- Control clean-up work during and after the emergency as quick as possible.
- If the fire is under control and extinguished, give all clear signal.
- Mobilize firefighting tugs (if required), personnel & firefighting equipments to the scene & extend all necessary support in case of fire, if required.
- Assist in evacuation of the personnel as directed by Safety Officer.
- Inform HSE-Manager/Safety Officer for arrangement of any additional equipment as required.

Duty Pilot

- Shall be ready for providing any assistance on site.

Safety Officer

- Shall take orders from DC/HM.
- Investigate the incident and provide necessary guidance.
- Assist the terminal in rescue operation as per the instruction of DC/HM.

- Lead the firefighting team and mobilize fire tenders/tugs, personnel & firefighting equipments to the scene & extend all necessary support in case of fire, if required.
- Liaise with the State Police and Fire Brigade.

Engineer/Master of Tug/Pilot Launches And Other Launches

- Shall be ready for providing any assistance on site.

Civil / Executive Engineer)

- Liaise with the DC/HM, terminal managers and Traffic Manager.
- Carry out urgent civil works as required.

Mechanical Engineer

- Arrange for specialized equipment if required as per the instruction.

Electrical Engineer

- Shall be responsible for Electrical supply to vital equipment and systems if required as per the instruction.
- Coordinate and provide support to the terminal as per the instruction.
- Liaise with DC/HM and assist Terminal Manager.

Traffic Manager

- Traffic Manager shall ensure that the loading/unloading operations at the Port are stopped immediately, hatches closed, ships derricks properly secured and all labourers evacuated from the Port Area. Public Address System shall be installed at the Cargo Jetty Area, which shall be under the charge of Traffic Manager. He shall use it for necessary arrangements relating to evacuation.

Sr. Commandant CISF / Dy. Commandant CISF

- Provide assistance to the terminal and controls & directs traffic in the area.
- Shall supervise evacuation of personnel from the scene at the time of emergency.

Medical Officer

- Organize and keep ready the first aid team with ambulance & necessary medicines to attend to any injured person at the site of the accident as per the instructions.
- Keep sufficient doctors on duty during emergency.
- Coordinate with the local hospitals and arrange for medical assistance from empanelled hospitals as and when required.

21.9. War And Terrorism

This plan relates to the War and Terrorism.

Aim and Objectives of the plan

When war like situation is developed or during the declaration of war the priority is to be given to all important/critical areas to remain vigilant to prevent sabotage, to remain ready to combat emergency and to keep normal operation going.

Prior Emergency Situation (after warnings/inputs)

- Set up Crisis Management Centre and manned continuously.
- Chairman to declare plan/guideline to be followed which could be based on CISF Contingency Plan/Government of India/Statutory bodies/Indian Navy/Air Force/State Government etc. instructions.
- Chairman to ensure utmost vigilance in identified area to ensure the adequate resources in terms of security personnel, experts in handling equipment, trained manpower, and flood lights, earth moving equipment, mobile cranes, and rescue crafts are available to guard all gates, roads etc. In case of any unidentified/unauthorized person is found, he must be handed over to police.
- Chairman to ensure that evacuation plan is prepared and backup systems such as power generator, communication equipment, and safety systems are working. CMG should also ensure that all required manpower such as electricians / technicians / laborer are available at all time.
- All terminals should be informed.
- No movement of the vessels in the port vicinity will be allowed.

During Emergency

- Chairman to adopt relevant CMP to combat the emergency.
- In case of an enemy attack inform relevant authorities & internal security to defend installations till the external support arrives.
- When additional security (army/BSF) arrives, situation is to be handled jointly.
- Chairman to ensure sufficient supply of food and water.
- All vessels inside the port and at the anchorage will observe blackout as per the instructions.
- Authorities to be informed

Post Emergency Actions

- Undertake restorative measure and repairs.
- Arrange for a preliminary inquiry into the causes of the incident to be commenced as soon as possible.
- Review the effectiveness.
- Inform the informed Authorities about the termination of the response.

Action Plan

9.1. Scenario: War and Terrorism

9.2. Precautions: Trained Security Personnel, CCTV, and Continuous Vigilance including radioactive detectors and intelligence from designated local and national agencies.

9.3. Impact Zone: Entire port.

9.4. Resources required: Intelligence inputs from agencies and organizational setup and major material and equipment resources.

DC/HM or Designated Incident Controller

- Assess the level of disaster and activate the CMP.
- Establish EAC and be stationed to review & assess possible developments to determine the most necessary course of action.
- Give necessary instructions to Signal Station & arrange for external aid as necessary.
- Review the situation and accordingly inform to the Chairman.
- Be in constant touch with CISF and District and Local Administration for rescue and relief operation.
- Assess the condition of site & take decision on evacuation.
- Coordinate with external agencies/authorities
- Terminate the response and debrief before allowing normal operation.

Sr. Commandant CISF / Dy. Commandant CISF

- Provide assistance to the terminal and controls & directs traffic in the area.
- Shall supervise evacuation of personnel from the scene at the time of emergency.
- Review & assess possible developments to determine the most necessary course of action.
- Act as per the CISF Contingency plan.
- Review the situation and accordingly.
- Be in constant touch District and Local Administration for rescue and relief operation.
- Terminate the response and debrief before allowing normal operation.

Designated Incident Controller

- During Emergency shall proceed to the scene & communicate & collect all information.
- He will assess and report the situation to the DC/HM.
- He will extend all necessary help to CISF as and when required.
- He will ensure that there is blackout at the port and the vessels at the anchorage area as per the guidance and instruction.
- Report the situation to the DC/HM and assist in assessing the incident.
- Maintain log of events.

Safety Officer

- Ensure all employees (port and contract) within port shifted to safe locations.
- He will keep the firefighting installation in a state of readiness and be in continuous liaison with DC/HM.
- Controls & directs traffic in the area.
- Shall supervise evacuation of personnel from the scene at the time of emergency.

Master of Vessel (Alternate Officer: Chief Officer)

- He will coordinate and will be responsible for shutting down all cargo operation on board.
- Be ready to take the vessel out of the port as per the instructions .

Duty Pilot

- Shall be ready on site for taking the ship out of berth and be ready for providing any assistance on site.

Engineer/Master of Tug/Pilot Launches And Other Launches

- Shall be ready for providing any assistance on site.

Civil / Executive Engineer)

- Liaise with the DC/HM, terminal managers and Traffic Manager.
- Carry out urgent civil works as required.

Mechanical Engineer

- Arrange for specialized equipment if required as per the instruction.

Electrical Engineer

- Shall be responsible for Electrical supply to vital equipment and systems if required as per the instruction.
- Coordinate and provide support to the terminal as per the instruction.
- Liaise with DC/HM and assist Terminal Manager.

Traffic Manager

- Traffic Manager shall ensure that the loading/unloading operations at the Port are stopped immediately, hatches closed, ships derricks properly secured and all labourers evacuated from the Port Area. Public Address System shall be installed at the Cargo Jetty Area, which shall be under the charge of Traffic Manager. He shall use it for necessary arrangements relating to evacuation.
- Shall be responsible of shutting down of cargo operation & coordinating and rendering necessary assistance
- Arrange to protect cargo in vicinity from damage.
- Submits consolidated list of dangerous goods in port Vessels in port.
- Coordinates with ship in-charge/C & F agents/stevedores.

Medical Officer

- Organize and keep ready the first aid team with ambulance & necessary medicines to attend to any injured person at the site of the accident as per the instructions.
- Keep sufficient doctors on duty during emergency.
- Coordinate with the local hospitals and arrange for medical assistance from empanelled hospitals as and when required.

General Functions of All Departments

- Follow the instruction.
- All the equipment shall be properly secured and kept at safe locations.
- Safety of workmen on duty shall be given priority during action and all efforts shall be made to evacuate departmental held up workmen.
- Doors and windows of permanent buildings must be properly shut.
- Important documents/files/records must be stored properly

21.10. Bomb Threat

This plan relates to the Bomb Threat.

Prior Emergency Situation (after warnings/inputs)

- Set up Crisis Management Centre and manned continuously.
- Chairman to declare plan/guideline to be followed which could be based on CISF Contingency Plan/Government of India/Statutory bodies/Indian Navy/Air Force/State Government etc. instructions.
- Chairman to ensure utmost vigilance in identified area to ensure the adequate resources in terms of security personnel, experts in handling equipment, trained manpower, and flood lights, earth moving equipment, mobile cranes, and rescue crafts are available to guard all gates, roads etc. In case of any unidentified/unauthorized person is found, he must be handed over to police.
- Chairman to ensure that evacuation plan is prepared and backup systems such as power generator, communication equipment, and safety systems are working. Chairman should also ensure that all required manpower such as electricians/ technicians/ laborer is available at all time.
- All terminals should be informed.
- No movement of the vessels in the port vicinity will be allowed.

During Emergency

- Chairman to adopt relevant CMP to combat the emergency.
- When additional security (army/BSF) arrives, situation is to be handled jointly.
- Chairman to ensure sufficient supply of food and water.
- All vessels inside the port and at the anchorage will observe blackout as per the instruction of Chairman.
- Authorities to be informed

Post Emergency Actions

- Undertake restorative measure and repairs.
- Arrange for a preliminary inquiry into the causes of the incident to be commenced as soon as possible.
- Review the effectiveness.
- Inform the authorities about the termination of the response.

Action Plan

10.1. Scenario: Bomb Threat

10.2. Precautions: Trained Security Personnel, CCTV, and Continuous Vigilance including radioactive detectors.

10.3. Impact Zone: Entire port.

10.4. Resources required: Organizational setup and major material and equipment resources.

DC/HM or Designated Incident Controller

- Assess the level of disaster and activate the CMP.
- Establish EAC and be stationed to review & assess possible developments to determine the most necessary course of action.
- Give necessary instructions to Signal Station & arrange for external aid as necessary.
- Review the situation and accordingly inform to the Chairman.
- Be in constant touch with CISF and District and Local Administration for rescue and relief operation.
- Assess the condition of site & take decision on evacuation.
- Coordinate with external agencies/authorities
- Terminate the response and debrief before allowing normal operation.

Sr. Commandant CISF / Dy. Commandant CISF

- Provide assistance to the terminal and controls & directs traffic in the area.
- Shall supervise evacuation of personnel from the scene at the time of emergency.
- Review & assess possible developments to determine the most necessary course of action.
- Act as per the CISF Contingency plan.
- Review the situation and accordingly.
- Be in constant touch District and Local Administration for rescue and relief operation.
- Terminate the response and debrief before allowing normal operation.

Designated Incident Controller

- During Emergency shall proceed to the scene & communicate & collect all information.
- He will assess and report the situation to the DC/HM.
- He will extend all necessary help to CISF as and when required.
- He will ensure that there is blackout at the port and the vessels at the anchorage area as per the guidance and instruction.
- Report the situation to the DC/HM and assist in assessing the incident.
- Maintain log of events.

Safety Officer

- Ensure all employees (port and contract) within port shifted to safe locations.
- He will keep the firefighting installation in a state of readiness and be in continuous liaison with DC/HM.
- Controls & directs traffic in the area.
- Shall supervise evacuation of personnel from the scene at the time of emergency.

Master of Vessel (Alternate Officer: Chief Officer)

- He will coordinate and will be responsible for shutting down all cargo operation on board.
- Be ready to take the vessel out of the port as per the instructions .

Duty Pilot

- Shall be ready on site for taking the ship out of berth and be ready for providing any assistance on site.

Engineer/Master of Tug/Pilot Launches And Other Launches

- Shall be ready for providing any assistance on site.

Civil / Executive Engineer)

- Liaise with the DC/HM, terminal managers and Traffic Manager.
- Carry out urgent civil works as required.

Mechanical Engineer

- Arrange for specialized equipment if required as per the instruction.

Electrical Engineer

- Shall be responsible for Electrical supply to vital equipment and systems if required as per the instruction.
- Coordinate and provide support to the terminal as per the instruction.
- Liaise with DC/HM and assist Terminal Manager.

Traffic Manager

- Traffic Manager shall ensure that the loading/unloading operations at the Port are stopped immediately, hatches closed, ships derricks properly secured and all labourers evacuated from the Port Area. Public Address System shall be installed at the Cargo Jetty Area, which shall be under the charge of Traffic Manager. He shall use it for necessary arrangements relating to evacuation.
- Shall be responsible of shutting down of cargo operation & coordinating and rendering necessary assistance
- Arrange to protect cargo in vicinity from damage.
- Submits consolidated list of dangerous goods in port Vessels in port.
- Coordinates with ship in-charge/C & F agents/stevedores.

Medical Officer

- Organize and keep ready the first aid team with ambulance & necessary medicines to attend to any injured person at the site of the accident as per the instructions.
- Keep sufficient doctors on duty during emergency.
- Coordinate with the local hospitals and arrange for medical assistance from empanelled hospitals as and when required.

General Functions of All Departments

- Follow the instruction.
- All the equipment shall be properly secured and kept at safe locations.
- Safety of workmen on duty shall be given priority during action and all efforts shall be made to evacuate departmental held up workmen.
- Doors and windows of permanent buildings must be properly shut.
- Important documents/files/records must be stored properly

21.11. Natural Disasters

As soon as the message on anticipated cyclone/flood/natural calamity is received from the State Government Authority/Indian Meteorological Department/Cyclone Warning Centre/Indian Navy, etc. by any official of the Port Trust, the same shall immediately be informed to the Deputy Conservator (Nodal Officer), who in turn shall get such message confirmed from the above sources and apprise the Chairman and Dy. Chairman accordingly. On approval of Chairman, the Action Plan as stipulated hereunder shall be put into operation for which the Deputy Conservator shall inform all the officers-in-charge of the Control Rooms as well as the Heads of Departments, including Chief Operation Manager, OOT, and Vadinar about the decision of the Chairman.

Cyclone

This plan relates to the Natural Disaster-Cyclone within DPA Port waters and land including where its occurrence has potential to interrupt the Port operations.

Aim and Objectives of the plan

DC/HM will have the control. He should confer with the Master of the vessel regarding plans, precautions to be taken to preserve the safety of the vessel and the Port in the interim, and measures should be taken for the prevention of pollution.

Immediate Action

Before the event

- Communication with the IMD and other agencies should be maintained,
- Continuous weather monitoring should be done,
- Should continuously keep track of the conditions on social media, TV channels etc.

Precautions before the event

DPA will then carry out the following actions:

- The movement of all other vessels into or out of the port should be stopped and alternative orders issued as necessary.
- The tug owner's representative should be promptly advised, and tugs requested to be placed on standby and secured.
- The Fire station should be informed and advised for the required action.
- Communications should be maintained and events are to be recorded, as appropriate.
- Ascertain that there are no unsafe conditions due to loosely secured equipment
- All operations at the port should be stopped.
- Confer with the Master regarding plans for the taking the vessel to the anchorage area.
- Advise the District Authority, and determine the need for assistance from any functional services, if necessary.
- Inform all contractors to remove all their equipment from jetty area and safely park at shore.
- Stop loading/unloading of ship and measure the ship cargo quantities along with client's surveyor and communicate Marine department/Shipping agencies to take the ship to anchorage area.

In the event of an incident occurring due to Cyclone, the following actions should be considered:

- The Signal station should be informed of the incident by the Master of the vessel.
- The Signal station will inform the DC/HM of the incident.
- The Signal station will inform all concerned.
- To confirm appropriate pollution control and response measures are in place or standby and inform Coastguard, if necessary.

Ascertain details of the incident (if any), including the location of the incident, the vessel's particulars, direction of the vessel's head, height of tides, and extent of damage to vessel and port, prevailing and predicted weather conditions and damage to navigational aids. Determine whether any form of pollution of the sea has occurred or is likely to occur. The pollution containment equipment should be deployed as necessary and if possible. In the event of pollution refer to the DPA-OSCP.

- The vessel's agent should be informed of the incident.
- Response team will work as per the instructions of the DC/HM.
- Authorities to be informed

Post Emergency Actions

- Undertake restorative measure and repairs.
- Arrange for a preliminary inquiry into the causes of the incident to be commenced as soon as possible.
- Review the effectiveness.
- Inform the authorities about the termination of the response.

Action Plan

11.1. Scenario: Natural Disaster - Cyclone

11.2. Precautions: Continuous weather monitoring, Early warning system.

11.3. Impact Zone: Entire port.

11.4. Resources required: Organizational setup and major material and equipment resources.

DC/HM or Designated Incident Controller

- Activate the CMP.
- Establish EAC and be stationed to review & assess possible developments to determine the most necessary course of action.
- Give necessary instructions to Signal Station & arrange for external aid as necessary.
- Review the situation and accordingly inform to the Chairman.
- Consult with Chairman and decide on clearing of ships as soon as the cyclone is confirmed to pass in close proximity to the Port.
- Plan movements of vessels such that the vessels are cleared in shortest possible time.

Coordinate with external agencies/authorities such as Indian Navy and Coastguard at the earliest and extent possible.

Be in constant touch with District and Local Administration for rescue and relief operation. Terminate the response and debrief before allowing normal operation.

Designated Incident Controller

- Proceed to the scene & communicate & collect all information.
- Take over the charge of Signal Station and ensure the action plan is promulgated as per the instructions of DC/HM.
- Inform and ask Masters to keep their ships ready to proceed to the sea at short notice as per the instructions.
- Ensure port hoists appropriate storm signal as per the situation.
- He will report the situation to the DC/HM & the Chairman.
- Keep rescue team ready with rubber boats, Life jackets etc.
- Ensure that the hazardous cargoes are shifted out of the port or secured/stored in a safe manner.
- Ensure that the operations are brought back to normal after the termination of the emergency procedure.
- Ensure that the tugs are on standby.
- Organize tugs and work boats and/or ensure that tugs and work boats are secured.
- Hire additional crafts as necessary.

Signal Station

- Gather information related to the vessel type and position in the port limit. Gather information related to the weather conditions by liaising with competent agencies for issuing warnings.
- Monitor the weather map either through Internet or Television and record approximate position of the weather and information about its movement as given in the news.
- Liaise with Master of the Vessel/Pilot.
- Ensure that telephones, one VHF and one walkie-talkie all are operational in the Port control centre. Listening watch to be maintained on VHF.
- Notify to DC/HM and the vessels moving into, through and inside the port. Keep DC/HM informed of all the messages received by telephone, VHF or by messenger.
- Notify the other Authorities and stakeholders as per instructions.
- Notify the information to all concerned as per the instruction of DC/HM. Pass the information to various Port departments and other port related organizations such as operators through telephones and VHF.
- Inform the Survey & Dredging team /Pilot of the any buoys or crafts or any port installations is seen adrift.
- Hoist signals or raise alarms, as per the warnings received by the competent agencies for issuing warnings.
- Signal Station should liaise with Police/Health/District Administration for additional assistance.

Duty Pilot

- Shall be ready on site for taking the ship out of berth or will not bring the ship to berth as per the instruction given by DC/HM.
- He will inform the Masters of all vessels at the berths to double the moorings and to keep engine ready to proceed out to sea if situation warrants.
- Decision regarding moving ships to the anchorage will be taken depending on the strength of the wind likely to be encountered and number of vessels in the Port.
- He will maintain a close liaison and co-ordination with the Operations Incharge.

Master Of Tug/Pilot Launches And Other Launches

- Masters of respective crafts will notify their staff to remain on board and on standby until they are relieved by next shift staff or Pilot releases them from duty.
- Masters will secure their respective crafts at safe places as directed with additional moorings.
- Masters/Engineers will keep the engines of their crafts ready to proceed at short notice as per the instructions.
- Extra fenders and mooring ropes will be kept ready on board the Tug for use as required.
- If any craft is seen adrift or any other port installation is seen in danger, the Master of the crafts will immediately inform the signal station. Continuous listening watch will be maintained on VHF.
- Engine room entrance doors, sky lights etc. of all the floating crafts to be kept shut.
- Engineers in Charge of all tugs on receiving the cyclone warning must ensure that tugs are in readiness for operation.
- Tugs will be manned as per Marine Department s requirement in that situation and as per the instruction.

Master of Vessel and Craft In Port.

- Should raise ships emergency alarm and activate ship board emergency action plan.
- Having raised the alarm, the Master will be responsible for taking all immediate steps to safeguard his ship.
- Coordinate with Signal Station and provide the Port Authority with details of the vessel.
Stops cargo operation & informs terminal loading manager and ship owner of the vessel. Notify port of the any need/difficulty.
- On arrival of port fire services & response team coordinate with them.
Remain alert for un-berthing, if required.
- The Master will follow the instruction and be in continuous liaise with the C Signal Station.

Safety Officer

- Ensure workers within perimeter of safety dangerous / chemical tank farms shifted to safer perimeters. All other workers to move out of port area.
- He will keep fire tenders and pumps on standby. Mobilize fire tenders, personnel & fire-fighting equipment to the scene & extend all necessary support, if required.
- Assist in shifting of hazardous cargo out of the port or to a safe place.
- During cyclonic season sufficient stock of stores like AC sheets, J.Hooks, screw hinges, gunny bags, tarpaulins, ropes and wires for Port Crafts, diesel oil, kerosene

- oil, hurricane lantern, kerosene lamps, torch lights with batteries and bulbs, electrical items etc. to be kept.
- Liaise with State Fire brigade for any assistance.

Civil Engineer

- Liaise with the terminal managers and DC/HM.
- Arrange for equipment and local contractors -manpower required for cutting and removing debris in case of emergency or for securing equipment and shifting them.
- The Contractors, if any, already engaged in some site works shall be intimated about the warning issued and directed to take necessary precautionary measures to prevent loss of life and damage to machineries/equipment and Port assets.
- Keep enough number of cement bags ready. Form a task force to attend to any emergency.
- Diesel engines for raw water and clean water, all pump house equipment and all generator sets meant for water supply shall be secured, tried out and kept ready.
- As soon as the contingency plan is made operational all the water tanks should be filled up and standby arrangement for supply of water to be made.

Mechanical Engineer

- Ensure water supply to the hydrants. Arrange for pumps and submersible pumps.
- All types of cranes, forklifts, heavy earth moving equipment to be secured in a safe manner.
- Arrange for specialized equipment if required as per the instruction.

Electrical Engineer

- Shall be responsible for making arrangements for electrical supply to vital equipment and systems at the berth.
- All Sub Stations, Power Control rooms will be manned round the clock.
All the electrical equipment to be properly secured.

Traffic Manager

- Traffic Manager shall ensure that the loading/unloading operations at the Port are stopped immediately, hatches closed, ships derricks properly secured and all labourers evacuated from the Port Area. Public Address System shall be installed at the Cargo Jetty Area, which shall be under the charge of Traffic Manager. He shall use it for necessary arrangements relating to evacuation.
- Shall be responsible of shutting down of cargo operation & coordinating and rendering necessary assistance
- Arrange to protect cargo in vicinity from damage.
- Submits consolidated list of dangerous goods in port Vessels in port.
- Coordinates with ship in-charge/C & F agents/stevedores.
- Submit consolidated list of dangerous goods in port-tank farms in port area.
- Coordinates with the tank truck contractors. Liaise with cargo handling agents to arrange for pay loaders to remove debris and fallen trees.
- Controls traffic in the area.
- The Manager will make announcement in the adjoining habitats area indicating the precautionary measures to be taken.

- Shall mobilize and dispatch sufficient number of vehicles to the site of emergency or as required.
- Ensure that all the materials and equipment which are likely to get damaged are secured and covered with tarpaulin.

Sr. Commandant CISF

- Controls & directs traffic in the area.
- Shall supervise evacuation of personnel from the scene at the time of emergency.
- Ensure that all barges / small vessels are directed to go to the sheltered area.
- The fishing trawlers and fishing crafts to be sent to safer place.
- Till normality is restored, arrangement will be made for thorough checks on all out-going vehicles to guard against pilferage.
- Round the clock patrolling duty shall be introduced along the electric lines to guard against the removal of copper wires which are likely to be grounded during cyclone.
- A special task force to be set up by the CISF for the rescue operation.

Medical Officer

- Shall be responsible to organize and keep first aid team ready with ambulance & necessary medicines to attend to any injured person at the site of the accident.
- Keep sufficient doctors on duty during emergency.
- Arrange for medical assistance from empanelled hospitals as and when required.

General Functions Of All Departments

- All the equipment shall be properly secured and kept at safe locations. Safety of workmen on duty shall be given priority during action and all efforts shall be made to evacuate departmental held up workmen.
- Operator s cabin doors of all the equipment and vehicles shall be kept shut.
- Doors and windows of permanent buildings must be properly shut.
- Important documents/files/records must be stored well above the floor.
- Power supply to be switched off before leaving the building.

Immediately on the occurrence of a Crisis, the local Internal Action Plan under the Disaster Management Act, 2005 would be put into effect by the local/District and the state authorities. If the situation has wider ramifications and warrants response at the State/National level, the Chairman/ Deputy Chairman will contact the Nodal Ministry of the State / Central Government and seek the required help. The concerned authorities would activate its control room, call for a meeting of the Crisis Management Group and put into operation its contingency Plan.

Dy. Conservator/Harbour Master/Pilots should be available at Kandla during emergency. All the Pilots of the Port should reach Kandla immediately in case of emergency. Any Pilot not traceable in emergency shall be liable for disciplinary action.

whenever the Cyclone is located in close proximity to the danger line plotted between 65-degree E Longitude 18.2 degree N Longitude and 73 degree E Longitude 18.2 degree N Longitude, the following should be ensured.

- i. Under such a situation, the ships shall be removed during the first/next available tide. It will be the duty of Harbour Master and Dy. Conservator to ensure that the ships are removed during the first/next available tide as soon as the storm

approaches in the close proximity to the danger line as defined above without seeking any further instructions from higher authorities. This action shall be taken automatically and suo-motto without any confusion and for this purpose Traffic Manager shall stop all loading and unloading operations immediately upon instructions from Dy. Conservator so as to enable him to remove the vessels in time. The removal shall be done with the help of all the available pilots plus all contract/empanelled pilots together at one go in the shortest possible time so as to ensure that all the vessels cross the bar before the tide restriction sets in.

ii. Dy. Conservator shall ensure that all ships are moved out of the Harbour at the earliest. All pilots shall immediately report at Kandla and stay there till the Action Plan is in operation. Dy. Conservator/Harbour Master shall immediately plan removal of vessels to the OTB as soon as the Action Plan is put into operation irrespective of the signal number, which must be hoisted. If it is impossible to remove them, then all other steps should be taken to ensure safety of the vessels at the Port, as also it would not cause any damage to the Port.

iii. M E Gr. II shall enlist the Engine side staff of the Floating crafts to be kept stand by for shifting of crafts to safer places. He will be the in charge of manning these crafts as per the requirement.

For shipping tugs, Marine Engineer / Engineer In charge (Tugs) / will be the in charge for manning the engine side staff for operation of the shipping tugs as per the requirement. Assistant Engineer (DT) and, Assistant Engineer (FC) shall co-ordinate with Marine Engineer / Engineer In charge (Tugs).

iv. After the Cyclone warning Signal No. 5 or above is hoisted at the Port Traffic Manager shall ensure that the loading/unloading operations at the Port are stopped immediately, hatches closed, ships' derricks properly secured and all labourers evacuated from the port area. Public address system shall be installed at the cargo jetty area, which shall be under the charge of TM. He shall use it for necessary arrangements relating to the evacuation. Senior Commandant, CISF shall ensure that Public Address System is fitted on jeeps provided to CISF.

Traffic Manager should ensure that responsible persons make announcements in a proper way so as not to create any misunderstanding / panic.

Immediate Stopping of Operations At The Port

All the Pilots of the Port should reach Kandla immediately in case of emergency. Any Pilot not traceable in emergency shall be liable for disciplinary action.

Dy. Conservator/Harbour Master/Pilots should be available at Kandla during emergency. (i) Removal of vessels whenever the Cyclone is located in close proximity to the danger line plotted between 65 degree E Longitude 18.2 degree N Longitude and 73 degree E Longitude 18.2 degree N Longitude.

v. Under such a situation, the ships shall be removed during the first/next available tide. It will be the duty of Harbour Master and Dy. Conservator to ensure that the ships are removed during the first/next available tide as soon as the storm approaches in the close proximity to the danger line as defined above without seeking any further instructions from higher authorities. This action shall be taken automatically and suo-motto without any confusion and for this purpose Traffic Manager shall stop all loading and unloading operations immediately upon instructions from Dy. Conservator so as to enable him to remove the vessels in time.

The removal shall be done with the help of all the available pilots plus all contract/empanelled pilots together at one go in the shortest possible time so as to ensure that all the vessels cross the bar before the tide restriction sets in.

vi. Dy. Conservator shall ensure that all ships are moved out of the Harbour at the earliest. All pilots shall immediately report at Kandla and stay there till the Action Plan is in operation. Dy. Conservator/Harbour Master shall immediately plan removal of vessels to the OTB as soon as the Action Plan is put into operation irrespective of the signal number, which must be hoisted. If it is impossible to remove them, then all other steps should be taken to ensure safety of the vessels at the Port, as also it would not cause any damage to the Port.

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For shipping tugs, Marine Engineer / Engineer In charge (Tugs) / will be in charge for manning the engine side staff for operation of the shipping tugs as per the requirement. Assistant Engineer (DT) and, Assistant Engineer (FC) shall co-ordinate with Marine Engineer / Engineer In charge (Tugs).

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Traffic Manager should ensure that responsible persons make announcements in a proper way so as not to create any misunderstanding / panic.

Evacuation Of People From Kandla Area Action Plan

On Hoisting of No. 5 Signal or above in Kandla Port, immediately action shall have to be initiated for evacuation of people in the following areas by the persons responsible as mentioned hereunder: -

The evacuation of the inhabitants of the following areas at Kandla is to be done as these areas are sensitive and prone to natural calamities like cyclone, high-tide and other Crisis like Gas Leak, etc..

Traffic Manager/Deputy Traffic Manager shall arrange to inform all the Stevedores / Agents and other Stakeholders to remove their workers from the operational areas at Kandla.

On Hoisting of No. 5 Signal or above in Kandla Port, immediately action shall have to be initiated for evacuation of people in the following areas by the persons responsible as mentioned hereunder:-

The evacuation of the inhabitants of the following areas at Kandla is to be done as these areas are sensitive and prone to natural calamities like cyclone, high-tide and other Crisis like Gas Leak, etc..

SE (Land) and Asstt. Executive Engineer should ring up major salt leaseholders and advising them to evacuate their labourers and report the action to the Chairman within two hours. Safety Officer & Librarian shall inform the Public/Private Sector Tank Farms in Kandla about the situation and advise them to shift their people out of their respective areas to safe places.

Traffic Manager/Deputy Traffic Manager shall arrange to inform all the Stevedores / Agents and other Stakeholders to remove their workers from the operational areas at Kandla.

Core Team: -

Asstt. Commandant-CISF, OSD (Estate), **Ex. Engineer (Harbour)**, Executive Magistrate of State Govt. of Gujarat i.e. the Mamlatdar, Gandhidham and Police Inspector, Kandla shall jointly ensure evacuation of people from Kandla areas. The persons entrusted with the evacuation programme as indicated herebelow will have to report the progress in evacuation to the Dy. Secretary (E) who shall apprise all developments in this regard to Chairman and Deputy Chairman over telephone time to time.

In Kandla Area, there is Residential Habitation in the following areas:

I) Places Of Habitation: -

(I) Saltpan Units: -

Considerable numbers of Salt Workers are engaged in the following Salt Manufacturing Units.

- (a) Kutch Salt Works.
- (b) New Kandla Salt Works.
- (c) Vijay Salt Works.
- (d) Friends Salt Works.
- (e) United Salt Works on KPT Land.
- (f) United Salt Works on State Government Land.
- (g) Small Salt Works of State Government, Near Nakti Creek.

The approximate number of Salt Workers that are being engaged/residing in these Salt Works will be around 2575.

(ii) Sirva Labour Camp: -

Plots in Shirva Labour Camps (Near Mosque) have been allotted by Deendayal Port Trust on Leave & License Basis, wherein there are 350 hutments. (approx,)

(iii) Sirva Railway Hutments: -

The Shirva Railway Hutments (alongside J.N. Road/ 2 mile road) is a cluster of Hutments erected on the Railway Land, located near Mobile Towers, Gurudwara and opposite Bapat Bazar: **2500 hutments (approx)**, which includes 600 hutments erected on DPT land.

Deendayal Port Trust has allotted land to Two Housing Societies known as Kandla Port Workers Co-operative Society and Dr. Jayant Khatri Co-operative Housing Society in Kandla area. Also, there is 1 society namely Dafda Society/Harijan Co-op Housing Society.

(v) New Kandla Port Colony, P&T, Customs Colonies:

The DPT employees, CISF Personnel, Customs employees etc are residing in these areas.

(vi) Thermal Hutments: -

These is a cluster of 180 hutments (approx..) unauthorized Hutments to the Northern side of Whaiyya creek and 35 hutments (approx..), on southern side of GETCO Power House Electric Sub-station/M/s INEOS ABS (1) Ltd., and this land belongs to PGVCL.

(vii) Banna Fishermen Hutments: -

This is an unauthorized Fisherman Colony situated on the Bank of Kandla Creek towards Southern side of (ex-lessee)-NDDDB/Mother's Dairy, Old Kandla, wherein 190 hutments (approx.) are erected.

(viii) STP, Fishermen hutments

There are about 200 hutments located near Sewage Treatment Plant, near link road at Kandla, behind New Custom House and near Barge Handling Plots.

(ix) Iffco Hutments: -

There is a cluster of 120 (approx.) unauthorized hutments near IFFCO Plant, opp. M/s. Vopak.

(ix) Mitha Port Hutments

There are 60 hutments erected on DPT land and about 470 hutments are located on State Government Land, near M/s. Ahir Salt & Allied Products Pvt. Ltd., KK Road, Old Kandla.

II) Population Of Kandla :-

The population of Kandla Area is basically a mixture of people from various places and they can generally divided in the following three groups;

- (a) People belonging to nearby villages like (i) Tuna (ii) Kharirohar (iii) Mithirohar (iv) Chirai and (v) Gandhidham City.
- (b) People belonging to other States like (i) Andhra Pradesh (ii) Rajasthan (iii) Uttar Pradesh, (iv) Bihar and Orissa.
- (c) People working in Government establishments residing in the colonies of their organizations.

Most of the people residing in Shirva Labour Camp, Shirva Railway Hutments and Thermal Hutments etc are engaged as Private Labours in the Port and Port related ancillary activities and petty business.

III) Shifting Of People To Safer Places: -

- (a) **People Of Nearby Villages:** -People belonging to nearby villages like (i) Tuna (ii) Kharirohar (iii) Mithirohar (iv) Chirai and (v) Gandhidham City will have to be sent back to their respective village by providing them Trucks and/or ST Bus facilities.
- (b) **People Of Other States:** -People belonging to other States like (i) Andhra Pradesh (ii) Rajasthan (iii) Uttar Pradesh (iv) Bihar and Orissa may not have any relatives or other accommodations facilities in the nearby places like Gandhidham, Adipur. Hence, they will have to be provided Temporary Shelter in the following places at New Kandla.

- (i) Staff Club, New Kandla. (ii) Officers Club, New Kandla.
- (iii) Community Hall, New Kandla.
- (iv) Schools and other places at Gandhidham as may be declared as Temporary Shelters in Emergency by Mamlatdar, Gandhidham.

The evacuation of people from different areas at Kandla shall be looked after by the officers named below :-

(a) Banna Fishermen Colony

ACTION BY: Junior Engineer (Civil) and CISF

(b) Saltpans (Including Major And Minor)

ACTION BY: Labour Officer and CISF.

(c) Sirva Colony & Sirva Railway Hutmetns

Action By: SE (Land), Estate Inspector and CISF

(d) New Kandla, DPA Colonies, Customs And Thermal Colony:

ACTION BY: Executive Engineer (C) / (Inspector-Vigilance) with CISF

(e) Iffco Hutments And Thermal Hutments:

Action By: Junior Engineer (Pipeline) and CISF

(f) Cargo Jetty And Oil Jetty Areas:

Action By: Traffic Manager: Private Workers/Shore workers
Administrative / Officer / CHD Workers

HOD: The employees of their respective deptt.

The Traffic Manager/Commandant CISF shall ensure that the Cargo/Oil Jetties are completely evacuated and there is no fresh entry into the operational areas.

V) Public Announcement: -

The Public Announcement for faster evacuation is to be made by (a) CISF on behalf of Kandla Port Trust and (b) Police Inspector, Kandla Police Station.

VI) Temporary Shelters : -

The Temporary Evacuation Centres (TEC) will be set up in the Gandhidham area in places like Schools /Community centres etc. as may be decided in consultation with the State Govt. Officials.

Executive Engineer (TD) will have to ensure the following;

Opening, clearing and providing water facility in the Temporary Shelters at (a) Staff Clubs, (b) Officers Club, (c) Community Hall and (d) School Buildings. The toilet blocks attached to these buildings are to be kept in usable condition.

Executive Engineer (Electrical) shall ensure providing of lights and continuous electric supply in the Temporary Shelters as mentioned above.

Labour Officer and the Head Masters of BVM School shall have to ensure opening of the Schools and shifting of school furniture as may be required.

The requirement of amenities / medical aid etc. in the Temporary Evacuation Centres will be taken care of by the Executive Engineer(TD)/, Senior Engineer(PL), and Sr. Medical Officer.

VII) Transport Facility: -

The Traffic Manager shall provide sufficient number of Trucks and Dumpers as may be requested by O.S.D.(Estate) for evacuation purpose.

The hired buses of KPT shall be deployed for evacuation. In case of additional requirement, the Dy. Secretary will co-ordinate with Mamlatdar, Gandhidham for obtaining sufficient number of ST Buses for evacuation purpose.

Secretary shall co-ordinate the above activities.

Ensuring The Functioning Of Telephones

The name and telephone No. of the Officer Telephone Department to be contacted in case of any problem:

1. General Manager, Bhuj
2. District Engineer, Bhuj
3. SDO (P), Gandhidham

Dy. Secretary (Personnel) shall ensure that the telephone of all the Head of Departments and other responsible officers of different Departments are functioning properly by ringing personally. In case any of the telephones does not function or give satisfactory service, he shall take up the matter with the higher authorities immediately.

VEHICLE POOL

As soon as this Action Plan comes into force, the vehicle pool stands formed; the vehicle pool shall be controlled by Senior Engineer (Pipeline) and Senior Labour Officer. There will be vehicles in the Pool

Contact With The Railway & Gsrtc Secretary, Sr. Dy. Secretary & P O I/C should ensure for the smooth movement of workers/employees for which he may get in touch with the following officers of Western Railway/GSRTC and apprise them about the situation so that the movement of Staff is not suffered.

Transport	Contact Person

	Area Manager
	Control Room
Western Railway	Enquiry
GSRTC, Anjar	Depot Manager
GSRTC, Bhuj	Depot Manager
GSRTC, G'dham	Depot Manager

Monitoring Through Internet

As soon as the cyclone warning Signal No. 5 or above is hoisted, the HM and Pilot should monitor it through internet and give two hourly print out to Dy. Conservator, Secretary, Chief Engineer, FA & CAO, Dy. Chairman and Chairman. Dy. Director (EDP) along with Junior Engineer (PMC) and Exe. Engineer (Design) will monitor the website in the A. O. Building, Gandhidham. Website for monitoring - www.imd.gov.in

Plotting Of Information On Map

The HM, Pilot and Signal Suptdt. shall be deputed in the Control Room immediately on starting of the control room with relevant charts.

The above persons shall immediately reach the Control Room and stay there till the emergency is called off. They shall plot the movement of cyclone on hourly basis and bring the position to the notice of Traffic Manager, Chief Mechanical Engineer, Dy. Conservator and Dy. Chairman/Chairman.

After scrutinizing the movement of Cyclone on the Charts, Dy. Conservator shall, in consultation with Chairman / Dy. Chairman, if required, take a decision for evacuation of ships immediately as soon as the Cyclone is in close proximity to the danger line as defined above.

All pilots should remain stand by as soon as the warning of Cyclone No. 5 level and above is received. All pilots shall be stationed at Kandla and shall not leave the port without prior permission.

Dy. Conservator shall station himself at Control Room at Kandla and remain continuously in touch with the pilots. The pilots should be in a position to mobilize themselves for evacuation of vessels and securing all Port crafts at shortest possible time.

21.12. Earthquake

This plan relates to the Natural Disaster-Earthquake within DPA Port land where its occurrence has potential to interrupt the Port operations.

Aim and Objectives of the plan

DC/HM will have the control. He should confer with the Master of the vessel regarding plans, precautions to be taken to preserve the safety of the vessel and the Port in the interim, and measures should be taken for the prevention of pollution.

Immediate Action

Before the event

- Communication with the IMD/INCOIS and other agencies should be maintained,
- Continuous weather monitoring should be done,
- Should continuously keep track of the conditions on social media, TV channels etc.

Precautions before the event

DPA will then carry out the following actions:

- The movement of all other vessels into or out of the port should be stopped and alternative orders issued as necessary.
- The tug owner's representative should be promptly advised, and tugs requested to be placed on standby and secured.
- The Fire station should be informed and advised for the required action.
- Communications should be maintained and events are to be recorded, as appropriate.
- Ascertain that there are no unsafe conditions due to loosely secured equipment
- All operations at the port should be stopped.
- Confer with the Master regarding plans for the taking the vessel to the anchorage area.
- Advise the District Authority, and determine the need for assistance from any functional services, if necessary.
- Inform all contractors to remove all their equipment from jetty area and safely park at shore.
- Stop loading/unloading of ship and measure the ship cargo quantities along with client's surveyor and communicate Marine department/Shipping agencies to take the ship to anchorage area.

In the event of an incident occurring due to Earth Quake, the following actions should be considered:

- The Signal station should be informed of the incident by the Master of the vessel.
- The Signal station will inform the DC/HM of the incident.
- The Signal station will inform all concerned.
- To confirm appropriate pollution control and response measures are in place or standby and inform Coastguard, if necessary.

Ascertain details of the incident (if any), including the location of the incident, the vessel's particulars, direction of the vessel's head, height of tides, and extent of damage to vessel and port, prevailing and predicted weather conditions and damage to navigational aids. Determine whether any form of pollution of the sea has occurred or is likely to occur. The pollution containment equipment should be deployed as necessary and if possible. In the event of pollution refer to the DPA-OSCP.

- The vessel's agent should be informed of the incident.
- Response team will work as per the instructions of the DC/HM.
- Authorities to be informed

Post Emergency Actions

- Undertake restorative measure and repairs.

- Arrange for a preliminary inquiry into the causes of the incident to be commenced as soon as possible.
- Review the effectiveness.
- Inform the authorities about the termination of the response.

Action Plan

12.1. Scenario: Natural Disaster - Earth Quake

12.2. Precautions: Continuous weather monitoring, Early warning system.

12.3. Impact Zone: Entire port.

12.4. Resources required: Organizational setup and major material and equipment resources.

DC/HM or Designated Incident Controller

- Activate the CMP.
- Establish EAC and be stationed to review & assess possible developments to determine the most necessary course of action.
- Give necessary instructions to Signal Station & arrange for external aid as necessary.
- Review the situation and accordingly inform to the Chairman.
- Consult with Chairman and decide on clearing of ships as soon as the cyclone is confirmed to pass in close proximity to the Port.
- Plan movements of vessels such that the vessels are cleared in shortest possible time.

Coordinate with external agencies/authorities such as Indian Navy and Coastguard at the earliest and extent possible.

Be in constant touch with District and Local Administration for rescue and relief operation. Terminate the response and debrief before allowing normal operation.

Designated Incident Controller

- Proceed to the scene & communicate & collect all information.
- Take over the charge of Signal Station and ensure the action plan is promulgated as per the instructions of DC/HM.
- Inform and ask Masters to keep their ships ready to proceed to the sea at short notice as per the instructions.
- Ensure port hoists appropriate storm signal as per the situation.
- He will report the situation to the DC/HM & the Chairman.
- Keep rescue team ready with rubber boats, Life jackets etc.
- Ensure that the hazardous cargoes are shifted out of the port or secured/stored in a safe manner.
- Ensure that the operations are brought back to normal after the termination of the emergency procedure.

- Ensure that the tugs are on standby.
- Organize tugs and work boats and/or ensure that tugs and work boats are secured.
- Hire additional crafts as necessary.

Signal Station

- Gather information related to the vessel type and position in the port limit. Gather information related to the weather conditions by liaising with competent agencies for issuing warnings.
 - Monitor through Internet or Television and record information as given in the news.
 - Liaise with Master of the Vessel/Pilot.
 - Ensure that telephones, one VHF and one walkie-talkie all are operational in the Port control centre. Listening watch to be maintained on VHF.
 - Notify to DC/HM and the vessels moving into, through and inside the port. Keep DC/HM informed of all the messages received by telephone, VHF or by messenger.
 - Notify the other Authorities and stakeholders as per instructions.
 - Notify the information to all concerned as per the instruction of DC/HM. Pass the information to various Port departments and other port related organizations such as operators through telephones and VHF.
- Inform the Survey & Dredging team /Pilot of the any buoys or crafts or any port installations is seen adrift.
- Hoist signals or raise alarms, as per the warnings received by the competent agencies for issuing warnings.
- Signal Station should liaise with Police/Health/District Administration for additional assistance.

Duty Pilot

- Shall be ready on site for taking the ship out of berth or will not bring the ship to berth as per the instruction given by DC/HM.
- He will inform the Masters of all vessels at the berths to double the moorings and to keep engine ready to proceed out to sea if situation warrants.
- Decision regarding moving ships to the anchorage will be taken depending on the strength of the wind likely to be encountered and number of vessels in the Port.
- He will maintain a close liaison and co-ordination with the Operations Incharge.

Master Of Tug/Pilot Launches And Other Launches

- Masters of respective crafts will notify their staff to remain on board and on standby until they are relieved by next shift staff or Pilot releases them from duty.
- Masters will secure their respective crafts at safe places as directed with additional moorings.
- Masters/Engineers will keep the engines of their crafts ready to proceed at short notice as per the instructions.
- Extra fenders and mooring ropes will be kept ready on board the Tug for use as required.
- If any craft is seen adrift or any other port installation is seen in danger, the Master of the crafts will immediately inform the signal station. Continuous listening watch will be maintained on VHF.
- Engine room entrance doors, sky lights etc. of all the floating crafts to be kept shut.

- Engineers in Charge of all tugs on receiving the cyclone warning must ensure that tugs are in readiness for operation.
- Tugs will be manned as per Marine Department's requirement in that situation and as per the instruction.

Master of Vessel and Craft In Port.

- Should raise ship's emergency alarm and activate ship board emergency action plan.
- Having raised the alarm, the Master will be responsible for taking all immediate steps to safeguard his ship.
- Coordinate with Signal Station and provide the Port Authority with details of the vessel.
Stops cargo operation & informs terminal loading manager and ship owner of the vessel. Notify port of the any need/difficulty.
- On arrival of port fire services & response team coordinate with them.
Remain alert for un-berthing, if required.
- The Master will follow the instruction and be in continuous liaison with the C Signal Station.

Safety Officer

- Ensure workers within perimeter of safety dangerous / chemical tank farms shifted to safer perimeters. All other workers to move out of port area.
- He will keep fire tenders and pumps on standby. Mobilize fire tenders, personnel & fire-fighting equipment to the scene & extend all necessary support, if required.
- Assist in shifting of hazardous cargo out of the port or to a safe place.
- Sufficient stock of stores like AC sheets, J.Hooks, screw hinges, gunny bags, tarpaulins, ropes and wires for Port Crafts, diesel oil, kerosene oil, hurricane lantern, kerosene lamps, torch lights with batteries and bulbs, electrical items etc. to be kept.
- Liaise with State Fire brigade for any assistance.

Civil Engineer

- Liaise with the terminal managers and DC/HM.
- Arrange for equipment and local contractors -manpower required for cutting and removing debris in case of emergency or for securing equipment and shifting them.
- The Contractors, if any, already engaged in some site works shall be intimated about the warning issued and directed to take necessary precautionary measures to prevent loss of life and damage to machineries/equipment and Port assets.
- Keep enough number of cement bags ready. Form a task force to attend to any emergency.
- Diesel engines for raw water and clean water, all pump house equipment and all generator sets meant for water supply shall be secured, tried out and kept ready.
- As soon as the contingency plan is made operational all the water tanks should be filled up and standby arrangement for supply of water to be made.

Mechanical Engineer

- Ensure water supply to the hydrants. Arrange for pumps and submersible pumps.

- All types of cranes, forklifts, heavy earth moving equipment to be secured in a safe manner.
- Arrange for specialized equipment if required as per the instruction.

Electrical Engineer

- Shall be responsible for making arrangements for electrical supply to vital equipment and systems at the berth.
- All Sub Stations, Power Control rooms will be manned round the clock.
All the electrical equipment to be properly secured.

Traffic Manager

- Traffic Manager shall ensure that the loading/unloading operations at the Port are stopped immediately, hatches closed, ships derricks properly secured and all labourers evacuated from the Port Area. Public Address System shall be installed at the Cargo Jetty Area, which shall be under the charge of Traffic Manager. He shall use it for necessary arrangements relating to evacuation.
- Shall be responsible of shutting down of cargo operation & coordinating and rendering necessary assistance
- Arrange to protect cargo in vicinity from damage.
- Submits consolidated list of dangerous goods in port Vessels in port.
- Coordinates with ship in-charge/C & F agents/stevedores.
- Submit consolidated list of dangerous goods in port-tank farms in port area.
- Coordinates with the tank truck contractors. Liaise with cargo handling agents to arrange for pay loaders to remove debris and fallen trees.
- Controls traffic in the area.
- The Manager will make announcement in the adjoining habitats area indicating the precautionary measures to be taken.
- Shall mobilize and dispatch sufficient number of vehicles to the site of emergency or as required.
- Ensure that all the materials and equipment which are likely to get damaged are secured and covered with tarpaulin.

Sr. Commandant CISF

- Controls & directs traffic in the area.
- Shall supervise evacuation of personnel from the scene at the time of emergency.
- Ensure that all barges / small vessels are directed to go to the sheltered area.
- The fishing trawlers and fishing crafts to be sent to safer place.
- Till normality is restored, arrangement will be made for thorough checks on all out-going vehicles to guard against pilferage.
- Round the clock patrolling duty shall be introduced along the electric lines to guard against the removal of copper wires which are likely to be grounded during cyclone.
- A special task force to be set up by the CISF for the rescue operation.

Medical Officer

- Shall be responsible to organize and keep first aid team ready with ambulance & necessary medicines to attend to any injured person at the site of the accident.

- Keep sufficient doctors on duty during emergency.
- Arrange for medical assistance from empanelled hospitals as and when required.

General Functions Of All Departments

- All the equipment shall be properly secured and kept at safe locations. Safety of workmen on duty shall be given priority during action and all efforts shall be made to evacuate departmental held up workmen.
- Operator s cabin doors of all the equipment and vehicles shall be kept shut.
- Doors and windows of permanent buildings must be properly shut.
- Important documents/files/records must be stored well above the floor.
- Power supply to be switched off before leaving the building.

21.13. Flood

This plan relates to the Natural Disaster-Flood within DPA Port land where its occurrence has potential to interrupt the Port operations.

Aim and Objectives of the plan

DC/HM will have the control. He should confer with the Master of the vessel regarding plans, precautions to be taken to preserve the safety of the vessel and the Port in the interim, and measures should be taken for the prevention of pollution.

Immediate Action

Before the event

- Communication with the IMD/INCOIS and other agencies should be maintained,
- Continuous weather monitoring should be done,
- Should continuously keep track of the conditions on social media, TV channels etc.

Precautions before the event

DPA will then carry out the following actions:

- The movement of all other vessels into or out of the port should be stopped and alternative orders issued as necessary.
- The tug owner's representative should be promptly advised, and tugs requested to be placed on standby and secured.
- The Fire station should be informed and advised for the required action.
- Communications should be maintained and events are to be recorded, as appropriate.
- Ascertain that there are no unsafe conditions due to loosely secured equipment
- All operations at the port should be stopped.
- Confer with the Master regarding plans for the taking the vessel to the anchorage area.
- Advise the District Authority, and determine the need for assistance from any functional services, if necessary.
- Inform all contractors to remove all their equipment from jetty area and safely park at shore.
- Stop loading/unloading of ship and measure the ship cargo quantities along with client s surveyor and communicate Marine department/Shipping agencies to take the ship to anchorage area.

In the event of an incident occurring due to Earth Quake, the following actions should be considered:

- The Signal station should be informed of the incident by the Master of the vessel.
- The Signal station will inform the DC/HM of the incident.
- The Signal station will inform all concerned.
- To confirm appropriate pollution control and response measures are in place or standby and inform Coastguard, if necessary.

Ascertain details of the incident (if any), including the location of the incident, the vessel's particulars, direction of the vessel's head, height of tides, and extent of damage to vessel and port, prevailing and predicted weather conditions and damage to navigational aids. Determine whether any form of pollution of the sea has occurred or is likely to occur. The pollution containment equipment should be deployed as necessary and if possible. In the event of pollution refer to the DPA-OSCP.

- The vessel's agent should be informed of the incident.
- Response team will work as per the instructions of the DC/HM.
- Authorities to be informed

Post Emergency Actions

- Undertake restorative measure and repairs.
- Arrange for a preliminary inquiry into the causes of the incident to be commenced as soon as possible.
- Review the effectiveness.
- Inform the authorities about the termination of the response.

Action Plan

13.1. Scenario: Natural Disaster - Flood

13.2. Precautions: Continuous weather monitoring, Early warning system.

13.3. Impact Zone: Entire port.

13.4. Resources required: Organizational setup and major material and equipment resources.

DC/HM or Designated Incident Controller

- Activate the CMP.
- Establish EAC and be stationed to review & assess possible developments to determine the most necessary course of action.
- Give necessary instructions to Signal Station & arrange for external aid as necessary.
- Review the situation and accordingly inform to the Chairman.
- Consult with Chairman and decide on clearing of ships as soon as the cyclone is confirmed to pass in close proximity to the Port.

- Plan movements of vessels such that the vessels are cleared in shortest possible time.

Coordinate with external agencies/authorities such as Indian Navy and Coastguard at the earliest and extent possible.

Be in constant touch with District and Local Administration for rescue and relief operation. Terminate the response and debrief before allowing normal operation.

Designated Incident Controller

- Proceed to the scene & communicate & collect all information.
- Take over the charge of Signal Station and ensure the action plan is promulgated as per the instructions of DC/HM.
- Inform and ask Masters to keep their ships ready to proceed to the sea at short notice as per the instructions.
- Ensure port hoists appropriate storm signal as per the situation.
- He will report the situation to the DC/HM & the Chairman.
- Keep rescue team ready with rubber boats, Life jackets etc.
- Ensure that the hazardous cargoes are shifted out of the port or secured/stored in a safe manner.
- Ensure that the operations are brought back to normal after the termination of the emergency procedure.
- Ensure that the tugs are on standby.
- Organize tugs and work boats and/or ensure that tugs and work boats are secured.
- Hire additional crafts as necessary.

Signal Station

- Gather information related to the vessel type and position in the port limit. Gather information related to the weather conditions by liaising with competent agencies for issuing warnings.
- Monitor through Internet or Television and record information as given in the news.
- Liaise with Master of the Vessel/Pilot.
- Ensure that telephones, one VHF and one walkie-talkie all are operational in the Port control centre. Listening watch to be maintained on VHF.
- Notify to DC/HM and the vessels moving into, through and inside the port. Keep DC/HM informed of all the messages received by telephone, VHF or by messenger.
- Notify the other Authorities and stakeholders as per instructions.
- Notify the information to all concerned as per the instruction of DC/HM. Pass the information to various Port departments and other port related organizations such as operators through telephones and VHF.
- Inform the Survey & Dredging team /Pilot of the any buoys or crafts or any port installations is seen adrift.
- Hoist signals or raise alarms, as per the warnings received by the competent agencies for issuing warnings.
- Signal Station should liaise with Police/Health/District Administration for additional assistance.

Duty Pilot

- Shall be ready on site for taking the ship out of berth or will not bring the ship to berth as per the instruction given by DC/HM.
- He will inform the Masters of all vessels at the berths to double the moorings and to keep engine ready to proceed out to sea if situation warrants.
- Decision regarding moving ships to the anchorage will be taken depending on the strength of the wind likely to be encountered and number of vessels in the Port.
- He will maintain a close liaison and co-ordination with the Operations Incharge.

Master Of Tug/Pilot Launches And Other Launches

- Masters of respective crafts will notify their staff to remain on board and on standby until they are relieved by next shift staff or Pilot releases them from duty.
- Masters will secure their respective crafts at safe places as directed with additional moorings.
- Masters/Engineers will keep the engines of their crafts ready to proceed at short notice as per the instructions.
- Extra fenders and mooring ropes will be kept ready on board the Tug for use as required.
- If any craft is seen adrift or any other port installation is seen in danger, the Master of the crafts will immediately inform the signal station. Continuous listening watch will be maintained on VHF.
- Engine room entrance doors, sky lights etc. of all the floating crafts to be kept shut.
- Engineers in Charge of all tugs on receiving the cyclone warning must ensure that tugs are in readiness for operation.
- Tugs will be manned as per Marine Department's requirement in that situation and as per the instruction.

Master of Vessel and Craft In Port.

- Should raise ship's emergency alarm and activate ship board emergency action plan.
- Having raised the alarm, the Master will be responsible for taking all immediate steps to safeguard his ship.
- Coordinate with Signal Station and provide the Port Authority with details of the vessel.
Stops cargo operation & informs terminal loading manager and ship owner of the vessel. Notify port of the any need/difficulty.
- On arrival of port fire services & response team coordinate with them.
Remain alert for un-berthing, if required.
- The Master will follow the instruction and be in continuous liaison with the C Signal Station.

Safety Officer

- Ensure workers within perimeter of safety dangerous / chemical tank farms shifted to safer perimeters. All other workers to move out of port area.
- He will keep fire tenders and pumps on standby. Mobilize fire tenders, personnel & fire-fighting equipment to the scene & extend all necessary support, if required.
- Assist in shifting of hazardous cargo out of the port or to a safe place.
- Sufficient stock of stores like AC sheets, J.Hooks, screw hinges, gunny bags, tarpaulins, ropes and wires for Port Crafts, diesel oil, kerosene oil, hurricane

lantern, kerosene lamps, torch lights with batteries and bulbs, electrical items etc. to be kept.

- Liaise with State Fire brigade for any assistance.

Civil Engineer

- Liaise with the terminal managers and DC/HM.
- Arrange for equipment and local contractors -manpower required for cutting and removing debris in case of emergency or for securing equipment and shifting them.
- The Contractors, if any, already engaged in some site works shall be intimated about the warning issued and directed to take necessary precautionary measures to prevent loss of life and damage to machineries/equipment and Port assets.
- Keep enough number of cement bags ready. Form a task force to attend to any emergency.
- Diesel engines for raw water and clean water, all pump house equipment and all generator sets meant for water supply shall be secured, tried out and kept ready.
- As soon as the contingency plan is made operational all the water tanks should be filled up and standby arrangement for supply of water to be made.

Mechanical Engineer

- Ensure water supply to the hydrants. Arrange for pumps and submersible pumps.
- All types of cranes, forklifts, heavy earth moving equipment to be secured in a safe manner.
- Arrange for specialized equipment if required as per the instruction.

Electrical Engineer

- Shall be responsible for making arrangements for electrical supply to vital equipment and systems at the berth.
- All Sub Stations, Power Control rooms will be manned round the clock.
All the electrical equipment to be properly secured.

Traffic Manager

- Traffic Manager shall ensure that the loading/unloading operations at the Port are stopped immediately, hatches closed, ships derricks properly secured and all labourers evacuated from the Port Area. Public Address System shall be installed at the Cargo Jetty Area, which shall be under the charge of Traffic Manager. He shall use it for necessary arrangements relating to evacuation.
- Shall be responsible of shutting down of cargo operation & coordinating and rendering necessary assistance
- Arrange to protect cargo in vicinity from damage.
- Submits consolidated list of dangerous goods in port Vessels in port.
- Coordinates with ship in-charge/C & F agents/stevedores.
- Submit consolidated list of dangerous goods in port-tank farms in port area.
- Coordinates with the tank truck contractors. Liaise with cargo handling agents to arrange for pay loaders to remove debris and fallen trees.
- Controls traffic in the area.
- The Manager will make announcement in the adjoining habitats area indicating the precautionary measures to be taken.

- Shall mobilize and dispatch sufficient number of vehicles to the site of emergency or as required.
- Ensure that all the materials and equipment which are likely to get damaged are secured and covered with tarpaulin.

Sr. Commandant CISF

- Controls & directs traffic in the area.
- Shall supervise evacuation of personnel from the scene at the time of emergency.
- Ensure that all barges / small vessels are directed to go to the sheltered area.
- The fishing trawlers and fishing crafts to be sent to safer place.
- Till normality is restored, arrangement will be made for thorough checks on all outgoing vehicles to guard against pilferage.
- Round the clock patrolling duty shall be introduced along the electric lines to guard against the removal of copper wires which are likely to be grounded during cyclone.
- A special task force to be set up by the CISF for the rescue operation.

Medical Officer

- Shall be responsible to organize and keep first aid team ready with ambulance & necessary medicines to attend to any injured person at the site of the accident.
- Keep sufficient doctors on duty during emergency.
- Arrange for medical assistance from empanelled hospitals as and when required.

General Functions Of All Departments

- All the equipment shall be properly secured and kept at safe locations. Safety of workmen on duty shall be given priority during action and all efforts shall be made to evacuate departmental held up workmen.
- Operator s cabin doors of all the equipment and vehicles shall be kept shut.
- Doors and windows of permanent buildings must be properly shut.
- Important documents/files/records must be stored well above the floor.
- Power supply to be switched off before leaving the building.

21.14. Tsunami

This plan relates to the Natural Disaster-Tsunami within DPA Port waters and land including where its occurrence has potential to interrupt the Port operations.

Aim and Objectives of the plan

DC/HM will have the control. He should confer with the Master of the vessel regarding plans, precautions to be taken to preserve the safety of the vessel and the Port in the interim, and measures should be taken for the prevention of pollution.

Immediate Action

Before the event

- Communication with the IMD/INCOIS and other agencies should be maintained,
- Continuous weather monitoring should be done,
- Should continuously keep track of the conditions on social media, TV channels etc.

Precautions before the event

DPA will then carry out the following actions:

- The movement of all other vessels into or out of the port should be stopped and alternative orders issued as necessary.
- The tug owner's representative should be promptly advised, and tugs requested to be placed on standby and secured.
- The Fire station should be informed and advised for the required action.
- Communications should be maintained and events are to be recorded, as appropriate.
- Ascertain that there are no unsafe conditions due to loosely secured equipment
- All operations at the port should be stopped.
- Confer with the Master regarding plans for the taking the vessel to the anchorage area.
- Advise the District Authority, and determine the need for assistance from any functional services, if necessary.
- Inform all contractors to remove all their equipment from jetty area and safely park at shore.
- Stop loading/unloading of ship and measure the ship cargo quantities along with client's surveyor and communicate Marine department/Shipping agencies to take the ship to anchorage area.

In the event of an incident occurring due to Earth Quake, the following actions should be considered:

- The Signal station should be informed of the incident by the Master of the vessel.
- The Signal station will inform the DC/HM of the incident.
- The Signal station will inform all concerned.
- To confirm appropriate pollution control and response measures are in place or standby and inform Coastguard, if necessary.

Ascertain details of the incident (if any), including the location of the incident, the vessel's particulars, direction of the vessel's head, height of tides, and extent of damage to vessel and port, prevailing and predicted weather conditions and damage to navigational aids. Determine whether any form of pollution of the sea has occurred or is likely to occur. The pollution containment equipment should be deployed as necessary and if possible. In the event of pollution refer to the DPA-OSCP.

- The vessel's agent should be informed of the incident.
- Response team will work as per the instructions of the DC/HM.
- Authorities to be informed

Post Emergency Actions

- Undertake restorative measure and repairs.
- Arrange for a preliminary inquiry into the causes of the incident to be commenced as soon as possible.
- Review the effectiveness.
- Inform the authorities about the termination of the response.

Action Plan

14.1. Scenario: Natural Disaster - Tsunami

14.2. Precautions: Continuous weather monitoring, Early warning system.

14.3. Impact Zone: Entire port.

14.4. Resources required: Organizational setup and major material and equipment resources.

DC/HM or Designated Incident Controller

- Activate the CMP.
- Establish EAC and be stationed to review & assess possible developments to determine the most necessary course of action.
- Give necessary instructions to Signal Station & arrange for external aid as necessary.
- Review the situation and accordingly inform to the Chairman.
- Consult with Chairman and decide on clearing of ships as soon as the cyclone is confirmed to pass in close proximity to the Port.
- Plan movements of vessels such that the vessels are cleared in shortest possible time.

Coordinate with external agencies/authorities such as Indian Navy and Coastguard at the earliest and extent possible.

Be in constant touch with District and Local Administration for rescue and relief operation. Terminate the response and debrief before allowing normal operation.

Designated Incident Controller

- Proceed to the scene & communicate & collect all information.
- Take over the charge of Signal Station and ensure the action plan is promulgated as per the instructions of DC/HM.
- Inform and ask Masters to keep their ships ready to proceed to the sea at short notice as per the instructions.
- Ensure port hoists appropriate storm signal as per the situation.
- He will report the situation to the DC/HM & the Chairman.
- Keep rescue team ready with rubber boats, Life jackets etc.
- Ensure that the hazardous cargoes are shifted out of the port or secured/stored in a safe manner.
- Ensure that the operations are brought back to normal after the termination of the emergency procedure.
- Ensure that the tugs are on standby.
- Organize tugs and work boats and/or ensure that tugs and work boats are secured.
- Hire additional crafts as necessary.

Signal Station

- Gather information related to the vessel type and position in the port limit. Gather information related to the weather conditions by liaising with competent agencies for issuing warnings.
 - Monitor through Internet or Television and record information as given in the news.
 - Liaise with Master of the Vessel/Pilot.
 - Ensure that telephones, one VHF and one walkie-talkie all are operational in the Port control centre. Listening watch to be maintained on VHF.
 - Notify to DC/HM and the vessels moving into, through and inside the port. Keep DC/HM informed of all the messages received by telephone, VHF or by messenger.
 - Notify the other Authorities and stakeholders as per instructions.
 - Notify the information to all concerned as per the instruction of DC/HM. Pass the information to various Port departments and other port related organizations such as operators through telephones and VHF.
- Inform the Survey & Dredging team /Pilot of the any buoys or crafts or any port installations is seen adrift.
- Hoist signals or raise alarms, as per the warnings received by the competent agencies for issuing warnings.
- Signal Station should liaise with Police/Health/District Administration for additional assistance.

Duty Pilot

- Shall be ready on site for taking the ship out of berth or will not bring the ship to berth as per the instruction given by DC/HM.
- He will inform the Masters of all vessels at the berths to double the moorings and to keep engine ready to proceed out to sea if situation warrants.
- Decision regarding moving ships to the anchorage will be taken depending on the strength of the wind likely to be encountered and number of vessels in the Port.
- He will maintain a close liaison and co-ordination with the Operations Incharge.

Master Of Tug/Pilot Launches And Other Launches

- Masters of respective crafts will notify their staff to remain on board and on standby until they are relieved by next shift staff or Pilot releases them from duty.
- Masters will secure their respective crafts at safe places as directed with additional moorings.
- Masters/Engineers will keep the engines of their crafts ready to proceed at short notice as per the instructions.
- Extra fenders and mooring ropes will be kept ready on board the Tug for use as required.
- If any craft is seen adrift or any other port installation is seen in danger, the Master of the crafts will immediately inform the signal station. Continuous listening watch will be maintained on VHF.
- Engine room entrance doors, sky lights etc. of all the floating crafts to be kept shut.
- Engineers in Charge of all tugs on receiving the cyclone warning must ensure that tugs are in readiness for operation.
- Tugs will be manned as per Marine Department s requirement in that situation and as per the instruction.

Master of Vessel and Craft In Port.

- Should raise ships emergency alarm and activate ship board emergency action plan.
- Having raised the alarm, the Master will be responsible for taking all immediate steps to safeguard his ship.
- Coordinate with Signal Station and provide the Port Authority with details of the vessel.
Stops cargo operation & informs terminal loading manager and ship owner of the vessel. Notify port of the any need/difficulty.
- On arrival of port fire services & response team coordinate with them.
Remain alert for un-berthing, if required.
- The Master will follow the instruction and be in continuous liaison with the C Signal Station.

Safety Officer

- Ensure workers within perimeter of safety dangerous / chemical tank farms shifted to safer perimeters. All other workers to move out of port area.
- He will keep fire tenders and pumps on standby. Mobilize fire tenders, personnel & fire-fighting equipment to the scene & extend all necessary support, if required.
- Assist in shifting of hazardous cargo out of the port or to a safe place.
- Sufficient stock of stores like AC sheets, J.Hooks, screw hinges, gunny bags, tarpaulins, ropes and wires for Port Crafts, diesel oil, kerosene oil, hurricane lantern, kerosene lamps, torch lights with batteries and bulbs, electrical items etc. to be kept.
- Liaise with State Fire brigade for any assistance.

Civil Engineer

- Liaise with the terminal managers and DC/HM.
- Arrange for equipment and local contractors -manpower required for cutting and removing debris in case of emergency or for securing equipment and shifting them.
- The Contractors, if any, already engaged in some site works shall be intimated about the warning issued and directed to take necessary precautionary measures to prevent loss of life and damage to machineries/equipment and Port assets.
- Keep enough number of cement bags ready. Form a task force to attend to any emergency.
- Diesel engines for raw water and clean water, all pump house equipment and all generator sets meant for water supply shall be secured, tried out and kept ready.
- As soon as the contingency plan is made operational all the water tanks should be filled up and standby arrangement for supply of water to be made.

Mechanical Engineer

- Ensure water supply to the hydrants. Arrange for pumps and submersible pumps.
- All types of cranes, forklifts, heavy earth moving equipment to be secured in a safe manner.
- Arrange for specialized equipment if required as per the instruction.

Electrical Engineer

- Shall be responsible for making arrangements for electrical supply to vital equipment and systems at the berth.
- All Sub Stations, Power Control rooms will be manned round the clock.
All the electrical equipment to be properly secured.

Traffic Manager

- Traffic Manager shall ensure that the loading/unloading operations at the Port are stopped immediately, hatches closed, ships derricks properly secured and all labourers evacuated from the Port Area. Public Address System shall be installed at the Cargo Jetty Area, which shall be under the charge of Traffic Manager. He shall use it for necessary arrangements relating to evacuation.
- Shall be responsible of shutting down of cargo operation & coordinating and rendering necessary assistance
- Arrange to protect cargo in vicinity from damage.
- Submits consolidated list of dangerous goods in port Vessels in port.
- Coordinates with ship in-charge/C & F agents/stevedores.
- Submit consolidated list of dangerous goods in port-tank farms in port area.
- Coordinates with the tank truck contractors. Liaise with cargo handling agents to arrange for pay loaders to remove debris and fallen trees.
- Controls traffic in the area.
- The Manager will make announcement in the adjoining habitats area indicating the precautionary measures to be taken.
- Shall mobilize and dispatch sufficient number of vehicles to the site of emergency or as required.
- Ensure that all the materials and equipment which are likely to get damaged are secured and covered with tarpaulin.

Sr. Commandant CISF

- Controls & directs traffic in the area.
- Shall supervise evacuation of personnel from the scene at the time of emergency.
- Ensure that all barges / small vessels are directed to go to the sheltered area.
- The fishing trawlers and fishing crafts to be sent to safer place.
- Till normality is restored, arrangement will be made for thorough checks on all outgoing vehicles to guard against pilferage.
- Round the clock patrolling duty shall be introduced along the electric lines to guard against the removal of copper wires which are likely to be grounded during cyclone.
- A special task force to be set up by the CISF for the rescue operation.

Medical Officer

- Shall be responsible to organize and keep first aid team ready with ambulance & necessary medicines to attend to any injured person at the site of the accident.
- Keep sufficient doctors on duty during emergency.
- Arrange for medical assistance from empanelled hospitals as and when required.

General Functions Of All Departments

- All the equipment shall be properly secured and kept at safe locations. Safety of workmen on duty shall be given priority during action and all efforts shall be made to evacuate departmental held up workmen.
- Operator s cabin doors of all the equipment and vehicles shall be kept shut.
- Doors and windows of permanent buildings must be properly shut.
- Important documents/files/records must be stored well above the floor.
- Power supply to be switched off before leaving the building.

22. LINKS BETWEEN THE ARMY, COAST GUARD & AIR FORCE

Aftermath of any Crisis the recovery and relief operations are conducted on a war footing.

The task involved usually demands rough and tough and dedicated personnel who are trained professionals to meet any challenge be it evacuating people marooned due to flood or making shelters or transporting relief to inaccessible areas. It is for this purpose that the army, air force and the coast guard would be required to assist the Kandla Port Administration.

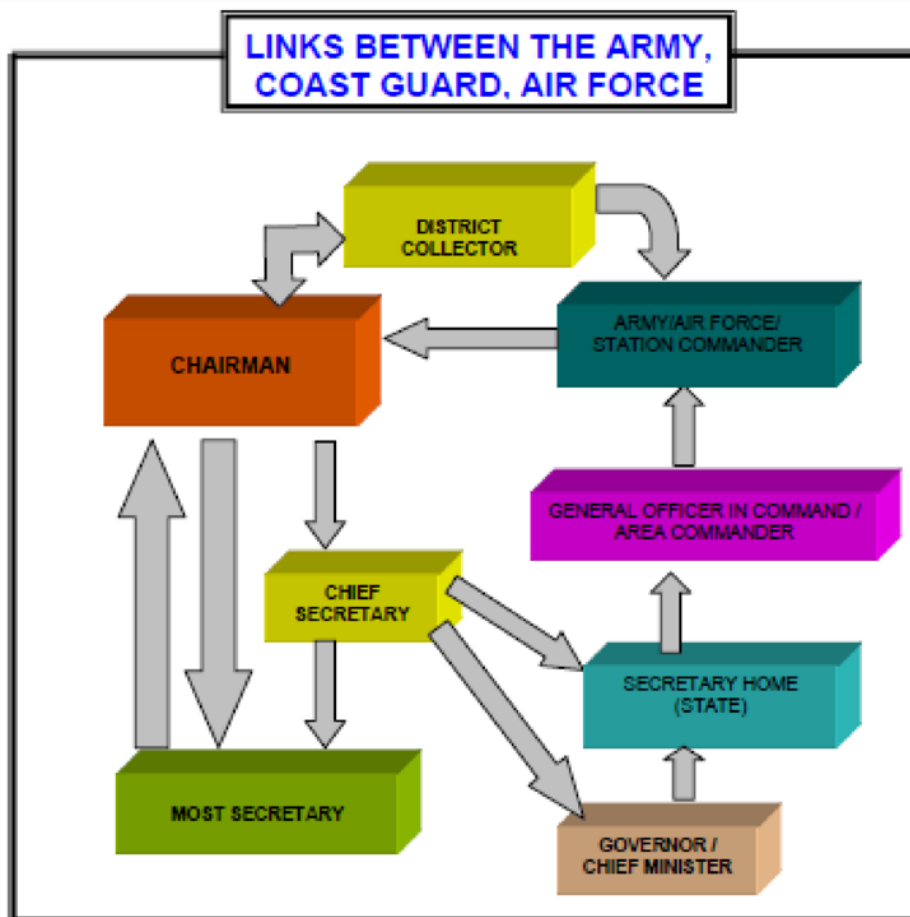
The Chairman / Deputy Chairman would be the coordinating officials for liaising with the Station Commander (army, navy as well as air force) after consulting the District Administration.

While seeking assistance from the army, air force or the coast guard the following documents should be kept ready for reference:

- Overall plot plan of the Kandla Port
- Clear demarcation of the affected area on the plot plan
- VHF link frequency for establishing contacts with the signal room as well as CISF commandant.
- List of all the important telephone numbers.
- In the event of Cyclone, keep the task force updated on the weather condition.
- Ensure that the emergency team is extending their full co-ordination to the task force.
- For ready reference the Secretary should nominate a person who should be made responsible to taking notes on what is happening and what sequence.
- The areas, which could be used as temporary shelters should be indicated to them.
- Open space which can be used as staging area should be indicated to them.
- All the medical staff should be kept on standby and they should be asked to act after consulting the Army or the Air force teams.
- In the event of air evacuation requirement it should be ensured that the people being evacuated are listed and the number of sorties required is noted.

- In the event of a cyclone and an resultant Ammonia Gas leak it should be noted that the Army and the Air force should be provided with gas mask (if the need be).
- Data pertaining to the number people in the affected areas (an approximate) should be made available to the Army / Air force.

The flow of information for co-ordination: Chairman District Collector Chief Secretary - Ministry of Surface Transport Governor / Chief Minister of the state ARMY/AIRFORCE.



23. STAFF ATTENDANCE

From experience it is observed that several times many officials do not turn up for work under one or the other pretext. This would be viewed very seriously. Immediately on operationalising this Action Plan, even if, it is a Public Holiday, the following staff shall report for duty.

All Operational Staff particularly those of Floating craft Section and Power Supply Section. Head of Departments may hold a meeting with Class-I, & Class-II and staffs and explain their functions as per the provisions of Action Plan during the Natural Calamity and submit a Compliance Report to Chairman/Dy. Chairman on priority basis.

FS- For the Flotilla Staff /SIGNAL STATION

Company Commander, CISF- CISF

FcSO- For Fire Brigade Staff

Leave For Class 1 Class II Officers

All Class-I & Class-II Officers, the Technical Staff, the essential staff and other persons assigned with specific functions under this plan who wants to avail leave in the month of May, June and July should invariably submit their leave program in April every year. Secretary shall issue a circular in the first week of April every year to all the Class-I and Class-II Officers and ascertain the period for which officers would like to proceed on leave during the months of May, June and July of that year.

24. CONTROL ROOM

There shall be three control rooms, one at Kandla at Signal Station Seva-Sadan-III, and second one at AO Building, Gandhidham and third at A O Building Off Shore Oil Terminal, and Vadinar. The Control Room at Kandla shall be under the direct supervision Harbour Master, whereas Dy. Secy. (G) will be the overall in charge of the control room at A O Building, Gandhidham. XEN (M&E) will be the overall in charge of control room at Vadinar. They shall rush to the respective control rooms as soon as the action plan is put into force. The officials named in the duty roster of various departments elsewhere in this Action Plan shall also report to the respective HODs for coordination and to perform duties as may be assigned by the higher authorities. The overall in charge should draw up roster of the said employees and assign duties for the coming five days. The staff should report to the respective control rooms. The Radio Radar Technician will remain in control room to attend all communication equipments.

The overall in charge of the Control Rooms shall ensure the presence of the staff, to which various duties have been assigned. They should attend the meetings as and when called. In case of absence of the staff, the matter should be informed to the disciplinary authority, who shall take disciplinary action against the erring employees.

The information so collected shall be maintained by making hourly log entry in a register.

LIST OF CONTACTS & COMMUNICATIONS

PARTICULARS OF THE ACTION PLAN COMMITTEE MEMBERS

SR. No	Name	Designation	Telephone Nos.			
			Office	Residence.	Fax	Mobile
1	Mr. SANJAY MEHTA, IFS	Chairman	(02836)-233001/ 234601	02836-233002	235982	
2	Mr. NANDEESH SHUKLA IRTS,	Dy. Chairman	(02836) 234121 (02836) 236323	234218 236346	236323	
3	Capt. Pradeep Mohanty	Deputy Conservator	233585 220235	232806	233585	9603123449
4	Shri B. Bhagyanath, FA & CAO	FA&CAO	233174	239250	220047	9526062088
5	Mr. A Krishnan	Deputy FA&CAO	220214	223854	220047	9825227036
6	Mr. Mahesh Chande	Sr. Manager(ICT)	221251		220047	9879462352
7	Shri C. Harichandran, Secretary	Secretary	220167	231939	233172	7036868889
8	Mr. Y K Singh	Sr.Dy. Sectary	221375			9825227079
9	Mr. Deepak Rane	Sr. Asst. Secy	221679	234691		8238057380
10	Shri B. Rajendra Prasad,	Supdt.Engr. (C)		220670	---	9727754360
11	Shri K. Srinivasa Rao	Dy. CE	---	---	---	9427251059
12	Mr. Ravi Maheshwari	P O	223828			9426737553

13	Shri G.R.V. Prasada Rao,	Traffic Manager	270625 270246	263006	270475	9666107773
14	Shri Sudipta Banerjee,	Sr. Dy T.M.	270270	235100		9748437052
15	Capt. Laljee Ram Meena,	Harbour Master	270201	231310		8976741054
16	Mr KV Sriramprasad	Dy.Hydl. Engr	270277	225389		9825227201
17	Shri Nitin Keniya,	Flotilla Supdt.	270280	226121		9978559903

18	Shri Aseem Chakraborty	FCISO(I/C)	270176 270178		270176	9825227041
19	Shri. V. Raveendra Reddy	Chief Engineer	233192	228777	220050	9825227038
20	Shri K. Srinivasa Rao	Dy. CE	222056	---		9427251059
21	Shri Hemantkumar Bhaskar,	XEN (TD)		226323		9718313460
22	Shri S C NAHAK	CME	270426	226067 8249081015		9825235196
23	Mr. P Srinivasu	SE (E)	271010			9825234436
24	Shri Manipuspak Sethi	SE (M)	270352			9825340169
25	Dr. Anil J. Chellani,	CMO	225767 220072	234598		9825505796
26	Dr. Mahesh Bapat	Sr. Dy. CMO		220558		9687607528
27	Dr. S. Suryavanshi	Dy. CMO		233099		9687606995
28	Dr. Rekha Bambhania	Dy. CMO				8758952863
29	Dr. Sunil kumar	MO				9909006995
30	Dr. Milan Lakhiya	MO				9825655954
31	Dr. Vandna Suryavanshi	MO				8980610995
32	Dr. Sudhir Singh	MO				9426702120
33	Shri Abhijeet Kumar, Commandant	Comdt. CISF	271037	229140		9825227282

CONTACTS OF OFFICIALS OF GENERAL ADMINISTRATIVE DEPT.

Sr. No.	Designation	Present incumbent	Contact Telephone Numbers		
			Office	Res	Mobile
1	Secretary	Shri C. Harichandran, Secretary	220167	231939	7036868889
2	Sr. Deputy Secretary	Y K SINGH	221375	234730	9825227079
3	Sr. Asst. Secretary	DEEPAK RANE	221679	-	8238057380
4	Personnel Officer	RAVI MAHESHWARI	223828	228584	9426737553
5	Labour Officer	A. B. PRADHAN	230072	238643	95865 45289
6	TP & PRO	OMPRAKASH DADLANI	220051	223385	96389 43800
7	LAW OFFICER	PRAYAG PIYUSH	231369		9712341380
8	Librarian	Ms. YASASHWINI YADAV	221233		8318503328
9	Head Master, BVM School (Kandla)	Gohil Sir	271049	261998	9374240198

Contact Nos Of CISF Officials

Sr. No.	Designation	Present incumbent	Contact Telephone Numbers		
			Office	Res	Mobile
1	Commandant	Shri Abhijeet Kumar, Commandant	271037	229140	9825227282
	PA to Sr. Comdnt.	NEELAM KUMARI	271037	220192	9951492174
2	Control Room	270140			
3	North Gate		271440	-	-
4	West Gate – I		271039	-	-
5	West Gate II		270876	-	-
6.	West Gate-III (13 to 16)				
7,	13 to 16 berths				

List Of Duty Roster Of Marine Department (Ministerial Staff)

Sr. No.	Name	Office	Resi.
1	office supdt.	221971	
2	Signal Supdt	270549	9825427400
3	Supd. A/C.	221971	
4	PA TO DC	220235	7567425706
5	Assistant	221971	
6	Sr. Clerk	270427	
7	Messenger	221971	

Pilots

Sr. No.	Name	Office	Resi.
1	Capt. S. K. Pathak	231310	98258 03499
2	Capt. A K Sharma	238154	98796 03642
3	Capt. Vipul M. Madan	221478	98796 03643

Contract/Empanelled Pilots

NO.	NAME OF PILOTS	MAIL ID	CONTACT NUMBER
1	Capt. Vikash Mali	vikasmali@yahoo.com	9833362560
2	Capt. Sushant Mital	captmittal@gmail.com	9997713699
3	Capt. Ankit Dwivedi	capt_ankitdwivedi@icloud.com	7355274958
4	Capt. Prakash Dokaniya	prakash_dokania@yahoo.co.in	9099674149
5	Capt. Nitin Nanda	nitinnanda22@hotmail.com	9818143668
6	Capt. Genius Raj	genius.raj@gmail.com	9726097129
7	Capt. M.K. Mittal	captmittal@gmail.com	9408530740
8	Capt. Vinay Sud	capt.vinaysud@gmail.com	8375897570
9	Capt. Swapnil Shinde	swaps3@hotmail.com	9892539921
10	Capt. Ripusudan Prasad	ripu_sudan@yahoo.com	8961269634
11	Capt. Saurabh Bali	saurabhbali75@hotmail.com	8527003475
12	Capti. Pankaj Jain	pankajjainnagpur@gmail.com	9422483965
13	Capt. Naveet Goel	naveetgoel@googlemail.com	8745832500
14	Capt. Shishir Patange	shishir.patange@gmail.com	9320220748
15	Capt.. Abhishek Yadav	abhisek.tcsmn@gmail.com	9166640924

Fire Station

Designation	Numbers
Main Station (Emergency Response Centre)	270176 / 270178
Cargo Jetty West Gate No. 1 (Tilak Fire Stn.)	9825221330
Cargo Jetty (Azad Fire) Nr. Berth No. 8	9825221352
Fire cum Safety Officer	270176 (O) / 227512 (R) 98252 27041 (M)
Fire cum Safety Officer(i/c)	(M)9825227041

Flotilla staff

1	Shri. Nitin Keniya	Pasenger Jetty	226121	9978559903
2		Craft Jetty-1 Bunder Basin		

3	Mr. Jaydeepsinh Gohil	SNA Jetty (New Jetty) Bunder Basin		9033590569
4	Jitendra Ninzar			9428749240
5	Sahdevsinh Jadeja			9429042696
6	Diwansinh jadeja			9426970903
7	Bharat Parmar			9638603889

Sections

Sr. No.	Name	Contact
1	Flotilla Section	270292
2	F/S	270280 / 226121 / 9978559903
3	Signal Station	270549 / 270624 (F)
4	Fire Station	270176 / 270178 / 295960 / 295974

Designation	Numbers
Main Station (Emergency Response Centre)	270176 / 270178
Cargo Jetty West Gate No. 1 (Tilak Fire Stn.)	9825221330
Cargo Jetty (Azad Fire) Nr. Berth No. 8	9825221352
Fire cum Safety Officer	270176 (O) / 227512 (R) 98252 27041 (M)
Fire cum Safety Officer (i/c)	(M)9825227041

<u>Area</u>	<u>Designation</u>	<u>Office</u>	<u>Resi.</u>	<u>Mobile</u>
New Kandla	S.E.(Road)			9427251059
Gopalpuri	XEN (TD)		226323	98795 14129
Old Kandla	S.E. (Pipe Line)	220038	232880	9727754360
Cargo Jetty	Executive Engineer (Harbour)			9016609999

List Of Duty Roster Of Civil Engineering Department

Designation	Office	Residence	Mobile No.
Chief Engr.	233192	220982	9825227038
Dy. Chief Engineer	222056	---	9427251059
Supdt. Engr.(C)	220016	220670	9727754360
PA To CE (T)	---	226323	9429948190
P.A. To CE	220050	233089	9428032486
Exe. Engr (TD)	223912	228869	9879514129
Exe. Engr. (H)	---	----	9016609999

LIST OF MEMBERS/ALTERNATE MEMBERS OF THE NATIONAL CRISIS MANAGEMENT COMMITTEE (N.C.M.C.)

Name/Designation & Telephone No. of the Member	Name/Designation & Telephone No. of the Member
Cabinet Secretary, Cabinet Secretariat Tel.(O)23016696/23011241 (R)23012434 FAX 23012095	Secretary (Coordination), Cabinet Secretariat Tel.(O)23017075,(R)23074083, FAX 23018949
Principal Secretary to P.M. Tel.(O) 23013040 (R) 23384230 FAX 23017475	Jt. Secretary to PM Prime Minister's Office Tel.(O) 23018876 (R) 26277609 FAX 23016857
Home Secretary, Ministry of Home Affairs Tel.(O)23092989/23093031 (R) 24103058, FAX 23093003	Joint Secretary (Border Management) 23438114, 24634290, 23438099 (FAX)
Defence Secretary Tel.(O)23012380 (R)23014489 FAX 23010044	Special Secretary, Cabinet Secretariat Telephone (O) 23796453, (R) 24601030
Secretary (Security), Cabinet Secretariat Tel.(O) 23094382 (R) 26255169 FAX 23094227	Additional Secretary, Cabinet Secretariat Tel.(O) 23012697 (R) 26883988 FAX 23012095
Dy. NSA, National Security Council Secretariat Tel.(O) 23345287 (R) 23070811 FAX 23742811	Director (Security), Cabinet Secretariat Telephone (O) 23093648 (R) 25671048
Director,I.B. Tel.(O)23093330/23094897/23092892 (R) 23012252 / 23012161 FAX 23092410	Chairman, JIC National Security Council Secretariat Tel. (O) 23349314 (R) 23070505 FAX 23349314
Secretary (R) Cabinet Secretariat Telephone (O) 23796470 / 23796647 (R) 23017524 FAX 23796462	Special Director, IB Telephone (O) 23093492 (tele-fax) (R) 24673573

KANDLA CONTROL ROOM

Designation	Office	Residence	Fax No	Mobile
Harbour Master	270201	231310	270624	8976741054
Signal Supd. (i/c)	270549, 270194		270624	8141484786
Signalman at Signal Station	270549, 270194		270624	9825227246

Inmarsat Mini – M – Terminal Kandla – 00873762092789
(SATELLITE COMMUNICATION)
A.O. BUILDING, CONTROL ROOM (GANDHIDHAM)

Designation	Office	Residence	Fax No	Mobile
Dy. Secretary (G)	221375	236990	-----	9825227079
Sr. Accounts Officer	235242		-----	7574894392
DMM	231362			

VADINAR CONTROL ROOM

Designation	Office	Residence	Fax No	Mobile
Signalman	0288-2573026			9825212359
Exe. Engineer (E&M)	0288- 2573005			
A. F. S.	0288			9712824782
Pilot in Station				

CONTROL ROOM SHALL HAVE THE FOLLOWING FACILITIES

Control Room	Telephone Nos	Fax No	VHF
Kandla	270549/270194, Cell 9825227246	02836-270624	8,10,12,16
Gandhidham	238055/239055	239055	8,10,12,16
Vadinar	0288-2573026, 9825212359		8,10,12,16

The above facilities will remain as permanent assets of the Control Rooms. The in charge for setting up of Control Room at Kandla will be Dy. Conservator and Secretary for A. O. Building, Gandhidham. They should ensure setting up the Control Rooms at the respective places within two hours of warning and the matter reported to Chairman/Deputy Chairman.

Commandant, CISF to remain in contact with In charge of Control Room at Kandla.

INDIAN METEOROLOGICAL DEPARTMENT

Designation	Address	Office	Resi.	Fax
Director General	Mausam Bhavan, Lodi Road, New Delhi.	011-24611842	011-24633692	011-24611792
D.D.G.M. (C.W)	-do -	011-24611068		011-24619167
D.D.G.M. (WF)	Met Office, Simla Office, Pune	020-25535886	020-25884104	020-24623210 25893330 25535201
D.D.G.M.	RC Colaba, Mumbai	022-22150517	22150417	
Director (ACWC)	-do-	022-22150405	022-22150452	
Director (I/c)	Met Center Ahmedabad	079-22865012 22867206		079-22865449
Met I/C	MET Centre, Ahmedabad	22861413		
Dr. Jayanta Sarkar,	Director I/C.	22865165, 22867657		

Websites: www.imd.gov.in

CONTACT DETAILS OF NDMA CONTROL ROOM

Member Secretary		
Shri Kamal Kishore, Member Secretary	011-26701701 011-26701704 011-26701740 Fax: 011-26701716	secretary@ndma.gov.in kkishore@ndma.gov.in
Members		
Lt. Gen (Retd) Syed Ata Hasnain	011-26701775	syedata.hasnain@ndma.gov.in
Shri Rajendra Singh	011-26701738	rajendra.59@ndma.gov.in

Shri Krishna S. Vatsa	011-26701776	krishna.vatsa@ndma.gov.in
Joint Secretaries		
Shri. Kunal Satyarthi, IFS Advisor (Policy & Plan)	011-26701747 Fax: 011-26701864	jspp@ndma.gov.in
Ms. Sreyasi Chaudhuri JS (Mitigation)	011-26701777 011-26701721	js-mitigation@ndma.gov.in
Ms. Sreyasi Chaudhuri JS (Admin) - Additional Charge	011-26701718 Fax: 011-26701864	jsadm@ndma.gov.in
Shri Ravinesh Kumar, AS Financial Advisor	011-26701709 Fax: 011-26701715	fa@ndma.gov.in
Shri. Kunal Satyarthi, IFS Advisor (Ops & Communication) - Additional Charge	011-26701747	advopscomn@ndma.gov.in
Joint Advisors		
K. Uma Maheswara Rao, IRTS Joint Advisor (IT & Comm) - Additional Charge	011-26701815	jaitcomn@ndma.gov.in
Nawal Prakash, Joint Advisor (CBT)	011-26701719	cbt@ndma.gov.in
Dr. S.K. Jena, Joint Advisor (RR)	011-26701707	jointadvisor.rr@ndma.gov.in
Dr. Pavan Kumar Singh, Joint Advisor (OPS)	011-26701788	ja.ops@ndma.gov.in
K. Uma Maheswara Rao, IRTS Joint Advisor (MP& P) - Additional Charge	011-26701815	jampp@ndma.gov.in
K. Uma Maheswara Rao, IRTS Joint Advisor (Mitigation) & CVO, NDMA	011-26701815	jamp@ndma.gov.in

(<https://m.indiacustomercare.com/ndma-contact-number#gsc.tab>)

NDMA CONTROL ROOM

Name	Office	Fax	Mob.	E.mail id
Control Room	011- 26701728 011-1078	011- 26701729	9868891801 9868101885	controlroom@ndma.gov.in , ndmacontrolroom@gmail.com ,

CONTACT DETAILS OF GUJARAT STATE DISASTER MANAGEMENT AUTHORITY

1.	Shri Harendra Kumar G Vyas	PA to CEO	079-232-59276

2.	Shri Nirav Trivedi	PA to ACEO	079-232-59302
3.	Shri Yogita Parmar	Director Finance	079-232-59219
4.	Shri Saurabh Kumar Singh	Deputy Director	079-232-59246
5.	Miss. Ekta Thaman	Deputy Director	079-232-59247
6.	Accounts Dept.	Accountant	079-232-59019
7.	Administration	Sector Manager	079-232-59306

(<http://gsdma.org/Content/contact-directory-4196>)

State Emergency Operation Center

Address - Sector 18, Gandhinagar, Gujarat 382021

Contact No. - 079-23251900

CONTACT DETAILS OF DISTRICT COLLECTOR, KUTCH

District Collector Office

Near Circuit House, Mandvi Road,

Emergencies

(<https://collectorkutch.gujarat.gov.in/contacts>)

Nr. Mota Bandh, Bhuj,

Gujarat - 370001

+91 2832 250650 // +91 2832 250430

- collector-kut@gujarat.gov.in

District Helpline- Emergencies

Call : +91 2832 1077

District EOCs Helpline No.

Call : +91 2832 250650

Commissioner of Rescue & Relief

Call : 1070

CONTACT DETAILS OF DISTRICT DISASTER MANAGEMENT AUTHORITY, KUTCH

- 1. Kamlesh Patel Dist. Project Officer**
(9426533915)
- 2. Shri D. K. Chaudhry (Dy. Mamlatdar Disaster)**
+91 2832 250923 (9998199874)

District Project Officer Disaster Risk Management Program, District Emergency Operation Centre (DEOC) , Emergency Operation Branch, Collector Office, Kutch

ALL IMPORTANT CONTACT NUMBERS

District Level Authorities CONTACTS

District Collector Office, Near Circuit House, Mandvi Road, Nr. Mota Bandh,
Bhuj, Gujarat - 370001

+91 2832 250650 +91 2832 250430

- collector-kut@gujarat.gov.in

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Emergencies - District Helpline

Call : +91 2832 1077

District EOCs Helpline No.

Call : +91 2832 250650

Commissioner of Rescue & Relief

Call: 1070

MP Bhuj	252595	251177
Shri Mehul V. Desai (Dy.Collector, Anjar) sdmanjar@gmail.com	243345	243363
Shri Anil Jadav Mamlatdar, Anjar • +91 2836 242588 • mam-anjar@gujarat.gov.in	242588	243362
Shri B. H. Zala Mamlatdar, Gandhidham • +91 2836 250270 • mam-gandhidham@gujarat.gov.in	250475 250270	222875 250475
Shri I.V. Kher, Regional Fire Officer, State Fire Prevention Services, Gandhidham	9879515966	----
Shri Narendra Gadhvi, Station Officer, ERC, G'dham	9825572188	
Collector's Control Room, Bhuj. Kamlesh Patel Dist. Project Officer (9426533915) District Project Officer Disaster Risk Management Program, District Emergency Operation Center(DEOC) , Emergency Operation Branch, Collector Office, Kutch	2252347 2231733 02832- 252347 09557920767 02832- 224150	-

Doordarshan, Bhuj	2251107	
Dy. Mamlatdar, Gandhidham	250475 250270	
Civil Defense, Gandhidham	220221	
PGVCL, Gandhidham	221728 222809	
GW&SB, Gandhidham	220975	
GSRTC, Gandhidham	220198	
Duty Officer, All India Radio, Bhuj	222503	
State Information Dept. -Mitesh Modasiya	224859 250954	9427236878
Air Force Duty Officer, Bhuj	252501 252502	
Air Force, Bhuj	223450	
Air Port, Bhuj	254550	
Aerodrome Officer, Kandla	238370	223247
Indian Navy, Jamnagar	550263 to 5	550825
Air force, Jamnagar	550245 to 7	550247

Telephone Numbers of Gujarat Maritime Board

Sr. No.	Name, Designation and place of Office	Tele. No. (Office)	Tele. No. (Residence)	Fax No.	Mobile No.
1	Shri Raj Kumar, IAS Chairman	23250301, 23250303		079-23250305	
2	Shri Rajkumar Beniwal, IAS Vice Chairman and CEO			23234703	
3	Chief Nautical Officer, Gandhinagar	91 2822 220435		-do-	
4	Chief Engineer(C), Gandhinagar	23238346		-91 79 23234703-04	
5	Officer on Special Duty, Gandhinagar			91 79 23234703-04	
6	Port Officer, Magdalla	0261-2470533	-	2475645	
7	Port Officer, Bharuch	02642-241772	229082	220377	
8	Port Officer, Bhavnagar	0278-2519221	2568580	2211026	
9	Port Officer, Jafrabad	02794-245165		245152	

10	Port Officer, Porbandar	0286-2242408	2242412	2244013	
11	Port Officer, Veraval	02876-220001	242956	243138	
12	Port Officer, Okha	02892-262001	262010	262002	
13	Port Officer, Jamnagar	+91 288 2711806 +91 288 2711805 +91 288 2755207		+91288271118 +91 28271115	
14	Port Officer, Navlakhi Main Gate	02822-220435		232470	
15	Port Officer, Mandvi	02834-220033	220040	230033	
16	Traffic Inspector, Mundra	02838-222136	222136	-	
17	Executive Engineer(C), Jakhau	02831-287261	222996	-	
18	Gujarat Pipavav Port Ltd., Chief Operating Officer, Duty Office	02794286314 86001/92	286070	-	
19	Gujarat Adani Port Ltd., Mundra.	02838- 288201 to 8	287241	-	

For supply of Food Packets etc.

Sr. No.	Name of Agency	Contact Person	Telephone No.
1	Arya Samaj Mandal	Mr.Vachanidhi	231223 Mob. 9824221332
2	Agrawal Samaj	Mr.Dinanath	231638
3	RSS	Mr. Sunil Kothari	222560 / 232909
4	Lions Club, Gandhidham	Mr. Naresh Bulchandani	220212 Mb: 982428470
5	Rotary Club, Gandhidham	Mr. Rajabhai / P.K. Mukherjee	228213 / 232035
6	Red Cross Society	Dr. Bhavesh Acharya	234854, 232736
7	Lohana Mahajan, Gandhidham	Mr. Premji Bhai Thakker	220925

8	Rajasthan Yuva Mandal	Mr. Sunil Bajaj (President) Mr. Dilip Jain	221459 / 230902 234525 / 9825168170
9	Swaminarain Mandir	Mr.Lavjibhai Thackker	231555, 233666
10	Sindhi Youth Circle	Mr.Vijay Khubchandani & Mr.Kundabhai	220490
11	Satwara Samaj	Mr.Agavjibhai	235659
12	Sitaram Parivar	Mr.Mohanbhai Dharsi	222373, 234603
13	Gurudwara, Gandhidham		220643
14	Swaminarayan Gurukul	Swamimukta Prasadji	228098, 226555

List of Essential Services

	HOSPITALS	OFFICE	RESIDENT
1	General Hospital, Bhuj Civil Surgeon, Bhuj	+9102832-246417/18 +9102832-258071 +91-02832-258080	
2	Referral Hospital, Anjar	232455	
3	Rambaugh Hospital, Gandhidham	02836-261626	
4	Divine Life, Adipur	APPOINTMENT : 72111 53101 EMERGENCY : 72111 53108 CORPORATES : 9712778774	
5	Railway Hospital, Gandhidham	231874	
6	Government Dispensary, Adipur	260608	
TELECOMMUNICATION			
1	General Manager, BSNL, Bhuj	253000	252322
2	Dy. Manager, Bhuj	252505	251505
3	Area Manager, Gandhidham	238000	235000

4	SDO, Gandhidham	236250	236251
ELECTRICITY			
1	S.E., PGVCL, Bhuj	222550	250189
2	Jr. S.E., Anjar	243008	242656
3	XEN, Anjar	242845	242446
4	Dy. Engineer, Gandhidham	222809	--
5	Line Office, Gandhidham	221728	
WATER SUPPLY			
1	S.E., GWS&SB, Bhuj	221806	250601
2	XEN, Bhuj	250685	253016
3	SE, Anjar	242416	242421
4	XEN, Gandhidham	220717	223273
5	Control Room, Gandhidham	221252	
6	Water Tank, Sunderpuri	231313	
7	Water Tank, NU-4	654564	
8	Gandhidham Municipality	231610	
9	Chief Officer, Gandhidham Municipality	234967	

List of Vehicle Suppliers

Sl. No	Name of Institution	Contact Person	Parking Place	Name and Phone No. Of Driver.	Availability Of vehicle.
(A) Vehicle Hire Contractors					
1	M/s Rohit Enterprise /RISHABH ENTERPRISE	Mr. Rohit Shah 228550/237538 237547 (O) 234140 (R) Mob.9825225121			
2	M/s Jai Somnath Travels (GIM)	Mr. Mishra Mob.9825386739			
(B) Ambulance Pool					
01	St. Joseph Hospital, Gandhidham	Administrator 230160/229336	Hospital Premises	Driver available round the clock	First come first serve

02	IFFCO-Kandla on contract, Dispensary No. 20164 Dr. Mehta (R) 220832 Plant. Dispt. 270832	Mr. Mukesh Agrawal Hotel Gokul 221311			First come first serve
03	Kandla Salt Mfg. Ass. Neelkanth Bldg.	Mr. Shamji Ahir 231485 (R) 222765/220421 (O)	Zanda Chowk	Driver available round the clock	First come first serve
04	Zhulelal Mandir Trust	Mr. Kundan Guwalani 221760 (R) 229800 (O) Kundan Stores 221533/227800 229580	Mandir Premises	255580	
05	Red Cross Society	Dr. B F Acharya 225636/230345	Red Cross	Driver available round the clock	

THE TELEPHONE NUMBERS OF SOME OF THE VIPS

Sr. No.	Name and Designation	Fax / Mobile	Telephone (Office)	Telephone (Resi)
1	District Collector, Bhuj	02832-250430	250020	250350
2	Resident Add. Collector, Bhuj	250430 9978405099	250650	
3	Superintends of Police, Bhuj,	99784 05073	250444 250250	250850
4	Asstt. Supdt. Of Police, Bhuj		253405	250850
5	Dy. Collector, Anjar	99784 05069	243345	243345
6	Mamlatdar, Anjar		242588	243362
7	Mamlatdar, Gandhidham.	75670 03975	250475 250270	222875 250475
8	Traffic Manager, IOC	234396	231871	236442
9	Air Force Commander, Jamnagar		2550245	-
10	Collector, Jamnagar		2555869	2554059
11	Commandant, BSF, Gandhidham		223845	

12	Mrs. Vinod Chawda, MP, Kachchh	02832 - 225466 9825905467		
13				
14	Dr. Nimaben Acharya, MLA, Bhuj	9825226700	220715	
15	Mr. Rameshbhai Maheshwari, Gandhidham	9909910619		
16	Mr. Tarachand Chedda, MLA, Mandvi	9825225394		
17	Mr. Pankaj Mehta, MLA, Rapar	9825227883		
18				
19	Kum. Aruna Jagtiani, SRC	260401	260404 260811	260631
20				

LIST OF STEVEDORES AT THE PORT

Sr. No.	Name	Address	Fax No.	Telephone Nos.	
				Office	Resi.
1	M/s. A.V.Joshi & Co.	Plot No. 18, Sector-8, Maitry Bhavan, Nr. Post Office, Gandhidham –Kutch	233924	231070 232227 231588	234909
2	M/s. Agarwal Handling Agencies	DBZ-N-47, Gandhidham – Kutch	232749	220282 233187	232749
3	M/s. ACT Shipping P. Ltd.	Seva Sadan-II, Room No. 206/207, New Kandla	232175	270111 270112 270015 229967 231734	261308 231416
4	M/s. J.M. Baxi & Co.	Seva Sadan – II, Room No. 301 / 306, New Kandla	270646	270630 270550 270448	260427

5	Rishi Shipping	Plot 50, Sector 1/A GIM	238943	229830 229831	
6	Parekh Marine Agency	C-8, Shaktinagar GIM	231509	229297 221158 230587	

7	Krishna Shipping and Allied Services	Transport Nagar, NH GIM	233135	230501 223814 229085	
8	Velji P & Sons(P) Ltd	2 nd Floor, Deepak Compex, 315, 12/B GIM	236168	231545 231546 225466	
9	Rishikiran Roadlines	Kiran House, Plot 8 Sector 8, GIM	231422	231894 234108	

10	Seaways Shipping (P) Ltd	2 nd Floor, Plot 351 Ward 12/B, GIM		226183 237147	
11	Liladhar Pasoo Forwarders P.Ltd	Plot 4, Sector –1 KASEZ, GIM	252383 253506	252286 252297 252612	
12	Patel Shipping Agency	Patel Avenue, Floor 2, Plot 170, Sector 1/A GIM	231143	224024	

LIST OF TANK FARM OWNERS**KANDLA LIQUID TANK TERMINAL ASSOCIATION****LIST OF MEMBERS WITH CONTACT DETAILS**

S.No.	Name of Terminal	First_Name	Last_Name	E-mail_ID	
1	Aegis Vopak Terminals Ltd.	Chirag	Vithlani	chirag.vithlani@vopak.com	91 97277 50647
2	Aegis Vopak Terminals Ltd.	Dinesh	Singhanian	dinesh.singhanian@aegisvopak.com	91 76980 66622
3	Aegis Vopak Terminals Ltd.	Sachin	Chati	sachin.chati@aegisvopak.com	91 82912 88890
4	Agencies & Cargo Care	Dhanpat	Parekh	dhanpat@acclkandla.com	91 98252 26765
5	Ahir Salt & Allied Products	Dharamshi	Agariya	agariyadb@neelkanth.co.in	91 99252 47904
6	Ahir Salt & Allied Products	Teja	Kangad	tkangad@gmail.com	91 98252 27199
7	Ambaji Import	Arun	Kothari	arun@lahotiandlahoti.com	91 98242 30902
8	Ambaji Import	Mahesh	Puj	operation@ambajiimports.com	91 98253 61199
9	Avean Intl Pvt. Ltd.	Bharat	Rathod	aipkdl@gmail.com	91 93753 10260
10	Avean Intl Pvt. Ltd.	Jitu	Bheda	jitu@bheda.com	91 93242 92330
11	BFCL Terminal Pvt. Ltd.	Handa	S K	skhanda1956@gmail.com	91 93753 57925
12	BFCL Terminal Pvt. Ltd.	Nitin	Patel	nitin.patel789@gmail.com	91 70433 55151
13	Emperius Infralogistics	Prakash	Rao	prakashrao.poka@emperiusindia.com	91 95120 22388
14	Friends Oil & Chemical Terminals Pvt. Ltd.	Sanjeev	Bhargava	srbhargava@gmail.com	91 98252 14020

15	Gookul Agro	Hitesh	Thakkar	hitesh@gokulagro.com	91 98791 12501
16	IMC Limited	Desai	H I	desai@imc.net.in	91 98242 25102
17	IMC Limited	Manoj	Gor	manojgor@imc.net.in	91 98985 00296
18	Indo Nippon	Ashish	Bhuva	info@indo-nippon.com	91 98210 83557
19	Indo Nippon	Amit	Pathak	kandla@indo-nippon.com	91 98795 46836
20	Kesar Terminal	Mahendra	Shah	mahendrashah@kesarindia.com	91 93740 20516
21	Kesar Terminal	Sanjeev	Parashar	sanjeevparashar@kesarindia.com	91 93753 49181
22	Rishi Kiran Logistics Pvt. Ltd.	Dinesh	Gupta	dng@thekirangroup.com	91 98252 25892
23	Rishi Kiran Logistics Pvt. Ltd.	Mahesh	Gupta	mng@thekirangroup.com	91 98252 25891
24	Rishi Kiran Terminals Pvt. Ltd.	Ravindra	Verma	r.verma@thekirangroup.com	91 99786 33422
25	Rishi Kiran Terminals Pvt. Ltd.	Singh	S P	spsingh@thekirangroup.com	91 90990 89703
26	Kutch Oil & Soap Industry	Asgarali	Khoja	kutchppl@rediffmail.com	91 98252 37214
27	Kutch Oil & Soap Industry	Bhanushali	L P	lp_bhanushali@yahoo.co.in	91 72111 47772
28	Liberty Investments	Thomas	C D	thomas@libertyoilmills.com	91 90990 11340
29	Naranbhai P Patel	Rajesh	Soni	rajesh.soni@thekirangroup.com	91 70439 61395
30	Parker Agrochem Exports Ltd	Bharat	Thakker	parkeragrochem@gmail.com	91 98252 38260
31	Seabridge Terminal	Mitesh	Dharmshi	mitesh@parekhgroup.in	91 98252 26557
32	Shreeji Liquid Terminal	Murali	Krishna	muralikrishna@shreeji-group.com	91 99406 66336
33	Shreeji Liquid Terminal	Santosh	Goyal	santosh@shreeji-group.com	91 98252 25651
34	Sunshine Liquid Storage	Romesh	Chaturani	sunshineliquid1@gmail.com	91 98252 26026

35	Tejmalbhai & Co.	Ashok	Chandan	tejmalbhaico@yahoo.co.in	91 98252 25101
36	Tejmalbhai & Co.	Smit	Chandan	tejmalbhaico@yahoo.co.in	91 99795 55111

PLACEMENT OF PORT CRAFTS ON CYCLONE WARNING.

(A)	SHIPPING TUGS	Heera Mehul	Bunder
		Kalinga	Maintenance Jetty (West side)
(B)	PILOT LAUNCHES AND SURVEY LAUNCHES	M. L. BHARINI, M.L. NIHARIKA M. T. SWATI	Floating Crafts Jetty
		ML Karishma	Bunder Basin
		ML Nirishak	Inside Bunder Area North Side.
I	G.S. LAUNCHES AND MOORING LAUNCHES	M. L. Mrinal	Inside Bunder Area North Side on Pilot Launches
		M. L. Unnati M.L. Vaishali	Inner Side of Floating Craft Jetty
		M. L. Vijay M. L. Priyadashani PL Rakshak	Inside Bunder Area North on G. S. and Pilot Launches.

LICENSE HOLDERS TO KEEP CRAFTS INSIDE THE PORT AREA.

Sl. No.	Name of Party	Name of Nodal Officer	Tele. (Office)	Tele. (Resi)
01	M/s Jaisu Shipping Co. P Ltd., Kewalramani House, Dinshaw, Bldg. Road, New Kandla	Mr.Preetam, Director, Mob. 9825226114	270538 270128 270428	260235 260224
02	M/s Gautam Freight Pvt Ltd., Plot No. 24, Sector,	Mr. Ramesh Singhvi, CMD	231386 232605	234176 230328

	10/C, GIDC Area, Gandhidham		230345 220163	
03	M/s Bapu's Shipping, Plot No. 32, Sec – 9 GIM	Mr. Vishalsinh Jadeja	222002	
04	M/s Blue Ocean Sea Transport, Manali Chamber, Plot No.306, Sec 1/A GIM	Mr. Hukumat T. Bhojwani & Mr. Dushyant Patel	239143 222518 230488 239058	
05	M/s Rishi Shipping, Rishi House, Sec 1/A, Plot No. 50 Gandhidham	Mr. Manoj Mansukhani Proprietor	220843 229830 229831 223913 229517 Fax. No. 238943	
06	M/s Velji P & Sons, Deepak Complex, 2 nd Floor, Plot No. 315, Ward 12/B, GIM	Mr. Sureshchandra	231545 231546	232247
07	M/s A.S. Moloobhoy & Sons, Anchor House Shivkripa Bldg, Plot No. 135, Sec 1/A, GIM	Mr. Adil Sheth M- 9375312077	326543 225060 225061 225060	
08	M/s Gudani International Pvt. Ltd, C/o Chemoil Adani Mithakali Circle, Ahmedabad.		079- 25555765 25555266	

LIST OF MAJOR HEAVY LIFT OPERATORS AT D P T

NAME OF PARTY	NAME OF CONTACT PERSON	Phone Number
Swastik Heavy Lifters	Mr. Jigneshbhai Mr. Aslambhai	9825758151 9825228421
Kutch Carrier Transport Co	Mr. C. R. Thackar	9825225591
Agarwal Handling Agency	Mr. Rakesh Thackar	9426928728
Active Cargo Movers	Mr. Narendra	9825220411

Raghuvirsingh & Sons	Mr. Harcharan	9879104853
Thacker Brothers	Mr. Kamleshbhai	9825296107
Kiran Roadlines	Mr. Pankaj Gadvi	9879104552
Regal Shipping	Mr. Ashok Dudi	9825326328
Rathore Freight Carriers		220759/ 220380

ADDITIONAL LIST OF FIRMS FOR PAY-LOADERS/CRANES

M/s Mahalaxmi Transport Co., Plot No. 35, Sector No. 8, Behind Hotel Fun & Food, Gandhidham	Mr H K Rathod	(O)222387 I233500
M/s Kandla Earth Mover, DBZ-S-151, Gandhidham	Mr Sanjay Goyal	(O)221759 I222338 (M) 9825020550
Mr Lalji Bhavanji Sathwara, Laljibhai Sathwara, Plot No. 27, Shop No.5, Sector-9/A, Gandhidham		(O)234118 I232566 (M) 9825225957

VTS GOK OFFICERS OF MASTER CONTROL CENTER (MCC) KANDLA

Sr. No.	Name	Designation	Mobile number
01	Shir B. Mishra	Deputy Director	7383576832
02	Shri Hansraj	Deputy Director	9428863924
03	Shri Mukesh Parmar	Asstt. Executive Engineer	9016106566
04	Shri M. Nimare	Asstt. Executive Engineer	9408553192



DEENDAYAL PORT TRUST

**GANDHIDHAM, KUTCH,
GUJARAT 370201**

COMPREHENSIVE DISASTER MANAGEMENT PLAN

MARCH - 2021



DEENDAYAL PORT TRUST



PART I

DISASTER MANAGEMENT PLAN

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LIST OF ABBREVIATIONS

ADWR	Airborne Doppler Weather Radar
ANM	Auxiliary Nurse Midwife
AWS	Automatic Weather Stations
CADA	Coastal Area Development Authority
CAPF	Central Armed Police Forces
CCM	Climate Change Mitigation
CCS	Cabinet Committee on Security
CDEF	Civil Defence
CDRC	Central Drought Relief Commissioner
CFI	Construction Federation of India
CIDC	Construction Industry Development Council
CISF	Central Industrial Security Force
CMG	Crisis Management Group
CRPF	Central Reserve Police Force
CRZ	Coastal Regulation Zone
CSO	Central Statistics Office
CSS	Centrally Sponsored Schemes
DDMA	District Disaster Management Authority
DMD	Disaster Management Department
DMP	Disaster Management Plan
DOS	Department of Space
DOT	Department of Telecommunications
DRD	Department of Rural Development
DRDO	Defence Research and Development Organization
DRM	Disaster Risk Management
DRR	Disaster Risk Reduction
DSJE	Social Justice and Empowerment Department
EHRA	Earthquake Hazard and Risk Assessment
EOC	Emergency Operations Centre
EREC	Earthquake Risk Evaluation Centre
EWS	Early Warning System
GOI	Government of India
HAZCHEM	Hazardous Chemicals
HAZMAT	Hazardous Material
HRVCA	Hazard Risk, Vulnerability and Capacity Assessment
ICG	Indian Coast Guard
ICMBA	Important Coastal and Marine Biodiversity Areas
ICR-ER	Integrated Control Room for Emergency Response
ICT	Information Communication Technology
IDRN	Indian Disaster Resource Network
IMD	Indian Meteorological Department
INCOIS	Indian National Centre for Ocean Information Services
IRS	Incident Response System
IRT	Incident Response Team
MAFW	Ministry of Agriculture and Farmers Welfare
MCA	Ministry of Corporate Affairs
MCAPFD	Ministry of Consumer Affairs, Food and Public Distribution

MCF	Ministry of Chemicals and Fertilizers
MHA	Ministry of Home Affairs
MMSME	Ministry of Micro, Small and Medium Enterprises
MNRE	Ministry of New and Renewable Energy
MOEFCC	Ministry of Environment, Forest and Climate Change
MOES	Ministry of Earth Sciences
MOSH	Ministry of Shipping
MSDE	Ministry of Skill Development and Entrepreneurship
MSIHC	Manufacture Storage and Import of Hazardous Chemicals
NAPCC	National Action Plan on Climate Change
NCDC	National Centre for Disease Control
NCCM	National Crisis Management Committee
NCMRWF	National Centre of Medium Range Weather Forecasting
NERC	National Emergency Response Centre
NGO	Non-Governmental Organizations
NHWIS	National Hazardous Waste Information System
NIDM	National Institute of Disaster Management
NIO	North Indian Ocean
NIRD	National Institute of Rural Development
NISA	National Institute of Security Academy
NPDM	National Policy on Disaster Management
NRSC	National Remote Sensing Centre
NSDA	National Skill Development Agency
NSDC	National Skill Development Corporation
NSG	National Security Guard
NSS	National Service Scheme
O&M	Operation and Maintenance
OHSAS	Occupational Health and Safety Assessment Series
PED	Power/ Energy Department
RMI	Risk Management and Insurance
RTSMN	Real Time Seismic Monitoring Network
SDG	Sustainable Development Goals
SDMA	State Disaster Management Authority (or equivalent Nodal Agency)
SDMC	State Drought Monitoring Cell
SDRF	State Disaster Response Fund
SDRN	State Disaster Resource Network
SIDM	State Institute of Disaster Management
SPCB	State Pollution Control Board
SPWD	State Public Works Department
T1	Short-Term, ending 2022
T2	Medium-Term, ending 2027
T3	Long-Term, ending 2030
VHF	Very High Frequency
WCTn	Wind Chill Effective Minimum Temperature

1. PRELIMINERIES

1.1 PROFILE

HISTORY

Deendayal Port's journey began in 1931 with the construction of RCC Jetty by Maharao Khengarji. Kandla, also known as the Deendayal Port Trust is a seaport in Kutch District of Gujarat state in western India, near the city of Gandhidham. Located on the Gulf of Kutch, it is one of major ports on west coast. Kandla was constructed in the 1950s as the chief seaport serving western India. The Port is located on the Gulf of Kutch on the North western coast of India some 256 nautical miles southeast of the Port of Karachi in Pakistan and over 430 nautical miles north-northwest of the Port of Mumbai. It is the largest port of India by volume of cargo handled. Deendayal Port Trust, India's busiest major port in recent years, is gearing to add substantial cargo handling capacity with private sector participation.

Deendayal Port's success story has continued and it rose to the No. 1 Port in India in the year 2007-08 and since then has retained the position for the 13th consecutive year. On 31.03.2016, Deendayal Port created history by handling 100 MMT cargos in a year - the first Major Port to achieve the milestone.

General

Deendayal Port is situated at Latitude 23° 3'47.33"N and Longitude 70°11'50.30"E on the shores of the Kandla Creek on the west coast of India in the state of Gujarat. It is in the district of Kutch and is located on the west bank of Kandla creek which runs into the Gulf of Kutch at a distance of 90 nautical miles from the Arabian Sea. The total length of Deendayal Port approach Channel is around 23 kms. It was declared as a Major Port on April 8, 1955 by late Shri Lal Bahadur Shastri the Minister of Transport. The Port is well connected by the network of rail and road and provides gate way for export and import of traffic on northern Indian State of Jammu & Kashmir, Delhi, Punjab, Himachal Pradesh, Haryana, Rajasthan, Gujarat and parts of Madhya Pradesh, Uttaranchal and Uttar Pradesh.

Presently, Deendayal Port is handling its dry cargo at its 1 to 16 cargo berths and liquid cargo at its 6 oil jetties. These jetties collectively have a capacity of 58.07 MMTPA. Total of 122.5 MMTPA of cargo was handled at Deendayal Port during the year 2019-20.

The traffic handled by the port has shown a consistent increase and growing at a fast pace. The total traffic (both liquid and dry cargo) handled by the port has gone from 24.50 million tonnes in 1993-94 to 122.5 million tonnes in 2019-20. Cargo traffic handled at Kandla mainly comprised Iron Scrap, Steel, Food Grains, Ore, Timber Logs, Salt Extractions, POL Products, Edible Oils, Chemicals of different varieties etc. Containerized cargo traffic through Kandla has also shown a significant growth during the last few years.

Unique Location

Amongst the 12 Major Ports in the country, Kandla occupies an enviable position, both in terms of international maritime trade tonnage handled and financial stability and self-sufficiency attained year after year. A gateway to the north-western part of India consisting of a vast hinterland of 1 million sq. km stretched throughout 9 states from Gujarat to Jammu & Kashmir, the Port has a unique location advantage. The Port's hinterland is well connected with infrastructural network of broad gauge and railway system as well as State and National Highways

Advantage Deendayal Port

- ISO 9001 – 2008& ISO 14001:2004 Certified Port.
- All weather port – 365 days, 24 hours.
- Protected and safe harbor.
- 16 berths stretching 2.55 km in a straight line
- Facilities for liquid cargo, POL products, chemicals and edible oil.
- Storage facility for LPG to the tune of 30,000 cu.m.
- Port with highest liquid storage capacity in the country.
- Excellent road and rail connectivity.
- High capacity cranes for dry cargo.
- Transparent and notified tariff.
- 13 meter draught.
- Security by CISF. ISPS Compliant

Tankage capacity

Storage is required at the port to cater for variation in shipping schedule of arrival/evacuation of the cargo. The required capacity for the storage depends primarily to the shipment parcel size and dwell time for the cargo. Typically for push/pull type of storage, which allows for the minimum dwell time for the commodity at the port, the higher of the following storage capacity is provided at the port.

- 3x cargo capacity of design vessel
- 5-8% of annual throughput

However in the case of Deendayal Port, the storage serves as the inventory for the customers and enable the customer to minimize storage at their plant sites/consumer centres, as consequence a higher storage capacity will be required at DPT, 10-12% of throughput is recommended for near the port storage. This was discussed with port users group (meeting with Friends Salt Works and allied industries and the President Tank Farms Association) during the meetings in February 2016, who indicated that

- Edible oil storage to allow 12-15 cycles per year i.e. 7-8% of throughput
- Chemical storage to allow for 5-cycles per year i.e. 20-25% of throughput

For an optimistic estimation of new storage demand, storage requirement @ 8% off throughput has been assumed for edible oil and POL and storage demand @ 20% has been assumed for chemicals. The storage demand up to the year 2025 is shown in below Table 1-1.

Table 1-1: Storage capacities of different commodities

Commodity	Storage requirement (thousand KL)
POL @ 8% throughput	3429
Edible oil @ 8% throughput	1401
Chemicals @ 20% throughput	1916
Total	6746

The storage facilities are available under private/public sector ownership near Deendayal Port is 2,188,877 KL and 800,000 KL capacity is being developed in 8 plots, bringing total available capacity to 2989 thousand KL. Therefore, the new capacity required to cater for the liquid bulk future storage demand for liquid bulk at Deendayal Port is 3757 thousand KL, which is equivalent to 751 numbers of 5000 KL tanks. The layout of the development facilities is shown in Figure 1

Pipelines (for each jetty)

Table 1-2: Details of Pipelines

S. No.	Pipe details	Function
1	3 nos. of 250 mm dia.	Chemicals
2	1 no. of 300 mm dia.	Chemicals
3	1 no. of 250 mm dia.	Edible oil
4	1 no. of 300 mm dia.	Edible oil
5	1 no. of 250 mm dia.	Firefighting
6	1 no. of 250 mm dia.	Water supply
7	1 no. of 100 mm dia.	Air supply

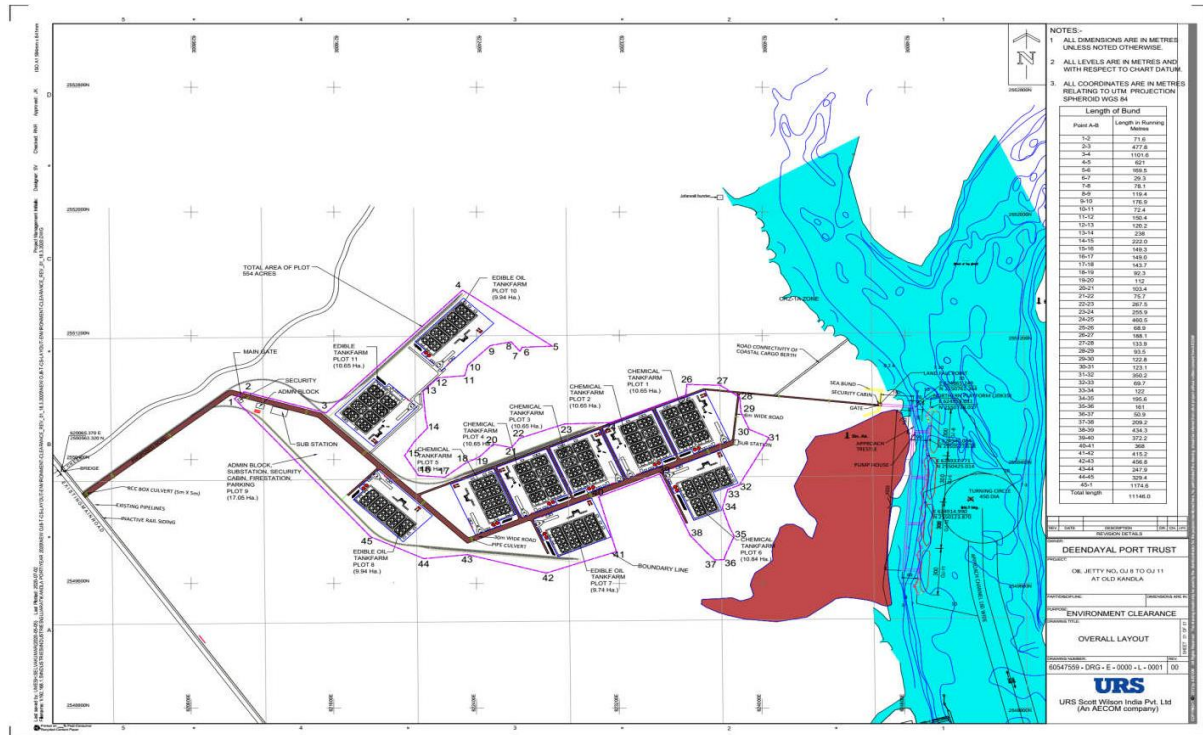


Figure 1: Site Layout

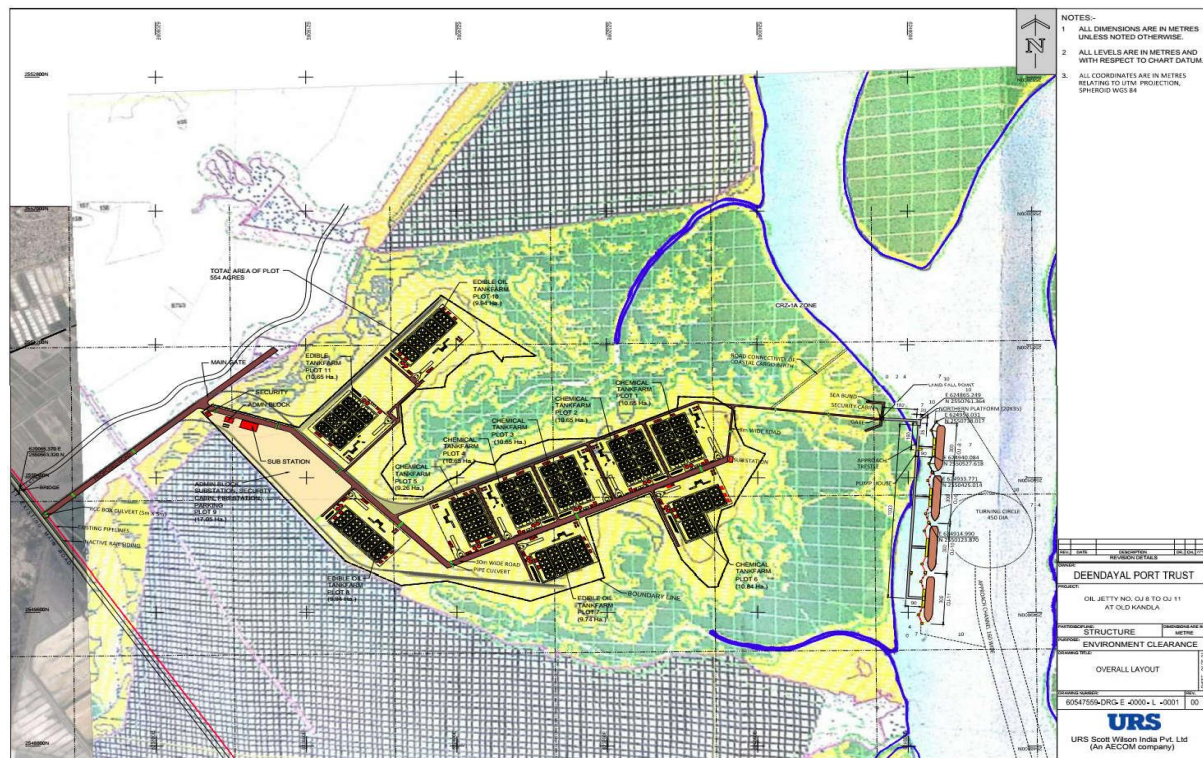


Figure 2: Site Layout superimposed on CZMP map

PORT INFRASTRUCTURE & OPERATIONS

Storage Facilities:

1. Sixteen Dry Cargo berths are available with Quay length of 3620mtrs.
2. Six oil jetties
3. Four dry cargo jetties at Tuna tekra (AKBPTL)
4. Total custom bonded area inside the Custom Fencing 370 Hectors.
5. Two mooring for cargo vessels.

Container handling facilities at Deendayal International Container Terminal:

1. 545mtrs of Quay Length
2. 4 nos. of RMQC
3. 4 Nos. of RTGC, 4nos of reach stackers, 16nos of prime movers
4. 13.82Ha plot for container yard
5. Container freight station serving the Port-CWC Kandla, CWC Gandhidham, CONCOR, AV Joshi, Fair Deal.
6. 48 Reefer plug points
7. Regular Feeder service to middle east, Iran and Coastal
8. Separate stacking area for dangerous goods
9. Railway line adjacent to Container Yard with Deendayal Port as station code.

Steel Floating Dry dock:

Deendayal Port Trust is operating a Steel Floating Dry dock (SFDD) at Deendayal since April, 1984. The existing steel floating dry dock caters to the need of the Port crafts as well as outside organizations and having a capacity to accommodate vessels of following parameters:

1. LOA maximum upto 100mts
2. Breadth maximum up to 17mts
3. Draft maximum up to 5mts
4. Lift displacement maximum up to 2500 tonnes

Navigation Facilities:

1. Round the clock navigation.
2. Permissible draft 13.5 meters
3. Cargo vessel 260 meters in length and 90,000 DWT are accommodated presently.
4. Bulk carriers up to 330 meters length and 15 meters draft can be handled at AKBPTL.
5. Container vessel up to 330 meters length can be accommodated.
6. Safe, protected and vast anchorage at outer harbor for waiting and lighter age purpose.
7. 22 lighted navigational buoy with solar light, as per IALA system, are provided in the Kandla navigational channel.

8. VTS PMS and Pilot personal unit as an aid for night navigation.
9. Fully equipped signal station operational round the clock, With VTS GOK port monitoring system.

Flotilla:

- Total 13 harbour tugs of various size (Inclusive Vadinar)
- Three pilot launches.
- Two high speed security patrolling launches.
- One state the art fully computerized survey launch.
- Six mooring launches.
- One heave up barge for maintenance of navigational Aids.

Chemical & Liquid handling Complex:

- Total storage capacity : 21.89 Lakh KL
 - Private sector storage terminals – 9.81 Lakh KL.
 - Public sector and cooperative undertaking – 12.08 Lakh KL.
- Loading arms for simultaneous loading and unloading.
- Near zero waiting period for vessels.
- Capacity utilization at international levels ensuring demurrage free handling.
- Excellent discharge rates and faster turnaround.
- Lowest vessel related charges and wharf age charges.
- Suitable for A, B, C, LG, NH, EO classes of liquid and chemicals.
- Chemical storage tank farms in the vicinity of liquid jetties.
- Tanks for storage of all categories of liquid cargoes like chemicals LPG, cryogenic cargoes, ammonia, acids, petroleum products, edible oils. Etc.
- Efficient handling ensuring minimum losses.
- Sophisticated pipeline network (including stainless steel pipes) Sufficient parking space inside and outside the storage facilities.

Road Network:

- Four lane National Highway No: 8-A extended right up to the Ports main gates.
- Fully developed road network, both in and around the Port area to facilitate faster movement of cargo.
- Inside Cargo Jetty Area – 30 km. o Outside Cargo Jetty Area – 31 km. o Railway Inside Cargo Jetty Area – 13 km.

Wharf Cranes:

- 12 wharf cranes of the following capacities:
 - Two of 12 tones.
 - Four of 16 tones.
 - Six of 25 tones.
 - 2 Mobile cranes of 63 tonnes each
- The rated capacity of the 16 ton crane is 400 tones / hour.

- The rated capacity of the 25 ton crane is 400 tones / hour.

Weighbridges:

- Nine weighbridges inside the port, which includes:
 - Two Weighbridge of 40 MT capacities.
 - One Weighbridge of 50 MT capacity
 - Two Weighbridge of 60 MT capacity
 - Two Weighbridge of 80 MT capacity
 - Three Weighbridge of 100 MT capacities.

Other Support Equipment

- Easy availability of other support loading equipments such as Forklifts, Tractor - Trailers, Pay-loaders of various capacities.
- Private handling, equipments like Mobile Cranes, Top lifters, pay-loaders, Forklifts, Heavy-duty Trailers etc. available on hire at competitive rates.

Berths at Kandla Port

Details of Draught

Sr. No	Name of Berth	Draught (in Meters)	DWT (In Metric Tons)
1	Cargo Berth No.1	10.0	45000
2	Cargo Berth No.2	9.80	45000
3	Cargo Berth No.3	9.80	45000
4	Cargo Berth No.4	9.80	45000
5	Cargo Berth No.5	10.0	35000
6	Cargo Berth No.6	12.0	35000
7	Cargo Berth No.7	12.0	55000
8	Cargo Berth No.8	12.0	55000
9	Cargo Berth No.9	12.0	55000
10	Cargo Berth No.10	12.0	55000
11	Cargo Berth No.11	13.0	65000
12	Cargo Berth No.12	13.0	65000
13	Cargo Berth No.13	13.0	75000
14	Cargo Berth No. 14	13.0	75000
15	Cargo Berth No.15	13.0	75000
16	Cargo Berth No. 16	13.0	75000
15	Oil Jetty No. 1 (Nehru Jetty)	10.0	40000
16	Oil Jetty No. 2 (Shastri Jetty)	09.00	52000
17	Oil Jetty No. 3 (Indira Jetty)	09.80	40000
18	Oil Jetty No. 4 (Rajiv Jetty)	10.70	56000
19	Oil Jetty No. 5 (IFFCO)	10.10	45000
18	Oil Jetty No. 6 (IOCL)	10.10	45000

Details of Berths

No of Berth	No of Bollard		No of Panels	Length of Each Panel	Length of Berth (m)	Draught (in Meters)	DWT (In Metric Tons)
1	1 to 8	08	08	22.866	182.93	9.80	45000
2	8 to 16	08	08	22.866	182.93	9.80	45000
3	17 to 24	08	08	22.866	182.93	9.80	45000
4	25 to 32	08	08	22.866	182.93	9.80	45000
5	33 to 41	09	09	22.866	205.79	9.10	35000
6	42 to 50	09	09	22.866	205.79	9.10	35000
7	51 to 58	08	08	(30.440 x 7) + 22.56 + (3.00)	238.64	12.00	55000
8	59 to 68	10	06	(45.72 x 3) + 30.44 + 27.44 + (18.00)	213.04	12.00	55000
9	69 to 76	08	05	(45.72 x 3) + 25.72 + (18.05)	182.93	12.00	55000
10	77 to 85	09	05	(59.10 x 2) + (43.20 x 2) + (4.81)	209.41	12.00	55000
11	86 to 98	13	05	(59.00 x 4) + (45.00)	281.00	12.50	65000
12	-----	---	---		264.00	12.50	65000
13						13.0	75000
14						13.0	75000
15						13.0	75000
16						13.0	75000

Details of Existing Godown

Sr. No	Godown No	Size of Godown (in M)	Area in Sq Meters	Capacity in (Tons)
1	Godown - 1 (WH-A)	152.44 x 36.59	5578	9817
2	Godown - 2 (WH-B)	152.44 x 36.59	5578	10500
3	Godown - 3 (W.H -C)	152.44 x 36.59	5578	10500
4	Godown - 4 (W.H.D)	152.44 x 36.59	5578	10500
5	Godown - 6 (C.F.S. - II)	90.00 x 36.00	3240	12400
6	Godown - 7 (C.F.S. - I)	90.00 x 36.00	3240	12400
7	Godown - 8 (F.B.S.S)	236.00 x 30.00	7080	13300
8	Godown - 9 (Bagging Plant)	287.00 x 19.20	5510	10400
9	Godown - 10	132.00 x 22.50	2970	11400
10	Godown - 11	186.00 x 22.50	4185	7900
11	Godown - 12	170.00 x 22.50	3825	7200
12	Godown - 13	162.00 x 22.50	3645	6900
13	Godown - 14	192.00 x 22.50	4320	8100
14	Godown - 15	162.00 x 22.50	3645	6900
15	Godown - 16	192.00 x 22.50	4320	9100

Sr No	Godown No	Size of Godown (in M)	Area in Sq Meters	Capacity in (Tons)
16	Godown – 17	174.00 x 22.50	3915	15000
17	Godown – 18	138.00 x 45.00	6210	23800
18	Godown – 19	192.00 x 22.50	4320	8100
19	Godown – 20	192.00 x 22.50	4320	8100
20	Godown – 21	192.00 x 22.50	4320	8100
21	Godown – 22	192.00 x 22.50	4320	8100
22	Godown – 23	174.00 x 22.50	3915	7400
23	Godown – 24	156.00 x 45.00	7020	26900
24	Godown – 25	132.00 x 22.50	2970	5600
25	Godown – 26	99.06 x 36.55	3621	13900
26	Godown – 27		1943	6995
27	Godown – 28	173.88 x 30.50	5503	19092
28	Godown – 29	137.55 x 50.00	6888	24797
29	Godown – 30	126.00 x 49.00	6174	22226
30	Godown – 31	140.00 x 50.00	7000	25200
31	Godown – 32	307.45 x 40.00	12298	44273
32	Godown – 33	133.00 x 40.00	5320	19152
	Total Available Presently		158349	434052

Offshore Oil Terminal (OOT) Vadinar

KPT had commissioned off shore oil terminal facilities at Vadinar in 1978, jointly with Indian Oil Corporation, by providing single buoy mooring (SBM) system having capacity of 54 MMTPA, which was the first of its kind in India. A significant quantum of infrastructural up gradation has since been effected and excellent maritime infrastructure created for the 32 MMTPA Nayara Energy at Vadinar.

- A draught of up to 33 meters at SBMs and lighter age point operations (LPO) Three SBMs available. 2 Oil Handling Berths of 1,00,000 DWT draft of 20 mtrs
- Handling VLCCs of 300000 DWT and more.
- Providing crude oil for the refineries of Koyali (Gujarat), Mathura (Uttar Pradesh), Panipat (Haryana) and Nayara Energy, Jamnagar (Gujarat) 2nd SBM was commissioned in the year 1998.
- 3rd SBM at Vadinar is for importing crude for the oil refinery of Nayara Energy.
- Simultaneous handling of three VLCCs possible at the SBMs. 3 SBMs interconnected by sub-sea pipeline
- Vast crude tankage facility.
- Five 50T state the art tugs with FIFI arrangement available for smooth and simultaneous shipping operation on the SBM and product Jetty.
- Excellent infrastructure and tranquil waters facilitate transshipment operations even during the monsoon.

1.2 RATIONALE

Disaster is defined as:

A serious disruption of the functioning of a community or a society at any scale due to hazardous events interacting with conditions of exposure, vulnerability and capacity, leading to one or more of the following: human, material, economic and environmental losses and impacts. (UNISDR 2016)

The effect of the disaster can be immediate and localized but is often widespread, often persisting for long after the event. The effect may challenge or overwhelm the capacity of a community or society to cope using the resources immediately and therefore may require assistance from external sources, which could include neighboring jurisdictions, or those at the national or international levels. Disaster is considered to be a result of the combination of many factors such as the exposure to hazards, the conditions of vulnerability that are present, and insufficient capacity or measures to reduce or cope with the potential negative consequences. Disaster impacts may include loss of life, injuries, disease and other negative effects on human physical, mental and social well-being, together with damage to property, destruction of assets, loss of services, social and economic disruption and environmental degradation.

The DM Act 2005 uses the following definition for disaster:

"Disaster" means a catastrophe, mishap, calamity or grave occurrence in any area, arising from natural or manmade causes, or by accident or negligence which results in substantial loss of life or human suffering or damage to, and destruction of, property, or damage to, or degradation of, environment, and is of such a nature or magnitude as to be beyond the coping capacity of the community of the affected area.

The NDMP has provided a framework and direction to the government agencies for all phases of disaster management cycle. The NDMP is a dynamic document in the sense that it will be periodically improved keeping up with the global best practices and knowledge base in disaster management. It is in accordance with the provisions of the Disaster Management Act 2005, the guidance given in the National Policy on Disaster Management 2009 (NPDM), and the established national practices. Relevant agencies – central or state – are to carry out disaster management activities in different phases in the disaster-affected areas depending on the type and scale of disaster.

Within each state, the state government is primarily responsible for disaster. However, in situations where the resources of the state are inadequate to cope effectively with the situation, the State Government can seek assistance from the Central Government.

Disaster Management Plan is implemented in a scalable manner over all phases of disaster management:

- a) Mitigation (prevention and risk reduction),
- b) Preparedness,
- c) Response and
- d) Recovery (immediate restoration to long-term betterment reconstruction)

Plan is prepared to define role clarity for rapid mobilization of resources and effective disaster management. While it focuses primarily on the situation and needs of the Port related agencies, it envisages all those involved in disaster management including communities and non- government agencies as potential users. Further it provides a well-defined framework for disaster management covering scope of work and roles of relevant departments of Deendayal Port Trust as well as other agencies such as CISF, along with their responsibilities and accountability necessary to ensure effective mitigation, develop preparedness, and mobilize adequate response. Disaster Management Plan is a dynamic document, measures included are indicative and not exhaustive. Based on global practices and national experiences, the plan will incorporate changes during the periodic reviews and updates occurring after any learning experience.

Acceptable risk, or tolerable risk, is the extent to which a disaster risk is deemed acceptable or tolerable depends on existing social, economic, political, cultural, technical and environmental conditions. In engineering terms, acceptable risk is used to assess and define the structural and nonstructural measures that are needed to reduce possible harm to people, property, services and systems to a chosen tolerated level, according to codes or -accepted practice which are based on known probabilities of hazards and other factors.

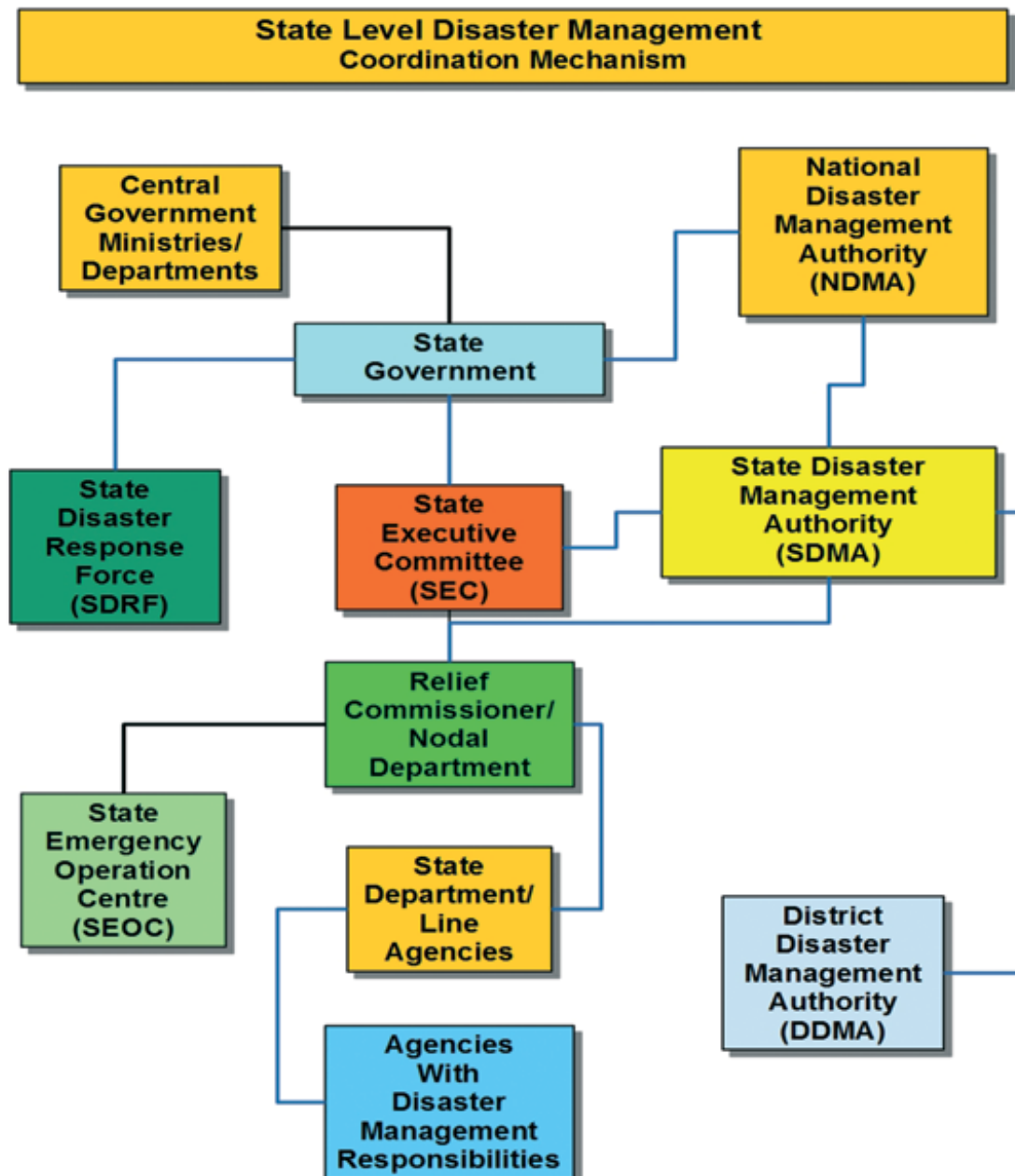
Residual Risk is the disaster risk that remains even when effective disaster risk reduction measures are in place, and for which emergency response and recovery capacities must be maintained. The presence of residual risk implies a continuing need to develop and support effective capacities for emergency services, preparedness, response and recovery, together with socioeconomic policies such as safety nets and risk transfer mechanisms, as part of a holistic approach.

1.2.1 Paradigm Shift

The Disaster Management Act 2005 and the National Policy 2009 marked the institutionalization of paradigm shift in disaster management in India, from a relief-centric approach to one of proactive prevention, mitigation and preparedness. The Policy notes that while it is not possible to avoid natural hazards, adequate mitigation and disaster risk reduction measures can prevent the hazards becoming major disasters. Disaster risk arises when hazards interact with physical, social, economic and environmental vulnerabilities. The National Policy suggests a multi-pronged approach for disaster risk reduction and mitigation consisting of the following:

- Integrating risk reduction measures into all development projects
- Initiating mitigation projects in identified high priority areas through joint efforts of the Central and State Governments
- Encouraging and assisting State level mitigation projects
- Paying attention to indigenous knowledge on disaster and coping mechanisms
- Giving due weightage to the protection of heritage structures

1.3 SCOPE OF PLAN



The Deendayal Port Trust in recognition of the importance of safety and security of port area as first priority set up a core group committee for preparation of Disaster plan as per the recommendation of the National Disaster Management Plan. Our scope of plan covers the area of port and all the emergencies as per the act.

1.4 VISION

To maintain Deendayal Port safer and disaster resilient by a holistic, pro-active, technology driven approach that involves all stakeholders and port users so that a culture of prevention, preparedness and mitigation is imbibed.

Further, to assist local, state and national authorities, so that Deendayal Port's response complements that of authorities in providing assistance to affected populations during natural disasters.

1.5 TIME FRAMES

EVENT SCENARIOS

Probability: Low=once in 10-50yrs; Moderate=once in 2-10yrs; High=once annually
Impact/Preparedness/Risk Threat: 0=Very Low / 1=Low / 2= Moderate / 3 = High

Event/Scenario Spectrum	Early warning	Probability of occurrence	Duration Impact	Impact on property	Impact on People	Time to Restore Facilities	Risk Threat Probability
Cyclone	96-12 hrs.	Moderate	1	1	2	12- 24 hrs.	High
Floods	4-2 hrs.	Low	1	1	2	12-36 hrs.	Low
Earthquake	Nil	High	1	1	2	12-36 hrs.	High
Tsunami	6-1 hrs.	Moderate	1	1	2	12-24 hrs.	Moderate
Marine Accident							
Collision	< 1min	Low	<1hr	2	0	4 h	Moderate
Grounding	<1 min	Low	1-48h	2	0	1-48 hrs.	Moderate
Fire/Explosion	< 1min	Low	0.5-12 h	2	1	1-96 hrs.	Moderate

Event/Scenario Spectrum	Early warning	Probability of occurrence	Duration Impact	Impact on property	Impact on People	Time to Restore Facilities	Risk Threat Probability
Oil Pollution	<5 mins	Low	1-72 h	1	1	1-30 d	Moderate
Transport Accident							
Road	< 1min	Low	< 5 min	0.1	0.1	< 2 h	Moderate
Rail	< 1min	Low	< 5 min	0.05	0.1	1-48 h	Low
Function Failure							
Elec. sub station	< 1min	Mod	24 h	0	0	12-48 h	Low
Pipelines failure	< 1min	Mod	1-24 h	0	0	12-48 h	Low
Fire station failure	< 1min	Mod	1-24 h	0	0	12-48 h	Low
Water system	< 1min	Mod	1-24 h	0	0	12-48 h	Low
Communications	< 1min	Mod	1-24 h	0	0	12-48 h	Low
Medical facilities	< 1min	Mod	1-24 h	0	0	12-48 h	Low
Human related							
Labour Action/ Strike	24 h	Mod	< 24 h	0	0	12-48 h	Low
Civil disturbance	< 12 h	Mod	< 24 h	0	0	12-48 h	Low
Terrorism & War							
State of War	< 48 h	Low	1- 10 d	2	2	12-96 h	Mod
Bomb Threat	< 1 h	Mod	1-3 d	2	3	12-96 h	High
Hostage Threat	< 1 h	Mod	1 – 3 d	1	3	12-48 h	High
Terrorist attack	Nil	Mod	1- 3 d	1	3	> 48 h	High

1.6 INSTITUTIONAL FRAMEWORK

The Deendayal Port Trust in recognition of the importance of safety and security of port area as a first priority set up a core group committee to make recommendation on the preparation of Contingency plans, effective mitigation mechanisms and better security setup.

The contingency plans envisaged among other things, a holistic, coordinated and prompt response to any emergency/disasters. There is a Crisis Management Group (CMG) under the chairmanship of Chairman, Deendayal Port Trust. The CMG has a clearly defined line of command and control. It is responsible for laying down policies, plans and guidelines for contingency/disaster management including mitigation and preparedness measures besides response.

CRISIS MANAGEMENT GROUP (CMG)

In the case of Deendayal Port Trust, having a peculiar topography, vast operational area, its status as the state's economic hub, the Deendayal Port trust authority established the Crisis Management Group for harbor area.

The composition, powers and jurisdiction of this Group (CMG) is as follows:

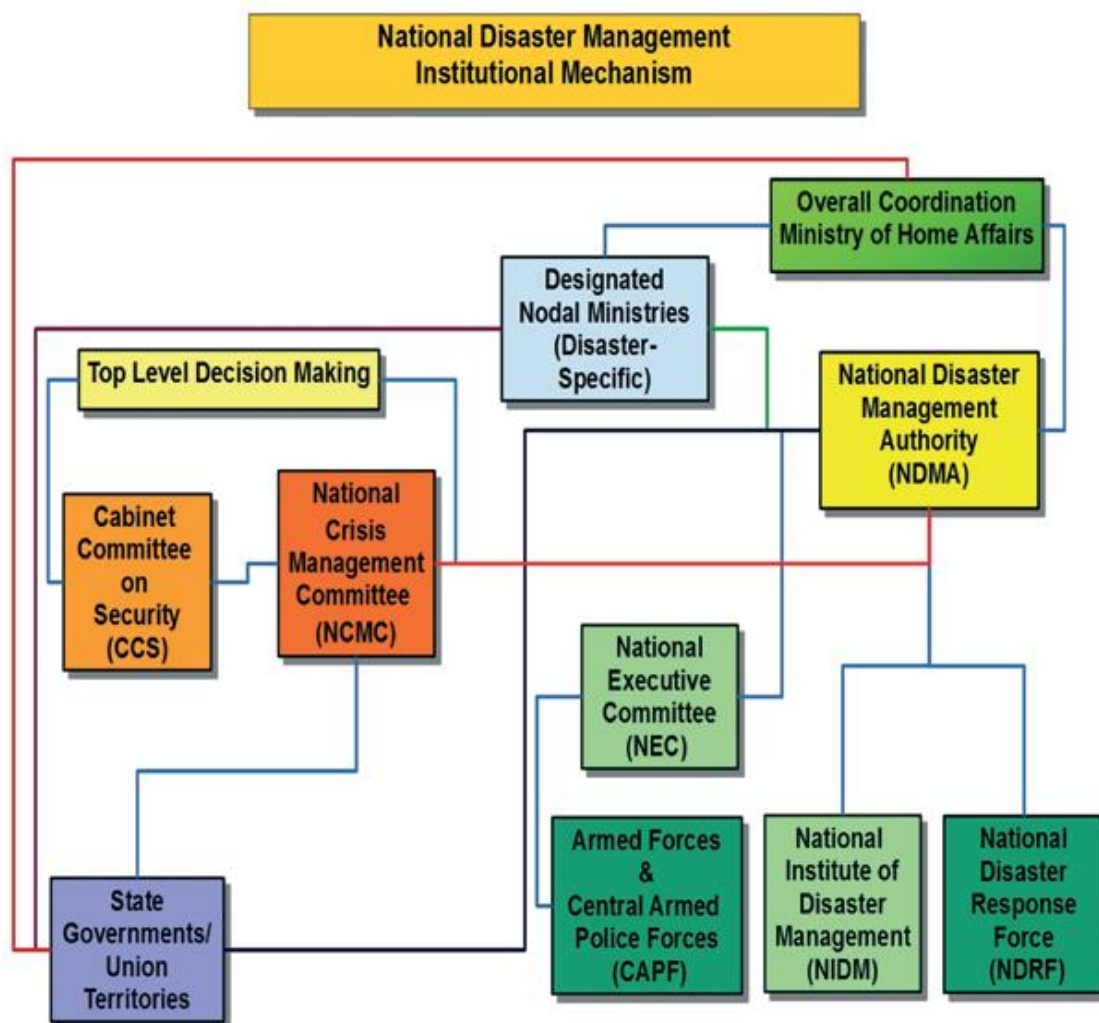
Chairperson	: Chairman/ Dy. Chairman.
Members	: Dy. Conservator
	: Chief Engineer
	: Chief Medical Officer
	: FA&CAO
	: Secretary
	: Chief Mechanical Engineer
	: Traffic Manager, DPT
	: Fire Officer, DPT
	: Sr. Commandant CISF

The following officials will be special invitees of this Group (CMG).

1. Secretary, Relief & Rehabilitation, State Government of Gujarat
2. Collector/Deputy Collector
3. Safety Inspector, Dock Labour Board
4. Sr. Officer from Indian Meteorological Department
5. NIOC and ENC
6. DIG – Coast Guard
7. Principal Secretary (Ports), Govt. Of Gujarat
8. SI, Coastal Police
9. Fire Officer, Deendayal Port Trust Fire Brigade

The Deendayal Port Trust (Disaster Management Control Room) has connectivity with local agencies/departments to respond to any emergency/disasters. Other Agencies/departments have direct connectivity to Deendayal Port Trust (Disaster Management Control Room, CISF) in case of any emergency/disasters.

National Level



National- level disaster management- basic institutional framework

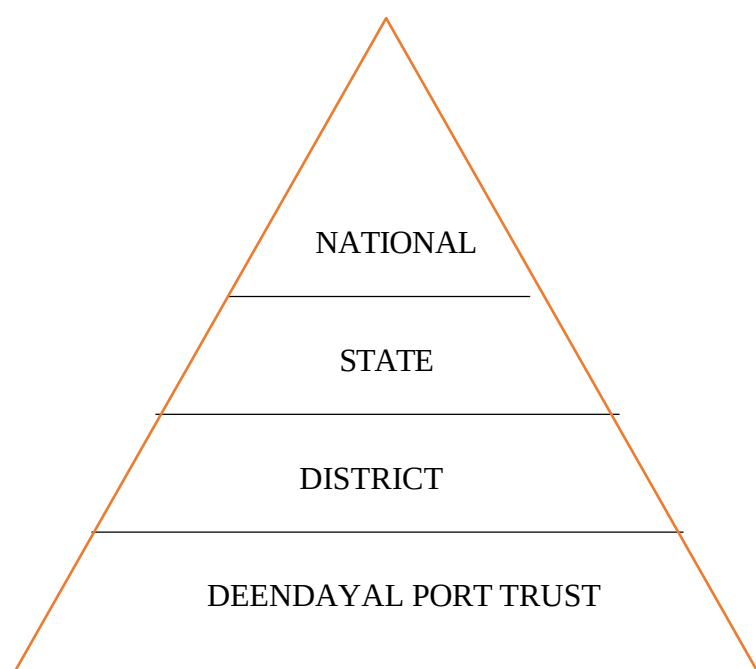
Note: This represents the institutional pathways for coordination, decision-making and communication for disaster management and does not imply any chain of command.

The overall coordination of disaster management vests with the Ministry of Home Affairs (MHA). The Cabinet Committee on Security (CCS) and the National Crisis Management Committee (NCMC) are the key committees involved in the top-level decision-making regarding disaster management. The NDMA is the agency responsible for the approval of the NDMP and the execution of DM functions at the national level. Above figure provides a schematic view of the basic institutional structure for DM at national level. The figure represents the institutional pathways for coordination, decision making and communication for disaster management and does not imply any chain of command.

The DM Act does not have any provisions for notifying any disaster as a national calamity or a national disaster. In most cases, state governments will be carrying out disaster management with the central government playing a supporting role. Generally, the central agencies will participate on the request from the state government. Within each state, there is a separate institutional framework for disaster management at the state-level. The DM Act of 2005 provides for the setting up of NDMA at national level, and, the SDMA at the state level.

State Level - Disaster Management - Institutional Framework District Disaster Management Authority (DDMA)

As per provisions in Chapter-IV of the DM Act, each State Government shall establish a District Disaster Management Authority for every district in the State with such name as may be specified in that notification. The DDMA will be headed by the District Collector, Deputy Commissioner, or District Magistrate as the case may be, with the elected representative of the local authority as the Co-Chairperson. The State Government shall appoint an officer not below the rank of Additional Collector or Additional District Magistrate or Additional Deputy Commissioner of the district to be the Chief Executive Officer of the District Authority. The DDMA will act as the planning, coordinating and implementing body for DM at the District level and take all necessary measures for the purposes of DM in accordance with the guidelines laid down by the NDMA and SDMA. It will, inter alia, prepare the DM plan for the District and monitor the implementation of the all relevant national, state, and district policies and plans. The DDMA will also ensure that the guidelines for prevention, mitigation, preparedness, and response measures laid down by the NDMA and the SDMA are followed by all the district-level offices of the various departments of the State Government.



2. HAZARD, RISK, VULNERABILITY & CAPACITY ANALYSIS

2.1 DISASTER RISKS, VULNERABILITIES AND CHALLENGES.

DEENDAYAL PORT – AREA VULNERABILITY & THREAT MATRIX

X = Slightly Vulnerable, XX = Moderately Vulnerable, XXX = Highly Vulnerable

Threats	Vessel Accidents Collision Grounding	Fire Explosion on board vessel/ashore	Fire & Explosion Manifold Pipeline, Tank farm	Oil & Chemical Pollution	Personnel injury: Accident Rail, Road, On board ship
Respondent Agencies	D.C. Deendayal Port Trust DG Shipping Min. of Shipping	Deendayal Port Trust Fire Service Deendayal Port Fire Brigade Mutual Aid Response Group Police, Min. of Shipping	Deendayal Port Trust Fire Service Oil Companies Deendayal Fire Brigade Mutual Aid Response Group Police Min. of Shipping	Deendayal Port Trust (FO) Control Room Oil Companies Coast Guard, Deendayal Corporation Distt. Collector Min. of Shipping	C.M.O, Deendayal Port Trust Police
Vulnerable Areas					
Vessel Movement	----	-----	-----	-----	-----
Channel	xxx	xx	----	xxx	x
At Berth	x	xx	xx	xxx	xx

Threats	Vessel Accidents Collision Grounding	Fire Explosion on board vessel/ashore	Fire & Explosion Manifold Pipeline, Tank farm	Oil & Chemical Pollution	Personnel injury: Accident Rail, Road, On board ship
Storage- Transfer	----	----	----	----	----
Oil Transfer	---	XX	XX	XX	X
Cargo Transfer	----	----	----	----	----
Trucks, Trains	----	---	----	X	XX
Crane- Shore/Ship	----	XX	----	X	XX
Services	----	----	---	---	----
Access Gates	----	X	X	X	X
Emergency Generators	----	X	---	---	X
Electric Substations	----	X	---	---	X
Train siding Locos, Wagons,	---	----	---	---	XX
Fire station	----	----	---	----	----
Port tugs, crafts,	X	X	---	X	X
Administration Building & Parking	---	---	---	---	---
Customs Area	---	----	---	---	X
Port Employees' Quarters	----	X	----	---	---

Threats	Terrorism Bomb, War, Arson	Technical Failures Power, Transport Communication Infrastructure	Occupational Accidents Strikes	Cyclone Floods	Tsunami Earth Quake
Respondent agencies	Deendayal Port Trust CISF, Police, Coast Guard, Navy, Control Room Min. of Shipping	Deendayal Port Trust	Deendayal Port Trust, CISF Police Min. of Shipping	Deendayal Port Trust, Dist. Collector, Control Room, Min. of Shipping	Deendayal Port Trust, Distt Collector, Control Room Min. of Shipping
Vulnerable Areas					
Vessel Movement					
Channel	xxx	--	--	xx	x
At Berth	xx	x	x	xx	x
Storage- Transfer					
Oil Transfer	xxx	x	x	xx	--
Cargo Transfer					
Trucks, Trains	xxx	x	xx	xx	--
Crane- Shore/Ship	x	x	xx	xx	--
Services					
Access Gates	xxx	xxx	xx	xx	--
Emergency Generators	xx	x	--	x	--
Electric Substations	xx	x	--	xx	--
Train siding Locos, Wagons,	x	x	x	x	--
Fire station	--	x	--	x	--
Port tugs, crafts,	x	x	x	xx	--

Threats	Terrorism Bomb, War, Arson	Technical Failures Power, Transport Communication Infrastructure	Occupational Accidents Strikes	Cyclone Floods	Tsunami Earth Quake
Administration Building & Parking	X	X	--	X	--
Customs Area & Weigh Bridge	--	X	--	X	--
Port Employees' Quarters	X	X	--	X	--

3. HAZARD SPECIFIC PREVENTION AND MITIGATION MEASURES

3.1 BACKGROUND

The Disaster Management Act, 2005 and the National Policy, 2009 marks the institutionalization of paradigm shift in disaster management in India, from a relief-centric approach to one of proactive prevention, mitigation and preparedness. The Policy notes that while it is not possible to avoid natural hazards, adequate mitigation and disaster risk reduction measures can prevent the hazards becoming major disasters. Disaster risk arises when hazards interact with physical, social, economic and environmental vulnerabilities. The National Policy suggests a multi-pronged approach for disaster risk reduction and mitigation consisting of the following:

- Integrating risk reduction measures into all development projects
- Initiating mitigation projects in identified high priority areas
- Paying attention to indigenous knowledge on disaster and coping mechanisms
- Giving due weightage to the protection of heritage structures

The concept and practice of reducing disaster risks involve systematic efforts to analyze and manage the causal factors of disasters, including through reduced exposure to hazards, lessened vulnerability of people and property, wise management of land and the environment, and improved preparedness for adverse events. While both the terms -Disaster Reduction and -Disaster Risk Reduction are widely used, the latter provides a better recognition of the ongoing nature of disaster risks and the ongoing potential to reduce these risks.

Mitigation consists of various measures required for lessening or limiting the adverse impacts of hazards and related disasters. The DM Act 2005 defines "Mitigation" as measures aimed at reducing the risk, impact, or effects of a disaster or threatening disaster situation. Goal of mitigation is to minimize risks from multiple hazards and the threats from individual hazards need not always occur in isolation. At times, a hazardous event can trigger secondary events. In addition, demographics, nature of human settlements, and effects of global climate change can magnify the vulnerability of the communities at risk. The DM Plan, therefore, focuses on enhancing the mitigation capabilities for multiple hazards, their likely cascading effects. The effectiveness in disaster risk reduction will depend on coordination mechanisms within and across sectors and with relevant stakeholders at all levels. For each hazard, the approach used in this plan incorporates the four priorities

1. Understanding Risk
2. Inter-Department / District Coordination
3. Investing in DRR – Structural Measures
4. Investing in DRR – Non-Structural Measures
5. Capacity Development

For each of these thematic areas for action, a set of major themes have been identified for inclusion in the planning framework.

3.1.1 Understanding Risk

This thematic area for action focuses on understanding disaster risk, the Priority-1 in the Sendai Framework integrates into it numerous actions needed for strengthening disaster resilience. The major themes for action are:

- a) Observation Networks, Information Systems, Research, Forecasting,
- b) Monitoring and Warning Systems,
- c) Hazard Risk and Vulnerability Assessment (HRVA), and
- d) Dissemination of Warnings, Data, and Information.

Having adequate systems to provide warnings, disseminate information, and carry out meaningful monitoring of hazards are crucial to disaster risk reduction, and improving resilience. They are also an integral part of improving the understanding of risk.

3.1.2 Inter-Department Coordination

Inter-Department coordination is a key component of strengthening the disaster risk governance - The major themes for action required for improving the top level inter departmental coordination are a) Overall disaster governance b) Response c) Providing warnings, information, and data and d) Non-structural measures. The central ministries and agencies mentioned are those vested with hazard-specific responsibilities by the Govt. of India or those expected to play major roles in the thematic areas given in the matrix.

3.1.3 Hazard-wise Responsibility Matrices for Disaster Risk Mitigation

For the DM plans to succeed, it is necessary to identify various stakeholders/agencies and clearly specify their roles and responsibilities. At all levels - from local to the Centre - the relevant authorities must institutionalize programmes and activities at the ministry/department levels, and increase inter-ministerial and inter-agency coordination and networking. They must also rationalize and augment the existing regulatory framework and infrastructure. For each hazard, in the subsections that follow, themes for action are presented in a separate responsibility matrix for each of the five thematic areas for action. It must be noted that the role of the central agencies is to support the disaster-affected State in response to requests for assistance. However, the central agencies will play a pro-active role in disaster situations. In the domains of DM planning, preparedness, and capacity building, the central agencies will constantly work to upgrade Indian DM systems and practices as per global trends. This section covers the hazards listed below:

1. Cyclone and Wind
2. Flood
3. Toxic gas / Gas leak
4. Oil / Chemical spill
5. War / Terrorism
6. Earthquake
7. Vessel Accident / collision
8. Fires

	HAZARD	MITIGATION	Major Theme	RESPONSIBILITY-ACTION
1	CYCLONE AND WIND	<i>Understanding Risk</i>	Monitoring cyclone	Undertake Hazard Risk Vulnerability Assessment as a part of preparing and periodic revision of DM plans, and for development planning.
			Dissemination of warnings, data, and information	Dissemination of warnings to all (including fishermen), down to the last mile – remote, rural or urban; Regular updates to people in areas at risk. •Deployment of communication equipment •Warnings using all types of options, types of technologies, and media
		<i>Inter Department coordination</i>	Overall disaster governance	Preparation and implementation of DM plans and ensure the functioning of all departments and agencies with DM tasks.
			Response	Organizing the immediate response of Marine, Civil Defense CISF, Traffic, CME, and other department as per DM and seek assistance of District administration.
		<i>Structural Measures</i>	Cyclone shelters	• Identification of safe buildings and sites to serve as temporary shelters for people and livestock evacuated from localities at risk. •Proper maintenance of drainage systems and flood embankments
			Hazard resistant construction, strengthening, and retrofitting of all lifeline structures and critical infrastructure	Collaboration with technical agencies and implementation
		<i>Capacity Development</i>	Training	Training and orientation programme for all the concerned and incorporating disaster response, search and rescue and mitigation.

	HAZARD	MITIGATION	Major Theme	RESPONSIBILITY-ACTION
			Awareness Programme	Carry out mass media campaign, promote the culture of disaster risk assessment, mitigation and management. Promote use of insurance and risk cover.
			Mock drills and exercises	Conduct joint exercises and drills regularly with the inter-departments and external agencies as required by the DM
2	FLOOD	<i>Understanding risk</i>	Dissemination of warnings, data, and information	Dissemination of warnings to all (including fishermen), down to the last mile – remote, rural or urban; Regular updates to people in areas at risk. Probability only during the high water combined with rains and blockade of drains.
		<i>Inter Department coordination</i>	Overall disaster Governance	District administration takes over the charge of flood and assistance to be provided with our team as required.
		<i>Structural Measures</i>	Drainage system	CME to ensure the system in order. Dewatering pumps in readiness. Identification of safe buildings and sites to serve as temporary shelters for people and livestock evacuated from localities at risk.
		<i>Nonstructural measures</i>	• Wetland conservation and restoration • Catchment Area Treatment/ Afforestation	Discourage reclamation of wetlands, natural depressions • Action plan managing wetlands and natural drainage systems for flood moderation • Implementation of watershed management including catchment area treatment and afforestation programmes
			Encroachment laws	Implement land use norms of coastline areas. Prevent and remove the encroachment along the coastline and drainage.
		<i>Capacity Development</i>	Training	Training and orientation programme for all the concerned and incorporating disaster response, search and rescue and mitigation.

	HAZARD	MITIGATION	Major Theme	RESPONSIBILITY-ACTION
			Awareness Programme	Carry out mass media campaign, promote the culture of disaster risk assessment, mitigation and management. Promote use of insurance and risk cover.
			Mock drills and exercises	Conduct joint exercises and drills regularly with the inter-departments and external agencies as required by the DM
3	Toxic Gas/Gas leak	<i>Understanding risk</i>	Dissemination of warning	The information received from terminal manager or vessel to be immediately disseminated to mutual aid partners, district, and national agencies. Immediately stop cargo ops and action to be taken by Site group as per the DM.
		<i>Inter Department coordination</i>	Overall disaster governance	Dy. Conservator reports from the action group to crisis management group. Ensure functioning of all departments and agencies as per the DM.
			Response	Organizing the immediate response and seeking assistance of external and district agencies
			Warnings, Information, Data	To issue of warnings to all, down to the last mile – remote, rural or urban; Regular updates to people in areas at risk from updates as received from crisis management group.
		<i>Structural measures</i>	PPE, Evacuation	Onsite Group to initiate all actions as per SOP
		<i>Non Structural Measures</i>	SOPEP, Air Laws	All vessels to ensure the compliance of maritime laws of pollution and air emission. Loading master and oil companies ensure the compliance
		<i>Capacity Development</i>	Training	The ship staff and the staff handling are already trained and regular refresher course conducted by DG.

	HAZARD	MITIGATION	Major Theme	RESPONSIBILITY-ACTION
			Awareness	The operation is clearly marked and posters displayed. The new handling personals familiarized on regular basis.
			Mock Drills	Fire service along with the terminal representatives and the staff as well as the CWG conducts such drills on regular basis. Further Briefing and Debriefing done.
4	Oil and Chemical Spill			As per Sec 4 of part II – Page 108
5	War and Terrorism			As per Sec 4.19 and 4.20 of part II – Page 131
6	Earthquake			As per Sec 4.17 of part II – Page 120
7	Vessel Accident / collision			As per Sec 4 of part II – Page 111
8	Fires			As per Sec 4.1 of part II – Page 103

4. MAINSTREAMING DRR

- The DM Plan will come into force as soon as any of the disaster alerts is received. OR, when the Port organization has gathered enough data to forecast the alert to any threat.
- The Port Control Room will come into operation at DPT. The Staff Officer, Port Control Room will be in charge.
- Storm warning will be broadcasted through VHF.
- Sr. VHF Operator VTMS/Port Control will inform Deputy Conservator/ HM telephonically the status of worsening weather conditions.
- All the departmental Control Rooms will be made functional in their respective offices.
- The Port Control Room will be in constant touch with the District and Local Administration for rescue and relief operation.
- Disaster co-ordination centre and control rooms will function round the clock and will be closed only after obtaining the necessary orders from the Chairman. Press reports will be released through the chairman's office.
- The Heads of Departments may use Cell telephones to get information. Precautionary measures will have to be taken by each department immediately after the receipt of the warning signal (details as follows)

The following steps shall be immediately taken:

- All leave of pilots and marine personnel stands cancelled.

MARINE DEPARTMENT

The HM or any of his Pilots will make 6 hourly, or if required make frequent, visit to the VTMS/Port Control and will apprise the cyclone station of the developments. If the storm is observed on the radar screen, the visiting officer will inform the HM and cyclone station. The HM will liaise with the DC at all times. Hourly weather fax pictures will be obtained directly or through a vessel in port with electronic means.

Under the overall supervision of the HM, the specific duties of marine personnel will be as given below:

Manager / Pilot

- He will keep in touch with the Harbour Master who will be responsible for the operation of the Cyclone Station and will issue necessary standing orders for the purpose.
- He will keep close liaison with Radar Station, Police Wireless Station, Coast Guard HQ, and Ships in Port in regard to the likely weather conditions in the near future using electronic means weather fax.

- He will prepare special signals and promulgate them to the Masters of the vessels, dredgers, tugs and any other crafts in Port. He will inform the Masters of all vessels at the berths to double the moorings, put out insurance wires and to keep engine ready to proceed out to sea if situation warrants. Decision regarding sending ships to the anchorage will be taken depending on the strength of the wind likely to be encountered and number of vessels in the Port.
- He will maintain a close liaison and co-ordination with the Dy. CME for arranging the staff for manning the Port Crafts.

VTMS/PORT CONTROL

Sufficient number of staff will be detailed in accordance with the HM's instructions.

- They will keep in close touch with the man signal station. The staff of signal station/port office will remain on duty until they are relieved by next shift staff or till alternative arrangements are made or till the storm has passed and the HM releases them.
- Every two hourly barometer reading will be recorded after cyclone warning signal from a vessel in port.
- One lamp with battery will be kept ready at VTMS/Port Control room.
- The VTMS/Port Control will maintain a continuous watch on channel 16. VTS station will keep Civil Defense Control Room informed of all the messages received by telephone, VHF sets or by messenger.
- VTMS/Port Control will inform the MMPC / Pilot on duty any buoys or crafts are seen adrift or any Port installation is seen or informed to be in danger.
- The staff on duty will have sufficient provisions to stay on duty for a period ranging from 24 hours to 48 hours.
- VTMS/Port Control will receive weather facsimile report from New Delhi or any other station and pass on to the HM and Traffic Manager for information.

MMPC/ PILOT

- He will detail one shore team to remain on duty as emergency duty squad unit being relieved by the next shift staff.
- He will take all necessary steps for the safety of the Port crafts. It will be ensured that all other crafts are placed at safe place and properly secured excepting one pilot launch and one stand by launch used for inspection and emergency duties.
- He will ensure all barges will be secured at safe place along with emergency squad will make frequent round (minimum two hourly) to check the safety of Port Crafts.
- He along with emergency squad will make frequent round (minimum two hourly) to check the safety of Port Crafts.
- Fender and extra lengths of ropes/wires will be kept ready so as to attend to any craft whose moorings may part.
- Sufficient provision food will be kept as staff may have to stay for 24 to 48 hours.

MASTER OF TUG/PILOT LAUNCHES AND OTHER LAUNCHES

- Masters of respective crafts will notify their staff to remain on board until they are relieved by next shift staff or Senior Duty Pilot releases them from duty.
- Masters will shift their respective crafts at suitable places as directed by the HM/Traffic Manager and will secure them suitably with additional moorings. Masters of respective crafts will be responsible for proper securing and safety.
- Masters will keep the engines of their crafts ready to proceed at short notice as per the instructions of the HM / Manager Marine Pollution Control.
- Extra fenders will be kept ready on board the Tug for use as required.
- Master will see that sufficient provision is kept for staff on board as period of stay may range from 24 to 48 hours.
- If any craft is seen adrift or any other port installation is seen in danger, the Master of the crafts will immediately inform the VTMS/Port Control.

CIVIL ENGINEERING DEPARTMENT

The cyclone mitigation team shall be headed by Chief Engineer in co-ordination with the Executive Controller Civil Defense. The Chief Engineer will be the head of the Team.

ALLOCATION OF DUTIES

- The head of the field units shall intimate the Civil Defense Control Room about formation of their team by name with accountability. The field units may include assistance as required by them including their names in the formation of the team.
- On completion of the task, the head of the field unit shall fill up the check list and intimate the CD control room and on getting clearance from the control room, the field unit shall disperse.

The Field Units COMPOSITION will be as follows:

Chief Eng.	1	Asst. Ex. Engineer ID & PV, ND, MOT	3
Dy. CE	1	Dy. CME, Electrical	1
SE	2	Dy. CME, Mechanical	1
Ex. E	1	Marine Engineer	1

PRECAUTIONARY MEASURES

- Cyclone warning signals shall be communicated to all field units from Civil Defense Control Room.
- The field units shall communicate the signal to all the staff of the Divisions. Individual workers shall be intimated through special messenger/loud speakers/public address system, if possible.

GENERAL FUNCTIONS OF FIELD UNITS

- All the outside installations and equipment shall be properly secured.
- Safety of workmen on duty shall be given priority during action and all efforts shall be made to evacuate departmental held up workmen.
- Operator's cabin doors of all the equipment and vehicles shall be kept shut.
- Doors and windows of permanent buildings must be properly shut.
- Important documents/files/records must be stored well above the floor vessel.
- Power supply to be switched off before leaving the building.

SPECIFIC DUTY

The duties of task force shall be as follows:

Mechanical & Electrical Engineering Department

Superintending Engineer, (M) / Executive Engineer / Asst. Executive Engineer, Elec Section to ensure the following -

- All the mobile cranes to be brought to a safe place, booms of the cranes to be lowered and jacked. Cabin doors and panels to be closed.
- All wharf cranes to be properly anchored on the rail, slewing to be blocked and booms to be placed at the highest position and to be retained by two turn buckles. End stops on the rail must be checked. Booms will remain in the direction of the track, so that more distance is kept between the ship at the berth and the cabin of the wharf crane.
- Rolling and slewing movement of all cranes must be blocked.
- Forklifts and all heavy equipment shall be parked inside the shed.

Superintending Engineer (Mechanical)

- Electrical Sub-stations will be manned during the cyclone.
- Food and drinking water to be provided to all points, which are to be manned during the cyclone.
- One emergency vehicle shall be providing to Electrical Engineer, Electrical power for attending to various duties.
- CME to delegate a skeletal staff to attend to vehicle breakdown.
- Six nos. 24 volt batteries, one self-starter and one dynamo to be kept as standby for emergency use. Emergency spares to attend to vehicle breakdowns shall be retained by Auto Workshop.
- All the unused vehicles shall be parked inside the shed.
- Executive Engineer, Workshop Division will have a temporary advance if required to meet POL and food requirement and other contingency.

CME's- Workshop

- The Workshop shall be manned by one set of staff consisting of one Machinist, one Fitter, one Welder and three Helpers to attend to emergency requirement.
- Power supply to all the machinery and equipment to be shut off.
- Doors and windows to be kept shut.

Chief Engineer's Department-Civil Works

- The Dy. Chief Engineer OCT ID shall identify 3 to 4 local contractors and keep them as stand by to meet emergency requirements such as requirement for manpower, equipment etc.
- The Contractors, if any, already engaged in some site works shall be intimated about the cyclone warning and directed to take necessary precautionary measures to prevent loss of life and damage to machinery /equipment and Port Trust's assets.
- Temporary building roofs will be checked carefully and any missing or loose A.C. sheets or 'J' hooks will be changed, if necessary.
- Any crack in cement parapets on buildings will be adequately repaired.
- The hinges and closing appliances of all the doors and windows will be checked.
- All the drains and obstructions in the creeks/culverts should be cleaned for easy discharge of sludge water.
- One Section Officer will be posted for each of the above jobs who will also take up immediate repair to roads, breaches and buildings, clearance of roads and water logging and other jobs which may crop up during and after the cyclone will be responsible for above jobs.
- The Supdt. Engineer (MOT) will post one Asst. Engineer exclusively to look after Navigational aids, fenders; transit shed doors and roofs etc. along with necessary staff.
- The Supdt. Engineer (OCT ID & PV) deploys one Asst. Engineer along with necessary staff to look after the sea wall maintenance and nourishment. Wherever breach is noticed alongside the sea-wall, immediate steps shall be taken to close it.
- For the above purpose he shall keep ready 3,000 to 4,000 empty cements bags to be used as sand bags.
- All measures to be taken to minimize uprooting of trees.

Chief Engineer's Department (Water Supply)

- During cyclone, each pump house shall be manned by a team headed by at least one Assistant Engineer.
- Diesel engines for raw water and clean water, all pump house equipment and all generator sets meant for water supply shall be tried out and kept ready.
- The point to the Railway Shed Line to be blocked.
- The diesel pumping sets are to be kept in running condition to meet the demand in case of power failure.
- Sufficient quantities of bleaching powder, alum etc. is kept for water treatment during the period.
- As soon as the contingency plan is made operational all the water tanks should be filled up and standby arrangement for supply of water to be made with special provision for the hospital.

5. INCLUSIVE DRR

General

- After receiving the cyclone warning, different site-in-charge of Engineering Department will alert the firms/contractors executing the projects to take necessary steps for safety of the workmen/equipment/ materials.
- Door and window fittings of the Administrative building should be checked up by Engineer-in-charge to ensure closing of the same during cyclone.

TRAFFIC DEPARTMENT

Traffic Manager will take the following measures:

- All loading/unloading operations to cease-hatches closed-cranes secured
- All the cargoes under Port's custody, lying outside and likely to get damaged, will be shifted to Transit Sheds/Ware Houses.
- Doors of the sheds will be closed and properly secured.
- He will visit the site and inspect the arrangements.

ACCOUNTS DEPARTMENT

- All the departments may inform the Financial Adviser & Chief Accounts Officer the amount of cash required by them so that the same can be kept in the chest and can be disbursed by one of the Officers of the Finance & Accounts Department as per need.

MEDICAL DEPARTMENT

- Ambulances have to be kept manned and standby at all times at Port Trust Hospital.
- Mobile medical facility, if required, may be made available.

STORES DEPARTMENT

- The Sr. Dy. Materials Manager will ensure the following:
- During cyclone season sufficient stock of stores like AC sheets, 'J' Hooks, screw hinges, gunny bags, tarpaulins, ropes and wires for Port Crafts, diesel oil, kerosene oil, hurricane lantern, petromax lamps, torch lights with batteries and bulbs, electrical items etc. are kept.
- All the materials which are likely to get damaged with rain are covered with tarpaulin.
- One Store Keeper and the other minimum staff required to issue materials including POL are kept during emergency.

SECURITY SECTION

CISF Dy. Commandant will make arrangement for the following:

- To keep extra vigil on the all stores/buildings which are likely to be affected by the Cyclone.
- Till normally is restored, arrangement will be made for thorough checks on all out-going vehicles to guard against pilferage.

POST THREAT DUTIES

- All the Heads of the Departments are required to assess the damage and submit a detailed report indicating the estimate to the Dy. Chairman. For this, a team may be formed comprising Harbour Master, Traffic Manager, Chief Engineer, Chief Mechanical Engineer and assistant with one representative from the Finance Department. The preliminary report is to be submitted within 3 hours and detailed report within three days.
- Hydrographical survey to be conducted to assess the channel condition and shipping to resume as early as possible.
- In case of any small craft sunk or grounded, the same to be removed to make the channel/berth safe for navigation. HM will detail a salvage party headed by MMPC for this purpose.
- Mobile medical service, if required, to be provided by the Medical Department. Preventive measures for epidemics to be taken care of.
- All the operating systems to be attended urgently and made operational as early as possible on war footing basis to resume operation.
- Water supply and electricity to be given priority. The electrical cabling network to be checked area-wise.
- All damaged temporary roofed houses in the port premises will be attended to.
- The Sr. Dy. Materials Manager will nominate a team for the procurement and supply of essential materials for repair of various structures and equipment as reported.
- To assess the progress of repair works, Heads of Departments meeting will be held daily till normalcy is restored.

6. COHERENCE OF DISASTER RISK MANAGEMENT ACROSS RESILIENT DEVELOPMENT AND CLIMATE CHANGE ACTION

- As an influence upon hazards, the Earth's climate has always changed throughout humanity's and the planet's history, including long-term trends, shifts in the state and baseline, variability, and cycles. Climate change may be due to natural internal processes or external forcing such as modulations of the solar cycles, volcanic eruptions, and persistent anthropogenic changes in the composition of the atmosphere or in land use. First is the anthropogenic release of greenhouse gases such as methane and carbon dioxide that trap heat and increase the global mean temperature. Second are anthropogenic changes to the Earth's surface, which reduce absorption of the greenhouse gases emitted by human activities. One prominent land use change is deforestation, since trees are an excellent source of uptake for and storage of carbon dioxide.
- Sea levels rising due to climate change—as water warms it becomes less dense, so its volume expands leading to an increasing sea level—are impacting some low-lying islands, through worsening floods, erosion, and water salinization. Climate change's projected impacts on disaster risk are not confined to the hazard side, but also encompass vulnerability. Climate change drives vulnerabilities by changing local environmental conditions so rapidly that local environmental knowledge cannot keep pace with and is less applicable to, for example, local food and water resources along with pest management, especially where new species enter an ecosystem due to the changing environment. The development, strengthening and implementation of relevant policies, plans, practices and mechanisms need to aim at coherence, as appropriate, across sustainable development and growth, food security, health and safety, climate change and variability, environmental management and disaster risk reduction agendas
- Deendayal Port Trust is committed for the clean and green earth. Many Forestation programmes are continual developments. Compliance of all the maritime pollution laws such as air Pollution, Water Ballast Management is strictly followed as per the DG Shipping Directives. Regular updates and implementation of any development in regards to climate change is incorporated in all its procedures.

7. CAPACITY DEVELOPMENT

- Capacity development is a theme in all the thematic areas for action. The capacity development includes training programs, curriculum development, large-scale awareness creation efforts, and carrying out regular mock drills and disaster response exercises. The capabilities to implement, enforces, and monitor various disaster mitigation measures has to be improved at all levels from the local to the higher levels of governance. It is also strengthening the DRR governance at all levels to better manage risk and to make the governance systems more responsive.

7.1 BACKGROUND

Capacity development covers strengthening of institutions, mechanisms, and capacities at all levels of all stakeholders. The United Nations International Strategy for Disaster Reduction (UNISDR) defines 'Capacity Development' for DRR as follows: -The process by which people, organizations and society systematically stimulate and develop their capability over time to achieve social and economic goals, including through improvement of knowledge, skills, systems, and institutions – within a wider social and cultural enabling environment. (UNISDR, 2009) It is an important component of investing in disaster risk reduction. In the domain of disaster risk management, the Deendayal Port Trust emphasizes the need for enhancing the technical, financial, and administrative capabilities of our departments and organization to deal with the identified risks at different levels. The framework calls for reinforcing the capacity to implement, and enforce risk reduction measures. Capacity development commonly refers to a process that is driven from the inside and starts from existing capacity assets. Investing in capacity development for DRR will be a continuing process to enhance the capability of individuals, agencies, and communities to improve the Performance of their DM functions. The process of capacity building includes elements of human resource development, i.e., individual training, organizational development such as improving the functioning of groups, and the strengthening of organizations, regulations, and institutions. Involving stakeholders through participatory approaches is essential to establish ownership and commitment. Deendayal Port Trust conducts training and awareness programmes periodically. The sustainability of capacity development initiatives increases in direct relation to the level of participation and ownership of the internal partners. In order for capacity development for disaster risk reduction to be effective, activities on various levels, i.e. legal and institutional frameworks, systems of organizations, organization and human and material resources, are addressed on short and long term. The reason for this is that changes at one level often require changes at other levels too, as the levels are interdependent.

7.2 COMMUNICATION STRATEGIES

- Chain of commands and responsibilities are laid out clearly in Section 3, Disaster Management Plan and Response plan. The communication is well known and thus the same is familiarized in the Training and executed in exercises and drills.

General Administration:

1. Liaison with external agencies like fire brigade, hospitals, blood banks, private transports, press, Local- Govt.- statutory authorities, neighboring industries. Get external aid as per the site requirement.
2. Ensure correct accounting of persons for head count & give feedback to CDC.
3. In consultation with CDC release the emergency details.
4. Ensure only authenticated information release to avoid confusion.
5. Ensure that relatives of victims are informed

Telephone operator:

1. On receipt of inform of emergency communicate with important persons like CDC, safety, services, administration. etc.
2. Keep the lines free / don't keep them engage for use if situation demand.
3. In case of fire/toxic leakage/spill is discovered and reported but no emergency siren is operated, he shall ensure the information about the location of the fire/emergency incident from the person discovered/ notices the above and communicate to different Key Personnel immediately with clear message.
4. Control use of all telephone facilities.

8. COORDINATION

All the coordinators are responsible for coordination of emergency activities based on the requirement of the situation.

General duties of all the Coordinators:

1. Be in touch with CDC & keep on giving periodic feed back to him.
2. Keep list of employees in their section ready, for necessary deployment.
3. Keeping track of the employees involved in emergency handling.

Specific duties of various coordinators:

Traffic:

1. Act as a link between site & CDC.
2. Take/implement decision related to isolation, resources deployment, rescue, dispatch etc.
3. Liaise with other dept. like safety, fire, Engg, services for effective & smooth coordination of activities.
4. Control / stop all loading unloading operation in the section, if required.
5. List out all available ambulance with all information. If required, pre-contract with private ambulance owners.
6. Ensure smooth transportation links at all level.
7. Arrange transportation of resources needed for emergency.
8. To provide necessary man power, equipment, material and logistic support to all concerned dealing with emergency.
9. To provide support for requirement not specifically identified. It addresses the effort and activity necessary to evaluate, locate, procure and provide essential material/resources including excess and surplus.

Marine:

1. To control/stop shipping movement as required.
2. To combat and control water, soil and air pollution. Liaise with GPCB.
3. To Keep manpower, equipment readily available for shipping movement at any time.
4. To carry out disposal of any waste, formed during emergency with help of CE & GPCB.
5. To ensure conservation of Port.

Safety: Assist the emergency operation.

1. Advise to avoid escalation of situation.
2. Extent technical help based on The National Institute for Occupational safety and Health (NIOSH) guidelines and hazards of chemicals, etc.

Fire:

1. Depute fire-fighting squad with resources for their optimum utilization.
 2. Develop strategy with SC, IC & Ship coordinator for the fire-fighting, emergency containment & rescue operation.
 3. Directs and control operations regarding fire prevention, detection, fire suppression, rescue and hazardous material incidents.
 4. Extinguish fire. Be in readiness for additional firefighting assignments as there is a possibility of secondary fire incidents.
 5. Advise / assist the rescue operation & handling of casualties.
 6. Establish search & rescue operation.
 7. Prioritize the operation to ensure that maximum lives are saved.
 8. To provide life and property saving assistance to manage fire incidents following emergencies.
 9. To provide personnel. Equipment and supplies during firefighting operation.
 10. Co-ordinate and call for mutual aid members to assist emergency operation.
- Keep record

C.I.S.F.:

1. Control gates, allow only essential men and vehicles. Allow exit for men & vehicles with permission of CDC. Keep record of the persons & vehicles going out.
2. Control traffic to avoid road chocking. Regulate vehicle movement.
3. Depute manpower to cordoning off the affected area.
4. Arrange CISF Staff/ QRT for patrolling in the area to maintain law & order situation.
5. Cordon off the area, Control and disperse crowd, if required.
6. Regulate and Control personnel evacuation.

Shipping Assistant:

1. On receipt of inform of emergency communicate with important persons like CDC, safety services, administration. etc.
2. In case of fire/toxic leakage/spill is discovered and reported but no emergency siren is operated, he shall ensure the information about the location of the fire/emergency incident from the person discovered/ notices the above and communicate to different Key Personnel immediately with clear message.
3. Control use of all telephone facilities.

Mechanical & Electric Engg.: Meet any immediate break down condition viz. equipment failure, fire line failure etc.

1. Liaise Traffic, Safety & utility coordinators to extend assistance in emergency handling by releasing manpower.
2. Meet electrical requirement like power isolation, temporary power connections, requirement of emergency supply like DG, UPS etc. for essential equipment & emergency operation from CME. Man MCC, PCC stations.
3. Liaise with GSECL for requirement of power etc.
4. Release manpower to help in emergency operation, if required.
5. Ensure functioning of wireless sets.
6. Help in handling break down condition like failure of process logic, fail-safe operation of instruments etc.
7. Restore/provide communication facilities.
8. Restore/provide electric supply, lighting equipment, etc.

Civil Engg.:

1. Meeting emergency needs like barriers / bund to contain leak, demolition of some / part / total structure for effective emergency operation.
2. Release manpower to help in emergency operation, if required.
3. Quick restoration/provision of water supply and drainage system.
4. Keep essential utilities running like water for fire water and their pumps as per demand.
5. Restoration of roadways, if required.
6. Arrange water supply through mobile water tankers.
7. Clearance of debris, if any.
8. Demolish unsafe structure, if any & construction of safe structures.

Stores:

1. Important items to be store during emergency for prompt delivery.
2. Keep inventory of items handy for quick delivery.
3. Keep safety items ready for issue.
4. If require in coordination with accounts arrange for essential local purchase.

Medical:

1. Keep all ambulances ready.
2. Keep the antidote & other medicines in stock with sufficient quantity of drugs, Surgical equipment ready in hospital/dispensary.
3. Activation of Medical facilities with all manpower, supplies and equipment.
4. Keep medicine in reserve with mobile medical team on rotational basis.
5. Set up trauma counseling desks.
6. Perform medical evaluation and treatment as needed.
7. Maintain patient tracking and record of their treatment.
8. Keep reserve beds in hospital.

Civil Defense Resources: (Auxiliary Unit for Training & Awareness)

1. Activation of Civil Defense Control Room by Dy. Chairman/CME
2. Release manpower of volunteers as per requisition of Disaster Management Control Room.
3. Send Mobile First Aid/rescue etc. team at the site as quickly as possible.
4. Send Quick Response Team at sites and establish temporary medical camps.
5. To maintain inventory of, and to take optimal use of available resources of DPT volunteers.

General Administration:

1. Liaison with external agencies like fire brigade, hospitals, blood banks, private transports, press, Local- Govt.- statutory authorities, neighboring industries. Get external aid as per the site requirement.
2. Ensure correct accounting of persons for head count & give feedback to CDC.
3. In consultation with CDC release the emergency details.
4. Ensure only authenticated information release to avoid confusion.
5. Ensure that relatives of victims are informed.

Welfare:

1. Arrange for food, refreshment for the people-fighting emergency.
2. Make arrangements for their rest/shelter.
3. Coordinate to bring manpower available in company colony.

Finance:

1. Ensure that cash is made available at any time during emergency.
2. Give authorization of purchase to concerned in consultation with CDC and maintain records thereof.
3. Liaise with insure company for information. Coordinate their visit, if required.
4. With prod., services & stores coordinator carryout preliminary assessment of damage. Ensure that vital evidences are undisturbed from insurance purpose.

Emergency procedure in case of emergency: In general course is as under,

Identification: On noticing the fire or leak the observer will do following based on the resources available,

- Shout as Help - emergency / fire / leak.
- On phone or through cell phone contact immediately to your Sectional Officer and giving his detail in brief will tell type of emergency, location, etc.

9. PREPAREDNESS AND RESPONSE

9.1 BACKGROUND

Response measures are those taken immediately after receiving early warning from the relevant authority or in anticipation of an impending disaster, or immediately after the occurrence of an event without any warning. The primary goal of our response to a disaster is saving lives, protecting property, environment, and meeting basic needs of human and other living beings after the disaster. DPT focus is on rescuing those affected and those likely to be affected by the disaster. The provision of emergency services and public assistance during or immediately after a disaster in order to save lives, reduce health impacts, ensure public safety and meet the basic subsistence needs of the people affected.

In Preparedness, DPT has SOPs for all the emergencies, hazards and risks on the basis of vulnerability in the port. The knowledge and capacities are developed by training as well as governments, professional response and recovery organizations, communities and individuals to effectively anticipate, respond to, and recover from, the impacts of likely, imminent or current hazard events or conditions as a part of the training. Based on the preparedness, the response process begins as soon as it becomes apparent that a disastrous event is imminent and lasts until the disaster is declared to be over. It is conducted during periods of high stress in highly time- constrained situations with limited information and resources. It is considered as the most visible phase amongst various phases of disaster management.

Response includes not only those activities that directly address the immediate needs, such as search and rescue, first aid and temporary shelters, but also rapid mobilization of various systems necessary to coordinate and support the efforts. For effective response, all the stakeholders have been briefed about hazards, its consequences, and plans of action as per SOPs are implemented during the mock drills. It is ensured that the entire concerned are versed with their roles and responsibilities as per DMP.

Any emergency requires a quick response to save lives, contain the damage and prevent any secondary disasters. In most cases, first responders such as members of Incident Response Teams such as vessels, Port Fire services, Port Hospitals and other agencies (medical fire, police, civil supplies, CISF) manage emergencies immediately at the local level. If an emergency escalates beyond their capabilities, the local crisis management group seeks assistance from the district administration and/or the State Government.

9.1.1 Institutional Framework

Section 2 and Section 3 provides an overview of the institutional arrangements covering all aspects of disaster management. There are specific tasks, roles and responsibilities in the domain of response, which is mentioned in section 4. This section summarizes the function and responsibilities of individuals, departments and agencies that have a key role to play in disaster response as per current guidelines. The plan will be updated periodically to reflect any changes in the key roles envisaged to particular individual, department or agencies. No single agency or department can handle a disaster situation of any scale alone. Different departments have to work together to manage the disaster with an objective to reduce its impact.

The institutional arrangements for the response system consist of the following elements:

- a) Chief Disaster Controller (CDC) with complete charge for any emergency control and coordination of the response and mobilization of all the necessary resources.
- b) Site Controller (SC) Core Group/ On Site Group/ is responsible for assessing magnitude of situations on the Early Warning Systems and alerts.
- c) Incident Controller is the responsible person for the place of occurrence.

There will be Traffic department under the under the CDC which will be connected to the following site controllers and / or departments:

- Marine / Fire & Safety
- Medical / Welfare
- CISF / Civil Defense Resources
- Civil Engineering / Welfare
- Mechanical & Electric Engg.
- General Administration / Finance

9.2 NATIONAL EARLY WARNING SYSTEM

9.2.1 Central Agencies Designated for Natural Hazard-Specific Early Warnings

The Government of India has designated specific agencies (Table 3-1) to monitor the onset of different natural disasters, set up adequate Early Warning Systems (EWS), and disseminate necessary warnings/ alerts regarding any impending hazard, for all those hazards where early warning and monitoring is possible with the currently available technologies and methods. These agencies provide inputs to the MHA, which will issue alerts and warnings through various communication channels. DMP ensures the actions on reception of such alerts and warnings and maintains equipment in proper functioning order and conducts drills and trainings to test their efficacy.

Table 9-1: Central Agencies Designated for Natural Hazard-Specific Early Warnings

S. No	Hazard	Agencies
1	Cyclone	Indian Meteorological Department (IMD)
2	Drought	Ministry Of Agricultural and Farmers Welfare (MoAFW)
3	Earthquake	Indian Meteorological Department (IMD)
4	Epidemics	Ministry of Health and Family Welfare (MoHFW)
5	Floods	Central Water Commission(CWC)
6	Tsunami	Indian National Centre of Oceanic Information Services (INCOIS)

On their part Deendayal port Trust disseminates such alerts and warnings on the ground through all possible methods of communications and public announcements and action in conformance with the SOP.

9.2.2 Role of Central Agencies/ Departments

The National Emergency Operations Centre (NEOC) will act as the communication and coordination hub during this phase and it will maintain constant touch with early warning agencies for updated inputs. It will inform State Emergency Operations Centre (SEOC) and District Emergency Operations Centre (DEOC) through all the available communication channels and mechanisms. The DM Division of the MHA will communicate and coordinate with designated early warning agencies, various nodal Ministries, and State Governments. It will mobilize reinforcements from the NDRF, Armed Forces and the CAPFs and put together transportation plans for moving resources. The NDMA will support the overall coordination of response as per needs of MHA. The NDMA will be providing general guidance, and take decisions for the deployment of the NDRF. The NDRF will be deployed as required depending on the request from State Government. They will keep the force in operational readiness at all times.

9.3 HAZARD SPECIFIC RESPONSE PLAN

As per the SOP section 4 of part II.

9.4 ACTIVATION OF RESPONSE PLAN

At the national level, the Central Government has assigned nodal responsibilities to specific Ministries for coordinating disaster-specific responses (Table 9-2). NEC will coordinate response in the event of any threatening disaster situation or disaster. The State Government will activate the IRTs at State, District, or block level and ensure coordination with the SEOC. The SDMA will provide the technical support needed to strengthen the response system. It is essential that the first responders and relief reach the affected areas in the shortest possible time. Often, there are inordinate delays due to real constraints imposed by the location, nature of disaster and, most regrettably, due to inadequate preparedness. In many situations, even a delay of six to twelve hours will prove to be too late or unacceptable. To make matters worse, relief tends to arrive in a highly fragmented or uncoordinated form with multiple organizations acting independently of each other without a cohesive plan, without mechanisms to avoid overlaps and without proper prioritization of different aspects of relief such as shelter,

clothing, food, or medicine. From an operational perspective, the challenges are similar across most hazards. The NDMA has formulated IRS Guidelines for the effective, efficient, and comprehensive management of disasters. The implementation of NDMA's IRS Guidelines by the States will help National Disaster Management Authority in standardization of operations; bring clarity to the roles of various departments and other agencies, which are common to most disaster response situations.

Table 9-2: Central Ministries for Coordination of Response at National level

S. No	Disaster	Nodal Ministry/ Dept./ Agency
1	Biological Disasters	Min. of Health and Family Welfare (MoHFW)
2	Chemical Disasters and Industrial Accidents	Min. of Environment, Forests and Climate Change (MoEFCC)
3	Cyclone, Tornado, and Tsunami	Min. of Home Affairs (MHA)
4	Drought, Hailstorm, Cold Weather and Frost, Pest Attack	Min. of Agriculture and Farmers Welfare (MoAFW)
5	Earthquake	Min. of Home Affairs (MHA)
6	Flood	Min. of Home Affairs (MHA)
7	Nuclear and Radiological Emergencies	Dept. of Atomic Energy, Min. of Home Affairs (DAE,MHA)
8	Oil Spills	Min. of Defence/ Indian Coast Guard (MoD/ICG)
9	Rail Accidents	Min. of Railways (MoR)
10	Road Accidents	Min. of Road Transport and Highways (MoRTH)
11	Urban Floods	Min. of Urban Development (MoUD)

Sites for establishment of various facilities as required for providing various services during the response are established. The administration widely disseminates and publicizes the information about these arrangements as mandated in the SDMP and DDMP. Since disaster response operations are multifaceted, time sensitive, extremely fast-moving, and mostly unpredictable, it requires rapid assessment, close coordination among several departments, quick decision-making, fast deployment of human resources and machinery as well as close monitoring. In order to prevent delays and to eliminate ambiguities with regard to chain of command, the SDMP and DDMP clearly spells out the response organization as per SOP/ IRT. These plans clearly identify the personnel to be deputed for various responsibilities in the IRT at various levels of administration along with proper responsibility and accountability framework. Provision for implementation of unified command in case of involvement of multiple agencies such as District administration, CISF, oil companies, Civil defense Resources are spelt out in the SDMP. From time to time, the DM plan must be tested and rehearsed by carrying out mock exercises.

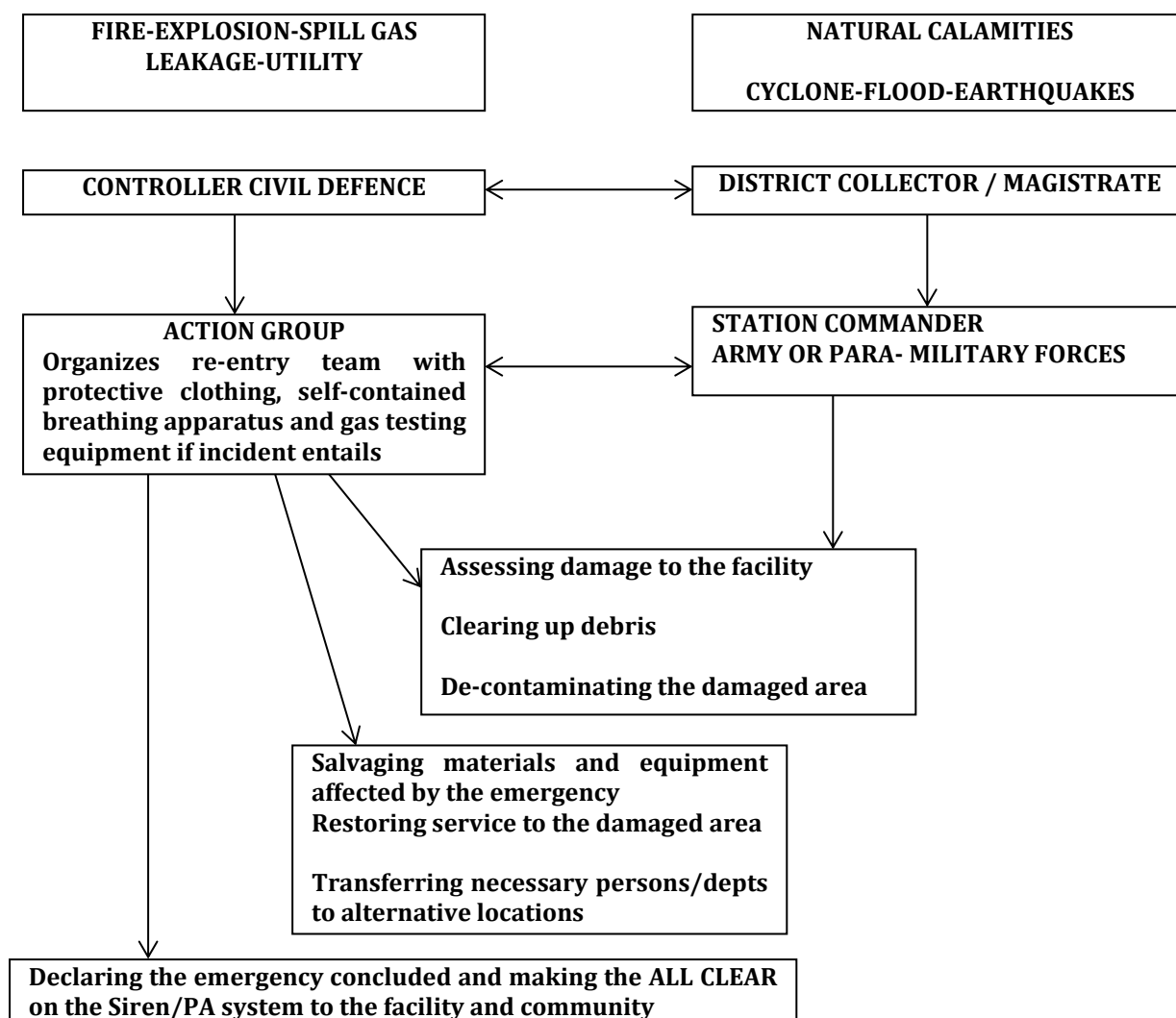
9.5 FIRE AND EMERGENCY SERVICES

Port has its own Firefighting Department. Port fire services is designated for any Fire and Emergency Services. The primary role of Fire and Emergency Services is of responding to fire incidents. However, besides firefighting, FES attends to other emergencies such as building collapse, road traffic accidents, human and animal rescue, and several other emergency calls. FES also takes part in medical emergencies. The role of FES has become multi-dimensional. The role of FES extends to the domain of prevention. FES is an integral part of the group of agencies responding to disaster situations. FES is one of the first responders during the Golden Hour after a National Disaster Management Plan disaster and plays a vital role in saving lives and property. Therefore, it is adequately equipped and developed to the capacities. Further, continuous training is also be provided to the fire staff in using and maintaining the equipment. FES is a key element in the emergency response system. It comes under the 12th schedule of the Constitution dealing with municipal functions. FES is under the jurisdiction of Municipal Corporations. With regard to the scaling of equipment, the type of equipment, or the training of their staff it is as per the state fire act.

9.6 RESPONDING TO REQUESTS FOR CENTRAL ASSISTANCE FROM STATES

Catastrophic disasters like earthquakes, floods, cyclones and tsunami result in a large number of casualties and inflict tremendous damage on property and infrastructure. The Government of India has established a flexible response mechanism for a prompt and effective delivery of essential services as well as resources to assist a State Government or Union Territory severely hit by a disaster. Disaster management is considered as the responsibility of the State Governments, and hence the primary responsibility for undertaking rescue, relief and rehabilitation measures during a disaster lies with the State Governments. The Central Government supplements their efforts through logistic and financial support during severe disasters as requested by the State Governments. Responding to such emergencies stretches the resources of district and State administration to the utmost and they may require and seek the assistance of Central Ministries/ Departments and agencies like the NDRF, Armed Forces, CAPF, and Specialized Ministries/ Agencies.

10. RECOVERY AND RECONSTRUCTION



Note:

For natural calamities etc. at the District level, the District collector or District Magistrate will make the necessary initiative through the paramilitary group.

The Port Chairman or Dy. Chairman may also request Para military Personnel to assist when the accidents have originated at the port premises.

11. BUDGETARY PROVISION

Deendayal Port being operation centric organization, budgetary provision is made to keep in continuous readiness Firefighting equipment and staff, Oil Pollution Response equipment and staff and also to tackle natural disasters such as Floods and Cyclone etc.

12. PLAN MANAGEMENT

12.1 BACKGROUND

Regular maintenance is critical to ensure the relevance and effectiveness of the DM plans. Plan maintenance is the dynamic process. The plan will be periodically updated to make it consistent with the changes in Government / Organizations policies, initiatives, and priorities as well as to incorporate technological changes and global experiences. Evaluating the effectiveness of plans involves a combination of training events, exercises, and real-world incidents to determine whether the goals, objectives, decisions, actions, and timing outlined in the plan led to a successful response. We make aware of lessons and practices from various parts of India as well as lessons from across the world. The trainings, mock drills and exercises are carried out for evaluating the operational aspects of the plan, rectify gaps, and improving the efficiency of the plan. The likelihoods of emergencies and actual occurrences are also used for evaluating the plan, making innovations, and for updating the plan, SOPs and guidelines. Further, changes of jurisdiction over is as well incorporated.

These key stakeholder agencies are required to train their personnel, so that they have the knowledge, skills and abilities needed to perform the tasks identified in the plan. Each agency shall assign nodal officers for DM and prepare adequate training schedule. Each nodal agency for DM must hold, in accordance with a mandatory timetable, training workshops with regular mock drills, at least twice a year. These drills will be organized to test their readiness to deploy within the shortest possible time following the DMP activation. They shall be conducted in a manner similar to that of the drills carried out firefighting department or the army units. These workshops and drills must be held at the pre-designated locations or base camps under the guidance of the designated incident commanders and associated departmental heads. The objective of all these trainings and drills would be to both familiarize the teams with the DMP and to increase their operational efficiencies. The workshops and drills will also provide an opportunity to practice SOPs. These workshops would also give the teams an opportunity to develop all the stakeholders into a cohesive response unit.

12.2 TESTING THE PLAN AND LEARNING TO IMPROVE

Evaluating the effectiveness of a plan involves a combination of training events, exercises and real-time incidents to determine whether the goals, objectives, decisions, actions and timings outlined as above Maintaining and Updating the Plan. Regular exercises and drills are to promote preparedness by testing the plan with equal participation of all relevant stakeholders. The process of evaluation and remedial actions will identify, illuminate, and correct problems with the DMP. This process must capture information from exercises, post-disaster critiques, self-assessments, audits, administrative reviews, or lessons-learned processes that may indicate that deficiencies exist. Members of the planning team should reconvene to discuss the problem and to consider and assign responsibility for generating remedies across all mission areas. Remedial actions may involve revising planning assumptions and operational concepts, changing organizational tasks, or modifying organizational implementing instructions (i.e., the SOPs/SOGs). Remedial actions may also involve reassessment of capabilities, revisiting assumptions made in the DMP, and finding solutions to overcome the deficiencies. Nodal officers assigned for tracking and following up on the assigned actions.

12.3 REVISE / UPDATE

Deendayal Port Trust focuses on adding the information gained by exercising the plan to the lessons learnt while executing, and start the planning cycle all over again. All the relevant stakeholders should establish a process for reviewing and revising the plan. Reviews should be a recurring activity. DM plan must be reviewed at least once in a year. It will also be reviewed and updated as indicated below:

- Major review and revisions after each major incident
- After significant change in operational resources (e.g., policy, personnel, organizational structures, management processes, facilities, equipment)
- Subsequent to any notification or formal update of planning guidance or standards
- After every case of plan activation in anticipation of an emergency
- After the completion of major exercises
- A change in the demographics or hazard or threat profile
- Enactment of new or amended laws or ordinances. In exceptional circumstances where the magnitude of the incidence or the situation demands/ needs extra measures to be taken, if appropriate authority makes necessary amendments.

Review of the plan

The Plan and associated implementing procedures should be reviewed to ensure compliance with relevant regulations and applicable state and local emergency plans and written agreements with mutual aid companies also.

The plan should be reviewed under the direction of the Chairman who should encompass the plan, response procedures, equipment, training, drills and interfaces with local emergency management agencies. The need for changes is based upon the following aspects:

1. Written evaluations of drills and exercises which identify deficiencies or more desirable methods, procedures, or organizations.
2. Changes in key personnel involved in the organization.
3. Changes in the facility organization structure.
4. Changes in state regulations.
5. Modifications to the facility which could affect emergency planning.
6. Recommendations received from other organizations and state agencies.

DEENDAYAL PORT TRUST



PART II

EMERGENCY CONTINGENCY PLAN

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1. INSTITUTIONAL ARRANGEMENTS FOR RESPONSE/INCIDENT COMMAND SYSTEM

INTRODUCTION

Maritime transport, by its nature gives rise to many hazardous situations, including shipping accidents, such as collisions, grounding and sinking, accidents arising from the handling and storage of dangerous goods including bulk chemicals, gas and petroleum. It has long been recognized that port areas represent a complex interface between land and sea, between human activities and the natural environment and between different transport nodes. Due to the port 's geographical location, it is also exposed to natural disasters like cyclones, floods, earthquakes, Tsunamis etc.

Incident Prevention by Preparedness, response and mitigation backed up with sufficient resources are the key elements for attaining the objectives of these Disaster Management Action plans.

PURPOSE OF THE PLAN

The document entitled “**DEENDAYAL PORT TRUST DISASTER MANAGEMENT PLAN**” is prepared with the objective of defining the functions and responsibilities of all concerned Deendayal Port Trust managerial, operational and departmental personnel with respect to preparedness, detection and effective implementation of the Disaster Management plan.

The plan objectives are as follows:

1. Rapid response, control and containment of a hazardous situation
2. Mitigation of the risk and impact of the event or accident to life, property and the environment.
3. Effective temporary rehabilitation of the affected persons during the period of crisis.

The elements of this plan are

- Reliable and early detection of an emergency such as Fire, explosion, toxic gas leakage, oil / chemical leakage / spillage, natural calamities like cyclones, floods, tsunami, earthquake, vessel related accidents such as collisions, grounding, sinking, fire and security related incidents.
- The alertness and preparedness status.
- The availability of port owned appropriate resources for handling emergencies and sourcing of additional resources and logistical support from govt. agencies
- Appropriate emergency response actions at port, and coordination at district and national level when required
- Effective communication channels and facilities

SCOPE OF THE PLAN

The on-site plan deals with emergencies which originate and are contained within the port area whereas the off-site plan addresses the impact of disasters spreading outside from the port boundary and those from outside impacting into the port area.

Offsite plans also address the following:

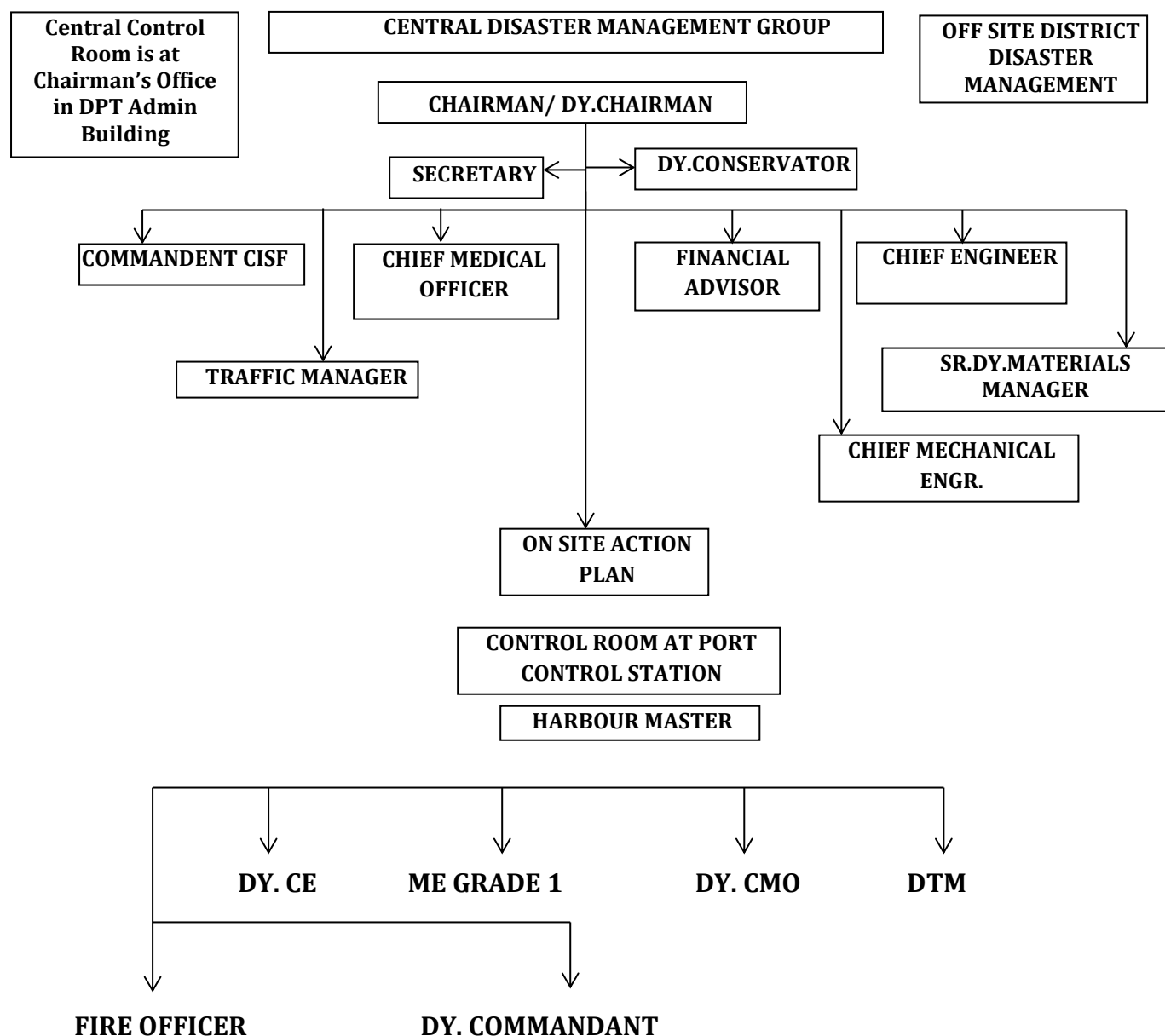
Coordinating with other response agencies

- Interact with other emergency response agencies
- Co-ordinate emergency plans and procedures
- Mutual aid assistance
- Open lines of communication- information sharing
- Joint education and training- common problem solving

With Local Government

- Provide a safe community
- Ensure the well-being of all residents and transients within the community
- Establish public safety programmes
- Coordinate port/ community emergency response forces during drills and emergencies
- Consider training, drills and exercises with other response agencies within the community, are and state.

ON SITE DPT DISASTER MANAGEMENT ORGANIZATION



CENTRAL DISASTER MANAGEMENT GROUP- BASIC FUNCTIONS

Team Leader : Chairman / Dy. Chairman
Members: Dy. Chairman , Secretary, FA & CAO, Chief Engineer, CME , Traffic Manager, Materials Manager, Chief Medical Officer, Commandant-CISF, Commandant – Coast Guard.
Basic Functions
1-Monitor and analyze reports from the On Site Action team and identify the area/population at risk
2-Activate the Response Plan and arrange the Alert siren.
3-Support the Action Group with materials, equipment, information and human resources
4- Implement changes in the current mode of action if deemed necessary
5-Adjust the Disaster classification of the incident and actuate the Central Control Room
6- Coordinate with external organizations, State Govt. as deemed necessary
7- Make the necessary arrangements and funds for evacuation, transportation, food & supplies
8-Make media statements and reports to MOS.

ON SITE ACTION GROUP - BASIC RESPONSIBILITIES

Team Leader:- Harbour Master / Pilot
Members:- Control Room - Pilot, Fire Officer, Dy. Comdt. CISF , Exec. Engineer (Electrical) Addl. TM, Dy. Chief Med. Officer.
Basic Functions
1- Assess & classify Incident:-nature-location- severity-casualties-resource requirement - time to control
2- Activate elements of the disaster management plan, arrange alert signal in liaison with DC
3- Conduct search, rescue and evacuation operations. Provide medical Aid
4- Manage incident operations and terminate plan, Arrange for re-Entry and restoration

EMERGENCY CLASSIFICATION

Level 1. It is an Incident within the port and is of a minor nature with a low level of personnel injury, interruption to work, damage level and loss of capability. It can be handled by the Port Trust Staff involving Marine and other depts. The Emergency Management group leader is the Dept Head. E.g. Building/Shed Fire, Elec Supply disruption, labour accident, vessel accidents

Level 2;- It is an Incident within the port area and is of a limited and moderate level of personnel injury, possible death(s),interruption of work, damage to port. Besides Port resources, outside assistance may be required. The Disaster Management group leader is the Chairman, DPT.

E.g. Gas Leaks, Chemical/Oil Spills, Terminal Fires/ Explosions

Level 3:- It is a disaster of a severe and critical nature and could have a high level of personnel injury (and deaths), interruption to work, damage to port and loss of capability. It affects the port and possibly adjacent areas. Besides Port resources, assistance from outside agencies is required. If incident affects DPT, group leader is chairman, DPT and if it affects outside PPT , then information will be given to District Collector depending on the intensity. E.g. Gas Leaks, Chemical/Oil Spills, Fires/ Explosions & Cyclones

INCIDENT/REQUIREMENT SCENARIOS	LEVEL I – ACTION BY	LEVEL II & III –ACTION BY
Vessel–Grounding-Shifting-Evacuation	HM	HM + Salvage efforts + Navy + Coast Guard
Casualties	CMO	Port + District + State
Fire & Explosion on Vessel or Terminal	FO	FO + District (Fire wing) + CDMG
Fire & Explosion at Shed	FO , TM	FO + District (Fire wing) + CDMG
Oil or Chemical Spill	FO	FO +Central disaster Magmt. Group + outside agencies
Toxic Gas Leakage	FO	Central disaster Magmt. Group +District/ state assistance + outside agencies
Cyclone, tsunami, flood etc.	Dy. Conservator	National disaster Management group + CDMG + District + state
Electric Supply breakdown	SE (Elect.)	CDMG + District + State

CENTRAL DISASTER MANAGEMENT GROUP - RESPONSIBILITIES

Position	Port Position	Alternative
Chief Emergency Controller	Chairman	Dy. Chairman
Monitors Disaster Management action Plan and a state of emergency preparedness is maintained at all times. Authorizes release of required funds. Leads Central Disaster Management group to direct operations from the emergency control center.		
For industrial disasters, confirms level of crisis, monitors the shutting down, evacuation and other operations as necessary. Directs activation of the Central Control room at emergency level 2 and 3		
Activates the off-site emergency plan if the disaster is spreading to/from outside Port boundary in liaison with Dy. chairman, DC,TM and FO		
Approves information to the media		
Liaises with the Secretary, Jt. Secy. (Ports) of the MOS (Ministry of shipping)		
Confirms the termination of the emergency.		
Leads the Central Disaster Management Group, monitors the early restoration of facilities and port activities,		
Provides timely required status reports to the Secretary MOS		

Group Position	Port Position	Alternative
Welfare & Media Coordinator	Secretary	Sr. Dy. Secretary
Co-ordinates cyclone response-acts as media spokesman Prepares a duty roster for manning of the cyclone coordination centre by officers of the Administration, Finance & Accounts and Materials Management. Mobilises vehicles. Arranges food and water to the personnel on roster duty		
Liaises with MOS and communicates inputs from the Chairman.		
Liaises with media as spokesman under guidelines of the Chairman		
Co-ordinates cyclone response plan and keeps constant touch with the local and District Administration to render assistance		
Secretary / Deputy Secy.(G) to arrange for evacuation of the township		
Maintains list of missing persons		
Monitors vehicles from shortlisted transport pool		
Provides a report to MOS		

Group Position	Port Position	Alternative
Chief Incident Controller	Dy. Conservator	Harbour Master
Ensures that the applicable implementation procedures are reviewed and revised annually. Assists Central Disaster Management Group to Direct operations from the emergency control center		
Monitors and forecasts cyclone tracks threatening Port. Ensures stoppage of shipment operation & evacuation of vessel during disaster.		
Directs the site incident controller(HM) from control room		
Directs the shutting down, evacuation and other operations at the port		
Monitors on site personal protection, safety		
Monitors the search & rescue operation.		
Coordinates, organizes and obtains additional resources for operation		
Liaises with the senior operating staff of the Fire, Police, Coast Guards, Military and para military, Navy etc.		
Advises Central Disaster Group for the termination of the emergency situation		
Assist in assessing damages together with the CE,CME&TM		
Assists in the supervision & reconstruction of affected areas post disaster		
Preserves evidence and assists Secretary in the submission of logs for the claim process.		

Group Position	Port Position	Alternative
Traffic Department	Traffic Manager	Dy. Traffic Manager
Ensures evacuation of all dock workers and private labour, visitors, shippers, consignees from the port area.		
Prepares vessels to vacate from berth to open sea		
Arranges to protect cargo in port custody from damage by shifting		
Arranges to segregate dangerous cargo in sheds during fire		
Submits consolidated list of dangerous goods in port including tankers in port and tank farms in port area		
Ensures his dept implements the disaster response plan and assists in segregating and shifting cargo and coordinating with the Fire Fighting Authorities		
Informs all cargo interests, Port Agents, stevedores regarding restoration of the port operation.		

Group Position	Port Position	Alternative
Cash & Accts.	FA & CAO	Dy. FA & CAO
Maintains cash / funds for disbursement to all the depts		
Disburses cash / funds to different departments		
Provides Disbursement Statement to Secy. for processing claims		

Group Position	Port Position	Alternative
CME Department	CME	Dy. CME
Mobilizes field groups for On Site Action		
Monitors implementation of plans for providing continuity of emergency supplies and services such as electric power, emergency lighting, pump, bulk material handling equipment etc.		
Coordinates with Dy. Materials Manager to procure essential materials Arranges for the fabrication of any specialized equipments required for the emergency Monitors that his field group have secured , loader, conveyors, mobile equipment, bulk material handling equipment, locomotives, cargo handling equipments etc.		
Monitors the appropriate procedures to isolate damaged units without introducing new hazards and providing resources both in terms of personnel and equipment to accomplish this		
Activates the necessary utilities during the emergency, like activating back up emergency generators for general lighting purpose, pumps, welding services etc.		
Monitors the rendering of assistance for rescue of trapped personnel by cutting structures, wires etc.		
Ensures the dept. group remain alert on duty for any electrical isolation of equipment during an emergency		
Assess damages and provide technical assistance to determine the operability of damaged units.		
Assist in the accident investigation		

Group Position	Group Port Position	Alternative
Engineering Department	Chief Engineer - Civil	Dy. Chief Engr
1. Mobilizes on-site action group to ensure proper functioning of the creek/culverts/Roads/ drainage system/Water supply system.		
2. Ensures proper manning of the pump houses during the disaster		
3. Ensures proper functioning of the drinking water supply to the relief/ cyclone shelter.		
4. Assists in recovery and port restoration activities		

Position	Group Port Position	Alternative
Security Coordinator	Sr. Commandant - CISF	Dy. Commandant CISF
Directs the gate security and facilitates evacuation, transport, first aid, rescue		
Keep extra watch over stores, sub stations, berths, transit sheds, warehouses, administrative building, loco sheds.		
Controls the entry of unauthorized persons and vehicles-disperses crowd-cordons off restricted areas-prevents looting		
Permits the entry of authorized personnel and outside agencies for rescues operations without delay.		
Allows the entry of emergency vehicles such as ambulances without hindrances		
Ensures that the people are as per the head count available with the assembly point section of that area to arrange for orderly evacuation		
Monitors that Dy. Commndt CISF completes a reconnaissance of the evacuated area, to enable declaration of the same as evacuated and report to the Chief Incident controller		
Participates in recovery and re-entry activity		

Position	Port Position	Alternative
Medical Aid Coordinator	Chief Medical Officer	Dy. CMO
Set up casualty collection centre and arrange first aid posts		
Arrange for adequate medicine, antidotes, oxygen, stretchers etc.		
Advises Chief Incident Controller on industrial hygiene and make sure that the personnel on duty are not exposed to unacceptable levels of toxic chemicals		
Makes arrangements of Ambulance for transporting and treating the injured		
Maintains a list of blood groups of each employee with special reference to rare blood groups. Arranges additional medicine and equipment as required		
Liaises with selected NGO's under instructions of the chairman		
Arranges Equipped Ambulance to be kept fully ready.		
Ensures that the casualty section of Port hospital has specialists		
Arranges for extra beds and in emergency contact with the state Govt. Hospital for extra medical supplies.		

Group Position	Port Position	Alternative
Logistics Coordinator	Sr. Materials Manger	Dy. Materials Manager
Arranges purchase of stores and supplies		
During cyclonic season sufficient stock of stores like GI corrugated sheets, J. Hooks, screw hinges, gunny bags, tarpaulins, ropes and wires for Port Crafts, diesel oil, kerosene oil, hurricane lantern, petromax lamps, torch lights with batteries and bulbs, electrical items etc. are kept.		
All the materials which are likely to get damaged with rain are protected by a tarpaulin cover and raised above ground level.		
One Stores Supdt., one Store Keeper and the other minimum staff are required to issue materials including POL are kept during emergency.		
Informs FA&CAO the approximate funds required.		
He will replenish stock if possible		

DISASTER MANAGEMENT ON SITE ACTION GROUP- ORGANIZATION RESPONSIBILITIES

Group Position	Port Position	Alternative
Site Incident controller	Harbour Master	Pilot
Directs and co-ordinates all field operations at the scene of the accident		
Monitors early warning for cyclones and rescue operations		
Assesses the level of incident -nature-location- severity-casualties and resource requirement		
Classifies the incident - Advises Pilot at Port Control to convey to Main incident controller (HM) about Crisis Severity status and Emergency level , resource requirements etc.		
Activates elements of the terminal emergency plan / site response actions Coordinates –in combating operation of the firefighting and toxic gas leakage with the FO, if Oil spillage with the Coast Guards, if Vessel accidents with the Dy. Conservator, if Natural calamities like cyclone and floods, tsunami with the Secretary, CME,CE , for Cargo opn. shutdown with the Traffic Manager, for Search& rescue Sr. Comdt CISF, for First aid and hospitalization with CMO.		
Coordinates all functional heads in field operations group to take action		
Arranges tugs, mooring boats and pilot(s) for un-berthing vessel(s)		
Arranges for additional resources and periodic tactical and logistical briefings with Main Incident Controller (Dy. Conservator) of CMG (Central Management Group).		
Liaises with Coast Guard, Navy and CISF Fire Service		
Co-ordinate with the search and rescue operations of CISF		
Manages incident operations to mitigate for re-Entry and restoration including channel hydrographic survey and navigation aids survey in liaison		
Arranges survey of damaged marine flotilla for necessary repairs		
Makes claims if the incident is due to the vessel from owners , P& I Club or agents		

DISASTER MANAGEMENT ON SITE ACTION GROUP

Group Position	Port Position	Alternative
Communications Officer	Pilot	Pilot
Maintains 24 h vigilance towards the channel/anchorage & port		
On receipt of instructions from the chief Incident controller, informs the fire brigade/CISF/HM		
Refrains from exchanging any information with unauthorized persons unless authorized to do so by the Chief Incident Controller		
Maintains contact with other vessels and on VHF		

DISASTER MANAGEMENT ON SITE ACTION GROUP - RESPONSIBILITIES

Group Position	Port Position	Alternative
Cargo Storage, Sheds & Labour coordinator	Sr. Dy.TM	Dy.TM
Co-ordinate with HM in de-berthing vessel to vacate the berth		
Arranges to segregate and protect cargo in sheds		
Submits consolidated list of dangerous goods in port including tankers in port during fire.		
Coordinates with ship-owners/agents/C & F agents/stevedores and with labour Officer to arrange and ensure evacuation		
In case of Fire at Cargo Berths/Transit Sheds - liaises with Dy. Commndt CISF		
Fire to extinguish fire and in search and Rescue Operations		

DISASTER MANAGEMENT ON SITE ACTION GROUP-RESPONSIBILITIES

Position	Port Position	Alternative
Fire Search & Rescue	FO	Dy. FO
Keeps all firefighting appliances and resources in readiness Maintains patrols and ensure unsafe practices are eliminated		
Liaises with Site Incident controller (HM) and is responsible for keeping the Fire Dept in a state of alertness on a 24 hour basis.		
Sounds action alarm at the Fire station. Keeps HM,DC, Chairman, Dy. Chairman informed the level of crisis & leads team directly to incident site		
Initiates firefighting procedures immediately and ensures firefighting team reaches the incident location with the correct resources.		
Assists CISF in the evacuation of workers to the assembly points in liaison with the Dy. Commandant CISF		
Informs Site Incident Controller (HM) if external fire tender/firefighting equipment /materials is required		
Arranges safety equipment e.g. fire suits, protective gloves and goggles, breathing apparatus as required		

DISASTER MANAGEMENT ON SITE ACTION GROUP- RESPONSIBILITIES

Group Position	Port Position	Alternative
First Aid	Dy. CMO	Medical Officer
Maintains a list of blood groups of each employee with special reference to rare blood groups - Liaises with CMO as necessary		
Sets up a casualty collection centre , Arranges first aid posts at assembly points		
Arranges for adequate medicine, antidotes, oxygen, stretchers etc.		
Contacts and cooperates with local hospitals and ensure that the most likely injuries can be adequately treated at these facilities e.g. burns		
Advises Incident Action Group not to be exposed to unacceptable levels of toxic exposure		
Submits reports-indents to replenish medicines ,resources used		

DISASTER MANAGEMENT ON SITE ACTION GROUP-RESPONSIBILITIES

Position	Port Position	Alternative
Security	Dy. Commandant-CISF	Inspector CISF
Controls the entry of unauthorized persons and vehicles		
Permits the entry of authorized personnel and outside agencies for rescues operations without delay.		
Allows the entry of emergency vehicles such as ambulances without hindrances		
Ensures that all people are aware of the assembly points, where the transportation vehicles are available.		
Ensures that the people are as per the head count available with the assembly point section of that area		
Liaises with the Addl. TM for transport arrangements of the people at assemble point		
Carries out a reconnaissance of the evacuated area before declaring the same as evacuated and report to the Commandant CISF & Chief Incident controller		
Submit report to Sr. Commdt CISF copy to Chairman-Dy Chairman-Dy Conservator & Traffic Manager		

DISASTER MANAGEMENT ON SITE ACTION GROUP- RESPONSIBILITIES

Position	Port Position	Alternative
CME DEPT.	DY. CME	Exe. engineer (M)
Suggests optimal strategies for conducting emergency isolation of damaged equipment, the emergency transfer of materials etc.		
Provides the necessary utilities during the emergency like back up emergency generators for general lighting purposes, pumps, welding services.		
Renders assistance for extricating trapped personnel by cutting structures, wires etc.		
Recommends the appropriate procedures to isolate damaged units without introducing new hazards and provides resources both in terms of personnel and equipment to accomplish this		
Assess damages and provide technical assistance to determine the operability of damaged units.		
Assists in the re- entry and restoration process of the port operation.		

Position	Port Position	Alternative
Civil	Dy. CE	Sup. Engr (CM)
During cyclones/floods arranges sand bags & develop methodologies to control hazardous spills.		
Co-operate with on-site action group to conduct the clean-up work during and after the disaster.		
Assist in the restoration and recovery activities.		

EVACUATION ACTION-COORDINATION AND SPECIFIC FOLLOW UP

Evacuation Operation will be coordinated by the Commdt. CISF

DEPT & ACTION BY	SPECIFIC ACTION
Administration - Secretary	1- Overall Supervision of Evacuation & Reports to Chairman
Traffic & CISF	2- Evacuation of work force at harbour area.
Administration - PRO	3- Announcement of Evacuation through PA on mobile units
Administration – Dy. Secy & Estate Officer	4- Arrange Relief Centres ready to accommodate evacuated persons
Administration- Dy. Secy (G)	5- Procure Transport vehicles to transport persons at relief centres
Civil Eng - Addl CE	6- Provide adequate Drinking water at temporary evacuation shelters
Medical - Dy CMO	7- Provide Medicine and First Aid at Assembly points & relief centres
CME Dept. EE	8- Provide adequate lighting at temporary evacuation shelters
Administration- PRO	9- Provide food at temporary evacuation shelters
Comdt CISF	10- Confirmation that evacuation operations are complete
Administration- Secretary	11- Status Report to Chairman/Dy Chairman every hour

All vehicles whether it is of Port Trust or hired should be parked in the location as decided by Secretary, DPT from where it can be taken for immediate use as soon as the people move into action. Search and Rescue Operation will be coordinated by the Commdt. CISF.

COMMUNICATION SYSTEMS

Vulnerability is partly a function of the degree of protection available to potential victims as a result of a disaster. Improved warning reduces vulnerability. Warning' incorporates the communication of risk in times of impending emergencies, with the purpose of obtaining public protective actions through the implementation of the Disaster Management Plan.

Communication Network Elements within the Port on Site -

Internal Fire Service	Special fire alarm and normal communication system VHF- TELEPHONE-EPABX-WALKIE TALKIE- MOBILE
Forward control	UHF/VHF Transceivers-normal communication systems in reserve
Personal and internal Medical services	Normal communication services
Fire-fighting craft and Rescue launches	UHF/VHF Radio telephones, Via port authorities as reserve
Ships at Berth	Normal UHF/VHF Radio telephone link used in cargo operations. Terminal representative at tanker berth to also have own radio

Civil authorities Including fire services, Police and medical services	Direct telephone link with failure alarm, UHF/VHF radio telephone or public telephone system. Cascade system to be used i.e. through dept heads to subordinates Enable keep lines clear
Harbour authorities, Pilots, tugs and other harbour craft	UHF/VHF Radio telephone or public telephone
District Collector or State Secretary	UHF/VHF Radio telephone, public telephone-hot line for emergency level 2 & 3-
It Secretary- Most New Delhi	Public telephone-hot line for emergency level 2 & 3

MANAGEMENT	MOBILE VHF
Secretary, C E, CME, Traffic Manager	Walkie talkie
Dy. Conservator- Comdt CISF - FO Port Entry Gates- Harbour Master	Walkie talkie
Port Control	VHF / Walkie Talkie

IN CASE OF ANY EMERGENCY CONTACT	
PORT CONTROL	TEL 0891-5569/5570
IN CASE OF FIRE CONTACT	FIRE 100; 101; (O) 270176/270178 (R) 226478; 2552178
FIRE OFFICER JAMNAGAR	MOB. NO. 9879531101

EMERGENCY FACILITIES

Details of Fire Fighting Equipment facilitates in DPT

Fire Water Tender – 6 Nos.

Water Tank Capacity: 6000 liters. (Discharge Capacity 2250 liters/PER MIN at 7.5kg/cm² & 300 liters at 40kg/cm²).

Fire Monitor Discharge capacity 2750 lpm at 7kg/cm² with effective throw/Jet of minimum 45 meters.

Fire Fighting Equipments:

- RRL Hose 15mtrs X 63mm (ID)
- Foam AFFF 3%
- Various type of Branches
- Hose Fittings
- Small Gears
- Personnel Protective equipment (PPE)
- Additional Foam Fighting System
- Public Address system

- Extension Ladder

Foam Fire Tender – 3 Nos.

Water Tank Capacity: 5000 liters. (Discharge Capacity 2250 liters at 7.5kg/cm² & 300 liters at 3.5kg/cm²).

Foam Tank Capacity: 1000 liters.

Fire Monitor Discharge capacity 2750 lpm at 7kg/cm² with effective throw/Jet of minimum 45 meters.

Additional 75kg/DCP – 2 Nos. Extinguishing System.

Fire Fighting Equipments:

- RRL Hose 15mtrs X 63mm (ID) – 10/Suction Hose
- Foam AFFF 3%
- Various type of Branches
- Hose Fittings
- Small Gears
- Personnel Protective equipment (PPE)
- Additional Foam Fighting System
- Public Address system
- Extension Ladder
- Extinguisher
- Stretcher
- Spare Wheel

Multi-Purpose Fire Tender – 1 No

Water Tank Capacity: 5000 liters. (Discharge Capacity 2000 liters at 10kg/cm² & 300 liters at 3.5kg/cm²).

Foam Tank Capacity: 1000 liters.

Fire Monitor Discharge capacity 2750 lpm at 7kg/cm² with effective throw /Jet of minimum 45 meters.

Additional CO₂ Extinguishing System.

Additional Dry Chemical Powder Extinguishing System.

Fire Equipments:

- RRL Hose 15mtrs X 63mm (ID)
- Foam AFFF 3%
- Various type Branches

- Hose Fittings
- Small Gears
- Personnel Protective equipment (PPE)
- Addition Foam Fighting System
- Public Address system
- Extension Ladder
- Extinguisher
- Stretcher
- Spare Wheel

Tank Lorry - 01 No.

- Tank Capacity 12,000 liters.
- Anti-Pollution Scheme.

Fire Jeep – 01 No.

Pump Discharge Capacity 1800 liters at 7kg/cm².

Fire Fighting Equipments:

- RRL Hose 15mtrs X 63mm (ID)/Suction Hose
- Various type of Branches
- Hose Fittings
- Small Gears
- Personnel Protective equipment (PPE)
- Public Address system
- Extension Ladder
- Foam Fighting System
- Spare Wheel

Safety Jeep – 01 No.

For proper Coordination, Inspection, in around the Port (Oil & Chemical Tank Farm & Administrative Works).

Fire Fighting Equipments:

- Small Gears
- Personnel Protective equipment (PPE)

Ambulance – 01 No.

For Transportation of Injured Ship Official, Ship Crews and Victims.

Station wise Manpower Break Up (Manned Round The Clock)

Emergency Response Centre / Old Deendayal Port Trust Fire Station (Liquid Cargo Jetty)

- Fire cum Safety Officer – 01
- Deputy Fire Officer – 01
- Station Officers – 02 Nos.
- Leading Fireman– 02 Nos.
- Pump Operator cum Driver – 03 Nos.
- Fireman – 08 Nos.

Oil Jetty No. 1 (LPG Jetty)

- Leading Fireman – 01
- Pump Operator cum Driver – 01
- Fireman– 04 Nos.

Oil Jetty No. 2

- Leading Fireman– 01
- Fireman– 04 Nos.
- Pump Operator cum Driver – 01

Oil Jetty No. 3

- Leading Fireman – 01
- Fireman– 04 Nos.

Oil Jetty No. 4

- Leading Fireman – 01
- Pump Operator cum Driver – 01
- Fireman– 04 Nos.

Oil Jetty No. 5 (IFFCO Jetty)

- Leading Fireman – 01
- Pump Operator cum Driver – 01
- Fireman– 04 Nos.

While LPG Tanker is discharging the LPG at Oil Jetty No.1, a Station Officer shall be in charge till the unberthing of LPG Vessel.

Above Fire Crews will be posted at Oil Jetties depending upon the Nature of Risk Cargo Handled.

Tilak Fire Station (Dry Cargo Jetty).

- Station Officers– 01 No
- Leading Fireman– 01 No
- Pump Operator cum Driver– 02 Nos.
- Fireman – 04 Nos.

For Running & Maintenance of First Aid, Fire Equipments installed at various work places of Deendayal Port Trust.

- Leading Fireman– 01 No
- Fireman – 02 Nos.

Azad Fire Station (Dry Cargo Jetty).

- Station Officers– 01 Nos.
- Leading Fireman– 01 No
- Pump Operator cum Driver– 02 Nos.
- Fireman – 04 Nos.

Firefighting facility at Chemical / Oil Handling Berths**Fire Fighting Equipment at Oil Jetty No.: 1**

SR. NO.	EQUIPMENT NAME	NOS.
1	Ordinary Breach	02
2	Fog Nozzle Breach	01
3	Hand Control Breach	01
4	Foam Making Breach – FB-10	02
5	Double Male Adaptor	02
6	Double Female Adaptor	04
7	Water Curtain	01
8	Delivery Hose	10
9	Fireman Axe	01
10	Fire Bucket	06
11	B.A. Set + 02 Spare Cylinder	02
12	Safety Goggles	05
13	Rubber Hand Gloves	02
14	Full Face piece Respirator	01
15	Chemical Suit	01
16	Gas Suit	03
17	Fire Proximity Suit	02
18	Helmet	05
19	Gumboot	05
20	Rope	02
21	Safety Shower	01
22	First Aid Box	01

SR. NO.	EQUIPMENT NAME	NOS.
23	DCP Extinguisher 10 kg	05
24	Mechanical Foam Extinguisher 10 Ltr.	05
25	Water CO ₂ Extinguisher 10 Ltr.	02
26	DCP Extinguisher 50 kg. (Trolley Mounted)	02
27	AFFF Foam Compound 1000 Ltr.	1000 Ltrs.
28	Hand Operator Siren	01
29	Life Saving Buoy	04
30	DCP Extinguisher 10 kg. (Pump Room)	01
31	Mechanical Foam Extinguisher 10 Ltr. (Pump Room)	01

Oil Jetty No: 2

Fire Fighting Equipment at Oil Jetty No.: 2

SR. NO.	EQUIPMENT NAME	NOS.
1	Ordinary Breach	02
2	Fog Nozzle Breach	01
3	Hand Control Breach	02
4	Foam Making Breach – FB-10	02
5	Double Male Adaptor	02
6	Double Female Adaptor	04
7	Water Curtain	01
8	Delivery Hose	10
9	Fireman Axe	01
10	Fire Bucket	06
11	B.A. Set + 02 Spare Cylinder	02
12	Safety Goggles	05
13	Rubber Hand Gloves	02
14	Full Face piece Respirator	01
15	Chemical Suit	01
16	Gas Suit	03
17	Fire Proximity Suit	02
18	Helmet	05
19	Gumboot	05
20	Rope	02
21	Safety Shower	01
22	First Aid Box	01
23	DCP Extinguisher 10 kg	05
24	Mechanical Foam Extinguisher 10 Ltr.	05
25	Water CO ₂ Extinguisher 10 Ltr.	02
26	DCP Extinguisher 50 kg. (Trolley Mounted)	02
27	AFFF Foam Compound 1000 Ltr.	1000 Ltrs.
28	Life Saving Buoy	03
29	DCP Extinguisher 10 kg. (Pump Room)	01
30	Mechanical Foam Extinguisher 10 Ltr. (Pump Room)	01

Oil Jetty No: 3**Fire Fighting Equipment at Oil Jetty No.: 3**

SR. NO.	EQUIPMENT NAME	NOS.
1	Ordinary Breach	02
2	Fog Nozzle Breach	01
3	Hand Control Breach	02
4	Foam Making Breach – FB-10	02
5	Double Male Adaptor	02
6	Double Female Adaptor	04
7	Water Curtain	01
8	Delivery Hose	10
9	Fireman Axe	01
10	Fire Bucket	06
11	B.A. Set + 02 Spare Cylinder	02
12	Safety Goggles	05
13	Rubber Hand Gloves	02
14	Full Face piece Respirator	01
15	Chemical Suit	01
16	Gas Suit	03
17	Fire Proximity Suit	02
18	Helmet	05
19	Gumboot	05
20	Rope	02
21	Safety Shower	01
22	First Aid Box	01
23	DCP Extinguisher 10 kg	05
24	Mechanical Foam Extinguisher 10 Ltr.	05
25	Water CO ₂ Extinguisher 10 Ltr.	02
26	DCP Extinguisher 50 kg. (Trolley Mounted)	02
27	AFFF Foam Compound 1000 Ltr.	1000 Ltrs.
28	Life Saving Buoy	03
29	DCP Extinguisher 10 kg. (Pump Room)	01
30	Mechanical Foam Extinguisher 10 Ltr. (Pump Room)	01

Oil Jetty No: 4**Fire Fighting Equipment at Oil Jetty No.: 4**

SR. NO.	EQUIPMENT NAME	NOS.
1	Ordinary Breach	02
2	Fog Nozzle Breach	01
3	Hand Control Breach	02
4	Foam Making Breach – FB-10	02
5	Double Male Adaptor	02
6	Double Female Adaptor	04
7	Water Curtain	01
8	Delivery Hose	10
9	Fireman Axe	01
10	Fire Bucket	06
11	B.A. Set + 02 Spare Cylinder	02
12	Safety Goggles	05
13	Rubber Hand Gloves	02
14	Full Face piece Respirator	01
15	Chemical Suit	01
16	Gas Suit	03
17	Fire Proximity Suit	02
18	Helmet	05
19	Gumboot	05
20	Rope	02
21	Safety Shower	01
22	First Aid Box	01
23	DCP Extinguisher 10 kg	05
24	Mechanical Foam Extinguisher 10 Ltr.	05
25	Water CO ₂ Extinguisher 10 Ltr.	02
26	DCP Extinguisher 50 kg. (Trolley Mounted)	02
27	AFFF Foam Compound 1000 Ltr.	1000 Ltrs.
28	Life Saving Buoy	03
29	DCP Extinguisher 10 kg. (Pump Room)	01
30	Mechanical Foam Extinguisher 10 Ltr. (Pump Room)	01

Oil Jetty No: 5**Fire Fighting Equipment at Oil Jetty No.: 5**

SR. NO.	EQUIPMENT NAME	NOS.
1	Ordinary Breach	02
2	Fog Nozzle Breach	01
3	Hand Control Breach	02
4	Foam Making Breach – FB-10	02
5	Double Male Adaptor	02
6	Double Female Adaptor	04
7	Water Curtain	01
8	Delivery Hose	10
9	Fireman Axe	01
10	Fire Bucket	06
11	B.A. Set + 02 Spare Cylinder	02
12	Safety Goggles	05
13	Rubber Hand Gloves	02
14	Full Face piece Respirator	01
15	Chemical Suit	01
16	Gas Suit	03
17	Fire Proximity Suit	02
18	Helmet	05
19	Gumboot	05
20	Rope	02
21	Safety Shower	03
22	First Aid Box	01
23	DCP Extinguisher 10 kg	05
24	Mechanical Foam Extinguisher 10 Ltr.	05
25	Water CO ₂ Extinguisher 10 Ltr.	02
26	AFFF Foam Compound 1000 Ltr.	1000 Ltrs.
27	Life Saving Buoy	02
28	DCP Extinguisher 10 kg. (Pump Room)	01
29	Mechanical Foam Extinguisher 10 Ltr. (Pump Room)	01

Oil Jetty No: 6

Fire Fighting Equipment at Oil Jetty No.: 6 (IOCL Jetty)

SR. NO.	EQUIPMENT NAME	NOS.
1	Jockey Pump	02
2	Water Curtain	07
3	AFFF Foam Compound	10,000 Ltrs.
4	DCP Fire Extinguisher 10 kg	10
5	DCP Fire Extinguisher 75 kg (Trolley Mounted)	01
6	CO ₂ Fire Extinguisher	04
7	CCTV	03
8	Foam Monitor Trolley Mounted	1000 Ltrs.
9	Electrical Siren	01
10	Hand Siren	01
11	Delivery Hose	20
12	FB-10X	10
13	B.A. Set	03
14	Remote Operated Tower Monitor	02

General Firefighting guidelines at the Oil Jetty

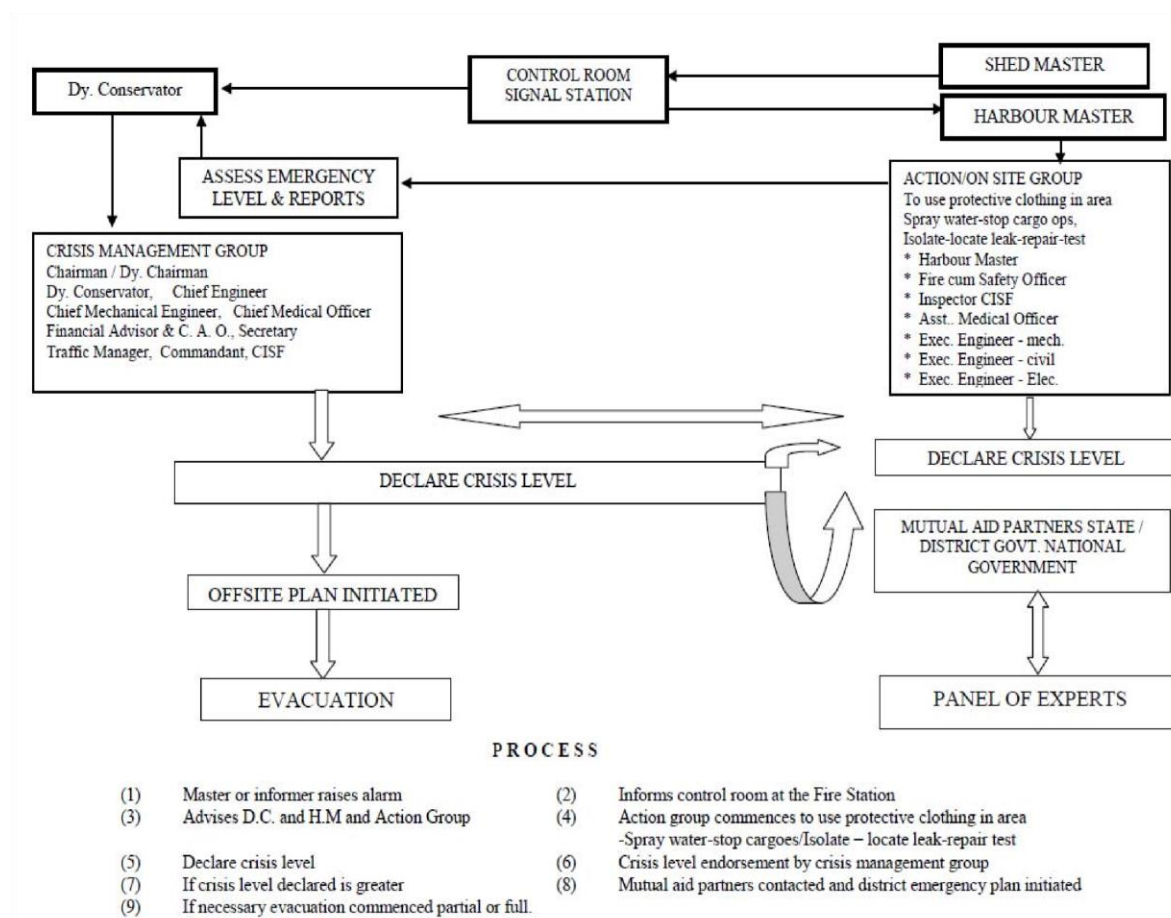
1. Stop all loading / unloading operations and close valves.
2. All fire fighters will be apprised of the chemicals and POL products normally handled at the jetties. A set of MSDS is available at the fire station.
3. As a general rule all firefighting will be carried out from a distance of 60 meter (Average heat radiation experience of 2kw/m²). If the fire fighters are required to go closer to the fire then fire suits / close proximity suit must be worn. If necessary, water cover could be provided to the fire fighters going closer to the fire.
4. The water curtain along the edge of the berth will be activated for fire / leak / spill emergency at the berth and any available tug should be immediately put on s/by.
5. All emergency equipment should be placed beyond the over pressure distance of about 60 meters (Average overpressure distance for 1.0 psi experience) to avoid damage to them.
6. The remote water / foam monitor should be operated to control the fire at the jetty. If properly used the fire will be immediately controlled.
7. All persons not connected with handling the emergency should be moved beyond the TEEL – 1 / ERPG – 1 level distance which is an average distance of 1 Km. But if toxic chemical release takes place then the people from the shanty should be moved beyond 3 Km distance of the fire.

8. All security staff (CISF) should also have access to respiratory protection as they may not be able to leave their post.
9. External help should be obtained as soon as it is felt that the emergency is grave.
10. CISF guards will keep note of all incoming aid equipment.
11. After the emergency is over the Deputy Conservator / Harbour Master will assign a senior management team to verify that there is no longer a threat of further fire / leak / spill, to assess damage and initiate repairs as needed.
12. Any emergency at the chemical jetties or at the dry cargo berths will be informed to the Deputy Conservator / Harbour Master, who will activate the DMP if necessary.

General guidelines in case of Toxic Chemical spill / leak

1. Stop all loading / unloading operations and close valves.
2. All emergency operation should be carried out from up wind direction. This may always not be possible. All persons handling a chemical leak / spill should wear chemical protection suit and respiratory protection like gas mask / BA sets.
3. Any available tug should be put on alert or pressed into operation.
4. Deputy Conservator / Harbour Master should be informed of a chemical spill however small it may be.
5. CISF should have access to respiratory protection as they may not be able to leave their post.
6. In case of a major chemical leak / spill the neighbouring shanty should be evacuated especially if chemicals like, Acrylonitrile, Benzene, Aniline, 1:3 Butadiene, Vinyl Chloride, Styrene has spilled.
7. Attempts could be made to salvage the spilled chemical or dispersant could be applied to the spill.
8. The fire officer should be kept informed of the chemicals being loaded / unloaded at the port chemical berths on a daily basis.

Important firefighting methods and spill handling methods of the concerned chemicals should be then informed to the fire fighters. They should also be apprised of the health effects and water solubility of the concerned chemicals.



Details of Fire Fighting Equipment at Vadinar

Sr. No	Description of system	Quantity
1	Water Cum Foam Monitors	
	Fixed Monitors	05 Nos.
	(1200/1500/1800/2580/3840) LPM	2138 lpm (475 gpm)
	Portable Monitors	02 Nos. (Fire Station)
	(1200/1500/2580/3840) LPM	1000 gpm (4500 lpm)
	Foam trolley tank capacity and Qty of AFFF in it.	3 No. of trolleys with 200 liters each.
2	Hoses /Nozzles /Accessories	
	Hose	152 No.
	Type	Type B
	Nozzles	
	Universal (Triple purpose) nozzle	33 No. Diffuser branches
	Jet nozzle (Standard branch)	60 Nos. of Aluminium and 6 no. of Gunmetal
	Fog nozzle	11 Nos.
	Foam branch (FB-5X)	07 Nos.
	Water curtain nozzle	01, Good
	Hose Boxes	64 Nos.
	Foam Concentrate (AFFF)	28000Ltrs(Min)
	FIRE SIREN	
	Hand operated	02 Nos.
	Electrical	03 Nos.
	Sand buckets with cover	30 Nos.
	Manual fire call points	13 Nos.
3	Safety Equipment	
	Explosimeter (make)	02 Nos. (ENDEE GP200L)
	Fire proximity suit	11 Nos.
	Water gel blanket (expiry date)	01 No. (Expiry date Feb. 2010)
	Safety torch	10 Nos.
	Safety goggles	30 Nos.
	Red and Green Flags for drill	01 No each
	Breathing Apparatus Set (Indicate make)	07 Nos. make DRAGER
	Spare Breathing Apparatus cylinder	06 Nos.
4	Fire Extinguishers	
	CO ₂ Type	66 Nos.
	2.0 Kg	28 Nos.
	3.2Kg	10 Nos.
	4.5 Kg.	23 Nos.
	6.8 Kg.	05 Nos.
	DCP Type	148 Nos.
	5.0 Kg	28 Nos.
	10.0 Kg	116 Nos.
	75 Kg	04 Nos.

Sr. No	Description of system	Quantity
5	Fixed Fire Fighting Facilities	
	Fire water pond/tank (no. and capacity)	3 no. ponds 6000 KL each.
	Foam tender with accessories	3 Nos.
6	Fire Fighting Engines	
	Engine driven FF pump a) 385KL/Hr @ 88m b) 350 KL/Hr @ 88m	4 Nos. 2 Nos.
	Motor Driven FF pump a) 385 KL/Hr @ 91m b) 350 KL/Hr @ 91m	1 No 2 Nos.
	Jockey Pump 60 KL/Hr @ 120m	2 Nos.

Details of Fire Fighting Equipment at Jamnagar

Sr. No	Description of system	Quantity
1	Water Cum Foam Monitors	
	Fixed Water Monitors	03 Nos.
	(1200/1500/1800/2580/3840) LPM	3500 lpm
	Fixed Water Cum Foam Monitors	03 Nos.
	(1200/1500/2580/3840) LPM	1200 lpm
2	Hoses /Nozzles /Accessories	
	Hose	15 Nos.
	Type	Type B
	NOZZLES	
	Universal (Triple purpose) nozzle	04 Nos. Diffuser branches
	Jet nozzle (Standard branch)	03 Nos.
	Fog nozzle	03 Nos.
	Foam branch (FB-5X)	03 Nos.
	Water curtain nozzle	02 Nos.
	Hose Boxes	10 Nos.
	Foam Concentrate (AFFF)	5100 Liters
	Fire Siren	
	Hand operated	01 No.
	Electrical	01 No.
	Sand buckets with cover	24 No.
	Manual fire call points	06 Nos.
3	Safety Equipment	
	Explosimeter (make)	01 No. (ENDEE GP200L)
	Fire proximity suit	1 No.
	Water gel blanket (Expiry date)	01 No.
	Safety torch	02 Nos.
	Safety goggles	1 No.
	Red and Green Flags for drill	01 no. each
	Sand scoops	04 Nos.
	Stretcher	01 No.
	Breathing Apparatus Set (Indicate make)	01 No., make DRAGER

	Spare Breathing Apparatus cylinder	01 No.
Sr. No	Description of system	Quantity
4	Fire Extinguishers	
	CO ₂ Type	33 Nos.
	2.0 Kg	13 Nos.
	3.2Kg	Nil
	4.5 Kg.	15 Nos.
	6.8 Kg.	05 Nos.
	DCP Type	27 Nos.
	5 Kg	01 No
	10 Kg	20 Nos.
	75 Kg	06 Nos.
5	Fixed Fire Fighting Facilities	
	Fire Water Mains (size) and date of Pressure Testing	8" Dia
	Fire water pond/tank (no. and capacity)	2 nos above ground tanks of 700 KL each.
	Mainline pump shed fixed foam flooding system (Manual/auto)	Auto with UV/IR detectors
6	Fire Fighting Engines	
	Engine driven FF pumps (150 kl/hr @ 100M)	2 Nos
	Motor Driven FF pump (150 kl/hr @ 100M)	1 No
	Jockey Pump(10 kl/hr @ 100M)	1 No

2. PREVENTION AND MITIGATION OF DISASTER

2.1 PREVENTION/ PROTECTION ACTION

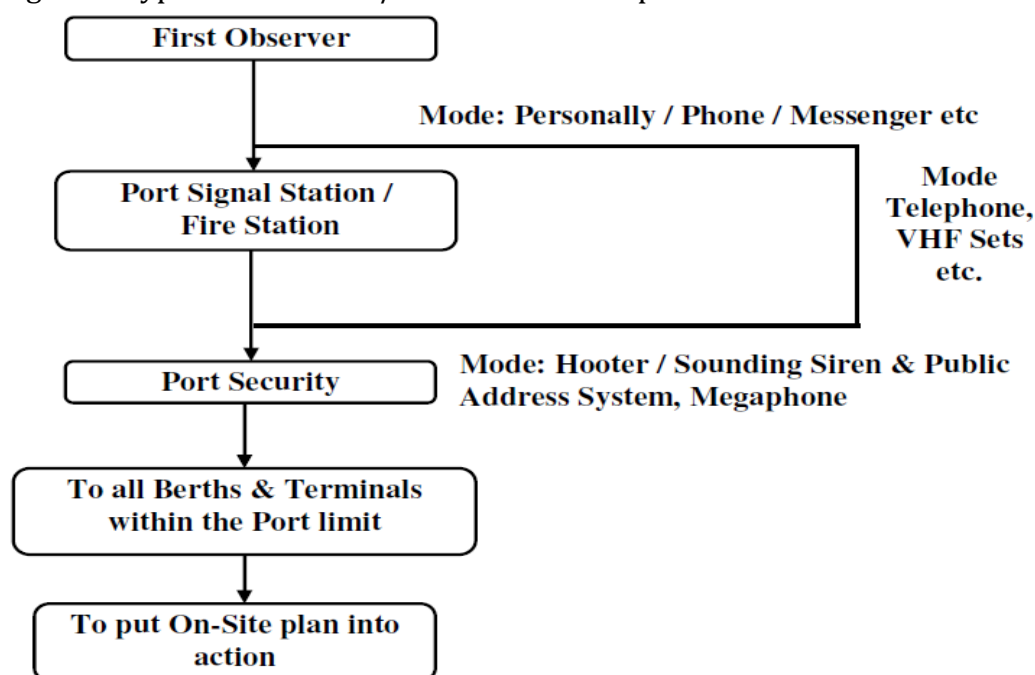
Deendayal Port has a reporting system for the incidents taking place in the Port premises. Regular training programme and mock/fire drills also take place within the port involving the operators.

Prevention/Protection action include:

- Passage abort procedures (For navigational channel),
- Passage record keeping,
- Master/Pilot exchange
- Master to Pilot (The Pilot card),
- Pilot to Master (Pilotage Passage plan),
- Master to Pilot (Hazard Checklist- vessel carrying dangerous or polluting goods).
- Patrolling,
- Conduct investigation of the incidents and identify the short-comings and make good of the same,
- Warning Signboards,
- Restricted zones.

2.2 PREVENTION/PROTECTION ACTION IMPLEMENTATION PLAN

Following is the typical Prevention/Protection action plan.



Action Implementation Plan

The person who observes the emergency first is called as the First Observer. The First Observer, noticing an unusual occurrence like a fire /gas release /collapse of structure etc., should immediately notify the Port Control Room with available means of communication and also contact the concerned Officer of the area in person.

He would:

1. Raise alarm
2. Call fire station and signal station and pass on following information:
 - Introduce himself
 - State briefly the type of emergency
 - Give the location of the incident.
3. Proceed to a safe place. However, he would return to the location of the incident and place himself in a safe area cross-wind to the wind direction and standby to give assistance if he is part of the action group.

After receiving information from the First Observer, the Signal Station would notify all the key personnel of the Port and also direct the security personnel to activate Siren and will subsequently announce on the available means of Public Address System as follows:

- Location of the emergency,
- Type of the emergency,
- Severity of emergency.

After hearing siren or the public announcement, all concerned personnel (identified in the plan) would move to their respective positions and will begin actions as documented in the plan.

2.3 PUBLIC WARNING

The capabilities and processes the Port has in place to information collection and disseminates warning messages to the stakeholders and all the personnel as to the nature of the hazard, the timing, and the recommended or required protective/preventive actions which are to be implemented by the action group are described in the following sections.

Message content

The message needs to be announced at least in local language which may be for example - Evacuate, Assemble etc.

Public Warning System

The various types of warnings through hooters/sirens with indication locally and in control room, depending on the location of emergency as specified below:

➤ **Siren for declaring Emergency**

1. On receipt of the information about the Emergency, the control station will authorize CISF at the Gate to actuate the Emergency Siren as follows: -
 - Siren to be sounded continuously for 30 Seconds with an interval of 5 seconds to be repeated 10 times.

➤ **Siren declaring Evacuation from the Port area**

1. On receipt of the orders from the Deputy Conservator or in his absence the Harbour Master, the port control room will authorize CISF at Gate to actuate the Siren as follows:
 - Siren declaring Evacuation from the Port area: Siren to be sounded for 5 seconds till the area is evacuated by people or for ½ hour whichever is less

➤ **Siren declaring All Clear and returning to the work**

1. On receipt of the information from the Deputy Conservator or in his absence Harbour Master, the port control room will authorize CISF at Gate to actuate the Siren as follows:
 - Continuous ringing of siren for 5 minutes

DPT has the following Public Warning Systems in place

1. Public Address System (PAS),
2. The initial announcement may be made from the fire jeep fitted with megaphone,
3. Sirens in the port premises,
4. VHF sets are provided to all key personnel of the Port as well as other terminal installations for communication both during normal operation as well as during emergency,
5. Manual Call Points,
6. Fire Alarm System.

Communication Flowchart

Using the above Public Warning Systems, the warning or messages can be disseminated through various ways depending on the type of disasters.

3. PREPAREDNESS

3.1 EMERGENCY OPERATING CENTRE (EOC)

The EOC will be located in the Chamber of Deputy Conservator or DPT Board Room or as directed by the Chairman/Dy. Chairman.

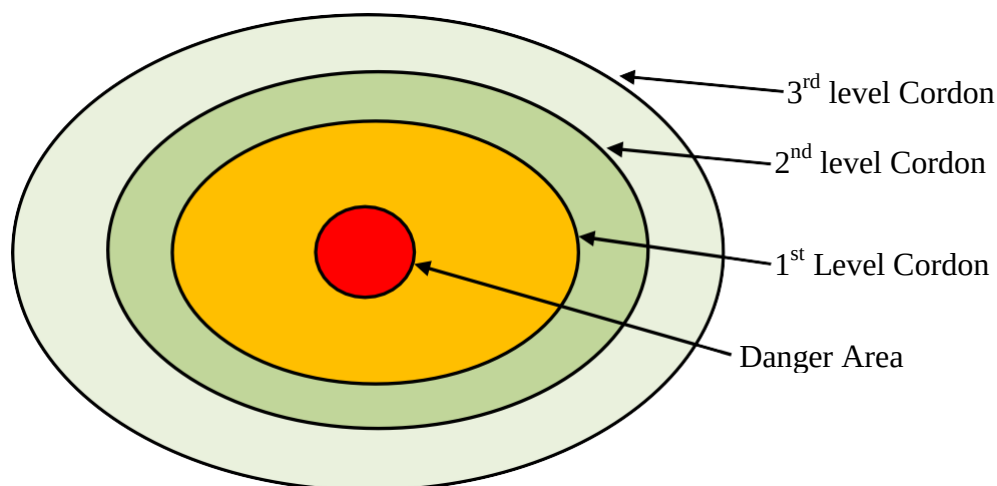
Emergency Operating Room Equipment

As a general guideline the following equipment should be catered to

- Flip up of maps should be available-preferably a digitized map on the computer,
- Terminals storing toxic chemicals and terminals storing flammable chemicals,
- Transportation map depicting transportation route for LPG and chemical tankers by road,
- Map showing sensitive areas,
- Map depicting densely populated areas,
- Emergency lights and torches,
- Computer,
- Fax,
- Printer,
- Telephone,
- Portable PA Sets,
- Walkie-talkies / mobile telephone,
- Chemical protective suit,
- Loud hailer,
- VHF sets,
- Binoculars,
- Copy of Disaster Management plan,
- Reference books-chemical Encyclopaedia,
- Table-seating,
- Chairs,
- Stationery,
- Gas masks with canisters,
- Safety goggles,
- Self-contained breathing apparatus.

3.2 MECHANISM FOR ACCESS CONTROL AND ISOLATION OF THE DANGER AREA

1. All gates of the jetties should be guarded,
2. Unauthorized person should not be allowed to the restricted area,
3. Authorized person will be entering the zone with all the necessary PPEs,
4. The area should be cordoned off during operation,
5. Proper signage board and warning should be displayed at the place of the operation,
6. Fire fighting facilities and other required resources should be available till the operation is terminated,
7. The restricted areas should be under surveillance at all times.



- Danger/Hazardous area
- 1st Level Cordon off
- 2nd Level Cordon off
 - Site Control point
 - Ambulance
 - Casualty Clearing point
- 3rd Level Cordon off
 - Traffic Control

Note: Positions will depend on the wind directions

3.3 EVACUATION SUPPORT

1. On blast of Disaster warning siren, the workers will assemble at the respective assembly points to be transported to the refugee centers.
2. The assembly point earmarked at DPT are as follows

Assembly Points

ASSEMBLY POINTS & ESCAPE ROUTES

- There are two main escape routes from the port side i.e. by land:
 - Kharirohar road.
 - Main NH 8 i.e. leading to Gandhidham.
- The sea route would be the Deendayal Port Trust creek and other creeks i.e. Phang creek, Sara Creek or Rohar Creek or Nakti Creek connecting the same.
- Air evacuation can be undertaken by Helicopter or from Deendayal Port Trust Aerodrome.
- DPT to prepare list of all the personnel in their port colony and have it posted at the assembly area.

- The assembly points in the Cargo Dock for the workers in the area between the North Gate and the plot number five would be the area in front of the Railway Station.
 - The assembly point for the port township could be between block E&D and at the intersection of Block 'B'.
 - The assembly point for each of the adjoining berth would be on the road i.e. used for moving between the warehouse A,B,C,D and the berthing area.
 - However for the workers working in the warehouses as mentioned above the assembly point would be the central road between the two streams of warehouses.
 - The workers working in the bins i.e. open storage the assembly point would be the area in front of the West Gate # 2.
 - For bins closer to the West Gate #2 fire brigade station the staging area for the fire station would be used as assembly point.
 - Computer should be installed in the rooms next to the assembly point connected to the time office for a list of people inside the port and the same should be made available at the railway station.
 - Railway station should have emergency evacuation counter all the personnel being evacuated from the area should be asked to check-in at the counter before they board the train.
 - The PA system at the assembly area should be used to announce "do not carry any luggage or belongings just carry as much is bare essential in clothing".
 - The point of departure from the Dry cargo area would be West Gate 1 & 2 as well as North Gate and in an extreme case one would have to use the jetty being used by the pilots for evacuation by sea.
3. The vehicle-carrying victim should be given the first priority in traffic movement.
 4. While assessing the evacuation route, constant communication link should be maintained with the EOC as well as with the individual assembly point station from where the evacuation is to be undertaken.
 5. As far as possible people should be advised not to use their vehicles since any breakdown of the same on the evacuation route would act as an obstacle to the vehicles being used for evacuation.

Evacuation Routes

In case of a general emergency one of the first duties of the CIC is to alert outside authorities and advise them about the actions that should be taken to protect the public, if any. The most significant risk affecting the local population is that of a toxic materials release.

The evacuation route could be by two ways

- a. Land
- b. Sea

Temporary Shelters

In the event of an impending disaster the affected population would have to be transported to intermediate temporary shelter. The temporary shelters identified for Port are schools and colleges located at Port Area and City.

Transportation Vehicle Pool

As soon as this Emergency Action comes into force, the vehicle pool is formed. The pool shall be controlled by Administration Department.

Apart from the Port vehicles, the Engineers shall hire vehicles with spark arrestors from other available sources for emergency work.

Engineers should ensure the availability of the drivers and vehicles and report compliance to the Deputy Conservator/Harbour Master. All vehicles whether it is of

Port Trust or hired should be parked in the location as designated by Deputy Conservator from where it can be taken readily for immediate use.

Contact with Railways & State Road Transport Corporation

SIC should ensure for the smooth movement of workers/employees for which he may get in touch with the concerned officers and apprise them about the situation so that the movement of staff is not suffered.

Generator Sets

Wherever generator sets are required, Engineering Department officers shall be contacted, who shall immediately hire/procure or provide from whatever sources.

3.4 DECONTAMINATION

Additional issues in relation to decontamination of the public may arise at some hazardous materials incidents. Decontamination in this context refers to a range of procedures employed to remove hazardous materials from people and equipment. It includes terms such as:

- Clinical decontamination, meaning medical treatment by health professionals of patients affected by or contaminated with hazardous materials;
- Emergency decontamination, when time does not allow for the deployment of specialist resources and it is judged imperative that decontamination of people is carried out as soon as possible;
- Personnel decontamination meaning the decontamination of uninjured exposed persons;
- Mass decontamination is the procedure deployed where significant numbers of persons are deemed to require decontamination, beyond the normal decontamination capacity; and
- Equipment decontamination is the procedure used to clean the specialist equipment/protective suits which personnel use in dealing with hazardous material incidents.

The need for decontamination of individuals will be established by the On-Site Coordinator, in association with the other Controllers of Operations. The Medical Service Executive has responsibility for providing clinical decontamination and medical treatment to casualties affected by hazardous materials. The fire services have responsibility for providing other forms of physical decontamination of persons at the site. The Medical Service Executive will be responsible for decontamination where required to protect health service facilities, such as hospitals, from secondary contamination. Where emergency decontamination of the public is required, the fire service may use its fire-fighter decontamination facilities, or improvised equipment may be used prior to the arrival of dedicated equipment. Where persons have to undergo this practice it should be carried out under the guidance of medical personnel. It should be noted that emergency contamination carries risks for vulnerable groups, such as the elderly and the injured.

3.5 MEDICAL FACILITIES

Depending on the nature of the emergency, it may be necessary to alert medical facilities within and outside the port.

Medical facilities likely to be used will need to be informed

- The nature and location of the emergency,
- The likelihood or number of casualties,
- Whether medical staff are required at the location of the emergency,
- Actual details of the casualties, including the names, as soon as these are known.

First Aid Centers

First Aid treatment is provided at the port and the ambulance is available at Fire control station at Port area and hired vehicles can be used for taking the person to the medical centre.

3.6 SEARCH AND RESCUE MECHANISM

Search and Rescue mechanism shall start as soon as the public warning signal has been issued and should be carried out as per the instructions of CIC/SIC.

3.7 RESOURCE MANAGEMENT

Resources available with the port should be used effectively during the emergencies. The equipment should always be maintained, inspected and tested periodically.

3.8 TRAINING AND CAPACITY BUILDING

Regular training should be provided to all personnel who have a role in planning and operational response to an emergency. The main goal of training for emergencies is to enable the participants to understand their roles in the response organization, the tasks associated with each position and the procedures for maintaining effective communications with other response functions and individuals.

The training objectives are:

1. To familiarize personnel with the contents and manner of implementation of the Plan and its procedures,
2. To train personnel in the performance of the specific duties assigned to them in the plan and in the applicable implementing procedures,
3. To keep personnel informed of any changes in the plan and the implementing procedures,
4. To maintain a high degree of preparedness at all levels of the emergency response organization,
5. Train new personnel who may have moved within organization,
6. Test the validity, effectiveness, timing and content of the plan,
7. Uptake and modify the plan on the basis of experience acquired through exercises and drills.

A well-co-ordinated programme of training exercises includes activities of varying degrees of interaction and complexity.

Drills & Exercises

Emergency drills and integrated exercises have the following objectives. These constitute another important component of emergency preparedness. They refer to the re-enactment, under the assumption of a mock scenario, of the implementation of response actions to be taken during an emergency.

1. To test the adequacy of the effectiveness, timing, and content of the plan and implementing procedures,
2. To ensure that the emergency organization personnel are familiar with their duties and responsibilities by demonstration,
3. Provide hands-on experience with the procedures to be implemented during emergency,
4. Maintain emergency preparedness.

The frequency of the drills should vary depending on the severity of the hazard.

However, drills should be conducted at least once a year. Scenarios may be developed in such a manner as to accomplish more than one event objective

1. Notification exercises

- Test communication systems, frequency, Public Warning system

2. Table top exercises

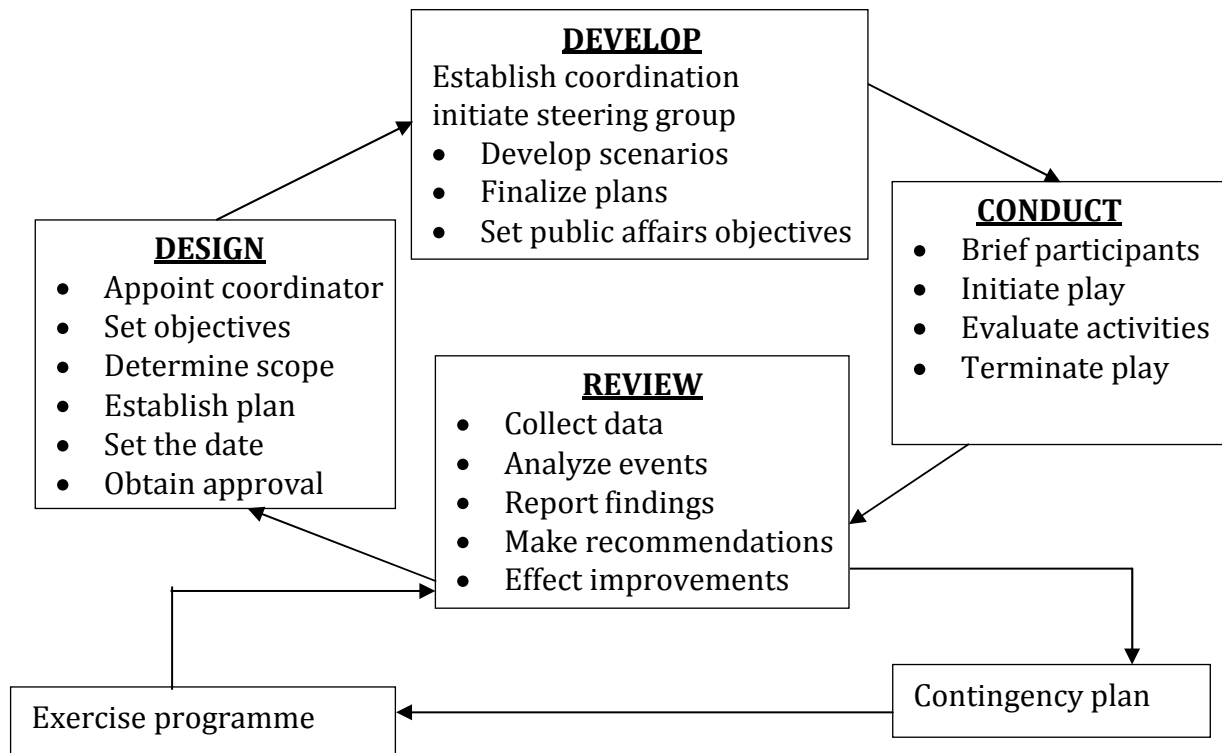
- To check availability of participants and check response time

3. Equipment deployment exercises

- Alarm systems to be tested,
- Frequent tests of fire fighting and other response equipment.

4. Incident management exercises

- Simulated emergencies like fire, gas leakage, oil spillage, cyclone and vessel related emergencies like grounding, collusion, leakage, Pollution etc., to be conducted and monitored and feedback to be documented.
- Evacuation practice
- Deployment of Machineries



The Exercise Planning Process

Conducting the exercise

The conduct of an exercise consists of briefing participants, initiating play, evaluating activities and finally terminating play. All participants require an exercise briefing. In the case of a notification exercise, when one of the objectives is to test team members availability and response times, any briefing may be given a couple of weeks in advance but the exact day and time of exercise should not be informed. It is necessary to check lines of communication are established.

Review Phase

An exercise coordinator should be made responsible for implementing and communicating changes. Evaluation is critical to improving emergency and crisis response capabilities. The collection and analyzing data and reports documenting the findings and recommendations for improvement should be made. The evaluation of a drill or exercise shall be submitted to the CIC for review and acceptance who shall then determine the corrective actions to be taken and assign the responsibility to appropriate personnel.

The Fire and Asst. Safety Officer should track all approved drill and exercise corrective actions as a means of assuring that corrections are made in a reasonable amount of time, and shall advise Main Controller of the status of implementation of corrective actions.

Records of drills, exercises, evaluations, and corrective actions should be duly maintained.

3.9 EARLY WARNING SYSTEM

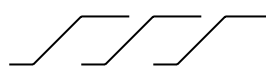
Where time is the essential element in the mitigation of any crisis-an early warning system assumes the greatest priority. The Port uses the following modes of raising an alarm.

1. Siren or hooter,
2. Public Address system,
3. Raising of Flag/lights on Signal Station Mast,
4. Fire Alarm,
5. Manual Call Points,
6. Notification through VHF Channel 16/12.

Disaster Warning Alarm and Evacuation Signals

TSUNAMI - TYPE-HIGH PITCHED CONTINUOUS WAILING
SIREN

5 Sec.

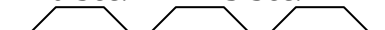


1 Sec.

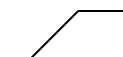
FIRE /EXPLOSION/BOMB
TYPE-LONG SIREN FOLLOWED BY SHORT SIREN

10 Sec.

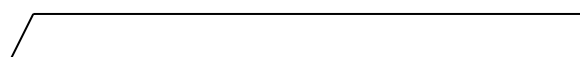
3 Sec.



GENERAL EVACUATION ALARM FOR TOXIC/RADIATION
LEAKAGES / NATURAL CALAMITIES
TYPE-HIGH PITCHED RINGING ALARM AT SHORT
INTERVALS



C- ALL CLEAR SIGNAL
TYPE:-LONG CONTINUOUS SIREN FOR 90 SECONDS



Competent Agencies

List of agencies competent for issuing warning or alert is given below:

Competent agencies for issuing warnings

Disaster	Agencies
Earthquakes	IMD, MERI, BARC
Floods	Meteorology Department, Irrigation Department, Central Water Commission
Cyclones	Meteorology Department, Irrigation Department, IMD, INCOIS
Tsunami and Storm Surge	INCOIS
Epidemics	Public Health Department
Road Accidents	Police
Industrial and Chemical accidents	Industry, Police, MARG, DISH, BARC, AERB
Fires	Fire Brigade, Police

These agencies shall be responsible for keeping track of developments in respect of specific hazards assigned to them and inform the designated authorities/agencies at National, State and District levels about the impending disasters. All these agencies have developed guidelines for early warning of disasters.

Cyclone

Indian Meteorological Department (IMD) has a developed detailed procedure for Four Stage Warning of Cyclone

- 1. Pre-Cyclone Watch:** Pre-cyclone watch is an early warning issued about 72 hrs. in advance of the commencement of bad weather. This is issued by the IMD Headquarters to all designated authorities including the Cabinet Secretary and other senior officers of Govt. of India and the Chief Secretaries of concerned Maritime States, media and all Cyclone Warning Centers (CWS) of IMD.
- 2. Cyclone Alert:** Cyclone Alert is issued to all designated authorities/Agencies as far as possible, 48 hours before the expected commencement of adverse weather.
- 3. Cyclone Warning:** Cyclone warning are issued to all designated Authorities/Agencies including the Chief Secretaries of the Maritime States and the District Magistrates/Collectors of the coastal districts and the immediate interior districts expected to be affected by the cyclone. Cyclone Warning is also issued to the designated railway officials and defence personnel. After initial warning, cyclone warning are issued to above officials twice a day by high priority telegrams based on 0830 IST and 1730 IST charts till the weather improves.

4. **Post Landfall Outlook:** Post landfall outlook is issued at least 12 hours in advance of the landfall by concerned CWCs. On the basis of this outlook, the concerned Meteorological Centre will also issue cyclone warnings for the interior areas.

Cyclone Warning Dissemination System (CWDS)

Cyclone Warning Dissemination System (CWDS) receivers have been established in vulnerable coastal areas using INSAT/METSAT. The system is being used extensively on operational basis during cyclone. The cyclone warning message is originated from Cyclone Warning Centre (CWC), Deendayal whenever a storm is observed. Warning messages are received in local languages directly by CWDS receivers located in areas likely to be affected by the cyclone.

In addition, Cyclone Warning is disseminated through the following means:

- a. Police Wireless network
- b. Warnings through All India Radio (AIR) Bulletins
- c. Television
- d. Press Bulletins
- e. Aviation Warning
- f. Telephone and Fax
- g. Telex
- h. Telegrams

Tsunami

In the aftermath of the Indian Ocean Tsunami of 26th December 2004, the Ministry of Earth Sciences has set up an Indian Tsunami Early Warning Center at the Indian National Centre for Ocean Information Services (INCOIS) Hyderabad. The Center is mandated to provide advance warnings on Tsunamis likely to affect the coastal areas of the country.

Tsunami Warning (RED) contains information about the earthquake and a tsunami evaluation message indicating that tsunami is expected. This is the highest level wherein immediate actions are required to move public to higher grounds. Message also contains information on the travel times and tsunami grade (based on run-up estimates) at various coastal locations.

Tsunami Alert (ORANGE) contains information about the earthquake and a tsunami evaluation message indicating that tsunami is expected. This is the second highest level wherein immediate public evacuation is not required. Public should avoid beaches since strong current are expected. Local officials should be prepared for evacuation if it is upgraded to warning status. Message also contains information on the travel times and tsunami grade at various coastal locations.

Tsunami Watch (YELLOW) contains information about the earthquake and a tsunami evaluation message indicating that tsunami is expected. This is the third highest level wherein immediate public evacuation is not required, Local officials should be prepared for evacuation if it is upgraded to warning status. Message also contains information on the travel times and tsunami grade at various coastal locations.

Tsunami cancellation (GREEN) will be issued if the tsunami warning was issued on the basis of erroneous data or if the warning center determines from subsequent information that only an insignificant wave has been generated. In addition, tsunami warning may be cancelled on a selective basis when a significant wave that has been generated clearly poses no threat to one or more of the areas the warning center warns, either because of intervening continents or islands which screen them or because the orientation of the generating area causes the tsunami to be directed away from these areas.

Tsunami All Clear (GREEN) bulletin indicates that the 'Tsunami Threat' is passed and no more dangerous waves are expected.

Flood

Central Water Commission has developed a network of flood forecasting stations and issues Daily Flood Bulletins to all designated Authorities/Agencies of the Central

Government and State Governments/ district Administration during the South East Monsoon season for all the major river basins in the following categories:

Category IV:

Low Flood (Water level between Warning Level and Danger Level)

Category III:

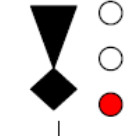
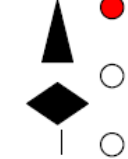
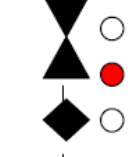
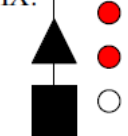
Moderate Flood (Water Level below 0.50m. less than HFL and above Danger Level)

Category II:

High Flood (Water Level less than Highest Flood Level but still within 0.50m. of the HFL)

Category I:

Unprecedented Flood (Water Level equal and above Highest Flood Level (HFL))

SIGNAL NO.	DESCRIPTION	ACTION
D/N		
I 	DISTANT CAUTIONARY : There is a region of squally weather in which a storm may be forming.	Monitor weather report, TV news Internet and keep close watch.
II 	DISTANT WARNING : A storm has formed.	Monitor weather report, TV news, Internet and keep close watch inform all.
III. 	LOCAL CAUTIONARY : The Port is threatened by squally weather.	Inform all. Warn fishermen
IV. 	LOCAL WARNING : The Port is threatened by a storm but it does not appear that the danger is as yet sufficient great to justify extreme measures of precaution.	Alert all concerned to be ready and available.
V. 	DANGER : The Port will experience weather from a storm of slight or moderate intensity that is expected to cross the Coast to the South of the Port	Implement Contingency Plan.
VI. 	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.	Implement Contingency Plan.
VII 	DANGER : The Port will experience severe weather from a storm of slight or moderate intensity that is expected to cross the Coast over or near to the Port.	Implement contingency Plan.
	NOTE: this signal is also hoisted when a storm is expected to skirt the Coast without (actually) crossing it.	
IX. 	GREAT DANGER : The Port will experience severe weather from a storm of greater intensity that is expected to cross the Coast to the North of the Port.	Implement contingency Plan.

SIGNAL NO.	DESCRIPTION	ACTION
X. 	GREAT DANGER : The Port will experience severe weather from a storm of great intensity that is expected to cross over or near the Port.	Implement contingency Plan.
	NOTE: This signal is also hoisted when a severe storm is expected to skirt the Coast without (actually) crossing it.	
XI. 	FAILURE OF COMMUNICATION : Communications with the Meteorological Warning Centre have broken down and the local Officer considers that there is danger of bad weather.	
	NOTE: Squally weather is meant to cover occasional/frequent squalls with rain or persistent type of storage gusty winds (mean wind speed not less than 20 knots) accompanied by rain. Such conditions are associated with low pressure systems or onset strengthening of monsoon. Mean wind speeds exceeding 33 knots associated with cyclonic storms are generally covered by signal higher than LC.III. The word generally has been added to permit hoisting of LC.III at Ports outside the inner storm area where wind speeds may exceed 33 knots.	

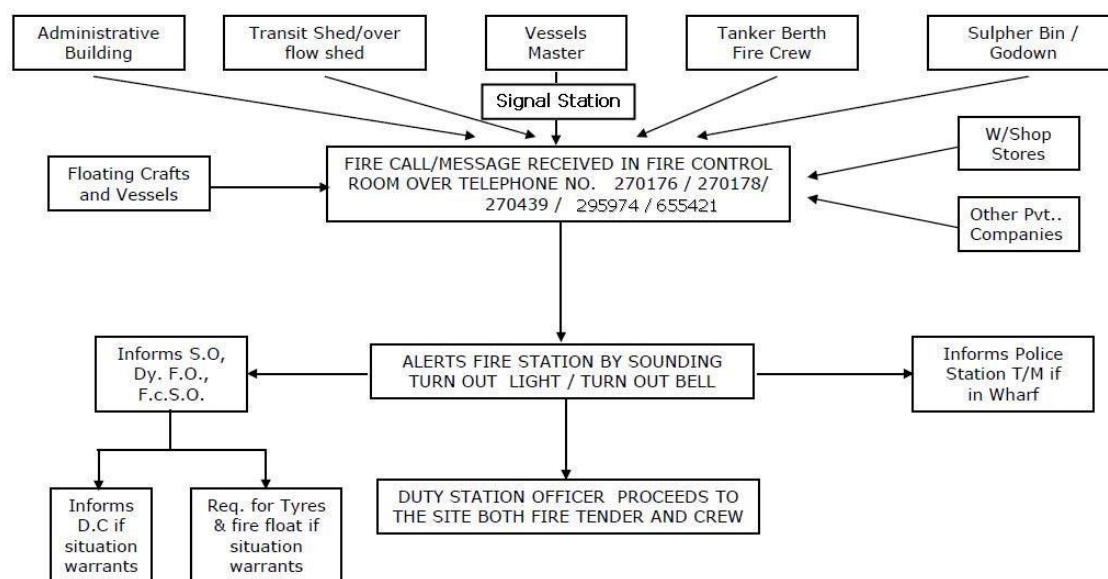
4. MITIGATION

4.1 FIRE & EXPLOSION RESPONSE PLAN

The DPT Fire Fighting Service is operated by Fire Service which is headed by Fire Officer is assisted by Dy. FO, Inspectors and team which operates on an 8 hour shift round the clock.

METHODS OF DEALING WITH DIFFERENT TYPES OF FIRES & LEAKAGE

Fires from minor oil spillage on deck or jetty	Use dry chemical or foam extinguishers or water fog or water spray
Fire from large spillage of oil or burst hose on deck or jetty	Use large dry chemical appliance and follow up with foam or water fog/spray. Cool surrounding area/risks with water spray
Fires from spillage of oil on surrounding waters	Emulsification of oil with water jets or apply foam coverage as appropriate
Ammonia Gas	Use dry chemical, carbon dioxide, water spray or alcohol-resistant foam. from upwind position
Phosphoric/Sulphuric Acid	Dry powder, carbon dioxide (CO ₂), water fog or spray
-Electrical Fires -Fire in buildings-canteen	Switch off power-use CO ₂ or dry chemical extinguishers
Fire in office involving combustible material	Use dry powder fire extinguishers-water spray, Use Breathing apparatus.
LPG Fires	Should not be extinguished until source of leakage is under control. Dry chemical is the most effective. Cover affected area with water spray to reduce radiant heat.
Fire in cargo tanks	Use foam or steam smothering.



DEPARTMENTAL ACTION - TANKER ON FIRE AT THE OIL JETTY

DEPT	ACTION
Marine & Vessel	Port Control informs HM and Fire Officer the status on VHF 16/12. Master of the vessel ceases all cargo or bunker operations close the manifold valves, disconnect hoses and consults with HM for unearthing & also ensures the immediate action of the vessels Firefighting squad. If necessary Master may request for additional resources and/ or-evacuation of injured. PORT CONTROL Communication Officer informs FO-DC-HM-DM-TM-Chairman- Dy Chairman, Secretary of the incident. HM Assess works together with FO and Master to ascertain the status and crisis level. HM Informs DC of Central Crisis Management Group the status and Crisis level, places Pilots on Standby for shifting out vessel- directs firefighting tugs - Keeps mooring crew and launch standby to unberth vessel. DC maintains close liaison with HM and monitors progress and strategy of containment and extinguishing.
Fire	FO ensures that fire tenders are ready at the jetty and takes over control from Jetty Fire Service to extinguish fire
Traffic	TM reconfirms stoppage of cargo operations to IOCL & informs TM to close down the nearby ore handling berth if fire is likely to spread. TM monitors the situation and keeps Chairman informed about the incident.
Elec & Mech Department	EE ensures isolation of the electric power on berth.
CISF	Commdt CISF cordons area .Executes Search and rescue with Fire. Keeps Commdt apprised and requests for additional resources if required.
Medical	Dy CMO keeps ambulance standby by at berth and provides First Aid and burn treatment to the injured.

DEPARTMENTAL ACTION - FIRE AT THE GENERAL CARGO BERTHS

DEPT	ACTION
Marine	Port Control station informs HM and FO the status on VHF 16/12 and the communication Officer at Port Control station informs FO-DC-HM-TM-Chairman- Dy Chairman, Secretary of the incident. HM activate the On Site Action group to extinguish the fire. HM Informs DC of Central Crisis Management Group the status and Crisis level, places Pilots on Standby for shifting out vessel- directs firefighting tugs to standby ships side -Keeps mooring crew and launch standby to unberth vessel Fire Service arrives with fire tenders and resources and takes over to extinguish fire and assists in Search and Rescue operation.
Traffic	TM ensures stoppage of cargo operations. TM of On Site Action Group keeps TM informed and obtains authorization to close down the nearby cargo berth if fire is likely to spread. TM monitors the situation and keeps Chairman informed. On termination of the incident, TM monitors the early restoration of the traffic operation.
Elec & Mech Department	EE ensures isolation of the electric power on berth
CISF	Dy Commndt CISF cordons area .Executes Search and rescue with FO. Keeps Commndt appraised and requests for additional resources if required.
Medical	Dy CMO keeps ambulance standby by at berth and provides First Aid and burn treatment to the injured.

DEPARTMENTAL ACTION - ADMINISTRATION BUILDING FIRE

DEPT	ACTION
Administration	First the discover-Raises Alarm (breaks glass-Uses Fire extinguishers to extinguish fire and Call 102. Dy Secretary will supervise the action. Secretary will be the overall in-charge of the action group. Water should not be used for Electrical Switch Boards or on wiring as soon as an electrical fire is detected first the main switches should be put off. Handicapped persons should be helped to the outlet stairway which is unaffected by fire or smoke. Attendance register for the day and other important papers should be collected by the Administrative Officers present and taken along with them. The Sr. most Section Head on each floor will be last to leave the premises and prior this person does so, he will make sure that all the electrical switches are off. After incident is terminated, Secretary arranges alternative office space.
Fire	As soon as the information is reached, the fire personnel will proceed to the floor on fire and will commence extinguishing the fire with the installed water hose and extinguishers. The fire service personnel will assist in transfer of sensitive documents, evacuation and shut down of equipments initiates the search and rescue operations.
Civil Engineering	Dy. CE along with the on-site group survey & assesses the cost to rectify the damage portion of the building.
Elec & Mech Engineering	EE ensures isolation of the electric power to the administrative building.
CISF	Dy. Commdt CISF cordons area .Executes Search and rescue with FO. Keeps Commdt appraised and requests for additional resources if required.
Medical	Dy CMO of On Site Action Group keeps ambulance standby by off Administration Building. Provides First Aid to the injured.

DEPARTMENTAL ACTION - FIRE AT CARGO STORAGE SHED

DEPT	ACTION
TRAFFIC	Shed I/c raises alarm (breaks glass and uses Fire extinguishers to extinguish fire Call 102(Fire). Puts the Mains switch off and informs Sr. DTM of on-site action Group and TM of Central Disaster Management Group. Shed I/c Mobilizes all manpower in the area surrounding the site to bring the firefighting appliances in the area, to extinguish the fire. The senior most Traffic official on site will mobilize all the work force, labour and cargo handling appliances available in the area. Addl. TM ensures the removal of all the unaffected cargo from the shed to a safe place. with special reference to hazardous cargo. Sr. DTM ensures that the details of types of cargo and quantity of cargo in the shed should be kept ready and given to of Port Fire Service who comes first to the scene of the fire. Dy. TM shall ensure that the labour working inside the shed are assembled for a head count. Fire Service arrives with fire tenders and resources and takes over Fire Fighting & conducts search and rescue assisted by CISF.
HM	HM Informs DC of Central Disaster Management Group the status and Emergency level of the incident & ensures pilots are on Standby for shifting out vessel opposite the shed if required. Also directs firefighting tugs to spray sheds if required. Keeps mooring crew and launch standby to unberth vessel
Civil Engineering	Addl. CE along with the on-site group survey & assesses the cost to rectify the damage portion of the Cargo storage shed.
E& M Department	EE ensures isolation of the electric power to cargo storage shed.
CISF	Dy. Commdt CISF cordons area .Executes Search and rescue with Fire Service. Keeps Commdt appraised and requests for additional resources if required.
Medical	Dy. CMO of On Site Action Group keeps ambulance standby by off Administration Building. Provides First Aid to the injured.

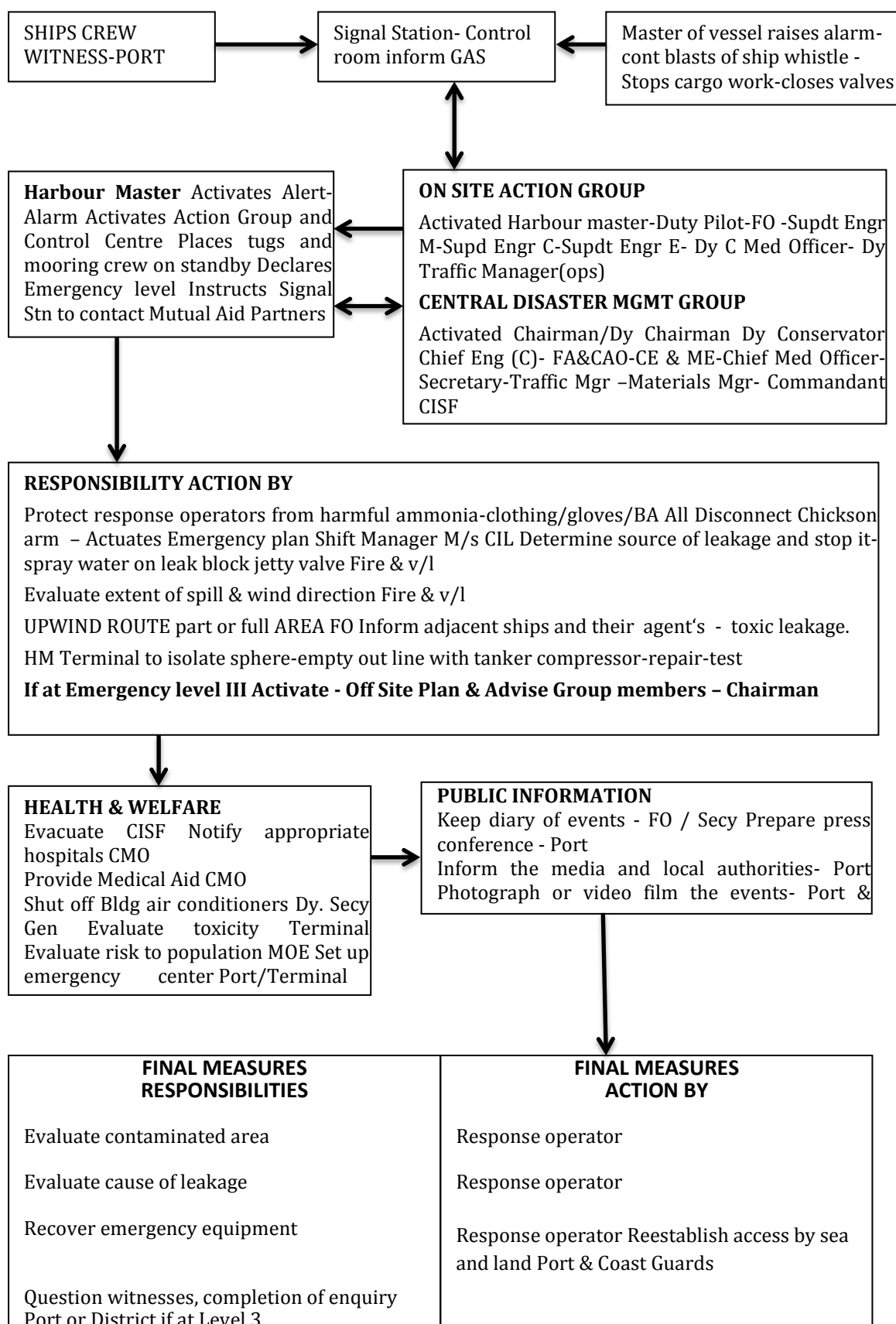
DEPARTMENTAL ACTION - OIL OR CHEMICAL POLLUTION

DEPT	ACTION	
Marine and Vessel	Port Control contacts Dy. Conservator/ Harbour Master about the incident. HM Advises DC the level of emergency Keeps tugs, pilot, mooring boats standby and oil recovery craft, tugs for dispersant. Port Control informs Fishery Department of the pollution Dy Conservator will inform the status to Chairman and ensures that the penalty imposed if the incident is caused by the vessels negligence is in accordance with the Major Port Trust Act. Sends notice to Master holding vessel and owners liable for the incident indicating projected expenses. The Master of the Vessel will submit the oil Spill report to the Dy. Conservator signed and stamped with vessels official seal in the following format.	
	<table> <tr> <td> • Name of the Vessel & IMO no • Name of the Master • Call Sign/Flag/Year Built/Class • Port of Registry • Owners Name, address fax/tel • Charterers Name, address fax/tel • Name of P& I Club & Local Corr </td><td> • Copy of oil record book • Date and Time of Spillage • Cause of Spillage • Location • Type and quantity spilled • Immediate action taken • Weather conditions </td></tr> </table>	• Name of the Vessel & IMO no • Name of the Master • Call Sign/Flag/Year Built/Class • Port of Registry • Owners Name, address fax/tel • Charterers Name, address fax/tel • Name of P& I Club & Local Corr
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Fire	Fire Service arrives with fire tender and stands by in case there will be fire.	
Traffic	Addl. TM reconfirms stoppage of cargo operations to tank farms.	

DEPARTMENTAL ACTION - AMMONIA GAS RELEASE

DEPT	ACTION	
Marine and Vessel	A-VESSEL ACTION Sounds internal alarm & contact Port Control and FO about the status on VHF 16/12 and initiates the vessel response plan. Ceases all cargo operations and advises the loading master to close all the manifold valves & disconnects hoses and consults with HM for unberthing. B- PORT CONTROL STATION Radio Operator informs DC-HM-TM-Comdt CISF-FO HM appraise DC about the level of the incident and activates the on-site action group and instruct all other vessel at berth to take precautions due to the leakage. Keeps tugs, launches and mooring crew stand by to shift the vessel from the berth.	
Fire Service	FO arrives off berth and positions themselves upwind with suitable protective clothing with face masks, gloves and breathing apparatus and coordinates with the on-site action group.	
Traffic	TM confirms stoppage of cargo operations HM discusses with the Jetty shift Manager and FO to ascertain the status and emergency level, if the level is II or III then informs DC of Central Disaster Management Group.	
E&M Department	Ensures adequate lighting near the area and assembly areas	
CISF	Commndt CISF cordons off area, and arranges evacuation from upwind site	
Medical	Dy. CMO of On Site Action Group keeps ambulance ready for medical treatment.	
Administration	Secy. assists to Chairman to prepare media statement & reports to MOS.	
Marine	DC to ensure that the master of the vessel gives details in the format given below and contact the agent of the vessel for compensation if the incident is due to the vessel.	
	• Name of the Vessel & IMO no • Name of the Master • Call Sign/Flag/Year Built/Class • Port of Registry • Owners Name, address fax/tel • Charterers Name, address fax/tel • Name of P& I Club & Local Corr	• Copy of COFR & oil record book • Date and Time of Spillage • Cause of leakage • Location Quantity leaked

SUMMARY FLOW CHART-CONTINGENCY PLAN AMMONIA GAS LEAKAGE



COLLISION : PORT FLOTILLA AND VESSELS CALLING AT DEENDAYAL PORT

SHIPBOARD-PORT EMERGENCY PLAN	COLLISION	
Action to be taken	ACTION BY PORT	ACTION BY VESSEL
1. Stop the vessel and take appropriate action. 2. Sound Emergency Alarm: 3. Check for possibility of oil pollution		Master
- Establish communication with other vessel and exchange information - Advise other vessels to keep clear-Hoist NUC Lights - Advise port for assistance - Advises agents of status requests surveyors-Class-P&I- Salvage association- - Secure evidence and maintain adequate records	HM with on-site action group.	
- Inspect/assess damaged area & in - case of oil leakage determine whether de-berthing of the vessels will increase oil spill rate. - Ascertains oil pollution-ascertains leak source 3- Harbour master and Master of vessel to inspect vessels 4-Sounds all bilge, ballast and fuel tanks 5-Transfer oil from leaking tanks 6-Effects damage control and temporary repairs to stop oil leakage if any with the assistance of port action group and underwater welding team or salvage group	HM with on-site action group Coast Guard + Salvage efforts	Vessel emergency action group team
1-Provides First Aid	HM + Dy. CMO.	
1. Attend engine room controls and services 2. Investigate engine room for damages and water ingress 3. Check steering gear 4. Reports status of the main engine and auxiliaries to Harbour master	HM	Vessel Engineering team.

FIRE / EXPLOSION

CHECKLIST FOR USE IN EMERGENCY		
SHIPBOARD EMERGENCY PLAN	FIRE / EXPLOSION OFF BERTH	
Action to be considered	Action taken	Responsibility
IMMEDIATE ACTION Consider sounding Emergency Alarm: Initiate vessel emergency response procedure:	Yes/No Yes/No	Person discovering incident Officer on duty
INITIAL RESPONSE The CIC should: 1. Instruct Ship Master to raise ship emergency alarm and activate ship board emergency plan. 2. Stop transfer operation (as per SOP). 3. Terminal and Port should be informed of any incident on the ship without delay. 4. Instruct ship to remain prepared to un-berth the ship to the safe area (high sea). 5. The siren should be continued till the ship is taken to a safe location as per CIC instructions.	Yes/No Yes/No Yes/No Yes/No	Ch. Eng./ Officer on duty
SECONDARY RESPONSE The terminal personnel at berth should: 1. First activate EAP by informing the port VTS. 2. Area should be cordoned off. 3. In the event of a fire, Foam or Dry Chemical powder or CO2 should be used for fire fighting. 4. Surrounding equipment / installation to be kept cool by water jet from monitors.	Yes/No Yes/No Yes/No Yes/No	Chief Eng. Ch. Off./Deck Duty heads

BUNKER SPILL/LEAKAGE

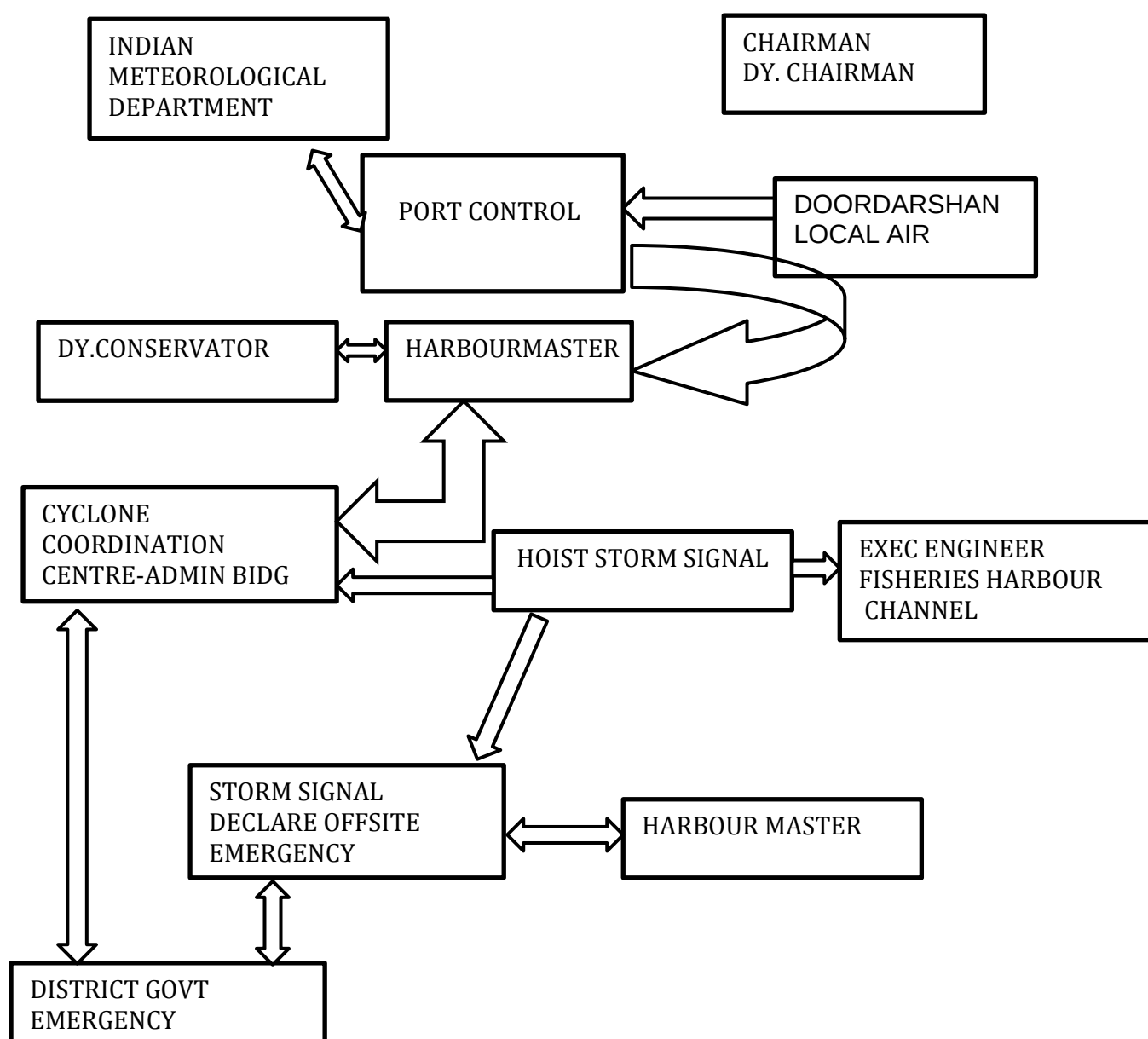
CHECKLIST FOR USE IN EMERGENCY		
SHIPBOARD OIL POLLUTION EMERGENCY PLAN		BUNKER SPILL/LEAKAGE
Action to be considered	Action taken	Responsibility
IMMEDIATE ACTION Consider sounding Emergency Alarm: Initiate vessel emergency response procedure:	Yes/No	
SECONDARY RESPONSE The CIC should: 1. Stop transfer operation (as per SOP). 2. Terminal should be informed of any incident on the ship without delay. 3. Personnel to remain on standby all throughout the period of unloading operation to disconnect metal arms. 4. Ship to be instructed to remain prepared to un-berth to safe area (high sea). 5. The siren should be continued till the ship is taken to a safe location as per CIC instructions.	 Yes/No Yes/No Yes/No Yes/No Yes/No	Ch. Eng./ Officer on duty
FURTHER RESPONSE The terminal personnel should: 1. First activate Jetty EAP by informing the port VTS. 2. Shut off isolation valve on pipeline at the berth (action as per SOP). 3. Area should be cordoned off. 4. Pour foam on spillage to reduce rate of vaporization. 5. In the event of a fire, Foam or Dry Chemical powder or CO2 should be used for fire fighting. 6. Surrounding equipment / installation to be kept cool by water jet from monitors.	 Yes/No Yes/No Yes/No Yes/No Yes/No Yes/No	Chief Eng. Ch. Off./Deck Duty heads

VESSEL GROUNDING IN PORT- DETAILED ACTION BY PORT

ACTION BY MARINE DEPT	DETAILS OF SPECIFIC ACTION
Master/Pilot	Contacts Port Control and informs position of incident
Port Control	Informs HM, Dy. Conservator and Coast Guard All vessels arriving and departing Deendayal will be informed of the incident
Dy. Conservator	Informs coast guard for rescue of the grounded vessel.
Harbour Master	Activates the on-site action group and assesses the situation, tide, wind direction, & inform DC. Through the Port Control advises all Pilots to report on duty
Pilot	Organizes available tugs, launches, and keeps crew stand by and awaits instructions of the HM/Dy. Conservator
Hydrographic Surveyor	Proceeds by survey launch to vessel and obtains soundings around the vessel by the echo sounder and the hand lead.
Master of grounded vessel	Records soundings of all tanks and also records draft, arrange soundings by hand lead around the vessel. Examines the soundings and draft around the vessel for transfer of bunkers, ballast or shift cargo to refloat vessel. Tow ropes to be kept ready
Master and Harbour Master	Commence preparations for towing operations 2 hours before high tide . Vessel engines to be kept stand by to assist in the refloating operations. Takes all anti oil pollution measures.
Port , Navy or Coast guard & Salvage efforts	Hull leakages to be attended to by underwater welding by the Navy/coast guard or other available diving firms.

SINKING OF VESSEL IN PORT

ACTION BY PORT Marine Dept	DETAILS OF SPECIFIC ACTION	ACTION BY VESSEL
HM	Ensures vessel is cleared of the channel / turning basin or berths to suitable area for normal traffic.	Activates the vessel action group
Port Control	Informs HM, Dy. Conservator of the accident.	
HM and Pilots	Proceeds to the area with Tugs and conducts Rescue operations.	Lower life boats
Dy. Conservator	Appraise to the Chairman and Dy. Chairman and members of the Central Disaster Management group about the incident.	
HM / Navy / Coast Guard	HM to initiates the rescue operation of the person on board.	

SECTION**CYCLONE ALARM AND RESPONSE****CLASSIFICATION OF TROPICAL DISTURBANCES OVER THE INDIAN SEAS**

Classification Of Tropical Disturbances	Speed kmph	Speed knots
Low	< 31 kmph	< 17 knots
Depression	31 – 51	17 – 27
Deep Depression	52 – 62	28 – 33 kts
Cyclone	63 – 87	34 – 47 kts
Severe Cyclone	88 – 117	48 – 63 kts
Very Severe Cyclone	118 – 221	64 – 119 kts
Super Cyclone	222 kmph & above	120 kts & above

4.2 CYCLONE CONTINGENCY PLAN

The Cyclone Contingency Plan will come into force as soon as the storm **warning signal No.5 or** higher is hoisted or when the Port organization has gathered enough data to **forecast that a cyclone threat is close.**

1. The Cyclone station will come into operation at the Signal Station.
2. The Harbour Master will be in charge of the Cyclone Station.
3. Storm warning signals will be hoisted at the Cyclone Station.
4. HM will inform the Chairman, Dy. Chairman and heads of Depts by telephone/Mobile the status of worsening weather conditions and storm signals.
5. A cyclone coordination centre will be made functional in the Administrative Building headed by Secretary.
6. The Cyclone Coordination Centre will be in constant touch with Port control and District, Local Administration for rescue and relief operation.
7. All other departments to operate their respective control rooms. Port control, cyclone co- ordination centre and control rooms will function round the clock and will be closed only after obtaining the necessary orders from the Chairman.

4.3 MARINE DEPARTMENT

I- DEPUTY CONSERVATOR

Deputy Conservator is the HOD of the Marine Department and should be directly in contact with the Chairman. After scrutinizing the movement of Cyclone on the Charts, Dy. Conservator shall, in consultation with Chairman / Dy. Chairman, if required, take a decision for evacuation of ships immediately as soon as the Cyclone is in close proximity to the danger line as defined above.

II- HARBOUR MASTER

Under the overall supervision and responsibility of the HM, the specific duties of marine personnel will be as below:

1. He will be responsible for the operation of the Signal Station and will issue necessary standing orders for the purpose.
2. He will keep close liaison with Radar Station, Police Wireless Station, Coast Guard and Ships in Port regarding weather conditions.
3. He will prepare special signals and promulgate them to the Masters of the vessels, dredgers, tugs and any other crafts in Port. He will inform the Masters of all vessels at the berths to double the moorings, put out insurance wires and to keep engine ready to proceed out to sea if situation warrants. Decision regarding sending ships to the anchorage will be taken depending on the strength of the wind likely to be encountered and number of vessels in the Port.
4. He will maintain a close liaison and co-ordination with the Flotilla Supt. (MES) for arranging staffs for manning the Port Crafts.

III- PORT CONTROL

1. The staff of Port Control will remain on duty until they are relieved by next shift staff or till alternative arrangements are made or till the storm has passed or as per the HM instruction.
2. Every two hour barometer reading will be recorded after cyclone warning signal No.3 is hoisted but the same will be made hourly if further upward signal is placed.
3. One Aldis lamp with battery will be kept ready at signal station.
4. The Port Control will maintain a continuous watch on channel 16. Port Control will keep Harbour Master informed of all the messages received by telephone, VHF sets or by messenger.
5. Port Control will inform the Harbour Master of any buoys or crafts are seen adrift or any Port installation is seen or informed to be in danger.
 1. The staff on duty will have sufficient provisions to stay on duty for a period ranging from 24 hours to 48 hours.
 2. Port Control receiving any weather related facsimile report will pass on to the HM.
 3. Continuous watch to be kept on CWDC. On receipt of any warning, the same shall be reported immediately to the cyclone co-ordination centre.
 4. Port Control will be responsible to ensure that Weather messages are intimated to the Executive Engineer, in charge of Fishery Harbour on Channel 6 over VHF.

IV- TIDAL OBSERVATORY

The Gauge Clerk will record the range of tides, times and heights of high and low water who will in turn apprise the Dy Conservator / HM and or pilot on duty of the actual and predicted tides.

V- Hydrographic Surveyor /PILOT

The above officers will assist the HM at the Cyclone Station. One Pilot has to be kept standby to proceed on board anywhere in the Port as required.

VI- Master Tug (Flotilla)

1. Master Tugs (Flotilla) will detail one shore gang consisting of minimum one Serang, one Tindal and 10 laskars to remain on duty as emergency duty squad unit being relieved by the next shift staff or until Harbour Master instruction.
2. Master Tugs (Flotilla) will take all necessary steps for the safety of the Port crafts and should ensure that all other crafts are placed at safe place and properly secured excepting one pilot launch and one stand by launch used for inspection and emergency duties.
3. He along with emergency squad will make frequent round (minimum two hourly) to check the safety of Port Crafts.
4. Fender and extra lengths of ropes/wires will be kept ready so as to attend to any craft whose moorings may part.
5. Master Tugs (Flotilla) will inform the cyclone station immediately in the event any craft is seen adrift or any other Port installation is seen in danger
6. He will also keep a listening watch on his walkie talkie set for information.

4.4 MASTER OF TUGS / PILOT LAUNCHES AND OTHER LAUNCHES

1. Masters of respective crafts will instruct their staff to remain on board until they are relieved by next shift staff or Sr. Duty Pilot releases them from duty.
2. Masters will shift their respective crafts at suitable places as directed by the Harbour Master and will secure them suitably with additional moorings. Masters of respective crafts will be responsible for proper securing and safety.
3. Masters will keep the engines of their crafts ready to proceed at short notice as per the instructions Harbour Master.
4. Extra tenders will be kept ready on board of the Tug for use as required.
5. If any craft is seen adrift or any other port installation is seen in danger, the Master of the crafts will immediately inform the cyclone station.

The cyclone mitigation team shall be headed by Dy. C.E. & Dy. C.M.E. with Engineering Supdt., Dy. CE (Electrical) in the control room.

The Departmental vehicles as well as the hired taxis of the department shall be deployed for the above purpose.

4.5 PRECAUTIONARY MEASURES

1. Cyclone warning signals shall be communicated to all field units from the control room.
2. The field units shall communicate the signal to all the staff of the Divisions.

4.6 GENERAL FUNCTIONS OF FIELD UNITS

1. All the equipment shall be properly secured.
2. Safety of workmen on duty shall be given priority during work
3. Operator's cabin doors of all the equipment and vehicles shall be kept shut.
4. Important documents/files/records at site must be stored well above the floor.

Main Control Room:

1. Power should be shut-off, breaker should be made-off and doors should be closed.

Port Electrical Division

1. On receipt of directive from the EE , the power supply of main sub-station to be made off and communication system from control room to the sub-station to be kept operative.
2. Walkie talky handsets must be made available in all the substation for establishing communication
3. Two emergency vehicles should be kept stand-by for attending to various duties.
4. EE will have a temporary advance if required to meet the contingency expenditure.

Flotilla

1. Engine room entrance doors, sky lights etc. of all the floating crafts to be kept shut.
2. All the heavy equipment and vessels must be secured in sheltered locations and operator's cabins must be kept shut.
3. Special care shall be given for securing the crane boom.
4. Flotilla Superintendent will have a temporary advance if required to meet contingency expenditure.
5. Crafts are to be manned as per Flotilla Suptd.

Harbour Master Division

1. All port tugs and launches are to be secured in a safe place with good mooring ropes.
2. Water tight doors, skylights, exhaust flaps have to be kept shut to avoid ingress of rain water.
3. All the deck openings, sounding pipes, air vents, booby hatches etc. should be shut properly.
4. All the crafts have to be manned as per direction of Harbour Master.
5. Harbour Master shall ensure that vessels are having adequate fuel, fresh water, provisions for at least three days.

4.7 CIVIL ENGINEERING DEPARTMENT

1 - Public Health Division

Executive Engineer, Public Health Division will ensure the following:

1. The staff as per usual shifts is deployed at each of pump house during cyclone.
2. A sufficient quantity of bleaching powder, alum etc. and the water treatment plant is kept ready for water treatment during cyclone period.
3. As soon as the contingency plan is made operational all the water tanks should be filled up and standby arrangement for supply of water to be made with special provision for the hospital.

2 – CM (I & II) Division

The following actions will be taken:

1. The Executive Engineer will post one Asst. Engineer exclusively to look after navigational aids, fenders; transit shed doors and roofs etc. along with necessary staff.
2. The Executive Engineer will deploy one Asst. Engineer along with necessary staff to look after the shore protection wall condition & if any breach is noticed along the side of the shore protection wall, immediate steps should be taken up for its repair.
3. For the above purpose he shall keep ready 3,000 to 4,000 empty cements bags to be used.
4. All measures to be taken to minimize uprooting of trees.

3 - Fishing Harbour

The CE & Administrator (CFH) should take adequate steps to protect the infrastructure of Fishing Harbour before the cyclonic weather.

4.8 TRAFFIC DEPARTMENT

1 - Operation

Deputy Traffic Manager (Operations) will take the following measures:

1. All loading/unloading of cargo operations to be ceased.
2. All the cargoes under Port's custody, lying outside and likely to get damaged, will be shifted to Transit Sheds/Ware Houses.
3. Doors of the sheds will be closed and properly secured.
4. He will visit the site and inspect the arrangements.

2 - Railways

Co-ordinate with railways to ensure the following

1. Yard Master personally takes over the charge of yard supervision instead of leaving the same to shift staff.
2. Movement of wagons is stopped when wind speed exceeds the operational limit (70 KM per hour).
3. All the rolling stock on tracks is clamped / chained both in Port area and exchange yard and the locomotives are returned to the Loco Shed.

4.9 ADMINISTRATION DEPARTMENT

1. The Secretary will remain overall in-charge of the Cyclone Coordination Centre.
2. The Secretary shall make a duty roster for the manning of the cyclone coordination centre by the officers of Administrative, Finance & Accounts and Materials Management Department.
3. The Co-ordination Centre will keep constant touch with the Local & District Administration for rendering necessary assistance.
4. The port Public Relations Officer will ensure announcement by the mike for precautionary measures to be taken.
5. The Secretary will make necessary arrangement in coordination with the local administration for evacuating people from the low lying area. They will be shifted to relief centres as designated by District Administration.
6. The Secretary will hire basic transport .He will also detail Officers to remain in-charge of various relief centres.

4.10 FINANCE & ACCOUNTS DEPARTMENT

1. All the department may inform the FA & CAO Office the amount of cash required by them so that the same can be kept in advance and can be disbursed by one of the Officers of the Finance & Accounts Department as per need.

4.11 MEDICAL DEPARTMENT

1. The casualty ward is to be manned by one Specialist in addition to the regular Doctors attending.
2. The Ambulance has to be kept standby near the casualty ward.

4.12 MATERIAL MANAGEMENT DIVISION

The Dy. Manager (Materials) will ensure the following :

1. During cyclonic season sufficient stock of stores like Polythene, J.Hooks, screw hinges, gunny bags, tarpaulins, ropes and wires for Port Crafts, diesel oil, kerosene oil, petromax lamps, torch lights with batteries and bulbs, electrical items etc. are kept.
2. All the materials which are likely to get damaged with rain are covered with tarpaulin.
3. One Stores Supdt., one Store Keeper and the other minimum staff required to issue materials including POL are kept during emergency.

4.13 CENTRAL INDUSTRIAL SECURITY FORCE

The .Commandant, CISF will make arrangement for the following:

1. To keep extra vigil on the following stores/buildings which are likely to be affected by the cyclone

1. Electrical sub section	3. Tanker berths	6. Ware Houses
2. Central Stores	4. Cargo Berth	7. Administrative Building
	5. Transit Sheds	

2. Till normalcy is restored, arrangement will be made for thorough checks on all out-going vehicles to guard against pilferage.
3. Round the clock patrolling duty shall be introduced along the electric lines to guard against the removal of copper wires which are likely to be grounded during cyclone.
4. A special task force to be set up by the CISF for the rescue operation.

4.14 GENERAL INSTRUCTIONS

1. Assistant Secretaries/Office Superintendents/Head Assistant/ Divisional Accountants will ensure that the doors and windows are properly closed prior to leaving the office.
2. All-important files are stored in secure cupboards.

4.15 POST CYCLONE DUTIES

1. All the Heads of the Departments are required to assess the damage and submit a detailed report indicating the estimate to the Chairman. For this, a team may be formed comprising Pilot, Dy. Traffic Manager, EE (Elect) EE (Mech) EE (Civil) and assisted by one representative from the Finance Department. The preliminary report is to be submitted within 48 hours and detailed report within four days from the date of normalcy.
2. Hydrographic survey is to be conducted to assess the channel condition and ensure resumption of shipping as early as possible.
3. In case of any small craft sunk or grounded, the same to be removed to make the channel/berth safe for navigation. HM will detail a salvage party headed by the Master Tugs for this purpose.
4. A team of Officers to be nominated by the Administrative Department to supervise the rescue and relief operation and disposal of animal carcasses in coordination with the local and District Administration.
5. Preventive measures for epidemics to be taken by the Medical Department.
6. All the operating systems to be attended urgently and made operational as early as possible on a war footing basis to resume operation.
7. Spot tendering procedure shall be followed for repairs up to Rs.2 lakhs by the concerned Executive Engineers.
8. Water supply and electricity to be given priority. The electrical cabling network to be checked area- wise. The inspection team to be decided by the Addl. CE&ME for obtaining clearance to resume power supply.
9. All damaged temporary roofed houses in the port premises will be attended to.
10. The Manager Materials will nominate a team for the procurement and supply of essential materials for repair of various structures and equipment as reported.
11. To assess the progress of repair works, Heads of Depts meeting will be held daily till normalcy is restored.
12. Assistant Secretary /Head Assistant may prepare a list of files if damaged and report to the Heads of Depts.

4.16 FLOODS - SIMILAR TO CYCLONE ACTION PLAN

DEPT	ACTION
MARINE	Signal Station passes weather message to HM and DC HM places on-site action group alert DC apprises Chairman of weather developments who places Central Disaster Management Group on alert if necessary.
Civil Engg	• Drainage system of the port i.e. inside harbour area & outside harbour area should made cleared. • Trailer mounted portable Diesel pump sets to be made standby with sufficient length of hose pipes. • Sand bags to be used around sensitive areas including water supply Pump stations electric sub stations
Elec & Mech Engg	• All the outside installations and equipment shall be properly secured. • Cyclone field units to be made alert
Administrati on	To make standby arrangements for transportation to evacuate population in low lying areas to cyclone centres and relief centres & arrange food and water.

4.17 EARTHQUAKE ACTION PLAN

EARTHQUAKE PREDICTIONS

- Frequency of tremors as reported in the newspapers, TV and radio
- Rattling of doors and windows on high storied building
- Dogs and animals in zoo

CHARACTERISTICS-QUAKE

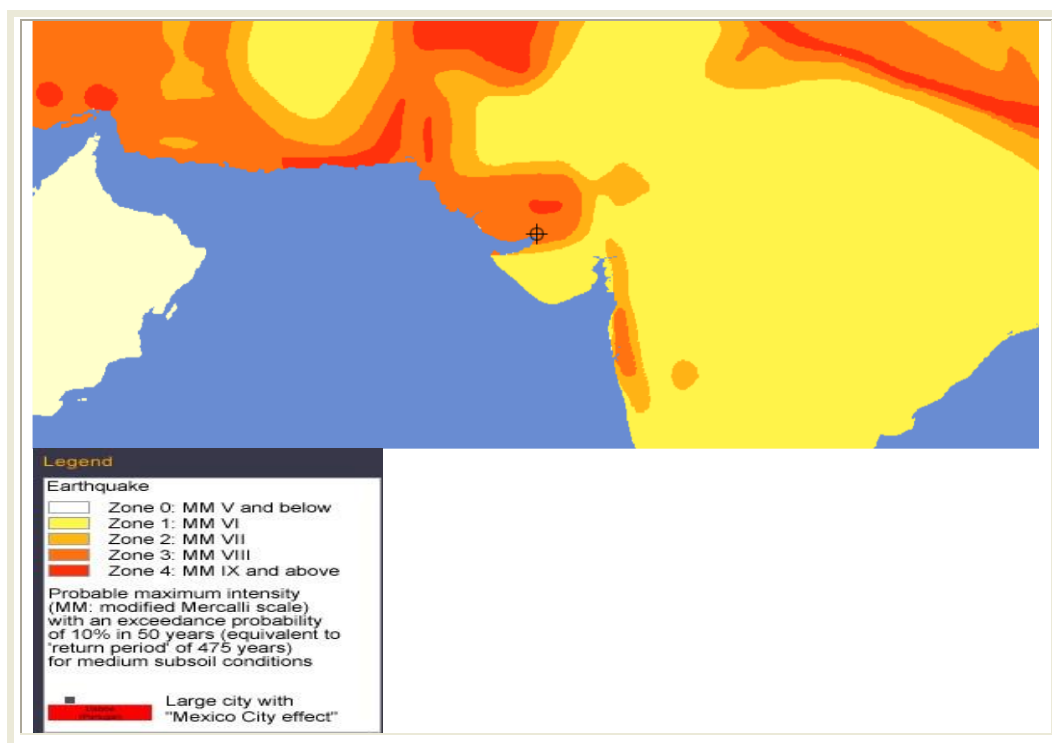
- Magnitude
- Focal depth
- location of quake center
- Rupture length
- Rupture orientation

PROPERTY characteristics

- Distance from focus
- Soil conditions

As per Munich Re world map for Natural hazards the Gandhidham region comes under the Zone III of the earthquake classification as per Indian Standards which is relatively high. However, seismic experts have opined that the Indian land mass is being constantly compressed between the sea and Himalayas and thus the developed stresses are being released in the form of earthquakes in the least expected areas.

Thus, taking the dynamic seismic scenario in to consideration risk exposure can be considered as High.



RELIEF WORK AFTER AN EARTHQUAKE

DEPT	ACTION
Chairman	To contact the District Collector, Relief Commissioner, Army, Navy, Coast guards and seek assistance.
Dy. Chairman	To assist the Chairman to assess relief requirements
Administration	Secretary – To arrange for food, shelter and transportation. And assist the Chairman and Dy. Chairman for all relief arrangements
Elec & Mech Dept.	CME–To provide and hire if necessary, earthmoving equipments, cranes, forklifts, bull dozers, pneumatic hammers.
Civil Eng Dept.	CE to deploy engineers to direct or guide earth moving equipment and cranes to remove the debris
Traffic	TM to ensure safety of cargo in cargo sheds and at rail siding
Marine	Dy. Conservator to ensure the safety of Port Marine craft and vessels alongside
CISF	Commandant CISF to organize Search and Rescue of persons trapped under debris.
Fire	To assist in Search and Rescue operation.
Medical	CMO to ensure provide of proper Medical Aid to the injured

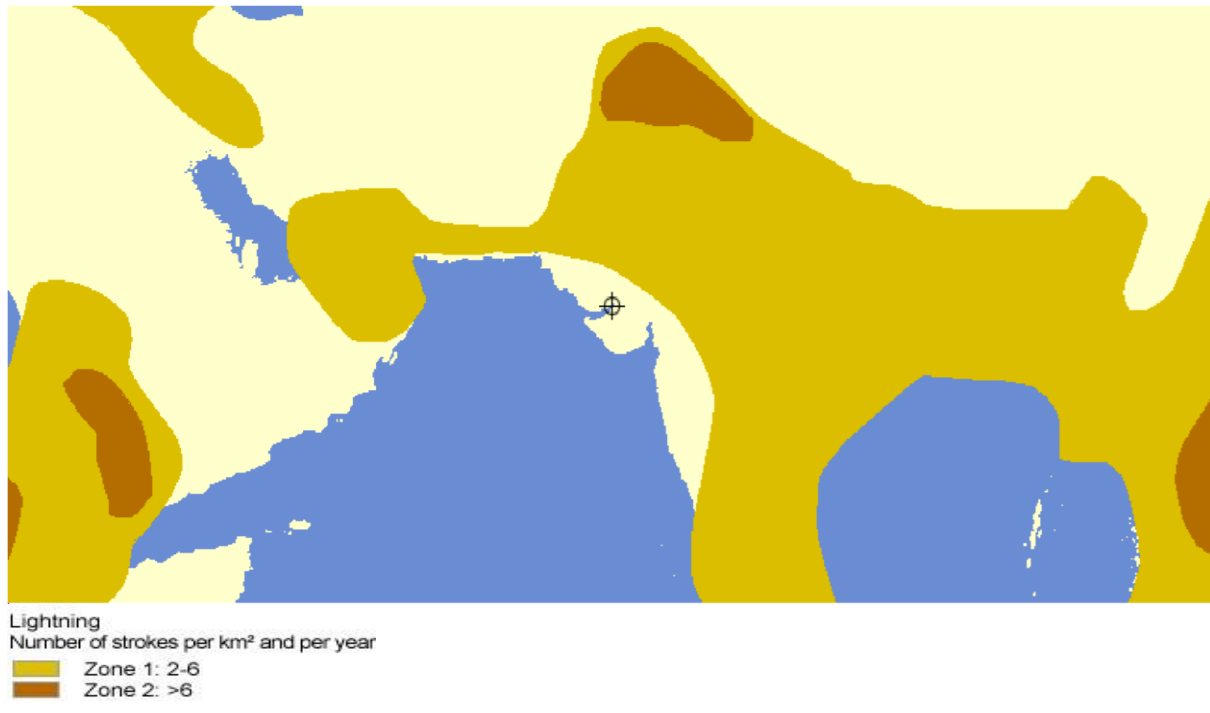
If you are outdoors, find a clear spot away from buildings, trees, streetlights, and power lines. Keep lying on the ground and stay there until the shaking stops. Injuries can occur from falling trees, street-lights and power lines, or building debris.

If you are in a vehicle, pull over to a clear location, stop and stay there with your seatbelt fastened until the shaking has stopped. Trees, power lines, poles, street signs, and other overhead items may fall during earthquakes. Stopping will help reduce your risk. Once the shaking has stopped, proceed with caution. Avoid bridges or ramps that might have been damaged by the quake. Stay indoor until the shaking stops.

LIGHTNING

As per Munich Re World Map for Natural hazards, Gandhidham region is in Zone - I which means on an average there are 2 - 6 lightning strikes per km area per year which signifies moderate risk exposure.

Thus risk exposure can be considered as moderate.



4.18 TSUNAMI ACTION PLAN

Tsunamis are a series of enormous waves created by an underwater disturbance such as an earthquake, landslide, volcanic eruption, or meteorite. A tsunami can move about 500 miles per hour in the open ocean. Once the wave approaches the shore, it builds in height. The topography of the coastline and the ocean floor will influence the size of the wave. There may be more than one wave and the succeeding one may be larger than the one before. Drowning is the most common cause of death associated with a tsunami.

Gujarat is prone to tsunami risk due to its long coastline and probability of occurrence of near and offshore submarine earthquakes in the Arabian Sea. Makran Subduction Zone (MSZ) - South West of Karachi is an active fault area which may cause a high magnitude earthquake under the sea leading to a tsunami. In past, Deendayal Port Trust coast was hit by a Tsunami of 12 mtrs height in 1945, due to an earthquake in the Makran fault line. Tsunami prone areas in the State include coastal villages of Kutch, Jamnagar, Rajkot, Porbandar, Bhavnagar, Anand, Ahmedabad, Bharuch, Surat, Navsari and Valsad districts.

When severe weather is predicated or threatened preparation is made by site personnel.

The most probable severe weather events at the Deendayal Port Trust will involve High winds, Heavy rains, Cyclone, Storm, Tsunami, and Lightning & Earthquake.

There is a possibility of surface water accumulation and ingress into buildings and equipment. In addition the above severe hazard conditions can create significant personnel hazards loss of power.

Thus risk exposure can be considered as moderate.



DEPT	ON SITE ACTION GROUP
MARINE	HM through Signal Station informs all the ship to evacuate from the berth to open sea. Signal Station keeps in touch with all vessels on VHF
	Harbour Master to move tugs and launches to safe areas or deep water anchorages Crew to wear life jackets
ADMINSTRATION	Dy. Secy to arrange transport to evacuate to safer inland areas
TRAFFIC	Dy.TM ensures stoppage of all cargo operations of vessels.
Civil Engineering Department	Addl CE to ensure sand bags is kept ready.
Elec & Mech Department	Addl. CE&ME to ensure proper secure of the cargo handling equipment and the shore cranes.

	CENTRAL DISASTER MANAGEMENT GROUP
Chairman	Activates Central Disaster Management Group
Marine	DC to apprise the group leader of the Central Disaster Management Group of any developments and early warning Systems.
Administration	Secretary to keep in constant touch with state Govt.

4.19 BOMB THREATS

DECISION ELEMENTS

-History of threats-local-national
-Prevailing conditions of strikes,
Industrial tension, political issues



OBJECTIVE

To avoid any loss to lives and property
To eliminate panic
To be prepared for the safe handling/disposal of a bomb

Dept.	Action
CISF Security	1-Commndt CISF reports that Bomb Threat received by staff/outsider
	2-Recomends emergency classification II or III to chairman
	3-Requisitions of fire tender and ambulances and positioning them at a safe distance from the threatened or suspected area.
	4-Ensures evacuation of the workmen working inside the port area, if the threat is inside the prohibited area.
	5-Requisitions of BDDS(Bomb Detection & Disposal Squad) from Police Dept.

Checklists-Questions to Ask Bomb Threat Caller

- Threat received in writing telephone
- On phone keep caller on line as long as possible
- Ask colleague to inform security to trace call-tape recorder
- Ask for bomb location? time of detonation?
What type of a bomb? How does it look?
How do you know so much about bombs?
- Advise caller of the loss of innocent lives as a consequence of a bomb detonation
could he live with this guilt for the rest of his life
Whom does he represent? Why is he doing this?
- Background Noises music, airport, railway factory tel. booth Residence-to trace place of call
- Check voice characteristics; Male Female Voice Quality-Calm excited Anger
- Age Accent-local out of state foreign disguised
- Speech Impediment stammer slow educated laughing deliberate familiar

4.20 STATE OF WAR

DEPT	ACTION
PRESIDENT & PM	DECLARATION OF WAR
CHAIRMAN	1. TO ACTIVATE CENTRAL DISASTER MANAGEMENT GROUP AND ON SITE ACTION GROUP 2. CONTACT AND COORDINATE WITH CISF, INDIAN NAVY, COAST GUARDS & INDIAN ARMY.
CISF	COMMANDANT CISF Implements blackout in port
MARINE	HM- 1. Ensures all vessels at anchorage to observe blackout 2. No night movements PORT CONTROL The Pilot ensures proper following of the Naval Instructions to inbound vessels.
TRAFFIC	DTM ensures shut down of all cargo operations after sunset. Ensure workers within perimeter of dangerous/chemical tank farms shifted to safer perimeters All other workers to move out of port prohibited area during night.
ELEC & MECH Dept.	CME to ensure in keeping essential services working during day and night.
MEDICAL	Deputy Chief Medical Officer to ensure ambulances and first aid staff kept in readiness on 24 hour basis
FIRE	ON ALERT TO ASSIST CISF

4.21 LOCAL STRIKE PLAN

Strike Contingency:

Major Ports represent a critically important asset of India's national economy. The working of ports & harbours requires certain key/essential services to be maintained. Ministry of Defense have issued a directive of contingency planning for Port's strike which has been communicated to the Port Trusts in Ministry of Transport, Department of Surface Transport (Ports Wing)'s letter No. PW/PTS-19/84 dated 1.7.1986. As per this directive the Armed Forces may be requested to render assistance as required by the Port authorities after the following conditions have been fulfilled:-

- a) The strike is declared illegal by the Central Government.
- b) All other avenues for making alternative arrangements have been fully explored by the Central Government and not found practicable.
- c) The situation created as a result of the strike is so serious as to adversely affect the national interest.
- d) A Gazette Notification is issued by the Ministry of Defence invoking sub-section (I) of Section 2 of the Armed Forces (Emergency Duties) Act, 1947 declaring services in the affected Port or Ports as essential.
- e) Normally, the assistance will be limited to the resources of the local Naval Officer In-Charge.

Envisaged Tasks :

Navigation:

The shipping operation will be carried out from 0600 to 1800 hrs. VTMS/ Port Control will operate as the Control Room and will be manned by the HM/ Pilot. HM Office may be used as alternative. Pilotage duties will be done by the Pilots. Deputy Conservator will remain over all in-charge of the operation.

The manpower requirement for the Floating Crafts & Marine Site Office will be as follows:-

Hired Tugs (2 nos.)	Full complement
Pilot Launch	Normal complement
Mooring Launch	Normal complement
Standby Pilot Launch	
Standby Mooring Launch	

Employees those are not interested for taking part in the strike and willing for working during that period will be provided required protection

The areas where assistance of navy would be required as per the directive of the Ministry of defense are enumerated as follows:

- Maintenance of pilot services/pilotage.
- Berthing, unberthing, mooring and unmooring of vessels.
- Manning and operation of pilot launches, mooring boats, tugs and other auxiliary crafts.
- Operation of Port Signal Stations.
- The manpower requirement for this purpose is as follows :-

Floating Crafts & Marine Site Office:

CISF provide security & transport to Port Trust Pilots to carry out Pilotage of vessels. Hired tugs to be secured at safe berth with adequate protection to crew. The tug and pilot launch will work in general shift and Mooring Launch in three shifts. All vessels should be properly locked to avoid sabotage.

Security of Port Trust Installations, Cargo & Personnel:

As per the directive, the State Police/CISF must ensure the security of the Port Trust property & personnel involved in rendering assistance.

The CISF shall ensure:

- Security of Port property, cargo and personnel.
- Security of personnel involved in rendering assistance.
- Firefighting services of the Port Trust.

4.22 ATTACK USING CHEMICAL WEAPONS

This SOP lays down the sequence of actions to be taken by different agencies of the Government in response to an attack using Chemical Weapons. The SOP also lays down an institutional mechanism in unambiguous terms with the Central/State/ District administration functioning on a trigger mechanism basis.

Preparedness Stage

The preparedness stage will include following actions to be taken by the concerned Ministry/ Departments and organizations of the Central and State Governments.

1. Formation and training of Specialist Response Teams.
2. Awareness generation among the public in vulnerable areas has to be undertaken as a part of awareness generation for disaster management.
3. The State Police will be the first responder to any incident. It will, therefore be necessary to ensure that they are appropriately trained in the do's and don'ts, of a chemical weapon attack.

4. The SOP envisages Incident Command teams with officers designated as incident Commanders under whose supervision the Specialist Response Teams will function.
5. The Incident Command Teams will function under the overall guidelines / directions of the District Magistrate of the Commissioner of Police. All Agencies of the Government will make available resources as required by the District Magistrate/ Commissioner of Police.
6. Each identified hospital will maintain adequate stocks of medicines, including essential antidotes such as atropine, PAM chloride, amyl nitrate, sodium nitrate and sodium thiosulphate.

Response Phase

- The Head of the Specialist Response Team will mobilize his team including the medical unit at the hospital and reach the site of incident and report to the Incident Commander.
- The Incident Commander will take will decisions regarding management of situation/ deployment of manpower. All relevant agencies including Quick Response Teams

(QRTs)/ Quick Medical Response Team (QMRTs) will provide manpower and material resources as required to the Incident Commander.

The Incident Commander will :-

- i) Cordon off the area and restrict entry into the cordoned area except the designated response personnel.
 - ii) Arrange to provide directions and instructions to the population on the public address system.
 - iii) Use the Detection Team to identify all hazardous substances and the conditions prevailing.
 - iv) Designate a staging area where all resources will report.
 - v) Designate sites for setting up of decontamination centers.
 - vi) Designate locations for triage and emergency treatment.
- The detection/ assessment team of SRTs will enter the area and determine the sources/chemicals, mark contaminated areas, designate hot, warm and cold zones and will monitor the entire decontamination process.
 - The rescue and evacuation team of SRTs will evacuate the affected people.
 - Decontamination sites will be set up on the periphery of the cordoned area.
 - The medical units will set up triage and emergency treatment centers.
 - Those affected will be taken to the triage area. Those requiring immediate medical assistance will be rushed at once to the hospital without waiting for decontamination. Those patients who can be decontaminated before being sent to hospitals will be decontaminated. The third category will be those who can be allowed to leave for the safe area after decontamination.

Recovery Phase

The Incident Commander will take steps to :-

- i) Decontaminate the area, equipment, vehicles and dispose off left over contaminants,
- ii) Handover evidence to concerned authorities.
- iii) The Incident Commander will confirm to the District/State Administration/ Government through Unified Commander that the site of attack has been sanitized and normal activity may resume in the affected area.
- iv) Feedback/after action reports will be given by the following agencies to CMG of MHA through the State Government :-
 - a. Unified Commander
 - b. Incident Commander
 - c. Police
 - d. Ministry of Health

SIZE-UP AND EVALUATE THE SITUATION

- Cordon off the area in consultation with the safety officer and restrict entry to the affected area.
- Arrange to provide directions and instructions to the population on the public address system.
- To the extent possible, simultaneously identify all hazardous substances or conditions present.

SET UP THE COMMAND POST AND STAGING AREA

1. Command post is a location where persons having the authority to command and persons necessary to support the process, are brought together and provided with necessary facilities. An information officer should also be stationed at the command post. Shifting wind direction, new information, requirement for better facilities, problems with communications, need for additional space, or inability to provide security for the command post initially selected could all be reasons for relocation for the command post.
2. A staging area is often near to but separate from the command post. It is a marked area where responding personnel report with their equipment or apparatus to await direction. Specialist teams, fire, police, medical or other personnel are directed to the staging area.
3. The person in charge of a particular team will report to the command post to make his or her equipment and expertise known, provide information, or standby for instructions.

SITE SECURITY AND CONTROL

- Limit the number of emergency response personnel at the site to those who are actively performing emergency operations.
- Designate, hot, warm and cold zones and accordingly identify:-
 - (a) Evacuation routes and procedures
 - (b) Places for decontamination corridors/station, if required.
 - (c) Place for rapid treatment centre.
 - (d) Level of protection required for the responders.

RESCUE OPERATIONS

1. Evacuate victims and arrange immediate first-aid.
2. Decontaminate the victims, if required, using the appropriate dry/wet method.
3. Isolate casualties, prioritize treatment as per triage level.
4. A back up team shall standby with equipment ready to provide assistance of rescue.
5. Transport casualties to designated hospitals.
6. Request additional assets if required.

CONTAMINATION CONTROL

1. Identify the need and suitable protocol for the decontamination of personnel, equipment and area.
2. Monitor for the completeness of the decontamination process.
3. Re-designate the hot, warm and cold zones if required.
4. Neutralize the source of contamination.

RECOVER AND RESTORE

1. Remove left over items.
2. Complete contamination survey.
3. Hand over evidence to police.

TRANSITION BRIEFING

1. Prepare briefing for the unified command.
2. The emergency response team will work in appropriate protective gear as advised by the Safety Officer.

SPECIFIC PROCEDURES FOR SPECIALIST EMERGENCY RESPONSE TEAMS

The teams shall adhere to all safety norms while carrying out their role. Proper protective gear as advised by the safety officer should be donned. The duration for which the protective clothing is to be worn will be determined by the physiological status of the wearer. In case of unbearable thermal stress, the wearer should be advised to retreat to the cold zone. The team in protective gear should be preferably rotated. The canister should be replaced if there is any resistance in breathing and gas mask should be checked for face seal before entering the contaminated area. The role of the specialists and certain other specific procedures are enumerated below:-

1. Detection Team

1. Mainly responsible for the hazard identification and confirmation, neutralization of the source of contamination and other tasks assigned by the Incident Commander.
2. The team should recognize any unusual smell, pools or puddles of liquids or droplets on water surfaces, dead animal or birds, munitions or their debris; and locate the source of contamination.
3. On site detection methods using detection devices detailed in the list of equipment should be resorted to.
4. Off-site laboratory analysis using instrumental methods can be requested in case of ambiguities in detection.
5. The samples (soil, water, air, contaminated belongings etc.) should be preserved and handed over for crime investigation at a later stage.

2. Decontamination Team

1. Contamination control, decontamination of personnel, equipment and area and any other tasks assigned by the Incident Commander. The responsibilities/ procedures to be followed by this team are:
 - a) Setting up of corridors and stations for victims should be rapid.
 - b) The run-off water used for decontamination should be monitored for completeness and preferably lead to a sewerage.
 - c) The contamination survey should be carried out prior to restoring the site for normal operations.

3. Rescue and Evacuation Team

Mainly responsible for rescuing and evacuating the victims and any other tasks assigned by the Incident Commander. The responsibilities/ procedures to be observed by the team are as follows :-

- a) Provide directions to the public through the information officer to control panic.
- b) Warn them from walking into hot zone.
- c) Guide the public to the exit route/ treatment as appropriate.
- d) Evacuate any trapped casualties.
- e) Transport casualties to designated hospitals.
- f) Assist the medical team

4. Medical Team

The team shall be responsible for providing first aid and treatment to the extent possible to the victims at the incident site. If required the team shall also assist the doctors in the designated hospitals where the victims are transported. Certain specific procedures for the team are as listed below:-

- a) Develop treatment plans for ambulatory and non-ambulatory victims.
- b) Ascertain the triage level of the victim with respect to respiration, pulse and neurological status.
- c) Decide dry/ wet decontamination procedures for the victim.
- d) Set-up treatment centre for providing first aid and treatment to the extent.
- e) Reassure and relocate the psychological casualties.
- f) Help in preservation of evidence.

4.23 ATTACK USING BIOLOGICAL AGENTS

The Standard Operating Procedures (SOP) lays down in concise form the steps required to be taken to respond effectively to an attack using biological agents. The SOP lays down the sequence of action to be taken by different agencies in response to usage of biological agents by terrorist groups.

1. The Ministries/ Departments/ Organizations concerned with the SOP at the National level will be as under:-

- National Disaster Management Authority
- Ministry of Home Affairs
- Ministry of Health and Family Welfare
- Ministry of External Affairs
- Department of Bio-Technology
- Ministry of Defence
- Ministry of Information & Broadcasting

2. The organization concerned at the State level will be as under :-

- State Disaster Management Authority (SDMA)
- District Magistrate/ Commissioner of Police.
- Health services.
- Public Health Engineering Department.
- Transport Services.
- Director, Agriculture
- Director, Animal Husbandry & Dairying

PREPAREDNESS STAGE

Potential Target Areas

An assessment will be carried out of the potential target areas. The preparedness measures will focus on these target cities/ areas.

Surveillance

- A system for collecting, maintaining and characterizing information and samples concerning naturally occurring organism capable of being used as biological agents with or without genetic modifications will be put in place. A Plan of Action will be drawn up to assess the requirements, the strategy and steps for putting the System in place.
- The Integrated Diseases Surveillance program (IDSP) will cover the identified Cities / target areas in the first phase.
- The ISDP and existing network of laboratories will be used for sample collection and Characterizations of agents of identified diseases during suspected outbreaks.

Objectives

- To establish a decentralized system of surveillance for communicable and non-communicable diseases so that timely and effective public health actions can be initiated in response to health challenges in the country at the State and National level.
- To improve the efficiency of the existing surveillance activities of disease control programs and facilitate sharing of relevant information with the health administration, community and other stakeholders so as to detect disease trends over time and evaluate control strategies.
- Introducing a quality assurance system for assessing and improving the quality of laboratory data.
- The laboratory support will be strengthened and the available system will be integrated well with the State and District surveillance programme. The Specific roles of the various laboratories at PHCs, District and State levels will be defined.
- Technology and infrastructure for performing essential diagnostic tests at the District level, particularly microbiology cultures, bio-safely management and quality assurance would be given special attention.

Notification

Necessary legal provisions/amendments to existing provision would be made to notify any unusual syndrome or incidence of usual syndrome in unusual numbers. Linkages would be established with the disaster management authorities, identified nodal agencies in health sector and surveillance program for rapid epidemiological interventions.

Rapid Response Teams (RRTs)

1. The State Government will set up a minimum of two (2) Rapid Response Teams. The RRTs will comprise of at least one expert each in the field of Epidemiology; Public Health, Microbiology, Clinical medicine and Entomology.
2. Two RRTs will be set up at National level.
3. These RRTs will be given additional training in the potential agents likely to be used for bioterrorism, epidemiological investigation and their medical management.

Quarantine and Isolation

The Centre/ States/ Local Authorities will prepare quarantine regulations supported by requisite legal provisions for enactments in their areas of jurisdiction. Quarantine and isolation protocols would be drawn up to support such regulations. Necessary Quarantine/ Isolations facilities would also be created.

Monitoring

1. At the District level, the CMO will review the surveillance reports, advise the District Magistrate/ Commissioner of police about a bio-terrorist attack; identify the areas/ people/ communities affected as well as any quarantine requirements.
2. The Director Health Services of the State will monitor and advise the Health Secretary on surveillance reports received from the different districts.
3. All hospitals/ dispensaries in the target area whether public or private will have reporting obligations for any clinical signs/ symptoms/ epidemiological diseases.

NOTIFICATION OF PHASE

1. As soon as the surveillance mechanism indicates the incidence of a disease in increasing numbers pointing to a possible bio-terrorism attack, the following steps will be taken :-
 - (i) The CMO will inform the District Magistrate/ Commissioner of Police.
 - (ii) The District Magistrate will alert all the relevant agencies of the Government.
 - (iii) The RRT would be mobilized for epidemiological investigation.
2. Standard case definitions would be circulated to the health functionaries through the official media.
3. The Centre/ State/ District Authorities would reiterate through print and visual media for all health institutions and professionals in Government and Private Sectors to notify the disease.

4. The quarantine and isolation protocols would be enforced.
5. Hospitals and Laboratories would be alerted for managing the clinical cases from the notified disease agent.

RESPONSE PHASE

1. Rapid Response Teams of the State/ District will investigate the causes of outbreak/ increased incidence of the disease and collect pathological samples and send it to the identified State/ National laboratories for testing.
2. Hospitals to be informed of the incident and to be alerted for receiving the patients and their treatment.
3. If necessary, tented hospitals to be set up for treatment of patients. Doctors/ paramedical staff to be requisitioned from neighboring districts.
4. Measures to control the spread of infection/ quarantine measures to be instituted.
5. As soon as the pathogen is identified and treatment protocol received, it shall be disseminated to all identified hospitals/ clinics in the public/ private sectors of the District/ State.
6. SOP for laboratory testing for pathogen will be drawn up by the identified laboratory and will be circulated to the hospital laboratories/ other laboratories in the affected area.
7. Reagents for diagnosing the identified pathogen will be distributed to the designated hospitals and the District laboratories.
8. Medicines/ Drugs identified for treatment will be procured/ requisitioned and distributed to the designated hospitals.
9. Public to be taken into confidence to prevent panic. A list of do's and don'ts will be circulated through the print/ electronic media.
10. All contaminated clothing / equipment etc will be carefully disposed off by incineration.
11. Any attack involving use of biological agents responsible for causing diseases in human beings will also have an impact on animal health in the affected areas. An impact assessment will be made by a team of experts.

RESTORATION PHASE

The damage done to public health utilities and the essential items utilized during the response phase will be replenished.

1. Public advisories will be issued regarding restoration of normalcy.
2. The District and the State RRTs will compile the data and analyze it to identify the deficiencies experienced in the implementation of the response measures. The necessary modifications will then be incorporated in the contingency plan for future action.

4.24 ATTACKS INVOLVING USE OF RADIOACTIVE MATERIALS

Operational Priorities

To minimize the health effects of a radiation incident, DPT will:

- Assess the risk to people and recommend interventions.
- Provide information for release to public.
- Provide technical information about the radiological material released in the incident.
- Identify activities with the potential for a high level of exposure.
- Recommend safety procedures for first responders, including advice on protective gear and exposure limits.
- Assist the on-scene Incident Commander by providing field personnel to monitor the site for radiation levels and monitor first responders for exposure levels.
- Evaluate the long-term health consequences and recommend follow-up actions for environmental decontamination and medical evaluation.

Preparedness for Radiological Dispersal Device

The tasks to be undertaken for preparedness involve the following.:

1. The affected persons and area will have to be monitored for contamination levels.
2. The first responders have to be suitably equipped to measure the radiation levels and have the necessary kit to protect themselves.
3. There will also be a need to monitor a large number of persons after an RDD explosion and handle large amounts of radioactive wastes arising out of change of clothing, showering or washing.
4. A list of the agencies to be contacted by the public in case of a suspected presence of radioactivity will be made available to all citizens.

Response Mechanism

Response measures are those which are taken instantly prior to, and following, a Radiological emergency aimed at limiting injuries, loss of life and damage to property and the environment and rescuing those who are affected or likely to be affected by it.

Activity

- Declare an off-site emergency.
- Activate an offsite emergency control centre.
- Arrange an immediate deployment of various ERTs in affected sector(s).
- Based on the emergency monitoring teams from off-site areas initiate countermeasures (such as sheltering and prophylaxis) of different grades.
- Arrange an evacuation of the public to safer places.
- Activate systems of the State machinery to meet the necessary requirements of the public in the camp till the people are in a position to go back to their homes after the affected areas are cleared and declared safe.
- Deploy QRMTs consisting of physicians, triage officer, nurses and paramedical staff.
- To ensure that necessary arrangements at evacuation/relief centers is made with sufficient availability of:
 - Food,
 - Water,
 - Blankets/Clothing
 - Medicines
 - Lighting
 - Sanitation and hygiene etc.
- To ensure necessary security arrangements for the personals (Emergency responders/relief teams) who are working at Relief Centers and involved in distribution of Relief Materials.
- To ensure that law and order is maintained at evacuation/relief centers and in the affected areas as well.
- Make an arrangement for providing useful, timely, correct, consistent, and appropriate information to the public in the event of a nuclear or radiological emergency.
- Ensure that the information to media/general public about the coordinated response is released in an organized manner.
- Identify and characterise the source and its origin.
- Initiate a quick and reliable monitoring methodology to detect the onset of an accident/emergency condition and assess its magnitude.
- Communicate the situation to fire fighting and medical services, police, civil defence, transport, and other agencies.
- Support decision making on protective measures for the population and the environment.
- If required, distribute iodine tablets at the earliest (iodine prophylaxis).
- Ensure that the actions taken by the various agencies are well coordinated.

- Send prior information (in respect of dos and don'ts) to those likely to be affected by the accident/emergency. These include:
 - Evacuation/temporary relocation of the affected population, if required.
 - Withdrawal and substitution of supplies of food and drinking water (based on actual measurement of contamination found in food and drinking water).
 - Animal husbandry and agriculture department personnel to ensure radiological protection following a nuclear emergency.
 - Initiation of the recovery phase at an appropriate time.
- Perform life-saving rescue and emergency first aid for seriously injured.
 - Remove injured persons as far away as practical from the incident scene, especially in case of fire.
 - If medical attention is needed, assist in arrangements for medical assistance.
 - The medical personnel will be informed that radioactive contamination might exist on the victims and/or their clothing.
- Identify all those who may have been exposed to a possible release of radioactive material.
- Identify those involved with the incident or potentially contaminated by the incident at the scene, except those requiring emergency medical evacuation.
- All individuals will be monitored and decontaminated, if necessary, and cleared after further medical treatment and discharged.
- Record names, addresses, destinations, and telephone numbers of those individuals who cannot be persuaded to stay at the incident scene.
- Prohibit eating, drinking and smoking in the incident area

4.25 ATTACKS USING NUCLEAR WEAPONS

This SOP lays down the specific actions required on the part of DPT along with various Ministries/Departments/Organizations and State Government to deal with the aftermath of a nuclear attack.

1. The Ministries/Departments/Organizations concerned with these SOPs at national level will be as under:-

- Ministry of Home Affairs-Nodal agency
- Ministry of Defence
- Department of Atomic Energy
- Ministry of Health
- Department of Telecommunication
- Director General Civil defence
- Intelligence Agencies – DIA, NSE, IB and NTFO
- Ministry of Information
- Ministry of Urban Development
- Ministry of Petroleum & Natural Gas
- Department of Drinking Water Supply
- Doordarshan /All India Radio/ARC/ CPWD
- Ministry of Agriculture.
- Department of Animal Husbandry
- Ministry of Consumer Affairs.

2. The organizations concerned at the state level will be as under:-

- State Disaster Management Authority (SDMA)
- District Magistrate/Commissioner of Police
- Police/Fire and Civil Defence Services
- Health Services
- Transport Department
- Public works
- Agriculture
- Food & Civil Supplies.

CONCEPT OF OPERATIONS

The following three stages are envisaged:-

(a) Preparedness stage (peace time) – CODE GREEN.

This will include all actions that have to be taken during peace time by various agencies to ensure that the response plans are in a state of preparedness. This will include documentation, having equipment in place, exercises, drills, Training programs, awareness programs, purchase of equipment establishment of command and control systems etc.

(b) Precautionary stage – CODE YELLOW.

This is a stage which could be considered as a deviation from normal relations due to rising tensions with an adversary. The functions in this stage will need to be carried out by various agencies in order to enable movement from a stage of preparedness to the preparedness to the precautionary stage on the presumption that there could be an imminent unclear attack. The precautionary stage will be declared by the Government.

(c) Post –unclear attack stage- CODE BLACK.

This will cover all actions which are to be taken once a nuclear attack has been confirmed.

PREPAREDNESS STAGE: CODE GREEN

Potential Targets

Identification and review of potential targets will be undertaken by MOD in association with intelligence agencies and a list of such targets will be maintained.

Database to be maintained for areas in and around targeted region with detailed information on-

- i. Maps/Roadmaps of potential targets.
- ii. Important places of shelter which will include schools, community centres, location (with strength) of medical and paramedical staff, number of beds in the hospitals, inventory of emergency services (fire, police and transport).
- iii. Related satellite based aerial imageries of target areas.

The monitoring equipment and personal protective gear will be sanctioned and procured in advance for the emergency response and for other medical/civil defence personnel involved in rescue, evacuation and decontamination.

UAVs to be procured and kept in readiness with Emergency Response Teams.

Engineering Teams for restoration of power and communication links to be identified in satellite towns.

Raise Auxiliary Fire services on a large scale.

Identify/create sufficient water sources for fire fighting in potential target area.

Medical preparedness

1. Hospitals to be identified and capabilities built up therein for providing specialized medical facilities.
2. All identified hospitals to have Disaster Management Manual including SOP for steps to be taken following a nuclear attack.
3. Earmarking and organization of static and mobile first aid posts and mobile field hospitals and training of the Doctors/Paramedics in these teams.
4. A data-base of the doctors and paramedics including the medical practitioners in private sector in the vicinity of the target areas to be developed for each target area.
5. Identification of sources (manufactures/wholesalers) for all appropriate types of medicines.
6. Procurement of minimum quantity of medicines.
7. A mechanism to rotate the medicine stocks by consumption and regular replenishment of the stock.
8. Construct/Identify shelters for Local Command Post/Civil Defence Teams/Depots/Emergency Response Teams both in target and satellite towns.
9. Procurement of adequate number of wireless and storage of these sets out-side the targeted region in appropriate safe shelters.
10. Designate appropriate grounds for housing evacuees outside the target areas covering all directions.
11. Locating/creating water sources near the identified premises.
12. Identification of stores for procurement/requisitioning of tents, shawls, tin sheets, emergency sanitation and mobile diesel generating sets and entering into per-contracts to be reviewed every year.
13. Identify towns/places far from the target area from where uncontaminated food stock/perishables can be drawn in the event of a nuclear attack. Transport arrangements/rates to be tied up and reviewed every two years.
14. Establishment of linkages between NGOs, Civil Defence, Government Organizations and other volunteers for adequate arrangements for clothing, for men, women and children and its dispatch to civil defence centres located in the satellite towns outside the targeted region.

Transportation

1. Identification of transport vehicles both in public and private sectors.
2. Sources of POL to be identified in periphery towns with arrangements for augmentation of supply within a short time.
3. Contingency plan for restoration of power supply within the shortest possible time.

Mock drills/Exercises

1. Mock drills/exercises will be carried out for each fact of preparedness. Mock drills will be carried out for, in particular:-
 - a. Rescue and evacuation-with ERTs/SAPs/Civil Defence Teams /Route Clearing Teams working together. This will also cover transport.
 - b. Decontamination.
 - c. Setting up relief camps, first aid posts mobile hospitals

PRECAUTIONARY STAGE: CODE YELLOW

The declaration of the precautionary stage will trigger off the following sequence of actions:

1. All teams mentioned in preparedness stage to be called up.
2. Civil Defence volunteers to be called to the assembly points for briefing.
3. Personnel from IMD, DOS, DAE, ARC/NTFO and DRDO to man the national/State monitoring centres.
4. All intelligence inputs to be provided to National and State command posts.
5. Engineering units/route clearing units to be mobilized and kept on standby for route clearing/clearing up radioactive debris, and restoration of power/communication links.
6. Mobile laboratories for sampling foodstuff/water to be activated.
7. Medical teams to be kept in readiness
8. Potassium Iodide tablets to be supplied to potential target areas.
9. Doordarshan, Media (visual & print) to intensify their awareness campaign. Civil Defence to provide necessary material.
10. Pamphlets/posters highlighting important do's and don'ts to be disseminated to the population in the potential target areas simultaneously ensuring that it does not result in panic or exodus of population.
11. The command and control structures to be shifted to the Emergency Command Centres
12. Arrangements to be made for disposal of very large quantities of radioactive waste material. This could be in the form of large tanks for storing the contaminated water, plastic bags for holding contaminated clothes and arrangements for disposal of contaminated bodies/carcass.
13. Establishment of decontamination centres with adequate arrangements for disposal of contaminated water.

14. Government and public sector vehicles to be mobilized except those which are involved in emergency services.
15. Private transport to be requisitioned for evacuation/transport of food and supplies etc.
16. Private medical practitioners to notified to be on standby
17. Potassium Iodate Tablets to be distributed to the public with the instructions to take one tablet per day for two weeks immediately after a nuclear attack.
18. Requisitioning of tents/shamianas, tin-sheets, emergency sanitation, mobile diesel generating sets and its dispatch to the District Command Centres.

POST NUCLEAR ATTACK: CODE BLACK

As soon as a nuclear attack takes place, following actions will be taken:-

1. Monitoring teams located to assess impact and advise the command Authority regarding the extent of damage, level of radiation hazards etc.
2. UAVs with monitoring equipment/sensor/video to scan the area.
3. Yield of the bomb to be assessed by a team of DAE/DOS/NRSA/IMD/ARC/NTFO/DDRO etc. based in the National command Centre.
4. Radioactive cloud to be tracked continuously and wherever possible, fallout to be monitored and measured.
5. Assessment teams from Emergency Response Battalions to move to the affected areas and assess radiation levels for earmarking areas in which search and rescue teams can operate-as also levels of protection required for each area.
6. Road clearance teams to be deployed for road clearance to facilitate evacuations.
7. All emergency response personnel to be administered potassium iodate tablets.
8. Decontamination centres to be activated
9. Camps to be established. Evacuated population which does not have any injuries will be decontaminated and housed in the camps
10. Persons who are injured to be evacuated and brought to the first aid posts where they will be decontaminated.
11. Information Centres to be activated.
12. People in the affected areas to be advised regarding precaution to be taken with regard to consumption of foodstuff and water.
13. Mobile sampling units to sample foodstuff and water in satellite towns on a continuous basis.
14. Core monitoring team at National COC/State EOC comprising of DAE/NRSA/DRDO/IMD/DOS to continue assessment and updating of the situation, based on the latest information, and advise the command authority.

5. ENSURING BUSINESS CONTINUITY OF THE PORT

Given the importance ports hold for the regional and national economy, it is a good management practice to carry out the necessary activities so that DPT is able to ensure the continuity of its operations. The strategical position that DPT occupies in case of a large scale disaster, in order to reach coastal communities, is also a compelling reason to develop those activities.

In order to be able to have a proper business continuity management system, it is necessary to have appropriate business continuity plans and means for ensure that people involved have the necessary skills to meet the assigned responsibilities and authorities, i.e. everyone is prepared to do what they should do, as well as the means to ensure a continuous improvement; this includes training and drills to verify the subsequent execution of the plans.

Requirements to the port management

For development and implementation of business continuity plans, with the tasks involved, it is necessary to have a well-defined leadership from the port authority.

It is recommended that the role of the team is not limited to the development of business continuity plans, but also reach the maintenance and updating of the system continuity. This means that must be assigned company resources permanently for this purpose.

Overview of port BCM procedures

To implement a business continuity system, the following activities should be undertaken:

1. Establishing necessary policies to ensure the commitment of the company with respect to the BCMS. In particular, the continuity policy should be in line with the context of the port, so the system responds to the expectations of the stakeholders.
2. Appraisal of the context of the port regarding the occurrence of a natural disaster (or any disruptive event); this considers analysis of the impact that could have the disruption on the port business and the assessment of the risks that may produce a disruption of the operations.
3. Analysis and selection of business continuity strategies appropriate to mitigate the identified risks and to achieve fast recovery of port operations; these strategies include actions to be undertaken before the occurrence of a disaster, as well as actions to be undertaken after the disaster.
4. Development of plans; which includes the documentation of the selected continuity strategies as well as the planning for training and improvement.
5. Implementation of preliminary measures to prepare for the identified risks and to train people involved.

Business Continuity Plan core elements

- Business continuity planning team: Identifies the team members and contact information for the creation and maintenance of the BC plan. This can also reference the departments consulted or involved in its creation.
- Context of the port: Identifies key elements that provide a description of the port: who the customers are, type and volume of cargo, related companies, type of infrastructure and machinery, strategies and policies.
- Continuity policy: Shows the commitment of the organization for creating, maintain, testing and implementing the plan/system.
- Business impact analysis: Identifies processes needed to maintain critical functions during a disruptive action, such a natural disaster, as well as how long each process can be suspended before the impacts on the port become unacceptable. Resources needed to recover are also outlined.
- Risk analysis: Identifies and assesses the risks to which it is subjected the port, shows the evaluation of the fragility of the operational resources of the port, as well as the fragility of the operation of the port. Also indicates the predicted recovery time of the port operations for each disruptive scenario.
- Business continuity strategies and program: Strategies for mitigation that will help the port to lessen and / or prepare for the impact on their operations from disruptive actions. Also strategies for helping the port recover from disruptive actions and return to normal operations.
- Plan Training, Drills & Maintenance.

Significance of the BCM Policy

Establishment of a BCMS should be considered of strategic importance for the port; therefore, top management, as well as other relevant management roles throughout the port community, should actively participate and commit to this system activities and demonstrate their leadership during the process.

Implementing a BCMS involves every part of the organization, and is a process usually conducted by a team comprising staffs appointed by top management (the “business continuity team”), for which resource allocation and vesting responsibilities is essential. Therefore, it is essential that every member entity of the port community recognizes the importance of the team, and provides the required support in the activities of the team. The persons in top management are the ones called to motivate members of the port community to contribute to the active and effective mobilization of the BCMS.

Considering all above, the business continuity policy should:

- i) be adopted by resolution of port community with the endorsement of the Management
- ii) state those key elements for the organization, be appropriate to the purpose of the port
- iii) provide a framework for setting business continuity objectives
- iv) identify a necessary commitment to meet stakeholder’s requirements, and
- v) obtain a commitment of the community members to continual improvement of the BCMS.

5.1 PORT RISK HAZARDOUS PRODUCTS STORAGE FACILITIES

Storage Facilities

Deendayal Port Trust offers excellent and vast dry cargo storage facilities inside the custom bonded area for storage of import and export cargoes.

The existing storage facilities at the dry cargo jetty area are:

Sr. No	Description	No	Area (Sq MTRS)	Capacity in (Tones)
01	Warehouses	35	2.03 Lakhs	6.47 Lakh
02	Open storage space	67	16.63 Lakhs	36.27 Lakh

Private Sector Liquid Storage Facilities

Sr No	Name of the Terminal Operator	No of Tanks	Capacity in (KL)
01	CRL (Chemicals & Resins Ltd)	112	247000
02	FSWAI (Friend Salt Works & Allied Industries)	132	271650
03	Kesar Enterprise	44	90081
04	N P Patel Pvt Ltd	09	38497
05	FOCT (Friend Oil & Chemicals Terminal	21	39263
06	USTTL – Liquid Terminal	22	63038
07	Agencies & Cargo Care Limited	27	50000
08	J K Synthetics	14	25176
09	IMC Limited	04	25288
10	J R Enterprises	15	25320
11	Indo Nippon Chemicals Ltd	10	17200
12	Liberty Investment	06	16016
13	Bayer ABS Ltd	11	13310
14	Deepak Estate Agency	09	13212
15	Tejmalbhai & Company	08	12577
16	Avean International Care Ltd	11	12160
17	USTTL Gas Terminal	04	5720
18	Parker Agrochem Export Ltd	06	15000
Total Capacity		465	980508

Public Sector Liquid Storage Facilities

Sr No	Name of the Terminal Operator	No of Tanks	Capacity in (KL)
01	Indian Oil Corporation	38	575838
02	Bharat Petroleum Corporation	21	230000
03	Hindustan Petroleum Corporation	28	204000
04	IOC – LPG	02	30000
05	IFFCO	11	110000
06	NDDB	09	58530
Total Capacity		109	1208360

5.2 DEENDAYAL PORT TRUST – AREA VULNERABILITY & THREAT MATRIX

X=slightly vulnerable: xx=moderately vulnerable: xxx=highly vulnerable

Threats Areas	Vulnerable	Vessel Accidents Collision Grounding Fire Explosion	Land Transport Personnel; Accident Rail Road	Fire & Explosion Manifold Pipeline	Toxic Gas Leakage Pipeline Manifold	Pollution Oil Chemical	Terrorism Bomb War Arson Cyber	Technical Failures Power, Transport Communication Infrastructure	Occupational Accidents Strikes	Cyclone - Floods	Tsunami Earth Quake
Vessel Movement											
Approach Channel	xx					x	x	x	x		X
Coal Berths	x	x	x	x	x	x	x	x	x	x	x
Oil Tanker Berth	x	x	x	xx	x	x	x	x	x	x	x
LPG Berth	x	x	x	xxx	xx	x	xx	x	x	x	x
Fertilizer Berth	x	x	x	x	x	x	x	x	x	x	x
Boat Train Pier	x	x	x	x		x	x	x	x	x	x
Gen Cargo Berths	x	x	x	x		x	x	x	x	x	x
Cargo Transfer											
Oil pipe lines				xx		xx	xx	xx	x	x	x
Ammonia/ph.acid pipeline				xx	xx	xx	xx	xx	x	x	x
Trucks/Mobile eqmt				x		x	x	x	x	x	x
Train tracks-Roads							x			x	x
Cranes & Ship Loaders							x	x	x	x	x
Bulk cargo conveyor system							x	x	x	x	x

Threats Areas	Vulnerable	Vessel Accidents Collision Grounding Fire Explosion	Land Transport Personnel; Accident Rail Road	Fire & Explosion Manifold Pipeline	Toxic Gas Leakage Pipeline Manifold	Pollution Oil Chemical	Terrorism Bomb War Arson Cyber	Technical Failures Power, Transport Communication Infrastructure	Occupational Accidents Strikes	Cyclone - Floods	Tsunami Earth Quake
SERVICES	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Control gates			X				XX		X	X	X
Emergency Generators			X				X	X	X	X	X
Electric Substations			X				X	X	X	X	X
Train siding Locos, Wagons,			X				X	X	X	X	X
Signal station-electronic means commn			X				X	X	X	X	X
Fire station 1 & 2			X				X	X	X	X	X
Port tugs, crafts, dredger	X	X	X		X		X	X	X	X	X
ADMINISTRATION	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Administration Building & Parking			X	X			X	X	X	X	X
Customs Area & Weigh Bridge			X	X			X	X	X	X	X
Port officers & CISF Quarters			X	X			X			X	X

EVENT SCENARIOS -DEENDAYAL PORT TRUST

Probability-Low=once every 10-50yrs; moderate=once every 2-10yrs; High=once annually

Impact/Preparedness/Risk Threat 0=Very Low 1=Low 2=moderate 3=High

EVENT/ SPECTRUM	SCENARIO	Early warning	Probability of Occurrence	Duration Impact	Impact on property	Impact on people	Time to Restore Facilities	RISK THREAT
Cyclone		96-12 hrs.	Moderate	1	1	2	12- 24 hrs.	High
Floods		4-2 hrs.	Low	1	1	2	12-36 hrs.	Low
Earthquake		Nil	High	1	1	2	12-36 hrs.	High
Tsunami		6-1 hrs.	Moderate	1	1	2	12-24 hrs.	Moderate
<i>V/L Accident</i>								
<i>Collision</i>		< 1min	Low	<1hr	0	0	4 h	Low
<i>Grounding</i>		< 1min	Low	2-4hr	0	0	4 h	Low
<i>Fire/Explosion</i>		< 1min	Low	0.5-12h	1-2	1-2	12-96h	Moderate
<i>Transport Accident</i>								
<i>Rail</i>		< 1min	Mod	< 1min	0	1	6-48h	Low
<i>Road Accident</i>		< 1min	Mod	< 1min	0	1	<1h	Low
<i>Pollution-</i>								
<i>Gas Release-Ammonia</i>		< 1min	Low	1-24h	0.1	2	2-30d	Low
<i>Phos /sulph acid spill</i>		< 1min	Low	1-12h	0.1	1	2-4d	Low
<i>Oil Spill</i>		< 30min	Low	1-12h	1	1	1-2d	Low
<i>Fire-Admin Building</i>		< 10min	Low	1-72 h	1	1	12-96h	Low
<i>Parking/Gates</i>		< 1min	Low	1-12h	0	1	12-96h	Low
<i>Function Failure</i>								
<i>Elec sub station</i>		< 1min	Low	1-24h	0	0	12-48h	Low
<i>Emergency Generator</i>		< 1min	Low	1-24h	0	0	12-48h	Low
<i>Pipelines failure</i>		< 1min	Low	1-24h	0	0	12-48h	Low
<i>Evacuation routes</i>		< 1min	Low	1-24h	0	0.2	12-48h	Low
<i>Fire Alarm failure</i>		< 1min	Low	1-24h	0	0	12-48h	Low
<i>Fire station failure</i>		< 1h	Low	1-24h	0	0	12-48h	Low
<i>Water system</i>		< 1h	Low	1-24h	0	0	12-48h	Low

EVENT/ SCENARIO SPECTRUM	Early warning	Probability of Occurrence	Duration Impact	Impact on property	Impact on people	Time to Restore Facilities	RISK THREAT
<i>Communications</i>	< 1h	Low	1-24h	0	0	12-48h	Low
<i>Medical facilities</i>	< 1d	Low	1-24h	0	0	12-48h	Low
<i>Sewerage failure</i>	< 1h	Low	1-24h	0	0	12-48h	Low
<i>Human related</i>							
<i>Labour Action/Strike</i>	24h	mod	<24h	0	0	12-48h	Moderate
<i>Civil disturbance</i>	< 1d	mod	<24h	0	0	12-48h	Moderate
<i>Terrorism & War</i>							
<i>State of War</i>	<7 d	Low	>7d	0	3	>48h	Moderate
<i>Bomb Threat</i>	< 3h	Low	1-96h	0	1	>48h	Moderate
<i>Hostage Threat</i>	< 3h	Low	1-96h	0	0.5	>48h	Moderate
<i>Mass Casualty</i>	< 3	Low	1-96h	0	1	>48h	Moderate

6. MONITORING

MONITORING OF HAZARDS AND THREATS

Control strategy

Various control strategies can be as follows:

1. Compliance with Legislative and Statutory obligations,
2. Oil Spill Contingency Plan (OSCP),
3. Disaster Management Plan (DMP),
4. Standard Operating Procedures (SOPs),
5. Incident Action Plan (IAP),
6. Training and awareness,
7. Drills and Exercise,
8. Incident report and analysis,
9. Safety committee meetings,
10. Periodic Maintenance and Inspections,
11. Security Plan,
12. Ensuring that operators have sufficient information and training on safe industry practices including
 - a. Storage and handling of dangerous goods,
 - b. OHS compliance,
 - c. Management accountability,
 - d. Audits.
13. Speed limits for vehicles,
14. Regular testing of plans, procedures and personnel.

Control of hazards

- Following Standard Operating Procedures,
- Safety briefings,
- Equipment surveys and inspections,
- CCTV coverage,
- Permits to work/operate,
- Aids to Navigation,
- Proper communication,
- Oil/Chemical Spill response/combat equipment,
- Fire fighting equipment,
- Use of appropriate Personal Protective Equipment.

Monitoring of hazards

For control of vessel movements within the port, two-way communication facility between port personnel ashore and vessels using the harbour is in place.

Also, a number of other methods are used to monitor the movement of traffic within port areas including:

- Visual observation,
- Basic radar surveillance,
- VTS assisted automatic tracking,
- Closed circuit television (CCTV),
- Automatic Identification System (AIS).

A person managing traffic movements in a port has the option to utilize the following means to communicate with vessels:

- Visual signalling equipment (signal lights, shapes, etc.),
- Loudhailer equipment,
- Telephones (fixed and mobile),
- VHF radio,
- Email.

In port, communications links are needed in addition to links provided for communication with calling vessels, e.g:

- VHF communications with tugs, pilot and other harbour crafts,
- Computer networks, and
- Personal mobile phones.

Monitoring Performance

Regular inspections of all port operations should be carried out by the Port Health & Safety Executive and members of the management team. The purpose of the inspection is to ensure compliance with the Ports Safety management system, the effectiveness of the management system and compliance with all Health & Safety statutory regulations.

The performance of all Port operations will be measured by a combination of both proactive and reactive measures including the following:

Proactive

- Periodic Audits,
- Reviews,
- Safety Inspections,
- Safety Committee Meetings.

Reactive

- Accident/ Incident/ Near Miss Reporting,
- Incident Investigation of the above.

The above activities shall be monitored on a regular basis to ensure that the operating procedures documented within the Health & Safety Management System are functioning correctly. From these findings, the Port will evaluate performance and identify improvements to be made to operational procedures and resources.

7. RECOVERY

7.1 GUIDELINES FOR ASSESSMENT OF TIME TO RESTORE DEENDAYAL PORT TO NORMAL OPERATIONAL CAPABILITY

An analysis of past incidents and time taken for restoration of the port to operational status is a useful tool- however the interpretation of the data results will require modifications in line with the intensity/duration of the current incident and steps and resources used to mitigate the effects pre to post cyclone. The following is a guideline

NATURE OF RESTORATION TO PORT UNITS	DEPTS & RESOURCES USED	RESTORATION
Administrative building damage	Roads & Bldg division	1-3 days
Power Supply – restore sub stations	Port Elec Divn	<2 days
Damage to tugs – floating craft	CME Dept.	2-18 days
Sunk/grounded vessels-	Salvage Efforts	1-3 weeks
Hydrographic survey channels/berths	Hydrographic Surveyor	1-3 weeks
Damaged buoys- shifting of buoys	DC-HM-Harbour works Divn I & II	4 days
Oil. Chemical Storage Tanks	Tank farms to check integrity	2 days
Road blockades-clear debris-fallen trees	Roads & Bldg dept	1 week
Repair damaged roads	Roads & Bldg dept	<1 week
Injury & infection-medical treatment	Medical Department	1 week
Flooding & stagnant water - clean drains	Public Health Divn (Civil)	3 days
Fishing harbour-survey-damaged trawlers	Fishing Harbour Divn	1-2 weeks
Civil works –sea wall- Jetty-fenders-	CE/Harbour works Divn	1 week
Electrical & mech works	Elect. & Mech. Department	1 week
Pipeline –manifolds-isolation valves	Exe. Engr, DM Divn	2 days
Spillage of chemical-Petroleum Oil products	DC-Salvage Team-Coast Guards	4 days
Damage to Mobile cranes	CME	<1 week
Checking of transit sheds, ware houses	Traffic department	3 days
Checking of quarters of port employees	CE Dept.	3 weeks
Checking and rectification of drinking water	CE Dept.	2 days

Rehabilitation

The emergency would continue till all fires have been extinguished with no risk of re-ignition. Even then, care is essential whilst entering the affected area. The Inspectorate of Factories or other agencies may wish to initiate an inquiry and should be consulted regarding the collection of evidence before it is disturbed.

Re-entering procedures

After an emergency, it shall be ensured that there is no chance of failure of equipment that can lead to leakage, and all source of sparks are extinguished and that structural supports are fixed additionally as required. The area should be absolutely safe to work. Only when these are ensured after that persons be allowed to enter the affected area.

Emergency shutdown procedures

Shutdown procedures are simple possibilities of knock effects elsewhere are remote as Port operations are not inter-linked. These are directed at fire control. In addition, to that process shutdown features are simple. Attempts to shut off all pumps, electric motors, water pumps etc. shall be made during emergency, appropriate valves shut and spills prevented from spreading.

The valves/pumps etc. shall be closed by persons nearest to the site or whose name exist in the fire organization chart.

Action off site

The off-site actions in the event of a major emergency are described in the offsite emergency plan. These include assisting the district authorities in any control work, rescue efforts technical guidance and providing the maximum resources possible for ensuring against loss of fire and property damage.

As the offsite efforts would be led by district authorities, Deendayal Port Trust would render all help and assistance and work under the guidance of the district authority.

Cleanup procedure

The oil collected in the bonded enclosure in the event of a major tank leak shall be skimmed off and re-pumped into the respective product tank. In case of spillage outside the bonded area, no waste oil should be allowed to travel away with the storm water as drain gates will be shut off. Accumulated oil in any sewers shall be pumped through portable pumps into the tanks. In addition, since the Port store acidic and alkaline materials, there is need of neutralization similar clean up.

It is not expected that any of the oils reach out into the ground water system and there by causes the need for extensive spill cleanup procedures.

Procedures for testing and updating plan

Any changes to the plan can and must be made from time to time to keep the same updated at all times. Such changes must be authorized by the Port in-charge the and the changes recorded and notified to all concerned staff.

Assembly Points

Assembly point is situated near the security cabin and entry gate. All the Port personnel should report at the assembly point and gather the information about actual place of fire and get the instructions.

7.2 RESPONSIBILITY FOR TERMINATING THE RESPONSE

The decision to terminate a response is taken by the CIC in consultation with the DPT CHAIRMAN or CMG.

CONDITIONS FOR TERMINATION

Marine Response Operations should be terminated when:

- Oil has been recovered to the extent practicable; or
- The surface oil slick has broken up; or
- The oil slick has gone out to sea and is beyond the range of response options, and is unlikely to return; or
- Oil has impacted shorelines and is no longer on the water.

In the last case, **marine response** resources must remain on standby and equipment maintained ready until **shoreline response** operations have been completed.

Shoreline Response Operations should be terminated when:

- All accessible shorelines are clean to the extent practicable.
- Clean-up is having no further net beneficial effect or having a deleterious effect on the shoreline or associated plants or animals.

Shoreline clean-up operations may be terminated only upon the instruction of the **GPCB/Coastguard**.

Land Spill Response Operations should be terminated when:

- Oil/Chemical has been recovered to the extent possible,
- Area has been declared “Risk or Hazardous” free.
- Source of leakage is stopped and the condition of the area is safe for operation.

Land spill clean-up operations may be terminated only upon the instruction of the **GPCB and PNGRB**.

Fire Extinguishing operation should be terminated when:

- Fire has been completely extinguished,
- Area has been declared as “Risk or Hazardous or Smoke’ free area.

Response action can also be terminated as per the Warning signals given by the agencies.

7.3 STAND-DOWN PROCEDURES

Return of Equipment

Upon completion of the response, the SIC (or delegate) will:

- Arrange recovery of all equipment, and unused materials.
- Ensure that all equipment is cleaned.
- Ensure that all equipment is returned to the owner.

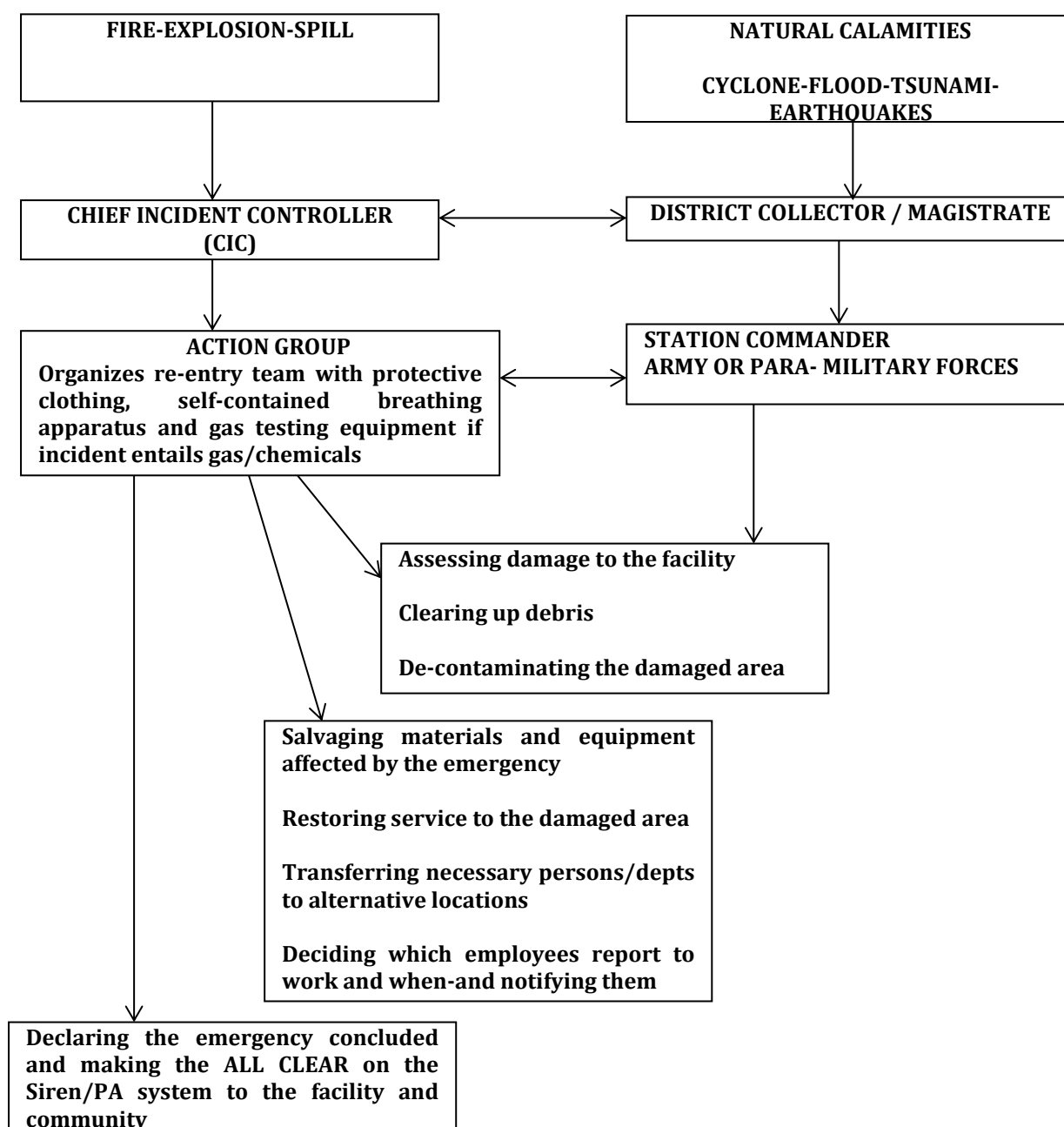
Debrief

The SIC may hold a post-spill debriefing. Debriefing should address:

- Spill causes (if known) and future prevention methods.
- Speed of response activation.
- Effectiveness or suitability of strategies, tactics and equipment.
- Health and Safety issues (if any).
- Damage in terms of life, injury and loss of property should be assessed.
- Any other issues required to be communicated.

Incident Report

The Chairman/Dy. Chairman of DPT and relevant authority may request the preparation of an Incident Report. This should follow the debrief outline or other format as specified.



DE-ACTIVATION OF THE PLAN-RECOVERY-RESTORATION

Note: -For natural calamities etc. at the District level-the District collector or District magistrate will make the necessary initiative through the paramilitary group. The Port Chairman or CIC may also request Para-military personnel to assist when the accidents have originated at the port premises.

Specific procedures for recovering from an emergency and re-entering the facility can hardly be provided, since they will have to be determined on a case by case basis, depending on the type of accident and the severity of the damage suffered. However, provision would be made for the following:

1. Inspecting the damaged area.
2. Declaring the emergency concluded and making the "all clear" known to the facility employees and the community.
3. Deciding which employees would report to work and notifying them.
4. Beginning an investigation into the causes of the emergency.
5. Assessing the damage to the facility.
6. Transferring necessary operations to alternative locations.
7. Decontaminating the damaged area.
8. Restoring services to the damaged area.
9. Clearing up the debris.
10. Salvaging material and equipment affected by the emergency.
11. Restoring the parts of the facility affected by the emergency.
12. Determining responsibilities and instituting possible insurance and damage claims.

7.4 COST RECOVERY

1. All records of costs must be collated for submission to the relevant insurer.
2. For expenses incurred assisting third parties, costs should be kept and submitted to relevant authority.

APPENDIX A

TERMS AND DEFINITIONS

On-Site Plans address incidents originating within the port area whereas

Off-Site Plans address incidents originating outside the port area but affecting the port operations or from port to outside

Risk is defined as the chance of an adverse event occurring in some period of time or in a specific circumstance, in the process of engaging in an activity

A hazard is a phenomenon which may cause disruption to persons and their infrastructure; and is an undesirable outcome in the process of engaging in an activity

Disaster - An event which can cause immense damage and disruption to the (Port and its) infrastructure causing loss to lives and property;

An **Emergency** is a serious sudden situation or occurrence that happens unexpectedly and demands immediate action to correct or to protect lives and/or property.

A Crisis is an unstable situation of extreme danger. and may lead to the following elements; - Surprise- -Rapid flow of events-Lack of or insufficient information-Internal conflict-confusion

Disaster Management is a set of actions and processes designed to lessen disastrous effects before, during and after a disaster.

Preparedness are those measures undertaken in advance to ensure that individuals and agencies will be ready to react, such as emergency plans, logistical support and resource, inventories, and emergency information & communications systems

Response - Those measures undertaken immediately after a disastrous or hazardous event has occurred and for a limited period of time thereafter, primarily to save human life, property, treating the injured, prevent further injury and other forms of property loss and to mitigate disruption. They include response plan activation, declaration and communication of emergency to the concerned potential population and facilities at risk, opening and staffing of emergency operation centres, mobilization of resources, issuance of warnings and directions and provision of aid.

Mitigation - Those measures and activities aimed at reducing or eliminating hazards or lessening the impact of the event.

Prevention - Mitigation of hazard effects through public education, early warning or detection systems, safety systems, building and land-use codes and regulation,

Recovery - Those measures undertaken to restore normal conditions. The time frame for recovery begins as soon as a reduction in critical response activities permits the re-allocation of resources and could include physical restoration and reconstruction.

APPENDIX B**INTERNAL ACTION PLAN IN CASE OF CYCLONE/FLOODS/TSUNAMI OTHER
NATURAL CALAMITIES**

As soon as the message on anticipated cyclone/flood/natural calamity is received from the State Government Authority/Indian Meteorological Department/Cyclone Warning Centre/Indian Navy, etc. by any official of the Port Trust, the same shall immediately be informed to the Deputy Conservator (Nodal Officer), who in turn shall get such message confirmed from the above sources and apprise the Chairman and Dy. Chairman accordingly. On approval of Chairman, the Action Plan as stipulated hereunder shall be put into operation for which the Deputy Conservator shall inform all the officers-in-charge of the Control Rooms as well as the Heads of Departments, including Chief Operation Manager, OOT, and Vadinar about the decision of the Chairman

Particulars of the Action Plan Committee Members

SR No	Name	Designation	Telephone Nos.			
			Office	Residence	Fax	Mobile
1	Mr. SANJAY MEHTA, IFS	Chairman	02836-233001 234601	02836-233002	235982	
2	Mr. NANDEESH SHUKLA IRTS,	Dy. Chairman	234121	234218 236346	236323	
3	Capt. Pradeep Mohanty	Deputy Conservator	233585 220235	232806	233585	9603123449
4	Capt. S S. Jadhav	Harbour Master	270201	231310		9869751706
5	Mr. C. Hari Chandran	Secretary	220167	231939	233172	7036868889
6	Mr. Y K Singh	Sr.Dy. Sectary	221375			9825227079
7	Mr. R. Murugadoss	Chief Engn.	233192	228777	220050	9825227243
8	Mr. V. Raveendra Reddy	Dy. CE	222056	---		9825227038
9	Mr. GRV Prasada Rao	Traffic Manager	270625 270246	263006	270475	9666107773
10	Mr. S C Nahak	CME I/C	270426	226067 8249081015		9825235196
11	Mr. B. Bhagyanath	FA&CAO	233174	239250	220047	9526062088
12	Mr. A Krishnan	Sr.Dy.CAO	220214	223854	220047	9825227036
13	Dr. Kalindi Gandhi	CMO	225767 220072	234598		9825505795
14	Dr A.J. Chellani	Sr.Dy CMO	236346	220558		9825505796
15	Mr. Abhijeetkumar	Comdt. CISF	271037	229140		9825227282
16	Shri K.J. Todarmal	Supdt.Eng. (C)		220670	---	8980049099
17	Shri K. Srinivasa Rao	Supd.Eng.(R&E)	---	---	---	9427251059
18	Mr. B. Rajendra Prasad	S.E. (PL).	220038	232880		9725338260
19	Mr. M.T. Gohel	XEN (TD)		226323		9879514129
20	Mr. P Srinivasu	SE (E)	271010			9825204316
21	Mr. Deepak Rane	Sr. Asst. Secy	221679	234691		8238057380
22	Mr. Ravi Maheshwari	P O I/C	223828	222550		9426737553
23	Mr. Ajay Gupta	Sr. DD(EDP)	221251		220047	9825227095
24	Mr KV Sriramprasad	Dy.Hydl. Engr	270277	225389		9825227201

SR No	Name	Designation	Telephone Nos.			
			Office	Residence	Fax	Mobile
25	Mr. Aseem Chakraborty	Fire cum Safety Officer	270176 270178		270176	9825227041
26	Mr. Nitin Kenya	Flotilla Supdt.	270280	226121		9978559903
27	Dr S B Suryavanshi	S.M.O	220072	233099		9687606995
28	Dr. Mahesh Bapat	S.M.O	220072	228167		9687607528

Based on the past experience, after detailed discussions and experience sharing process, the actions suggested in the plan have to be taken immediately by the concerned staff members/officials as shown against their names/Designations as soon as the warning of cyclone or any other natural calamity is issued. All staff members/officials should know that they shall come into action on their own as soon as the warning is issued, without waiting for any further instructions. Failure on the part of any employees/officials to carry out the earmarked action plan shall attract severe consequences, which all must note.

Control Room

There shall be three control rooms, one at Deendayal Port Trust at Signal Station Seva-Sadan-III, and second one at AO Building, Gandhidham and third at A O Building Off Shore Oil Terminal, and Vadinar. The Control Room at Deendayal Port Trust shall be under the direct supervision Harbour Master, whereas Dy. Secy. (G) will be the overall in charge of the control room at A O Building, Gandhidham. XEN (M&E) will be the overall in charge of control room at Vadinar. They shall rush to the respective control rooms as soon as the action plan is put into force. The officials named in the duty roster of various departments elsewhere in this Action Plan shall also report to the respective HODs for coordination and to perform duties as may be assigned by the higher authorities. The overall in charge should draw up roster of the said employees and assign duties for the coming five days. The staff should report to the respective control rooms. The Radio Radar Technician will remain in control room to attend all communication equipments.

The Emergency Control Centre is located in the Board Room of Administrative Office Annexure Building at First Floor.

This room will have seating arrangements for all members of Disaster Management Group.

It will have the following:

1. Adequate number of telephones. One of these telephones shall be used for outgoing telephone calls only.
2. Internal telephones, telex, fax.
3. VHF transceiver having marine band capable of being operated by mains or battery.
4. Hot line linking deputy commissioner of the district.
5. Internal and external telephone directories.
6. Emergency manuals.

7. Emergency light.
8. Wind direction and speed indicator.
9. Plan of the port showing:
 - Berths/Areas where hazardous materials are handled
 - Sources of safety equipment's
 - Personal protective equipment such as aprons, gloves, gum boots, etc. The firefighting system
 - Stocks of other fire-extinguishing materials
 - Site entrance and roadways, updated at the time of the emergency to indicate roads which are to be used and which are not to be used.
 - Assembly points and routing Medical centers.
 - Layout of pipelines in the Port area
 - Lorry parks and rail sidings
 - Port location in relation to the surrounding community (5 km map)

Duty Roster for Staff of General Administrative Department

01	Senior Clerk	220416
02	Assistant	220010
03	Assistant	220010
04	Senior Clerk	220010
05	Sr. Clerk	220010
06	Junior Clerk	220010
07	Messenger	220010
08	Junior Clerk	220010
09	LWA	270872

List of Duty Roster of Marine Department (Ministerial Staff)

Sr. No	Name	Office	Residence / Mobile
01	PA to DC	220235	7567425706
02	Signal Supdt	270549	9825427400
03	Office Supdt.	221971	
04	Assistant	221971	
05	Sr. Clerk	221971	
06	Messenger	221971	

Pilots

Sr. No	Name	Residence	Mobile
01	Shri. S. K. Pathak	231310	9825803499
02	Capt. A K Sharma	238154	9879603642
03	Capt. Vipul M. Madaan	221478	9879603643

List of Telephone Nos. & Address of DC, HM & Pilots

Sr. No	Name of Officer / Pilots	Address of Gandhidham Res	Tel Nos.: Cell / Landline
01	DC	Gopalpuri	9603123449 232806
02	HM	Gopalpuri	9825803499 231310
03	Pilot	Gopalpuri	9879603642 238154
04	Pilot	Gopalpuri	9879603643 221478

List of Duty Roster of Mechanical Engineering Department

Designation	Office
CME	270632
Addl. CME	270426
PA to CME	270184
SE (Electrical)	270209
SE (M)	270354
Dy. M M	234114
XEN(E)	270469
XEN (DD) I/C	270285
AXEN (M)	270285
Asstt. Engr (M)	234199
AXEN	270165
AXEN (E)	
AE (E)	270322
Office Supdt	270245
Div. Accountant	270245
Div. Accountant	270342
Steno	270184
Junior Clerk	270245
AE (E)	270469
AE (E)	270458
AE (M)	270010
AE (M)	270370
JE (M)	270127
Head Clerk	270342
Head Clerk	270498
Div. Accountant	270498
Head Clerk	270484
Div. Accountant	270484

List of Duty Roster of Civil Engineering Department

Designation	Office	Mobile
Chief Engr.	233192	9825227243
Dy. Chief Engineer	222056	9825227038
Supdt. Engr.(C)	220016	8980049099
Supdt. Engineer(Const.)	220016	8980049099
PA To CE(T)	220016	--
P.A. To CE	220050	9978922686
AXEN (CIVIL) (Harbour)		9033034916
Exe. Engr. (R)		9427251059
Exe. Engineer(Design)	220038	9727754360
Ex. Engr. (TD)	223912	9879514129
AXEN (CIVIL)		9718313460

Deendayal Port Trust Control Room

Designation	Office	Residence	Fax No	Mobile
Harbour Master	270201	231310	270624	9869751706
Signal Supdt.	270549, 270194	232551	270624	9825427400
Signalman at Signal Station	270549, 270194		270624	9825227246

A.O. Building, Control Room (Gandhidham)

Designation	Office	Residence	Fax No	Mobile
Dy. Secretary (G)	221375	236990	-----	9825505969
Accounts Officer	220908	226199	-----	-----
DMM	231362			
Chairman / AO Building Satellite Phone	8991123695			

Vadinar Control Room

Designation	Office	Residence	Fax No	Mobile
Signalman	0288-2573026			9825212359
Exe. Engineer (E&M)	0288-2573005			
A. F. S.	0288			9712824782
Pilot in Station				
Vadinar Satellite Phone	8991123694			

The overall in charge of the Control Rooms shall ensure the presence of the staff, to which various duties have been assigned. They should attend the meetings as and when called. In case of absence of the staff, the matter should be informed to the disciplinary authority, who shall take disciplinary action against the erring employees.

The Control Room shall have the following Facilities

Control Room	Telephone Nos.	Fax No	VHF
Deendayal Port Trust	02836 – 270549/270194, Cell 9825227246	02836-270624	8,10,12,16
Gandhidham	02836 – 238055/239055	02836-239055	8,10,12,16
Vadinar	0288-2573026, 9825212359		12, 16, 8, 10

The above facilities will remain as permanent assets of the Control Rooms. The overall in charge for setting up of Control Room at Deendayal Port Trust will be Dy. Conservator and Secretary for A. O. Building, Gandhidham. They should ensure setting up the Control Rooms at the respective places within two hours of warning and the matter reported to Chairman/Deputy Chairman.

Commandant, CISF to remain in contact with In charge of Control Room at Deendayal Port Trust regarding the positions of the Cyclone.

Functions of the Control Room

It shall remain in touch with the Indian Meteorological Department

Important Telephone Numbers of Indian Meteorological Department

Designation	Address	Office	Resi.	Fax
Director (ACWC)	-do-	022- 22150405	022- 22150452	
Director (I/c)	Met Center Ahmedabad	07922865012 22865165		07922865449 22865012 22861413
Met I/C	MET Centre, Ahmedabad	22861413		
Duty Officer		22865012		
Meteorologist	Ahmedabad	22861413		

Gujarat State Disaster Management Authority Telephone Numbers of Senior Officials

24 hrs. 079- 23251900 - 20

Sr. No	Designation	Contact No
1	CEO	079-23259502
2	PS to CEO	079-23259276
3	Addl. CEO	079-23259451
4	Addl. CEO	079-23259292
5	Director (Admin)	079-23259292
6	Director Finance	079-23259278
7	Controller of Account	079-23259219
8	Deputy Director	079-23259501
9	Deputy Director	079-23259279
10	Sector Manager	079-23259283
11	Sector Manager	079-23259220
12	Sector Manager	079-23259246
13	Sector Manager	079-23259220
14	Sector Manager	079-23259306
15	Sector Manager	079-23259246
16	Sector Manager	079-23259283
17	Sector Manager	079-23259283
18	Asst. Manager (Admin)& Asst. Director- H & L (i/c)	079-23259286

1. Information from the above Offices/Officers will be collected and transmitted to the overall in charge of Control Rooms/ Dy. Conservator/Harbour Master/ Traffic Manager/Senior Commandant, CISF/Chief Mechanical Engineer on hourly basis. The information should also be passed on to Secretary/Dy. Chairman/Chairman on every 03 hours.
2. Two telephones should be kept in the Control Rooms, one for receiving and the other for outward calls.
3. Each control room will enter messages in Log Books continuously and simultaneously report to the overall in charge after every one-hour. The information shall be passed on to Chairman/Deputy Chairman directly depending upon the importance. It shall be the responsibility of the Control Room Staff to ensure that timely information is passed on and timely proper monitoring done.

Continuous Monitoring Process

Immediately after the initial signal for Cyclone storm is received, the following officials shall continuously monitor the movement of Cyclone on hourly basis.

Sr. No.	Designation	Office	Mobile
1	Dy. Conservator	233585 / 220235	9603123449
2	Harbour Master	270201	9869751706
3	Pilot	270549	
4	Signal Supdt.	270194, 9825227246	9825427400

These officials shall obtain the information from the following sources and The Telephone Numbers of I.M.D. is given in (Point No: 9.8.1)

1. State Meteorological Control Room, Ahmedabad.

2. Meteorological Control Room, Delhi.

The information so collected shall be maintained by making hourly log entry in a register.

Monitoring Through Internet

1. As soon as the cyclone warning Signal No. 5 or above is hoisted, the HM and Pilot should monitor it through internet and give two hourly print out to Dy. Conservator, Secretary, Chief Engineer, FA & CAO, Dy. Chairman and Chairman. Dy. Director (EDP) along with Junior Engineer (PMC) and Mr. B. Rajendra Prasad Exe. Engineer (Design) will monitor the website in the A. O. Building, Gandhidham.

The following are the website codes, through which the required information regarding the position of the Cyclone can be ascertained:

www.imd.gov.in

Inmarsat Mini - M - Terminal Deendayal Port Trust - 00873762092789

Control Room, Gandhidham

1	IDS No	762092789	-	VOICE
		762092790	-	FAX
		762092791	-	DATA

Control Room, Vadinar

1	IDS No	762092777	-	VOICE
		762092778	-	FAX
		762092779	-	DATA

Plotting of Information on Map

The following officers shall be deputed in the Control Room immediately on starting of the control room with relevant charts.

Sr. No.	Designation	Office	Residence	Mobile
1	Harbour Master	270201	231310	9869751706
2	Pilot			
3	Signal Supdt.	270549 / 270194	232551	9825427400 / 9825227246

The above persons shall immediately reach the Control Room and stay there till the emergency is called off. They shall plot the movement of cyclone on hourly basis and bring the position to the notice of Traffic Manager, Chief Mechanical Engineer, Dy. Conservator and Dy. Chairman/Chairman.

After scrutinizing the movement of Cyclone on the Charts, Dy. Conservator shall, in consultation with Chairman / Dy. Chairman, if required, take a decision for evacuation of ships immediately as soon as the Cyclone is in close proximity to the danger line as defined above.

All pilots should remain stand by as soon as the warning of Cyclone No. 5 level and above is received. All pilots shall be stationed at Deendayal Port Trust and shall not leave the port without prior permission.

Dy. Conservator shall station himself at Control Room at Deendayal Port Trust and remain continuously in touch with the pilots. The pilots should be in a position to mobilize themselves for evacuation of vessels and securing all Port crafts at shortest possible time.

Leave for Class 1 Class II Officers

All Class-I & Class-II Officers, the Technical Staff, the essential staff and other persons assigned with specific functions under this plan who wants to avail leave in the month of May, June and July should invariably submit their leave program in April every year. Secretary shall issue a circular in the first week of April every year to all the Class-I and Class-II Officers and ascertain the period for which officers would like to proceed on leave during the months of May, June and July of that year.

Immediate stopping of operations at the Port

All the Pilots of the Port should reach Deendayal Port Trust immediately in case of emergency. Any Pilot not traceable in emergency shall be liable for disciplinary action.

Dy. Conservator/Harbour Master/Pilots should be available at Deendayal Port Trust during emergency. (i) Removal of vessels whenever the Cyclone is located in close proximity to the danger line plotted between 65 degree E Longitude 18.2 degree N Longitude and 73 degree E Longitude 18.2 degree N Longitude. Map showing the above position is given at (Annexure XXX (to be inserted by DPT)).

- i) Under such a situation, the ships shall be removed during the first/next available tide. It will be the duty of Harbour Master and Dy. Conservator to ensure that the ships are removed during the first/next available tide as soon as the storm approaches in the close proximity to the danger line as defined above without seeking any further instructions from higher authorities. This action shall be taken automatically and suo-motto without any confusion and for this purpose Traffic Manager shall stop all loading and unloading operations immediately upon instructions from Dy. Conservator so as to enable him to remove the vessels in time. The removal shall be done with the help of all the available pilots plus all contract/empaneled pilots together at one go in the shortest possible time so as to ensure that all the vessels cross the bar before the tide restriction sets in.
- ii) Dy. Conservator shall ensure that all ships are moved out of the Harbour at the earliest. All pilots shall immediately report at Deendayal Port Trust and stay there till the Action Plan is in operation. Dy. Conservator/Harbour Master shall immediately plan removal of vessels to the OTB as soon as the Action Plan is put into operation irrespective of the signal number, which must be hoisted. If it is impossible to remove them, then all other steps should be taken to ensure safety of the vessels at the Port, as also it would not cause any damage to the Port.
- iii) S E (M) shall enlist the Engine side staff of the Floating crafts to be kept stand by for shifting of crafts to safer places. He will be the in charge of manning these crafts as per the requirement.
- iv) For shipping tugs, Marine Engineer / Engineer In charge (Tugs) / will be the in charge for manning the engine side staff for operation of the shipping tugs as per the requirement. Assistant Engineer (DT) and, Assistant Executive Engineer (FC) shall co-ordinate with Marine Engineer / Engineer In charge (Tugs).
- v) After the Cyclone warning Signal No. 5 or above is hoisted at the Port Traffic Manager shall ensure that the loading/unloading operations at the Port are stopped immediately, hatches closed, ships' derricks properly secured and all labourers evacuated from the port area. Public address system shall be installed at the cargo jetty area, which shall be under the charge of TM. He shall use it for necessary arrangements relating to the evacuation. Senior Commandant, CISF shall ensure that Public Address System is fitted on jeeps provided to CISF.

Traffic Manager should ensure that responsible persons make announcements in a proper way so as not to create any misunderstanding / panic.

Securing of Cranes

Chief Mechanical Engineer shall ensure that immediately the cranes are secured and properly locked after closing of loading and unloading operations from ships as per procedure and report submitted to Chairman/Dy. Chairman after the operation of this action plan.

The following officers shall constantly monitor the safety of Cranes:

Sr. No.	Designation	Office	Residence	Mobile
1	S E (M)			7008451510
2	S E (E)			9825234436

The above officials and, Assistant Engineer (Elec.) shall arrange to secure all the cranes and keep them properly locked as per the procedure and send a report to the Chief Mechanical Engineer.

Executive Engineer (Dry Dock) and, AE (Mech) shall arrange to secure the cranes at maintenance Jetty as well as Bunder Area.

Securing of all Crafts

Dy. Conservator/Harbour Master shall immediately arrange for securing all the Port Crafts at safer places so that there is no loss to the port and send a report to the Chairman/Dy. Chairman as early as possible after operation of this action plan. Flotilla Superintendent shall be overall in charge of each craft for ensuring their safety.

For parking of crafts in emergency, there places are mainly identified, viz. Bunder Basin, Launch Jetty and maintenance Jetty (As per):

1. Maximum number of crafts such as Mooring Launches, G. S. Launches, and Pilot Launches will be placed in Bunder Basin.
2. In the inner side of Passenger Jetty, one Pilot Launch and one G.S. Launch will be kept.
3. Three Tugs will be kept in the inner side of Maintenance Jetty.

Priority will be given to the Port Crafts for parking in the Bunder Basin and other areas. Rest of the places available in the northern side of Bunder basin area will be allotted to the self-propelled barges and private crafts. Dumb barges will be allowed on the beach between maintenance jetty and oil jetty area.

Berthing Supervisor will render all possible assistance to FS, being the overall in charge of the crafts. The following flotilla staff will take care of;

1	Mr. JAYDEEPSINH GOHIL	B.S
2	Mr. R B Chauhan	AFS
3	Mr. KENIYA	AFS

Private Barges / Crafts

The parties who have been given license by the Dy. Conservator to keep their barges and crafts inside the Port limit are given below:

ALL HARBOUR CRAFT License Holders to keep their Crafts inside the Port Area

Necessary instructions shall be issued to all those people have valid license immediately. The work of informing these parties will be carried out by Office Superintendent of Dy. Conservator's Office and will personally ensure that the instructions are carried out and report to HM within two hours of the Action Plan coming into operation. The representatives of the above parties shall reach Deendayal Port Trust at once, failing which Dy. Conservator shall cancel the license granted to them and take over the barges/crafts of the party who violate the instructions.

Evacuation of People from Deendayal Port Trust Area during Emergency - Action Plan

In Deendayal Port Trust Area, there is Residential Habitation in the following areas:

Places of Habitation

Saltpan Units

Considerable numbers of Salt Workers are engaged in the following Salt Manufacturing Units. Major salt units are -

1. Kutch Salt Works.
2. New Kandla Salt Works.
3. Vijay Salt Works.
4. Friends Salt Works.
5. United Salt Works on DPT Land.
6. United Salt Works on State Government Land.
7. Small Salt Works of State Government, Near Nakti Creek.

The approximate number of Salt Workers that are being engaged/ residing in these Salt Works will be around 2575.

Sirva Labour Camp

Plots in Sirva Labour Camps (Near Mosque) have been allotted by Deendayal Port Trust on L&L Basis. Population: 450 (approx). There are also some un-authorized hutments in the area.

Sirva Railway Hutments

The Sirva Railway Hutments (alongside Main Road) is a cluster of un-authorized Hutments erected on the Railway Land: Population 700 (approx).

G – Type Quarters & Housing Societies

The G-Type Quarters are constructed by Deendayal Port Trust in early 1950s and were allotted to some persons who were engaged in Port related activities in those days.

Deendayal Port Trust has allotted land to Two Housing Societies known as Deendayal Port Trust Workers Co-operative Society and Dr. Jaynat Khatri Co-operative Housing Society in Deendayal Port Trust area. Population: 1000 (approx).

New Kandla Port Colony P & T & Customs Colonies

The DPT employees, Customs employees etc. are residing in these areas.

Hutments in the Land of PGVCL

There is a cluster of unauthorized Hutments to the Northern side of wahiya creek and southern side of M/s ABS Bayers Limited and this land belongs to PGVCL. Population: 100 (approx).

Banna Fishermen Hutments

There are unauthorized Fisherman hutments situated on the Bank of Deendayal Port Trust Creek towards Southern side of NDDDB Colony. Population: 800 (approx).

Hutments near IFFCO Plant

There is a cluster of unauthorized hutments near IFFCO Plant. Population: 500 (approx).

Population of Deendayal Port Trust

The population of Deendayal Port Trust Area is basically a mixture of people from various places and they can be generally divided in the following three groups;

People belonging to nearby villages like (i) Tuna (ii) Kharirohar (iii) Mithirohar (iv) Chirai and (v) Gandhidham City.

People belonging to other States like (i) Andhra Pradesh (ii) Rajasthan (iii) Uttar Pradesh and (iv) Bihar.

People working in Government establishments residing in the colonies of their organizations.

Most of the people residing in Shirva Labour Camp, Shirva Railway Hutments and Thermal Hutments etc. are engaged as Private Labours in the Port and Port related ancillary activities and petty business.

People of Nearby Villages

People of the Port and nearby lease areas belonging to nearby villages like (i) Tuna (ii) Kharirohar (iii) Mithirohar (iv) Chirai and (v) Gandhidham City will have to be sent back to their respective village by providing them Trucks and/or ST Bus facilities in consultation with State Govt. Agencies.

People of Other States

People belonging to other States like (i) Andhra Pradesh (ii) Rajasthan (iii) Uttar Pradesh and (iv) Bihar may not have any relatives or other accommodations facilities in the nearby places like Gandhidham, Adipur. Hence, they will have to be provided Temporary Shelter in the Schools/community centres as may declared as Temporary Rehabilitation Centre/ Temporary shelters by the State Govt. Authorities.

Action Plan for Evacuation of People from Deendayal Port Trust

On Hoisting of No. 5 Signal or above in Deendayal Port Trust, immediately action shall have to be initiated for evacuation of people in the following areas by the persons responsible as mentioned hereunder:-

The evacuation of the inhabitants of the following areas at Deendayal Port Trust is to be done as these areas are sensitive and prone to natural calamities like cyclone, high-tide and other disaster like Gas Leak, etc.

OSD(Estate) and Mr. Bhatia, Asst. Engineer (C) shall ring up all salt lease holders directing them to evacuate their people from their Deendayal Port Trust sites and a report thereof submitted to the Chairman/ Dy. Chairman. The Dy. Secretary (Estate) will be overall in-charge of the proposed action.

Core Team

Asstt. Commandant-CISF, OSD (Estate), Ex. Engineer (Roads)-DPT, Executive Magistrate of State Govt. of Gujarat i.e. the Mamlatdar, Gandhidham and Police Inspector, Deendayal Port Trust shall jointly ensure evacuation of people from Deendayal Port Trust areas. The persons entrusted with the evacuation programme as indicated here below will have to report the progress in evacuation to the Dy. Secretary (E) who shall appraise all developments in this regard to Chairman and Dy. Chairman, DPT over telephone from time to time.

The Evacuation of People from different areas at Deendayal Port Trust shall be looked after by the officers named below.

Banna Fishermen Hutments

ACTION BY, Junior Engineer, and CISF

Salt pans (Including Major & Minor)

ACTION BY: Asstt. Estate Manager, Mr. AB Pradhan, Labour Officer and CISF.

Sirva Camp & Sirva Railway Hutments

ACTION BY: OSD (Estate), Estate Inspector and CISF

G Type Quarters of Deendayal Port Trust

ACTION BY: Assistant Engineer and CISF

New Kandla DPT Colonies, Customs & Hutments in PGVCL Land

ACTION BY: Assistant Engineer/Inspector Vigilance with CISF

Hutments near IFFCO Plant

ACTION BY: Junior Engineer and CISF

Cargo Jetty & Oil Jetty Areas

ACTION BY: Traffic Manager – Private Workers/ Shore Workers

AAO, CHD - CHD Workers

HOD/Dos - The Employees of their respective deptt.

The Traffic Manager/ Commandant CISF shall ensure that the Cargo/ Oil Jetties are completely evacuated and there is no fresh entry into the operational areas.

Public Announcement

The Public Announcement for faster evacuation is to be made by (a) CISF on behalf of Deendayal Port Trust and (b) Police Inspector, Kandla Police Station in consultation with DPT officials.

Temporary Shelters

The Temporary Evacuation Centres (TEC) will be set up in the Gandhidham area in places like Schools/ Community centres etc. as may be decided in consultation with the State Govt. Officials.

Executive Engineer (TD) will have to ensure the following;

Opening cleaning and providing water facility in the Temporary Shelters at Gandhidham in premises coming under the administrative jurisdiction of Deendayal Port Trust that may be identified for the purpose by the Collector/Mamalatdar/concerned state govt. authority. The toilet blocks attached to these buildings are to be kept in usable condition.

Executive Engineer (Electrical) shall ensure providing of lights and continuous electric supply in the Temporary Shelters as mentioned above.

Mr. A B Pradhan, Labour Officer and the Head Master of BVM School will have to ensure opening of the School and shifting of school furniture as may be directed.

The requirement of amenities/ medical aid etc. in the Temporary Evacuation Centres will be taken care of by the Executive Engineer (TD)/ (R), Senior Engineer (PL), Supdt Engineer (E) and Doctors of Medical Department.

Transport Facility

The Traffic Manager shall provide sufficient number of Trucks and Dumpers as may be requested by Dy. Secretary (E) for evacuation purpose.

The hired buses of DPT shall be deployed for evacuation. In case of additional requirement the Dy. Secretary (G) will co-ordinate with Mamlatdar, Gandhidham for obtaining sufficient number of ST Buses for evacuation purpose.

Secretary shall co-ordinate the above activities.

Ensuring the functioning of TELEPHONES

The name and telephone No. of the Officer Telephone Department to be contacted in case of any problem:

1. General Manager, Bhuj (O) 231201/231648 (R)
2. District Engineer, Bhuj (O) 525410
3. SDO (P), Gandhidham (O) 232453/229666 (R) Dy. Secretary (Personnel) shall ensure that the telephone of all the Head of Departments and other responsible officers of different Departments are functioning properly by ringing personally. In case any of the telephones does not function or give satisfactory service, he shall take up the matter with the higher authorities immediately.

Traffic Movement

Commandant, CISF with the help of Police shall ensure that all incoming traffic to the Port is stopped except those which are coming for rescue operations and essential services at three places i.e. KASEZ Junction, Railway crossing and Kharirohar Road. He shall immediately erect two temporary tents and post sufficient number of personnel of CISF in coordination with Police, who shall identify which person has to be allowed. Commandant, CISF shall also ensure that those allowed do not cause any hindrance for those who are supposed to function as per the Internal Action Plan.

Staff Attendance

From experience it is observed that several times many officials do not turn up for work under one or the other pretext. This would be viewed very seriously. Immediately on operationalizing this Action Plan, even if, it is a Public Holiday, the following staff shall report for duty.

All Operational Staff particularly those of Floating craft Section and Power Supply Section.

All Head of Departments and all Class-I & Class-II Officers shall be present in their office timings. Besides, a list of very essential officers, who will be required to be present even beyond the normal duty hours, as and when required, shall be prepared.

All P.A.s/Stenographers/Peons of Head of Departments and Deputies.

All Office Superintendents/Superintendents (Accounts)

All Head Clerks and Divisional Accountants.

The above officials shall be present in the office, unless otherwise directed.

The Staff attendance on days when the Action Plan is in the operation shall be collected from P.A. to HODs and compiled by Asstt. Secretary (G). The daily position will be reported to Chairman/Dy. Chairman every day with separate list of absentees. Assistant Secretary (G) should ensure presence of staff by following the required action.

All Head of Departments may hold a meeting with Class-I, & Class-II and staffs and explain their functions as per the provisions of Action Plan during the Natural Calamity and submit a Compliance Report to Chairman/Dy. Chairman on priority basis.

The following officers will ensure timely supply of Drinking Water/Food Packets to the staff during the operation of the Action PLAN:

Asstt. Executive Engineer- For the staff of Traffic/Mech./Civil Engineering Department

AFS- For the Flotilla Staff /SIGNAL STATION

Company Commander, CISF- CISF

FcSO- For Fire Brigade Staff

The above officers shall be responsible for placing order for procurement of Food Packets. They should ensure that there is no shortage on this account. They shall come in to action on their own. They are also responsible for placing advance order, preparation of food packets, transportation, and distribution in time and report compliance to Secretary for the previous day.

Sanction of Advance

All Head of Departments would make a judicious assessment regarding the requirement of funds by them to meet the different exigencies, which they may have to handle on account of the Natural Calamity situation. The HoDs would inform the FA&CAO on telephone or in writing or through a messenger regarding their requirement of advances. The FA&CAO in turn would examine the advances sought by the Head of Departments and sanction the advances early without any delay. The FA&CAO would keep the Chairman and Dy. Chairman informed about the amount released by him and seeks approval.

Vehicle Pool

As soon as this Action Plan comes into force, the vehicle pool stands formed; the vehicle pool shall be controlled by Senior Engineer (Pipeline) and Senior Labour Officer. The following vehicles will be there in the Pool:
All Ambulances Under CMO

Senior Engineer (Pipeline) should ensure the availability of the Drivers and the Vehicles and report to the Secretary. All Vehicles whether it is of DPT or hired should be parked in the location as decided by the Senior Engineer (PL) and Senior Labour Officer(PO), from where it can be taken for immediate use as soon as the people move into action. The list of travel agencies is given below:

The list of Travel Agencies

Sr. No.	Name of Agency	Phone No.	
01	M/s. Rathod Tours and Travels, Gandhidham	222444	222959
02	M/s. Gayatri Tourist, plot No. 720/721, Valmikinagar, Bharatnagar, Gandhidham.		231715 230252
03	M/s. Panch Tirth Tours, BBZ-S12, Gandhidham	232215 230760	9825234455
04	M/s. Maheshwari Travels, Plaza Centre, Shop No. 110, 1st floor, Plot No. 110, Sector No.8, Gandhidham	232211 234455	252120 253433
05	M/s. Titan Travels, Behind Shyam Electric Stores, Jhanda Chowk, Gandhidham	222832	236911

Sr. No.	Name of Agency	Phone No.	
06	M/s. Rohit Enterprises, Plot No. 99, Sector No. 4, Near IOB, Gandhidham	228550 237538 237547	234140 9825225121
07	M/s. Jai Somnath Travels, Mr. Mishra		9727304414
08	M/s. Agrawal Tourists, Gandhidham	221311 220068	
09	M/s. Ashirwad Travels, Gandhidham. Shri Laxman Singh	225608 225609	9825225608
10	M/s. Krishna Travels, Gandhidham	220683 234838	
11	M/s. Shiv Tourists, Gandhidham	221454	
12	M/s. Thakker Travels, Gandhidham	225097	9825271072

Contact with Railway & GSRTC

Secretary, Dy. Secretary (G) & Dy. Secretary (P) should ensure for the smooth movement of workers/employees for which he may get in touch with the following officers of Western Railway/GSRTC and apprise them about the situation so that the movement of Staff is not suffered.

Transport	Contact Person	Telephone Nos.	
		Office	Residence
Western Railway	Area Manager	221340	236237
	Control Room	232578	
	Enquiry	131/220011	
GSRTC, Anjar	Depot Manager	241192	243746
GSRTC, Bhuj	Depot Manager	220002/220102	
GSRTC, G'dham	Depot Manager	220198	

Generator Sets

Generators of following capacities have been installed at Kandla, Gandhidham, and Gopalpuri to supply power to various installations in case of power failure:

1. Cargo Jetty Area - 2 Nos of 1000 KVA EACH:

These Generators can cater power inside Cargo Jetty Area, Seva Sadan-III, Nirman Building, and Old C.D.C. Building restricted up to 2000 KVA.

2. Kandla Hospital - 25 KVA
3. A O Building- 200 KVA
4. Gopalpuri Hospital- 45 KVA
5. Guest House- 25 KVA
6. Old Kandla Fire Brigade- 5 KVA

In addition to above, if any additional Generator Sets are required at Kandla or Gopalpuri, the following officers shall be contacted who shall immediately hire/procure or provide in whatever manner the D.G. Sets giving preference to the operational area.

- i) Deputy Chief Mechanical Engineer
- ii) S E (Electrical)
- iii) Executive Engineer (Mechanical)
- iv) Asstt. Executive Engineer (Electrical) Shri AK Sharma

The above officers shall also be responsible for operation and maintenance of Generators provided at various locations and submits daily report to the Chief Mechanical Engineer about the working of Generators.

Additional requirement will be assessed by Dy CME/S.E (Electrical) and submitted to Chief Mechanical Engineer for approval. Necessary Fuel (POL) shall be procured and stored in advance by the concerned officials of Mechanical Engineering department.

Fire Dewatering Pumps

There are 10 Nos. of Dewatering Fire Pumps available with Fire-Cum-Safety Officer at various points. The details of which are as under:-

Dewatering Pump	Old Deendayal Port Trust Fire Station	Tilak Fire Station (West Gate-I)	Azad Fire Station (West Gate -II)
Portable Fire Pump Capacity:270 LPM	04	01	01
Trailer Fire Pump Capacity:1800 LPM	-	01	01
Trailer Fire Pump Capacity:2250 LPM	02	-	-

The Portable Fire Pump single delivery having capacity of 270 litres per minute are useful for dewatering the congested places like ship holds, barges and other intricate areas.

All the above Fire Pumps will be operated by the Fire-Cum-Safety-Officer. The maintenance of major nature and breakdown will be attended by Executive Engineer (Mechanical).

Fire cum Safety Officer (O) 270176 Mob: 98252-27041
Dy. Fire Officer (O) 270176/270178

Shipping Navigational Aid Section

Executive Engineer (Dry -dock) shall ensure that heave-up barge "Bhimsen" is shifted to Bunder area and secured properly; Assistant Engineer (Mechanical) shall attend the above work.

Steel Floating Dry Dock

Executive Engineer (Dry Dock) and AE(DD) shall ensure that the Steel Floating Dry Dock and the Electric Wharf Cranes at the maintenance jetty are properly secured as per procedure and compliance reported to Chief Mechanical Engineer and Dy. Chief Mechanical Engineer shall monitor the safety of the Steel Floating Dry Dock.

Periodical Reporting by all HODS

All Head of Departments shall have to send Action Taken Report to the Secretary / Control Rooms in writing by Fax or through telephone with regard to the action taken by them as per the Action Plan. If the report is not received from the Head of Departments, the Officer In-charge, Control Room shall obtain the information, compile it and submit the same to the Chairman / Dy. Chairman on 12 hourly basis i.e. twice a day.

Chief Engineer

The Chief Engineer shall ensure through Superintending Engineers that all Road Blockades are not cleared as also he should ensure that blockades caused in Port quarters due to the falling of trees, walls, sheds, etc. are got removed immediately. He will ensure that the colonies are got cleared and wherever logging of water is found, the water is pumped out and disinfected. A report shall be submitted to the Chairman / Dy. Chairman every day.

Chief Mechanical Engineer

Chief Mechanical Engineer, Dy. CME shall ensure that all Generator Sets are properly functioning at A.O. Building, Seva Sadan-III, P&C Building, Hospitals, and Guest House. They will ensure quick restoration of Power supply arrangements by keeping close liaison with the officials of Pachim Gujarat Vija Co. Ltd. They will report to the Chairman / Dy. Chairman every day.

Action Plan – Land Fire Station

The Port Fire Brigade has its Head Quarter at Old Kandla Oil Jetty area with two Sub-Stations at Dry Cargo Jetty at New Kandla.

The contact Numbers are as under:

Main Station (Emergency Response Centre) - 270176, 270178, 271377

Cargo Jetty – West Gate No. 1- 270439

Cargo Jetty – West Gate No. II - 295974

Fire cum Safety Officer - 270176 (O))/ 98252 27041(M)

Dy. FcSO- 270178(O)

Resources Available

In case of any fire, or other crisis an information is received through telephone - or VHF channel - Fire Station Control Room, the Duty telephone attendant raises the fire alarm bell and lights the vehicle indicating light (turn-out bell and Turn out light)

The Duty Station Officer proceeds to the scene of fire with fire Tenders and crew. Station Telephone Attendant should inform other officers like Fire-cum-Safety Officer, Dy. Conservator and Port Control. Telephone Attendant should inform hospital and if fire is in wharf should inform Traffic Manager. Fire cum Safety Officer after apprising the situation should inform Deputy Conservator directly or through the Telephone Attendant immediately.

Ensuring the Functioning of Telephones

The name and telephone No. of the Officer Telephone Department to be contacted in case of any problem:

1. General Manager, Bhuj (O) 231201/231648 (R)
2. District Engineer, Bhuj (O) 525410
3. SDO(P), Gandhidham (O) 232453/229666 (R)

Dy. Secretary (Personnel) shall ensure that the telephone of all the Head of Departments and other responsible officers of different Departments are functioning properly by ringing personally. In case any of the telephones does not function or give satisfactory service, he shall take up the matter with the higher authorities immediately.

Accidents in the Channel

Fire on Board Tanker / Anchor / OTB

The Ship Master - Pilot should raise & alarm and inform Deendayal Port Trust Tower/SIGNAL STATION on VHF Channel 8 or 16 about the intensity and location of fire.

Deendayal Port Trust Tower will inform the Dy. Conservator, Harbour Master and FCSO. & TM

Master should immediately ensure that the loading/discharging operation is suspended and all the connected valves are closed.

Master of the vessel should immediately gear up his firefighting equipment and post his staff for extinguishing the fire. CO₂ should be injected in the affected compartments.

Dy. Conservator after contacting the ship will inform Chairman and Dy. Chairman about the situation.

Harbour Master, will arrange for availability of chemical dispersant and its equipments and keep them in readiness in case of any oil spillage.

TUGS, with personnel and equipments should immediately start for tanker. Harbour Master on board Tug also to reach the tanker.

Dy. Conservator to remain in constant touch with the Master/Pilot of the Tanker to assess the situation.

In case no power is available on deck, the floating hoses connected on board can be disconnected by means of mechanical puller. Hose can be heated up slightly and the weight can be taken off. The Special Clamps on the flange can be removed. This operation takes about 20 Meters for each hose.

If it found necessary to safeguard jetty and the tanker is required to be removed from the jetty, one tug should remain near to tow the tanker and when given orders should pick up the fire spring and take the weight off the moorings. Master and the Pilot should take due precautions and safety measures and by using Fireman's suits to send the personnel to forward of the vessel for unmooring the tanker. Two lines to be passed on to the Tug for towing to a safe anchorage. In case, the magnitude of fire is more and beyond the control, other agencies such as Indian Coast Guard, ONGC to be called for assistance.

Grounding of a Tanker

Master or Pilot of the vessel should immediately contact Deendayal Port Trust Tower on VHF Channel 8 or 16 and give the detailed information and the seriousness of grounding. Deendayal Port Trust Tower Signal Station will in turn inform Traffic Manager, Dy. Conservator and Harbour Master, Deendayal Port Trust. Dy. Conservator will inform Chairman/Dy. Chairman.

Harbour Master will immediately proceed to site and will immediately board the vessel and after assessing the situation will inform Dy. Conservator about the seriousness of the crisis.

Dy. Conservator in the meantime will remain at Deendayal Port Trust Tower and will be in constant touch with the vessel and if required give necessary guidance to Master/Pilot.

Dy. Conservator to direct Sr. Hydrographic Surveyor to proceed to grounded vessel and check the exact position of the ship and also the grounding around.

Tugs and Launches available at Deendayal Port Trust should remain in readiness and wait for the order of action from Dy. Conservator /Harbour Master.

Fire-Cum-Safety-Officer along with staff and equipment salvage pumps etc. to remain on board fire float.

Master of vessel to obtain soundings of all the tanks and to maintain a record of the same to ensure any leakage. He should also take hand lead surroundings around the ship and plot them on the chart.

Master should inform his Chief Engineer to change over to high sea suction for cooling water.

If found necessary, Dy. Conservator can decide and ask for a small tanker/salvage tug which can be brought alongside of the grounded ship and part of cargo can be discharged to this daughter ship. This will help to lighten the grounded ship.

Master should instruct his staff to prepare all her ropes including insurance wire for towing, pulling operation.

Tug to immediately to proceed to grounded vessel and take towlines and start pulling the vessel under the instruction of Harbour Master. If required, Dy. Conservator can decide and send more than one Tug also to the grounded ship for assistance. In case the vessel cannot be re-floated within a day, a navigational warning should be sent to the Chief Hydrographer, Dehradun and the same will be transmitted through Mumbai Radio and Navtex.

Breaking / Ground of a Ship outside Deendayal Port Trust Limit

Deendayal Port Trust has not had any major incident of grounding/sinking or breaking of a ship in recent past. However, minor incidence of grounding could be tackled by Port's own personnel and equipments.

If there is any major breaking or grounding of a ship outside the limits of Deendayal Port Trust, the Port can activate its own crisis management plan to deal with the situation. On receiving message from the Master of the Vessel/ or from Principal Officer, MMD or Coast Guard, Mumbai, Dy. Conservator/Harbour Master, DPT will immediately inform Chairman/Dy. Chairman, Deendayal Port Trust.

Harbour Master will instruct Flotilla Superintendent/Tug Master, Fire-Cum-Safety Officer to keep the tugs, launches in readiness. Crafts with chemical dispersant spraying system at Kandla and Vadinar should rig the booms etc., Store enough stock of chemical dispersant and stay in readiness. In case, there is any major oil spillage port to activate its oil spill crisis management plan.

Port Signal Station to be made Control Room and to remain in constant touch with the Ship. Master should immediately send messages and inform nearest Port or Coast Guard about the latest situation of the Ship.

Port command team headed by Dy. Conservator will mobilize the resources available with Port to help the Ship.

Indian Coast Guard, to utilize the services of Helicopter and indicate the location and magnitude of the oil spill. They should keep the nearest port informed about the oil spill/sleek.

If the oil sleek is dangerous/approaching the limits of Deendayal Port Trust, the Harbour Master along with one Pilot and Safety Inspector (antipollution Scheme) to proceed on chemical dispersant Spraying craft and to reach oil sleek and under his guidance all available port crafts can spray chemical dispersant. They can go up & down and try to stop/minimize the oil sleek danger to port, Harbour Master to keep Dy. Conservator informed about the situation.

Indian Coast Guard, IOC, ONGC and other agencies who have the system to recover the floating oil should be directed with oil recovery vessel to the area.

If it is necessary, Dy. Conservator can requisition a privately owned small tanker or tank barge, which can recover the oil, store it for eventual disposal ashore. If the oil sleek is very large and beyond the control of the Port, the Chairman should inform the Ministry and seek their guidance for mobilizing equipments from outside Parties.

STRENGTHNING DISASTER RISK GOVERNANCE

Contingency plans in grave situation

Immediately on the occurrence of a crisis, the local Internal Action Plan under the Disaster Management Act, 2005 would be put into effect by the local/District and the state authorities. If the situation has wider ramifications and warrants response at the State/National level, the Chairman/ Deputy Chairman will contact the Nodal Ministry of the State / Central Government and seek the required help. The concerned authorities would activate its control room, call for a meeting of the Crisis Management Group and put into operation its contingency Plan.

First Information

As and when a critical crisis situation develops, the first information would be sent by the Chairman/Deputy Chairman to the State/Central Nodal Ministry through Wireless/Cellular Mobile Phone/Fax/e-mail or any other quickest possible means.

Security measures at Vital Installations are inspected by I.B. periodically. The Deputy Conservator and Traffic Manager shall implement the recommendations of I.B. with the help of CISF, made from time to time for beefing up/strengthening the security at important vital installations.

Authorities responsible for sending of First Information

Crisis	Authorities responsible for reporting	Remarks
Natural Disasters	District Magistrate or District Collector Indian Meteorological Department State/Central Water Commission	Information relating to forecasting/warning of the natural calamity will be sent by the IMD, State/Central Water Commission to the Relief Commissioner as laid down in the contingency Action Plan of the State/Central Ministry.
Chemical/Bio-logical/RADIO ACTIVVE Disasters	Chairman / Deputy Chairman	The Chief of the Public Sector/Undertakings would be equally responsible to send the first information through his channel to the Nodal Ministry.
Major Disaster having off-site implications	Chairman/Deputy Chairman	
Break-down in Power Generation/ Supply	Chief Mechanical Engineer and Executive Engineer (Electrical) through Gujarat Electricity Board Authority.	
An Oil Installation	Chief or In-charge of the Oil Installation through his channel to the Nodal Ministry.	
Hijack of an Indian Merchant ship or Indian Crew in a Foreign ship	Chairman/Deputy Chairman	Commandant of CISF, Traffic Manager, Deputy Conservator would inform to Chairman/Deputy Chairman immediately.

ROLE OF INDUSTRIAL TERMINALS ON DPT LAND

Roles & Responsibility

The individual terminal will have to ensure the following in the event of emergencies arising out of:

- a. Natural disaster
- b. Toxic release
- c. Flammable vapour release
- d. Road tanker / Rail tank truck transportation accident
- e. Fire
- f. Flooding

Natural Disasters

- Ensure that adequate staff are posted at the terminal to meet any eventuality
- Ensure all operations are shut down
- If possible, ensure disconnecting pipelines
- Provide 48 hours food supply as well as portable water supply at the terminal

Toxic Release

- Ensure that the staff is evacuated in the direction opposite or as far as possible at 90 degree to the direction of the wind
- The staff located at the site to ensure safe operation, should be provided with gas masks
- Do's and Don'ts should be posted outside the control room to ensure minimum loss to life

Flammable Vapour Release

- It should be ensured that all possible help is rendered to the affected site / terminal
- The fire and safety officer at Deendayal Port Trust fire station should be informed
- Information pertaining to fire should be relayed to Main Emergency Control room at Gandhidham
- Information regarding fire incident should also be relayed to Deendayal Port Trust Trade Zone fire station
- Security personnel of the individual terminals should also be on standby to assist in firefighting if the need be
- Mutual Aid Agreement should be signed between all the terminals as well as the DPT
- IOC LPG terminal should assist the affected terminal by way of sharing their experience in terms of plugging a chemical/gas leak
- The terminal Manager of the terminal next to the affected terminal should also inform the CISF

Road Tanker / Rail Tank truck transportation accident

- The dispatch terminal to whom the cargo belongs is responsible for attending to the mishap
- The dispatcher has to inform the exact location of the accident to the Main Emergency Control Centre as well as to the local emergency control room at Deendayal Port Trust
- CISF Commandant has to be informed by the dispatcher of the site of accident
- The Fire and Safety Officer stationed at Deendayal Port Trust should also be informed with specific name of the chemical
- In case the road tanker involved happens to be containing POL products then HPCL, BPCL and IOCL should be contacted immediately
- Accident involving rail tank truck i.e. LPG should be informed to the IOCL LPG Terminal Manager immediately
- In case of any leakage reported from LPG road tanker or rail tank truck the same should be arrested by the IOCL team

Fire

- Inform the Deendayal Port Trust Fire and Safety Officer
- Ensure that information pertaining to the Chemical involved in fire is passed to the Main Emergency Control Centre at Gandhidham as well as Deendayal Port Trust
- Information should be relayed to CISF regarding the fire
- In case it is a fire related to POL product then the oil majors i.e. HPCL, BPCL and IOCL should be contacted
- In the event of chemical fire it would be the collective responsibility of the Deendayal Port Trust as well as the dispatcher to ensure that the spill is controlled and collected

Flooding

- Terminal should have trolley mounted pumps preferably of flame proof type to ensure dewatering of the site
- Gum boots should be supplied the staff at the terminal
- The electricity supply to the terminals should be shut off to avoid short circuit
- The trolley mounted pump should have DC supply in order to ensure continues operation
- It should be ensured that all the drains should be cemented and free of any debris which could hamper the flow of water

The following occupiers shall be a part of the emergency team for rendering expert advice. (This composition may be changed once in three years on rotation basis.)

Toxic Team

- IFFCO
- Chemical & Resins Ltd.
- United Storage & Tank Terminals Ltd.
- Bayer ABS

Fire Team

- Kesar Terminal I
- Indo Nippon
- Friends Oil & Chemicals Ltd. (FOCL)
- Friends Salt Works & Allied Industries Ltd. (FSWAI)

Transportation Team

- IOCL POL TERMINAL
- HPCL
- BPCL

Natural Disaster Team

- J. R. Enterprise
- J. K. Synthetics
- Synthetic Chemicals

Individual terminals shall be responsible for ensuring that safe shut down has been affected aftermath of a disaster in the neighborhood.

In case of dry docks DPT shall assume the charge of the emergency controller along with P&O to ensure that all the staff is evacuated from the area barring the security and the emergency team.

The emergency team would be drawn essentially from CISF and Marine Department i.e. at the behest of Harbour Master as well as P&O. In the event of an impending natural disaster like cyclone only CISF personnel to be stationed at the wharf. For the ships berth at the dock please refer to the cyclone disaster plan as annexed.

The emergency team should have the following:

- a. Chemical data sheet
- b. Protective clothing
- c. Breathing Apparatus
- d. Safety Harness
- e. General tools and flash light
- f. Leak plugging equipment like wood plugs
- g. Analytical equipment like explosive meter
- h. Flood light with generator
- i. First Aid kit
- j. Portable diesel operated fire water pump

The responsibility of the various teams mentioned above would be to follow the following procedure:

- a. Keep people away
- b. Inform incident Controller i.e. at Main Control Room
- c. Contain the chemicals
- d. Avoid igniting the chemicals by ensuring muffler on the exhaust
- e. Obtain chemical data sheet

The communication parameters which need to be relayed to the Emergency Control Centre

- a. Place and time of the incident
- b. Chemicals involved
- c. Condition of the container
- d. Injuries or deaths
- e. Area surrounding (open country, town)
- f. Weather conditions
- g. Assistance available (police, fire services)
- h. Means of maintaining contact

Logistic Team

The function of Logistic Team is to ensure necessary supplies are available to Response Team during the emergency. In addition to above mentioned, the function is also responsible for organizing and maintaining the staging area where emergency material and equipment is to be temporarily stored and assembled before rapid deployment. The Logistic Coordinator will be reporting to the Emergency Chief Incident Controller and keep him updated on the availability of supplies and equipment or of any anticipated need.

Typical list of emergency equipment and material is given below:

- Fire extinguishers
- Firefighting agents
- Fire hoses and nozzles
- Personal protection apparatus like fire suit (proximity suit)
- Chemical resistance protective clothing
- Self-contained breathing apparatus
- Respirators
- Emergency lights
- Power generators
- Portable radios and cellular mobile phones
- Spill control agents for decontamination of toxic spills
- Plastic containers and lining material for diking and damming
- Earth moving machinery
- Fuel and gasoline for operation of vehicles and machinery

CONTACT DETAILS OF NDRF OFFICERS**Force Head Quarters**

Name	Designation	Address	Telephone No.	Fax No.	E-Mail
Shri S N Pradhan (IPS)	Director General	Directorate General, NDRF, 6th Floor, NDCC-II Building, Jai Singh Road, New Delhi - 110001	011-23438020, 011-23438119	011-23438091	dg.ndrf@nic.in
Shri Amrendra Kumar Sengar (IPS)	Inspector General	-- Do --	011-23438021	011-23438091	ig.ndrf@nic.in
Ms Nishtha Upadhyay	Financial Advisor	-- Do --	011-24368148	011-23438091	--
Mr. Mohsen Shahedi	Deputy Inspector General (Proc/Prov)	-- Do --	011-23438022	011-23438091	digprov-ndrf@nic.in
Shri Manoj Kumar Yadav	Deputy Inspector General (Trg/Pro /Academy/NCDC/East & North East Sector)	--Do--	011-23438140	011-23438091	dig.es.ndrf@nic.in
---	Deputy Inspector General (Estt/ Ops / North-West Sector)	--Do--	011-23438023	011-23438091	dig.ns.ndrf@nic.in
Shri K K Singh	Deputy Inspector General (Adm/Works/South Sector)	-- Do --	011-23438185	011-23438091	dig.ss.ndrf@nic.in
Shri V V N Prasanna Kumar	Commandant (PROC/PROV/NDRR)	-- Do --	011-23438183	011-23438091	--

Name	Designation	Address	Telephone No.	Fax No.	E-Mail
Dr. Amit Murari	CMO (SG)	-- Do --	011-23438091	011-23438091	cmo-ndrf@gov.in
Shri Daulat Ram Chaudhary	Second-in-Command (DDO)	--Do--	--	011-23438091	--
Shri Upendra Pratap Singh	Deputy Commandant (ADM)	--Do--	--	011-23438091	hq.ndrf@nic.in
Shri Pranshu Srivastava	Deputy Commandant (Trg)	--Do--	011-23438138	011-23438091	hq.ndrf@nic.in
Shri Rakesh Ranjan	Deputy Commandant (OPS)	--Do--	011-23438024	011-23438091	hq.ndrf@nic.in
Shri Surendar Kumar	Deputy Commandant (Engineer)	--Do--	--	011-23438091	--
Shri Deepak Bamoriya	DC (IT/COMN/PRO)	--Do--	011-23438024	011-23438091	deep.del@gov.in
Shri Bhawani Singh	AC(ADM & SO to DG)	--Do--	011-23438118	011-23438091	dc.adm.ndrf@nic.in
Shri S Raghavindra	AC/MIN	--Do--	011-23438091	011-23438091	hq.ndrf@nic.in
Control Room	--	--Do--	011-23438091, 011-23438136	011-23438091	hq.ndrf@nic.in

NDRF Units

Name	Designation	Address	Telephone No.	Fax No.	Mobile No.	Unit Control Room No.	E-Mail
Sh. Hitender Pal Singh Kandari	Commandant	1st BN NDRF, Patgaon PO - Azara, Distt. Kamrup Metro, Guwahati-781017	0361-2840027	0361-2849080	--	0361-2840284 07637011337 09435117246	assam01-ndrf[at]nic[dot]in
Sh. Nishit Upadhyay	Commandant	2nd BN NDRF, Near RRI Camp. Haringhata, Mohanpur, Nadia, (West Bengal) Pin - 741246	033-25875032	033-25875032	-	033-25875032 09474061104 09474116775	wb02-ndrf[at]nic[dot]in
Sh. Jacob Kispotta	Commandant	3rd BN NDRF, PO-Mundali, Cuttack - Odisha Pin - 754013	0671-2879710	0671-2879711	--	0671-2879711 09437581614	ori03-ndrf[at]nic[dot]in
Ms. Rekha Nambiyar	Commandant	4th Bn NDRF, PO - Suraksha Campus , Arrakonam , Distt. Vellore Tamilnadu-631152	04177-246269	04177-246594	--	04177-246594 09442140269	tn04-ndrf[at]nic[dot]in
Sh. Anupam Srivastava	Commandant	5th Bn NDRF, Sudumbare Taluka, Distt - Maval Pune (Maharashtra) Pin - 412109	02114-247010	02114-247008	--	02114-247000 09422315628	mah05-ndrf[at]nic[dot]in
Sh. A. K. Tiwari	Commandant	6th Bn NDRF, Jarod Camp, Teh-Wagodia, Vadodara, Pin - 391510	02668-274470	02668-274245	--	02668-274245 09723632166	guj06-ndrf[at]nic[dot]in
Sh. Ravi Kumar Pandita	Commandant	7th Bn NDRF, Bibiwala Road, Bhatinda (Punjab) Pin 151001	0164-2246030	0164 - 2246570	--	0164-2246193 0164-2246570	pun07-ndrf[at]nic[dot]in

Name	Designation	Address	Telephone No.	Fax No.	Mobile No.	Unit Control Room No.	E-Mail
Sh. P.K.Tiwari	Commandant	8th Bn NDRF, Kamla Nehru Nagar, Ghaziabad (UP) Pin - 201002	0120-2766013	0120 - 27666012	--	0120-2766618 09412221035	up08-ndrf[at]nic[dot]in
Sh. Vijay Sinha	Commandant	9th Bn NDRF, Bihata Patna, Bihar Pin - 801103	06115-253942	06115-253939	--	06115-253939 08544415050 09525752125	patna-ndrf[at]nic[dot]in
Mr. Zahid Khan	Commandant	10th Bn NDRF, ANU Campus, Nagarjuna Nagar, Guntur (AP) Pin - 522510	0863-2293178	0863-2293050	--	0863-2293050 08333068559	ap10-ndrf[at]nic[dot]in
Sh. A.K.Singh	Commandant	11 th Bn NDRF, Sanskritik Sankul, Maqbool Alam Road, Varanasi, UP - 221002	0542-2501201	0542 - 2501101	--	0542-2501101 08004931410	up-11ndrf[at]gov[dot]in
Sh. Rajesh Thakur	Commandant	12 th Bn NDRF, Itanagar, Arunachal Pardesh 791112	0360-2277109	0360-2277106	--	0360-2277104 09485235464	bn12[dot]ndrf[at]gov[dot]in

NDRF RRCs

Name of RRC	Landline Number	Mobile Number
NDRF RRC, Port Blair, Andaman	03192289174	09442112269
NDRF RRC, Adayar, Chennai	04424420269	09442112269
NDRF RRC, Vizag Steel Plant, Vishakhapatnam, Andhra Pradesh	--	08333068565 08333068560
NDRF RRC, Fire Station Mahadevapura, Bengluru, Karnatka	--	09482978719 09482978715
NDRF RRC, Shaikpet Sport Complex, Hyderabad, Telangana	04023565666	08333068536 08333068547

GUJARAT STATE DISASTER RESPONSE FORCE (GSDRF)

Name	Address	Phone	Email ID
Gujarat State Disaster Management Authority	Block No.11 , 5thFloor, Udyog Bhavan , Sector-11 , Gandhinagar Pincode – 382011	+91-79-23259283	info@gsdma.org

APPENDIX C

LIST OF IMPORTANT TELEPHONE NUMBERS

NDMA CONTACT DETAILS

NDMA Bhawan,

A-1, Safdarjung Enclave,

New Delhi - 110029

Telephones:

+91-11-26701700

Control Room: +91-11-26701728

Fax: +91-11-26701729

E-mail: controlroom@ndma.gov.in

NDMA CONTROL ROOM

Name	Office	Fax	Mob.	Email id
Control Room	011- 26701740 011-1751	011- 26701729	9818198853	controlroom@ndma.gov.in,

GSDMA

- Block No.11 , 5thFloor, Udyog Bhavan , Sector-11 , Gandhinagar, Gujarat.
- Email :- info@gsdma.org
- PHONE +91-79-23259283

TELEPHONE NOS. OF GUJARAT STATE DISTRICT COLLECTORS

S. No.	District	Collector Name	Phone	Fax
1	Ahmedabad (079)	Shri Sagale Sandip J.	(0)079-27551681	07927552144
2	Amreli (02792)	Shri Oak Aayush Sanjeev	(0)02792-222307	02792222710
3	Anand (02692)	Shri R. G. Gohil	(0)02692-262271	02692261575
4	Arvali (02774)	Shri Amrutesh Kalidas Aurangabadkar	(0)02774-250201	02774250202
5	Banaskantha (02742)	Shri Anand Babulal Patel	(0)02742-257171	02742252740
6	Bharuch (02642)	Dr. M. D. Modia	(0)02642-240600	02642240602
7	Bhavnagar (0278)	Shri Gaurangbhai H. Makwana	(0)02782428822	02782427941
8	Botad (02849)	Shri Vishal Gupta	(0)02849271301	02849271304
9	Chhotaudepur (02669)	Shri Sujal Jayantibhai Mayatra	(0)02669-233003	02669233002

S. No.	District	Collector Name	Phone	Fax
10	Dahod (02673)	Shri Vijaykumar Lalubhai Kharadi	(0)02673-239001	02673239005
11	Dangs-Ahwa (02631)	Shri B. K. Pandya	(0)02631220201	02631220294
12	Devbhumi Dwarka-Khambhaliya	Dr. Narander Kumar Meena	(0)02833232804	02833232102
13	Gandhinagar (079)	Shri Kuldeep Arya	(0)079-23220630	07923259040
14	Gir-Somnath-Veraval (02876)	Shri Ajay Prakash	(0)02876240001	02876243300
15	Jamnagar (0288)	Shri Ravi Shanakar	(0)02882555869	02882555899
16	Junagadh (0285)	Dr. Pardhi Sourabh Zamsingh	(0)0285-2630100	02852635599
17	Kachchh (02832)	Ms. Praveena D.K.	(0)02832250020	02832250430
18	Kheda (0268)	Shri I.K.Patel	(0)0268-2553334	02682553358
19	Mahisagar-Lunavada (02674)	Shri R.B. Barad	(0)02674-250664	02674250655
20	Mehsana (02762)	Shri H K Patel	(0)02762222211	02762222202
21	Morbi (02822)	Shri J. B. Patel	(0)02822-240701	02822240701
22	Narmada-Rajpipla (02640)	Shri D. A. Shah	(0)02640222161	02640222171
23	Navsari (02637)	Ms. Ardra Agrawal	(0)02637-244999	02637281540
24	Panchmahal (02672)	Shri Amit Arora	(0)02672-242800	02672242899
25	Patan (02766)	Shri Supreet Singh Gulati	(0)02766233301	02766233055
26	Porabandar (0286)	Shri A. M. Sharma	(0)0286-2221800	02862222527
27	Rajkot (0281)	Ms. Remya Mohan Moothadath	(0)0281-2473900	02812453621
28	Sabarkantha (02772)	Shri H. K. Koya	(0)02772-241001	02772241611
29	Surat (0261)	Dr. Dhaval Kumar Patel	(0)0261-2652525	02612655757
30	Surendranagar (02752)	Shri Kankipati Rajesh	(0)02752-282200	02752283862
31	Tapi-Vyara (02626)	Shri R. J. Halani	(0)02626224460	02626221281
32	Vadodara (0265)	Ms. Shalini Agarwal	(0)0265-2433000	02652431093
33	Valsad (02632)	Shri R. R. Raval	(0)02632253613	02632243417

DISTRICT LEVEL AUTHORITIES

Office of The Collector & District Magistrate
Near Subhash Bridge Circle, R.T.O
Ashram Rd, Hridaya Kunj,
Old Wadaj, Ahmedabad,
Gujarat – 380027
Phone No: +91 79 27561970 to 77
Fax No :+91 79 27552144
e-mail Id :collector-ahd[at]gujarat[dot]gov[dot]in

Commissioner of Rescue & Relief
Call : 1070

**UPGRADED EMERGENCY PLAN/ DMP FOR DEENDAYAL PORT TRUST
GANDHIDHAM (KUTCH)**

Vinod Lakhamashi Chavda MP Bhuj	+91 2832 225466	
Dy. Collector, Anjar	2832-250020	
Shri N.C. Rajgor Executive Magistrate & Mamlatdar Mehsana (Rural) Mamlatdar, Anjar +91 02762236386	+91 02762236386	
Shri J.S. Sindhi (I/C) Mamlatdar, Gandhidham +91 2836 250270 mam-gandhidham@gujarat.gov.in	75670 03975	222875 250475 250475 250270
Collector, Jamnagar	2555869	2554059
Collector's Control Room, Bhuj. Mehul Padharia Kutch District Project Officer Officer 02832- 252347 09557920767 02832- 224150 mehul.nitb04@gmail.com	02832-252347 09557920767, 02832- 224150	-
District Project Officer Disaster Risk Management Program, District Emergency Operation Center(DEOC) , Emergency Operation Branch, Collector Office, Kutch		
Doordarshan, Bhuj	2251107	
Dy. Mamlatdar, Gandhidham	02836-250270	
Civil Defense, Gandhidham	02832-230603	
PGVCL, Gandhidham	02836 221 728	
GW&SB, Gandhidham	220975	
GSRTC, Gandhidham	1800 233 666666 / 07922835000	
Duty Officer, All India Radio, Bhuj	02832 221 254 +91- 94264 21254	
State Information Dept. (Shri Antani)	224859, 250954	253034 252855
Air Force Duty Officer, Bhuj	252501, 252502	
Air Force, Bhuj	223450	
Air Port, Bhuj	02832-297049, +91-8432742678	
Aerodrome Officer, Kandla	+91-2836-269401, +91-02836-269404	223247
Indian Navy, Jamnagar	550263 to 5	550825
Air force, Jamnagar	550245 to 7	550247

LIST OF TELEPHONE NUMBERS OF GUJARAT MARITIME BOARD

Shri Anil Mukim, IAS Chairman	Phone : +91 79 23250301, 23250304 Fax : +91 79 23250305
Shri Kamal Dayani, IAS Member Additional Chief Secretary	Phone : +91 79 23250503/2,23251001/3 Fax : +91 79 23250589
Shri Ashwani Kumar, IAS Member Chief Executive Officer, GIDB	Phone : +91 79 23232701, 23232704 Fax : +91 79 23222481
Shri Milind Torawane, IAS Member Secretary (Economic Affairs) Finance Department	Phone : +91 79 23250601-2-3 Fax : +91 79 23250615
Smt. Avantika Singh, IAS Vice Chairman & CEO	Phone : +91 79 23238363 Fax : +91 79 23234703
Dr. Rahul B. Gupta, IAS Permanent Invitee Industries Commissioner	Phone : +91 79 23252524,23252526 Fax : +91 79 23252521
Shri D.P.Desai, IAS Member Commissioner of Fisheries	Phone : +91 79 23253742,23253739 Fax : +91 79 232537301
Shri S. B. Vasava Permanent Invitee Secretary, Roads & Building Department	Phone : +91 79 23251801-2 Fax : +91 79 23252590
Shri S.K. Mehta, IFS Invitee Chairman,Deendayal Port Trust	Phone : +91 2836 233001,234601 Fax : +91 2836 235982
The Naval Officer-in-Charge (Gujarat) Permanent Invitee The Flag Office Commanding (for CSO) Permanent Invitee	Phone : +91 286 2241565, Fax : +91 286 2242478 Phone : +91 286 2271903-1904
Shri Prakash Majmudar Invitee Member Deputy Secretary (Ports), Ports & Transport Department	Phone : +91 79 23251481
Shri Chittanranjan Swain Special Invitee Member Chief Transportation Planning Manager, Western Railway	Phone : +91 22 22016723 Fax : +91 22 22017631
Shri Rajesh Makwana, TM & BAR Special Invitee Member Deputy Inspector General, Chief Of Staff, H.Q.,	Phone : +91 79 23243310 Fax : +91 79 23243305

FOR SUPPLY OF FOOD PACKETS, FOLLOWING AGENCIES TO BE CONTACTED.

Sr. No.	Name of Agency	Contact Person	Telephone No.
1	Arya Samaj Mandal	Mr.Vachanidhi	231223 Mob. 9824221332
2	Agrawal Samaj	Mr.Dinanath	231638
3	RSS	Mr. Sunil Kothari	222560 / 232909
4	Lions Club, Gandhidham	Mr. Naresh Bulchandani	220212 Mb: 982428470
5	Rotary Club, Gandhidham	Mr. Rajabhai/P.K. Mukherjee	228213 / 232035
6	Red Cross Society	Dr. Bhavesh Acharya	234854, 232736
7	Lohana Mahajan, Gandhidham	Mr. Premji Bhai Thakker	220925
8	Rajasthan Yuva Mandal	Mr. Sunil Bajaj (President) Mr. Dilip Jain	221459 /230902 234525 / 9825168170
9	Swaminarain Mandir	Mr. Lavjibhai Thackker	231555, 233666
10	Sindhi Youth Circle	Mr. Vijay Khubchandani & Mr. Kundabhai	220490
11	Satwara Samaj	Mr. Agavjibhai	235659
12	Sitaram Parivar	Mr. Mohanbhai Dharsi	222373, 234603
13	Gurudwara, Gandhidham		220643
14	Swaminarayan Gurukul	Swamimukta Prasadji	228098, 226555

APART FROM THE ABOVE, IF REQUIRED, THE FOLLOWING HOTELS MAY BE CONTACTED FOR THE SUPPLY OF FOOD PACKETS:-

Sr. No.	Name of Hotel	Contact Person	Telephone No.
1	Shiv	Mr. Nagendra Singh / Mr. Bharat Singh	237712-13-14-15, 221297
2	Sharma Resorts	Mr. Madan Mohta / Mr. J. Gonasaives	31824/231823/231825/ 224885-86-87-88-89
3	Satkar	Mr. Babu Bhai Agrawal	234100/222597 234101 (R)
4	Natraj	Mr. Maulinbhai Acharya	221749/221956/221955 221954/238002
5	President	Mr. Rameshbhai	220053/229364/238002
6	K.K. Caterers	Kaniyalal Rajwani	(O) 227419, (R) 224995, (Mob) 9825226998
7	Bhawani Caterers	Mr. Hukamsinh Purohit	230366(PP)
8	Hotel Mid-Town, Adipur	Mr. Nagendra Singh	9825226568 260237/260080
9	Hotel Sea-Rock, New Kandla	Mr. Vithal Shetty	270490

LIST OF LABOUR CONTRACTORS OPERATING AT DEENDAYAL PORT TRUST

Sr. No.	Name of the Company	Contact person	Address	Contact Nos
1	Neelkant Handling A/c Shree Radhey Shipping	Haresh Bupendra	Tenament B Plot 290, Ward 10/A, G'dham	237040 9825001743
2	Ratnakar Handling A/c Aditya Marine	Radhakishan Parida	83-84, GIDC G'dham	9879123371
3	Tirupati Handling Co.	Dayalal B. Rabari	6-8, Goyal Chamber, GIM	235504 9825056599
4	Al Pirani Al Sailani	Akbar Yakub	CS-10, Port Colony, Kandla	22053,232174 9979331100 9825787808
5	Shree Ravechi Handling A/c Trinity Shipping	Mahadeva Agaria	11,2nd Floor, Plot. 343, Ward 12- B, GIM	250286 9825361347
6	Shree Ramdev Handling	Nimbaram Gulabji	377, Sector-7 GIM	9825348935 9979898564
7	AVB & Co	Mukesh Gujjar	15, GF, Gokul Park, GIM	232967
8	Ashapura Labour Supply	Khimji Jallabhai Rathod	48, GIDC, Near Ambika Weigh Bridge, GIM	9979053378 9898128069
9	Shree Krishna Handling	Harinder Yadav	E – 108, GHB, Sec-5,GIM	9879549803
10	Naasmin & Co	Umar Osman Chamadia	Plot – 14, Sector- 7, GIM	9898333397
11	M.S. Logistics	Asgar Haji Mungrani	Shop No. 5, Opp. CISF Gate, Kandla	9825241065 9913620407
12	Shree Majeesa Handling	Jugal Kishor Joshi	Block 24, MIG, Kidana, GIM	9879373992 9979898564
13	Shree Kailash Handling Co.	Mohanbhai Heera	Plot No. 7, Sector- 8, GIM	9825228555 9879288875
14	Javed Abu Saicha	Javed Abu Saicha Gani Patel	Shop – 13, Port Colony, Kandla	9825092748 9825563094
15	Shree Ganesh Handling	Dayabhai Rabari	6-8, Goyal Chamber, GIM	9825056599
16	Bhupendra & Co	Mayur M Ahir	Plot 253, Ward 12/C, GIM	9727762191 9825225239

LIST OF DOCTORS IN GANDHIDHAM COMPLEX

Sr No	Name of Doctor	Telephone	Telephone	Mobile No
Consulting Physician (MD Medicine)				
1	Dr. Babita	261802	322111	
2	Dr. Gandhi C. K.	234561	230111	
3	Dr. Gonsair R. M.	230333	239944	
4	Dr. Johnson Samuel	222344	232244	
5	Dr. Morkahia V. L.	222008	232161	
6	Dr. Raiyani V. R.	230022	234214	9824241220
7	Dr. Sakaria S. B.	230114	230947	
8	Dr. Siju	230160	223852	
Dentist				
1	Dr. Asha Y. Parekh	234295	234451	
2	Dr. Ajay Bhimjiani	233347	260256	982544118
3	Dr. Chadotra M.	220142	237909	
4	Dr. Hitesh Sheth	226763	220965	
5	Dr. Kela B.V.	222094	231181	
6	Dr. Sanghvi V.K.	234979	223343	
7	Dr. Sharma R.	229211	227627	
8	Dr. Singh N.	230769	261343	
9	Dr. Soneta S.	236319	229172	
Dermatologist				
1	Dr. Jhala J.J.	223568	235567	
2	Dr. Deepak Sorathia	242882		9426909822
E.N.T. Surgeon				
1	Dr. Dave A.B.	221931 260394	260461	
2	Dr. Harani D.D.	222096	239121	9825227322
3	Dr. Khatri R.S.	222701	235959	9879195798
4	Dr. Maheswari S.K.	231874	250940	
M.B.B.S				
1	Dr. Acharya B.F.	220715	232736	9825210157
2	Dr. Acharya C.M.	220263		
3	Dr. (Mrs.) Acharya S.C	232606		
4	Dr. Agarwal B.B.	227767	570212	9825225599
5	Dr. Asher G.K.	239139	233765	
6	Dr. Bhadra D.M.		230259	
7	Dr. (Mrs.) Bhatia K.	260255		
8	Dr. C. Jonwal	220263	263987	
9	Dr. (Mrs.) Chellani	220099	270441	
10	Dr. Chudasama V.K.		240952	
11	Dr. Dasani M.G.	260001	261495	
12	Dr. Goswami S.K.	261399		
13	Dr. Guptabhaya D.N.	221305	231777	
14	Dr. Gurdasani V.S.	260674		

Sr No	Name of Doctor	Telephone	Telephone	Mobile No
15	Dr. Harani H.C.	235369	239327	
16	Dr. (Mrs.) Hitemath U.S.	261844	260097	
17	Dr.Joshi N.L.	260666	261661	
18	Dr. Kela H.V.	232069	232071	
19	Dr. Khushlani A.	260562	260738	
20	Dr. Leon A.	261802	262188	
21	Dr. Makwana	220263	263406	
22	Dr. Minocha Ravi	236306	232127	
23	Dr.Mehta H.K.	231590	235021	
24	Dr. Mehta J.R.	220164	220834	
25	Dr. Morbia V.M.	230011		
26	Dr. Parekh S.K.	260608	261123	
27	Dr. Puri R.P.	223355		
28	Dr.Rawal S.	235119		
29	Dr. Singh D.P.	221990		9825359928
30	Dr. Thakkar A. D.	220582	222829	
31	Dr. Thakkar H. M.	223506	222350	
32	Dr. Thakkar M. C.	260577		
33	Dr. Thakkar S. B.	221046 228267 221177	238467	
34	Dr. Vaccharajani N. D.	220088		
35	Dr. Vasudev Jethani	260577	261650	
36	Dr. Vora C. B.	223084		
37	Dr. Vadhvani Vjay	262076	262843	
38	Dr. Zola Mithubhai	260608		
39	Dr. (Mrs.) Raiyani P.V.	230022	234214	
40	Dr. (Mrs.) Singh R. D.	221990		
General Surgeon				
1	Dr. Ahir J. K.	237744		
2	Dr. Dasani D. G.	229231 227505	223346	
3	Dr. Gandhi R. G.	236700	229156	
4	Dr. Girdhani R. C.	233300	231219	
5	Dr. Jiladiya A.	220263	244844	
6	Dr. Joshi Y. V.	221557 230013	233324	
7	Dr. Naik S. K.	234333	231332	
8	Dr. Patel J.K.	230007		
9	Dr. Vora Chetan	224787	229369	9825225942

Sr No	Name of Doctor	Telephone	Telephone	Mobile No
Obstetrician & Gynecologist				
1	Dr. (Mrs.) Acharya N.B.	220715	232736	9825226700
2	Dr. Alpa D. Mehta	262599	265266	
3	Dr. Chandrakant Thacker	224488	225588	
4	Dr. Darshak Mehta	220263	265266	9824211534
5	Dr. (Mrs.) Gor A. A.	235135	239635	
6	Dr. Khanchandani	260833	260839	
7	Dr. (Mrs.) Kaur J. P.	229655	220673	
8	Dr. (Mrs.) Naik P. S.	234333	231332	
9	Dr. (Mrs.) Patel M. H.	230202	230353	
Ophthalmic Surgeon				
1	Dr. Gor A.	235135	239635	
2	Dr. Masand S. N.	220139	234187	9825196989
3	Dr. Parikh Y. B.	234295	234451	
Orthopedic Surgeon				
1	Dr. Hotchandani	220039	261530	
2	Dr. Patel H. A.	230202	230353	
3	Dr. Sailesh Ramawat	230160		
4	Dr. Vachhani P. S.	230400	222400	
Pediatrician				
1	Dr. Dubal J. A.	232591	233777	
2	Dr. Jeswani R. M.	255689		9825229249
3	Dr. Majithiya M. S.	222413 222406	227134	
4	Dr. Rupesh Seth	260836	222397	
5	Dr. Naveen Thacker	230195	230894	
6	Dr. Nitin Thacker	221046	220615	
Pathologist				
1	Dr. Sukla K. L.	221611	234062	
2	Dr. (Mrs.) Pawde S. V.	230370	231352	
3	Dr. (Mrs.) Verma G. H.	229168	238386	
Psychiatrist				
1	Dr. Barot S.	221041	234885	
Radiologist				
1	Dr. Shah R. M.	222878 234215	222868 235868	
2	Dr. Bhupendra Shah	572824	227724	

LIST OF ESSENTIAL SERVICES

SR. NO.	HOSPITALS	OFFICE	RESIDENT
1	General Hospital, Bhuj Civil Surgeon, Bhuj	222850	250554
2	Referral Hospital, Anjar	232455	
3	Rambaugh Hospital, Gandhidham	220263	
4	Divine Life, Adipur	261802	
5	Railway Hospital, Gandhidham	231874	
6	Government Dispensary, Adipur	260608	
TELECOMMUNICATION			
1	General Manager, BSNL, Bhuj	253000	252322
2	Dy. Manager, Bhuj	252505	251505
3	Area Manager, Gandhidham	238000	235000
4	SDO, Gandhidham	236250	236251
ELECTRICITY			
1	S.E., PGVCL, Bhuj	222550	250189
2	Jr. S.E., Anjar	243008	242656
3	XEN, Anjar	242845	242446
4	Dy. Engineer, Gandhidham	222809	--
5	Line Office, Gandhidham	221728	
WATER SUPPLY			
1	S.E., GWS&SB, Bhuj	221806	250601
2	XEN, Bhuj	250685	253016
3	SE, Anjar	242416	242421
4	XEN, Gandhidham	220717	223273
5	Control Room, Gandhidham	221252	
6	Water Tank, Sunderpuri	231313	
7	Water Tank, NU-4	654564	
8	Gandhidham Municipality	231610	
9	Chief Officer, Gandhidham Municipality	234967	

LIST OF VEHICLE SUPPLIERS

Sl. No	Name Institution	Contact Person	Parking Place Phone No.	Name and Phone No. of Driver	Availability of Vehicle.
(A) Vehicle Hire Contractors					
1	M/s Rohit Enterprise /RISHABH ENTERPRISE	Mr. Rohit Shah 228550/237538 237547 (O) 234140 (R) Mob. 9825225121			
2	M/s Jai Somnath Travels (GIM)	Mr. Mishra Mob.9825386739			
(B) Ambulance Pool					
01	St. Joseph Hospital, Gandhidham	Administrator 230160/229336	Hospital Premises	Driver available round the clock	First come first serve
02	IFFCO-Kandla on contract, Dispensary No. 20164 Dr. Mehta (R) 220832 Plant. Dispt. 270832	Mr. Mukesh Agrawal Hotel Gokul 221311			First come first serve
03	Kandla Salt Mfg. Ass. Neelkanth Bldg.	Mr. Shamji Ahir 231485 (R) 222765/220421 (O)	Zanda Chowk	Driver available round the clock	First come first serve
04	Zhulelal Mandir Trust	Mr. Kundan Guwalani 221760 (R) 229800 (O) Kundan Stores 221533/227800 229580	Mandir Premises	255580	
05	Red Cross Society	Dr. B F Acharya 225636/230345	Red Cross	Driver available round the clock	
06	Western Railway, Gandhidham	Medical Supdt. 231874 (R)	Hospital		
07	Rambaugh Government Hospital	220263	Hospital Premises	Driver available round the clock	

Sl. No	Name Institution	Contact Person	Parking Place Phone No.	Name and Phone No. of Driver	Availability of Vehicle.
08	Gautam Freight Pvt Ltd.	Mr. Ramesh, Proprietor 232605/220163, 230345 (O)	GIDC Work shop Sector10C, Plot No. 24.		First Come First Serve
09	Sindhu Sewa Samiti Trust, Adipur	Mr. Jotwani (R) 260836, 260698 TBX-45, Adipur	Hospital Premises	Driver round the clock residence in hospital (Break duty at present)	
10	Tolani Eye Hospital	1. Supdt. (O) 260497 (R) 260773 2. Vice Chairman (O) 260373 Mr. N K Chandnani (R) 260456, Prabhu Chaya, Behind Prabhu Darshan	Hospital Premises	One driver in absence of Compounder residing in hospital	First Come first Serve
11	Divine Life Society, Adipur	261802	Hospital Premises	Round the clock	
12	Atmaram Severam Charitable Trust	237759 Mob. 9825225294	Gandhid ham	Round the clock	
13	Dev Smruti Trust	222096/231073			
14	Mobile Morgue	229430/239965	Lions Club		
15	Shav Vahini/ Mobile Morgue	239965			

LIST OF CLEARING & FORWARDING AGENTS AT DEENDAYAL PORT TRUST

A V Joshi & Co Tel. 232605, 232227, 230345	C. Jivram Joshi & Sons (Gujarat) Tel. 220621 Fax. 231141
Fax. 233924 Mr. Harshandu Mr. Vaidya (Mob.) 9825226013	Mr. Sunil Chowdhari (Mob) 9825225400
ACT Shipping Ltd Tel. 270111/12/13, 270530, 220407 Fax. 270579, 232175	Cargo Movers Tel. 220453, 230883, 270563 Fax.231687
A. Jaswantrai & Co. Tel. 222630, 222717, 222145, 221943 Fax. 232308, 270385	Cargo Clearing Agency (Gujarat) Tel. 221721, 221674, 220655, 270542 Fax. 233034
Asia Shipping Services Tel. 230954. Fax. 231285	Chinubhai Kalidas & Brothers Tel. 232284 Fax. 231881
Airol Shipping Services Tel. 230080, 220180. Fax. 236131	CAP Shipping Pvt Ltd Tel. 221460, 232081 Fax. 233734
Aarpee Clearing Agency Tel. 222614. Fax. 255252	Centrans Shipping Agency (I) Pvt Ltd Tel. 256854 Fax. 234074
Ashirwad Clearing Agencies Tel. 232426, 233245 Fax. 234107	Cargo Shipping Tel. 270802, 270803 Fax. 270802
Ambalika Enterprises Tel. 255382. Fax. 255577	C. Joshi & Sons Tel. 221094
Ashmka Shipping (Tel. 222481)	Dilip A Goplani Tel. 224082, 255423 Fax. 224082
Ashis Enterprise (Tel. 234722)	D.B.C. & sons Gujarat Pvt Ltd Tel. 270263, 270348, 270503 Fax. 270631
Anchor Shipping Tel. 235781 Fax. 235781	Damjidhiroo & Sons Tel. 222329, 221328 Fax. 230139
B N Thakkar & Co., Tel. 222293, 222285, 270239 Fax. 230556	Dvji Premji Punara & Sons Tel. 222057, 221338 Fax. 230139
B. Devchand & Sons Pvt Ltd Tel. 232220 Fax. 234014	Express Transport Pvt Ltd Tel. 220193, 220179, 270591, 222565 Fax: 220193
Benits Forwarders Pvt Ltd Tel. 221707, 222086 Fax. 223151	Friends & Friends Shipping Pvt Ltd Tel. 232227, 231588 Fax. 233924
Blue Sea Shipping Agencies Tel. 235317 Fax. 255221	Fast & Fair Company Tel. 255254, 238175 Fax. 255254
Bhanu Clearing Agency Tel. 256861 Fax. 256861	Flamingo Shipping & Forwarding Pvt Ltd Tel. 256755, 257756 Fax. 256755
Global Marine Agencies Tel. 222928, 223196, 223252 Fax.255418	Liladhar Passoo Forwarders Pvt Ltd Tel. 252288, 252297, 252402, 252617 Fax. 252383
Gayatri Shippers Tel. 230692, 223292 Fax. 230818	Lalbahi Trading Company Tel. 222139

Hiral Enterprise Tel. 255644	Leap Forwarders Pvt Ltd Tel. 255530, 255509 Fax. 252383
Hindustan Shipping services Tel. 255644, 222821 Fax. 256618	Link International Tel. 255206/07 Fax. 255530
Hardip Shipping Logistics Pvt Ltd Tel. 232909, 222560 Fax. 232909	Lexicon Shipping Agencies Pvt Ltd Tel. 229951-53 Fax. 229949/50
Hansraj Pragji & Sons Tel. 221650, 255228 Fax. 255228	Logistics Enterprise Pvt Ltd Tel. 255157, 255458 Fax. 255520
H K Dave Pvt Ltd Tel. 221504, 2333632 Fax. 230411	Mathuradas Narndas & Sons Forwards Pvt Ltd, Tel. 252224, 252350, 252115 Fax.252221
Intralink Clearing & Forwarding Tel. 255188 Fax. 23148	Magal Singh & Company Tel. 224030, 255253, 234688
J M Baxi & Co. Tel. 270630/35, 270148/50, 270525 Fax. 270616	Meridian Shipping Services Tel. 233981, 255362 Fax. 230701
Jesia Mistry Agencies Pvt Ltd Tel. 222317, 223317	Megha Shipping Agency Tel. 222671, 255304 Fax. 230937
Jaisu Shipping Company Pvt Ltd Tel. 270428, 270128/538 Fax.270556	Mayur Forwarders Pvt Ltd Tel. 222671, 255304 Fax. 230937
Jivanlal Laloobhai Tel. 220308, 230530 Fax. 231640, 233803	Maritime service Pvt Ltd Tel. 222671, 255304 Fax. 255304
Krishna Clearing Agency Tel. 223813, 230501 Fax. 233135	Marathon Shipping Combine Tel. 222202, 230106 Fax. 255220
Kiran Roadlines Tel. 232297, 231984, 234108 Fax.231422	Shiv Shipping Service Tel. 255568 Fax. 22256
Kandla Clearing Agency Pvt Ltd Tel. 232337, 223211, 223210 Fax.230402	Narendra Forwarders Pvt Ltd Tel. 232504, 231795 Fax. 256678
Kamat & Co. Tel. 223471, 232730, 232729 Fax. 255243, 270779	Natwar Parikh Industries Ltd Tel. 232628 Fax. 232628
K S Chaya & Co Tel. 256604 Fax. 230693	New Dholera Shipping & Trading Company Limited. Tel. 222637 Fax. 255329
Kashyap Shipping Ltd Tel. 220816 Fax. 230030	National Shipping Tel. 232319 Fax. 232319
Kanak Shipping & Transport Tel. 231314, 230543, 222059 Fax.221702	Navjeevan Enterprise Tel. 252611, 252360 Fax. 252515
IEE & Muirhead Pvt Ltd Tel. 231535/36 Fax. 231018.	N. G. Bhanushali & Company Tel. 233648, 256791 Fax. 256879
OTA Kandla Pvt Limited Tel. 220145, 223241, 270450 Fax.223241	Shivji Kanji & Company Tel. 230127, 223728, 223729 Fax.220308

Pravin Bhatt & Sons Tel. 224032, 230079 Fax. 230079	South India Corp. (Agencies) Limited Tel. 234646, 231494, 221276, 255209 Fax.234416
Prime Forwarders Tel. 234047, 232505 Fax. 231345	S J Thacker & Company Tel.255678,221745 Fax.230659
Purshotam Ramjee & Company Tel. 220354, 222287 Fax. 231754	Star Shipping Services Tel.255424,255425,235326(F)255426
Patel Handling Agency Tel. 221718, 224024, 231004, 270017 Fax. 231143	Shivani Shipping, Tel. & Fax.256836
P S Bedi & Company Tel. 223201, 222841 Fax. 255494	Sea Trans Shipping Agency Tel. 255564 Fax. 233228, 233517
Purshotam Chtrabhuj Thacker Tel. 222720	Seaster Shipping Services Tel. 255349 Fax. 232719
Prashant Shipping Tel. 255306, 223927 Fax. 223927	Seaway Shipping Services Tel. 234272 Fax. 232719
Pramukh Forwarders Tel. 255400 Fax. 232602	Star Clearing Agencies Tel. 230273, 255529, 222983 Fax.232719
P M Agency Pvt Ltd Tel. 232553, 233973, 236414 Fax.255413	S S Shipping Agencies Tel. 236605, 238283 Fax. 236605
Raj Shipping Service Tel. 233948, 232402 Fax. 231395	SPN Shipping Services Tel. 222453, 270733 Fax. 236605
Rajesh Shipping Service Tel. 255444, 255450/52, Fax.255151	Sierra Shipping Pvt Limited Tel. 255395 Fax. 232771
Rudra Shipping Service Tel. 220429, 255317 Fax.255317	Sonal Enterprises Tel. 252666, 252053
Rishi Shipping Tel. 220813, 229830, 2555661/2/3 Fax. 238943, 255522 Mr. B K Mansukhani (M)9825225170	S R Clearing Agency Tel. 232974, 255494 Fax. 255494
Rudraksh Shipping Service Tel. 235937 Fax. 255582	St. John Freight System Limited Tel. 235414, 236444 Fax.235414
Sanghvi Freight Forwarders Pvt Ltd Tel. 234993, 234995, 222401 Fax.230508	Siddi Shipping Services Tel. 232356, 230268 Fax.256712
Sri R K Shipping Pvt Ltd Tel. 232028, 231940, 231936 Fax. 232740	Splash Shipping Pvt Limited Tel. 255562, Fax. 220710
Shakti Enterprises Tel. 223531, 221591 Fax. 233898	Thakarshi Madhavji & Sons Tel. 255457, 255458 Fax. 221770
Shree Ambica Commercial Company Tel. 220213, 221253	Trinity Shipping & Allied Services Pvt Ltd Tel. 223703, 230911 Fax. 232060
Shri Maruti Shipping Services. Tel. 270760, 256853, 233245 Fax.220308	Tokto Shipping Services Tel. 234040
Unity Shipping Tel. 255271	Vinson Tel. 220466 Fax. 231948

Umiya Shipping Agency Tel. 255640 Fax. 233625	Vaz Forwarders Ltd Tel. 235317 Fax. 255221
Unique Forwarders Tel. 230080, 255417 Fax. 236131	Varsh Shipping & Travels Tel. 222386, 255300 Fax. 255300
V. Arjoon Tel. 221049, 221335, 222058, 223307 Fax. 234167	Venus Clearing Agency Tel. 233960 Fax. 233362
Velji Dosabhai & Sons Tel. 270220, 270025, 221818, 231423 Fax. 270164, 232363	Vishal Shipping & Handling Tel. 223960 Fax. 233362
Vishvajyoti Enterprises Tel. 252381, 252318 Fax. 253091	Worldwide Cargo Care Pvt Ltd Tel. 221290, 221479, 220307, 230217 Fax. 231913
Velji P & Sons Tel. 255327, 231545, 231546, 270976 Fax. 255328	Zenith Trade Link Tel. 223193 Fax. 255522
Vailash Transport Co. Tel. 233579, 223580	

SURVEYORS AT KANDLA

Adnuralty Marine Services Tel. 235412, 256813 Fax. 256813	Marine Consultants & Surveyors Pvt Ltd Tel. 255293 Fax. 234416
Capt. S. Kochar & co. Tel. 222247, 221084 Fax. 231357	Murray Fenton (India) Surveyors Limited Tel. 235960, 236238 Fax. 233335
Dr. Amin Superintendents & Surveyors Pvt Limited, Tel. 221520, 235636 Fax. 226527	M. M. Cargo Gear & Marine Surveyors Tel. 231385 Fax. 235255
Det Norske Veritas (DNV) Tel. 232712	M.BS. Surveyors Tel. 256782
Geo-Chem Laboratories Pvt Limited Tel. 221841, 222179 Fax. 233743	Navark & Mareng Surveyors & Consultants Tel. 232123, 233270
G. P. Dave & Sons Tel. 234288 Fax. 234382	S.G.S. India Limited Tel. 221857, 238047, 231869 Fax. 232883
Gupta & Associates Tel. 222542 Fax. 222542	S. K. S. Surveyors Assessors Tel. 220555
Inspectorate (India) Consulting Engineering Pvt Limited Tel. 221520, 235636 Fax. 255217	Seascan Surveyors Pvt Limited Tel. 221833, 233639, 221627 Fax. 233639
Indian Register of Shipping & Indian Register Quality System Tel. 238623, 233695 Fax. 233695	Sterling Surveyors Tel. 230216 Fax. 230216
Iteng Engineering Tel. 221520, 255429 Fax. 255247	Technomar Surveyors Pvt Limited Tel. 221966
J B Boda Surveyors Pvt Limited Tel. 231801, 231946 Fax. 231693	TCRC Surveyors Tel. 220862, 230050 Fax. 230050

Lloyds Register of Shipping Tel. 234068	Uni Lab (India) Surveyors and Superintendents Tel. 255503
Mitra S K Pvt Limited Tel. 222648	Universal Cargo Inspection Agencies Tel. 222542
Metcalfe Hodgkinsons Pvt Limited Tel. 220940, 221740, 233707, 221845 Fax. 231629	U Marine (India) surveyors Tel. 220070 Fax. 233228

THE TELEPHONE NUMBERS OF SOME IMPORTANT PERSONNEL

Sr. No.	Name and Designation	Fax / Mobile	Telephone (Office)	Telephone (Resi)
1	District Collector, Bhuj	250430	250020	250350
2	Resident Add. Collector, Bhuj	250430 9978405099	250650	
3	Superintends of Police, Bhuj,	99784 05073	250444 250250	250850
4	Asstt. Supdt. Of Police, Bhuj		253405	250850
5	Dy. Collector, Anjar	99784 05079	243345	243345
6	Mamlatdar, Anjar		242588	243362
7	Mamlatdar, Gandhidham.	75670 03975	250475 250270	222875 250475
8	Traffic Manager, IOC	234396	231871	236442
9	Air Force Commander, Jamnagar		2550245	-
10	Collector, Jamnagar		2555869	2554059
11	Commandant, BSF, Gandhidham		223845	
12	Mrs. Vinod Chawda, MP, Kachchh		225466	
13	Mr. Vasan Ahir, MLA, Anjar	9825025148		
14	Dr. Nimaben Acharya, MLA, Bhuj	9825226700	220715	
15	Smt. Malti Kishor, MLA, Gandhidham	9978744142		
16	Shri Virendrasinh Bahadursinh, MLA, Mandvi	9825038136		
17	Smt. Santokben Bhachubhai, MLA, Rapar	9920539292		
18	Shri Pradhyumansinh Mahipatsinh, MLA, Abdasa	9427767007		
19	Kum. Tulsi P. Anandani, SRC	260401	260404 260811	260631
20	Civil Surgeon, GK Gen. Hospital, Bhuj		+91-02832-246417/18 +91-02832-258071 +91-02832-258080	

IMPORTANT TELEPHONE NUMBERS OF INDIAN METEOROLOGICAL DEPARTMENT

Weather Related (National)		
DR.K SATHI DEVI, SCIENTIST-F	Phone :011-24631913	Email :wxchannel@gmail.com
Website Related		
MR. SANKAR NATH, SCIENTIST-E	Phone :01143824320	Email :sankar.nath@imd.gov.in
Data Related		
DR. D S PAI, SCIENTIST-G	Phone :91-020-25535877	Email :ds67.pai@imd.gov.in
Procurement/Tender Related		
MR.KHUSHBEER SINGH, SCIENTIST-F	Phone :91-11-24632234	Email :kushvir.singh@imd.gov.in
Administrative Matters Related		
MR. Y K REDDY, SCIENTIST-F	Phone :91-11-43824302	Email: yk.reddy@imd.gov.in

State Level Forecast/Data Related			
ANDAMAN & NICOBAR	MR. PRAVAT RABI NASKAR, SC-C	Phone :91-01-9970501871	Email :pravat.naskar@imd.gov.in
ARUNACHAL PRADESH	DR.S O SHAW,SC-E	Phone :91-361-2840206	Email :sanjay.shaw@imd.gov.in
ANDHRA PRADESH	MS.S STELLA,SC-E	Phone :91-021-8331086974	Email :s.stella@imd.gov.in
ASSAM	DR.S O SHAW,SC-E	Phone :91-361-2840206	Email :sanjay.shaw@imd.gov.in
BIHAR	MR. VIVEK SINHA,SC-F	Phone :91-612-2251086	Email :vivek.sinha@imd.gov.in
CHANDIGARH	MR.SURENDER PAUL,SC-F	Phone :91-172-2629981	Email :surender.paul@imd.gov.in
CHHATTISGARH	MR.H A K SINGH,SC-D	Phone :91-771-4915258	Email :ha.singh@imd.gov.in
GUJARAT	DR.JAYANTA SARKAR,SC-F	Phone :91-79-29705011	Email :j.sarkar@imd.gov.in
DELHI	MR. ANAND KUMAR SHARMA,SC-G	Phone :91-11-24690279	Email :anand.sharma870@gmail.com
GOA	MR. M RAHUL,SC-C	Phone :91-832-2425547	Email :rahulm.89@imd.gov.in
DADRA & NAGAR HAVELI & DAMAN & DIU	DR.JAYANTA SARKAR,SC-F	Phone :91-79-29705011	Email :j.sarkar@imd.gov.in
HARYANA AND PUNJAB	MR.SURENDER PAUL,SC-F	Phone :91-172-2629981	Email :surender.paul@imd.gov.in
HIMACHAL PRADESH	MR.MANMOHAN SINGH,SC-F	Phone :91-177-2626211	Email :manmohan.singh@imd.gov.in
JHARKHAND	DR S D KOTAL,SC-F	Phone :91-651-2970311	Email :sd.kotal@imd.gov.in
JAMMU & KASHMIR	MR.SONAM LOTUS,SC-E	Phone :91-194-2430112	Email :sonam.lotas@imd.gov.in
KARNATAKA	DR. GEETA AGNIHOTRI,SC-E	Phone :91-80-22244419	Email :g.agnihotri@imd.gov.in
KERALA	MR.K SANTOSH,SC-F	Phone :91-471-2322471	Email :k64.santosh@imd.gov.in
LADAKH	MR.SONAM LOTUS,SC-E	Phone :91-194-2430112	Email :sonam.lotas@imd.gov.in
LAKSHADWEEP	MR.K SANTOSH,SC-F	Phone :91-471-2322471	Email :k64.santosh@imd.gov.in
MAHARASTRA	MR.K S HOSALIKAR,SC-G	Phone :91-22-22150517	Email :ks.hosalikar@imd.gov.in
MADHYA PRADESH	MR.JAINENDRA KS YADAV,SC-E	Phone :91-755-2552743	Email :jk.yadav@imd.gov.in
MANIPUR	DR.S O SHAW,SC-E	Phone :91-361-2840206	Email :sanjay.shaw@imd.gov.in
MEGHALAYA	MR.RAKESH KUMAR,SC-C	Phone :91-8729816312	Email :rakeshkumar.90@imd.gov.in
ODISHA	MR.H R BISWAS,SC-E	Phone :91-674-2596010	Email :hr.biswas@imd.gov.in
MIZORAM	DR.S O SHAW,SC-E	Phone :91-361-2840206	Email :sanjay.shaw@imd.gov.in
NAGALAND	DR.S O SHAW,SC-E	Phone :91-361-2840206	Email :sanjay.shaw@imd.gov.in
PUDUCHERRY	DR.S BALACHANDRAN,SC-F	Phone :91-44-28276034	Email :s.balachandran@imd.gov.in

RAJASTHAN	MR.RADHESHYAM SHARMA,SC-C	Phone :91-141-2790696	Email :rs.sharma84@imd.gov.in
SIKKIM	DR. GOPI NATH RAHA,SC-E	Phone :91-3592-203427	Email :gopi.raha@imd.gov.in
TELANGANA	DR. N KOPPARTHI,SC-E	Phone :91-40-27908507	Email :n.kopparthi@imd.gov.in
TAMIL NADU	DR.S BALACHANDRAN,SC-F	Phone :91-44-28276034	Email :s.balachandran@imd.gov.in
TRIPURA	MR DILIP SAHA,SC-F	Phone :91-381-2342253	Email :dilip.saha@imd.gov.in
UTTARAKHAND	MR. BIKRAM SINGH,SC-F	Phone :91-135-2660900	Email :bikram.singh@imd.gov.in
UTTAR PRADESH	MR. J P GUPTA,SC-F	Phone :91-522-2435406	Email :jp62.gupta@imd.gov.in
WEST BENGAL	DR.SANJIB BANDYOPADHYAY,SC-F	Phone :91-33-24793782	Email :s.bandopadhyay@imd.gov.in

DISASTER MANAGEMENT CELL

Chief Executive Officer,
9978407002 (M), 079-3259276 (O)
079-23254900 (R)
079-3259248 (FAX)

TELEPHONE NOS. OF STATE MINISTERS

Sr. No.	Name & Designation	Phone (Office)	Residential Address	Office /Block /Floor
1	Shri Vijaybhai Ramniklal Rupani Chief Minister, General Administration, Industries, Home, Urban Development, Ports, Mines and Minerals, Information and Broadcasting, petrochemicals, Climate Change, Planning, Science and Technology, Water Resources, All policies and All matters not allotted to other Ministers	23232611 to 23232613, 23250073, 23250074, (Fax) 23222101 Email Id: osd2cm@gmail.com osd2cm@gmail.com	Bungalow No.-26 Minister's Residence Complex Sector-20 Gandhinagar-382021	Swarnim Sankul-1 3rd Floor, Sachivalay, Sector- 10 Gandhinagar-382010
2	Shri Nitinbhai Patel Deputy Chief Minister, Finance, Road and Building, Health and Family Welfare, Medical Education, Narmada, Kalpasar, Capital Project	23238072, 23248007, 23250106 to 23250110, (Fax) 23257616 (V.) 23251058, (V.) 23253194 Email Id: deputycm@gujarat.gov.in	Bungalow No.-20 Minister's Residence Complex Sector-20 Gandhinagar-382021	Swarnim Sankul-1, 2nd Floor, Sachivalay, Sector- 10 Gandhinagar-382010
3	Shri Ranchhodbhai Chanabhai Faldu Minister, Agriculture, Rural Development, Fisheries, Transport.	23250101 to 23250105 (Fax) 23257973 Email Id: minagri@gujarat.gov.in	Bungalow No.-4 Minister's Residence Complex Sector-20 Gandhinagar-382021	Swarnim Sankul-1 2nd Floor, Sachivalay, Sector- 10 Gandhinagar-382010
4	Shri Bhupendrasinh Manubha Chudasama Minister, Education (Primary, Secondary and Adult), Higher and Technical Education, Law and Justice, Legislative and Parliamentary affairs, Salt Industry, Cow-Breeding and Civil Aviation.	23243389, 23238076, 23250116-19 (Fax) 23250120 (V.) 23253173, (V.) 23253174 (V.) 23250988 Email Id: mindu@gujarat.gov.in	Bungalow No.-10 Minister's Residence Complex Sector-20 Gandhinagar-382021	Swarnim Sankul-1 2nd Floor, Sachivalay, Sector- 10 Gandhinagar-382010

Sr. No.	Name & Designation	Phone (Office)	Residential Address	Office /Block /Floor
5	Shri Kaushikkumar Jamnadas Patel Minister, Revenue	23238109, 23243502, 23250131, 23250132, 23250133, 23250134 23256428 (Fax) 23250135 Email Id: minrev@gujarat.gov.in	Bungalow No.-22 Minister's Residence Complex Sector-20 Gandhinagar-382021	Swarnim Sankul-1, 1st Floor, Sachivalay, Sector- 10 Gandhinagar-382010
6	Shri Saurabh Patel Minister, Energy	23238152, 23243506, 23250211 23250212 (Fax) 23250215 Email Id: minener@gujarat.gov.in	Bungalow No. 5, Ministers Residence Complex Sector-20, Gandhinagar-382021.	Swarnim Sankul-1, 1st Floor, Sachivalay, Sector- 10 Gandhinagar-382010
7	Shri Ganpatbhai Vestabhai Vasava Minister, Tribal Development, Tourism, Forest, Women and Child Welfare.	23251934, 23251935, 23251936 23251937, 23251938 (Fax) 23251939 (V.) 23253173, (V.) 23253174 (V.) 23250988 Email Id: minforest@gujarat.gov.in	Bungalow No. 11, Ministers Residence Complex Sector-20, Gandhinagar-382021.	Swarnim Sankul-1, 1st Floor, Sachivalay, Sector- 10 Gandhinagar-382010
8	Shri Jayeshkumar Viththalbhai Radadiya Minister, Food, Civil Supplies and consumer Affairs, Cottage Industries, Printing and Stationery.	23250225, 23250226, 23250228 23250229, 23250230 (Fax) 23250263 (V.) 23253140, (V.) 23253141 Email Id: minfcs@gujarat.gov.in	Bungalow No. 30, Ministers Residence Complex Sector-20, Gandhinagar-382021.	Swarnim Sankul-1, 1st Floor, Sachivalay, Sector- 10 Gandhinagar-382010
9	Shri Dilipkumar Viraji Thakore Minister, Labour and Employment, Disaster Management, Pilgrimage Development	23221186, 23238075, 23250126, 23250127, 23250128, 23250129 23251978 (Fax) 23250306 (V.) 23250845, (V.) 23253112 (V.) 23253113 Email Id: minlabour@gujarat.gov.in	Bungalow No.14, Ministers Residence Complex , Sector-20 Gandhinagar-382021	Swarnim Sankul-1, 1st Floor, Sachivalay, Sector- 10 Gandhinagar-382010

Sr. No.	Name & Designation	Phone (Office)	Residential Address	Office /Block /Floor
10	Shri Ishwarbhai (Anil) Ramanbhai Parmar Minister, Social Justice and Empowerment (including welfare of Scheduled Castes, Welfare of socially and educationally backward classes)	23250218, 23250224, 23250236 (Fax) 23250264 Email Id: minsje@gujarat.gov.in	Bungalow No.16, Ministers Residence Complex , Sector-20 Gandhinagar-382021	Swarnim Sankul-1, 2nd Floor, Sachivalay, Sector- 10 Gandhinagar-382010
11	Shri Kunvarjibhai Mohanbhai Bavaliya Minister, Water Supply, Animal Husbandry, Rural Housing	07923250195, 07923250186, 07923250187, 07923250188, (Fax) 07923250189 Email Id: minws@gujarat.gov.in	Bungalow No.18, Ministers Residence Complex , Sector-20 Gandhinagar- 382021	Swarnim Sankul-2, 1st Floor, New Sachivalaya, Sector-10 Gandhinagar-382010
12	Shri Jawaharbhai Pethalajibhai Chavda Minister, Tourism, Fisheries	07923257012, 07923257013, 07923257014, 07923257015, (Fax) 07923257016 Email Id: mintourism@gujarat.gov.in	Bungalow No.37, Ministers Enclave, Sector-20 Gandhinagar- 382021	Swarnim Sankul-2, 1st Floor, New Sachivalaya, Sector-10 Gandhinagar-382010
13	Shri Pradeepsinh Bhagwatsinh Jadeja Minister of State, Home, Energy, Legislative and Parliamentary affairs, Law and Justice, (Minister of State) Police Housing, Border Security, Civil Defence, Gram Rakshak Dal, Jail, Prohibition Excise, Co- ordination of voluntary organizations, Non-resident Gujaratis Division, Protocol (All Independent Charge).	23250266 to 23250269 (Fax) 23250270 (V.) 23250878 (V.) 23253108 (V.) 23253109 Email Id: moslegal@gujarat.gov.in	Bungalow No.38, Ministers Residence Complex , Sector-20 Gandhinagar-382021	Swarnim Sankul-2, 3rd Floor, Sachivalay, Sector- 10 Gandhinagar-382010

Sr. No.	Name & Designation	Phone (Office)	Residential Address	Office /Block /Floor
14	Shri Parshottambhai Odhavjibhai Solanki Minister of State, Fisheries	23250141 to 23250144 23257864 (Fax) 23250145 (V.) 23251974 (V.) 23251975 Email Id: mosfisheries@gujarat.gov.in	Bungalow No.19, Ministers Residence Complex , Sector-20 Gandhinagar-382021	Swarnim Sankul-2, 4th Floor, Sachivalay, Sector- 10 Gandhinagar-382010
15	Shri Bachubhai Maganbhai Khabad Minister of State, Rural Housing, Rural Development, Animal Husbandry, Cow Breeding	23251946 to 23251949 (Fax) 23251950 (V.) 23250893 (V.) 23253124 (V.) 23253125 Email Id: mosah@gujarat.gov.in	Bungalow No.3, Ministers Residence Complex , Sector-20 Gandhinagar- 382021	Swarnim Sankul-2, 1st Floor, Sachivalay, Sector- 10 Gandhinagar-382010
16	Shri Jaydrathsinhji Chandrasinhji Parmar Minister of State, Agriculture (Minister of State) Panchayat, Environment(Independent Charge)	23250168 to 23250170 23255855 (Fax) 23257010 (V.) 23250881 (V.) 23253107 Email Id: mosrnb@gujarat.gov.in	Bungalow No.33, Ministers Residence Complex , Sector-20 Gandhinagar-382021	Swarnim Sankul-2, 3rd Floor, Sachivalay, Sector- 10 Gandhinagar-382010
17	Shri Ishwarsinh Thakorbbhai Patel Minister of State, Co-operation, Sports, Youth and Cultural activities (Independent Charge), Transport (Minister of State)	23250190 to 23250194 23250262 (Fax) 23251976 (V.) 23250960, (V.) 23241302 (V.) 23251302 Email Id: moscoop@gujarat.gov.in	Bungalow No.21, Ministers Residence Complex , Sector-20 Gandhinagar-382021	Swarnim Sankul-2, 4th Floor, Sachivalay, Sector- 10 Gandhinagar-382010

Sr. No.	Name & Designation	Phone (Office)	Residential Address	Office /Block /Floor
18	Shri Vasanbhai Gopalbhai Ahir Minister of State, Welfare of socially and educationally backward classes, Tourism	23250205 to 23250208 23250209 (Fax) 23250285 Email Id: mossebc@gujarat.gov.in	Bungalow No.36, Ministers Residence Complex , Sector-20 Gandhinagar-382021	Swarnim Sankul-2, 2nd Floor, Sachivalay, Sector- 10 Gandhinagar-382010
19	Smt. Vibhavariben Vijaybhai Dave Minister of State, Women and Child Welfare, Education (Primary and Higher Education) and Pilgrimage.	23251940 to 23251944 (Fax) 23257966 Email Id: mosedu@gujarat.gov.in	Bungalow No.6, Ministers Residence Complex , Sector-20 Gandhinagar- 382021	Swarnim Sankul-2, 2nd Floor, Sachivalay, Sector- 10 Gandhinagar-382010
20	Shri Ramanlal Nanubhai Patkar Minister of State, Forest and Tribal Development.	23250181 to 23250185 (Fax) 23250180 Email Id: mosforest@gujarat.gov.in	Bungalow No.12/ A, Ministers Residence Complex , Sector-20 Gandhinagar-382021	Swarnim Sankul-2, 2nd Floor, Sachivalay, Sector- 10 Gandhinagar-382010
21	Shri Kishor Kanani (Kumar) Minister of State, Health and Family Welfare, Medical Education	23250271 to 23250275 23251977 (Fax) 23250274 Email Id: moshnfw@gujarat.gov.in	Bungalow No.12, Ministers Residence Complex , Sector-20 Gandhinagar-382021	Swarnim Sankul-2, 2nd Floor, Sachivalay, Sector- 10 Gandhinagar-382010
22	Shri Yogesh Patel Minister of State, Narmada, Urban Housing	23250162 to 23250165 (Fax)23250292 Email Id: mosnaruh@gujarat.gov.in	Bungalow No.35, Ministers Enclave , Sector-20 Gandhinagar- 382021	Swarnim Sankul-2, 3rd Floor, Sachivalay, Sector- 10 Gandhinagar-382010
23	Shri Dharmendrasinh Merubha Jadeja Minister of State, Food, Civil Supplies and Consumer Protection (Consumer Affairs), Cottage Industries	23250151 to 23250154 (Fax) 23250130 Email Id: mosFcsci@gujarat.gov.in	Bungalow No.29, Ministers Enclave , Sector-20 Gandhinagar- 382021	Swarnim Sankul-2, 4th Floor, Sachivalay, Sector- 10 Gandhinagar-382010

Control Room (Earthquake, Gandhinagar):

Commissioner of Relief

Revenue Department

Block No. 2, Basement.

New Sachivalaya.

Phone Nos. (02712) 51902, 51904, 51905, 51906, 51916, 51912, 51917**GUJARAT STATE DISASTER MANAGEMENT AUTHORITY****TEL. NOS OF SENIOR OFFICIALS**

Sr. No.	Name and Designation	Office	Residence	Mobile
1.	Chief Executive Officer, GSDMA	079-3259276 Fax.0793259248		9978407002
2.	Addl. CEO, GSDMA	079-3259502 Fax.0793259275	079-6309273	9825095148
3.	Director (Admn.)	079-3259278		9978407005

DISTRICT LEVEL AUTHORITIES (EAST)

Name and Designation of Officer	Fax	Telephone Nos. (Office)	Telephone Nos. (Residence)
District Collector, Bhuj. Mob. 9978406212	250430	(02832) 250020	02832-250350
Resident Add. Collector, Bhuj Mob. 9978405099	250430	250650	
Mr. Deepakkumar Menghani (IPS) S. P.-(Purab), Mob. 9978405690		280233	
Mr. C.R. Kotad, GPS Dy. SP (Anjar) Mob. 9825304239	243254		
Mr. D.R. Agrawat (GPS) Dy. SP (HQ) Mob. 9825225071			
Mr. Chirag Patel, (GPS) Dy. SP. Mob. 9824543004	0837-224040		
Control Room (DC-5) Purab	280287		
Mr. Vinod Chawda, M.P., Kachchh		+91 2832 225466	
Dy. Collector, Anjar Mob. 9825228049		2832 250020	243363
Mamlatdar, Anjar Mob. 9879278174		02836 42588	
Mamlatdar, Gandhidham Mob. 7567003975		02836250270	
Collector, Jamnagar		2555869	2554059
Collector's Control Room, Bhuj.		+91 2832 50650	-
Dy. Mamlatdar, Gandhidham		250270	
Civil Defence, Gandhidham		230603	

PGVCL, Gandhidham	0281-2380428	2380425 / 2380427	
GW & SB, Gandhidham		220975	
GSRTC, Gandhidham		1800 233 666666 / 07922835000	
Duty Officer, All India Radio, Bhuj		02832 221 254 +91- 94264 21254	
State Information Dept. (Shri Sony) (m) 9879012714		224859 250954	253034 252855
Air Force, Duty Officer, Bhuj		252501 252502	
Air Force, Bhuj		223450	
Air Port, Bhuj	297048	297049, 8432742678	
Aerodrome Officer, Kandla		+91-2836-269401, +91-02836-269404	223247
Indian Navy, Jamnagar		550263 to 5	550825
Air force, Jamnagar		550245 to 7	550247

POLICE AUTHORITIES

Name and Designation of Officer	Telephone Nos. (Office)
PARIXITA RATHORE, S. P. (Purab)	02832-280233
Dy. SP (Anjar)	02836-243345, 02836-243345
Dy. SP(HQ)9825225071	243254
Dy. SP.9824543004	224040
Police Control Room,DC-5,Poorab, Gandhidham	02832-253050
Police Control Room, Bhuj	2832 253593 / 2832 250960
Dy. Supdt. Of Police, Anjar	02836-243345, 02836-243345
Dy. Supdt. Of Police – Bhachau	02837-224040
Bhachau Police Station	02837-224036
Anjar Police Station	02836 – 242517
Gandhidham Police Station	A. 100/232500/229513 B. 02836 233752
Kandla Police Station	02836-270999
Adipur Police Station	02836-260615
Air Commander, Jamnagar	0288-2569500/7421
Commandant, BSF, GIM	223845
Air Force Commander, Bhuj	(02832)244005-10
Army, Bhuj, C.O 128 AD Regmt	229239,229942

LIST OF CIVIL ELECTRICAL AND MECHANICAL CONTRACTORS

Sr. No.	Name & Address of Contractor	Office	Resi	Mobile
1	Mr. Dilip Bhandbe, M/s Mukund Ltd.	223412		
2	M/s. Maheshwari Const. Co., SDX-N-5, Gandhidham-Kutch Mr Rameshbhai	232134		
3	M/s. Apex Engineers, Bajaj Chambers, 12/B, Gandhidham – Kutch (Mr. Vishal)	222002 222223		9898226666
4	M/s. Gadhvi Constructions, Plot No.524, Sector – 5, Gandhidham – Kutch	235772		9426215258
5	M/s. Advance Builders & Contractors, B-23, Apnanagar, Gandhidham – Kutch.		232864 234242	9825255934
6	M/s. Mohan Construction Co., 415, 2/B, Adipur (Mr.Mohan)		264140	9825174351
7	M/s. Star Decorators, 17, Plot No.5, 12/A, National Highway, Gandhidham – Kutch (Mr. Vinod Bajaj)	221450		
8	M/s. Kamal P. Chellani, DBZ-S-81-A, Gandhidham-Kutch (Mr.Kamal)			9825221542
9	M/s. K.K.Construction, E-71, Gujarat Housing Society, Devi Krupa, Sector –5, Gandhidham (Mr Milanbhai)			230064
10	M/s. Mepabhai Madan, Plot No. 21/22, Sector-9, Opp. DPT Office, Gandhidham Mr Rajubhai	222209 222210		233627
11	M/s. S. B. Singh, B-110, Sapna Nagar, Gandhidham – Kutch	239351		
12	M/s. Dipesh Construction Co., 11, Apurva Chambers, Ganga Gate, Anjar – Kutch. (Mr. Parth) (Mr. Sukhdevbhai)	242997	243319	9824294260 9825179040
13	M/s. Raj Construction Co., Deepak Complex, Plot No.315, Ward 12/B, Gandhidham-Kutch Mr Rajesh Makhijani	220911		
14	M/s. M. V. Rajani,444, 2/B, Matruchhaya,Rambaugh Road, Adipur – Kutch (Mr. Narayan)	260800 262920		9825225690

Sr. No.	Name & Address of Contractor	Office	Resi	Mobile
15	M/s. Bhimji Velji Sorathia, 21, Nilesh Park, Plot No.80, Sector – 8, Near New Court Building, Gandhidham – Kutch (Mr. Bhimji Velji)	231383		9825225948
16	M/s. Sollone & Parco Engg. Co., CCX-165, Adipur – Kutch (Mr Ravi Solanki)	261298 263248		9825222919
17	M/s. Mahesh Construction, Plot No. 415, 2/B, Adipur- Kutch (Mr. Mahesh)		264140	9825091599
18	M/s. Patel Construction Co. Zanda Chowk, Gandhidham (Mr. Tejabhai Kangad)	220421		9825227199
19	M/s. M. G. Bhavnani, Plot No.102, Sector 1/A, Gandhidham – Kutch			9825191636
20	M/s. Patel Engineering Works, Gandhidham	231832		
21	M/s. H.M.G. Gandhidham	235710 234609		
22	M/s. Mukund Limited Mumbai	022- 25347373		
23	M/s. Bajaj Electric Mumbai	022- 23724192		
24	M/s. Mishra Brothers Gandhidham	221172		
25	M/s. Sonu Electricals 18, K.P.Shopping Centre, Near Jivan Bharati School, Karelibaug, Vadodara-390018 Shri Jayendrasingh.B. Thakker	0265- 2464108	2647886	
26	M/s. Ravi Electronics, "Prashant", 20, New Jagnath Rajkot – 360 001 Mr. G.K.Patel	465256 460 253		
27	M/s Megha Technicals, CCX – 165, Adipur – Kutch (Mr. Ravi Solanki)	261298 263248		9375320232
28	M/s Maruti Construction, Gandhidham – Kutch			9824893851
29	M/s Ramesh Meghji Sorathia, Anjar – Kutch			9825225948
30	M/s Mohit Construction, B-168, Shaktinagar, Gandhidham – Kutch			9825227072

LIST OF SALT LAND LESSEES

Sr. No.	Name of Salt Works	Contact Person	Tel. No. Office	Tel. No. Residence
1	Asstt. Salt Commissioner, Gandhidham	Mr. Jagdish Tripathi	233670	263690
2	M/s. Kanoria Chemicals and Ind. Ltd., Plot No.220, Sector -4, Gandhidham	Mr. B. N. Singh, Mr. J. Singh Factory -	229470 0237-74433	283325 9825225841
3	Shree Krishna Salt Industries, Central Bank Compound, Gandhidham	Mr. Kantibhai Thakkar Mr. Vikash Patel Mb: 9825206214	234727 233990	235315 234089
4	M/s. Chirai Salt Works, DBZ-S-46, Jawahar Chock, Gandhidham.	Mr.Sureshbhai Mr.Parasbhai Mb: 9825225181 Mr.Mayajar	221109 221267 9826214709	234386 233081
5	M/s. Bhuvneshwari Salt Works, TCX-S-62, Gandhidham	Mr.Sreechandji Jain Mob: 9825222269	237114 235203	233605 236860
6	M/s. Dangershee Salt Works, Shop No. D-93, P.B.No.9, Gandhidham	Mr.Hiralal Parekh Mb: 9825019661 Mr. R.B.Agrawal Mb: 9825019662 Mr. Bhikhabhai (Salt Area)	222765 223440 9825225667	232767
7	M/s. Shree Laxmi Salt Allied Ind., "Shree Sadan", 207 / 12-B, Gandhidham	Mr. Rajubhai Rathi Mr. Rameshbhai Rathi Mob.: 9824214901	232167	232167 235482
8	M/s. Jyoti Salt Industries, "Sukh Sadan", Opp. Hotel President, Gandhidham	Mr.Acharya Sukhdevbhai Mr. Sukhdevbhai Acharya Mb: 9825226075	223776 221082 221089 223094	221876
9	M/s. New Kandla Salt and Chemical Co., "Maitri Bhavan", Plot No.18, Sector 8, Gandhidham	Mr. Ashokbhai Sanghvi Mr. Babulalji Sanghvi Mb: 9825226091 Mr. Sukhrajibhai Mb: 98252 26011	232227 231588 234087	234325 231814 232122
10	M/s. Kutch Salt Works, New Kandla	Mr. Mitenbhai Mb: 9825225990 Mr. S.P.Giria, Works Manager, Mb: 9825228085	234659 022-22040561 22041598 270371	238633

Sr. No.	Name of Salt Works	Contact Person	Tel. No. Office	Tel. No. Residence
11	M/s. Vijay Salt Works and Allied Industries, "Friends House", P.No. 50, Sector -1A, P.B.No.106, Gandhidham	Mr. Harishbhai Chaturani Mb: 9825064241 Mr. Babulal Nahata Mr. Lalchandji Nahata	231119 252247 223743	234856 9825228398
12	M/s. Rajesh Salt Works, "Chandan Chambers" National Highway, Plot No.18, 12/A, Gandhidham.	Mr. Kishorbhai Thakkar Mob: 9825177081 Mr. Rameshbhai Mb: 9825226026	220586 221048 222301	234387
13	M/s. Western Chemical, DBZ-S-151, Gandhidham	Mr. Naranbhai Mb: 9825226092	233185 230913	230141
14	M/s. Urvakunj Nicotine Ltd., Central Bank Compound, Plot No.31, Sector No.9, Gandhidham	Mr. Mahendrabhai Patel - 9825206214 Mr. Vikash Patel Mb: 9825226214	234727	234480
15	M/. Friends Salt Works, "Maitri Bhavan", Plot No.18, Sector No.8, Gandhidham	Mr. Babulalji Mb: 9825226015 Mr. Ashokbhai Mb: 9825226091 Mr. Sukhrajibhai Mb: 9825226011	232227 231588 234087	231646 231814
16	Smt. Savitri H.Pandya, DBZ-N-21/A, Gandhidham	Mr. Jagdihbhai	220212 238112	255612
17	Smt. Vimlaben.H. Pandya, DBZ-N-21/A, Gandhidham	Mr. Jadishbhai Mr.Amritlal Pandya Mb: 9825225212	220212/ 238112/ 238212/ 255612 Fax: 222930	
18	M/s. Rajendra Salt Works, D-125, Jawahar Chowk, Gandhidham	Mr. Tarachand	-	-
19	Mr Natwarlal Agrawal, TCX-S-75, Gandhidham	Mr. Natwarlal Mb: 9825393555	222672	231564
20	Mr Indrumal Khubchand, C/o Gulab Salt Works, D-125, Jawahar Chowk, Gandhidham	Mr. Tarachand	233041 234388	234937
21	Mr Virji Khimji C/o Ajit Salt works, D-75, Gandhidham	Mr. Kirtibhai	220310	-
22	Mr Girdharilal.S. Agrawal, Plot No.126, Ward - 12/B, Gandhidham	Mr. Girdharilal	232862	234755

Sr. No.	Name of Salt Works	Contact Person	Tel. No. Office	Tel. No. Residence
23	Mr Vijay Kumar.D. Palan & Mri Jagdish Kumar.D.	Mr. Navrotambhai Palan	220310	-
24	M/s. Satya Salt Works, DBZ-S-183, Gandhidham	Mr. Candubhai Mb: 9825225911	224055 221445	234739 234469
25	Shri Premji Gangji Soni, DBZ-S-183, Gandhidham	Mr. Mahesh Soni	221263	-
26	Smt. Geetadevi P. Chaturani Plot No.13, Sector 1, Gandhidham	Mr. Romesh / Ashwin Mr. Dayalbhai Chaturani, Mb:9825064245	221048 256713 220586 256706 Fax: 222930	-
27	Shri Rashmin A.Pandya DBZ-N-21/A, Gandhidham	Mr. Jagdish Pandya	220212 238112 238212 Fax: 222930	-
28	M/s. Neelkanth Enterprise, DBZ-S-60, Gandhidham	Mr. Shamjibhai Mb: 9825 25711	220421 220103 Fax: 223560	231485
29	Dayalal G.Chaturani Shop No.1 to 4, "Chandan Chamber" Plot No.18, Ward No.12, Gandhidham	Mr.Dayal	221048 220588	-
30	Shri Chaganlal Punamchand, DBZ-N-197, Gandhidham	Mr. Chaganlal	220545	-

LIST OF STEVEDORES AT THE PORT

Sr. No.	Name	Address	Fax No.	Telephone Nos.	
				Office	Resi.
1	M/s. Cargo Movers	"Cargo House" BBZS-32A, Gandhidham	231687	220453 231365	261280
2	M/s. DBC & Sons (P) Ltd.	Seva Sadan-II, Room No. 303 / 304, New Kandla	270631	270503 270263 270348	-
3	M/s. A.V.Joshi & Co.	Plot No. 18, Sector-8, Maitry Bhavan, Nr. Post Office, Gandhidham -Kutch	233924	231070 232227 231588	234909
4	M/s. Agarwal Handling Agencies	DBZ-N-47, Gandhidham - Kutch	232749	220282 233187	232749
5	M/s. ACT Shipping P. Ltd	Seva Sadan-II, Room No. 206/207, New Kandla	232175	270111 270112 270015 229967 231734	261308 231416
6	M/s. Cargo Carriers	214/215, Rishab Corner, Plot 93, Sector- 8, GIM	230030	220816 231649 230030	231694
7	M/s. Cargo Clearing Agency (Gujarat)	Plot No. 271, Ward 12- B, Gandhidham	233034	221721 220655	231452
8	M/s. Chotalal Premji Stevedores Pvt. Ltd	C-8, Shaktinagar, GIM	231509	270009	-
9	M/s. Hiralal Maganlal & Co.	C-11, GIDC Area, Gandhidham - Kutch	223914	223914 231832	223878 232430
10	M/s. New Dholera Shipping Company	Goyal Commerce Centre Building - 1, Plot No.259, Ward 12B, Gandhidham - Kutch	-	222637 232267	237284
11	M/s. J.M. Baxi & Co.	Seva Sadan - II, Room No. 301 / 306, New Kandla	270646	270630 270550 270448	260427
12	M/s. Pestonjee Bhicajee (Kutch)	Seva Sadan-II, Room No.203, New Kandla	270650 270556	270257 270367 270221	262914
13	M/s. OTA Kandla Pvt. Ltd.	BBZ-N-324, Gandhidham	223241	220145 270560	223241
14	M/s. Purshotamdas Jeramdas & Co.	5, Vaswani Chamber, Plot 16, Sector-8, GIM	222850	238242 222598	220598

Sr. No.	Name	Address	Fax No.	Telephone Nos.	
				Office	Resi.
15	M/s. R. Tulsidas & Co.	Ahit Building , Plot No.323, Gandhidham – Kutch	232308	222717 221943	-
16	M/s. Robinsons	101 / 102, Maritime House, Plot No.45, Sector – 9A, Gandhidham – Kutch	234394	221578 223836	231767
17	Rishi Shipping	Plot 50, Sector 1/A GIM	238943	229830 229831	
18	M/s. Vinsons	BBZ-S-25, Gandhidham – Kutch	231948	220466	222395 239460
19.	Sical Logistics Ltd	403, 4 th Floor, Madhuban Complex, OSLO, GIM	234416	234646 234194	
20	Parekh Marine Agency	C-8, Shaktinagar GIM	231509	229297 221158 230587	
21	Krishna Shipping and Allied Services	Transport Nagar, NH GIM	233135	230501 223814 229085	
22	Kevar Carrier Handling & Transport	Shop 24, Tolani Chamber, Sector –8 GIM	228298	228298	
23	Trinity Shipping & Allied Industries	Trinity House, Plot 46 Sec 1/A, GIM	232060	230911 230910	
24	Velji P & Sons(P) Ltd	2 nd Floor, Deepak Complex, 315, 12/B GIM	236168	231545 231546 225466	
25	Asean Marine Services	Ashit Bldg, Plot 33 Sector 1/A, GIM	232308	222717 221943 222145	
26	Rishikiran Roadlines	Kiran House, Plot 8 Sector 8, GIM	231422	231894 234108	
27	Universal Shipping Services	Hotel Sea Bird, Plot 173, Sector 1/A GIM	235251	230663 226050 226037	
28	R.T.Bhojwani & Sons	DBZ –S- 146, GIM	232423	222211 221831	
29	Logistic Enterprises(P) Ltd	C-8, Shaktinagar, GIM	231509	235341 230587	
30	Seaways Shipping (P) Ltd	2 nd Floor, Plot 351 Ward 12/B, GIM		226183 237147	

Sr. No.	Name	Address	Fax No.	Telephone Nos.	
				Office	Resi.
31	Seacrest Shipping Services Pvt. Ltd	216, 2 nd Floor Om Corner, Plot 336 Ward 12/B, GIM	227028	233325	
32	Shree Maruti Shipping Services	18/21, Swaminarayan Bldg, Sector 9, GIM	234107 250690	233245 237247 250690	
33	Liladhar Pasoo Forwarders P.Ltd	Plot 4, Sector -1 KASEZ, GIM	252383 253506	252286 252297 252612	
34	Shree Radhey Shipping Company	14-16/C, GF Green Park, GIM	232967	222919 228919 238883	
35	Pearl Shipping	220, Rishab Corner, Plot 93, Sector 8 GIM	235570	225283 225284	
36	Patel Shipping Agency	Patel Avenue, Floor 2, Plot 170, Sector 1/A GIM	231143	224024	
37	Ashirvad Shipping	18-21, Swaminarayan Bldg, Sector- 9, GIM	250690	233245 237247 222822	
38.	M/s. Swaminarayan Vijay Trade Carrier	1 st Floor, H-6, Op. Tejas Society, Ghatlodia, Ahmedabad	079- 231983	231981, 231982	

LIST OF TANK FARM OWNERS

Sr. No.	Tank Farm Owners	Persons to be contacted in case of emergency		
		Name and Position	Telephone No.	Mobile No.
1	Kesar Enterprises Ltd., Near Oil Jetty, Old Kandla (Kutch)-370210	Mr. R.K. Gupta Gen. Manager	270435 (O) 295676 I	9375349181
2	Kessar Enterprises Ltd, Terminal II, Plot No. 5 & 6 Old Kandla	Mr. R.K. Gupta G.M	270435 (O) 270177 (O)	9375349181
2	Chemical & Resins Pvt.Ltd Terminal –I, Near Oil Jetty, Old Kandla, Kutch Terminal – II, Near West Gate, New Kandla – Kutch	Mr. Manoj Kumar Gupta, Terminal Manager	270505(O) 270916 (O)	99240 44424
3	Indo-Nippon Co. Ltd., Plot No.2, K.K.Road, Old Kandla,	Mr. R.N. Pathak Asst. Terminal Manager	270795(O) 235818I 270295 (O)	9879571295
4	J. R. Enterprise, Plot No.3, Old Kandla,	Mr. Devendra Dadhich, Terminal In-charge	653528 (O) 257152 ®	9898238380

Sr. No.	Tank Farm Owners	Persons to be contacted in case of emergency		
		Name and Position	Telephone No.	Mobile No.
5	Friends Oil & Chemical Terminals Pvt. Ltd., Near Booster Pump Station, Old Kandla, Kutch	Mr.S.Ramakrishnan Terminal Manager	270987 (O) 257249 ®	9879572107
6	Indian Oil Corporation Ltd., Main Terminal, GIM Foreshore Terminal, Kandla KBPL LPG Import Plant	Mr. AK. Khanna Sr. Term. Manager Mr. KS Rao, Sr.TM Mr. PS Negi Plant Manager	233274 (O) 229002 I 270394 (O) 270628 (O) 270477 (O) 233359 ® 270978 (O) 236944 ®	9427216637 9426416108 9426725342
7	United Storage & Tank Ltd Near IOC Foreshore Terminals, New Kandla Gas Terminal, Plot No. 4 Old Kandla	Mr. Manoj Gor Terminal Manager Mr. G. Chudasama	270609 (O) 653525 (O) 651238 ® 653529 (O)	989850029 9904366855
8	IFFCO Kandla Unit, Kandla, Kutch	Mr. M.R. Patel. Execut. Director, Mr. N.C. Patel, Sr. Manager	270711 270352(O) 270381 (O)	9687666888 9979026415
9	BPCL, KK Road, GIM	Mr.Vineet Bhudhai Sr. Manager Operations	234313 (O) 257808 ®	9409305433
10	HPCL KK Road, GIM	Mr. Murthy Manager (Installation)	230936 (O) 220084 (O) 233078 Ext 109(R)	
11	INEOS ABS (I) Ltd Plot No. 8 Old Kandla	Mr. Vineeth Nair Dy. Manager	270087 (O) 234409 I	9825237029
12	Liberty Investments Pvt. Ltd., Plot No. 1 & 2, Block 'H', New Kandla	Mr. Jitendra Vaidya Terminal Manager	270151 (O) 270464 (O) 270468 I	9825025645
13	Avean International Pvt. Ltd., Liquid Storage Tank Terminal, Plot No. B-1, New Kandla	Mr. Bharat Rathod Terminal Manager	270537 (O)	9375310260
14	Rishi Kiran Logistics Pvt Limited, Plot No. 7, Link Road Old Kandla	Mr. RH. Pandya GM (Terminal)	270223 (O) 270443 (O)	9879104556
15	N.P.P. Pvt. Ltd., Old Kandla	Mr. Jud Sequeira, GM(Terminal)	270347 (O) 257807 (R)	9099944900

Sr. No.	Tank Farm Owners	Persons to be contacted in case of emergency		
		Name and Position	Telephone No.	Mobile No.
16	Friends Salt Works and Allied Industries, KK Road, Old Kandla	Mr. NJ.Zinduwadia Sr. Manager Mr. HA. Mehta Sr. Manager	270814 (O) 262698 I 271260 (O) 235072 I	9825506361 9825506360
17	IMC Ltd, Cargo Jetty New Kandla	Mr. Anil Brahmhat	270369(O) 653524 (O) 657963	9898126243
18	Agencies & Cargo Care Ltd., Plot No.3, New Kandla	Mr. Shiv kumar Menon, Term. Mgr.	270714 (O)	9825226765
19	Dipak Estate Agency Plot No. 5-6, Block –A Behind Petrol Pump New Kandla	Mr. Narendra Thacker	270375 (O)	9879611243
20	Parker Agrochem Exports Ltd, Plot No. 3 –4,Block- H New Kandla	Mr. Bharat Thacker	270486 (O) 270528 (O) 231876 I	9825238260
21	Tejmalbhai & Co Plot 10, Block- A New Kandla	Mr. Ankitbhai Chandan	271330 (O) 230090 I	9825225101 9825222101
22	Parker Agrochem Product P Ltd, Plot 7-9, Block-A,New Kandla	Mr. P.Raja Babu Dy Manager	270528 (O) 231876 I	9979158543
23	Mother Dairy Fruit & Vegetable Pvt. Ltd, Near Oil Jetty, Old Kandla	Mr. Saju Therattu	270654 (O) 270655 (O) 230979(R)	9974022681
24	Mother Dairy Fruit & Vegetable Pvt. Ltd., Nr. Oil Jetty, Old Kandla	Mr. Saju Therattu	270654(O) 270655(O) 230979(R)	9974022681

LIST OF SCHOOLS IN GANDHIDHAM – KANDLA COMPLEX

Sr. No.	Name of School	Contact Person	Telephone No.
1	Dr. C. G. High School	Principal	220271
2	SVP Gujarat Vidhyalaya	Principal	220242
3	M.P. Patel Kanya Vidhyalaya	Principal	220705
4	Adarsh Maha Vidhyalaya	Principal	234172
5	Adarsh Kanya Vidhyalaya	Principal	220175
6	Bhartiya Vidhya Mandir, Kandla Bhartiya Vidhya Mandir, Gopalpuri	Head Master Head Master	271049 233684
7	Central School, (IFFCO)	Principal	221288
8	Central School (Railway)	Principal	220657
9	Modern School	Principal	220284
10	Mount Carmel School	Principal	234262
11	Aum Vidhyalaya, IFFCO	Principal	221104
12	Saint Xavier's School, Adipur	Principal	260265
13	Maitri Maha Vidhyala, Adipur	Principal	260445
14	Maitri Kanya Vidhyalaya, Adipur	Principal	260612
15	Model Excelsior High School, Adipur	Principal	260707
16	Gujarat Vidhyalaya, Adipur	Principal	261312
17	Nagarpalika High School, Anjar	Principal	242510
18	Adarsh Nivasi School, Gandhidham	Principal	223246
19	P.N.Amersey School	Principal	223646
20	Shree Gurunanak English School	Principal	238421
21	Swaminarayan Gurukul	Principal	228098
22	Kairali English School	Principal	221050
23	Sarvodaya Pradhamic Shala Near Oslo Cinema, Gandhidham		227958
24	Ganeshnagar Pr.Shala, G'nagar		
25	Jagjivan Pra. Shala, Sapnanagar, Gandhidham		
26	Cargo Pra. Shala, Sapnanagar, Gandhidham		
27	Old & New Sunderpuri Schools	Head Master	224867
28	G'dham Pr. Shala, Near Shivaji Park, Gandhidham	Head Master	229255
29	Adipur Prathmic Shala, Adipur	Head Master	264525 264181
30	Kandla Pr. Shala, Shirva Camp & Thermal Colony & United Salt Works	Head Master	253198

PLACEMENT OF PORT CRAFTS ON CYCLONE WARNING.

(A)	SHIPPING TUGS	Heera Mehul	Bunder
		Kalinga	Maintenance Jetty (West side)
(B)	PILOT LAUNCHES AND SURVEY LAUNCHES	M. L. BHARINI, M.L. NIHARIKA M. T. SWATI	Floating Crafts Jetty
		ML Karishma	Bunder Basin
		ML Nirishak	Inside Bunder Area North Side.
(C)	G.S. LAUNCHES AND MOORING LAUNCHES	M. L. Mrinal	Inside Bunder Area North Side on Pilot Launches
		M. L. Unnati M.L. Vaishali	Inner Side of Floating Craft Jetty
		M. L. Vijay M. L. Priyadashani PL Rakshak	Inside Bunder Area North on G. S. and Pilot Launches.

LIST OF LICENSE HOLDERS TO KEEP THEIR CRAFTS INSIDE THE PORT AREA.

Sl. No.	Name of Party	Name of Nodal Officer	Tele. (Office)	Tele. (Resi)
01	M/s Jaisu Shipping Co. P Ltd., Kewalramani House, Dinshaw, Bldg. Road, New Kandla	Mr.Preetam, Director, Mob. 9825226114	270538 270128 270428	260235 260224
02	M/s Gautam Freight Pvt Ltd., Plot No. 24, Sector, 10/C, GIDC Area, Gandhidham	Mr. Ramesh Singhvi, CMD	231386 232605 230345 220163	234176 230328
03	M/s Bapu's Shipping, Plot No. 32, Sec – 9 GIM	Mr. Vishalsinh Jadeja	222002	
04	M/s Blue Ocean Sea Transport, Manali Chamber, Plot No.306, Sec 1/A GIM	Mr. Hukumat T. Bhojwani & Mr. Dushyant Patel	239143 222518 230488 239058	
05	M/s Rishi Shipping, Rishi House, Sec 1/A, Plot No. 50 Gandhidham	Mr. Manoj Mansukhani Proprietor	220843 229830 229831 223913 229517 Fax. No. 238943	
06	M/s Velji P & Sons, Deepak Complex, 2 nd Floor, Plot No. 315, Ward 12/B, GIM	Mr. Sureshchandra	231545 231546	232247

Sl. No.	Name of Party	Name of Nodal Officer	Tele. (Office)	Tele. (Resi)
07	M/s A.S. Moloobhoy & Sons, Anchor House Shivkripa Bldg, Plot No. 135, Sec 1/A, GIM	Mr. Adil Sheth M- 9375312077	326543 225060 225061 225060	
08	M/s Gudani International Pvt. Ltd, C/o Chemoil Adani Mithakali Circle, Ahmedabad.		079- 25555765 25555266	

LIST OF MAJOR HEAVY LIFT OPERATORS AT K P T

NAME OF PARTY	NAME OF CONTACT PERSON	Phone Number
Swastik Heavy Lifters	Mr. Jigneshbhai Mr. Aslambhai	9825758151 9825228421
Kutch Carrier Transport Co	Mr. C. R. Thackar	9825225591
Agarwal Handling Agency	Mr. Rakesh Thackar	9426928728
Active Cargo Movers	Mr. Narendra	9825220411
Raghuvirsingh & Sons	Mr. Harcharan	9879104853
Thacker Brothers	Mr. Kamleshbhai	9825296107
Kiran Roadlines	Mr. Pankaj Gadvi	9879104552
Regal Shipping	Mr. Ashok Dudi	9825326328
Rathore Freight Carriers		220759/ 220380

ADDITIONAL LIST OF FIRMS FOR PAY-LOADERS/CRANES

M/s Mahalaxmi Transport Co., Plot No. 35, Sector No. 8, Behind Hotel Fun & Food, Gandhidham	Mr H K Rathod	(O)222387 I233500
M/s Kandla Earth Mover, DBZ-S-151, Gandhidham	Mr Sanjay Goyal	(O)221759 I222338 (M) 9825020550
Mr Lalji Bhavanji Sathwara, Laljibhai Sathwara, Plot No. 27, Shop No.5, Sector-9/A, Gandhidham		(O)234118 I232566 (M) 9825225957

LINER AND STEAMER AGENTS AT KANDLA

Sl. No.	Name	Fax No.	Tele. No.	Mobile
01	M/s ACT Shipping Ltd Mr. Harshad Gandhi	232175/ 270597	270111 270115-6 229967 231734	9825226141
02	M/s Admiral Shipping Ltd	233596	230552 232823	
03	M/s Areadia Shipping Ltd	232542	234254 223486	
04	M/s Ambica Maritime Ltd Mr. Amit Vyas	252447	252479 252349	9825225210
05	M/s APL (India) Pvt Ltd., Mr. Murli Krishnan	236361	224601/2 236357 236355	9825225753
06	M/s Arebee Star Maritime Agencies Pvt Ltd. Mr. Anil Talwar	235831	220465 235832	9824229109
07	M/s Ashit Shipping Ser. Pvt Ltd. Mr. Sanjay Thakkar	232308	221943 222717 222145	9825225698
08	M/s Atlantic Shipping Pvt Ltd	223372	230552	
09	M/a Asia Shipping Services. Mr. Mohan Karia239326	231285	234526 230954	
10	M/s Bayland Freight Systems Pvt Ltd., Mr. Danendran Gopalan	239326	225522/23	9825230880
11	M/s B D Vithlani Shipping Services Pvt Ltd.	234104	232220 221081	
12	M/s Cargo Conveyors Mr. Shekhar Ayachi	233034	221460 220655	9825226102
13	M/s CCA Shipping Services Mr. K C Varghese	233034	221721 220655	9825225217
14	M/s Chowgule Brothers Mr. C R Soman	229227	278521 225051 232365	9825361782
15	M/s Coastline Services (India) Pvt Ltd.	221137	232095 222853	
16	M/s Container Marine Agency Pvt Ltd	234541	230026 220416	
17	M/s Confreight Shipping Agency (India) Pvt Ltd. Mr. K T R Nair	-	233615 236157	
18	M/s Crescent Shipping Agency (India) Pvt Ltd Mr. Sanjay Salve.	224506	221290 221957	9825227311
19	M/s DBC Freight International	230832	230832 230639	
20	M/s DBC Sons (Gujarat) Pvt Ltd. Mr. R C Vazirani	270631	270263 270503	
21	M/s Depe Global Shipping Agency Pvt Ltd. Mr. Jaydeep Roy	232079	231528 233608 234582	9825228121

Sl. No.	Name	Fax No.	Tele. No.	Mobile
22	M/s Evershine Shipping Services. Mr. Kishan Motwani	234083	221588 237408	
23	M/s Forbes Gokak Ltd	231464	222634 235004	
24	M/s Freight Connection (India) Pvt Ltd	231357 270726	222247 222545 270727	
25	M/s GAC Shipping (India) Pvt Ltd. Mr. V C Rao	231429	231427 237244	9825225136
26	M/s Ganges Liners Pvt Ltd	233437	231608 233436	
27	M/s German Exp. Shipping Agency Pvt Ltd	236040	223269 236040	
28	M/s Goodrich Maritime Pvt Ltd	222875	222882 222883	
29	M/s G P Dave & Sons (Shipping)	234382	234288 234382	
30	M/s Greenways Shipping Agencies Pvt Ltd	232079	233608 234585	
31	M/s K. Shipping Services Pvt Ltd	233632	231933	
32	M/s Halar Ship & Freight Forwarders. Mr. Tejas Shrma	270224	270192 270568	9825212646
33	M/s Hind Shipping Agencies. Mr. Mahesh Vyas	234795	232710 235375	
34	M/s Hindustan Shipping Services. Mr. M D Sorathiya	239110	239110 222821	9824214994
35	M/s Interocean Shipping India Pvt Ltd. Mr. Suresh Tripathy	232579	235201 230589	9825225583
36	M/s Intra Trade Pvt Ltd. Mr. B P Vasavda	233295	233313 231255	9825226129
37	M/s Trades Shipping Pvt Ltd	231463	235572 233606	
38	M/s James Mackintosh Marine (A) Pvt Ltd. Mr. Satish Nair	270793	270792 270846	9825226077
39	M/s. J.M. Baxi & Co.	270646	270630 270635 270525	9825225107
40	M/s Kutch Shipping Agency Pvt Ltd.	233339	221148 250226/7/8	
41	M/s Liladhar Passop Forwarders Pvt Ltd. Mr. S. Chakraborty	252383	252297 252402 252288	9825020523
42	M/s Maersk (India) Ltd. Mr. Dinesh Joshi	231388	231387 236192 233963	9825270419
43	M/s Maheshwari Handling Agency Pvt Ltd. MR. Chagga Maheshwary	230575 234633	223228 230393	9825227111
44	M/s Maltrans Shipping Agencies India Pv Ltd.	230606	220147 230336 235022	

Sl. No.	Name	Fax No.	Tele. No.	Mobile
45	M/s Mathurdas N. & Sons Forwarders Ltd.	252221	252224 252350	
46	M/s Meridian Shipping Agency Pvt Ltd	230212	220305 230220	
47	M/s Mitsutor Shipping Agency Pvt Ltd	230411	220110	
48	M/s M M Shipping Services	235255	231385 238385	
49	M/s Modest Shipping Agency Pvt Ltd	-	230576	
50	M/s NLS Agency India Pvt Ltd. Mr. Sanjay Salve	232413	231318 220305	9825237311
51	M/s Orient Express Lines Ltd	230359	232186 232805	
52	M/s Orient Ship Agency Pvt Ltd. Mr. H G Digrani	233518	223430 223487	9824214801
53	M/s Oscar Shipping Agencies.	231812	226959/60 232123	
54	M/s Parekh Marine Agencies Pvt Ltd. Mr. Mitesh Dharamshi	231509	221409 235341	9825226557
55	M/s Patel Handling Agency (Capt. Kalra)	231143	224024 231004 221718	9825062912
56	M/s Patvolk (Mr. Shreekumar Nair)	231464	222624 235004	
57	M/s Pearl Shipping Agency. Capt. Kalra	231143	224024 221718	9825062912
58	M/s Penguin Shipping Agencies Pvt Ltd.	230606	230336 220147	
59	M/s Pestonjee Bhieajee (Kutch)	270650 270556	270221 270257 270367	9825226962
60	M/s Prudential Shipping Agencies Pvt Ltd. Mr. Siddharth Mishra	232911	230479 233982	9825226477
61	M/s P&R Nedlloyed India Pvt Ltd	232207	224906/7 232128	
62	M/s R T Bhojwani & Sons Mr. Gopichand Bhijwani	232423	223831 220839	9825225639
63	M/s Sahasu Shipping Services Pvt Ltd	236358	225224 237854	
64	M/s Sai Shipping Co. (P) Ltd Mr. S T Hingorani	231972	221369 231739	9825228681
65	M/s Samrat Shipping Co Pvt Ltd	232890	231983 222939	
66	M/s Samsara Shipping Pvt Ltd. Mr. Pranesh Rathod	233165	228602	9825225755
67	M/s Scorpio Shipping Agency	-	223085	
68	M/s SDS Shipping Pvt Ltd	231542	221326 221087	
69	M/s Seanay Shipping Pvt Ltd	270026	270788	

Sl. No.	Name	Fax No.	Tele. No.	Mobile
70	M/s Seabridge Maritime Agencies Pvt Ltd	231509	221409 221158	
71	M/s Seafreight Pvt Ltd	222850	233530 222393	
72	M/s Sealand Agencies India Pvt Ltd	230584	231179 230584	
73	M/s Scamar Shipping India	255563	-	
74	M/s Scatrade Shipping	234171	233810	
75	M/s Sentrans Maritime Pvt Ltd	236129	230002 220702	
76	M/s South India Corporation (Agencies) Ltd Mr. Antony	234416	221276 234646 231494	9825226256
77	M/s Spoonbill Maritime Agencies Pvt Ltd	234167	221049 222058 234454	
78	M/s Star International	231395	233948 232402	
79	M/s Taipan Shipping Pvt Ltd	236040	223269 227010	
80	M/s Taurus Shipping Services. Mr. Sukhveersingh	231266	221334 223074	9825227325
81	M/s Oceanic Shipping Agency Pvt Ltd	270631	270263 270503	
82	M/s TICC Container Line (Kandla) Pvt Ltd	237854	237854	
83	M/s Total Transport Systems Pvt Ltd	231463	222634	
84	M/s Transocean Shipping Agency Pvt Ltd	-	230832	
85	M/s Transworld Shipping Services India Pvt Ltd Mr. Sandeep Rajvanshi	231913	229824 221290	9825225733
86	M/s Trinity Shipping & All. Services Pvt Ltd Mr. Soly	222060	230911 223703	9825225245
87	M/s Unimarine Agencies (Gujarat). Mr. Jaikumar Ramdasani	224633	224631/ 32 223113	9825225216
88	M/s Unique Shipping Services Pvt Ltd	-	232729 232730	
89	M/s United Liner Agencies of India Pvt Ltd, Capt Rakesh Kumar	236040	227779 223269	9825225741
90	M/s Universal Freight Systems	252383	252288 252297	
91	M/s Universal Shipping Services Mr. Anil Pillai	235251	230663 231708	9824215168
92	M/s Velhi P. Sons (Agencies) Pvt Ltd	255328	255327 231545	
93	M/s Vibhuti Shipping Pvt Ltd Mr. Vinod	236219	236719 230035 232424	9825226536

LIST OF JOURNALISTS

PRINT MEDIA

Sr. No.	Name of Newspaper	Correspondent & Address	Tel. No.	Fax
1	Kutchmitra Neewspaper	Mr. Adwait Anjaria Bureau Chief Gandhidham	222930	222930
2.	Kutch Uday,	Mr. Gangaram Bhanushali Editor, Plot.No.287, Sector-1/A, Nr. Gayatri Mandir, Gandhidham	235851 231213 9825226987	231267 239887
3	Pandya News Agency	Mr. Jagdish Pandya, Main Bazaar, Gandhidham	220212 238112 238212	221412
4.	Aajkal	Mr. Nidhiresh Raval Bureau Chief Gandhidham	9825517030	229834
5.	Chanchal	Mr. Satish Upadhyay Bureau Chief, Shardha Apartment, Hinglaj Vadi,Bhuj	02832- 252942	02832- 252945
6.	Sandesh Bhuj	Ms. Kulsumben Yusuf, Editor, Bhuj	02832- 229200	255601 228797
7.	Sandesh - Gandhidham	Mr. Jaydeep Purohit Bureau Chief Office No.: 108, Golden Point, Plot No. 31, Sector – 8, Gandhidham	222411	233211
	Sandesh Ahmedabad	Sandesh Sandesh Bhavan, Lad Society Road, Behind Vastrapur Gam, Ahmedabad-380015	079- 6762952, 6765480, 6765481, 6765482,	
8.	Gujarat Samachar Gandhidham	Mr. Awesh Malviya, Bureau Chief, Gandhidham	9825425978	228222
	Gujarat Samachar Ahmedabad	Lok Prakashan ltd. Gujarat Samachar Bhavan, Khanpur, AHMEDABAD	30410000	

Sr. No.	Name of Newspaper	Correspondent & Address	Tel. No.	Fax
9.	Jansatta – Loksatta	Ms Jayshreeben Mehta, Bureau Chief,Gim	9825225453 228797	---
10.	Indian Express Rajkot	216, Dhan Rajni Complex, Dr. Yagnik Road,Rakot	0281- 22481156	0281- 2481158
11.	The Times of India Rajkot	Sterling Apartments, 1st floor, Jawahar Road, Rajkot – 360001	9879324200 0281- 2226995 2227490	---
	The Times of India Ahmedabad	SAKAR-1, 2nd Floor, Opp. Gandhigram Rly. Station, AHMEDABAD–380 009	079- 26554430, 26554431	079- 26587741 26554458
9.	DNA	Mr. D. V. Maheshwari Bureau Chief, Bhuj	02832- 251689	
10.	Mumbai Samachar, Chaupal	Mr. Tridev Vaidya Bureau Chief , Bhuj	02832- 231200	
11.	UNI	Mr. Mahesh Gadhvi Bureau Chief , Bhuj	9428294194	
12.	Exim Newsletter	Mr. P. G.,Nair, Bureau Chief Gandhidham	234194 9898573833	
13.	Daily Shipping Times	Mr. Haresh Manji Bureau Chief Gandhidham	222665 9925744679	
14.	Divya Bhaskar	Mr. Jayesh Shah Bureau Chief Gandhidham	9909944054	
15.	ETV	Mr. Rakesh Kotwal Bureau Chief Gandhidham	9909944080	
16.	Bhandarkar Shipping	Mr. Mehul Raval Bureau Chief Gandhidham	231455 / 9724307499	
17.	Hindustan Times, Ahmedabad	50, 5th Floor, Srikrishna Centre, Mithakali, Ahmedabad	079- 6560049 6560061	079- 6560037
18.	Mr. Kishore Ahir	Dy. Director	9427974892	
19.	Shri Soni	Assistant Director	9879012714	
20.	Mr. Shailesh Vyas	Chief News, All India Radio	9426802510	

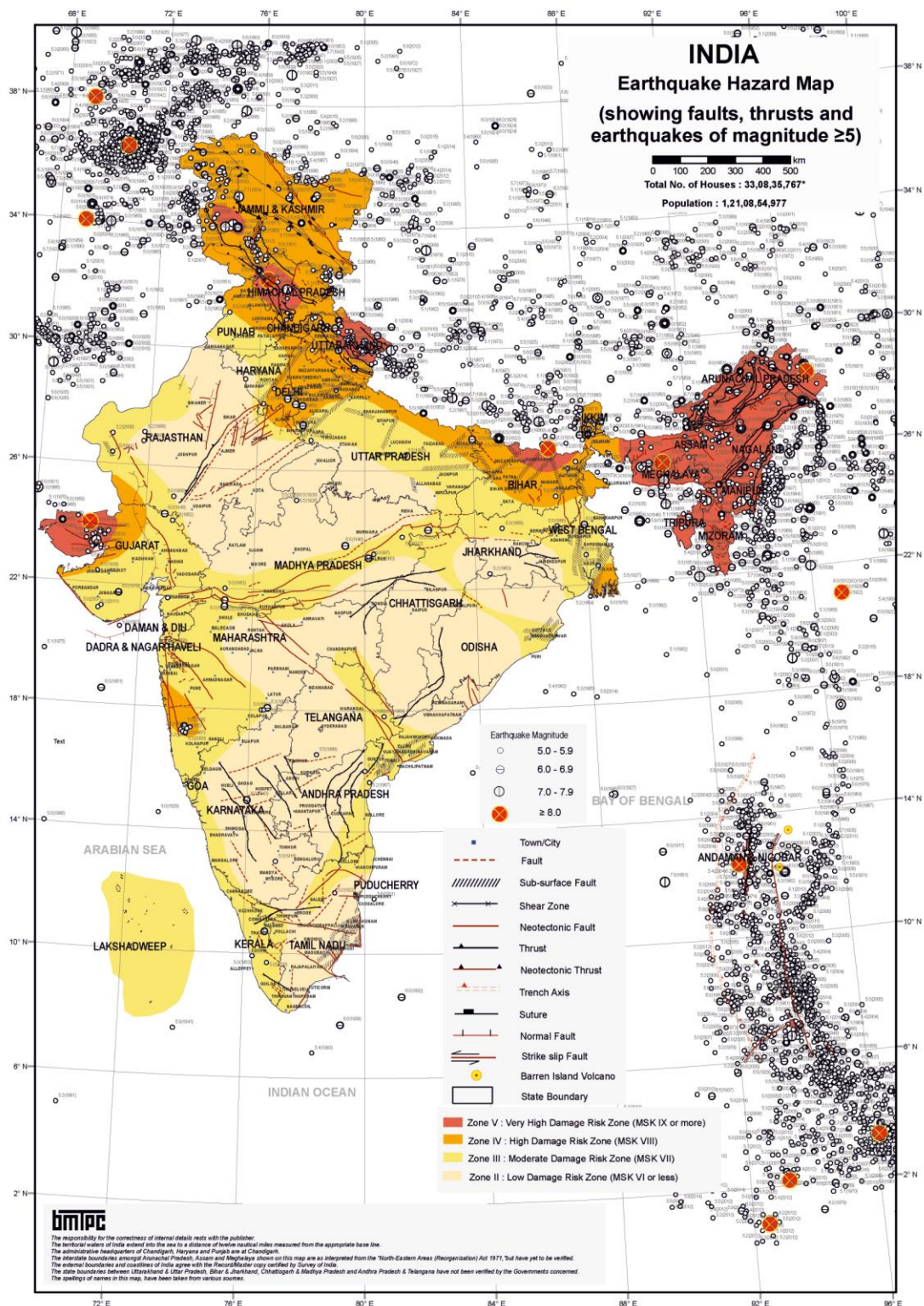
LIST OF FLEET OWNERS

Sl. No.	Name of Company	Contact Person	Tel. Office	Tel. Resi.	Mobile
01	M/s A V Joshi & Company	Mr. Ramesh Singhvi Mr. Thacker MR. Harshandhu	231386 232605 233147	234176 221451 234325	98251 91325 98252 26105 98252 26013
02	M/s Rishi Shipping	Mr. B. K. Manshukhani Mr. Manoj Manshukhani	220843 229830 238943	234889 235587	98252 25170
03	M/s Maheshwari Handling Agency	Mr. C. P. Maheshwari Mr. Chandan Maheshwari	223228 230393	222339	98252 27111
04	M/s ABC	Mr. Latif Mr. Mithu Mr. Kasam	220483 221390 270190	234163 231477 251684	98252 26707
05	M/s Ganesh Transport	Mr. Hira Rabari Mr. Visa Rabari	223638 223915	260425	
06	M/s Kewar Carrier		220483 227553	234163	
07	M/s Krishna Transport Service	Mr. K. M. Thakker Mr. Pankaj Thacker	223814 224938	220998 234988	98250 19699 98252 25228
08	M/s Gautam Freight Ltd	Mr. Ramesh Singhvi	220163 230345	230328 234176	98251 91325

VTS GOK OFFICERS OF MASTER CONTROL CENTER (MCC) DEENDAYAL PORT TRUST

Sr. No.	Name	Designation	Mobile number
01	Shir B. Mishra	Deputy Director	7383576832
02	Shri Hansraj	Deputy Director	9428863924
03	Shri Mukesh Parmar	Asstt. Executive Engineer	9016106566
04	Shri M. Nimare	Asstt. Executive Engineer	9408553192

APPENDIX D IMPORTANT MAPS



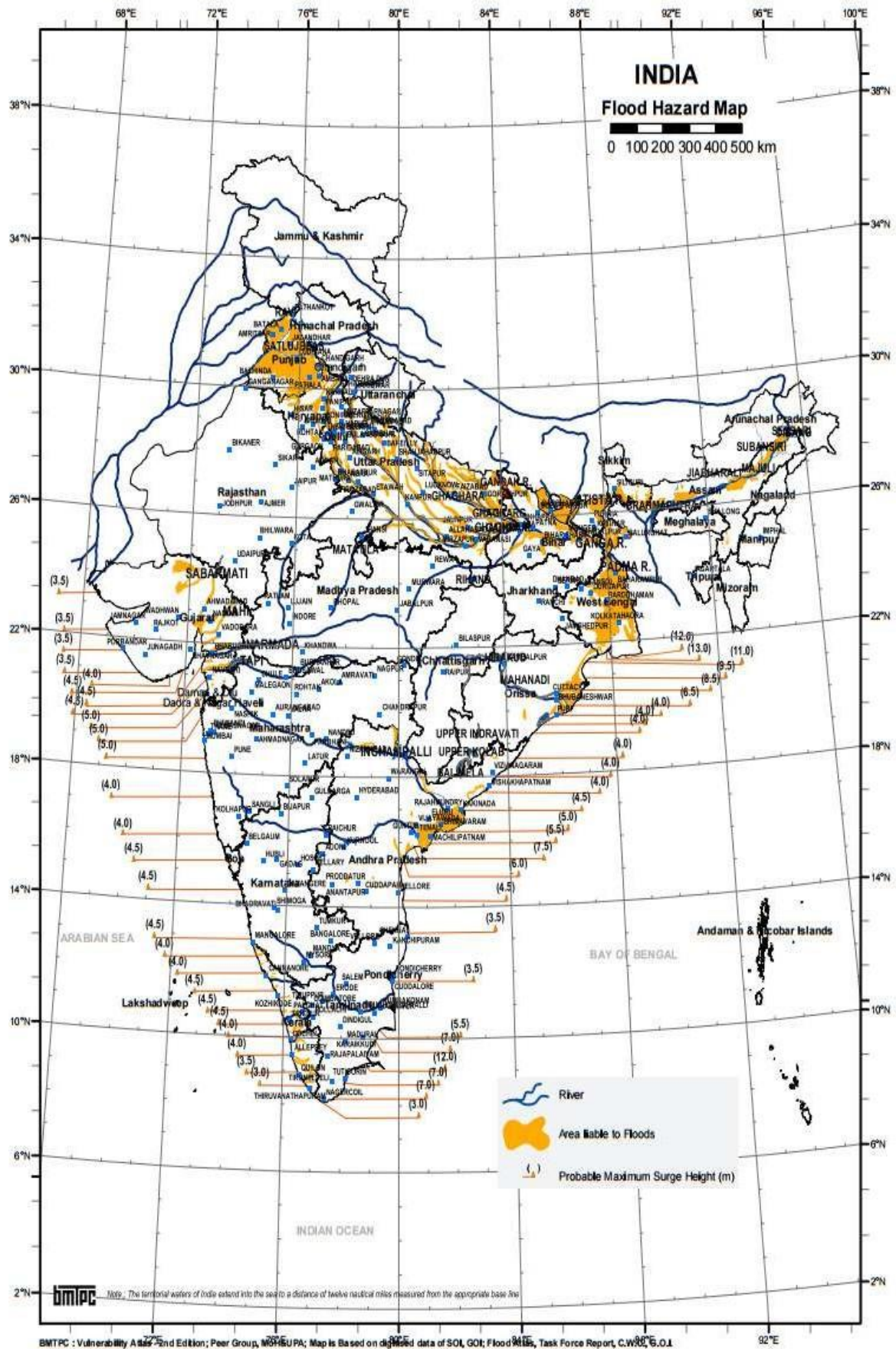
BMTPC : Vulnerability Atlas - 3rd Edition : Peer Group, MoHUA, GOI; Map is Based on digitised data of SOI; Seismic Zones of India Map IS 1893 (Part I): 2002, BIS; Earthquake Epicentre from IMD; Seismotectonic Atlas of India and its Environs, GSI; Houses/Population as per Census 2011; *Houses including vacant & locked houses. Disclaimer: The maps are solely for thematic presentation.

EARTHQUAKE HAZARD MAP



BMTPC : Vulnerability Atlas- 3rd Edition; Peer Group, MoHUA; Map is Based on digitised data of SOI, GOI; Basic Wind Speed Map National Building Code: 2016; Cyclone Data, 1891-2015, IMD, GOI. Houses/Population as per Census 2011; *Houses including vacant & locked houses. Disclaimer: The maps are solely for thematic presentation.

WIND HAZARD MAP



FLOOD HAZARD MAP



BMTPC: Vulnerability Atlas - 3rd Edition: Peer Group, MoHUA, GOI; Map is Based on digitised data of SOI; Thunderstorm data from IMD. Disclaimer: The maps are solely for thematic presentation.

THUNDERSTORM INCIDENCE MAP

APPENDIX E
LIST OF REFERENCE & LINKS

The Disaster Management Act, 2005:

<https://ndma.gov.in/images/ndma-pdf/DM act2005.pdf>

National Disaster Management Plan, 2016:

<https://ndma.gov.in/images/policyplan/dmplan/National%20Disaster%20Management%20Plan%20May%202016.pdf>

National Disaster Management Plan, DRAFT 2018:

<https://ndma.gov.in/images/pdf/NDMA-2018-Revised-Draft-1-2018OCT16-A.pdf>

Post 2016 Global Framework

<https://europa.eu/capacity4dev/dev-policy/document/outcome-document-post-2015-special-event-25-september-2013>

PM Modi outlines point Agenda for Disaster Risk Reduction

<https://pib.nic.in/newsite/printRelease.aspx/reid=156233>