



भारत सरकार/ GOVERNMENT OF INDIA
पत्तन, पोत परिवहन और जलमार्ग मंत्रालय
MINISTRY OF PORTS, SHIPPING AND WATERWAYS
नौवहन महानिदेशालय, मुंबई
DIRECTORATE GENERAL OF SHIPPING, MUMBAI

DIRECTORATE GENERAL OF SHIPPING

SOP's FOR CYCLONES

2021

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1. Introduction

The Directorate General of Shipping (DGS), which is the Indian Maritime Authority (IMA) is an attached office of the the Ministry of Ports, Shipping and Waterways (MoPSW), Govt. of India and deals with all executive matters, relating to merchant shipping. Maritime transport is a critical infrastructure for the social and economic development of a country. It influences the pace, structure, and pattern of development. The Ministry of Ports, Shipping and Waterways encompasses within its fold Ports, Shipping and Waterways sectors which include Shipbuilding and Ship-repair, Major Ports, National Waterways, and Inland Water Transport.

The Directorate General of Shipping, India deals with implementation of shipping policy and legislation so as to ensure the safety of life and ships at sea, prevention of marine pollution, promotion of maritime education and training in co-ordination with the International Maritime Organization (IMO), regulation of employment and welfare of seamen, development of coastal shipping, augmentation of shipping tonnage, examination and certification of Merchant Navy Officers, Supervision and Control of the allied offices under its administrative jurisdiction. Following are the objectives of the Directorate General of Shipping:

- Matters affecting Merchant Shipping & navigation and administration of the Merchant Shipping Law,
- Measures to ensure safety of life and ships at sea,
- Development of Indian Shipping,
- International Conventions relating to Maritime matters,
- Provision of facilities for training of Officers and ratings for Merchant Navy,
- Regulation of Employment of Seamen and their welfare,
- Regulatory aspect of Sailing Vessel.

2. Legal Mandate

Section 37 of the Disaster Management Act 2005, requires every Ministry and Department of the Government of India, be it hazard-specific nodal ministries or not, shall prepare comprehensive Disaster Management Plan detailing how each of them will contribute to the national efforts in the domains of disaster prevention, preparedness, response, and recovery. ‘Under National Disaster Management Plan - 2019’ certain Ministries have been

assigned primary role to deal with different types of Disasters. The nodal Ministry assigned to deal with Cyclone / Storm is the Ministry of Earth Sciences (MoES). As a proactive measure the Directorate General of Shipping (DGS) has prepared this Plan to augment efforts of the Ministries and Departments which are dealing with Disasters such as Cyclones and Storms.

3. Disasters as per NDMP – 2019 applicable to the DGS

The ‘National Disaster Management Plan – 2019’ (NDMP – 2019) issued by National Disaster Management Authority, Ministry of Home Affairs, Government of India, lists the five major categories of disasters, which further has different ‘hazards or disasters’ listed under each of those five major categories.

From section 1.13.1 of NDMP – 2019, which lists the five major disasters, it is seen that the disasters namely ‘Cyclone / Wind / Storm’ which are placed under major disaster category of ‘Meteorological Disasters’ would be relevant to this Directorate. Further, it may be noted that section 1.14.1 of NDMP – 2019, designates Ministry of Earth Sciences (MoES) as the nodal Ministry for the disaster category of ‘Meteorological Disasters’ and remains responsible for all the disasters listed under this major disaster category. However, since this Directorate along with the Indian Coast Guard plays a role towards regulating safety of life at sea, protection of environment and property at sea, hence as a proactive measure it has prepared a Disaster Management Plan, which aim is to address the risks associated with Cyclone, Storm & Wind. This plan will augment the efforts of the nodal Ministry in this regard.

4. International Obligation pertaining to Meteorological Services and Warnings

The International Convention for the Safety of Life at Sea (SOLAS), Chapter V (Safety of Navigation), as amended, Regulation 5 (Meteorological services and warnings), obligates states to provide necessary meteorological warnings and forecasts in the specified area. Further, members of World Meteorological Organisation (WMO) are obligated to implement Marine Meteorological Services (MMS) in their specified region to ensure international coordination of meteorological services. Meteorological forecasts and warnings are issued as part of

Maritime Safety Information (MSI) under the auspices of the International Maritime Organisation (IMO) and WMO as World-Wide Met-ocean Information and Warnings Service (WWMIWS) under the Global Maritime Distress and Safety Systems (GMDSS). All meteorological forecasts and warnings are issued as part of Maritime Safety Information (MSI).

Maritime Safety Information (MSI) are issued in accordance with IMO resolution A.705(17), while all meteorological warnings and forecasts (which are part of MSI) are issued in accordance with the requirements of IMO resolution A.1051(27), section 3.4.1 which requires that ‘all Meteorological information’ shall be broadcast only in English by International NAVTEX and Safety NET services.

SOLAS, Chapter V, Regulation 5, requires that contracting governments have systems in place to warn ships of gales, storms and tropical cyclones by the issue of information in text and, as far as practicable in graphic form, using the appropriate shore-based facilities for terrestrial and space radiocommunications services. These warnings are to be issued at least twice a day and frequency may be increased in case of storm or cyclone. Further, it is required that forecasts, warnings, synoptic and other meteorological data intended for ships shall be issued and disseminated by the ‘national meteorological service’ which can serve both the coastal and high sea areas, in accordance with mutual arrangements made by the state with the World Meteorological Organization pertaining to the system, for the preparation and dissemination of meteorological forecasts and warnings for the high seas and coastal areas under the Global Maritime Distress and Safety System (GMDSS).

India Meteorological Department (IMD) is the designated ‘national meteorological service’ for India and caters to India’s international commitments in terms of weather warning forecasting and dissemination of same to all ships and vessels in the coastal and high seas. IMD is the department of ‘Ministry of Earth Science’ which is the designated nodal Ministry for Meteorological disasters as listed in ‘National Disaster Management Plan – 2019.

5. Scope of this plan in dealing with Disaster (Cyclones / Storms)

This document is prepared keeping DGS in the coordinating role with other government agencies and other stakeholders, such as Indian Meteorological Department (IMD), Directorate General of Hydrocarbons (DGH), Oil and Natural gas Corporation (ONGC), Indian Coast

Guard (ICG), Indian navy (IN), Port Authorities, Shipowners and Shipowners Associations (INSA, ICCSA), etc. while dealing with disasters such as Cyclones and Storms. The aim is to augment efforts of all other Authorities and Government Departments in this regard.

Role of DGS primarily pertains to coordinating the weather warnings dissemination by the nodal agencies and receipt of same by various stakeholders such as ship owners, charterers, etc. If necessary, DGS may provide advise and instructions under the circumstances, to the ships, the advise or instructions given are to be considered by the ship Master and/or Owners and/or Charters when taking decisions for safety of life, environment, and property at sea. In addition, DGS would play a role in sorting out any issue in this regard, which is brought to its notice, by coordinating between stakeholders and the relevant authorities such as Port Authority, Directorate General of Hydrocarbons, Indian Coast Guard, etc.

6. Receipt of weather warning i.e Cyclone or Storm

‘DG Comm Centre’ is manned 24x7 to cater to India’s obligations under SOLAS, Chapter XI-2 and the International Ship & Port Facility Security Code (ISPS Code).

In addition, to the aforesaid functions, DG Comm Centre also act as the first point of contact in case of any marine casualty and/or act as the coordinating office in case of a Disaster such as Cyclone / Storm / Wind (as per the National Disaster Management Plan – 2019). This Plan outlines action taken by the DG Comm Center upon receipt of Cyclone warning from the IMD.

7. Flow Chart of actions in case of Cyclone / Storm

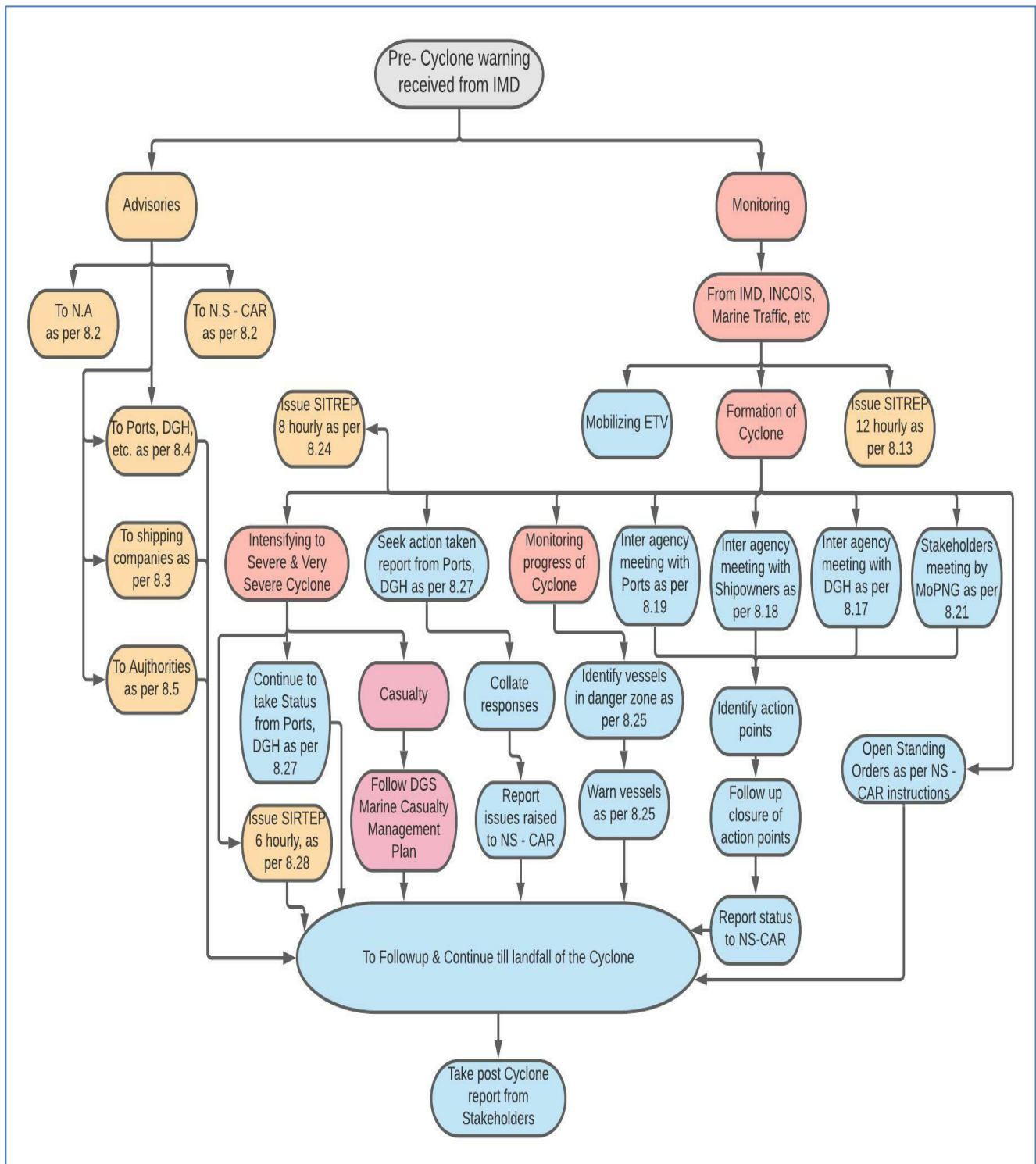


Figure 1 – Work Flow Chart

8. Action of D.G Comm Centre and/or L.R.I.T in case of Cyclone warning:

- 8.1 Receipt of initial warning from IMD (by email). This warning may be that of a 'depression' which is likely to develop into a Cyclone on a given date and time.
- 8.2 Inform N.A and N.S (Casualty & Response) by phone.
- 8.3 Upon receipt of such warning from IMD, forward same to Indian shipping companies, Charterers (approved by the DGS), and Indian ship-owners association such as ICCSA, INSA. The message should entail specific instructions, towards safety of life, environment, and property at sea during passage of Cyclone. Refer to Annex 2 for details of text. It may be noted that, all vessels in the area i.e both Coastal and at Sea would receive such warnings directly thorough their GMDSS equipment.
- 8.4 The weather warning received from IMD to be forwarded to all Ports in the area, Maritime boards or State Authorities, Directorate General of Hydrocarbons (DGH), and ONGC. The message to entail specific instructions, towards safety of life, environment, and property at sea during passage of Cyclone. Refer to Annex 3 for details of text. It may be noted that, all Port Authorities, State Authorities and DGH would also receive weather warnings directly from the IMD.
- 8.5 The weather warning received from IMD to be forwarded to Authorities, such as Indian Coast Guard, MRCC, and Indian Navy. The message to entail specific instructions, towards safety of life, environment, and property at sea during passage of Cyclone. Refer to Annex 4 for details of text. It may be noted that, above mentioned Authorities also receive weather warnings directly from the IMD.
- 8.6 It is the responsibility of the Shipowner, the Charterer, the Master and the Crew to take preventive actions on the basis of the advisories given.
- 8.7 Port and Oil Companies are to issue directions to the vessels in the area, if the advisories issued are not being followed by the vessels.
- 8.8 The advisories or the directions issued by Ports, Oil Companies, for vessels at sea and/or their jurisdictional waters are to be enforced by the Indian Coast Guard and Indian Navy.

- 8.9 The shipping company must identify the high-risk vessels, and special attention must be paid to all vessels in the affected area, including the high-risk vessels. High-risk vessels must include, non-propelled vessels with passengers or work force on board other than the ship's crew, propelled vessels with passengers, barges without hatch cover, RSV Class vessels, ICV Class vessels, derelict vessels, vessels under arrest, vessels those have become unseaworthy, harbour crafts, etc. In addition to the aforesaid vessels, criteria such as, available engine power, and freeboard of the vessel should be used by the Company for determining the high-risk vessels. All the high-risk vessels must be informed to the DG Comm Centre and MRCC, and must be prioritised for according shelter, when and if required.

The criteria mentioned above is not exhaustive and does not cover all situations, hence company to exercise due diligence while determining high-risk vessels.

- 8.10 Above weather warnings to be forwarded till the Cyclone makes the land fall and weather conditions subside in the coastal areas.
- 8.11 Weather system to be monitored using weather information from IMD website, INCOIS website, Marine Traffic, and other websites such as: windy.com, zoom.earth, cyclocane.com, etc.
- 8.12 Prior formation of Cyclone SITREP to be prepared approximately every 12 hours, as per format in Annex 5 and have it approved from N.S (Casualty & Response).
- 8.13 Under the directions of N.S (Casualty & Response), SITREPs are to be posted on the casualty group, and are to be shared with MoPSW, MoPNG, Port Authorities, ICG/MRCC, IN, DGH and ONGC.
- 8.14 Under the directions of N.S (Casualty and Response) mobilise the ETV to a strategic location where it is able to provide assistance if and when required, and at the same time it is in a safe zone from the Cyclone / Storm. Location of ETV may be shared with ICG / MRCC.
- 8.15 Once the Cyclone is formed, forward all effected ports the checklist requesting status of action taken by the respective Port Authority in view of the forecasted Cyclone. For format of the checklist refer to Annex 6.

- 8.16 Collate responses from each port and inform N.S (Casualty and Response) in case of any issue raised by the port. If necessary, send reminders and follow up by phone calls to get the required information for the Ports.
- 8.17 Under the direction of N.S (Casualty & Response) convene a meeting under the chairmanship of D.G(S) to be attended by NA, DGH, ONGC, affected Oil Companies and N.S (Casualty and Response) to discuss the weather conditions and action taken by the oil companies for safety of life, environment, and offshore assets.
- 8.18 Under the direction of N.S (Casualty & Response) convene a meeting under the chairmanship of D.G(S) to be attended by NA, representative from ICCSA, representatives from INSA, and N.S (Casualty and Response) to discuss the weather conditions and actions required to be taken by ship owners to move their ships to safe zones especially the high-risk vessel.
- 8.19 Under the direction of N.S (Casualty & Response) convene a meeting with all Major and Minor port which would fall in the line of the Cyclone projected path or be adversely affected due to the Cyclone. The meeting would be chaired by D.G(S) and attended by NA, Deputy Chairman of the port, any other representative of the port, and N.S (Casualty and Response) to discuss the weather conditions and actions required to be taken by the ports especially regarding high-risk vessel and port operations.
- 8.20 Monitor closure of action items identified from both the above Meetings i.e with Oil Companies and with Ship Owners. Advise status of same to N.S (Casualty and Response).
- 8.21 MoPNG to organise meeting with MoPSW, and stakeholders such as Confederation of Indian Industry (CII), The Associated Chambers of Commerce and Industry of India (ASSOCHAM), and The Federation of Indian Chambers of Commerce & Industry (FICCI), Maritime Boards and State Authorities.
- 8.22 Standing Orders to be opened under instructions of N.S (Casualty and Response). To be opened every 6 hourly to warn vessels in danger zone of the Cyclone as mentioned in section 8.21
- 8.23 Include status of action items of aforesaid meetings i.e with Oil Companies, Ports, and Ship Owners in the SITREP.

- 8.24 After formation of Cyclone SITREP to be prepared approximately every 8 hours, coinciding with the weather reports being received. Under the directions of N.S (Casualty & Response), SITREPs are to be posted on the casualty group, and are to be shared with MoPSW, MoPNG, Port Authorities, ICG/MRCC, IN, DGH and ONGC.
- 8.25 Progress of the cyclone to be monitored by all available means, especially in respect to the traffic in the area. This may be done by Marine Traffic, LRIT, Exact Earth, etc. Under the directions of N.S (Casualty and Response) any vessel in the danger zone to be identified and warned by any means available i.e direct contact with the vessel, and/or contact through the company, and/or through ICG / MRCC. Danger zone would depend upon the type of vessel, however any vessel within 50 to 70 nm of the forward semi-circle of the Cyclone may need to be warned of the weather conditions.
- 8.26 Warnings issued to specific vessel if required, are to be enforced by ICG and/or Indian Navy. In case of any problem, ICG/IN to contact the concerned agency for alternate solutions.
- 8.27 Check the affected ports i.e the ones which would be affected by the landfall and ensure the following from the Port Authority, and through DGH for Oil Companies:
- The date and time all the vessels at anchorage would be instructed to move out to safe areas
 - No. of high-risk vessel which would remain in the harbour and provided shelter by the Port Authority.
 - Date and time when Port Authority would cease port operations.
- 8.28 Once Cyclone is categorised as ‘Severe Cyclone’ SITREP to be prepared every 6 hours. Under the directions of N.S (Casualty & Response), SITREPs are to be posted on the casualty group, and are to be shared with MoPSW, MoPNG, Port Authorities, ICG/MRCC, IN, DGH and ONGC.
- 8.29 Once the Cyclone makes the landfall, report to be taken from all affected ports regarding damage or casualty if any.
- 8.30 In case of any ‘Marine Casualty’ due to Cyclone, relevant section of the Directorate General of Shipping – Casualty Management Plan’ are to be followed. DGS – Casualty Management Plan.

- 8.31 In consultation with the P.O MMD, of affected the region a lead surveyor may be designated for coordination and monitoring with the local authorities.
- 8.32 Contact points and escalation levels are as per details in Annex 1

9. Annex 1- Inter-agency contact details

CONTACT POINTS AND ESCALATION LEVELS:

1. Directorate General of Shipping –

1.	Control Room	D.G Comm Center	022 – 22614646 8657549760 8657549752	dgcommcentre-dgs@nic.in
2.	First Escalation	Capt. Vikram Singh Manhas	9888890826	vikram.manhas@gov.in
3.	Second Escalation	Capt. K.P Jayakumar	9518788735	na-dgs@nic.in

2. Indian Navy –

2.1 Head Quarters:

1.	Control Room	MoC Delhi	011 - 21411563	dno@navy.gov.in
2.	First Escalation	Capt. M.B Dongre	9930640873	muralidhardongre@gmail.com
3.	Second Escalation	Cmde Alok Ananda	8527088900 011 – 23010100 011 – 23010198 011 – 23011253	dno@navy.gov.in

3. Indian Coast Guard –

3.1 Head Quarters:

1.	Control Room	Ops Centre	011 - 23384934 011 - 23383999	dte-ops@indiancoastguard.nic.in
2.	First Escalation	Duty Staff Officer	011-23384934	dte-ops@indiancoastguard.nic.in
3.	Second Escalation	Comdt Ashok K Bhama	9444409160	dte-ops@indiancoastguard.nic.in

3.2 MRCC Mumbai

1.	Control Room	MRCC	022-24383592	mrcc-west@indiancoastguard.nic.in
2.	First Escalation	Comdt S Samale	9497034845	mrcc-west@indiancoastguard.nic.in
3.	Second Escalation	DIG T Ashish	8900922220	ops-west@indiancoastguard.nic.in

3.3 MRCC Chennai

1.	Control Room	MRCC Chennai	044-25395018	mrcc-east@indiancoastguard.nic.in
2.	First Escalation	Comdt BS Kothari, TM	9625557132	mrcc-east@indiancoastguard.nic.in
3.	Second Escalation	DIG CD Mohapatra	9650960285	ops-east@indiancoastguard.nic.in

3.4 MRCC Port Blair

1.	Control Room	MRCC Port Blair	03192-245530 03192-235612	mrcc-ptb@indiancoastguard.nic.in
2.	First Escalation	Comdt Vivek Sharma	8500635385	mrcc-ptb@indiancoastguard.nic.in
3.	Second Escalation	DIG Ashish Sinha	9437007536	ops-an@indiancoastguard.nic.in

4. Directorate General of Hydrocarbons –

1.	Control Room	DGH Control Room	0120-2472000 9821233677	cto.dg@dghindia.gov.in
2.	First Escalation	Mr. D D Roy	9711596835	deo.roy@dghindia.gov.in
3.	Second Escalation	Mr. Anand Gupta	9428331098	adgdevelopment@dghindia.gov.in

5. ONGC –

5.1 West Coast -

1.	Control Room	Vasudhara Control Room	022-26275900 022-26562710 022-26599700 022-26599710 022-26599659	vasudhara_vcr@ongc.co.in
2.	First Escalation	R Sundar Iyer Head Offshore Safety	8332996910	iyer_sundarr@ongc.co.in
3.	Second Escalation	K S Pandey	9868282232 9324398026	pandey_ks@ongc.co.in

5.2 East Coast -

1.	Control Room	Radio Room Kakinada	0884- 2373004/2373006	radiokkd@ongc.co.in
2.	First Escalation	P Suresh Babu	9490168104	babu_polisetty@ongc.co.in
3.	Second Escalation	Arvind Morbale	9491069007	morbale_a@ongc.co.in

10. Annex 2 – Advisory message for Shipping Companies

Specific instructions for Shipowners, Charterers (DGS approved) and Shipowner Associations for message as per 8.3

Instructions – Shipping Companies:

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The above weather advisory issued by the Indian Meteorological Department, is required to be forwarded to all the vessels of your fleet in the area.

The Master of the vessels may be directed to take all required precautions including heavy weather precautions, that would be applicable under the prevailing circumstances as per the relevant national and international instruments including the 'bridge procedures guide' and the SMS of the vessel.

Any malfunction of any equipment effecting the seaworthiness of the vessel is to be immediately reported to the Company and then to the DG Comm Centre.

The shipping company must identify the high-risk vessels while special attention must be paid to all vessels in the affected area, the high-risk vessels may be immediately provided shelter. High-risk vessels should include, non-propelled vessels with passengers or work force on board other than the ship's crew, propelled vessels with passengers, barges without hatch cover, RSV Class vessels, ICV Class vessels, derelict vessels, vessels under arrest, vessels those have become unseaworthy, harbour crafts, etc. In addition to the aforesaid vessels, criteria such as, available engine power, and freeboard of the vessel should be used by the Company for determining the high-risk vessels. All the high-risk vessel must be informed to the DG Comm Centre and MRCC, and must be prioritised when and if required for providing shelter. The criteria mentioned above is not exhaustive and does not cover all situations, hence company to exercise due diligence while determining high-risk vessels.

The Master of the vessels may also be directed to keep well clear of the storm system and navigate with utmost caution keeping safety of life, safety of ship, protection of property and the environment as utmost priority.

11. Annex 3 – Advisory message to Ports, DGH, ONGC & State Authorities

Specific instructions for Maritime Boards or State Authorities, Port Authority, DGH and ONGC for message as per 8.4

Instructions - Ports

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Kindly be guided by the above weather advisory, which is for information and further necessary action. The port may ensure Compliance of all actions specified in the checklist of MoPSW.

All traffic within the port limits and in the vicinity of the port are to be monitored closely to ensure that the vessels are clear of the storm system and high-risk areas of the system.

The port may also ensure that all high-risk vessel such as non-propelled vessels with passengers or work force on board other than the ship's crew, propelled vessels with passengers, barges without hatch cover, derelict vessels, vessels under arrest, vessels with low engine power, vessels that have become unseaworthy, etc., are given priority while assigning safe location within port.

The Master of the vessels in the port may also be directed to ensure that the vessels at berth are secured with adequate number of lines and vessels at anchor have adequate length of chain in the water as per the prevailing circumstances. All vessels in port need to have their engines in readiness at all times and take all required precautions that would be applicable under the prevailing circumstances as per the relevant national and international instruments including the 'bridge procedures guide' and the SMS of the vessel.

All vessels at exposed / outer anchorage of the Port, to be instructed to clear the area well before the heavy weather / cyclonic weather conditions, such vessel shall proceed to sea and remain well clear of the cyclonic weather conditions.

The port may also take adequate steps to ensure that safety of life, safety of ships in port, protection of property and the environment as utmost priority.

12. Annex 4 – Advisory message to ICG & IN

Specific instructions for Indian navy and Indian Coast Guard for message as per 8.5

Instructions – Indian Navy & Indian Coast Guard

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Kindly be guided by the enclosed weather advisory, which is for information and further necessary action. It is requested that storm system may be carefully monitored and if any vessel is found in high-risk areas of the storm system, such vessels may be warned and instructed to keep clear of the storm system and to always remain in safe zone.

13. Annex 5 – SITREP format

Format of SITREP

Directorate General of Shipping DG COMM CENTER (MM-DAC)

SITREP

1. General

.1	SITREP No.	
.2	Date/ Time of SITREP (IST)	
.3	Detailed Weather Report	IMD Bulletin No. x, dated xx @ xx is attached below for detailed weather report.
.4	Loss of Life/ Injury?	
.5	Any security breaches?	
.6	Environmental damage?	
.7	Property damage?	
.8	Any other untoward incident?	

2 Contingency Measures Deployed

.1	DG CommCenter:	
.2	Status of vessels and action taken:	
.3	Status of Port's preparation for the Cyclone	
	Summary for action taken report by the high risk ports is as follows:	
.4	Status from Ports after / during Cyclone:	
.5	Action Points after meeting with DGH and Ship Owners:	

.6	Reported Incidents:
.7	Status of Emergency Towing Vessels (ETVs):

3 **Other information**

.1	Latest Tack of the Depression / Cyclone:
.2	Forecasted wind speeds of the Cyclone in its path:
.3	Snapshot of Marine traffic screen – Small scale chart showing traffic
.4	Snapshot of Marine traffic screen – Large scale chart showing traffic close to the Cyclone

14. Annex 6 – Format for seeking action taken report from Ports & DGH

Action taken report from Ports in the specified format

Port Name	Activities / Information Particulars	Reponses	Any other preventive measures	Remark
	A. GENERAL INFORMATION			
	1. CURRENT WIND SPEED AT PORT WATERS (KM/HR) AND /WEATHER			
	2. ANTICIPATED DATE AND TIME OF IMPACT			
	3. LIKELY STORM SURGE (M)			
	4. FORECASTED WND SPEED (KM/HR) TILL NEXT REPORT			
	5. PRESENT PORT STORM SIGNAL			
	6. CRISIS MANAGEMENT PROCEDURE ACTIVATED			
	B. MARINE AREAS			
	7. INITIATION OF SHIFTING OUT OF VESSELS (EXPECTED DT. & TIME IF, NOT STARTED)			
	8. COMPLETION OF SHIFTING OUT OF VESSELS (EXPECTED DT. & TIME IF, NOT STARTED)			
	9. STATUS OF SECURING OF PORT CMFTS/ LAUNCHES ETC.			
	10. STATUS OF SECURING OF PVT CMFTS/ LAUNCHES ETC.			
	11. INFROMATION ON DERELICT VESSEL IN PORT LIMIT, IF ANY. STEPS TAKEN TO SAFEGUARD / PREVENT ACCIDENT.			
	12. TOTAL NUMBER OF HARBOUR CRAFTS, LAUNCHES, TOURIST :ERRIES ETC REMAINED INSIDE HARBOUR AND ACTION TAKEN FOR THEIR SAFETY			
	13. TOTAL NO OF VESSELS AVAILBLE IN OUTER HARBOURY PORT CREAS (EXCULDING INSIDE)			
	C. LAND AREAS			
	14. PRUNING OF TREES ON ROADS			
	15.HAZARD REDUCTION STEPS TAKEN / PROPOSED FOR VULNERABLE ARIEL STRUCTURES			
	16.PLAN OF SECURING ROOFS OF GODOWNS AND SHEDS.			
	17. SHORE CRANES – SECURED (NOS / TOTAL NOS)			
	18. PVT CARGO HANDLING EQUIPMENTS – SECURED (NOS)			

	19. ACTION PLAN FOR UNSECURED EQUIPMENTS / MACHINERIES FOR THEIR SAFETY.			
	20. PROJECT SITES – SECURING OF ITEMS.			
	21. LOWERING OF HIGH MAST LIGHTS			
	22. SUSPENSION OF RAIL TRANSPORT 7 ISOLATION OF OVERHEAD POWER LINES.			
	23. SUSPENSION OF ROAD TRANSPORT / INCOMING OF TRUCKS.			
	24. SECURING OF LOCOMOTIVES & RACKES.			
	25. SECURING OF MISCELLANEOUS FLYABLE OBJECTS / MATERIALS.			
	26. AVAILIBLTY OF PORTABLE GENSETS FITTED WITH FLOOD LIGHTS FOR GENERAL LIGHTING AT STRETEGIC LOCATIONS.			
	27. CLEANING OF FLOOD DRAINS.			
	28. CONSIDERING TIDE LEVEL, IF WATER LOGGING EXPECTED DURING THE IMPACT – COUNTER MEASURES.			
	D. PEOPLE			
	29.NUMBER OF PUBLIC ADDRESSAL SYSTEMS DEPLOYED FOR MAKING ANNOUNCEMENTS FOR THE PUBLIC WITHIN PORT AREAS.			
	30. TOTAL POPULATION REQUIRING EVACUATION FROM PORT AREAS.			
	31. TOTAL NO OF TEAMS DEPLOYED FOR EVACUATION.			
	32. TOTAL NUMBER OF VEHICLES DEPLOYED FOR EVACUATION.			
	33. NUMBER OF CYCLONE SHELTERS PROVIDED WITH ESSENTIAL ITEMS (WATER, DRY EATABLES, DRINKING WATER, PORTABLE GENSET/ ETC)			
	34. TOTAL CAPACITY OF CYCLONE SHELTERS.			
	35. EVACUATION – INITIATION AND COMPLETION (DATE & TIME)			
	36. MEDICAL – AMBULANCES AT STRETIGIC LOCATIONS.			
	37. MEDICAL – TRAUMA & EMERGENCY SERVICES.			
	38. WHETHER ENTIRE PORT OPERATIONAL AREA CLEARED OF PORT USERS AND WORKERS (EXCEPT FOR EMERGENCY DEPLOYMENT)			

	39. CO-ORDINATION WITH DISTRICT / STATE DMA			

NOTE-1 : the port shall be expected to start sending this information on daily / more frequent intervals to the Ministry of Shipping from the time of hoisting storm warning signal 5.

2. Relevant information may be provided in short, specifying date, time, numbers etc.