



EAST COAST RAILWAY

ZONAL DISASTER MANAGEMENT PLAN

2022



**Issued by
Principal Chief Safety Officer,
ECoR, Bhubaneswar**

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2022

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Principal Chief Safety Officer, ECoR
Bhubaneswar



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Date: 29.03.2022

MESSAGE

To remain prepared to face any disaster is one of the national goals. In line with that railway has also remained always in readiness to meet any disaster – be it an accident of serious nature or natural calamity like flood and cyclone leading to washouts and severe damage to rail infrastructure. Disaster management plan plays a vital role in the preparedness to meet any disaster. It is a ready reference to get vital information to meet a disaster and also a good reading to acquire knowledge on disaster management.

The Disaster Management Plan of East Coast Railway has been updated and published for the year 2022. Apart from updating important information like contact persons of NDRF, ODRF, Important Hospitals, Defence Forces and NGO's active in extending their hand-of help in case of disaster; it contains the firefighting SOP and accident management protocol issued by Railway Board.

I hope this updated version of the Disaster Management Plan of East Coast Railway shall be very useful to all officers, supervisors, and field staff.

I congratulate the Safety Department for timely updation and release of the ZDMP-2022 in the website of East Coast Railway.

Joeh 29/3/22
(ARCHANA JOSHI)
GENERAL MANAGER



शरद कुमार श्रीवास्तव
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Date:29.03.2022

MESSAGE

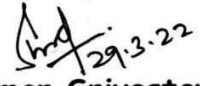
I am very much pleased to know that Headquarters Safety Department is going to publish the updated ZDMP for 2022. This new edition incorporates aspects of Covid-19 management as a disaster and lessons learnt by the railway as a transporter.

Cyclone and Land slide as disasters and their management is also revised under the recent guidelines of NDMA. Vulnerable locations with respect to flood, land slide and breaches of the zone are annexed for ready reference. Disaster Management in Tunnel/Deep cutting or in water body is also totally reviewed in consultation with Konkan Railway.

Data regarding availability of railway & non-railway Medical assistance, ARME, SPARMV/ART, breakdown Cranes, earth moving equipment & tower wagon locations are incorporated for ready reference.

Railway accident protocol as published by Railway Board and SOP on fire issued by Board have been incorporated in the ZDMP to make it still more comprehensive.

I sincerely acknowledge and convey my appreciation of the outstanding efforts by Headquarters Safety Officers & Supervisors in publishing the updated Disaster Management Plan-2022 in web site & Railway portals.


(Sharad Kumar Srivastava)
Addl. General Manager



ऐच.के दत्त
H. K. DUTTA



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MESSAGE

We as a country have made visible improvement in disaster management. Gone are the days in which sizable number of people used to die in flood, cyclone, sunstroke etc. caused by natural calamity. Improved forecast and proactive moves to face such disasters has brought relief to the populace before such calamities strike. In this endeavour, National Disaster Management Plan has brought not only right kind of preparedness but also has collated a lot of information and co-ordinated with multifarious organisations which have been brought out to manage a disaster like situation.

In line with the national plan Railway has its own disaster management plan. East Coast Railway which re-vamped its Zonal Disaster Management Plan in 2021 with chapters on medical disaster, Chemical disaster, earthquake etc. has updated the entire plan in 2022 with latest information on different points of contacts and has included the SOP on firefighting issued by Railway Board. It has also in its fold the protocol for managing a Railway accident.

This Zonal Disaster Management Plan comes in e-form and is available to all in the Railway website and various links.

I am hopeful that this updated version shall be of immense help in a disaster and request all concerned to brush through the contents. It goes without saying that best efforts have been put in to make this edition of ZDMP/ECOR more useful and accordingly kudos to the team safety which has worked hard to bring it in time.


H.K. Dutta 30/03/2022
Pr. Chief Safety Officer



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FEW ABBREVIATIONS USED

ART	Accident Relief Train	AEN	Assistant Engineer
ARME	Accident Relief Medical Equipment	Asst.	Assistant
ARMV	Accident Relief Medical Van	AEE	Assistant Electrical Engineer
AC	Air Conditioned	ADG	Assistant Director General
ADME	Assistant Divisional Mechanical Engineer	ARK	Araku - Station's code
ASM	Assistant Station Master	ADMO	Assistant Divisional Medical Officer.
ADRM	Assistant Divisional Railway Manager	Amp	Ampere
ASTE	Asst. Signal & Telecommunication Engineer	AIR	All India Radio
AOM	Assistant Operating Manager	A G M	Assistant General Manager
AMM	Assistant Material Manager	ALP	Assistant Loco Pilot
APDRF	Andhra Pradesh Disaster Response Force		
APO	Assistant Personnel Officer.	B D	Break Down
1AC	First class Air Conditioned coach.	BIS	Bureau of Indian Standards.
INGO	Indian Government Organization	Bd.	Board.
2AC	2nd Class Air Conditioned coach	BAM	Brahmapur- Station's code
3AC	3rd Class AC coach.	BSP	Bilaspur - Station's code
ACM	Assistant Commercial Manager	BNDM	Bandamunda - Station's code
AP	Andhra Pradesh	BSNL	Bharat Sanchar Nigam Limited
BPCL	Bharat Petroleum Company Limited	CHC	Chief Controller.
BHC	Bhadrakh - station's code	CPR	Cardio Pulmonary Resuscitation
BRN	08 wheeler open flat wagon	CCM	Chief Commercial Manager
BLGR	Bolangir- Station's code	DME	Divisional Mechanical Engineer
BIA	Bhilai - Station's code	Sr.DSO	Divisional Safety Officer
PCE	Principal Chief Engineer	DEN	Divisional Engineer
CBE	Chief Bridge Engineer	DOM	Divisional Operating Manager
CISF	Central Industrial Security Force	DMU	Diesel Multiple Unit
CTE	Chief Track Engineer	DRM	Divisional Railway Manager
PCOM	Principal Chief Operation Manager	DMO	Divisional Medical Officer
PCMM	Principal Chief Material Manager	DM	Disaster Management/ District Magistrate.
CG	Chhattisgarh state	DMA	Disaster Management Authority.
CBRI	Central Building Research Institute.	DMT	Disaster Management Team.
CRRRI	Central Road Research Institute.	DOT	Department of Telecommunications.
CRSE	Chief Rolling Stock engineer.	DC	District Commissioner
PCSO	Principal Chief Safety Officer	DR	Disaster Response
PCME	Principal Chief Mechanical Engineer	DPC	Diesel Power Controller



PCEE	Principal Chief Electrical Engineer	DG	Diesel Generator
PCSTE	Principal Chief Signal & Telecommunication Engineer	DCP	Dry Chemical Powder
CMPE	Chief Motive Power Engineer	DSTE	Divisional Signal & Telecommunication Engineer
CAO(Cor)	Chief Administrative Officer(Construction)		
CTC	Cuttack - station's code	EC	Emergency Control.
PCSC	Principal Chief Security Commissioner	EMU	Electric Multiple Unit
CSE	Chief Signal Engineer	EFR	Eastern Front Rifle
PCPO	Principal Chief Personnel Officer	ESM	Electronic Signal Maintainer
CNL	Control.	EMR	Emergency Medical Response
CPTM	Chief Passenger Transportation Manager	FA	First Aid
CFTM	Chief Freight Transportation Manager	FC	Finance Commissioner
CAC	Combined Assistance Center	FA&CAO	Financial Advisor & Chief Accounts Officer.
CPRO	Chief Public Relation Officer	FR	First Response
CWC	Cyclone Warning Center	FOB	Foot Over Bridge.
CRB	Chairman Railway Board	FOIS	Freight Operation Information System
CMS	Chief Medical Superintendent	FIR	First Information Report
Co.	Co-ordination.	FT	Field Telephone
PCMD	Principal Chief Medical Director	G	General.
C&W	Carriage and Wagon	GM	General Manager.
CDMO	Chief District Medical Officer	GI	Galvanized Iron
CRS	Commissioner of Railway Safety	GIS	Geographical Information System
CKP	Chakradharpur station's code	GSI	Geological Survey of India.
		GRP	Government Railway Police
HFL	Highest Flood Level	NDRF	National Disaster Response Force.
HLC	High Level Committee on Disaster Management	OP	Operation.
HRD	Hydraulic Rescue Device	OHE	Over Head Equipment
HRE	Hydraulic Re-railing Equipment	OIC	Officer In-Charge.
HSD	High Speed Diesel	OSDMA	Orissa State Disaster Mitigation authority.
HOR	High Official Requisition	ODRAF	Orissa Disaster Rapid Action Force.
HOD	Head Of the Department	PSA	Palasa station's code
HS	Home Secretary/Hand Signal	PRO	Public Relation Officer.
HM	Home Minister	PA	Public Address.
HS	Home Signal	PAS	Public Address System
IA	Indian Airlines.	P-Way	Permanent Way
IAF	Indian Air Force.	PCO	Public Call Office.
IAT	Instant Action Team	POL	Petroleum and Oil
ICF	Integral Coach Factory	PR	Public Relation.



IG	Inspector General	QRT	Quick Response Team.
IT	Indian Institute of Technology.	RMC	Regional Meteorological Centre.
IMD	Indian Meteorological Department.	RCT	Railway Claims Tribunal.
IOC	Indian Oil Corporation	RGDA	Rayagada.
IRCTC	Indian Rly. Catering & Tourism Corporation.	RMS	Railway Mail Service.
IRITM	Indian Railway Institute of Transport Management	RPF	Railway Protection Force
ISD	International Subscriber Dialling.	RCF	Rail Coach Factory.
ITWC	Indian Tsunami Warning System	RVS	Rapid Vision Screen.
J A G	Junior Administrative Grade	RRI	Route Relay interlocking
Jr.	Junior.	SP	Superintendent of Police
JSG	Jharsuguda station's code	SPARME	Self Propelled Auxiliary Medical Equipment.
KUR	Khurda Road station code	Sr.	Senior.
KGP	Kharagpur station code	SDGM	Senior Deputy General Manager.
KRPU	Koraput station's code	S&T	Signal & Telecommunication
KRDL	Kirandul station's code	SBP	Sambalpur station code
LI	Loco Inspector.	SS	Station Superintendent.
POMKA	Portable Medical Kit for Accident.	SE	Section Engineer
MLC	Manned Level Crossing.	SSE	Senior Section Engineer.
LP	Loco Pilot	SIS	Senior Inspector of Signal
MSMD	Mohasamund station's code	CLI	Chief Loco Inspector.
MoR	Ministry of Railways	SSO	Senior Safety Officer.
MOSR	Ministry of State for Railways	SR	Subsidiary Rule
MoU	Memorandum of Understanding.	SJAB	St. John Ambulance.
MM	Material Manager.	STD	Subscriber Trunk Dial
NGO	Non-Government Organization	SERC	Structural Engineering Research Centre.
TI	Traffic Inspector.	TCI	Telecommunication Inspector.
TS	Train Superintendent	TCM	Telecommunication Mechanic.
TTE	Train Ticket Examiner.	UCC	Unified Command Center.
TRD	Traction Distribution	VSKP	Vishakhapatnam station's code
TIG	Titlagarh station's code	VZM	Vizianagaram station's code
TPC	Traction Power Controller	WAT	Waltair Division's code
TLC	Traction Loco Controller.	W	Watt
T	Tonne.	V	Volt
TLHR	Talcher station's code	VHF	Very High Frequency.
TXR	Train Examiner.		



INTRODUCTION

Disaster Management is a multi-faceted approach by a group of professionals with competence to address the diverse issue that will involve formulation of rules, regulations, preparation of guidelines and operating procedures, law making, enforcement, legislation, managing humanitarian aspects and traumatic situations, addressing complex socio-economic and technical issues. The technique therefore has to be based on knowledge and infrastructure by competent professional related to the task, terrain and activity therein.

In the course of time, Disaster Management approach has undergone a paradigm shift, gained from the experience of the past to proactive and holistic approach to disasters to pre-empt them instead of post disaster responses. Disaster Management process is a developmental opportunity to improve the society and thereby reduce the risk factor to the society. The society is made capable to respond by themselves to achieve their goal by disaster preparedness so that society is not susceptible to disasters and the impact will be less.

Engineering construction activity is to be geared with sound practices, for growth and development with a legal framework and to enforce the rule of law, to help the disaster management preparedness by the authorities in the system.

“Railway Disaster is a serious train accident or an untoward event of grave nature, either on the railway premises or arising out of railway activity in that area, due to natural or man made causes, that may lead to loss of many lives and or grievous injuries to a large number of people, and or severe disruption of traffic, necessitating large scale help from other Government /State/ Non-government and private organizations.”

Despite the earnest efforts taken to manage every disaster efficiently, in some train accidents involving heavy casualty, the relief and rescue operations could not be resolved satisfactorily. Accidents involving heavy casualties and in difficult terrain like ghat sections with a number of bridges, tunnels, cuttings and also bad weather conditions, make the rescue and relief work more difficult and necessitates the assistance of specialized outside agencies in addition to Railways' own resources.

The high level committee on Disaster Management analyzed the various aspects of the present Disaster Management system and has pointed out areas of deficiencies such as lack of precision, speed and co-ordination, non-availability of clear procedure to avail outside resources and non-availability of an updated Data Bank of outside agencies and resources etc. Some important measures suggested by HLCR (High Level Committee Report) on Disaster Management are as under;

Till now instant response, relief and rescue are primary objectives of Disaster Management Plan. With the enactment of Disaster Management Act 2005, it has been widened to the following areas:

1. Prevention, Preparedness & Capacity Building
2. Preparation of Data Bank



3. Streamlining the Logistics of Railways
4. Seeking assistance from State Governments and involvement of Local Civilian Authorities
5. Effective Trauma Care
6. Proper Trigger Mechanism to ensure adequate medical care within “Golden Hour”
7. Divisional/Zonal Disaster Management Plan
8. Making use of Non-Railway Resources
9. Maintenance of ART to have failure proof service
10. Defining responsibilities of various staff/departments

In addition, DM Plan should also be a golden opportunity for developmental process, in which, quality and standard of construction process shall be based upon standard civil engineering procedures.

With the view to build up appropriate capability to manage Disaster at Divisional/Zonal levels, clear instructions, defining the role of various departments are required. This Disaster Management Plan issued by E. Co. Railway covers such instructions to organize an efficient Rescue and Relief operation and lays down the basic framework for immediate action by every Railway Servant. It has been dovetailed with information which has so far been made available from respective State Governments/Armed Forces, etc. as also from Divisional Disaster Management Plans of KUR, WAT & SBP, divisions. Details of Hospitals, NGOs and Organizations having infrastructure facilities and resources available with civil authorities to be useful in Disaster Management are made available in this document.

Disaster Management Plan – 2022 of E.Co. Rly focuses on tackling the following Zonal situations:

- Train Accidents
- Fire Accidents
- Cyclone/Stom
- Earth-quakes
- Floods and Breaches
- Land slides
- Bomb blasts/explosions and other Terrorist Activities
- Hazardous Gas (Emergencies/Calamities), which assumes the magnificence of a disaster as prescribed in the definition of disaster in Railway parlance.
- Tsunami
- Tunnel, Chemical disaster ,Biologica Disaster & Hospital disaster



CHAPTER-1

LEGAL PROVISION

1.1 Railway Board's Order:-

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)**

No. ERB-I/2002/24/44

New Delhi, dated 17-09-2002

ORDER

The Ministry of Railways have decided to constitute a high level committee to review the disaster management system over Indian Railways and give recommendations for strengthening and streamlining the same. This committee will consist of the following:

- | | | | |
|------|---|---|----------|
| i) | Member Mechanical, Railway Board | - | Convener |
| ii) | Member Traffic, Railway Board | - | Member |
| iii) | Director General/Railway Health Services | - | Member |
| iv) | Director General / Railway Protection Force | - | Member |
| v) | Additional Member (Budget), Railway Board | - | Member |
2. Executive Director / Safety, Railway Board, will be the Secretary of the Committee.
 3. The terms of reference of the Committee are :
 - (i) To review the existing Disaster Management System over IR related to train accidents and natural calamities and to suggest improvements.
 - (ii) To identify the technological and managerial inputs in order to quicken the pace of relief and rescue operations.
 - (iii) To institute a standing arrangement with other Central Ministries, State Governments and Armed Forces to enable quick and smooth restoration operations without any legal or procedural hurdles.
 4. The Committee is expected to give its recommendations in two months Necessary secretarial assistance (one computer literate P.S. and one L.D.C.) would be provided to Executive Director (Safety) during the tenure of the Committee.

(R.R. JARUHAR)

Secretary / Railway Board

5. MEMBERS OF THE HIGH-LEVEL COMMITTEE ON DISASTER MANAGEMENT

- 1) S. Dhasarathy, Member Mechanical & Convener
- 2) M.C. Srivastava, Member Traffic.
- 3) Vijayalakshmi Viswanathan, Financial Commissioner.
- 4) Dr. K. Suresh, Director General/Railway Health Services.
- 5) Dr. A. K. Pandey, Director General/Railway Protection Force.



A) GUIDELINES OF RAILWAY BOARD

1.2. Preparation of Disaster Management Plan

Railway Board vide letter No. 2003/Safety-I/6/2 dated 29.09.2003 and letter No.2009/Safety/DM/6/14 dated 30.11.2009 has laid down the requirements of Zonal Railway Disaster Management Plan, based on the instructions contained in the NDMA. Instructions contained in **DISASTER MANAGEMENT PLAN** for the Ministry of Railways published in April - 2016 also has been taken into cognizance while formulating the **Disaster Management Plan of East Coast Railway**.

- Preparation and implementation of Disaster Management Plan is the responsibility of the concerned General Manager/Divisional Railway Manager.
- Authority to order ART/ARMV:-Train ordering officials- Section Controller /Dy CHC / CHC. Ordering of Breakdown Crane :- on duty DPC with consult of Chief Mechanical Engineer/ Chief Motive Power Engineer/ Sr. Divisional Mechanical Engineer/ Divisional Mechanical Engineer etc
- Senior-most railway officer at the site of accident shall be designated as 'Site Manager'.
- Management of rescue operations - Primarily Mechanical and Medical departments. Assistance to be provided by all railway men (irrespective of their departments) as needed.
- Relief operation including care for the dead - Commercial, Medical and RPF departments. Communication network - S&T department
- Lighting - Electrical Department.
- Crowd control and maintenance of law & order at site - RPF.
- State Police's clearance for restoration, Crowd control & Law and Order - RPF. Restoration operations:
- Rolling stock - Mechanical department.
- Fixed infrastructure like track, overhead equipments, signaling system - By the concerned department.
- Maintenance of SPARTs/ARTs/ARMVs/Breakdown trains including rail-cum-road and road mobile emergency vehicles etc. - Mechanical department.
- Maintenance of equipments kept in SPARTs/ARTs/ARMVs for rescue and restoration operations - Departments concerned.
- Media management at site:
- Site Manager shall be the chief spokesman at site and can be assisted by branch officers concerned, if needed.
- PR/Coml. Department to look after the needs of the media at site.
- Checklists for officers and supervisors must be issued in the form of pocket booklet indicating Do's and Don'ts for the benefit of :
- First official reaching the site of accident. Senior-most officer at the site.
- Divisional/HQ Control organization. Station Manager.
- Other Front Line Staff.

The Disaster Management Plan inter-alia includes 'who is responsible for what activities' in detail. It must be reviewed and updated on the 1st of January, every year.

B) DISASTER MANAGEMENT ACT AND RELATED ASPECT:



1.3 Disaster Management Act:

The Disaster Management Act, 2005 (hereinafter referred to as the Act), enacted by the Parliament was notified in the Gazette of India on 26th December, 2005. The Act provides for the legal and institutional framework for the effective management of disasters. The Act mandates creation of new institutions and assignment of specific roles for Central, State and Local Governments. Under the provisions of the Act, the National Disaster Management Authority (NDMA) has been established under the chairmanship of the Prime Minister and a National Executive Committee (NEC) of Secretaries has been created to assist the NDMA in the performance of its functions. At the State level, a State Disaster Management Authority has been created under the chairmanship of Chief Minister, which has been assisted by a State Executive Committee. At the District level, District Disaster Management Authorities have been created.

The responsibility of laying down the policies on disaster management, approving the National Policy on Disaster Management (NPDM) and laying down the guidelines on Disaster Management has been given to NDMA under the Act. The NDMA accordingly prepared a draft of the National Policy on Disaster Management in consultation with the Home Ministry and submitted the same for approval of the Government.

The Home Ministry has circulated the draft NPDM to the concerned Central Ministries and all the State Governments/Union Territories. The comments received by the Central Ministries/State Governments/Union Territories were duly examined and the accepted views/comments of Central Ministries/State Governments/Union Territories have been duly incorporated in the NPDM. Approval of the Cabinet to the NPDM was given in the Cabinet Meeting held on 22.10.2009.

The NPDM envisages a holistic approach to disaster management, encompassing the entire disaster management cycle including prevention, mitigation, preparedness, relief, rescue, rehabilitation and reconstruction. It addresses all aspects of disaster management covering institutional, legal and financial arrangements, capacity building, knowledge management, research and development. It focuses on the areas where action is needed and the institutional mechanism through which such action can be channelized.

A.01 The Disaster Management Act, 2005

It is the central legislation on Disaster Management around which all the Disaster Management related activities revolves since its enactment. It dictates a holistic approach to Disaster Management from mere responding to disasters to greater attention to prevention, mitigation, capacity building and preparedness.

A.02 Disaster has been defined in this Act as under:

“Disaster means a catastrophe, mishap, calamity or grave occurrence in any area, arising from natural or man-made 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”.



Note :- Railway Board has vested the powers to declare a railway accident as disaster with GM/AGM and in the absence with PCSO.

A.03 Disaster Management has been explained in this Act as under:

“Disaster Management means a continuous and integrated process of planning, organizing, co-ordinating and implementing measures which are necessary or expedient for-

- prevention of danger or threat of any disaster;
- mitigation or reduction of risk of any disaster or its severity or consequences;
- capacity-building;
- preparedness to deal with any disaster;
- prompt response to any threatening disaster situation or disaster;
- assessing the severity or magnitude of effects of any disaster;
- evacuation, rescue and relief and
- Rehabilitation and reconstruction.

1.04 Important Provisions in the DM Act:

Sections 35, 36 & 37 of the DMA, 2005 detail the responsibilities of Ministries and Departments of Central Govt. as per which a number of measures/actions are to be taken either on their own or in consultation with NDMA. Drawing up mitigation, preparedness and response plans, capacity building, data collection and identification & training of personnel in relation to Disaster Management is one of the key responsibilities. These provisions are summarized as under:-

1.05. DEFINITION OF DISASTER:-

Railway Board Vide letter No 2003/Safety(DM)/6/2 Pt. dated 06-01-09, defined Railway Disaster in the following way,

“Railway Disaster is a serious train accident or an untoward event of grave nature, either on the Railway premises or arising out of Railway activity in that area, due to natural or man-made causes, that may lead to loss of many lives and/or grievous injuries to a large number of people, and/or severe disruption of traffic, necessitating large scale help from other Government/Non-government and Private Organizations”,

1.6 Salient Features Of Disaster Management Act:-2005

Disaster Management Act 2005, has been introduced with a view to provide effective management of disasters and for matters connected therewith or incidental thereto. The following provisions are available in this Act.:-

1. Formation of NDMA with Prime Minister as Chairperson and nine(09) other members and an Executive Committee with Secretaries to Govt. of India as members.
2. NDMA shall have powers to lay down policies, guidelines, planning and co-ordination and evaluation & monitoring for Disaster Management. There shall be a National Plan drawn up for disaster management in the whole country.



4. At District level, a District DM Authority with Collector/DC/DM as Chairperson and SP, DMO and other two Dist. Level Officers as member shall be formed with similar function and a District Disaster Management Plan shall be drawn.
5. Central Govt. will take measures for co-ordination among various DMA, with various ministries, and Naval, Military and Air Forces for capacity building, preparedness and effective response. Assistance to State Govt. shall be provided. Every ministry shall take measures as per guidelines laid down in national plan and prepare their own Disaster Management Plan. Similarly DMA must have unit branch at adjacent State / City, so that if major Disaster then that DMA activity will not collapse.
6. Similar action will be taken by the State Govt. and local Authorities at State and District levels respectively.
7. A National Institute of Disaster Management shall be formed for planning, training and research in the area of Disaster Management.
8. A National Disaster Response Force will be constituted for specialist response to disasters.
9. The act provides for punishment for obstruction, failure of officer on duty, for contravention of any order of requisition, false warning, discrimination, etc., by imprisonment or fine or both.

Railway Board Vide letter no- 2003/Safety/DM/6/3 dtd. 09.11.09, informed that, "Ministry of Railway can request NDMA for assistance of NDRF when situation so warrants."

In case of Railway Disaster, Zonal Railways on request from Divisions or suo-motto may approach Railway Board, who will request NDMA to direct NDRF Battalions for necessary help.

Railway Board Vide letter no- 2003/Safety(DM)/6/3 dtd. 27.07.10, informed that, "Zonal Railway is directed to advise divisional officers to conduct and take part in the mock drills/ Joint exercise in co-ordination with the representative of NDMA as also NDRF battalions located nearest to the divisional offices".

Important provision of DM Act.

Section 35

The Central Government shall take all such measures as it deems necessary or expedient for the purpose of disaster management and it shall include :-

- a) Coordination of actions of the Ministries or Departments of the Government of India, State Governments, National Authority, State Authorities, governmental and non-governmental organizations in relation to disaster management;
- b) Ensure the integration of measures for prevention of disasters and mitigation by Ministries or Departments of the Government of India into their development plans and projects;
- c) Ensure appropriate allocation of funds for prevention of disaster, mitigation, capacity-building and preparedness by the Ministries or Departments of the Government of India;
- d) Ensure that the Ministries or Departments of the government of India take necessary measures for preparedness to promptly and effectively respond to any threatening disaster situation or disaster;
- e) Cooperation and assistance to the State Governments, as requested by them and
- f) Deployment of naval, military and air forces, other armed forces of the Union or any other civilian personnel as may be required for the purposes of this Act.

Section 36

It shall be the responsibility of every Ministry or Department of the Government of India to-



- a) Take measures necessary for prevention of disasters, mitigation, preparedness and capacity-building in accordance with the guidelines laid down by the National Authority;
- b) Integrate into its development plans and projects, the measures for prevention or mitigation of disasters in accordance with the guidelines laid down by the National Authority;
- c) Respond effectively and promptly to any threatening disaster situation or disaster in accordance with the guidelines of the National Authority or the directions of the National Executive Committee in this behalf;
- d) Review the enactments administered by it, its policies, rules and regulations, with a view to incorporate therein the provisions necessary for prevention of disasters, mitigation or preparedness;
- e) Allocate funds for measures for prevention of disaster, mitigation, capacity-building and preparedness;
- f) Provide assistance to the National Authority and State Government for
 - (i) Drawing up mitigation, preparedness and response plans, capacity building, data collection and identification and training of personnel in relation to disaster management.
 - (ii) Carrying out rescue and relief operation in the affected area;
 - (iii) Assessing the damage from any disaster;
 - (iv) Carrying out rehabilitation and reconstruction;
- g) Make available its resources to the National Executive Committee or a State Executive Committee for the purpose of responding promptly and effectively to any threatening disaster situation or disaster, including measures for-
 - (i) Providing emergency communication in a vulnerable or affected area;
 - (ii) Transporting personnel and relief goods to and from the affected area;
 - (iii) Providing evacuation, rescue, temporary shelter or other immediate relief;
 - (iv) Setting up temporary bridges, jetties and landing places;
 - (v) Providing, drinking water, essential provisions, healthcare, and services in an affected area;
 - (vi) Take such other actions as it may consider necessary for disaster management.

Section 37

(1) Every Ministry or Department of the Government of India shall-

- a) Prepare a disaster management plan specifying the following particulars, namely;
 - (i) The measures to be taken by it for prevention and mitigation of disasters in accordance with the National Plan;
 - (ii) The specifications regarding integration of mitigation measures in its development plans in accordance with the guidelines of the National Authority and the National Executive Committee;
 - (iii) Its roles and responsibilities in relation to preparedness and capacity-building to deal with any threatening disaster situation or disaster;
 - (iv) Its roles and responsibilities in regard to promptly and effectively responding to any threatening disaster situation or disaster;
 - (v) The present status of its preparedness to perform the roles and responsibilities specified in sub-clauses (iii) and (iv);
 - (vi) The measures required to be taken in order to enable it to perform its responsibilities specified in sub-clauses (iii) & (iv)



- b) Review and update annually the plan referred to in clause (a);
- c) Forward a copy of the plan referred to in clause (a) or clause (b), as the case may be, to the Central Government which Government shall forward a copy thereof to the National Authority for its approval.

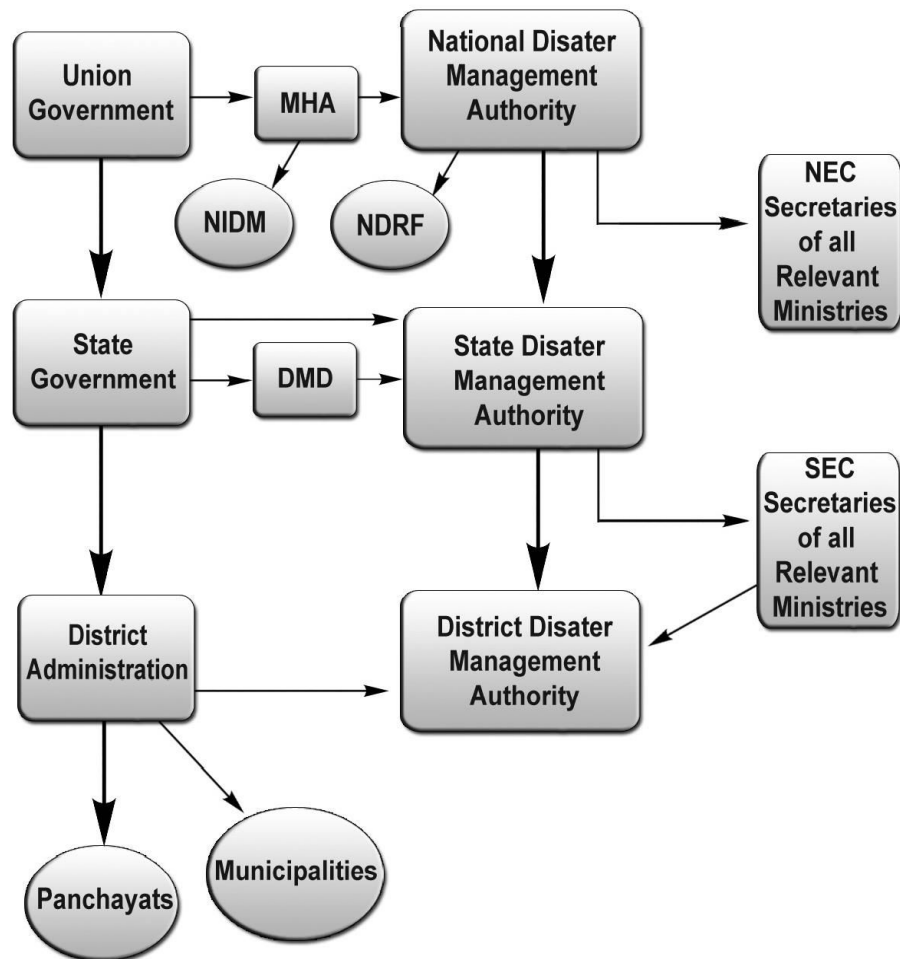
(2) Every Ministry or Department of the Government of India shall-

- a) Make, while preparing disaster management plan under clause (a) of sub section (1), provisions for financing the activities specified therein;
- b) Furnish a status report regarding the implementation of the plan referred to in clause (a) of sub-section (1) to the National Authority, as and when required by it.

Note : No Railway official is nominated either in National Executive Committee (NEC) or State Executive Committee (SEC), though they can be co-opted as per need.

1.07 Institutional Framework

Under the Disaster Management Act, 2015





1.08. NATIONAL DISASTER MANAGEMENT AUTHORITY (NDMA) -

NDMA control room under Ministry of Home Affairs (Tele No.011-26701728 Fax No.011-26701729, Helpline Number: 011-1078, E-mail: website@ndma.gov.in) and Security Control Room (Tele No.011-23387981 Fax No.011-23303748) and safety cell (Tele Fax No.011-23382638) in the office of Railway Board must be kept informed.

This instruction is issued by Railway Board in consultation with National Disaster Management Authority (NDMA) having the administrative control of NDRF.

NDMA CONTROL ROOM NEW DELHI Important Telephone Numbers of NDMA

Sl.No.	Name & Designation	Office Phone No.	Mobile	Email ID
1.	Secretary,	011-26701710	---	secretary@ndma.gov.in
2.	Joint Secretary (Admn)	011-26701780	---	jsadm@ndma.gov.in b.pradhan@nic.in
3.	Joint Adviser	011-26701743	---	narshad@ndma.gov.in
4.	Control Room	011-26701728 011-1078 011-26701729(Fax)	controlroom@ndma.gov.in, ndmacontrolroom@gmail.com, 09868891801, 09868101885	

1.09 NATIONAL DISASTER RESPONSE FORCE (NDRF)

As per Disaster Management Act 2005, various Ministries and Departments under the Government of India should join hands for mutual assistance in case of a disaster. Assistance from local Government and non-government agencies is invariably required by the Railway Administration for prompt relief and rescue operation in case of major disasters affecting Railways. Assistance of NDRF could be of great help to the Railways in major railway disasters.

NDRF HEADQUARTERS

NDRF Battalions :

DG/NDRF	IG/NDRF	DIG/NDRF
Mob. - +919818564455	Mob. +919540610101	Mob. +919968262466
Off: 011-24369278, 011-24369280,	Off: 011-24363268 Fax : 011-24363261	Off: 011-24363267 Fax : 011-24363261
Fax : 011-24363261 Email ID: dg.ndrf@nic.in	Email ID: ig.ndrf@nic.in	Email ID: dig.ndrf@nic.in
NDRF Control Room Tel: 011-24363260, 011-24363266, Fax: 011-24363261		

NDRF Battalion, MUNDALI / CUTTACK (ODISHA) & Guntur (AP) are in areas of responsibility. The Battalion is headed by Senior Commandant, under the administrative/operational control of Inspector General (Adm.), CISF HQRs., New Delhi and Deputy Inspector General (DM), CISF HQRs., New Delhi.



Details of NDRF Battalions are as under within the reach of ECoR:-

Sl. No.	Div.	COMDT NDRF Bn	LOCATION	MOB. NO.	TEL NO.	FAX.NO. /Email
1	KUR & SBP (Odisha+ Chhatisgarha)	Commandant 3 rd Bn NDRF (Jacob Kispatta)	Mundali, Cuttack, Odisha, Pin-754013	09437964571 09470587743	0671-2879711 (Control) 09437581614 (control) 0671-2879710	Ori03ndrf@nic.in
2	WAT (Andhra Pradesh)	Commandant 10 th Bn NDRF (Md. Zahid khan)	ANU Campus, Nagarjuna Nagar Guntur (AP) Pin-522510	7382299621	08632293178(o) 08632293050 (FAX) 0863-2293050 (Control) 08333068559 (control)	AP10ndrf@nic.in

Zonal Railways should get in touch with NDRF officers at the nearby NDRF locations to have the first hand knowledge of the resources available with them and also familiarize NDRF task force with railway related disaster situations and expose them to the issues relevant to rescue and relief of passengers during railway accidents. Railways may also associate NDRF in the full-scale disaster management exercise on **MOCK DRILL** that is held once every year. Respective NDRF battalion pertaining to the railway zone has to be coordinated while doing such mock drills.

There are no charges for availing the services of NDRF except for the rail transportation which railways may provide at their cost for attending to rail accidents. Railways may also have to provide the rail transportation logistics for transporting NDRF in case of non-railway exigencies.

As Para- 5.2 of DM plan of Ministry of Railway issued in April-2016 , Railway Board have also empowered Divisional Railway Managers/PCSOs to directly requisition the relevant NDRF battalion for relief and rescue operations depending upon the gravity of situation so that their services could be made available expeditiously at the time of major Railway Disasters without any loss of time. However, requisitioning of NDRF should be judicious.



CHAPTER-2

OBJECTIVES

2.01. The objective of the Disaster Management Plan is to achieve:

- Instant Disaster Trigger Mechanism.
- Rapid Access to reach the site of accident within **“GOLDEN HOUR and render Medical Care”** - using GIS (Geographic Information System) and data bank to ensure quicker means to render medical help and to prevent avoidable loss of life.
- Minimizing disaster effects - using GIS, data bank, quicker means to call for all the data logistics and infrastructure to redress the human calamity.
- Saving lives by quick extrication of victims and effective on-site Medical Management.
- Stabilisation of condition by quick restoration.
- Expeditious extraction and shifting to rescue vehicle(s).
- Care and concern for the affected customers/passengers.
- Speedy transportation to hospital.
- Proper and timely dissemination of information to public in the aftermath of the Disaster.
- Defining responsibilities of various staff/departments.

2.2. KEY CONCEPTS:

1. Disaster
2. Disaster Management
3. Disaster Management Act 2005
4. Golden Hour
5. Trigger Mechanism
6. Incident Command Control System
7. NDRF
8. Triage - a) Site Triage & b) Hospital Triage
9. Psychological rehabilitation

2.3. GOLDEN HOUR CONCEPT

“If a critical trauma patient is not given definite medical care within one hour from the time of accident, chances of his ultimate recovery reduce drastically, even with the best of medical attention thereafter. This initial one hour period is generally known as The Golden Hour”.

- Render definite medical care within Golden Hour.
- Stop bleeding and restore blood pressure within an hour.
- Persons under shock shall be immediately relieved of shock.
- Transport the casualties to the nearest hospital.

2.4. TRIGGER MECHANISM (EMERGENCY RESPONSE SYSTEM)

Trigger Mechanism has been conceptualized as an emergency quick response mechanism which, on energizing would, spontaneously set the vehicle of management into motion on road to disaster management process. The underlying assumptions behind this concept is that the process and mechanism of responding have been planned earlier and response activities would start as soon as the information is received about a disaster or impending disaster by any point in the whole



mechanism. To have an effective Trigger Mechanism, High Power Committee has identified functions for the disaster managers:

2.5. The process of preparedness should be well orchestrated and must respond instantly to the information of the disaster.

1. Evolving an effective signal/warning mechanism;
2. Identifying activities and their levels;
3. Identifying sub activities under each activity/level of activity;
4. Specifying authorities for each level of activity and sub activity;
5. Determine the response time for each activity.
6. Working out individual plans of each specified authority to achieve the activation as per the response time;
7. Having quick response teams for each specified authority;
8. Having alternative plans and contingency measure;
9. Providing appropriate administrative and financial delegations to make the response mechanism functionally viable; and
10. Undergoing preparedness drills.

2.6 INCIDENT COMMAND SYSTEM (ICS):

a. Introduction

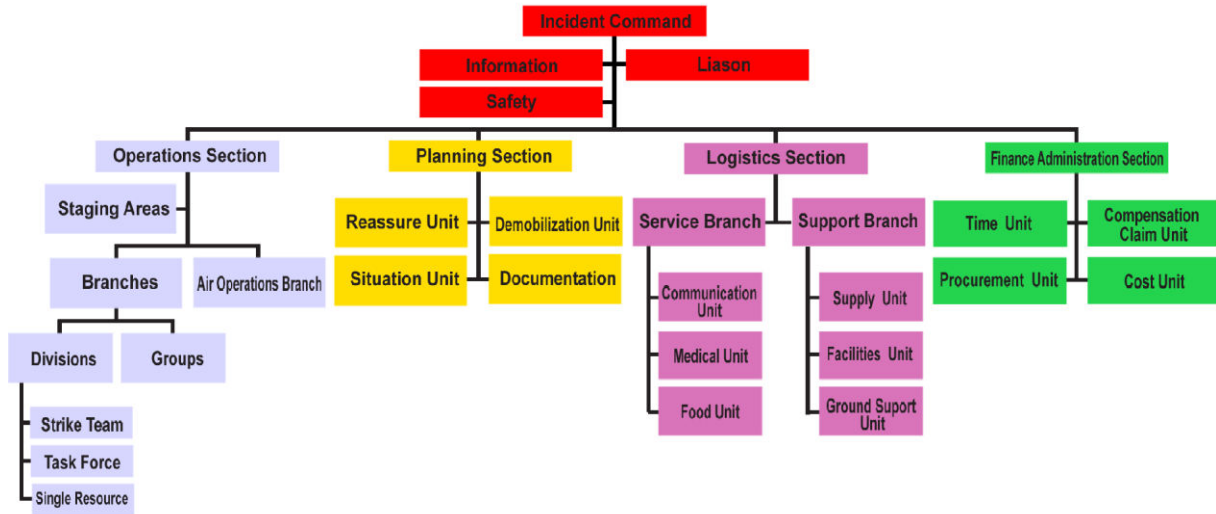
The Incident Command System (ICS) is an on-scene, all-risk, flexible modular system adaptable to any scale of natural as well as man-made emergencies/incidents. The ICS seeks to strengthen the existing disaster response management system by ensuring that the designated controlling/responsible authorities at different levels are backed by trained Incident Command Teams (ICTs), whose members have been trained in the different facets of emergency/disaster response management. The ICS will not put in place any new hierarchy or supplement the existing system, but will only reinforce it. The members of the ICT will be jointly trained for deployment as a team. When an ICT is deployed for an incident, all concerned agencies of the Government will respond as per the assessment of the Team. This system therefore enables proper coordination amongst the different agencies of the Government. The five command functions in the Incident Command System are as follow:

- i) Incident Command - Has overall responsibility at the incident. Determines objectives and establishes priorities based on the nature of the incident, available resources and agency policy.
- ii) Operations - Develops tactical organization and directs all resources to carry out the Incident Action Plan.
- iii) Planning - Develops the Incident Action Plan to accomplish the objectives. Collects and evaluates information, and maintains status of assigned resources.
- iv) Logistics - Provides resources and all other services needed to support the organization.
- v) Finance/Administration - Monitors costs related to the incident, provides proper accounting, procurement, time recording, cost analysis, and overall fiscal guidance.

b. The composition of the ICT is depicted in the following organizational chart :



INCIDENT COMMAND ORGANIZATION CHART



The ICS will comprise of two broad components, viz. Incident Response and System Institutionalization. Incident Response will involve three elements: (a) Coordination, (b) Incident Command Teams and (c) Specialized Tactical Resources. The Coordination element will have the Headquarters Teams at the National, State and District levels. The Incident Command Teams will be responsible for on-scene management and formed at the district and state levels. As shown in the organizational chart, the following will be the eight core positions in the ICT.

- i. Incident Commander
- ii. Operations section
- iii. Planning section
- iv. Logistics section
- v. Finance/Administration section
- vi. Safety Officer
- vii. Liaison Officer
- viii. Information Officer

The Specialized Tactical Resources are being formed at the National or State levels having technical expertise in areas like handling hazardous material, carrying out search and rescue.

The System Institutionalization component will have three elements of (a) Training (b) Certification and Qualification and (c) Publications. The activities under this component will ensure that suitable personnel are identified, trained and certified to perform their assigned responsibilities for Incident Response.

2.7 TRIAGE

The term triage originates from the French verb 'trier', which means to sort, select, or classify. There are many definitions of triage. In disaster medicine, triage is an evaluation or an assessment process of the medical condition of victims and their categorization depending on the severity of sustained injuries. Triage is to solve the problem of imbalance, which has come up due to excessive demands on the available resources. Triage process ensures care to casualties according to the,



- Severity of injury
- Need for treatment
- Prognosis
- Available medical resources.

Triage is a complex process and includes - sorting and categorization of victims, and initiating life saving measures and treatment at the:

- Site
- During transportation; and
- In the hospital

It determines priority for evacuation to hospital, and also decides priority for surgical or other specific treatment required. In disaster situation, triage is a continuous process and starts at the site, where the victim comes in first contact with medical care providers, and goes to hospital triage area where casualties are received. Re-triage is essential at each level, from the site to the hospital, and hence is a continuous activity.

These are two major types of triages:

- **Site Triage** - The non-medical triage and is done by the rescue team or the first aid providers at the site. It is also called pre-hospital triage.
- **Hospital Triage** - Medical triage done by trained physicians and surgeons in the receiving hospital. Triage must distinguish the casualties by different colour tagging, according to the gravity of their injury, and need for urgent medical care or priority for transportation. The Airport Colour Coded Triage Tagging System is accepted world-wide and is used internationally.
- **Red :**
 - a) First priority.
 - b) Victim critical with unstable vital functions.
 - c) Requires urgent care.
- **Yellow :**
 - a) Second priority
 - b) Victim serious but stable vital functions.
 - c) Requires prompt care though no immediate risk, but cannot move without assistance.
- **Green :** Victims having light injury and able to walk.
- **Black :** Dead

Rescue workers who handle casualties at site and perform first triage, should apply coloured tags to the wrist of each, examined casualty. Simultaneous to this, the first aid personnel should start control of bleedings, and anti-shock positions for red-tagged patients, and remove the green-tagged patients from danger areas. Rescue workers should give resuscitation to those who require and make arrangements for shifting the red and yellow-tagged victims.

2.8. PSYCHOLOGICAL REHABILITATION

Survivors of disasters face the danger of death or physical injury and possible loss of their homes, possessions, and communities. Such stress places survivors at risk of behavioural and emotional readjustment problems and Post Traumatic Stress Disorder (PTSD) is the manifestation of such situations.

Impact of Disasters on Mental health:

Most children, as well as, adult survivors of the disasters, experience one or more of the following stress reactions for several days:

Emotional reactions: temporary feelings of shock (that is, for several days, or a couple of weeks), fear, grief, anger resentment, guilt, shame, helplessness, hopelessness, or emotional numbness



(difficulty in feeling love and intimacy, or difficulty in taking interest and pleasure in day-to-day activities.)

Cognitive reactions: confusion, disorientation, indecisiveness, worry, shortened attention span, poor concentration, memory loss, unwanted memories, self-blame.

Physical reactions: tension, fatigue, edginess, difficulty in sleeping, body aches or pain, slow reactions, fast heartbeat, nausea, changes in appetite, changes in sex drive etc.

Interpersonal reactions; In relationships at school, workplace, in friendships, in marriage, or as a parent, distrust, irritability, conflict, withdrawal, isolation, feeling rejected or abandoned, being distant, judgmental, or over-controlling etc.

Mental health interventions for disasters:

In a major disaster, effective mental health response requires the delivery of both clinical and administrative services in ways that differ from services typically provided by the mental health professionals. The primary objective of disaster relief effort is to restore community equilibrium. Disaster mental health services, in particular, work toward restoring psychological and social functioning of individuals and the community, and limiting the occurrence and severity of adverse impacts of disaster-related mental health problems, such as post-traumatic stress reactions, depression, or substance abuse.

The aim of all Disaster Mental-Health Management should be the humane, competent, and compassionate care of all affected.

Basic principles of Emergency Care:

It is helpful to remember several basic principles or objectives of emergency care.

- 1) Provide for basic survival needs and comfort (e.g. water, food, shelter, clothing etc.).
- 2) Help survivors achieve restful and restorative sleep.
- 3) Preserve an interpersonal safety zone protecting basic personal space (e.g. private, quiet, personal effects).
- 4) Provide non-intrusive ordinary social contact (e.g. use of humour, small talk about current events, silent companionship).
- 5) Address immediate physical health problems or exacerbating of prior illnesses.
- 6) Assist in locating and verifying the personal safety of separated loved ones or friends.
- 7) Reconnect survivors with loved ones, friends, and other trusted people.
- 8) Help survivors to take practical steps to resume ordinary daily life (e.g. daily routines, or rituals).
- 9) Help survivors to take practical steps to resolve pressing immediate problems caused by disaster (e.g. loss of a functional vehicle, inability to get relief vouchers).
- 10) Facilitate resumption of normal family, community, school and work roles.
- 11) Provided survivors with opportunities to grieve their losses.
- 12) Help survivors reduce problematic tension, anxiety, or despondency to manageable levels.
- 13) Support survivors' local helpers through consultation and training about common stress reactions, and stress management techniques.

2.8.1 Disaster Risk Reduction (DRR):

The collection of data and formulation of vulnerability Atlas is a prime step to work towards Disaster Risk Reduction (DRR). During the Asian Ministerial conference in Nov'2016, Indian Government committed on disaster related issues and Prime Minister of India announced a Ten Point Agenda outlining the Indian Government's commitment to Disaster Risk Reduction (DRR). As a follow up action vulnerability Atlas was launched on 2nd March 2019 by Building Material Technology Promotion Council (BMTPC).



This ten point agenda has become a guiding factor for all Disaster Risk Reduction (DRR) activities and Programmes. National Disaster Management Authority (NDMA) has finalised the National Disaster Management Plan-2019 giving special emphasis to the ten point agenda. Ten Point Agenda is given as under :

Sl.No	Agenda points of PM Ten point Agenda	Suggested Actions taken
1	Agenda- 1: All development sectors must imbibe the principles of disaster risk management	The preparedness action plan, responsibility in disaster risk management is included in chapters no-4,10,11,12,13,14,15,17,20,22,24 DM plan 2020.
2	Agenda- 2: Risk coverage must include all, starting from poor households to SMEs to multi-national corporations to nation states	Based on NDMA guidelines & important provisions exist in section 35, 36, 37 the said subject is being addressed & is included in all types of disasters discussed in chapter No 1 of DM Plan.
3	Agenda- 3: Women's leadership and greater involvement should be central to disaster risk management	All officers and railway staff including women officers and staff will be part of the disaster management teams in Division, HQs as detailed in chapter no 20 & 30 and in Divisional and Central Hospitals.
4	Agenda- 4: Invest in risk mapping globally to improve global understanding of Nature and disaster risks	The vast subject of nature and disaster risk has to be understood with the available infrastructure to face and meet these disasters and therefore coordination with approach/Response of all depts including the national agency and state agency viz., NDRF & ODRAF, IMD etc., have been placed in DM plan in chapters related to natural disasters, chemical disasters and medical disasters.
5	Agenda- 5: Leverage technology to enhance the efficiency of disaster risk management efforts.	The existing technology including the standard protocol as usual followed for addressing the situation have been already placed in Zonal DM plan where ever required. Information is shared with concerned departments by making joint WhatsApp groups for making the decisions and dissemination of information contained in decisions is made faster.
6	Agenda-6: Develop a network of universities to work on disaster related issues	The importance of Disaster management related training to officers & staff is taken care of by effective disaster management Institutions established by Railways viz., IRITM , IRIDM & NAIR and ZTIs ,STCs & MDTIs for the staff. The curriculum is also included in the other centralized training institutes like IREEN,IRSEN,IRISET, IRIMEE ,etc.



7	Agenda-7: Utilise the opportunities provided by social media and mobile technologies for disaster risk reduction	The subject as said is the part of disaster communication management & has been included in DM plan. And information about various disasters, their causes and lessons learnt along with still photographs, videos and repercussions are shared with other railways and divisions to take corrective action and strengthen the safety systems.
8	Agenda-8: Build on local capacity and initiative to enhance disaster risk reduction.	Learning from the past experiences of facing and dealing with cyclones and super cyclones, local capacity available in the market to meet the exigencies have been kept in the preparedness plan of the DM plan and is available in annexure No 7 & 12 and in chapters no 11. These have also been included in the Divisional Disaster Plan Chapters and Annexures too.
9	Agenda-9: Make use of every opportunity to learn from disasters and, to achieve that, there must be studies on the lessons after every disaster.	Lessons learnt from the past disasters have been made a part of the relevant chapters of DM plan and are being discussed elaborately in the refresher training programs conducted for various categories of the staff of all open line departments and case studies are taught to them too in ZTIs, STCs & MDTIs.
10	Agenda-10: Bring about greater cohesion in international response disasters	The joint exercise for Disaster Management on National level (NDRF) & State level (ODRAF) with full scale mock drill is being undertaken as matter of inter coordination agency communication in order to strengthen the disaster risk governance and testing of the preparedness. All those materials facts relating to the agenda having relevancy on the Disaster Management in Railway are incorporated in the Zonal Disaster Plan for active guidance & reference.

REPORTING OF ACCIDENTS

2.9 Immediate reporting of Accidents

It is reiterated that on no account there be any delay in transmitting information about an accident from the site to the divisional control. The Divisional control will immediately relay the same to the Central Control who will inform to all concerned at the Head Quarters starting with the Principal Chief Safety Officer. The divisional authorities must not wait for investigating the prima-facie cause of accident. However, sketch, the FIR etc. should be sent to the Head Quarters at the earliest.



Transmission of information related to accidents and unusual occurrences related to safety from site to Divisions, to the Zonal Railway Head Quarters, and to the Railway Board must be quick and prompt. No effort should be made to suppress or delay the information. All the accidents, which are reportable to the Railway Board as per extant instructions should be reported promptly and all details should be uploaded in SIMS.

A telephonic advice should be relayed to nominated officer(s) in Zonal HQ immediately after the accident in case of following categories of accidents :-

- I. All train accidents.
- II. Any yard accident having serious repercussion on movement of traffic on through line resulting in dislocation of traffic more than the threshold value.
- III. Landslides, breaches, OHE breakdown etc., which result in dislocation of traffic more than the threshold value.

In addition to this, periodic (monthly) statement of Accidents in all categories shall be submitted to Zonal Headquarters in prescribed Proforma.

2.10 Reporting of Accidents to the Railway Board

- 1) A telephonic advice should be relayed to nominated officer in Railway Board's Office immediately after the accident in case of following categories of accidents:-
 - I. All consequential train accidents
 - II. Any yard accident having serious repercussion on movement of traffic on through/ main line resulting in dislocation of traffic more than the threshold value as indicated in the Accident Manual.
 - III. Landslides, breaches, OHE breakdown etc., which result in dislocation of traffic more than the threshold value.
 - IV. Averted collisions.
 - V. Signal passing at Danger -(SPAD).
- 2) The following occurrences shall be reported promptly to the safety directorate of Railway Board over telephone and by Whatsapp.
 - a) Collisions falling under A-5 when occurring during shunting in coaching yards or stations even through not involving a train;
 - b) Indicative Accidents falling under Class F, G and H;
 - c) Fire in train engine/other engines attached to a passenger carrying train or goods train including cases falling under Class B-5 and B-6.
 - d) Derailments of trains not carrying passengers and falling under D-5;
 - e) Trains running into obstruction including fixed structure falling under E-2;
 - f) Parting of trains, failure of rolling stock such as failure of tyres, wheels, axles, or braking apparatus etc., during the journey of passengers carrying trains or goods trains falling under class J-3, J-4, J-5 & J-6;
 - g) Cases of averted mishaps due to failures of permanent way such as rail fracture, weld failure, buckling of track, etc, during the journey of passengers carrying trains or goods trains falling under class J-3, J-4, J-5 & J-6;
 - h) Cases of averted mishaps due to failures of permanent way such as rail fracture, weld failure, buckling of track, etc. or obstruction to track, thus endangering the safety of the train(s);

In addition to this, periodic (monthly) statement of accidents in all categories shall be submitted to Railway Board in prescribed Proforma.

The Reporting to Railway Board be also communicated through SIMS (Rail-net) by generating the Accident ID.



2.11 Important telephone numbers of Railway Board's Safety Directorate for reporting accidents:-

NEW DELHI (MTNL) STD CODE - 011						NEW DELHI RLY STD CODE - 030				
Room No.	Designation	Name	Rly Tel.	IP Intercom	Rly Tel.	MTNL Tel.	MTNL Tel.	MTNL/ Rly FAX	Mail	Residential
			No. (Off.)	No.	No. (Resi)	No. (Off.)	No. (Resi)		Address	Address
301	Principal Executive Director / Safety	Devendra Singh	43302, 47406	6211	26863	23381344	23745 537	233862 15	@gov.in	256/1B, Rly. Officers Colony, P.K.Road.
371-C	PS/PED/ Safety	R K Bhardwaj	43302, 47406	6212	-	23381344	-	-	-	D-725, Mandir Marg.
533	ED/Safety	Tej Prakash Agrawal	47407	6213	-	23047407	24624 915	233875 68	edsafety@rb.railnet.gov.in	D-1/34, Bharti Nagar, Maharishi Raman Marg.
564-M	PS/ED Safety	S. Uma	47407	6214	-	23047407	-	-	-	-
355	ED/Safety-II	K.P. Yadav	43446, 47408	6215	-	23389987	26882 097	-	-	H.No.T-5/13, Railway Officers Enclave, San Martin Road, Chanakyapuri.
329	ED/Safety/Mech.	Dimpy Garg	47425	-	23651	23385047	23744 357	-	eds@rb.railnet.gov.in	7, Chelmsford Road.
321	Dir/Safety-I	Vinay Kumar Nama	43667, 47409	6217	-	23387009	-	-	dsfty@rb.railnet.gov.in	-
318	PS/Dir/Safety-I	Anuradha Sharma	43667, 47409	6218	-	23387009	-	-	-	C-703, Pragiyotishpur Appt., sect-10, Dwarka.
362	Dir/Safety-III	-	43239, 47411	6221	-	23385047	-	-	dsafety3@rb.railnet.gov.in	-
-	Dir/Safety-IV	-	-	-	-	23070944	-	-	dsfty4@rb.railnet.gov.in	-
533-E	JD/Safety (A&R)	V D Sharma	47575	6227	-	-	-	-	-	8/11, Sect-3 Rajender Ngr Sahibabad GZB, U.P.
156-C	DD/Safety (A&R)-I	Amit Kumar Tripathi	43998, 47415	6228	-	23303998	-	-	abr.tripathi@gov.in	Flat No.185, Pocket-D Dilshad Garden.
372	DD/Safety (A&R)-III	H C Banga	44353	6229	-	23304353	-	-	harish.banga@gov.in	1/202, Subhash Ngr.
345	DD/Safety (Impl)	Anupam Verma	44480,	6230	-	23304480	-	-	ddsftyi@rb.railnet.gov.in	65, Sect-1,
		9456205206	47417						CUG- 9717647197	Scheme-7, Shastri Ngr, Meerut.
267-A	DD/Safety-III	Sanjeev Kumar	43580, 47418	6231	-	23303580	-	-	-	H.No-10673, Pratab Ngr.
345	SO/Safety-I	Sushma Mahajan	47417	-	-	2347417	-	-	-	-
345	SO/Safety (Impl)	Manohar Trikey	47419, 43533,	-	-	23303533	-	-	-	Q.No.992, Sect-3, R.K.Puram.



423-D	SO/Safety/DM	Ishwar Singh Brar	43771, 47420	-	-	23303771	-	-	sosafetyar@rb.railnet.gov.in	23, Type-III North West Moti Bagh.
267-A	SO/Safety (A&R)	Raj Kumar Sagar	43803, 47422	-	-	-	-	-	-	815/7, Govind Puri, Kalkaji.
341-C	Chief Cntr. Safety	-	43599, 43399, 47423	-	-	23382638	-	-	-	-
345	Safety Inspector	Sunil Kumar	44425, 47421	-	-	23304425	-	-	- Tel.: 9958293592	5/11787, 1st Floor Sant Ngr, Karol Bagh.
	Safety Inspector	Apoorv Bajpai							Tel.: 7275080530	
	Safety Inspector	Mukesh Kumar							Tel.: 9971691965	

Sl. No.	Designation	Office		Residence		Mobile
		Railway	MNTL	Railway	MNTL	
1	Safety Cell (Control)	23382638 98100-17905				9717645611 01123382638
2	PED (Devendra Singh)	43302,23381344			23210429	9910487448
3	ED Safety/II	43446	2338-9987	23151	2374-0092	09810017905
4	ED Safety/III					9717636898
5	ED Safety/III(M)					9870330500
6	Dir.Safety/I	43667	2338-7009		2467-0561	09910487477
7	Dir.Safety/III	43239	2338-5047		49053824	09910487542
8	Dir.Safety/IV					9717646426
9	Dy.Dir/Safety	43998	23303998			09717647406
10	PS/PED Safety	43302	2338-1344			9958293567
11	Ch.Cntr	43599,43399	23382638			9717645611
12	SO/Safety (A&R)	43803				9717647104

Telephone numbers of the CRS (SE Circle) are as under :-

CRS/SE Circle New Koilaghat Bldg.14 Strand Road, (12 th Floor) Kolkata 700001	Sri A.K.Rai	033(Rly).020 (O)22484858 P&T FAX- 033226267724	CUG- 9002080850	NKG 27062 FAX-22105514, GRC (O>S) 44604 (SER).27064(ER) PS to CRS-033- 22484858 (P&T)
Dy crs (T) SE Circle	B.S.K subudhi		CUG- 9002080862	



2.12 System to be followed for reporting of accident to Railway Board:

- a) The above mentioned accidents shall be reported by Divisional Control to HQ Central Control. The Central Control in turn will inform all concerned officers at HQ office.
- b) Sr. DSO shall collect all the information and advice PCSO/HQ.
- c) PCSO / Dy.CSO / (Engg, Elect., Mech, Traffic) and SSO (S&T) should thereafter inform the nominated officers of Safety Directorate in the Railway **Board**.
- d) In case of landslide, breeches, OHE breakdown, etc. which result in dislocation of traffic for more than threshold value and also in cases of public agitation, the same shall be reported by HQ Control Office to Punctuality Cell of Railway Board.
- e) Cases of blockade of train services due to public agitation shall be dealt with by the Security Directorate. In addition, periodic (monthly) statement of accidents in all categories shall be submitted to Railway Board in the prescribed format.

2.13 To Zonal Railway Headquarters by Divisions:

Sr.DSO/DSO shall give telephonic message to PCSO and in his absence to Dy.CSO, immediately after the occurrence of the following categories of accidents: -

- All train accidents.
- Any yard accident having serious repercussion on movement of traffic on through line resulting in dislocation of traffic more than the threshold value.
- Land slides, breaches, OHE breakdown, etc. which result in dislocation of traffic more than the threshold value.
- Averted collisions.
- Loco Pilot passing signal at danger.

Divisional Control should report all other accidents, equipment failures, and unusual incidents as classified in Chapter-5 of the Accident Manual to the Central Control. The Central Control should record all the relevant information in the accident/unusual register for information of all concerned.

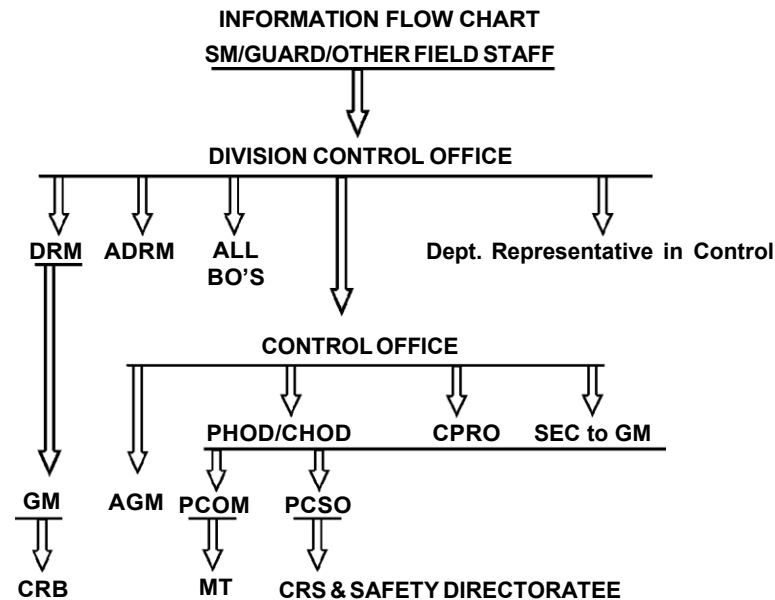
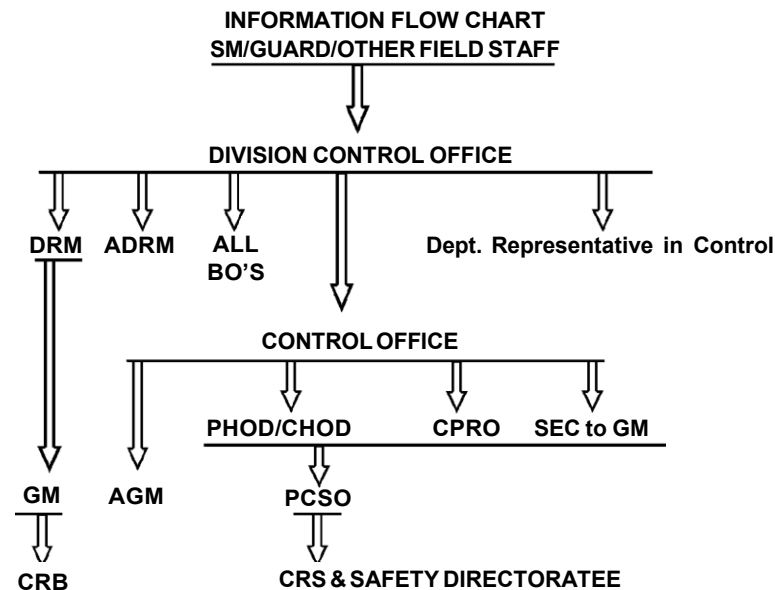
In addition to this, periodic (monthly) statement of accidents in all categories including yard derailments shall be submitted by Sr. DSO to Zonal Headquarters in the prescribed format.

2.14 Accidents in Non-traffic sidings or premises

Accidents occurring in the premises or sidings exclusively under the control of departments other than Traffic shall be reported to the Officer In-charge of such premises or sidings, and the official shall observe the rules for reporting accidents laid down for Station Masters.



2.15

A. FLOW CHART OF INFORMATION FOR MAJOR ACCIDENTS**B. FLOW CHART OF INFORMATION FOR OTHER THAN MAJOR ACCIDENTS****2.16 Procedure to be followed during serious accidents declared as Disaster**

- On occurrence of an accident, the controller on duty in Central Control /Headquarters shall record the information received from Divisional Control in the accident register and convey the information with the least possible delay to PCSO, PCOM, PCE, PCME, PCSTE, PCEE, PCCM, CPTM, CFTM, Dy.CSO, and other HODs as may be necessary depending on the nature of accident. GM should be immediately advised by PCSO or in his absence by Dy.CSO, if they consider the accident to be of sufficiently serious nature. During office hours while the information of the accident should be given to all the officers concerned by the Central Control as detailed above. GM should be personally advised by the PCSO or in his absence by Dy.CSO.



- Depending on the seriousness of the accident PCOM, PCME, PCE, PCSTE, PCEE, PCCM shall depute one SAG Officer each to proceed to the site of accident by the first available means as per the requirement at site. The Officers to proceed to site will be conveyed by PCSO in consultation with the GM. In addition, Officers of the rank of at least Sr. Scale shall also be nominated by the respective departments for quick restoration and for dissemination of instructions to the concerned Officers. Similar action should be taken at divisional level also.
- In case of serious accidents involving passenger casualties, Officers Special should leave within 30 to 45 minutes from the time of ordering. Officers Special for accident site should consist of carriage of GM, plus 2 to 3 other carriages (non-pooled or pooled) available at BHUBANESWAR station. It should not be delayed for bringing the carriages from other station or for watering the carriages. The Officers Special should start as soon as GM arrives at the station.
- Whenever total interruption of traffic is likely to be more than 4 hours on account of accidents DRM/ADRM should invariably proceed to the accident site to supervise relief arrangement and restore through communication.
- In case of serious accident or accident where passenger trains are involved, DRM/ADRM concerned should talk to the General Manager directly.
- DRM/ADRM or the first senior most Officer reaching the site of accident should invariably give a detailed message about the nature of accident, number of casualties/ injuries if any, number of wagons/ coaches involved, extent of damage to track, OHE etc. probable cause of accident, probable time of restoration, assistance required etc. to the Headquarters and all other concerned at the earliest and with the least possible delay.
- A command post should be set up at accident spot and should preferably be manned by Traffic Inspector or in his absence by Safety Counsellor, who shall record all messages and instructions of DRM/ADRM and other Senior Officers at site in a log register and repeat the progress of restoration every half an hour to the divisional control, who in turn shall repeat to Headquarters Central Control/Bhubaneswar, so that GM and other concerned PHODs/HODs are appropriately briefed on the subject.
- The command post should have DOT phone with STD besides mobile phones and railway phone in case of serious accidents where running lines are blocked, to ensure reliable and adequate communication links.
- Use of portable Fax machines may be resorted to at accident spots, for quick relaying of messages to Divisional Control and Headquarters.
- Dy.CSO / (Engg , Elect., Mech, Traffic) and SSO (S&T) shall prepare a bulletin on the progress of restoration every 4 hours for information of GM.
- a. Only DRM or the senior most Officer at site with concurrence of DRM should speak to the press or give interviews regarding the brief particulars of the accident such as time, date, location, nature of accident, whether traffic will be interrupted or communication will be maintained by transshipment, when through running is likely to be resumed etc. It is for the same Officer who may if necessary change the version given earlier if any new evidence is found and all other Officers should be bound by that decision. Nobody should give any other version either to the press or to their heads of the respective departments or to anybody else. Strict discipline must be maintained in this regard.



- b. In accidents involving obstruction of both up and down lines, cranes should be ordered from both directions without any delay, if required from adjacent divisions or from adjacent railway also. In case it is learnt subsequently that second crane is not required, it can be cancelled and returned back.
- c. In order to provide accurate information about train services to the public, the centralised enquiry in the Bhubaneswar Central Control Office should be manned by a Commercial Officer and special booths manned by Officers / Supervisors should be set up at Divisional Head quarters and other major stations.
- d. Detailed instructions with regard to, opening of special enquiry booths, preparation of list of dead and injured along with address, deputation of railway doctors to non-railway hospitals to render assistance, arrangements for supply of meals, drinking water, STD equipped telephones for the use of passengers, provision of security to the belongings of dead or injured etc, to be made available.

2.17 Accidents reportable to CRS

Any accident falling under section 113 of the Railway Act and those which are attended with loss of human life or with grievous injury or with damage to Railway property of the value exceeding Rs. 2(TWO) Crores or accident to passenger carrying trains or the cases of landslides or of breaches by rain or flood, which cause the interruption of any important through line of communication or at least 24 hrs., should immediately be reported to the Commissioner of Railway Safety, concerned.

2.18 Information to the police and Civil authorities

- That usually attended with loss of human life or with grievous hurt as defined in the Indian Penal Code.
- That involves a passenger carrying train.
- Train wrecking or attempted train Wrecking.
- Cases of run over or passenger falling out of train.
- Fire or Explosion on train.
- Case of suspected Sabotage.

Officials to be informed in the above cases:

- Chief Secretary of the State.
- Home Secretary of the State.
- The District Magistrate/Additional District Magistrate.
- Sub The District Superintendent of Police of the concerned District.
- The Superintendent of Railway Police.



- The Officer- in- charge of the police station within local limits.
- The Officer- in- charge of the Government Railway Police.
- The Officer- in- charge of the Railway Protection Force.

Note: Reporting of the accidents to the Railway Board and the CRS, shall be the responsibility of the Head Quarters Safety Organization, whereas the responsibility of transmitting necessary information to the Head Quarters and to the Civil and Police authorities shall devolve with the division.

2.19 Clearance by State Police

- Clearance by the State Police in case of Railway Accidents where Sabotage is suspected is necessary for commencing restoration works at the site of accidents.
- Such clearance by the state Police or permission of the State Government is not required for launching “Rescue Operations” for the purpose of saving Human lives which inter-alia may also involve handling /shifting the rolling stocks (wagons, locomotives & coaches) for extricating the trapped passengers.
- Ministry of Home affairs/Govt. of India vide their letter No. VI-24022/11/2002-pm-1 dt. 24.12.2002 have directed the Home Secretaries of all states to issue suitable instructions to all concerned authorities for taking prompt action and to expedite clearance certificate in the event of a rail accident, when sabotage is suspected. (Board’s letter No. 2002 / Sec. (CR) / 45/47, March 27.03).

2.20 OFFICER AUTHORISED TO DECLARE AN ACCIDENT AS A DISASTER

“GM”, “AGM” or “PCSO” are authorized for declaring an untoward incident as Railway Disaster. Such declaration will be issued to all concerned with the approval of competent authority. If the accident is declared as Disaster, all instructions as contained herein this Disaster management Plan would automatically come into force, and officers and staffs of all departments would take action as laid down in this book.

Action as prescribed in Accident Manual will inter-alia come into force. All officers and Supervisors concerned should be fully conversant with various duties listed therein and carry them out without fail.

2.21. Planning of controlling of trains from 06 hrs before cyclone .

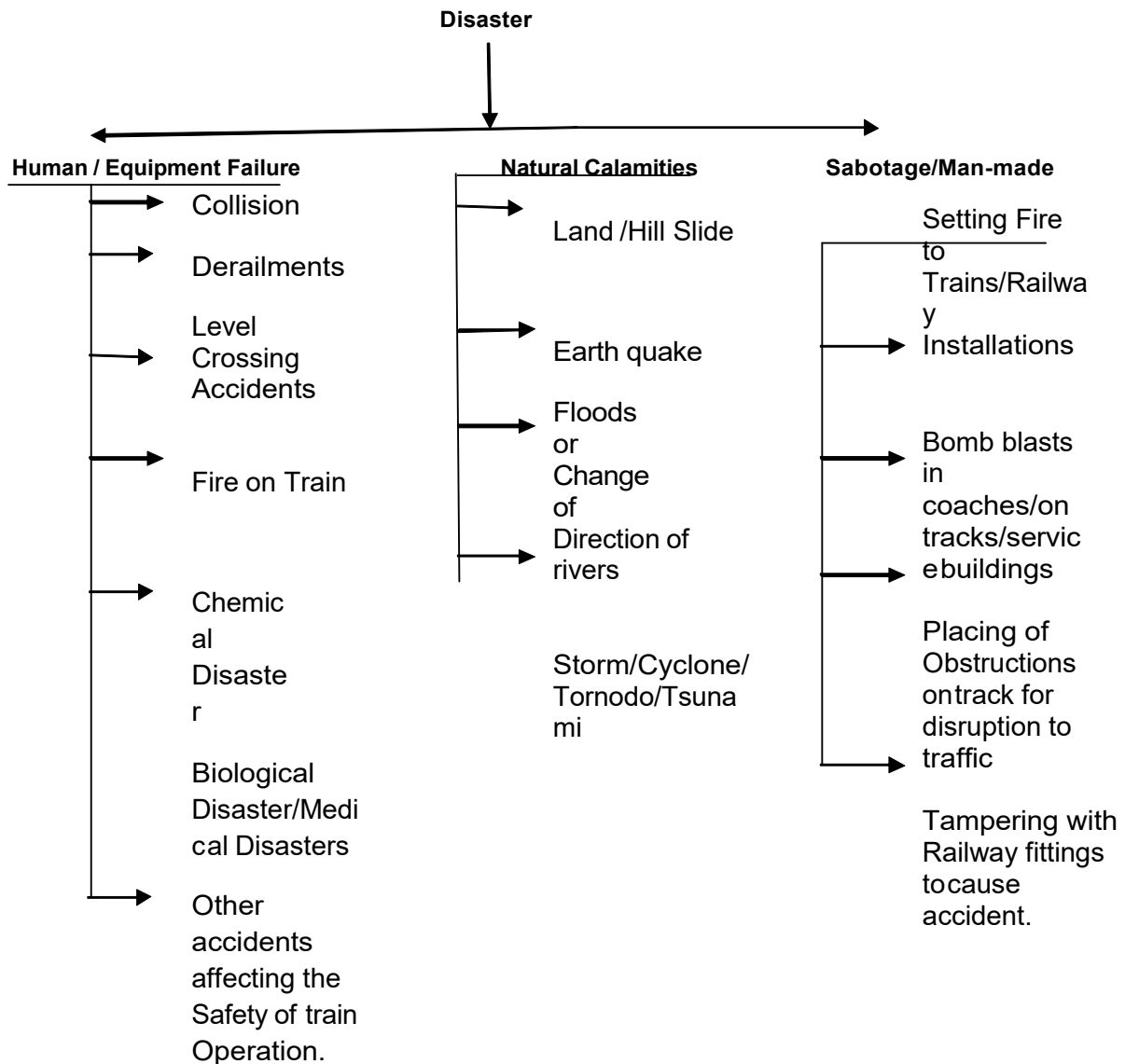
In the wake of cyclone, contingency plan is issued by PCOM containing general instructions to tackle the emergency situations arise due to cyclone. A core team comprising of PCE, PCOM, PCCM, PCSTE, CSE, PCEE, PCSO & PCMD meet regularly to take stock of the situation. As decided in the core team meeting, notification is issued by CPTM regarding cancellation, regulation, diversion & termination of trains from time to time depending on the situation.



CHAPTER-3

DISASTER & TRAIN ACCIDENT

3.01 Types of disaster causing interruption to train services:-

**A) Human/Equipment failure:**

The disasters/accidents may be caused by human/equipment failure, which may affect normal movement of train services with loss of human life or property or both. These include:

- Collisions
- Derailments
- Accidents at manned and unmanned level crossings.
- Fire or explosion in trains
- Other accidents affecting the safety of rail (train) operations.

**B) NATURAL DISASTERS**

Natural disaster in general like floods, cyclones can be forecasted where as others like earthquakes, land slides etc. are difficult to forecast. But preparedness for floods & cyclones will help in tackling situation for other natural disasters also.

Standard Operating Procedure (SOP) for responding to Natural Disasters is linked below as per guidelines of Railway Board.

<https://indianrailways.gov.in/railwayboard/uploads/directorate/safety/pdf/2021/SOPon%20Natural%20Disaster.pdf>

1. Landslide:

Whenever landslide is expected / experienced due to heavy down pour, all train services need to be regulated/diverted.

Rescue team to be rushed for restoration work.

2. Floods:

- Based on the weather forecast warnings by IMD regarding impending flood condition and futuristic rainfall predictions in catchment area, the following steps should be taken.
- Stationary Bridge watchmen are to be provided at vulnerable points to inform level of flow of water.
- Shifting of Track/OHE fittings and movable equipment around the bank.
- If time permits sandbags dyke can be constructed to ensure safe passage of trains.
- Regulate/Divert the train services till the flood waters recede
- Evacuate people on train/at station and move them to safer places via alternative route.
- Contact Local boat men , divers and boats, NDRF, ODARF, Fire brigade, Navy, Army, and Air force.
- With the co-ordination of local/state authorities arrange temporary shelter in nearby schools, marriage halls, community centres etc.
- If necessary arrange coaches to accommodate the affected temporarily at the locations identified by the state Govt.
- Seek assistance from voluntary organizations and arrange drinking water, food, medicine etc. and run parcel specials to carry these essential supplies.
- RPF and GRP in co-ordination with local police shall arrange protection.
- Keep communication with Divisional Control Office and nodal officers of the state govt. for speedy coordination.
- When people are marooned by flood, arrange air dropping of food packets, cloths etc., with the assistance of local civil administration.
- Contact SJAB (St. John Ambulance Brigade), local doctors and provide medical care to the affected population.

3.0. Weather Warnings.**3.1 Conveying messages by Indian Meteorological Department:**

The various IMD regional centres will issue heavy rainfall warnings/bulletins or cyclone warnings/ bulletins to the Chief Controller, Central Control / Bhubaneswar by FAX and E-mail/ WhatsApp. Further, the Indian Meteorological Department is updating the weather warning messages in their official web sites regularly, which can be watched in case of any doubt or their duty officer can be contacted over phone.

3.2 Dissemination of Messages within Railway:

On receipt of Weather / Cyclone warning messages/bulletins from the Indian Meteorological Department regional centre in the central control office, the following action should be taken:

**3.3 Central Control, PCOM office:**

The Chief Controller shall give the copy of message to all controls i.e. Engineering Control, Traction Power Control, Traction Loco Control, Diesel Power Control, Security Control, Commercial Control, Electrical Control, Test Room and Divisional Control concerned office. It is the responsibility of these controls in their turn, to inform the Principle Head of Department and other HQ officers, Supervisors and all concerned pertaining to their departments for taking necessary steps to be in



readiness for meeting any eventualities. They should record the names and designation with the time and date to whom the message has been repeated.

3.4 Action by the Divisional Control Office:

- i) The Chief Controller of the Divisional Control Office shall give the copy of message to all sub controls and the section controllers of the division including Engineering control, Traction Power control, Traction Loco control, Power (Diesel) Control, Security Control, Commercial Control, Electrical Control and Test Room. It is the responsibility of these controls in their turn, to inform the Divisional officers, Supervisors and all concerned pertaining to their departments for taking necessary steps to be in readiness for meeting any eventualities. They should record the names and designation with the time and date to whom the message has been repeated.

The Section Controller shall repeat the message to SMs on section likely to be affected and record the names of SMs on duty to whom the weather warning has been repeated.

- (ii) When land line communication fail, the facility available on VHF sets at stations/CUG mobile phones including satellite phones as the case may be shall be made use of to disseminate the warning to all concerned. High priority should be given for disposal of cyclone messages.

Note:

- A. The preamble of the weather/cyclone warning message/bulletins and the text as received from the Meteorological Department should be reproduced verbatim in the text of the Control message. The text of the message should be worded as shown below:
- B. In case, the land line/control/CUG communication network fails, then the chief controller/HQ shall frame the weather warning message of IMD in a message format as suitable and issue to all concerned as mentioned in the above Para through email and other available means of communication.
- C. Additionally message should also be passed on through SMS on CUG mobile phones to all concerned.
- D. A register should be maintained in Control Offices of each department i.e. Operating, Engineering, Electrical etc. showing full particulars of the receipt and action taken on the weather/cyclone warning messages/bulletins, showing the date and time of receipt of warning message, the full text of the message and the date and time of dispatch or telephonic advices to the officials concerned and the initials of the SM on duty to whom the message has been repeated.

3.05 Action by the Station Master:

3.05.1 Intimation to staff:

On receipt of weather/cyclone warning advices from the Section Controller, the S.M. should take the following action:-

The SM on duty, at Station will inform ADENs/SSE (Works)/SSE (P.Way), ADEE(TRD), SSE (OHE/PSI) who are Headquartered there and shall immediately arrange to handover to all concerned, a copy of the verbatim message received from the Section Controller and obtain his acknowledgement.

If the ADENs/SSE (Works)/SSE (P.Way)/SSE (OHE/PSI) is out of Headquarters, the SM should advise the controller on duty who will then be responsible for ensuring that the contents of the weather warning message are communicated verbatim to Engineering and TRD controls to ensure. He will also arrange to forward the SMS of warning message received from Divisional control, to all above, in case CUG mobile services are active.



- (i) The Station Master on duty should also send for the Gang Mate of the station yard gang and explain to him the contents of the weather warning message and obtain his acknowledgement.
- (ii) On receipt of cyclone/weather warning, the Station Master apart from alerting his staff will also take immediate action to advise the residents of the railway colony in the vicinity to take all necessary precautions and also to be in readiness to move to safer places wherever there is likelihood of inundation. He will also take immediate action to ensure that enough drinking water is stored in the overhead storage tanks. Station Master should alert all occupants of Railway colony to be in readiness for rendering any assistance in case of emergency.

A register should be maintained at each station in the proforma given below :

Date and time of receipt	Text of Message in full	Name and Designation of the official to whom message was repeated	Signature of the Station Master	Actual weather condition

The Office Copy of the message on which an acknowledgement has been taken should also be pasted in the register.

3.05.2 Precautions to be taken by Station Master, Loco Pilot/Assistant Loco Pilot & Guard regarding Control of trains during storm and strong wind.

- i) When the warning message forecasting cyclone, storm or strong wind has been received from the Meteorological Department and/or there is a reasonable doubt that severe storm is going to break out endangering the safety of passengers, trains etc., the Station Master shall, in consultation with the Guard and the Loco Pilot/Assistant Loco pilot of the train, regulates the train and also refuse to grant line clear to a train coming to his station until storm abates and he considers safe for the movements of trains.
- ii) In spite of the action outlined above, should the Loco pilot and Guard be still caught on run in a storm and high winds of an intensity which in their opinion are likely to endanger the safety of passenger train, they should bring the train to halt with least delay, avoiding such stoppage at places like sharp curve, high embankments, cuttings and bridges, protect the train as per G & SR and try and contact the nearest Station Master. Guard should advise the passengers to keep all the shutters of the train open to avoid the risk of overturning of the train. The train could be re-started in consultation with guard only after the storm and high winds abate and it is considered safe to proceed. In such cases, discretion of the loco pilots and Guards who know the section is of utmost importance giving paramount importance to safety of passengers. The loco Pilots and Asst. loco Pilots of all such stranded trains will clear the section at a restricted speed so as to stop short of any obstruction and will have a sharp lookout on the OHE and the embankments, approaches to bridges and also on the track.
- iii) During thick foggy or tempestuous weather or dust storm or mist which render it difficult or impossible for the loco pilots to see concerned signals and where there is doubt or suspicion of the condition of a run through passing train or observation made that the block section in the rear might have been affected or obstructed during the passage of the train, caution orders should be issued to the loco pilots.
- iv) The Station Master shall inform Revenue Officers, Sub-Collector of the area regarding the holding up trains in his station. The Station Master on duty shall seek the assistance of the local Revenue authorities in arranging adequate supply of food packets along with pure drinking water to the stranded passengers.



- v) AC/Diesel loco pilots shall stop the train if considered unsafe to run the train till such time he feels comfortable and safe to run (stopping of train on bridges, steep gradients and flood prone location may be avoided). In case of cyclone, windows of loco may be kept open to allow passage of air.
- vi) Station Masters shall also take readings of the anemometers installed at stations and record the same in the register at an interval of 6 hours as per the following profarma.

Date	Time	Reading of the Anemometer	Signature

3.5.03 Provision of Anemometers in nominated stations closed to bridges.

As per the Para 717 of Indian Railway Bridge Manual, Anemometers should be installed on nominated stations closed to bridges. When the wind velocity exceeds 72 kmph, the station Master should control / stop the traffic on the station.

Responsibility of fixing the Anemometers after receiving the message from concerned Meteorological Department and divisional control lies with concerned BRIs. The make and time of fixing Anemometer is to be maintained in Divisional Engineering Control Office.

The detail of nominated stations for provision of Anemometers in East Coast Railway is as under:

Sl. NO	Division	Total Anemometers available	Identified station for Anemometers	Selected Bridge requiring Anemometer	Span details	Block Section
1	KUR	8	CAP*	950	10X45.7M TOWG	GAM-CAP
			BRAG*	557	20X45.7M TOWG	GBK-BRAG
			CTC*	554	64X30.5M P.G	CTC-KNPR
			JKPR*	449	29X45.7M TOWG	JEN-JKPR
2	WAT	5	CHE	1383	6X45.7+1X41.75M TOWG	PDU-DSI
			RGDA	611	9X30.5M TOWG	RGDA-LDX
			Other two locations to be nominated by division on real time basis according to forecast of Metrological Dept.			
3	SBP	4	HKG	76	25X30.5M P.G	SBP-HKG
			KSNG	343	20X30.5M	TIG-KSNG

3.5.4 Action by ADEN :

- On receipt of cyclone/weather warnings/bulletins, the ADEN will alert all his staff to be in readiness to meet any eventuality. He should also ensure that all the loose fastenings including sheets, tiles etc. of the station buildings as well as the residential quarters in the places likely to be affected are secured properly. He will also alert the residents of Railway Colony to take all precautions and be in readiness to move to safer places in emergencies.
- He will exercise discretionary /random checks as required to ensure action by SSE/P.Ways, SSE(Works) & SSE (Bridge) and that they are alert and active and be constantly in touch with Engineering control office as required.

3.5.5 Action by SSE/P.Way :

- SSE/P.Way, on receipt of weather /cyclone warning/bulletin should arrange to advise monsoon patrolmen/ watchman and gang mates to be extra vigilant. During non-monsoon periods as and when such warning messages are received, then



- a) SSE/P.Way will introduce patrolling as soon as possible and also post stationary watchmen at all vulnerable locations and bridges by day as well as by night for a period extending up to 48 hours beyond the period specified in the weather/ cyclone warning messages.

The Permanent Way Inspector should be out in his section as far as possible by trolley during the period of warning and 48 hours beyond. When there is sudden cloud burst even during non-monsoon periods, emergency patrolling should be introduced duly informing the Station Masters on the section patrolled.

- ii) Permanent Way inspectors should contact the Engineering control frequently to keep the Section Controller informed/posted about the site conditions and have their trolleys always available with them for moving to sites of breaches etc.
- iii) Action by Gang Mate -On receipt of advice from Station Master, the Gang mate should take the following action:-
 - a) During the fair season, the Mate should depute two reliable gang men provided with Patrolmen's equipment for patrolling the block sections on either side and for alerting the intermediate gang-mates.
 - b) During the monsoon period, the mate of the station yard gang should send two gang-men in opposite directions to alert intermediate gang-mates, Patrolmen and Watchmen.
- iv) For guidance of Loco Pilots and Guards, the sections which are vulnerable from safety point of view where the trains should not be stabled such as curves, high embankments, cuttings etc. should be identified by Kilometre Numbers and to be communicated to Loco Pilots and Guards through working time table and from time to time crew lobbies through shed notices for their information and their guidance.

3.5.6 Action by SSE/Works :-

- i) SSE/Works will have complete list of machineries such as earth moving machineries and dumpers with their address of suppliers. He will also ensure the stipulated monsoon reserve materials at identified locations in wagons or loose. The examination of wagons should be ensured from time to time as per prescribed stipulations.
- ii) He will coordinate effectively with P.Way/ Bridge, Signalling and Electrical staff to work as a team.

3.5.7 Action by SSE/ Bridge:-

- i. He will ensure availabilities of CC cribs, relieving span on wheel/ ground at nominated locations and ensure them in good condition for use.
- ii. On receipt of intimation of the occurrence of an accident (including breaches) affecting any part of the bridge or approaches or restricting free passage of trains; the Bridge Inspector should proceed to site by quickest available means. On the way he should collect information regarding the damage, the men and material requirement at site for restoration and arrange for their movement and seek instructions regarding the restoration from the Assistant Engineer.
- iii. The Bridge Inspector should keep close coordination with the staff of P.Way, Signalling, Electrical, Traction and other departments, when they are required to work as a team.

3.06 Cyclone Warning

Action to be taken by various officials for dissemination of Cyclone warning has already been detailed in Para No. 3.0. However few additional assistances which may be further required, are detailed in this Para.

3.06.1. Issue of Cyclone warning by I.M.D.

The cyclone warning will be issued by IMD in two stages. The first stage warning is issued as soon as the cyclone storm is located at such a distance from the coast that is expected to cause bad



weather over the coast during the next 48 hours. This is followed by second stage warning message wherein there is actual threat of cyclone over the area. Subsequently also, messages giving the latest cyclonic situation are issued by the cyclone warning centres, till the danger to the area is over.

- (i) Chief Controller/Coaching on duty in HQ central control should take immediate action as laid down in Para 3.3 above. He will also intimate the cyclone warnings and alert the Chief Controllers of the Divisions over which the cyclone is expected to hit/pass. The Central Control will also immediately inform all controls in the Headquarters Office regarding the cyclonic storm warnings.
- (ii) On receipt of cyclone warning message, the PCOM will set up an Emergency control in Multi Disaster Control Room in Headquarters, to be manned by Sr. Subordinates/ Officers round the clock till the restoration of normal service/earlier . The officials on duty in the emergency cell will observe the messages in the official web site of IMD till the De-warning message is received. On observing the cyclone bulletin, the contents of the bulletin should be relayed to all concerned as per Para 3.3 and alert the concerned Divisional Controllers for taking action as per Para 3.4(i)
- (iii) A register should be maintained in the emergency cell showing the full particulars of the cyclone warnings received and cyclone bulletins broadcast/telecast by A.I.R. (All India Radio)/ Doordarshan and various news channels on television and dissemination to various officials concerned in the field.
- (iv) In order to avoid any mishaps or danger to passenger trains and to avoid marooning to passengers, the PCOM/CPTM will issue instructions to all concerned for either cancellation/diversion or regulation of the trains which are likely to be affected by the cyclone in the time when cyclone warnings are received and reviewed.

3.07 Action by Divisional Control Office :

- (i) On receipt of the cyclone warning message, the Chief Controller or in his absence, the Deputy Chief Controller of the Division will, in turn, immediately inform Sr.DOM & DRM. Then he will send a copy of these warning messages to all controls of the division, Test room and all SMs on duty of the concerned section through WhatsApp/ SMS.
- (ii) On receipt of the cyclone warning message, the Sr. DOM/DOM will take similar action as in PCOM Office.
- (iii) The Section Controller will inform the Chief Controller /Punctuality about the passenger carrying trains running in the section and will seek advice to regulate the trains as the situation may demand.
- (iv) S&T control and Test room shall monitor damages to S&T gears in affected area and will keep communication links active with the coordination of Railtel and CUG operators .
- (v) A WhatsApp group may be created with all concerned nodal officers to relay the messages from time to time without delay.

3.8 Action by Traction power controller:

The Traction Power Controller of the division should immediately repeat the weather / cyclone warning message verbatim on Control telephone/WhatsApp/SMS to all concerned AEEs, OHE/ PSI Depot in charges of the section likely to be affected for taking adequate steps so as to be in readiness for meeting any eventualities, and then circulate the contents of the message to the Officers concerned in Divisional Headquarters office. The TPC shall always be in a state of readiness to take quick and prompt action to tackle the situation. He will keep continuous liaison with the field officials, Hqrs. officers, apart from the neighbouring divisions, for seeking help as the circumstances warrant.

- i) The AEEs will be in their respective Headquarters. Their further movements depending upon the damages caused to OHE/PSI installations due to cyclone will be guided by Sr.DEE/TRD.
- ii) All Senior Supervisors and Officers of the TRD branch should also keep the TPC informed of their movements. These instructions also apply to other key personnel.



3.9 Action by OHE / PSI Depot. in charge:

- i) The OHE/PSI depot in charge on receipt of Weather/cyclone warning shall be in a state of readiness to meet any emergency for arranging emergency staff to be vigilant and be available in Headquarters. They shall be in readiness to move at a short notice.
- (v) On receipt of cyclone warning message, the PCEE will nominate and send officers/ Sr. Subordinates in the emergency cell in Multi Disaster Control Room in Headquarters round the clock. The officials on duty in the emergency cell will observe the messages in the official web site of IMD till the De-warning message is received. On observing the cyclone bulletin, the contents of the bulletin should be relayed to all concerned as per Para 3.3 and alert the concerned Divisional Controllers for taking action as per Para 3.4(i)
- (vi) A register should be maintained in the emergency cell showing the full particulars of the cyclone warnings received and cyclone bulletins broadcast/telecast by A.I.R. (All India Radio) / Doordashan and various news channels on television and dissemination to various officials in the field.
- viii) Ladder trolleys, Breakdown T & P items, axes, saws, ladders and emergency tools with full components to be kept ready.
- ix) Temporary masts to be identified and check for availability of complete assembly and ready to use. All the OHE breakdown material like temporary masts, conductors, insulators, fittings shall be loaded in to break down road vehicles and kept ready.
- x) In case of any RC communication/ SCADA failures, switching stations to be identified and manning to be arranged on need basis.
- xi) Generator sets, portable flood lights, lighting arrangements for tower cars, trucks to be kept in good fettle.
- xii) Walkie-talkie sets to be kept in good charging condition,
- xiii) emergency telephones to be kept ready.

3.10 Electrical general services wing of the division shall ensure the following to be in readiness:

- a) Sufficient stock of fuel available to run DG set for 24 hrs at the locations where DG sets are kept.
- b) At least 2 portable DG sets at each depot in good condition.
- c) 4 Nos. of portable weather proof tents including requirement of Electrical and S&T staff.
- d) List of Contractors capable of providing DG sets with operators at site and their telephone numbers and arrangements for deployment at short notice.

3.11 Action to be taken by the Station Master, Loco pilot & Guard and other officials :

- i) Action to be taken by Traffic Officers nominated by DRM in consultation with PCOM, in the case of trains held up en-route or at starting stations due to cyclone.-
- ii) After a cyclone warning is given, the Traffic Officer nominated by the Division will- station himself at an important station and takes decision with regard to diversion and cancellation of trains or organizes transfer of passengers in the event of breaches in the section, in consultation with the superior officers.
- iii) In the case of imminent cyclone threat, the nominated officer will also decide on cancellation of trains running through the cyclone zone and ensure regulation of trains at suitable places where catering arrangements are available for the benefit of the travelling public. Effort should be made to ensure that no passenger train is allowed to be marooned under any circumstances.
- v) Action to be taken by Senior Traffic Officer nominated by DRM:
 - a. DRM shall depute a commercial officer for opening an enquiry office with a public address system on the platform of the nearest station to be decided by the nominated officer to relay the information regarding the stranded trains, relief operations, transhipments, supply of food packets etc. Necessary care should be taken to avoid creating a scare among the waiting passengers or general public gathered in the area by making the carefully worded announcements .



- b. A commercial Officer of the Division will be available in control Office and he shall plan in consultation with the S&T department for providing helpline numbers at required locations.
- c. He shall collect information from the site and in consultation with the DRM/ADRM & Sr.DOM / DOM arrange for quick transfer of stranded passengers by arranging buses from the State Road Transport Corporation/ Private Contract Transporters, in case restoration of through traffic is likely to take longer time.
- d. He shall advise about the diversion, cancellation & regulation of trains to central commercial controller and CPRO who will take necessary action for dissemination of the information through various media.
- e. DRM shall make arrangements to post a Medical Officer at Railway stations where trains are stranded and where facilities exist otherwise, he shall approach the District Collector or the local Special police Officer who will make necessary arrangements in any kind of emergency for medical relief and dispersal of passengers belonging to local areas.

3.12 Action to be taken by CPRO:

CPRO will coordinate with affected Divisions and other departments of the Railways in HQs and will organise periodical briefings through public announcements to be made through press and by All India Radio/ Doordarshan/TV channels .

3.13 Action to be taken by PCMD :

On receipt of request from the officers in charge at site, Medical Personnel may be posted/sent to the stations by road where trains are regulated to provide medical and sanitary facilities to the stranded passengers, as well as staff inoculation should be carried out to prevent outbreak of any epidemics.

PCMD will also co-ordinate with the emergency officers at site and take suitable steps as required to meet the situation.

3.14 Action to be taken by PCSTE - Sr. DSTE's of affected division will co-ordinate with other departments of the Railway by providing telecommunication facilities at site linking Headquarters, Divisions, etc. as per the need. He will maintain co-ordination with HQ for maintenance of voice and Data traffic.

3.15.1 Earthquake :

RDSO has issued detailed guidelines on seismic design of Railway bridges in January 2015 Action to be taken by the field staff post-earthquake with regard to train operations and inspection of track/ bridges.

Zonal Railways will review the new projects as well as the existing infrastructure to fall in line with NDMA guidelines. The Action Plan, including the prevention and post disaster response for cyclones, is very similar as for floods. Zonal railways should also keep the effect of cyclones and landslides in mind while reviewing preparedness on each item covered under NDMA guidelines. A multi-disciplinary team comprising of various departments such as Civil, S&T, Electrical, Mechanical, Medical, Security, Personnel and Finance will be constituted for this purpose by the respective Zonal Railways. PCSO will coordinate with PCEs and other concerned officers to see that necessary action is taken in a time bound manner which should be part of the disaster management plan of the railways both at the zonal and divisional levels.



Summary of NDMA guidelines on Earthquakes and Floods

Summary of NDMA Guidelines on Earthquakes and Floods Railway Infrastructure	Earthquake Proneness Review	Flood Proneness Review
<p>Railway Track formation (incl. Station yards, bridges/culverts, ROBs/RUMs, etc. Buildings housing signalling gears like RRI, SSI etc. Buildings in open line maintenance work centers like loco sheds, Coaching depots etc. Station buildings Control room, other important office building, etc. High-rise residential buildings, other important residential buildings Railway hospitals.</p>	<p>New construction:-</p> <p>Must be earthquake resistant.</p> <p>Existing Infrastructure</p> <ul style="list-style-type: none"> -Identify existing railway infrastructure falling under various seismic zones. - Review for earthquake resistant adequacy based on age, foundation and other details. -Retrofit/rebuild to make it earthquake resistant. -Training of Engineers (at various levels). -Associated with design and construction of railway infrastructure. 	<p>New construction:</p> <p>Railway Station building should be located in such a fashion that they are above the levels corresponding to a 100 year frequency or the maximum observed flood levels. Similarly they should also be above the levels corresponding to a 50 year rainfall and the likely subversion due to drainage congestion.</p> <p>Government offices buildings should be above a level corresponding to a 25 year flood or a 10 year rainfall with stipulation that all buildings in vulnerable zones should be constructed on columns or stilts.</p> <p>Railway track at levels well above the likely flood levels.</p> <p>Existing Infrastructure:-</p> <p>Co-ordination with flood/rain forecasting agencies to get early warning so as to introduce patrolling. Speed restriction etc. as per the provision in Railway's SR.</p> <p>Inspections of Railway Affecting Works- to be streamlined and timely ensured.</p> <p>Review of waterways for adequacy and alignment and measures to modify, if needed.</p> <p>Status Note on the lessons learnt from the previous flood situations in the past 5 years.</p> <p>Bye-laws for buildings in flood plains.</p> <p>Making existing and new buildings and infrastructure capable of withstanding fury of floods.</p>

**(C) Preparedness of Departments for Natural Disaster.****1. Engineering Department**

- i. Shall identify Risk zones prone for natural disasters like floods, cyclones or earthquakes with the help of meteorological department.
- ii. Shall identify major infrastructure like tracks, bridges and buildings and such inventory analysed for its strength to withstand such disasters.
- iii. Shall keep sufficient stock of track materials.
- iv. Shall ensure arrangement of essential items like empty bags, sand, dust, cinders etc. ready to be moved to vulnerable locations in wagons and loose. The examination of wagons shall be ensured from time to time.
- v. Intensify patrolling at vulnerable locations and post stationary watchmen.
- vi. Shall intensify & ensure repair of RAT (Railway Affected Tank) / RAW (Railway Affected Works) with the cooperation of concerned state Govt.

2. Mechanical Department

- i. Shall ensure that ARTs, ARMEs/ SPARMEs are equipped with sufficient tools to handle cutting of trees etc. and availability of portable gen-sets, gas lamps etc.
- ii. Staff of proven calibre to be nominated to man ARTs/ARMEs.
- iii. All road vehicles irrespective of departments to which those belongs, shall be kept in readiness at nominated places with adequate fuel to move men/materials/equipments at a short notice.

3. Medical Department

- i. Shall ensure availability of adequate medicines, first aid materials, disinfectants etc. at health unit/hospitals near the vulnerable places.
- ii. Shall take enough measures to prevent epidemics, in coordination with engineering department for sanitation and disinfection of drainage and public places.

4. Electrical Department

- i. Shall ensure availability of stand-by power (generators) at strategic locations.
- ii. In electrified area, sufficient stock of relief materials shall be kept.
- iii. Tower wagons with quick mast erection facilities and sufficient spares should be kept ready in road vehicles also (for electrified sections).

5. Telecommunication Department

Shall ensure proper communication with adequate facilities like wireless communication, satellite phones etc along with sufficient batteries to cater to the services for 72 hrs.

6. Operating Department

- i. Requirement of essential staff and their deployment shall be assessed by Sr.DOM of respective divisions.
- ii. SMs of the warned area stations, in co-ordination with assistance respective departments, shall ensure that all stations' equipments like Generators, Emergency lights, VHF sets, First Aid equipments etc. are in good condition.
- iii. SMs will also ensure proper securing of stabled coaches/wagons as per extant instructions.
- iv. PCOM of the Railway will issue instructions regarding regulation, diversion or cancellation of trains in the warned sections with information to CPRO.

7. Commercial Department

- i. Shall alert arrangements to open enquiry offices/helplines at areas likely to be affected.



- ii. Shall ensure arrangement for food, drinking water and other requirements at vulnerable places.
- iii. Arrangement shall be made in co-ordination with operating department for transfer of passengers, if necessary.

8. Security Department

- i. Alert security personnel to accompany relief material trains and render assistance at vulnerable stations in handling public enquiries.
- ii. Arrange for crowd control and also prevention of theft.

9. General

- i. Apart from the above, each PHOD/DRM shall nominate an officer to monitor the warned locations and other arrangements.
- ii. A monitoring cell shall be formed by all departments concerned at Divisional/ Zonal level to ensure proper coordination and planning.

(D) Action Plan for different Exigencies e.g. Earthquake:

- i. When first tremors are sensed during an Earthquake, all Personnel should evacuate buildings and assemble at safe places away from structures, walls and falling objects.
- ii. Emergency shutdown of Electrical installations in service buildings should to be declared.
- iii. Emergency response plan to be activated.
- iv. After the status is restored, personnel should inspect all the facilities for rescue, assessment of damage, cleanup, restoration and recovery.

(E) Man Made Disaster & Post Disaster Management

The following disasters/accidents may be caused by human activities, which may affect the normal movement of train services with loss of life or property or both.

Sabotage causing deliberate loss of life/damage to property or both.

- Bomb threat/ blasts.
- Setting fire to Train.
- Tampering with Railway fittings to cause accidents.
- Placing of obstructions on track to cause disruption to traffic

1. Bomb threat/ Blast :

Person receiving call regarding bomb threat:

Should attempt to gain as much information as possible from the caller ID like devices, time set, location, reason/purpose of the act, dialect mannerism and identity the caller.

- i. The person receiving call should inform higher ups who in turn shall alert the disaster management team (Bomb detection squad).
- ii. Also, alert police, fire brigade and explosive departments.
- iii. Pass the information to concerned departments.
- iv. Take initiative for evacuation from the premises.
- v. Person noticing a bomb like object or any suspicious object, should bring it to the notice of the nearest available Police officer.



- vi. Inform Railway Police, RPF, and Bomb detection squad.
- vii. Ensure all persons are driven away from the spot and avoid unnecessary crowding near the suspected area.
- viii. Inform control to take further steps of regulating the train services.
- ix. Wait for clearance from the Police department to restore normal working.

2. Tampering of Railway fittings causing accidents & Placing of foreign particles on track to cause disruption to traffic

- i. A staunch vigil should be kept by introduction of special patrolling over the area as and when warranted with assistance of RPF personnel.
- ii. Specially trained persons shall be drafted for duty over the area if required.
- iii. Take immediate photographs in case a tampering is detected and services of forensic experts may be pressed in.
- iv. Help of DOG squad to be taken for tracing.

3. Radiation Emergency/Personal Injury Involving Radioactive Material Contamination-

- i. Render first aid immediately for serious injuries, as trained.
- ii. Monitor the injured and remove contaminated clothing and gross personal contamination as deemed fit.
- iii. Remove and bag all contaminated clothing.
- iv. Call fire station, bomb squad, and police.
- v. Skin contamination should be cleaned using mild soap and warm water. Use portable survey meter to monitor for remaining contamination. If not free of contamination, re-wash and re-survey.
- vi. Arrange the disposal of contaminated clothing as per laid down protocols.

4. What to do upon suspected letter/package receipt

- i. Call Police/Fire service/ Bomb squad/Forensic Experts/DOG squad.
- ii. Handle with care by using hand kerchiefs
- iii. Don't shake or bump
- iv. Isolate and look for indicators
- v. Don't open, smell, or taste
- vi. Treat it as suspect
- vii. Remove other railway property nearby and vacate the area.

If Parcel is Open and /or Threat is identified for a Bomb-

- i. Evacuate immediately
- ii. Call police/fire service/ Bomb squad/ Forensic Experts/DOG squad.
Shield yourself from the object.



CHAPTER - 4

DISASTER PREPAREDNESS - AVAILABILITY OF RESOURCES

4.0 Resources Units :

Railways are generally self-reliant in carrying out rescue and relief operations as a result of having a well organized set up including ARMEs / ARTs /SPRMEs. However, major accidents, involving heavy casualties in remote areas or in difficult terrain or under adverse weather conditions are possible to be managed efficiently by mobilizing non-Railway resources also.

Disaster Management mechanism in Railways can be maintained at a high level of preparedness and efficiency by keeping all resources readily available and in good fettle. Resources imply both Railway and non-Railway men and material including medical personnel, transport, volunteers, Police and fire services.

Details of these resources, their locations, contact numbers and other details have been identified, compiled and placed in a “Data Bank”. This Data Bank is available in the Divisional DM Plans of **Khurda, Waltair & Sambalpur** divisions. These have also been available in the website of East Coast Railway (www.eastcoastrailway.gov.in) for ready access and reference.

Resources available in case of a major accident may be grouped into 04 different units, depending on the time frame within which these can be made available after an accident. These are as follows:

1. **Resource Unit I -** Railway and non-Railway resources available on the train, and at nearby surroundings.
2. **Resource Unit II -** Railway resources available at ARME / ART/ SPRME depots and elsewhere within the division.
3. **Resource Unit III -** Railway resources available at ARME/ ART / SPRMV depots and elsewhere on adjoining Zones and Divisions.
4. **Resource Unit IV -** Non-Railway resources available within or outside the division.

4.1 RESOURCE UNIT - I

4.1.1 On trains carrying Passengers following resources are available

- i. First Aid Box available with the Guard.
- ii. First Aid Box available with Train Superintendent and in the Pantry Car.
- iii. Fire Extinguishers in Manned Brake Van, Power Cars, AC coaches, pantry cars and Locomotives.
- iv. Portable Telephones, available in Locomotives and with Guard.
- v. Walkie- Talkie and CUG mobile phones with Guard and Loco Pilot.
- vi. Cell Phones /Mobile communications with other Railway employees/escorting staff and passengers.
- vii. Emergency lighting box and stretcher available with the Guard.
- viii. Information collected by Train Superintendent/Travelling Ticket Examiner about Medical Practitioners travelling on the train from the charts.
- ix. Information collected by TS/TTE about Railway Officers travelling on the train from the charts.
- x. Railway Staff travelling on the train - either on duty or on leave as passengers.
- xi. Passengers travelling on the train who can volunteer their help for rescue and relief work.



4.1.2 Non - Railway resources available nearby

- i. Volunteers from nearby villages and towns including NGOs.
- ii. State/Local administrative machinery as available nearby.
- iii. Contractual agencies working/not working with Railway in nearby location.
- iv. State disaster management authority.
- v. Police line (barrack) & Army unit if any.
- vi. Transport facilities and vehicles available at site or passing through nearby manned LC Gates.
- vii. Tractors with trolleys from nearby villages both for transport purposes and for lighting up the accident site.
- viii. Generators from nearby villages for lighting up accident site.
- ix. Station Staff and Local Railway Administration should requisition help from non-Railway sources including NGOs, NCC/NSS volunteers from nearby schools/colleges and Social Organisations before Railways own rescue team arrives.
- x. Railway Board can be requested to requisition the nearest NDRF (National Disaster Response Force) for relief and rescue operation at the time of major Railway disaster through Zonal HQ. (Ref. Director Safety Railway Board letter No. 2003/Safety/DM/6/3, dtd. 09-11-2009).
- xi. Such local networks are most effective in rushing assistance immediately, especially with regard to-

I	Medical succour	V	Lighting arrangements	VIII	Drivers.
II	Additional manpower	VI	Transport services	IX	Boats with boat men
III	Rescue equipments	VII	Fire fighting tools etc	X	Earthmoving equipments
IV	Robotics camera				

4.1.3 Railway resources available nearby

- i. Engineering gangs, Contractual labourers.
- ii. OHE, Signal, Engineering Depot & Mechanical staff available.
- iii. Other resources such as medical facilities, communication facilities from health centres and depots.

4.1.4 Resources at adjoining Stations

- i. Staff available at adjoining or nearby stations.
- ii. Railway resources as given in respective Divisional DM Plans.
- iii. Non - Railway resources as given in respective Divisional DM Plans.
- iv. Resources should be mobilized to send medical team at short notice as given in the respective Divisional DM Plans by road /hiring vehicles.



4.2 RESOURCE UNIT - II

4.2.1 SPARMEs, ARMEs, ARTs with 140/120 T cranes are stabled at nominated stations. Their locations are given in this chapter.

4.3 RESOURCE UNIT - III

4.3.1 Location of ARMEs, ARTs /SPRMEs with 140/120 T cranes based on adjoining Zones/Divisions are given in this chapter.

4.3.2 As per Jurisdiction chart of which ARMEs/ARTs /SPRMEs the same to be requisitioned from adjoining Zones/Divisions is given in this chapter.

4.3.3 Resources of men and material available on adjoining Zones/Divisions are given in their data bank and included in the Zonal/ Divisional DM Plans of respective Zones/Divisions.

4.3.4 Copies of DM Plans of adjoining divisions should be available with the Divisional Control Offices.

4.4 RESOURCE UNIT - IV

4.4.1 Non-Railway resources available within the division and included in the Divisional DM Plan (Local resources can be seen at Chapter -26 as Assisastace from NON- RAILWAY RESOURCES)

4.4.2 Non-Railway resources available outside the Division are included in the Divisional DM Plans of adjoining Zones/Divisions. Please see Annexures.

4.5 ACCIDENT RELIEF MEDICAL EQUIPMENT (ARME)

4.5.1 ARMV Scale-I - Equipment stored in Special Medical Relief Vans stabled in separate sidings;

- i. Location of ARMV Scale-I are at 4.6
- ii. One key of the Van is available with the SSE(C&W) or Station Master in a glass fronted case. One key of drive cab, in case of SPARME, is available with Crew controller of base station.
- iii. Other key is with the doctor in charge of the ARME.
- iv. Medicines and equipments are provided as per Rly.
Board norms as contained in Indian Railway medical Manual-2000.
- v. Keys of all locks inside the ARME are also in duplicate. One set of keys is kept with the Medical Officer in charge of ARME and the other set of keys are kept in a glass-fronted case inside the ARME.

4.5.2 Working out of ARME/ SPRME & ART:

- i. The target time for turning out of ARME/ SPARME is 20 minutes after sounding hooter where there is double exits and 30 minutes where there is single exit. (Now-a-days almost all double exit)
- ii. The Accident Relief Train (ART) must leave the based station to accident site within 30 minutes by day and 45 minutes by night after sounding hooter.



4.6 Accident Relief Medical Equipment over ECoR

Divn	Location	Scale	Facilities Available
KUR	KUR	Scale-I	3 Coach SPARME with higher capacity HRD equipment & Plasma cutting equipment.
	PSA	Scale-I	3 Coach SPARME with higher capacity HRD equipment & Plasma cutting equipment.
	BHC	Scale-I	3 Coach SPARME with higher capacity HRD equipment & Plasma cutting equipment.
	CTC	Scale-II	
	KDJR BAM	Scale-II Scale-II	
	TLHR	Scale-II	
SBP	SBP	Scale-I	3 Coach SPARME with higher capacity HRD equipment & Plasma cutting equipment.
	KBJ BLGR	Scale-II Scale-II	
	MSMD TIG	Scale-II Scale-I	3 Coach SPARME with higher capacity HRD equipment & Plasma cutting equipment.
WAT	VSKP	Scale-I	3 Coach SPARME with higher capacity HRD equipment & Plasma cutting equipment.
	KRPU	Scale-I	3 Coach SPARME with higher capacity HRD equipment & Plasma cutting equipment.
	RGDA	Scale-I	3 Coach SPARME with higher capacity HRD equipment & Plasma cutting equipment.
	NWP	Scale-II	
	ARK	Scale-II	
	KRDL	Scale-II	
	JDB	Scale-II	
	LKMR	Scale-II	
	VZM	Scale-II	

NOTE: POMKA -Available in all health units and Hospitals of ECoR.

4.6.2 ARMEs/SPARMEs of adjoining Railways

S.E. Railway		S.E.C.Railway		S.C. Railway	
Station/Div.	Class	Station/Div.	Class	Station/Div.	Class
BNDM/CKP	Scale-I	BIA/R	Scale-I	RJY/BZA	Scale-I
DPS/CKP	Scale-I	BSP/BSP	Scale-I	BZA/BZA	SPARMV
JSG/CKP	SPARME				
KGP/KGP	SPARME				



4.7.1 Location of Accident Relief Trains & BD Cranes over East Coast Railway:

Divn	Location	Class	Facilities Available
KUR	KUR	A	140 T Diesel BD Crane with HRE Equipment
	BHC	B	With Hydraulic Re-railing Equipment
	PSA	B	With Hydraulic Re-railing Equipment
	TLHR	B	With Hydraulic Re-railing Equipment
SBP	SBP	A	140 T Diesel BD Crane with HRE Equipment
	KBJ	A	140 T Diesel BD Crane with HRE Equipment
WAT	VSKP	A	140 T & 120 T Diesel BD Crane with HRE Equipment
	RGDA	B	With Hydraulic Re-railing Equipment (140 T BD Crane will be stationed at RGDA shortly)
	KRPU KRDL	A A	140 T+120 T Diesel BD Crane with HRE Equipment 120 T Diesel BD Crane with HRE Equipment

4.7.2 Speed of ART : The rolling stock in the standard composition of ART as mentioned above are fit to run at a maximum speed of 100 kmph except that the maximum permissible speed of 120 T Diesel BD crane is 40 kmph.

4.7.3 Location of C-Class ART/ Road Mobile Tool Van (RMTV) :

Divn	Location	Class	Facilities Available
KUR	PUI	RMTV	With Hydraulic Re-railing Equipment
	PRDP	C	With Hydraulic Re-railing Equipment
	TLHR	RMTV	With Hydraulic Re-railing Equipment
WAT	VSKP	RMTV	With Hydraulic Re-railing Equipment

4.7.4 Position of ARTs in neighbouring Division / Railways

S.E. RAILWAY

Sn.	Station/Div.	Class	Facilities
1.	BNDM/CKP	'A'	140 T Diesel Crane with Lukas Hydraulic Re-railing equipment.
2.	JSG/CKP	'B'	Self-Propelled ART with Lukas Hydraulic Re-railing Equipment.
3.	KGP/KGP	'A'	140 T Diesel Crane with Re-railing equipment

S.E.C. RAILWAY

Sn.	Station/Div.	Class	Facilities
1.	BIA/R	'A'	ART with MFD & 140 T Diesel Crane
2.	BSP / BSP	'A'	ART with Re-railing equipment & 140 T Diesel Crane

ARTs of S.C Railway

Sn.	Station/Div.	Class	Facilities
1.	RJY	'B'	ART with HRE
2.	KZJ	'A'	ART with MFD & 140 T Diesel Crane
3.	SC	'A'	ART with HRE & 140 T Diesel Crane



4.7.2 NAME, CONTACT NUMBER & EMAIL ADDRESS OF BD IN-CHARGES OF ECoR

Sl. No.	Div	Location of ART/ ARME	Name of ART In-charge	Name of ARME/SPARME In-charge	Name of ART+140T Crane In-charge
1	KUR	KUR	Sri.B.K Mohanta, Sr. DME/Frt. Mob: 8455887403 Sri. B.Pandey, SSE (C&W) Mob-8455887418 Email Id: bhupendra 1972@gmail	Sri.B.K Mohanta, Sr. DME /Frt. Mob: 8455887403 Sri M S Guhiya, JE Mob-7328806350 Email Id: Nil	Sri.B.K Mohanta, Sr. DME/Frt. Mob: 8455887403 Sri S.S Sahoo, SSE Mob-8249944207 Email Id: Nil
2	KUR	PSA	Sri.B.K Mohanta, Sr. DME/Frt. Mob: 8455887403 Sri. Amit Kujur ,SSE Mob: 8114388305 Email Id: ssecwecorpsa@gmail.com	Sri.B.K Mohanta, Sr. DME/Frt. Mob: 8455887403 Sri Amit Kujur, SSE Mob: 8114388305 Email Id: ssecwecorpsa@gmail.com	-
3	KUR	BHC	Sri.B.K Mohanta, Sr. DME/Frt. Mob: 8455887403 SSE (C&W) Mob:8455887456 Email Id: sseartbhc@gmail.com	Sri.B.K Mohanta, Sr. DME /Frt. Mob: 8455887403 SSE (C&W) Mob:8455887456 Email Id: sseartbhc@gmail.com	-
4	KUR	TLHR	Sri.B.K Mohanta, Sr. DME /Frt Mob: 8455887403 Sri U.C. Gope, SSE Mob: 8455889447	-	-
5	SBP	SBP	Sri K. Sudarsan, CDO/SBP Mob: 8455886401 Sri J. Ghosh, SSE (C&W) Mob:8455886419 Email Id: jagannathghosh100gmail.com	Sri K. Sudarsan, CDO/SBP Mob: 8455886401 Sri A.Mishra, SSE(C&W) Mob: 8455886420 Email Id: sukumarsbp65@gmail.com	Sri K. Sudarsan, CDO/SBP Mob:8455886401 Sri S.Mishra, SSE (C&W) Mob:8455886417 Email Id:
6	SBP	TIG	-	Sri A UeKy,ADME/OP Mob:8455886403 Sri B.S Naik,JE/C&W Mob:8455886477 Email Id:Nil	
7	SBP	KBJ	Sri A UeKy, ADME/OP Mob:8455886403 Sri D Bhoi, SSE (C&W) Mob:8455892322 Email Id: debananda98@gmail.com	-	Sri A UeKy, ADME/OP Mob:8455886403 Sri K.A. Reddy,SSE/C&W/KBJ Mob:8455892321 Email Id:



8	WAT	VSKP	S.Das, DME/WAT Mob:8978080401 Sri P J J Raju Mob:8978080475 Email Id:ssebdwatecor@gmail.com	S.Das,DME/WAT Mob:8978080401 Sri T Ravi Teja, SSE/C&W Mob:8978080475 Email Id: Nil	S.Das, DME/WAT Mob:8978080401 Sri R. Ravi Sanker, SSE/C&W Mob:8978080470 Email Id: ssebdwatecor@gmail.co m
9	WAT	RGDA	N.N Meena, ADME/WAT Mob:8978080405 Sri G. Srinivas Rao, SSE Mob: 8455893561	N.N Meena, ADME/WAT Mob:8978080405 Sri A. Srinivas Rao,SSE Mob:8455893562	-
10	WAT	KRPU	N.N Meena, ADME/WAT Mob:8978080405 Sri Debabrata Sahu, SSE Mob:8455890109 Email Id: Nil	N.N Meena, ADME/WAT Mob:8978080405 Sri Varun Kumar, SSE Mob:8455890119 Email Id:Nil	N.N Meena, ADME/WAT Mob:8978080405 Sri Debabrata Sahu, SSE Mob:8455890109 Email Id:Nil
11	WAT	KRDL	N.N Meena, ADME/WAT Mob:8978080405 Ch. Nani Babu, JE Mob:9493798999 Email Id: Nil	-	N.N Meena, ADME/WAT Mob:8978080405 Sri Srinivas Rao, SSE Mob:9752447145 Email Id:Nil

GOLDEN HOUR MOVEMENT OF SPARME/ARME

(A) LEFT OVER SECTIONS COVERED THROUGH ARME Scale-II (POMKA)

Division	Scale-II Base	Section	KM
KUR	TLHR	MHDB-ANGL	56
	CTC	GRKN-PRDP	39
	BAM	RBA-CAP	26
WAT	KRDL	KRDL-KWGN	71
	JDB	JDB-KWGN	79
		JDB-DIR	57
	ARK	DPC-TXD	75
KUR	TLHR	SRGP-ANGL	59
SBP	MSMD	KRAR-ARN	44

(B) Following sections will be covered through local and nearby hospitals/clinics/private ambulance service

Division	Place	Section	KM
WAT	PLH	PLH-GNPR	51
SBP	BWIP	DPUR-JNRD	37

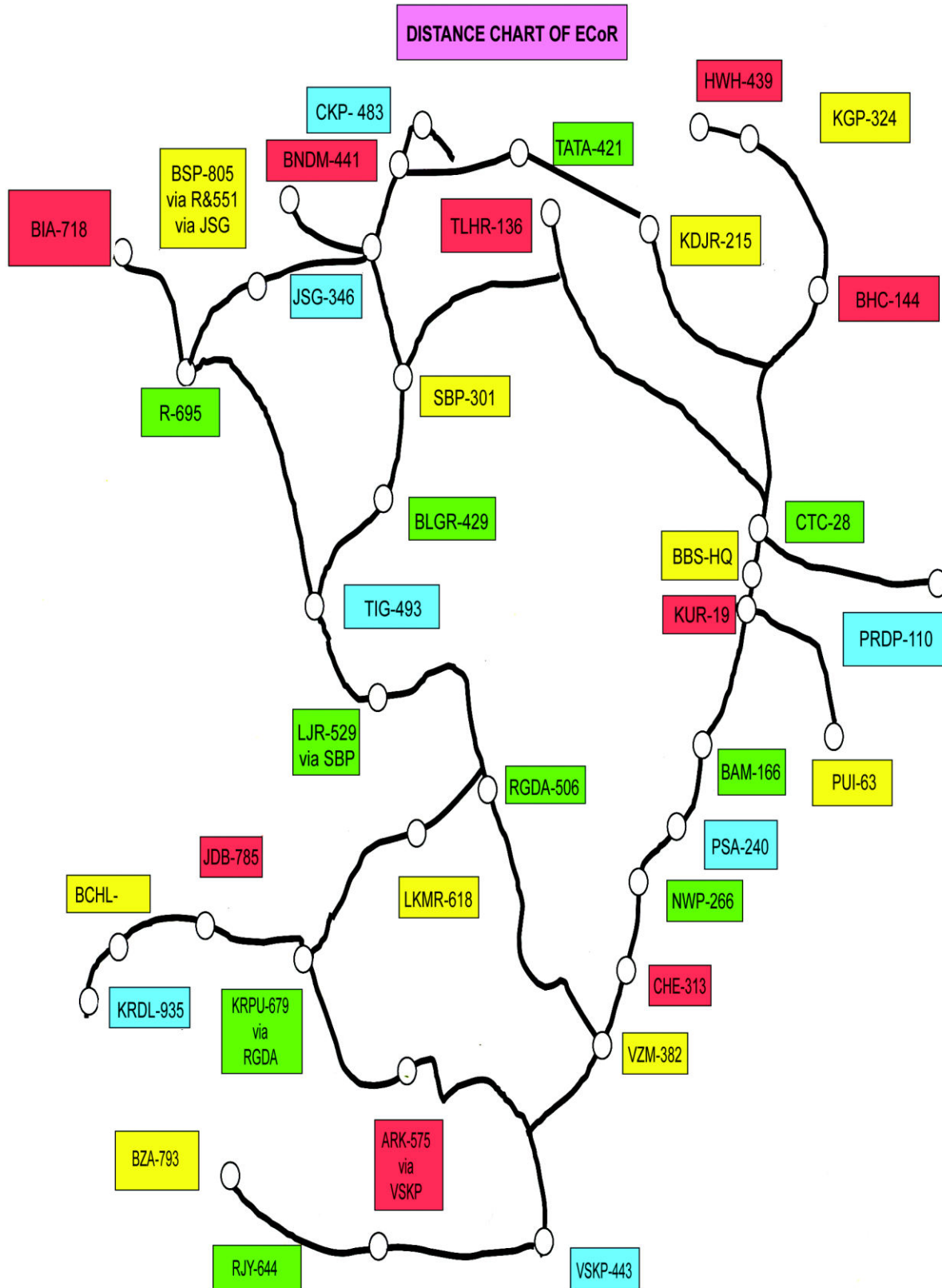


D) SECTIONS COVERED BY SPARME/ARME

Division	Base	Type of Equipment	Scale	Beat/Jurisdiction	KM
WAT	WAT	SPARMV	Scale-I	VSKP-SGDM (Incl)	104
				VSKP-KMX (Incl)	93
				VSKP-TXD (Incl)	78
	RGDA	SPARMV	Scale-I	RGDA-KMX (Excl)	93
				RGDA-LLGM (Incl)	61
				RGDA-LJR (Incl)	92
	KRPU	SPARMV	Scale-I	KRPU-LKMR (Incl)	62
				KRPU-DIR (Incl)	48
				KRPU-DPC (Incl)	62
KUR	KUR	SPARMV	Scale-I	KUR-PUI (Incl)	44
				KUR-RBA (Incl)	99
				KUR-NGMP (Incl)	97
				KUR-MHDP (Incl)	95
				KUR-GRKN (Incl)	91
				KUR-NYGT (Incl)	65
	BHC	SPRMV	Scale-I	BHC-KIS (Incl)	100
				BHC-TMKA (Incl)	75
	PSA	SPRMV	Scale-I	PSA-CAP (Incl)	95
				PSA-PLH (Incl)	64
				PSA-SRDM (Incl)	98
SBP	SBP	SPARMV	Scale-I	SBP-SRGP (Incl)	96
				SBP-JSG (Excl)	47
				SBP-LSX (Incl)	99
	TIG	ARME	Scale-I	TIG-KHPL (Excl)	9365
				TIG-DPUR (Incl)	98
				TIG-KRAR (Incl)	100
				TIG-BMCK (Incl)	

**Beat Chart of ARTs over ECOR**

Division	Station	Type of Equipment	Class of ART	Type / Capacity	Beat / Jurisdiction	Distance in Km
KUR	KUR	ART	A	140 T Crane	KUR-PSA (Incl)	220
					KUR-NYGT (Incl)	65
					KUR-PUI (Incl)	44
					KUR-PRDP (Incl)	130
					KUR-TLHR-ANGL (Incl)	152
					KUR-BHC (Incl)	162
					KUR-RJGR-KIS	89
					KUR-JRLI (Incl)	281
	BHC	ART	B	BD Van with HRE	BHC-JRLI	222
					BHC-KIS-RJGR (Incl)	129
SBP	TLHR	ART	B	BD Van with HRE	TLHR-ANGL (Incl)	30
					TLHR-RJGR (Excl)	93
	PSA	ART	B	BD Van with HRE	PSA-KUR (Excl)	220
	SBP	ART	A	140 T Crane	SBP-ANGL (Excl)	156
					SBP-JSG (Excl)	47
					SBP-BLGR-BHPI (Incl)	138
					KBK-LAE (Incl)	141
					KBK-SPRD (Excl)	154
					KBK-LJR-JNRD (Incl)	133
					KBK-TIG-BLGR (Excl)	94
WAT	VSKP	ART	A	140 T Crane	VSKP-PSA (Excl)	225
					VSKP-PSA-GNPR (Incl)	268
					VSKP-RGDA (Incl)	186
	RGDA	ART	B	120 T Crane BD Van with HRE	VSKP-SMLG (Incl)	119
					RGDA-VZM (Excl)	124
	KRPU	ART	A	140 T Crane	RGDA-TKRI (Excl)	89
					KRPU-RGDA (Excl)	173
					KRPU-SMLG (Excl)	97
	KRDL	ART	A	120 T Crane	KRPU-JDB (Incl)	106
					KRDL-JDB (Excl)	150



Note : Distance indicated against Station in KM measured from Bhubaneswar



4.9 Concept of Controlling Station

The Station Manager of nominated Controlling Station should immediately, on receiving information of an accident, reach the site with sufficient staff drawn from all departments at his station, and take all the necessary steps for Rescue & Relief.

It should be made clear to everybody that staff of all departments must follow the directions of the Station Manager of the controlling station and render all help and assistance necessary for tackling the disaster. Following is the list of controlling stations in ECoR.

TELEPHONE NUMBERS OF HELP LINE BOOTHS AT IMPORTANT STATIONS OF ECoR

Div	Station	STD	Tele.No.	CUG of station	D I v	Station	STD Code	Tele. No.	CUG of station
K U R	BHC	06784	230827	8455889900	S B P	RGL	0663	2560699	8455892814
	JJKR	06726	221301	8455889906		SBP	0663	252122	8455892816
	CTC	0671	2527865	8455889917		HKG	0663	2113095	8455892817
	BBS	0674		8455889922		BRGA	06646	230122	8455892820
	KUR	0674		8455889925		BLGR	06652	232620	8455892825
	BALU	06756	220412	8455889934		RAIR	06644	253167	8455892845
	BAM	0680	2201431	8455889942		BONA	06763	255078	8455892849
	PSA	08945	241039	0897881006		TIG	06655	220524	8455892831
	PURI	06752	225922	8455891891		KSNG	06670	222241	8455892832
	DNKL	06762	228529	8455889952		AMB	06863	244800	8455892837
	TLHR	06760	240231-	8455889958		MNGD	06863	245118	8455892839
	ANGL	06764	232731-	8455889960		KBJ	06657	220484	8455892830
	PRDP	06722	229434	8455891866		KRAR	06678	221236	8455892865
	SKND		-	8455891870		MSMD	07723	222068	9752416045
	KDJR	06766	251812	8455891882					

D I v	Station	STD Code	Tele. No.	CUG of station
W A T	NWP	08945	249728	8978081948
	CHE	08942	287222	8978081951
	VZM	08922	224240	8978081958
	SCMN	0891	2010662	8978280918
	VSKP	0891	2746268	8978280920
	PLH	-	-	-
	PVP	08963	221038	8978081976
	RGDA	06856	222023	8455893700
	GNPR	-	-	-
	KRPU	06852	251442-	8455893911
	SUP	08966	265221	8978081981
	ARK	08963	249632	8978081984
	JYP	06854	231395	8455893916
	JDB	07782	222408	9752413950
	VLB	08944	254851	8978081974
	BCHL	07857	230013	-
	(ARM)VSPS	08912	885060	-



The Station Managers of these stations shall prepare a list containing particulars of all departments with respective resources available at their disposal. Nominated SMRs shall on receipt of the information of accident or disaster shall immediately proceed to the spot with resources available at his disposal. He shall maintain a log book duly containing all the particulars of all the activities at the accident/disaster spot.

4.10 Sounding of Hooter :-

	Total No. of blasts	Duration of each blast	Gap between consecutive blasts	2
(i) Relief Train with ARME/SPARME	5	60 seconds	10 seconds	
(II) Ordering of Break Down	4	60 seconds	10 seconds	
(iii) Relief Train without ARME	3	60 seconds	10 seconds	
(iv) Ordering of Tower Wagon	1	120 seconds Continuously.	Continuously.	

Hooter may be tested at regular intervals at base stations daily.

The SSE(G)/Electrical or any other official in-charge of the 'Hooter' is responsible for proper maintenance of it and to keep a trained staff ready round the clock for sounding the hooter at once on receipt of orders from train ordering officials.



CHAPTER-5

DISASTER RESPONSE - INSTANT ACTION TEAM

5.1 INSTANT ACTION GROUP

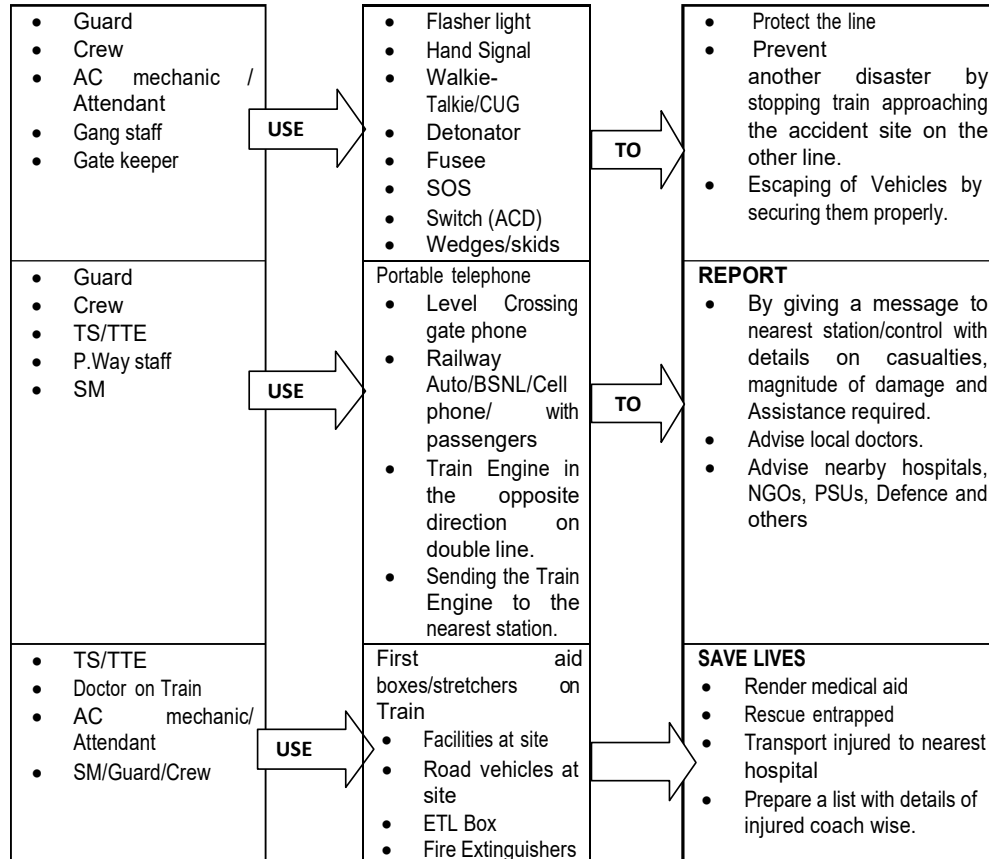
When a train is involved in a serious accident with casualties/injuries to passengers an instant action team has to be formed comprising of the staff mentioned below and action to be taken.

The assigned role of members of the Instant Action Group is enlisted under activity unit I. Every member of this team is responsible to ensure that timely action is taken to protect traffic, save lives and communicating the incident to the all concerned properly.

The Instant Action Group comprises of:

- The Guard, Crew, TS, TTE, AC coach attendant, RPF and other staff on duty by the train. Railway servants ON/OFF duty / as passenger by the train.
- Doctors and other volunteer travelling by train. Railway staff working at site.
- Non-Railway resources available at site.
- GRP staff travelling on the affected train on duty.
- Passenger travelling on the train who volunteer for rescue and relief work. Non-railway local volunteers available at or near the accident site.
- Instant action group must immediately render assistance to the travelling public in form of the First Aid, rescue & relief operation including shifting of the injured.

5.2 SIMULTANEOUS ACTION PLAN





5.3 The concept of Golden Hour and duties of INSTANT ACTION GROUP:

“If a critical trauma patient is not given definite medical care within one hour from the time of accident, chances of his ultimate recovery will reduce drastically, even with the best of Medical attention thereafter. This one hour period is generally known as The Golden Hour”

- Render definite medical care within Golden Hour.
- Stop Bleeding and restore blood pressure.
- Persons under shock shall be immediately treated for relief from shock.
- Transport the casualties to the nearest hospital and further to specialist hospitals.

5.4. DUTIES OF INSTANT ACTION TEAM

5.4.1 Guard

- i. Note down the time of the accident and the location.
- ii. Switch on the Amber Light, if provided, in Flashing Tail Lamp, in the rear of brake van.
- iii. Inform Loco Pilot through walkie-talkie set / CUG mobile phone about the extent of accident from the rear side.
- iv. Inform Station Master on walkie-talkie set / CUG mobile phone if possible.
- v. Protect adjacent line/lines first if required and then the line on which the accident has taken place as per G&SR 6.03.
- vi. Apply hand brakes in the brake van and wagons (if goods train) to secure the train and prevent escaping of vehicles.
- vii. Make a quick survey of magnitude of accident and roughly assess casualty, damage and assistance required.
- viii. Send information through quickest means (C U G mobile phone/portable phone) to Control Office and SMs on either side of the block section for this purpose.
 - i. Walkie-talkie communication provided with stations should immediately be used.
 - ii. Otherwise field portable telephone should be used.
 - iii. If a train comes on the other line, which is not blocked, the same should be stopped and information sent through the Loco Pilot.
 - iv. Assistant Loco Pilot may be sent to the next station to convey information of the accident. In case of no communication is established with nearby station and control.
 - v. If all of the above fail, one of the Railway staff on duty on the train should be sent on foot to the nearest station.
- ix. Utilize Emergency Train Lighting box to facilitate medical aid.
- x. Render First Aid & send patients to nearby hospitals with the help of TTEs & RPF/GRP.
- xi. Coordinate to call for Doctors and seek their assistance.
- xii. Seek assistance of Railway staff and other volunteers from train to rescue injured or entrapped passengers.
- xiii. Direct Railway staff and other volunteers from train for attending to injured.
- xiv. Ensure that field telephone is constantly manned by a Railway staff, if available or put some volunteer to man the telephone.
- xv. Arrange protection of passengers' belongings and Railway property with the help of Railway staff, volunteers on train, RPF and GRP.
- xvi. Stop running trains on adjacent line and utilize resources on that train.
- xvii. In electrified section if OHE is affected, take steps to switch off OHE supply by informing station, control and TPC.
- xviii. Record evidence or statements, if any given by passengers.



- xix. Preserve all clues and evidences regarding probable cause of the accident and ensure that these do not get disturbed.
- xx. Log all activities.
- xxi. Do not leave the spot unless relieved by a competent authority.

5.4.2 Loco Pilot

- i. Note down the time of the accident and location.
- ii. Switch ON the 'Flasher light' of the locomotive and give 4 short whistles.
- iii. Inform Guard on walkie-talkies set / CUG mobile phone about the extent of accident from front and any damage in OHE on the same line and adjacent lines.
- iv. Inform Station Master on walkie-talkie set / CUG mobile phone and give above details.
- v. Protect the adjacent line, immediately, and the train in front as per G&SR 6.03.
- vi. Take necessary action to keep the loco safe by applying SA-9, A-9 and hand brake.
- vii. Take necessary action to prevent Loco/Vehicles/Wagons from rolling down by providing skids/wedges.
- viii. Make a quick survey of magnitude of accident and roughly assess casualty, damage and assistance required by sending ALP.
- ix. Send information through quickest means (C U G phone) to TLC TPC Control Office with the details and get OHE dead, if required.
- x. Walkie-talkie communication provided should be used with stations immediately.
- xi. Otherwise field telephone should be used.
- xii. If a train comes on the other line, which is not blocked, the same should be stopped and information should be sent through the Loco Pilot & putting flasher light on.
- xiii. Assistant Loco Pilot may be sent to the next station to convey information of the accident, if no communication is established with nearest station or control.
- xiv. Render all possible assistance to the Guard.
- xv. Preserve all clues and evidences regarding probable cause of the accident and ensure that these do not get disturbed.
- xvi. Log your activities.
- xvii. Do not leave the spot unless you are relieved by a competent authority.

5.4.3 Train Superintendent/Travelling Ticket Examiners

- i. Preserve reservation charts of each coach containing names of passengers who actually travelled and in which berth number.
- ii. Avail services of Doctors travelling by the train and render Medical Aid to injured passengers.
- iii. Open and mann help line.
- iv. List the particulars of injured passengers and prepare a list showing exact position of injured in coaches, from Train Engine to Brake Van. This should be handed over to Railway doctors when ARME arrives or Doctors reach at site by road.
- v. Prepare a separate list of dead passengers with address and ticket particulars, if available.
- vi. Take assistance of volunteers from passengers and local public at site.
- vii. Transport injured passengers by road vehicles, if available, to the nearest hospital.
- viii. Inform stranded passengers about alternative transport arrangements being made.
- ix. Record evidences or statements volunteered by passengers/public/others at site.

5.4.4 AC Mechanic/Attendant

- i. Switch off the power supply in AC coaches, Power cars & Pantry cars to avoid short-circuiting.
- ii. Assist the TS/TTEs in their duties in rendering first aid and other assigned duties at the accident site.



5.4.5 RPF and GRP Staff

- i. Rush to the accident involved coaches and try to rescue as many passengers as possible and help the TTEs.
- ii. Render First Aid to the injured.
- iii. Arrange to shift injured persons to the nearest hospital by arranging local transport.
- iv. Protect luggage of passengers and Railway property.
- v. Preserve all clues and evidences regarding probable cause of the accident and ensure that those do not get disturbed/ destroyed.
- vi. Also inspect the site of accident from point of view of external interference or sabotage and protect the clues accordingly without disturbing the clues.

5.4.6 Duties of Railway Staff travelling on the accident affected train

- i. Whenever a train is involved in a serious accident with casualties/injuries to passengers, all Railway staff travelling on the train either on duty or on leave are deemed to be on duty with immediate effect.
- ii. Under no circumstance should any of them leave the accident site unless and until Divisional Officers arrive, take over charge of rescue and relief operations, and permit them to leave.
- iii. Railway staff on train/at site shall volunteer themselves to render assistance and report to Conductor/TTEs/Guard of the Train.
- iv. The Senior Most Officer travelling on the train will assume charge as Officer-in-charge Site (OIC Site).
- v. Conductor of the train should check the chart and inform the railway officers travelling on the train about the nature of accident and the extent of damage and repercussion including suspected causalities.
- vi. Railway Officers/ staff will be travelling in AC coaches; and most probably in the HQ(EQ) quota section of the coach.
- vii. In the absence of any officer, the TS or senior most TTE or the Guard will discharge duties listed out for Officer In-Charge at Site.
- vi. Similarly, some other railway staff may be travelling in Sleeper coaches and probably in the Hqr quota section of the coach. The HQ section of a Sleeper coach is located in the center of the coach (berth nos. **33-42**)

5.4.7 Duties of Officer In-Charge at Site (Immediately after the accident)

The senior most staff/officials travelling in the train is termed as OIC at Site. He may be Train Superintendent or senior most TTE, if, no officer travelling in that train. He should

- i. Note down the time of accident.
- ii. Ensure protection of lines with the help of Guard and Loco Pilots.
- iii. Ensure reporting of accident to nearest Station/Control.
- iv. Roughly assess the extent of damage and likely number of causalities.
- v. Collect Railway staff and volunteers from amongst the passengers and form different groups. Each of these groups should be assigned work as detailed at Chapter - 6.
- vi. Maintain a log of events.
- vii. Continue to discharge duties of OIC at Site, till Divisional Officers arrive and take over charge of the situation.
- viii. After Divisional Officers arrive, fully brief the DRM/ADRM and hand over charge to them.
- ix. The on board OIC Site should ensure issue of a detailed message with following information before leaving the site of the accident.
 - a. Time & Date of accident.
 - b. Extent of damage of rolling stock.



- c. Location Km. & between stations.
- d. Assistance required.
- e. Train number and description.
- f. Condition of the adjacent line, if any.
- g. Nature of accident.
- h. Whether OHE is involved.
- i. Approximate number of killed/injured.
- j. Damage to track, signaling & OHE

On arrival at accident site, Divisional Railway Manager/Additional Divisional Railway Manager will discuss with OIC Site and will issue suitable instructions to the rescue groups & their leaders regarding use of available resources in rescue operation till arrival of the accident relief train and also take a decision regarding the requirement of additional ARTs/ BD cranes and JCBs/Bulldozers.

5.4.7 (a) DUTIES OF MEMBERS OF INSTANT ACTION TEAM (IAT) - TILL ARRIVAL OF DIVISIONAL OFFICERS

- i. If a person is bleeding and losing blood, or if he is unconscious, then in that case quick action is required keeping "Golden Hour" in mind.
- ii. Action should be taken as mentioned in Chapter - 4.
- iii. Persons trained in First Aid may be identified to take specialized action like 'Cardio Pulmonary Respiration'.
- iv. If the door is open and is accessible, then uninjured passengers should be helped to come out through the door.
- v. In AC coaches the window panes/glasses should be broken open in order to let in fresh air for the occupants, and thereafter to evacuate them.
- vi. Non-AC coaches have one emergency exit window on each side. The position of this emergency window is 5th from the left when facing the line of windows from inside the coach. They are opposite berth nos. 23 and 57. In case the door is locked and jammed, try and open these windows so that some of the uninjured passengers can come out through the emergency exit.
- vii. Special care should be taken while evacuating the old, infirm/ill and children in order to ensure that they are not separated from their family members as far as possible.
- viii. Extrication of critically injured should be done under medical supervision as far as possible as they become available.
- ix. In case medical supervision is not available, the critically injured passengers should be made to lie down on a bed sheet and thereafter taken out by 4 persons holding the four corners in open air. (Bed sheets will be available in AC coaches).
- x. Passengers who are bleeding from open cuts should be provided first aid immediately, then tied up with strips of clothes so as to reduce bleeding as far as possible if cannot be stopped completely.
- xi. It is better not to take out the luggage from inside the coaches at the first instance, for two reasons. Firstly, passengers both injured and uninjured should get preference in this evacuation process. Secondly, it may be safer for the luggage to be left inside where there are fewer chances of being stolen or pilfered.
- xii. After passengers have been evacuated from coach, cross check with the reservation chart and against the name of each passenger note down as to whether the passenger is injured or not.
- xiii. After all passengers have been evacuated, water and eatables can be taken out gradually.
- xiv. Building up confidence of injured passengers by talking and taking care at regular intervals.
- xv. After helping to evacuate all passengers from the reserved coaches, take care of the unreserved coaches and provide similar help to those passengers also.
- xvi. Railway officials from Divisional Head Quarter generally arrive at the site of the accident as early as possible, depending on the distance of the accident site from the Divisional Head Quarter. On arrival, the site may be handed over to Senior most officer accordingly with the log of events.



- xvii. Grievously injured passengers who are bleeding or those who are unconscious require immediate hospitalization. All efforts should be made by contacting local people to arrange vehicles so that they can be shifted to the nearest hospitals.

b) DUTIES OF THE INSTANT ACTION TEAM (IAT) - IN CASE OF A FIRE

- i. In case of fire, pull the Alarm Chain and stop the train immediately.
- ii. Conductor/TTEs/AC Mechanic and attendants try to put out the fire before it becomes a big blaze by using either mats/blankets/fire extinguishers available with Guard's lobby, AC coaches, pantry car and Locomotive.
- iii. AC mechanics/Attendants/Power Car staff should switch –off Power supply in AC coaches immediately to avoid short circuiting.
- iv. Isolate the coach/coaches caught fire and separate them from rest of the coaches by hand shunting with the help of railway staff and volunteers from the travelling public so that the fire does not engulf other coaches and damage can be minimized and localized.
- v. RPF & GRP will rush to the fire affected coaches and instruct passengers to go to the other end of the coach, which is away from the fire, and if possible cross over to the next coach through the vestibule and will assist conductor and Ticket checking staff and discharge assigned duties and help in getting the affected coaches vacated.
- vi. Insist that passengers should save themselves first and not to bother about their luggage which can be retrieved later on.
- vii. RPF and GRP may ensure that no passenger lies down on the floor. After train has stopped, passengers should come down from the coach immediately.
- viii. Building up confidence of injured passengers by talking and taking care at regular intervals.
- ix. More people expire due to suffocation from smoke rather than due to actual burning. Advise passengers to take a cloth, wet it by using their drinking water and cover their nostrils and also try to make areas less populated.
- x. Guard will lodge the FIR with the help of RPF & GRP.

5.4.8 DUTIES OF OFFICER-IN-CHARGE(OIC) at SITE - TILL ARRIVAL OF DIVISIONAL OFFICERS

Having formed different groups consisting of available Railway staff on the train and volunteers from amongst passengers, the rescue and relief work should be started in right earnest. Once the rescue and relief work by the Instant Action Team has got underway, the OIC site should then enlist the help of First Responders i.e. the local volunteers of the nearby villages.

a) Locating nearby villages;

- i. Locate nearby villages through internet on mobile if network is available.
- ii. In most cases, villagers turn up on their own on hearing the unusual loud sound .
- iii. Otherwise, try and see if any light or any other signs from the village are visible.
- iv. In case none of the above is possible, then speak to either the control office or the nearest station and find out the location of nearby villages as also their general direction.
- v. Location of nearby villages as also their general direction will be available in the Divisional DM Plans.
- vi. Having ascertained the general location of nearby villages, send messengers (preferably Railway staff) to inform villagers and seek their assistance.

(b) Locating the nearest manned level crossing gate;

- i. The train Loco Pilot is the best and fastest source of information regarding location of the nearest manned level crossing gate in either direction.
- ii. Send a messenger (preferably a Railway staff) to the gate for contacting the gateman.



- iii. In most cases, the gateman will be able to give location of nearby villages.
- iv. The messenger should then try and stop any passing vehicle and go to the nearby village, inform villagers and seek their assistance.

(c) Organizing assistance from local people available in nearby villages;

- i. Villagers should be asked to make an announcement from their loud speaker (generally available in the local Temple, Mosque, Gurudwara, Church etc). Informing others regarding the accident including NGOs.
- ii. Everybody should be asked to rush to the accident site with following:
 - a. Tractor trolleys (both for transportation as also for general lighting).
 - b. As many cutting appliances/equipments, hammers, chisels etc. as are available.
 - c. Ropes , Ladders and local cots.
 - d. If doctors of Para-medical staff are available in the village they should also be requested to attend the accident site.
 - e. The messenger should stay back and try and organize opening of a big building (preferably a school) and its cleaning for sheltering of injured passengers and / or preservation of dead bodies.

(d) Duties of Gang staff

- i. On double/multiple lines stop the train approaching obstructed line if any by showing hand danger signal.
- ii. Ensure that the track alignments or lines are not disturbed.
- iii. Report to Site Manager and assist in rescue/restoration.
- iv. Assist in extricating the injured/dead from coaches and transport them to hospitals.

(e) Duties of Gatekeeper

- i. Inform nearest Station Master about the accident immediately and stop train movement on double/multiple lines.
- ii. Affix banner flags on adjacent and multiple lines in case of obstruction on lines.
- iii. Keep gate closed if the train has not cleared the gate.
- iv. Collect men and material available nearby and direct them to site.
- v. Avail the services of road vehicles if any, waiting/passing through LC Gate.

5.5 DUTIES OF DISASTER RESCUE TEAM

5.5.1 Station Manager

- i. Inform Controlling SM to rush to site along with nominated team of staff of various departments.
- ii. Arrange for protection of affected line/adjacent lines/multiple lines.
- iii. Report the accident to Controller/Station Master at the other end.
- iv. Control to be advised regarding -
 - a. Time and nature of accident
 - b. Brief description of accident
 - c. Medical van required or not
 - d. Requirement of Break Down Special with or without crane.
 - e. Whether adjacent line/Multiple lines are obstructed.
 - f. Damage to rolling stock
 - g. Damage to track in terms of O.H.E masts.
 - h. Numbers of dead and injured (simple, grievous) to be obtained from the TTE/Train Superintendent.
 - i. Arrange to move SPARME/ ARME / ART as ordered by Control.



- j. Advise officials of other departments at station including station authorities.
- k. Station Manager in charge and DTI shall proceed to the accident spot as directed.

5.5.2 Medical Assistance

- i. Call for assistance from nearest local Doctors, SJAB, Civil and Army Hospitals .
- ii. Arrange to transport injured passengers to nearest hospitals.
- iii. Arrange adequate number of First Aid boxes and stretchers.
- iv. Quickly transport ARME Scale II equipment to the site of the accident.
- v. Adequate Doctors/Para medical staff should be arranged for site after assessing the reported casualties.

5.5.3 Refreshments to the affected passengers

- i. Get sanction from Sr.DCM/ DCM and arrange drinking water, beverages and food from Refreshment Room and/or local sources free of cost to the affected passengers and stranded passengers and as per guide lines of Railway Board.

5.5.4 Transportation of the injured and others

- i. Arrangements shall be made to transport the injured on top priority by road or by a light engine or by a special train to hospitals.
- ii. Stranded passengers to be transported from the accident spot by arranging transfer either by train or by hiring Govt /Private Road Transport vehicles.
- iii. Arrange for refund of fares as per the extant rules at suitable locations.

5.5.5 Security of Personnel/Passengers and materials

Advise RPF/GRP/State Police to provide security to stranded passengers, affected train and personal belongings while assisting rescue work.

5.5.6 Communication facilities

- i. Open special information counters.
- ii. Collect information on dead/injured and convey it to the near and dear ones.
- iii. Make arrangements /availability of STD phone/SMS services/Fax/mobile phones to the relatives of dead/ injured for making free calls.
- iv. Obtain reservation charts and display it at nominated places.

5.5.7 Duties of Div.Traffic Inspector/SSE (P.Way)/SSE (Signal)/SSE (C&W) / Loco Inspector

On receipt of information about the accident;

- i. Reach the site of accident by quickest available means.
- ii. Ensure that the obstructed line(s) are protected.
- iii. Assess the casualties and arrange to render First Aid immediately.
- iv. Assess the situation/assistance needed and issue message to Controller.
- v. Shift injured to the nearest hospitals.
- vi. Collect, record and secure all clues relating to the accident such as;
 - a. The condition of the track, any rail fracture, weld fracture, fresh breakage, old flaw in rails with special reference to the alignment, gauge, cross levels, super elevation, point of mount and drop and any sign of sabotage etc.
 - b. The condition of Rolling stock with reference to Brake Power, braking gear with axle box conditions.
 - c. Marks on sleepers, rails, Locomotives and vehicles and preservation of clues.
 - d. Position of derailed vehicles.
 - e. Prima facie cause of accident.



- vii. Seize the Train Signal Register, Log book, Private Number Book, Line Admission Book, Speed Recorder Chart and other relevant records.
- viii. Conduct breath analyzer test , arrange blood samples of staff involved and obtain the statement of staff involved in the accident.
- ix. SSE (C&W) shall prepare a sketch showing position of Rolling stock.
- x. SSE (P.Way) shall prepare a final sketch indicating the position of OHE mast, point number etc.
- xi. Take charge of the situation and remain till a higher official arrives at the site.
- xii. Submit the joint note in 24 hours.

5.5.8 Additional Duties of SSE/Signal

- i. Note down the position of panel switches, indication, block instrument, condition of relay room, status of data logger, etc.
- ii. It shall be the responsibility to keep the status position signed by the Inspector of other Departments at site.
- iii. To facilitate preservation of clues, the condition of switches, ground connections, point locking, occupation of track circuit, details of damage to outdoor signal/point gears may also be recorded on video or digital camera subject to availability.
- iv. Arrange to provide equipment and staff for emergency communication facility till the arrival of the telecommunication team.

5.5.9 Duties of Divisional Chief Controller/Deputy Chief Controller

- i. On getting information about accident from site inform Station Masters at the either end.
- ii. Check whether the adjacent line is clear or not.
- iii. Collect all necessary details about the accident.
- iv. Regulate trains and give top priority to movement of ARME/ART.
- v. Order ARME/ART as instructed.
- vi. Advise Casualty /Divisional officers/Area officers.
- vii. Inform Central Control.
- viii. Send Medical teams by road and inform Civil, Military, Voluntary organization and.
- ix. After assessment of the site, convey full details to central control and get orders in time to divert/regulate/cancel trains before it crosses the diversion points.
- x. Regulate the trains at Stations where food and beverages/drinking water can be arranged.
- xi. Avoid blocking of all running lines at Stations on either side of the accident site for through passage of ARME/ART.
- xii. Inform emergency helplines / enquiry booths with necessary details of dead/injured.
- xiii. For accident involving passenger carrying trains or road vehicles at level crossing, ARME shall be ordered immediately. Subsequently if it is not required it may be Cancelled with the permission of Divisional Railway Manager.
- xiv. Advise senior subordinates like Div.Traffic Inspector, Commercial Inspector, Ch. Loco Inspectors, Sr. Section Engineers (P.Way), SSE(C&W),SSE(Signal), etc. to proceed to the site of accidents by first means.
- xv. When a train carrying mail is involved ,advise the RMS authorities.
- xvi. Open a register and log the events with time with details like
 - a. Time of accident.
 - b. Location, gauge, single/double/quadruple line, system of working, mid section or station, gradient, kilometer, traction etc.
 - c. Type and description of train/trains involved.
 - d. Types of coaches/wagons involved.
 - e. Load of the train.



- f. Nature of the accident (collisions, derailments etc.)
- g. Casualty/injuries.
- xvii. Ensure a clear path for running ARME & ART.
- xviii. Arrange to dispatch Crane with break down trains if required.
- xix. If crane is not available in the Division order from adjoining Division/ Railway.
- xx. Record the timings of ordering, actual departure and arrival at the accident site for the ARME, BD special and Crane special.

5.5.10 Duties of Divisional Railway Manager

On being informed about the accident,

- i. Collect details of accident and assess the situation.
- ii. If necessary proceed to the site along with branch officers.
- iii. Give clear directions to Branch Officers in connection with rescue and relief work.
- iv. Depute ADRM as in charge in Control office.
- v. Order to keep a vehicle ready for immediate use at Control Office.
- vi. Arrange to advise the Home Secretary/ Chief Secretary or other officers of the state in case of sabotage/ passenger carrying trains for prompt attendance of the Dist. Magistrate and Superintendent of Police.
- vii. Monitor that each department renders prompt assistance.
- viii. Arrange to secure and collect the clues/ evidences.
- ix. Nominate a Commercial officer to liaison with Press and Media in case of serious accident.
- x. Ensure taking joint observation / readings by Supervisors by nominating a separate team of Sr.Supervisors.

5.5.11 Senior most 'Official' at Site

- i. Collect information from Officer in charge of Instant Action Team.
- ii. Take stock of the situation and plan for efficient rescue operation as Site Manager.
- iii. Arrange transport facility for shifting the injured
- iv. Ensure immediate Medical Aid to critical injured passengers and shifting to medical college/specialist hospitals .
- v. Keep record of injured persons and the hospital to which they have been admitted with contact details. The information may also be relayed to Divisional Control Office for dissemination through media.
- vi. Identify and rescue the entrapped passengers.
- vii. Ensure co-ordination among all departments for efficient rescue/relief operation.
- viii Channelize the local resources to supplement Railway Relief/Rescue operations.
- ix. Ensure free supply of food, beverages and drinking water to all affected passengers as per extant guide lines of Railway Board.
- xi. Arrange on the spot Ex-gratia payment to the eligible.
- xii. Ensure timely information to Divisional Railway Manager/General Manager on the progress of rescue/relief/restoration work with following details.
 - a. Number of Casualties/Number of injured/nature of injuries to passengers.
 - b. Supplemental assistance if required.
 - c. Prima facie cause of accident.
 - d. Probable time of restoration.
- xiii. Ensure the preservation of Clues/Evidences as per the proforma.
- xiv. In case of sabotage direct RPF for quick clearance from state Police.
- xiv In case of serious explosions or fire, clearance from Controller explosives to be obtained.
- xv. Get the written evidence of as many witnesses as possible from general public and get their names and addresses.



- xvi. Ensure the preparation of a list of dead and injured and convey information to kith and kin at once through helplines/ STD calls/SMS/Fax/Mobile Phones free of charge.
- xvii. Ensure Information to the Supdt. of Police and District Magistrate
- xviii. Give prima facie cause of the accident with the probable time of restoration.
- xix. Convey the progress of restoration work to the DRM / GM on hourly basis.

5.5.12 Duties of Medical Department Official/Officer

On getting emergency call;

- i. Note down time of receiving message.
- ii. Collect necessary Medical team.
- iii. Inform CMS, other Doctors and staff.
- iv. Alert blood donors and activate St. John Ambulance.
- v. At least one Doctor to remain in the Casualty Department of hospital.
- vi. Move Emergency boxes from ARME-Scale II/Health Unit/Hospital to site.
- vii. Ensure arrival of ARME staff and report its readiness to traffic official.
- viii. Reach the site by road if it is quicker.
- ix. Check all the equipment in ARME while on run.
- x. Get the operation theatre ready.
- xi. Arrange to inform PCMD about the movement of ARME.
- xii. Keep ARME ready to treat the injured without delay.

On reaching the site Medical Officer in charge;

- i. Collect the list of injured passengers prepared by TTE/TS and assess the situation.
- ii. Plan for efficient Medical Management of Critical Passengers.
- iii. Ensure rapid access to all injured passengers.
- iv. Take assistance of Mechanical/Engineering/RPF staff and extricate the trapped passengers.
- v. Conduct a thorough search of coaches including lavatories/vestibules for injured/dead.
- vi. Open the First Aid Post/Clinic and depute a team exclusively to man it.
- vii. Form different groups if required to handle more number of casualties at a time.
- viii. Ensure collecting blood and urine samples of Crew of the train/trains in time.
- ix. Ensure the stabilization of condition of injured passengers.
- x. Ensure expeditious transportation of injured to the ARME/nearby hospitals and Specialist Hospitals.
- xi. Prepare a list of Dead/injured(Severe, Simple, Trivial) and communicate with the following details.
 - a. If found Conscious: Name, sex, age, identification marks, address, ticket number, originating and destination Station.
 - b. If found Unconscious: Approximate age, sex, identification marks, ticket number and the particulars if relatives and friends are available.
- xii. Ensure covering of bodies with shrouds.
- xiii. Arrange to move bodies to Govt. hospital with the assistance of RPF/ Commercial Department.
- xiv. Take necessary steps to handle unhygienic condition that may arise due to decomposed/ mutilated bodies by organizing ice from near by places/markets.
- xv. Certify the injured/dead and inform Site Manager.
- xvi. The Medical Officer at Division/Head Quarters shall have constant touch with site; if necessary arrange supplemental Medical assistance.

5.5.13 Duties of Mechanical Official/Officer On getting emergency call;

- i. Collect details about the accident and assess the requirement.
- ii. All nominated Break Down special staff shall report to the in charge.
- iii. Ensure marshalling of BD specials according to site requirement



- iv. Inform the traffic official about BD special readiness
Ensure the requirement of Crane/Re-railing equipment and marshal accordingly

On reaching the site;

- i. For efficient extrication of entrapped passengers take the assistance of Engineering Department/ Electrical Department.
- ii. Be cautious in using the rescue tools like cutter, spreader etc and plan the removal of obstruction on the adjacent line.
- iii. If suspected spillage of inflammable substances use only Cold cutting equipment.
- iv. In case of suspected sabotage, to save lives extricate passengers after taking photograph / video graph and ensure minimum interference to clues.
- v. If necessary ask for supplementary assistance in the form of extra BD specials/Cranes with BD staff.
- vi. Ensure that Speedo graph, engine repair book etc. are seized and sealed.
- vii. Record details of Brake Power and other aspects of Rolling Stock as per the Proforma.
- viii. Take joint measurements of the rolling stock
- ix. Note down the observations and measurements of Loco etc. at site if it is not possible arrange for taking the reading at the nearest shed.
- x. Monitor the efficient working of Cranes/Re-railing equipment to clear or rerail the affected Rolling stock.
- xi. Examine the unaffected/re-railed Rolling stock and certify for further movement.
- xii. Take precautions in electrified section that the power supply is switched off before commencing the rescue/relief work.
- xiii. Use necessary safety equipment like Hand gloves, Helmet etc.
- xiv. Arrange the trained manpower in shifts for continuous rescue/relief operations.
- xv. Plan for quick restoration of traffic.
- xvi. Sr.DME on getting information assess the situation and proceed to the site if warranted.
- xvii. A responsible Mechanical Officer shall be available in the Control Office and co-ordinate with the site/other department.
- xviii. Always ensure the safety of the staff working at the site/Cardoning of the affected portion with the help of RPF. .
- xix. Assess the extant of damage to the Rolling stock.

5.5.14 Duties of Engineering Official/Officer

On getting emergency call;

- i. Collect details of accident and assess the requirement.
- ii. AEN/SSE (P.Way/Works) shall collect men, rescue tools and proceed to site by ARME / quickest means available and assist in the rescue of passengers.
- iii. Keep ready necessary men and material by BD special

On reaching the site;

- i. Assist Medical/Mechanical Department in rescue work.
- ii. Arrange to provide a temporary shelter at site with tents for Medical Clinic, Catering, Stores and for the Site Manager with basic facilities.
- iii. Ensure availability of water supply.
- iv. Ensure preservation of clues as per procedure.
- v. Provide necessary dummy track for Restoration work/Crane working.
- vi. Plan for quick restoration of traffic.
- vii. If necessary move Gang staff from adjacent unit/Division and request Sr.DOM to run Labour / staff specials and material specials.



- viii. If necessary under the direction of DRM Contact Army/Navy/Air Base and collect the required personnel like Divers for rescue operation.
- ix. If necessary hire Private Crane, Bulldozers, Earth movers etc.
- x. One Engineering Officer shall be available in Control office for monitoring and arranging reinforcement/movement of men and material. Coordinate for stoppages of Labour/Staff and Material specials.
- xi. Plan for coordinated working and movement of track machines for quick restoration with TRD official and transportation official.
- xii. Assess the cost of damage to the Engineering Department.

5.5.15 Duties of Signal & Telecommunication Official / Officer

a. On getting emergency call;

- i. Collect details of accident and assess the requirement.
- ii. Arrange to move Satellite phone by available means including road transport to the site.
- iii. Depute one officer to control office to coordinate with accident site, emergency control and other officers.
- iv. Adequate number of mobile phones available with the Divisional staff should also be rushed to site for emergency use.
- v. Send required number of telecom staff by Accident Relief Train for installation and operation of telecom equipment.
- vi. Plan to extend the nearest available auto railway telephone/DOT telephone to the site of accident and man it.

b. On reaching site;

- i. Provide portable Telephone / Emergency Telephones/Mobile Telephones at site and man it.
- ii. Install at least two BSNL phones with STD facilities and communicate the contact numbers to all concerned.
- iii. Ensure availability of adequate copies of Disaster Management telephone directory containing important telephone numbers. This directory should be updated once in 3 months by the fault control staff of the Divisional office duly verifying each of the numbers
- iv. Provide Walkie-talkie set and chargers.
- v. Provide Railway phone connectivity Emergency Control/ Zonal Headquarters.
- vi. Provide satellite/mobile communication facility
- vii. Wherever feasible provide wireless sets/use services of HAM.
- viii. Provide adequate number of Public Address system/Hand sets

5.5.16 Duties of Commercial Official/Officer

a. On getting the emergency call;

- i. Collect details of accident and assess requirement for arranging relief to the injured/dead and the stranded passengers as under.
 - Drinking/water/Beverages/Food packets etc.
 - Sufficient Labor for transshipment.
 - Sufficient Rail Sahayak & Parcel Boy..
 - Ticket Collectors.
 - Govt. / Private buses/Ambulances.
- ii. The Commercial inspector / Station Master shall withdraw sufficient amount of money from Station collection under the authorization of Sr.DCM.

**b. On reaching the site;**

- i. Provide immediate transport facility to shift the injured to hospitals;
- ii. Collect details of injured/dead and convey them to Emergency Counters;
Supply the following free of cost;
 - Free Calls/SMS/Fax facilities/Mobile telephones to the relatives of dead and injured;
 - Complimentary passes with the assistance of Personnel Inspector;
- iii. Arrange ex-gratia payment on the spot to the injured and next of kin of dead;
- iv. Collect the list of casualties/injuries and assist Medical Department in all respects;
- v. Protect the luggage/belongings of injured/dead with the assistance of RPF;
- vi. Protect luggage, parcels and goods;
- vii. Arrange transportation of the stranded passengers, record the details of passengers dispatched and relay the particulars to Control through special trains and State/Private vehicles.
- viii. For information to general public;
 - Open information counters/helplines for giving information to public regarding the names of injured, dead etc.,
 - List of dead and injured to be displayed at a prominent place at station / important stations;
 - Make announcement through PA system on diversion of trains, regulations, and probable time of arrival of relief train;
- ix. Arrange refund of fare through special counters;
- x. One Commercial Officer in Control Office shall coordinate with site and arrange supplemental assistance;
- xi. Brief the media periodically and take care of the Media personnel;
- xii. Arrangement of trains / Coaches to be tied up with operating department for clearance of Stranded Passengers.

5.5.17 Duties of Electrical(General) Officials/Officers

- i. Provide lighting arrangements at site.
- ii. Provide sufficient number of portable generators.
- iii. Arrange supply from nearby sources if possible.
- iv. Attend AC and other coaches in case of fire and ascertain the cause of fire.
- v. Provide the lighting arrangements to ensure full coverage of the affected train and to cover the damaged track so that the maintenance/attention to track can be started simultaneously.

5.5.18 TRD Official

- i. Switch off OHE supply to enable safe rescue work to start.
- ii. Move OHE staff to site by Tower Cars/by road.
- iii. Clear OHE obstruction by slewing the wires for restoration.
- iv. Segregate the affected section.
- v. Ensure the section is earthed before the staff working near OHE.
- vi. Ensure the preservation of clues as per procedure.
- vii. Ensure early restoration.
- viii. Ensure erection of temporary masts without delay.

**5.5.19 TLC**

- i. Where an EMU or Electrical Loco is involved arrange for relief Loco/Train if required.
- ii. Send Sr. Supervisor to the site immediately with adequate shed/break down staff.
- iii. Ensure that speedometer graph is to be taken out and records of maintenance of Loco/EMU and repair books are seized and sealed.
- iv. Ensure and note all the brakes are working or not in the locomotive(s).
- v. One Electrical Officer of respective branch in Control Office shall co-ordinate with site and arrange for supplemental assistance.

5.5.20 Duties of Security Staff**a. On getting emergency call;**

- i. Collect details of accident and assess the requirement.
- ii. Collect required manpower and proceed to site.
- iii. Inform nearby outpost for additional manpower if required.
- iv. Security department while sending men to the spot necessary equipment as listed below shall be carried:-
 - Torches/lighting arrangements.
 - Nylon ropes/poles to control crowd.
 - Loud Hailer for making announcements.
 - Stretcher and First Aid equipment.
 - Wireless sets/ Walkie-Talkies for communication.
 - Camera including Video camera.

b. On arrival at site

- i. Rescue passengers and assist Medical/Mechanical/Commercial Department.
- ii. Cordon the site and prevent unauthorized entry for early restoration.
- iii. Protect the luggage and belongings of stranded/injured/dead.
- iv. Provide barricade and arrange for crowd control during VIP visits.
- v. Obtain assistance of GRP/Local Police.
- vi. Protect the Railway consignments/goods till it is properly handed over to the authorized representative of passengers/party.
- vii. In case of sabotage coordinate with the officers of various departments, GRP, Local Police and officials of civil administration and get early clearance after securing of the clues.
- viii. Inform the development at the site to higher officials every hour.
- ix. An RPF assistance booth to be opened if the operation continues for longer period.
- x. Preserve clues and evidences, take photograph/videograph etc.
- xi. Care shall be taken to post staff at stations to avoid agitations from passengers due to delay/regulation/cancellation of trains.
- xii. Ensure proper documentation about the number of persons dead/ injured giving their identity and address if available.
- xiii. Arrange to guide friends and relatives of injured/deceased.
- xiv. Maintain the log of events.



5.5.21 Duties of PRO

- i. On getting the information proceed to the Emergency Control Room.
- ii. Collect the details on real time basis from the Emergency Control.
- iii. Only the reliable details as confirmed by the Site Manager are to be given to the Print/Visual Media

5.5.22 Duties of Personnel Inspectors / Officers

- i. Sr.DPO shall direct an Officer/Inspector to proceed to site
- ii. Such officials like welfare Inspectors shall be available round the clock in shift to look after the welfare of the injured persons in hospitals.
- iii. Issue pass to the relatives and escort the injured to hospital and back home if required.
- iv. Assist Doctors in collecting details of injured/dead and shifting them to hospitals.
- v. Convey such information as required by Sr.DCM.

5.5.23 Duties of Sr.Divisional Accounts Officer

- i) Sr.DFM shall direct an Officer and Sr.SO to proceed to site in case of serious accident to assist commercial department.
- ii) to assistant officer shall be available in the control office and coordinate with the commercial officers in respect of payment of ex-gratia/other expenditures in the accident spot.

5.5.24 Duties of Sr.Divisional Safety Officer

(as per RB letter No- 2017/Safety (DM)/Misc dated 30.01.2017).

Check list for the Divisional Safety Officers Subsequent to an Accident

- i. Immediately rush to the accident site by the first available means along with safety counselors.
- ii. Speak to Guard / Loco Pilot to understand the sequence of events and assess the extent of damages, the exact number of vehicles affected with their stenciled numbers. Also Guard may be asked to take pictures with their mobiles and sent them through Whats-App.
- iii. Arrange to rush the relief teams available with the Railways.
- iv. Check whether Station masters on adjacent stations, Control and Medical staff have requisitioned for local medical help and ambulances.
- v. Seek assistance of NDRF and other Government/Non-government organizations if required.
- vi. Assess the site conditions and if needed order for additional rescue teams.
- vii. Establish a Unified Command Centre (UCC) and arrange to man it by a safety counsellor.
- viii. Arrange to establish telephonic communication at the site.
- ix. Preserve all clues and evidences regarding probable cause of accident.
- x. Arrange to record joint observations/measurements at the site by the senior subordinates.
- xi. Should check for any speed restriction at the location and any abnormality reported by previous trains crew.
- xii. Arrange to maintain log of events at the site and relay to divisional emergency cell at regular intervals.
- xiii. Relay Prima Facie cause in consultation with officer in-charge within a reasonable time.
- xiv. Ensure that in Unified Central Control (UCC) has maintained the details of passengers admitted Hospital wise.
- xv. Relay probable restoration time in consultation with officer in-charge within a reasonable time.
- xvi. Arrange to create Accident ID in SIMS and update all the relevant fields at regular intervals.



- xvii. Arrange for live feed through VSAT, collect Aerial pictures of the accident and upload the photos/video in SIMS.

5.5.25 Duties of Sr. Divisional Operations Manager

Immediately after getting the information,

- i. Ensure that the medical relief van, Breakdown Specials are ordered, moved and reach the site without any detention.
- ii. Ensure the marshalling of the crane if needed before proceeding to the accident site.
- iii. Inform Collector and other civil Police/authorities with details.
- iv. Open Emergency Disaster Co-ordination Unit in the Control Office.
- v. Plan for regulation of Passenger/Express trains, cancellation, diversion, and termination short of destination in consultation with the Headquarters in time.
- vi. Ensure efficient movement of relief train, engine, tower wagon etc., between the site and the station for quick restoration in consultation with the Site Manager.
- vii. Send one field operating officer with DTIs to organize smooth shunting operations at site.
- viii. Ensure prompt transport of stranded passengers at the site and clearance of passengers held up at other stations in coordination with the commercial department.
- ix. Assist commercial department in arranging relief to the victims.
- x. Collect the information of passengers died and injured and convey to helplines.
- xi. Organize labour / staff and material specials in consultation with engineering officers.
- xii. Keep liaison with adjacent divisions, Headquarters and the site.
- xiii. Ensure proper logging of all the events by control office by talking to site in-charge from time to time.



CHAPTER - 6

RESPONSE & ACTION BY DIVISION / ZONE.

Response Action by Division.

6.0.1 Intimation of Accident - Divisional Control Office

- i. In the Divisional Control Office, information regarding an accident is generally received either by the Section Controller or the TPC/DPC/TLC.
- ii. In most cases, the First Information Report also intimates the approximate number of coaches involved and a rough estimate of the likely number of casualties (such as "heavy casualties expected").
- iii. Accidents involving a passenger carrying train where the first information says that heavy casualties are expected, should prima-facie be treated as a Disaster.
- iv. The moment information regarding an accident involving a passenger carrying train is received in the divisional control office, the accident bell in the control room should be sounded for alerting all on-duty functionaries.
- v. After all on-duty functionaries gather around the section control board they will be briefly informed about the accident.
- vi. Each functionary will thereafter resume his position and take steps to set in motion activities required from him.
- vii. TPC will switch off OHE in case it has not tripped. OHE will not be restored even on adjacent line unless confirmation has been received from site that adjacent line is not obstructed and OHE is all right.
- viii. Controller/DPC/TPC will undertake the following action in the given order of priority:
 - Give orders to on duty Crew Controller/ Dy. Chief controller/Section Engineer/ SM for sounding the Hooter for ARMEs / ARTs with crane if required.
 - DPC will also order movement of ARME and ART (with 140T crane if required) from adjacent divisions for approaching the accident site from the other end after getting approval from competent authority.
 - Thereafter he will inform his other Departmental Officers and Supervisors.
- ix. Dy.CHC(Chg.) will first inform to Hospital regarding Casualty . Thereafter he will inform officers and supervisors of the division with the help of other departmental agencies in control office.

6.0.2 Intimation of Accident - Railway Doctors

Dy.CHC(Chg.) will first inform the Emergency unit of Railway Hospital regarding details of the accident. Railway Doctor on emergency duty shall undertake the following:

- i. Note down time of receiving message.
- ii. Inform CMS, MS, Doctors & Para medical staff and instruct them to reach the ARME immediately.
- iii. Arrange necessary Medical team in the hospital.
- iv. Inform CMD about movement of ARME.
- v. Alert blood donors and activate St.John Ambulance .
- vi. Bare minimum medical team should remain in the hospital; rest of the doctors should be rushed to the accident site.
- vii. Arrange to move Emergency First Aid boxes from ARME Scale-II locations to the accident site. Twenty thousand rupees of imprest has been sanctioned on Scale-II ARME/ Health Units head for movement to accident site.



6.0.3 Intimation of Accident - HQ & Central Control Office

- i. After they gather around the Dy.CHC/Punctuality they will be briefly informed about the accident.
- ii. Each functionary will thereafter resume his position and take steps to set motion activities required of him.
- iii. Each departmental functionary will inform HQ Officers about the accident in the following manner-

Dy.CHC(Chg)	-	GM, AGM, PCMD,
DyCHC(Freight)	-	Operating & Safety.
TPC/TLC/ DPC	-	Electrical Officers.
C&W Control	-	Mechanical Officers.
Engg. Control	-	Engg., Accounts, Personnel Officers.
S&T Control	-	S&T, Stores Officers.
Commercial Control	-	Commercial, Public Relations.
Security Control	-	RPF Officers.
- v. For this purpose, all functionaries working in the Central control office will have a ready list of telephone numbers (Railway, BSNL and Mobile /CUG) of all officers and supervisors of their departments concerned.
- vi. GM will inform CRB regarding the accident.
- vii. PHODs will inform their respective Board Members. In case PHOD is not available in HQ, then the next Senior Most Officer of that department will inform his Board Member.
- viii. PCSO/Dy.CSO(Traffic)/SSO(S&T) will inform CRS and nodal Officer of Safety Directorate of Rly. Board.
- ix. Dy.CHC(Chg.) will thereafter order Divisional Control Office regarding running out of Special train to the accident site carrying GM and other HQ Officers.
- x. Functionaries of different departments will also inform their respective departmental officers regarding timing of Special train carrying GM and other HQ Officers to the accident site.
- xi. In case the accident site is far off and going by air would be faster, then either helicopters or special Air Force planes may be organized from the nearby IAF Base by Secy. to GM.

6.0.4 Informing Non - Railway Officials

- i. CHC/Punctuality shall inform District Magistrate, Supdt. of Police and CDMOs of the District within which the accident site falls regarding the accident along with NDRF & SDRAF etc.
- ii. DGM/ADRM shall inform the following regarding the accident :
IG/GRP.
ADG/GRP.
District Commissioner/ District Magistrate. Home Secretary of the state.
- iii. In case POL rake is involved, then IOC/BPCL/HPCL officials should also be informed.
- iv. In case Mail bags of RMS are involved, then Postal officials should also be informed.
- v. Telephone numbers of all DMs, SPs, CDMOs and District Commissioners are available in Zonal / Divisional DM Plans.
- vi. Telephone numbers of IOC, BPCL and HPCL officials are also available in the Zonal / Divisional DM Plans.
- vii. Telephone numbers of ADG/GRP, IG/GRP, Home Secretary etc. of Orissa, AP and Chattisgarh are given in Annexure.

6.0.5 (a) Divisional Officers required to go to site

- i. DRMs/ADRM, MS with his team of doctors and paramedical staffs, Branch Officers - Sr.DME/ DME, Sr.DSO/DSO, Sr.DCM/DCM, Sr.DSC/DSC, Sr.DEE(G), Sr.DEN(Co-ord), Sr.DEE(TRD) -



should move with SPARME/ARME while AME and other sectional officers of concerned department will move with ART.

- ii. Road vehicles should be sent to accident site separately. Maximum number of road vehicles should be sent to accident site from Divisional HQ.
- iii. ARME /SPARME shall be dispatched within 15 minutes where there is double exit siding and within 25 minutes in case of single exit siding with the first available locomotive (Power/ Engine) after sounding of Hooter. Train ordering officials will order the movement of ARME without delay.
- iv. DRM will proceed to the accident site. ADRM shall stay back at Divisional HQ for co-ordination work.
- v. The Second Senior Most Officer of each branch should stay back at Divisional HQ.
- vi. Once it has become clear that the accident is a Disaster, DRM / ADRM will decide the no. of officers required to proceed to the accident site. Similarly, individual branch officer will decide the no. of supervisors and staff required at the accident site.
- vii. The Complement of Officers available in each department varies from division to division. Hence, Divisional DM Plans should specifically spell out, department wise, designations of officers who will be required to go to site, and those who will be required to stay back in HQ.
- viii. Divisional DM plans should also spell out the same thing for Supervisors of each department.
- ix. Arrangements of Road Vehicles to proceed to accident site, indicating alternative vehicles as well, shall be indicated in Divisional DM Plans. Arrangements of vehicle, Loco Pilots including spare Loco Pilots shall also be notified.

6.0.5 (b) Supervisors required to go to Accident Site:-

- (i) At the Divisional level sufficient number of supervisors available in divisional HQ should proceed to the accident site as decided by branch officers.
- (ii) All other supervisors available in the field at other stations should also proceed to the accident site.
- (iii) Divisional Control Office should issue a recorded control message from DRM to the nominated Supervisors for proceeding to the accident site immediately by fastest possible means.

6.0.6 II) ACTION BY Head Quarters

- i. The following HQ Officers as detailed at (iv) below will proceed to accident site by the first special train, which will be carrying GM.
- ii. This special train shall be arranged by KUR Divisional Control Office, in consultation with HQ Central Control. Scheduled departure time will be informed to HQ Officers by their departmental functionaries in HQ Central Control.
- iii. GM will proceed to the accident site along with PHODs required as per assesment. PCOM shall stay back at zonal HQ for co-ordination work.
- iv. Department wise, designation of officers who are required to go to site, and those who will require to stay back in HQ shall be decided by PHOD / CHOD.

III) ROLE OF DEPARTMENTS

6.1 OPERATING DEPARTMENT-Duties of the Operating Department in HQ are given in **Site management plan-II of Chapter-7.**

6.2 SAFETY DEPARTMENT

PCSO/ ECoR will proceed to accident site along with all other officers and supervisors of the Safety Organization. Duties of Safety Organization at accident site has been listed out in **“Site Management Plan-I Chapter-7 “.**



6.3 PUBLIC RELATIONS

Duties of the Public Relations Department are given in Chapter -8 under the head of “Media Management Plan “.

6.4 MEDICAL DEPARTMENT

6.4.1 Formation of two teams

- i. On receipt of information regarding the accident where casualties are expected, the doctor on emergency duty in the hospital casualty would inform all other doctors and Para-medical staff concerned.
- ii. Two teams of Doctors and Para Medical Staff nominated by CMS/MS would be formed, Team ‘A’ and Team ‘B’.
- iii. Team ‘A’ - Headed by CMS / MS in-charge will rush to the accident site immediately by ARME along with nominated doctors and nominated paramedics.
- iv. Team ‘B’ - Headed by the senior most doctors amongst them will stay back at the divisional hospital and perform duties as given below.
- v. In case the accident site is far away from divisional HQ, then injured passengers are unlikely to be brought back to the divisional hospital for treatment. In that case, only bare minimum number of doctors should be left behind for manning Team ‘B’ and most of the available doctors should be rushed to accident site as part of Team ‘A’.

6.4.2 Duties of Team ‘A’

These are listed in detail in Chapter -7, under the heading “Site Management Plan-II”.

6.4.3 Duties of Team ‘B’

- i. Team ‘B’ will establish an Emergency Cell in the Casualty Unit of Railway Hospital.
- ii. Contact adjoining divisions and organize movement of 2 more ARMEs to accident site, one from each end, if required.
- iii. Contact local hospitals (Railway/Govt./Private) near the accident site and ask them to rush their road ambulances along with necessary medical teams to the accident site immediately.
- iv. Contact local hospitals (Railway/Govt./Private) near the accident site to keep themselves in readiness to receive and provide medical treatment to injured passengers.
- v. Data Bank of medical facilities along the track is available section wise for each division in Divisional DM Plans. Copy of Divisional DM Plans should be available in the Hospital Emergency of Railway Hospital.
- vi. The above Data Bank is also available in the ECoR Web site on Railnet at www.ecor.railnet.gov.in. Details of name, address, telephone no., facilities available etc. can be collected from this.
- vii. Arrange to send the following in the 2nd and 3rd Special trains carrying backup logistic support to the accident site, from each end:
As many more medical teams as possible.
Adequate number of Safaiwalas and other health workers,
Members of St. John Ambulance, Scouts and Civil Defence personnel.
- viii. Co-ordinate with CMS/PCMD of adjoining Divisions/Zones and ask them to send their medical teams to the accident site.
- ix. These medical teams should be sent to the accident site by train/road or combination of train-cum-road, as feasible. In case suitable Railway vehicles are not available, taxis should be hired for this purpose.
- x. Adequate number of following items should be arranged and sent to accident site for the purpose of handling dead bodies :



- a. Shrouds
- b. Polythene covers for dead bodies
- b. Wooden Coffins
- d. Dry ice
- xi. One doctor will be available in Divisional Emergency Cell for maintaining liaison with UCC and the medical team at the accident site. Requirement of medicines required either at the accident site or in various hospitals where patients have been admitted should be noted, procured and sent as required.
- xii. Prepare Railway Hospital to receive and provide treatment to injured passengers, as and when they are brought back from accident site.
Arrange to send anti snake venom 4 vials and other items in cold chain carrier.

6.5 DUTIES OF COMMERCIAL DEPARTMENT

PCCM along with such officers as decided by him from HQ will proceed to accident site.

- i. Sr.DCM should proceed to site of accident along with other Commercial Officers except DCM. DCM will be available in Divisional Control Office for providing backup support.
- ii. A nominated supervisor should be authorized for withdrawing sufficient money from station earnings before proceeding to site.

6.5.1 Transportation of men and material to accident site

- i. Wherever required sufficient numbers of TTEs/TCs with traffic assistants should be sent from the nearest available locations for assisting in transportation of passenger's luggage and rendering other assistance. The commercial officer available at the Divisional HQ (DCM / ACM) should ensure this apart from ensuring the attendance of Commercial Inspector at site.
- ii. Commercial Dept should inform the IRCTC for arranging food packets, drinking water etc to stranded passengers wherever required and monitor the supply of the same.
- iii. Commercial Supervisor at site should arrange for food packets and drinking water etc., till supply of IRCTC reaches site.

6.5.2 Help line Enquiry Booths at Stations

a. General

- i. The emergency telephone no. 138 & 183 will be manned round-the-clock by commercial department. All Help line Enquiry Booths shall have a separate DOT telephones with STD, mobile phones, Railway telephones with STD, fax machine, photocopier and a PC with internet connection and the necessary infrastructure will be arranged by S&T Dept.
- ii. Help line Enquiry Booths within ECoR would be opened as below:
 - Originating and destination stations of the accident involved train.
 - All junction stations within the jurisdiction of ECoR falling on the route of the train.
 - Divisional HQ.
 - Zonal HQ.
 - Any other station as may be decided.
- iii. On ECoR, Help line Enquiry Booths would normally be required to be opened at following stations, depending on the route of the accident involved train :

Bhubaneswar	Khurda Road	Puri, KDJR	Cuttack	Brahmapur
Angul	Talcher Road			
Visakhapatnam	Sambalpur	Rayagada	Koraput	Mahasamund
Bhadrak	Jajpur Keonjhar Rd	Balugaon	Palasa	Srikakulam Rd
Vizianagaram	Titilagarh	Kantabanji		



- iv. Help line Enquiry Booths on other Zonal Railways would also be opened as follows:
 - Originating and destination stations of the accident involved train.
 - All junction stations falling on the route of the train.
 - Divisional HQ of originating and terminating divisions.
 - Zonal HQ of originating and terminating Zonal Railways.
 - Any other station as may be decided.
- v. Help line Enquiry Booths would be manned by computer literate Sr. Supervisors on round the clock basis.
- vi. Help line Enquiry Booths within the accident affected division, should keep in touch with the Divisional Emergency Cell.
- vii. Divisional Emergency Cell will collect updated information regarding all aspects of the accident from the UCC and pass on the same to:
 - All Help line Enquiry Booths within the Division.
 - Emergency Cells of other Divisions of ECoR.
 - HQ Emergency Cell.
- viii. Such information should be received from UCC by E-Mail and transmitted by E-Mail to all concerned. For this purpose all Help line Enquiry Booths should be provided with PCs with Internet connection. E-Mail addresses of Help line Enquiry Booths will be intimated.
- ix. Similarly, Help line Enquiry Booths outside the accident affected division, but within ECoR jurisdiction should keep in touch with Divisional Emergency Cell of their respective divisions.

b. Accident details to include

- (i) Number of dead and injured.
- (ii) Break up of type of injuries, such as grievous, simple, trivial, etc.
- (iii) Disposal of injured passengers in various hospitals.
- (iv) Names of injured passengers.
- (v) Officials in charge of Help line Enquiry Booths would display the list of injured passengers on the notice board. For this purpose Computer printout of E-Mail received should be taken out and displayed at number of places at the station.
- (vi) Identification of dead bodies. Reasons for delay should be explained to the public.
- (vii) Number of dead bodies identified and their names should be available.

This information would continue to be updated once in every 3 hours and would continue to be accessed for the next 4 to 5 days.

6.5.3 Liability of the Railway for compensation

i. Refunds

- a. Booking counters at stations should be augmented for granting of refund to large number of passengers who have been unable to either complete or commence their journey as a result of the accident.
- b. Refund of money should be granted for trains as per extant rule :

Delayed	Rescheduled
Regulated	Short terminated
Diverted	Cancelled

- c. Staff manning Refund counters should be thoroughly familiar with rules for granting of refunds under such circumstances.
- d. Sufficient amount of cash should be available at these Refund counters for this purpose.



ii. Compensation

The Railways are liable to pay compensation for death/injury of a passenger in train accident as defined under Section 124 of the Railway Act, 1989. Similarly the Railways are also liable to pay compensation for death/injury to a passenger and platform ticket holder in untoward incidents as defined under section 124-A of the Act, such as terrorist attack, violent attack, robbery, dacoity, rioting, shoot out or arson by any person in train or within the precincts of a Railway station or accidental falling of a passenger from train.

The procedure for getting ex-gratia, interim relief and compensation for death/injury of a passenger in train accident/untoward incident is as under -

a. Ex-gratia

Ex-gratia relief is given by the Railway administration soon after an accident normally at the rate of:

- o **Rs. 50,000/- in the case of death;**
- o **Rs. 25,000/- in the case of grievous injury; and**
- o **Rs. 5000/- for simply injury.**

Payment is sanctioned and arranged after such enquiries as can be reasonably made on the spot by a Senior Scale or Higher Officer nominated by GM. If the ex-gratia has not been paid to the victim at accident site, the claimant should approach the Chief Claims Officers of concerned Railway.

The ex-gratia is intended to meet the immediate expenses of the victims/and is not taken into account at the time of final settlement of compensation claims.

b. Death/Injury Compensation

Claims for compensation for death/injury of a passenger in train accident or untoward incident are decided by Railway Claims Tribunal having jurisdiction over the site of accident.

The Tribunals having jurisdiction over East Coast Railway with their addresses are as follows -

Sn	Tribunal	Address	Jurisdiction
1	RCT / Bhubaneswar	Orrisa Forest Development, Corporation Bldg. (2nd Floor), A-84, Kharvela Nagar, Bhubaneswar - 751 001. Fax No.0674 - 2530140 , office- 2534835 Asstt.Register- 801801190	State of Orissa
2	RCT / Secunderabad	South Lallaguda, Secunderabad – 500017 Fax - 040 - 7830355 / 7004355 Asstt.Register- 8008404904	State of Andhra Pradesh
3	RCT / Bhopal	Old Rly. Hospital Bldg., E. Rly Colony Sikandry Sarai, Bhopal. Fax No.0755- 2574615. Member Tech-2574725. Asstt Register-9752417804	State of Chattis garh

c. Who can claim :

An application for compensation under section 124 or 124-A may be made to the Claims Tribunal-

- (i) By the person who has sustained the injury or suffered any loss, or
- (ii) By any representative duly authorized by such person on his behalf, or
- (iii) Where such person is a minor, by his guardian, or



- (iv) Where death has resulted from the accident/untoward incident, by any dependant of the deceased or where such a dependent is a minor, by his guardian.

Every application by a dependant for compensation under this section shall be for the benefit of every other dependant.

d. Procedure for filing application

- (i) The claimant or his agent or his duly authorized legal practitioner should present the application in "Form II " in triplicate to the Registrar of the Tribunal having jurisdiction over the place of accident/untoward incident. The application can also be sent by registered post to the Registrar of the Bench concerned.
- (ii) Where the number of respondents is more than one, as many extra copies of the application as there respondents, together with unused file size envelopes, bearing the full address of such respondents, shall be furnished by the applicant.
- (iii) The applicant may attach to and present with his application a receipt slip in Form IV which shall be signed by the office of the Registrar, RCT receiving the application on behalf of the Registrar in acknowledgement.
- (iv) Every application including any miscellaneous application shall be typed legibly in double space on one side on thick paper of good quality.

e. Particulars required for filing claims in Railway Claims Tribunal (RCT)

- (i) Name and father's name of the person injured/dead (husband's name in the case of married woman or widow).
- (ii) Full address of the injured/dead.
- (iii) Age of the person injured/dead.
- (iv) Occupation of the person injured/dead.
- (v) Name and address of the employer of the deceased, if any.
- (vi) Brief particulars of the accident indicating the date and place of accident and the name of the train involved.
- (vii) Class of travel, and ticket/pass number, to the extent known.
- (viii) Nature of injuries sustained along with medical certificate.
- (ix) Name and address of the Medical Officer/Practitioner, if any, who attended on the injured/dead and period of treatment.
- (x) Disability for work if any caused.
- (xi) Details of the loss of any luggage on account of the accident.
- (xii) Has any claim been lodged with any other authority? if so, particulars thereof.
- (xiii) Name and permanent address of the applicant.
- (xiv) Local address of the applicant, if any.
- (xv) Relationship with the deceased injured.
- (xvi) Amount of compensation claimed.
- (xvii) Where the application is not made within one year of the occurrence of the accident, the grounds thereof.
- (xviii) Any other information or documentary evidence that may be necessary or helpful in the disposal of the claim.
- (xix) One helpline for compensation may be opened.
HQ Emergency Cell will collect updated information regarding all aspects of the accident from the UCC and pass on the same to:
- (xx) Emergency Cells opened on other divisions of ECoR.
- (xxi) Emergency Cells opened on originating and terminating Zonal Railways.
- (xxii) Safety Directorate's Emergency Cell in Railway Board.
- (xxiii) Help line Enquiry Booths should not contact the accident site or the UCC directly.



6.6 DUTIES OF MECHANICAL DEPARTMENT

- I. PCME and such other officers as decided by PCME from HQ will proceed to accident site.
- II. Similarly, Sr.DME as well as AME should proceed to site of accident. DME will be available in Divisional Control Office for providing backup support.
- III. Break Down Spl. Without Crane should be requisitioned from adjoining divisions also so that additional rescue equipment such as cutters, spreaders, hydraulic jacks, generators, lighting equipment etc. could be available for rescue operation.
- IV. The aim should be to ensure one ART with 140T crane along with one Break Down Spl at each end of the accident site.
- V. Provision should be made for availability of standby crane, Loco Pilot on each ART working at site, so that ARTs can work round the clock.
- VI. Road cranes of sufficient capacity should be arranged in coordination with Engineering Department so that these cranes can start working from the center while the 140T cranes can continue working from either end.
- VII. Trucks should be arranged for carrying Break Down equipment near to accident involved coaches, so that the site of accident can be approached from the middle, and more work centers can be opened up simultaneously.
- VIII. Sr.DME shall order for Crane and additional cranes in consultation with PCME/CMPE.

6.8 DUTIES OF SECURITY DEPARTMENT

- I. PCSC/RPF will proceed to accident site on receiving information from security control. PCSC/RPF will assume control and take necessary steps for discharging duties allotted to Security department.
- II. Similarly, Sr.DSC will proceed to the site by SPARME/ ARME along with a maximum number of RPF personnel. Only one officer will stay back at Divisional HQ.

6.8.1 Rushing of men and material to site

- (i) On receipt of first information, the nearest RPF Post should marshal maximum available manpower within the shortest possible time and dispatch them to the scene of accident, by fastest available means including OFF DUTY staff.
- (ii) Simultaneously, the Post / Outpost in charge would requisition additional manpower from adjoining RPF Posts including OFF DUTY staff.
- (iii) He should also pass on the information to Local Police and Police Control Room, Local Fire Brigade, hospitals, Local voluntary organizations and the like organizations at the earliest.
- (iv) Divisional Security Control shall get reinforcement from neighboring posts/outposts, reserve line, divisional HQ or Zonal reserve and send them by the ,SPARME/ARME/ ART. If they could not be sent by the SPARME/ARME/ ART then they should definitely be sent by the 2nd and 3rd Special trains carrying backup logistic support to the accident site, from each end.
- (v) In case any RPSF Battalion or Company is located in the vicinity, men can be requisitioned from there for dealing with such emergent situations till additional force is available from other sources.
- (vi) Additional RPF personnel from Zonal HQ should be sent to accident site.
- (vii) Additional RPF personnel available throughout the Division should be alerted and sent to the accident site by the 2nd and 3rd special trains carrying backup logistic support of men and material, from each end.
- (viii) While sending reinforcement, the Divisional Security Control shall ensure that the necessary equipment required for rescue, recovery and protection of the scene of incident are provided as follows:
 - a. Torches (1 per person) and other lighting arrangements.
 - b. Nylon ropes (1 kms) and poles for segregating the affected area.
 - c. 4 nos. of loud speakers for making announcements.



- d. 10 stretchers and 10 first aid equipment.
- e. 10 wireless sets of 5 watt one VHF set of 25 watt for inter-communication.
- f. Luminous Jackets (for all the staff involved in the rescue operation).
- g. Digital Camera for photographing the scene (both on negative and slide films) Video recording of rescue and Salvage operations and connected administrative arrangements.

6.8.2 Co-ordination with Local Police

- (i) Maintain constant liaison with IG/GRP and ADG/GRP for following :
- (ii) Rushing all available GRP personnel to the accident site.
- (iii) Obtaining additional manpower from the local police for purpose of crowd control.
- (iv) Co-ordination with local police/ GRP for giving expeditious clearance for starting restoration work.
- (v) Co-ordinate with local police / GRP for early disposal of dead bodies.

6.9 DUTIES OF ELECTRICAL DEPARTMENT

- I. PCEE or such officers as decided by PCEE from HQ will proceed to accident site.
- II. Similarly, Sr.DEE(G) / DEE(G)/ AEE(G) should proceed to accident site and AEE(G) / Sr.DEE(G) should man the Divisional Control Office for providing backup support. In absence of AEE(G) Senior Most Section Engineer(G) should man the Control Office.
- III. Sr.DEE/TRD or AEE/TRD proceed to site of accident. DEE/TRD or AEE/TRD will be available in Divisional Control Office for providing backup support.
- IV. Similarly, Sr.DEE(OP) / AEE (OP) should proceed to site of accident and Sr.DEE(OP) / AEE(OP) will be available in Divisional Control office for providing back up support.
- V. Main responsibility of Electrical Department will be regarding site illumination with portable generator sets, portable inflatable tower lights, disconnection and slewing of OHE. In case of scarcity of generator sets the same may be hired from nearby village or town.
- VI. Maximum number of electrical staff should be sent by 2nd and 3rd Special trains for installation and operation of electrical equipment.
- VII. Officers staying back in divisional HQ Shall maintain constant liaison with site and find out quantum of assistance required by way of men and material.
- VIII. These should be rushed to accident site either from:
 - a. Railway sources within the division, or
 - b. Railway sources from adjoining divisions and zones, or
 - c. Non-Railway sources within the division and adjacent to Divisions.
- IX. Site illumination through Generator sets of ART / ARME / SPARME by Halogen lamps.
- X. In case of scarcity of Generator sets, Generator sets to be hired from nearby village/Town and fuels to be arranged from outside.
- XI. Illumination through inflated tower lights.
- XII. Temporary illumination through availing LT Power Supply from nearby licensee if practically possible.

6.10 DUTIES OF SIGNAL & TELECOMMUNICATION DEPARTMENT

- I. PCSTE and such officers as decided by PCSTE from HQ will proceed to accident site. in PHOD's special.
- II. Similarly, Sr. DSTE as well as ASTEs should proceed to site of accident. DSTE will be available in Divisional Control Office for providing backup support.
- III. Main responsibility of S&T Department will be for providing effective and adequate means of communication.
- IV. Provision of portable telephone to be connected directly to Sectional Control through emergency socket.
- V. Provision of auto telephone of nearest Rly exchange through DM pairs at emergency socket.



- VI. Provision of communication through satellite telephone.
- VII. BSNL telephones to be provided. Setting of V- SAT for video conference.

Rushing of men and material to site

- I. Sr.DSTE along with ASTE will carry the following to the accident site:
- II. Satellite phone,
- III. FAX cum printer,
- IV. Two 25W VHF sets along with antenna and battery,
- V. 10 numbers 5W walkie-talkie sets.
- VI. He will be accompanied with at least one SSE(Tele)/ JE(Tele)and two TCM/WTM.
- VII. 2 more SSE/JE-Tele /TCM, SSE/JE-Signal of the section and maximum number of telecom staff should be sent for installation and operation of telecom equipment. They should go to the site of accident either by ART or latest by 2nd and 3rd Special trains carrying backup logistic support to the accident site, from each end.
- VIII. Satellite phones of HQ and nearest division and one FAX machine will be carried in GM special by at least one SSE(Tele)/ JE(Tele) and one TCM / WTM.
- IX. All mobile phones available with the Division should also be rushed to site for emergency use.
- X. Sufficient number of spare batteries to last upto 72 hrs and battery charges for these mobiles should also be taken to accident site.

Arranging communication at site

- (i) DSTE in the division will immediately come to divisional control office and ensure setting up of all communication arrangements as required.
- (ii) DSTE will keep a record of the numbers of Railway telephones, BSNL telephones, IMMERSAT phones provided at site and telephones provided at Help line Enquiry Booths. This information shall be passed on to the Divisional Emergency Cell.
- (iii) He should liaison with BSNL officials in the area for immediate provision of additional BSNL telephone/hot lines at the accident spot, nearest station and at Help line Enquiry Booths duly utilizing assets under his disposal where required.
- (iv) Map of the division showing areas where cell phone connectivity is operative is available in Divisional DM Plans.
- (v) Should procure along with connecting a minimum of 06 nos cell phones for each division and send them to accident site.
- (vi) Obtain E-Mail addresses of Emergency Cells set up on other Divisional and Zonal HQ

Communication at HQ And Divisional Emergency Cells

- (i) Communication arrangements are required to be provided at ECoR HQ Emergency Cell immediately .
- (ii) 02 BSNL Telephones having ISD/STD facility are already available in the HQ Central Control. Dynamic locking code of the telephone is available with CHC/Emergency. FAX machine is also provided on 01 BSNL telephone in the Emergency control.
- (iii) Apart from this telephone, 04 other BSNL telephone numbers (02 with STD facilities) should be made available in HQ Emergency Cell for use by Chief Emergency Officer.
- (iv) One FAX machine shall be provided on one BSNL telephone.
- (v) 02 Railway telephone numbers with STD facilities should also be made available.
- (vi) 02 Mobile telephones should also be made available in HQ Emergency Cell.
- (vii) Similar Communication arrangements should also be provided in the Divisional Emergency Cell.
- (viii) 03 (three) Laptops or Tablets with dongle may be kept in operation for communication & interaction.

Communication at Help line Enquiry Booths

- (i) Help line Enquiry Booths are to be opened at all important stations en-route of the affected train as mentioned at Section (6.6.2- iii) above.



- (ii) Location of these Help line Enquiry Booths will be on Platform No.1 of their respective stations.
- (iii) 02 BSNL phones should be identified and kept pre-wired to the Help line Enquiry Booths so that these can be energized at short notice.
- (iv) Similarly, 02 Railway phones should be identified and kept pre-wired to the Help line Enquiry Booths so that these can be energized at short notice.
- (v) One FAX machine, Photocopier and PC with Internet connection and printer should also be provided at Help line Enquiry Booths. These should also be kept pre-wired so that these can be energized at short notice.
- (vi) E-Mail address of PCs to be provided should be intimated to all concerned. PCs should be configured with these E-Mail addresses as given at Annexure.
- (vii) Stations at which such arrangements are to be made and telephones which are to be utilized should be identified by Sr. DSTE with approval of DRM.

6.11 DUTIES OF ENGINEERING DEPARTMENT

Rushing men and material to accident site

- (i) PCE or any such officer as decided by PCE with PHOD will proceed to accident site by the special train.
- (ii) Sr.DEN(Co-Ord) and Sr.DEN/DEN concerned will proceed to the site of accident by self propelled ARME/ART. In the absence of Sr.DEN(Co-Ord), the next senior most Sr.DEN of the Division will proceed along with the concerned Sr.DEN/DEN. In the absence of Sr.DEN/ DEN of the Section, Sr.DEN/DEN of the adjoining Section will proceed by ARME or self propelled ARME.
- (iii) It is expected that AEN and SE(P.Way) of the Section would have already reached the accident site before arrival of ARME/ART. In cases, where the SE(P.Way) and AEN are based at Divisional HQ, they should move along with staff by ART. At least, two SSE/Works and one SSE/Bridge should move along with their staff by the SPARMV / ART.

Mobilization of work force

- (i) Sr.DEN(Co-ord) in consultation with Sectional Sr.DEN / DEN will mobilize required no of workmen and supervisors as per information received from the site of accident regarding extent of damage to track and other P.Way and Bridge. Earth moving equipments should also be requisitioned as per requirement.
- (ii) ½ km of rails, sleepers and fittings and one set of 1 in 12 and 1 in 8 ½ turnouts are available in the ART. The Mechanical and Operating Departments will ensure that part 'C' of ART (consisting of additional Engineering Material Wagons) shall follow the ART. The additional half km of matching materials and one set of 1 in 8 ½ and 1 in 12 turnouts shall be kept in the Track Depot of the Division. For loading of this material, 2 BFRs and 2 BCN wagons should be immediately placed in the nominated siding / Track Depot. Of Division. These materials should be loaded within 3 hours and dispatched to the site of accident. This will be ensured by the SSE (P.Way) Track Depot and Divisional Engineering Control.
- (iii) At least two nos. of JCBs available with the ballast depot contractor shall be immediately moved.
- (iv) Sr.DEN / DEN in Divisional Emergency Control will request concerned authority (Army/State Govt. Deptt.) for Bulldozer/Earthmoving machinery in the area. Also the Earthmoving machinery can be taken from locality as the may be on serous basis / other mode

6.12 DUTIES OF IT DEPARTMENT

- (i) One separate room in HQ, named " Multi-Disaster Control Room", which will be used as Emergency Cell and should be provided with minimum 02 PCs.
- (ii) Both PCs should be connected to Rail net and the E-Mail addresses already configured into them should be activated.



- (iii) Similarly 2 PCs in divisional control office nominated for being used in Divisional Emergency Cell should also be shifted there.
- (iv) Both these PCs should be connected to Rail net and the E-Mail addresses already configured into them should be activated.
- (v) PCs in various Help line Enquiry Booths at different stations should all be made functional connected to rail net and made ready for receiving and sending E-Mails.
- (vi) Following information should be uploaded on to ECoR's Website as quickly as possible:

a. List of injured and deceased passengers

- (i) Names of stations where Help line Enquiry Booths have been opened along with their telephone numbers.
- (ii) Accident details would include, number of injured passengers rescued.
- (iii) Break up of type of injuries, such as grievous, simple etc.
- (iv) Disposal of injured passengers in various hospitals.
- (v) Names of injured passengers - coach wise & possible destination.
- (vi) Number of dead bodies recovered- coach wise & possible destination.
- (vii) Number of dead bodies identified- coach wise & possible destination.
- (viii) Names of deceased passengers- coach wise & possible destination.

- b.** Details of trains which have been diverted, regulated, short terminated, cancelled or re-scheduled.

IV) PAYMENT OF EX-GRATIA

6.13.01 Classification of injuries

- (1) Injuries are classified as under: -
 - (i) 'Serious' (include 'grievous' injuries as defined below)
 - (ii) 'Minor' or 'Simple', but excluding 'trivial' injuries such as abrasions or bruises.
- (2) Injuries other than those of defined above are considered to be minor or simple injuries.
- (3) Apart from the 'injured' cases as above, there may be cases where a passenger or trespasser receives only petty abrasions or bruises. These are of trivial nature and technically speaking should not be taken as 'injured' persons.

6.13.02 Amount of ex-gratia

- I. The amount of ex-gratia relief to be paid to the dependants of dead or injured:
 - (a) Passengers involved in Train Accidents as defined under Section 124 of the Railways Act, 1989
 - (b) Road users who meet with an accident at Manned Level Crossing Gate Accidents due to Railway's prima facie liability and
 - (c) Passengers involved in Untoward Incident, as defined under Section 124-A of the Railways Act, 1989 are as under :-

Sl. No	In case of	For Train Accidents / accidents at Manned LC Gate*	Untoward Incidents
1	In case of death	Rs. 50,000/-	Rs. 15,000/-
2	In case of grievous injury	Rs. 25,000/-	Rs. 5,000/-
3	In case of simple injuries	Rs. 5,000/-	Rs. 500/-

* to the road users in Case of Accident at Manned Level Crossing Gate due to Railway's prima facie liability.

**Note:**

- (i) No ex-gratia payment would be admissible to the trespassers, persons electrocuted by OHE and road users at unmanned level crossings.
- (ii) The amount of ex-gratia relief admissible to road users who meet with an accident due to Railway's prima-facie liability at Manned Level Crossing/Gate Accident will be counted towards the amount of compensation payable, if action is tenable against the Railways under the Law of Torts and an award is actually granted by a Court of Law.
- (iii) Ex-gratia payment should also be made to railway servants killed or injured by a moving train while performing their duty for example, gagman working on track run over accidentally by a moving train.
- (iv) Payment should be sanctioned / arranged preferably on the spot by a senior scale or higher officer nominated by the General Manager after making such enquiries as can be reasonably made on the spot after the immediate needs by way of medical attendance etc. to injured persons are attended to.
- (v) The ex-gratia relief will be exclusively for passengers who are grievously injured in train accidents or untoward incidents as defined under section 123, read with section 124/124-A of the Railways Act, 1989.
- (vi) In case of enhanced ex-gratia announced by the Minister of Railways as a special case under his/her discretionary powers, the amount equivalent to the normal rate of ex-gratia for death/ injury of passenger in train accidents/untoward incidents and to the road users who meet with an accident due to Railway's prima facie liability at Manned Level Crossing Gate Accident be paid in cash and the remaining portion of the enhanced ex-gratia be paid by account payee cheque. The position is tabulated as under:

Sl. No.	In case of	Normal rate of ex-gratia (as per extant instructions)	Amount of Ex-gratia to be paid by cash / cheque in case of enhanced ex-gratia by the Hon'ble Minister of Railways	
			By CASH	By CHEQUE
1.	In case of Train Accident (Section 124 of the Act)			
i)	In case of death	Rs. 50000/-	Rs. 50000/-	Announced amount of ex-gratia minus Rs. 50000/-
ii)	In case of grievous injury	Rs. 25000/-	Rs. 25000/-	Announced amount of ex-gratia minus Rs. 25000/-
iii)	In case of simple injury	Rs.5000/-	Rs.5000/-	Announced amount of ex-gratia minus Rs. 5000/-
2.	In case of Untoward Incident (Sec. 124-A of the Act 1989)			
i)	In case of death	Rs. 15000/-	Rs. 15000/-	Announced amount of ex-gratia minus Rs. 15000/-
ii)	In case of grievous injury	Rs. 5000/-	Rs. 5000/-	Announced amount of ex-gratia minus Rs. 5000/-
iii)	In case of simple injury	Rs.500/-	Rs.500/-	Announced amount of ex-gratia minus Rs. 500/-
3.	In case of Accident at Manned Level Crossing (due to Railway's Prima facie liability)			
i)	In case of death	Rs. 50000/-	Rs. 50000/-	Announced amount of ex-gratia minus Rs. 50000/-
ii)	In case of grievous injury	Rs. 25000/-	Rs. 25000/-	Announced amount of ex-gratia minus Rs. 25000/-
iii)	In case of simple injury	Rs.5000/-	Rs.5000/-	Announced amount of ex-gratia minus Rs. 5000/-



- II. The revised rate and condition for payment for ex-gratia relief in case of grievously injured passengers who are hospitalized in case of Train Accidents and Untoward Incidents, as defined under Section 123, read with Section 124/124-A, of the Railways Act, 1989 is as follows:

In case of Train Accident	In case of Untoward Incident
Rs. 25,000/- <i>lump sum for hospitalization</i> upto 30 days to take care of initial expenses.	Rs. 5,000/- upto 30 days of hospitalization.
Thereafter Rs. 300/- per day be released at the end of every 10 day period or discharge, whichever is earlier.	Rs. 1,000/- per week or part thereof the period for indoor treatment upto further six months of hospitalization. Rs. 500/- per week or part thereof the period for indoor treatment upto further five months of hospitalization.

The maximum period for which ex-gratia is payable to the grievously injured passenger will be 12 months.

Note:

- (i) This ex-gratia relief will be exclusively for passengers who are grievously injured in train accidents or untoward incidents as defined under Section 123, read with Section 124/124-A, of the Railways Act, 1989.
- (ii) The period for treatment as indoor patient for more than 30 days would need to be certified by a Railway Doctor for the purpose of further ex-gratia payment up to the period of remaining 11 months. In case where the injured is taking treatment in other than Railway hospital, the treatment has to be certified by Railway Doctor.
- (iii) Sr.DMO shall also keep track of such injured person taking treatment in other than Railway Hospitals. Sr.DCM/DCM shall keep co-ordination with Sr.DMO for the purpose and arrange payment of ex-gratia as per above chart, at the doorstep of injured person. Every care shall be taken by Sr.DCM/DCM to avoid any inconvenience to injured person in such cases.

(The amount of ex- gratia relief payable shall be as per the rate prevailing at the time of the occurrence of accident / untoward incident. The ex-gratia payment to a moving train in course of performance of duty shall be governed by Railway Board's circulars issued for this purpose.)

6.13.03 Withdrawal from station collections.

In order to meet accident related expenditure, the officers can withdraw money from the station collections duly following the procedure incorporated in Commercial Manual Vol. II Rule No. 2425.

- (a) (8) Departmental expenditure necessitated by floods, accidents or earthquakes, etc.
- (b) (22) Ex-gratia payments to persons involved in train accidents.

The following procedure shall be followed for withdrawal from station earnings.

- (a) The nominated supervisor in-charge of the department concerned may alone withdraw from station collections through a requisition in respect of the above items specified in rule 2425 of the IRCM.
- (b) This requisition should be made in the form appended below indicating the official making such withdrawal, the departmental officer concerned and also the purpose of withdrawal.



From
Name of the Supervisory Official
Designation
Station

To
Station Master
Station

Please arrange to pay from the Station Collections an amount of Rs..... (Amount to be shown in words and figures) towards (Purpose to be indicated).

This is one of the authorized items of withdrawal from Station Collections. The expenditure is chargeable to the head

Accounting Authority

Controlling

Officer

Designation

Station

Signature

Payment made from Station
Collections

Received an amount of Rs... from Station collections
Amount:

Signature of
Station Manager

Signature:
Designation:
Station

- (c) The requisition is required to be prepared in quadruplicate, and the SMR is to retain 2 copies out of which one copy will be retained as record copy and the other will be sent to Traffic Accounts Office as Voucher in lieu of Cash.
- (d) Any failure by the supervisory official withdrawing the cash to observe the above instructions or any other irregularity will render him personally responsible and liable for action under Discipline & Appeal Rules.
- (e) The Branch Officer concerned shall forward the requisition received from the stations to the Divisional Accounts Office indicating the circumstances under which the withdrawal was necessitated.
- (f) The countersigned requisition shall be accompanied by relevant supporting paid vouchers. The timely submission shall be monitored by the Branch Officer so that they reach Accounts Office within 15 days from the date of withdrawal.
- (g) The Executive Officer concerned shall be furnish full particulars of the amount withdrawn, details of the payment made, the reason for the payment, the rate and period for which payment is made and the total amount paid with the acquaintance of the payee with necessary revenue stamp wherever due to DAO.
- (h) Also the Monthly Statement of withdrawal from Station Earnings pertaining to the Division prepared by DCM is to be sent to PCCM and FA& CAO (Traffic)
- (i) A monthly return of requisitions issued during the period should be submitted to the Accounts Office by the executives.

(Jt. Commercial & Accounts Procedural Order No.1 of 1990)



भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
रेलवे बोर्ड (Railway Board)

No.2021/Safety(A&R)/26/5

New Delhi, dated 21.05.2021

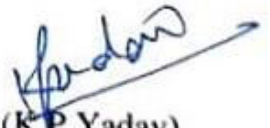
The General Managers
All Indian Railways and CMD/KRCL

Sub: Indian Railway Accident Protocol

For quite some time, need was being felt for issuing Indian Railway Accident Protocol describing standard set of activities / procedures of reporting and handling serious accidents that can be read and understood by all concerned. Accordingly the Indian Railway Accident Protocol has since been framed and approved by Railway Board. The purpose of framing Accident Protocol is to give gist of provisions relating to accident reporting and accident handling, available in different statutory documents / manuals at one place in a systematic manner as a Ready Reckoner so that it can be used easily to deal with serious accidents.

A copy of Indian Railway Accident Protocol is enclosed herewith. However, if any Railway has any valuable suggestion to improve it further, the same may be conveyed to this office and a soft copy also sent to email id edsafetyrb@gmail.com.

DA: As above


(K.P. Yadav)
Exec. Director/Safety-II
Railway Board

Copy to : PCSOs of all the Zonal Railways and KRCL Ltd.



INDIAN RAILWAYS ACCIDENT PROTOCOL



**April,
2021**

**Government of India
Ministry of Railways
Safety Directorate**





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Preface

An accident protocol is a standard set of activities / procedures of reporting and handling Serious Accident. It describes methods and practices for reporting and handling of serious train accidents that can be read and understood by all.

Definitions of accident, serious accident, reportable accident, consequential train accident, indicative accidents, unusual incidents, miscellaneous accidents/incidents etc. have been given in various statutory documents/manuals. They are as follows-

- The Railways Act, 1989
- The Statutory Investigation into Railway Accidents Rules, 1998
- The Railway (Notices of Inquiries into Accidents) Rules, 1988
- Accident Manuals issued by various Zonal Railways

Accident Manuals are prepared and updated by all Zonal Railways which deals with classification of accidents, duties of different categories of officials in the event of serious accidents, reporting of accidents, rescue and relief works/machinery, ex-gratia payments, investigation and inquiries of accidents, procedure for dealing with cases of Sabotage/Train wrecking, Disaster Management etc.

There is a statutory organization known as The Commission of Railway Safety under the administrative control of Ministry of Civil Aviation since 1942 with following statutory duties,

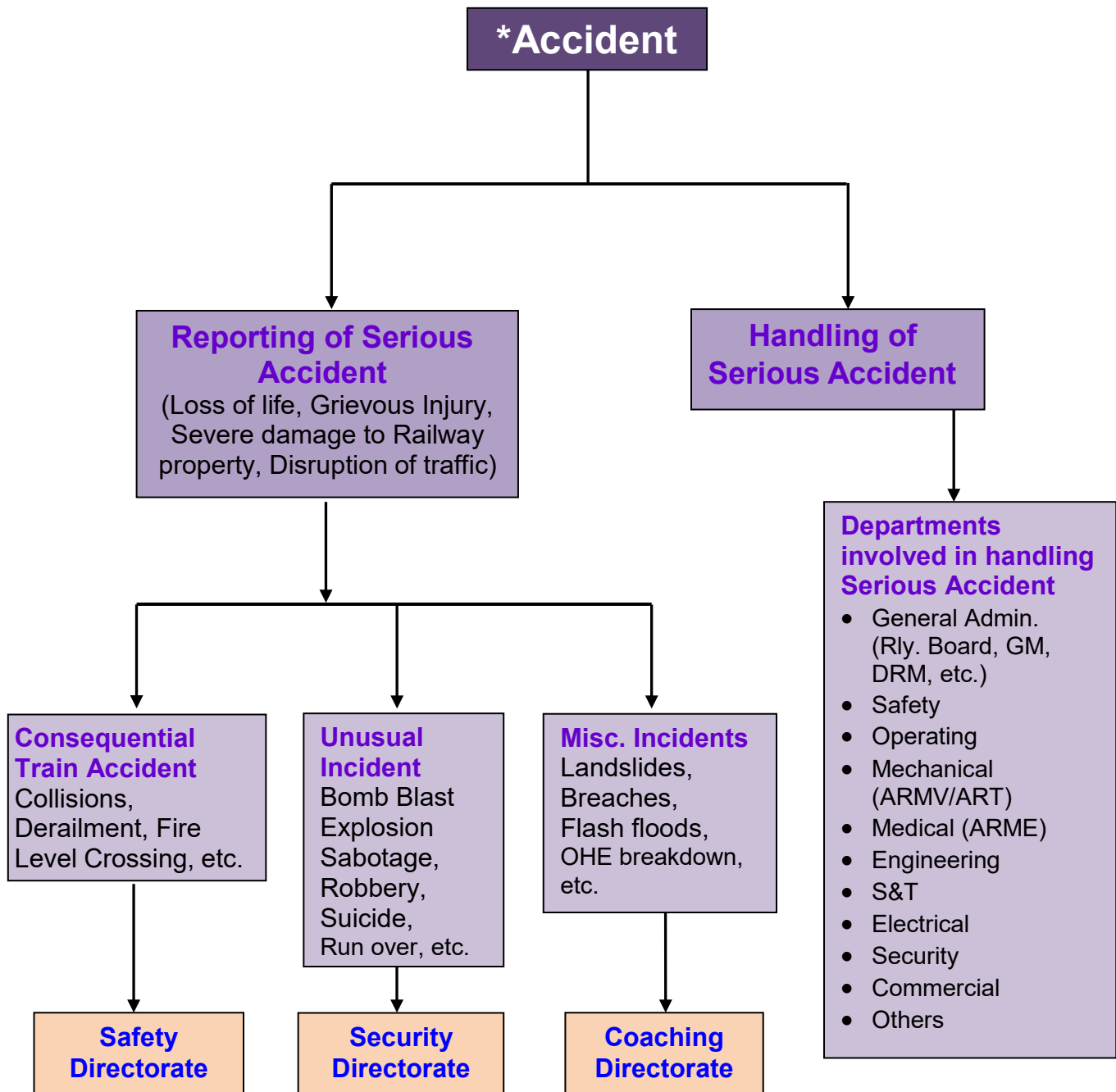
- Investigations into Serious Railway Accidents.
- Statutory Inspection of New Railway lines
- Sanction of Minor Works
- Sanction of Condonation of infringements to Schedule of Dimensions.
- Periodical Inspection of open lines.

The purpose of framing Accident Protocol is to give gist of provisions relating to accident reporting and accident handling, available in different statutory documents/manuals at one place in a systematic manner so that it can be used easily to deal with serious accidents.

Accident inquiries done by Commissioner of Railway Safety (in case of serious accident) or by departmental officials (in case of other accident) are separately dealt by various Acts, Rules and guidelines issued by Ministry of Railways from time to time. For the sake of brevity, the accident inquiry and related subjects have not been included in the Accident Protocol.

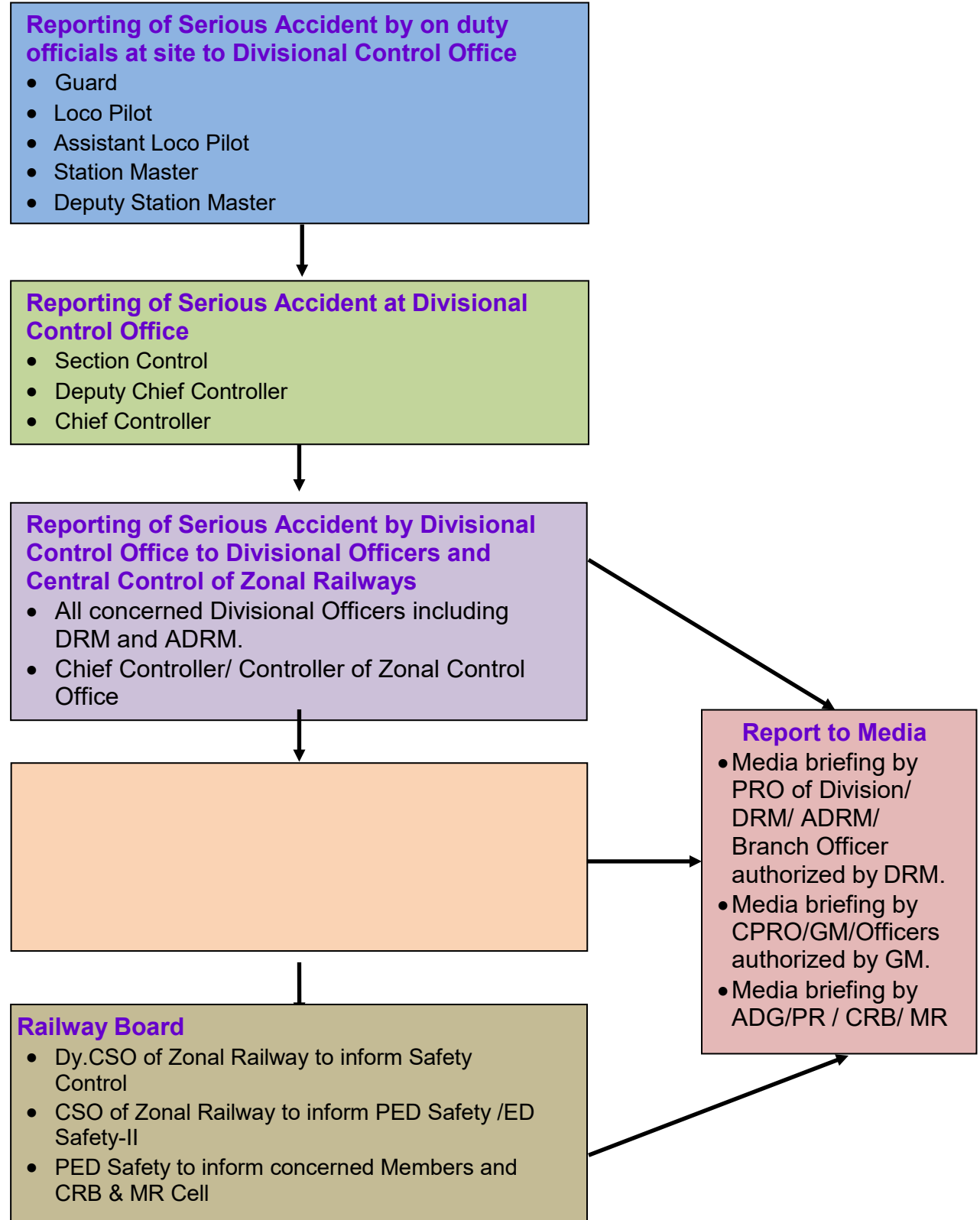
Apart from the serious accidents due to Collisions, Derailments, Fire in Train, Level Crossing Accidents, etc. there are other unusual incidents - Train wrecking, Bomb Blast, Explosion, Hijacking, Sabotage, persons falling out of train, run over cases, accidental death, natural death, murder, suicide, robbery, blockade, landslides, breaches, flash floods, OHE breakdown etc., resulting into loss of life, grievous injury, substantial loss to Railway property, disruption of traffic. Security Directorate and Coaching Directorate deals with the unusual incidents as far as reporting is concerned, however, relief, rescue and restoration of work after such unusual incidents is done by the different arms of the Railway system.

Accident Protocol



* The definition of Accident, Serious Train Accident, Consequential Train Accident, Unusual Incidents, Miscellaneous Incidents is given in **Annexure-I**.

Channel of Reporting Serious Accident



Role and responsibility of Railway Officials (on site & off site) in reporting serious accident are given in **Annexure- II**.

Serious Accident

Role of on duty officials available at site in handling Serious Accident

- Guard
- Loco Pilot
- Assistant Loco Pilot
- Train Conductor / Superintendent
- Travelling Ticket Examiner (TTE)
- Coach Attendant
- AC mechanic
- Station Master
- Deputy Station Master
- RPF Officer
- Travelling Railway Staff
- OBHS staff/C&W escorting staff

Role of Officials of various departments sent to the site to handle Serious Accident after receipt of information

- Traffic
- Official- in-charge at site
- Safety
- Medical
- Commercial
- Mechanical
- Electrical
- Engineering
- S&T
- Security
- General Administration (DRM / ADRM)

Role of Officials of various departments in handling Serious Accident remotely (not at site)

- Official-in-charge of concerned station
- Officer-in-charge of Divisional Control Office
- Officer-in-charge of Transshipment
- Diesel Power Controller / Traction Loco Controller
- Sr. Divisional Operations Manager
- Other Divisional Officers
- DRM / ADRM
- PCCM
- PCOM
- Other PHODs
- GM
- Member of Railway Board
- CRB & CEO
- MOSR
- MR

Role and responsibility of Railway Officials (on site & off site) in handling serious accident are given in **Annexure- III, IV, V**



Definitions

Annexure-I

Accident: For the purpose of railway working, accident is an occurrence in the course of working of railway which does or may affect the safety of the railway, its engines, rolling stock, permanent way and works, fixed installations, passengers or railway servants or which affects the safety of others or which does or may cause delay to trains or loss to the railway. For statistical purposes, accidents have been classified in categories from "A" to "R" excluding "I" and "O". (Railway Board's L.No.2000/Safety (A&R)/19/20, dated 13.12.2000).

I) Serious Accident: (Accident Manual of Zonal Railways)

Accident to a train carrying passengers which is attended

- a) With loss of life, or
- b) With grievous hurt to a passenger or passengers in the train, or
- c) with damage to railway property, the value of which exceeding Rupees Two Crores (Rs.200,00,000/-), and
- d) any other accident, which in the opinion of the Chief Commissioner of Railway Safety or Commissioner of Railway safety requires holding of an inquiry by the Commissioner of Railway Safety, shall be deemed to be a serious accident.

However, the following shall be excluded from the category of a serious Accident:

- i. Cases of trespassers run over and injured or killed through their own carelessness, or of passengers injured or killed through their own carelessness.
- ii. Cases involving railway servants or holding valid passes/tickets, or otherwise who are killed or grievously injured while travelling outside the rolling stock of a passenger train such as on foot board, or roof or buffer but excluding the inside of vestibules between coaches, or run over at a level crossing or elsewhere on the railway track by a train, and
- iii. Level crossing accident where no passenger or railway servant is killed or grievously hurt, unless the Chief Commissioner of Railway Safety or Commissioner of Railway safety is of the opinion that the accident requires the holding of an inquiry by the Commissioner of Railway Safety

II) Consequential Train Accidents: (Accident Manual of Zonal Railways)

Include train accidents having serious repercussion in terms of-

- loss of human life,
- human injury,
- loss to railway property, or
- Interruption to rail traffic.

III) Unusual Incidents: (Accident Manual of Zonal Railways)

These include cases related to law and order resulting in train accidents or not resulting in train accidents and other incidents as follows-



- ~~a) Attempted Train wrecking or Train wrecking or Bomb Blast or Explosion or Hijacking or Sabotage.~~
- b) Incident of – Persons falling out of train or run over.
- c) Other Incidents – Accidental death or Natural death or murder or suicide or robbery or blockade to train services.
- d) Miscellaneous – Vehicles running away or train running over cattle or floods / breaches and landslides etc.

All such cases shall be handled by Security branch of Division / Zone.

(Railway Board's L.No.2000/Safety (A&R)/19/20, dated 13.12.2000)

IV) Miscellaneous Incidents: *(Accident Manual of Zonal Railways)*

These include cases of -

- a) Vehicle or vehicles running away.
- b) Train running over cattle.
- c) Floods, breaches and landslides etc. resulting in interruption of traffic in an important through line for more than the threshold value.
- d) Other cases of floods, breaches, landslides etc., resulting in interruption to traffic.
- e) Any accident not included in foregoing classifications.



Accident Reporting

1. **Notice of Railway Accident** - (Section 113 of The Railways Act, 1989)

I) Where, in the course of working a railway, —

- (a) any accident attended with loss of any human life, or with grievous hurt, as defined in the Indian Penal Code (45 of 1860), or with such serious injury to property as may be prescribed; or
- (b) any collision between trains of which one is a train carrying passengers; or
- (c) the derailment of any train carrying passengers, or of any part of such train; or
- (d) any accident of a description usually attended with loss of human life or with such grievous hurt as aforesaid or with serious injury to property; or
- (e) any accident of any other description which the Central Government may notify in this behalf in the Official Gazette,

occurs, the station master of the station nearest to the place at which the accident occurs or where there is no station master, the railway servant in charge of the section of the railway on which the accident occurs, shall, without delay, give notice of the accident to the District Magistrate and Superintendent of Police, within whose jurisdiction the accident occurs, the officer in charge of the police station within the local limits of which the accident occurs and to such other Magistrate or police officer as may be appointed in this behalf by the Central Government.

II) The railway administration within whose jurisdiction the accident occurs, as also the railway administration to whom the train involved in the accident belongs, shall without delay, give notice of the accident to the State Government and the Commissioner having jurisdiction over the place of the accident.

2. **Reportable Train Accidents:** (Railway Board's L.No.2000/Safety(A&R)/19/20, dated 13.12.2000)

All accidents falling under the purview of section 113 of the Railways Act of 1989 are termed as reportable train accidents and include the following:

- (a) Any accident attended with loss of any human life or with grievous hurt.
- (b) Any collision between trains of which one is a train carrying passengers
- (c) The derailment of any train carrying passengers
- (d) Accidents which are attended with loss of human life in passenger carrying trains due to train wrecking or attempted train wrecking; cases of trains running over obstructions placed on the line; or passengers falling out of train; fire on train; grievous hurt as defined in the Indian Penal Code; serious damage to railway property of the value exceeding Rupees Two Crores (Rs.200,00,000/-). Cases of landslides, breaches by rain/ flood which cause interruption of through running on any important route for at least 24 hours, should also be reported.

Provisions of Reporting Serious Accident in The Railway (Notices of and Inquiries into accidents) Rules, 1998

Rule (2) Particulars to be given in the notices.—The notices mentioned in section 113 of the Railways Act, 1989 (24 of 1989) (hereinafter referred to as the Act), shall contain the following particulars, namely:—

- (i) Kilometrage, or station, or both, at which the accident occurred;
- (ii) time and date of the accident;
- (iii) number and description of the train, or trains;
- (iv) nature of the accident;
- (v) number of people killed or injured, as far as is known;
- (vi) cause of the accident, as far as is known; and
- (vii) probable detention to traffic.

Rule (3) Responsibility for sending notices, to whom to be sent and mode thereof.— Whenever any accident, as falls under section 113 of the Act (hereinafter referred to as “Reportable train accident”) occurs in the course of working a railway, the Station Master nearest to the place at which the accident has occurred or, where there is no Station Master, the railway servant in charge of the section of the railway on which the accident has occurred or any other Station Master in charge of a section of a railway to whom the report of the accident is made, shall give notice of the accident by telegraph* to the Commissioner of Railway Safety, the District Magistrate and the District Superintendent of Police of the district in which the accident has occurred or such other Magistrate or police officer as may be appointed in this behalf by the State Government concerned and by telegraph, telephone or through special messenger or such other quick means as may be available, to the Superintendent of Railway Police and to the officer-in-charge of the police station within the local limits of which the accident has occurred.

Explanation.—For the purpose of this rule, “Reportable Train accident” under section 113 of the Act also includes those usually attended with loss of human life (such as accidents to passenger trains involving collisions, derailments, train-wrecking, or attempted train-wrecking, cases of running over obstructions placed on the line, of passengers falling out of trains or of fires in trains), or grievous hurt as defined in the Indian Penal Code (hereinafter referred to as the grievous hurt), or serious damage to railway property of the value exceeding Rupees Two Crores (Rs.200,00,000/-) which have not actually occurred but which by the nature of the accident might reasonably have been expected to occur; and also cases of landslides or of breach by rain or flood which cause the interruption of any important through-line of communication for at least 24 hours.

* Telegraph may be read as email.

Rule (4) Mode of sending notices to the State Government.—The notice of accidents, required under section 113 of the Act, to be sent without delay by the Railway Administration, shall be sent to the State Government—

- (a) by telegram in the case of—



- (i) accidents deemed, under the explanation to Rule 3, to be serious by reason of loss of human life;
- (ii) accidents by reason of which the permanent way is likely to be blocked for more than twenty-four hours; and
- (iii) train-wrecking or attempted train-wrecking; and
- (b) by letter in all other cases.

Rule (5) Railway servants to report accidents.—Every railway servant shall report, with as little delay as possible every accident occurring in the course of working the railway which may come to his notice and such report shall be made to the nearest Station Master, or, where there is no Station Master, to the railway servant in charge of the section of the railway on which the accident has occurred.

Rule (6) Station Master or railway servant in charge of the section to report accidents.—The Station Master or the railway servant in charge of the section, shall report all accidents in accordance with the rules laid down by the Railway Administration concerned for the reporting of accidents.

Rule (6A) Responsibility of ensuring correct reporting of accidents.—The responsibility of ensuring correct reporting of accidents shall be of the Divisional Railway Manager (DRM) at Divisional Level and the General Manager (GM) at Zonal Level.

Rule (7) Railway Administration to report serious accidents.—

- (1) Whenever a serious accident as defined in sub-rule (2) of Rule 2 of the Statutory Investigation into Railway Accidents Rules, 1998 occurs, the railway administration concerned shall, as soon after the accident as possible, by telegraph, supply to the Press such particulars as are mentioned in Rule 2 and as are till then available, and by supplementary telegrams if necessary, immediately after further information is available. A copy shall be sent simultaneously by express telegram to the Railway Board, the Commissioner of Railway Safety of the circle concerned and the Chief Commissioner of Railway Safety. In addition, the Commissioner of Railway Safety shall be informed, telephonically, of any serious accident, by the control of the division in which the accident has occurred.
- (2) For the purpose of sub-rule (1), an accident shall be a serious railway accident where—
 - (i) accident to a train carrying passengers which is attended with loss of life or with grievous hurt to a passenger or passengers in the train, or with serious damage to railway property of the value exceeding Rupees Two Crores (Rs.200,00,000/-) and any other accident which in the opinion of the Chief Commissioner of railway Safety or Commissioner of Railway Safety requires the holding of an inquiry by the Commissioner of Railway Safety, shall be deemed to be a serious accident. A workmen's train or a ballast train carrying workmen or cattle special train or a tower wagon or such other train

~~carrying workmen or cattle special, military special carrying authorised escorts or similar such~~
train shall be treated as a passenger train.



- (ii) an accident involving a train carrying passengers leads to loss of life or grievous injury to any railway servant irrespective of whether he was travelling in that passenger train or not, it shall come under the purview of inquiry by the Commission of railway Safety and shall be treated as a serious railway accident': Provided that—
- (a) cases of trespassers run over and injured or killed through their own carelessness or of passengers injured or killed through their own carelessness, and
 - (b) cases involving persons being railway servants or holding valid passes/tickets or otherwise who are killed or grievously injured while travelling outside the rolling-stock of a passenger train such as on footboard or roof or buffer but excluding the inside of vestibules between coaches, or run over at a level crossing or elsewhere on the Railway track by a passenger train, and
 - (c) collision, between a Road Vehicle and a passenger train at a Level Crossing where no passenger or Railway Servant is killed or grievously hurt shall not be treated as a Serious Railway Accident even if those travelling in the road vehicle are killed or grievously hurt shall not be treated as serious railway accident, unless the Chief Commissioner of Railway Safety or Commissioner of Railway Safety is of the opinion that the accident requires the holding of an inquiry by the Commissioner of Railway Safety.

Reporting of Serious Accident by on duty officials at site to Divisional Control Office

(Accident Manual of Zonal Railways)

Guard

- A) **Guard of the Train Involved in Accident:** The duties are given in the sequence in which they have to be performed. On occurrence of an accident to his train, the Guard of the train shall immediately:
1. Note the time of accident.
 2. Make a quick survey of the accident site for casualties, injuries, if any, and for deciding the assistance required.
 3. Send the first information of accident to the control office and then to the nearest Station Master furnishing the following information, through mobile phone or portable telephone, or walkie-talkie or gate phone, etc.,
 - i. Time of Accident,
 - ii. Kilometer etc.
 4. On the double line section, a train passing on the other line should be stopped and the Loco Pilot and Guard given intimation about the accident.

**Driver (Loco Pilot)**

B) Engine Crew of the Train Involved in Accident: On occurrence of an accident to a train, its crew shall:

1. Immediately switch on the Flasher Light. If the flasher light is not working, exhibit hand danger signal so as to stop any train coming in the opposite direction on a double line section.
2. Give information to Guards about the locomotive (derailed or not), condition of coaches/wagons immediately in rear of the loco and any other information relevant to the accident.

Station Master

C) Station Master / Station Manager: (The Station Masters on either side of the block section if the accident occurred in the mid-section or the station master of the station where the accident has occurred.)

1. On a double line, immediately stop the trains proceeding into the affected block section in the opposite direction. If any train has already entered such block section, inform the crew and guard to immediately stop their train and tell them to proceed cautiously so as to stop short of any obstruction.
2. Report the accident to the Section Controller and to the Station Master at the other end of the block section.
3. Control to be advised regarding –
 - a. Time and nature of accident.
 - b. Brief description of accident.
 - c. Medical Relief van required or not
 - d. The need for ART with or without crane
 - e. Adjacent lines clear or not.
 - f. Number of coaches/wagons derailed, canted, capsized, etc.,
 - g. Availability of road approach to the accident site,
4. Station Masters of Stations where sirens are provided shall sound the sirens and arrange to move the Medical Relief Van / ART special trains as per the control orders.
5. Advise the section Traffic Inspector and the officials of other departments by quickest possible means.
6. Call for off-duty Station Masters and Pointsman for assistance in operations.



Reporting of Serious Accident by Divisional Control Office to Divisional Officers and Central Control of Zonal Railways

Section Controller

- A) **Section Controller-** Immediately when the Section Controller is informed of a serious accident on his section, he shall;
- apprise the Deputy Chief Controller of the available particulars of the accident and the nature of assistance required.
 - advise the Transportation Inspector, Signal Inspector, Loco Inspector, PWI, etc. . through respective controls to proceed to the site of accident by first available means;
 - advise the Section Controllers of adjacent sections of the accident and to regulate the train services in suitable places if required ;

Deputy Chief Controller

- B) **Deputy Chief Controller-** Immediately after the Deputy Chief Controller is informed of a serious accident, he shall –
- issue order to the concerned SSE/Loco through respective control and Station Master for immediately working out of Accident Relief Medical Equipment and Accident Relief Train as required;
 - place demand of ARME immediately without delay, on the division closest/most accessible to the accident site.

NB – The Division on whom the demand of ARME is placed should respond in the quickest possible manner and dispatch the ARME with least possible delay.
 - Ensure that the Accident Alarm siren is sounded in time;
 - Inform with available details –
 - CHC, Sr.DSO/DSO, DRM, ADRM, Sr. DOM, DOM, AOM, **CMS/Sr.DMO**;
 - Sr. DEN/DEN, Sr. DCM/DCM, Sr. DEE/DEE, Sr. DME/DME, Sr. DSTE/DSTE;
 - the concerned OC/GRP, OC/RPF, DM, SDO, DC, IRP, DSP, SRP, OC-Local Police, NDRF and nearest Forensic Science Laboratory;
 - Emergency/Central Control at Zonal Headquarters;
 - Civil, Military, public hospitals and available Doctors at the nearest places, in case of casualty/injury;
 - Advise RMS authorities if a Mail carrying train is involved in the accident;

**Chief Controller**

- C) **Chief Controller** - Immediately on receipt of the information of a serious accident, he shall ensure that the advice of the accident is sent to all concerned including information to the Central Control of Zonal Railway.

Safety Officer

- D) Sr. Divisional Safety Officer / Divisional Safety Officer / Asst. Divisional Safety Officer– Safety Branch of the Division should inform the details of accident to the PCSO/Dy.CSO of Zonal Railways through call on landline phone/Mobile and also through message about serious accident. Simultaneously it should also be informed to Safety Control, Railway Board and to be uploaded on SIMS website.

Reporting of Serious Accident by Central Control of Zonal Railway

(Accident Manual of Zonal Railways)

Chief Controller / Central Control

A) Reporting of Serious Accident at Zonal Railways

The Chief Controller / Central Control shall in turn inform all concerned at Headquarters office including GM, PHODs etc. in the following order-

1. Principal Chief Safety Officer
2. Chief Medical Director (in case of passenger carrying train accidents)
3. Secretary to General Manager (for information to GM)
4. Additional General Manager
5. Principal Chief Operations Manager
6. Chief Passenger Transportation Manger
7. Other department controls in Central Control. The respective departmental controls will in turn inform their PHODs, HODs and other officers/supervisors.
8. Chief Public Relations Officer
9. Deputy Chief Operations Manager (Coaching)
10. Deputy Chief Safety Officer- Traffic / Electrical / Mechanical / S&T/Engg.

**Safety Officer of Zonal Railways****B) Reporting of Serious Accident by Zonal Railways to Railway Board**

(Reference of L.No. 2020/Safety (A&R)/19/9 dated 21.05.2020)

As per extant instructions, the Zonal Railways (PCSOs) should inform PED (Safety)/ ED (Safety)-II about Serious accidents immediately through Mobile/WhatsApp call/ message. The Dy.CSO should inform Safety Control through phone/ Mobile call/message about serious accident and simultaneously it should also be uploaded on SIMS website. The Zonal Railways should also update the Safety Control /ED (Safety)-II / PED (Safety) about relief, rescue and restoration work due to serious accident on regular basis till normalcy prevails.

Safety Directorate Railway Board**C) Reporting of Serious Accident at Railway Board**

Principal Executive Director-Safety to inform concerned Members and CRB & MR Cell.

Media Briefing**D) Reporting of Serious Accident to Media**

Media briefing shall be done only by-

1. Public Relations Officer of Division / Divisional Railway Manager / Additional Divisional Railway Manager / Branch Officer authorized by Divisional Railway Manager.
2. Media briefing by Chief Public Relations Officer / General Manager / Officers authorized by General Manager.
3. Media briefing by Additional Director General/Public Relations / Chairman Railway Board / Hon'ble Minister for Railways.



Handling of Serious Accident

Role of on duty officials available at site in handling Serious Accident

On Duty Guard

1. **Guard of The Train Involved in Accident:** The duties are given in the sequence in which they have to be performed. On occurrence of an accident to his train, the Guard of the train shall immediately:
 - a. Protection of the train met with accident.
 - b. If the accident has occurred on a double line section, the Guard should immediately check if the adjoining line is fouling or not. If it is fouling, he should immediately exhibit red flag by day and flashing light by night towards the direction in which train is expected on the adjoining line. He will continue to exhibit the hand danger signal until the time the adjoining line is protected as per rules in force.
 - c. Quick survey of the site in order to assess the casualties and injuries and decide the level of assistance required.
 - d. Arrange to protect his train as per Rules in force, taking the assistance of any qualified staff, such as Assistant Guard, Assistant Loco Pilot, Gangmen, and Gatemen etc.
 - e. Render first aid to any person injured, obtaining assistance of the railway staff, doctors and/ or volunteers on the train, or near the site of accident; and transport the injured to the hospital by taking the help of 104/108 Ambulance service.
 - f. He will also arrange for preservation of clues and evidence until a senior Railway official takes over charge.
 - g. Log activities and remain in general charge till a senior Railway Official takes over charge. There after work as per the instructions of the senior official-in-charge of the accident.
 - h. Send information through quickest means to Control Office and SMs on either side of the block section for this purpose. Walkie-talkie communication provided with stations should immediately be used. Otherwise filed telephone should be used. If a train comes on the other line which is not blocked the same should be stopped and information sent through the Loco Pilot. Assistant Loco Pilot or Asstt. Guard may be sent to the next station to convey information of the accident. If all of the above fail, one of the railway staff on duty on the train should be sent on foot to the nearest station.
 - i. Utilize Emergency Train Lighting box to facilitate medical aid.

On Duty Driver (Loco Pilot)

2. **Engine Crew of the Train (Loco Pilot and Assistant Loco Pilot):** On occurrence of an accident to a train, its crew shall:
 - a. Protect the adjacent line/lines/same line in accordance with rules in force.

- ~~b. Take such technical precautions as may be necessary or as prescribed by special instructions to render the locomotive safe.~~
- c. Send Assistant Loco Pilot to assist the Guard in establishing contact with control office, relief and rescue operations.
- d. Take necessary action to prevent Loco/Vehicles/Wagons from rolling down.
- e. Make a quick survey of magnitude of accident and roughly assess casualty, damage and assistance required.
- f. Send information through quickest means to Control Office and SMs on either side of the block section. For this purpose,
- i. Walkie-talkie communication provided with stations should immediately be used.
 - ii. Otherwise Mobile Phone and field telephone should be used.
 - iii. If a train which comes on the other line is not blocked the same should be stopped and information sent through the Loco Pilot.
 - iv. Assistant Loco Pilot or Assistant guard may be sent to the next station to convey information of the accident.
 - v. If all of the above fail, one of the railway staff on duty on the train should be sent on foot to the nearest station. If necessary detach Loco and take it to inform SM.
- g. Render all possible assistance to the guard.
- h. Preserve all clues and evidences regarding probable cause of the accident and ensure that these do not get disturbed.
- i. Log your activities. Do not leave the spot unless you are relieved by a competent authority.

On Duty Ticket Checking Staff

3. Train Conductor / Superintendent / Travelling Ticket Examiner:

- a) Ascertain if any Doctor is travelling by seeing the reservation chart and making verbal enquiries and arrange for First aid to the injured passengers.
- b) Along with other TTEs in the train, he should assist the injured passengers to come out of their coaches. The TTEs should also help passengers trapped in the coaches to come out of the coaches.
- c) Unclaimed luggage and other belongings should be handed over to the GRP with full details and acknowledgement obtained.
- d) Prepare list of dead and injured. The list should be classified as under: DEAD, GRIEVOUSLY INJURED, SIMPLE INJURED. Details of the dead and injured should be obtained from the reservation chart, tickets held (to and from) or co-passengers. Assistance of the Police travelling in the train to be obtained also for identification.
- e) The following details should be collected:
 - i. Tickets of the Passengers travelling (to and from)



- ii. Ticket Numbers – Class
 - iii. Coach Number and its position from the engine
 - iv. Address of the passengers
 - v. Nature of injury (Simple, Grievous)
- f) He should keep record of the number of dead and injured (simple, grievous) if they are already transported by local people to the nearest hospital before the Railway Doctors had arrived.
- g) Duties of IRCTC staff in case train run by IRCTC.
- i. Preserve reservation charts of each coach containing names of passengers who actually traveled and in which berth no.
 - ii. Render First Aid to injured.
 - iii. Take assistance of local people and other volunteers at site.
 - iv. Transport injured passengers by road vehicles, if available, to the nearest hospital.
 - v. Inform stranded passengers about alternative transport arrangement.
 - vi. Record evidences or statement volunteered by passengers/others at site.

On Duty Coach Attendant & AC Mechanic

4. **Coach Attendant:** Immediately after occurrence of a serious accident, the coach attendant should work under the guidance of Train Conductor/Train Superintendent.

5. **AC mechanic:**

- a. He should immediately “Switch Off” the current where necessary to avoid short circuiting.
- b. He should also assist Commercial staff i.e. Train conductor/ Train Superintendent/ TTEs in their duties at the accident site.
- c. See that the emergency lights inside the Coaches are in working order.

On Duty Station Master

6. **Station Master / Station Manager:** Immediately after an accident or on receiving the report of an accident, the station superintendent/ Station Master and Assistant Station Master must :

- a) ensure that no other train enters into the affected line/section from either direction/lock the commutator/handle of the Block Instrument controlling the affected section in “Train on Line” position wherever possible/ensure the signals giving entry to the line are kept at the “ON” position/ ensure putting of “Line Blocked” lever/slide collars on the concerned lever and/or slide/ensure that the points are set against the entry to the affected line and clamped wherever practicable;
- b) Panel should be protected from any manipulation after the accident in station limit. Take action to protect the traffic and safeguard the property;
- c) collect detailed information of the accident such as time of accident, nature and location of accident, casualties/injuries, obstruction, damages and assistance



~~required and ensure that the adjacent line(s) is/are clear before allowing any movement on it/them;~~

- d) inform, giving details of the accident and assistance required to the Control through the Control phone or any other available means of communications;
- e) render first aid to the injured persons taking the assistance of all Railway staff, Doctors and volunteers available on train or near the site of accident, if the accident takes place within the station limits;
- f) arrange to send all available nearest medical assistance to the site of accident, in case the accident takes place in section and is attended with injury to any persons;
- g) take all possible action to inform all concerned officials including civil and police;
- h) see that the injured persons are shifted to hospital with the help of all available assistance, also see that the detailed particulars of the dead and injured are recorded;
- i) arrange to remove the unaffected vehicles of the train, observing all relevant rules, to facilitate relief operation;
Note: If the accident is attributed to sabotage or suspected sabotage, nothing should be disturbed except for rescuing injured persons unless police clearance is received and on orders from the officer-in-charge at the site.
- j) take all measures for the quick movement of ARME and /or ART to the site of accident and ensure that the caution order etc. are correctly issued to the Driver and Guard of all trains while allowing movement to the site of accident, clearly indicating the site of accident, the locations where the train must come to stop and other restrictions to be observed;
- k) see that water, tea and other requirements are supplied to the injured and stranded passengers within his resources;
- l) remain on duty until replaced by a competent persons;
- m) report the accident to all concerned by the issue of accident message;
- n) seize the Train Signal Register/log book, Private Number book, Line Admission book and other relevant records are required, note the position of Block Instruments, signals, points indicators and levers etc.
- o) Take the statements of staff where possible;
- p) preserve all clues and arrange to protect the area with the help of police or RPF; q) ensure that all trains for transshipment of passengers are worked to the site of accident with the engine leading unless there are special reasons or specifically permitted otherwise by the officer-in-charge at the site of accident;
- r) warn all passengers in advance in case of their transshipment at the site of accident;
- s) ensure preservation of documents of damaged parcels, mail and goods etc.
- t) ensure chronological recording of all information received or/and action taken in connection with the accident, in the station Diary.

**On Duty Security Official**

- 7) I) **First Response** - First Information about serious train accident or unusual incident involving loss of life, grievous injury, serious damage to Railway property etc., is normally received by the nearest RPF Post / Outpost. The person receiving such information should muster maximum available man power within the shortest possible time and dispatch them to the scene of the accident by the quickest means. After dispatching the available man power immediately, the Post / Outpost In charge should arrange additional man power. He should simultaneously pass on the information to the senior supervisors, officers and the control rooms.
- II) **RPF Official in charge of site** - The senior most RPF Officer available will assume Control and immediately start the following action
- a) Segregate the area of incidence by establishing temporary barriers by use of nylon ropes (if available) or any other make shift device available at the site to protect the area against the entry of spectators into the affected place.
 - b) Luggage of passengers should be isolated and protected and consigned goods are taken care of till they are handed over to claimants or taken over by the Railway.
 - c) RPF personnel should respond to any call for assistance to rescue victims and transport them to nearest Hospital.
 - d) RPF Officers will maintain close liaison and harmony with the Officers of various departments of the Railways, GRP, Local Police and Officers of Civil Administration.
- III) **Reinforcement:** Efforts will be made to get the reinforcement from the neighbouring posts / outposts, Reserve Line, Divisional Headquarters or Zonal Reserve. In case any RPSF battalion or Company is located in the vicinity, men can be requisitioned from there for dealing with such emergent situation till additional force is available from other sources.
- IV) **Equipment:** While sending reinforcement, it should be ensured that the necessary equipment required for rescue, recovery and protection of the scene of incident are provided. Such equipment should include:
- i) Torches and other lighting arrangements, if it is night time.
 - ii) Nylon ropes and poles for segregating the affected area from unwanted visitors and spectators.
 - iii) Loud-hailer for making announcements.
 - iv) Stretchers and first aid equipments.
 - v) Wireless sets for inter communication.
 - vi) Cameras for photographing the scene.
 - vii) Video recording of rescue and salvage operations and connected administrative arrangements.

**Traveling Railway Staff****8) Railway Staff traveling on the accident affected train:**

Every Railway servant traveling by the affected train or available at the site, whether on duty or not, shall help in the disaster management by getting identified and rendering immediate assistance to the affected passengers at the site. Non-participation in accident relief operations will be considered as 'DERELICTION OF DUTY'.

(Accident Manual of Zonal Railways)

- a. Whenever a train is involved in a serious accident with casualties/injuries to passengers, all Railway staff traveling on the train either on duty or on leave is deemed to be on duty with immediate effect.
- b. Under no circumstance should any of them leave the accident site unless and until divisional officers arrive, take over charge of rescue and relief operations, and permit them to leave.
- c. Railway staff on train/at site shall volunteer themselves to render assistance and report to TS/TTE/Guard of the Train.
- d. The senior most officers traveling on the train will assume charge as Officer-in-Charge Site (OC Site).

Trackmen/Gatemen working nearby**9) Engineering Gang Staff**

- a. On double/multiple line section stop any other train approaching the accident area by showing hand danger signal.
- b. Ensure that track alignments or lines are not disturbed.
- c. Report to Officer In charge at site and assist in rescue and relief work.
- d. Assist in extricating injured passengers from coaches.
- e. Assist in transporting them to nearest hospitals.

10) Gateman

- a. Keep gate closed if the train has not cleared the gate.
- b. On double/multiple line section stop any other train approaching the accident area by showing hand danger signal.
- c. Arrange to inform SM immediately.
- d. Don't meddle with Interlocking.
- e. Avail services of road vehicles waiting or passing through LC Gate.
- f. Send message to nearby village, informing them regarding the accident.
- g. Collect men and material available nearby and direct them to site.



Role of Officials of various departments in handling Serious Accident remotely (not at site)

Responsibilities of Officials at Divisional Control Office

Section Controller

- A) Duties of Section Controller** - Immediately when the Section Controller is informed of a serious accident on his section, he shall;
- a) ensure that adjacent line(s) in the affected section is/are free from obstruction before advising the concerned Station Masters to allow the Train to run over it/them ;
 - b) regulate train services in suitable places if required ;
 - c) see that the ARME/ART/Transship Train are worked out to and from the site of accident promptly and have a clear passage;
 - d) keep a chronological record of all information received regarding the accident and action taken'
 - e) obtain further details with regard to the extent of damages and progress in rescue operation and relief measures and co-ordinate with officer-in-charge at the site;
 - f) arrange to remove the unaffected vehicles if any, adjacent to the affected vehicles to facilitate relief operation ;

Note: Coaches with passengers if any should be drawn to a nearby station where catering/drinking water facilities are available, in consultation with the Sr.DOM/DOM.

Deputy Chief Controller

- B) Duties of Deputy Chief Controller** - Immediately after the Deputy Chief Controller is informed of a serious accident, he shall –
- a) ensure the availability of engine for working out of ARME and/or ART.
 - b) ensure that the ARME/ART/Transship Train are moved to and from the site of accident on top priority;
 - c) keep a chronological record of details of accident, action taken, progress of rescue service and relief measures etc.

Chief Controller

C) Duties of the Chief Controller - Immediately on receipt of the information of a serious accident, he shall ensure that –

- a) the Medical relief van and / or relief train etc. are moved promptly to the site of accident on Top priority duly ensuring the following target time for start of Accident Relief Train -
 - i. During day light hours (from 6 to 20 hours): 30 minutes
 - ii. During night hours (from 20 to 6 hours): 45 minutes
(Normally exit time of ARME to be 15 minutes for double exit and 30 minutes for single exit).
- b) the emergency office is opened and manned in the Divisional Control office;
- c) the regulation of traffic is done correctly, in consultation with Sr. DOM/DOM;
NOTE: Passenger carrying trains should be regulated at convenient stations, preferably where catering facilities, drinking water etc. are available.
- e) timely information of all changes in train timings, diversion or cancellation of trains etc. is given to all stations on his Division as well as to the adjacent Divisions and/or Railway:
- f) arrangements are made for the onward journey of passengers who are able to proceed; and
- g) all assistance are extended to the officer-in-charge of the Divisional Control Office.

Officer-in-charge of Control Office

D) Duties of the Officer-in-charge of the Divisional Control Office - Unless otherwise arranged, the Senior Divisional Operations Manager or in his absence the Divisional Operations Manager shall take charge of the Control Office accident situation, who shall be assisted by Officer/Sr. Supervisors of all the concerned branches and shall have the authority to summon for such additional assistance as he deems necessary. He shall;

- a) keep a close watch on the movement of ARME/ART which, meanwhile, have been ordered and arranged for, if required, movement of ARME/ART from adjoining Divisions/Railways ;
- b) make necessary arrangements for doctors and medical staff from nearby hospitals, medical units or stations to move promptly to the site of accident;
- c) keep a close touch with the officer-in-charge at the site of accident to ascertain the position and particularly the assistance required at the site;
- d) ensure that all concerned officials, including Civil and Police authorities, have been advised of the accident;
- e) collect further information regarding the details of accident, progress of rescue, relief and restoration operation and pass on the information to the Headquarters;



- ~~f) arrange for supply of food and drink to injured passengers as well as to other passengers of the affected train and also to the passengers on trains held up at the adjacent station(s) due to the accident;~~
- g) arrange to open and man information centers for attending to the enquiries from the public at important stations including the station(s) where injured passengers are received and sent to hospitals;
- h) maintain chronological record of all items of information received and action taken thereon;
- i) arrange to obtain the list of persons killed and/or injured in the accident, display it at important stations for information of the public;
- j) divert/cancel trains and also run duplicate/transshipment trains as the circumstances may require;
- k) arrange for transporting the stranded passengers from the site of accident to suitable place(s);
- l) arrange for speedy ex-gratia payment as per extant rules.

Officer-in-charge of Transshipment

E) Duties of the Officer-in-charge of transshipment in case of serious accident. — The Sr. Divisional Commercial Manager or in his absence the Divisional/Assistant Commercial Manager will be in charge of arrangements for the transshipment of passengers and their luggage, parcels etc. at the site of accident. The official-in-charge of transshipment will be responsible –

- a) to advise the passengers of the transshipment programme well in advance;
- b) to select, in consultation with the Divisional Engineer or Assistant Engineer, the sites suitable for detraining and entraining of passengers ;
- c) to see that the sites are demarcated and lighted at night, also that the routes over which the passenger may have to walk are clear;
- d) to intimate the Station masters of adjacent stations through Control or in writing the exact kilometers of the site of train halt, so that these can be clearly indicated in the Caution Order to be issued to the Driver and Guard ;
- e) to arrange for supply of drinking water there:
- f) to arrange for sufficient porters, gangmen, etc. from the nearest sources for the free carriage of passengers' luggage, parcel and Government Mail, etc.
- g) to see that the site is provided with portable Telephone, installed and manned during transshipment work;
- h) to ensure that each train for transshipment is accompanied by a responsible person, be piloted and correctly hand-signalled to stop at train halt;
- i) to depute responsible persons to look after the transshipment work and general comfort of passengers and to record the details of the work in Log Book at site;
- j) to ensure arrangement of Railway Security staff at the site of transshipment to safeguard the passengers and their luggage, especially at night.

F) Power Controller / Traction Loco Controller:

- 1) Immediately Arrange power and crew for Medical Relief Van and Accident Relief Train.
- 2) Ensure Medical Relief van and Accident Relief Train are dispatched within the time prescribed.
- 3) Inform the Divisional Mechanical / Electrical Officers, headquarters PRC/TLC, CMPE(R&L)/CELE
- 4) Advise adjacent Division for MRV and ART if required.
- 5) Plan for additional powers and crews to assist in restoration.
- 6) Obtain bio-data of running staff involved in accident and arrange for breathlyser test and collection of blood samples at the earliest.
- 7) Co-ordinate with the Dy. Chief Controller so that the necessary locomotives, Loco Pilots, fitters and other technicians reach the site of accident promptly as required.

G) Traction Power Controller:

- 1) Ensure that the Electric Power Supply is cut off from the section if the overhead equipment is involved and / or where crane working has become necessary.
- 2) Ensure that all the necessary arrangements have been made for dispatch of Tower-car, electrical staff and equipment required at the site of accident.
- 3) Co-ordinate with Divisional Electrical Engineer (Traction distribution), Dy.Chief Controller and Traction Supervisors concerned for restoration affected quick OHE.

Senior Divisional Operations Manager**H) Senior Divisional Operations Manager**

- 1) Ensure that Medical Relief Van and Accident Relief Train leave within time and reach the site of the accident on top-priority.
- 2) Clear the unaffected coaches in the front and rear to the nearest convenient stations after transshipping the passengers from affected coaches.
- 3) Plan for second MRV/ART for reaching the site from other end, if necessary from adjoining Divisions/Railways.
- 4) Plan for trains for prompt transport of stranded passengers at the site and clearance of passengers held up at other stations.
- 5) Clear the stabled loads from the stations on either side of the site so that the lines are available for dealing MRV/ART/Coaching relief train/officers special/material train/tower-car/ light engines, etc.,
- 6) Mobilize sufficient number of Guards, TIs, SMs, Pointsman etc., and deploy at site and at the adjoining stations for organizing shunting and quick movement of MRV/ART/Coaching relief train/ Officers special/ Material trains/ Tower-car/ L.E, etc.,
- 7) Depute DOM/G or AOM to site to co-ordinate the movements and for relaying information about progress of relief/ restoration.

- 8) ~~Plan for regulation of Passenger Mail / Express trains, cancellation, diversion, termination short of destination in consultation with Headquarters such that the passengers can get catering facilities.~~
- 9) See that chronological log of all items of information and action taken connected directly or indirectly with accident is maintained properly.
- 10) Keep liaison with adjacent Divisions, Site and Headquarters.
- 11) Details of the dead, injured sustaining grievous or simple injury, their originating and destination station, ticket No. Hospitals to which sent for treatment and also particulars of next kith and kin to be obtained from the site and relayed to Emergency Control, Chief Safety Officer etc.

Other Divisional Officers

I) Duties of Railway Officers of each Department in Divisional Head Quarters —

Immediately on receipt of information of a serious accident, all Railway Officers concerned must report at the Control Office or at the nominated place and take the following action promptly;

- a) decide, the Officers who will be deputed to take charge at the site and at the Divisional Control office ;
NOTE: Normally Sr. Divisional Safety Officer (Sr.DSO), Sr. Divisional Medical Officer (Sr.DMO), Sr. Divisional Mechanical Engineer (Sr.DME), Sr. Divisional Electrical Engineer (Sr.DEE/TRD), Sr. Divisional Engineer (Sr.DEN), Sr. Divisional Security Commissioner (Sr.DSC), ADRM / DRM move to the site for handling serious accident
- b) arrange the quickest means for reaching the site of accident;
- c) ensure that resources of all Departments, in men and material, are promptly made available for rendering assistance to passengers, in clearing the line and, if required, for transshipment of traffic ;
- d) make out a general plan of action for dealing with the accident and detailing the duties of officers of different Branches and other Officials;
- e) ensure that all Civil authorities concerned and other concerned officials have attended the site of accident;
- f) ensure attendance of Doctor, ambulances and other available road vehicles in addition to ARME and/or Relief train and preparation being taken in rescue services.
- g) see that the proper arrangement of staff and labour from each Department is made;
- h) keep a close touch with the Officer-in-charge at the site of accident and different dealing centers and see that all assistance is provided and properly utilised in rescue service and in clearing the line at the earliest
- i) keep a close touch with the Head Quarters, adjacent Divisions/Railways for advice and assistance
- j) open and man enquiry counters at important stations of the division for the information of the public.



Role of Officials of various departments sent to the site to handle Serious Accident after receipt of information

Traffic

- A) **Duties of Transportation Inspector** - On receipt of information of a serious accident, the all concerned Inspectors shall –
- Reach the site of the accident by the quickest available means;
 - Take general charge of the situation until the arrival of an officer;
 - Ensure the occupied and obstructed lines are protected as per rules;
 - Make out a quick survey of casualties and injuries, ensure rendering of first aid to the injured, taking assistance of all available Railway Staff, Doctors and Volunteers on the train and near the site of accident ;
 - Arrange to shift the injured persons to the nearest hospital with the help of available assistance, keeping their particulars as available and ask for further assistance if required;
 - Collect and record all important information relating to the accident, such as,
 - the condition of the track, with special reference to alignment, gauge, cross-levels, super elevation, points of mount and drop, any sign of sabotage etc. ;
 - the condition of rolling stock with special reference to brake-power and braking gear
 - all marks on sleepers, rails, locomotives, and vehicles etc. especially for preservation of clues;
 - position of derailed vehicles;
 - position of Block Instruments;
 - position of indications, keys levers etc. if the accident is within the station limits, in the section where provided with signals etc.
 - prima facie cause of accident;
 - ensure that the Train Signal Register, Log Book, Private Number Book, Line Admission Book, speed Recorder Chart and other relevant records are seized,
 - obtain the statements of staff involved in the accident, as far as possible;
 - prepare a rough sketch showing the position of derailed vehicles, position of track and OHE etc. make a quick survey of the extent of damage ;
 - remain at the site of accident for all possible assistance till relieved by another staff.

**Official-in-charge at the site**

- B) Duties of official-in-charge at the site**-The senior most official present at the site when the accident occurred shall be in overall charge of the relief operation till he is relieved by another official deputed by the Administration to take over charge. However, the senior most official of the Mechanical Department shall be in-charge of the relief train. The senior most official present at the site of a serious accident, shall –
- a) take general charge of the situation and take action to provide all possible assistance;
 - b) depute Officers/Senior subordinates and all other staff or specific duties in –
 - i) assisting the rescue operation, if any;
 - ii) assisting the preservation of clues;
 - iii) assisting the transshipment work, if any;
 - iv) taking action to remove the obstruction as soon as possible;
 - v) ensuring the protection of adjacent line(s) and the affected train as per rules;
 - c) see that the portable telephone is installed and manned constantly by a responsible staff, and ensure adequate lighting of the accident area at night;
 - d) see that the injured persons if any are rendered first aid and shifted promptly for medical aid;
 - e) ensure to get clearance from Police authorities in case of suspected sabotage;
 - f) make an immediate assessment of the following, with the help of the available doctors and /or others;
 - i) the number of persons killed, and of those sustaining grievous, simple and trivial injury;
 - ii) extent of damage;
 - iii) the period of suspension of traffic;
 - iv) assistance required;
 - v) prima facie cause of accident;
 - g) see that a dealing centre is opened at the site of accident and manned –
 - i) to keep the details of persons killed, injured, and action taken in each case;
 - ii) to relay the above information in details to the Divisional Headquarters;
 - iii) to attend to public enquiries and
 - iv) to relay the progress of relief work;
 - h) ensure recording of all information at the dealing centre concerning the accident and the relief operations in the form of an accident Log Book.
 - i) see that immediate action is taken to protect and safeguard property;
 - j) see that proper assistance is given to the injured, ladies, children and the aged ;



- ~~k) arrange for transporting the stranded passengers, preferably to stations where drinking water, catering arrangements etc. are available, unless they can be sent to their destinations :~~
- l) see that the arrangement is made for preservation and proper care of dead bodies, if any, till further disposal;
- m) see that obstruction is cleared in a minimum possible time, and every action taken for this purpose;
- n) arrange, in case of the accident occurring at a station, for speedy ex-gratia payment as per extent rules.

Safety

C) Senior Divisional Safety Officer:

- a) Proceed to the site of accident by first available means.
- b) Ensure protection of affected line(s) and adjacent line(s) has been done as per rules or not;
- c) Check proper arrangement is made in rescue and / or relief operation ;
- d) Take all action for preservation of clues ;
- e) See that the assistance, to the extent necessary, is called from all sources ;
- f) Ensure collection of detailed particulars of the accident ;
- g) Arrangement of videography of the site
- h) Record statement of Guard and Loco pilot and subject them to breathlyser test and liaison with Medical department to collect blood sample.
- i) Ensure joint measurements etc., are taken in prescribed Proforma. Recover the speedometer chart, data logger statement etc.,
- j) Ensure evidence of train staff, station staff and public is taken on the spot. Addresses of passengers who are willing to give statements later should also be obtained.
- k) If the accident took place within station section, he should arrange to record the knob position on the panels, block instruments position, etc., and seize the relevant station records.
- l) Produce public witnesses and advise Superintendent of Police and District Magistrate in time, issue press notification in local press when advised by Chief Safety Officer, in case of CRS enquiry.

Medical

D) **Duties of Medical Officer & Staff:** The nearest Railway Medical Officer, on receipt of the report of a serious accident with injury to person, shall –

- a) Reach the site of accident with the Medical Relief Train or by the quickest available means, with all men and material commensurate with the seriousness of the accident, assess and advise further medical assistance necessary ;

- 
- b) ~~Obtaining and transmitting the details of persons involved in the accident to the Divisional Control Office and in case of an accident to a passenger-carrying train, reportedly attended with casualties and/or grievous injuries, unless otherwise advised by the Divisional Railway Manager, must proceed to the site of the accident by the first available means.~~
- c) One doctor should be deputed to collect blood sample of crew of train.
- d) render medical aid to the injured carefully as far as possible at site ;
- e) make timely and adequate arrangements for shifting the injured persons to suitable hospitals as considered necessary for further treatment ;
- f) keep detailed particulars of the dead and injured e.g. their name, address etc. as far as available ;
- g) deal with the dead and injured as per extant rules and instruction.
- h) Co-coordinating with Civil/Military/State/Public medical authorities and private practitioners for the purpose of (a) above.
- i) Proper follow up to be done daily for all injured patients admitted in different hospitals for the first two weeks alternate day on third week and then weekly and by weekly. Progress reports to be prepared till all the patients are discharged from the hospitals.
- j) All the bills of non-railway hospitals including private hospitals to be settled in consultation with Commercial department, Personnel department at divisional level as per extant Rules.

Commercial**E) Duties of Commercial Officer at site -**

- 1) The Sr. Divisional Commercial Manager or in his absence the Divisional/Assistant Commercial Manager, on receipt of information of a serious accident, shall proceed to the site of accident by first means.
- 2) Ensure that drinking water, tea and snacks are promptly supplied to stranded and injured passengers. Keep the record of the number of passengers served with tea and snacks.
- 3) Take charge of the custody of luggage of the injured persons.
- 4) Luggage of the dead passengers shall be deposited with the Railway Police after proper records and acknowledgement.
- 5) Issue advice to the next kith and kin of the injured and dead and also furnish details to Sr.DOM in Control Office.
- 6) Arrange for sufficient number of Ticket Collectors, Porters and Vendors for assistance of stranded passengers.
- 7) Arrange for ex-gratia payment to the injured and the next kith and kin of the dead.
- 8) Arrange for refunds to the passengers.
- 9) Assist the stranded passengers during transshipment with sufficient number of Porters and TCs.



- 10) Arrange to open enquiry office at the site for replying to the queries regarding disposal of the injured and dead.
- 11) Make inventory of the parcels damaged and advise the CCO/SC.
- 12) Arrange for buses for stranded passengers and keep record of the buses arranged destination-wise with the number of passengers.
- 13) Ensure the making over of the dead bodies to the Police for disposal;
- 14) Assist the Railway Doctors with Ticket Collectors / Porters. He should compile the figures of injured and dead from all sources. (i.e. Police, TTE / SM).
- 15) Issue advice to the Control Office / Stations for issue of free passes to the next of kin of the dead and injured.
- 16) Keep in touch with the progress of patients in hospital and increase the ex-gratia payment suitably in case simple injuries turn into grievous or patients paid ex-gratia payments for grievous injuries die later in the hospital.

Mechanical

F) Senior Divisional Mechanical Engineer:

- 1) Proceed to the site. After site survey, make out a plan of action for quick rescue of injured and trapped passengers. Accordingly call for the equipment, manpower required.
- 2) Supervise rescue operation.
- 3) Ensure that Speedo meters record, engine log Books etc., are seized / sealed.
- 4) Correctly forecast to control as to the sequence of movements required to site.
- 5) Record the details regarding brake power and other aspects of Rolling stock as per prescribed Proforma.
- 6) Have the joint measurements of the rolling stock taken.
- 7) Check the fitness of the stock supposed to move from the site.
- 8) Note down observations, make arrangements to record joint measurements if loco is involved in accident. If it is not possible for all types of measurements to be taken on the spot then these should be taken in the shed. All relevant records should be sealed in shed.

G) Mechanical / Breakdown Staff:

- 1) Proceed to the site of accident. Assist in evacuating passengers if any, trapped in coaches involved in accident.
- 2) Record the details regarding brake power and other aspects of the rolling stock as per prescribed pro-forma.
- 3) Take measurements of the Rolling stock as per the prescribed Proforma / procedure.
- 4) Check the fitness of the stocks which are supposed to move from the accident site and certify their fitness.

- 5) ~~Ensure that locos / coaches / wagons re-railed are in a fit condition to be taken from the accident site.~~
- 6) Plan for efficient movement of Breakdown Special, engine, tower wagon etc., between site and station for quicker restoration.
- 7) Ensure that the log / diary regarding restoration at the accident site is maintained properly
- 8) Ensure that video cassette of the serious accidents is prepared in systematic and continuous manner specifically showing the position of coaches, engine under gears of coaches and engines, rails, tracks etc. and the clues which may in turn provide some information to the enquiry authority. Similarly, still photographs should also be taken in judicious manner.

Electrical

H) Senior Divisional Electrical Engineer:

- 1) Ensure proper lighting arrangements are provided at the site.
- 2) In case of fire in coaches, arrange to immediately collect / record evidence of passengers.
- 3) Examine the coach to ascertain the cause and damage.

I) Senior Divisional Electrical Engineer (Traction Distribution)

- 1) Arrange for adequate number of OHE breakdown staff, tower wagon and proceed to the site of accident by the quickest available means.
- 2) Depute Officer / Supervisor in control office.
- 3) Ensure that OHE is made dead and OHE is slewed as required.
- 4) Arrange and supervise restoration of OHE, expeditiously.
- 5) Record all relevant information concerning the accident.

J) Senior Divisional Electrical Engineer (Traction Operation / Traction Rolling Stock):

- 1) Where EMU or Electric Locomotive is involved, call the relief train, if required with adequate number of breakdown staff and proceed to the site by quickest available means.
- 2) Depute officer in the Control Office.
- 3) Note down joint observation regarding the loco / EMU.
- 4) Ensure that measurements of the loco / EMU are taken on the spot wherever possible otherwise in Car / Loco Shed.
- 5) Ensure that speed

- K) **Electrical Staff: Power (General):** Ensure lighting arrangements, if required, are provided at the site. In case of Fire in coaches, immediately collect / record evidence of passengers with full particulars. If some passengers are willing to give evidence later on, their names and addresses should also be recorded.



1. Over-Head Equipment

- a) In case of an accident, where OHE is involved, arrange for adequate number of break-down staff / tower wagon and proceed to the site of the accident by the quickest available means.
- b) Ensure the OHE is made dead and OHE is slewed as required for ground / crane operations.
- c) Arrange and supervise restoration of OHE expeditiously.

2. Loco Inspector:

- a) Proceed to site in case Electric/Diesel Loco or EMU is involved.
- b) Supervise restoration operations.
- c) Ensure that Speedo graphs, Speedometer chart, Loco / EMU log books are seized, sealed and kept in safe custody.
- d) Note down his observations regarding the Electric / Diesel Loco / EMU and record measurements as per the prescribed pro-forma.
- e) Ensure that measurements of the Loco / EMU are taken on the spot. If it is not possible for all types of measurements to be taken on the spot, the same should be taken in shed.

Engineering

L) Senior Divisional Engineer (Civil):

- 1) Proceed to the site.
- 2) Ensure joint measurements are taken and sketches of the accident site are accurately drawn out.
- 3) Ensure collection of adequate labour, material and equipment and their proper deployment for speedy restoration.
- 4) Depute one DEN / AEN in Control Office for planning, reinforcement of labour, material and staff and movement of material train.
- 5) Ensure that inspection notes and diary of AEN, S.E/J.E (P.WAY) gang charts, maintenance records etc., are seized and secured.
- 6) Assist other departments in clearance of line and ensure that track is rendered fit and certified at the earliest.

M) Engineering Staff:

- 1) All Engineering officials shall report to the senior most Officer at site or take charge if he happens to be the senior most. The staff who are not on duty or travelling by train shall assist in rescue and relief operations.
- 2) Render assistance to give medical relief / treatment to injured passengers. Make available all transport facilities to the injured passengers and assist in rescue of trapped passengers.
- 3) Arrange divers with diving equipment for under water rescue.

- 4) Safeguard and preserve clues. Police or RPF personnel arrive at site and take charge. Collect evidence in the form of track readings and rolling stock measurements.
- 5) Ensure water supply at adjoining stations and arrange for supply at accident site.
- 6) Cutting equipment available with the Section Engineers (P.Way) and Section Engineer (Bridges) and workshops to be moved to the site for supplementing the ones available in the B.D. special.
- 7) Assist other departments in establishing communications and power supply at site, including hiring of Diesel generator sets for augmenting the power supply arrangements.
- 8) Assist in transshipment of passengers and their luggage.
- 9) Provide tents and other temporary shelter at site for protection against elements of weather.
- 10) Ensure track is restored for traffic at the earliest.

Signal and Telecommunication

N) Senior Divisional Signal and Telecommunication Engineer:

- 1) Proceed to site of accident. Make arrangements for installing, Mobile/Railway/ BSNL/ Satellite phones at site in sufficient numbers so that communication from site to control office/divisional office/Zonal office/ other stations, outside agencies takes place smoothly and without delay.
- 2) Establish communication between the site and Divisional Head Quarters Office.
- 3) Ensure that a detailed record is made of all evidence bearing on the accident so far as S&T and interlocking are concerned.
- 4) Preserve clues and seal the relevant equipment if required.
- 5) Restore the signaling and interlocking for normal working without delay.

O) Signal and Telecommunication Staff:

- 1) Proceed to site by quickest means available.
- 2) Ensure portable telephone / emergency telephone set is provided at site.
- 3) Wherever feasible, wireless sets to be installed at accident site for communication with Divisional Headquarters and if possible with Railway Headquarters. Walkie-talkie sets / Megaphones / loud hailer to be deployed as necessary.
- 4) DOT/BSNL telephone with STD facility to be arranged at the temporary enquiry offices opened at site and nearest location wherever possible.
- 5) Render such assistance as required by Guard in attending to the accident victims and stranded passengers.
- 6) Seal Block instruments, Relay rooms and note positions of levers, knob, slides indications etc., as the case may.
- 7) Arrange for early restoration of signaling and telecom equipment as soon as such restoration is permitted.

Security

- P) **Senior Divisional Security Commissioner (Sr.DSC) / RPF:** On receipt of information about serious accident, Sr.DSC will take following actions -
- 1) Post adequate number of RPF at site of accident and at any other place where assistance from his department may be required.
 - 2) Proceed to site by quickest available means.
 - 3) Liaise with the local police at site.
 - 4) Coordination with state fire department in case of fire accidents and arrangements for collection samples by FSL.
 - 5) Ensure security of passengers belongings, parcels, damaged goods, parcel van etc.

Divisional Railway Manager

- Q) **Divisional Railway Manager** - In the event of a serious accident, the Divisional Railway Manager shall –
- a) depute an officer to the site of the accident to assume overall charge, unless he himself proceeds to the site of the accident;
 - b) ensure that assistance is rendered by each Branch of his Division promptly and efficiently in rescue and relief, transshipment of traffic if required, and for removal of obstruction at the earliest; allot specific duties to the individual Officers for dealing with the accident ;
 - c) keep a close touch with the Officer-in-charge at the site of accident and Officer-in-charge at the Control office and see that all assistance is provides and properly utilised in rescue and relief and for removal of the obstruction ;
 - d) Ensure that Telephonic and / or Telegraphic advice of the accident is sent to the concerned officials;
 - e) Arrange a preliminary enquiry in cases where immediate investigation of certain matters is considered necessary even though the enquiry may be conducted later by the Commissioner of Railway Safety etc.
 - f) Proceed to the site of the accident as and when required under extent instructions.
 - g) He will brief the Media himself or authorize PRO for briefing.

Principal Chief Operations Manager

- R) **Principal Chief Operations Manager** – He will monitor the rescue and relief operation, regulation of the trains, diversion of trains, starting new trains for transshipping the stranded passengers, movement of cranes/ART/ARME etc. He will also guide the Divisional Officers for restoration and regulation of traffic.

**Principal Chief Commercial Manager**

- S) **Principal Chief Commercial Manager** – He will monitor the rescue and relief operation, ex-gratia payment to the kith and kins of accident victims, arrangement for transshipment of stranded passengers, catering arrangement at the site, co-ordinating with the Civil authorities for treatment of injured passengers etc. He will also guide the Divisional Commercial Officers to handle the serious accident efficiently.

General Manager

- T) **General Manager** – He will monitor the rescue and relief operation, ex-gratia payments, movement of ART/ARME, movement of special trains for stranded passengers, establishment and functioning of Control room at site/ Divisional Office to disseminate correct information about the accident to the general public. He will also update CRB & CEO, Railway Board regarding handling of serious accident. He will brief the Media himself or authorize CPRO for briefing.

Members of Railway Board

- U) **Members of Railway Board** – They will monitor and guide the Zonal Railway Officers of their respective departments in the efficient handling of serious accident. They may also visit the accident site, if required to supervise the relief and rescue operation.

Chairman & CEO Railway Board

- V) **Chairman & CEO Railway Board** – He will brief the Hon'ble MR about the accident, relief and rescue operation, payment of ex-gratia etc. He may visit site, if required to supervise the relief and rescue operation. He will brief the Media himself or authorize ADG/PR for briefing.

Hon'ble Minister of State for Railways (MOSR)

- W) **Hon'ble Minister of State for Railways (MOSR)** – Hon'ble MOSR will monitor the relief and rescue operation at the site and also apprise Hon'ble MR. He may also announce any special items of relief, enhanced ex-gratia etc. as approved by Hon'ble MR. He may also visit the accident site, if required to assess adequacy of relief and rescue operation.

**Hon'ble Minister of Railways (MR)**

- X) **Hon'ble Minister of Railways (MR)** – Hon'ble MR will monitor the relief and rescue operation at the site and also apprise PMO, MHA and other Ministries if required. He will also make a statement in the parliament, if required. He may brief Media or authorize CRB & CEO or ADG/PR for briefing. He may also announce any special items of relief, enhanced ex-gratia etc. He may also visit the accident site, if required to assess adequacy of relief and rescue operation.

***Indian Railways is heading towards achieving
“The Mission Zero Accident”.***



CHAPTER-7

SITE MANAGEMENT (Plan-I, II & III)

PLAN - I

There are 2 aspects of Disaster Management work at an accident site.

- Rescue, relief and restoration operation, which are carried out by one set of functionaries.
- Aspect pertains rehabilitation of accident involved passengers, taking care of dead bodies, dealing with their relatives etc. for which a different set of functionaries are required. For managing these 3 distinct aspects of DM work that are required to be discharged by Railways, three separate establishments should be set up at an accident site. The outline schematic plan of accident site is given at the end of this Chapter).
- Transportation of stranded Passengers.

7.1 UNIFIED COMMAND CENTRE (UCC)

- i. Unified Command Centre (**UCC**) should be set up at the accident site under the overall coordination of **Mechanical** Department.
- ii. This will be some kind of a control office to be located near the centre of the accident site.
- iii. This is basically meant for catering to operational needs of Railway in rescue, relief and restoration work.
- iv. Detailed schematic plan of UCC is given at the end of this chapter.
- v. **UCC** is to be manned by staff of relevant departments such as :
Medical, Commercial, Personnel, Operating, Safety, Security, Public Relations, Mechanical, Electrical, S&T and Engineering.
- vi. UCC will be provided with all facilities similar to a **Control Office**.
- vii. Adequate lighting with generator backup should be provided in the UCC.
- viii. Adequate number of telephonic links to Divisional Emergency Cell and HQ Emergency Cell should be provided. Preferably each department in the UCC should be given as independent telephone including fax, photo copier, PCs and loud speaker.
- ix. PC/Laptop should be connected to Internet for E-Mailing of detail update to all concerned, including Divisional Emergency Cell, HQ Emergency Cell and Help line Enquiry Booths.
- x. A big banner displaying '**UNIFIED COMMAND CENTRE**' should be put up at a prominent place at the entry to the shamiana, with sufficient signage's indicating its direction and approach road.
- xi. UCC at the site will be manned by Sr. Supervisors on round the clock basis in 12 hrs. shift duty and they will monitor & co-ordinate working of their departments.
- xii. Various functionaries in the UCC will monitor and co-ordinate the working of their departments, and assistance required by them, if any.
- xiii. Each functionary at the UCC will maintain a log book. Flow of information both incoming and outgoing would be recorded along with the time and names of officers/staff who will give/receive



the messages.

- xiv. UCC will basically supervise the working of 2 LCCs (Local Command Centre) and coordinate with Divisional and HQ Emergency Cells.
- xv. Functionaries of different departments in LCCs (Local Command Centre) should provide updated information regarding progress of work to their counterparts in UCC.



7.2 LOCAL COMMAND CENTRES (LCC)

- i. Depending on the spread of the accident site, Local Command Centres (LCC) on the same pattern as the UCC should be set up.
- ii. If the site is spread out over 300 - 400 mts. 2 LCCs should be set up.
- iii. Detailed schematic plan of LCCs would be similar to that of UCCs as given at the of this Chapter.
- iv. Representatives of same departments as in UCC should be present in LCCs also. However, they should be one man per department. It will co-ordinate various teams spread out over the site of accident.
- v. Each LCC will oversee the working of DM teams at one end of the accident site.
- vi. Jurisdiction of each LCC will extend to all men and materials belonging to 2 ARMEs, BD special and 1 ART at that end of the accident site.
- vii. One SAG officer of Mechanical department will be overall in charge of each LCC with loud speaker for making announcements and direct telephone link with UCC.

7.3 NEED FOR SETTING UP OF CENTRAL PASSENGER ASSISTANCE CENTRE

For taking care of relatives of passengers, providing them with succour in their hour of agony and for guiding them sympathetically, some kind of an assistance centre is required at site, under overall coordination of Commercial Dept. taking help from different Departments as mentioned. A banner displaying "**CENTRAL PASSENGER ASSISTANCE CENTRE**" should be displayed prominently.

7.4 ASSISTANCE TO BE RENDERED TO THE RELATIVES OF PASSENGERS

Assistance to be rendered to relatives for completing the following formalities:-

- i. Locating the name of the passenger on reservation charts, in case passenger was traveling in reserved accommodation.
- ii. Going through the list of injured and dead passengers to find out whether the name appears.
- iii. In case the name is not available in the list, then taking a round of different hospitals to find out whether their relative has been admitted in one of them in an unconscious state.
- iv. Hospitals are generally at separate locations, sometimes even in different towns; and commuting becomes a problem.
- v. In case the passenger can be located in one of the hospitals, they have to find out the severity of injuries, likely period of hospitalization etc.
- vi. Disburse the ex-gratia as per railway extant rules.
- vii. Try and locate missing luggage of the injured passengers. For this they have to take a round of the building where all unclaimed luggage have been kept.
- viii. Next they have to arrange for a place for themselves/relatives to stay.
- ix. Arrange for medicines/diet etc. and payment of hospital bills, if required.
- x. Thereafter, they have to keep in touch with the hospital and get their relatives released.

7.5 ASSISTANCE TO BE RENDERED TO THE RELATIVES/NEXT OF KIN OF DEAD PASSENGERS

They are to be given the following assistance :-

- i. In case the passenger could not be located in any of the hospitals, then they have to go to the building where unidentified dead bodies have been kept.
- ii. Take a round of various rooms where bodies have been kept, examine each body and try and locate.
- iii. Identify the dead body, if the same has been extracted by then.
- iv. Otherwise wait for all bodies to be extracted and try and identify their relative(s).
- v. In case they fail to identify the same then they have to go through photographs of unidentified bodies taken at site.



- vi. After the body is finally identified, they have to produce proof of relationship for Railways to entertain their claim.
- vii. Obtain medical death certificate from the Railway doctor.
- viii. Obtain post mortem report, from the Govt. doctor who has performed post-mortem on the body.
- ix. Obtain official death certificate from the local body/municipality.
- x. Acknowledgement of ex-gratia payment from Railways.
- xi. Collect forms for lodging claim for compensation from Railway Claims Tribunal.
- xii. Take over custody of dead body from the local Police.
- xiii. Perform last rites at the same place or make arrangements to take back the body to their native place, depending on circumstances.
- xiv. Make arrangements for their return journey back to their native place.

7.6 (a) **COMBINED ASSISTANCE CENTRE (CAC) :**

- i. The UCC should have a Central Passenger Assistance Centre (**CPAC**) located towards the rear side, away from the track for rendering help to passengers and their relatives. Outline schematic plan of UCC/CAC is given at the end of this chapter.
- ii. This is basically meant for catering to requirements of passengers and their relatives/next of kin, and for providing a single window clearance for all types of formalities.
- iii. CAC should be separate from the UCC so that it does not interfere with normal rescue and relief work.
- iv. Detailed schematic plan of CAC is given at the end of this chapter.
- v. CAC will be manned by staff of relevant departments such as:
- vi. There should be only one such CAC, and all Railway resources should be pooled into it. CAC will be manned by staff of relevant department such as :
 - 1. Operating
 - 2. Medical
 - 3. Commercial
 - 4. Security
 - 5. Personnel
- vii. A big banner displaying '**COMBINED ASSISTANCE CENTER**' should be put up at a prominent place at the entry to the shamiana.
- viii. Different counters should be provided in sequence for each of these formalities, so that the entire exercise can be completed in about an hour.
- ix. Functionaries concerned from the local Municipality who issue Official Death Certificates should be advised to come and sit in the CAC so that these certificates can be issued immediately without any delay after completing formalities.

7.6. (b) CAC should have different counters for various purposes in following sequence:-

- i. Reservation chart, for locating the name.
- ii. List of dead and injured along with name of hospital. The name of passenger involved should be checked up from the list of dead or injured, if available, and their current status informed.
- iii. Counter for providing commercial supervisor or Welfare Inspector as escort along with vehicle(s), for accompanying the relative and going to hospitals or mortuary,
- iv. Railway doctor for issue of Medical Death Certificate.
- v. Govt. doctor for issue of Post mortem Certificate, in case the same is necessary.
- vi. Officer - in - Charge of CAC to supervise the CAC.
- vii. Municipality official for issue of Official Death Certificate with Seal.
- viii. Local police for issue of authority for handing over of dead body.
- ix. Claims counter - Payment of ex-gratia and issue of Claims Compensation form.



- x. Counter for helping performance of last rites in case relatives decide.
- xi. Pass counter for issue of return journey pass.
- xii. Return journey facilitation counter for making arrangements for return journey.

7.7 FIRST AID POSTS

- i. Medical Posts should be provided in both UCC and CAC.
- ii. Medical Post in UCC will provide first aid to injured passengers after extrication, assess their injuries and make arrangements for sending them to nearby hospitals.
- iii. Medical Post in CAC will keep all records of injured and dead passengers, names of hospitals where they have been admitted etc.
- iv. First Aid boxes should be provided in LCCs.
- v. This will mean for treating passengers and classifying their injuries before they are sent for admission to various hospitals.

7.8 SETTING UP OF UCC, LCC AND CAC

- i. One SSE/Works shall be exclusively responsible for setting up of these facilities. He shall undertake the following:
 - Move along with sufficient staff for setting up of these facilities.
 - Immediately start setting up of the tentage accommodation after taking out tents and shamiana as provided in ARTs.
 - In addition, he should also requisition agencies which provide tentage accommodation on contract. Details of such agencies have been given in Divisional DM Plans.
- ii. *Bridge Line staff will assist in setting up tentage and above mentioned facilities. Dy.CE/ Bridge will also move to the site and in case, bridge is not involved, he will take full charge of tentage arrangements.*
- iii. Bridge Unit will take with them sufficient Manila ropes, wire ropes, survey instruments, binoculars, helmets, life jackets, ladders and other equipment. Nylon ropes should be sufficient in length to ensure barricading at site and camping areas.
- iv. Sufficient facilities for erecting temporary stage/scaffolding etc. should also be organized, if required at site.
- v. Few temporary toilets should be provided at one location in addition to number of urinals at 3 or 4 places with adequate disinfectant.
- vi. Water tankers will be ordered for supplying water at site and arrangements shall also be made for drinking water.
- vii. Temporary kitchen in tents/shamianas is to be set up so that catering unit or IRCTC can provide cooked food to staff working at accident site.
- viii. Adequate no of chairs should also be arranged.
- ix. Bridge Line staff will have list of divers who in case of emergency can be hired for rescue or restoration operations wherever site is surrounded by deep water and the situation requires.
- x. Signages for both UCC and CAC should be provided at prominent locations.

7.9 NUMBER OF DEAD AND INJURED - MEDICAL DEPARTMENT

- i. Medical department at site should confirm the number of dead.
- ii. Doctors in charge of various teams working on different coaches should give 03 hourly(periodic) report to Medical counter in LCC who in turn will inform UCC, CPAC and others.
- iii. Number of injured passengers.
- iv. Type of injuries, whether grievous, minor or trivial.
- v. Names of injured, and names of various hospitals where injured have been sent.



7.10 IDENTIFICATION OF DEAD BODIES - COMMERCIAL DEPARTMENT

- i. Number of dead bodies identified.
- ii. Ex-gratia paid to injured and next of kin of the dead.
- iii. No. of dead bodies handed over to relatives.

7.11 NUMBER OF COACHES DEALT WITH - MECHANICAL DEPARTMENT

- i. No. of coaches thoroughly searched.
- ii. No. of coaches made off track.
- iii. No. of coaches yet to be dealt with.
- iv. Electrical or Diesel Locomotive(s) dealt with.

Collection and Dissemination of Information - Channel of Communication:-

The following would be the responsibility and medium /channel both for collection as also dissemination of information. Before each shift goes off duty, details of work done should be updated in the LCC. The LCC's should in turn update the UCC regarding the latest progress. This updated information would be conveyed to Divisional Emergency Cell every 3 hrs(periodically).

4. a. Number of dead and injured - Medical Department:-

- o Medical Department at site should confirm the number of dead.
- o Doctors in charge of various teams working on different coaches should give 3 hrs (periodic) report to Medical counter in LCC who in turn will inform UCC.
- o Number of injured passengers.
- o Type of injuries, whether grievous, minor or trivial.
- o Names of injured, and names of various hospitals where injured have been sent.

5. b. Identification of dead bodies - Commercial Department:-

- o Ex-gratia paid to injured.
- o Number of dead bodies identified.
- o Ex-gratia paid to relatives of dead.
- o No. of dead bodies handed over to relatives.

6. c. Number of coaches dealt with - Mechanical department.

- o No. of coaches thoroughly searched.
- o No. of coaches made off track.
- o No. of coaches yet to be dealt with.
- o Electrical or Diesel Locomotive(s) dealt with

PLAN - II

Nominated officials from various departments arriving at site by ARMEs and ARTs form part of the Disaster Management Team. Officials representing each department are responsible to ensure that assigned duties of their respective departments are efficiently carried out. Senior officers of each department will also ensure that their work is synchronized with that of functionaries of other departments for quick rescue, relief and restoration operation.

7.12 MEMBERS OF THE DISASTER MANAGEMENT TEAM

7.12.1 Disaster Management Team normally comprises members of following departments

- i. Trained Railway men from Medical, Commercial, Safety, Electrical, S&T, Mechanical, Engineering, Security, Personnel and other departments.



- ii. In case of fire accidents, trained fire service personnel shall form part of this unit.
- iii. In case of an accident on water body, divers and naval cadets will also be part of the team.
(List of trained staff is available in annexure)
- iv. In case of sabotage or bomb explosion, bomb disposal squads and GRP/Local Police will also be involved.
- v. Various rescue units shall accompany ARMEs, ARTs or move by road as quickly as possible.

7.12.2 Officer-in-charge of Site (OIC Site)

On arrival of ARME/SPARME at accident site DRM shall take over as OIC Site from the senior-most officer of the accident involved train. On arrival of 1st Special train carrying GM and other HQ Officers, GM shall be OIC Site. In the absence of GM, the senior most Officer shall be OIC Site. He will be responsible for forming Core Groups as required and direct them to carryout efficient rescue, relief and restoration operations.

7.12.3 Rescue, Relief and Restoration Operation

DM Team on arrival by ARME/ SPARME and ARTs shall undertake following actions:

- i. Video coverage of accident site and Crowd Control for Law and Order.
- ii. Rescue operation.
- iii. Clearance from State police for restoration where required.
- iv. Relief operations.
- v. Installation of Communication Network.
- vi. Preservation of Clues and Evidences.
- vii. Media Management at site.
- viii. Salvage operation.
- ix. Restoration operation.
- x. Lighting arrangements of accident site .

7.12.4 Photography

Prior to starting restoration work at an accident site, divisions should undertake suitable video film coverage to the extent feasible. Still photography by digital camera should also be undertaken extensively for its obvious advantages. The photograph should be taken from a vantage point and from as many angles as possible so as to give a bird's eye view as also close up photographs.

Such photographs should clearly indicate:

- i. Severity of the accident.
- ii. Illustrate the damage to P.Way. Rolling Stock, Signal, OHE and other structures and equipments.
- iii. Separate set of photographs to be taken to preserve clues and evidence of sabotage if suspected.
- iv. *Victims and unidentified bodies should also be extensively photographed.*

7.13 DUTIES AT SITE

For efficient Disaster management, responsibilities of various departments are to be executed by deputing responsible officers and supervisors. Important duties of such Officers / Supervisors are enlisted in this Chapter:

7.13.1 OIC Site

- i. Ensure setting up of UCC, CAC and LCCs at the earliest.



- ii. Collect information from OIC Site of IAT(Instant Action Team).
- iii. Take stock of the situation and plan for efficient rescue operation.
- iv. Estimate quantum of assistance required for each department from:

Within the division,	Adjoining zones
Adjoining divisions of ECoR	Non-Railway agencies.

- v. Channelize local resources to supplement available Railway resources.
- vi. Ensure that duties of various functionaries of different departments as laid down in ECoR's Zonal DM Plan are carried out.
- vii. Ensure co-ordination among all departments for efficient rescue, relief and restoration operation.
- viii. Ensure information to Superintendent of Police and District Magistrate.
- ix. In case of sabotage, direct RPF to obtain quick clearance from State Police.
- x. In case of serious explosions or fire, clearance from Controller of Explosives is to be obtained. It is to be mandatory that Group / Team to reach at site at first information.
- xi. Give prima facie cause of the accident along with forecast of expected date and time of restoration.
- xii. Ensure timely information on the progress of rescue, relief, and restoration work(periodically) with following details:

Number of coaches searched.		Number of bodies identified.
Number of injured passengers recovered.		Number of coaches dealt with.
Nature of injuries to passengers.		Supplementary assistance required, if any.
Number of bodies recovered.		

- xiii. Forecast for completion of each activity mentioned below should also be firmed up. These target dates and times should be communicated to all officers and supervisors at accident site

1.	Re-railment	4.	OHE fitness.
2.	Track fitness	5.	Clearance of section and imposition of any speed restriction on account of track and OHE.
3.	Points and inter-locking	6.	Movement of first train.

7.13.2 Duties of Divisional Railway Manager

- i. Ensure that functionaries of different branches at the accident site carry out duties assigned to them as per Zonal and Divisional DM Plan
- ii. Co-ordinate with Divisional Emergency Cell regarding assistance required.
- iii. Co-ordinate with Civil Authorities especially with regard to :
 - a) Requisition of buses from State transport authorities, with Loco Pilots for round the clock duty.
 - b) Arrange waiver of Post Mortem formalities.
 - c) Arrange positioning of Municipal Official in the CAC for issuing of Official Death Certificate with seal.

7.13.3 Formation of two teams at accident site for round the clock working

- i. At the accident site, departmental officers available from both HQ and division shall be formed into two teams for round the clock working in 2 shifts, preferably 8 hrs. to 20 hrs. and from 20 hrs. to 8 hrs.



- ii. PHODs/CHODs shall be available on duty during the day time.
- iii. PHODs/CHODs shall take on the spot decision regarding composition of the team for night site shift for their respective department. This composition should not normally be changed during the 3-4 day stay at the accident site.
- iv. Branch Officers shall be available on duty during the day time.
- v. Branch Officers shall take on the spot decision regarding composition of the team for night shift for their respective department. This composition should not normally be changed during the 3-4 day stay at the accident site.
- vi. Similarly, supervisors available from both HQ and divisions shall also be put in two teams.

7.13.4 Duties of Operating Department

Immediately after getting the information.

- i. All sectional DTIs and Supervisory SS of Controlling Stations should be directed to reach the accident site by first available means.
- ii. Similarly additional RG/LR staff from the section should be sent to adjacent stations on either side so that additional shunting work can be done.
- iii. Since considerable amount of shunting is required to be performed at adjoining stations, 2 traffic supervisors in 2 shifts should be posted at adjoining stations on each side.
- iv. Ensure that special trains are sent into the accident affected block section according to the sequence detailed in Chapter 8.
- v. Ensure proper marshalling of crane while proceeding to the accident site in the block section.
- vi. Ensure that Engineering vans of the ART are placed nearest to the accident site for this purpose; Engineering van/wagon should be placed closest to site of accident by sending it in pushing condition.
- vii. Ensure prompt clearance of stranded passengers at the site in coordination with the Divisional Emergency Cell.
- viii. Regarding running of special trains, keep in touch with Divisional Emergency Cell and give requirement from site.

7.13.5 Duties of Safety Department

- i. Preserve and secure all clues and evidences regarding probable cause of the accident and ensure that these do not get disturbed till police clearance is received.
- ii. Ensure that video/still photographs by digital cameras are taken as required.
- iii. Ensure that joint measurements, observations by nominating a separate team of Sr. supervisors are recorded in the prescribed proforma before restoration work begins.
- iv. Ensure that unaffected rolling stock is moved away from the site and thereafter stabled at convenient location for further examination by accident inquiry committee.
- v. Ensure that evidence of train staff, station staff and public are recorded on the spot.
- vi. Addresses of passengers willing to give statements later should also be obtained.
- vii. Ensure that special trains are sent into the accident affected block section according to the sequence detailed in Chapter 8.

7.13.6 Duties of Medical Department

i. Main functions

- a. Main functions of the Medical department can be broadly classified as:
- b. Taking an initial round of hospitals and assessment of situation by forming teams.
- c. Taking out injured passengers from accident-involved coaches.
- d. Attending to injured passengers and giving them First Aid.
- e. Preparing list of injured passengers.



- f. Classification of their injuries.
- g. Transporting them to hospitals and getting them admitted.
- h. Post admittance hospital care of the injured.
- i. Dealing with Govt. Hospitals regarding dead bodies.
- j. Preservation of dead bodies.

ii. General function

- a. Ensure collecting blood and urine samples of train crew in case the same is necessary.
- b. Organize as many road ambulances as possible at the accident site.
- c. Data Bank of Divisional DM Plans has names, telephone numbers and other details of hospitals near the accident site. They should be contacted on phone for sending road ambulances along with team of doctors.
- d. Set up Medical Counter in UCC and CAC for passenger assistance.
- e. Provide First Aid boxes in LCCs.

iii. Site Management

Leader of Team 'A' (Normally CMS/MS In-charge of the Division) would take control of the site, co-ordinate relief measures and distribute duties amongst doctors available as detailed below;

- a. Different teams and groups will be formed for discharging various duties of the Medical department as detailed in Section (7.5) above. Each should consist of 4-6 members and each group should consist of 3-5 teams, depending upon requirement.
- b. One group of doctors will take a round of various hospitals where injured passengers have already been admitted. (Para 'iv' below).
- c. One group consisting of 4-5 teams of doctors and para-medics & other staff available will take out injured passengers and dead bodies from accident involved coaches. (Para 'v' below).
- d. One team will attend to injured passengers and give them First Aid and other medical treatment. (Para 'vi' below).
- e. One team will prepare list of injured passengers, note down details of their injuries and classify them. (Para vii & viii below).
- f. One team would be in-charge of transporting injured passengers to hospitals and getting them admitted. (Para 'ix' below).
- g. One team would be in-charge of post admittance hospital care of the injured. (Para 'x' below).
- h. One team will deal with dead bodies after these have been extracted from coaches. They will prepare a list and arrange for their preservation. (Para 'xi' & 'xii' below).
- i. In case sufficient doctors are available then more groups should be formed for rescue operations. (Para 'v' below).

iv. Taking an initial round of hospitals

- a. Separate doctors will be deputed to visit each hospital where injured passengers have already been shifted.
- b. One commercial officer will also accompany doctors and make a general assessment.
- c. At the hospital, they should collect information about dead/injured persons, their name, age, sex, address, telephone no., name and telephone no. of relatives / friends, nature of the injury, etc.
- d. These information should be immediately communicated to CMS / MS at accident site by using local PCO / Cell phone etc.
- e. Prepare a list of persons dead/injured already in hospitals in three copies by using carbon paper.



- f. The list thus prepared is to be signed by Railway doctor on duty in the hospital. One copy is to be handed over to the Commercial Department.
- g. 2nd copy to be kept with the doctor in charge as office copy and the 3rd copy to be given to paramedical staff to get multiple photocopies for further distribution.
- h. One copy should also be sent to CAC for being fed into the Personal Computer provided in the CAC.
- i. The initial list prepared should be updated at regular intervals, as and when any change occurs and communicated to the emergency control.

v. Taking out injured passengers

- a. Maximum number of doctors should be deputed for this activity.
- b. This group should consist of at least 4-5 teams. If numbers permit, more such teams should be formed.
- c. Teams involved in rescue operation should ensure rapid access to all injured passengers.
- d. They should take assistance of Mechanical/Engineering/RPF staff to extricate injured passengers.
- e. Each team will join up with teams of Mechanical staff who would also be involved in extracting dead and injured from coaches.
- f. Maximum number of coaches should be tackled simultaneously, except those that have climbed on top or have telescoped into one another.
- g. Coaches should be thoroughly searched including lavatory and vestibule portions before abandoning further search and moving on to the next coach.

vi. Attending to injured passengers

- a. One team will be asked to provide medical treatment to injured passengers immediately after their evacuation from coaches.
- b. Ensure stabilization of condition of injured passengers already taken out from coaches, before they are dispatched to hospitals by road.
- c. In case of patients in critical condition where stabilization of condition at site is not possible, they should be moved immediately by road ambulance or shifted to ARMV.

vii. Preparing list of passengers

- a. Collect list of injured passengers prepared by TS/TTEs and assess the situation.
- b. Separate lists to be prepared coach wise.
- c. The list should contain following details;
 - i. If found Conscious: Name, sex, age, identification marks, address, telephone number, ticket number, originating and destination station.
 - ii. If found Unconscious: Approximate age, sex, identification marks, ticket number and other particulars if relatives and friends are available.
- d. Once the preliminary list of injured passengers has been prepared, the list should be signed by the CMS/MS in-charge and a copy handed over to commercial department.
- e. The list of injured passengers will thereafter be updated periodically, as rescue and relief work continues and fed into the Personal Computer provided in the UCC / LCC.

viii. Classification of Injuries

- A. Injuries are classified as under:
 - 'Grievous' injuries as defined below.
 - 'Simple', but excluding 'trivial' injuries such as abrasions or bruises.



- a. Following are considered to be 'grievous' injuries (as per Section 320 of the Indian Penal Code):
 - i. Permanent privation of sight of either eye.
 - ii. Permanent privation of hearing of either ear.
 - iii. Privation of any member or joint.
 - iv. Destruction or permanent impairment of powers of any members or joint.
 - v. Permanent disfigurement of head or face.
 - vi. Fracture or dislocation of a bone or tooth.
 - vii. Emasculation.
 - viii. Any hurt which endangers life, or which cause the sufferer to be, during the space of twenty days, in severe bodily pain or unable to follow his ordinary pursuits.
- b. Injuries other than those defined above are considered to be "simple" injuries
- B. Apart from injuries defined above, there may be cases where a passenger or trespasser receives only petty abrasions or bruises. These are of trivial nature and technically speaking should not be taken as injuries.
- C. "A Railway employee or a passenger or a trespasser shall be considered to be "injured" only when he/she is incapacitated following customary vocation for more than 48 hrs. Such injuries are classified as under"
 - i. Serious (including grievous injuries).
 - ii. "Minor" or "Simple".
- D. Classify injured passengers into separate categories as grievous or simple. Inform Commercial department for arranging ex-gratia payment. Classification of injuries may be changed in the light of X-rays and other detailed findings after admission and should be intimated to UCC and LCC.

ix. Transporting injured passengers to hospitals

- a. One team will be asked to arrange transport of injured passengers to nearby hospitals.
- b. Ensure expeditious transportation of injured either to AMRVs or to nearby hospitals.
- c. Critically injured passengers should be transported by means of road ambulances and other by means of ordinary road vehicles.
- d. Commercial staff should also be associated with transfer of injured passengers to hospitals.
- e. Before doctors and supervisors leave the accident site for hospital duty, they should note down the DOT and mobile Telephone nos. of the accident site, CMS, MS and other doctors at the site for quick communication.
- f. Doctors going to different hospitals should have separate vehicles.
- g. In case sufficient numbers of Railway vehicles are not available, they should hire taxis for their movement by withdrawing from station earnings.

x. Post admittance hospital care

- a. One Railway doctor, one commercial supervisor and one welfare inspector should be deputed round the clock at each hospital.
- b. If large number of hospitals are involved 2/3 hospitals may be given to one doctor. In that case, the doctor, in consultation with CMS/MS, should station himself at the hospital where maximum no. of patients are admitted.
- c. Make an assessment about capabilities of the hospital to handle injured persons especially with reference to types of injuries they have suffered. Decide whether the patient needs to be shifted to other hospital with better facilities and then arrange to shift the patient.
- d. In case any injured passenger succumbs to his injuries in the hospital, then the doctor in-charge of that hospital should update this fact to the medical counter at CAC.



ix. Care for the Dead

- a. 20 nos of collapsible coffins which is available at each Divnl. Hospital will be transported to the site by ARMV, road vehicles or train services as per need.
- b. Air-conditioned mortuaries available with Divnl. Hospital to be utilized to store at least six bodies.
- c. There is provision of Embalming Gun and Chemicals to ensure that bodies are preserved for reasonable time and if necessary the bodies can be transported to Divnl. Hospital till claimed by relatives.
- d. 20 nos of body bags which are available with Divnl. Hospital is to be utilized.
- e. In case of a major disaster the usual complement of medical staff in any ARMV is grossly inadequate for undertaking work of this magnitude. This should be augmented from nearby divisions/zones depending on the requirement
- f. Adequate number of Safaiwalas (House Keeping Assts.) and other health workers who have come to the accident site should be mobilized for this purpose.
- g. Dismembered bodies begin emitting foul odour after two days. Carrying out this task under such circumstances become a real problem. Therefore, target should be to extricate all dead bodies within 24 hrs.
- h. Dead bodies should be dealt with coach wise, otherwise bodies taken out from different coaches get mixed up.
- i. Bodies taken out from coaches should be stacked at quite some distance from the track in front of respective coaches, in separate lots, coach wise. While this may slow down the work initially, in the long run it is more systematic since bodies don't get mixed up.
- j. Shift dead bodies from coaches to a nominated place at the accident site with the help of paramedical staff, SJAB, Scouts, Civil Defence personnel, other Railway staff and non-Railway volunteers available at site.
- k. Ensure covering of dead bodies with shrouds.
- l. Put label (white cloth of 12"x9" written by marker pen) on body bag on each dead body on the chest just below the neck as below:
 Date :..... Dead Body Serial No :.....
 Coach No:..... Age..... Sex :.....
 Name :.....
- m. In case of unidentified dead bodies, against the item name', it should be written as unidentified-1/unidentified-2, etc. Approximate age should be estimated from the appearance, such as between 35-45 years.
- n. 5 photographs preferably by digital camera should be taken of each dead body. Two should be close up of face from in front and sideways, third should be with the label visible as mentioned above and fourth and fifth should be of full length of the body.
- o. Each body should also be video photographed.
- p. After photographs have been taken, each body should be placed inside a plastic bag with zip having proper labeling system where some information is also to be provided.
- q. After this, bodies will be handed over to GRP or local police for safe custody.
- r. Take necessary steps to handle unhygienic condition that may arise due to decomposed/mutilated bodies.

x. Preservation of dead bodies

- a. Numbering and photography of bodies should be done even when relatives are on hand to claim the body.
- b. Arrangements have to be made for a more permanent location for them till such time as the next of kin arrive to claim these bodies.

**iii. Withdrawal of cash from station earnings**

- a. In order to meet accident related expenditure, Officers can withdraw money from station earnings duly following the procedure incorporated in Commercial Manual Vol. II Rule No.2425.
- b. Departmental expenditure necessitated for floods, accidents or earthquakes, etc.
- c. Ex- gratia payments to persons involved in train accidents.
- d. Procedure and accountal as detailed below should be followed (Para xi & xii below).

iv. Hiring of Vehicles

- a. A large number of road vehicles are required at an accident site for following purposes:
 - i. Taking injured passengers, doctors and other important officials to hospitals.
 - ii. Clearance of uninjured passengers.
 - iii. Taking dead bodies to mortuaries.
 - iv. Bringing men and materials, etc. to accident site.
 - v. Taking unclaimed luggage for being kept in safe custody.
 - vi. Taking relatives to hospitals and mortuary.
 - vii. Other miscellaneous work.
- b. For this purpose apart from whatever number of Railway vehicles may be available, extra road vehicles may be hired.
- c. Adequate number of road vehicles should be attached to CAC for taking relatives to hospitals, mortuaries etc.
- d. Nominated Railway staff to be attached to each hired vehicle round the clock (even group 'D' would suffice), so that optimum use can be made of the vehicle.
- e. Buses from State transport authorities should also be requisitioned along with extra Drivers for round the clock duty.
- f. One Railway staff should be put in charge of each bus on round the clock duty, who will accompany the bus wherever it goes and bring it back in time (even group 'D' would suffice).
- g. In case hospitals are in different towns, then road transport buses should be put on fixed time round trip schedule for movement of relatives from CAC to various locations and back.
- h. All hired vehicles and requisitioned buses should have stickers pasted on their front and rear windscreens indicating '**RAILWAY ACCIDENT DUTY**'.

v. Catering arrangements

- a. Arrangements for supply of food and beverages to not only injured but also to other passengers of the accident-involved train should be swiftly organized.
- b. Food and beverages should be supplied free of charge.
- c. These may be arranged from Railway sources or outside sources as necessary, including IRCTC or their contractors.
- d. To supplement Railway catering arrangements nearby dhabas and hotels should be contacted and arrangements made for opening up stalls at the site.

vi. Clearance of uninjured passengers

- a. First of all, arrangements for water and food for stranded passengers should be made.
- b. Clearance of accident-affected passengers from accident site should be planned along with Operating branch who will provide the empty coaching rake.
- c. Make announcement thorough PA system informing passengers regarding their clearance from site either by:
 - i. Front portion of the accident involved train.
 - ii. Rear portion of the accident involved train,
 - iii. Empty coaching rakes that have been brought to the accident site,
 - iv. Road bridging that has been arranged.



- d. Arrange adequate Rail Sahayak & labour for carrying passengers luggage while they transfer to the new train.
- e. In case of road bridging, arrange road transport to clear stranded passengers, record details of passengers dispatched and relay particulars to Divisional Emergency Cell.
- f. Senior-most official at site shall have powers to arrange conveyance for affected passengers free of charge by any available mode of transport and also incur expenditure for carriage of passengers' luggage, etc.

vii. Preparing list of injured passengers

- a. Collect list of injured passengers prepared by TS / TTEs after confirmation by Doctors.
- b. Separate lists to be prepared coach wise by Medical Department.
- c. This list should be in fed into the Personal Computer available in the CAC.
- d. The list should also be e-mailed to the Divisional Emergency Cell and Hq. Emergency Cell.
- e. The list of dead and injured that is initially fed into the PC will thereafter be updated periodically, as rescue and relief work continues.
- f. No ex-gratia payment would be admissible to trespassers, persons electrocuted by OHE and road users at unmanned level crossings.
- g. Ex-gratia payment should also be made to Railway staff killed or injured by a moving train while performing their duty, for example, gang-man working on track run-over accidentally by a moving train.
- h. Ex-gratia amount is to be paid in cash.
- i. In case of injured passengers, ex-gratia should be paid to the injured passenger himself or in case he is too ill, to his relative in his presence.
- j. In case of death cases where relatives identify and claim the body, following precautions are to be taken:
 - i. Photograph the face of the body from in front and from the side.
 - ii. Photograph the person taking the ex-gratia payment.
 - iii. Record the relationship of the person claiming the body along with details of proof, if any.
 - iv. In case enhanced ex-gratia is announced by the Hon'ble MR, then the enhanced amount should be paid by cheque by Accounts department.
- v. Ex-gratia paid is not to be adjusted against claims compensation payable as decreed by RCT subsequently.
- k. Payment should be arranged preferably on the spot by a senior scale officer nominated by GM after making such enquiries as can be reasonably made on the spot after immediate needs by way of medical attendance etc., to injured persons have been attended.

viii. Refund and Claims Compensation

- a. Refund of fares must be granted in the CAC for unfinished journey as per rules and to be done on priority basis.
- b. Injured passengers and next of kin of deceased passengers must be supplied with blank claims compensation forms along with Claims Booklet explaining complete procedure.
- c. Photocopy of a filled up Claim Compensation form may also be given along with the blank form so as to help them in filling it up.

ix. Luggage and consignments

- a. As and when unclaimed luggage and personal belongings are taken out from coaches, a list should be made coach wise, and each item should be tagged with coach no.
- b. A list of each item with distinguishing marks should be made.



- c. If possible, the cabin number inside the coach should also be indicated.
- d. Luggage claimed should be handed over on satisfactory proof of ownership.
- e. Unclaimed luggage and personal belongings of injured/dead passengers should be taken possession of for safe custody.
- f. Unclaimed luggage should be stored in a safe place, preferably, part of the some building/ enclosure which as being used for preserving dead bodies.
- g. These should be stored in separate rooms coach wise so that it is easy for relatives to identify.
- h. A list should be displayed outside each room indicating the coach no. whose luggage is stored there.
- i. It is the responsibility of Commercial department to take charge of all unclaimed luggage etc. These should be taken over from the charge of RPF.
- j. Booked luggage, parcels and consignments available in SLRs, VPU's etc. should be taken out and sent by road to nearest Jn. Station for safe custody.
- k. Booked perishables goods available in SLRs, VPU's should be taken out and either auctioned at site or sent by road to nearest Jn. Station for being auctioned.
- l. RMS consignments on the train should be shifted for safe custody till Postal Authorities come and take over.

x. Withdrawal from station earnings - Procedure

- a. In order to meet accident related expenditure, Officers can withdraw money from station earnings duly following the procedure incorporated in Commercial manual Vol.II rule No: 2425.
- b. Departmental expenditure necessitated by floods, accidents or earthquakes, etc.
- c. Ex-gratia payments to persons involved in train accidents.

xi. Withdrawal from station earnings - Accountal

- a. The withdrawal from station earnings will be against station pay order. The Officer withdrawing money from station earnings is personally accountable for its correct expenditure and submission of vouchers to the Sr. DFM through Sr. DCM of the concerned Division.
- b. Branch Officer of the concerned department shall be responsible for submission of monthly statements of the amount of money withdrawn from station earnings to Sr. DCM, who shall consolidate such withdrawal and submit a report to PCCM and FA&CAO(T) accompanied with relevant supporting paid vouchers on the 1st week of the subsequent month.
- c. Executive officer concerned shall furnish full particulars of the amount withdrawn, details of payments made, reasons for the payment, the rate and period for which payment is made and the total amount paid with the acquaintance to Sr DFM.
- d. Sr DCM will compile a monthly statement of all withdrawals from station earnings of his division and send it to PCCM and FA&CAO(T).
- e. Branch Officer shall be responsible for submission of vouchers against expenditure incurred out of the station earnings withdrawn within 15 days to the Sr. DCM who shall consolidate such withdrawal and submit to Sr. DFM of the respective Division, failing which the amount so withdrawn shall be recovered from the concerned Officer's salary.

PLAN - III

7.14 DUTIES OF MECHANICAL DEPARTMENT

- : For discharging the dual responsibility of extricating injured passengers & dead bodies from coaches and toppling those coaches whose search has been completed, 2 separate groups will be formed at each end for purposes of 'search and rescue' and 'off tracking of coaches'.



- : Once 4 ARMEs, 2 ARTs and 2 BD specials have arrived at the accident site from both ends, normally no more mechanical equipment will be required from anywhere else. The main work will then consist of using of these resources effectively and efficiently.
- : Different teams and groups will be formed for discharging the dual responsibilities of the Mechanical department. Each team should consist of 4-6 members and each group should consist of 3-5 teams, depending upon requirement.
- : One Sr. Supervisor should be in-charge of each team conducting search and rescue at the site. All such 'search and rescue' groups at each end of the accident site would function under directions of an ADME.
- : Similarly, one Sr. Supervisor should be in-charge of each team working on 'off tracking of coaches' at the site. All such 'off tracking of coaches' groups at each end of the accident site, would function under directions of another AME. The second AME concerned would also be in-charge of the crane at that end.(To read AME as ADME)
- : Take precautions in electrified section that power supply is switched off before commencing rescue/relief work.
- : Use necessary safety equipment like hand gloves, helmet etc.
- : If spillage of inflammable substances is suspected, then only cold cutting equipment should be used.
- : In case of suspected sabotage, ensure minimum interference to clues. Save lives and extricate passengers after video and digital photographs have been taken.
- : Be cautious in using rescue tools like gas cutters, cold cutters, spreaders, hydraulic jacks etc. so that passengers trapped inside or buried under the debris do not get hurt.
- : Ensure marshalling of ART according to site requirement before it is sent into the accident involved block section.'
- : For efficient extrication of entrapped passengers take assistance of Medical/ Engineering departments.
- : Each team will join up with Medical teams who would also be involved in extracting dead and injured from coaches.
- : Maximum number of coaches should be tackled simultaneously, except those that have climbed on top or have telescoped into one another.
- : Road cranes of sufficient capacity should be arranged so that these cranes can start working from the centre while the 140T cranes could continue working from either end.
- : Trucks should be arranged for carrying BD equipment near to accident involved coaches, so that number of coaches can be simultaneously tackled and more work centres can be opened up.
- : Examine unaffected or re-railed rolling stock and certify their fitness for further movement.

7.15 DUTIES OF SECURITY DEPARTMENT

Main functions of the Security Department can be broadly classified as :

- | | |
|---|-------------------------------------|
| i. Co-ordination with GRP and Local Police. | ii. Crowd management. |
| iii. Protection of luggage | iv. Protection of Railway property. |

7.15 (a) Liaison with Civil Police

- i. In case of sabotage, liaison with Local Police & officials of District Administration and get early clearance.
- ii. Clearance should be obtained as expeditiously as possible, for starting restoration work.
- iii. Additional manpower should be requisitioned from local police officials and District Administration for purpose of crowd control.
- iv. Obtain assistance from GRP and Local Police as and when required.
- v. Co-ordination with Local Police / GRP for early disposal of dead bodies.

**7.15 (b) Crowd Management**

- i. The first problem at an accident site is that of surging crowds. Carrying out any kind of rescue and relief operation becomes next to impossible due to crowd. Railway men who try to undertake any kind of rescue and relief work become victims of mob fury.
- ii. Cordon off the site and prevent unauthorized entry of outsiders.
- iii. Segregate the area of accident by putting up temporary barriers using nylon ropes or any other make-shift device available at the scene so that outsiders do not disturb the site or hamper rescue operations.
- iv. These barriers should be at quite some distance away from the track, so that UCC, CAC and LCCs are inside the cordoned off area.
- v. Provide barricade and ask for additional force to control crowd during VIP visit.

7.15 (c) Protection of luggage

- i. Protection of unclaimed luggage of passengers till these are duly taken over by commercial department for safe custody.
- ii. Unclaimed luggage of passengers should be isolated and stacked coach wise, with proper labeling indicating coach no from which recovered.
- iii. If possible, the cabin number inside the coach should also be indicated.
- iv. All such unclaimed luggage should be protected till they are handed over to claimants or taken over by commercial department.
- v. Unclaimed luggage should be stored in a safe place, preferably part of the same school building which is being used for preserving dead bodies.
- vi. These should be stored in separate rooms coach wise so that it is easy for relatives to identify.

7.15 (d) Protection of Railway property

- i. Protect Railway consignments/goods/parcels till these are duly taken over by commercial department and dispatched to nearest station for proper disposal.
- ii. Guard perishables goods till they are auctioned off at site or till they are dispatched to nearest station or being auctioned.
- iii. RMS consignments on the train should be shifted to school building for safe custody till Postal Authorities come and take over the custody.
- iv. Provide security for the cash withdrawn for payment of ex-gratia by the commercial department.
- v. Preserve all clues and evidences regarding probable cause of the accident and ensure that these do not get disturbed.
- vi. Ensure that no Railway staff tampers with any track fittings, or rolling stock parts.
- vii. Anybody found moving under suspicious circumstances should be questioned.
- viii. No Railway staff should be allowed to move about near the accident site with loose or piece meal equipment.

7.15 (e) General

- i. RPF personnel should respond to any call for assistance to rescue victims and transport them to the nearest hospital.
- ii. Information updated by field personnel at the scene of incident to the RPF functionary in the UCC, giving the latest situation.



7.16 DUTIES OF ELECTRICAL DEPARTMENT

b. General

- i. For discharging the dual responsibility of providing illumination at site and managing the OHE, 2 separate units will be formed at each end of the accident site consisting of 'General branch' officers & staff and TRD officers & staff.
- ii. Once 2ARMES, 2ARTs and 2 BD specials have arrived at the accident site from both ends, normally no more electrical equipment will be required from anywhere else. The main work will then consist of using of these resources effectively and efficiently.
- iii. Different teams and groups will be formed for discharging various duties of the Electrical department. Each team should consist of 4-6 members and each group should consist of 3-5 teams, depending upon requirement.

c. Site illumination

One Sr. Supervisor should be in-charge of each group working at the site. All 'General Services' teams at each end of the accident site, would function under directions of one AEE(G).

- i. Senior most Electrical Officer at site would make a quick assessment of the electrical requirement of the site.
- ii. This would be done keeping in mind the geographical spread of the site, the size of UCC, LCCs, CAC and any other requirement as necessary.
- iii. Thereafter, he would assess the quantity of electrical fittings and generator sets available in ARMES and ARTs.
- iv. In order to set up adequate illumination facilities, all generator sets and lighting fixtures available in ARMES and ARTs would be used.
- v. First priority for lighting would be the accident site along the track where rescue, relief and restoration work is going on.
- vi. Next priority would be given to lighting up of UCC, CAC and LCCs.
- vii. Additional requirements of generators and lighting fixtures, if any, should be called for immediately from other Railway sources within the division, well in time.
- viii. In case divisional sources are inadequate, then sources from other divisions should be tapped.
- ix. Officer at site should hire additional generator sets, lighting fixtures and arrange fuel etc. as required, from non-Railway sources available nearby. List of such sources are given in Divisional DM Plans.
- x. Once generators and lighting fixtures have been set up, efforts should be made to tap local power supply from some nearby sources, if available.
- xi. In case power supply is not available nearby and illumination has to continue on generator supply, then sufficient quantity of petrol and diesel should be procured and kept in stock.

: OHE at site

One Sr. Supervisor should be in-charge of each group working at the site. All TRD teams at each end of the accident site, would function under directions of one AEE/TRD.

- i. Immediately OHE should be switched off. In case OHE is to be brought down, the same should be done immediately so that working of crane does not get held up on account of OHE.
- ii. In case slewing of OHE suffices for some sections, then the same should be done quickly to facilitate crane operation.
- iii. Sr. DEE/TRD shall arrange movement of adequate numbers of Tower Wagons along with men and material from adjacent depots from both sides of accident site.
- iv. In case more tower wagons are required these should also be requisitioned from other depots along with men and material.



- v. An assessment should also be made of the extent of damage to OHE masts, and other equipment.
- vi. Additional requirement of materials, if any should be called for immediately from other Railway sources within the division.
- vii. In case divisional sources are inadequate, then sources from other divisions should be tapped.
- viii. In case other divisional sources are also inadequate, then sources from other zones should be tapped.
- ix. Availability of OHE masts is a long lead item. Requirement of masts should be quickly worked out so that these can be moved immediately.
- x. Ensure temporary portals are erected without delay.
- xi. In case damage to OHE is extensive and a wiring train is considered to be more efficient, then the same should be arranged for from other zone after discussion with RE organisation.
- xii. Ensure that the section is earthed before staff starts working near OHE.
- xiii. OHE should not be charged until all staff, tower wagons, cranes etc. have cleared the block section.

7.17 DUTIES OF SIGNAL & TELECOMMUNICATION DEPARTMENT

S&T department is required to provide sufficient and reliable means of communication at the accident site and other work centers. Sectional ASTE shall remain at the site to monitor communication activities.

a. Types of communication facilities

For this purpose following types of communication facilities should be provided:

- i. Satellite telephones.
- ii. BSNL telephones.
- iii. Mobile, in case the area is under mobile coverage.
- iv. Walkie - Talkie sets.
- v. Railway telephones &
- vi. PA system.

b. Locations

These should be provided at following locations:

- i. UCC iv. Hospitals
- ii. CAC v. Mortuary
- iii. LCCs vi. Any other locations as decided.

c. Numbers to be provided

- i. Satellite telephones
- ii. BSNL telephones - 02 in UCC, 03 in CAC and 01 in each hospital.
- iii. Mobiles - as many as can be arranged in UCC and CAC. In addition to above at least 02 in each hospital.
- iv. Walkie - Talkie sets - each functionary should be covered.
- v. One 25W VHF set shall also be provided in UCC.
- vi. One 25W VHF set shall be installed in a road vehicle so that mobile communication can be set up, upto a range of about 10 Km.
- vii. Railway telephones - each functionary in UCC, CAC and LCCs should be covered.
- viii. In RE area emergency sockets will be utilized for extending communication to the accident site and in non-RE area where 06 Quad cable is available the same will be utilized for providing communication.
- ix. PA system - at UCC, CAC and LCCs.

**d. Public Address System**

- i. Provide adequate number of PA system, Hand sets.
- ii. PA system should be provided in UCC, CAC and LCCs. These are to be used for communicating with passengers and for giving directions to Railway staff.
- iii. For this purpose, additional PA systems may become necessary depending upon the requirements at accident site.
- iv. Mega mikes available in ART will also be utilized.
- v. Volume of PA system in UCC, CAC and LCCs should be so adjusted that announcements made over one of them reaches only those areas which are under its jurisdiction. It should not interfere with announcements being made by other PA systems.

e. General

- i. Ensure availability of adequate copies of Disaster Management telephone directory containing important telephone numbers.
- ii. Adequate number of Mobile Battery Chargers should be provided in UCC, CAC and LCCs along with number of spare batteries.

7.18 DUTIES OF ENGINEERING DEPARTMENT

Some duties have been detailed in Chapter-6 . Additional duties are as follows:

- i. AEN/SSE (P.Way /Works/ Bridge) shall collect men, rescue tools and arrive at site by fastest means possible.
- ii. Set up UCC, CAC and LCCs at the accident site.
- iii. Assist Medical/Mechanical Department in rescue work.
- iv. If necessary contact Army / Navy / Air Base and collect required personnel like Divers / Swimmers for rescue operation(List available in Annexure).
- v. If necessary hire Private Road Cranes, bulldozers, Earth movers etc.
- vi. 02 Engineering specials, one from each end, carrying engineering material and gang men from the section.
- vii. Additional requirements of track materials, if any, should be called for immediately from other Railway sources within the division, well in time.
- viii. In case divisional sources are inadequate, then sources from other divisions should be tapped.
- ix. 500 additional workmen are required who are to be moved from adjoining Divisions/Zones.
- x. Each such Division sending assistance should move 250 men along with 5 artisans and 5 PWIs.
- xi. One DEN and one AEN each should also move to the site of accident from each such division.
- xii. Plan for coordinated working and movement of track machine for quick restoration in consultation with TRD and operating officials.

7.19 DUTIES OF PERSONNEL DEPARTMENT

- i. Sr DPO shall proceed to accident site along with all Welfare Inspectors.
- ii. Assist Doctors in collecting details of injured/dead and shifting them to hospitals.
- iii. WIs shall be available round the clock in shift duty to look after the welfare of injured persons in each hospital to the extent available.
- iv. Issue complementary return journey passes to relatives for escorting injured and taking them back home.
- v. Manning of personnel branch counters in CAC and discharge duties listed out for those counters.



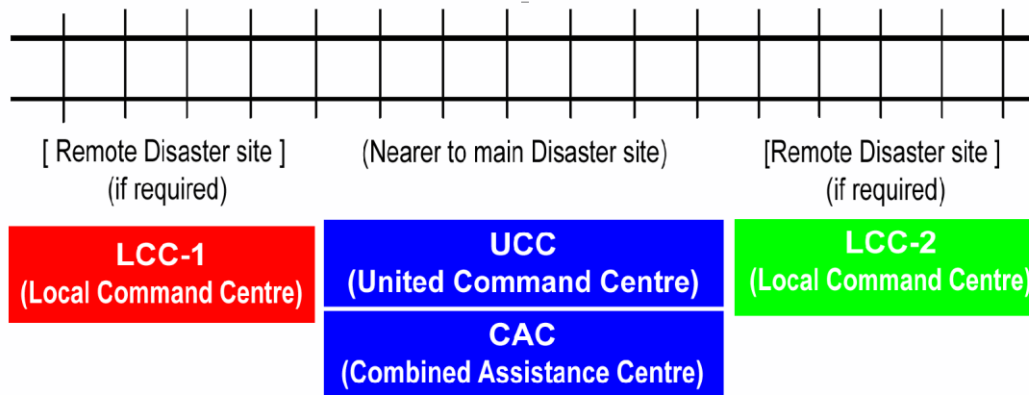
7.20 DUTIES OF ACCOUNTS DEPARTMENT

- i. Making available sufficient amount of cash for meeting emergent expenses.
- ii. Opening of current account in a local bank and getting permission for over draft facilities so that large amount of cash is not required to be carried from far off stations.
- iii. Issue of cheques for making of enhanced ex-gratia payments, if so announced at accident site by Hon'ble MR.

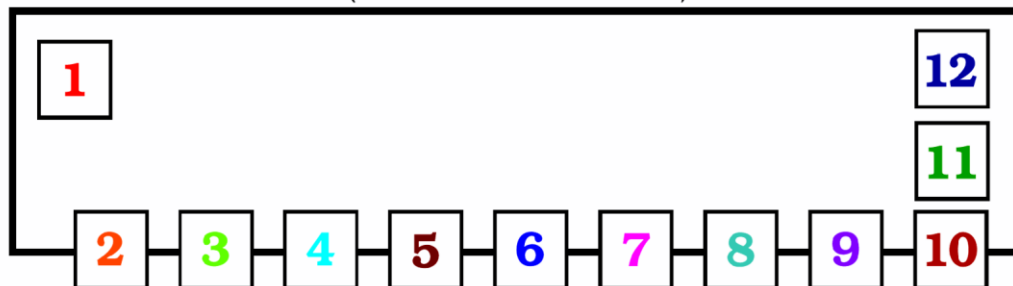
7.21 STAFF MATTERS

- i. First problem is of identifying Railway personnel.
- ii. They should be supplied with coloured arm bands to be kept in ARMEs/ARTs.
- iii. Adequate number of armbands, gloves and facemasks should also be provided in the ARMVs/ ARTs.
- iv. Second problem is of communicating with Railway personnel in the crowd.
- v. Microphones/loud hailer provided in ARMEs/ARTs should be used both for crowd control as also for giving instructions to Railway personnel working at accident site.
- vi. Once initial rescue operations have got underway, arrangements have to be made for water and food for Railway staff working at site. Contract arrangement should be made for supply of food.
- vi. Spare coaches should be stabled at nearby stations where watering and charging facilities are available for stay of staff

OUTLINE SCHEMATIC PLAN OF UCC / CAC / LCCs



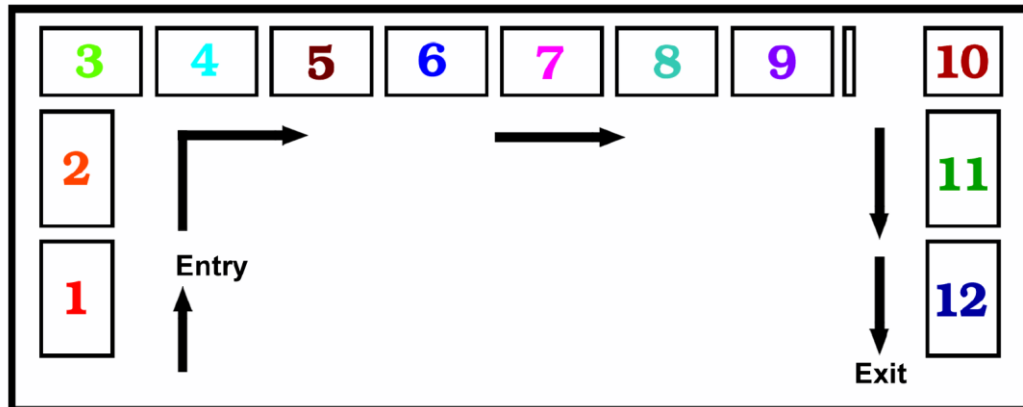
DETAILED SCHEMATIC PLAN OF UCC (Unified Command Centre)



1	Medical	5	Security	9	Electrical
2	Commercial	6	Public Relations	10	S&T
3	Operating	7	OIC Site and Officers	11	Engineering
4	Safety	8	Mechanical	12	Telecom Centre



DETAILED SCHEMATIC PLAN OF CAC



1	Commercial - Reservation Chart	7	Municipality Official - Issue of Official Death Certificate
2	Medical - List of dead and injured	8	RPF/Local Police - Issue of authority for handing over dead body
3	Commercial - Provision of escort and vehicle	9	Commercial - Payment of Ex-Gratia, Issue of Claims Forms
4	Railway doctor - Issue of Medical Death Certificate	10	Commercial - Assistance for performing of last rites
5	Govt. Doctor - Issue of Post Mortem Report	11	Personnel - Issue of Return Journey Pass
6	CAC in-Charge and Officers	12	Operating - Arrangement for Return Journey

(Set up to be under the overall coordination of Mechanical Department)



CHAPTER - 8

MEDIA MANAGEMENT

8.1 OBJECTIVE OF MEDIA MANAGEMENT:

- i. To post the public with factual periodical information pertaining to the relief operations.
- ii. To convey certain factual periodical information which is meaningful for passengers.
- iii. To convey specific information which is of use to relatives of dead and injured passengers.
- iv. To create a positive public opinion.
- v. To create a healthy relationship with the press and electronic media.

8.2 DUTIES OF PUBLIC RELATION ORGANISATION (PRO)

- i. CPRO and his team will collect latest information is available from Divisional/HQ Control Office and first information would be released to the media within 60 minutes of intimation of the accident and relief measures taken.
- ii. The information shall include telephone numbers of Help line Enquiry Booths opened at the stations of home railway and foreign railway.
- iii. ADRM / Sr.DCM of the concerned Division should act as Official spokesperson at the accident site. Publicity inspector / In-charge at Divisions should assist them in the process. CPRO / Sr.PRO/ PRO should update media at HQs level .
- iv. Photography /Videography can be arranged in-house by Division. Local photographers/ videographers may also be engaged.
- v. Both CPRO and PRO will be available in the UCC during the day.
- vi. Only CPRO / Sr.PRO/ PRO (at HQs) & ADRM / Sr. DCMs (at Divisions) should talk to media. Responsible PR Inspectors to be deputed at night time for filling information gaps and handling social media etc .
- vii. CPRO will organize Press briefings at fixed and regular timings as detailed in Section 6 below.
- viii. PR organization shall monitor various important media channels to keep track of media reporting. Suitable corrections/clarifications/rejoinders may also be issued, if required.

8.3 SPOKES PERSON

- i. Only GM, DRM, CPRO, Chief Emergency Officer in HQ Emergency Cell and Divisional Emergency Officer in Divisional Emergency Cell are competent to interact or give interview to press and electronic media.
- ii. Apart from the above, any other Officer authorized by GM is competent to interact or give interview to press and electronic media.
- iii. Railway's endeavor shall be to ensure that only factually correct and confirmed information is relayed to the media.
- iv. No inflated or exaggerated version of any fact should be relayed to the media.
- v. Unconfirmed news having no authentic source shall not be relayed to media.
- vi. No Railway men shall express or voice any criticism, or express his personal opinion or views about the accident, at any point of time.

8.4 INFORMATION TO BE RELAYED TO PRESS AND ELECTRONIC MEDIA

Information to be given to media can be broadly segregated into following categories:

8.4.1 Accident

- i. Nature of the accident - date, time, place, exact location, train no, number of coaches/lines involved etc.
- ii. Details of most probable cause of accident.
- iii. Prima-facie cause of the accident will be relayed to Media only with the approval of GM.



- iv. Periodic reports regarding progress of rescue and relief work.
- v. Expected date and time of restoration.

8.4.2 Un-injured passengers

- i. Steps being taken to provide beverages, refreshments and first aid treatment for unaffected passengers.
- ii. Steps being taken by Railways for clearance of unaffected passengers.
- iii. Expected time of departure of front portion of accident involved train.
- iv. Likely arrival of front portion at the destination.
- v. Expected time of departure of rear portion of accident involved train.
- vi. Likely diverted route of rear portion having stranded passengers and likely time of arrival at the destination.
- vii. In case empty coaching/scratch rake(s) have been arranged, then details of the same may be intimated to public.
- viii. Road bridging being done, if any, and laborers provided for transshipment of luggage.

8.4.3 Dead and Injured passengers

- i. Steps taken by Railways to render immediate medical attention.
- ii. No. of injured passengers rescued.
- iii. Breakup of their injuries:
 - Grievous
 - Simple
 - Trivial
- iv. Names of hospitals where injured are being treated.
- v. Approximately how many patients have been admitted in each of these hospitals.
- vi. Names of injured passengers.
- vii. Communication facilities like Cell phones, STD phones provided at these hospitals.
- viii. Payment of ex-gratia.
- ix. Facilities offered to relatives of victims, including free pass for journeys.
- x. Special trains being run for bringing relatives of dead and injured.
- xi. Number of dead bodies recovered and number of bodies identified.

8.4.4 Help line Enquiry Booths

- i. Setting up of Help lines.
- ii. Details of Help lines as follows:
 - Stations where these have been opened.
 - Telephone Nos.
 - FAX Nos.
 - Internet address of ECoR on the Rail net website

8.4.5 Train Services

- i. Details of train operations with regard to diversion, cancellation etc.
- ii. Running of special trains for carrying relatives to the site of accident.
- iii. Expected departure time of relatives special from the originating stations.
- iv. Refund being granted in Help lines for passengers whose journey have been interrupted.

8.5 CASUALTY FIGURES

- i. In all accidents, as long as rescue and relief work continues, there is always a difference between casualty figures given by Railways and casualty figures quoted by the Media.
- ii. The reason for this difference is that Railways give casualty figures based on actual number of dead bodies recovered, whereas Media estimates casualty figures based on the damage visible and likely final tally.



- iii. During Press Briefings, this point should be clarified that at that point of time so many bodies have been recovered.
- iv. However, it should also be made clear that casualty figures are likely to be updated since rescue work is still continuing.
- v. Assessment regarding likely number of deaths and injuries may also be made on the basis of inputs from medical department. Such assessment should be based on:
 - a. Total number of coaches involved.
 - b. Number of coaches searched.
 - c. Number of coaches yet to be dealt with.
 - d. Number of injured passengers dealt by doctors
- vi. Particular reference should also be made to coaches that are crushed or that have climbed on top, and are in the process of searching and relief operations.
- vii. For example, the media can be informed that as of 13 hrs., 02 coaches have been dealt with and so many numbers of bodies have been recovered. 08 more coaches are being searched and casualties /injuries will be updated.

8.6 PRESS BRIEFINGS AT ACCIDENT SITE

- i. CPRO on arrival at accident site shall collect factual information from the Officer In-Charge at site and doctors and relay the same to Media personnel at site and also to Divisional Emergency Officer in the Divisional Emergency Cell. Thus, an on line communication channel will be established to keep media informed of all important relief details.
- ii. The first Press briefing will be held within one hour of CPRO's arrival at site. Subsequent briefings will be held according to the schedule given below.
- iii. CPRO or PRO should be available in the UCC during Press Briefings.
- iv. There should be fixed time for Press Briefings so that there will be no confusion regarding different versions given to separate news channels at various points of time.
- v. Simultaneous Press Briefings should be held at accident site, at Hq. Emergency Cell and Divisional Emergency Cell as per fixed timings given below so that the same version is given by all concerned.
- vi. Information to be given to the media will be of 30 minutes earlier. For example the media briefing held at 7:30 hrs. will convey all information as at 7:00 hrs on that date.
- vii. On the first two days, there should be 3 media briefings per day. These should be scheduled at the following timings :
 - a. 8:30 hrs,
 - b. 13.30 hrs,
 - c. 18.30 hrs
- viii. Thereafter, as per condition of the site, media briefing to be done.
- ix. All media releases will be uploaded on the East Coast Railway website, and new page opened to give specific information with regard to the accident. The priority of information released to various media will be as under:
 - TV Channels.
 - Agencies UNI, PTI
 - Print Media.
- x. Convenience and conveyance of media shall be taken care of by PR personnel with assistance of Commercial representatives at site. Media persons should be conveyed to hospitals where injured are being treated.
- xi. Commercial department should ensure that list of passengers who travelled by the accident involved train along with list of dead and injured in the accident is reached to PR officials at the earliest.
- xii. (a) On the first two days, there should be 6 media briefings per day. These should be scheduled at the following timings:
 - 8/30 Hrs. - 10/30 hrs. - 13/30 hrs. - 16/30 hrs. - 19/30 hrs. 22/30 hrs.
- (b) Thereafter, for the remaining days, there should be 3 media briefings per day. These should be scheduled at the following timings: 8/30 hrs, 13/30 hrs, 16/30 hrs.



CHAPTER - 9

PASSENGER MANAGEMENT

9.1 GENERAL

- i. Assistance to passengers and their relatives is of utmost importance in relieving them from some of their misery.
- ii. Injured passengers and their relatives are to be treated with utmost courtesy, concern and sympathy to alleviate their trauma and discomfort.
- iii. For dealing with relatives arriving from far long corners of the country, staff fluent in the local language of the place from where the train originated should be used as interpreters.
- iv. Commercial supervisors & Welfare Inspectors should be assigned to talk to injured passengers to ascertain from them whether they wish to call relatives.
- v. Injured passengers should thereafter be provided with either mobile or BSNL STD phones in order to enable them to speak to their relatives.

9.2 HOSPITALIZATION OF THE INJURED

- i. General policy in case of Railway accidents in which casualties occur is that of rapid evacuation to Railway hospital(s) after rendering immediate and necessary first-aid treatment.
- ii. In case there are no Railway hospitals nearby, then they are to be admitted in the nearest Govt. General Hospitals including Medical Colleges.
- iii. In following cases, injured may be taken to Railway referred Private Hospitals and other Private Hospital(s).
 - When there is no Railway or govt. hospital available within a radius of say 8 kms, of the site of accident or.
 - When the attending doctor certifies that the treatment in private hospital is necessary in the interest of the patient.
 - Except where Railway doctor certified, such injured passenger should normally be eligible to the lowest class of accommodation in private hospitals where different scales are available.
 - Where the family of the injured person desires to be provided with a higher class accommodation, the family should give in writing to pay the extra cost involved directly to hospital authorities.
- iv. For this purpose, each division should make out a working arrangement with such private hospitals as may be necessary in areas served by them so that in an emergency injury cases can be referred to hospitals concerned without loss of time.
- v. To facilitate matters and to avoid misunderstandings, CMD should draw up a list of such private hospitals bearing in mind Railway and non-Railway hospitals in the vicinity.
- vi. Power has been delegated to MS/ARME-in-charge for settlement of charges to be paid for such cases for each class of accommodation.
- vii. Payments to private hospitals under this para can be arranged locally by the Railways.
- viii. When injured are admitted in non-Railway hospitals, Railway doctors should be deputed to these hospitals to render necessary assistance, including supply of medicines as required which may not be available in these hospitals.
- ix. They should also carefully monitor the condition of injured and maintain an updated list with all details.
- x. If more than one hospital is involved, apart from deputing doctors to individual hospitals, a Railway doctor should also be deputed to coordinate and maintain centralized updated position.

9.3 FACILITIES TO BE MADE AVAILABLE IN HOSPITAL

- i. There should be a separate reception counter manned by commercial supervisor or Welfare Inspector at the entry to the hospital for dealing with arriving relatives of patients.
- ii. A chart should be displayed at this reception counter indicating ward nos. where accident patients are admitted along with their names, coach no wise.
- iii. At the entry to each such ward, a second list should display the name of the patient, coach no and the bed no inside the ward.



- iv. Commercial staff and Welfare Inspector on duty at that hospital should carry a list indicating the name, address and telephone no of relatives as given by the patient, and whether they have been informed or not.
- v. Arrangements should be made to inform the next of kin or a relative or friend of the deceased, in case identity of the person involved in accident becomes known.
- vi. As each relative arrives his name should be marked in the list against the passenger's name.
- vii. Reception counter should be provided with mobile/BSNL telephone with STD facility.
- viii. Two extra mobile telephones should be kept which can be used by patients for making out going calls to their relatives.
- ix. Complete medical care of all passengers including payment of medical bills till their final discharge should be provided.

9.4 COMMUNICATION

- i. STD Telephones/Mobile phones should be made available to passengers to communicate with their relatives.
- ii. Railway Telephones available at adjoining Stations/Cabins/Gates shall be extended to the accident site till restoration.
- iii. In case of passenger train accident mobile phones which will be kept at ART/ARME will be made available to the stranded passengers at free of cost for talking to their near and dear ones.

9.5 ARRIVAL OF THE RELATIVES.

- i). After a few hours the relatives of the dead/injure will start arriving.
- ii). Adequate number of 'Display Boards' should be available in the ARME/ART.
- iii). They should be placed at a suitable place to lead the relatives to the CAC.
- iv). Loud speaker(s) should be used to direct the relatives to CAC.
- v. Different counter(s) should be opened to assist them as per Para 13.7.

9.6.1 Single window clearance

Assistance Centre at site should provide single window clearance for all legal formalities and paper work. It should provide the following facilities:

- i. Reservation chart for locating the names.
- ii. List of dead and injured along with the name of hospitals.
- iii. Vehicle, to take the relatives to various hospitals or mortuary.
- iv. Railway doctor for issue of medical Death Certificate.
- v. Govt. doctor for issue of post mortem clearance.
- vi. Municipality official for issue of Death Certificate.
- vii. Local police for handing over of dead body.
- viii. Claim counter for payment of ex-gratia and issue of Claim Compensation Form.
- ix. Counter to help in performing last rites in case relatives/dependents decide to cremate the body there itself.
- x. Pass counter for issue of return journey pass.
- xi. Return journey facilitation counter to make reservation arrangements for return journey.

9.6.2 Dealing with dead bodies:

- i. Adequate number of Safaiwalas and other health workers who have come to the accident site should be mobilized for this purpose since rescue and relief operations may continue for more than 48 hours.
- ii. Dismembered bodies begin emitting foul odor after two days, hence dry ice may be arranged in sufficient quantity. Carrying out this task under such circumstances becomes a real problem. Hence target should be made to extricate all dead bodies within 24 hours
- iii. Dead bodies should be dealt with coach wise; otherwise bodies taken out from different coaches' will get mixed up.
- iv. Bodies taken out from coaches should be stacked at quite some distance from the track in front of respective coaches, in separate lots, coach wise. While this may slow down the work initially, in the long run it is more systematic since bodies don't get mixed up.



- v. Shift dead bodies from coaches to a nominated place at the accident site with the help of paramedical staff, SJAB, Scouts, Civil Defence personnel, other railway staff and non-railway volunteers available at site.
- vi. Put dead bodies in body bags.
- vii. Put label written by Marker pen on each dead body in the pocket provided in body bag.
 - a. Date
 - b. Dead body Serial No.....
 - c. Name
 - Age.....Sex.....
 - Coach No.....
- viii. In case of unidentified dead bodies, against the item 'name' it should be written as unidentified-1/ unidentified-2 etc. Approximate age should be estimated from the appearance, such as between 35-45 years as indicated by doctors.
- ix. 5 Photographs preferably by digital camera should be taken of each dead body. Two should be close up of face from in front and sideways, third should be of full length of the body.
- x. If possible each body should also be video photographed.
- xi. After photographs have been taken, each body should be placed inside a plastic bag with zip having proper labelling system where same information is also to be provided.
- xii. After this, bodies will be handed over to GRP or Local Police for safe custody.
- xiii. Take necessary steps to handle unhygienic condition that may arise due to decomposed/ mutilated bodies by arranging dry ice.

9.6.3 Preservation of dead bodies:

- i. Numbering and photography of bodies should be done even when relatives are on hand to claim the body.
- ii. Arrangements have to be made for a more permanent location for them till such time as the next of kin arrive to claim these bodies.
- iii. In all such accidents passengers are invariably separated from their belongings. As such in many cases there are no tickets or other identification papers with these persons.
- iv. This problem is further compounded in unreserved coaches where no reservation charts are available.
- v. Identification problems come up in case of mutilated bodies also. In such cases, photographs are better means of identification.
- vi. Arrange for hiring of a couple of big community halls/School Buildings for keeping dead bodies.
- vii. Rooms should preferably be at a single location so that relatives do not have to go around from mortuary to mortuary.
- viii. A large building having number of rooms would be ideal for storing them. Best option would be to take over a school building or the like temporarily.
- ix. Arrange to move dead bodies to nominated buildings being used as temporary mortuaries. Bodies likely to be hold for more days should be embalmed.
- x. Bodies should be neatly lined up with their numbers prominently displayed, and kept, coach-wise.
- xi. Notice Board outside the building should display the room nos. where bodies extracted from a particular coach have been kept.
- xii. These details should also be posted on a notice board outside each room.
- xiii. This will prevent unnecessary handling of bodies, which in any case would be in an advanced state of decomposition.
- xiv. For dead bodies whose relatives are not readily available and delay is expected, arrange for their preservation by dry ice etc.
- xv. Procure following items from local market for dealing with dead bodies if sufficiently not available in the accident relief train:
 - a. Shrouds,
 - b. Polythene bags,
 - c. Coffins,
 - d. Dry ice.



- xvi. Commercial supervisors should be put on round the clock duty in the building housing the temporary mortuary for guiding relatives, as and when they come. Services of commercial supervisors/ Welfare Inspectors from adjoining railways may be requisitioned.

9.7 Stay of relatives/dependents of dead and injured

- i. Commercial supervisors or Welfare Inspectors deputed with relatives/dependents should arrange for their stay and accommodation also.
- ii. Depending upon the need, accommodation in budget hotels/dharamshalas should be hired for accommodating passengers.
- iii. Arrangements should be made for their meals etc.

9.8 Performance of last rites

In many cases relatives/dependents decide to perform the last rites at the place of accident itself. Necessary assistance should be rendered to relatives/dependents in locating:

- i. The nearest cremation or burial ground as the case may be.
- ii. Shopkeepers who sell necessary material for funeral rites
- iii. Priest for performing the ceremony.
- iv. The above information should be conveyed to relatives/dependents and transport provided for carrying the body.
- v. Commercial supervisor or Welfare Inspector should help the relatives/dependents in these endeavors.

9.9 Departure of relatives/dependents of dead and injured

- i. Assistance Centre at site should have counters to help the relatives/dependents plan their return journey.
- ii. Personnel branch staff at the Assistance Centre at site should be available for issuing complimentary passes for their return journey.
- iii. Reservation of berths should be provided on trains.
- iv. Extra coaches should be attached to trains going to the destination station for the next two or three days. These extra coaches should be brought in locked condition from the originating station.
- v. Space should be reserved in SLRs to carry dead bodies in coffins, etc. in case the relatives so desire.

a. Number of dead and injured - Medical Department:

- i. Medical department at site should confirm the number of dead.
- ii. Doctors in charge of various teams working on different coaches should give 3 hours report to Medical counter in Site Officer who in turn will inform Medical Site Officer.
- iii. Number of injured passengers.
- iv. Type of injuries, whether grievous, minor or trivial.
- v. Names of injured, and names of various hospitals where injured have been sent.

b. Identification of dead bodies - Commercial Department:

- i. Ex - gratia paid to injured.
- ii. Number of dead bodies identified.
- iii. Ex - gratia paid to the relatives of dead.
- iv. No. of bodies handed over to relatives.

c. Number of coaches dealt with - Mechanical Department:

- i. No. of coaches thoroughly searched.
- ii. No. of coaches made off track.
- iii. No. of coaches yet to be dealt with.



CHAPTER - 10

FIRE DISASTER MANAGEMENT

Fire on a running train is more catastrophic than on a stationary one, since fanning effect by wind helps spread of fire to other coaches. Moreover, passengers sometimes jump out of a running train on fire resulting in increased casualties.

In case of fire in running train, every railway staff available on the train or at the site shall immediately try to stop the train by pulling alarm chain and plunge into action to save lives and property.

10.1 Material factors Causing Fire on Train

- i. Carrying inflammable articles stoves, sigris, gas cylinders, kerosene oil, petrol, fireworks etc. in passenger compartments/coaches.
- ii. Making/using fire near paper, wood, petrol or such other inflammable articles.
- iii. Throwing waste material outside the dustbin, near door, non-removal of garbage from dust bins of pantry car/coaches.
- iv. Wrong -closing of gas regulators, flame arresters and pressure gauge after use.
- v. Bad habits like careless throwing of lighted match sticks, cigarette butts, Bidi butts etc.
- vi. Leakages in pantry car gas cylinders and pipe lines.
- vii. Improper storage of inflammable materials like newspapers, edible oil etc. in pantry cars.
- viii. Insertion of cigarette/Bidi butts, Gutkha pouch etc. in fan base, fuse distribution boards, roof openings.
- ix. Sabotage.
- x. Mishandling/Careless use of pantry electrical equipment by pantry car staff.
- xi. Poor maintenance of electrical equipments and short circuits.
- xii. Loose or temporary connections, hanging wires/exposed joints etc.
- xiii. Defects in locomotive wiring and overheating causing fire.
- xiv. Use of open fire, smoking near trains containing gas/petrol tank wagons at the road side stations.
- xv. Short circuit in electrical wirings.
- xvi. Shunting of inflammable loads, sealing of inflammable wagons/SLRs/VPU.
- xvii. All railway staff and passengers should take all possible precautions to avoid any of the above mistakes so that possibility of fire breaking out can be minimized.

10.2 INSTANT ACTION TEAM TO RESPOND TO FIRE HAZARDS

- i. Loco pilot, Asst loco pilot, Guard
- ii. All TTEs, AC Coach Attendants/AC Mechanics
- iii. Pantry car staff (railway and/or contractor)
- iv. On Board House Keeping (OBHS) staff(Railway /contractual)
- v. TXR staff present in train.
- vi. RPF/GRP staff.
- vii. Railway employees either on duty or on leave as passengers travelling in the fire affected train.
- viii. Doctors travelling by train.
- ix. Passengers travelling in the train who volunteer for rescue and relief work.
- x. Railway staff working at site or available nearby the site of the fire incident or at stations if fire affected train is controlled in station yard.

10.3 ACTION TO BE TAKEN IN CASE OF FIRE ON TRAIN IN GENERAL-

- (i) First and foremost immediately stop the train by pulling the chain.
- (ii) Summon the fire brigade.



- (iii) If any passenger smells gas or vapour, or even in case of excessive smoke, should hold a wet cloth loosely over nose, mouth and breath through it in as normal a manner as possible.
- (iv) In the event of a vehicle on a running train catching fire the train should be stopped by passing quick communication to loco pilot/guard to stop the train.
- (v) Immediately the on board staff should pull the alarm chain.
- (vi) AC mechanic/electrical staff will turn off electrical appliances. In case of fire from electricity, switch off the sources of electricity.
- (vii) The hammer should be taken out by breaking the glass panes of the hammer box and the window glass of AC coaches should be broken so that fresh air can come inside & the smoke out of fire can go outside & the passengers can also get out of the coaches along with their belongings.
- (viii) Make all efforts to segregate the coaches/wagons with a distance of not less than 45 mts. by hand shunting by taking the help of all available railway men and passengers.
- (ix) Loco pilot will put flasher light of loco "ON" to attract the attention of the loco pilot of passing train on other direction to stop his train & ask for assistance in segregating the coaches/wagons already caught fire. (x)
- (xi) Start evacuating the affected coach(es) by leaving the personal belongings as More people expire due to suffocation from smoke rather than due to actual burning.
- (xii) Try and put out the fire before it becomes a big blaze by using either water or blankets etc.
- (xiii) Advise passengers to take a cloth, wet it in their drinking water and cover their nostrils. This reduces the smoke inhalation & subsequently its bad effects
- (xiv) Report it to the nearest station/control/fire station (Fire services: 101, disaster help line: 138 & security control: 182) Civil police, RPF Control post etc for sending assistance by informing on mobile.
- (xv) Initiate action for closing the rolling shutters of coaches near the vestibules on fire to contain the spread of fire.
- (xvi) Instruct elderly passengers including women and children to go to the other adjacent coach(es) which are unaffected from the fire and if possible cross over to the next coach through the vestibule.
- (xvii) Insist that passengers should save themselves first and not to bother about their luggage which can be retrieved later on.
- (xviii) Locate the fire extinguishing substances viz. fire extinguishers, water buckets. Use water from coaches.
- (xix) Try to find out the source of the fire and use the available fire extinguishers before it becomes a big blaze.
- (xx) Make use of blankets in case some passenger has been affected by fire and try to smother the effect & arrange to send him/her to the nearest hospital as and when the ambulance arrives.
- (xxi) Make sure that no passenger lies down on the floor.
- (xxii) All efforts should be made to put off the fire in the affected coaches and saving of important parcel/ luggage in case of fire in SLR should be resorted to.
- (xxiii) Building up confidence of injured passengers by suitable advice is of great importance.
- (xxiv) Advise them not to get panic.
- (xxiv) Ascertain the type of fire (viz. dry, all gaseous & electric) and use the available fire extinguishers in coaches, pantry cars, Power cars, guard van and locomotives.
- (xxv) Isolate the burning vehicle from other vehicles by uncoupling and hand shunting with the help of volunteer passengers.
- (xxvi) Train to be protected by Loco Pilot and guard at both ends according to the provision of G&SR 6.03
- (xxvii) In case of fire caused by petrol or other inflammable liquids, acids or gas don't bring naked lights near the site of fire, warn the people living in the surrounding area within 1km radius and inform the nearest fire stations that the fire has been caused by petrol/acids/gas as laid down as (f) of chapter-25 of Operating Manual of E.Co.Railway.



(xxviii) In case of fire due to explosives/inflammables/dangerous goods follow the instructions contained in Operating Manual, as per para (g) of Chapter-25 of East Coast Railway, 2005.

- (1) Extinguish by closing the valve or isolating LPG feed to fire by other suitable controls.
- (2) Following steps may be taken if no undue risk is involved:
 - (i) Move cool cylinders to a safe place after ensuring closing of valves.
 - (ii) Cool the hot cylinders by spraying water from a safe position. The person directing the spray should take up a position where he would be protected from possible explosion.
- (3) If cylinder containing inflammable/toxic gas develops leak during transportation, remove it to an isolated open place away from any source of ignition and advise the filler or consigner as required.

10.3.1 ROLE OF CREW (LOCO PILOT/ASSISTANT LOCO-PILOT, GUARD)

1. Stop the train immediately and switch on the flasher light after observing fire or on receiving intimation about fire. Arrange to stop the train coming from other direction so as to pool the help to tackle fire.
2. Loco Pilot & Guard will immediately inform the control directly by mobile telephone or talking to nearest Station Master on walkie-talkie about the incident of fire and preliminary details about the fire.
3. Guard and Loco pilot will protect their train as per provisions of GR & SR , secure the train to prevent rolling down and protection of adjacent line , if any
4. Guard of the train to arrange the stretcher and first-aid box for providing assistance to the injured passengers.
5. Guard and Loco pilot will make use of the unlocking keys made available to them by Carriage & Wagon depot for unlocking the LHB couplers in the affected train and arrange for isolating the affected coaches from other coaches by decoupling both Mechanical & Electrical couplers and hand shunting by taking help of passengers & railway staff travelling in the train. In this endeavor, coach attendants and OBHS staff will also assist, who are also provided the keys.
6. Report it to the nearest station/control/fire station, Civil police, RPF/GRP Control post through mobile telephone.
7. Provide anti rolling arrangements on the isolated coaches and train as well by taking help of railway staff travelling in train & passengers.
8. Render first aid to injured passengers, by obtaining assistance of the railway staff, doctors and/ or volunteers on the help of Ambulance service, means available.
9. Advise passengers to remain calm and not panic and also instruct not to venture onto adjacent line while detraining from the coach as to avoid run over by train coming from opposite track.
10. Use of available fire extinguishers, sand, loose earth, water, blankets etc. to extinguish the fire & help the passengers trapped in fire and also to arrest big blaze.
11. In case of fire in Freight train, that train will be controlled immediately and brought to the nearest station/yard in the loop line or yard line after establishing communication with the nearest station & section controller.
12. The guard of the train should lodge an FIR, if required.
13. The guard and the loco pilot shall make initiative for extinguishing the fire from the nearby tank or water columns at stations while the train caught fire each nearer to tank or water hydrants at watering stations.
14. The loco pilot shall immediately switch off the circuit breaker and load the pantograph in the event of fire on electric engine as provided in SR 6.10.04.

10.3.2 ROLE OF TRAIN TTEs:

1. Observe any alarm or buzzer from smoke detectors provided in AC coaches. In case, heard any buzzer from smoke detectors, try to find out the smoke or fire from where it coming.
2. Use fire extinguishers available in coaches to extinguish the fire or use water available in coaches.



3. If fire is not in control, then try to stop the train by pulling alarm chain.
4. Report to the Commercial control immediately & also dial 101 to call fire service people by giving the location as Km No. & Train No. Also call 138 Help Line to arrange rescue & relief on war footing.
5. Evacuate the passengers to the adjacent coaches which are away from the fire through the vestibules, if the fire is not extinguished. After complete evacuation the rolling shutters of coaches on fire to be closed with the help of available railway man & passengers to contain the spread of fire.
6. Call the doctor after checking the charts & advise him about the passengers affected by fire.
7. Kindly take the help of other railway staff including RPF and GRP and smartian passengers to help the doctor in providing first aid and other aid to the affected passengers.
8. Arrange the stretcher and first-aid box for the injured passengers.
9. Insist that passengers should save themselves first and not to bother about their valuables/luggage which can be retrieved later on.
10. Locate the fire extinguisher substances viz, fire extinguishers, water buckets. Use water from the coaches.
11. Take assistance of volunteers from passengers, Railway employees travelling doctors on trains, on train board contractor staff etc. in rescue operation.
12. Advise passengers to take a cloth wet it in their drinking water and cover their nostrils. This reduces the smoke inhalation & subsequently its bad effects.

10.3.3 ROLE OF AC COACH MAINTENANCE STAFF:

1. Immediately isolate the affected coach/coaches electrically.
2. Use fire extinguisher to extinguish fire to the extent possible.
3. AC attendant should break the box & take out the hammer to break the glass panes of AC coaches so that fresh air can come inside & the smoke out of fire can go outside.
4. Help in taking out the old, women & children passengers trapped due to fire.
5. Take necessary action as a man of common prudence will take not only to help stranded passenger but also to arrange such helps as would be demanded by circumstances.

10.3.4 ROLE OF PANTRY CAR STAFF:

1. Immediately isolate the electric appliances electrically & close cooking gas appliances in the Pantry car.
2. Protect the inflammable available & take out the cooking gas appliances in the Pantry car out in open.
3. Use the fire extinguishers available at pantry & provide necessary assistance to TTE as directed.

10.3.5 DUTIES OF POWER CAR STAFF:

1. Use fire extinguishers and fire balls provided in engine room in case of fire in power car to extinguish the fire.
2. In case fire is not controlled, they will try to stop the train by pulling alarm chain and try to detach the power car in consultation with crew and guard and taking help of Railway men and fellow passengers.

10.3.6 ROLE OF ON BOARD HOUSKEEPING STAFF & TXR:

1. Open the doors of both sides of coaches.
2. Open the emergency windows & exhort the passengers to vacate the coaches immediately so that the effect of the smoke of fire can be minimized.
3. Evacuate the passengers to the adjacent coaches which are away from the fire through the vestibules, if the fire is not extinguished. After complete evacuation the rolling shutters of coaches on fire to be closed to contain the spread of fire.



4. Provide necessary assistance to TTE , Guard & other train staff as directed.

10.3.7 ROLE OF RPF/GRP:

1. The escorting RPF & GRP should pull the alarm chain in order to stop the train.
2. They will rush to the affected coach/coaches of the train immediately and will assist the TTE/ Guard in extinguishing the fire and follow up action.
3. The affected coaches will be evacuated on top priority & first aid will be provided to the affected passengers.
4. In case the Doctor is available, necessary assistance will be provided to ease the working of Doctor.
5. Protection of the properties/belongings of affected coaches/passengers as per as possible.
6. Separate the area of incident by establishing temporary barriers by using rope and ensure that the onlookers and spectators do not enter the affected area to disturb the scene or hamper the rescue operations.
7. RPF & GRP personnel should respond to any call for assistance to rescue the passengers and escort them to the nearest hospital on arrival of Ambulance.
8. Check, save and record the evidences/clues of the fire while attending the affected coaches & talk to passengers of those coaches as first information about the fire is possible from them.
9. And help the Guard in the lodging of FIR.

10.3.8 OTHER RELEVANT RESPONDERS

- a. Station master
- b. Section controller
- c. Chief Controller punctuality
- d. Train examiner
- e. SSE(Electrical)

10.3.9 Role of Station Master-

1. On getting the information of fire, ASM will inform Section Controller & TPC about the fire in train.
2. In case of passenger train/coaches on fire, local fire brigades are to be promptly requisitioned.
3. All officers/supervisors of various departments available at the station to be informed.
4. Controlling Station Master to be informed who will proceed to site with sufficient staff of various departments.
5. Local Hospitals as per list available at Station will be contacted for sending Ambulances/Doctors along with Para-medical staff promptly.
6. Do not permit any train on the adjacent track till the fire is extinguished & clearance is given by the officer in charge at site.
7. In case of fire in Freight train, that train will be controlled immediately and brought to the nearest station/yard in the loop line or yard line in consultation with section controller.

10.3.10 Role of Section Controller/Other Controllers-

1. Will immediately inform the TPC on duty. TPC will switch off OHE and will charge only after clearance from the site.
2. Order out SPARME or ARME in case of fire reported on passenger carrying train without waiting for further details.
3. Press the alarm bell in control to appraise all controls about the fire incident.
4. In case of fire in Freight train, that train will be controlled immediately and brought to the nearest station/yard in the loop line or yard line in consultation with Dy. CHC/CHC.

**10.3.11 Role of Dy. CHC/CHC-**

1. Promptly inform Sr. DOM & DRM immediately.
2. Instruct Chief controller punctuality to inform & fire brigade & casualty of Divisional Hospital to inform Doctors.
3. Instruct Chief Controller (Goods) to order SPARME/ARME immediately & arrange Diesel/Electric power accordingly with Crew & Guard.
4. Hooter will be sounded by DPC in the Divisional control and in the Loco shed.
5. Promptly inform C&W, Engineering, Loco, Commercial, Security, TRD Controllers.
6. In case of fire to a passenger carrying train civil authorities should be promptly advised.
7. In case of fire in Freight train, that train will be controlled immediately and brought to the nearest station/yard in the loop line or yard line. Fire tenders will be called. On advise of the fire officer, OHE of required line will be switched off by taking local power block/traffic block as the case may be & fire will be extinguished.
8. Fill the proforma about the accident as circulated by the Railway Board and advise all concerned.

10.3.12 TIPS FOR FIRE RESPONDERS WHEN A PERSON IS ON FIRE :-

1. Approach him holding the nearest available wrap in front of you.
2. Wrap it round him.
3. Lay him flat and smother the flames.
4. He may roll on the floor, smothering the flames.
5. On no account, he should run into open air.
6. Call for assistance of Doctors.

10.3.13 HANDLING OF INJURED PASSENGERS

1. Building up confidence of injured passengers by constantly talking to him.
2. First aid should be rendered to the injured passengers by trained staff.
3. On arrival of Ambulance & medical assistance, shift the injured passengers quickly to hospital.

10.3.14 In the event of fire on an Electric engine/EMU

- i. Loco Pilot/ Motorman shall immediately switch off the circuit and lower the pantograph. The train shall then be brought to a stop at once.
 - After disconnecting the electric supply to affected circuits, Loco Pilot/Motorman shall take necessary action to put out the fire.
 - If fire cannot be extinguished by the above means Loco Pilot shall advice TPC through emergency telephone to switch off the OHE power of the affected section.
 - The Guard and any other staff available shall render all possible assistance to the Loco Pilot in putting out the fire.
- ii. Ordinary fire extinguishers or water from a hose pipe shall not be used to extinguish fire on live wire or electrical equipment.
- iii. If services of fire brigade are required, fire brigade shall not be allowed to commence operation until all electrical equipments in the vicinity of the fire have been made dead/switch off.

10.3.15 In the event of a fire on a Diesel Engine/DMU stock

- i. The Loco Pilot/Motorman shall immediately switch off the circuit breaker and shut down the engine. The train shall be brought to stop at once.
- ii. The Guard shall give all possible assistance to the Loco Pilot in putting out the fire.
- iii. Fire extinguishers available shall be used till arrival of fire brigade.

**10.3.16 When a person is on fire**

- i. Approach the person holding the nearest available wrap in front of you.
- ii. Wrap it round around the person.
- iii. Try to lay the person flat and smother the flames.
- iv. The person may roll on the floor to smother the flames.
- v. On no account, the person should rush out in the open air which will result in more damage in burning.
- vi. Call for medical aid by arranging and looking for a doctor.

10.3.17 Fire caused by Petrol or other inflammable liquids, acids or gases

- i. Segregate the affected wagon, or area involved.
- ii. On opening a wagon do not enter it immediately. You would thus, avoid fumes, which may be dangerous.
- iii. Use foam type fire extinguishers, sand and not water or soda acid type fire extinguishers.
- iv. Do not bring naked lights near the site of fire.
- v. Warn people living in the surrounding areas within one kilometer radius.
- vi. Stay away from ends of tanks, as tanks normally burst from the ends.
- vii. Cool tanks that are exposed to flames spraying water from the sides only after the fire is put out.
- viii. Withdraw immediately in case of rising sound from venting safety device or any discoloration of tank due to fire.
- ix. Inform the nearest Fire Stations intimating that the fire has been caused by Petrol or any other inflammable liquids, acids or gases.
- x. Inform Explosive Inspector and teams of HPCL/IOCL/BPLCL.
- xi. Inform Civil Police to cordon off the area for safety of public.

10.3.18 In case of fire due to Explosives/Inflammables/Dangerous Goods

- i. Extinguish by closing the valve or isolating LPG feed to fire by other suitable controls.
- ii. Following steps may be taken if no undue risk is involved.
 - a. Move unheated cylinders to a safe place after ensuring closing of valves.
 - b. Cool the hot cylinders by spraying water from a safe position. The person directing the spray should take up a position where he would be protected from possible explosion.
- iii. If cylinder containing inflammable/toxic gas develops leak during transportation, remove it to an isolated open place away from any source of ignition and advise the filler or consignor as required.
- iv. Inform the Chief Controller of Explosives by fax/telephone/mobile.
- v. Inform Officer in charge of nearest police station.
- vi. Inform departmental Officers concerned.
- vii. Pending the visit of the Chief Controller of Explosives/his representative, the wreckage and debris shall be left undisturbed/cordoned off except to save lives.
- viii. After getting information from the Chief Controller of Explosives that he does not wish to have any further investigation, the restoration work may be commenced.

10.4 FIRE FIGHTING**10.4.1 Dry chemical powder type fire extinguisher (DCP)**

These types are suitable for tackling petroleum, gas, electrical fire and controlling fires of textile, fibers. Sodium based chemical powder is to be used on a fire which undergoes chemical reaction.

10.4.2 How to Use

- i. Carry to the place of fire and keep it up right.
- ii. Remove the safety clip.



- iii. Strike the knob located in the cap.
- iv. Sealing disc of the cartridge gets broken and allows carbon dioxide gas to escape to the main shell and powder is pushed out.
- v. Direct the stem of the powder at the base of the flame.
- vi. For effective result stand at about 1.5 to 2.5 m. from the base of the fire.
- vii. Move forward with moving the nozzle rapidly from side to side in sweeping motion.
- viii. When using on outdoor fires operate from the up wind side for effective spray.



Using of Fire Extinguisher



Spraying of DCPT Fire Extinguisher

Suspicious substance in Railway premises

- i. Clear and isolate the contaminated area. Do not touch or disturb anything.
- ii. Call Police/Fire service/Bomb squad.
- iii. Wash your hands with soap and water.
- iv. Identify individuals who may have been exposed to the material.
- v. Do not leave premises until disposed off by authorities.

10.5 OTHER ACCIDENTS

10.5.1 Tampering of Railway fittings causing accidents & implanting of foreign particles on track to cause disruption to traffic.

- i. A strict vigil should be kept by introduction of special patrolling over the area as and when warranted.
- ii. Some persons to be trained specially and to be drafted for duty over the area if required.

10.6 GENERAL INFORMATION ABOUT FIRE DISASTER OTHER THAN TRAIN IN CASE OF FIRE.

- i. Raise an alarm and inform the Fire Brigade on Telephone No. 101
- ii. Attack the fire with available equipment(Fire Extinguishers), if it can be done without undue risk.

If you hear the Fire Alarm

- i. Leave the premises by the nearest available exit.
- ii. Use Emergency exits
- iii. Kindly ensure that no one is left inside and then arrange to close all the doors and windows
- iv. Report to the person in-charge at the assembly point.

In the interest of Your Own Safety

- i. You must know the escape routes, how to operate fire alarm and how to use first aid fire fighting equipments.
- ii. Do not use lift as a means of escape.
- iii. Do not shout or run. This tends to cause panic.



- iv. Call the fire brigade.
- v. The services of the fire brigade are provided free of cost Dial 101 irrespective of the size of the fire.
- vi. In case of catching fire, try to extinguish by asking for a wrapper and laying down on ground and taking rolls.

Help the Firemen to Help You

- i. Give way to fire engines & engineers/volunteers to enable them to reach at the incident/site quickly.
- ii. Allow them to use your telephone to communicate with the control room.
- iii. Don't park your cars/truck close to fire hydrants/underground static water tanks.
- iv. Guide firemen to water sources i.e., Tube wells, ponds, static tanks etc. in case of fire.
- v. Also guide the ways to reach the affected premises and the available pathways /ladders,etc.

You should know that

- i. About 600 liters of water flow through a nozzle in a minute.
- ii. A water tender carries 4500 liters of water only.
- iii. If two nozzles are used to throw water on to the fire. It takes only 4 minutes to empty a water tender.
- iv. Guide the fire in-charge regarding the nearest available water bodies and ensure that the entries to these water bodies are kept open.
- iv. Hydraulic Platform/turn table ladders can reach to a height of 30m/45m under most favourable operating conditions.
- v. No objection certificate from Fire Service is not a guarantee against the out break of fire.
- vi. Availability of fire fighting equipment in the premises do not prevent outbreak of fire. They help in minimizing the losses due to fire if maintained properly and operated immediately, effectively and efficiently.

Non-informing to fire service about the fire incident is a cognizable offence.

iv. Fire is fast

In less than 30 seconds a small flame can get completely out of control and turn into a major fire. It only takes minutes to fill a house by thick black smoke. In minutes, a house can be engulfed in flames. Then there might not be any time to escape.

Fire is hot

A fire's heat alone can kill. Room temperatures in a fire can be 100 degrees at floor level and 600 degrees at eye/head level. Inhaling this super hot air will scorch your lungs. This heat can melt clothes to your skin. In five minutes a room can get so hot that everything in it ignites at once with an explosion.

Fire is dark

Fire starts bright, but quickly produces black smoke and complete darkness.

Fire is deadly

Smoke and toxic gases kill more people than flames do. Fire consumes up the oxygen you need and produces more smoke and poisonous gases that kill human. Breathing even small amounts of smoke and toxic gases can make you drowsy, disoriented and short of breath. The odourless, colourless fume silences you into a deep sleep before the flames reach your door.

Fixed Fire Fighting Equipment :

The Fire Alarm system consists of smoke/heat detectors, hooters, manual call points, and a Fire Monitor Panel.

**Smoke/Heat Detectors:**

Smoke/Heat detectors are a sensitive instrument used in detecting the initial stages of a fire. It raises an alarm as soon as it comes into contact with smoke/ heat. These detectors should be installed in each room and corridor. They should be fitted in the false ceiling, facing downward.

Hooters:

A hooter creates a loud warning sound to alert members of the staff in the premises as well as neighbors about a fire. Hooters should be installed at the main entrance to the premises and in each zone. They should be fitted at the top of the walls.

Manual Call Point :

A manual call point enables anyone who detects a fire to raise the alarm in case the smoke/heat detectors do not activate the hooter. Anyone who detects a fire should break the glass at the manual control point. This causes the alarm button to come outward and the hooter to turn on. Manual control points should be installed in each zone in the premises. They should be fitted on the wall close to the exit in each zone.

Fire Monitor Panel:

The fire monitor panel shows the broad location of any fire in the premises. It also helps in testing the electronic fire equipment installed at the site. It should be installed close to the main Security Guard post or at a point where it can be seen by most of the members of the staff.

Three ways to make your workplace a safer place to be:

- i. Maintenance of Fire fighting equipment: The Fire Prevention & Life Safety Act has been introduced in some states like Maharashtra, from the year 2006. The Act defines the duties and responsibilities of the "Occupier/Owner". The law also defines the penalties in case fire fighting system is not maintained properly.
- ii. Get Training: It makes business sense to improve fire safety in your workplace. It has always been emphasized on "Production is a must but Safety First" but we seldom practice the same. The basics of fire fighting can be given by our local fire stations.
- iii. Fire Risks: The fire risks may have serious implications and should be dealt with quickly and in confidence by trained people only. A "risk to life and property" could include a disregard to fire safety practices, for example, blocked or locked fire exits.

Fire Safety Plan:

Multi storied/high rise office buildings should have siren/hooter for fire, which will be sounded after outbreak of fire. The person who first sees the fire should call loudly for alerting & hinting others near fire to escape and close the door & windows behind them. All personnel should have been trained to operate/switch on the fire alarm/hooter/siren. After hearing the siren of fire, volunteers / firefighters should search for where fire exists. Immediately identify the area of fire and then approach towards fire cautiously. While approaching the fire clear the exit path if found obstructed. Try to extinguish the fire by using available fire extinguisher as per Annexure - 37, as much as possible. Do not use lift during fire disaster. Other than fire fighters every body should go to the "Assigned reporting place" by the "escape / exit path" only, as identified earlier. Electrical connections should be switched off immediately. In-charge should take the attendance of the staff. Keep the approach road clear for fire brigade vehicles so that they could start combating the fire quickly on arrival before it spreads for massive destruction. During the process of combating fire few staff nominated/ trained as surveyor should have been deployed to record the constraint/obstruction faced during the fire fighting operation. The HODs/In-charge should jointly organize a meeting to review the fire



risk management plan and evacuation plan. Implement execute recommendations of surveyor of Fire Department or building professional before reusing offices for utilization.

Remember to conduct the mock drills once in a year and escape plan half-yearly. All Electrical Installations/circuits should be certified once in a year in the month of February by inspection and testing as "free from fire danger".

10.7 FIRE AWARENESS FOR OFFICES

10.7.1 BEFORE :

- i. The office must have sufficient exit routes.
- ii. Identify the fire hazards and where fires might start.
- iii. Staff to have training in fire safety.
- iv. Staff to be made aware about the "Do's & Don'ts". Office should have an emergency exit plan.
- v. Check the adequacy of fire fighting equipments and its maintenance.
- vi. Ensure fire escape routes and fire exit doors/ passageways are unobstructed and doors open freely.
- vii. Have first aid kits.
- viii. Keep electrical inspection and testing up to date and carry out repairs.
- ix. Kitchen has to be in secured and safe location only.
- x. Impart elementary fire fighting training to users.
- xi. Conduct fire drills once in a year and Escape path drill half-yearly.
- xii. Consult with and implement recommendations of the local fire brigade instructions.

10.7.2 DURING :

- i. Exit from the office to an assigned open area.
- ii. Enclose the fire if possible. If not, get outdoors immediately.
- iii. Execute evacuation plan and practice fire drills procedures.
- iv. Call the Fire Brigade by dialing "101".
- v. Nearest hospital/authority to be alerted.
- vi. Do not allow any body to create panic.
- vii. Do not let anyone hide. HODs/In-charges to ensure that nobody is trapped in toilet/indoors.
- viii. If the room is filled with smoke, ask staff to stay low to the ground during exit.
- ix. Feel on top of any closed door about fire (hot) before they are to be opened.
- x. If the door is hot, use the nearest window or another exit.
- xi. Staff should go to pre - arranged locations (assigned open area), HODs / In-charges should take attendance of their staff.
- xii. Doctors should comfort distressed staff.
- xiii. Do not allow injured staff to leave on their own.

10.7.3 AFTER:

- i. DON'T re-enter or permit anyone to enter the office building, unless the fire officials have given permission to enter.
- ii. HOD/In-charges to confirm that all staff have reached the assigned open area safely.
- iii. Review the fire risk management plan and evacuation plan.
- iv. Implement / execute recommendations of surveyor of Fire Department and /or building professional before reusing offices for utilization.

10.8 DOs

- i. When you know the fire escape first then alert your nearby co-workers by calling loudly for help.
- ii. Switch on the fire hooter/siren to warn everybody if available.



- iii. Inform Electrical Break down Office & switch off the electrical circuits.
- iv. Inform Fire station, Ambulance using emergency calls (telephone numbers - Fire -101, Ambulance -102, Police - 100)
- v. Evacuate the place with all members by warning them.
- vi. Use staircase while evacuating the building.
- vii. Before opening door ensure the heat by touching top portion of the door.
- viii. If door is found to be cool then only open slightly and observe the escaping path.
- ix. If path is clear & being confirmed that there is no fire/smoke then proceed carefully on staircase.
- x. Use fire extinguishers if available, untrained staff should act as per the instructions over the extinguisher.
- xi. If you are unable to come out side, keep patience & wait till rescue team approaches you.
- xii. Escape out by crawling mode if possible.
- xiii. Escape towards the balcony if not on fire.
- xiv. Approach towards window if no fire nearer the window & show any sign by waving handkerchief/ shirt etc to attract rescue team.
- xv. If possible shift the gas cylinders to unaffected / safe area.
- xvi. Use ISI certified electrical appliances.

10.9 Don't

- i. Don't use lift during fire accident.
- ii. Don't block the passages of escape / staircase.
- iii. Don't plug too many appliances in one socket.
- iv. Don't use damaged cord & avoid temporary connections.
- v. Don't use non-ISI electrical appliances.

Note: About 50% fires are of electric origin on account of electric short circuit, overheating, overloading, use of non-standard appliances, illegal tapping of electrical wires, improper electrical wiring, carelessness and ignorance etc. 20% of fire are from the cooking elements like LPG gas, kerosene, grease, petroleum products etc. All these can lead to serious fire and fatal accidents, if proper instructions are not followed. Such incidents can be minimized to a great extent if adequate fire precautions are observed. Electrical fires spread rapidly especially in buildings and cause loss of lives and property. It is, therefore, necessary to act fast. Raise an alarm for help. Switch off power supply to de-energize the equipment. Use dry sand, CO2, dry powder extinguishers in both the cases.

ALWAYS REMEMBER :

“ Fire is a Good Servant, But a Bad Master - Prevent Fire “

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
रेलवे बोर्ड (Railway Board)

No.2018/Safety(DM)/12/1/SOP

New Delhi, dated 17.05.2021

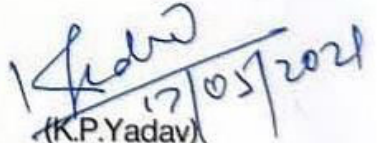
The General Managers
All Indian Railways and CMD/KRCL

**Sub: Standard Operating Procedure (SOP) to deal with fire accidents
in railway coaches / trains- regarding.**

There have been various incidents of fire in trains in 2019-2020 and 2020-2021. Thus need was felt for a proper Standard Operating Procedure for better handling of fire incidents in coaches/ trains (freight / passenger). Suggestions were also sought from various Chief Safety Officers vide Board's letter No. 2020/Safety(DM)/6/14 dated 20.07.2020.

Keeping in view the suggestions received from various Zonal Railways, the Standard Operating Procedure (SOP) has been prepared to deal with various fire accidents in railway coaches / trains (freight / passenger) and enclosed herewith. The SOP has been approved by the Railway Board. However, if any Railway has any valuable suggestion to further improve the SOP, the same may be conveyed to this office and a soft copy also sent to email id sosafetydm@gmail.com and edsafetyrb@gmail.com.

DA: As above


(K.P. Yadav)
Exec. Director/Safety-II
Railway Board

Copy to : PCSOs of all the Zonal Railways and KRCL Ltd.



Standard Operating Procedure On Fire Accidents in Trains

May, 2021



**Government of India
Ministry of Railways
Safety Directorate**

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Preface

The objective of the Standard Operating Procedure (SOP) on Fire Accidents in Trains is to provide consistency of approach across all the railways in handling Fire incidents. This will help to ensure prompt, effective and coordinated action by all concerned so that the fire is controlled quickly, with least loss to human life and property.

The purpose of these guidelines is to assist persons/staff on the spot to respond in a way, which is safe, risk assessed, efficient and proportionate to the extent of Fire, while attending and dealing with such incidents involving rail coaches/trains.

For preparing this SOP, inputs have been taken from Safety Department of Zonal Railways and also from Security Directorate, Health Directorate, Electrical Engineering Directorate, Mechanical Engineering Directorate, Tourism & Catering Directorate, Coaching Directorate, Passenger Marketing Directorate of Railway Board.

This is issued with the approval of Member (Infra), Member (O&BD), Member (T&RS) and Chairman & CEO, Railway Board.

Introduction - Purpose and Scope

1

The fire incidences in trains are among the most serious disasters impacting human lives as well as property of Indian Railways and other stake holders. Thus prevention of train fire has been a serious concern for the Indian Railways. A train fire is different from a fire in other places in the manner in which it breaks out, grows and spreads, and in the method of fighting it, as well as the damages it causes. Fire in a running train is more dangerous than a static one, because the fanning effect may spread the fire very quickly to other coaches.

Fire especially in uncontrolled state, is a source of very rapid destruction and this gets compounded when loss of human life is involved. Hence all possible steps should be taken to prevent fire from breaking out in coaches, and if it breaks out, to prevent it from spreading and causing further damage.

The following points summarize the characteristics of a train fire, which need special consideration when deciding upon counter measures: -

- 1) A train consists of long narrow vehicles coupled with each other with limited exits.
- 2) High traveling speeds prevent quick escape and assist rapid spread of fire.
- 3) Wide range of track conditions, including confined sections such as bridges, tunnels, Ghats, etc., may make it difficult for passengers to get off the vehicle easily in times of emergency.
- 4) Restriction in movement of passengers and fast spread of fire aggravates the situation.
- 5) A large number of passengers traveling on trains have to be attended to by a small team of on-board staff.
- 6) Even a delay of **few initial seconds** due to inadequacy of direct communication with the crew can be devastating.
- 7) Smoke emission in a confined place may also lead to panic.

Sources, Main Causes of Fire Accidents and Fire Extinguishers

2

Characteristics of Fire

The fire requires three elements to ignite: heat, fuel, and an oxidizing agent (usually oxygen). By eliminating any one of the element, fire can be extinguished.



Classification of Fire

Fires are classified according to the type of fuel that is burning. If wrong type of fire extinguisher is used for extinguishing the fire, it might make matters worse. The four different fire (fuel) classifications are as under:

- 1) **Class A:** Wood, paper, cloth, trash and plastics - solids that are not metals.
- 2) **Class B:** Flammable liquids - gasoline, oil, grease, acetone etc. Includes flammable gases.
- 3) **Class C:** Electrical - energized electrical equipment (as long as it's "plugged in" or supply ON), electrical panel, wiring etc.
- 4) **Class D:** Combustible Metals - potassium, sodium, aluminum, magnesium. Requires Metal foam, and other special extinguishing agents.
- 5) **Class K:** Class K fires involve vegetable oils, animal oils, or fats in cooking appliances. Extinguishers with a K rating are designed to extinguish fires involving vegetable oils, animal oils, or fats utilized in commercial cooking appliances.

		Ordinary Combustibles	Wood, Paper, Cloth, Etc.
		Flammable Liquids	Grease, Oil, Paint, Solvents
		Live Electrical Equipment	Electrical Panel, Motor, Wiring, Etc.
		Combustible Metal	Magnesium, Aluminum, Etc.
		Commercial Cooking Equipment	Cooking Oils, Animal Fats, Vegetable Oils

Probable Causes of Fire in Railway Coaches

- 1) Carrying inflammable goods like stove, gas cylinder, kerosene oil, petrol, fireworks, poll posters etc. in passenger coaches.
- 2) Making/using fire near paper, wood, petrol or such other inflammable articles.
- 3) Throwing waste material outside dust bin, near door, non-removal of garbage from pantry cars/coaches.
- 4) Bad habits like carelessly throwing lighted match sticks, cigarette butts and Bidi butts etc.
- 5) Leakages/Blasts of pantry gas cylinders.
- 6) Gas regulator, flame arrester and pressure gauge in pantry car are not in proper working order.
- 7) Improper storage of inflammable materials like newspapers, edible oil etc. in pantry cars.
- 8) Insertion of cigarette butts, Bidi butts, Gutkha wrapper etc. in fan base, fuse distribution board, roof openings and ventilators etc.
- 9) Sabotage.
- 10) Mishandling/Careless use of pantry equipment by pantry car staff.
- 11) Poor maintenance of electrical equipment and short circuits.
- 12) Loose or temporary connection, hanging wires/exposed joints etc.
- 13) Defects in locomotive/traction unit causing fire.
- 14) Use of open fire near trains carrying petrol/gas/other flammable material.

Type of Fire Extinguishers & its uses:

Portable fire extinguishers are classified by the type of fires they are designed to extinguish. There are five basic classifications of fire extinguishers. Extinguishers are labeled with either letter-shaped or pictorial symbols that indicate what types of fires they are intended for.

It is vital to know about type of extinguishers. Using the wrong type of extinguisher for extinguishing of fire can be life-threatening. Locos, EMU's and AC coaches are being provided with DCP types of fire extinguishers, considering it is the most suitable for electrical fires.

- a) **Wet Chemical extinguisher** - The wet chemical extinguisher is a specialized type primarily focused on class K fires, those involving cooking media such as animal and vegetable fats or oils. These extinguishers contain a solution composed of potassium that effectively launches a two-pronged assault on fires. First, the liquid mist it sprays acts to cool the fire. Second, due to the chemical reaction of the solution with the cooking medium, a thick soap-like substance forms, sealing the surface of the liquid to prevent re-ignition.

- b) **DCP (Dry Chemical Powder) extinguishers** come in a variety of types and are suitable for a combination of Class A, B, C & D fires. These are filled with foam or powder and pressurized with nitrogen.

DCP (Dry Chemical Powder) extinguishers have an advantage over CO₂ extinguishers since that leave a non-flammable substance on the extinguished material, reducing the likelihood of re-ignition.

- c) **Water extinguisher or APW extinguishers** (air pressurized water) are suitable for Class A fires only. Never use water extinguishers on grease fires, electrical fires, or Class D fires – the flames will spread and make the fire bigger. Water extinguishers are filled with water and are typically pressurized with air. Again water extinguishers can be very dangerous in the wrong type of situation. Only fight the fire if you're certain as it contains ordinary combustible materials only.
- d) **Foam extinguisher** - Foam fire extinguishers are suitable for class A and the flammable liquids of class B, though not effective for gaseous fires. They spray a type of foam that expands when it hits the air and blankets the fire. This blanket prevents the vapours from rising off the liquid to feed the fire, thus starving it of fuel. Also, because the foam is mixed with water, it has a cooling effect as well. Foam extinguishers are some of the best for liquid fires, such as gasoline fires, but can also be used on Class A fires involving solid combustibles like wood.
- e) **Carbon Dioxide (CO₂) extinguishers** are used for Class A, B and C fires. (CO₂) extinguishers contain dioxide, a non-flammable gas, and are highly pressurized. The pressure is so great that it is not uncommon for bits of dry ice to shoot out the nozzle. They don't work very well on class A fires because they may not be able to displace enough oxygen to put the fire out, causing it to re-ignite. CO₂ extinguishers have an advantage over DCP (Dry Chemical Powder) since they don't leave a harmful residue – a good choice for an electrical fire on a computer or other favourite electronic device such as a stereo or TV.



Fire Fighting System in Coaches

3

Fire Fighting Arrangement in Coaches/Trains

Guard-cum-Brake Van, AC coaches and Pantry Cars in all trains are provided with portable fire extinguishers to cater for emergencies due to fire accidents. Presently, in sleeper coaches, fire extinguishers are not provided. It may be provided in those coaches with TTE seats. Efforts may be made to provide portable fire extinguishers in other Non AC coaches also. Ball-type fire extinguishers may be proliferated in trains for ease of use.

All AC coaches are being provided with smoke and fire detection systems which give alarm in case of fire or smoke. The pantry and power cars are being provided with smoke and fire detection as well as suppression systems. The suppression systems provided may be manual or automatic.

Fire Extinguishers

The fire extinguishers provided in railway coaches are of **Dry Chemical powder (DCP)** type. Dry chemical fire extinguishers come in a variety of types and are suitable for a combination of Class A, B, C & D fires. These are filled with foam or powder and pressurized with nitrogen. It puts out fire by coating the fuel with a thin layer of dust. This separates the fuel from the oxygen in the air.

1. Using a DCP type Fire Extinguisher

- i. Remove the safety clip of fire extinguisher.
- ii. Tilt the extinguisher at 60 degrees to avoid injury to user.
- iii. Break the cartridge by hitting the plunger duly holding the pipe.
- iv. Direct the jet towards the near edge of the fire with a rapid sweeping motion.

2. Operation of Automatic/Manual Fire Suppression Systems

- i. The Operating Instruction is pasted by the side of the Suppression System and members of Instant Action Team should be well aware of.
- ii. In case of Manual Suppression System, whenever there is a fire / smoke inside the coach, sensor will activate smoke alarm which will give audio / visual signal at this stage, if required. Fire Suppression System can be activated by pressing manual activation switch.

- iii. In case of Automatic Suppression System, whenever there is a fire / smoke inside the coach, sensor will activate heat alarm which will give audio / visual signal and the Suppression System will automatically operate within 30 seconds.
- iv. If in case the system is not functioning, the suppression system can still be activated manually by pressing the lever in the nitrogen cylinder as detailed in the operating instruction pasted near the suppression system. Staff travelling should be trained to operate the system.

The Dry Chemical Powder (DCP) Type Fire Extinguishers should be provided at the following locations on trains–

S.No.	Locations	No. of Fire extinguishers
1.	Each Electric / Diesel Loco	4
2.	Each Brake Van (SLR) (Front & Rear)	2
3.	Each AC Coach	2
4.	Each Pantry Car	4
5.	Each Generator Van	4
6.	Each Motorman Cabin of EMU coaches	2

Action Taken Against Fire in Trains

4

Necessity of Immediate Action

In case of fire on train, typical time available for rescue is a few minutes before smoke fills up and passengers start getting disoriented. Smoke (toxic/non-toxic) can cause suffocation and loss of consciousness in two minutes. Fire in personal clothing causes loss of consciousness in 10-15 seconds and Death or incapacitation (followed by death) can happen in five minutes. A fire in train destroys the train carriage(s) completely in a few minutes.

In most of the cases, relief reaches a burning train after the carriages are completely burnt and passengers dead or badly burnt. Under such situation, role of on-board Railway officials becomes vital and they should get into action to save the precious lives on priority. On-board officials who accompany trains need to react immediately to put-off / extinguish fire and rescue passengers / save the railway property.

All on-board Railway officials need to have basic knowledge on fire, fire fighting methods, handling of Fire Extinguishers and operation of Fire Suppression system now being introduced in Coaches. They have to be imparted hand on practice in the methods of rescue through various training programs.

In case of LHB rakes, coupling unlocking key may be provided to Guard and LP for detachment of coaches if required.

A Railway servant noticing a fire, likely to result in loss of life or cause damage to property, shall take all possible steps to save life and property, to prevent it from spreading and to extinguish it.

Instant Action Team

An instant action team comprising of all or some of the following personnel as available on the train may be immediately formed:

- 1) Train crew (Assistant Loco Pilot, Loco pilots, Guard).
- 2) Train Superintendent, TTEs and other commercial on-board staff.
- 3) AC Coach attendants/mechanics, Power Car staff, other electrical on-board staff.
- 4) TXR staff, On-board Housekeeping Staff (railway and / or contractor).

- 5) S&T on-board staff.
- 6) RPF/ GRP staff.
- 7) Pantry car (railway and / or contractor) staff.
- 8) On board Railway employees either on duty or on leave travelling as passengers.
- 9) Doctors travelling by the train.
- 10) Passengers travelling on the train who volunteer for rescue and relief work.
- 11) Railway staff working at site or available near the site of the fire incident.

All on-board staff including RPF/GRP/AC and Mechanical Staff including Contract staff needs to share the details with mobile number with TTE Batch in Charge and Guard for better coordination in case of any contingency. Similarly, Batch in charge mobile numbers may be shared with passengers through SMS.

Role of members of Instant Action Team

The members of instant action team should carry out the following task by distributing the work among them:

- 1) Do not panic.
- 2) Pull the Alarm Chain and stop the train immediately. Inform the Loco Pilot and Guard of the train.
- 3) Inform all concerned about the fire and seek their assistance in extinguishing the fire.
- 4) Do not wait for others to arrive or help to arrive. Start with rescue and fire controlling immediately.
- 5) Inform the local administration, local hospital and take help of local people, if available.
- 6) Report it to the nearest station/control/fire station. (fire services: 101, it can be dialed by mobile also), Disaster Helpline no.138 & Security Control no.182
- 7) Open emergency windows/break glasses for evacuation of the passengers.
- 8) Responsibility may be assigned to certain specific members of team for keeping the doorway and vestibules clear of obstructions.
- 9) Evacuate passengers to coaches which are away from fire through vestibules, if fire is not extinguished. After complete evacuation, rolling shutters of coaches on fire to be closed to contain spread of fire to other coaches.

- 10) More people expire due to suffocation from smoke rather than due to actual burning.

During Fire, the poisonous gases such as Carbon Monoxide (CO), Carbon Di-oxide (CO₂) etc. being lighter in weight circulates in the upper part of coach/space while oxygen is present in the lower part of the space. While running or walking, passengers may inhale poisonous gases quickly and thus resulting suffocation and asphyxiation. Passengers should be advised to crawl on the floor instead of running. They should also be advised to take a wet cloth and cover their nostrils. This reduces the smoke inhalation & subsequently its bad effects.

- 11) Insist that passengers should save themselves first and not to bother about their luggage which can be retrieved later on.
- 12) Advise passengers to remain calm and not panic.
- 13) Isolate the affected coaches/wagons from other coaches/wagons by decoupling both Mechanical & Electric couplers. Create and maintain adequate distance between the affected coach and other coaches so that fire does not spread to other coaches due to proximity.
- 14) Locate fire extinguishing equipment viz, fire extinguishers, water bucket with water/sand, etc. and use these to extinguish fire. Use water from coaches to extinguish fire.
- 15) Whenever alarm is triggered through Automatic Fire Detection system in coaches (Power car/ SLR, Pantry car & AC coaches) fitted with Fire Detection System (Manual/Automatic), extinguish fire as per the instructions pasted in coaches.
- 16) Try and put out the very source of the fire before it becomes a big blaze.
- 17) Turn off Electrical Appliances. In case of fire from electricity, switch off the source.
- 18) In case of the fire is discovered when the train is near the tank or a watering station, the Guard and Loco Pilot shall use their discretion to proceed there, but no such attempt shall be made until the portion of the train in rear of burning vehicle has been detached.
- 19) Provide wheel skids to prevent roll back of isolated coaches and train as well. Train shall be protected by Loco Pilot and Guard at both ends according to the provision of GR.

- 20) Loco Pilot to put flasher light of loco "ON" or make all possible efforts to attract attention of Loco Pilot of crossing train to stop his train and ask him for assistance.

When a Person is on Fire

- 1) Approach him holding the nearest available wrap in front of you.
- 2) Wrap it round him.
- 3) Lay him flat and smother the flames.
- 4) He may roll on the floor, smothering the flames.
- 5) On no account should he rush into the open air.
- 6) Call for assistance.

Handling of Injured Passengers

- 1) Building up confidence of injured passengers by suitable advice is of great importance.
- 2) First aid should be rendered to the injured passengers.
- 3) Ordinarily give nothing ORALLY to injured one, but if medical treatment is delayed more than 4 hours, give Oral Rehydration Solution (ORS) drinks preferably bio carbonated soda.
- 4) In serious case, remove the patient quickly to hospital as the injured may require an aesthetic, medical soothing.

General Safety Instructions and Roles of Various Stakeholders

5

Crew (Loco Pilot/Assistant Loco Pilot/ Co-Pilot/ Guard)

- 1) Stop the train immediately and switch on the flasher light after observing fire or on receiving intimation about fire. Arrange to stop the train coming from other direction so as to pool help to tackle fire.
- 2) In the event of fire in a tunnel or over a bridge, the LP/ALP will not stop the train in the tunnel or over the bridge as far as possible. The LP/ALP, however, should slow down the train while clearing the tunnel/bridge. The stopping distance in case of LHB rakes after Alarm Chain Pulling is less and the Loco Pilot has little scope of stopping beyond a tunnel or bridge in case of fire. In some cases, the railway bridges are not having any pathway. Thus the Loco Pilot should apply his best judgment in case of handling such an eventuality while passing through a tunnel or bridge.
- 3) Loco Pilot & Guard will immediately inform the control directly by mobile telephone or talking to nearest Station Master on walkie-talkie about the incident of fire and preliminary details about the fire.
- 4) Guard and Loco Pilot will protect their train, as per provisions of GR & SR, secure the train to prevent rolling down and protection of adjacent line, if any.
- 5) Arrange for isolating the affected coaches from other coaches by decoupling both Mechanical & Electric couplers.
 - i. The vehicle behind the one on fire shall be detached and the front portion of the train moved forward so as to prevent the rear vehicles catching fire.
 - ii. As soon as the front portion of the train has moved forward a sufficient distance, to secure the desired object, the burning vehicle shall be detached and the vehicles in front of it shall then be moved forward to a safe distance.
 - iii. If required hand shunting may be carried out by taking help of passengers & railway staff travelling in the train.
- 6) Provide anti-rolling arrangements on isolated coaches and train as well by taking help of railway staff travelling in train & passengers.
- 7) Report it to the nearest station/control/fire station, Civil police, RPF/GRP Control post through mobile telephone.
- 8) Use available fire extinguishers, sand, loose earth, water, blankets etc. to extinguish the fire and help passengers trapped in fire.
- 9) Guard of the train to arrange stretcher and first-aid box for providing assistance to the injured passengers.

- 10) Render first aid to injured passengers, by obtaining assistance of the railway staff, doctors and/or volunteers on the help of ambulance service, means available.
- 11) If the fire cannot be controlled, inform the traction power controller through the emergency telephone or any other mode of communication to arrange the affected section of the over-head equipment to be made dead after isolating the affected coaches.
- 12) In case of fire in Freight train, in addition to action to be taken on relevant points above, the crew shall carry out the following;
 - i. The train will be controlled immediately and brought to the nearest station/yard in the loop line or yard line in consultation with the nearest station & Section Controller.
 - ii. The affected wagon or wagons shall be separated from the rest of the train.
 - iii. Provide anti-rolling arrangement on the isolated wagons and train.
 - iv. Guard and Loco Pilot shall try to extinguish the fire from nearby tank or water columns at stations.
 - v. Guard of the train should lodge a FIR, if required.
- 13) In the event of fire on electric engine
 - i. Loco Pilot shall immediately switch off the circuit breaker and lower the pantograph as provided in GR&SR.
 - ii. The locomotive should be separated from the rest of the train after securing the train to avoid rolling down of the train. Anti-Rolling Arrangement should be provided in locomotive after moving adequate distance from rest of the train.
- 14) In the event of fire on EMU/MEMU, in addition to above mentioned action, following is also to be carried out;
 - i. The train shall then be brought to a stop at once.
 - ii. The Loco Pilot/Motorman shall immediately switch off the circuit and lower the pantograph.
 - iii. The Guard shall give all possible assistance to the Loco Pilot in putting out the fire, isolate the other coaches from the affected coach and help the passengers.

Trains Superintendent/TTEs and other commercial staff

- 1) Pull the Alarm Chain and stop the train immediately. Inform the crew of the fire incident.
- 2) Observe any alarm or buzzer from smoke detectors provided in AC coaches. In case of any buzzer from smoke detectors, find out where smoke or fire is from.

- 3) Report to the Commercial Control immediately & also dial 101 to call fire service people by giving the location as Km No. & Train No. Also call 138 Helpline to arrange rescue & relief on war footing.
- 4) Use fire extinguishers available in coaches to extinguish fire or use water available in coaches.
- 5) Evacuate passengers to the adjacent coaches which are away from the fire through vestibules, if fire is not extinguished. After complete evacuation, rolling shutters of coaches on fire to be closed with the help of available railway men and passengers to contain spread of fire.
- 6) Advise passengers to take a cloth, wet it in their drinking water and cover their nostrils. This reduces smoke inhalation and subsequently its bad effects.
- 7) Insist that passengers should save themselves first and not to bother about their valuables/luggage which can be retrieved later on.
- 8) Take assistance of volunteers from passengers, travelling Railway employees, doctors on trains, on board contractor staff etc. in rescue operation.
- 9) Call the doctor after checking the charts & advise him about the passengers affected by fire.
- 10) Take the help of other railway staff including RPF and GRP and Samaritan passengers to help the doctor in providing first aid and other aid to the affected passengers.
- 11) Arrange stretcher and first aid box for the injured passengers.

Pantry Car Staff

- 1) In case of fire in pantry car
 - i. Immediately pull chain to stop the train.
 - ii. Inform TTEs etc of the fire incident and seek assistance.
 - iii. Immediately switch off all electrical appliances and isolate them electrically.
 - iv. Close all cooking gas appliances in the pantry and remove the gas cylinders into the open away from fire.
 - v. Protect the inflammable material available at pantry car.
 - vi. Extinguish fire by using fire extinguishers available at pantry.
- 2) In all other cases of fire, follow the instructions laid down above for instant action team.
- 3) Provide necessary assistance to TTEs and other staff in extinguishing the fire and extricating the trapped passengers.

- 4) Cooking in pantry should not be done unless specifically permitted.
- 5) Storage of gas cylinders in pantry cars should not be done unless specifically permitted.

C&W Staff and On Board Housekeeping Staff

- 1) Open the doors of both sides of coaches.
- 2) Open Emergency Windows for Evacuation of the passengers.
- 3) Evacuate the passengers to the adjacent coaches which are away from the fire through the vestibules; if the fire is not extinguished. After complete evacuation, close the rolling shutters of coaches on fire to contain the spread of fire.
- 4) Help the train crew in physically isolating/separating the affected coaches from the remaining train.
- 5) Follow the instructions laid down above for instant action team.
- 6) Provide necessary assistance to TTEs and other staff in extinguishing the fire and extricating the trapped passengers.

AC Coach Maintenance Staff

- 1) Immediately isolate the affected coach/coaches electrically.
- 2) Break the box and take out hammer to break glass panes of AC coaches so that fresh air flows in and smoke goes out.
- 3) Follow the instructions laid down above for instant action team.
- 4) Provide necessary assistance to TTEs and other staff in extinguishing the fire and extricating the trapped passengers.

Power Car Staff

- 1) In case of fire in power cars,
 - i. Stop train by pulling alarm chain immediately.
 - ii. Inform Guard / Loco Pilot / TTEs etc of the fire incident and seek their assistance.
 - iii. Shut down the power car engines and disconnect power supply.
 - iv. Use fire extinguishers and fire ball provided in engine room in case of fire in power car to extinguish fire.
 - v. In case fire is not controlled, detach power car from the train in consultation with crew and Guard and taking help of Railway men and fellow passengers.

- 2) In all other cases of fire, follow the instructions laid down above for instant action team.
- 3) Provide necessary assistance to TTEs and other staff in extinguishing the fire and extricating the trapped passengers.
- 4) When alarm is triggered through Automatic Fire Detection System in Power Car fitted with Fire detection system, operation of Fire Suppression system has to be ensured.

RPF/GRP

- 1) Pull alarm chain to stop the train.
- 2) Rush to the affected coach/coaches immediately and provide necessary assistance to TTEs and other staff in extinguishing the fire and extricating the trapped passengers.
- 3) Follow the instructions laid down above for instant action team.
- 4) In case doctor/doctors are available, necessary assistance will be provided to ease working of doctor.
- 5) Separate the area of incident by establishing temporary barriers and ensure that the on lookers and spectators do not enter the affected area to disturb the scene or hamper the rescue operations.
- 6) Baggage of passengers should be isolated and protected and should be taken care of, till they are handed over to claimants or taken over by Railway authorities.
- 7) RPF personnel should respond to any call for assistance to rescue victims and transport them to the nearest hospital.
- 8) Check, save and record the evidences/clues of the fire.
- 9) Help Guard in lodging of FIR.

Station Master at Station or Nearby Station of Fire Incident

- 1) Inform the nearest Fire Brigade office of the location of the incident and requisition their services.
- 2) Advise the Section Controller and/or TPC of the fire incident indicating the affected section and/or for OHE isolation.
- 3) Inform the local hospitals and requisition the services of the doctors and para medical staff as per the requirement.
- 4) Inform all officers and supervisors of all departments available at the station.
- 5) The controlling station master shall proceed to the site with staff of various departments to help in rescue and relief operations.
- 6) Station Master shall not allow any train to enter on the adjacent track of the affected section.

- 7) After clearance of affected train from the section, advice Section Controller.
- 8) On receipt of advice from Section Controller allow the train service on the section on releasing the emergency power block and OHE power is switched on in the section.

Section Controllers

- 1) Section Controller, on receipt of fire incident, shall advice adjacent stations/station masters to regulate the train services in the affected section.
- 2) Depending on the requirement, order ART/ARME.
- 3) Immediately inform Traction Power Controller (TPC) to switch off OHE power supply in the affected section, if required.
- 4) In case of fire in Freight train, train will be controlled immediately and brought to the nearest station/yard in the loop line or yard line in consultation with Dy.CHC/CHC.

Traction Power Controllers

- 1) The Traction power controller shall switch off the OHE power supply of both the lines of relevant affected section on the advice of Section Controller.
- 2) Advice Section Controller in writing that OHE power supply has been switched-off in the affected section.
- 3) On advice of Section Controller, TPC shall switch-on the OHE power supply in the affected section.

Role of Dy. CHC/CHC

- 1) Inform the Fire Brigade office of the location of the incident and requisition their services.
- 2) Inform casualty of Divisional Hospital to inform Doctors.
- 3) Inform the local hospitals and requisition the services of the doctors and Para medical staff as per the requirement.
- 4) Promptly inform all the concerned officers.
- 5) Order ARME/ART immediately & arrange Diesel/Electric power accordingly with Crew & Guard.
- 6) Hooter to be sounded in the Divisional control and in the Loco shed.
- 7) Promptly inform C&W, Engineering, Loco, Commercial, Security, and TRD Controllers.
- 8) In case of fire to a passenger carrying train, Civil authorities should be promptly advised.

- 9) In case of fire in Freight train, that train will be controlled immediately and brought to the nearest station/yard in the loop line or yard line.
- 10) Fill the proforma about the accident as applicable and advise all concerned.

In the event of Fire Caused by Petrol or any other Inflammable Liquids, Acids, Gases, Explosives, Dangerous Goods etc.

- 1) Segregate the affected wagon, coach or area involved.
- 2) On opening a coach/wagon do not enter it immediately so as to escape fumes, which may be dangerous. Allow the fumes to let away from the affected area.
- 3) In case of fire due to LPG tank wagon, close the valves to isolate LPG feed or by other suitable controls.
- 4) If you smell gas or vapour, hold a wet cloth loosely over your nose and mouth and breathe through it in as normal as possible.
- 5) Use DCP/Foam type fire extinguishers and sand to extinguish gas or oil fire.
- 6) Do not use water or soda acid type fire extinguishers.
- 7) Do not bring burning object near the site of fire.
- 8) Warn the people living in the surrounding area.
- 9) Stay away from ends of tanks, as tanks normally burst from the ends.
- 10) Cool tanks that are exposed to flames with water from the sides only after the fire is put out.
- 11) Withdraw immediately in case of rising sound from venting safety device or any discoloration of tank due to fire.
- 12) Inform the nearest Railway or Civil Fire Stations intimating that the fire has been caused by Petrol or any other inflammable liquids, acids or gases.
- 13) In case of fire from cylinders, following steps shall be taken if no undue risk is involved:
 - i. Move unheated cylinders to a safe place after ensuring closing of valves.
 - ii. Cool the hot cylinders by spraying water from a safe position. The person directing the spray should take up a position where he would be protected from possible explosion.
 - iii. If the cylinder containing inflammable/toxic gas which develops leak during transport, remove it to an isolated open place away from any source of ignition and advise the filler or consignor as required.
 - iv. Inform the Chief Controller of Explosives by fax/ telephone.
 - v. Inform Officer in charge of nearest police station.

Fire Risk Management and Safety Review

6

Safety Drive & Campaigns

Safety Drives and Campaigns must be launched at periodic intervals to thoroughly examine all fire safety measures to eliminate any potential fire hazard.

Safety Audit and Inspections

For ensuring implementation of prescribed rules and guidelines for safe operation of trains and fire safety, audits and inspections are conducted by Zonal Railways on periodic intervals. The basic purpose of these audits and inspections is to identify weak areas in asset maintenance as checking fire buckets, fire extinguishers, automatic fire alarms etc., safety procedures and systemic defects and to provide ways and means to prevent fire.

Training, Mock drill exercises and Counseling of Railway Officials.

All on-board officials of all departments including crew and Guards whether departmental or contractual may be given basic training in firefighting and use of various fire fighting on-board equipment. Training to TTEs in the use of fire extinguishers at station level organized by Station Manager once in a year may be ensured. For Guards, training should be given for use of fire extinguishers during refresher course once in three years. Basic training in rescue operations may also be provided to such officials. Mock drills may be conducted for checking the preparedness of ARMVs/ARTs as well as concerned staff.

Fire and Hospital Directory

Every station should have the contact details of local or nearby Fire Stations and hospitals. In case of Fire emergency, station staff should inform Local Fire Stations immediately for necessary help. Hospitals may also be informed as per the need for necessary help. For this purpose, every Zone / Division may prepare a directory of authorized personnel and contact numbers of local area fire stations and hospitals. It may also be circulated to running staff and escorting staff of trains.

Emergency Response System

7

Fire in train has been classified in B1 to B7 Categories as indicated below:

Accident Classification 'B' – Fire in train		Officials to be advised	Enquiry to be conducted by
B-1	Fire in a train carrying passengers, resulting in i. Loss of human life and /or grievous hurt and /or ii. Damage to Railway property of the value exceeding Rs. 2 crores and /or iii. Interruption of any important through line of communication for at least 24 hours.	CRS, GM, OC/RPF, DRM, TI, SE/C&W, Officer in charge of Railway Police Station, SE/Works, P-Way, if Concerned, RMS if Mails affected, Chief Inspector/Explosives in case of Fires and explosives/ and suspected to be due to explosives, dangerous or inflammable goods, AEE/RS, TPC, TLC if concerned. AEE/TRD, ATFO/OHE in case of electrified section.	JA Grade officers and in their absence, by Branch Officers.
B-2	Fire in a train not carrying passengers, resulting in i. Loss of human life and /or grievous hurt and /or ii. Damage to Railway property of the value exceeding Rs. 2 crores and /or iii. Interruption of any important through line of communication for at least 24 hours.	-do-	-do-
B-3	Fire in a train carrying passengers not falling under B-1 above but i. Loss to Railway property is Rs.50,000/- or above and /or ii. Interruption to traffic is more than the threshold value and / or iii. Resulting into detachment of coaching stock/ stocks from the train.	CRS, GM, OC/RPF, DRM, TI SE/C&W, Officer in charge Railway Police Station, SE/Works, P-Way, if Concerned, Supdt. RMS (if Mails affected), Chief Inspector/Explosives in case of Fires and explosives/ and suspected to be due to explosives, dangerous or inflammable goods, AEE/TRD, ATFO/OHE in case of OHE in case of electrified section.	-do-

Accident Classification 'B' – Fire in train		Officials to be advised	Enquiry to be conducted by
B-4	Fire in a train not carrying passengers not falling under B-2 above but i. Loss to Railway property is Rs.50,000/- or above and /or ii. Interruption to traffic is more than the threshold value and / or iii. Resulting into detachment of goods stock/ stocks from the train.	-do-	-do-
B-5	Fire in a train carrying passengers not falling under B-1 or B-3 above.	-do- (except CRS)	Sr. Scale/ Jr.Scale
B-6	Fire in a train not carrying passengers and not falling under B-2 or B-4 above.	-do-	-do-
B-7	Fire occurring in shunting, marshalling yards, loco yards and siding etc. involving rolling stock but not involving a train.	-do-	-do-

Annexure-I

Zone-wise Location of Accident Relief Cranes

SN	Railway	Location	Total
1	Central	DAUND, BHUSAWAL, KALYAN/KURLA, AJNI, MIRAJ, MANMAD	06
2	East Coast	KANTABANJI, VISHAKHAPATNAM (140T & 120T), SAMBHALPUR, KHURDA ROAD, KORAPUT(140T & 120T), KIRANDUL(120T)	08
3	East Central	BARWADIH, MUGHALSARAI, DANAPUR, SONEPUR, DHANBAD, SMASTIPUR	06
4	Eastern	AJIMGANJ/RAMPURHAT, HOWRAH, SAHIBGANJ, ASANSOL, BELIGHATA	05
5	North Central	AGRA, JHANSI, KANPUR	03
6	North Eastern	GORAKHPUR, MAILANI(35T), KASGANJ	03
7	Northeast Frontier	NEW GUWAHATI, NEW BONGAIGAON, NEW JALPAIGURI, TINSUKIA, BADARPUR, RANGAPARA,	06
8	Northern	DELHI, MORADABAD, LUDHIANA, AMBALA, LUCKNOW, PATHANKOT, , KATRA , BHATINDA	08
9	North Western	ABU ROAD, JAIPUR, JODHPUR, LALGARH	04
10	South Central	SECUNDERABAD, KAZIPET, VIJAYAWADA, GOOTY, PURNA	05
11	Southeast Central	GONDIA, BILASPUR, BHILAI	03
12	South Eastern	KHARAGPUR, CHAKRADHARPUR, BONDAMUNDA, BOKARO STEEL CITY, ADRA(120T), HATIA	06
13	Southern	ERODE, TONDIARPET, MADURAI, TIRUCHIRRAPALLI, ERNAKULAM, SHORANUR	06
14	South Western	HUBLI, ARSIKERE, BANGALORE.	03
15	West Central	KOTA, NEW KATNI JN., BINA, ITARSI	04
16	Western	UDHNA, KANKARIA, RATLAM, RAJKOT	04
17	KRCL	VERNA	1
TOTAL			81

Annexure - II

Accident Relief Trains over Indian Railways

ARME Scale-I		A-Class ART	B-Class ART	C-Class ART
SPART/ SPARMV	Conventional			
82	83	79	79	24
182				

SN	Zone	Divisions	ARME Scale-I		A-Class ART	B-Class ART	C-Class ART
			SPART/ SPARMV	Conventional			
1	CR	Mumbai	Kalyan	Igatpuri	Kurla	Kalyan, Igatpuri	Lonavala
		Bhusaval	Bhusaval	-	Bhusaval, Manmad	-	-
		Nagpur	Amla, Wardha	Nagpur,	Ajni	Amla, Wardha	-
		Pune	-	Pune, Miraj	Miraj	-	Pune
		Solapur	Solapur	Wadi, Daund	Daund	Wadi	-
		Total	5	6	6	5	2
2	ECoR	Waltair	VSKP, Koraput, Rayagada	-	VSKP, Kirandul (120T), Koraput (120T)	Rayagada	VSKP
		Khurda Road	Khurda Road	Palasa, Bhadrak	Khurda Road	Palasa, Bhadrak, Talcher	PRDP, TLHR, PURI
		Sambalpur	Sambalpur	Titlagarh	Sambalpur, Kantabanji	-	-
		Total	5	3	6	4	4
3	ECR	Sonepur	Sonepur	Barauni	Sonepur	Barauni	-
		Samastipur	Samastipur	-	Samastipur	-	-
		Danapur	Danapur	Jhajha	Danapur	Jhajha	-
		Mugalsarai	Mugalsarai	Gaya	Mugalsarai	Gaya	-
		Dhanbad	Gomoh,	Dhanbad, Barwadih, Chopan	Dhanbad, Barwadih	Chopan, Gomoh, Barkakana, Patherdih	-
		Total	5	6	6	7	-
4	ER	Sealdah	Beliaghata	Ranaghat	Beliaghata	Ranaghat	-
		Howrah	Rampurhat, Howrah	Bardhaman	Howrah, Rampurhat	Bandel Bardhaman	-
		Asansol	Asansol	-	Asansol	Andal Madhupur	-
		Malda	Malda	Jamalpur, Sahibganj	Sahibganj	Malda, Jamalpur	-
		Total	5	4	5	7	-

SN	Zone	Divisions	ARME Scale-I		A-Class ART	B-Class ART	C-Class ART
			SPART/ SPARMV	Conventional			
5	NCR	Allahabad	Allahabad, Kanpur	Tundla,	Kanpur	Allahabad, Tundla	-
		Jhansi	Banda	Banda, Jhansi	Jhansi	Gwalior(NG)	-
		Agra	Agra		Agra	-	-
		Total	4	3	3	3	-
6	NER	Izzatnagar	Lalkuan	Kasganj	Kasganj	-	-
		Lucknow	Gorakhpur	Gonda, Nanpara, Lucknow	Gorakhpur, Mailani(MG)	Gonda, Lucknow	-
		Varanasi	Chhapra, Banaras	Mau	-	Nanpara, Mau	-
		Total	4	5	3	4	-
7	NFR	Katihar	New Jalpaiguri	Katihar	New Jalpaiguri	Katihar	-
		Alipur Duar	Alipur Duar	-	-	Alipurdwar	-
		Rangiya	Rangapara	New Bongaigaon	New Bongaigaon, RPAN	-	-
		Lumding	Guwahati, Badarpur	Lumding	NGC, Badarpur	Lumding	-
		Tinsukia	-	Tinsukia, Mariani	Tinsukia		Mariani
		Total	5	5	6	3	1
8	NR	Delhi	Delhi	-	Delhi	-	-
		Ambala	Saharanpur Bhatinda	Ambala, , Kalka(NG)	Ambala, Bhatinda	Saharanpur, Kalka(NG)	-
		Firozpur	Badgam, Amritsar	Firozpur, Ludhiana, Pathankot, BJPL(NG)	Ludhiana, Pathankot	Firozpur, Amritsar, Pathankot(NG),	BJPL(NG) JAT
		Moradabad	Moradabad	RAC	Moradabad	Roza(RAC)	-
		Lucknow	Lucknow	Faizabad	Lucknow	Faizabad	-
		Total	7	8	7	7	2
9	NWR	Ajmer	Udaipur,	Ajmer, Mavli(MG)	Abu Road	-	Ajmer
		Bikaner	Churu	Lalgarh, Suratgarh	Lalgarh	-	
		Jaipur	Rewari,	Jaipur	Jaipur	-	-
		Jodhpur	Barmer	Jodhpur, Merta Road	Jodhpur	-	-
		Total	4	7	4	-	1

SN	Zone	Divisions	ARME Scale-I		A-Class ART	B-Class ART	C-Class ART
			SPART/SPARMV	Conventional			
10	SCR	Secunderabad	SC, Kazipet	-	SC, Kazipet	Bellampalli, SC & Kazipet (SPART- only HRE)	-
		Vijayawada	Vijayawada, Bittragunta, Rajamundry	-	Vijayawada (SPART + 140T – only HRE)	Rajamundry, Bittragunta	-
		Guntakal	Guntakal	Dharmavaram, Renigunta	Gooty	Guntakal, Dharmavaram, Renigunta	-
		Nanded	Purna	-	Purna	Purna	-
		Hyderabad	Nizamabad	-	-	Nizamabad	-
		Guntur	Guntur	-	-	Guntur	-
		Total	9	2	5	11	-
11	SECR	Bilaspur	Raigarh	Bilaspur, Shahdol	Bilaspur	Sahdol, Korba	Brajrajnagar, Manendragarh
		Raipur	Bhilai	-	Bhilai	-	
		Nagpur	Gondia	Itwari,	Gondia	Itwari,	Dongargarh
		Total	3	3	3	3	3
12	SER	Adra	Adra	Adra, Bokaro	Adra(120T), Bokaro	-	-
		Kharagpur	Kharagpur	Santaragachi	SRC	Santragachi	-
		Chakradharpur	CKP	Tata, Bondamunda, Dangoaposi	Tata, Bondamunda DPS	Tata, Dangoaposi	JSG
		Ranchi	Hatia	-	-	Hatia	-
		Total	4	6	6	3	1
13	SR	Chennai	MGR Chennai Central	Jolarpettai	Tondiarpet	MGR Chennai Central, Jolarpettai	-
		Salem	Erode	-	Erode	-	-
		Palakkad	Soranur	Mangalore	Soranur	Mangalore	-
		TVC	Ernakulam	TVC	ERM	TVC	-
		Madurai	Madurai		Madurai	Tirunelveli	-
		TPJ	TPJ	Villupuram	TPGY	Villupuram	-
		Total	6	4	6	6	-
14	SWR	Hubli	Hubli	Castle Rock, Vijayapura	Hubli	Castle Rock,	Hospet, VSG Vijayapur
		Bengaluru	Bengaluru	-	Bengaluru + 01		
		Mysore	Mysore	Arsikere Harihar, Sakleshpur, Shivamogga	Arsikere	Sakleshpur	Harihar
		Total	3	6	3 + 01	2	4

SN	Zone	Divisions	ARME Scale-I		A-Class ART	B-Class ART	C-Class ART
			SPART/ SPARMV	Conventional			
15	WCR	Jabalpur	NKJ	Satna, Jabalpur	NKJ	Jabalpur	Satna
		Bhopal	Guna	Bhopal, Itarsi, Bina	Itarsi, Bina	Bhopal	-
		Kota	Kota	Gangapur City	Kota	Gangapur City	-
		Total	3	6	4	3	1
16	WR	Mumbai Central	Bandra Udhna	BCT, Valsad,	Udhna	Valsad	Nandurbar, Billimora(NG)
		Vadodara	BRC	-		BRC	Miyagam Karjan
		Ahmedabad	Ahmedabad Gandhidham	Palanpur,	KKF	GIM	-
		Bhavnagar	Bhavnagar	VRL, Porbandar	-	Bhavnagar, VRL	-
		Rajkot	HAPA	Rajkot	Rajkot	-	-
		Ratlam	Ratlam	Ujjain, Chittaurgarh, DADN(MG)	Ratlam	Ujjain, Chittaurgarh, DADN(MG)	Dahod
		Total	8	9	4	8	5
17	KRCL		Ratnagiri, Verna	-	Verna	-	-
		Total	2	-	1	-	-
18	Metro	Kolkata	-	-	-	Noapara Car Shed, Kavi Subhash Car Shed Central Park Depot	-
		Total	-	-	-	3	-
Grand Total			82	83	79	79	24

List of Hospitals over Indian Railways**CENTRAL HOSPITALS**

S.No.	ZONE	NAME OF HOSPITAL	PLACE OF HOSPITAL
1	CR	B.A.M. Hospital	Bvculla
2	ER	B.R. Singh Hospital	Sealdah in Kolkata
3	ECR	Central Hospital	Patna
4	ECOR	Central Hospital	Bhubaneswar
5	NR	Central Hospital	New Delhi
6	NCR	Central Hospital	Allahabad
7	NER	LNMR Hospital	Gorakhpur
8	NFR	Central Hospital	Maligaon
9	NWR	Central Hospital	Jaipur
10	SR	Central Hospital	Perambur
11	SCR	Central Hospital	Lallaguda
12	SER	Central Hospital	Garden Reach/Kolka
13	SECR	Central Hospital	Bilaspur
14	SWR	Central Hospital	Hubli
15	WR	J.R.H. Hospital	Mumbai
16	WCR	Central Hospital	Jabalpur

DIVISIONAL HOSPITALS

S.No.	ZONE	NAME OF DIVISION	TYPE OF HOSPITAL
1	CR	Kalyan	Divisional
2		Pune	Divisional
3		Bhusawal	Divisional
4		Nagpur	Divisional
5		Solapur	Divisional
6	ER	Howrah	Orthopaedic Hospital
7		Asansol	Divisional
8		Malda	Divisional
9	ECR	Danapur	Divisional
10		Mugalsarai	Divisional
11		Dhanbad	Divisional
12		Sonepur	Divisional
13		Samastipur	Divisional
14	ECOR	Vishakhapatnam/Waltair	Divisional
15		Khurda Road	Divisional
16		Sambalpur	Divisional
17	NR	Delhi	Divisional
18		Moradabad	Divisional
19		Lucknow	Divisional
20		Ferozpur	Divisional
21		Ambala	Divisional
22	NCR	Jhansi	Divisional
23		Agra	Divisional

S.No.	ZONE	NAME OF DIVISION	TYPE OF HOSPITAL
24	NER	Izatnaqar	Divisional
25		Lucknow	Divisional
26		Varanasi	Divisional
27		Varanasi	CRI/Varanasi
28	NFR	Katihar	Divisional
29		Alipurduar	Divisional
30		Lumding	Divisional
31		New Bongaigaon	Divisional
32		Tinsukia	Divisional
33	NWR	Ajmer	Divisional
34		Bikaner	Divisional
35		Jodhpur	Divisional
36	SR	Arakonam	Divisional
37		Golden Rock	Divisional
38		Madurai	Divisional
39		Palghat	Divisional
40		Trivendrum	Divisional
41	SCR	Viiawada	Divisional
42		Guntakal	Divisional
43		Nanded	Divisional
44	SER	Adra	Divisional
45		Chakradharpur	Divisional
46		Ranchi	Divisional
47		Kharagpur	Divisional
48	SECR	Raipur	Divisional
49	SWR	Bangalore	Divisional
50		Mysore	Divisional
51	WR	Vadodara	Divisional
52		Amhmedabad	Divisional
53		Ratlam	Divisional
54		Rajkot	Divisional
55		Bhavnagar	Divisional
56	WCR	Bhopal	Divisional
57		Kota	Divisional

SUB- DIVISIONAL HOSPITALS

S.No.	ZONE	PLACE OF HOSPITAL	TYPE OF HOSPITAL
1	CR	Igatpur	Sub-divisional
2		Manmad	Sub-divisional
3		Amla	Sub-divisional
4		Kurduwadi	Sub-divisional
5		Daund	Sub-divisional
6	ER	Andal	Sub-divisional
7		Kanchrapara	Workshop Hospital
8		Liluah	Workshop Hospital
9	ECR	Jamalpur	Workshop Hospital
10		Gaya	Sub-divisional
11		Patratu	Sub-divisional
12	NR	Garhara	Sub-divisional
13		Amritsar	Sub-divisional
14		Saharanpur	Sub-divisional
15	NCR	Jagadhari	Workshop Hospital
16		Kanpur	Sub-divisional
17		Tundla	Sub-divisional
18	NER	Gonda	Sub-divisional
19	NFR	New/Jalgaipuri	Sub-divisional
20		Badarpur	Sub-divisional
21		Rangapara	Sub-divisional
22		Tinsukia	Sub-divisional
23		Tindharia	Sub-divisional
24	NWR	Abu Road	Sub-divisional
25		Ranapratap Nagar	Sub-divisional
26		Bandikuian	Sub-divisional
27	SR	Rewari	Sub-divisional
27		Perambur	P.U.Hospital./ICF
28		Villupurum	Sub-divisional
29		Erode	Sub-divisional
30		Podanur	Sub-divisional
31	SCR	Shoranur	Sub-divisional
32		Raynapadu	Sub-divisional
33		Purna	Sub-divisional
34	SER	Kazipet	Poly Clinic
35		Tatanagar	Sub-divisional
36		Bondamunda	Sub-divisional
37	SECR	Bhilai/Shahdol	Sub-divisional
38		Nainpur	Sub-divisional
39		Raipur	BMV
40	WR	Valsad	Sub-divisional
41		Gandhidham	Sub-divisional
42		Dahod	Workshop Hospital
43	WCR	New katni	Sub-divisional
44		Itarsi	Sub-divisional
45		Bina	Sub-divisional
46		Gangapur City	Sub-divisional

S.No.	ZONE	PLACE OF HOSPITAL	TYPE OF HOSPITAL
47	CLW	Chittranjan	K.G. Hospital CLW
48	DLW	Varanasi	P.U.Hospital./DLW
49	DMW	Patiala	Workshop Hospital
50	ICF	Chennai	PU Hospital
51	RCF	Kapurthala	Workshop Hospital
52	RWF	Yelahanka	P.U. Hospital/RWF
53	RDSO	Lucknow	Workshop Hospital RDSO



CHAPTER-11

CYCLONE MANAGEMENT

11.0 SCOPE

The coastal Divisions of Indian Railway come under the influence of South West monsoons and are situated along the Bay of Bengal. A number of sections along the East Coast are prone to storms, cyclones and heavy intensity of rainfall, which affect the safety of traveling public and also result in disruption to traffic and communication.

11.1 DEFINITION & CLASSIFICATION OF CYCLONES

The following are the definitions of the terms and meaning of abbreviations used in this manual -

- 11.1.1 **India Meteorological Department (I.M.D)** : It is the department under Govt. of India responsible for, inter-alia, issue of weather warnings.
Since pre monsoon cyclone season of 1999, IMD has introduced a 4-stage warning system to issue cyclone warnings.
- i. **Pre-Cyclone Watch** - Issued when a depression forms over the Bay of Bengal irrespective of distance from the coast and is likely to affect Indian coast in future. The pre-cyclone watch is issued in advance at least 72 hrs in advance of the commencement of adverse weather. It is issued at least once in a day.
 - ii. **Cyclone alert** - Issued at least 48 hrs before commencement of the bad weather when the cyclone is located beyond 500 KM from the coast.
 - iii. **Cyclone warning** - Issued at least 24 hrs before commencement of the bad weather when the cyclone is located within 500 KM from the coast.
 - iv. **Post landfall look out** - Issued at least 12 hrs before the cyclone landfall, when the cyclone is located within 200 KM from the coast.
- 11.1.2 **Regional Meteorological Centers (RMC)** : These are the centers under the administrative control of the India Meteorological Department, who directly issue the weather warning telegrams on the basis of forecasts. On ECoR system, Regional Meteorological Centres are situated at Bhubaneswar and Visakhapatnam.
- 11.1.3 **Cyclone Warning Centres (C.W.C)** : It is a special establishment established in 1986 under the India Meteorological Department located at Visakhapatnam. It specializes in forecasting of development, movement and progress of cyclone on the Bay of Bengal. It is the main source to provide information related to cyclone not only to the Railway and such other organisations, but also to the Regional Meteorological Centers under the India Meteorological Department situated elsewhere.
- 11.1.4 **First Stage Warning** by CWC : It is the warning issued by CWC as soon as a cyclonic storm is located at such a distance from the coast that it is expected to cause bad weather over the coast during next 48 hours.
- 11.1.5 **Second Stage Warning** by CWC : Following the first stage warning, the second stage warning is issued as soon as there is "actual threat" of cyclone over the coastal area.
- 11.1.6 **Tropical cyclone Storm**:
- i. **Severe Cyclonic Storm** : When the wind speed on the strike of cyclone on land is expected to be 120 Kmph.
 - ii. **Very Severe Cyclonic Storm** : When the wind speeds in the strike of cyclone on land is expected to be 180 Kmph.



- iii. Super Cyclonic Storm: When the wind speeds on the strike of cyclone on land is expected to be 220 Kmph.
- 11.1.7 De-warning Message: A message issued by CWC/Visakhapatnam after the cyclonic storm has adequately weakened or passed fully.

11.2 INFORMATION DISSEMINATION & CYCLONE INTENSITY MONITORING SYSTEM

- 11.2.1 Arrangements exist with the Meteorological Dept., Govt. of India for issuing telegrams/bulletins of warning whenever there is storm, gale and heavy rainfall. The conditions under which warnings are issued are detailed below -
 - i. Amount of rainfall considered dangerous - 75 mm and above in 24 hours.
 - ii. Wind velocity considered dangerous - 65 Kmph and above.
 - iii. Period when warnings will be given - Throughout the year.
 These weather telegrams/bulletins are issued by the I.M.D. offices at Bhubaneswar and the Cyclone Warning Centre/Visakhapatnam to the Chief Controllers of all the 03 Divisions of ECoR apart from Central Control at Chandrasekharpur/ Bhubaneswar. Arrangements exist that in case of failure of DOT communication system during bad weather/ cyclone, VHF communication systems or satellite phones will be utilized.

11.3 PRE-CYCLONE PREPARATION

- Pre-cyclone preparation essentially involves ensuring of adequate inventory of necessary stores and equipments as per the check list.
- i. Pre-monsoon co-ordination meeting should be convened by the Engg. Dept. in Divisions involving representatives from state Govt., NDRF, SDRAF Fire service Organisation etc. to assess the preparedness, rolls & responsibilities to address the situations.
 - ii. Mock drill exercises should be conducted in regular manner involving various stake holders.
 - iii. Web GIS based application should be brought into use for effective management of cyclone and other disasters.
 - iv. Training of community volunteers of various cyclone prone areas needs to be organised as first responders for assisting in rescue, evacuation, first -aid, cutting of fallen trees , clearing of path/ roads etc.
 - v. List of items/ Railway properties which are prone to damage of all departments to be prepared for early removal or to cover/protect before cyclone and to be placed at safe place and safe custody.

11.4 CHECK LIST OF STORES

Since the time available between initial warnings upto the actual occurrence of cyclone and its damages/disruptions is often very short, pre-emptive action is essential to ensure adequate preparedness in terms of stores and equipment necessary to deal with the disruptions/damages.

11.5 STORES DEPARTMENT

- i. The Stores Department will ensure stock of items with quantities given in Annexure. The locations for these stocked materials shall be at CRW/ MCS & GSD/ MCS which are accessible by rail as well as road.
- ii. Mechanism for supply chain management needs to be established for smoother procurement , transport and distribution of relief supply to the affected involving Comm., S&T, Electrical, Mechanical, Optg & Engg dept.

11.6 ENGINEERING DEPARTMENT

The list of materials which should be kept at strategic locations on the East-Coast section at all times is available. Apart from the standing inventory of materials are listed & the following arrangements should exist;



- i. Standing arrangements on 'whenever required' basis should exist for supply of adequate rake loads of dust, boulders and sand with ballast contractors at Engg. sidings.
- ii. As restoration of traffic often requires heavy handling of earth, availability of heavy earth moving machinery viz., Proclains, JCBs, Pay-loaders, Road Water-tankers(Drinking Water) etc should be identified in the coastal towns along with firm's/owner's names, addresses and telephone numbers so as to hire and mobilize them whenever as the necessity arises.
- iii. Standing contracts with 100% option clause may be entered into on annual basis from strategic quarry dust and boulder supply locations viz Tapang, Niligiri, Chandikhole (near Dhanmandal) and at other nominated stations on East Coast Railway.
- iv. Pool of multiple skilled trained volunteers from various departmental staff should be formed to involve themselves in immediate rescue and relief.
- v. Identification of locations in Rly area or within the nearby vicinity with co-ordination of state Govt. for use as cyclone shelters for affected people & animals.
- vi. Over head tanks for supply of water to colonies and other area of Rly infrastructure should be filled in advance to its full capacity.
- vii. Removal of Railway property which are prone to damage should be removed/relocated/ covered before cyclone and to be placed at safe place and safe custody.
- viii. During pre-cyclone Engg Department will arrange for provision of water through Road tankers .

11.7 ELECTRICAL DEPARTMENT

- i. The items, quantity and locations of electrical materials to be kept as pre-cyclone measure are available at Annexure, (Electrical). In addition to these materials, the locations of additional generator cars should be identified in advance so that they can be requisitioned from other Divisions/Railways in case of necessity. OHE should be switched off when the wind speed is very high in consultation with Section Controller.
- ii. Arrangement for resumption of emergency electric supply by promoting solar system may be ensured.
- iii. Arrangement may be there for by suitable methodology of availability of electric poles and its erection to ensure immediate restoration of power system in case of damage in cyclone.
- iv. Removal of Railway property which prone to damage should be removed before cyclone like light fittings, fans, etc. if possible.

11.8 S&T DEPARTMENT

The experience has shown that the communication links including terrestrial, underground and microwave server off at the onset of cyclone. In such cases, VHF sets for short distance communication and satellite phones for long distance communication are the only means available for exchange of vital information. However, following pre-cyclone arrangements should be made -

- i. Availability of emergency generator sets for charging of VHF equipment at all nominated stations with adequate fuel.
- ii. The satellite phones should be kept in working order at Chandrashekharpur/ BBS.
- iii. Spare 25 W VHF set complete with battery and antenna to the extent of 25% of total sets provided in the Divisions should be available with SSE/Tele on East Coast Route.
- iv. One extra DG set along with 02 number of 20 litres of jerkin full with fuel should be stored at each of the three locations (SBP, KUR & VSKP) along the East Coast route at SSE(Sig)/ SSE(Tele)'s stores.

11.10 MEDICAL DEPARTMENT

- i. Medical Department will procure sufficient Chlorine tablets & Bleaching power as per demand before to handle the cyclone.



- ii. Streamlining of ambulance system.
- iii. Mobilise mobile health team.
- iv. Special care to children, pregnant women, lactating mother, aged and differently- able persons.

11.11 ACTION TO BE TAKEN 48 HOURS IN ADVANCE OF HITTING CYCLONE

Formation of low-pressure area, its development into cyclonic storm and its tentative direction of propagation becomes known much before (well above 48 hours) the estimated time for it's striking the coast. A broad assessment of anticipated severity of cyclone becomes known at least 48 hours before it's strike to the coast. From this point of time, prompt action to combat the cyclone is warranted.

11.11.1 CHECK ON THE INVENTORIES AND EQUIPMENTS OF STORES

Inventories/Stores to be maintained by each Department on specified locations is detailed in Annexure. After initial warnings of cyclones have been received from the I.M.D / C.W.C each department will conduct a check for physical availability of these stocked items with quantities and locations.

The following actions are required by each Department :-

11.11.2 STORES DEPARTMENT

- i. Reviewing the stock position of items given in Annexure- (Stores) (in the stocking depots).
- ii. Arranging transportation of above stocked materials to the likely affected areas through available transport before natural calamity strikes.

11.11.3 ENGINEERING DEPARTMENT

The engineering material as stocked at various site should be cross checked for its physical availability in full. The fitness of vehicles on which the materials have been loaded 'on wheel' should be obtained. Apart from this, the following action needs to be taken -

- i. Based on the anticipated severity and warnings, the modalities for movement of materials should be planned.
- ii. The firms/owners having heavy earth moving machineries should be contacted, alerted and asked to be in readiness to provide the machineries to the Railway. Movement of such machine including loading and unloading arrangements should be planned in consultation with the Operating Department.
- iii. A review of availability of the following materials with stockholders should be done to know the availability position -
(a). GI Wires, (b) Asbestos Sheets, (c) GI Sheets, (d) Tents & (e) Pipes/ Bamboo.
- iv. Sr,DEN/Co. of each Division and CE/ Con's shall prepare statement of working contractors with their address ,telephone nos. machinery and manpower available with them.

11.11.4 ELECTRICAL DEPARTMENT

Check working of DG sets, stock position of fuel oil, K-Oil, position of light fittings and other materials so as to ensure that they are available in working condition at nominated depots. This should be ensured by DEE(G)/ AEE(G)/ Supervisor in-charge for their respective jurisdiction.

Any shortage should be made good. HQs Control should be informed for assistance if required. Complete list of vital equipment & consumables should be available in Divisional Control.

11.11.5 MECHANICAL DEPARTMENT

The fitness of rolling stock for transportation of drinking water as well as those of ARTs, ARMEs/ SPARMEs should be checked and ensured.



11.11.6 S & T DEPARTMENT

a. Communication

- i. Check that 25 W VHF set provided at each station is functioning properly & battery in fully charged.
- ii. Check that emergency generator set is functioning properly with adequate fuel.
- iii. Check that fuel supply tanks of the generator sets have been fully filled and adequate fuel for 72 hrs has been stocked.

b. Tele-communication equipment

- i. Telecom channels via alternative routes should be lined up and kept terminated for Administrative trunks and control working.
- ii. Satellite phones wherever available should be tested and accompanying staff identified along with battery charging arrangement.
- iii. Communication equipment in ART should be tested for proper working order.

c. Block working

- i. Check all the Block Instruments and their Batteries.
- ii. Extend power supply from emergency generator set to Block Battery charger.

11.11.7 MEDICAL DEPARTMENT

Medical Dept will check the availability of stock as detailed in Annexure-04 (D)

11.11.8 OPERATING DEPARTMENT

Sr.DOM of the concerned divisions will make a rough assessment of staff and area of deployment and advise HQs and Emergency Control/BBS. The Divisional Control will also obtain the status of functioning of VHF sets and batteries/generators from each station and bring the discrepancies to the notice of Sr.DSTE.

SMs of the area with assistance of Sr.DOM of the division which is likely to be affected will ensure storage of adequate drinking water, functioning of LED hurricane lamps, match box, adequate availability of fuel for generator sets, functioning of VHF sets, charging of stand by batteries and adequacy of first aid equipment.

11.11.9 ACTIVATION OF ALARMS TO STAFF & COLONY:-

All staff , staff-family and colony members are to be warned.

11.11.10 Action by Central Control - COM's Office

- i. At HQs Office the Central Control Unit who is the recipient of the weather warning telegrams/ bulletins will arrange for the distribution of the message to the CE, CBE, CTE, PCOM, PCSO, PCME, PCEE and PCSTE through their concerned departmental counterparts in Central Control.
- ii. Central Control should also verify with the Divisional Control that such weather warnings, telegrams/ bulletins have been received by the Chief Controller of the concerned Division to enable them take prompt action at field level, if not should be informed immediately.

11.12 Action by the Divisional Control Office

The Chief Controller or in his absence the Dy. Controller should immediately arrange for the weather warning telegram/bulletins to be repeated verbatim to the Divisional Officers as well as AENs concerned and all SMs on the section likely to be affected on the control telephone. The Controller repeating the telegram/ bulletins should record the name of the SM to whom the telegram/ bulletins has been repeated.



11.13 PREPARATION OF ACTIVITIES FOR STATIONS LIKELY TO BE AFFECTED BY CYCLONES

- i. Diversion of Trains : Divisional/HQ Emergency Control will remain in touch and take action for diversion of trains based on the ground situation. All diversions ordered shall be advised through a bulletin to all concerned including CPRO for publicity.
- ii. In order to avoid any mishaps or damage to the passenger trains and to avoid marooning of passengers, the PCOM or CPTM will issue instructions to all concerned for either cancellation or regulating the trains in time so as to avoid running through likely affected area by cyclone.

11.14 NOMINATION OF OFFICERS TO MAN THE EMERGENCY CONTROL AND WAY-SIDE STATIONS

- i. In addition to the action taken as per above para by various departments, each PHOD/ concerned, DRM will identify and nominate the officers for opening up and manning of emergency control at short notice at HQ/Division.
- ii. Two light motor trolleys should be arranged & kept in readiness at strategic stations which should be away from the likely affected zone. At least one Officer & a few staff should be nominated for each. They should be provided with VHF sets & 01 satellite phone each so that they can accomplish the mission of physically covering the entire affected zone & give "First information on damage" through these equipment to the control after passage of the cyclone.

11.15 ACTIVATION OF EMERGENCY CONTROL AND NOMINATION OF STAFF FOR VARIOUS DUTIES

11.15.1 Emergency Controls

- i. Emergency offices shall be opened in the HQ Control, Divisional Control (affected division) and important junction stations in all case of warning of super cyclone or very severe cyclone storm viz. VZM, CHE, PSA, BAM, KUR, CTC, PRDP & BHC .
- ii. The Divisional and HQ Emergency control shall obtain every two hourly position from Meteorological Office for up to 12 hrs before the likely time of cyclone hitting the coast and thereafter every hour.
- iii. The SM shall inform Local Revenue Officers, Sub-Collectors of the area regarding the holding of trains in his station.

11.15.2 (a) Relief Train

- i. Any available rake of preferably 06 coaches of any type to be nominated and kept ready at VSKP, KUR at least 24 hrs before the cyclone is likely to hit for carrying staff, Doctor, Food, medicines & Relief materials by Operating Department.
- ii. Empty flat wagons (BRH/BRN) will be got placed at suitable sidings (preferably goods platform line with ramps) to enable quick loading of earth moving machinery in consultation with Engineering Department.

a. Action by Commercial Department

Enquiry offices/Help lines should be opened by PCCM at important stations with public address system and information about running of trains, arrangements made for supply of food, transshipment of passengers, etc. should be repeatedly given over the public address system for the benefit of the passengers.

b. Engineering Department

The ongoing patrolling of track shall be intensified 24 hrs before anticipated strike of the cyclone at locations which are likely to be affected by cyclone. The trains loaded with the 'monsoon reserve' materials (cinders, boulders, quarry dust, empty cement bags filled with earth/sand etc.) will be ordered to run-in consultation with operating department to the stations near to the last likely affected stations.



c. Mechanical Department

- i. The SPARME, ARME & ARTs staff and crane driver will be kept alert to rush to duties at minimum notice.
- ii. The drinking water, food items (including biscuits & ration) shall be provided ready on SPARME/ ARTs & ARMEs. ARTs will be equipped with fuel & portable generator with adequate provisions for 72 hours.

11.16 PREPAREDNESS OF RELIEF MATERIALS, ROAD VEHICLES & EQUIPMENT

a. Road Vehicles

All road vehicles including jeeps, cars, light & heavy material carrying vehicles shall be kept in readiness at the nominated Stations/Divisional offices with adequate fuel & two (roster duty) drivers to move men/materials/equipment at minimum notice.

b. Communication Equipment

As the coastal areas likely to be affected will be quite clear by then, Satellite phones with personnel competent to use, handle & troubleshoot, shall be dispatched to a strategic stations (larger among those likely to be affected).

c. Electrical:- Tower cars should be kept in readiness with full complements of fuel, tree cutting machines & other equipment.

d. Stores Department Items

Preparations for packing, transportation & distribution of these stocked materials shall be started. Nomination of Stores Officers in HQs will be done for coordinating the material supply activities with Officer-in-charge at site/ nominated Officers of user department in HQs.

11.17 SECURITY

The Security personnel will be nominated by Sr.DSCs / DSCs at following positions -

- i. To accompany 'relief material' carrying trains when ordered.
- ii. To help commercial & station staff of major stations to handle public enquiries etc.
- iii. At each station where any passenger carrying train is regulated.
- iv. On heavy vehicles carrying relief materials.
- v. At major restoration sites after cyclone recedes & work commences.

11.18 COORDINATION AT HQ, DIVISIONAL & BOARD'S LEVEL

A complete fluidity inflow of information between HQ, Division & Board's level will be the objective.

- i. The HQs cell will keep the Rly Board cell informed & updated periodically and ask for assistance from the neighboring (other Railways) as required. It will watch inter-division movement of relief trains, restoration materials and equipment and guide the Division in marking a plan of action for rescue, relief and restoration. It will also be responsible for documenting the developments.
- ii. The monitoring cell of adjacent division will be responsible to ensure a complete compliance of HQ instructions as per the disaster management plan worked from their & requiring resources of the division. It will ensure that top priority is accorded to the relief and restoration work in the neighboring affected divisions.

11.19 ACTIONS DURING CYCLONE (RELIEF AND RESCUE)

Heavy devastation is often caused by the cyclonic winds and heavy downpour during the cyclone. The first priority, during cyclonic storm, is therefore to protect the traveling passengers in trains passing through/near to the cyclone affected zone. The action to be taken by different department is as follow;



a. Action by Operating Department

Coaching trains should be controlled/diverted so that the trains do not enter the cyclone affected area, suitable publicity to be arranged. The controlling of trains should, as far as possible, be done where adequate water supply, lighting catering and medical facilities are available.

b. Action by Commercial Department

- i. All Commercial staff should guide the passengers, whether they are on a running train or at a station when the cyclone actually strikes, regarding taking adequate measures for ensuring their personal safety.
- ii. If a train is stranded in the block section, the conductors/TTEs manning the train should take a census of the passengers, and try to pass on the information to the station at either end through the Mobile phones/walkie-talkie sets available with the Guard/Driver of the train so that the information can be passed on to the Divisional Control Office in case communication is available.
- iii. If any passenger is found to have injured during the cyclone, first aid should be provided by the Guard/ TTEs/ Station staff, as the case may be. In case of injured passengers at a station, medical aid as locally available should be arranged. Wherever possible, details of such cases should be passed on the Divisional Commercial Control.

c. Action by Electrical Department:-

Supply of OHE & over head electrical general lives should be kept off when wind speed is very high with consultation with Section Controller.

11.20 POST CYCLONE OPERATION

a. FIRST ASSESSMENT OF DAMAGE

1. Motor Trolley Survey

- i. The cyclones and consequent floods, if any, do not damage the continuity of track frame even in case of breaches, washouts, erosions etc.,. Experience has shown that in most cases, a light motor trolley can pass through the entire cyclone affected zone (on its own power or augmented manually) without much difficulty except if the track frame itself is submerged in water.
- ii. The Officer(s) & staff, nominated & in readiness, as in Chapter 07, should proceed immediately after cyclone has passed off the affected zone. Equipped with satellite phone and VHF sets, the two trolleys - from either end of the affected zone - should proceed through the affected zone and give precise information to control regarding;
 - Nature of damage/obstruction to track with location.
 - Possible method/system for restoration.
 - Resources required for restoration.
 - Whether or not a light vehicle (e.g. Tower Wagon) or light engine or full relief train can pass.
 - Likely time to clear the location by repairing the damage/removing the obstruction.

2. Damage assessment

This will be carried out concurrently and independently with motor trolley survey and will not be called off till completed, to give corroborative information.

By Boats:- In circumstances when substantial portion of track get inundated under water, boats shall be hired locally to navigate across the water body and assess the damage.

**11.21 MOVEMENT OF RELIEF TRAIN FOR RESCUE, RELIEF AND RESTORATION**

- i. On receipt of first information of super cyclone having passed the coast, after assessment of the damaged Railway property or assistance required, all the relief trains on the section must be ordered and should be started with full complement of men, equipment and materials. The movement of relief train shall not wait for receipt of detailed report from site. The staff required to move on these trains shall be accommodated on the train itself and should not be allowed to come back home. This may involve organizing supply of food from local sources for staff who have to remain on the relief trains for long hours.
- ii. These trains will move up to the neck of the affected zone in normal course. Thereafter, the trains will move forward in such a way that the section in the front is cleared of all physical obstructions to the moving dimensions. It will leave each station after confirming on VHF by the SM with the adjacent station that no breaches/washouts have occurred on that section.

11.21 MOVEMENT OF RELIEF MATERIALS AND RESTORATION**a. Engineering Department**

Based on damage report and restoration strategy, priority and sequencing of movement of available materials on wheels (e.g. boulder fillers, earth moving machinery & bridge girder etc.) and labour should be quickly chalked out by Engg. Dept. and conveyed to the Operating personnel at Central Control and respective divisional controls.

b. Electrical Department

- i. Restoration Work - The damage caused to electrical installations is to be assessed location-wise. For this purpose, competent officials shall be deputed to obtain detailed assessment of the damages. Supervisors and staff should be deputed with necessary materials and tools either by Rail or by Road for immediate restoration work.
- ii. In case of power failure at stations where trains are controlled, temporary lighting may be arranged with portable DG sets.

c. Stores Department

During restoration, Stores Dept shall play a pro-active role in making emergency purchases preferably by standing Spot Purchase Committee & supplying the same to the user departments at sites.

d. Commercial Department

Commercial Department will continue to take action as per Chapter -7.

e. Medical Department

- i. The Medical team will accompany each of the relief train ordered. It will carry with them at least 1,00,000 chlorine tablets and 1000 kgs. of bleaching powder for distribution at various stations.
- ii. The medical team will attend to stranded passengers and Railway personnel and their families for any ailment. For this purpose sufficiently wide portfolio of medicines will be carried in relief trains for various ailments in sufficient quantity.

11.23 MOVEMENT OF RELIEF MATERIALS

CPTM will order the special/material/labour trains for carrying the relief material. Wide publicity shall be given in Press and Media to attract voluntary organizations, individuals, NGOs, medical practitioners etc. to avail of the service. The composition & timings will be planned and publicized.

**11.24 PROCEDURE FOR ACCOUNTAL, AUDIT & FINALIZATION OF ACCOUNTS****a. Special Returns by Stockholders after Restoration**

All stockholders of all departments in-charge of custody of Railway stores shall submit a "special Return" of the material transaction that took place during restoration.

b. Emergency Purchase of materials

Emergency demands placed through HOD's notes shall be compiled by the Stores Department through a Spot Purchase Committee.

c. Works Contracts - Single tender and hiring of machinery

For restoration of traffic single tenders may be awarded to the competent contactors who have exceptional capacity to mobilize machinery and materials. Prior consent of the General Manager will be taken while processing the case.



CHAPTER-12

TSUNAMI MANAGEMENT

12.1 Tsunami risk:

The tsunami risk and vulnerability which the coastal communities in India are exposed to, even by a distant high intensity earthquake in Indonesia, came as a shock and surprise to the unsuspecting public.

Most Tsunamis are caused by earthquakes of magnitude more than 6.5 on the Richter scale, with a vertical disruption of the water column generally caused by a vertical tectonic displacement of the sea bottom along a zone of fracture in the earth's crust which underlies or borders the ocean floor. Tsunamis are also generated by volcanic eruptions and submarine landslides, nuclear explosions, and even due to impact or fall of large size meteorites, asteroids, and comets from outer space.

Tsunamigenic zones that threaten the Indian Coast have been identified by considering the historical tsunamis, earthquakes, their magnitudes, location of the area relative to a fault, and also by tsunami modeling. Both the east and west coasts of India and the island regions are likely to be affected by tsunamis from the five potential source regions, viz., the Andaman-Nicobar-Sumatra island arc, Indo-Burmese zone, Nascent Boundary (in the central Indian Ocean), Chicago's archipelago and the Makran subduction zone.

The DMACT 2005 envisaged a paradigm shift in the GOI's focus from its hitherto post disaster rescue, relief and rehabilitation-centric approach to a more proactive pre-disaster preparedness, mitigation and improved response capacities approach. This paradigm shift is also influenced by global best practices, which have established that strengthening preparedness and mitigation strategies would considerably reduce the vulnerability of disaster prone communities and thereby reduce the risks associated with tsunamis in the coastal areas.

12.2 Preparedness :-

The critical gaps that now remain are the lack of public awareness on tsunami risk and vulnerability in the coastal areas, development control regulations and building codes in the coastal areas, and the challenges in implementation of appropriate technologies to disseminate and communicate the early warning to the inhabitants of colony at coastal areas located in the near vicinity of a near source tsunami.

Local populations at risk must be able to recognize the signs of impending tsunami hazard such as strong, prolonged ground shaking, the receding of the shoreline, bubbles in the sea, change in colour of the sea, etc. and seek safety in higher ground immediately.

Communities of Employees also need to know the ear marked areas likely to be inundated, possible evacuation areas, designated evacuation routes and safe regions to assemble evacuees and set up temporary relief camps in safe high ground in the coastal areas. Mangrove wetlands should be regenerated.

- i. Coral reefs, grass beds, and coastal forests should be preserved and conserved for both short-term and long-term ecological and livelihood benefits.
- ii. Raising coastal plantations like casuarinas, saliconia, palm, bamboo, etc. will act as an effective bio shield and provide protection to the coastal stations areas and colonies.
- iii. Nearby geomorphologic features like sand dunes, beaches, coastal cliffs should be protected.

A probabilistic approach is necessary for evaluating tsunami hazard from nearby seismogenic sources as well as from distant sources because many uncertainties exist in a process of estimating tsunami heights along coastal areas from tsunamigenic source models. However, a Probabilistic Tsunami Hazard Analysis (PTHA) is not common in comparison with a Probabilistic Seismic Hazard Analysis (PSHA). The PSHA is a methodology for estimating the probability that specified levels of



earthquake ground motions exceed at a given location in a given future time period by combining the probabilistic models of earthquake occurrence and earthquake-caused ground motion. On this basis, PTHA is to be carried out. Essentially it reflects the likelihood of exceeding certain wave parameters. This method can be developed based on source zone identification and Land Sea.

12.3 DOs & DON'Ts:

- i. You should find out if your home, school, workplace, or other frequently visited locations are in tsunami hazard areas.
- ii. Know the height of your street above sea level and the distance of your street from the coast or other high risk waters. (Local administration may put sign boards). Evacuation orders may be based on these numbers. Also find out the height above sea level and the distance from the coast of outbuildings that house animals, as well as pastures or corrals.
- iii. Plan evacuation routes from your home, school, workplace, or any other place you could be where Tsunami is present a risk. If possible, pick areas (30 meters) above sea level or go as far as 3 kilometers inland, away from the coastline. If you cannot get this high or far, go as high or far as you can. Every meter inland or upward may make a difference. You should be able to reach your safe location on foot within 15 minutes. After a disaster, roads may become blocked or unusable. Be prepared to evacuate by foot if necessary. Footpaths normally lead uphill and inland, while many roads parallel coastlines. Follow posted Tsunami evacuation routes; these will lead to safety. Local emergency management officials can advise you on the best route to safety and likely shelter locations.
- iv. If your children's school is in an identified inundation zone, then find out what is the school evacuation plan. Find out if the plan requires you to pick your children up from school or from another location. Telephone lines during a Tsunami watch or warning may be overloaded and routes to and from schools may be jammed.
- v. Practice your evacuation routes. Familiarity may save your life. Be able to follow your escape route at night and during inclement weather. Practicing your plan makes the appropriate response more of a reaction, requiring less thinking during an actual emergency situation.
- vi. Use a Weather Radio or stay tuned to a local radio or television station to keep informed of local watches and warnings.
- vii. Talk to your insurance agent. Home owners' policies may not cover flooding from a tsunami. Ask the Insurance Agent about the benefits from Multi-Hazard Insurance Schemes. Discuss tsunamis with your family. Everyone should know what to do in a tsunami situation. Discussing tsunamis ahead of time will help reduce fear and save precious time in an emergency. Review flood safety and preparedness measures with your family.

12.4 KIT bag : The following items might be needed at home or for an evacuation.

Keeping them in an easy-to-carry backpack or duffel bag near your door would be best in case you need to evacuate quickly, such as in a tsunami, flash flood, or major chemical emergency. Store your kit in a convenient place known to all family members. Kit basics are: A smart mobile phone including portable, battery-powered radio or television and extra batteries.

- i. Flashlight and extra batteries.
- ii. First aid kit and first aid manual.
- iii. Supply of prescription medications.
- iv. Credit card and cash.
- v. Personal identification.
- vi. An extra set of car keys.
- vii. Matches in a waterproof container.
- viii. Signal flare.
- ix. Map of the area and phone numbers of places you could go.



- x. Special needs, for example, diapers or formula, prescription medicines and copies of prescriptions, hearing aid batteries, spare wheelchair battery, spare eyeglasses, or other physical needs.

If you have additional space, consider adding some of the items from your Evacuation Supplies Kit.

12.5 Action on Division/Zones on Orange/Red Alert :

On the issue of an Orange Alert (or of a higher level) the Responders have to be activated as required for relief etc. as under :

Mobilisation of Gangmen / Trackman

- i. Hospitals to mobilize Doctors and Para-medical staff.
- ii. Civil Defence units to be activated.
- iii. RPF and RPSF deployment.
- iv. Scouts and Guides for colony care and passenger guidance.
- v. Operation and manning of the disaster control room.
- vi. Coordination amongst various stake holders through advance warnings.
- vii. Communication system to be ensured and backups to be in readiness for immediate use when required.

TA Units Deployment:-

In case the existing railway staff may not be able to maintain train services to be operational, the TA units have to be mobilized. (It takes 2-3 days for the deployment of the TA unit after issue of their mobilization order; hence advance warning is of essence)

12.6 Monitoring/Reporting of Effects of Disaster :

The Safety Dte./Department in the Board would be given information regarding Orange / Red Alerts by Zonal Railway. On the declaration of an incident as a Disaster by a State Government or District Administrator or even by the GM/AGM of the Zonal Railway, the PCSO would give time to time updates to the Safety Control in Railway Board of the Situation. Assistance of other departments would be made available by the GM to the Safety Department on the zonal Railways.

12.7 Standard Operating Procedure (SOP) on Railways:

National Disasters:

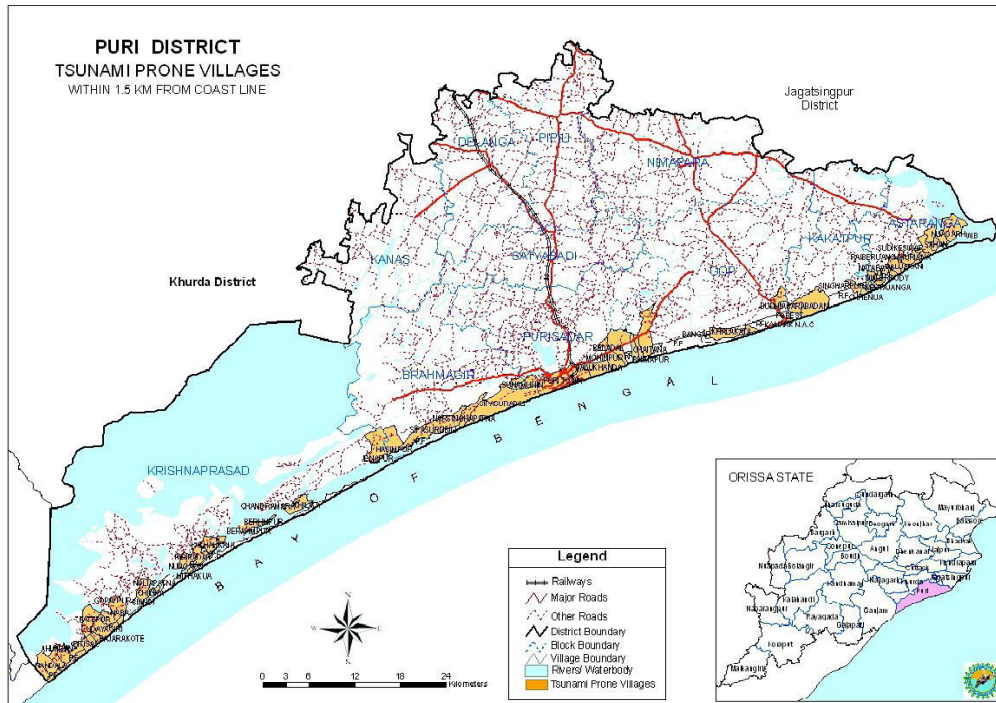
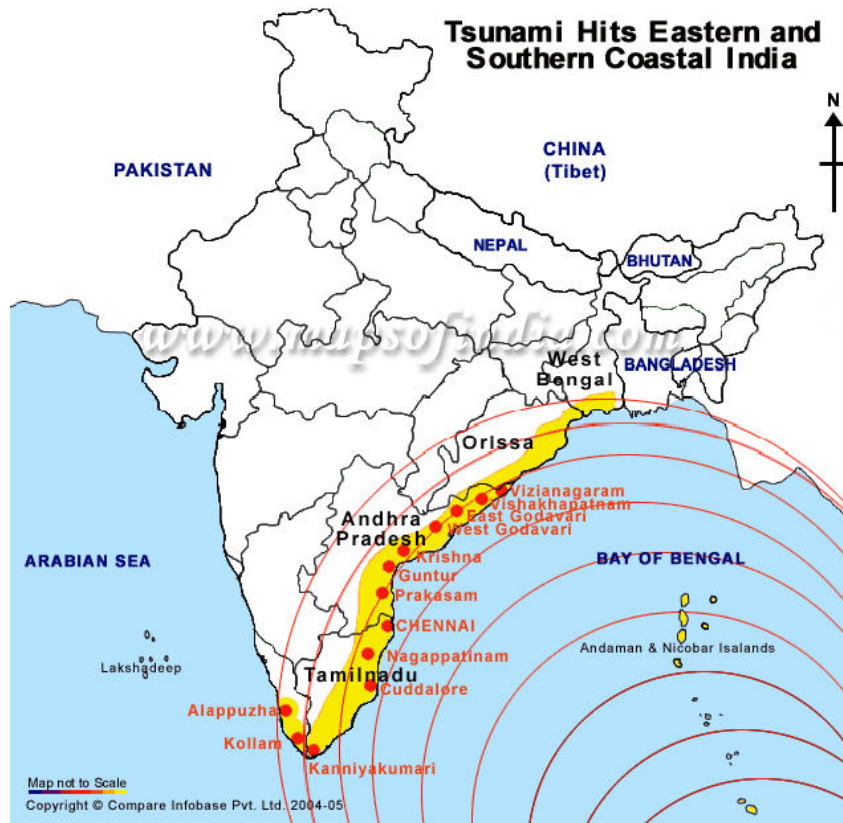
The Civil Engineering Department at the field level and on the Divisions gets information through advance warning sent by the respective Government Departments on the possibility of Floods, Cyclones, Earthquakes, Landslides etc. Depending on the gravity of the disaster /crises/ calamity expected the information would be passed on to the Divisional Officers through the Emergency Control which will act as the Immediate Response System.

Where train operations have to be suspended or regulated the operating departments would be suitably advised. After making the train regulation plan the divisional control would advise the commercial and security departments for management of the welfare of passengers. Alerts to the passengers would be issued through the PR Department of the Railway in the Print and Electronic Media.

The DRMs on the divisions shall ensure coordination amongst the Departments for ensuring running of train services (including relief special trains) as also relief arrangements for the passengers and for the Welfare of Railways own staff. Assistance of other Divisions and from the Zonal Railways would be taken through the Headquarter of the Zonal Railways (i.e. by involving the General Manager). Coordination with the IOC of MHA and NDMA / NDRF would be through the Emergency Control of each Zonal Headquarter.



Zonal Emergency Control / BBS -CUG telephone No. - 08455885939.
 Divisional Emergency Control / KUR -CUG telephone No. - 08455887939.
 Divisional Emergency Control / WAT- CUG telephone No. - 08978080939.
 Divisional Emergency Control / SBP- CUG telephone No. - 08455886939.





CHAPTER-13

FLOOD MANAGEMENT

13.0 SCOPE

Flood is the most common and widespread of all natural disasters. India is one of the highly flood prone countries in the world. Around 40 million hectares of land in India is prone to flood as per National Flood Commission report.

The coastal area of East Coast Railway comes under the influence of South West monsoon and is situated along the Bay of Bengal. A large area along the East Coast are prone to cyclone and heavy intensity of rain fall. The recent flood in Balasore district in June 2008, damaged the Railway bridge in Kharagpur- Bhadrak section in Howrah Chennai main line of South Eastern Railway, consequently train service in Howrah - Chennai main line via Bhubaneswar remained disrupted for nearly two months.

The flood caused by the Super cyclone combined with huge storm surge of about 230 Km/h during October 1999 in the coastal belt of Orissa in Jagatsinghpur district was the worst of its kind in the recent past.

13.1 Areas of East Coast Railway affected by flood:

- i. North Orissa- This area is flooded by Baitarani and Brahmani rivers. Jajpur, Bhadrak and Cuttack district come under this zone. Every year these two rivers flood a large area and disrupt rail service between Bhubaneswar-Howrah.
- ii. Central Orissa and Coastal Orissa:- Mahanadi river system cause flood in Sambalpur & Bolangir districts of central Orissa as well as Cuttack, Jagatsinghpur, Kendrapara, Jajpur, Nayagarh, Khurda & Puri districts of coastal areas of Orissa.
- iii. Southern Orissa:- Koraput, Rayagada, Gajapati district come under this zone. Flood generally caused due to Vansadhara and Saleru river system.
- iv. Flash flood- Small culverts located in particularly in coastal areas some times over flow and cause flash floods and disrupt Railway communication.

13.2 EFFECT OF FLOOD

- i. Damage to embankment including breaches / wash away of embankments thereby affecting Railway track.
- ii. Rain due to sudden cloud burst resulting in flooding of the Railway track causing sinkage or washing away of track, damaging track components which affect the level and alignment of Railway line and consequently affect the safety of traveling public and disruption to traffic and communication.
- iii. Washing-away or damage bridges, piers, abutment and other components of bridges.
- iv. Inundate the Railway colonies at low levels.

13.3 INFORMATION AND FLOOD MONITORING SYSTEM:

Regional Meteorological Centre, located at Bhubaneswar and Vishakhapatnam, under the administrative control of the Indian Meteorological Department, is responsible for issuing warnings/ bulletins of warning whenever there is expectation of heavy rainfall. The condition under which warning for flood is issued when amount of rain fall is expected above 75 mm in 24 hours. The warning/bulletin is issued by I.M.D at **Bhubaneswar/ Vishakhapatnam** to the Chief Controllers of all the Divisions in East Coast Railway and Central Control at Bhubaneswar. In case of failure of DOT communication system during bad weather, VHF Communication systems or satellite phones are used for the purpose.



13.3 Action taken before flood :

- i. Co-ordination with Meteorological Department for advance information.
- ii. Data base for (Railway Affecting Tank)RAT / (Railway Affecting Works)RAW / Vulnerable bridges on topo sheet and information on approach road to location.
- iii. Identification, Inspection and Attention to RAT / RAW & Bridges.
- iv. Co-ordination with state Government officials of Hirakund Dam over phone/mobile/hot line/satellite phones.
- v. Flood monitoring system in addition to patrolling.
- vi. Adequate prevention by executing anti erosion works of tracks, formations, bridges etc., improvement to water ways of bridges in track formation, and with Monsoon Reserve.
- vii. Materials required for flood prevention /management like Empty Cement Bags, sands, boulder etc are stocked and also the sources from where they can be arranged at short notice in case of dire necessity is clearly identified with all details.
- viii. Development of flood shelters for staffs and passengers at suitable locations in the area prone to repeated floods.
- ix. Emergency response team on floods.
- x. Emergency equipment and relief logistics.
- xi. Medical preparedness plan.

PRE-FLOOD PREPARATION

13.5 ENGINEERING DEPARTMENT:

- i. Safety Measures for track during heavy rain:- Gang Patrol during monsoon to detect damage to Track and Bridges as per IRPWM-2020 Para 1004.
- ii. Night patrolling during monsoon to detect any threat to the track safety and damage such as breaches, settlements, slips as well as scours and immediate action is to be taken to protect the track. Posting of stationary watchman may be considered.
- iii. If it is found that water level has a rising trend to danger level on a river bridge, immediate action to be taken to control /divert the passenger carrying train or impose speed restriction if the situation permits. Constant monitoring is to be done at Officer Level by manning Engineering Control.
- iv. Daily patrolling by Key Man to inspect entire track daily on foot and take immediate action in case of any unusual occurrences like heavy rain, flood and landslides.
- v. Deputing Watchman at vulnerable location like bridges, flood cause-way etc, to provide safety of Railway track.
- vi. Check the availability of materials which should be kept at strategic locations in East Coast Railway at all time are shown in Annexure.
- vii. Choked drains in the Railway colony to be cleaned before monsoon so that rain water can freely flow and the Railway colony is not submerged in water.
- viii. Materials required for flood management like empty cement bags, sand, boulder, cinder etc is stocked at strategic locations and also the source from which it can be arranged at short notice in case of dire necessity clearly identified.
- ix. Standing arrangements on "whenever required" basis should exist for supply of adequate rake loads of quarry dust, sand, morum, boulders etc. with ballast from contractors. The fitness of rolling stock should be reassured during such circumstances.
- x. As restoration of traffic after flood often requires heavy handling of earth, availability of heavy earth moving machinery viz. Proclains, JCBs and Pay Loaders etc., should be identified in the nearby coastal town with firm / Owners name, address and telephone no so as to hire and mobilize them as and when necessity arises.
- xi. Standing contract with 100% option clause may be entered into on annual basis from strategic quarry dust and boulder supply locations etc.

**13.6 LIST OF STORES AND STORAGE LOCATIONS.**

Since the time available between initial warning and up to the actual occurrence of flood and its damages/disruptions is often very short, pre-emptive action is essential to ensure adequate preparedness in terms of stores and equipment necessary to deal with the disruption/damages.

13.7 STORES DEPARTMENT :

Stores Department will ensure stock of items with quantities given in Annexure. The location for of these materials shall be at CRW / MCS & GSD / MCS which are accessible by rail as well as road.

13.8 ELECTRICAL DEPARTMENT :

The items, quantity and location of electrical materials to be kept ready as pre-flood measure at annexure. In addition to these materials, the location of additional generator cars should be identified in advance so that they can be requisitioned from other Divisions/Railways in case of necessity.

13.9 MECHANICAL DEPARTMENT :

Mechanical Department during pre-flood preparation need to ensure that all necessary equipment in ARTs & ARMEs/ SPARMEs should be made good and to Keep close liaison with adjoining Divisions /Railways for ordering of additional ARTs/ ARMEs if required.

13.10 S & T DEPARTMENT :

During flood the communication link is cut off. In such cases VHF sets for short distance communication and satellite phones for long distance communication are the only means available for exchange of vital information. Following pre-flood arrangement should be made:-

- i. Availability of emergency generator for charging of VHF sets at all nominated stations with adequate fuel.
- ii. The satellite phones should be kept in working order at Chandrasekharpur/ Bhubaneswar, Divisional Control Offices of KUR, WAT & SBP as well as all other strategic locations..
- iii. Spare 5 & 25 W VHF sets complete with battery and antenna to extent of 25% of total sets provided in division should be available with SSE/T/Wireless in-charge as well as all other strategic locations on East Coast Route.
- iv. One extra DG set along with 02 number of 20 liter capacity jarken full with fuel should be stored at each of the three locations (KUR,VSKP & SBP)

13.11 MEDICAL DEPARTMENT:

Medical Dept will procure sufficient Chlorine tablets & Bleaching power as per experience to combat the exigencies at time of flood.

13.12 ACTIVITIES DURING FLOOD:

- i. Opening of Emergency Control Room at Zonal HQ and Division to be managed by Operating & Engineering Departments round the clock in shifts.
- ii. First priority, during flood, is to protect the traveling passengers in the train passing through/ near the affected zone. Whenever incident of flood occurs in any Railway area the respective DRM of the division should immediately take charge of the situation and take all steps to bring under control. He should pass orders to the different departments to take necessary relief and rescue measures for the passengers of the affected train(s).
- iii. Local Law and order authorities may be kept in touch as in flood affected Zone as the local public may sometimes take shelter on embankments making movement of train(s) difficult. Adequate RPF patrolling staff along with Engineering staff with PA systems may be kept in readiness for the purpose.



- iv. DRMs are empowered to requisition help from nearest NDRF and ODRAF battalions through HQ as per DMACT 2005 for relief and rescue of the passengers in the situation when a passenger train is washed away partly / fully by flood or the train is stranded in the section due to washing away of track, where boats and divers are essential.

POST-FLOOD/EARTHQUAKE DISASTER PLAN - (PREPARATION)

13.13 Post - Flood/Earthquake Disaster Plan :

After a major disaster, the first priority is to provide relief and medical aid to affected persons to minimize loss of lives. During the disaster like Gujarat earthquake, roofs of several quarters in Railway colony had collapsed. A number of families were rendered destitute. During earthquake others, whose dwellings were intact, preferred to live outside because of fear of continuing tremors. The water and electric power supply to Railway stations and colonies had been disrupted. Fortunately, there were no stranded passengers and no trains in mid-section. Rail infrastructure had been extensively damaged. Communication channels were down and organization was in disarray as most Officers and supervisors in the affected area were themselves victims of damage. Movement of men and material for rescue and relief in such circumstances becomes a challenging task. The Divisional Control office should function under the direct charge of ADRM. Assistance of headquarters office can be sought for mobilizing relief from outside the Division also.

13.13.1 ACTION BY OPERATING DEPARTMENT :

In the event of severe disaster like flood/earthquake situation when it is not feasible to continue the normal train operations due to damage at various locations in this Railway, it is necessary to have a central organization which can receive information, messages and reports etc., from the affected areas and issue necessary instructions as required. For this purpose a "Central Emergency Control Office" at HQ and Divisional level will be set up. These emergency control offices shall be opened in the Disaster Resistance Control Room. CPTM will be the chief emergency officer at HQ and Sr.DOM will be the Divisional emergency officer at Divisional Level. In addition to this, emergency offices shall be manned by emergency officers as nominated by GM and DRMs for the round the clock operation at HQ and Division respectively. The emergency offices will work in three shifts of 08 hourly basis as mentioned below.

Shifts	Central	Emergency Office	Divisional Emergency Office
1st shift		06:00 - 14:00 hrs	08:00 - 16:00 hrs
2nd shift		14:00 - 22:00 hrs	16:00 - 24:00 hrs
3rd shift		22:00 - 06:00 hrs	00:00 - 08:00 hrs

- i. An Emergency Control Order register shall be opened at HQ and Divisional Level and every message communicated between HQ, Division and other Officer/Organizations should be recorded bearing message no's serially. Making over and taking over charges should also be recorded in this register along with important remarks if any. Means of communication if disrupted will be immediately restored (by mobile/satellite phone, VHF & wireless) and made known to all concerned.
- ii. Chief Emergency Officer will decide and communicate to the DRMs about the cancellation, rescheduling and short termination of passenger trains.
- iii. Coaching trains should be controlled/diverted so that the trains do not enter the flood affected section(s), suitable publicity to be arranged. Controlling of trains should, as far as possible, be done where adequate water supply, lighting, catering and medical facilities are available.
- iv. When control communication is damaged, provision of VHF sets for station to station for train working on "paper line clear" should be made till more permanent arrangement is arranged.



- v. Cancellation/diversion of trains should be widely announced through News Papers, TV, News Channels, All India Radio and Public address system.
- vi. Movement should be done on top priority for restoration material, equipments, labours and other items for restoration work as demanded by site officials.

13.13.2 ACTION BY COMMERCIAL DEPARTMENT:

- i. All commercial staff should guide the passengers and volunteers, whether they are on a running train or at station when train services are affected by flood, regarding taking adequate measures for ensuring their personal safety.
- ii. Food and water to be arranged for the entrapped passengers & victims.
- iii. Alternative arrangement should be made for the passengers for safe journey to their destination.
- iv. If a passenger train is stranded in the flood affected section(s), the conductor/TTEs manning the train should take census of passengers, and try to pass information to the station at either end through walkie-talkie set, so that information can be passed on to the Divisional control office.
- v. If any passenger is found injured or sick, First Aid should be provided by the guard/TTEs of the train.
- vi. If a Railway colony is affected in flood, the victims and residents of the colony to be shifted to a safe place as quick as possible and can be told to go to the roofs at the first instance.
- vii. Adequate supply of drinking water and food packets should be arranged at the stations, railway colonies and for the stranded passengers

13.13.3 ACTION BY MEDICAL DEPARTMENT:

Doctors & Paramedical staffs should be rushed to the site with medical kits, where the victims and train passengers are entrapped in a train or at a station to provide medical help and take all precautions that epidemics may not spread.

13.13.4 ACTION BY ENGINEERING DEPARTMENT:

- i. The Officers and staff should proceed immediately to affected zone as soon as information received equipped with satellite phone and VHF set to be made available by S&T to give precise information to control office regarding;
 - a. Nature of damage/washed away/obstruction to track & colonies with location.
 - b. Possible method /system for restoration.
 - c. Maximum resources required for taking out the victims,
 - d. Whether or not a light vehicle can be used for the same.
 - e. Likely time to clear the trapped victims from locations.
- ii. Vehicles/helicopters shall be hired locally to navigate across the affected area to assess the damage and arrangements may be made to clear the affected stranded passengers/railway families.
- iii. Based on the damage report and restoration strategy, priority and sequencing of movement of available materials on wheels (e.g. boulders, earth moving machinery, bridge girder and cranes etc) and labour should be quickly chalked out and conveyed to the Traffic officers at Central Control and respective Divisional control.
- iv. Heavy Earth Equipment, road cranes etc., may be requisitioned as per requirement from the sources within the Division and out side.

13.13.5 Electrical Department

- i. Damage caused to electrical installations is to be assessed location wise. For this purpose, competent officials shall be deputed to obtain detailed assessment of the damages. Supervisors and staff should be deputed with necessary materials and tools either by rail or by road for restoration work for supplying Power to affected area and lighting arrangement for rescue and restoration..



- ii. In case of power failure at station where trains are controlled, temporary lighting may be arranged with portable DG set.

13.13.6 Mechanical Department

- i. The ART/ARME staff and crane with crane driver will be kept ready to rush to duties at minimum notice whenever required.
- ii. Drinking water, readymade food items shall be kept ready on ART/ARME. ARTs will be equipped with fuel, and portable generator with adequate provision for 120 hours.

13.13.7 Signal & Telecommunication Department.

S & T department will look after the communication system at affected zone. For this purpose they will do the following activities:

- i. Check the 25 W VHF set provided at each station functioning properly & battery is fully charged.
- ii. Check the emergency generator set is functioning properly with adequate fuel.
- iii. Check that fuel supply tanks of the generator set have been fully filled and adequate fuel for 72 hrs has been checked.
- iv. Check and align all Microwave equipment and battery of DG sets with adequate fuel.
- v. Telecom channel via alternative routes should be lined up and kept terminated for administrative trunks and control working.
- vi. Satellite phones where ever available should be tested and accompanying staff identified along with battery charging arrangement.
- vii. Communication equipment in ART should be tested for proper working order.
- viii. Check all the Block Instruments and their batteries.
Extend power supply from emergency generator set to Block Battery charger.

13.13.8 Stores Department

During restoration, Stores Department shall play a pro-active role in making emergency purchases preferably by standing Spot Purchase Committee & supplying the same to the user department at sites.

13.13.9 Security Department

Security personnel will be nominated by Sr.DSC/DSC at following position(s)-

- i. To accompany the relief material carrying trains when ordered.
- ii. To help commercial & station staff of major station to handle public enquiries.
- iii. At each station where passenger train is regulated.
- iv. On heavy vehicle carrying relief materials.
- v. At major restoration sites after flood recedes and work commences.
- vi. Officer & staff will be trained to tackle the rescue operation in flooded area.
- vii. Rescue team of 15 RPF personnel will be kept in each division and HQrs also.
- viii. Each team will be required 02 boats, 04 rafts, 15 life jackets and two foldable ladders. Total four teams will have 08 boats, 16 rafts, 60 life jackets and 8 foldable ladders.

13.14. MOVEMENT OF RELIEF MATERIALS:

CPTM will order the special train for carrying the relief materials. Wide publicity be given in Press and Media to attract voluntary organizations, individuals, NGOs, Medical practitioners etc to avail the services. The composition and timings will be planned and published by CPRO.

13.15. PROOCEDURE FOR ACCOUNTED, AUDIT & FINALIZATION OF ACCOUNTS:

- i. Special Returns by Stockholders after restoration.



- ii. All stock holders of all departments in-charge of custody of Railway stores shall submit a "Special Return" of the materials transaction that took place during restoration.

13.16. Emergency Purchase of Materials

Emergency demands placed through HOD's notes shall be completed by the Stores Department through a Spot Purchase Committee.

13.17. Work Contracts- Single Tender and hiring of machinery.

For restoration of traffic, single Tender may be awarded to the competent contractors who have the exceptional capacity to mobilize machinery and materials. Prior consent of the General Manager will be taken while processing of the case.

13.18 External Assistance:

Devastation in floods does not get limited to Railway. As such Co-ordination with District Administration through NDMA, State DMAs is an absolute necessity for both availing and rendering help.

- i. All road transport available outside are generally requisitioned by Civil Administration for relief supply. Expeditious clearance and delivery of relief material should be planned with District Administration by Commercial Department. Similarly Engg. Dept. should co-ordinate with Dist. Administration for releasing of water and opening of gates of water reservoirs, track restoration by earth moving machinery, road cranes, trippers etc., available locally as command of these are generally taken over by Dist. Administration.
- ii. Once rail working is restored, movement of relief materials through train is to be co-ordinated with Dist. Administration by Operating Department.
- iii. Specialised trained staff and equipment for rescue of passengers/ dwellers may be co-ordinated through State DMA (like ODRAF of Orissa).
- iv. Provisions for affected families in Railway colonies may not be available for considerable period. Help of NGOs may be taken to supply bare necessary provisions during the flood time.
- v.
 - a) Help of Military/ Para-Military Forces, requirement of boats, divers, helicopters etc., may be availed through NDMA and State DMAs.
 - b) Help of Local Hospitals to be co-ordinated through State DMAs and medical department.
 - c) Railway may provide mobile Medical facility to staff and civilians by self propelled mobile medical units (SPRAME/ ARME)



CHAPTER-14

EARTH QUAKE MANAGEMENT

14.1 INTRODUCTION

Considering Precambrian geological set-up in major parts of Orissa, seismicity is relatively high as evident from the number of earthquakes in the hard rock terrain. A couple of events originated close to the basin marginal faults of Gondwana Garben. Records of historical seismicity indicate activity along the Orissa Coastal belt also.

As per the recent categorization, the country has been divided into four zones. Similarly the Seismic Zoning of Orissa has been revised and Orissa falls between Zone II to III, i.e. low damage risk zone and moderate damage risk zones. However, it may be noted that major part of Gujarat, including Ahmedabad, also comes in the moderate zone but Ahmedabad City was badly affected by the impact of the Bhuj earthquake.

The jurisdiction of ECoR like Bhubaneswar, Cuttack, Paradip, Puri and the critical Hirakud Dam fall within the Zone-II (Low damage risk zone), while VSKP and KK line comes under Zone-III (Moderate damage risk zone). The city of Ahmedabad, which was badly affected by the impact of Gujarat earthquake 2001, is also located in the moderate damage risk zone.

District coming under Low Damage Risk Zones:-	Districts coming under Moderate Damage Risk Zones:-
Bargarh, Sambalpur, Anugul, Dhenkanal, Jajpur, Cuttack, Khurda, Puri, Bhubaneswar, Cuttack, Jagasinghpur, Kendrapada, Bhadrak.	Koraput, Rayagada, Gajapati, Ganjam, Bolangir, Srikakulam, Vizianagaram, Visakhapatnam.

14.2 SEVERITY IDENTIFICATION :

Measure of intensity of earthquake according to Modified Mercalli (MM) scale and its possible impact is given below:

MM scale intensity of earthquake	Measure of intensity described in terms of possible impact
I	Not felt except by a very few under especially favourable circumstances.
I	Felt only by a few persons at rest, especially on upper floors of building.
II	Felt quite noticeably indoors, especially on upper floors of buildings.
IV	Felt by many indoors, during the day by a few outdoors. At night some are awakened. Dishes, windows, doors are disturbed. Standing motorcars rock noticeably.
V	Felt by nearly everyone, may awakened. Some dishes, windows, etc., broken; Pendulum clock may stop
VI	Felt by all : many frighten and run outdoors. Heavy furniture may move. A few instances of fallen plaster or damaged chimneys - damage slight.
VI	Everybody runs outdoors. Damage negligible in buildings of good design and construction, slight to moderate in well built ordinary structures, but considerable in poorly built or badly designed structures.
VII	Damage slight in specially designed structures; considerable in ordinary structures and great in poorly built structures. Fall of chimneys, stacks and columns. Persons driving motorcars are disturbed.



IX	Damage considerable, even in especially designed structures; well-designed frame structures thrown out of plumbing. Buildings shift off foundations. Ground cracked conspicuously.
X	Some well-built wooden structures destroyed; ground badly cracked; rails bent. Landslides and shifting of sand and mud.
XI	Few, if any (masonry) structures, remain standing. Broad fractures, on ground.
XI	Damage total. Waves seen on ground surface. Lines of sight and level distorted. Objects thrown upward into the air.

The technical paper of GIS states that ORISSA, if at all, experiences any earthquake, it may attain the intensity of 5.9 on the Richter scale. Accordingly, the intensity as per modified Mercalli scale goes in the rang of VI & VII.

Richter Scale Magnitude (M)	Modified Mercalli Scale Intensity (MM)
5.0 - 5.9	VI - VII
6.0 - 6.9	VII - VIII

14.3 Pre Earthquake Disaster Management Plan

Warning and disaster preparedness are the important components of pre-disaster plan. However, in case of earthquake, there is very little scope of prior warning since the event comes very suddenly. The critical factors responsible for the high seismic risk zone in India and consequently the identified six sets of critical interventions have been presented as the six pillars of earthquake management.

- Ensure incorporation of earthquake-resistant design features for the construction of new structures.
- Facilitate selective strengthening and seismic retrofitting of existing priority and lifeline structures in earthquake-prone areas.
- Improve the compliance regime through appropriate regulations and enforcement.
- Improve the awareness and preparedness of all stakeholders.
- Introduce appropriate capacity development interventions for effective earthquake management (including education, training, R&D, and documentation).
- Strengthen the stakeholders for emergency response capability in earthquake prone areas.

14.4 Emergency Response Plan

- In the event of an earthquake striking some area, the IMD and GSI seismic observation centres give the exact location of the epicentre and the intensity of the earthquake on the Richter scale. With this information in hand, the disaster emergency squad will make an immediate visit to the spot of the affected area for a quick on-site assessment of the situation. Simultaneously, there will be a public announcement about the epicentres and probably affected area and the intensity of the earthquake. The emergency squad on ground shall take video photographs of the affected area. The on-site visit and assessment shall be completed within hours and such news will be broadcast through All India Radio and Door Darshan as well as through Rly. Communication network and other means for information to the public and also to the people in the affected area.
- The information on affected area as well as the first assessment of the emergency squad will be immediately super-imposed in the hazard zone map. The Control Room at the particular affected areas as well as the Central Control Room will be put under red alert within the shortest period after the earthquake strikes.
- A good pre-disaster preparedness plan results in a very good emergency response plan in the time of need.



POST-EARTHQUAKE DISASTER PLAN - (PREPARATION)

14.5 Post - Earthquake Disaster Plan :

After a major disaster, the first priority is to provide relief and medical aid to affected persons to minimize loss of lives. During the disaster like Gujarat earthquake, roofs of several quarters in Railway colony had collapsed. A number of families were rendered destitute. During earthquake others, whose dwellings were intact, preferred to live outside because of fear of continuing tremors. The water and electric power supply to Railway stations and colonies had been disrupted. Fortunately, there were no stranded passengers and no trains in mid-section. Rail infrastructure had been extensively damaged. Communication channels were down and organization was in disarray as most Officers and supervisors in the affected area were themselves victims of damage. Movement of men and material for rescue and relief in such circumstances becomes a challenging task. The Divisional Control office should function under the direct charge of ADRM. Assistance of headquarters office can be sought for mobilizing relief from outside the Division also.

14.6 ACTION BY OPERATING DEPARTMENT:

In the event of severe disaster like earthquake situation when it is not feasible to continue the normal train operations due to damage at various locations in this Railway, it is necessary to have a central organization which can receive information, messages and reports etc., from the affected areas and issue necessary instructions as required. For this purpose a "Central Emergency Control Office" at HQ and Divisional level will be set up. These emergency control offices shall be opened in the Disaster Resistance Control Room. CPTM will be the chief emergency officer at HQ and Sr.DOM will be the Divisional emergency officer at Divisional Level. In addition to this, emergency offices shall be manned by emergency officers as nominated by GM and DRMs for the round the clock operation at HQ and Division respectively. The emergency offices will work in three shifts of 08 hourly basis as mentioned below.

Shifts	Central Emergency Office	Divisional Emergency Office
1st shift	06:00 - 14:00 hrs	08:00 - 16:00 hrs
2nd shift	14:00 - 22:00 hrs	16:00 - 24:00 hrs
3rd shift	22:00 - 06:00 hrs	00:00 - 08:00 hrs

- i. An Emergency Control Order register shall be opened at HQ and Divisional Level and every message communicated between HQ, Division and other Officer/Organizations should be recorded bearing message no's serially. Making over and taking over charges should also be recorded in this register along with important remarks if any. Means of communication if disrupted will be immediately restored (by mobile/satellite phone, VHF & wireless) and made known to all concerned.
- ii. Chief Emergency Officer will decide and communicate to the DRMs about the cancellation, rescheduling and short termination of passenger trains.
- iii. Coaching trains should be controlled/diverted so that the trains do not enter the affected section(s), suitable publicity to be arranged. Controlling of trains should, as far as possible, be done where adequate water supply, lighting, catering and medical facilities are available.
- iv. When control communication is damaged, provision of VHF sets for station to station for train working on "paper line clear" should be made till more permanent arrangement is arranged.
- v. Cancellation/diversion of trains should be widely announced through News Papers, TV, News Channels, All India Radio and Public address system.
- vi. Movement should be done on top priority for restoration material, equipments, labours and other items for restoration work as demanded by site officials.



14.7 ACTION BY COMMERCIAL DEPARTMENT:

- i. All commercial staff should guide the passengers and volunteers, whether they are on a running train or at station when train services are affected by earthquake, regarding taking adequate measures for ensuring their personal safety.
- ii. Food and water to be arranged for the entrapped passengers & victims.
- iii. Alternative arrangement should be made for the passengers for safe journey to their destination.
- iv. If a passenger train is stranded in the earthquake affected section(s), the conductor/TTEs manning the train should take census of passengers, and try to pass information to the station at either end through walkie-talkie set, so that information can be passed on to the Divisional control office.
- v. If any passenger is found injured or sick, First Aid should be provided by the guard/TTEs of the train.
- vi. If a Railway colony is affected in earthquake, the victims and residents of the colony to be shifted to a safe place as quick as possible .
- vii. Adequate supply of drinking water and food packets should be arranged at the stations , railway colonies and for the stranded passengers.

14.8 ACTION BY MEDICAL DEPARTMENT:

Doctors & Paramedical staffs should be rushed to the site with medical kits, where the victims and train passengers are entrapped in a train or at a station to provide medical help and take all precautions that epidemics may not spread.

14.8.1 ACTION BY ENGINEERING DEPARTMENT:

- i. The Officers and staff should proceed immediately to affected zone as soon as information received equipped with satellite phone and VHF set to be made available by S&T to give precise information to control office regarding;
 - a. Nature of damage/cracked/sank tracks/obstruction to track & colonies with locations.
 - b. Possible method /system for restoration.
 - c. Maximum resources required for taking out the victims,
 - d. Whether or not a light vehicle can be used for the same.
 - e. Likely time to clear the trapped victims from locations.
- ii. Vehicles/helicopters shall be hired locally to do aerial survey across the affected area to assess the damage and arrangements may be made to clear the affected stranded passengers/railway families.
- iii. Based on the damage report and restoration strategy, priority and sequencing of movement of available materials on wheels (e.g. boulders, earth moving machinery, bridge girder and cranes etc) and labour should be quickly chalked out and conveyed to the Traffic officers at Central Control and respective Divisional control.
- iv. Heavy Earth Equipment, road cranes etc., may be requisitioned as per requirement from the sources within the Division and out side.
- v. If any bridge/pillar/embankment has collapsed then a long term strategy to planned and thought off.

14.8.2 Electrical Department

- i. Damage caused to electrical installations is to be assessed location wise. For this purpose, competent officials shall be deputed to obtain detailed assessment of the damages. Supervisors and staff should be deputed with necessary materials and tools either by rail or by road for restoration work for supplying Power to affected area and lighting arrangement for rescue and restoration..
- ii. In case of power failure at station where trains are controlled, temporary lighting may be arranged with portable DG set.



- iii. Close coordination with State Govt. and State Electricity Boards to restore Power supply to affected service buildings and restoration by electric traction.

14.8.3 Mechanical Department

- i. The RMTV/ART/ARME staff and crane with crane driver will be kept ready to rush to duties at minimum notice whenever required.
- ii. Drinking water, readymade food items shall be kept ready on ART/ARME. ARTs will be equipped with fuel, and portable generator with adequate provision for 120 hours.

14.8.4 Signal & Telecommunication Department.

S & T department will look after the communication system at affected zone. For this purpose they will do the following activities:

- i. Check the 25 W VHF set provided at each station functioning properly & battery is fully charged.
- ii. Check the emergency generator set is functioning properly with adequate fuel.
- iii. Check that fuel supply tanks of the generator set have been fully filled and adequate fuel for 72 hrs has been checked.
- iv. Check and align all Microwave equipment and battery of DG sets with adequate fuel.
- v. Telecom channel via alternative routes should be lined up and kept terminated for administrative trunks and control working.
- vi. Satellite phones where ever available should be tested and accompanying staff identified along with battery charging arrangement.
- vii. Communication equipment in ART should be tested for proper working order.
- viii. Check all the Block Instruments and their batteries.
Extend power supply from emergency generator set to Block Battery charger.
- ix. Restoration to damaged Signal Posts/service buildings to restore normal train operations by shifting the signaling gears to alternate service buildings.

14.8.5 Stores Department

During restoration, Stores Department shall play a pro-active role in making emergency purchases preferably by standing Spot Purchase Committee & supplying the same to the user department at sites.

14.8.6 Security Department

Security personnel will be nominated by Sr.DSC/DSC at following position(s)-

- i. To accompany the relief material carrying trains when ordered.
- ii. To help commercial & station staff of major station to handle public enquiries.
- iii. At each station where passenger train is regulated.
- iv. On heavy vehicle carrying relief materials.
- v. At major restoration sites and work sites .
- vi. Officer & staff will be trained to tackle the rescue operation in flooded area.
- vii. Rescue team of 15 RPF personnel will be kept in each division and HQrs also.
- viii. Each team will require 02 boats, 04 rafts, 15 live jackets and two foldable ladders. Total four teams will have 08 boats, 16 rafts, 60 live jackets and 8 foldable ladders.

14.8.7 MOVEMENT OF RELIEF MATERIALS:

CPTM will order the special train for carrying the relief materials. Wide publicity be given in Press and Media to attract voluntary organizations, individuals, NGOs, Medical practitioners etc to avail the services. The composition and timings will be planned and published by CPRO.

**14.8.8. PROOCEDURE FOR ACCOUNTED, AUDIT & FINALIZATION OF ACCOUNTS:**

- i. Special Returns by Stockholders after restoration.
- ii. All stock holders of all departments in-charge of custody of Railway stores shall submit a "Special Return" of the materials transaction that took place during restoration.

14.8.9. Emergency Purchase of Materials

Emergency demands placed through HOD's notes shall be completed by the Stores Department through a Spot Purchase Committee.

14.8.10. Work Contracts- Single Tender and hiring of machinery.

For restoration of traffic, single Tender may be awarded to the competent contractors who have the exceptional capacity to mobilize machinery and materials. Prior consent of the General Manager will be taken while processing of the case.

14.8.11 External Assistance:

Devastation in floods does not get limited to Railway. As such Co-ordination with District Administration through NDMA, State DMAs is an absolute necessity for both availing and rendering help.

- i. All road transport available outside are generally requisitioned by Civil Administration for relief supply. Expeditious clearance and delivery of relief material should be planned with District Administration by Commercial Department. Similarly Engg. Dept. should co-ordinate with Dist. Administration for track restoration by earth moving machinery, road cranes, trippers etc., available locally as command of these are generally taken over by Dist. Administration.
- ii. Once rail working is restored, movement of relief materials through train is to be co-ordinated with Dist. Administration by Operating Department.
- iii. Specialized trained staff and equipment for rescue of passengers/ dwellers may be co-ordinated through State DMA (like ODRAF of Orissa).
- iv. Provisions for affected families in Railway colonies may not be available for considerable period. Help of NGOs may be taken to supply bare necessary provisions during the earthquake time.
- v.
 - a) Help of Military/ Para-Military Forces, requirement of boats, divers, helicopters etc., may be availed through NDMA and State DMAs.
 - b) Help of Local Hospitals to be co-ordinated through State DMAs and medical department.
 - c). Railway may provide mobile Medical facility to staff and civilians by self propelled mobile medical units (SPRAME/ ARME)



CHAPTER-15

LAND / HILL SLIDE

When a huge land/rock mass suddenly gets displaced from its position and comes down with tremendous force, it can cause intensive damage to Rly. Track, Buildings and other Railway Installations, with blocking of traffic movement. It can also cause loss of human Lives. This can be caused due to prolonged torrential rain, blasting of rock nearby and Earthquake etc.

15.1 Actions to be taken during Land/Hill Slide

- i. After receiving the message from the concerned Station Master under whose jurisdiction the Section is situated, the Section Controller will inform concerned Operating Officer to stop the movement of trains in the adjacent sections and inform DRM/ADRM, Sr.DEN(Co-ord) (through Engg. Control), Sr.DME, Sr.DEE(OP), DSC and other Concerning Branch Officers.
- ii. DRM with Sr.DEN(Co-ord) and Sectional DEN will proceed to site. ART/MRT will be ordered, if required.
- iii. Sr.DEN(Co-ord) will requisition earth moving equipment including, Pay loader, JCB, Dozer, Proclains & Jack Hammer Dumper & Trucks from the nearest available Railways & Non-Railway sources.
- iv. Licensed Rock Blasting staff, with sufficient quantity of explosive & detonators, Rock drills, Rock drilling equipment and Air compressors available from the nearest sources also should be rushed to the site. Only trained experts having license to handle explosive should only be deployed for rock blasting.
- v. DRM, after getting detailed information from site will seek the help of Army, Border Road Organization Units, as the case may be.
- vi. Sufficient quantity of explosive & detonators has to be sent to the site for replenishment.
- vii. The residents of the nearby houses/Staff quarters must be evacuated to safer places before starting the Blasting of Rocks.
- viii. Requisite quantity of P. Way material should be kept ready in the nearest station to move to the site in case the P. Way is damaged.
- ix. Similarly, Signaling, Elect., TRD staff also should be kept in readiness with men & materials for immediate repair of installation.
- x. Sufficient numbers of labours are to be requisitioned and deployed at site to help in clearing the landmass.
- xi. Critical/injured persons/staff should be shifted to nearest Hospital for treatment.
- xii. The loose boulders are to be dislodged and the need for flattening the slope by earthwork or protection of cutting by boulders nets or rock bolting or short creting is to be explored.

15.2 Preparedness for Management of land/hill slides:

- i. Vulnerable areas for land /hill slides in ECoR territory are to be identified/reviewed by the Engineering Dept based on past history , actual survey , etc., in accordance with relevant para of IRBM (Chapter-10) and in consultation with expert organisations like Geological Survey of India/Ministry of Mines and special precautions taken accordingly. User friendly landslide maps are to be prepared by the Engineering Department and to be displayed at stations & offices prone to land slide area.
- ii. **Early Warning System(EWS):-**
Basically the land / hill slide occurs following the major rain fall & earthquake. For early warning, the Engg department should develop the Numerical Weather Prediction (NWP), Automatic rain gauges, Wireless Sensor Network (WSN), Micro- Electro Mechanical Sensors (MEMS) to cover the vulnerable locations in the division in consultation with State & Central Govt. during monsoon



season, Engg. Control should keep close liaison with IMD (India Meteorological Department) in the state & State Disaster Management Authority.

- iii. Rainfall pattern and data base on rainfall should be analyzed to understand the variability of rain in the region / territory land slide in ECoR

15.3 Awareness Programme & Training :

- i. Division should ensure by arranging regular pre-monsoon trainings that field staffs of engineering as well as other departments are conversant with their respective duties during accident/ land slide.
- ii. User friendly land slide maps to be prepared by Engg Dept and displayed at stations & offices prone to land slide area. Some vulnerable locations of land slide, boulder falling and floods in the ECoR Zone causing interruption to traffic in the past are enclosed at **Annexure - 30**.
- iii. The field staff of P.Way, works and other train passing staff should be trained regarding land slide precaution, search & rescue operations etc. which should be organised by division in coordination with NDRF/SDRF (State Disaster Response Force).
- iv. Engineering department should arrange to develop a special team of civil engineers to receive specialized training / knowledge regarding land/hill slides and response to it during emergent situations by coordinating with institutions like NIDM, New Delhi.



CHAPTER-16

TERRORISM DISASTER

Terrorism : Politically motivated and perpetrated in a clandestine manner against non-combatants. The act is committed in order to create a fearful state of mind in an audience different from the victims.

16.1 Loss due to terrorist attack : Terrorism is a man-made disaster and cost the most in terms of the followings;

- i. Loss of lives
- ii. Loss of properties.
- iii. Workers' compensation.
- iv. Accident and health.
- v. Disability.
- vi. Political and social instability in the region and between countries.
- vii. Long term damage to a country's economy and production capacity

16.2 Types of Terrorism- Researchers has began to distinguish different types of terrorism such as Hijacking, Bombing, Diplomatic kidnapping and assassination to assert their demands.

16.3 Some terrorist attack in India:

On Dec.13/2001, in a suicide attack on Indian Parliament, nine police men and parliament staffer were killed. On June 22, 2000, two powerful car bomb explosion took place in south Mumbai killing at least 46 people. On 22 Jan.2002, militants attacked American cultural center in Kolkata, killing four police and injured 21. On 1st Oct.2001, a car bomb exploded near the state Assembly J&K, killing 38 people. On July 2005, Jaunpur train explosion at least 10 people were killed and more than 50 were injured. On 29 Oct.2005, bomb blast in New Delhi, 70 people were killed and several injured. On March 2006, serial blast in Varanasi, at least 100 were injured. On 11 July 2006, Mumbai train blast, at least 190 people were killed in the 1st class compartment. On 26th Nov.2008, terrorist attacked Taj hotel in Mumbai and killed at least 185 people and injured more than 300.

16.4 TERRORISM MANAGEMENT MEASURES:

16.4.1 Before terrorist attack

- i. Keep security alert and aware of the surrounding area.
- ii. Take precaution when traveling. Be aware of conspicuous or unusual behavior. Do not accept packages from strangers or leave luggage unattended.
- iii. Leave where emergency exits are located. Think ahead about how to evacuate a train, subway, building or congested public area. Learn where stair case are located.
- iv. Terrorist may damage the Railway track or Railway bridge, therefore patrolling should to be intensified.
- v. In a terrorist attack there may be many injured, so medical department should store sufficient stock of life saving drugs and blood.
- vi. The explosion can result in collapsing of building and fire. People who live or work in a building review emergency evacuation procedure and know where fire exits are located.
- vii. There may be general Power Supply (Electricity) failure during a terrorist attack. One Power Car of suitable capacity per division at divisional head quarter may be kept.
- viii. If you receive a bomb threat, get as much information from the caller as possible. Keep the caller on line and record every thing that is said. Notify the police and building management.



- ix. During terrorist attack train may be detained for a long period due to damage of track/traction installations. On receiving warning messages from authorized sources, Diesel power(engine) should be kept ready as stand by at suitable strategic locations.
- x. After you have got of a bomb threat, do not touch any suspicious packages. Clear the area around the suspicious packages and inform the police immediately. In evacuating a building, avoid standing in front of window or other potentially hazardous area.
- xi. Install video/CC cameras at the busy railway station to watch movement of suspicious persons.
- xii. Bomb detecting machines to be installed at every important railway stations to examine the luggage of the passengers boarding a train.
- xiii. Random checking of the luggage of the passengers.
- xiv. Deploy sufficient number of RPF staff at stations and on trains.
- xv. Tight security at all work places and residential colonies.

16.4.2 During terrorist attack

- i. In a building/train explosion, get out of the building/train as quickly and calmly as possible. If exits are blocked, get out through emergency exits or get under a sturdy table or desk.
- ii. If there is a fire, stay low to the floor and exit the building as quickly as possible.
- iii. Cover nose and mouth with wet cloth.
- iv. When approaching a closed door, use the palm of your hand and fore arm to feel the lower, middle and upper parts of the door. If it is not hot brace yourself against the door and open it slowly. If it is hot, do not open the door and seek an alternate escape route.
- v. Heavy smoke and poisonous gases collect first along the ceiling, stay below the smoke at all times.

16.4.3 After a terrorist attack If you are trapped in debris

- i. Use a flash light.
- ii. Stay in your area so that you don't kick up dust. Cover your mouth with a handkerchief or clothing.
- iii. Tap on a pipe or wall so that rescuer can hear where you are. Use a whistle if available. Shout only as a last resort. Shouting can cause a person to inhale dangerous amount of dust and smoke.
- iv. Assist victims, However, you should not attempt to rescue people who are trapped in side a collapsed building. Wait for specialized emergency personnel to arrive.
- v. Where a chemical attack occurs, authorities would instruct citizens either to seek shelter where they are and seal the premises or to evacuate immediately. Explosion of chemical agent can be fatal.

16.5 Duties of Departments :

After a terrorist attack at station/train , the **DRM** of affected Division should rise to the situation and take all steps to bring the situation under control. RPF and officers of other departments should rush the spot immediately for relief and rescue work.

The duties of RPF is vital in the terrorist attack. They should immediately inform State Police and rush to the spot with full force to handle the situation.

16.5.1 Duties of RPF department

- i. Evacuate the injured and un-conscious persons from the affected zone with the help of ODRAF, NDRF, GRP and Local Police etc. Permission has been accorded by Home Ministry (vide their letter no-VI-24022/11/2002-PM-I, dtd. 24-12-2002, addressed to Home Secretary of all states), that State Govt. or Police clearance is not required for launching rescue operation for the purpose of



saving human lives.



- ii. If there is fire or collapse of building, State's fire service to be informed immediately.
- iii. They should be careful to stop panic.
- iv. Affected area is to be cordoned.
- v. Attack of terrorist may be at any place, even religious places are not left, but Railway disaster is mainly concerned with Railway property such as Railway stations, trains, colony, offices, workshops. So they should be prepared in all respect.
- vi. They should protect the belongings of the passengers too.

16.5.2 Duties of medical department-

- i. Terrorist attack may cause loss of life, serious/minor injury to passengers/railwaymen. On receipt of the information of a terrorist attack on any Railway establishment, the ARME in-charge should rush to the spot immediately with sufficient nurses and doctors.
- ii. They should have sufficient number of stretchers.
- iii. Ambulance with life saving medicines, dressing materials, Tetanus toxoid and Intravenous fluids should leave for the spot.
- iv. Seriously injured to be shifted to the nearest hospital and first aid to be given to injured.

16.5.3 Duties of Mechanical department:

- i. During terrorist attack train may be seriously damaged/derailed, in such situation senior most officer should rush to the site immediately.
- ii. 140 Ton Crane / ART/ ARME / SPARME may be ordered as per the requirement at site.
- iii. Senior most officers should monitor the rescue operation at site.

16.5.4 Duties of Operating Department:

Movement of Advance Pilot:- In case there is a threat to railway assets such as track, bridge tampering, threat of sabotage by terrorists is received, Chief Operations Manager shall decide to run an advance pilot engine ahead of important mail/express or other trains as occasions demand. In this case, an advance pilot shall be an engine (preferably a Diesel engine) with composition as required as well as with necessary security arrangements to be run.

16.5.5 Duties of Commercial Department:

- i. Commercial staff should guide the affected passengers regarding their safety.
- ii. Adequate food and drink/beverages to be arranged for the distressed passengers.
- iii. Alternative arrangement may be made for the safe return of the distressed passengers.
- iv. Payment for ex-gratia to be made to the kith and kin of the dead.

16.5.6 Duties of Personnel Department

- i. Welfare Inspectors of Personnel Department should keep the record of the dead/injured for the payment of ex-gratia.
- ii. They should assist the Commercial Department for the payment.

16.5.7 Duties of Engineering Department:

- i. Terrorist attack may damage the Railway track/ bridges. Sufficient number of rails and bridge girders may be stocked at suitable places.
- ii. Boulder and sand may be stocked at places to meet the situation.

16.5.8 Duties of S&T Department:

- i. The attack may damage the communication and signaling system.



- ii. Satellite phones and VHF sets are to be kept ready in ART/ARMEs.



CHAPTER-17

CHEMICAL DISASTER

17.0 Handling large quantity of HAZCHEM (Hazardous Chemicals) in installation, isolated storages and transportation, poses the grave risk of sudden release of copious quantities of toxicants on the environment. Indian Railway transport these HAZCHEM e.g. Petroleum products (petrol, HSD, naphtha etc.), caustic soda, alcohol, compressed gases (LPG), chemical manures, acids, matches etc. These goods are carried either in piece meal system in SLR or wagon or in bulk load in full rake of tank wagons.

Indian Railway's Rule for carrying dangerous chemicals i.e. HAZCHEM by rail have been legislated in the Railway Red Tariff Rule 2000 as per which dangerous goods have been classified in the following 8 categories.

- i. Explosives.
- ii. Gases, compressed, liquefied or dissolved under pressure.
- iii. Petroleum and other inflammable liquids.
- iv. Inflammable solids.
- v. Oxidizing substances.
- vi. Poisonous /Toxic substances.
- vii. Radio active substances.
- viii. Acid and corrosives.

Improper or unsafe handling i.e. loading, unloading, leveling and transporting may cause chemical accident/disaster resulting in fire, explosion, toxic release poisoning the environment and combination of the above.

The Bhopal gas disaster in December 1984 brought in to sharp focus the unprecedented potential of HAZCHEM like Methyl isocyanides in terms of loss of life, health, injury and long effect on population.

Petroleum and other inflammable liquids considered dangerous as per Railway Act 1989 (24 of 1989) and have been classified in three classes i.e. class "A", class "B" & class "C".

- a. Class "A" - Petroleum & other inflammable liquids, the vapour of which having flash point below 230 C.
- b. Class "B"- Petroleum & other inflammable liquids, the vapour of which having flash point above 230 C but below 650 C.
- c. Class "C"- Petroleum & other inflammable liquids, the vapour of which having flash point 650 C and above.

A number of factors including human errors could spark of chemical accident with the potential to become chemical disaster. These are:-

- i. Process and Safety system failure.
- ii. Technical error:- Design defect, Fatigue, metal failure, corrosion etc.
- iii. Human error:- Neglecting safety instructions while handling the HAZCHEM, deviation from specified process etc.
- iv. Lack of information/knowledge:- Absence of emergency warning procedure, non disclosure of line of treatment etc.
- v. Transportation: - Transportation in unsafe manner i.e. in leaky containers/tank wagons, loose shunting during attachment/ detachment of wagons, rough driving while transporting by rail.
- vi. Organizational error:- Poor emergency planning and coordination with public, non compliance of mock drills/exercises.



- vii. Terrorist attack/sabotage:- Vulnerable chemical disaster is further compounded by likely terrorist and warfare activities which includes sabotage and attack on HAZCHEM installations/ storage and transportation vehicles. These can occur at any time and at any place.
- viii. Improper storage. Improper storing of HAZCHEM.
- ix. Packing : Packing and labeling in unsafe manner.

17.1 Preparedness for Chemical Disaster Measures

In view of recent styrene gas leakage in VSKP div., the following Responsive Protocols, Resource Activation and Mobilization and Standard Operating Protocols of different departments in ECoR have been incorporated.

- i. In case of chemical disaster, organizations/agencies like the DAE (Dept. of Atomic Energy) and central Govt. from time to time, Explosive environment safety MOE&F, MHI & PE, professional institutes' private voluntary organizations NGO may be contacted.
- ii. Railway Hospital, including various Hospitals under direct supervision of MH & FW should cater to medical emergencies for prompt medical response with requisite capacity building in emergency medical services.
- iii. Crisis control room for rapid exchange of information and coordination of activities during emergency to be set up in Division and HQs.
- iv. Fire service, Civil defense, NDRF, SDRF & state authorities' assistance immediately is sought. Important Phone numbers are as follows:

State	Unit	Telephone number	Mobile number
Odisha & Chattishgarha	NDRF(Orissa)	0671-2879711 (Control Room) 0671-2879710 (Office)	9437581614
	ODRF	0671-2303263 (Office) 0671-2339555 (Control Room)	
Andra Pradesh & Telangana	NDRF(AP)	0863-2293050	8333068559
	SDRF	0864-5237347 (Guntur)	9440906404 (Control) 9440627425 (Office)
Chattisgarha	Fire & Emergency Control Room NDRF	0771-2512331	
Delhi	NDRF	011-23438091 (control & fax) 011-23438091,23438136 (Off)	9711077372
	DG/NDRF	011-23438020, 23438119	

- v. The train services in the section are immediately requested to control /cancel/divert within the vicinity for time being till the hazards are brought under control.
- vi. Evacuation process of all human beings including animals with the help of NGO/State govt. immediately is resorted to.
- vii. Effective medical emergency services in comprehensive manner are pressed in service immediately.



Standard Operating Protocol (SOPs)

- i. Installation of Public addresses (PA) system.
- ii. Setting up of aero meters with continuous recording system & back up installation of wind box at vulnerable location.
- iii. Provision of adequate quantity of foam and any other suppressant for control of vaporization of spill or leak.
- iv. Keep ready sufficient number of fire extinguishers.
- v. Availability of well equipped emergency medical rooms with requisite no of Ambulance vans.
- vi. Preparation & inclusion of resources directory with complete details. Source availability of resource person's/ officer's contact phone/mobile no, address.
- vii. Facility of good broadcasting, Law & Order, evacuation, transport, rescues relief facilities.
- viii. Financial support from competent authority to meet the emergency procurements.
- ix. Creation of decontamination facilities.
- x. Arrangement of adequate stock of PPEs including respirators and medical oxygen cylinders.

17.2 Pre-Disaster Measures:

General Rules regarding acceptance of the dangerous chemicals for carriage by rail are given in Rules 202, 203, 204, 205, 206 of Red Tariff No 20. Those are to be followed meticulously. There are various process of handling the dangerous chemicals. Those are:-

17.2.1 Packing:- Before the dangerous chemicals are transported by rail, it must be packed as per Rule 207.1 & 207.2 of Red Tariff No 20. Rule 207.2 i.e. rule for protection cylinder valves during transportation shall not apply to cylinders containing oxygen or nitrous oxide for medical purposes having water capacity less than 5 liters.

Acid and other corrosives is to be packed by consignor but more precautions need to be taken by concerned Railway Officials, that it is packed strictly in the manner laid down in Rule 807 of Red Tariff No. 20. The outer most package containing acid and other corrosives must be marked with word "Corrosive" and name of the acid or corrosive.

17.2.2 Marking and labeling of cylinders or containers:

Rule for marking and labeling of cylinders are given in Rule 208 & 209 of Red Tariff No 20. It must be ensured that the dates of the last hydraulic test are marked on every cylinder. In case of liquefied petroleum gas cylinder, the quarter of the year of test shall be given additionally in neck ring or on a shoulder plate. It is to be ensured that the words "Highly inflammable" and "Inflammable" as the case may be is marked on every package/container containing inflammable liquids. Every tank wagon used for transportation of petroleum must be marked on each side and rear thereof in letter at least 7cms high on a background of sharply contrasting color the word "INFLAMMABLE" and the name of the liquid transported.

17.2.3 Storage (Refer Rule 211 of Red Tariff No 20)

During storage, the following points must be ensured.

- i. Thin walled cylinders such as LPG cylinders and dissolved gas cylinders shall not be stored in horizontal position.
- ii. Cylinders containing inflammable gases, other toxic gases shall be kept away from cylinders containing other type of gases.
- iii. Cylinders shall not be stored along with any combustible materials or explosives or other dangerous goods.
- iv. Smoking and carrying any type of naked fire must not be allowed near these commodities.
- v. All operation of loading, unloading and handling of petroleum and other inflammable liquids shall be



conducted between sunrise and sun set. Loading and unloading can be done if adequate lighting



arrangement is made. All loading and unloading points of petroleum products must have been provided with adequate fire fighting facilities with trained fire fighting staff.

- vi. Smoking, taking fire or naked light matches or other article of inflammable nature is strictly prohibited near the storage or loading/unloading point of petroleum liquids.
- vii. All due precautions should be taken at all times to prevent any escape of petroleum and other inflammable liquids.
- viii. All the storage place of the dangerous goods like HSD, Petrol, and Lubricants etc. must have road access so that fire tender can approach in the event of any major fire.
- ix. Adequate security arrangements should be made at these locations to prevent any outside interference which may cause any untoward incident.
- x. The facility for storage of petroleum products by the Railways should conform the Petroleum Rules 2002 notified in Gazette of India.
- xi. Where there is storage of petroleum product other than Railway but adjacent to Railway infrastructure, Railway should liaise with such private owners that adequate safety precautions are taken and locations are suitably guarded to avoid any untoward incident that might affect Railway system.

17.2.4 Transportation:

Petroleum and other inflammable liquids class "A" shall be transported by goods train only. Petroleum and other inflammable liquids class "B" & "C" may be transported in wagons by all trains except passenger train.

Petroleum and other inflammable liquids class "A" may be transported in wagons by mixed train or parcel train on any section on which goods trains are not running provided that immediately after entering any section on which goods train are running, the wagon containing petroleum and other inflammable liquids class "A" shall be detached.

Petroleum and other inflammable liquids shall not be carried in brake van of passenger train. Whenever these commodities are permitted to be carried in brake van the following points must be ensured.

- i. The total quantity in the brake van at any one time shall not exceed 50 liters.
- ii. Petroleum and other inflammable liquids shall not be conveyed in the same carriage with any matches or fuses or appliance producing ignition or explosive or dangerous goods.
- iii. Package containing petroleum and other inflammable liquids shall be carried only in rear brake van with good ventilation. Packages containing petroleum and other inflammable liquids shall be placed as far away as possible from other packages in the brake van and from the tail light of the brake van.
- iv. Acids and other corrosives in wagons may be transported by all trains including passenger trains, but not to be carried in the brake van of trains.
- v. Acids and other corrosives shall be carried in covered iron wagons and tank wagons. End opening carriages or wagons shall not be used.

17.2.4.1 Safety Concerns relating to manufacturing, storage, transportation and handling of hazardous chemicals:

Operating & Commercial department:

1. Inventories at Parcels/goods handling stations should be checked from time to time where the stock of hazardous chemicals is kept. All precautions stipulated in Red Tariff and Commercial Manual must be taken while dealing with such hazardous chemicals like ammonium nitrate ,etc.,



2. All staff dealing with parcel /goods traffic are instructed to take due precautions as stipulated in Red Tariff, Commercial Manual while dealing with the hazardous chemicals like ammonium nitrate ,etc., for their safe transport and immediate disposal.
3. Staff of railway and private sidings where petroleum products or any other hazardous commodities are handled should be sensitized and should be counseled intensively to follow all the related to safe of hazardous materials.
4. All train passing staff be counseled to be more vigilant to detect any unusual occurrences during the passage of trains and expeditious action must invariably be taken , if any unusual occurrences with special emphasis on fire related incidents are noticed during train passage.

Mechanical Department:

1. Hazardous and explosive materials like Ammonium Nitrate (if any) , DA gas, Kerosene oil, Paints & HSD oil etc. used in POH activities at workshops/Store depot to be indentified and mapping should be done for these items. All precautions to be taken for their preservation, storage, transportation and handling.
2. Hazardous waste generated, if any and obsolete/unused hazardous and explosives in the workshop should be timely disposed off.
3. Safety Audits by the authorised agents to be done regularly as the workshop is certified under ISO 9001:2015, ISO 14001: 2015 & OHSAS 18001:2007 which include preventing pollution and mitigation of hazards.
4. Regular patrolling of Security Personnel (RPF) and Safety Officers/Supervisors inside the workshop which comes under Factories Act., around the scrap yards, work premises, stores area inside and along the workshop to avoid any fire and other hazards.
5. Counselling of all supervisors and staff regarding usage, storage and handling of hazardous chemicals/gases should be done regularly.

17.2.5 Precautions to be taken during loading/unloading tank wagons:

- i. Tank wagons used for carrying petroleum and other inflammable liquids shall be of a design approved by Chief Controller of Explosives.
- ii. Tank wagons used for conveyance of petroleum shall be in good condition and free from leakage. In filling the tank wagons, an air space of more than 5 % of the capacity of the tank shall be left. The air space may be reduced to
 - a. 2.5% in case of some important items like HSD, Furnace oil, Kerosene, aviation turbine fuel.
 - b. 4% for some important items like Aviation Spirit, Petrol, and Naphtha.
- iii. All inlets and out lets shall be closed securely and tightly.
- iv. Petroleum and other inflammable class "A" shall not be loaded or unloaded from tank wagons where tank wagons is exposed to spark within 30 meter from any fire, furnace or artificial light capable of igniting inflammable vapor.
- v. After unloading petroleum liquid from tank wagons the top cover shall be left open to discharge the vapor.
- vi. Before filling petroleum liquids in tank wagons, they should be cleaned thoroughly and should be tested for leakage.
- vii. Tank wagons containing petroleum should not be loose shunted during attachment or detachment.



- viii. Packages containing acids and other corrosives not to be thrown dropped down or dragged along the ground of floor and care should be taken to avoid striking them against any hard object.
- ix. When loading and unloading heavy drums or casks cushions of a suitable type, thick coir matting, felt, bags filled with saw dust or similar protection should be used to avoid damage to the drums or casks and to prevent leakage.
- x. Whenever practicable, packages containing acids and other corrosives shall be carried or conveyed on trolley or hand barrows.
- xi. Acids and other corrosives not to be stored or handled with or near explosives or other dangerous goods of inflammable nature.
- xii. Acids and other corrosives not to be stored or handled with or near foodstuffs or foodstuff empties.
- xiii. The floor of any place or wagon on which acids and other corrosives have been stored or carried shall swept and thoroughly cleaned after removal of the goods there from.

17.3.1 Rescue, Relief and Restoration:

Railway's expertise in dealing with the miss-happenings like spillage, explosion, catching fire, release of toxic etc. of the dangerous chemicals is very limited. Therefore help from agencies and organizations such as NDRF, ODRAF, IOC, BPCL/HPCL who have expert knowledge in dealing with the hazardous goods is asked for relief and rescue operation during a chemical disaster.

The agencies and their contact numbers are given at the end of the chapter.

If any untoward incident related to dangerous chemicals happen in the Railway premises, without delay those agencies or organization can be called for relief and rescue operation.

The staff of SPRMV/ARMEs, ARTs and a few of the staff maintaining rolling stock which is used for transportation of hazardous chemicals may be trained and equipped with the equipment used for dealing with such materials in eventualities.

17.3.2 Precautions for Prevention of Chemical Disasters

As lessons learnt from the recent styrene gas leakage of LG Polymers situated near about 1 km from SCMN station establishment in Waltair Division, it is indeed necessary to have pre-precautionary planning at nearby railway premises to save any unwarranted situations.

- i. There should be joint Audit by representatives of concerned state authorities, Industry and Railways on a periodical manner.
- ii. Oximeter to be made available to detect oxygen levels
- iii. Alarm system to be provided in company as well as nearby locations to warn the public about any adverse situation.
- iv. The evacuation plan to be made ready in advance.
- v. Provision of First aid kit for the railway personnel to save them this kind of situations to be made.

17.4 MEDICAL DEPARTMENT

17.4.1 Chemical Disasters or Accidents

Chemical accident means an accident involving sudden or unintended occurrence while handling any hazardous chemicals resulting in continuous, intermittent or repeated exposure to death or injury to any person or damage to any property but does not include an accident by reason only of war or radio-activity.

Major chemical accident means - an occurrence including any particular major emission, fire or explosion involving one or more hazardous chemicals and resulting from uncontrolled developments in the course of industrial activity or transportation or due to natural events leading to serious



effects both immediate or delayed, inside or outside the installation likely to cause substantial loss of life and property including adverse effects on the environment.

17.4.2 Sources of the above disasters and accidents

The above accidents as defined may happen to any one of the following “Industrial activity”

- i. carried out in an industrial installation involving or likely to involve one or more hazardous chemicals
- ii. on-site storage or on-site transport which is associated with that operational process as the case may be
- iii. isolated storage
- iv. Pipelines.

17.4.3 Types of major chemicals/industrial hazards

In addition to loss of life, the major consequences of chemical disasters include impact on livestock, flora/fauna, the environment (air, soil, and water) and loss to industry.

17.4.5 Do's and Don'ts

Precautions to be taken during and after the Chemical (Industrial) Accidents

- i. Do not panic, evacuate calmly and quickly perpendicular to wind direction through the designated escape route.
- ii. Keep a wet handkerchief or piece of cloth / sari on face during evacuation.
- iii. Keep the sick, elderly, weak, handicapped and other people who are unable to evacuate inside house and close all the doors and windows tightly.
- iv. Do not consume the uncovered food/water etc open to the air, drink only from bottle.
- v. Change into fresh clothing after reaching safe place/shelter and wash hands properly.
- vi. Inform Fire & Emergency Services, Police and Medical services from safe location by calling 101, 100 and 108 respectively.
- vii. Provide correct and accurate information to government officials.
- viii. Inform others regarding occurrence of event at public gathering places (like school, shopping centre, theatre etc.)
- ix. Don't pay attention to the rumors and don't spread rumors.

17.4.6 General Precautions during Normal Time

- i. Do not smoke/ lit fire or spark in the identified hazardous area.
- ii. Sensitize the community living near the industrial units and they should be more vigilant about the nature of industrial units and associated risks.
- iii. Keep the contact numbers of nearest hazardous industry, fire station, police station, control room, health services and direct control room, for emergency use.
- iv. Avoid housing near the industries producing or processing the hazardous chemicals, if possible.
- v. Participate in all the capacity building programmes organized by the government/voluntary organization/industrial units.
- vi. Take part in preparatory disaster management plan for the community and identify safe shelter along with safe and easy access routes.
- vii. Prepare a family disaster management plan and explain it to all the family members.
- viii. Make the family/neighbors aware of the basic characteristics of various poisonous/hazardous chemicals and the first aid required to treat them.
- ix. Adequate number of personal protective equipments (PPEs) needs to be made available in health units and work places, to deal with emergency situation.
- x. Prepare an emergency kit of items and essentials in the house including medicines, documents and valuables.



17.5 OPERATING DEPARTMENT

“Post Disaster action to be taken”

- i. Chemical plant/Factories are potential threat to leakage of poisonous gas which is hazardous to living beings. Stations/Railway track situated in the vicinity of Chemical Plant/factory need to be identified and notified for knowledge of all concerned.
- ii. Railway staff/ officers working at these stations/sections should be sensitized about the possible occurrence of any eventualities due to leakage of poisonous gas from these Plants/ factories.
- iii. Standard Operating Procedure to be prepared and to be displayed at these stations to meet any eventualities.
- iv. Personal Protection Equipment may be provided to railway officials working at these stations to meet any eventualities.
- v. In the event of leakage and spreading of chemicals/gas in the location train movement over these locations should be stopped immediately.
- vi. Arrangement should be made to evacuate railway officials/family members from the affected areas.
- vii. Scheduled Stoppages of trains at these stations should be cancelled for the time being if such trains already left the rear station. These trains to be allowed to go through.
- viii. Running staff/Ticket checking staff working in the trains plying over the vulnerable locations should be provided with Personal Protective Equipment. These may be kept in Train SLR/ Guard Brake Van cup board with OTL.
- ix. Guards, Loco Pilots and ticket checking staff should be counseled to advise passengers to close doors and windows of the trains in the event of leakage of poisonous gas.

17.6 MECHANICAL DEPARTMENT

- i. Responsive Role: Supportive Role
- ii. Resource Activation & Mobilization:
Mock drills will be conducted to all ARTs/ARMES/SPARMES to tackle situations like chemical disasters in consultation with NDRF& ODRF / SDRF.
- iii. Standard Operating Protocols (SOPs): SOPs will be issued to tackle the type of chemical disasters (like gas leakages, HAZCHEM leakages, etc.) by the BD staff of ARTs /ARMES.

17.7 SECURITY DEPARTMENT

In reference to the above, the following action plans are suggested to tackle the Chemical Disaster hazards;

- i. The Zonal & Divisional disaster management team in the Railway should be given special training regarding possible Chemical hazards in their operational environment.
- ii. The personnel protection equipments (PPEs) should be procured and supplied to the disaster management team to tackle such disasters.
- iii. Quarterly mock drill should be arranged at Zonal & Divisional level for those disaster Management team.
- iv. The RPF disaster management team should assist Railway authority and State authority for evacuation process during such a Chemical Disaster.
- v. Frequent announcement should be made through PA system in the affected areas to alleviate the panic situation.

17.8 PUBLIC RELATIONS DEPARTEMENT:

Media Management to be done and fake news against railways to be controlled and ensure only correct and factual news to be published in the disasters or eventualities.



17.9 ENGINEERING DEPARTMENT

Regarding the control of chemical disaster, the role of Civil Engg Department is limited to educating the staff in the field for taking timely measures in case of any mass evacuation is required to provide medical aid in time. Each works centre of Civil Engineering Department, Divisional Engineers and Assistant Officers and Inspectors at field levels should be vigilant in collecting and reporting any abnormalities in the adjoining chemical units/installations regarding their poor safety measures and report the same to the district authorities. Time to time all the Civil Engineering persons engaged in the field should be imparted with the training on **DOs** and **DON'Ts** of the chemical disaster management so as to increase the level of preparedness and action taken in emergency in case of any outbreak of any such chemical disaster. The field officials should promptly render required assistance to the affected persons in consultation with the Divisional / Medical authorities.

Besides the above, periodical joint inspections at the level of Assistant scale officers and Divisional officers with the concerned state counterpart officials should be carried out regarding adherence of safety norms for all Hazardous prone chemical installations in the vicinity of railway track/major railway setups. The deficiencies/shortfalls noticed during the joint inspections be send to the district authorities for enforcing necessary compliance by the plant owners in time. Records of such inspections and action taken to be maintained in the Divisional Office of Engg. Department.

Guidelines for Management of Chemical Disasters Please contact:

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Web: www.ndma.gov.in

Sl. No	Location	Officer of Factory & Boilers	Telephone
1	Bhubaneswar	Director, Factories & Boilers	0674-2396070(O), 0674-2304979
2	Bhubaneswar	Dy Director (Safety)	0674-2393786
3	Rourkela	Dy.Director	0661-2508042
4	Cuttack	Dy.Director	0671-2505575
5	Jajapur	Dy.Director	06726-222359
6	Angul	Dy.director	06764-220164
7	Rayagada	Dy Director	06856-222158(O), 222157
8	Sambalpur	Dy. director	0663-2411305(O) 2412226
9	Keonjhar	Asst.Director	06766-253673
10	Jeypore	Asst.Derctor	06854-231656



CHAPTER-18

CHEMICAL TERRORISM DISASTERS (CTD)

A terrorist attack involving chemical agents differs from a normal terrorist attack as it results in specific effects on health and can cause fatal injuries, create panic, and affect the morale of the community. The targets of terrorists include market places, densely populated areas, public functions, important dignitaries, water and electricity supplies, restaurants/food plazas, malls, places of entertainment, busy railway stations in metros and critical and sensitive military, civil and economic institutions.

Chemical terrorism is an act of violence to achieve professed aims using chemical agents. These chemical agents include poisonous gases, liquids or solids that have a deleterious effect on the biotic and non-biotic environment. Due to the relatively easy availability of hazardous chemicals in Major Accident Hazard units, storages and during transportation, terrorists can procure chemicals or even try to sabotage the facilities or transport vehicles as it offers them an easier and often more catastrophic method of anti-national activity. The mode of dispersal used for chemical agents would range from dissemination of aerosolized material to contamination of food and water.

18.1 NDMA's Guidelines:

The possibility of a chemical terrorism attack can be minimized by spreading general awareness and building the capacity of the community, institutions, governmental and non-governmental organizations.

The approach followed in the NDMA's Guidelines lays emphasis on:

- i. Security and surveillance measures for installations manufacturing/ using/ storing chemical materials.
- ii. Strengthening intelligence regarding the movement of chemicals.
- iii. Preparedness for counter-terrorism measures:
 - a. Issues regarding the safety of chemicals and risk reduction strategies etc.
 - b. Strengthening of response through rescue and emergency medical resources.
 - c. Preparedness of all emergency functionaries in terms of protection, detection, de-contamination, de-corporation, capacity building and infrastructure development.
 - d. Community-centric mechanism for the management of chemical terrorism disasters.

18.2 CTD Preparedness Plan :

Implementation of the Guidelines at the national level has begun with the preparation of a detailed action plan (involving programmes and activities) by the nodal ministry (MHA) to promote coherence among different CTD management practices and strengthen mass casualty management capacities at various levels. The concerned ministries like MoD, MoEF, Ministry of Railways (MoR), MoL&E (through Employees' State Insurance Corporation (ESIC), MoA etc., have also prepared their respective CTD preparedness plan as a part of all hazard DM Plans. The Railways has an important role in the management of mass casualties in the event of national calamities, Railway should also cater for developing additional capacities besides meeting our own requirements in our preparedness plan.

18.3 Preparedness for Emergency Response:



Preparedness for an emergency response at the incident site requires protection, detection, and decontamination. SOPs are required for all the emergency responders working under the overall



supervision of the incident commander. SOPs will be included for field decontamination. A well-organized medical response to CTD will be possible only by having a command and control function at the divisional level by the Medical Department. The CMO/CMS will be the main coordinator for the management of CTD.

18.4 Guidelines on Chemical Disasters:

Railway's guidelines/instructions relevant to the zonal railways have been issued for taking necessary action and incorporating suitable provisions in their respective DM Plans. These guidelines will add to the existing safeguards listed in the Red Tariff on handling, storage and transportation of hazardous material.

18.5 Training for the Responders (Preparedness):

The Medical Department of the Railways has little or no expertise in the effects of different chemicals. This needs to gradually develop initially in a skeleton number (one or two) of Doctors and Paramedics in each Divisional Railway Hospital through training.



CHAPTER-19

NUCLEAR AND RADIOLOGICAL EMERGENCY DISASTER

Any radiation incident resulting in or having a potential to result in exposure and/or contamination of the workers or the public in excess of the respective permissible radiation limits can lead to a nuclear/radiological emergency. In the incident of Fukushima, Japan, plant released a large-scale of radiation in the environment due to failure of cooling system of nuclear facility. The nuclear fuel cycle/ nuclear reactors using radioactive resources burst due to uncontrolled nuclear reaction, in 11th March 2011 earthquake and tsunami resulting triggering of fires, explosions and radiation leaks in the world's worst nuclear disaster since Chernobyl, USSR in 1986. The March disaster is believed to have killed more than 24,500 people.

After due considerations of the nature and consequences of all possible scenarios, these radiological emergencies have been broadly classified into the following four categories:

- i. A 'criticality' accident in a nuclear fuel cycle facility where an uncontrolled nuclear chain reaction takes place inadvertently, leading to bursts of neutrons and gamma radiations.
- ii. An accident during the transportation of radioactive material.
- iii. The malevolent use of radioactive material as a Radiological Dispersal Device by terrorists for dispersing radioactive material in the environment.
- iv. A large-scale nuclear disaster, resulting from a nuclear weapon attack (as had happened at Hiroshima and Nagasaki), which would lead to mass casualties and destruction of large areas and property.

Normally, nuclear or radiological emergencies (referred to in points i to iv above) are within the coping capability of the plant/facility authorities. A nuclear emergency that can arise in nuclear fuel cycle facilities, including nuclear reactors, and the radiological emergency due to malevolent acts of using Radiological Dispersal Devices are the two scenarios that are of major concern. The impact of a nuclear disaster (scenario at (iv)) will be well beyond the coping capability of the local authorities and it calls for handling at the national level.

As regards the vulnerability of various nuclear fuel cycle facilities to terrorists attacks, these facilities have elaborate physical protection arrangements in place to ensure their security. The structural design of these facilities ensures that even in the event of a physical attack, the structural barriers prevent the release of any radioactivity outside the plant area itself and hence the public shall not exposed to radiation.

While their radioactive strength is in itself a deterrent to pilferage, the radioactive sources can still be stolen and used in a Radiological Dispersal Device or Improvised Nuclear Device. Essentially, a Radiological Dispersal Device is a conventional explosive devise in which the radioactive material has been so added that, on its being exploded, there would be dispersal of radioactivity in the environment.

A Radiological Dispersal Device is not a Weapon of Mass Destruction. Normally, the use of a Radiological Dispersal Device by itself would not result in fatalities due to radiation. The fatalities, if any,



would primarily be due to the explosion. However, it may contaminate a reasonably large area, besides its main potential of causing panic and disruption.



There are well-established international treaties for the control of fissile materials, because of which the possibility of fissile material falling into the hands of terrorists is extremely low. However, if these treaties are violated through state-sponsored activities, access to fissile materials by terrorist group cannot be ruled out.

Accidents during the transportation of radioactive materials are of low probability due to the special design features of the containers in which they are transported and special safety and security measures (to take care of all possible threats/ eventualities, including the threat from misguided elements) which are laid down to be followed rigidly during actual transportation.

A network of 18 Emergency Response Centers has presently been established by the Bhabha Atomic Research Centre to cope with radiological emergencies in the public domain, like transport accidents, handling of orphan sources, explosion of Radiological Dispersal Devices etc. The task of these Emergency Response Centers is to monitor and detect radiation sources, train the stakeholders, maintain adequate inventory of monitoring instruments and protective gear, and provide technical advice to first responders and local authorities.

In this chapter a concise concept has been provided regarding, how a nuclear and radiological disaster could take place and how to tackle the disaster.



CHAPTER-20

BIOLOGICAL DISASTERS

20.1 Causes of Biological Disasters:

Biological disasters might be caused by epidemics, accidental release of virulent microorganism(s) or Bioterrorism (BT) with the use of biological agents such as anthrax, smallpox, etc. The existence of infectious diseases have been known among human communities and civilizations since the dawn of history. The classical literature of nearly all civilizations record the ability of major infections to decimate populations, thwart military campaigns and unsettle nations. Social upheavals caused by epidemics have contributed in shaping history over the ages.

In recent times travelling has become easier. More and more people are travelling all over the world which exposes the whole world to epidemics. As our society is in a state of flux, novel pathogens emerge to pose challenges not only at the point of primary contact but also in far remote locations.

COVID-19 pandemic causing widespread deaths throughout the World reflected the lack of adequate preparedness for the Biological Disaster.

20.2 Biological Warfare (BW) and Bio-Terrorism (BT):

The historical association between military action and outbreaks of infections suggest a strategic role for biological agents. The advances in bacteriology, virology and immunology in the late 19th century and early 20th century enabled nations to develop biological weapons. The Biological and Toxin Weapons Convention, however, resolved to eliminate these weapons of mass destruction. Despite considerable enthusiasm, the convention has been a non-starter.

20.3 Mitigation:

The essential protection against natural and artificial outbreaks of disease (bio-terrorism) will include the development of mechanisms for prompt detection of incipient outbreaks, isolation of the infected persons and the people they have been in contact with and mobilization of investigational and therapeutic counter measures.

Therefore proper surveillance mechanism and response system should be developed in places where epidemics can be detected at the beginning stage of their outbreak can be controlled easily. In the case of deliberately generated outbreaks (bio-terrorism) the spectrum of possible pathogens is narrow, while natural outbreaks can have a wide range of organisms. The mechanism required however, to face both can be similar if the service providers are adequately sensitized.

The Data base of medical care infrastructure with capability of casualty evacuation and treatment, have an important role to play in managing the Biological Disaster cases is available in Divisional DM Plan.

20.4 Support of other:

To manage these challenges medical department will coordinate with the nodal Ministry-Ministry of Health and Family Welfare (MOH&FW) with inputs from the Ministry of Agriculture for agents affecting humans, animals and crops.

20.5 Handling CBRN Disaster - Training:

(CBRN- Chemical, Biology, Radiology & Nuclear)

In view of COVID-19 pandemic, a group of Doctors and paramedics like Anesthetist, Chest



Physician, General Physician, Nursing staff should be trained in providing Ventilator services to



serious patients. Training can be arranged in Tie-up Private Hospitals & Medical Colleges. Doctors & paramedics working in ICU should be provided training for dealing serious cases. Doctors & paramedics should be periodically sensitized to face such emergent situations.

With the help of trained Doctors Medical Department should be able to handle and provide adequate medical relief for all cases of CBRN disaster (Biological Disaster include a BW and BT affected Railway staff) in consultation with Local Civil Administration and Health Administration.

A skeleton number of Medical Doctors in each Divisional Hospital need to be trained to manage CBRN casualties.

20.6 MEDICAL DEPARTMENT

Responsive Protocol: Command, Planning and control

Medical Department with specific authorization from competent authority (GM) should play command and control to requisition resources inspect any premises, seek help from State and Central and enforce quarantine to victims, etc.

- i. The primary role is to identify the outbreak of bioterrorism instituting policy mechanism process. The medical department at once has to coordinate with MoH&FW immediately.
- ii. Immediately initiate action for making arrangements for keeping the affected persons in isolation.
- iii. Initiate mobilization of investigational and therapeutic counter measures.
- iv. Affected people must be identified for further treatment.
- v. Coordination between state public health, medical care intelligence agencies with the help of RPF personnel to prevent bioterrorism should be ensured.
- vi. Rapid health assessment, arrangement of early laboratory test and making immunization of fast responder with stock piling of vaccines to be undertaken.

Resource Activation & Mobilization:

- i. Arrangement of communication of networking system for coordination with state ambulance / transport services, state police department other emergency services as measure for patient caring, equipping with as first medical responder with all materials and logistics.
- ii. Up-gradation of earmarked railway hospitals for patient management affected with medical disaster.
- iii. Laying down minimum standards for water, food, shelter, sanitation and hygiene of the railway premises.
- iv. Coordination with NDRF and State Health Services.
- v. Developing the system for community awareness programs for at least for first aid to victims.

Standard Operating Protocols (SOPs):

As per the constitution, 'health' is a state subject. Biological Disasters rest with State Govt.

Disaster Management Act envisages NDRF having specialized response capacity to alleviate the threat of the biological disaster accordingly the authority in regional response centre to be contacted.

The State Disaster Response Force (SDRF), Police, Civil Defense, and Home Guard may also be coordinated for meeting such biological disasters.

- i. MOHFW is the sole authority for handling the epidemics needs to be contacted.
- ii. The Central Govt., Health Services, Centre Govt., Hospitals, Media Professional help must be obtained for specialized medical assistance.
- iii. In case of emergency the assistance of Ministry of Defense, Ministry of Agriculture, DRDO / Urban Development should be obtained.
- iv. Core capacity needs to be developed for surveillance and quarantine facilities with robust coordination among District and Local Bodies should be there to act in mitigation process.
- v. Establishment of control room should be nominated at different locations as per need base with nodal centre to get all relevant information and transmit to the concerned department.



- vi. The control Room should have the telephone numbers of Dist. Collectors/Dist., Magistrates, Dist Health Officers, Local Hospitals, Specialists from various medical disciplines and list of all stake holders from private sector.
- vii. Biological Disaster related educational programmes shall be given in various vernacular languages along with DM plan to be rehearsed in every six months.
- viii. Usage of PPEs (masks, etc) and usage of sanitizers preferably no hand operation mechanism at work places.

MEDICAL DISASTERS

In view of recent outbreak of COVID-19 pandemic, the GOI has declared it as Medical Disaster. The following Responsive Protocols, Resource Activation, Mobilization and Standard Operating Protocols of different departments in ECoR has been incorporated under Medical Disasters.

20.7. MEDICAL DEPARTMENT

In view of COVID-19 pandemic, the GOI has declared it as Medical Disaster. On the experience gained the following additions are suggested.

In view of COVID-19 pandemic, Ministry of Health & Family Welfare/Govt. of India has issued various guidelines to contain the spread of disease as follows:-

- i. Total stoppage of international & domestic travels
- ii. Early identification of cases from clinical symptoms & by testing.
- iii. Identifying the suspects by contact tracing, travel history and by conducting more number of tests of the suspects
- iv. Total lock-down & shut-down of the whole area
- v. Social distancing
- vi. Confining to homes mostly
- vii. Managing office, if required to open, with minimum staff with screening of staff at entry by Thermal scanner.
- viii. Use of mask
- ix. Frequent hand washing
- x. Use of sanitizer
- xi. Quarantine & Isolation of suspects
- xii. Establishing dedicated COVID Hospitals with adequate infrastructure and trained personnel for treatment of COVID patients.
- xiii. Intensive sanitation and disinfection of all surfaces generally exposed to public contact like offices, coaches, colony area, etc by spraying and moping with 1% Hypochlorite solution.

In view of COVID-19 pandemic, besides coaches, places may be identified for Quarantine and Isolation of suspects/contacts of infected persons. Infrastructure in Railway Hospitals & Health Units may be improved like availability of Ventilators, Bi-PAP machines, Oxygen cylinders, Central Oxygen Gas Pipeline system, Oxygen Concentrator, Defibrillator, and Multipara monitor etc. ICU bedswith all required infrastructures should be available in all Railway Hospitals.

20.7.1 In view of COVID-19 pandemic, a group of Doctors and paramedics like Anaesthetist, Chest Physician, General Physician, Nursing staff should be trained in providing Ventilator services to serious patients. Training can be arranged in Tie-up Private Hospitals & Medical Colleges. Doctors & paramedics working in ICU should be provided training for dealing serious cases. Doctors & paramedics should be periodically sensitized to face such emergent situations.

20.7.2 Environmental management:

Safe water supply, proper maintenance of water pipe lines. This will prevent water borne diseases.

- i. Vector control: Environmental Engineering
- ii. Water management: not permitting water stagnation.



- iii. Anti larval measures for water bodies
- iv. Regular spraying of insecticides.
- v. Control of rodent population (Pest control)

20.8 OPEARTING DEPARTMENT:

“Post Disaster Action to be taken”:

- i. In the event of outbreak of epidemic/pandemic, time to time guidelines issued from centre/state/ local administration should be followed strictly.
- ii. Necessary guidelines/instructions need to be issued depending upon the nature of the epidemic.
- iii. Railway officials working in the field should be supplied with necessary protective equipment to protect themselves from the epidemic/pandemic.
- iv. Ensure regular cleanliness of stations/railway colonies/coaches/running rooms should be done to prevent spreading of the epidemic.
- v. Equipment/Machineries handled by multiple staff should be sanitized regularly to prevent spreading of virus/bacteria/disease. Advise Crew lobbies to avoid breath analyzer tests and biometric attendances on instructions by competent authorities.
- vi. Face Mask/Gloves may be made personal equipment of running staff, ticket checking staff and staff dealing with general public.
- vii. To prevent the spreading of contagious diseases gathering should be avoided. As far as possible physical & social distance to be maintained to prevent the spreading.
- viii. However, for smooth day to day working of railways, focus to be made on online working wherever feasible.
- ix. Railways should develop system to facilitate online working in the event of COVID-19 like situations.
- x. Identified Staff & Officers shall be trained and encouraged to work online to meet any eventualities in case situation restricts to stay at home.
- xi. Necessary facilities for online working may be provided to the Staff/ Officers in this regard.

20.9 MECHANICAL DEPARTMENT

Role : *Supportive role*

a. Resource activation & mobilization:

- i. Follow the instructions issued by Mo H& FW, State Govt., and Local authorities from time to time.
- ii. Support to the medical department in supplying PPEs to the staff & victims in case epidemic diseases to protect themselves.
- iii. Support to medical department for manufacturing of isolation beds, coach care centers, for quarantine/isolation of diseased persons, equipments like IV stands, oxygen cylinder stands, etc., if required.

b. Standard Operating Protocols (SOPs):

- i. SOPs should be issued to the work places where multiple staff are involved in maintenance and operation of carriages & wagons like coaching depots, platform TXRs, freight yards, and sick lines. This contains-
- ii. Restriction of working of staff at higher risk (age more than 55 years) and employees who have advised by medical authorities to take extra precautions.
- iii. Restriction of parent employees having children less than 5 years
- iv. Usage of PPEs (masks, etc) and usage of sanitizers preferably no hand operation mechanism at work places.
- v. Restriction of employees who are advised to home quarantine /hot and contaminated zones, if notified by the Govt. authorities.
- vi. Intimation to higher authorities about affected family persons by any diseases due to epidemic



- vii. Closure of non essential services like training schools, etc
- viii. Working of important /essential activities at coaching depots, sick lines, platforms, examination of rakes at pit lines, washing and cleaning of rakes, under gear and upper gear, maintenance of bio-toilets, air brake testing, upkeepment of materials, etc.
- ix. Restricted working hours may be introduced with only 02 shifts at coaching depots, yards and 3 shifts at stations/platforms with reduced rosters.
- x. Booking of some maintenance staff to upkeep the stabled rakes/trains for watering, cleaning, disinfection, etc.
- xi. Procedure of working of supervisors and staff to be issued on wearing of masks/shields, to maintain physical and social distancing to control communal spread of epidemic diseases.
- xii. Availability of staff who advised to work from home to be available on mobile/telephone in case of emergent requirement
- xiii. Sanitization and house keeping with hygiene at work places, depots/yards.
- xiv. Mandatory thermal screening at entrance of the work place.
- xv. Provision of hand soaps/sanitizers at entry and common working area by EnHM wing.
- xvi. Avoid large gatherings or meeting having more than 10 staff in work places and always ensure physical and social distancing.
- xvii. Strict ban on ghutkaa, pan, tobacco and spitting at work places to control the spread of epidemic diseases.
- xviii. Ban on non-essential visitors to work places.
- c. SOPs on disinfection to rakes at originating, en-route and destination: This includes-**
 - i. Disinfection of rakes/trains at originating stations, en-route and at destination stations.
 - ii. Ensure usage of PPEs(masks, etc) by the train escorting staff viz., AC attendants, OBHS staff, etc.
 - iii. Detailed guide lines to the train escorting staff viz., AC attendants, OBHS staff, bed roll staff, etc. during epidemic/pandemic diseases period.

20.10 SECURITY DEPARTMENT

- i. In reference to the above, the following action plans are suggested to tackle the Biological hazards;.
- ii. The personnel protection equipments (PPE) should be procured and supplied to the disaster management team to tackle such disasters.
- iii. Quarterly mock drill should be arranged at Zonal & Divisional level for those disaster Management team.
- iv. The RPF disaster management team should assist Railway authority and State authority for evacuation process during such Biological disaster.
- v. Frequent announcements should be made through PA system in the affected areas to alleviate the panic situation.
- vi. Thermal screening.
- vii. Social distancing.
- viii. Wearing of masks.
- ix. Use of hand sanitizers.

20.11 FINANCE DEPARTMENT

- A. Responsive Role: Supportive
- B. Resource Activation & Mobilization:
 - i. Sanitization of office premises.
 - ii. Finance / Books Section for prompt disposal of proposal / payment.
- C. Standard Operating Protocols (SOPs):**



- a. Advising Staff to maintain social distancing and using of masks.
- b. Advising Staff to sanitize their hands with sanitizers / washing hands with soap.



- c. Encouraging Staff to promote paperless working by increasingly relying upon e-mail/e-office and other electronic means for communication in addition to the existing office software already in working.
- d. Advising Staff to report to the State Medical Authorities regarding visit to outside Country / State / District guests of family members during the lock down period.
Any proposal for facilitating prevention of COVID-19 having financial implication will be attended promptly by Finance Department. Any payments for facilitating disaster relief work will be handled in coordination with executive department and banks.

20.12 ENGINEERING DEPARTMENT

- i. At all the point of time the drinking water supply should be in compliance of the laid down standard confirming to various codal provisions mentioned in the Indian Railway Works Manual and the quality of drinking water should comply to the physical and chemical standards as per IS 10500/ 1991 with upto date correction slips.
- ii. All the water supply installation systems particularly open wells to be disinfected from time to time and proper water treatment to be carried out so that the water is free from pathogenic bacteria,
- iii. Supply of drinking water should be free from any contamination and the treated water should be free from micro-organisms causing diseases before it enters into the distribution system.
- iv. The drinking water should be disinfected with sufficient chlorinators and the residual chlorine available at the farthest end shall be 0.2 mg per liter. However, during monsoon months or incase of specific complaint are there, super chlorine more than 2 ppm of chlorine may be resorted to effectively to get rid of bacteria.
- v. For ensuring disinfection of drinking water, proper mechanism must be in place right from Divisional Engineers to Sectional Engineers to ensure safe, portable, disinfected water free from micro organisms causing diseases.
- vi. The other areas to ensure the effective public health system are availability of well functional sanitation system in the Railway which are to be checked for their efficacy by the Railway Sanitation Committee. This Railway Sanitation Committee will carry out inspections of conservancy system of sanitary condition of stations, colonies and other service building premises as well as outdoor conservancy also and guide the concerned department for taking timely measures. Other sanitation protection measures must be carried out in compliance of various provisions of Indian Railway Works Manual and other instructions issued from time to time by the higher authorities.

20.13 PERSONNEL DEPARTMENT

- i. The hospitals capable of handling such patients of Biological & Chemical Disaster Management should be identified/developed.
- ii. Arrangement of ambulances/Transport services for ferrying of affected persons from colonies to hospitals, hospitals to specialized hospitals should be made.
- iii. Arrangements to be made for telemedicine/video medicine services during the Biological Disaster should be made.
- iv. Arrangements for isolation/quarantine facilities with the arrangement of fooding and medical care to be identified/organised.
- v. Development of mechanism to augment to such capacities in response to mass casualty following biological or chemical disaster.
- vi. Identification and stockpiling of medicines, fooding and consumables for detection and medical management of affected cases.
- vii. Mechanism for educating employees and their families on do & don'ts to avoid effect of biological disaster.
- viii. Post disaster availability of support of physiatrist/ psychologist/ counselor to be arranged.



CHAPTER-21

CRISIS MANAGEMENT

To deal with the crisis situations, the following committees shall be activated:

- National Crisis Management Committee (NCMC)
- Crisis Management Group (CMG), and
- Zonal Management Group (ZMG)

21.1 National Crisis Management Committee (NCMC) :

21.2 The NCMC is the apex body comprising senior officials of the Government of India to deliberate on the problems at national level. The following officers will represent the Ministry of Railways (Railway Board) in NCMC for the various crisis situations :

- | | | | |
|-------|---|---|---|
| (i) | All India Railway Strike | : | Member Staff
Member Mechanical
(Alternate) |
| (ii) | Terrorism/Security related Crisis : | | Member Staff
Member Traffic
(Alternate) |
| (iii) | Natural Factor(s) related Crisis : | | Member Engineering
Member Traffic
(Alternate) |
| (iv) | Major Train Accidents | : | Member Traffic
Member Mechanical
(Alternate) |
| (v) | Crisis where railways have to help other ministries | : | Member Traffic
Member Staff
(Alternate) |

Names, telephone numbers and addresses of the Members / alternate Members, who will represent the Ministry of Railways in NCMC are contained in Annexure:-

21.3 Crisis Management Group (CMG):

The CMG is the Executive Authority responsible for dealing with the crises and shall work under the broad guidelines and directives issued by NCMC. It shall be in constant touch with the NCMC and the concerned Zonal Management Group. In addition to that concerned officers of the Railway Ministry as nodal from the concerned Ministries should be contacted (Annexure-12) and if any help is needed from the other ministries for effectively dealing with the various crisis situation; for example, Ministry of Defense should be contacted for air support and/or expert help like divers, boats etc. However, Control Room of MHA should be kept informed of the developing situation for assistance as warranted. In case of difficulty in getting to the nodal officer of the concerned ministry, Control Room of MHA can be contacted.

21.4 The overall composition of the Crisis Management Group including the names, telephone numbers



and address of its members for dealing with various crisis situations are given detailed below:



		Convener/ Overall composition of The Central Management Group
(i)	All India Railway Strike	: Additional Member(Staff)/
(ii)	Terrorism/Security related Crisis	: Director General (RPF)/
(iii)	Natural Factor(s) related Crisis	: Additional Member (CE)/
(iv)	Major Train Accidents	: Additional Member Traffic Advisory (Safety)
(v)	Crisis where railways have to help other ministries	: Additional Member Traffic/

21.5 The list/names of the Members of the CMG will be updated and circulated by the Safety Directorate of Railway Board every year.

21.6 Members of the CMG will first assemble in Emergency Control Room of Railway Board in Room No. 476 K (Telephone Nos. Railway 43399, 43599; P&T 23382638, which is located on the 4th floor of Railway Bhawan, at Raisina Road, New Delhi - 110 001. Depending upon the type, gravity and duration of the crisis, the convener of the CMG will decide to operate either from the control room of the respective directorate or from the Railway Board Committee Room on the 2nd floor of Rail Bhawan.

21.7 Zonal Management Group (ZMG)

ZMG is the same for all types of crisis. The Zonal Management Group (ZMG) shall be established at the Zonal Railway Headquarters and would comprise of the following Officers of the Zonal Railway Headquarters:

(i)	Additional General Manager	: Convener
(ii)	Principal Chief Engineer/ Chief Engineer (Co-ordination)	: Member/Alternate Convener
(iii)	Pr.Chief Security Commissioner	: Member
(iv)	Pr.Chief Personnel Officer	: Member
(v)	Pr.Chief Operation Manager	: Member
(vi)	Pr.Chief Mechanical Engineer	: Member
(vii)	Pr.Chief Electrical Engineer	: Member
(viii)	Pr.Chief Signal and Telecommunication Engineer	: Member
(ix)	Pr.Chief Safety Officer	: Member
(x)	Chief Public Relations Officer	: Member

21.8 The Zonal Management Group will assemble in the Disaster Management / Emergency Control Room of the Zonal Railway Headquarters and will keep in touch with CMG till the termination of the crisis. List of stand by officers of Zonal CMG is annexed as under:

Sl No	CMG Member	Stand by
1	AGM (Convener)	PCE as Alternate Convener
2	PCE	CCE
3	PCOM	CPTM
4	PCME	CRSE/ Frt
5	PCEE	CESE
6	PCPO	CPO(Admin)
7	PCSO	Dy.CSO(Traffic)
8	PCSC	CSC
9	PCSTE	CCE
10	CPRO	Sr.PRO



CHAPTER-22

DISASTER IN TUNNELS/ DEEP CUTTINGS OR IN A WATER BODY

22.1 Expertise To handle Rail Disasters in Tunnels etc. :

The Railways have no expertise or infrastructure to handle a train disaster if it occurs in a tunnel or in a deep cutting not approachable by land. No machinery, or earth moving equipment is available on the Indian Railways which could be mobilized for this job.

22.2 Handling Rail Disasters in a Lake, River, Sea etc. :

The Railways neither has the equipment (cranes operated from barges) nor trained manpower to extricate bodies from a train or coaches fallen down from a bridge on to a water body, viz lake, river or sea etc.

22.3 Assistance of NDRF and State Governments:

The Zonal Railway has to contact the respective NDRF Battalion for assistance; or if trained manpower along with equipment is available then even the resources of the State Government can be made use of.

Knowing that, the railways have no expertise or infrastructure to handle a train disaster if it occurs in a tunnel or in a deep cutting not approachable by land and no machinery or earth moving equipments are available on the Indian Railways which would be mobilized for this job. Therefore, the help of other stake holders or of NDRF has to be taken for this. However all the machinery and earth moving equipment available with private agencies shall also be requisitioned on war footing basis by Engineering Department to be made available at the earliest for meeting such eventualities.

The following aspects need to be addressed:

- a) Ventilation requirements for passengers and workmen.
- b) Adequacy of tunnel cross-section from considerations of passenger evacuation in emergencies and restoration in case of derailments
- c) Track structure including ballastless track in tunnels on the pattern of Konkan Railways and track maintenance
- d) Illumination inside the tunnels.
- e) Safety measures and precautions.
- f) Communication facilities.
- g) Availability of High Powered Winch (Pulling Devices) in the ARTs nominated for such sections.

22.4 On East Coast Railways in WAT division,

- (a) The total no of tunnels between Kottavalasa Jn. – Kirandul section (K- K Line) is 58. The list of the tunnels with various geometrical features including its location at Railway Chainage is enclosed as Annexure-A. In this section the no of tunnels having length more than 1 km is Nil, no of tunnels having length between 500m to 1 km is 03 & no of tunnels having length less than 500m is 55 nos.
- (b) Similarly total no of tunnels between Koraput Jn. – Rayagada section (K- R Line) is 36. The list of the tunnels with various geometrical features including its location at Railway Chainage is enclosed as Annexure-B. In this section the no of tunnels having length of more than 1 km is 02, no of tunnels having length between 500m to 1 km is 05 & no of tunnel having length of



less than 500m is 29 nos.

22.5 Tunnel should be kept clear of all materials and obstructions all times.



- 22.6** Division should be in full preparedness for temporary lighting of all tunnels irrespective of availability of permanent lighting in any tunnel in working condition.
- 22.7** Division should have location (GPS Co-Ordinates) of nearest approach roads for all tunnels in Engineering Control to facilitate the movement of the rescue team and machinery by Road. Division should approach the state authority for proper maintenance and upkeep of approach roads maintained by state govt. particularly for all tunnels. The list of nearest villages as well as the nearest level crossings that are located near each tunnel should be available in the Divisional control room, Working Time Table (WTT) and Divisional Disaster Management Plan.
- 22.8** Division should explore the provision of ballastless track as provided in Konkan Railway inside the tunnels for atleast few tunnels.

22.9 Ventilation arrangements in Tunnels :

No additional (Forced) ventilation arrangement except natural ventilation is available in any of the tunnels in ECoR.

22.10 Safety In Tunnels

The important factors which have a direct bearing on the safe operations of the trains inside long tunnels are enumerated below:

- a) Tunnel cross-section
- b) Track structure & Maintenance strategy
- c) Lighting inside the tunnels
- d) Availability/Barriers of Communication
- e) Approach roads
- f) Fire fighting equipment inside the tunnels and in the trains
- g) Auxiliary Medical Facilities near the tunnels
- h) Self propelled Accident Relief Medical Van & ARTs
- k) Motor Trolleys
- l) Ventilation of long tunnels
- m) Evacuation and Rescue of passengers
- n) Alarm Chain Pulling
- o) Stalling of trains inside the tunnels
- p) Application of Dynamic Brakes
- q) Instructions to Drivers / Guards and other staff
- r) Additional provisions in the Subsidiary Rules

22.11 Communication

The arrangement of providing telephone sockets at entrance and exit of tunnels in K-K line & K-R line in ECoR have been made. This will mean availability of communication circuits the train crew & guard will be able to contact the Divisional Control in case of emergencies.

22.12 Firefighting Equipment

The objective world over is more to minimize the damage to human life and property. As a precaution to avoid a train on fire either entering a tunnel or stopping inside the tunnel. It is proposed to install a special track-side indicator board W/T short of tunnels longer than 800 m in length. On observing this indicator Loco Pilot will give a long continuous whistle and as a response to this the Asst. Loco Pilot and the Guard will keep a sharp look-out to detect any fire or unsafe feature on the train. If fire is noticed anywhere on the train the Asst. Loco Pilot will alert the Loco pilot. The Loco Pilot shall sound frequent short whistles to alert the staff on the track side as well as in the train of the apprehension of the danger. The loco pilot shall stop the train, if possible, before entering the



tunnel. If it is not possible to stop the train before entering the tunnel the loco pilot will make all efforts to go through the tunnel and then stop the train out in the open. Stoppage of a 'train on fire' inside any tunnel shall be avoided. For the firefighting on the train, the tunnels and the trains are to be provided with requisite equipments.

(a) **Equipment inside the Tunnels**

In all the tunnels trolley refuge and man refuges are equipped and details are enclosed at annexure-

(b) **On board the Trains:**

Running trains are provided with fire extinguishers to the following scale :

- i. Each locomotive
- ii. Each brake van
- iii. AC coaches
- v. Pantry car
- vi. Generator Van
- vii. Departmental Coaches
- viii. D.M.Us/MEMUs
- viii. D.M.U. Push-Pull.
- ix. Insp. Carriages:

Loco Pilot / Guards / Asst. Loco Pilot / Passenger Assts. / Coach Attendants/ Ventilation Controllers/ SM's & ASM's of stations shall be trained in the usage of the fire extinguishers kept in the tunnel as well as in the trains. Their proficiency in this should be tested during Refresher Course of the all concerned.

(c) **Auxiliary Medical Facilities in the vicinity of tunnels**

Divn	Location	Scale	Facilities Available
WAT	VSKP	Scale-I	3 Coach SPARME with higher capacity HRD equipment & Plasma cutting equipment.
	KRPU	Scale-I	3 Coach SPARME with higher capacity HRD equipment & Plasma cutting equipment.
	RGDA	Scale-I	3 Coach SPARME with higher capacity HRD equipment & Plasma cutting equipment.
	ARK	Scale-II	
	KRDL	Scale-II	
	JDB	Scale-II	
	LKMR	Scale-II	

In the nearest stations of Tunnels an imprest of medical equipment and medicines as per POMKA scale shall be maintained.

POMKA scale medical equipments in Health Units available in K-K line at ARK, KRPU, JDB, BCHL, KRDL and K-R line at RGDA & LKMR. Emergency Telephone numbers for health units is available at Annexure-2.

(d) **Availability of Accident Relief Train (ARTs) & 140/120 T Cranes:**

Divn	Location	Class	Facilities Available
WAT	VSKP	A	140 T & 120 T Diesel BD Crane with HRE Equipment
	RGDA	B	With Hydraulic Re-railing Equipment (140 T BD Crane will be stationed at RGDA shortly)
	KRPU	A	140 T+120 T Diesel BD Crane with HRE Equipment
	KRDL	A	120 T Diesel BD Crane with HRE Equipment



All ARTs are equipped with 60T Pulling device in the standard list for pulling out derailed vehicles out from the tunnels.

The inspection, maintenance and operation of these vans shall be under the Breakdown organization under the overall control of Mechanical Department. The Medical part of the equipment shall be periodically checked by the nominated medical officer. The schedule of inspections of these vans shall be the same as for breakdown trains.

As per the experience gained in the tunnel derailment in between Darlapudi-Gorapur stations on dt 18/12/2012, and as per the recommendations of SAG level committee, the experienced breakdown staff should be immediately moved to the site in case of derailments/accidents inside a tunnel.

4. Ventilation of long tunnels.

Provision of Ventilation in K-K line and K-R line are enclosed at Annexure-35 &36

5. Evacuation and Rescue of passengers

It should be ensured by plying vestibule rakes over K-K & K-R lines as far as possible.

It is to be ensured that the vestibules are maintained in order and the rolling shutters between the coaches are kept OPEN during the train's journey on the K-R & K-K lines as far as possible.

a. In case of fire on a coach/coaches and train coming to a halt inside a tunnel

1. The Passenger Assistants shall immediately evacuate the passengers to the adjacent coaches through the vestibules. The TTEs/OBHS staff/AC attendants/Escorting Staff of adjacent coaches shall commence the operation of putting off the fire simultaneously. After complete evacuation the rolling shutters of coaches on fire to be closed to contain the spread of fire.
2. After the train comes to a halt the LP / ALP and Guard will immediately intimate the Divisional Control / Adjacent Stations through the available communication modes.
3. On receipt of this information the Divisional Control shall inform the SM's of the adjacent stations to inform the local Fire Brigades and hospitals consulting them to render necessary assistance.
4. After that they shall detach the rear part of the train (behind the coach on fire) and pull the train ahead - if possible the front part of the train shall be taken out of the tunnel by securing the affected coach/coaches. They shall put on the lights inside the tunnel .Following this they will detach the coaches on fire and move the front portion further ahead clear of the zone of fire.
5. The ALP and Guard shall protect the portions of the train and secure them keeping in mind the gradient of the section.
6. In the mean while the Coach Attendants / Train Superintendent / TTEs/ OBHS staff/AC attendants/Escorting Staff shall continue the fire fighting operation and rescue any entrapped / injured passengers.
7. The passengers in the rear portion of the train left in the tunnel shall be evacuated via the nearest opening of tunnel.

In case it is not possible to pull out the front portion of the train from inside the tunnel and/or detach the rear part of the train the passengers in the rear portion should be evacuated through the vestibules to the rearest coach of the train and those in the front portion through



the vestibules towards the front most coach of the train.



8. The Divisional Control on receipt of the information shall immediately alert the adjacent stations, SPARMEs/ARTs, Ambulances and issue instructions for their movement towards the site.
9. The Medical Officers in-charge of the SPARMEs/ Ambulance shall move to the site along with the Ambulances or SPARMEs. They shall carry with them paramedical staff.
10. The Divisional Control shall clear the adjacent yards of any stabled loads or trains to facilitate receipt and dispatch of relief trains. The Control shall also arrange one additional Diesel loco on either side expeditiously to facilitate pulling out of the parts of the affected train.
11. Station Masters of adjacent stations shall immediately alert local hospitals and request for doctors and ambulances. They shall also request help from the local fire brigades.

(b) Derailments inside a tunnel:

In case of derailment of passenger carrying train inside the tunnel, procedure identical to the above shall be implemented.

- (i) LP /ALP /Guard shall provide illumination by operating switches provided inside the tunnel. After obtaining permission from the Guard, the unaffected front portion shall be uncoupled and drawn ahead of the tunnel.
- (ii) TS /TTEs// OBHS staff/AC attendants/Escorting Staff shall assist in evacuating passengers to the front or the rear coach through the use of vestibules and transshipped to the unaffected coaches and First aid rendered to the injured.

(c) Fire on a train coming to a halt outside a tunnel :

In such cases the same drill as in (a) above shall apply. The only difference being evacuation of passengers from the tunnel which is an arduous task which will not be necessary.

6. Stalling of Train inside a tunnel

In case the loco is unable to haul the train, the train should be brought to a halt outside the tunnel, the train is protected and help sought by contacting the Divisional Control. If the train stalls inside the tunnel, under no circumstances the loco pilot shall resort to repeated and sudden notching up as this will cause excessive emission of smoke in Diesel Locomotives. In such instances the loco pilot and Guard shall secure the train and protect it and thereafter switch on the tunnel lights and contact the Divisional Control and seek necessary assistance. In case of a passenger carrying train, the staff shall explain the situation to the passengers to avoid panic. Evacuation of passengers shall be decided only after consulting the Divisional Control.

8. Application of Dynamic Brakes

Application of dynamic brakes in Diesel loco generates heavy smoke emissions. Loco pilots during the 'Learning of the Road' shall be explained this phenomenon and directed not to make use of dynamic brakes in Diesel loco inside the tunnels.

9. Sign boards inside tunnels.

Schematic representation of various signs (exit, light, fire extinguisher, phone socket) to be painted on tunnel walls with luminous paint for clear indication of the railway servants and passengers.



10. Instructions to LP / ALP working in tunnels:

- i. Ensure that personal and engine equipment are complete.
- ii. Avail of complete and adequate rest before joining the duty.
- iii. Be conversant with speed restrictions in force and go through Safety Circulars before taking over charge.
- iv. Examine the engine for road worthiness.
- v. Ensure Sanding gears, wipers are in working order.
- vi. Note that application of Rheostatic brakes in Diesel Locos is not permitted inside tunnels.
- vii. Check the brake power for effective control of the train.
- viii. Check and ensure that headlights, flasher lights & marker lights are focused and burn brightly. Carry spare bulbs for emergency use.
- ix. Exchange all right signals with station staff and Guard to assure yourselves that the train is following complete and in a safe manner.
- x. Use engine whistle while approaching "W/T" Engineering indicator board.
- xi. Indicator erected to intimate that the train is approaching long tunnel.
- xii. Look back to ensure that the train is running in a safe and proper manner exchange all right signal with Guard.
- xiii. Be alert on the run, keep the engine headlight & marker lights burning while entering and passing through tunnels.
- xiv. Never detach the train from the formation in the block section without permission of the Guard and unless the load is secured by pinning of hand brakes to avoid rolling of load.



CHAPTER-23

CROWD MANAGEMENT

23.1. Guidelines by NDMA.

National Disaster Management Authority (NDMA) has issued a guide for administrators and organizers of events and venues for managing crowds in 2014. The scope of the guidelines involves study of past crowd disasters, framework for administrators to plan and manage events better, to provide practical guidelines to venue managers and event organizers etc.

23.2. Salient features of NDMA guidelines.

Important aspects of planning for events/places of mass gathering includes understanding the visitors, various stake holders and their needs, crowd management strategies, risk analysis and preparedness, information management and dissemination, safety and security measures, facilities and emergency planning, transportation and traffic management. One of the important points to be kept in mind is the demand and supply gaps. Depending on the type of event, venue and type of crowd expected proper signage have to be planned. Special focus should be on fire, electrical and structural safety. NDMA has suggested the following guidelines on Incidence Response System.

- i. Systematic and complete planning process.
- ii. Clear cut chain of command.
- iii. System of accountability for the incident response team members.
- iv. Well thought out pre-designed roles for each member of the response team.
- v. Effective resource management.
- vi. System for effectively integrating agencies into the planning and command structure without infringing on the independence of the concerned agencies;
- vii. Integration of community resources in the response effect and
- viii. Proper and coordinated communications set up.

23.3 Crowd control and management :

For effectiveness management of crowd, RPF, GRP and District Police have to act in a synchronized manner in consultation with magisterial authorities. Chapter 10 (Maintenance of Public Order and Tranquility) of the Criminal Procedure Code (Cr.P.C.) Part-A deals with 'Unlawful Assemblies'. Legal procedures are outlined in Sections 129 to 132 of the Cr.P.C. for dealing with Unlawful Assemblies. These provisions empower Members and Officers of Armed Forces (RPF is an Armed Force of the Union) to deal with Unlawful Assemblies.

Intelligent Video Analytics:

One of the intelligent video analytics to be incorporated in the Integrated Security System is related to signal for crowd density exceeds the prescribed limit within station premises. This will enable RPF personnel and railway authorities to get timely information when heavy crowd builds up within station premises and accordingly plan follow-up action. Pictures stored on CCTV system will be of immense help in identifying miscreants and in ensuring effective legal action.

Particulars of CCTV, Luggage scanner, Segway on PF, are available in annexure.

We should prescribe preventive protocols, when laid down footfalls defined separately for important stations become extraordinarily high, as during Melas or other exceptional situations. It may not be out of place to ban all commercial vending and parcel handling on such occasions.

It is important to press upon the District Magistrate (Dy. Commissioner) or the Civil Police (Senior Superintendent of Police) to give an approximate indication that the number of persons likely to



reach Railway stations in the days when rush is expected. Even more important is the maximum number of persons reaching each Railway station within one to two hour time slots. Unless this information is given, it would not be possible for Railways to plan for special trains. The Originating & Destination flows of the passengers are very important to plan destination wise running of special trains. It may be kept in mind that often the Inward and outward passenger traffic is not equal and there are wide variations. Further the inward rush comes in a staggered and spaced interval but the outward rush goes back at one go. It would be essential for the Zonal Railway or Division to impress upon the State Government (or the District Magistrate) in writing of their peak capacity to clear rush, as also they can do only direction wise. The District Administration has to regulate and control the entry of more than this number beyond which (in 1-2 hourly slots) the Railway would be unable to evacuate.

23.4 Role of responsibility of Zonal Railways/ Divisions :

Depending upon the past experience Zonal Railways/divisions should identify the mass gathering events over their system. The events can also identify for periodic in nature or onetime events, where mass gathering of passengers is expected in the station which is beyond the normal capacity that can be handled at that station.

Concerned Zonal Railway/division should have a close coordination with the organizers and law enforcement agencies to understand crowd arrival and departure. Railway administration should also identify the threats, assess the risk and plan accordingly. Based on the past experience a coordinating officer should be nominated for better planning and execution of crowd management at the station. He should be designated as incident commander and shall be overall in charge of that particular station. He shall be assisted by staff drawn from the respective departments to discharge his/her functioning.

23.5 Crowd control and Management of rush at Railway Stations:

Specific defined areas of jurisdiction for crowd control and duties assigned to GRP/RPF and the city Police needs to be placed on record much before the expected days of rush.

Close coordination has to be maintained between the 3 wings of security personnel:

- i. Railway Protection Force,
- ii. Civil Police and
- iii. GRP with well defined areas of responsibilities.

The car and other vehicle parking facility at a station may be discontinued and also Platform Tickets can be banned for short period. RPF and GRP deployed on each platform will monitor for crowds and rush build up in the circulating areas, booking windows, station platforms and also monitored in FOBs. Special teams of commercial staff will liaise with the RPF/GRP and relay 2/4 hourly position to a centralized location viz. commercial control, which will advise to the need for running of special trains to specified destination and is under knowledge of operating control room.



CHAPTER-24

TRAINING PREPAREDNESS FOR DISASTER MANAGEMENT

Intensified Inspections and precise training keep the working force in alert condition, which will prevent any eventuality of Disaster in the system. However trained manpower is an essential ingredient of any DM system, mere provision of sophisticated equipment without trained manpower is futile. For handling an unforeseen situation like managing a Disaster, training of all Railway personnel concerned is an inevitable input. To acquire necessary knowledge and skill, all relevant officials should be given periodic training regarding their duties and that of their department.

24.1 INSPECTIONS:

Regular Night Footplate Inspection, Ambush checks, Trolley inspections, Tower wagon inspections, Inspection of Bridges, ARTs and night patrolling of tracks in the accident prone, vulnerable sections should be intensified to ensure alertness of the concerned staff to eliminate the chances of Disaster. Constant evaluation of the reports should be done converting it to Safety concern at Division level with information to HQ about action taken report for the purpose.

24.2 TRAINING:

Training should be conducted at the following three levels

i. Individual Training

- a. For enhancing the skill of staff attached to ARMEs & ARTs, etc., supervisors and staff shall be given general training in Disaster Management.
- b. Special training may be arranged in Extrication, Rescue, Medical relief Rolling stock restoration technique and Civil Defense by departments concerned.
- c. Officers and supervisors should be trained to acquire special skill in collection of evidence and preservation of clues. Sr.DSOs are made responsible for collection of evidence, preservation of clues, joint reading and joint findings etc.
- d. The onboard staffs should be provided DM training with fire fighting training for better management of fire on train incident.

ii. Seminars/Workshops: Seminars should be conducted periodically on DM Plan and Disaster preparedness.

iii. Joint Exercises: Full scale Disaster Management Mock Drill to be conducted.

24.3 Civil Engineering department:

24.3.1 Identification and retro fitment to major structures of Risk Zones:

3.28 million Kilometers land falls in moderate to high seismic risk Zones. Seismic retro fitment is the modification of existing structures to make them more resistant to seismic activity, ground motion, or soil failure due to earthquake. Seismic performance of structures can be greatly enhanced through proper initial design and subsequent modifications.

A detailed inventory of major infrastructures such as Bridges, high-rise buildings & Telecom towers etc., which may be affected in disaster, shall be prepared for retro fitment. If not possible alternative arrangements shall be made and kept in readiness to establish communication facilities easily and quickly after the disaster.

24.3.2 Installation of Anemometers:

These are the devices used for measuring wind speed at specified height from the ground level. The anemometers should be installed by the Engineering Dept. at strategic stations along the



East-Coast route.



24.3.3 Monitoring Quality of constructions:

Engineering department shall monitor the quality of new constructions and repairing works as per the technical guidelines of quality control for all vulnerable areas to natural disasters.

24.4 Mechanical Department:

Mechanical department shall keep ARTs, SPARME, ARMEs always ready for ordering out at any time. Mechanical Department shall also assist in all aspects to Engineering Department for arrangement of drinking water through road water tanks.

24.5 Safety Department:

Disaster Management essentially necessitates a state of preparedness under all circumstances and the efficacy of arrangements therein can be assessed only by conducting periodical full-scale mock drills. Safety Department should ensure regular practice through mock drills and review the calibration of equipments.

24.5.1 Accident Mock Drills for SPARME/ARME/ART:-

Instructions on Mock Drill and Full Scale Disaster Management Exercises as per Annexure to RB letter No. 20 10/ Safety (DM)/6/23 dated 09.03.2017 and RB's Lrr. No. 2010/Safety (DM)/6/23 dt.30.01.2020 to be followed:

Mock drills have to be conducted once in every quarter for every location of ARTs/ARMVs/SPARMEs either during day or night. In a division where class A ARTs/Class B ARTs/SCALE-I ARMVs are stationed at more than three locations, mock drill may be carried out for all such ARTs/ARMVs in that division at least once in six months evenly spaced out over the period. ART/ARMV turned out on account of accident will qualify as mock drill. Blocks of quarters should be considered from April to June, July to September, October to December, January to March.

- i) Every drill should be made as realistic as possible.
- ii) Arrangement regarding drill should be kept confidential.
- iii) The turnout of relief train should be completed with all equipments and staff of all branches concerned including the medical equipment and staff where provided and be made to proceed to a nearby suitable station and return.
- iv) Railway ambulance should also be turned out.
- v) To have an element of surprise, mock drills shall be ordered by the DRM and drills shall be conducted under the direct supervision of Sr.DSO /DSO. Secrecy and confidentiality shall be maintained to extent possible.
- vi) During this mock drill the following aspects shall be closely watched.
 - a. Turning out of relief trains within prescribed time.
 - b. Speed of relief trains and reaching time to the site.
 - c. Attendance of staff and assembly of all officials of concerned department.
 - d. Whether correct information given to control particularly in respect of nature of assistance required.
 - e. Action taken to stop any approaching train if any.
 - f. Medical assistance available mustered in full strength and calling out of local ambulances.
 - g. Time at which first ambulance reached the spot.
 - h. Response of the local administration like police, fire brigade etc.,
 - i. Time taken to set up field telephone.
 - j. Time taken to set up rescue equipment.
 - k. Staff conversant in usage of equipment.
 - i. Working of select equipment including generators shall be test checked.
 - m. Logging of events.



n. Mock drill shall be called off by Sr. DSO/DSO after consulting DRM.

VII) the results of mock drill should be maintained in a special register and the report of the drill along with deficiencies and short comings if any should be communicated to the General Manager through PCSO and concerned PHODs at zonal HQ.

24.5.2 Procedure for full scale Disaster Management Exercises

Full scale disaster management exercise is a planned activity to check complete preparedness, response and functioning of all stake holders in case of disaster. Station at which these exercises are planned should be selected in due consultation with DRM and Operating officers to ensure least disturbance to train operations. In these exercises in addition to the activities to be carried out in mock drill indicated in para 5.0 the following shall be carried out.

- Accident like situation has to be created like one coach over another so that rescue operations can be similar to an accident site.
- All the stake holders have to be involved in the rescue and relief operations.
- All the activities prescribed in the Accident Manual/Disaster Management Plan regarding setting up of UCC, LCC, CAC etc., have to be carried out.
- Railway staff can double up as injured passengers with various typed of injuries and handling of such passengers by rescue staff needs to be observed /recorded.
- Time taken to set up rescue equipment and time taken to rescue first person should be recorded.
- All the equipment is ARMV/ ART have to be physically tested for their performance and endurance.
- All the activities need to be video graphed for post analysis and also for training purpose.

24.5.03 : Reporting and follow up action.

Detailed report of the mock drill and full scale disaster management exercise shall be prepared by Sr.DSO /DSO duly indicating attendance of nominated staff from each branch, non-attender to be reported by same, deficiencies in the equipment , gap in the disaster management plan and SOPs etc,. The report should also include any improvement or otherwise in the deficiencies observed in the previous drills. Sr.DSO/DSO shall monitor the action taken on the deficiencies by the respective departments.

a) Each Division should conduct one full scale disaster management exercise on the similar line as army exercises once in a year.”



CHAPTER - 25

DISASTER COMMUNICATION MANAGEMENT

25.1 Introduction

Immediately after declaration of Disaster:

- a) Headquarter Central Control and JE/SSE (Sig)/HQ control will inform the PCSTE, CSE and CCE.
 - b) JE/SSE (Sig)/HQ control (on duty) will also inform all concerned open line S&T Headquarters officers.
 - c) SSTE/(Tele Maintenance) shall call for JE/SSE/Tele under his control and start operation of HQ control office at South Block, ECoR Sadan, Ground floor.
 - d) GM/Jt.GM/DyGM Railtel Corporation may be informed.
- *** Signal & Telecom Control is located at HQ Office, South Block, Rail Sadan, at Bhubaneswar.

25.2 Mobilization Plan of Officers and Staff

- a) PCSTE will immediately proceed to the site of the accident in HOD special. In case PCSTE is not available, CSE/CCE will go to the site of accident. In case CSE/CCE is not available Dy.CSTE/HQ will go to the site of accident. CSE/CCE will remain in HQ when PCSTE proceed to the site of accident.
- b) One JE(Tele), two TCM/ WTM's and two Khalasis working under SSTE/TM shall accompany PCSTE with One Satellite phone of HQ and one FAX machine and 4 Walkie-Talkie sets along with chargers in GM's special.
- c) CCE will be in charge of communication at all the locations and monitor the situation from HQ control.
- d) SSTE(TM)/ASTE(TM) shall be in charge of communication arrangement at central control office. One Satellite phone will be made operational at Central Control Office.
- e) For meeting contingencies of cash imprest and movement by road necessary drawl from stations earning can be made by the officer reaching at site for site, and by Dy. CSTE/HQ for HQ requirement.
- f) Sr. DSTE/DSTE of the affected division will carry the satellite phone, FAX cum printer, two 25W VHF sets along with antenna and battery and 10 numbers 5W walkie-talkie sets to the accident site. He will be accompanied with at least one JE/SSE(Tele) and two TCMs. Four more JE/SSE (Tele)/TCMs and one JE/SSE(Sig) of the section will also go to the site of accident at the earliest.
- g) DSTE of divisions will immediately come to the divisional control office and will ensure setting up of all communication facilities at accident/disaster site.

25.3 CENTRAL CONTROL COMMUNICATION ARRANGEMENTS:

The communication arrangements in central control office, Rail Sadan will be arranged by SSE/ Tele/Exch under supervision of SSTE (TM)/ ASTE(TM)
Central Control office at Ground Floor. South Block, Rail Sadan, Chandrasekharapur, Bhubaneswar

a. Emergency Control

Telephone No.2303564 having ISD/STD facility is already available in the Chief Coaching Controller. Dynamic locking code of the telephone is available with CHC/Coaching control.
(The dynamic locking code should be kept in a sealed cover in the control office which can be opened during emergency after duly entering in the register in case of non availability of CHC.)



Following telephones are provided in Divisions, HQ, RB and other important services for disaster management purpose.



b. Telephone Numbers of Disaster Management Rooms(Divisional and Zonal Emergency Cell)

	ZonalHQ, ECoR	Waltair Division	Khurda Division	Sambalpur Division
Railway	50525,50625,50725	83096,82088 82089,82390, 83082,82265	72818,7 2819,72 820	62401, 62600
BSNL	0674-2301525 0674-2301625	0891-2746255, 0891- 2746266	0674-2492374	0663-2401913 0663-2532187 0663-2520926 (ISD)
Intercom	268,378	866,970	778	669
Satellite phone	91-8991112802 91-8991112803	-	-	-

c. Commercial control:

	ZonalHQ, ECoR	Waltair Division	Khurda Division	Sambalpur Division
Railway	51333	82415,83014 82734(RlyFAX)	72334	62332,62 334
BSNL	0674-2303110	138	138 2492411, 2492511	138 FAX: 240093
Intercom CUG	326 -	Nil 898080999		629 8455886999

d. Railway Board :

	Disaster Management Cell	Safety Cell Room No.341-C	Emergency Punctuality No.476D	Control/ Room
Railway	41550,41551,41555	43399,47423	43859,43600, 43528,44500	
BSNL	011-23041555 011-23074419	011-23382638(FAX)	011-23388230 011-23388503(FAX)	
IP Phone	8551-41550 8552-41555			

e. Other Important Number:

National Emergency Number	112
Police	100
Fire	101
Ambulance (Delivery and below 1 year child)	102
Ambulance (Accident)	108
Women Help Line	1091
Women Helpline (Domestic Abuse)	181



Air Ambulance	9540161344
Disaster Management(N.D.M.A)	1078
Earthquake/Flood/Disaster (NDRFHQ)	011-24363260 9711077372
Rail Madad	139
Road Accident Emergency Service On National Highway For Private Operators	1033
Kissan Call Centre Relief Commissioner For Natural Calamities	1551 1070
All India Institute Of Medical Sciences(AIIMS), Poison Control(24*7) Tourist Help Line	011-26593677 26589391 1366 1800111363
LPG Leak Helpline Kiran Mental Health Helpline	1906 18005990019

25.3.1 Satellite Phones provided over East Coast Railway

Sr.No.	INMARSAT No.	Location of use
1	08991112802	HQ/Railsadan
2	08991112803	HQ/Railsadan
3	08991112804	KUR ART
4	08991112805	BHC ART
5	08991112806	WAT ART
6	08991112807	KORAPUT ART
7	08991112808	KBJ ART
8	08991112809	SBP ART

25.3.2 Help Line Booths at Important stations :

Unified help line number - 139.

Other temporary numbers opened at stations to be announced in Media.

Sr.DSO and On duty Station Master is authorized to hire 10 cell phones on spot in compliance to recommendation No.(44) of High Level Committee on Disaster Management and DOP Srl.No. 13(b). Total cell phones hired by all officials shall not exceed 10 in total per accident.

As per Rly. Bd's letter 2004/Tele/TN/2 dt.29.06.2006;, 4 nos of mobile cell phone to be kept by Sr.DSTE at location, preferably of different service providers, which are provided in ART.

25.4 COMMUNICATION ARRANGEMENTS AT ACCIDENT SITE

25.4.1 Site Control Office

1. The Engineering Department shall set up a control office in a waterproof tent. A prominently visible "UNIFIED COMMAND CENTRE" banner shall be displayed on the tent and shall provide sufficient number of tables and chairs for keeping the communication equipment.
2. Arrangement for 220V, 5KVA stabilized power supply shall be made by Electrical department for the communications equipment. In the railway control office, satellite phone with the FAX machine shall be installed for providing communication between the accident site, divisional control office and the emergency control office at Chandrasakherpur.
3. One 25 W VHF sets shall also be provided in the Railway site Control Office and one 25 W VHF set shall be installed in a road vehicle so that a mobile communication can be set up to a range of about 15-20 Km. This will help in providing communication between hospital and the Railway Control Office at accident site.



4. V-SAT equipment to be installed at site, after arrival of Divisional ART.
5. Three site offices shall be set up as follows :
 - a) Site Control Office-1 Medical/Commercial/RPF to be manned by Commercial staff.
 - b) Site Control Office-2 Control office to be manned by Telecom staff.
 - c) Site Control Office-3 CPRO-cum-Public Phone Office Manned by CPRO staff.

Note :

- i. All 3 control office at site shall be opened only for passenger train accident otherwise only (3) shall be opened.
- ii. All above shall be provided with communication facility after arrival of ART at site.
- iii. Site Control Office will be provided with FAX, Control phone, one BSNL phones and Two Railway phone (subject to technical feasibility). Where BSNL phone are not available, satellite phone will be provided.
- iv. One FAX Machine and at least two telephones (one BSNL & one Railway) should be kept free at site, receive only INCOMING calls.
- v. Provision of communication to be made by S&T staff at site, the telephones will be operated and manned by respective user departments.

25.4.2 BSNL/Railway Telephones

- a) Subject to availability and feasibility BSNL/Railway Telephones available at adjoining Stations/ Cabins/ Gates shall be extended to the accident site. PCO telephones and other BSNL phone in the nearby localities/villages /Towns shall also be extended to the accident site by persuading the owners of these phones. Payments for such telephone connections will be made from the Station Earnings.
- b) In RE area emergency sockets will be utilized for extending the communication to the accident site and in non-RE area where 6 Quad cable is available the same will be utilized for providing the communication.

25.4.3 Satellite Phones

- a) Satellite Phone and FAX machine shall be kept in the Divisional Control Test Room under the charge of a telecommunication supervisor who shall be responsible for keeping this equipment in good fettle. Whenever any serious accident takes place, the nominated supervisor will rush this equipment to accident site and make these functional at the earliest.
- b) Adjoining divisions shall also rush their satellite phones through fastest means to accident site through their nominated supervisors. Minimum two telecom staff will carry the satellite phone and FAX machine to the accident site. Total 2 Satellite phones shall be available at accident site.
- c) Nominated telecom supervisor trained in setting up, handling and troubleshooting the satellite phones at accident site should be able to use the satellite phone for setting up internet connection through 'Laptop' carried by the DRM. All S&T officers & Telecom Supervisors attending accident site shall be able to operate satellite phones independently.
- d) HQ telecom control has to be informed regarding inter divisional movements and telephone numbers installed at site.

25.4.4 Dialing Procedure for Satellite Phone:

Dialling International Access Code (00) followed by Country Code (91) then area code (i.e. City Code e.g. 674 for Bhubaneswar) and finally the subscriber number of the wanted subscriber.

Responsibility: Primary: SSE/(Tele), Stand by: JE(Tele), DSTE/ASTE to ensure that staff specially trained and nominated to operate Satellite phones are deputed.



25.5 Movement Plan of Satellite Phone : In case of an accident on any division, two satellite phones kept with SSTE/TM shall be moved to accident site. One additional Satellite Phones of adjacent divisions should also be as per plan given below.

Sl No.	Division/Section of Accident	Division/HQ from where additional satellite phone to be moved
1	KUR : KUR-BHC, CTC-HND, KUR-P UI, KUR-B ALU	KUR-I and KUR-II
2	KUR : HND-ANGL	KUR and SBP
3	SBP : ANGL-SBP	SBP and KUR
4	SBP : JSG-SBP	SBP and TIG
5	SBP : SBP-SPRD, TIG-KBJ	SBP and TIG
6	SBP : KBJ-R	SBP and TIG
7	WAT : VZM-SPRD	WAT and KRPU
8	WAT : PSA-VZM	WAT and KUR
9	WAT : VZM-WAT-DVD	WAT and KUR
10	WAT : K-K and K-R	KRPU and WAT

NOTE : Additional set shall be sent to SBP and WAT divisional HQ from BBS depending upon the requirement.

Two satellite phones of the division where accident has taken place shall also be moved to the accident site, with two telecom staff. Thus total No. of Satellite phones available at any accident site shall be 2 (Two).

25.6 Wireless Communication

25.6.1 Walkie - Talkie Sets

- Walkie -talkie sets provided in ART/ARME as per extent rule, need to be provided by S&T staff at site after arrival of ART/ARME.
- The charging facility for the walkie-talkie sets shall be provided in the ART/ARME so that these sets are kept in fully charged condition at all the times. It must also be ensured that sufficient spare batteries are made available at the site in fully charged condition for changing the working batteries.
- Electrical charging facility in tents at site to be provided by Electrical department.

25.6.2 25 Watt V.H.F. Sets

Two numbers of 25 watt VHF sets are kept in each ART in compliance to recommendation No. (96) of High Level Committee on Disaster Management. There are to be installed at site control office in tents after arrival of ART at site.



25.6.3 Public Address System and Mega Mikes

- a. Public address system must be made functional at accident site - both for communication with passengers/public and also to give directions to railway staff regarding relief operations. For this purpose, additional P.A. systems may become necessary depending upon the requirements at accident site.
- b. In addition, mega mikes available in accident relief train will also be utilized. P.A. systems & mega mikes shall be under charge of the nominated supervisor.

25.7 Staff to be deployed at the Site

A roster shall be prepared by Sr. DSTE for the staff to proceed to the site of accident for operating nominated equipment, and Standby staff shall also be notified. Arrangements of Road Vehicles to proceed to accident site, and also indicating alternative vehicles, shall be notified. Arrangements of vehicle drivers shall also be notified as per local conditions.

25.8 Duties of Railway Officers at the time of accident:

CCE shall be in charge of all communication arrangements at all locations. Dy.CSTE/HQ/SSTE/HQ shall be responsible for making necessary arrangements in Emergency Control Office at South Block, ECoR Sadan.

HQ Telecom control shall monitor installation of various telecom gadgets at site.

SSE/JE/Sig./HQ in shift duty shall inform PCSTE, CCE, CSE, Dy. CSTE(HQ), SSTE/Tele, SSTE/Sig, ASTE/Tele, SSTE/TM and shall arrange the S&T vehicle on emergency duty in HQ control. Office to the residence of the officers deputed for emergency control duty so that these officers can reach the emergency control room within 15 - 20 minutes on the first information.

Simultaneously CSTE/Con and Dy.CSTE/Con of the concerned division shall be alerted with advice to keep their stores open and vehicles in readiness for movement of men and material to site if so ordered by PCSTE.

25.9 HIRING OF PRIVATE TV CHANNELS:

Hiring of private TV channels for transmission, video conference during accident & disaster may be followed as done for video linking in case of Railway functions. Alternately, webcast on Railway website can be arranged by concerned Departments.



CHAPTER-26

Assistance from NON - RAILWAY RESOURCES

Important Telephone Numbers of NDMA

S.No.	Name & Designation	Office Phone No.	Mobile	Email ID
1.	Secretary,	011-26701710	---	secretary@ndma.gov.in
2.	Joint Secretary (Admn)	011-26701780	---	jsadm@ndma.gov.in b.pradhan@nic.in
3.	Joint Adviser	011-26701743	---	narshad@ndma.gov.in
4.	Control Room	011-26701728 011-1078 011-26701729(Fax)	controlroom@ndma.gov.in, ndmacontrolroom@gmail.com, 09868891801, 09868101885	

NDRF HEADQUARTERS

NDRF Battalions:

DG/NDRF	IG/NDRF	DIG/NDRF
Mob. - +919818564455	Mob. +919540610101	Mob. +919968262466
Off: 011-24369278,	Off: 011-24363268	Off: 011-24363267
011-24369280,	Fax : 011-24363261	Fax : 011-24363261
Fax : 011-24363261	Email ID: ig.ndrf@nic.in	E mail ID: dig.ndrf@nic.in
Email ID: dg.ndrf@nic.in		
NDRF Control Room Tel: 011-24363260, 011-24363266, Fax: 011-24363261, email: hq.ndrf@nic.in		

Details of NDRF Battalions are as under within the reach of ECoR:

S.No.	Div.	COMDT NDRF Bn	LOCATION	MOB. NO.	TEL NO.	FAX NO./Email
1.	KUR & SBP (Odisha+ Chhatisgarha)	Commandant 3rd Bn NDRF (Jacob Kispatta)	Mundali, Cuttack, Odisha, Pin- 754013	09437964570 09437964571	0671-2879711(control) 09437581614(Control) 0671-2879710 (O)	Ori03-ndrf@nic.in
2.	WAT (Andhrapradesh)	Commandant 10th Bn NDRF (Md. Zahid Khan)	ANU Campus, Nagarjuna Nagar Guntur (AP) Pin-522510	7382299621	0863-2293178 (O) 08632293050(FAX), 0863-2293050(Control) 08333068559 (control)	Ap10ndrf@nic.in

TELEPHONE NOS OF MEDICAL / DOCTORS & DETAILS OF FACILITIES AVAILABLE (STATION-WISE)

(Details of local Resources)

DIVISION : KHURDA ROAD

UPDATING OF LOCAL RESOURCES, ADDRESS AND

TELEPHONE NUMBERS OF STAKE HOLDERS IN DISASTER MANAGEMENT PLAN -
2022**TELEPHONE NUMBERS OF WAY SIDE STATION OF EAST COAST RAILWAY****KHURDA ROAD DIVISION**

S.No.	Station Name	Railway No.	BSNL No.	CUG No.
BHADRAK – KHURDA ROAD - PALASA				
01	RLJC			
02	Bhadrak	74064 74068	06784-252440	8455889900
03	Baudpur	73201		8455889901
04	Kenduapada	73202		8455889902
05	Manjuri road	73203		8455889903
06	Baitarani Road	73204		8455889904
07	Korai	73205		8455889905
08	JajpurKeonjhar Road	73206		8455889906
09	Jakhapura	73207	06726-242463	8455889907
10	Jenapur	73208		8455889908
11	New Gadmadhupur	73209		8455889909
12	Haridashpur	73210		8455889910
13	Dhanmandal	73211		8455889911
14	Barithengada	73212		8455889912
15	Byree	73213	06725-278831	8455889913
16	Kapilash Road	73214		8455889914
17	Nirgundi	73215	0671-2492268	8544889915
18	Kendrapra Road	73216		8455889916
19	Cuttack	Rri=74466 Stn.=73217	0671-2610406 0671-2627856	8455889917
20	CHRD			
21	Barang	73218	0671-2870503	8455889919
22	Bhubaneswar New			
23	Mancheswar	73219		8455889921
24	Bhubaneswar	73220,rri=59570		8455889922

25	Retang	73221		8455889924
26	Khurda Road	72396	0674-2490670	8455889925(roster) 8455890905(smr) 8455890915(ym-kur)
27	Kaipadar Road	73223		8455889926
28	Tapang	73224		8455889927
29	Nirakarpur	73225		8455889928
30	Bushandpur	73226		8455889929
31	Kalupadaghat	73227		8455889930
32	Kuhudi	73228		8455889931
33	Gangadharpur	73229		8455889932
34	Solari	73230		8455889933
35	Balugaon	73231		8455889934
36	Chilika	73232		8455889935
37	Khalikota	73233		8455889936
38	Rambha	73234		8455889937
39	Burudi			
40	Humma	73235		8455889938
41	Ganjam	73236		8455889939
42	Chatrapur (smr)	73237		8455889940 8455891850
43	Jagannathapur	73238		8455889941
44	Berhampur	73239		8455889942
45	Golanthra	73240		8455889943
46	Surla Road	73241		8455889944
47	Ichhapuram	73242		8455889945 8978280908
48	Jhadupudi	73243		8978881001
49	Sompeta	73244		8978881002
50	Baruva	73245		8978881003 8978280905
51	Mandasa Road	73246		8978881004 8978280904
52	Summadevi	73247		8978881005
53	Palasa(SS) SMR	73248 77260		8978881006 8978280901
CUTTACK – PARADEEP				
54	Kandarpur	73288		8455891861
55	Raghunathpur	73289		8455891862
56	Gorakhnath	73290		8455891863
57	Rahama	73291		8455891864
58	Badabandha	73292	06722-212998	8455891865
59	Paradeep/RRI YM	75629 75605/ 75604	06722-229434	8455891866
KUR – PURI				
60	Motari	73250		8455891886

61	Delanga	73251		8455891887
62	Birpurosottampur	73252		8455891888
63	Sakhigopal	73253		8455891889
64	Maltipatpur	73254		8455891890
65	Puri	75299	06752-223476 06752-225922	8455891891, 8455890906
BARANG – RADHAKISHOREPUR – NIRGUNDI				
66	Naraj marthapur	73316	0671-2379404	8455891867
67	Ghantikhal	73315		8455891868
68	Radhakishorepur	73314		8455891869
69	Machapur	73312	0671-2382427	8455889949
70	GurudiJhatia	73313		8455889948
71	Charbatia	73287		8455889947
72	Salagaon	73286		8455889946
RAJATHAGARH – TALCHER – ANGUL				
73	Rajathgarh	73311	0671-2381025	8455889950
74	Joranda Road	73310		8455889951
75	Dhenkanal	73309	06762-228529	8455889952
76	Shadashivapur	73308		8455889953
77	Hindol Road	73307		8455889954
78	Meramandali	73306	06732-258570	8455889955
79	Budhapunk	73305	06764-292240	8455889956
80	Talcher Road	73301		8455889959
81	NTPC	73302	8455889920 8455889957	8455890937 8455891193(SS) 8455891228(SM) 8455891808(SM)
82	Talcher	73304	06760-240231	8455890916
83	Angul	75260		8455889960
84	TLSB	73303		8455890920
85	KPJG	73299		8455890049
86	JSPC	73298		
JAKHAPURA - KENDUJARGARH ROAD – NAYAGARH				
87	Sukinda	73270	06726-235199	8455890924
88	Baghuapal	73271		
89	Tomka	73272		8455890925
90	Daitari	73273		8455891873
91	Tangripal	73274		8455891874
92	Sagadapata	73275		8455891875
93	Chilakadhara	73276		8455891876
94	Harichandanpur	73277	06733-265961	8455891877
95	Nilakantheswar	73278		8455891878
96	Sitabanji	73279		8455891879
97	Basanthpur	73280	06766-213168	8455891880
98	Naranapur	73281		8455891881

99	Kendujhargarh	73282	06766-258122	8455891882
100	Goaldaih	73283	06766-201692	8455891883
101	Porjanpur	73284	06766-201691	8455891884
102	Nayagarh	73285	06766-211199	8455891885
KUR-NAYAGARH TOWN				
103	KURT/khordha Town	73260		8455889918
104	BYZA(Begunia)	73257		8455889923
105	RSKA(Rajsunakhala)	73258		6372909155
106	BORD(Bolagarh Road)	73259		6372909156
107	NYGT(Nayagarh Town)	73460		8455889922
108	Mahipur(MAHI)	73261		-
HARIDASPUR- PARADEEP				
109	Chandikhol	73335		
110	Ratnagiri	73336		
111	Lalitgiri	73337		
112	Bajipada	73338		
113	Kendrapada	73339		
114	Marshaghai	73340		
115	Kalaghar	73341		
116	Nuagon	73342		
117	Siju	73343		



UPDATING OF LOCAL RESOURCES, ADDRESS AND TELEPHONE NUMBERS OF STAKE HOLDERS IN DISASTER MANAGEMENT PLAN – 2022 *Annexure-15*

S. No	Name of station & CUG of station	Name of near by Hospital/ Nursing home	Distance from station	Name of Doctors	Telephone/ mobile no. of hospitals/ nursing home/ doctos	Facility available in hospital/ nursing home & beds	Ambulance contact numbers	Telephone of nearest blood bank with capacity	Nearest Police Station & Contact nos.of Incharge	Contact nos.of Paramilitary forces	Nearest Fire station contact nos.	Name& Contact nos. of NGO/ Volunteer Organization, including Red Cross	Size of NGO & facility related to Disaster	Nearest Bus depots, Contact nos. of Manager	Contact nos. of Major Transport Agencies	Contact nos. of Agency of Earth Moving Equipment suppliers	Name&Contact nos.of Tahasil & Tahasildar	Name& Contact nos. of District & District Collector	Mobile no. of any one related to DM
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
RLJC - JKPR SECTION :																			
1	RLJ C 8455 8917 92	Railwa y Health Unit,B HC & Dist. Govt.	5.5 km & 9km	Dr. R.K. Nayak, Dr. B..B. Nayak	943999 4310	Patho logy, OPD 400 Beds	108 & 78940 80455	BHC, 0678425 1817	BHC P.S. Sri C.K. Ghadei, 943932 6455	OC.GRP , D.D Pradhan, 9437423 277	BHC, 101 & 06784 23144 4	ASIAN A, 943700 0489	BHC, 70 Volunteer s	BHC	R.K.AG ENCY, 9439900 988	Ranjan Das, 9438634 977	BHC Sri Manoranja n Jani, 94387738 66	Sri Gyan Dash, 9437061 000	Pradipta Kumar, 9040460 181
2	BHC 8455 8899 00	Railwa y Health Unit & Dst Govt	400 mts & 4km	NA	845588 1781	DST. Govt. Hospi tal - 303 beds	108	9437278 278 300 units	GRP Bhadrak , 912446 3714	OCRPF- 8455887 709	Chara mpa BHC, 101	ASIAN A, 943700 0489	60,Child Resque	BHC	Jaganna th Transpo rt and travels, 9937416 933, Pradeep Panda	Bijay Ku. Das, 9937353 412	Bhadrak, 94387738 66	Bhadrak 9437061 000	06784- 250436
3	BUD R 8455 8899 01	Railwa y Health Unit, BHC &Sai Hospit al BHC	11 Km , 5 Km	Dr. A.K. Gochh ayat, Dr. M.Pad hi	845588 1781 743999 4310	OPD, Patho logy, 400 beds	98940 80455 108	Dist Hospital Bhadrak, 7008167 882, 1200 Unit	GRP Bhadrak 912446 8714	M.R. Tarai, 8895580 016	Bhadr ak, 101 06786 23032 3	ASIAN A, 943700 0489	60, Socity Child Resque	Mahadra k, 9437197 466	Jasanna th Transpo rt Agency 9937416 933	M.K. Das, 9937353 412	Pradipta Das, 94370601 81	Gyan Das 9437060 100	P.K. BAG 9040460 181
4	KED 8455 8899 02	New Govt. PHC Kendu apada	1 Km	Dr. T.K Dixit	943994 276	OPD	108	BHC, 0678425 1817	KED P.S. 067842 50451	D.D Pradhan, 9437423 8277	101, 06784 23144 4	ASIAN A, 943700 0489	15 Volunteer s	Bhadrak	R.K.AG ENCY, 9439900 988	Ranjan Das, 9438634 977	Ankita Barik 06784263 427 94393175 03	Sri Trilocha n Majhi 0678425 0436	9437061 000

ZONAL DISASTER MANAGEMENT PLAN-2022



EAST COAST RAILWAY

5	MZZ 8455 8899 03	New Govt. PHC, Bhandari pokhari CHC	1 Km 16 KM	Dr.D.P ATI, Pravat Nayak	8763774720 9437297997	OPD, 2 beds, Bhan adari pokha ri CHC- 16 beds	108, 102	capacity -1000, 0678495 1817	MZZ, P.S. 067842 31134	OC GRP/BH C 9437423 277	BHAN DARI DOKH ARI , MOB- 101	Satya Sai Seva Sangha than,M ZZ 943929 7201 Asian, 943700 0489	30 MEMBE RS , ALL TYPE OF SOCSE VICE	BHC	9937416 933	9937353 412	Bhanadri pokhari, 06786232 932, 94387738 66	Bhc Gyana Ranjan Das, 9437061 000	P. K. Bajha, 9437933 766
6	BTV, 8455 8899 04	Barun dei New Govt. PHC	1.5 Km	Dr.H.K UMAR,	8895776730	OPD 02 Beds	108	JJKR 300 Units, 8280406 463	KORAI, 943941 3573	OC, GRP Bhadra k, D.D. Pradhan, 9437423 277	BTV, 06726 24110 1	-	-	JJKR	-	-	JJKR, Sarat Chandra Mohapatra 94373185 43	Jajpur, 9437286 512	PA to DM- 8763922 331
7	KRI H, 8455 8899 05	Korai CHC	2 Km	-	943999 2435	06 BEDS	108	CHC- Jajpur road- 06726- 224957	KORAI, 943941 3573	RPF BHC- 8455887 709	06726 - 22044 4 JAJPU R ROAD	Nationa l iknstitut ation Social Welfare 933846 6222	10 valunters	Byasam asar- 9438142 415	06726- 220010	9437450 559	Byasanga- 94373185 43	Jajpur dist- C.S.Rat hore- 9437286 512	ADM- 7008963 200, 8763922 331
8	JJK R, 8455 8899 06	CHC,J ajpur, Panda Nursin g Home	500 m	Dr. S.K. Prusty Dr. S.R. Subud hi , Dr. P.R. Mallick	9438212769 9438038613 9556270258	30 beds, Pathol ogy, Minor OT, X- ray, Blood Bank Nusing h Home- 17 beds, pathol ogy, X-ray, Minor OT	108, 06726 22020 2	JJKR 300 Units, 0672822 5177, 8280406 463	Upendr a Pradhan 943820 2415	OC/RPF, 8455887 707 OC/GRP - 7008154 018	JJKR, 06726 22044 4, 101	NATIO NAL INSTIT UTE FOR SOCIA L WELFA RE, 933846 6222	10 Volunteer of any time	JJKR, 0672622 0010, 9438042 415	K. Mohanty Transport Agency 9861107 283	S. Nayak, 9437227 826	Ashok Kumar Majhi Tahasildar Vyasana gar, 70085447 55	Chakrav arti Singh Rathore, IAS, 0672822 001, 9437102 067	ADM Kalingan ar, Santosh ku. Mishra, 7008963 200, 8763922 331
9	JKP R 8455 8899 07	CHC Danag adi	07 KM	Dr. Debasi sh Sahoo,	700804 6060	30 BEDS	108/06 72622 0202	0672822 5177, 8280406 463, 300 Units	Kalinga Nagar 06728- 296239	OC/GRP /JJKR, 7008154 018, OC/RPF/ JJKR- 8455887 707	Danag adi 06726 - 26110 1	NISW- 933846 6222	10 Volunters	Jajpur Road, 0672622 0016, 9438042 415	K. Mohanty Transport Agencie s 986110 7283	S. Nayak, 9437227 826	DANAGA DI 82800105 60	JAJPUR -06728- 222001	Kulamri Nayak- 8763922 331



10	DAT R 8455 8918 73	Tatast eel Rural DEV. Societ y Hospit al Brahm anipal OMC Hospit al, Daitari	2 Km 3 Km		7205063023 9437217382	Out door 2 beds, 106 Beds ambul ance	108	Jajpur road	Brahma nipal, 943927 2744	Odisha Industril Security Force, 9435801 808	Sukind a, 102	Nationa l Instituti on for social welfare, 933846 6222	10 Volunters at any time	Brahma nipal	K. Mohanty Transpo rt agencie s, 9861107 283	KCC	HHarichan danpur	Keojhar	Bhakta Charan Pradhan , 06766- 255408
SKND - NYG SECTION :-																			
11	SKND 84558 91870	CHC Danag adi, panda nursin g home-	4 KM, 12 KM	Dr. Prayag jit Routra y	Chc-7008046060, narsing home- 9861091805	Patho logy, X-ray, OT , Radio logy, 20 beds NH.1 7 beds	108/06 72822 5177	0672822 5177 , 300 Units	Kalinga nagar PS.067 262962 39	OC/GRP /JJKR, 7008154 018/742 18 OC/RPG /JJKR- 8455887 707/742 19	Danag adi Kaling anaga r, 06726 26110 1	Natural Institute for Social Welfare (NISW), 933846 6222	10 Volunte er of any time	Jajpur Road, 0672622 0010, 9438042 415	9861107 283, K. Mohanty, Transpor t Agency, 9437006 751 mohan ent.	94372278 96, S. Nayak	Danagad i, 7008524 262	Sri C.S. Rathore, 9437102 067	OSD to collector Kulamani Nayak. 8763922 331
12	BGPL 84558 91871	PHC , DNAG ADI, Narsin g home	PH C- 14 Km, Nh- 26 km		PHC-7008046060, Nh-9861091805	Patho logy, Xray, OT PHC, 30 beds, Nh-17 beds	108, 06728 22517 7	0672822 5177 300 units	Kaling Nagar, 067262 9639, 100	OC RPF- 8455887 707/742 19 OC GRP- 7008154 018/742 18	Danag adi- 06726 - 26110 1	NATIO NAL INSTIT UTE FOR SOCIA L WELFA RE, 933846 6222	10 Volunter s	Jajpur Road, 0672622 0010, 9438042 415	Mohan enterpris e managob indapur- 9437006 751	S. Nayak, 94372278 96	Danagad i- 7008524 262	Jajpur C.S. Rathore, IAS- 9437102 067	AOM, Kalinga Nagar, Santosh Ku. Mishra 8763922 331
13	TMKA 84558 91872	Gobar dan pur	7 Km	Jagan nath Sukla ,	9937527114	20 Beds	108, 94370 30295	300 unit, 06728- 225177	TMKA- 5-KM, 100, 943845 5497	OC RPF- 8455887 707, OC GRP- 7008154 018	Sukind a, 22 Km, 06726 24476 2, 101	Kaliga soceial service - 943716 9743	10 volinters	Jajpur Road, 0672622 0010, 9438042 415	Mohan enterpris e, 9437006 751	94372278 96	Damgadi - 8280010 560	Jajpur 9437102 067	K. Naik, 8763922 331
14	TGRL 84558 91874	Harich andan pur	40 Km	NA	9439986357	Beds- 32	108, 81440 89145	Anandpur , 06731- 221467	Daitari – 943851 4201	----	Anand pur- 06766 - 25548 2	NA	NA	NA	NA	NA	Harichan danpur, 7978727 128	Kenojha r, 06766- 255401, 8763090 000	--

ZONAL DISASTER MANAGEMENT PLAN-2022



EAST COAST RAILWAY

15	SGDP 84558 91875	Comm unity Health Centre Bhaga munda	8 Km	Sudha nshu Sekhar Mohap atra	9658735467	04 beds	108, 81440 89145	Anandap ur – 06731- 221467	Haricha ndanpur - 933706 0197/10 0	NA	Harich andan pur, 94373 74974	NA	NA	NA	NA	NA	Harichan danpur- 7978727 128	Keonjhe r- 8763090 000	NA
16	CLDR 84558 91876	CHC, Bhaga munda	10 km	-	7894677764	12 beds	108	D.H. Hospital, KDJR, 0676625 4380	HCNR, 943791 6601	NA	Harich andan pur, 06733 - 22339 5	Red cross- 889521 4073	NA	Haricha ndan pur	NA	Ditikrishn a Sahoo, HCNR, 99388148 79	Harichan dan pur - 8917615 484	Keonjha r-06766- 255401	ADM- 60766- 255408
17	HCNR 84558 91877	COMM UNITY HEAL TH CENT RE HCNR	2K M	SUDH ANSU SEKH AR MOHA PATR A RAJE NDRA KUMA R NAYA K	9439986433	32 BEDS	81440 89145	KDJR 0676625 4380	HCNR 933706 0197	NA	HCNR 94373 74974	Redcro ss - 880521 4073	NA	HARICH ANDAN PUR	NA	99388148 79 , DITIKRIS HNA SAHOO	HCNR 7978727 128	06766- 255401, 8763090 000	NA
18	NKW 84558 91878	CHC, Ghatg aon	13 km		06733-221209, 9439986433	Bed 32	108, 93371 14131	KDJR 0676625 4380	Ghatga on- 06733- 223023	NA	Ghatg aon- 94386 66558	Red Cross 889521 4073	MAA TARINI BUS SYNDI CATE GHATG AON 824980 4177	NA	Ditikrishn a Sahoo, 9938814 879	Ghatagoa n, Janak Ku Nayak	Asis Thaker, 8763090 000	Ghataga on- 9438118 916	NA
19	STBJ Sitabin j 85589 1879	Ghata gaon, CHC	20 KM		06733- 223208	All type facilit y	108	Keonjhar, 06733- 221033	06733- 221023	NIL	Ghitga , 06733 - 22139 5	NIL	NA	Dhankik ot- 8908619 795	Dhanikik ot- 8908619 795	79474254 11	Ghataga on, 06733- 223131	06766- 255401 Ashish Thakare	---
20	BSTP 84558 91880	Keonjh ar Disteic t Hospit al	15 KM	NA	NA	50 Beds	108	NA	Pandap ada 889515 0810	NA	KDJR	NA	NA	KDJR	NA	Great India Transport 94377822 53,	6766255 401	NA	KDJR

ZONAL DISASTER MANAGEMENT PLAN-2022



EAST COAST RAILWAY

21	Naranpur 84558 91881	Keonjhar, District CT hospital	8 Km		06766-753166	700 beds	102/ 108	Keonjhar- 06766- 254380	Town Police Station 6766- 755423	--	Keonjhar- 06766 - 25510 1	Red Cross- 889521 4073		GOVT Bust stand, Keonjhar	Ganga transport , 9152610 825	Senal enterprise , 94379597 37	Keonjhar 06766- 255437/ 256911	Keonjhar, D.C ASHISH Thakre, 06766- 755401, 8763090 000	NA
22	KDJR 84558 91882	Govt . Hospital, Dipali Nursing Home	7 KM 4 KM	Dr. Sapne swara Garnayak,	06766253166	Aprox -700 beds	102, 108	DHH Keonjhar, 06766- 254380	KDJR PS- 06766- 255423	NA	KDJR 06766 25501	Meeva Society 943711 2507	NA	Govt. Bus Stand	Ganga Roadways 9152610 325	Samal Equipments 94379597 37	KDJR 06766- 255437/ 256911	KDJR, M.Ashish Thakre, 06766- 255401, 8763090 000	NA
23	GADH 84558 91883	CHC Padampur	05 Km	Shiba Charan Bagh,	8249081201	16 BEDS	108	KDJR 0676625 4380	SADAR P.S KEONJHAR, 889544 8824	NA	KENDUJHAR, 06766 25550 1	RED CROSS , 889521 4073	NA	KEONJHAR	NA	DIST KRESHNA SAHOO, 87630900 0	KDJR TAHASIL	KENDUJHAR, DIST COLLECTOR- 8763090 000	ADDITIONAL DM- 0676625 5408
24	PRNR 84558 91884	CHC , PADMAPUR	14 KM	ASHOK KUMAR NAIK	943998890, 8249081201	16 BEDS	108	9439987 004	SADAR PS KDJR 943891 6611, 889544 8824	NA	JHUMPURA 94371 53718	Red Cross 889521 4073	NA	Jhumpura	Srima transport 7978876 244	63702174 83	SADAR TAHSIL , 9853779 310	KDJR 06766- 255401	ADM/KDJR 06766- 255408
25	NYG 84558 91882	UNCH ABALI hospital, PHC Malda	5km , PM C- 10 km	GOPAL RAY, 94373 79248	06766235624	NA	108	KDJR 0676625 4380, SDH Champa- 9778131 312	Bambori PS 943708 4694	NA	IP MINE S- 94387 53320, 94386 72440	Odisha Red Cross SDH Champa- ua- 977813 1312, Red cross DDH keonjhar 06766 254380	NA	Keonjhar	NA	NA	Jhumpura	DM KDJR Asish Thakare -06766- 255401	ADM KDJR Dr.Bhakt a Charan Pradhan- 06766- 255408

JEN - CTC SECTION :-

ZONAL DISASTER MANAGEMENT PLAN-2022

EAST COAST RAILWAY

26	JEN 84558 89908	Jenapur 94381 2891	1 Km	Jenapur	943812891	08 beds	108	500 units, Jajpur Road, 0672822 5177	IIC, JEN 067252 60201	OC,RPF, JJKR 8488887 707 GRP,JJ KR 8895080 480	Chade idhara 06725 26021	Nagpal Institute for social welfare, 933894 6622	Traine d staff for Rehabi lation work	Kuakhai 9938308 822	98611072 83	94372278 26	Tahasil Dharmasal a, Tahasidar- 018922233 14	Chakr avarti Singh Rathore, 94371 02067	Kulamani Nayak
27	NGMP 84558 89909	Garam adhupur PHC	2.5 Km		7978843959	Nursh ing home	108, 102	CTC- 0671- 2305643	Jenapur - 943780 2124	-	Chand ikhole - 06725 26020 1	-	-	Chandik hole	Chandikh ole	-	Dharmasal a- 971613131 6	C.S.R athor- 94371 70693	C.S.Ratho r- 94371706 93
28	HDS 84558 89910	Dharm asala, CHC Aruna	05 Km		9439992572	All type of medic al facilit y	108	CTC_067 1230564 3	Dharma sala, PS- 067252 730	Chandik hol, 067525- 226101	Chand ikhole Fire Statio n 06725 22010	Odisha red cross CTC- 067123 05643	NA	Chandik hol- 9937020 35	Shantilata Transport, 99370203 55	99370203 55	Dharmasal a- 971613131 6	Jajpur - 94371 70693	Jajpur- 94371706 93
29	DNM 84558 89911	Badac hana CHC	2.5 K.M	Dr. S.K.Je na	9439998027	All types of medic al treat ment availa ble bed - 13	108	0671- 2305643	Badach ana P.S sarat chandra patra , 943891 6242, dist .jajpur	RPF/JJK R , 8455887 707	Chand ikhole Fire Statio n 06725 - 22010 1	Indepen dent institute , at . Jaraka	NIL	CHANDI KHOL , 9437020 355	santilata transport , 99370203 55	SUKADE V ROUT 97778983 8	Darpan tahasil P.K.Sethi 943728651 2	C.Rat h 94372 86512	A.K.Mallic k 06728222 320
30	BRTG 84558 89912	Badac hana CHC	7 K.M	S.K.Je na	9439998027	All facilit y availa ble	108	CTC- 0671- 2305643	Byree- 943891 5623, 943788 3786	NDRF MUNDA LI, CTC, 0671- 2879711	Chand ikhole Fire Statio n 06712 5- 22010 1	Odisha red cross CTC- 0671- 230564 3	NA	Chandik hol- 9937020 355	Shantilata transport- 99370203 55	NA	Darran P.K.Sethy- 917866248 5	Jajpur - 06728 - 22200 1	ADM- A.K.Mallic k- 06728222 320
31	NGMP 84558 89909	Gada maitupur	2.5		7978843959	Only Prima ry treat ment	108	Cuttack- 0671- 2305643	Jenapur , I/C- 943780 2124	FAX- 0322227 7238			--	Chadhei ghara, Dist- Jajpur	Jaraka, Dist- Jajpur	94930313 30 (Patia/BB SR)	Dharmasal a	Jajpur - (O)- 06728 - 22200 1 (M)- 94372 86512	06728222 001



32	BYE 84558 89913	Jagan nath Das Hospit al, 97778 17204	03 Km	--	9777817204	Gene ral Treat ment 12 beds	108	Cuttack, 0671- 2305643	BYREE POLICE STATIO N, 943831 5623	CISF, Munduli	Chand ikhole Fire Statio n 06725 - 22010 1	Basund hara, 0671- 250317 8	Social Servic e	Byree, Chhatia	JENA TRANSP ORT, 94371558 86	Utkal Earth movers, 94370242 21	Dhanmand al	Chakr avarti Singh Rathor e, 06728 - 22208 7	Mihir Prasad Mohanty, 06728- 225178
33	KIS 84558 89914	CHC, TANGI -Govt. Padmi ni Care	01 KM, 1 km		9439995417, 9437127969 Padmini-0671- 2442259	CHC- 8 beds, care- 100 beds	CTC- 0671- 24140 80, 108	Cuttack- 0671- 2305643	TANGI CTC- 0671- 259531 5	NDRF CTC- 0671- 2879711 , DDRAF- 0671- 2442259	CHOU DAR CTC- 0671- 24941 11, 101	Basund hara CTC- 0671- 250317 8	Mediu m	Jagatpur - 9439162 684	Jena transport	Utkal earth moves- 94370242 21	Tangi CTC-0671- 2491724	CTC- 0671- 25081 00, 94371 70693	ADM, CTC – 0671- 2508265
34	NRG 84558 89915	Tangi CHC	4 KM	-	9437127964	OPD, 18 BEDS	108	CTC, 0671- 230564	Tangi- 0671- 259531 5	CISF /MUIND ALI- 0671257 9711	CHOU DAR 0671 24941 11	Bosund hara- 067125 03128	Mediu m, social service	Jagatpur - 9439162 684	94320427 25	94370242 21	Tangi- 0671- 2491724	CTC- 94371 70693	ADM- 0671- 2508265
35	KNPR 84558 89916	P.H.C Jagatp ur	2 km	-	0671-2491726	10 beds with multi speci ality	108, 0671- 24140 80	CTC- 0671- 2305643	Jagatpu r-0671- 287956 0	0671- 2579711	Chauli a gari- 101, 0671- 24433 31	Basund hara- 0671- 250317 8	All	Jagtpur- 9439162 684	--	94370242 21	Tangi- 797013293 1	CTC- 94371 70693	P.K. Bashu, 94370601 81
36	CTC 84558 89917	Rly Health Unit & SCB MEDI CAL	250 mtr 2.0 5 Km	--	8114382574-- 8114382587, SCB- 06712414080	All types of medic al treat ment availa ble	108	0671- 2424202	Malgod own, 0671- 254830 0, 943966 6600, 828033 8339	101, Chauliag anj- 0671- 2443331 , CTC- 0671- 2306101 , 9938382 016	0671- 24422 59, 94370 70279	-	-	BADAM BADI 0671231 2995	----	-	0671- 2508100, 943717069 3	0671- 24917 42, 94375 19438	-
SQQ - NQR - ANGL SECTION :-																			



37	SQQ 84558 89946	Janas evak Kendr a, Chouki ar,	08 Km	Dr.Ma dhusmi ta Nayak	9437127964	OPD, 18 Beds	108	CUTTAC K, 0671230 5643	Choudki ar, 006712 394322	CISF, MUNDU LI	Choud kiar, 0671- 24941 11	Basund hara, 067125 03178	Social Servic e	Jagatpur , 9439162 684	Jena Transport	UTkal Earth Movers, 94370242 28	Niranjan Behera 797813213 1	0671- 25081 00943 71716 93	ADM /CTC 0671- 2508265
38	CBT 84558 89947	ESI Hospit al Choud war	4 Km		06712494340/2494 341	All types of medic al treat ment availa ble	112	0671- 2302258/ 2305643	CHOUD WAR P.S, 0671- 239432 2 943743 6075	NDRF MUNDA LI,06712 505101	Choud war Fire Statio n 0671- 24941 11	Udhar foundati on	15	Choudw ar Bus Stand	Panda Brothers 98610517 22	Panda Brothers 98610517 22	Choudwar Ajaury Mallick 0671- 2491741	Bhaba ni Shaka r Chaini , 06712 58100	NA
39	GJTA 84558 89948	PHC Gurudi Jhatia	4 Km	2 beds	ESI, 06712434340/2434 341, JTA PHC- 8763105641	All types of medic al treat ment availa ble	112	0671- 2302258/ 2305643	Gururjh atia, (IIC), 943712 9353	NDRF, Mundaui , 0671- 2505101	Choud war, 06712 49411 1	Udhar foundati on	15	Choudw ar Bus Stand	Panda Brothers 98610517 22	Panda Brothers 98610517 22	Choudwar Ajaury Mallick 0671- 2491741	Bhaba ni Shaka r Chaini , 06712 58100	98614371 81
40	MZY 84558 89949	Khunti ni Hospit al	4 Km	Dr. A. SAHO O, Dr. S.K.B HOLO	9437165720	4.BE DS	112	S.C.B, CTC 0671- 2302258	Khuntini P.S, 943891 6209	NDRF/ Mundali, Odisha	ATHA GARG H, 06723 22023 3	NGO - NIL, Red Cross, ATHAG ARH, GOVT, HOSPI TAL	NA	Choudw ar	J&J Aaaociat es, 77899198 42	J&J Aaaociat es, 77899198 42	ATHAGAR G Priya Brata Das 067232202 37	CTC , B.S. Chani, 06712 50810 0	NA
41	RJGR 84558 89950	Khunti ni Hospit al	4 Km	Dr. A. SAHO O, Dr. S.K.B HOLO	9437165720	4.BE DS	112	S.C.B, CTC 0671- 2302258	Khuntini P.S, 943891 6209	NDRF/ Mundali, Odisha	ATHA GARG H, 06723 22023 3	AAC Trust, 797815 8199	AAC Trust 79781 58199	Dhenkan al Bus stand	J&J Aaaociat es, 77899198 42	J&J Aaaociat es, 77899198 42	ATHAGAR G Priya Brata Das 067232202 37	CTC , B.S. Chani, 06712 50810 0	NA
42	JRZ 84558 89951	DNKL DHQ Hospit al	10 Km s		9439981081	All faciliti es are availa ble	112	DNKL DHQ Hospital	Govinda pur , Out post 943891 5779	NDRF/ Mundali, Odisha	DNKL 06762 22650 1	Neheru Yuva Parisad a	10	DNKL Bus stand	MAA Jenabadi Roadway s 99376837 17	MAA Jenabadi Roadway s 99376837 17	U.K.Mohap atra, 943752929 5	Saroj Ku. Sethi 06762 22560 1	NA



43	DNKL 84558 89952	DNKL DHQ Hospital	3 Km s	-	9439981081	All facilities are available	112	DNKL DHQ Hospital	Town Police Station DNKL 797828 7393	NDRF/ Mundali, Odisha	DNKL 06762 22650 1	Neheru Yuva Parisada	10	DNKL Bus stand	Annapurna Freight Carrier, DNKL 94375478 12	Annapurna Freight Carrier, DNKL 94375478 12	Odapada Tahasil Bani Nibedita Swain 891758669 5	Saroj Ku. Sethi 06762 22560 1	-
44	SSPR 84558 89953	DNKL DHQ Hospital	10 Km	-	9439981081	All facilities are available	112	DNKL DHQ Hospital	Sadar PS DNKL 943717 3899	NDRF/ Mundali, Odisha	Odapada 06732 25602 2	Neheru Yuva Parisada	10	DNKL BUS STAND	Annapurna Freight Carrier, DNKL 94375478 12	Annapurna Freight Carrier, DNKL 94375478 12	Odapada Tahasil Bani Nibedita Swain 891758669 5	Saroj Ku. Sethi 06762 22560 1	-
45	HND 84558 89954	CHC ODAPADA (Hindol road)	2 Km	A.ROUL , Somaya Ranjan Mohanty Chinmaya Samal , Swagatika Behera	9439981086	04 Beds	112	DNKL DHQ Hospital	OIC ODAPADA outpost 943891 5780	NDRF/ Mundali, Odisha	Odapada 06732 25602 2	Giriraj Voluntary Organisation	10	DNKL BUS STAND	Bulunath 94383595 34	Bulunath 94383595 34	Odapada Tahasil Bani Nibedita Swain 891758669 5	Saroj Ku. Sethi 06762 22560 1	-
46	MRDL 84558 89955	Govt.H ospt. MRDL, Motanga	1 km	Mrs. Gunjana Nayak	9438707338	04 Beds	112	DNKL DHQ Hospital	Motanga, 955663 7788	NDRF/ Mundali, Odisha	Odapada 06732 25602 2	Giriraj Voluntary Organisation	10	DNKL BUS STAND	Bulunath 94383595 34	Bulunath 94383595 34	Odapada Tahasil Bani Nibedita Swain 891758669 5	Saroj Ku. Sethi 06762 22560 1	-
47	BDPK 84558 89956	Govt.H ospt. Banrapal, Samal Care Nursing Home	10 Km		06764229629 9937008364	Multi Specialty Nursing Home	112, 108	Nehru Satabdi Central Hospital, Blood Bank, TLHR 0676026 7118	Banarपाल I PS, 943891 6434	-	Budhapank 06764 - 22930 0	-	-	Banarपाल , bhusan	Suvendu Beura, 98611815 22	Suvendu Beura, 98611815 22	067642293 23	ANGL, (O) 06764- 230567 (R)-06764-230234	Additional District Magistrate , 06764- 230491

ZONAL DISASTER MANAGEMENT PLAN-2022



EAST COAST RAILWAY

48	TLHD 84558 89959	Govt. Hospital, Banrapal, 06576 42296 29	8 km	Samal Care Nursing Home	06764229629 9937008364	Multi Speciality Nursing Home	112, 108	Nehru Satabdi Central Hospital, Blood Bank, TLHR 0676026 7118	Banarpal PS, 943891 6434	-	-	-	-	-	Suvendu Beura, 98611815 22	Suvendu Beura, 98611815 22	Tahasil Office Banarpal, 067642293 23	Angul-06764 - 23056 47	ADM-06764-230491
49	TLHR 84558 89958	Rly health Unit, NSC Hospital	03 Km		8455887506 06760-269184	All Facility	108	Red cross Blood Bank, 9439233 01	Colliery (PS), Talcher, 943891 6447, 801868 6315 (I/C)	-	Talcher 0676 02402 22	SEVA Talcher, 067642 8623	SMALL 10	Talcher, 9861184 804	94380299 97, Great India Roadways, Talcher,	Bhutia Agency Talcher, 94382771 43	TLHR, Manmath Nayak, 750425841 4.	Siddharth Sankar Swain, 06760 23056 7	DM ANGUL 94373153 26
50	TLSB 84558 89920	Railway Health Unit NSC Hospital TLHR	03 Km	A.N.B EHEHA	06760269184 855887506(Rly)	ALL FACILITY	108	RED CROSS, ANGL, 9437414 388	COLLIERY P.S 943891 6447, 801868 6315(I/C)	NIL	TLHR, 06760 - 24022 2	SEVA 067604 28623	SMALL 10	Balanda Bus Stand 9861184 804	Great India Road Ways, TLHR 94380299 97	Bhutia Agency, TLHR 94382771 43	TLHR, Manmath Nayak, 750425841 4.	Siddharth Sankar Swain, 06760 23056 7	DM ANGUL 94373153 26
51	KPJG- 84558 92862	ANGL Dist. Hospital	15 km		8457981333	Gen. OPD-300 beds	99374 39780, 94394 71154	9238580 953	Nisha-700810 7420, 917809 5675	0663-2410190 , 9438878 949	06764 - 23022 1, 23022 2	Marwadi Yuva Manch-943701 334	100 members	ANGL bus stand	92385809 53	94371717 17, 70088100 78	943773660 0	06764 - 23056 7, 94373 15326	94372286 89
52	JSPC- 84558 90049	ANGL Dist. Hospital, Chandan & Kalyani nursing home, Surendra hospital	DH H-07 km, 08 KM	-	DHH-94339981331 Chandan Hos-06764-231431 Surendra hos-06764-236244 Kalyani NH-943728801	All facility 24, 30, 30 beds	108, 94394 71154, 99374 39780, 97777 02101, 99374 57048, 97774 43500	ANGL-06764-230880 500 units	ANGL PS-06764-230444, 797888 8247, 100	CISF NALCO-06764-220128, 0824912 5586	ANGL-101, 06764 - 23022 2, JSPL-97774 43333, 97774 42220	Lion's club ANGL9 437043 698, Rotary club-993722 2022	Medial help	ANGL-8249395 581	GIRW ANGL-94374924 01, 79789654 45, 94388177 449		Banarpal-943773660 0, 06764-22923	ANGL - 06764 - 23056 7,230 234,2 30685	DM Project officer-94386767 21 ADM-06764-230491, Emergency Call-22447744 77
53	ANGL 84558 89960	DHH ANGL Hospital Chandan Nursing Home,	05 KM 03 Km 07 KM	-	943998 1331-CDMO (ANGL), 943998 1334-067642 3143,	ALL Facility, 24 Bed, 30 Beds	108, 94394 71154, 99374 39780, 97777 02101,	0676423 0880, Blood Bank ANGL	ANGL P/S 067642 30444, 797888 8247	CISF NALCO 0676422 0128	Fire Station ANGL, 06764 23022 1/2302 22	Lions Club 943704 3698, Rotary Club 993722 2022, Red	Medical Help	President of District Bus woners association ANGL 8249395	Great India Road ways ANGL-06764-231512 , 73770293 03	Truck woners association, ANGL 94374924 01	Angul tahasildar 06764-230353	ANGUL (o)067 64230 367, (R)06 764-23023 4	ADM 06764-230491

ZONAL DISASTER MANAGEMENT PLAN-2022



EAST COAST RAILWAY

		Surendra Hospital			06764236244							Cross, 9438676721		581					
54	RQP, 8455891869	ATHA GARH	15 Km	Dr. B.K. Sahoo (SDMO)	06723-220244	80 Beds	108	Odisha Red Cross, CTC 0671-2305643	KHUNT UNI, PS, MO B, 9437094510	NDRF, MUNDALI, 9437581614	ATHA GARH, 101, 06723220233	NGO-CLAP, Address- 307 Markat Nagar Sector-6, CTC 06712363980	—	KHUNT UNI, NO Manager	Truck owner Association, Khuntuni, CTC	—	Athagarh, Sri Tapan Ku. Khuntia, 9437290889	CTC, Sri B.S. Chayani(DM), 0671-2508100, 9437170693	R.B. Panigrahi, 0671-2368116
55	GHNH 8455881868	Community Health Centre, Barhampur	3 Km		Prachi Narsingh home, 067125045160	03 beds for Men, 03 beds Women	108	SCB Medical College, 06712414080	Khuntuni 06723222404	011-26160255	ATHG ADA, 06723220233	Red Cross 06712302258	NGO/CTC, 06712365981	Khuntuni BUS stand	Truck Association, 06712490920	Larsen & Toubpo-Cuttack	Athagarh 9437290889/ 0672302	Cuttack-0671260810 / 2508100	9437325464
56	NQR, 8455891867	PHC Sandhapur	2.0 Kms	-	9437221847	05Bed	108, 0671-2414080	CTC, 0671-2305643	Sandhapur, 9861254553	06712442259	CTC, 101,	Red Cross CTC, 0671-2302258	Red Cross Cuttack	CTC, 0671-2879711	Cuttack Mover and packers, 9338888550	0671-2300570	Baranga 0671-2870033	Cuttack, 9439501340	—
57	CHRD - 6372909153	KIMS hospital	10 km		0674-7105354	1500 beds	Multy speciality hospital	102	CTC-06712305643	BRAG-0671-2870436	NDRF CTC-0671-2879711	Naranpur-0671-2870175	Basundhra CTC-06712503178	Badambadi bus stand-8895426070	9937642198	Utkal earth movers-9437024221	Naranpur-0671-2870033	B.S. Chayani-0671-2301103	-
58	NTPC Cabin 8455889957	01-Railway Health Unit, 02-M.S.C Hospital	1.5 KM & 09 KM		067602691848455887506	All facilities	108	-	COLLIARY Police station 9438916447, 8018686315	-	TLHR, 06760-240222	SEVA Talcher, 0676428623	SMALL -10	TLHR, 9861184804	Great India Roadways, TLHR, 9438029997	Bhutia Agency, Talcher, 9438277143	TLHR, Manmath Nayak, 7504258414.	Siddharth Sankar Swain, 06760230567	DM ANGUL 9437315326

KDRP - PRDP SECTION :-

ZONAL DISASTER MANAGEMENT PLAN-2022

EAST COAST RAILWAY

59	KDRP 84558 91861	Govt.H ospital PHC KDRP	01 km		943824 5951	Genr al Treat ment	108, 102	CTC, 0671- 2305643	KDRP PS- 0671- 280223 5	CISF, Mundali	Caulia ganj, CTC- 0671- 23433 31, 101	Nasimdj ara CTC- 0671- 250317 8	Social service	CTC		Utkal Earth Movers- 94370242 21	CTC Sadar	CTC- 0671- 25081 00, 94371 71693	ADM, CTC- 0671- 2508265
60	RCTC 84558 91862	CHC	1/2 Km	Nil	06724-267906	Minor OT, Patho logy	108	Jagatsing pur- 06724- 221808	Raghu nathpur- 06724- 267765	Nil	Raghu nathpu r- 06724 - 26734 0	Nil	Nil	Jagtsing pur	Nil	Nil	Raghunath pur-06724- 267250	Jagats ingpur 06724 - 22031 9	NIL
61	GRKN 84558 91863	Dist. Medic. Jagatsi ngh pur	9 Km	NIL	06724-220064	Nil	108	Nil	Tertol- 943833 8528	NIL	TIRTO L0672 2- 25044 5	NIL	NIL	NIL	NIL	NIL	RAGHUNA THPUR,06 724267250	Jagtsi nghpu r- 06724 - 22037 9, 22019 9	S.P.J.S.P ur 06724- 220115
62	RHMA 84558 91864	CHC MANI GJAN GA	3 Km	NIL	9439992066 - 7008029584	10 Beds	108, 102	8637230 308, More then 400	Tirtol- 993749 3422	NIL	Tirtol- 99374 934	Nil	Nil	RAHAM	63705159 79	NIL	Kujanga	Jagats inghpu r0672 4- 22019 9	94348294 571
63	BDBA 84558 91865	KUJA NGA CHC, PRDP port Medic	09 Km, 25 Km	Nil	06722- 223674 - 06722- 222041	30 beds	102, 108	Jagtsingh pur- 06759- 221809	Kujang- 06724- 236260	Nil	KUNJ ANGA - 06722 21290 0, 78737 21355	Nil	Nil	Nil	Nil	Nil	Kujang- 06722- 236223	Jagats inghpu r- 06724 - 22019 9	06724- 220368
64	PRDP 84558 91866	GOVT HOSPI TAL (BIJU MEMO RAL) ATHA BANKI	5 KM	P.K.Sa mal	8763004955	30 beds	108, 102	Jagtsingh pur- 06759- 221809	943832 8191	CISP 0970335 9966	PRDP - 22204 52,222 385,10 1	-	NIL	PRDP	AMAN EQUIPME NT, PRDP	NIL	KUNJANG A-06726- 236223	06726 - 22019 9 JAGA TSIN GPUR	06724- 220368
BRAG - KUR SECTION :-																			
65	BRAG 84558 89919	Centra l Hospit al, ECOR,	10 Km s	Dr. A. Senap ati	58430, 58436	80 Beds, ICU & OT	108, SCB/C TC, 06712 41408	CTC, 0671230 2258	Barang, I/C- Sashika nt Rout, 828033	CISF/M UNDALI, 0671287 9560	Naran pur (Trish alia), 06712	Cuttack Red cross, 0671- 230225	NA	Badamb adi/CTC, 0671231 2595	NA	NA	Baranga Tahasil, 067128700 3	Cuttac k, 0671- 26081 0	94372546 4 06712508 100, Fax- 06712301



		MCS					0		8349		87017 5 (3.6 Kms)	8							103
66	NEW BBSN 63729 09152	KIMS Hospit al, BBSR	06 Km	-	0674711000, 0674-7105354	1750 Beds Super speci ality Hospi tal	108	Central Hospital, MCS, 8455885 555, Capital Hospital, BBSR, 0674309 1993	Nandan kanan, P.S., 067424 66100	ODRAF 0671- 2442259 , NDRF - 7978234 284	Chand rasekh arpur Fire station , 101, 06742 74069 6	Marwad i Yuva mancha , 904008 9101, Viswaa Jiban Seva Sangha , Kalinga Vihar, BBSR, 943728 6593	--	Nandank an, Bus Depot, 0674- 7044005	Maa Annapurn a Agency, Pvt. Ltd. Cuttack 06712310 711	Rudra Earth Movers, Rasulgar h, BBSR, 99379924 10	Bhubanes war, Tahasil 067424324 42, 943877386 6	Khurd a , 06755 22000 1, 99385 40565	99385405 65
67	MCS 84558 89921	Centra l Hospit al Eco Rly.Ho spital MCS	1.5 Km	-	58436(Railway)	80 Beds, ICU & OT	84558 85555,	Capital Hospital , 0674- 2391983	MCS 0674- 258048 1	-	CSPR 0674- 27444 40, 101	Rural Recons truction & Social Service, 067425 87243	-	9470293 373	-	Bharat Group, Pahala, BBSR, 95831065 98	Bhubanes war Tahsil , 0674 - 2492016	KHOR DA, 99385 40565 S.K.M ohapa tra	06755220 001
68	BBS 84558 89922	Neelac hal Hospi tal	0.5 Km	-	06742536590	Multi speci ality, 45 beds	108	Capital hospital- 0674240 1983- 1000 units	GRP/BB S, 943812 2528, 067425 31090	CRPF BBS	Kalpa na Squar -101	Marwari yuva manch- 904008 9101	Odisha Develo pment Action forum Care India Region al Hub Office/ BBSR	Master canteen- 7381020 740	Richi- 94370779 90	Annapurn a crane transport- 94702933 73	Tahasildar/ BBSR, 067424324 42	Khord a- 99385 40565	NA
69	RTN 84558 89924	Retan g Dispen sary, AIIMS/ BBS	1 Km to 15 Km	Bhagy ashree Devi	0674372777	-	-	Red cross Blood Bank, BBSR, 0674289 4985	Tamand o P.S 943986 3636	-	JATNI 06742 49080 8	NA	NA	-	NA	NA	JATNI TAHSIL, 067424920 16,	06755 22000 1,	-
70	KUR 84558 89925	KUR Rly.Ho spital, Biswa nath nursus ing	0.4 Km, 1 km		71777, 845588 7555, 0674- 249047 5	NA	DRH KUR- 71777, 84558 87555, 108	BBSR- 2394985, 9437107 124	Jatni, 101	NA	JATNI -101	Jatani NGO- 943710 7124	NA	NA	NA	94270107 65	Jatni , 067424920 16	Khord ha, 06755 22000 1	94384829 11



		home																
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**KURT - RSKA SECTION :-**

71	KURT 84558 89918	Govt.H ospital, KHOR DA 06755 22018 7	04 KM	Dr.S.M ISHRA	06755- 221419	Casu ality, CT- Sacn, X- Ray	108, 102	Govt Blood bank Khurda, Jhunulata Sahoo, 9853440 515,9777 933731	Khurda Town Police Station, 06755- 220519, 100	0674149 230	Khurd a 06755 22073 3, 101	Siddhar t Village- 0674- 249016 0	100	Khurda Bus Depot, 9439895 755	Maa Mangala Transport, 99375655 66	-	Tahasildar Khurda 06755- 220248, 943862945 5	Khurd a- 06755 - 22001 , 94384 82911	94384829 11
72	BYZA 84558 89923	Govt.H ospital BEGU NIA	3 Km	Jr. M.S. Subud hi, R.K. Panda	9861968081, 8144042997	OUT DOO R 4 BEDS	102	DHH Blood bank, Khordha, 0675522 3978	Begunia Police Station, 943891 6542	-	BEGU NIA Fire Statio n, 06755 23010 8, 112	-	-	-	Pradeep Ku. Sahoo, 94391030 40	Basant Ku. Sahoo, 94370082 11	P.Mandal, 067552302 00	Sitans hu Ku. Rout, 06755 - 22001	Steno- 94397386 34
73	RSKA 63729 09155	CHC RSKA	02 Km	Dr. Bidya Nath Nanda,	9439991551	20 Beds	Ranap ur- 108	Govt, Hospital - Khurda	Rajsuna khala, PS- 943900 9642	-	RANP UR, 06755 23606 2	-	-	-	-	-	061532523 33	94377 63600	91781655 7
74	BORD 63729 09156	Bolgar h CHC	8 Km		9439997100	10 beds	108	Nayagarh - 06753- 252410	Bolagar h Police Station, 067552 32628, 891768 2166		Bolag arh Fire Statio n, 112 06755 23602	Chand Club Manikg oda- 993739 5978	50 activ memb ers	Bhimapa da	83289548 10	81442252 56	Bolagarh Tahasil, 06755- 232053, 985358458 4	Khord ha Collec tor, 06755 - 22001	94377636 00



75	NYGT 63729 09157	District Head Quarte r Hospit al, Nayag arh	02 Km.	Dr. D. Braj Raj	9439991499	SNC U, Dlalys is Unit, NRC, Chem other apy, TV wood , Eye Dept, Surge ry Dept, Medic ine Dept, Gynic Dept, X-ray, Patho logy	102, 108, 95566 96541, 94395 97930, 94372 52353	06753- 252410, 8280406 485, CAPACIT Y 500/Mont h	Nayagar h Town Police Station, 067532 52100, 943891 6546	9438739 320	Nayag arh fire Statio n 112	Sahade v Behera (Red Crosss) , 993711 4050	Rotary Club NGR, 94371 14937	9437107 583	94371075 82	99382217 20/82609 44961	Padma Charan Sahoo, 06753- 252219, 252333	Dr.Po oma Tudu IAS, 06753 - 25224 0	Emergenc y office- 94377636 00
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MWQ - PURI SECTION :-

MWQ 84558 91886	Near rest Railwa y Hospit al, DELA NG Hospit al	09 KM 5 Km		9439994018	16 beds	108	BBSR, 0674- 2394985	DELANG P.S, 0675824 2222	Nil	DELA NG 06758 12423 01	NIL	NIL	NIL	NIL	NIL	DELANG 06758- 242100	PURI 06752 - 22203	06752- 221800 (ADM)
DEG 84558 91887	CHC DELA NG	3 Km		9439994018	16 beds	108	NIL	DELANG A POLICE STATIO N 06758- 242222	NIL	DELA NGA, 06758 - 24230 1	NIL	NIL	NIL	NIL	NIL	Tahasil Office DEG, 06758- 242100	Dist- PURI, 06752 - 22203 4	06752- 221800 (ADM)
BRST 84558 91888	Govt, Hospit al, SIL	5.5 Km	Biswatj it Mishra /CDM O	6371077727	NIL	108	NIL	Delang 9438916 319	NIL	SIL 06752 12732 50	Nil	NIL	Sataban kha	NIL	NIL	Delang, 06758- 242100	PURI - 06752 - 22203 4	06752- 221800 (ADM)
SIL 84558 91889	Primar y Health Centre Sakhig opal	1 Km	Biswaji t Mishra /CDM O	6371077727	All types of Medic al treat ment availa ble with 40 beds.	108	NIL	IIC/SATY ABADI P.S- 8763450 888, CUG- 9438916 348	NIL	Satya badi 06752 12732 50	Freedo m India Trust, Sec- R.K. Swain- 827072 1583	Disast er Manag ement , Tea plantati on & providi ng solar system to villager s.	PURI	NIL	NIL	Satyabadi- 943810845 1	06752 - 22203 4	(ADM) 06752- 221800
MLT 84558 91890	Dist HQ Hospit al Puri	58 Km	NIL	06752223742	RR7J +GG C	108, 98610 56188, 70913 60310	DHH, PURI, 0675222 4097	Sadar Police station, PURI, 0675222 2043	PURI- 945705 6220	PURI 101	Care india Charital e Trust, PURI, 943702 6096	NIL	MALATI PATPU R	Jayadurg a MOTOR service- 94370945 05, 94372323 13	Ashribad Agency, 94370248 38	Puri- 067522232 40	PURI- 06752 22034	Emergenc y office PURI- 06752222 061

ZONAL DISASTER MANAGEMENT PLAN-2022



EAST COAST RAILWAY

	PUI 84558 90906 84558 91891	DHH/ PUI, Nilahal a Nursin gh Home	DH- 1.3k m, Nar sing ho me 2.5	CDMO	DH-06752-223742 N.H-7064411185/9040021999	DH—380 BEDS, N.H-30 BEDS	108	DHH/PUI 9439850 835, 2000 freezing capacity	94384566 82, PUI RLY STN. OC/RPF- 84558897 16, PUI RLY STN. TWN THANA- 94391665 3, 94399271 8	PURI	PURI VIP ROAD -101, 06752 - 22210 1	NGO/G opaban dhu Seva Parisad - 943751 8615	Mediu m	PURI BUS STAND 06752- 224461	Regional transport office, PURI- 06752- 223478	Arshibad agency- 94370248 38	PURI, 06752- 223240	District PUI- 06752 - 22203 4, 22203 3	ADM, PUI- 06752- 221800, 222061
KPXR - PSA SECTION :-																			
2	KPX R, 845 588 992 6	Dist HQ Hospit al, KUR	12K M	Biswa mohan Mishra , Artaba ndhu rajale	9439994500, 9439994504	200 BEDS , Casu ality, CITY SCA N X- RAY, OT	102, 108, PVT- 79783 76256, 94325 87955	8114870680 9777933731 9937683963	SADAR THANA , KHORD A- 943773 8275	ITBP, Tarajua, Khurda, 7008586 641	101, 06755 22073 3	Rotary club, Khurda, Sourya Ranjan Mohant y, 943817 9043	50	NEW BUS STAND, KHURD A, 6371422 662, 9937046 673	93372222 93	93372222 93	Tahasildar, Khurda, Tapit Sahoo- 943730680 1	Dm Khurd a sangri as kishari moha patra- 94370 84329	ADMO- Anuj ku das- 94385423 54
3	TAP 845 588 992 7	HADP ADA	3 KM /4 KM	NA	NA	6 Beds	112	KHURDA , 06755 223978	Jankia- 067552 40026	41/BN ITBP, Taratua- 7008586 641	101, 06755, 22073 3	Rotary club khurda- 943817 9043	50	Khurda bus stand- 6371422 62, 9937046 673	93372222 93	93372222 93	Tahasildar khurda- 943730680 1	Khurd a DM- 94370 84329	Kuldeep paltasingh - 93482992 97
4	NKP ,845 588 992 8	GOVT. Hospit al NKP	02 KM	Dr. A.K. Swain	9861464042	OPD , Sathi Nursi ngh Home , 01 Km 08 beds, 8093 8092 54	108	Khurda- 0671232 2258	NKP , G.Naik- 700849 3770	NIL	Tangi Fire station 97760 91664	NIL	NIL	Nirakarp ur Bus Stop	89842224 97	-	Tangi 067562543 1, 943841230 7	Khuor dha S.K. Maha ntY, DM 94383 20075	ADM Khurda- 06755- 221725
5	BSD P 845 588 992 9	Tangi, Govt Hospit al,	12 KM		102	10 Beds	108	KHURDA 0671230 2258 Khordha	Tangi, 848074 7084	-	TANGI ,84807 47084	RSS Kalupa daghat Bhairab e club 943717 7490	Lage nearby 50 volunta	Nil	943723207 0 (Tangi)	943723207 0 (Tangi)	Tangi	Khurd a- 0675- 32200 01	06755- 220001

ZONAL DISASTER MANAGEMENT PLAN-2022

EAST COAST RAILWAY

6	KAP 845 588 993 0	U.G. P.H.C TANGI , Sai Sanjib ani Nursin ghHo me Tangi	4 KM	-	102, 06756254034	10 beds	108	Khordha- 0671230 2258	Tangi- 977604 1664, 943837 1357	NIL	Tangi 84807 47084	RSS, Kalupa daghat	Nehur Seva Sangh a, Baluga on	NIL	94372320 70	94372320 70	Chilika	Khord a, 06755 22000 1	06755220 01
7	KUU 845 588 993 1	Saiseb asada na Nurshi ng Home GOVT. Hospit al U.G. P.H.C TANGI	02 Km 10 KM		9090001666	Bed- 25 oxyge n , OT availa ble.	90900 00102	Khordha 0671230 2258	Tangi- 977604 1664, 943837 1357	NIL	Tangi (Khurd a) 84807 47084	RSS, SORO N- 02 Km	Nehur Seva Sangh a, Baluga on	Kuhuri- Tangi	94372320 70	94372320 70	Tangi – 067562543 11	Khord a- 06755 22000 1	ADM Khurda- 06755- 221725
8	GN GD 845 588 993 2	Govt. Hospit al Baluga on	14 Km	102	7538953265	All facilit y availa ble Exce pt ICU.1 6 beds	102 & 108	Khurda Town, 0671- 2303258	NACHU NI, 797833 3495	Banapur, Nachuni out post- 7978333 0185	Nachu ni- 79783 33495	Gangad harpur, 067522 55101	Ganga dharpu r- 63709 88486/ 101	Nehru seva sangh,B ALU- 0917800 2171	NIL	73268891 19	Gangadhar pur , 06756- 255132	06755 22000 1	Sri Sitanshu Ku. Rout, 06755220 001
9	SLZ 845 588 993 3	Govt. Hospit al Baluga on	08 Km		06742372777	16 BEDS	108	KHU, 0671230 2258	BALUG AON 067562 50436	NIL	BALU GAON , 06756 25044 4	Neheru sevasa ng- 091780 02171	-	7326889 119	Chilika- 06756255 132	Ashok Satrusaly a Rahanbel I, 63710536 77	Gangadhar pur, Chilika Tahasil, 06756- 255132	Khord ha, 06755 - 22000 1	RPF BALU- 06756220 07
0	BAL U 845 588 993 4	CHC2, Bal , & AWA Hospit al INS,C HILIKA	1 KM	Dr.ma noj tripath y B.K.Sa hu, J. Senap ati	9439997366, 9439997373, 9937647436, 06736250260	Oxyg en, other facilit y BED- 16	108 & 102,	KHURDA , 0671230 2258	BALU- 06756- 25044, SP Khurda- 06755- 220535	NIL	BALU- 06756 - 25044 4	NEHRU SEVA SANGH BANPU R 091780 02171	NIL	BALu bus stop	96681704 27	93268891 19	CLKA- 067562551 32	Khurd a- 06755 - 22000 1, 22071 7	06755- 223427

ZONAL DISASTER MANAGEMENT PLAN-2022

EAST COAST RAILWAY

01	CHI LKA, 845 588 993 5	AVA Hospit al, INS Nivarin i, INS Chilka, Rly Hospit al BAM	1 Km, 2 Km	A.Moh arana	933750254	OPD, SUR GER Y	108 & 102	BANAPU R BLOOD, KHORDA TOWN	BALUG AON 067562 50436	RPF BALU- 0675- 220007 GRP- 0674- 2490289	BALU GAON , 06756 25044 4	Nil	NIL	KALIA RANA, 8917604 048	NA	B. Paikaray, 94371345 71	CHILKA TAHSIL, 06756- 255132	Khurd a collect or- 06755 - 22000 1	94376325 15
02	KIT 845 588 993 6	Khalik ot CHC	05 KM		9437985333	30 beds	108	NIL	943891 6735	ODRF- 06811- 254010, 254011	06756- 250444	NA	NIL	Khalikot	NIL	NIL	943726203 8	GAM- 06811 - 26370 0	GANJAM, DM- 06811- 263700
03	RBA 845 588 993 7	Govt, Hospital , RAMBH A, Rly Hospital BAM	01 KM		9438662428	OPD, First aid	108	Berhamp ur	06810- 278330	ODRF- 06811- 254010	94382 58260	NIL	Nil	Nil	Berhampu r	Nil	KHALIKOT - 943726203 8	GAM- 06811 - 26370 0	ADM- 06811- 263923
04	Buru di 637 290 915 4	PHC Ramb ha	4 KM	Dr. Prasan ta Ku. Pradha n	9438662428	Prima ry Hospi tal	108	MKCG BAM	06810- 278330	ODRF- 8 th - 06811- 254011	RAMB HA, 94382 58260	NIL	NIL	NIL	NIL	NIL	GAM- 06811- 254045	GAM collect or- 06811 - 26392 3	GAM collector- 06811- 263923
05	HM A 845 588 993 8	GOVT PHC (NEW)	1 Km	Nil	9439998543	OPD- F-AID	108	Nil	HMA- 943818 9255	ODRF 8 th Battalion -06811- 254011	RBA- 94382 58260	NIL	NIL	NIL	NIL	Nil	GAM- 06811- 254045	06811 - 26370 0	06811- 263923
06	GA M 845 588 993 9	Ganja m, Rly Hospit al Berha mpur		Dr. Priya darsan i Rout Ray	9439998613 76072/76073	04 Beds	108	BAM	GAM, 068112 54177, SP CAP- 06811 /263366	RPF- 8455887 717 GRP- 0680/22 29528	CAP, 06211 26260 0	986152 4044	20	CAP	93379457 10	CAP	Avani Ku. Sahu, 993716385 4	Collec tor- 06811 /2637 00 Sub collect or- 06811 /2639 23	06811- 263978
07	CAP 845 588 994 0	Sub. Divil. CAP	1 Km	SDMO , J.M. Bebart a, Rega Pattan aik	9439983822	All facilit y	108	MKCGH bloodban k-0680- 2292746	943919 5792	ODRF- 06811- 254010	06811 1- 26260 0	Childlin e BAM- 1098, red cross BAM	All Facility	CAP bus station	Babuli Jena, IRE Chack Chatrapur	Babuli Jena, IRE Chack Chatrapur	06811- 263973	GAM- 06811 - 26376	06811263 700



8	JNP 845 588 994 1	M.K.C. G Govt. medica l	7 Km	-	0680-22900851, 0680-2290087	multy Facilit y	108	MKCG Blood bank- 0680- 2292764	Chamak handi Police station- 06811- 257523	8th Batalion Chatrap ur 0681125 4010/25 4010 GRP- 9439710 086 RPF- 8455887 717	BAM, 06802 22333 3	Child Line Brahma pur, 1098, 943751 5765	All facility availab le	BAM bus stan	BAM- 79474170 23	GCPC Gopalpur- 07205749 832	Chatrapur- 06811- 263973	Chatra pur- 06811 - 26370 0 Sub Collec tor- 06802 28141 3	94375638 00
9	BAM 845 588 994 2	M.K.C. G medial	02 km	Nil	0680-2292624, 9437166076	All Facilit y	108 (govt) 94391 31108 (Pvt.)	MKCG Blood bank- 0680- 2292746	Gosami nuagae n PS- 943943 7454	ODRF- 8 th battalion -06811- 254010, 254011	BAM 0680- 22233 3	Child Help line- 1098, SOCH- 754090 5762	All facility	Nil	Ganjam Phulbani Truck associatio n 94370666 67	OMM SAI CRANE LIFTING S- 94370641 45	BAM- 943720441 6	GAM- 06811 - 26370 0	DM- 82803430 75
00	GTA 845 588 994 3	M.K.C. G. hospita l, City hospita l BAM	13 Km	NIL	Arjun Nursin g home BAM- 068022 81798, Christi an Hospita l 0680 223397 7, ANH- 933700 0057, Amit Hos- 977867 3284	30 beds	108	MKCG MCH blood bank BAM- 760004, 0680292 746	Golanth ra P.S- 068024 92301	NIL	BAM 06802 28350 0	NIL	NIL	Nil	94370762 89	NIL	Kanisi tahasil- 0680- 2248438, BAM tahasil- 068022265 84	Chara pur GAM- 06811 26370 0	Chatrapur GAM- 06811263 700
01	SLR D 845 588 994 4	Govt, Hospita l Girisol a, SLRD	1 KM	NIL	068224 4277	06 beds	108	MKCG medical college Hospital Brahmap ur, 0680229 2301	Police Station, Golanth ra, 068029 2301	NIL	Frre station , Brahm apur, 06802 28350 0	NIL	NIL	APSRT C-IPM	NIL	NIL	Kanisi Tahasil 068022484 38	Chatra pur 06801 26370 0	06811236 700

ZONAL DISASTER MANAGEMENT PLAN-2022



EAST COAST RAILWAY

02	IPM 845 588 994 5	Govt, Hospit al(IPM) Health Unit (PSA)	750 Mts. 59K M	--	8947-231049 77370/ 8455887511	30 beds	108	NIL	IPM, 089472 34233	RPF (PSA) 8978280 701, GRP(PS A) 8945- 241013, 9440627 567	ICHAP URAM , 8947- 23103 3	NIL	NIL	APSRT C-IPM	APSRTC- IPM	NIL	Tashildar (Ichapurm) 833398878 8	Srikak ulam, 08942 - 22256 5	NIL
03	JPI 897 888 100 1	Govt, Hospital , R BELAG AM, Health Unit(PS A)	500 mts 38 km	-	NIL	06 beds	108	NIL	PS, Kaviti, 089472 36133	RPF (PSA) 8978280 701, GRP(PS A) 8945- 241013, 9440627 567	SPT, 08947 23410 1	NIL	NIL	APSRT C- Sompeta	NIL	NIL	Tashildar (Kaviti) 833398878 9	Srikak ulam, 08942 - 22256 5	-
04	SPT 897 888 100 2	Maruti Hospit al Sompe ta, Rly Hospit al PSA	1/2 KM 32 KM	--	9440106477 77370/ 8455887511	Genr al ward 16 beds	108	NIL	Police station Sompeta 630999 0866, SP (Srikaku lam)- 8942- 222565	RPF (PSA) 8978280 701, GRP(PS A) 8945- 241013, 9440627 567	Fire station Somp eta, 08947 23410 1, 08942 22443 6	NIL	NIL	Sompeta - 0894223 4503, 7947148 874	79471499 11	NIL	Kanchili- 933398879 0	Srikak ulam- 08942 22256 5	08942- 222648, 222479
05	BAV 897 888 100 3	Govt, Hospit al, BAV	1 Km	NIL	NIL	NIL	108	NIL	BAV,PS , 089472 35133	NIL	SOMP ETA, 08947 23410 1	NIL	NIL	APSRT C-	NIL	NIL	Sri S.Guru Prasad, 089422225 65	Srikak ulam, 08942 22565	08333988 791
06	MM S 897 888 100 4	Govt, Hospit al, Haripu ram, Health Unit PSA	1.2 Km 11 Km	NIL	9703957754, 77370/ 8455887511	06 beds	108	NIL	MANDA SA, 089472 37233	RPF- 8978280 701, GRP- 08945- 241013, 9440627 567	Palasa , 08945 - 24110 1	NIL	NIL	APSRT C- PSA	APSRTC- PSA	NIL	Thasildhar (Mandasa) 894723722 8, 799599586 0	Srikak ulam, 8942- 22256 5	89472372 28

ZONAL DISASTER MANAGEMENT PLAN-2022



EAST COAST RAILWAY

07	SUD V 897 888 100 5	Gopalk rishna Hospita l Rajesw ari Nursin ghhom e, Vishnu priya Nursin ghhom e	7 Km 7 Km 8 Km	Dr. M. Malleswar Rao	7947125539	All Facilit y availa ble	108	ESI Panal Clinic K.T. Road, Kasibugg a, 9502192 000	KASIBU GGA, PS, 089452 41033	RPF- 8978280 701, GRP- 08945- 241013, 9440627 567	KASIB UGGA , 99637 30662	Child Line PSA 984936 1094	12	APSRT C 9959225 801	NIL	Dhuryodh anulu Crane service, 69493309 999	Sri H.V. Jayanam, 949181140 8	K.Dha njaya Reddy 8942- 22256 5	-
08	PSA 897 888 100 6	Gopalk rishna Hospita l Rajesw ari Nursin ghhom e, Vishnu priya Nursin ghhom e	½ Km ½ Km 1K m	Dr. S. Vijay Ku. Dr. M. Malleswar Rao Dr. Rajkumar	08945-242126, 08945-242345	All Facilit y availa ble	108, 94940 12244, 94418 13565, 94406 51042	ESI PANAL CLINIC KT ROAD KASIBU GGA, 0950219 2000	Kasibug ga, DSP- 08945- 241033, 241078	NA	PSA- 08945 - 24110 1	Child Line PSA 984936 1094	12	PSA RTC bus Stand	NIL	Dhuryadh anulu Crare Service, PSA, 09493309 999	833398879 4	Srikak ulam- 08942 - 22256 5	NA



HDS-PRDP SECTION :-

109	CIK R	Dharmasala, Chandighola	10 km. 1 km	Manas Ranjan Swain, Dr. Bijaya Ku. Satish Ku. Behera	9439992572, 06725-220780, 06725-2227601	28 beds	102, 108, 101	Jajpur town Govt Hospital	Dharma sala, 06725-273050, 943727 3728	GRP/JJ KR	Chandikhole, 06725 - 22610, 94374 74558	Jajpur Town	Sukadev Rout, 99373 46498, 87632 88413	Chandikhole, dilip chaudhary, 9937020 355	Chandikhole, dilip chaudhary, 99370203 55	Chandikhole, dilip chaudhary, 99370203 55	Dharmasala, Saroj Ku. Panda, 943721403 2	Jajpur Town Ranjan Ku Das, 06728 22273 0	Jajpur Town
110	Ratnagiri Road	Panasur-Balichandrapur, CHC-Barachana	06 Km & 18 KM	Dr. Sri Kant Ku Jena	9439998027	All facilities, 30 beds	108	District Blood bank, Kendrapada, District Blood bank, Jajpur	Balichandra pur, jajpur-067127 68745	-	Chandikhole, 06725 - 22610 1, 94324 24588	Sambedana, Thakur Patna, Kendrapada, Banamalli jajpur-943928 3076	Social Service	Kendrapada Bus Depot	D. Choudhuri Chandikhole, 99370203 55	D. Choudhuri Chandikhole, 99370203 55	Darpan Tahsil-917866248 5	Jajpur, 06728 - 22273 0	ADM-Jajpur-06728-222479
111	Lalitgiri	PANA SPUR	09 Km.		9438331331	06 beds	108	1910/06727-233334 Kendrapara	Balichandra pur-100, 0671-276874 5, 737703 8182	--	Derabi h 06727 - 23030 1	Sri satyasis eva org.-993747 0980, 977052 595	Social Service	Kendrapara Bus depot	Mitherslove-97767163 20	89173361 34	Darpan-943720988 2 917866248 5	Jajpur - 06728 - 22200 1- 22273 0	06728-222479 /222001
112	BJP D	Govt Hospital, Kendrapara	10 Km	Dr. Kishor Ku. Acharya, Dr. Sri Kant Swain	06727-232171	Miximum facility	108, 102	Kendrapara, 06727-233334, 9439739 510	Kendrapara sadar, 06727-232222	--	Kendrapara, 06727 - 23230 1	Jaganath charitable trust, 943881 6272	As per need	Kendrapara New bus stand	Magadh transport-97088811 99, Omm Sai-09438638 546	Chita Agency-70084065 61	Derbish-06727-220267	Amrit Rituraj kendrapara-06727 - 23260 2	06727274 700
113	KEN P	KENP Govt. Hospital, narsing Home	0 km, 2.5 km	-	06727-232171, 943998886	100 beds, 75 beds	108	Kendrapara-06727-233334	Kendrapara-06727-230301	Kendrapara-06727-274700	NA	NA	NA	Kendrapara New bus stand	Magadh transport-97088811 99, Omm Sai-09438638 546	NA	KNPR-06727-220275	KNPR - 06727 - 23260 2	ADM-94372395 62, 06727-232601
114	MS GR	Kendrapara Govt Hospital	13 km	Dr. Kishor Ku. Acharya	06727-232171 9439995995	195 beds	108, 102	Kendrapara, 9439995 995	Marshanhai, 700891 2009, 943711 0948	NDRF, 0671296 0711	Marshanhai, 90780 08021	Center for social development, 943767 1987	As per need	Kendrapara, 7008976 177	92383726 15, Krishna Agency	82492770 57	Umashankar Behera, 783832791 5	Kendrapara, 06727 - 23260 2	94389162 60

ZONAL DISASTER MANAGEMENT PLAN-2022



EAST COAST RAILWAY

115	Kala ghar	Marsh aghai Govt Hospital	12.5 Km		Casualty	-	108	9439995885	Marsha nghai, 9438916268	NDRF CTC-0671-296711	Marsh aghai, 9078008021/10	-	-	Kendrap ada - 7008976177	-	-	Marshagha itahasil, 06727222188,	Kendr apara, 06727 - 232602	ADM-9438916260
116	Nua gaon	Kujang a Govt Hospital	12.9 Km	-	06722-236020	All facilit y, 50 beds	108	Kendrapa da, 06727233334	Marsha nghai, 9438234492	--	Kujan ga Fire station , 06722236600	--	--	Paradip Bus Depot	Bhutdundi	--	Kiarabank a Tahsil, Mahakalap ara	Kendr apara, 9439883093 06727 - 232602	Addl DM Kendrapara 9437239562, 06727-232601
117	SIJU	Kujang a Govt Hospital, Railway hospit al-PRDP	11. KM		GH-06722-236020, RH-75514,75516	All facilit y , 50 beds	108, 102	Kendrapa da, 06727-233334	Local PS-06722-230035	NDRF CTC-0671-296711	Kujan ga Fire Statin 06722 - 236600	-		Pradeep Bus Depot	--	-	Kujanga Tahasildar 06722-236223	Jagats inghpu r- 06724 - 220199	Addl. DM, 06722-222237



UPDATING OF LOCAL RESOURCES, ADDRESS AND TELEPHONE NUMBERS OF STAKE HOLDERS IN DISASTER MANAGEMENT PLAN – 2022 WAT DIVISION

Sl no	Name of station & CUG of station	Name of near by Hospital/ Nursing home	Distance from station	Name of Doctors	Telephone/ mobile no. of hospitals/ nursing home/ doctors	Facility available in hospital/ nursing home & beds	Ambulance contact numbers	Telephone of nearest blood bank with capacity	Nearest Police Station & Contact nos. of Incharge	Contact nos. of Paramilitary forces	Nearest Fire station contact nos.	Name & Contact nos. of NGO/ Volunteer Organization, including Red Cross.	Size of NGO & facility related to Disaster	Nearest Bus depots, Contact nos. of Manager	Contact nos. of Major Transport Agencies	Contact nos. of other agencies
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
VSKP-PUN SECTION																
1	VSKP 8978081966	Railway Hospital, KGH, Visakhapatnam	2KM, 4KM	CMS/ RLY, Superintendent	0891-2746233, 0891 2564891-895	X-ray, Ambulance, and Lab, 152 Beds, Ambulance, 1037 beds, X-ray, Ambulance, and Lab	0891-2746233 108	KG HOSPITAL 0891 2564891	I-Town Police station 0891 2563632, 2563550 Commissioner of police 0891-2562709(O) 2525500(R) 9440827277 9440796000	ARMY/VSKP Ph. No. 0891 2754480, 2569816	Visakhapatnam Regional Fire officer: Ph. No: 0891-2706585 Fire emergency 101	Rotary Club, Ph. No. 0891 2552476 (O)	30 Volunteers	RTC/VSKP, Depot Manager Ph. No. 0891 2545962, 2530862 D TM 9440812492	Navata transport Ph. No. 0891 2561625, 2541258	M/En 26-08-2019
2	DVD- 8978081968	Railway Hospital, KGH, Visakhapatnam Visakha Steel Plant Hospital	25KM, 30KM 10 KM	CMS/ RLY, Superintendent Chief Medical officer	0891-2746233, 0891 2564891-895 0891 2518434	, 152 Beds, 1037 beds 150 beds	0891-2746233 108	KG HOSPITAL 0891 2564891	I Steel City Police station, Karumanda Palem Ph. No. 0891 2746444	ARMY/VSKP Ph. No. 0891 2754480, 2569816	Visakhapatnam Regional Fire officer: Ph. No: 0891-2706585	Visakha Steel plant Ph. No. 0891 2518301	30 Volunteers	RTC/VSKP, Depot Manager Ph. No. 0891 2545962, 2530862	Navata transport Ph. No. 0891 2561625, 2541258	M/En 26-08-2019
3	JGPM 08912001419	Railway Hospital, KGH, Visakhapatnam	2KM, 4KM	CMS/ RLY, Superintendent	0891-2746233, 0891 2564891-895	X-ray, Ambulance, and Lab, 152 Beds, 1037 beds	0891-2746233 108	KG HOSPITAL	I Steel City Police station, Karumanda Palem Ph. No. 0891 2746444	ARMY/VSKP Ph. No. 0891 2754480, 2569816	Visakhapatnam Regional Fire officer: Ph. No: 0891-2706585	Visakha Steel plant Ph. No. 0891 2518301	30 Volunteers	RTC/VSKP, Depot Manager Ph. No. 0891 2545962, 2530862	Navata transport Ph. No. 0891 2561625, 2541258	M/En 26-08-2019
4	GPT 8978081965	Railway Hospital, KGH, Visakhapatnam	2KM, 4KM	CMS/ RLY, Superintendent	0891-2746233, 0891 2564891-895	X-ray, Ambulance, and Lab, 152 Beds, 1037 beds	0891-2746233 108	KG HOSPITAL	I Steel City Police station, Karumanda Palem Ph. No. 0891 2746444	ARMY/VSKP Ph. No. 0891 2754480, 2569816	Visakhapatnam Regional Fire officer: Ph. No: 0891-2706585	Visakha Steel plant Ph. No. 0891 2518301	30 Volunteers	RTC/VSKP, Depot Manager Ph. No. 0891 2545962, 2530862	Navata transport Ph. No. 0891 2561625, 2541258	M/En 26-08-2019
5	SCMN 897808196	Railway Hospital,	2KM,	CMS/ RLY,	0891-2746233,	X-ray, Ambulance, and Lab, 152	0891-2746233	KG HOSPITAL	I Steel City Police station, Karumanda Palem	ARMY/VSKP Ph. No. 0891 2754480,	Visakhapatnam Regional Fire officer: Ph. No:	Visakha Steel plant Ph. No. 0891	30 Volunteers	RTC/VSKP, Depot Manager	Navata transport Ph. No.	M/En 26-08-2019

ZONAL DISASTER MANAGEMENT PLAN-2022

EAST COAST RAILWAY

	4	KGH, Visakhapatnam	4KM	Superinte ndent	0891 2564891- 895	1037 beds	108		Ph. No. 0891 2746444	2569816	0891-2706585	2518301		Ph. No. 0891 2545962, 2530862	0891 2561625, 2541258	app Vis 089
6	PDT 897808196 3	Divya Hospital, KGH, Visakhapatnam	4KM, 25KM	Casualty doctor CMS/ RLY	0891- 2746233, 0891 2564891	40beded, Ambulance 1037 Beds	0891- 274623 3 108	KG HOSPITAL	Police Station/PDT Ph.No 0891 2764233 Cell No. 9440796039	ARMY/VSKP Ph. No. 0891 2754480, 2569816	KTV Fire Station Ph. No. 0891- 2558470 08966-273101	Visakha Steel plant Ph. No. 0891 2518301	30 Volunte ers	RTC/VSKP, Depot Manager Ph. No. 0891 2545962, 2530862	Navata transport Ph. No. 0891 2561625, 2541258	M/ En 26- app Vis 089
7	KTV 897808196 2	Public Health Center/KTV	0.5KM	General Doctor	08966 264827,	6 beded, Ambulance	0891- 274623 3 108	KG HOSPITAL	Police Station/KTV Ph.No 08966- 273333 (O) 275248 (R) Cell No. 09440795933	ARMY/VSKP Ph. No. 0891 2754480, 2569816	Kottavalasa Fire Station Ph. No. 0891 2558470 08966 273106, 273101 Conrtor room: 101	Sathya sai Voluntary service, Sai nagar	20 Volunte ers	RTC/VSKP, Depot Manager Ph. No. 0891 2545962, 2530862	Navata transport Ph. No. 0891 2561625, 2541258	M/ En 26- app Vis 089
8	KPL 897808196 1	Public Health Center/KTV	15 KM	General Doctor	08966-274827,	6 beded, Ambulance	0891- 274623 3 108	KG HOSPITAL	Police Station/KTV Ph.No 08966- 273333 (O) 275248 (R) Cell No. 09440795933	ARMY/VSKP Ph. No. 0891 2754480, 2569816	Kottavalasa Fire Station Ph. No. 0891 2558470 08966 273106, 273101 Conrtor room: 101	Sathya sai Voluntary service, Sai nagar	20 Volunte ers	RTC/VSKP, Depot Manager Ph. No. 0891 2545962, 2530862	Navata transport Ph. No. 0891 2561625, 2541258	M/ En 26- app Vis 089
9	ALM 897808196 0	Public Health Center/ALM	5KM	General Doctor	Ph. No. 08966- 271809	10 beded, Ambulance	08966- 271809 108	KG HOSPITAL	Police Station/Jami Ph.no 08922- 278933 Control room: 08922 276163	ARMY/VSKP Ph. No. 0891 2754480, 2569816	Kottavalasa Fire Station Ph. No. 0891 2558470 08966 273106, 273101 Conrtor room: 101	Nil	Nil	RTC depot Manager/VZM Ph. No. 08922-226708	Nil	Nil
10	KUK 897808195 9	Sinik school/Jami.	7 KM	General Doctor	Phone no: 08922-246128	25 beded, Ambulance	08922- 246128 108	MIMS VZM Govt. Hospital	Police Station/Jami Ph.no 08922- 278933 Control room: 08922 276163	ARMY/VSKP Ph. No. 0891 2754480, 2569816	VZM/Fire Station Ph. No. 08922- 226101	Nil	Nil	RTC. /VZM Ph.no: 08922- 226708	Nil	Nil
11	VZM 897808195 8	Govt. Hospital/ Vizianagram RLY Hospital	3 KM 0.5 KM	Superinte ndent Rly. Doctor	Ph.no: 08922- 276416, 272124, 272401 84278(Rly)	15 beded, Ambulance	08922- 276416, 272124, 272401 108	MIMS VZM Govt. Hospital	Police Station/VZM (1-Town) Ph.no 08922- 226444 Cell No. 09440795521 Contarol room: Ph. No. 08922 276163 SP 08922- 276173(O) 226677(R)	Vth Battalian, Chintalavalsa Ph.no: 08922- 226380	VZM/Fire Station Ph. No. 08922- 226101	Mother Teresa Ashram/VZM Ph.no: 08922- 266027	30	RTC. /VZM Ph.no: 08922- 226708	Ganesh Transport Ph.no: 08922- 225084	Sri Ra Ce 45

ZONAL DISASTER MANAGEMENT PLAN-2022

EAST COAST RAILWAY

								9440795900								
12	NML 897808195 7	Govt. Hospital/NML Town	3 KM	Govt Doctor	08922- 244300,244260	NA	08922- 244300 0,24426 0	MIMS VZM Govt. Hospital	Police Station/Gurla Ph.no 08922- 247729	Vth Battalian, Chintalavalsa Ph.no: 08922- 226380	VZM/Fire Station Ph. No. 08922- 226101	Mother Teresa Ashram/VZM Ph.no: 08922- 266027	30	RTC. /VZM Ph.no: 08922- 226708	Ganesh Transport Ph.no: 08922- 225084	Sri Ra Ce 45
13	GVI 897808195 6	Govt. Hospital/NML Town	14 KM	Govt Doctor	08922- 2443000,244260	NA	08922- 244300 0,24426 0	MIMS VZM Govt. Hospital	Police Station/GVI Ph. No. 08952- 280233, Control room: 08922-276163	Vth Battalian, Chintalavalsa Ph.no: 08922- 226380	Chipurupalli /Fire Station Ph. No. 08952- 283017	a) Voluntary /Social Service/G VI. Ph.no: 08952- 282023	10	RTC. /VZM Ph.no: 08922- 226708	Ganesh Transport Ph.no: 08922- 225084	Sri Ra Ce 45
14	CPP 897808195 5	Govt. Hospital/ CPP	4 KM	Govt. Doctor	08952-283037	30 beded, X- ray, Lab	08952- 283037	MIMS VZM Govt. Hospital	Police Station/ CPP Ph.no 08952- 283233, Control room: 08922-276163	Vth Battalian, Chintalavalsa Ph.no: 08922- 226380	Chipurupalli /Fire Station Ph. No. 08952- 283017	b) Voluntary /Social Service/G VI. Ph.no: 08952- 282023	10	RTC. /VZM Ph.no: 08922- 226708	Ganesh Transport Ph.no: 08922- 225084	Sri Ra Ce 45
15	SGDM 897808195 4	Govt. Community Health Centre, Rajam,	12 KM	. Govt. Doctor	08941 251255.	60 beded, X- ray, Lab.	08941 251255	MIMS VZM Govt. Hospital	Police Station/ G- Sigadam Ph.no 08941 257133, 255133 Control room: Ph.No: 08942- 222440	Nil	Chipurupalli /Fire Station Ph. No. 08952- 283017	c) Voluntary /Social Service/G VI. Ph.no: 08952- 282023	10	RTC. /VZM Ph.no: 08922- 226708	Ganesh Transport Ph.no: 08922- 225084	Sri Ra JC Ce 45
16	PDU 897808195 3	Govt. Hospital Ponduru	4 KM	Govt Doctor	08941 242526.	4beded, .	08941 251255	MIMS VZM Govt. Hospital	Police Station/PDU Ph.no 08941 252433, 242433 Control room: Ph.No: 08942- 222440	Nil	Amadalavalasa/Fir e Station Ph. No. 08942- 286401	Manasa Ph. No. 08941- 242447, 242521	10	RTC-Depot. /Srikakulam Ph.no: 08942- 223206,22325 2	Ganesh Transport Ph.no: 08922- 225084	Sri Ra 08 94
17	DUSI 897808195 2	Distric Hospital, Amadhalavalsa	17 KM	Superinte ndent	08942-279161	250 beded, Ambulance, X-ray, Lab	08942- 279161	MIMS VZM Govt. Hospital	Police Station/Amadalaval asa Ph.no: 08942 222097, 286228 Control room: Ph.no: 08942- 222440	Nil	Amadalavalasa/Fir e Station Ph. No. 08942- 286401	Manasa Ph. No. 08941- 242447, 242521	10	RTC-Depot. /Srikakulam Ph.no: 08942- 223206,22325 2	Ganesh Transport Ph.no: 08922- 225084	Sri Ra 08 94
18	CHE 897808195 1	Govt. Hospital/Srikakulam	5 KM	Superinte ndent	08942 279093,	250 beded, Ambulance, X-ray, Lab	08942- 279161	MIMS VZM Govt. Hospital	Police Station/Amadalaval asa Ph.no: 08942 222097, 286228 Control room: Ph.no: 08942- 222440 SP: 08942- 222508(O) 222566(R)	Nil	Amadalavalasa/Fir e Station Ph. No. 08942- 286401	Red cross Socity - Ph.No: 08942 223234	10	RTC-Depot. /Srikakulam Ph.no: 08942- 223206,22325 2	Ganesh Transport Ph.no: 08922- 225084	Sri Ra 08 94
19	ULM	Govt. Hospital/Srikakulam	12 KM		08942 279093, 222158,	250 beded, Ambulance,	08942- 279161	Area Hospital, Tikali.	Police Station/Narsannape	Nil	Narsannapeta Fire Station	Nil	Nil	RTC-Depot. /ULM	Privet Transport	Sri Ra

ZONAL DISASTER MANAGEMENT PLAN-2022

EAST COAST RAILWAY

	8978081950			Superintendent	286222	X-	108		ta Ph.no: 08942 277033, 276777 Control room: Ph.no: 08942- 222440		Ph. No. 08942 276777			Depot Manager, Ph.No: 08942 222834.	SRMT Ph. No: 08942 222489	Pa 250 94
20	TIU 8978081949	Govt. Hospital, Narasannapeta	7 KM	Govt Doctor	08942 277030	50 bedded, X-ray, Lab.	08942 277030 108	Area Hospital, Tikali.	Police Station/Jalumuru Ph.no: 08942 275233 Control room: Ph.No: 08942- 222440	Nil	Narsannapeta Fire Station Ph. No. 08942 276777	Red Cross, Ph. No. 08942- 223234	10	RTC-Depot. /TIU Depot Manager, Ph.No: 08942- 2322834.	Privet Transport SRMT Ph. No: 08942 222489	Sri Ra 08 94
21	KBM 8978081948	Govt Hospital Kotabommali	10 KM	Govt Doctor	08942 244262	15 bedded, Lab, X-ray	08942 244444 108	Area Hospital, Tikali.	Police Station/Santabomm ali Ph.no: 08942 238833 Control room: Ph.no 08942- 222440	Nil	Kotabommali Fire Station Ph. No. 08942 238659	Youth Action Rural development/Pal aki	10	RTC-Depot. /Tikal Depot Manager, Ph.No: 08942- 244221.	Privet Transport, Navatha Ph.no: 08942 244078	Sri Ra 08 94
22	NWP 8978081947	Area Hospital tekkali	7 KM	Superinte ndent	08945 244262	200 bedded, Lab, X-ray	08942 244444 108	Area Hospital, Tikali.	Police Station/Galli Naupada Ph.no: 08945 244233 Control room: Ph.no: 08942- 222440	Nil	Tekkali Fire Station Ph. No. 08945- 244277 (O), 238403 (R)	Youth Action Rural development/Pal aki	10	RTC- Depot./NWP Depot Manager, Ph.No: 08945- 244262.	Privet Transport, Navatha Ph.no: 08942 244078	Sri Ra 08 94
23	PUN 8978081946	Venkateswara Nursing Home,	1 KM	Private medical Doctor	08945 247666	30 bedded, Ambulance, X-ray, and Lab	08945 247666 108	Area Hospital, Tikali.	Police Station/ Vajrapukotturu Ph.no: 08945 237733 Control room: Ph.No: 08942 222440	Nil	Kasibuggi Fire Station Ph. No. 08945- 241101	Nil	Nil	RTC-Depot. /Takali Depot Manager, Cell No. 9849903794	Privet Transport, Navatha 08942 244078	Sri Ra Ph 250 Ce 94

MVW-KRDL SECTION

24	MVW 8978081979	Public Health Cente/KTV 6 bedded,	12 KM	Govt Doctor	08966 274827	6 bedded,	08966 274827 108	KG - HOSPITAL	Police Station/ L.Kota Ph.no: 08966- 279633 (O), 277134 (R)	Nil	Kottavalasa Fire Station Ph. No. 08966 273333	GSAL (India) Ltd. Mallividu Ph. No. 08966 277377	Nil	RTC-Depot. /S.Kota Depot Manager, Ph. No. 08966- 275315, 275262	NIL	
25	L-KOTA 8978081980	Govt. Hospital, SUP	4 KM	Govt Doctor	08966 275352	50 bedded, Ambulance, X-ray, Lab.	08966 275352	KG - HOSPITAL	Police Station/ S.Kota. Ph.no: 08966 275333(O), 275248 (R) Cell No. 9440795933	Nil	S.Kota Fire Station Ph. No. 08966 275319	NIL	Nil	RTC-Depot. /S.Kota Depot Manager, Ph. No. 08966 275315, 275262	NIL	
26	SUP 8978081981	Govt. Hospital, SUP	4 KM	Govt Doctor	08966 275352	50 bedded, Ambulance, X-ray, Lab.	08966 275352	KG - HOSPITAL	Police Station/ S.Kota. Ph.no: 08966 275333(O), 275248 (R)	Nil	S.Kota Fire Station Ph. No. 08966 275319	NIL	Nil	RTC-Depot. /S.Kota Depot Manager, Ph. No. 08966	NIL	

ZONAL DISASTER MANAGEMENT PLAN-2022

EAST COAST RAILWAY

									Cell No. 9440795933					275315, 275262	
27	BDVR 897808198 2	Govt. Hospital, SUP	15 KM	Govt Doctor	08966 275352	50 bedded, Ambulance, X-ray, Lab.	08966 275352	KG - HOSPITAL	Police Station/ S.Kota. Ph.no: 08966 275333(O), 275248 (R) Cell No. 9440795933	Nil	S.Kota Fire Station Ph. No. 08966 275319	NIL	Nil	RTC-Depot. /S.Kota Depot Manager, Ph. No. 08966 275315, 275262	NIL
28	SLPM 089662006 55	Govt. Hospital, SUP	15 KM	Govt Doctor	08966 275352	50 bedded, Ambulance, X-ray, Lab.	08966 275352	KG - HOSPITAL	Police Station/ S.Kota. Ph.no: 08966 275333(O), 275248 (R) Cell No. 9440795933	Nil	S.Kota Fire Station Ph. No. 08966 275319	NIL	Nil	RTC-Depot. /S.Kota Depot Manager, Ph. No. 08966 275315, 275262	NIL
29	TXD 089662006 66	Govt. Hospital, SUP	16 KM	Govt Doctor	08966 275352	50 bedded, Ambulance, X-ray, Lab.	08966 275352	KG - HOSPITAL	Police Station/ S.Kota. Ph.no: 08966 275333(O), 275248 (R) Cell No. 9440795933	Nil	S.Kota Fire Station Ph. No. 08966 275319	NIL	Nil	RTC-Depot. /S.Kota Depot Manager, Ph. No. 08966 275315, 275262	NIL
30	CMDP 089662006 44	Govt. Hospital, SUP	25 KM	Govt Doctor	08966 275352	50 bedded, Ambulance, X-ray, Lab.	08966 275352	KG - HOSPITAL	Police Station/ S.Kota. Ph.no: 08966 275333(O), 275248 (R) Cell No. 9440795933	Nil	S.Kota Fire Station Ph. No. 08966 275319	NIL	Nil	RTC-Depot. /S.Kota Depot Manager, Ph. No. 08966 275315, 275262	NIL
31	BGHU 089789816 73	Community Health Centre, Araku	15 KM	Govt Doctor	08936 249627	50 bedded, Ambulance, X-ray, and Lab.	08936 249627	NIL	Police Station/ Anannathgiri Ph.no: 08936 231933	Nil	S.Kota Fire Station Ph. No. 08966 275319	NIL	Nil	RTC-Depot. /S.Kota Depot Manager, Ph. No. 08966 275315, 275262	NIL
32	KVLS 089362083 36	Community Health Centre, Araku	15 KM	Govt Doctor	08936 249627	50 bedded, Ambulance, X-ray, and Lab.	08936 249627	NIL	Police Station/ Araku vally Ph.no: 08936 249633(O) 249657 (R)	Nil	Paduru Fire Station Ph. No. 08936 250199, 250299	NIL	Nil	RTC-Depot. /S.Kota Depot Manager, Ph. No. 08966 275315, 275262	NIL
33	SMLG 089362083 35	Community Health Centre, Araku	12 KM	Govt Doctor	08936 249627	50 bedded, Ambulance, X-ray, and Lab.	08936 249627	NIL	Police Station/ Araku vally Ph.no: 08936 249633(O) 249657 (R)	Nil	Paduru Fire Station Ph. No. 08936 250199, 250299	NIL	Nil	RTC-Depot. /S.Kota Depot Manager, Ph. No. 08966 275315, 275262	NIL
34	ARK 897808198 4	Community Health Centre, Araku Ph. No. 08936 249627	2 KM	Govt doctor	08936 249627	50 bedded, Ambulance, X-ray, and Lab.	08936 249627	NIL	Police Station/ Araku vally Ph.no: 08936 249633(O) 249657 (R)	Nil	Paduru Fire Station Ph. No. 08936 250199, 250299	NIL	Nil	RTC-Depot. /S.Kota Depot Manager, Ph. No. 08966 275315, 275262	NIL

ZONAL DISASTER MANAGEMENT PLAN-2022

EAST COAST RAILWAY

35	GPJ 089362083 34	Community Health Centre, Araku	12 KM	Govt Doctor	08936 249627	50 bedded, Ambulance, X-ray, and Lab.	08936 249627	NIL	Police Station/ Araku vally Ph.no: 08936 249633(O) 249657 (R)	Nii	Paduru Fire Station Ph. No. 08936 250199, 250299	NIL	Nii	RTC-Depot. /S.Kota Depot Manager, Ph. No. 08966 275315, 275262	NIL
36	DPC NO NET WORK	Community Health Centre, Araku	25 KM	Govt doctor	08936 249627	50 bedded, Ambulance, X-ray, and Lab.	08936 249627	Koraput Blood bank. Ph. No. 06852 252101	Chatuva/Padua Police station Ph. No. 06868 275445	Nii	Sunabada Fire Station Ph. No. 06852- 20666 Control room: 222	NIL	Nii	a) RTC-Depot. /Jeypore Depot Manager, Ph. No. 06854 246839	NIL
37	PFU 845589392 1	Govt. Public Health Centre, Padua (Orissa)	13 KM	Govt Doctor	06868 275501	10 bedded, Ambulance, Lab.	06868 275501	Koraput Blood bank. Ph. No. 06852 252101 60-70 units	Chatuva/Padua Police station Ph. No. 06868 275445	CRPF Control room Kolab Nagar/ Koraput Ph. No. 06852 259106.	Sunabada Fire Station Ph. No. 06852- 20666 Control room: 222	NIL	Nii	a) RTC-Depot. /Jeypore Depot Manager, Ph. No. 06854 246839	NIL
38	BHJA 068682766 38	Govt. Public Health Centre, Padua (Orissa)	9 KM	Govt Doctor	06868 275501	10 bedded, Ambulance, Lab.	06868 275501	Koraput Blood bank. Ph. No. 06852 252101 60-70 units	Chatuva/Padua Police station Ph. No. 06868 275445	CRPF Control room Kolab Nagar/ Koraput Ph. No. 06852 259106.	Sunabada Fire Station Ph. No. 06852- 20666 Control room: 222	NIL	Nii	a) RTC-Depot. /Jeypore Depot Manager, Ph. No. 06854 246839	NIL
39	MKRD NO NET WORK	Govt. Public Health Centre, Padua (Orissa)	7 KM	Govt Doctor	06868 275501	10 bedded, Ambulance, Lab.	06868 275501	Koraput Blood bank. Ph. No. 06852 252101 60-70 units	Chatuva/Padua Police station Ph. No. 06868 275445	CRPF Control room Kolab Nagar/ Koraput Ph. No. 06852 259106.	Sunabada Fire Station Ph. No. 06852- 20666 Control room: 222	NIL	Nii	a) RTC-Depot. /Jeypore Depot Manager, Ph. No. 06854 246839	NIL
40	PBV 068522111 87	Govt. Public Health Centre, Padua (Orissa)	23 KM	Govt Doctor	06868 275501	10 bedded, Ambulance, Lab.	06868 275501	Koraput Blood bank. Ph. No. 06852 252101 60-70 units	Chatuva/Padua Police station Ph. No. 06868 275445	CRPF Control room Kolab Nagar/ Koraput Ph. No. 06852 259106.	Sunabada Fire Station Ph. No. 06852- 20666 Control room: 222	NIL	Nii	a) RTC-Depot. /Jeypore Depot Manager, Ph. No. 06854 246839	NIL
41	SXV 845589392 2	Koraput Dist. Govt. Hospital	25 KM	Superinte ndent	06852 240242	105 bedded, ambulance, X-ray, Lab, Blood bank	06852 240242	Koraput Blood bank. Ph. No. 06852 252101 60-70 units	Koraput (Sadar) Police station Ph. No. 06852 251241	CRPF Control room Kolab Nagar/ Koraput Ph. No. 06852 259106.	Koraput Fire station Ph. No. 06852 250301,230320 Control room: 101	NIL	Nii	a) RTC-Depot. /Jeypore Depot Manager, Ph. No. 06854 246839	NIL
42	KRPU 845589391 1	Koraput Dist. Govt. Hospital	2 KM	Superinte ndent	06852 240242	105 bedded, ambulance, X-ray, Lab, Blood bank	06852 240242	Koraput Blood bank. Ph. No. 06852 252101 60-70 units.	Koraput (Sadar) Police station Ph. No. 06852 251241 SP:06852- 250900(O)	CRPF Control room Kolab Nagar/ Koraput Ph. No. 06852 259106.	Koraput Fire station Ph. No. 06852 250301,230320 Control room: 101	Aatma Social Org., Koraput - 06852 252575	20	a) RTC-Depot. /Jeypore Depot Manager, Ph. No. 06854 246839	NIL

ZONAL DISASTER MANAGEMENT PLAN-2022

EAST COAST RAILWAY

									250901(R) 9437083559 8763294357						
43	MVF 845589391 4	Koraput Dist. Govt. Hospital	7 KM	Superinte ndent	06852 240242	105 bedded, ambulance, X-ray, Lab, Blood bank	06852 240242	Koraput Blood bank. Ph. No. 06852 252101 60-70 units	Koraput (Sadar) Police station Ph. No. 06852 251241	CRPF Control room Kolab Nagar/ Koraput Ph. No. 06852 259106.	Koraput Fire station Ph. No. 06852 250301,230320 Control room: 101	Aatma Social Org., Koraput - 06852 252575	20	a) RTC-Depot. /Jeypore Depot Manager, Ph. No. 06854 246839 251576 (R)	NIL
44	JRT 068522111 84	Koraput Dist. Govt. Hospital	22 KM	Superinte ndent	06852 240242	105 bedded, ambulance, X-ray, Lab, Blood bank	06852 240242	Koraput Blood bank. Ph. No. 06852 252101 60-70 units	Koraput (Sadar) Police station Ph. No. 06852 251241	CRPF Control room Kolab Nagar/ Koraput Ph. No. 06852 259106.	Koraput Fire station Ph. No. 06852 250301,230320 Control room: 101	Aatma Social Org., Koraput - 06852 252575	20	a) RTC-Depot. /Jeypore Depot Manager, Ph. No. 06854 246839	NIL
45	MVG 068602946 57	State Govt. Hospital/Jeypore	25 KM	Govt doctor	06854 233003, 232926	- 50 bedded, ambulance, X-ray, Lab.	06854 233003, 232926	Govt.Hospital Jeypore- 0685423360 0, 500 units.	Borigumma Police station Ph. No. 06852 280045 (O), 280147 (R)	CRPF Control room Kolab Nagar/ Koraput Ph. No. 06852 259106.	Jeypore Fire station Ph. No. 06854 230320	NIL	--	RTC-Depot. /Jeypore Depot Manager, - Ph. No. 06854 246839	NIL
46	CTS 845589391 5	State Govt. Hospital/Jeypore	15 KM	Govt Doctor	06854 233003, 232926	- 50 bedded, ambulance, X-ray, Lab.	06854 233003, 232926	Govt.Hospital Jeypore- 0685423360 0, 500 units.	Jeypore Police station Ph. No. 06854 230944	CRPF Control room Kolab Nagar/ Koraput Ph. No. 06852 259106.	Jeypore Fire station Ph. No. 06854 230320	NIL	--	RTC-Depot. /Jeypore Depot Manager, - Ph. No. 06854 246839	NIL
47	JYP 845589391 6	State Govt. Hospital/Jeypore	3 KM	Govt Doctor	06854 233003, 232926	- 50 bedded, ambulance, X-ray, Lab.	06854 233003, 232926	Govt.Hospital Jeypore- 0685423360 0, 500 units.	Jeypore Police station Ph. No. 06854 230944	CRPF Control room Kolab Nagar/ Koraput Ph. No. 06852 259106.	Jeypore Fire station Ph. No. 06854 230320	Rotary Club, Jeypore Ph. No. 06854 233595, 231263	21	RTC-Depot. /Jeypore Depot Manager, - Ph. No. 06854 246839	NIL
48	DIR 845589391 7	State Govt. Hospital/Jeypore	6 KM	Gov Doctor	06854 233003, 232926	- 50 bedded, ambulance, X-ray, Lab.	06854 233003, 232926	Govt.Hospital Jeypore- 0685423360 0, 500 units.	Jeypore Police station Ph. No. 06854 230944	CRPF Control room Kolab Nagar/ Koraput Ph. No. 06852 259106.	Jeypore Fire station Ph. No. 06854 230320	Rotary Club, Jeypore Ph. No. 06854 233595, 231263	21	RTC-Depot. /Jeypore Depot Manager, - Ph. No. 06854 246839	NIL
49	KDPA 845589391 8	State Govt. Hospital/Jeypore	9 KM	Govt Doctor	06854 233003, 232926	- 50 bedded, ambulance, X-ray, Lab.	06854 233003, 232926	Govt.Hospital Jeypore- 0685423360 0, 500 units.	Sadar police Station Ph.No: 06854 232011,230944	CRPF Control room Kolab Nagar/ Koraput Ph. No. 06852 259106.	Jeypore Fire station Ph. No. 06854 230320	NIL	---	RTC-Depot. /Jeypore Depot Manager, - Ph. No. 06854 246839	NIL
50	CJS 845589391 9	State Govt. Hospital/Jeypore	13 KM	Govt Doctor	06854 233003, 232926	- 50 bedded, ambulance, X-ray, Lab.	06854 233003, 232926	Govt.Hospit al Jeypore- 0685423360 0, 500 units.	Kotpad Police station - Ph. No. 06860 283031	CRPF Control room Kolab Nagar/ Koraput Ph. No. 06852 259106.	Kotpad Fire station(101), Ph. 06860 283095	NIL	NIL	RTC-Depot. /Jeypore Depot Manager, - Ph. No. 06854 246839	NIL
51	KPRR 845589392 0	State Govt. Hospital/Kotpad	5KM	Govt Doctor	06854 233003, 232926	- 50 bedded, ambulance, X-ray, Lab.	06854 233003, 232926	Govt.Hospit al Jeypore- 0685423360 0, 500 units.	Kotpad Police station - Ph. No. 06860 283031	CRPF Control room Kolab Nagar/ Koraput Ph. No. 06852 259106.	Kotpad Fire station(101), Ph. 06860 283095	NIL	NIL	RTC-Depot. /Jeypore Depot Manager, - Ph. No. 06854 246839	NIL
52	AGB 975241394	State Govt. Hospital/Kotpad	30 KM	Govt Doctor	06854 233003, 232926	- 50 bedded, ambulance,	06854 233003, 232926	Govt.Hospit al Jeypore- 0685423360	Kotpad Police station - Ph. No. 06860	CRPF Control room Kolab Nagar/	Kotpad Fire station(101), Ph. 06860 283095	NIL	NIL	RTC-Depot. /Jeypore Depot	NIL

ZONAL DISASTER MANAGEMENT PLAN-2022

EAST COAST RAILWAY

	7					X-ray, Ambulance, and Lab.		0, 500 units.	283031	Koraput Ph. No. 06852 259106.				Manager, - Ph. No. 06854 246839	
53	AGZ 975241394 8	Govt. Hospital Jagdalpur,	15 KM	Superint endent	07782 222367	150 bedded, Ambulance, X-ray, and Lab.	07782 222367	Govt. Hospital Jagdalpur-0778222595 500 units.	Nagarnar Police station Ph. No. 07782 265232	NIL	Jagdalpur Fire station Ph. No. 07782-222454 Control room: 101	NIL	NIL	RTC-Depot./Jagdalpur Depot Manager, Ph. No. 07782 222718	NIL
54	NKX 077822646 86	Govt. Hospital Jagdalpur,	15 KM	Superint endent	07782 222367	150 bedded, Ambulance, X-ray, and Lab.	07782 222367	Govt. Hospital Jagdalpur-0778222595 500 units.	Nagarnar Police station Ph. No. 07782 265232	NIL	Jagdalpur Fire station Ph. No. 07782-222454 Control room: 101	Bastar Chamber of Commerce Cell No. 9425590118	25	RTC-Depot./Jagdalpur Depot Manager, Ph. No. 07782 222718	NIL
55	JDB 975241395 0	Govt. Hospital Jagdalpur,	3 KM	Superint endent	07782 222367	150 bedded, Ambulance, X-ray, and Lab.	07782 222367	Govt. Hospital Jagdalpur-0778222595 500 units.	Bodha Ghat Police station, Jagdalpur, Ph. No. 07782-222336	NIL	Jagdalpur Fire station Ph. No. 07782-222454 Control room: 101	Bastar Chamber of Commerce Cell No. 9425590118	25	RTC-Depot./Jagdalpur Depot Manager, Ph. No. 07782 222718	NIL
56	KMEZ 975241395 1	Govt. Hospital Jagdalpur,	8 KM	Superint endent	07782 222367	150 bedded, Ambulance, X-ray, and Lab.	07782 222367	Govt. Hospital Jagdalpur-0778222595 500 units.	Parapa Police station, Ph.No. 07782 228899 (O), 222237 (R)	NIL	Jagdalpur Fire station Ph. No. 07782-222454 Control room: 101	Bastar Chamber of Commerce Cell No. 9425590118	25	RTC-Depot./Jagdalpur Depot Manager, Ph. No. 07782 222718	NIL
57	TPQ 975241395 2	Govt. Hospital Jagdalpur,	19 KM	Superint endent	07782 222367	150 bedded, Ambulance, X-ray, and Lab.	07782 222367	Govt. Hospital Jagdalpur-0778222595 500 units.	Parapa Police station, Ph.No. 07782 228899 (O), 222237 (R)	NIL	Jagdalpur Fire station Ph. No. 07782-222454 Control room: 101	Bastar Chamber of Commerce Cell No. 9425590118	25	RTC-Depot./Jagdalpur Depot Manager, Ph. No. 07782 222718	NIL
58	BDXX 975241395 3	Govt. Hospital Jagdalpur,	25 KM	Superint endent	07782 222367	150 bedded, Ambulance, X-ray, and Lab.	07782 222367	Govt. Hospital Jagdalpur-0778222595 500 units.	Kodanar Police station, Ph.No. 07862 280211	NIL	Jagdalpur Fire station Ph. No. 07782-222454 Control room: 101	LIONS club, BDXX Ph. No. 077782 225790	25	RTC-Depot./Jagdalpur Depot Manager, Ph. No. 07782 222718	NIL
59	DMK 975241395 4	Govt. Hospital Jagdalpur,	35 KM	Superint endent	07782 222367	150 bedded, Ambulance, X-ray, and Lab.	07782 222367	Govt. Hospital Jagdalpur-0778222595 500 units.	Kodanar Police station, Ph.No. 07862 280211	NIL	Jagdalpur Fire station Ph. No. 07782-222454 Control room: 101	LIONS club, BDXX Ph. No. 077782 225790	25	RTC-Depot./Jagdalpur Depot Manager, Ph. No. 07782 222718	NIL
60	SZY 975241395 5	Govt. Hospital Jagdalpur,	45 KM	Superint endent	07782 222367	150 bedded, Ambulance, X-ray, and Lab.	07782 222367	Govt. Hospital Jagdalpur-0778222595 500 units.	Kodanar Police station, Ph.No. 07862 280211	NIL	Jagdalpur Fire station Ph. No. 07782-222454 Control room: 101	LIONS club, BDXX Ph. No. 077782 225790	25	RTC-Depot./Jagdalpur Depot Manager, Ph. No. 07782 222718	NIL
61	KMSD 975241395 6	Govt. Hospital Jagdalpur,	57 KM	Superint endent	07782 222367	150 bedded, Ambulance, X-ray, and Lab.	07782 222367	Govt. Hospital Jagdalpur-0778222595 500 units.	Kodanar Police station, Ph.No. 07862 280211	NIL	Jagdalpur Fire station Ph. No. 07782-222454 Control room: 101	LIONS club, BDXX Ph. No. 077782 225790	25	RTC-Depot./Jagdalpur Depot Manager, Ph. No. 07782 222718	NIL
62	KKLU 975241395 7	Govt. Hospital Jagdalpur,	65 KM	Superint endent	07782 222367	150 bedded, Ambulance, X-ray, and Lab.	07782 222367	Govt. Hospital Jagdalpur-0778222595 500 units.	Kodanar Police station, Ph.No. 07862 280211	NIL	Jagdalpur Fire station Ph. No. 07782-222454 Control room: 101	LIONS club, BDXX Ph. No. 077782 225790	25	RTC-Depot./Jagdalpur Depot Manager,	NIL

ZONAL DISASTER MANAGEMENT PLAN-2022

EAST COAST RAILWAY

										101			Ph. No. 07782 222718		
63	KWGN 9752413958	Govt. public health center, Gidam	25 KM	Govt Doctor	07856 244453	20 bedded, Ambulance, X-ray, and Lab.	07856 252223	NIL	Katak Kalyan Police station. Ph. No. 07858 272237	NIL	Jagdarpur Fire station Ph. No. 07782-222454 Control room: 101	NIL	NIL	RTC-Depot./Jagdarpur Depot Manager, Ph. No. 07782 222718	NIL
64	DBF 9752413959	Govt. public health center, Gidam	15 KM	Govt Doctor	07856 244453	20bedded, Ambulance, X-ray, and Lab.	07856 252223	NIL	Katak Kalyan Police station. Ph. No. 07858 272237	NIL	Jagdarpur Fire station Ph. No. 07782-222454 Control room: 101	NIL	NIL	RTC-Depot./Jagdarpur Depot Manager, Ph. No. 07782 222718	NIL
65	GIZ 9752413960	Govt. Public Health Centre, Gidam	10 KM	Govt Doctor	07856 244453	20 bedded, Ambulance, X-ray, and Lab.	07856 244453	NIL	Gidam Police station. Ph. No. 07862 24482	NIL	Jagdarpur Fire station Ph. No. 07782-222454 Control room: 101	NIL	NIL	RTC-Depot./Bachel i Depot Manager, Ph. No. 07857 230305	NIL
66	DWZ 9752413961	Govt. Hospital, Dantewara	5 KM	Govt Doctor	07856 252223	25 bedded, Ambulance, X-ray, and Lab.	07856 252223	NIL	Dantewara Police station. Ph. No. 07856 252224 SP :9479199400	Para Military force, (CISF) Ph. No. 07857 230349	Bachel i Fire station Ph. No.07857 230349	NIL	NIL	RTC-Depot./Bachel i Depot Manager, Ph. No. 07857 230305	NIL
67	KMLR 9752413962	Govt. Hospital, Dantewara	17 KM	Govt Doctor	07856 252223	25 bedded, Ambulance, X-ray, and Lab.	07856 252223	NIL	Bhansi Police station. Ph. No. 07856 261218	Para Military force, (CISF) Ph. No. 07857 230349	Bachel i Fire station Ph. No.07857 230349	NIL	NIL	RTC-Depot./Bachel i Depot Manager, Ph. No. 07857 230305	NIL
68	BHNS 9752413963	Govt. Hospital, Dantewara	25 KM	Govt Doctor	07856 252223	25 bedded, Ambulance, X-ray, and Lab.	07856 252223	NIL	Bhansi Police station. Ph. No. 07856 261218	Para Military force, (CISF) Ph. No. 07857 230349	Bachel i Fire station Ph. No.07857 230349	NIL	NIL	RTC-Depot./Bachel i Depot Manager, Ph. No. 07857 230305	NIL
69	BCHL 9752413964	NMDC Apollo Hospital, Bachel i	7 KM	Med Superint endent Apollo NMDC	07857 230050	150 bedded, Ambulance, X-ray, and Lab.	07857 230050	NMDC Apollo Hospital, Bachel i Ph. No. 07857 230050	Bachel i Police station. Ph. No. 07857 225720	Para Military force, (CISF) Ph. No. 07857 230349	Bachel i Fire station Ph. No.07857 230349	NMDC/Bachel i Ph. No. 07867 230222, 230237	25	RTC-Depot./Bachel i Depot Manager, Ph. No. 07857 230305	NIL
70	KRDL 9752447173	NMDC Hospital, Kirndual	7 KM	Med Superint endent Apollo NMDC	07857 255500,	75 bedded, Ambulance, X-ray, and Lab.	07857 255500, 255229	NMDC Apollo Hospital, Bachel i Ph. No. 07857 230050	Bachel i Police station. Ph. No. 07857 225720	Para Military force, (CISF) Ph. No. 07857 230349	Bachel i Fire station Ph. No.07857 230349	NMDC/Bachel i Ph. No. 07867 230222, 230237	25	RTC - Depot/Kirandul Phone No. 07857 255355	NIL

KRPUSPRD SECTION

71	DMRT	District Govt. Hospital/Koraput	8KM	Med Superinte	06852 250242 (o),	105 bedded, X-ray, Lab,	06852 250242	Koraput Blood	Adarsh Police station, NALCO	CRPF Control room, Kolab	Koraput Fire station (101)	HAL /Sunabeda, Ph.06863	25	RTC -	NIL	Tr H.
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ZONAL DISASTER MANAGEMENT PLAN-2022

EAST COAST RAILWAY

	8455893910			ndent		Blood		bank, Ph. No. 06852 252101 60-70 units	Nagar, Ph. No. 06853 254388(O), 254312 (R) Cell No. 09437077330	Nagar/ Koraput Ph. No. 06852 259106	Ph. No. 06852 250301, 230320	220300, 220262		/KoraputPh. No. 06852 223013		sh Or 06
72	DMNJ 8455893909	District Govt. Hospital/Koraput	8KM	Med Superinte ndent	06852 250242 (o),	105 bedded, X-ray, Lab, Blood bank	06852 250242	Koraput Blood bank, Ph. No. 06852 252101 60-70	Police station/ Damanjodi Ph. No. 06852-254388 (O), 254312 (R) Cell No. 09437077330	CRPF Control room, Kolab Nagar/ Koraput Ph. No. 06852 259106	Sunabeda Fire Station Ph. No. 06852-20666	HAL /Sunabeda, Ph.06863 220300, 220262,	25	RTC - /KoraputPh. No. 06852 223013	NIL	Tr H. sh Or 22
73	BGUA NO NET WORK	District Govt. Hospital/Koraput	8KM	Med Superinte ndent	06852 250242 (o),	105 bedded, X-ray, Lab, Blood bank	06852 250242	Koraput Blood bank, Ph. No. 06852 252101 60-70 units	Police station/ Damanjodi Ph. No. 06852-254388 (O), 254312 (R) Cell No. 09437077330	CRPF Control room, Kolab Nagar/ Koraput Ph. No. 06852 259106	Sunabeda Fire Station Ph. No. 06852-20666	HAL /Sunabeda, Ph.06863 220300, 220262,	25	RTC - /KoraputPh. No. 06852 223013	NIL	Tr H. sh Or 06
74	KKGM 8455893908	Govt Hospital Kakrigumma.	3 KM	Govt Doctor	06855 276542	4 bedded,	06856 228533	Koraput Blood bank, Ph. No. 06852 252101 60-70 units	Kakrigumma Police station. Ph. No. 07857 255430	CRPF Control room, Kolab Nagar/ Koraput Ph. No. 06852 259106	Sunabeda Fire Station Ph. No. 06852-20666	HAL /Sunabeda, Ph.06863 220300, 220262,	25	RTC - /KoraputPh. No. 06852 223013	NIL	Tr H. sh Or 06
75	LKMR 8455893907	CHC, State Govt. Hospital/ Lakshampur.	2KM	Govt Doctor	06856 228533	10 bedded, X-ray, Lab.	06856 228533	Koraput Blood bank, Ph. No. 06852 252101 60-70 units	Lakshampur Police station Ph. No. 06855 268526	CRPF Control room, Kolab Nagar/ Koraput Ph. No. 06852 259106	Sunabeda Fire Station Ph. No. 06852-20666	HAL /Sunabeda, Ph.06863 220300, 220262,	25	RTC - /KoraputPh. No. 06852 223013	NIL	Tr H. sh Or 06
76	SGRM 8455881117	CHC, State Govt. Hospital/ Lakshampur.	12KM	Govt Doctor	06856 228533	10 bedded, X-ray, Lab.	06856 228533	Koraput Blood bank, Ph. No. 06852 252101 60-70 units	Tikiri Police station Ph. No. 06865 286014	CRPF Control room, Kolab Nagar/ Koraput Ph. No. 06852 259106	Sunabeda Fire Station Ph. No. 06852-20666	NIL	NIL	RTO/RGDA, Ph. No. 06856 222777	NIL	Tr H. sh Or 06
77	TKRI 8455893906	CHC, State Govt. Hospital/ Lakshampur.	26KM	Govt Doctor	06856 228533	10 bedded, X-ray, Lab.	06856 228533	Koraput Blood bank, Ph. No. 06852 252101 60-70 units	Tikiri Police station Ph. No. 06865 286014	CRPF Control room, Kolab Nagar/ Koraput Ph. No. 06852 259106	Rayagada Fire station, Ph.No. 06856 222222	LIONS Club, Rayagada, Ph.No. 06856 223300, 223201, 223300	25	RTO/RGDA, Ph. No. 06856 222777	NIL	Tr H. sh Or 06
78	RUL NO NET WORK	Govt. Hospital/RGDA	26KM	Med. Superinte ndent	06856 235059	70 bedded, Ambulance, X-ray, Lab.,	06856 235059	Koraput Blood bank, Ph. No. 06852 252101 60-70 units	Tikiri Police station Ph. No. 06865 286014	CRPF Control room, Kolab Nagar/ Koraput Ph. No. 06852 259106	Rayagada Fire station, Ph.No. 06856 222222	LIONS Club, Rayagada, Ph.No. 06856 223300, 223201, 223300	25	RTO/RGDA, Ph. No. 06856 222777	NIL	Tr H. sh Or 06
79	LLGM NO NET WORK	ESI Hospital/ Keutuguda, JK Pur.	16KM	superinte ndent	06856 233765	32 bedded, Ambulance, X-ray, Lab.,	06856 233765	Koraput Blood bank, Ph. No. 06852 252101	Tikiri Police station Ph. No. 06865 286014	CRPF Control room, Kolab Nagar/ Koraput Ph. No. 06852 259106	Rayagada Fire station, Ph.No. 06856 222222	LIONS Club, Rayagada, Ph.No. 06856 223300, 223201, 223300	25	RTO/RGDA, Ph. No. 06856 222777	NIL	Tr H. sh Or 06

ZONAL DISASTER MANAGEMENT PLAN-2022

EAST COAST RAILWAY

								60-70 units								
80	BLMK 8455881116	ESI Hospital/ Keutuguda, JK Pur.	12KM	superinte nden	06856 233765	32 bedded, Ambulance, X-ray, Lab.,	06856 233765	Govt. Hospital/ RGDA, Ph. No. 06856 235059	K-Singapur Police station Ph. No. 06856 275045	CRPF Control room, Kolab Nagar/ Koraput Ph. No. 06852 259106	Rayagada Fire station, Ph.No. 06856 222222	LIONS Club, Rayagada, Ph.No. 06856 223300, 223201, 223300	25	RTO/RGDA, Ph. No. 06856 222777	NIL	Tr H. sh Or 06
81	SKPI 8455893905	ESI Hospital/ Keutuguda, JK Pur.	10KM	superinte nden	06856 233765	32 bedded, Ambulance, X-ray, Lab.,	06856 233765	Govt. Hospital/ RGDA, Ph. No. 06856 235059	K-Singapur Police station Ph. No. 06856 275045	CRPF Control room, Kolab Nagar/ Koraput Ph. No. 06852 259106	Rayagada Fire station, Ph.No. 06856 222222	LIONS Club, Rayagada, Ph.No. 06856 223300, 223201, 223300	25	RTO/RGDA, Ph. No. 06856 222777	NIL	Tr H. sh Or 06
82	KTGA 8455893904	ESI Hospital/ Keutuguda, JK Pur.	3KM	superinte nden	06856 233765	32 bedded, Ambulance, X-ray, Lab.,	06856 233765	Govt. Hospital/ RGDA, Ph. No. 06856 235059	Police station/Chandili Ph. No. 06856 233666	CRPF Control room, Kolab Nagar/ Koraput Ph. No. 06852 259106	Rayagada Fire station, Ph.No. 06856 222222	LIONS Club, Rayagada, Ph.No. 06856 223300, 223201, 223300	25	RTO/RGDA, Ph. No. 06856 222777	NIL	Tr H. sh Or 06
83	SPRD 8455893901	Govt. Hospital/RGDA,	8KM	Med. Superinte ndent	06856 235059	70 bedded, Ambulance, X-ray, Lab.,	06856 235059	Govt. Hospital/ RGDA, Ph. No. 06856 235059	Rayagada Town Police station Ph. No. 06856- 222041 (O), 225377 (R)	CRPF Control room, Kolab Nagar/ Koraput Ph. No. 06852 259106	Rayagada Fire station, Ph.No. 06856 222222	LIONS Club, Rayagada, Ph.No. 06856 223300, 223201, 223300	25	RTO/RGDA, Ph. No. 06856 222777	South Indian Road ways/RGD A Ph. No. 06856 223342	Tr H. sh Or 06
RGDA-VZM SECTION																
84	RGDA 8455893900	Govt. Hospital/RGDA,	1KM	Med. Superinte ndent	06856 235059	70 bedded, Ambulance, X-ray, Lab.,	06856 235059	Govt. Hospital/ RGDA, Ph. No. 06856 235059	Rayagada Town Police station Ph. No. 06856- 222304, 222218 SP: 9437043162 8763865072	CRPF Control room, Kolab Nagar/ Koraput Ph. No. 06852 259106	Rayagada Fire station, Ph.No. 06856 222222	LIONS Club, Rayagada, Ph.No. 06856 223300, 223201, 223300	25	RTO/RGDA, Ph. No. 06856 222777	South Indian Road ways/RGD A Ph. No. 06856 223342	Tr H. sh Or 06
85	LXD 8455893924	Govt. Hospital/RGDA,	8KM	Med. Superinte ndent	06856 235059	70 bedded, Ambulance, X-ray, Lab.,	06856 235059	Govt. Hospital/ RGDA, Ph. No. 06856 235059	Rayagada Town Police station Ph. No. 06856- 222041 (O), 225377 (R)	CRPF Control room, Kolab Nagar/ Koraput Ph. No. 06852 259106	Rayagada Fire station, Ph.No. 06856 222222	LIONS Club, Rayagada, Ph.No. 06856 223300, 223201, 223300	25	RTO/RGDA, Ph. No. 06856 222777 b) Orissa	South Indian Road ways/RGD A Ph. No. 06856 223342	Tr H. sh Or 06
86	JMPT 8455893923	Public Health Centra, JMPT,	2KM	Govt Doctor	06856 271693,	6 bedded, Ambulance, X-ray, Lab.,	06856 271693, 271626	Govt. Hospital/ RGDA, Ph. No. 06856 235059	Rayagada Town Police station Ph. No. 06856- 222041 (O), 225377 (R)	CRPF Control room, Kolab Nagar/ Koraput Ph. No. 06852 259106	Rayagada Fire station, Ph.No. 06856 222222	LIONS Club, Rayagada, Ph.No. 06856 223300, 223201, 223300	25	RTO/RGDA, Ph. No. 06856 222777	South Indian Road ways/RGD A Ph. No. 06856 223342	Tr H. sh Or 06
87	KNRT 8978081978	Area Govt. Hospital, Parvatipuram (PVP)	24 KM	Med. superinte ndent.	08963 221088	100 bedded, Ambulance, X-ray, Lab.,	08963 221088	Govt. Hospital/ RGDA, Ph. No. 06856 235059	Komarada Police station Ph. No. 08963 224533(O),	Vth Battalian, Chintalavalsa Ph.no: 08922- 226380	Parvatipuram Fire station Ph. No. 08963 221101	NIL	NIL	RTC depot/ Parvatipuram (PVP) Ph. No. 08963 221233, 221296	BMPS Transporat ion/PVP Ph. No. 08963 221265	Sr Ra Ce 45
88	GMDA	Area Govt. Hospital,	12 KM	Med. superinte	08963 221088	100 bedded, Ambulance,	08963 221088	Govt. Hospital/	Komarada Police station	Vth Battalian,	Parvatipuram Fire station	LIONS Club, PVP Ph.No. 08963	18	RTC depot/ Parvatipuram	BMPS Transporat	Sr Ra

ZONAL DISASTER MANAGEMENT PLAN-2022

EAST COAST RAILWAY

	8978081977	Parvatipuram (PVP)		ndent.		X-ray		RGDA, Ph. No. 06856 235059	Ph. No. 08963 224533(O),	Chintalavalsa Ph.no: 08922-226380	Ph. No. 08963 221101	261418, 261636		(PVP) Ph. No. 08963 221233, 221296	ion/PVP Ph. No. 08963 221265	.C. 45
89	PVP 8978081976	Area Govt. Hospital, Parvatipuram (PVP)	2 KM	Med. superinte ndent.	08963 221088	100 bedded, Ambulance, X-ray, Lab.,	08963 221088	Govt. Hospital/ RGDA, Ph. No. 06856 235059	Parvatipuram Town Police station Ph. No. 08963-221033 (O), 221034 (R) Control room:Ph. No. 08922 226163	Vth Battalion, Chintalavalsa Ph.no: 08922-226380	Parvatipuram Fire station Ph. No. 08963 221101	LIONS Club, PVP Ph.No. 08963 261418, 261636	18	RTC depot/ Parvatipuram (PVP) Ph. No. 08963 221233, 221296	BMPS Transportat ion/PVP Ph. No. 08963 221265	Sr Ra 98
90	SNM 8978081975	BSR Health Institute	2 KM	Dr.V.R.N. Minaskhi	08965 85239,	30 bedded, Ambulance, X-ray, Lab.,	08965 85239, 85339	MIMS Vizianaga ram.	Sitanagaram Police station Ph. No. 08944 250533	Vth Battalion, Chintalavalsa Ph.no: 08922-226380	Parvatipuram Fire station Ph. No. 08963 221101	LIONS Club, PVP Ph.No. 08963 261418, 261636	18	RTC depot/VBL, Ph. No. 08944 254224	Sai Krishna Transport/ VBL Ph. No. 08944 254373	Sr Ra 98
91	VL 8978081974	BSR Health Institute	7 KM	Dr.V.R.N. Minaskhi	08965 85239, 85339	30 bedded, Ambulance, X-ray, Lab.,	08965 85239, 85339	MIMS Vizianaga ram.	Bobbili Police station Ph. No. 08944 255833 Control room: Ph. No. 08922 226163	Vth Battalion, Chintalavalsa Ph.no: 08922-226380	Bobbili Fire station Ph. No. 08944-255299	NCS Sugar Ltd. Ph.No. 08944 254390, 255216, 254259	20	RTC depot/VBL, Ph. No. 08944 254224	Sai Krishna Transport/ VBL Ph. No. 08944 254373	Sr Ra 98
92	DNV 8978081973	BSR Health Institute	5KM	Dr.V.R.N. Minaskhi	08965 85239, 85339	30 bedded, Ambulance, X-ray, Lab.,	08965 85239, 85339	MIMS Vizianaga ram.	Baadangi Police station Ph. No. 08944 247733 Control room: Ph. No. 08922 226163	Vth Battalion, Chintalavalsa Ph.no: 08922-226380	Bobbili Fire station Ph. No. 08944-255299	NCS Sugar Ltd. Ph.No. 08944 254390, 255216, 254259	20	RTC depot/VBL, Ph. No. 08944 254224	Sai Krishna Transport/ VBL Ph. No. 08944 254373	Sr Ra 98
93	KMX 8978081972	Community Health Centre, Gazapathinagara m,	17 KM	Med. Superinte ndent	08965 285260, 285267	30 bedded, Ambulance, X-ray, Lab.,	08965 285260, 285267	MIMS Vizianaga ram.	Pedda Manapuram Police station Ph. No. 08965 286633 Control room: Ph. No. 08922 226163	Vth Battalion, Chintalavalsa Ph.no: 08922-226380	Gajapatinagaram Ph. No. 08965 285277	NIL	NIL	RTC Depot. Manager/Vizi anagram Ph.no:08922-233089,2304 03	Sai Krishna Transport/ VBL Ph. No. 08944 254373	Sr Ra 98
94	GPI 8978081971	Community Health Centre, Gazapathinagara m,	2 KM	Med. Superinte ndent	08965 285260, 285267	30 bedded, Ambulance, X-ray, Lab.,	08965 285260, 285267	MIMS Vizianaga ram.	Gazapatinagaram Police station Ph. No. 08965 285233 Control room: Ph. No. 08922 226163	Vth Battalion, Chintalavalsa Ph.no: 08922-226380	Gajapatinagaram Ph. No. 08965 285277	NIL	NIL	RTC Depot. Manager/Vizi anagram Ph.no:08922-233089,2304 03	Sai Krishna Transport/ VBL Ph. No. 08944 254373	Sr Ra 98
95	GRBL 8978081970	Maharaj Institute of Medical Centre/ Vizianagaram,	12 KM	Dr. Ch.Laksh mi Kumar	08922 244390, 244333, 244397	350 bedded, Ambulance, X-ray, Lab.,	08922 244390, 244333, 244397	Gosha Hospital (Blood Bank) Ph. No. 08922 223206	Bondapalli Police station Ph. No. 08965 285333 Control room: Ph. No. 08922 226163	Vth Battalion, Chintalavalsa Ph.no: 08922-226380	Gajapatinagaram Ph. No. 08965 285277	Mother Teresa Ashram/Vizianagr am, Ph.no: 08922-266027	25	RTC Depot. Manager/Vizi anagram Ph.no:08922-233089,2304 03	Sai Krishna Transport/ VBL Ph. No. 08944 254373	Sr Ra 98
96	GTL 8978081969	Maharaj Institute of Medical Centre/ Vizianagaram,	8 KM	Dr. Ch.Laksh mi Kumar	08922 244390, 244333, 244397	350 bedded, Ambulance, X-ray, Lab.,	08922 244390, 244333, 244397	Gosha Hospital (Blood Bank) Ph. No.	Bondapalli Police station Ph. No. 08965 285333 Control room: Ph.	Vth Battalion, Chintalavalsa Ph.no: 08922-	Gajapatinagaram Ph. No. 08965 285277	Mother Teresa Ashram/Vizianagr am, Ph.no: 08922-266027	25	RTC Depot. Manager/Vizi anagram Ph.no:08922 233089,2304	Sai Krishna Transport/ VBL	Sr Ra 98

ZONAL DISASTER MANAGEMENT PLAN-2022

EAST COAST RAILWAY

								08922 223206	No. 08922 226163	226380				03	Ph. No. 08944 254373	
97	GNPR 868840774 8	Somnanth Memorial Hospital GUNUPUR	3Km	CMS	9437338454	50 beds ambulance	06887 250027	Govt. Hospital/ RGDA, Ph. No. 06856 235059	Rayagada Town Police station Ph. No. 06856- 222304, 222218 SP: 9437043162 8763865072	CRPF Control room, Kolab Nagar/ Koraput Ph. No. 06852 259106	Rayagada Fire station, Ph.No. 06856 222222	LIONS Club, Rayagada, Ph.No. 06856 223300, 223201, 223300	25	RTO/RGDA, Ph. No. 06856 222777	South Indian Road ways/RGD A Ph. No. 06856 223342	Tr H. sh Or 06
98	PLH 811438572 0	Govt District hospital	3KM	CMS	06815-222222	200 beds, ambulance, X-ray, laboratory	7091360310	Govt. Hospital/P LH, Ph. No. 06815- 222222	Parlakimundi Main police Station. Ph. no. 06815-222388	CRPF Control room, Kolab Nagar/ Koraput Ph. No. 06852 259106	Parlakhimundi Fire station, Ph.No. 06815- 222286	Society for welfare of weak, Parlakhimundi Ph. No. 06815- 222197	15	RTO/PLH , Ph. No. 06815- 222252	Shifa Transport Parlakhim undi Ph.. No. 76178317 56	Su Se Pa Ph 98



UPDATING OF LOCAL RESOURCES, ADDRESS & TELEPHONE NUMBERS OF STAKE HOLDERS IN ZONAL DMP-2022.

SL No.	1	2	3	4	5	6	7	8
	Name of station & CUG of station	Name of nearby hospital/ nursing home	Distance from station	Name of Doctors	Telephone/Mobile No of hospitals Nursing home/Doctors	Facility Available in hospital Nursing Home & beds	Ambulance contact numbers	Telephone of nearby blood bank with capacity
1.	RNBT 8455892871	Govt Hospital/TIG 06655-22070	08 km from RNBT	Pradeep Ku Naik	06655-22070	60 bed.	108, 102, 112	TIG 993822
2.	MRBL 8455892870	Govt CHC/MRBL	04 Km	Dr. J Sahu Mo-9439981397	9439085002	10 Bed.	MRBL- 9938115209 108, 102, 112	KB 0665 2204
3.	KBJ 8455892830	CHC KBJ 06657-221901, Railway Hospital	1.5 Km	Dr. Govind Agrawal 9437240491	CHC/KBJ 06657221901	30 Beds & Blood Bank	108,102	KBJ/ E Bank-0 2204
4.	HSK 8455892868	Lathore Hospital	1 Km.	Dr. Patra 9437127563	9437172563	Only Minor OPD	108, 102, 112 9437223808	KBJ-06 2204
5.	TRKR 8455892869	Govt. CHC TRKR	09 Km	P.P Meher TRKR Govt Hospital	P.P Meher 06657-296032	10 Beds	108/102/112	KBJ-06 2204
6.	BLSN 9752416047	District Hospital MSMD 07723-222180	08 Km	Dr. N.K Mandape 9754002043	07723-222108	100 beds	108, 102, 112	Distr Hosp MSM 077232 3
7.	ANMD 09752416048	Govt ANMD	02 Km	Dr. K S Rai	8827538800	Only OPD	108, 102, 112	Agra Blood 077 0605
8.	MSMD 9752416045	Govt Hospital MSMD 07723-222108	03 Kms	Dr.N.K Mandape 9754002043	07723-222108	100 beds	102/108/112	0772 222103/ 3

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	Name of station & CUG of station	Name of nearby hospital/ nursing home	Distance from station	Name of Doctors	Telephone/Mobile No of hospitals Nursing home/Doctors	Facility Available in hospital Nursing Home & beds	Ambulance contact numbers	Telephone of nearest blood bank with capacity
9.	ARN 9752416044	Govt. Hospital-MSMD 07723-222108	14 km.	Dr.R.K Pardal 9425215852	07723-222108	100 brds	102/108/112	Govt Hosp 07723-222108 200 u
10.	BMKJ 9752416043	Govt. Hospital BGBR	11 Kms	R.K Kusuwanishi 7611165556	7707242422	30 beds	102/108/112	CHC BGBR 7611165556
11.	BGBR 09752416042	Govt. Hospital, BGBR	250 meters	Dr.R. K Kuruwansi, 7611165556	7707242422	30 beds	112, 108, 102	CHC BGBR 7611165556
12.	KMK 9752416041	KMK Govt.CHC 9754090767	01 Km	M. Chandrakar 9745090767	9754090767	10 beds	108/112	CHC/B 7611165556
13.	NPD 8455892866	Govt Hospital NPD 06678-223346	04 Km	Dr. L.K Behera CMO	NPD 06678-225346	Govt. Hospital 200 beds.	9777405523 W Meher. 108/102	Dr.L.M NP 9439989980 300 u
14.	LKNA 8455892867	NPD, Govt. Hospital 06678-225346	20 Km	CH.Sobharani Mishra 9439989980	06678-223346	200 Bed	108 & 102,112	L.M E NP 9439989980
15.	SFK 8455892829	PHC/TIG 06655-220726 06655-250455	11 Km	----	----	Primary facility available	108,102, 9437210892	TIG 993822203
16.	BUDM 8455892828	OFBL Hospital BUDM Govt Hospital TIG.	02 Km 24 Km.	NA	OFBL Hospital BUDM 06655-256202	Primary facility available	108, 102, 06655-250301	DDH/ 06655-220301
17.	SFC 8455892827	Govt. Hospital, SFC OFBL/BUDM Rly Health Unit TIG	02 Km 12 Km 29 Km	----	06655-256202	primary facility available	108, 06655-250301	DHH/B 06655-230601
18.	DFR 8455892826	C.H.C, DFR 9437218844	1.5 Km	-----	-----	---	108, BLGR 06652-286108	BLGR 8280499 1200

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	Name of station & CUG of station	Name of nearby hospital/ nursing home	Distance from station	Name of Doctors	Telephone/Mobile No of hospitals Nursing home/Doctors	Facility Available in hospital Nursing Home & beds	Ambulance contact numbers	Telephone of nearest blood bank with capacity
19.	BLGR 8455892825	Govt Hospital , BLGR 64240 Rly health unit	03 Km 0.3 Km.	Dr. S Dakua 9439328510	06652-232622 9437091694 9439253305	All type of facility available	108,102 8908477970	707792 0665 2306 DDH/B
20.	SBPY 8455892864	Dist Hospital SBP- 7656893526 CDMO 9439986001 Rly Hospital 8455886555	5/6/7 Km	Dr.L.N Khumbar Dhanupali/PHC 9437364013 Dr. M.K Behera 8455886506 Dr.P Panda 8455886504	Sanjivani-0663- 2404022. Dr. K.D Purohit 9437051262 Dr.R.N Rath 986103662	All facility available 80 beds at Govt. Hospital & 20 beds at Sanjivani Nursing home	Lion Club 8895921415 108, 102	Govt Hospital P- 066 2400
21.	MANE 8455892841	Dist HQ Hospital	15 Km	Dr. Ramesh Ch Pradhan 9439998365	0663-2520700 9853343997	Dispensary	9439891915 9439891925	985342
22.	HATB 8455892842	PHC/HATB 9439998382	01 Km	B Swain 9439998382	NA	02 beds.	108, 102	NA
23.	JUJA 8455892843	CHC, JUJA	02 Km	Dr. P.K Sahu 9437127107	Ph -06681- 257799	10 beds	108, 102 9439891915 9439891925	98534 1
24.	CHAR 8455892844	CHC, CHAR	2.5 Km	Dr.T.D Dash. Dr. B Sahoo	06442520100 9556765654	10 beds.	7735975155 9777942955	98534 1
25.	RAIR 8455892845	Govt. Hospital RAIR,	Govt-03 Km,	H.N Mishra 9861048024	Govt. Hospital Ph No- 06644- 253031 9439985689	Govt.-50 beds	108,102 7735975155	ANC 98534 1
26.	BAMR 8455892846	CHC, Kishor nagar	06 Km	Priyabrata Das	06763-257145 9439981835	20 beds	108, 102 06763- 257144 7008205960	RA 98534 1 ANC 92385 3
27.	SRGP 8455892847	CHC, Kishor nagar	16 Km	Priyabrata Das	06644-253031 9439985689	20 beds	06763257145 7008205960	ANC 92385 3
28.	HNP 8455892848	PHC/BONA	12 Km.	S. K Nanda	06763255499 9937234319	10 beds	108, 102 06763255499 7008205960	ANC 92385 3
29.	BONA 8455892849	BONA, PHC 06763- 255499	01 Km	Dr. S.K Nanda. 9937234319	06763255499 9937234319	10 beds	108, 102 7008205960	ANC 92385 3

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	Name of station & CUG of station	Name of nearby hospital/ nursing home	Distance from station	Name of Doctors	Telephone/Mobile No of hospitals Nursing home/Doctors	Facility Available in hospital Nursing Home & beds	Ambulance contact numbers	Telephone of nearby blood bank with capacity
30.	JRPD 8455892861	PHC, JRPD 06764289285	1.5 Km	Dr. R.K Bedera	06764289285	20 beds	108, 0676428928 5	92385 3
31.	TIG 8455892831,	Govt Hospital 06655220726 9439987089	01 Km		Gayatri 9437036602	100 beds.	108	Govt Hosp 066552 6
32.	KSNG 8455892832	C.H.C KSNG 8338800541	01 Kmn	Dr. H.C Barik 9437122515	Dr. Sahu 9640802437	---	108, 102	---
33.	KDLR 8455892833	C.H.C KSNG 8338800541	01 Kmn	Dr. H.C Barik 9437122515	Dr. Sahu 9640802437	---	108, 102	---
34.	RPRD 8455892834	PHC/RPRD	0.5 Km	Dr. M.Samal 9853066632	9853066632	20 Beds	108 & 102	BW 0667 2349
35.	NRLR 8455892835	CHC/NRLR	2.5 Km	Dr. Sanat Ku. Sathapathy 9937853648	9439980087	20 beds	108, 102	BWIP/ 0667 2349
36.	AMB 8455892837,	P.H.C/AMB	01 Km,	Dr. J. Sahu Dr. Sachin Tripathy 7019805790	7019805790	04 Beds	108, 102,	0685 2364 943723
37.	LJR 8455892836	CHC/Biswanat h pur 9439980321 Govt/NRLR 9437780087	08 km 15 km	NA	NA	NA	108, 102	NA
38.	DKLU 8455892838	PHC AMB	12 Km	Dr. J Sashu Dr.S Kumar	AMB 6371601120	04 beds, 30 beds	108, 102	068562 5 943723
39.	MNGD 8455892839	CHC, MNGD	01 Km	Dr. Sanjay Kumar, 6371501120	Dr. Sanjay Kumar, 6371501120	30 beds	108	RGD 0685 2364 943723
40.	BMCK 8455892840	CHC- BMCK,	7 Km	A.P Choudhury 9439983512	Christain Hospital BMCK 9439983512	CHC/BMCK- 100 beds, Christian Hospital - 30beds	108	BMCK 943998
41.	THV 8455892872	IMPHA Hospital	03 Km	P.K Karo 9777575685	9853526100	---	108, 102	---
42.	BWIP 8455881078	Govt Hospital BWIP UPHC/BWIP	06 Km. 2.6 Km	Dr. Ashok Mund CDMO/Kalhandi	9439980000 06670-258871 6371386128	Surgery, ICU, Medicine, 260 beds, 02 beds	108 & 102,	066702 2 876312 Capacit bag

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	Name of station & CUG of station	Name of nearby hospital/ nursing home	Distance from station	Name of Doctors	Telephone/Mobile No of hospitals Nursing home/Doctors	Facility Available in hospital Nursing Home & beds	Ambulance contact numbers	Telephone of nearby blood bank with capacity
43.	JNRD 8455892047	Junagarh Govt. Hospital Sun hospital	05 Km 1.5 Km	Dr. B.R panda	9439980260 7894020021	Surgery, ICU, Medicine, 38 beds, 50 beds	108, 102,	797870 900
44.	SBP 8455892816	District Hospital 7656893526 Rly Hospital 8455886555	03 Km 02 Km	Dr. M.K Behera Dr.R.N Rath Dr. Kabir Purohit.	8455886506 9861038062 9437051262	Ambulance Capacity-45 Beds	9437916119 108, 102	066 2400
45.	JSGR 8455892811	Rly Medical /JSG 080-74100, 74101, 62525, 62526	01 Km,	Dr. Ziaul Huq Dr. A. Sinha Dr. Mahali Dr. R.K Singh	9437163854 7653821915 9777582664 9668106268	Sufficient numbers of bed and doctors	108 06645-273104 9437137346	Dis Hospita Ph-06 2721 2731
46.	BXQ 8455892812	Govt. Hospital JSG/CDMO 9439986890 ADMO 9439986886 Sanjivani Hospital 7381012341	07 Km 06 Km	Dr. H.S Dheuri- 9438641986, Dr. P.K Barik Mo-7008326963 Govt Hospital JSG	Jain Nursing Home-06645-272657, Dr. P.K Jain 9437254200	20 beds in Jain nursing home 50 beds in Govt hospital	108, 102, 9937543113	Gov Hosp JS CDM 94399 0 ADM 94399 6
47.	LPG 8455892813	Govt. Hospital 9439986226	08 Km	Dr. A. Naik No- 9437254313	06645-273104	Primary facility available	9777579763 & 108, 102	066 2400
48.	RGL 8455892814	Samaleiswari Nurshing Home 7978693203 Rly Hospital 8455886555	0.5 Km	Dr. A Naik- 9437254313 Dr.S.N Mohanty 9437198571	Samaleiswari Nurshing Home 7978693203 0663-2456733	Primary Facility	108, 102,	SB 066 2400 94371 1
49.	SSN 8455892815	9937722376 9437809207 8455886555	03.5 Km 3.5 /Km 15 Km	Dr. S. Mohapatra 9937722376	9937722376	Primary facility	108,102	066 2400
50.	SLRA 8455892863	Amrit Nurshing Home Majhipali 9437809207 Sanjivani 0663-2404022	05 Km 07 km	Dr. S Naik Dr. Kanchan Ray 0663-2540575	Arogyam Hospital 6003000094	Primary facility available	108 & 102 9439891915	Ph-06 2400 2431

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	Name of station & CUG of station	Name of nearby hospital/ nursing home	Distance from station	Name of Doctors	Telephone/Mobile No of hospitals Nursing home/Doctors	Facility Available in hospital Nursing Home & beds	Ambulance contact numbers	Telephone of nearby blood bank with capacity
51.	HKG 8455892817	Govt. Vimsar Medical College, Burla	04 Km 08 km	Dr. Kabir Purohit 9853343997	-0663-2430511 0663-2522222 0663-2522695	Primary facility ICU	108	Red c Bloc Ban



		Rly Hospital			8455886555	available		0663-24
52.	GBQ 8455892818	Burla Govt. Hospital Ph- 0663-2430511	12 Km	NA	NA	Primary facility	108, 102	NA
53.	ATS 8455892819	ATS Gov. hospital 9437258306 9437193076	03.5 Km 03.02 Km	Dr. A.K Barik 9437193076	S.S Nurshing Home ATS 9090505042	Primary facility	108, 102 9437258308	DDH/B 0664 2343
54.	BRPL 8455892821	Govt. Hospital BRPL, BRGA	02 Km	Nimai Ch. Sahu	9061206106 9439982710 06646-233804	Primary facility	108, 102	BRGA 0664 2343
55.	DJX 8455892822	CHC/DJX Govt Hospital LSX Rly medical, BLGR	03 Km 22 Km 48 km	Dr. P.P Panda 8847894478	07832243747	Primary facility	108, 102	BRGA 0664 2343
56.	KHPL 8455892823	PHC, LSX Govt, Hospital DJX Rly Health unit BLGR	12 km 41 km 32 Km	NA	06653274178 9777771013	Primary facility available	108 06653- 274178	0665 2306 Gov Hosp BLG
57.	LSX 8455892824	LSX PHC DHH BLGR	300 mtrs 19 Km	Dr. P Soren 8249586708 06653-274178	Dr. P Soren 8249586708 06653-274178	Primary facility available	108 7008905136 06653-274178	0665 2306 DDH B 20
58.	BRGA 8455892820	Govt. Hospital 06646-232804 Mission hospital 06646-232402	4 Km.	Dr. R.K Sahu 9437101401 Dr. G Agrawal 9437055211	06646-256265 9439982249	Primary facility available	108	0664 2343
59.	KRAR 8455892865	KRAR 06678-221296	1 Km,	Dr. B.K Bag- 9437702678 07768-221296	07768-221296	Primary facility available	108, 102, 112	LM E NP 943998
60.	DOBH 8455890048	Govt. Hospital ATS 9437258305 Rly Hospital, SBP 8455886555	05 km 40 km	Dr. Subodh Kumar 9437258305 9439982679	NA	Primary facility available	108, 102	DDH/B 0664 2343
61.	BHPI 6372900306	CHC, Tarbha 9237449494 DHH, BLGR 8455886502	08 Km 17 Km	Dr. S Dakua 9439328510	06652-232622 9437091694 9439253305	All type of facility available	108, 102 890847797 0	707792 0665 2306 DDH/B



UPDATING OF LOCAL RESOURCES, ADDRESS & TELEPHONE NUMBERS OF STAKE HOLDERS IN ZONAL DMP-2022.

SL No.		11	12	13	14	15	16	17
	Name of station & CUG of station	Nearest Fire station Contact nos	Name & contact nos of NGO/Volunteer organization, including Red Cross	Size of NGO & facility related to Disaster	Nearest Bus depots, contact nos of Manager	Contact nos of Major transport agencies	Contact nos of Agency of earth Moving Equipment suppliers	Name & contact nos of Tahasil Tahasildar
1.	RNBT	TIG-06655-220477, 101	Lion Club 9437036206	Small	----	Pradeep Goel 9938787118	Pradeep Goel 9938787118	TIG, A.L. Behera 999987633
2.	MRBL	TIG-0665522047 7	Right to fight 9937193680	Small	MRBL	KBJ 9938433561	Guddu Agrawal 9777087054	MRBL
3.	KBJ	KBJ, 101 7008919353	Right to Fight, 9937193680	Small	KBJ Bus Stand 8658906543	KBJ Truck Association, 9938433561	G. Agarwal 9777087054	A.K Majhi, KBJ 700854476
4.	HSK	Khoparakhol 06658-222353	Marwari Manch- 9437016830 9556467467	Small	Lathor Bus Stand-	Pintu Agrawal 9938881703	Pintu Agrawal 9938881703	Khoparakhol 707717718
5.	TRKR	KBJ 0665222353	Right to fight 9937193680	Small	KBJ bus depot 8658906543	Truck association 9938433561	Agrawal, KBJ 9777087054	A.K Majhi, KBJ 700854476
6.	BLSN	MSMD, 05 KM 07723-224985 9165739881	Red Cross. DrMSMD 9425215852	Small	MSMD 9479248786	CG Road line 9921889007	A.B Earthmover MSMD 9926300600	Ravi Mittal 942419397
7.	ANMD	MSMD 07723-222060	NGO forum MSMD 9926122912	Small	ARN	CG Road line 9921889007	A.B Earth Movers 9926300600	N.K Banjar 756630213
8.	MSMD	MSMD 07723-224985 9165139881	Red Cross MSMD 9425215852	Small	MSMD 9479248786	CG Road lines 9926889007	A.B Earth Movers 9926300600	R Mittal 942419397 MSMD
9.	ARN	MSMD 07723-224985	MSMD 9425215552	Small	MSMD Bus Stand (Privet) 9479248786	Chhatisgarh Road line- 9926889007	Nirmala Industries 9926300600	R Mittal 942419397 MSMD
10.	BMKJ	BGBR 8770550438 9926748110	Red Cross, MSMD 9425215852	Small	BGBR 8109675101	CG Road line 9921889007	3669799995	B Tamboli 810353424

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S	Name of station & CUG of station	Nearest Fire station Contact nos	Name & contact nos of NGO/Volunteer organization, including Red Cross	Size of NGO & facility related to Disaster	Nearest Bus depots, contact nos of Manager	Contact nos of Major transport agencies	Contact nos of Agency of earth Moving Equipment suppliers	Name & contact nos of Tahasil Tahasildar
11.	BGBR	BGBR-9926748110 8770550438	Red Cross, MSMD-9425215852	Small	BGBR 8109875101	CG Road lines 9926161350	Sekhar Ch Kar 9669799995	B. Tambol 810353424
12.	KMK	KRAR 8270352615	Red Cross, MSMD-9425215852	Small	BGBR 8109875101	CG Road lines 9926161350	Sekhar Ch Kar 9669799995	B. Tambol 810353424
13.	NPD	NPD – 9437581408, 101	R.C Patnayak 9437119702	120 members	Bus Stand NPD	R Bhagirathi 9777885005	R Bhagrati 9777885005	D Rout 832890985
14.	LKNA	Khariar Road 06678-222353 9437452382	Adarsh 06678-223572 R. K Mishra	Small	NPD	Hemsagar, LKNA 9556763222	N Jain 9178584234	S.K Roy 832890985
15.	SFK	TIG, 06655-220477 06655-252222	Marbari Yuba Manch-9437960459	----	Private bus stand 9658099031	JCB Santosh Kheti 9439143948	-----	TIG 943727618
16.	BUDM	BUDM 101 8895525176	Rajendra Panigrahi 9853200783	NA	BUDM Bus stop	Suresh Ch Sahu BLGR 7978036032	Manu Pati, BLGR 9437224193	SFC S.K Dungdung 707730385
17.	SFC	Saintala 101 8895525176	Rajendra Jubak Sangh, BLGR 9853200783	NA	SFC bus stop	Suresh Ch Sahu BLGR 7978036032	Manu Pati, BLGR 9437224193	SFC S.K Dungdung 707730385
18.	DFR	Deogaon, 8480812501	BLGR 7008779316	SMALL	BLGR pvt bus stand 8480404728	Truck Association BLGR 9437223347	----	N Sahu 943741810
19.	BLGR	BLGR 101, 0665223233 3,	Rajendra Yubak Sangh 9853200783	NA	BLGR, Bus Stand-06652-232345	Suresh Ch Sahu 7978036032	Manu Pati 9437224143	M Bag 943923902
20.	SBPY	101, SBP-0663-2520101	Marwari yuva munch SBP 9437055109	0674-2534177 62471/0663-2521179	Aithapali Bus Stand	Sainath Transport-9861187999	0674-2534177 0674-2323004 2544066	-
21.	MANE	SBP 0663-2520101	Child Line 1098 9437053896	50 voluner	9437051888 MANE bus stop	9437053311	9437054593	Smt R Nath 9668441303
22.	HATB	JUJA 101 06681257685	ASHA 9937953097	Volunteers service	HATB Bus stop	9437053311	9437054593	A Sahu 8984020400
23.	JUJA	JUJA, 06681-257685,	9437053896	50 volunteers	JUJA bus stop	9437053311	9437054593	Suman Min 9438339617
24.	CHAR	RAIR Ph-06644-253021	Marwari Yuva Manch, 9437806944	20 members	CHAR bus stop	9437399226	9437054593	Smt Rubi Behera 8249895815
25.	RAIR	101, RAIR 06644-253021	Marwari Yuva Manch, 9437806944	20 members	RAIR 9853673784.	9437399226	9437054593	-

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	Name of station & CUG of station	Nearest Fire station Contact nos	Name & contact nos of NGO/Volunteer organization, including Red Cross	Size of NGO & facility related to Disaster	Nearest Bus depots, contact nos of Manager	Contact nos of Major transport agencies	Contact nos of Agency of earth Moving Equipment suppliers	Name & contact nos of Tahasil & Tahasildar
26.	BAMR	BAMR 06763-214022 9437382410	Ashahaya Sahayata Comitee BONA 7008205960	20 members	BAMR Bus stop	9238580953 Sulu Transport agency, ANGL	NALCO ANGL 9437171717 7008810078	Srilaxmi Prasad Sahu 9777223250
27.	SRGP	BAMR, 06763-214022, 9437382410	Ashahaya Sahayata Comitee BONA 7008205960	20 members with ambulance	SRGP Bus stop	9438580953	9437171717 7008810078	Srilaxmi Prasad Sahu 9777223250
28.	HNPA	BAMR Ph- 101, 9437382410 06763-214022	Ashahaya Sahayata Comitee BONA 7008205960	20 members	HNPA Bus stand	9238580953	NALCO ANGL 9437171717 7008810078	Srilaxmi Prasad Sahu 9777223250
29.	BONA	BAMR-06763-214022 9437382410	A Sathayata 7008205960	20 members	BONA Bus stop	9238580953	9437171717 7008810078	Srilaxmi Prasad Sahu 9777223250
30.	JRPD	ANGL 06764-230222	Marwari Yuva Manch, 9437013334	100 members Ambulance facility	JRPD Bus stop	9238580953	9437171717 7008810078	D Ekka 9178370181
31.	TIG	TIG Ph-06655-220477 9937529502	Jeevan Jyoti 06655-222999 9438475637	Social Service	General Indian Roadways 9438694877	NA	NA	06655-220480
32.	KSNG	Ph-06670-223611 7008248547	NA	NA	KSNG	NA	NA	9438003109
33.	KDLR	Ph-06670-223611 7008248547	NA	NA	KDLR	NA	NA	9438003109
34.	RPRD	NRLR 7653842203	NA	---	OSRTC Depot BWIP 09945889825	Saraswati Transport 8328973844	Dinesh Ku Agrawal 7978221044	Jayanta Meher 7008175144 8895484056
35.	NRLR	NRLR 7653842203	0674-240193	NA	OSRTC BWIP 09945889825	Swaraswati Transport 8328973844	Dinesh Ku Agrawal 7978221044	Jayanta Meher 7008175144 8895484056
36.	AMB	MNGD 8249319754	Red Cross 8984231217	NA	Bus stop MNGD 9437324123	NA	NA	9090499102
37.	LJR	BWIP 06670230666	NA	NA	NA	NA	NA	NA
38.	DKLU	MNGD, Ph-06863-211201, 8249319754	Pall vikash 9437474751 Red cross 8984231217	Small	MNGD 9437324123	New India transport 9437210007 Swastika transport 9777199232	Swastika JCB 9777199232	D Goud 9090499102
39.	MNGD	MNGD, 8249319754	Pallvikash NGO 9437474751 8984231217	05	MNGD- 9437324123	----	P Sahu 9438012727	Dr. D Goud 9090499102

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	Station Name & CUG No	Nearest Fire station Contact nos	Name & contact nos of NGO/Volunteer organization, including Red Cross	Size of NGO & facility related to Disaster	Nearest Bus depots, contact nos of Manager	Contact nos of Major transport agencies	Contact nos of Agency of earth Moving Equipment suppliers	Name & contact nos of Tahasil
40.	BMCK	BMCK-9437983768	OPELP S. Padhi 8249882439	Small	Trimula 9583376055	P Sahu BMCK 9438012727	NA	BMCK S Jena 884784301
41.	THV	RGDA, 101 06856-222222, 9861338019	THV NGO No-9439983505,	NA	NA	NA	NA	BDO/Kolnar 775083114
42.	BWIP	Ph-06670-230666	DAPTA-06670-230121 ICAN-9040123580	SMALL	Govt Bus stand 8249455170 Private Bus stand 8917447733	Sita transport 8456071476 New India Transport 9437210007	Murlidhar JCB 7008755561	Sri Upendra Luha
43.	JNRD	JNRD 06672-243419	DAPTA-06670-230121	Small	JNRD, OSRTC Dillip Majhi 8328854266	Sita transport 8456071476 New India Transport 9437210007	Murlidhar JCB 7008755561	Sri B Bhoi 760699011
44.	SBP	Ph-0663-2520101	Marwari Yuva manch SBP	86 Members, Bolld donatin, Ambulance	SBP	Shree Tirupati Trans port Mo-9437053311	Mo-9437053311	0663-2410818
45.	JSGR	JSGR 06645-214552	Marwari Yuva Manch 9437257583	NA	JSG Bus Depo Ph-06645-273077	Associated raod carrier ltd 06645-272431	Nigam JSG 8895388888 8 9937059923 3	Sri B Nayal 06645-273102, 270231
46.	BXQ	JSG-06645-272715, 101	Marwari Yuva Manch JSG 9437257583	NA	JSG 06645273077	Associated Road carrier ltd JSG 06645-272431	Nigam Htdrolic, JSG 8895388888, 9937059233	JSG Tahasilard Ph-06645-273102, D.K Pradha 943939294
47.	LPG	RGL Ph-0663-2560142, 101	Anchalik Vikash Committee No-9437586188	0663-2520926	LPG	9937042510	943705311	RGL 0663 2560543
48.	RGL	RGL-7978891126	Swadhin Ekata Sangathan 7008925820 9178013115	Volunteer service	RGL	RGL Truck association 9937304722	9437053311	RGL 0663-256054 9439432858
49.	SSN	SBP-0663-2520101, 101	9437053896	----	SSN	---	9437053311	SBP 8458074943
50.	SLRA	Ph-0663-2520101	Child line 1098 9437053896	NA	Aithapali 9040087961	9437053311	NA	SBP 8458074943
51.	HKG	Fire station Burla Ph-0663-2430333	Child Line 1098	NA	SBP 9437882124	9937054544	9437053311	8458074943

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	Station Name	Nearest Fire station	Name & contact nos of	Size of NGO & facility	Nearest Bus depots,	Contact nos of Major transport	Contact nos of Agency	Name & contact nos
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	& CUG No	Contact nos	NGO/Volunteer organization, including Red Cross	related to Disaster	contact nos of Manager	agencies	of earth Moving Equipment suppliers	of Tahasil & Tahasildar
52.	GBQ	Burla Fire Station Ph-0663-2430333	6371557554	NA	GBQ bus stop	NA	NA	
53.	ATS	ATS 0664-6233809, 101	NA	NA	ATS	NA	NA	ATS 06682-220262
54.	BRPL	BRPL Fire Station Ph-06646-256055, 101	9438640418 9437104482	NA	BRPL bus stop	9090100158	977733973 9	0663-2403111
55.	DJX	DJX Fire Station Mo-082803085 03	DJX Press Club 9437150467	NA	DJX bus depot	M Mishra 9437150052	K Biswal 917821756 6	J.K Biswal 993856178 3
56.	KHPL	Agalpur 090784855 35	NA	NA	Salenhata bus stop	NA	NA	LSX 066532747 59
57.	LSX	LSX, 090784855 35	NA	NA	LSX bus stop	NA	843722414 3	732797686 8
58.	BRGA	101, 06646-233809	Red cross 9438640418 MYM-9437104482	NA	BRGR Bus Stand-06646-233123	9090100158	977733973 9	Tehsildar - 066462331 89
59.	KRAR	KRAR 317864714 3	Prateeksha NGO 9853110066	Small	KRAR	Jayaram 9777878888	Mr. Day 966830540 0	M Sahu 801817332 1
60.	DOBH	06646-233809 101	9938949644 06646-261463	NA	Rengali camp	9090100158	977733997 39	06682-220262
61.	BHPI	Tarbha 943733045 9	Sanjivani 985310844	Small	BLGR, Bus Stand-7978036032	S.C Sahu 7978036032 7008706408	943722414 3	M Bag 943923902 0



CHAPTER-27

MULTI-DISASTER RESISTANT CONTROL ROOM

1. Provision of specific assets in Multi-Disaster Resistant Control Room.

Department to provide	Nos.	Items required at Multi-Disaster Resistant Control Room.
Operating	1.	The entire conference-cum-DM room is under the PCOM's establishment including its maintenance, up keeping etc.
	2.	The Pantry shall be equipped with a 300 ltr. Freeze, Micro Oven, Induction Plate, Electric Kettle, Hot boxes, Crockeries & Cutlery as required to be arranged by Operation Department.
S&T	1	Wall mounted Colour T.V with cable connection preferably LCD plasma TV to have update news.
	2	DOT Telephone with STD facility bearing the allotted emergency number.
	3	A FAX machine with separate DOT and Railway telephone connection to communicate with messages to divisions and adjacent Railway.
	4	Two Railway Auto telephone bearing the allotted emergency numbers
	5	One satellite phone bearing the allotted number to have communication with the site.
	6	Mobile charging facility for all types of mobile phones.
	7	Hot line telephone should be provided.
Electrical	1	Power: The room should have uninterrupted power supply through local/DG/Solar system with auto main failure to take care the entire lighting load including air conditioning and other electrical gadgets.
	2	Refrigerator: There should be provision of a refrigerator to store some dry ration, eatables, water, some refreshment, snacks etc.
	3	An electrical induction heater or micro oven to prepare tea, instant food etc.
	4	The wall mounted ECoR system map should be well illuminated for better view.
Mechanical	1	Four numbers of 5 kg DCP type fire extinguishers should be kept in suitable place.



Engineering	1	Provision of an oval shape table so as to accommodate at least 10 chairs.
	2	10 VIP chairs for sitting of officers and 10 other chairs for sitting of accompanying officials.
	3	Provision of a rack with front glass doors with four shelves to keep different manuals, rules, books, registers etc, of all departments.
	4	Provision of an Almirah to keep store items, towels, sanitary items , raw materials to prepare instant food etc.
	5	Provision of a platform for preparation of instant food and tea.
	6	Provision of wall mounted A ₀ size of ECoR system map (Latest).
	7	Provision of a compact modular pantry along with selves to accommodate cookeries near to disaster control room.
Safety	1	Safety Department to ensure that soft copies of all codes and manuals of all departments are kept in the disaster control rooms downloaded from Railway Board websites along with important circulars and correction slips. Information pertaining to section, level crossing, bridges etc and SWR of all stations etc. should also be kept in the control room (soft copies).
		The respective PHODs shall entrust their secretaries to send the above soft copies of their departments so as to keep in the desktop of the disaster control room.
Accounts	1	Cash imprest of Rs 5000/- should be created under the charge of Safety Cell (Operating) for maintenance and use at the time of the disaster.

2. Communicating telephone numbers in Multi-Disaster Resistant Control Room

Sl. No	Particulars	Railway Telephone / remark
1	Railway Telephone	50525 / 50625 / 50725
2	BSNL number	0674-2303060 (only incoming) 0674-2301525 / 0674-2301526
3	Railway Intercom Number	268 / 378
4	Cisco phone IP	0462219999
5	Inmarsat-1	91-8991112802 Available at exchange/ C.S.PUR
6	Inmarsat-1	91-8991112803
7	Mail ID Password : crisis@12345	emergencycontrolecor@gmail.com
8	Wi-Fi password: 1234512345	Emergency control
Commercial Control : 0674-2303110		



CHAPTER - 28

DO's AND DON'Ts FOR FRONT LINE STAFF**28.01 Divisional****Control DO'S**

- o Stop movement of trains into the affected section.
- o Arrange for dispatch of medical vans and accident relief trains to the site. In case casualties are more than fifty, ARMEs of the adjoining divisions have to be called for. As a rough thumb rule, the scale of such assistance required would be one from a division for every additional 50 injuries. In addition medical assistance should be sent by road also.
- o Inform divisional officers, central control and controlling SM, Civil Authorities concerned.
- o Collect and record systematically all the events related to accident by deputing a Chief Controller/DTI for the purpose.
- o Advise Civil, Military, public and private hospitals in the nearby areas to rush doctors, medical aid to the site if casualties are more.
- o Arrange for rushing the required Relief & Rescue equipments to the site.
- o Inform NGO's and solicit their help.
- o Arrange for regulating traffic by diverting or canceling trains.
- o Arrange for running duplicate/relief trains for clearing stranded passengers with overriding priority.
- o Advise the stations about the changes in the train timings, train diversions etc. so that timely information is given to the public.
- o Ensure that list of the injured and the dead is obtained as quickly as possible from the site and relayed to the Zonal Headquarters, concerned stations, officer in charge of publicity, etc.
- o Liaison with Commercial department's emergency team and ensure that information counters are opened at the accident site and at important stations en-route for giving up-to-date information to the public.
- o Guide the station staff on the correct method of train working.

DON'TS

- o Charge the OHE in haste
- o Lose patience.
- o Ignore the safety aspects.
- o Manipulate the control charts.
- o Argue with the station staff.

28.02 Guard**DO'S**

- o Arrange to protect the adjacent line/lines and then the affected line.
- o Send information through the quickest means to the Control/SMs on either side.
- o Take action to save lives/render first-aid.
- o Call for doctors and volunteers on the train, seek their assistance.
- o Seek assistance of Railway men on the train for attending to the injured and for other relief operations.
- o Post a railway employee to man the field telephone to ensure regular flow of information to control.
- o Make a quick assessment of the assistance needed and advice control or nearest Station



Master.



- o Arrange protection of belongings of the passengers and railway property through RPF, GRP and other railway staff.

DON'TS

- o Forget to note down the time of accident.
- o Forget to preserve and safeguard all clues of possible cause of accident.
- o Leave the site until permitted to do so by a competent authority.

28.03 Station Manager/Station

MasterDO'S

- o Ensure that no other train enter the affected section and take other necessary measures for protecting the site.
- o Advise the control about the gravity of the accident, and type of medical and other assistance required. Also advise the local civil authorities.
- o Call for assistance locally from nearby hospitals, dispensaries and medical practitioners.
- o Inform controlling station master to proceed to site along with adequate number of railway staff to the accident site.
- o Call all the off-duty staff including Engineering and S&T staff available in nearby areas and allot them specific duties for relief and rescue.
- o Inform to Railway Rescue Volunteers Registered at the Station giving preference to doctor and other medical staff. Also to make arrangement for their transportation to site of accident. Arrange to provide all sort of assistance to the affected passengers such as catering, drinking water and issue of complimentary passes, arranging free messages to relatives etc.
- o Arrange for protection of both belongings of the passengers and Railway Property.
- o Open information counters/helplines and booths for giving information to the public regarding names of the injured, dead etc. and about regulation, diversion of trains etc.

DON'TS

- o Permit any train to enter in the affected section except ART/ARME.
- o Manipulate/ Destroy railway records and clues of possible cause of accident.
- o Lose patience.
- o Argue or misbehave with the victims and other passengers.
- o Give any statement to media and press.
- o Use shortcuts and unsafe methods in further relief train operation.

28.04 Loco Pilot/Assistant Loco

PilotDO'S

- o Switch on Flasher Light of Loco and switch off head lights.
- o Note down the date & time and also hectometer Number.
- o Sound short whistle frequently to want the Loco Pilot of the approaching train.
- o Arrange to protect adjacent line/multiple lines and the same line in accordance with GR/SR 6.03(I & II).
- o Inform Control in consultation with Guard about the condition of the site.
- o Secure the Loco properly.
- o ALP should assist the Guard in assessing the damage to Loco, Rolling Stock and P.Way and the nature of assistance required.

DON'TS

- o Leave Loco unmanned.



- o Interfere with any gadgets including speedometer chart.



28.05 Permanent Way

Staff DO'S

- o Inspect the site and secure all clues related to the cause of accident.
- o Take track readings as prescribed along with other Sr.subordinates.
- o Sketch of the accident site is made and jointly signed with other Supervisors.
- o Seize gang diaries, charts, curve registers, LC gate PN exchanged register and obtain statement of concerned staff.
- o Shall assess the damage to P.Way sleepers and fittings.
- o Condition of track including infringement to the adjacent line(s) if any shall be noticed and give fitness of adjacent line accordingly.
- o In case of Level Crossing accident any damage to gate equipments and infringement to LC/ track shall be noted. The condition of road surface and overhauling if done any may be noted.
- o He shall advise BT control about assistance/material required for restoration.
- o Render all assistance as required by 'Site Officer'

DON'TS

- o Attend the affected track without clearance from competent authority.

28.06 S&T

Staff

DO'S

- o Inspect points, crossings and S&T gears and assist for ascertaining cause of accident and securing of clues of the accident.
- o Arrange for communication at the accident spot and manning the same.
- o Render all assistance as required by 'Site Officer'.

DON'TS

- o Attend or disconnect any S&T gear without getting clearance from competent authority.

28.07 Electric

alDO'S

- o Arrange to provide additional lightings if required at the accident site.
- o Preservation of clues in case of fire in coaches. Any statement from passengers should also be recorded with their names and addresses.
- o Adequate number of breakdown staff/tower wagons.
- o Alert the tower car/road vehicle with staff to move for site from both directions
- o De-energizing and slewing the OHE, as required for ground/crane operations by getting OHE dead from TPC.
- o Restoration of OHE expeditiously.
- o Supervise restoration operation.
- o Ensure joint observation and measurement of the electric loco involved in the accident, in the prescribed format.
- o Render all assistance as required by 'Site Officer'.

DON'TS

- o Leave the accident spot till the restoration is completed and first train passes the site of accident.



- o Attend the restoration work without permission from competent authority.



CHAPTER - 29

EAST COAST RAILWAY

SCHEDULE OF POWERS (DISASTER MANAGEMENT)

S.No.	Nature of Powers	PHOD/HOD	DRM/ADRM/ CWM/ SAG Officers in Field Units	Divisional Officers, Extra Divisional Officers & Officers in Headquarters	REMARKS
97 *	Disaster Management				
	(A) Procurement of additional lifesaving drugs from the market by Medical Officers at the site.	Full Powers	Full Powers	Full Powers	1. Full Powers if he is the only Medical Officer available on site. 2. Medical Officers to draw money from station collection. 3. Finance concurrence not required <i>Authority: Recommendation of High Level Committee on Disaster Management Item No.31.</i>
	(B) On the Spot payment to private Hospitals for treatment of injured.	Full Powers	Full Powers	Full Powers	1. Full Powers if he is the only Medical Officer available on site. 2. Medical Officers to draw money from station collection. 3. Finance concurrence not required <i>Authority:</i> 1. Recommendation of High Level Committee on Disaster Management Item No.32.
	(C) Cash imprest for ARMV in charges – for expeditious procurement of small items like fuel, food materials etc. at accident site.	Full Powers	Full Powers	Full Powers	1. Full Powers if he is the only Medical Officer available on site. 2. This power to be implemented when the ARMV has to remain at the accident site for a longer period during exigencies. 3. Up to Rs. 5,000/- for food materials, fuel etc., <i>Authority:</i> 1. Recommendation of High Level Committee on Disaster Management Item No.41
	(D) Purchase of items for ARME including First Aid Articles.	Full Powers	Full Powers	Full Powers	1. Only for emergency purchases and not for normal day to day requirements. <i>Authority:</i> 1. Recommendation of High Level Committee on Disaster Management Item No.36
	(E) ART Equipment (HRE, HRD & 140 T cranes and other related equipment). (Authority: Recommendation of High Level Committee on Disaster Management Item No.36)				



	(i) For planned procurement of the spares, consumables, and small tools.	PCME / PHOD/ CHOD Above Rs.25 Lakhs and up to Rs.2.5 Crores CMPE : above Rs.8 Lakhs and up to Rs. 25 lakhs	Nil	SG/JAG above Rs.1.5 Lakhs and up to Rs.8 Lakhs. Sr Scale up to Rs. 1.5 lakhs	1. Finance concurrence is necessary 2. Constitution of Tender committee and acceptance as per Stores/Works powers as applicable
	(ii) for emergency repairs and purchase of spares incidental to such repairs.	PCME/ CMPE Up to Rs. 1 Lakh per break down	Up to Rs. 1 Lakh per break down	Sr DME/ In charge of ARTs Up to Rs. 20,000/- per break down without finance concurrence	1. Finance concurrence is not necessary up to Rs. 50,000/- 2. Single quotation can be resorted to in case of Repair/ Spare from OEM/Authorised dealer 3. SrDME/In Charge of ART shall certify the emergency. 4. A register showing the details of expenditure incurred on each break down should be maintained. The overall ceiling limit for emergency repairs/purchases of spares should not exceed Rs.20 lakhs per annum
	(iii) Scheduled overhauling/reconditioning repairs to machines (Schedules not covered under Annual Maintenance contract) and for purchase of spare parts for this equipment.	PCME Full powers CMPE Up to Rs. 50,000/- at a time.	Nil	Sr. DMEs/ In charge/ART Up to Rs. 30,000/- at a time. DME/In charge of ART Up to Rs. 10,000/- at a time.	1. Finance concurrence is necessary. 2. Subject to usual procedure of calling of tender/Quotation etc., being followed as per extant orders.
	(F) Hiring of vehicles for rescue and relief operations.	Nil	DRM/ADRM Full powers during accidents	Branch Officers of Medical, Mechanical, Operating, Safety and Commercial departments Full Powers.	1. The expenditure can be met from cash imprest/Station earnings without any limitation. 2. Efforts may be made to pool the utilization wherever possible. 3. Finance concurrence not required Authority: 1. Recommendation of High Level Committee on Disaster Management Item No.30
	(G) Sanction of expenditure incurred during relief and rescue operations.	All Mechanical, Medical, Commercial, Operating Safety, Officers at the site of accident	Full powers	All Mechanical, Medical, Commercial, Safety, Operating Safety and Electrical Officers at the site of accident Full powers	1. Vouchers/Bills should be submitted within a Week's time 2. Finance concurrence required at the time of post facto sanction Authority:



		Full powers			1. Recommendation of High Level Committee on Disaster Management Item No.35
	(H) Procurement of ART/ ARMV equipment.	PCME – Full Powers -	--	--	1. No item/equipment shall be banned while being purchased for ART/ARMV/Break down Crane. No circulars/orders restricting the purchase procedures/powers for ART/ARMV/Crane equipment shall be applicable unless issued by Railway Board (MM&FC). <i>Authority:</i> 1. Recommendation of High Level Committee on Disaster Management Item No.37
	(I) Sanction of cash imprest for maintaining ART/ARMVs/Cranes.	PCME – Full Powers.	Nil	Nil	1. Finance concurrence is necessary <i>Authority:</i> 1. Recommendation of High Level Committee on Disaster Management Item No.39.
	(J) Purchase of ART/ ARMV/Crane material through imprest cash.	--	--	JAG/Sr. Scale/Jr. Scale in Divisions Full powers to ART In-charge officer up to Rs. 10,000/- per item	1. Finance concurrence not required
	(K) (i) Requisition of Helicopter / Airplane to reach the site of serious accident or to evacuate injured and dead in the event of serious accident. (ii) Requisition of Air support to dispatch the rescue teams to the site of accident.				1. These powers are left to the discretion of GM. The circumstances under which GM exercise these powers, broadly cover the following types of cases: (i) Where more than 10 casualties (death-cum-serious injuries) are feared and it is difficult for these officers to reach the site within reasonable time. (ii) Where heavy damage is caused to Railway installations in sensitive and tension filled areas (e.g. wreckage of track, bridges etc. through bomb blast, other means of sabotage, etc.) (iii) Where public reaction in case of late arrival of senior officers at site is likely to be highly adverse. (iv) Normally, in case of an accident, only one helicopter should be requisitioned by a Zonal Railway, except when there is a serious passenger train accident involving several casualties when it is essential for both the General Manager and the Divisional Railway Manager to reach the site at once to satisfy the public and the Press. However, for dispatching the rescue teams to the site of the accident, separate helicopter/ airplane may be requisitioned, if so needed. <i>Authority:</i> 1. Railway Board's letter No.2002/Safety-1/6/6 dated 13.06.2004.



10 *	Expenditure at accident site or damages due to floods, breaches cyclones earth quakes, bandh/hartal/strike etc.				
	(A) Providing food, drinks, and transport of injured passengers to hospitals and to stranded passengers.	Full Powers	DRM / ADRM Full Powers	Divl. Officers Full Powers	1. Finance concurrence is not necessary. 2. The cases in which the Asst. Officers exercise these powers should be put up to DRM for ratification. 3. The Officers who are empowered to incur expenditure for supply of food to persons in emergent cases are authorized to utilize station earnings as per codal provisions, without prior finance concurrence in cases where it is not possible to meet the expenditure in the normal manner (Board's letter No. F(X)I-64PW4/6 dt.12.6.1967) 4. In respect of Item 10(c) categories to whom cash-in-lieu of food supply given has to be excluded. 5. Accounts should be rendered within 2 weeks. 6. A nodal officer at the level of SAG shall be nominated by GM/AGM to approve drawl of station earning in case of a disaster. Necessary procedure may be framed by the individual Railways in this regard. Authority: 1. Rule 1420 of Indian Railway Establishment Code (IREC) – Vol. II (1987)
	(B) Food and drinks for staff attending to breakdown duties.	Full Powers	DRM / ADRM Full Powers	Divl. Officers Full Powers	
	(C) Sanction of expenditure to supply food to labour temporarily employed in accidents/breaches for transshipment.	Full Powers	Full Powers	Divl. Officers Full Powers	
	(D) To incur expenditure on setting up Camp, lighting, and transshipment arrangements on breaches and accidents.	Full Powers	Full Powers	Divl. Officers Full Powers	
	(E) Hiring of road mobile, restoration machinery like Bulldozers, road cranes etc. from outside agencies.	Full powers	Full powers	JAG/SG Officers Full powers	

*Item No. 97 & 10 of Misc. Matter of MSOP-2018



CHAPTER-30

MEDICAL PREPAREDNESS and HOSPITAL DISASTER MANAGEMENT

Network of Mobile Medical Infrastructure:

The Indian Railways has an established network system capable of handling train accidents along with emergency medical response and casualty evacuation. The system is based on an infrastructure consisting of 161 Accident Relief medical Vans (ARME) - Scale I (Unit of accident relief trains situated at an average distance of every 300kms on main lines and 400 km on branch lines), 320 Accident Relief Medical Equipment (ARME) - Scale II consisting of three sets of Portable Medical Kit for Accidents (POMKA). POMKAs are also available at all health units, sub-divisional and divisional/zonal hospitals. Trained manpower of medical and all other departments of the Indian Railways provide first aid, immediate and necessary emergency medical treatment to save the life and limbs of persons involved in train accidents and arrange rapid evacuation to the nearest government/private hospital by the first available means of transport. There is a well-rehearsed action plan to handle railway accidents.

The system is committed to the primary goal of meeting the needs of the Ministry of Railways, though this resource may be available in a limited manner for assistance of the district administration for mass casualty management.

Responsibility of Stake Holders:

Medical Response :

Medical Response has to be quick and effective. The execution of medical response plans and deployment of medical resources warrant special attention at the State and District level in most of the situations. The voluntary deployment of the nearest medical resources to the disaster site, irrespective of the administrative boundaries, will be emphasized. Mobile medical hospitals and other resources available with the centre will also be provided to the States/UTs in a proactive manner. Post-disaster management of health, sanitation and hygiene services is crucial to prevent an outbreak of epidemics. Therefore a constant monitoring of any such possibilities will be necessary.

The main stakeholders in the Medical Preparedness and Mass Casualty Management (MPMCM) are the Ministry of Health and Family Welfare, Ministry of Labour and Employment, Employees State Insurance Corporation, Ministry of Defence, Ministry of Railways, State Governments and Union Territories and private health care providers.

NDMA's guidelines on Mass Casualty Management (MCM) have been prepared to provide directions to the Central Ministries, Departments and State Authorities for the preparation of their detailed Medical Preparedness Plans. These guidelines call for a proactive, participatory, well-structured, fail-safe, multidisciplinary and multi-sectoral approach at various levels.

Each organization of the Government may be made aware of risks, vulnerabilities and effects of various natural and man-made disasters including peripheral emergencies in terms of mortality and morbidity; short and long-term health effects including the socio-economic problems faced by the community during, and in the aftermath of MCE. The need for creation of an institutional mechanism and system is essential. This would result in enhancing capacities and capabilities of hospital and health care workers. So also is the need for strengthening existing procedures that allow emergent activities to



meet the challenge of surge capacity because of mass casualty events. The different mass casualty events and other potential disasters including Chemical, Biological, Radiological and Nuclear (CBRN) emergencies which may lead to Mass Casualty Evacuation are to be made aware of to the Medical Management of the concerned departments which have their own medical establishments; Railways falls within the ambit of this item; this can be achieved only through specialized training initially to a few select Doctors in each Divisional Hospital (and the Zonal Hospitals).



A review of the existing health framework, preparedness of the Ministry of Health and Family Welfare, Ministry of Defence, Ministry of Railways and Ministry of Labour and Employment in relation to their capacity for handling casualties caused by various disasters is to be done so as to share each other's strengths and capabilities. Ministry of Health and Family Welfare is assigned with legislative capacity for a number of subjects including all matters relating to the medical, dental, nursing and pharmacy professions and education; mental health; standards for drugs; prevention of food adulteration; and prevention and control of epidemics.

Medical preparedness of Ministry of Defence, Ministry of Railways and ESIC have also been elaborated in the NDMA's guidelines. A brief outline of the arrangements with the state health departments is enumerated; there is also a bird's eye view of the health care infrastructure of the private sector, Indian Red Cross Society, certain Non-Governmental Organisations and various laboratories. Among the various International initiatives, the role of the recently operationalised International Health Regulations in limiting the spread of epidemics and other public health emergencies by the Member States has been highlighted in the guidelines.

Medical preparedness aims at preventive and mitigation measures. Preventive measures include upgrading public health laboratories and establishing an integrated Disease Surveillance Programme (IDSP). Preparedness for Emergency Medical Response (EMR) for the management of mass casualties at the incident site and, their quick and safe evacuation by ambulance services is an important step in this direction. Inadequacy and lack of appropriate capabilities and capacities in existing medical arrangements have to be appreciated. The need for hospital disaster preparedness plans alongwith the non-availability of medical logistics in critical care have been highlighted by NDMA in their guidelines which need to be followed up. The cold chain system in blood transfusion services needs to be established all across the country. The requirement of specialised facilities for CBRN management has also been highlighted by NDMA.

NDMA's guidelines are comprehensively given for a legislative and regulatory framework, preventive measures, preparedness, capacity development, hospital preparedness, specialised health care and laboratory facilities, role of alternative systems of medicine and identification of the dead, psychosocial care and mental health services and Research and Development for MPMCM. The roles and responsibilities of various stakeholders at the centre state and district levels are also described. The salient highlights in the guidelines include:

- Preventive measures like strengthening of epidemic control programmes, immunization, HIV control etc., development of minimum standards of food and water; IDSP and its integration at all levels converged to develop an effective Early Warning System (EWS) operable at all levels.
- The Medical First Responders (MFRs) of mobile medical teams will be fully trained in triage and resuscitation; well-equipped and supported by all emergency services and material logistics.
- Emergency medical evacuation requires development of an Integrated Ambulance Network (IAN) including road, aerial and water ambulance networks integrated with special trains for MCE and not only self-propelled Accident Relief medical Vans (SP- ARMVs) of the railways as mentioned in the guidelines. As the evacuation of large number of casualties cannot be done by an ARME (or SP-ARMEs) the Railways have adopted the concept of mobilization of special train for MCE when required. It will work in conjunction with Emergency Response Centres (ERCs), ESIC medical services and related emergency functionaries with laid down Standard Operative Procedures (SOPs) for all stakeholders.
- Full-fledged containerised mobile hospitals will be acquired and attached with hospitals earmarked by states/districts.
- Capacity development will include training of all stakeholders including doctors, nurses, paramedics and other resource persons in triage and Basic Life Support (BLS), and development of specialists.
- Hospital preparedness should aim at planning the use of hospital resources in a well coordinated and simple way with defined roles for all medical personnel.



Railways have to arrange special trains consisting of AC and/or non-AC coaches to run from the nearest coaching terminal to the site for evacuation especially for large scale casualties. Railway and non-Railway Medical Teams may be deployed in these special trains along with a portable kit of medicines, etc. (POMKA) to attend to the injured during the process of evacuation. In these special trains casualties even in hundreds can be evacuated; the medical attention, however, would be limited vis-à-vis what can be provided in the ARMVs.

Each different type of casualty requires a specialized training to handle it. The Railway Medical Department neither has the training nor can they digress from their principle function of providing medical care to the railway men and their families including to retd. staff/families. During a Chemical Disaster, as the public areas are far away from station premises it may not be possible to run the ARME or a special train to the location close to the site. In some situations due to effect of Chemical Gases (as was the case in Bhopal Gas tragedy of Union Carbide) even the Loco Pilot/Guard and the Medical Teams may not find it possible to reach the site in the immediate period of post-Disaster.

Railways are not expected to be a main stake holder in the DM Plan of CBRN disasters. They can at best be involved in the evacuation of casualties by a special train (A/c and non A/c coaches) from the nearest station closer to site to a station serving Hospital, nearby. Skeleton First Aid facility can be extended by the Railways Medical Team in this special train. In any case it would take a maximum of 5/6 hours for the special train to evacuate the casualties once it reaches near the site to reach the station serving the Hospital.

The medical and para medical staff of Railways need to be imparted training for management of CBRN disasters, till the specialist force arrives at the disaster site. As an alternative zonal railways must cater in their own plans to arrange special trains consists of AC and non AC coaches for the purpose of evacuation of large number of casualties in a mass casualty event whenever the railways may be called upon to help the district and state authorities. Railways may not be the main stakeholder in disaster management for CBRN disasters but railways should also train their Para medics, Medical First Responders and Quick Medical Reaction Teams (QMRTS) and train them to provide pre hospital care in case of CBRN attack within the trains or platforms and should be able to respond till such time specialized teams of NDRF/SDRF mobilized to reach the site. Therefore, it is essential to provide personal protection equipment and other equipment, training to Para medics and Medical officers for the limited role for your own set up.

In the NDMA's Guidelines on Medical Preparedness and MCE, under the head of Medical Preparedness (Page 31) in Item 3.3.3 (i) a no. of duties are defined to be done by the Medical First Responder (MFR). It is specifically mentioned that adequate no. of Personnel, Protection Equipment (PPE) should be available with the mobile teams, various first responders and rescue services. Further, in item (ii) (b), it is mentioned for evacuation of CBRN victims the use of Rail Ambulances is currently non-existent.

Aim of Hospital Disaster Management Plan:

The aim of a Hospital Disaster Management Plan is to provide prompt and effective medical care to the maximum possible, in order to minimize morbidity and mortality resulting from any MCE.

Hospital DM Plan:

"The Hospital DM Plan comes into effect only if the competent authority so authorized declares on the Zonal Railways an incident as a disaster. It can also come into effect if any Central/ State Govt. agency declares a major incident a Disaster, and where the Medical facility of the Railways shall be required to give assistance."

Objective and Goals of a Hospital Disaster Management Plan:

The hospital disaster management plans should address not only mass casualties that has occurred away from the hospital, but should also address a situation where the hospital itself has been affected by a disaster - fire, explosion, flooding or earthquake, etc.



The role of the Railway Hospital will be of a general hospital only. After assessment of the hospital resources, treatment capacity and surgical capacity (refer Annex-1 of Chap 4, Page 105 of NDMA Guidelines on Medical Preparedness and Mass Casualty Management), its Hospital Disaster Management Plan should be available to the Divisional /Zonal Railway Administration and also to the district administration.

Disaster Drills:

As a part of the emergency management plan, every hospital is required to have structure in place to respond to emergencies, this structure is routinely tested during drills.

Continuous revisions should be made in the hospital disaster management plan taking leads from the regular disaster drills in the hospitals. In these drills it should be tested if the Hospital is equipped to respond effectively to the disposal of a large no. of dead etc i.e, role of mortuary services and forensic departments. Hospital Disaster Management Plan should be tested once a year by mock drills for updation.

Training of Health Care Personnel of Indian Railways:

It is desired by the National Plan that the Railways should train their Doctors in the treatment of specific injury from CBRN disasters as also keep medicines, the vaccines, equipment and disposables etc for the same in their hospitals. Railways may alternatively get the Training for Trainers of Medical department so that this could be proliferated to other Doctors and other Para Medical Personnel on all Indian Railways in nominated Railway Training Institute/s.

Detailed guide lines issued by MoH&FW on COVID-19, the pandemic declared as Medical Disaster by GoI are enclosed below.

Ministry of Health and Family Welfare Directorate General of Health Services[Emergency Medical Relief]

Novel Coronavirus Disease 2019 (COVID-19): Guidelines on rational use of Personal Protective Equipment

MM About this guideline

This guideline is for health care workers and others working in points of entries (POEs), quarantine centers, hospital, laboratory and primary health care / community settings. The guideline uses setting approach to guide on the type of personal protective equipment to be used in different settings.

NN Introduction

Corona viruses are a large family of viruses, some causing illness in people and others that circulate among animals, including camels, cats and bats. Rarely, animal coronaviruses can evolve and infect people and then spread between people such as has been seen with MERS and SARS.

The outbreak of Novel coronavirus disease (now named COVID-19) was initially noticed from a seafood market in Wuhan city in Hubei Province of China in mid-December, 2019, has spread to more than 185 countries/territories worldwide including India. The causative agent for COVID-19, earlier termed provisionally as novel Coronavirus has been officially named as SARS-CoV-2.

OO Mode of transmission

There is clear evidence of human-to-human transmission of SARS-CoV-2. It is thought to be transmitted mainly through respiratory droplets that get generated when people cough, sneeze, or exhale.



SARS-CoV-2 also gets transmitted by touching, by direct touch and through contaminated surfaces or objects and then touching their own mouth, nose, or possibly their eyes. Healthcare associated infection



by SARS-CoV-2 virus has been documented among healthcare workers in many countries. The people most at risk of COVID-19 infection are those who are in close contact with a suspect/confirmed COVID-19 patient or who care for such patients.

MMM Personal Protective Equipment (PPE)

Personal Protective Equipments (PPEs) are protective gears designed to safeguard the health of workers by minimizing the exposure to a biological agent.

4.1 Components of PPE

Components of PPE are goggles, face-shield, mask, gloves, coverall/gowns (with or without aprons), head cover and shoe cover. Each component and rationale for its use is given in the following paragraphs:

4.1.1 Face shield and goggles

Contamination of mucous membranes of the eyes, nose and mouth is likely in a scenario of droplets generated by cough, sneeze of an infected person or during aerosol generating procedures carried out in a clinical setting. Inadvertently touching the eyes/nose/mouth with a contaminated hand is another likely scenario. Hence protection of the mucous membranes of the eyes/nose/mouth by using face shields/ goggles is an integral part of standard and contact precautions. The flexible frame of goggles should provide good seal with the skin of the face, covering the eyes and the surrounding areas and even accommodating for prescription glasses.

4.1.2 Masks

Respiratory viruses that includes Corona viruses target mainly the upper and lower respiratory tracts. Hence protecting the airway from the particulate matter generated by droplets / aerosols prevents human infection. Contamination of mucous membranes of the mouth and nose by infective droplets or through a contaminated hand also allows the virus to enter the host. Hence the droplet precautions/ airborne precautions using masks are crucial while dealing with a suspect or confirmed case of COVID-19/performing aerosol generating procedures. Masks are of different types. The type of mask to be used is related to particular risk profile of the category of personnel and his/her work. There are two types of masks which are recommended for various categories of personnel working in hospital or community settings, depending upon the work environment:

JJ Triple layer medical mask

KK Respirator mask

4.1.2.1 Triple layer medical mask

A triple layer medical mask is a disposable mask, fluid-resistant, provide protection to the wearer from droplets of infectious material emitted during coughing/sneezing/talking.

4.1.2.2. Respirator mask

An respirator mask is a respiratory protective device with high filtration efficiency to airborne particles. To provide the requisite air seal to the wearer, such masks are designed to achieve a very close facial fit.

Such mask should have high fluid resistance, good breathability (preferably with an expiratory valve), clearly identifiable internal and external faces, duckbill/cup-shaped structured design that does not collapse against the mouth.



If correctly worn, the filtration capacity of these masks exceeds those of triple layer medical masks. Since these provide a much tighter air seal than triple layer medical masks, they are designed to protect the wearer from inhaling airborne particles.

4.1.3 Gloves

When a person touches an object/surface contaminated by COVID-19 infected person, and then touches his own eyes, nose, or mouth, he may get exposed to the virus. Although this is not thought to be a predominant mode of transmission, care should be exercised while handling objects/ surface potentially contaminated by suspect/confirmed cases of COVID-19.

Nitrile gloves are preferred over latex gloves because they resist chemicals, including certain disinfectants such as chlorine. There is a high rate of allergies to latex and contact allergic dermatitis among health workers. However, if nitrile gloves are not available, latex gloves can be used. Non-powdered gloves are preferred to powdered gloves.

4.1.4 Coverall/Gowns

Coverall/gowns are designed to protect torso of healthcare providers from exposure to virus. Although coveralls typically provide 360-degree protection because they are designed to cover the whole body, including back and lower legs and sometimes head and feet as well, the design of medical/ isolation gowns do not provide continuous whole-body protection (e.g., possible openings in the back, coverage to the mid-calf only).

By using appropriate protective clothing, it is possible to create a barrier to eliminate or reduce contact and droplet exposure, both known to transmit COVID-19, thus protecting healthcare workers working in close proximity (within 1 meter) of suspect/confirmed COVID-19 cases or their secretions.

Coverall and gowns are deemed equally acceptable as there is a lack of comparative evidence to show whether one is more effective than the other in reducing transmission to health workers. Gowns are considerably easier to put on and for removal. An apron can also be worn over the gown for the entire time the health worker is in the treatment area. Coveralls/gowns have stringent standards that extend from preventing exposure to biologically contaminated solid particles to protecting from chemical hazards.

4.1.5 Shoe covers

Shoe covers should be made up of impermeable fabric to be used over shoes to facilitate personal protection and decontamination.

4.1.6. Head covers

Coverall usually cover the head. Those using gowns, should use a head cover that covers the head and neck while providing clinical care for patients. Hair and hair extensions should fit inside the head cover.

The specifications for all the PPEs are at Annexure-A.

JJJ. Rational use of PPE

The PPEs are to be used based on the risk profile of the health care worker. The document describes the PPEs to be used in different settings.



5.1. Point of Entry					
Sl. No	Setting	Activity	Risk	Recommended PPE	Remarks
1	Health Desk	Provide information to travelers	Low risk	Triple layer medical Mask Gloves	Minimum distance of one meter needs to be maintained. Minimum distance
2	Immigration counters, customs and airport security	Provide services to the passengers	Low risk	Triple layer medical mask Gloves	of one meter needs to be maintained.
3	Temperature recording station	Record Temperature with hand held thermal Recorder.	Low risk	Triple layer medical mask Gloves	
4	Holding area/ Isolation facility of APHO/ PHO	Interview & Clinical examination by doctors/ nurses	Moderate Risk	Respirator masks Gloves	
5	Isolation facility of APHO	Clinical management (doctors, nurses) Attending to severely ill passenger	Moderate Risk High risk	Respirator masks Gloves Full complement of PPE	When aerosol generating procedures are anticipated
6	Sanitary staff	Cleaning frequently touched surfaces/ Floor/ cleaning linen	Moderate risk	Respirator mask Gloves	
7	Administrative staff	Providing administrative support	No risk	No PPE	No contact with patients of COVID-19. They should not venture into areas where suspect COVID-19 cases are being managed.



5.2 Hospital Setting

5.2.1. Out Patient Department (Respiratory Clinic / Separate screening area)#

Sl. No.	Setting	Activity	Risk	Recommended PPE	Remarks
1	Triage area	Triaging patients Provide triple layer mask to patient.	Moderate risk	Respirator mask Gloves	Patients get masked.
2	Screening area help desk / Registrati-on counter	Provide information to patients	Moderate risk	Respirator mask Gloves	
3	Tempera-ure recording station	Record temperature with hand held thermal recorder	Moderate Risk	Respirator mask Gloves	
4	Holding area/ waiting area	Nurses / paramedic interacting with patients	Moderate	Respirator mask Gloves	Minimum distance of one meter needs to be maintained.
5	Doctors chamber	Clinical manageme nt (doctors, nurses)	Moderate Risk	Respirator mask Gloves	No aerosol generating procedures should be allowed.
6	Sanitary staff	Cleaning frequently touched surfaces/ Floor/ cleaning linen	Moderate risk	Respirator mask Gloves	

4) All hospitals should identify a separate triage and holding area for patients with Influenza like illness. If there is no triage area / holding area for patients due to resource constraints, such hospitals will follow the above guidance for general OPD.



5.2.2. In-patient Services

Sl. No.	Setting	Activity	Risk	Recommended PPE	Remarks
1	Individual isolation rooms/ cohorted isolation rooms	Clinical management	Moderate risk	Respirator mask Gloves	Patient masked. Patients stable. No aerosol generating activity.
2	ICU/ Critical care	Critical care management	High risk	Full complement of PPE	Aerosol generating activities performed.
3	ICU /critical care	Dead body packing	High risk	Full complement of PPE	
4	ICU/ Critical care	Dead body transport to mortuary	Low Risk	Triple Layer medical mask Gloves	
5	Sanitation	Cleaning frequently touched surfaces/ floor/changing linen	Moderate risk	Respirator mask Gloves	
6	Other Non-COVID treatment areas of hospital	Attending to infectious and assessed non-infectious profile of patients	Risk as per patients	PPE as per hospital infection prevention control practices.	No possibility of exposure to COVID patients. They should not venture into COVID-19 treatment areas.
7	Caretaker accompanying the admitted patient	Taking care of the admitted patient	Low risk	Triple layer medical mask	The caretaker thus allowed should practice hand hygiene, maintain a distance of 1 meter

5.2.3. Emergency Department

Sl. No	Setting	Activity	Risk	Recommended PPE	Remrks
1	Emergency	Attending emergency cases	Moderate risk	Respirator mask Gloves	When aerosol generating procedures are anticipated
2		Attending to severely ill patients of SARI	High risk	Full complement of PPE	Aerosol generating activities performed.



5.2.4. Pre-hospital (Ambulance) Services

Sl. No.	Setting	Activity	Risk	Recommended PPE	Remarks
1	Ambulance Transfer to designated hospital	Transporting patients not on any assisted ventilation	Moderate risk	Respirator mask Gloves	
		Management of SARI patient while transporting	High risk	Full complement of PPE procedures are	When aerosol generating anticipated
		Driving the ambulance	Low risk	Triple layer medical mask Gloves	Driver helps in shifting patients to the emergency

5.2.5. Other Supportive/ Ancillary Services

Sl. No.	Setting	Activity	Risk	Recommended PPE	Remarks
1.	Laboratory	Sample collection and transportation Sample testing	High risk High risk	Full complement of PPE Full complement of PPE	
2	Mortuary	Dead body handling	Moderate Risk	Respirator mask Gloves	No aerosol generating procedures should be allowed. No embalming.
		While performing autopsy	High Risk	Full complement of PPE	No post-mortem unless until specified.
3	Sanitation	Cleaning frequently touched surfaces/ Floor/ cleaning linen in COVID treatment areas	Moderate risk	Respirator mask Gloves	
4	CSSD/ Laundry	Handling linen of COVID patients	Moderate risk	Respirator mask Gloves	
5	Other supportive services	Administrative Financial Engineering Security, etc.	No risk	No PPE	No possibility of exposure to COVID patients. They should not venture into COVID-19 treatment areas.



5.3. Health Workers in Community Setting

Sl. No.	Setting	Activity	Risk	Recommended PPE	Remarks
1	ASHAs/ Anganwadi and other field staff	Field Surveillance	Low Risk	Triple layer mask Gloves	Maintain distance of one meter. Surveillance team to carry adequate triple layer masks to distribute to suspect cases detected on field surveillance
2	Doctors at supervisory level conducting field investigation	Field surveillance Clinical examination.	Medium risk Gloves.	Respirator mask	

5.4 Quarantine facility

Sl. No.	Setting	Activity	Risk	Recommended PPE	Remarks
1	Persons being quarantined		Low Risk	Triple layer mask	
2	Healthcare staff working at quarantine facility	Health monitoring and temperature recording Clinical examination of symptomatic persons	Low Risk Moderate Risk	Triple layer mask Gloves Respirator masks Gloves	
3	Support staff		Low Risk	Triple layer mask Gloves	



5.5 Home Quarantine

Sl. No.	Setting	Activity	Risk	Recommended PPE	Remarks
1	Persons being quarantined		Low Risk	Triple layer mask	
2	Designated family member	Taking care of person being quarantined	Low Risk	Gloves	While cleaning commonly touched surfaces or handling soiled linen
3	Other family		No Risk	No PPE required	Maintain a distance of at least 1 meter from person under home quarantine. Senior citizens in the household should stay away from such persons under home quarantine.

Points to remember while using PPE

- i) PPEs are not alternative to basic preventive public health measures such as hand hygiene, respiratory etiquettes which must be followed at all times.
- j) Always (if possible) maintain a distance of at least 1 meter from contacts/suspect/confirmed COVID-19 cases
- k) Always follow the laid down protocol for disposing off PPEs as detailed in infection prevention and control guideline available on website of MoHFW.

* * *



CHAPTER-31

Provision/Continuation of activities of Station, Division Control Room & Head Quarter Control Room in case they are affected by Disasters.

Contingency Plan for Station Disasters:

Following Emergency situations may arise at station in general.

- Major Fire/Smoke in station buildings / station periphery.
- Fire/Smoke in or under the Train in station yard.
- Natural Disasters- Severe cyclone, Land fall, Earthquake, Floods, Snow fall and land slide, etc.,
- Chemical Disasters and Medical Disasters
- Major Derailment, Collision, Structural Collapse at station including FOB/FUB.
- Civil Disorder / strike.
- Bomb Threat, Flammable/Combustible Liquid/ Vapour Intrusion/ Gas leakage, etc.,
- Power Grid failure/ Power Companies strike & Total communication failure.

All on duty Station Masters and other staff should be aware of emergency contact telephone numbers of local resources and stake holders likely to be contacted to meet the above emergency situations. Such particulars may be available in a chart-form in front of SM / wall painting of SM building and Disaster Management Plan.

At the time of any emergency situation, on duty SM shall arrange announcement / ring the warning bell to attract the attention of all Railway staff of all departments, passengers and other public. All shall be told to assemble at the assembly spot / Circulating area of the station in search, relief, rescue & restoration of activities under direction of SM or senior official/officer in station after assessing the actual damages.

In case of Fire :-

Prompt action is required to shift entrapped passengers and try to extinguish fire by using fire buckets & fire extinguishers initially according to the procedure as discussed in Chapter of Fire disaster. To control the fire, nearest Fire Brigade may be contacted to send the fire tenders.

In case of natural disaster :- SOP for concerned disaster may be adopted as discussed in concerned disaster management chapters.

Major Derailment, Collision, Structural Collapse :- Following steps to be ensured by SM, when an accident takes place in station limit and station building is affected.

- Inform Section Controller, TPC controller and all other concerned with requirement of assistance after assessing the gravity/damage of accident systematically as prescribed in rules. (If Control telephone is out of order then advise both adjacent and other major stations with the help of CUG mobile phones or other means of communications)
- Take the assistance from non-Railway stake holders if available near the station. Ask assistance from NDRF, State Disaster response force through Divisional Officers, fire team, local administration & police etc.
- Ensure that no train enters the affected section. Affected sections as well as adjacent lines is protected.



- Call all the off-duty staff of all departments in station and allot them specific duties for relief & rescue.
- Render medical aid locally through nearest hospitals, dispensaries and doctors. Take help from local transportation agencies, Local Civil Authorities & Police.



- Arrange protection of Railway & public property.
- Arrange opening of Help Booths/Helplines with manning for round the clock for giving ready information to public regarding names & address of injured /dead passengers and regulation of trains.
- Provide all sort of assistance to affected passengers such as food, drinking water, free message to relatives with the help of commercial dept and NGOs.
- Arrange for the sectional clearance of unaffected vehicles for restoration except the accidents suspected to be sabotage.

In case of Civil Disorder / strike /Riot :- Any breach of the peace by a group of people assembled in one area or gathering of unruly mob which may develop into a riot. The riot may result into violence by setting fire, looting, attacking civilians / passengers.

The station area & premises should be protected by Security Personnel of RPF, GRP, Civil Defense & private Security by classifying the Zones according to SOPs of Railway Protection Force (RPF).

Hot Zone	- Un stable, Potentially unsafe.
Warm zone	- The area is relatively safe for emergency.
Cold Zone	- Safe Area with little likelihood of unrest.

Bomb Threat, Flammable/Combustible Liquid/ Vapour Intrusion/Gas Leakage:-

- Ensure that no train enters the affected section. An affected section as well as adjacent lines is protected and inform section controller.
- RPF/ GRP and Local Police along with Dog squad, Bomb Squad and Inspector of Explosives to be informed immediately.
- It should be ensured by repeated announcements that, the immediate vicinity of suspect object area is vacated so as to reduce loss of lives in the eventuality of explosion before Bomb Disposal Squad reaches the spot. Local Police/ GRP/ RPF should carry out the following.
- Clean / evacuate the area.
 - Screen the suspect object by putting sand bags around it.
 - Ensure that no one touches or approaches the suspect object.
 - Ensure that all emergency exit paths are open & clear of obstructions.
 - Ensure proper and periodic announcements.

(Precaution:- Luggage scanner & analytic CC Camera reports may be reviewed in the mean time Bomb Squad and Dog Squad arrives.)

Immediate Temporary Arrangements :-

Structural Failure/ damage :- Temporary arrangement for shelters will be organized by works department (Engineering) by engaging tent houses and other materials locally available on purchase / rent for immediate functioning of Station, if no alternative service building is available in the vicinity. If a surplus service building can be indentified a temporary station working may be commissioned with connection to section control & TPC.

Power Grid Failure & Total communication failure :- In case of Power Grid Failure & Total communication failure, the same will be arranged by Electrical department immediately by organizing / arranging DG sets departmentally or locally on rent basis till the permanent restoration. Similarly, alternate



means of communication facilities to be organized by S&T department.



Responsibilities of various Departments.

Activity	Responsibility (Department)
Rescue operation	Mechanical & Medical
Relief operation including care for dead/injured/critical	Commercial, Medical & Security
Structure	Engineering (Works)
Lighting /Electrification	Electrical
Communication net works	S&T
Crowd control, Law & order	Security
Restoration of rolling stocks	Mechanical
Restoration of Fixed structures like Track, OHE etc	Concerned departments
Media Management	Site Manager, Public Relations and Commercial

Contingency Plan for Division Control Room & HQ Control Room Disasters:

Emergency Preparedness Concept : This consists of two phases such as Preventive Phase and Responsive Phase. The Preventive phase consists of preventing the occurrence of the incident or accident. The Responsive phase consists of response once an incident has occurred and with minimizing its effect.

Short Term: If the control room in division or at Head Quarter is disturbed or interrupted due to cyclones, earth quakes or due to any Medical Disasters, etc., the following steps may be taken for emergency and smooth train operations:

In case of exigencies like earthquake/Cyclone/Chemical disaster/Biological disaster or any other similar disaster wherein there is damage to the existing control room & could not function in the normal way necessitating provision of an alternate temporary control room so as to ensure that the safe train movement is not affected.

In such exigencies it is imperative that Divisional control as well as Headquarter control should have provisions of alternative arrangements of temporary control rooms for which following arrangement should be kept in place by respective departments at divisions/HQ to meet the exigencies.

CIVIL Engineering :

Civil engineering department at divisions and Headquarter should identify alternative locations for setting of temporary control rooms in and around existing controls depending upon the situation prevailing at the time of disaster. A plan of temporary control room duly approved by GM/DRM showing dimensioned space for each department should be available. Accordingly provision of POTA CABINS of adequate capacity shall be kept in their maintenance contract so as to cater for temporary control room during aforementioned disaster. Apart from this, they should arrange the following items for operation of temporary control.

- Hard & Soft copies of all miniature yard plans, system maps, time table.
- Manning of the temporary control office.
- Office stationeries



Electrical Department:

The electrical department of the Division as well as Headquarter should arrange the following items.

- a. DG sets of adequate capacity for power supply to the control rooms along with Diesel.
- b. Transformers, Switch Gears to be arranged for emergency Electric Wiring and cabling for general lighting and electrical supply to other appliances.

S & T Department :-

The S&T department of the Division as well as Headquarter should arrange the following items.

Telecom works to be carried out as following :

For Divisions :

- a. PVC cable to be laid from existing control office/near exchange telecom room to newly identified area consisting of POTA cabins/tents in which all sectional boards and control phones to be connected.
- b. New Headquarter equipments along with 12 volt power pack, mike and speakers to be connected parallel so that all boards can work immediately without intervention of S & T department.
- c. Headphones to be provided to all controllers.
- d. To extend rail net, adequate number of LAN extender setups to be connected from exchange rail net room to identified new areas. Their local LAN wiring is to be done temporarily to use rail net for all users/controllers as per the demand.
- e. 24 port manageable switches to be installed at exchange room that is one for COA and one each for FOIS/ COIS through OFC can be extended to all control boards and for USF controllers also. The indentified new areas to be facilitated with fibre termination so that rail net can be used on the same fibre.
- f. All telephones viz., Auto & intercom phones related to control boards to be shifted as per the demand by users.
- g. One 50 pair PVC cable to be laid to newly identified areas for further use of communication as per demand for divisions.
- h. Relevant Sketch & List of Materials/equipments required for Division are enclosed at

Annexure-34.

For Head Quarter Control Rooms :

- a) PVC cable to be laid from existing control office/near exchange telecom room to newly identified areas in the chosen service building consisting in which all sectional boards and control phones to be connected.
- b) New Headquarter equipments along with 12 volt power pack, mike and speakers to be connected parallel so that all boards can work immediately without intervention of S & T department.
- c) Headphones to be provided to all controllers.
- d) To extend rail net, as per requirement LAN extender to be connected from exchange/ rail net room to identified new areas from their local LAN wiring to be done temporarily to use rail net for all users/controllers as per the demand.
- e) 24 port manageable switches to be installed at exchange room that is one far COA and one



each for FOIS/COIS through OFC can be extended to all department controls. The indentified



new areas to be facilitated through fibre termination so that rail net can be used on the same fibre.

- f) All telephones viz., Auto & intercom phones related to departmental controls to be shifted as per the demand by users.
- g) Adequate 50 pair PVC cable to be laid to newly identified areas for further use of communications as per demand.
- h) Relevant Sketch & List of Materials/equipments required for Head Quarters are enclosed at
Annexure-35.

Store Department :-

- VDUs/PCs/Monitors/ Desk tops, Printers, Zerox machines to be provided on hire basis.
- The store department of the Division as well as Headquarter should arrange the furniture & other peripherals/office stationeries for the temporary control room for all departments of control room on hire basis.

Commercial Department :

1. Arrange hired buses/taxis to be provided into service with RPF staff available in the buses /coordinate with local police for transportation of control staff from their home to work places to attend duties during disasters.
2. Arrangement of food and temporary accommodation for the control staff to stay long duration due to absence /impracticability of arriving the relieving staff reaching place of work.

**ANNEXURE – 01**

**TELEPHONE NUMBERS OF RAILWAY BOARD & OTHER ZONES
(Quick Response Team)**

NEW DELHI (MTNL) STD CODE - 011**NEW DE'LHI RLY STD CODE - 030**

SN	Designation	Office		Residence		Mobile
		Railway	MTNL	Railway	MTNL	
1	Safety Cell	98100-17905				
2	Dir. Safety/II	43446	2338-9987		0120-4548501	09810017905
3	Dir. Safety/I	43667	2338-7009			09910487477
4	Dir. Safety/III	43239	2338-5047			09910487542
5	Dy Dir/Safety	43998	2330-3998			09958293571
6	Dir/Chg – I	43578	2338-9764		2336-8702	09910487468
7	Dy.Dir./Chg.	43795	2338-3795			09717647516
8	Dir./TT(POL)	43659	2338-4641		23363868	09910487527
9	Dir/TT(G)	43521	2338-4744		26114171	09910487526
10	ED/Chg.	43892	2338-3624		2467-8085	09810197415
11	Adv./Safety	43302	2338-1344		23210429	09910487525

QUICK RESPONSE TEAM (QRT) AT OTHER RAILWAY ZONES

Postal Address	Phones with STD code/e-mail
Additional General Manager, Eastern Railway, Kolkata.	033-22304950(O) / 033-24791407 ® / 033-22319290 (Fax) 9002020001(Mob), E-mail : agm@er.railnet.gov.in
Additional General Manager, S. E. Railway, Kolkata.	033-24391114 (O) / 033-24390439 ® / 033-24397813 (Fax) 9002080001 (Mob), E-mail : agm@ser.railnet.gov.in
Additional General Manager, S. C. Railway, Secunderbad.	040-27824216 (O) / 040-27014423 / 040-27824216 (Fax) 9701370004 (Mob), E-mail : agm@scr.railnet.gov.in
Additional General Manager, South East Central Railway, Bilaspur	07752-247175(o) / 07752-247176 (O) FAX-07752-247196 MOB-09752475002 agm@secl.railnet.gov.in

QUICK RESPONSE TEAM (QRT) AT THE MINISTRY OF RAILWAY

Name/Designation/Office Address/Residential Address	Phones with STD code/e-mail
Team Leader - Additional Member(Traffic) Room No.264, Railway Board, Rail Bhavan, New Delhi-01	011-23382427 (O) / 011-24103255 (R) / 011-23303990 (Fax) 9717600119 (Mob) / E-Mail : amt@rb.railnet.gov.in (e-mail)
Alternate Team Leader & Member – 1 Additional Member(Commercial), Room No.473, Railway Board, Rail Bhavan, New Delhi-01	011-23382112 (O) / 011-24675006 (R) / 011-23303973 (Fax) 9818798394 (Mob) / E-Mail : amc@rb.railnet.gov.in (e-mail)
Member – 2 - Additional Member(Mech Engg.), Room No.319, Railway Board, Rail Bhavan, New Delhi – 01.	011-23382975 (O) / 011-23362644 (R) / 011-23303977 (Fax) 9818798388 (Mob) / E-Mail : amm@rb.railnet.gov.in (e-mail)
Member – 3 - Additional Member(Civil Engg.), Room No.125, Railway Board, Rail Bhavan, New Delhi – 01.	011-23382607 (O) / 011-24678603 (R) / 011-23304875 (Fax) 9818798381 (Mob) / E-Mail : amce@rb.railnet.gov.in (e-mail)



Member – 4 - Additional Member(Electrical), Room No.115, Railway Board, Rail Bhavan, New Delhi – 01.	011-23381227 (O) / 011-23361425 (R) / 011-23304692 (Fax) 9818798383 (Mob) / E-Mail : aml@rb.railnet.gov.in (e-mail)
Member – 5 - Additional Member(Telecom), Room No.152, Railway Board, Rail Bhavan, New Delhi – 01.	011-23383815 (O) / 011-25559607 (R) / 011-23304686 (Fax) 9810048970 (Mob) / E-Mail : amtele@rb.railnet.gov.in (e-mail)
Member – 6 – Inspector General (RPF), Room No.437, Railway Board, Rail Bhavan, New Delhi – 01.	011-23385188 (O) / 011-23366637 (R) / 011-23385188 (Fax) 9810337619 (Mob) / E-Mail : ighq@rb.railnet.gov.in (e-mail)
Member – 7 - Advisor Safety , Room No.353, Railway Board, Rail Bhavan, New Delhi – 01.	011-23381344 (O) / 011-26111211 (R) / 011-23382638 (Fax) 9818798390 (Mob)
Member – 8 – Director, Public Relations, R.No.302, Railway Board, Rail Bhavan, New Delhi–01	011-23381332 (O) / 011-23342085 (R) / 011-23385215 (Fax) 9810046241 (Mob)

Annexure-2

TELEPHONE NUMBERS :- CRS , ECoR-HQ & DIVISIONAL OFFICERS ,HOSPITALS
TELEPHONE NUMBER OF COMMISSION OF RAILWAY SAFETY

COMMISSIONER OF RAILWAY SAFETY						
Designation	Name	Rly Office	Resi	BSNL Office	BSNL Resi	Mobile no. CUG
CCRS	Saillesh Kumar Pathak	032-31140	-	0522-2233108	0522-2237702	09450931330 9794842049
CRS/NR	R K Kardan	030-54752 030-54753	26886589	-	22743345	9717630004
CRS/CR	Chetan Bakshi	010-54950	010-54951	22056058	22824367	9821081597
CRS/WR	Chetan Bakshi	090-22694	010-54951	22034351	22824367	9987640290
CRS/NE/ Circle	Prabhat Vajpayee	23291(NR) 31141 (NER)	-	2234515(NR)	2235232	9794842050
CRS/SE Circle (for ECoR)	A.K.Rai	080-27062, 44604 FAX-08042221	-	22484858 22227062	24483530	9002080850
CRS/SC/Circle	D K Singh	86980 86979	-	27820104 27786980	27003363	9849495073
CRS/ER	R P Yadav	020-27061	-	22483945	-	9002020991
CRS/SR	J S Naidu	060-53200	060-53201	22260650	22265926	9731666003
CRS/NFR	Balbir Singh	27060	-	22481493	-	9830111493
Dy.CRS(T) SE Circle	B.S.K.Subudhi	44604(SER) 27064(ER)				9002080862
PS to CRS (SE circle)				033-22484858 033-22627724(Fax)		



IMPORTANT TELEPHONE NOS OF E.Co.R ZONAL HQ OFFICERS AND DIVISIONS

Sn	Designation	Railway	BSNL (CODE – 0674)	Mobile	Fax	
					Rly(085)	0674BSNL
1	General Manager	50000 (O) 50001 (R)	2300773 (O) / 2302773(R)	8455880000	50700	2300196
2	Secy to GM	50002 (O) 50003 (R)	2300029 (O) / 2303814 (R)	8455885000	50701	2303587
3	Chief Safety Officer	50560 (O)	2300957 (O) / 2725091 (R)	8455885940	50766	2302758
4	Chief Mechanical Engineer	50050 (O) / 50051 (R)	2303370 (O) / 2301957 (R)	8455885400	50750	2303530
5	Chief Electrical Engineer	50040 (O) / 50041 (R)	2303515 (O) / 2301582 (R)	8455885300	50740	2302524
6	Chief Engineer	50020 (O) / 50021 (R)	2300571 (O) / 2303544 (R)	8455885200	50720	2301887
7	Chief Operations Manager	50060 (O) / 50061 (R)	2303122 (O) / 2303955 (R)	8455885900	50760	2300313
8	Chief Medical Director	50550 (O)	2302041 (O) / 2744390 (R)	8455885500	50756	2303052
9	Chief Signal & Telecom Engineer	50080 (O) 50081(R)	2301891 (O) / 2303681 (R)	8455885800	50780	2303508
10	Chief Security Commissioner	50590 (O) 50591	2303509 (O) / 2301109(R)	8455885700	50790	2302830
11	Chief Commercial Manager	50030 (O) / 50031 (R)	2300375 (O) / 2300993 (R)	8455885950	50731	2302272
12	HQ Control	51662, 51660, 51664	2303564	-	-	-
13	Dy CHC (Disaster)	51064	2303110	8455885939	-	-
14	Commercial Control	51333,	=	8455885999	-	-
15	Security Control	51696,51896	2301813	8455885777	51696	2301813-



IMPORTANT TELEPHONE NOS OF DIVISIONAL OFFICIALS RELATED TO DISASTER

Sn	Designation	Railway	BSNL	Mobile	FAX	
KHURDA ROAD (BSNL STD CODE-0674)					RLY(085)	0674BSNL
1	Divisional Railway Manager	72200 (O) / 72201 (R)	2490567 O) / 2490568 (R)	8455887000	72100	2492568
2	Addl. Divisional Railway Manager	72202 (O) / 72203 (R)	2490264 O) / 2490364 (R)	8455887001	72902	2490264
3	Sr. Divisional Safety Officer	72266 (O) / 72267 (R)	2491404 O) / 2491403 (R)	8455887940	-	-
4	Chief Controller	72360 (O) / 72361 (R)	2490391(O)	8455887928	72347	2372347
5	Dy CHC (Disaster)	72819, 72820, 72818, 72816	2492374	8455887939	-	-
6	Commercial Control	72334, 72755	[On Board Help Line-138, 2492411, 2492511, 2492611	8455887999	-	-
7	Security Control	72154, 72554	-2492229,	8455887777	72554	2492229

WALT AIR (BSNL STD CODE-0891)					Code085	0891
1	Divisional Railway Manager	82200 (O) / 82201 (R)	2746200 O) / 2762000 (R)	08978080000	82404	2728832
2	Addl. Divisional Railway Manager	82202 (O) / 82203 (R)	2746202(O) / 2746203 (R)	08978080001	82404	2728832
3	Sr. Divisional Safety Officer	82460 (O) / 83593 (R)	2591033O)	08978080940	82562	2796708
4	Chief Controller	82466 (O) / 82467 (R)	2746255(O)	-08978080914	82562	28425663
5	Conference Hall	82088, 82089, 83096, 82265	2746255, 2746266	-	-	-
6	Dy CHC (Disaster)	-82664, 82539, 82060	-	8978080939	-	-
7	Commercial Control	-82415	-2748641	8978080966	-	-
8	Security Control	-82016,82817	-2501184	8978080777	82016	2501184



SAMBALPUR (BSNL STD CODE-0663)						
1	Divisional Railway Manager	62200 (O) / 62201 (R)	2401331(O) / 2400498 (R)	8455886000	62343	2401331
2	Addl. Divisional Railway Manager	62202 (O) / 62203 (R)	2405312 O) / 2404872 (R)	8555886001	62402	2405312
3	Sr. Divisional Safety Officer	62460 (O) / 62263 (R)	2533097 O) / 2533096 (R)	8455885940	6251462538	2533097
4	Chief Controller	62330 (O) / 62675 (R) 62639 (O) / 62369 (R)	2401913	8455886940	62522	2533169
5	Dy CHC (Disaster)	62319, 62619, 62401	2401913, 2532187, 2520916.	8455886939	-	-
6	Commercial Control	62332	[On Board Help Line-138, 2532230, 2532302] [Disaster Management- 1072, 2533037, 2531191]	8455886999	-	-
7	Security Control	62471, 62637	25211179	8455886777	62637	2521179

HOSPITALS in ECoR

Division	Name	location	Beds available	In-charge doctor
WAT	Divisional Rly Hospital	Visakhapatnam	154	CMS-8978080500
KUR	Divisional Rly Hospital	Khurda Road, Jatani	80	CMS 8455887500
SBP	Divisional Rly Hospital	Sambalpur	35	CMS-8455886500
HQ/ BBS	Central Hospital	Mancheswar/ BBS	70	MD- 8455885550
Total beds			339	
				PCMD -8455885500



Health units in ECoR.

WAT	Station code	location	Rly telephone	CUG telephone
1	DLS	Diesel Loco shed	85472	8978080523,9392150163
2		Steel plan tVadlapudi	85156	8978080523
3		Marripalem	85470	9642196995,9490836476
4	VZM	Vizianagaram	83278, 83279(R)	ACMS 9515260664, PHS-8978281060
5	CHE	Shrikakulam	85970,85971	ADMO-8978080512, PHS-8978281069
6	NWP (HU)	Naupada		ADMO/CHE looking after NWP
7	ARK	Aruku	84167, 86168 (R)	ADMO-8985359132
8	KRPU	Koraput	84350, 84355	Sr.DMO-8455893670, 7022366876
9	JDB	Jagadalpur	84650, 84651(R)	Sr.DMO-9752413911
10	BCHL	Bachheli	84840	97524413912
11	KRDL	Kirandul	84926	9310472029
12	RGDA	Rayagada	85678,85679(R)	ADMO-8455893671, 8455893675
13	LKMR	Laxmipur	85850	ADMO-6301533682
14		BNITN		



KUR	Station code	location	Rly telephone	CUG telephone
1		Loco Colony, KUR	72278, 72279	8457013002
2		Retang Colony , KUR	72482	Pharmacist-8249102916
3	BHC	Bhadrak	74070, 74072	7978985998, Pharmacist-8455887581
4	CTC	Cuttack	74470, 74471	8455887509,8455887585
5	PRDP	Paradeep	75510	8455887527
6	TLHR	Talcher	75312	8455887506
7	PUI	Puri	75790, 75790	8455887508
8	BAM	Brahmapur	76070	Pharmacist-8455887529, 8456823207
9	PSA	Palas, (AP)	77370 ,77376	8455887511, 8455887530
10	KDJR	Keonjhar	74778	8455887523, 9938833024

SBP	Station code	location	Rly telephone	CUG telephone
1	MSMD	Mahasamund	-	Pharmacist-(B.Singh)9009832447
2	KBJ	Kantabanji	67240	ADMO- 9937724947, CMP-9749810052 PHS-8455886513
3	TIG	Titilagarh	68340	ADMO-8455886507, PHS-8455886520
4	BLGR	Bolangir	64252	ADMO- 8455886502, PHS-8455886521

Head Quarte r	CSPur	MD- 8455885550	PCMD -8455885500
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**Annexure - 3****SATELITE TELEPHONE NUMBERS (INMARSAT)**

Location	Voice No. ISD Code-00870
ART/KUR	08991112804
ART/Bhadrak	08991112805
ART/ SBP	08991112809
ART/KBJ	08991112808
ART/WAT	08991112806
ART/KRPU	08991112807
HQ/BBS	08991112802
HQ/BBS	08991112803

Annexure - 4**NDRF FORCE HEAD QUARTERS**

Name	Designation	Telephone No.	Fax No.	Mobile No	E-Mail
Shri Sanjay Kumar(IPS)	Director General	011-23438020, 011-23438119	011-23438091	9816617895	dg.ndrf@nic.in
Shri Ravi Joseph Lokku (IPS)	Inspector General	011-23438021	011-23438091	9013882417	ig.ndrf@nic.in
Ms NishthaUpadhaya	Financial Advisor	011-24368148	011-23438091		--
Shri. J. K. S. Rawat	Deputy Inspector General (ADM / PROC / PROV)	011-23438022	011-23438091	9968262466	dig.ndrf@nic.in
Shri Manoj Kumar Yadav	Deputy Inspector General (Trg /Academy/NCDC/East & North East Sector)	011-23438140	011-23438091		dig.es.ndrf@nic.in
ShriRandeep Kumar Rana	Deputy Inspector General (Ops / North West Sector)	011-23438023	011-23438091	9999513134	dig.ns.ndrf@nic.in
Shri K K Singh	Deputy Inspector General (Works/PRO/ South Sector)	011-24654994	011-24611519	9489615801	dig.ss.ndrf@nic.in
Sh. A K Tiwari	Commandant (NDRR)	--	011-23438091		
Shri Rajesh Negi	Second in Command (Trg.)	011-23438138	011-23438091	7840037770	rajeshnegi30s@gmail.com
ShriMuneesh Kumar	Deputy Commandant (Works &Proc)	--	011-23438091	7840010509	--



ShriRakeshRanjan	Deputy Commandant (OPS)	011-23438024	011-23438091	9810657405	rakeshr76@rediffmail.com
ShriSurenar Kumar	Dy. Commandant (Engineer)	--	011-23438091		--
ShriKrishan Kumar	AC (IT/COMN/PRO)	011-24363263	011-23438091	8505833411	krishan.0405@gov.in
Shri M Natarajan	AC(JAO)	011-23438093	011-23438091	9968352181	ac.hq.ndrf@nic.in
ShriBhawani Singh	AC(ADM)	011-23438118	011-23438091	9868816674	dc.adm.ndrf@nic.in
Shri P K Sharma	AC (NCDC&PROV)	011-24629279	011-23438091	9868574995	-
Shri S Raghavindra	AC/MIN	011-23438091	011-23438091		hq.ndrf@nic.in
Control Room	--	011-23438091 011-23438136	011-23438091		hq.ndrf@nic.in
Exchange	--	011-24611518	011-23438091		-

NDRF UNITS

Name	Address	Telephone No.	Fax No.	Mobile No.	Unit Control Room No.	E-Mail
Sh. S. K. Shastri	1st BN NDRF, Patgaon PO - Azara, Distt. Kamrup Metro, Guwahati-781017	0361-2840027	0361-2849080	9401307887	0361-2840284 09401048790 09435117246	assam01-ndrf[at]nic[dot]in
Sh. NitishUpadhyay	2nd BN NDRF, Near RRI Camp. Haringhata, Mohanpur, Nadia, (West Bengal) Pin - 741246	033-25875032	033-25875032	9434742836	033-25875032 09474061104 09474116775	wb02-ndrf[at]nic[dot]in
Sh. Jacob Kispotta	3rd BN NDRF, PO-Mundali, Cuttack - Odisha Pin - 754013	0671-2879710	0671-2879711	9437964571	0671-2879711 09437581614	ori03-ndrf[at]nic[dot]in
Ms.RekhaNambiyar	4th Bn NDRF, PO - SurakshaCampus ,Arrakonam , Distt. Vellore Tamilnadu- 631152	04177-246269	04177-246594	9442105169	04177-246594 09442140269	tn04-ndrf[at]nic[dot]in
Sh. AnupamSrivastava	5th Bn NDRF, SudumbareTaluka, Distt - Maval Pune (Maharashtra) Pin - 412109	02114-247010	02114-247008	9423506765	02114-247000 09422315628	mah05-ndrf[at]nic[dot]in
Sh.R.SJoon	6th Bn NDRF, Chilora Road , Gandhinagar, Pin - 382042	079-23202540	079-23201551	9428826445	079-23201551 09723632166	guj06-ndrf[at]nic[dot]in



Sh. Ravi Kumar Pandita	7th Bn NDRF, Bibiwala Road, Bhatinda (Punjab) Pin 151001	0164-2246193	0164 - 2246570	9417802032	0164-2246193 0164-2246570	pun07-ndrf[at]nic[dot]in
Sh. P.K.Srivastava	8th Bn NDRF, Kamla Nehru Nagar, Ghaziabad (UP) Pin - 201002	0120-2766013	0120 - 27666012	9968610014	0120-2766618 09412221035	up08-ndrf[at]nic[dot]in
Sh. Vijay Sinha	9th Bn NDRF, Bihata Patna, Bihar Pin - 801103	06115-253942	06115-253939	7762884444	06115-253939 08544415050 09525752125	patna-ndrf[at]nic[dot]in
Mr.Zahid Khan	10th Bn NDRF, ANU Campus, Nagarjuna Nagar, Guntur (AP) Pin - 522510	0863-2293178	0863-2293050	7382299621	0863-2293050 08333068559	ap10-ndrf[at]nic[dot]in
Sh. A.K.Singh	11 th Bn NDRF, SanskritikSankul, MaqboolAlam Road, Varanasi, UP - 221002	0542-2501201	0542 - 2501101	9455511107	0542-2501101 08004931410	up-11ndrf[at]gov[dot]in
Sh. U K Thapliyal	12 th Bn NDRF, Itanagar, Arunachal Pardesh791112	0360-2277109	0360-2277106	9485236141	0360-2277104 09485235464	bn12[dot]ndrf[at]gov[dot]in

NDRF RRCs

Units under NDRF/ Mundali	Mobile Teephone no.	
RRC/Balasore	9437964575	
RRC/ DURG	9437581608	
CMO	8763063797	
DC/EXE	9437964574	8826991824

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

**IMPORTANT CONTACT NUMBERS OF 03 BN. NDRF (Mundali)/ CUTTACK**

SL.	RANK	NAME	MOBILE No.	ALTERNAT NO	Sec
1.	COMDT	SH. JACOB KISPOTTA	9437964571	9470587743	BN.
2.	DC/ADM	SH. B K DAS	9437964574	9437964574	DC/ ADM
3.	AC/EXE	SH. A K PATNAIK	9437964570	9437516227	OPS & TRG
4.	AC/EXE	SH. G S PATEL	9438882009	9439385431	ESTATE
5.	AC/EXE	SH. B K SAHOO	9437581613	9438108230	D COY
6.	INSP/EXE	SUBHASH CHANDER	9438882019	7894123150	RI/DOG SQD
7.	INSP/EXE	SUNIL RAJWAR	9438882013	7205572458	OPERATION
8.		RRC BALASORE	9437964575		
9.		COMMANDANT OFFICE	06712879710		
10.		BN CONTROL ROOM	06712879711	9437581614 9937187222	
11.		BN. EMAIL ID	ori03-ndrf@nic.in		

IMPORTANT TELEPHONE NUMBER NDRF**1ST BN NDRF (128 B.N B.S.F) PATGAON PO-AZARA, DISTT-KAMRUP METRO, GUWAHATI -781017**

SL/NO	NAME	RANK	MOB NO	TELEPHONE NO	EMAIL
1	SH.S.K.SHASTRI	CO	9401307887	0361-2840027	
2	SH.R.S.GILL	2I/C	9435117167		
3	C/ROOM		9401048790	0361-2840284	assam01-ndrf@nic.in

2ND BN NDRF(106 BN B.S.F) NEAR RRI CAMP. HARIGHATA, MOHANPUR , NADIA(WEST BENGAL) PIN-741246

1	SH. NITISH UPADHAYAY	CO	9434742836	033-25875032	
2		2i/c	9474050421		
3	C/ROOM		9474061104	033-25875032	wb02-ndrf@nic.in

3RD BN NDRF MUNDALI, CUTTACK- ODISHA -754013

1	SH. JACOB KISPOTTA	CO	9437964571	0671-2879710	
2	SH.B.K.DAS	DC	9437964574		
3	C/ROOM		9437581614		ori03-ndrf@nic.in

4TH BN NDRF , SURAKSHA CAMPUS, ARRAKONAM, DIST-VELLORE T.N - 631152

1	MS. REKHA NAMBIYAR	CO	9442105169	04177-246269	
2	SH.G. VIJAYAN	DC	9489615800		
3	C/ROOM		9442140269	04177-246594	tn04-ndrf@nic.in

5TH BN NDRF (145 BN CRPF) SUDUMBARE TALUKA, DIST- MAVAL, PUNE MAHARASHTRA -412109

1	SH. ANUPAM SRIVASTAVA	CO	9423506765	02114247010	
	SH. SANTOSH DHAKA	2I/C	9422315974		
	C/ROOM		9422315628	0211-4247000	mah05-ndrf@nic.in

**6TH BN NDRF(146 BN CRPF) CHILORAROAD GANDHINAGAR, GUJARAT-382042**

1	SH. R. JOON	CO	9428826445	079-23202540	
2	SH. N.K.K PRASAD	2I/C	9427304217		
	CONTROL ROOM		9723632166	079-23201551	guj06-ndrf@nic.in

7TH BN NDRF(27 BN ITBP) BIBIWALAROAD BHATINDA(PUNJAB)-151001

1	SH. RAVI KUMAR	CO	9417802032	0164-2246030	
2		2I/C	9417802031		
3	C/ROOM		9465884344	0164-2246570	pun07-ndrf@nic.in

8TH BN NDRF(6TH BN ITBP) KAMLANEHRU NAGAR, GHAZIABAD (U.P)-201002

1	SH. P.K. SRIVASTAVA	CO	9968610014	0120-2766013	
2	SH. ROSHAN SINGHASWAL	2I/C	9968610012		
3	C/ROOM		9412221035	0120-2766012	up08-ndrf@nic.in

9TH BN NDRF(146 BN BSF) BIHATAPATNA, BIHAR-801103

1	SH. VIJAY SINHA	CO	7762884444	0611-253942	
2	SH. RAVI KANT	2I/C	8544415021		
3	C/ROOM		8544415050	0611-253939	patna-ndrf@nic.in

10TH BN NDRF(125 BN CRPF) ANU CAMPUS , NAGARJUNA NAGAR, GUNTUR (AP)-522510

1	SH. ZAHID KHAN	CO	7382299621	0863-2293178	
2	SH. B.V.RAO	CMO (SG)	8333021960		
3	SH. LOVE KUMAR	2IC	8731889477		
4	SH. KULDEEP SINGH	2I/C	8333068570	9440998619	
5	SH.SANTOSH KR	2I/C	9492303043		
6	SH. M.S. REEDY	DC	8333068573	8555908893	
7	SH. D.N SINGH	AC	8333068565	9849958168	
8	SH. SUBHEESH K.S	AC	9482978719	9490196470	
9	SH. J SENTHIL	AC	8333068548	7995497907	
10	SH.VENU GOPAL NAYAR	AC/M	9032476662		
	C/ROOM		8333068559	0863-2293050	ap10-ndrf@nic.in

11 BN NDRF(58 BN SSB) SANSKRITIK SANKUL MAQBOOL ALAM ROAD , VARANASI (UP)-221002

1	SH. ALOK KR. SINGH	CO	9455511107	0542-2501102	
2	SH.KOUSHLESH RAI	2I/C	8004931401		
3	C/ROOM		8004931410	0542-2501101	up11-ndrf@nic.in

12TH BN NDRF(60 BN SSB) VILL- EMCHI,PO-DOIMUKK, DIST-PAPUMPARE ITANAGAR (A.P)

1	SH. UMESH KUMAR CHATNIYAL	CO	9485236141	03621-242940	
2	SH. ARUN DEOGAM	2I/C	9485235469		
3	C/ROOM		9485235464	0360-2277106/4	bn12.ndrf@gov.in



LIST OF MOBILE AND LANDLINE NUMBER OF 03 BN NDRF MUNDALI

S SL	Mobile & Landline Number	Rank	User Name
01	9437964571	Comdt.	Shri Jacob Kispotta
03	9438882009	Asstt.Comdt.	Shri G S Patel
04	9437964570	Asstt.Comdt.	Shri A K Patnayak
06	9437025155	Asstt.Comdt.	Shri Surjit Singh
07	9437581601	Insp/Exe	M K Choudhary
08	9437581602	Insp/Exe	Amarnath Singh
09	9438882027	Insp/Exe	D K Singh
10	9438882015	Insp/Exe	D K Pandey
11	9437581604	Insp/Exe	Chandeswar Prasad
12	9438882014	Insp/Exe	M R Mohanty
13	9437581606	Insp/Exe	U S Prasad
14	9438882028	Insp/Exe	S S Suman
15	9437581607	Insp/Exe	S K Singh
16	9438882029	Insp/Exe	Manoranjana Prasad
17	9437581609	Insp/Exe	Amit Gupta
18	9437581613	Insp/GD	Sunil Kumar Shanti
19	9438882091	Insp/Exe	Narender Kumar
20	9438882012	Insp/Exe	B Choudhary
21	9438882018	Insp/Exe	C K Sah
22	9438882030	Insp/Exe	S K Bhoi
23	9437581603	Insp/Exe	Arvind Gajraj
24	9437581612	Insp/Exe	Vinit Prabhakar
26	9437964573	Insp/Exe	Shailendra Kumar
27	9437581605	Insp/Exe	D Panda
28	9438882017	Insp/Exe	S K Prasad
29	9438882016	Insp/Exe	T H Chouba
30	9438882011	Insp/Exe	Rajeev Ranjan
32	9438882010	Insp/Exe	P K Mishra
33	9438882008	Insp/Exe	P K Yadav
34	9437581614	Bn Control Room (Mobile)	
35	9437581608	RRC DURG	
36	9437964575	RRC BALASORE	
37	9438882090	Wireless section	
38	9937187222	Bn Control Room (Airtel WLL)	

**10 BN NDRF IMPORTANT NUMBERS**

SI No	Mobile & Landline Number	Rank	User Name
1.	9424410138	Commandant	Shri Zahid Khan
2.	8333021960	CMO (SG)	Shri B V Rao
3.	8731889477	2 I/C	Shri Love Kumar
4.	9440998619	2 I/C (MTO)	Shri Kuldeep Singh
5.	9492303043	2 I/C (ADJT)	Shri Santosh Kumar
6.	9849958168	AC	Shri D N singh
7.	9490196470	AC	Shri Subheesh K S
8.	7995497907	AC	Shri J Senthil
9.	8555921108	Inspector	Shri Sateesh
10.	04023565655	RRC Hyderabad	
11.	8912518380	RRC Visakhapatnam	

Annexure - 5**STATE GOVT. EMERGENCY & OSDMA TELEPHONE NUMBERS****Telephone No. of the officers & Staff of OSDMA**

Telephone No. of the officers & Staff of OSDMA

PABX-0674-2395398/2396901, FAX-0674-2391871

E-mail: osdma@osdma.org, Website: www.osdma.org

Sl. No	Name of officers	Designation	Telephone No.	E-mail address
1.	OSDMA office		0674-2395531 06742395398	
2.	Sri Pradeep Jena, IAS	Managing Director	9437022776,	md@osdma.org
3.	Sri Pradeep. Kumar Nayak, OAS	Chief General Manager-I	9438504319	pradeepoas@gmail.com
4.	Sri Subhendra Kumar Nayak, OAS	Chief General Manager-II	9437281061	cgm2@osdma.org
5.	Dr.Rajanikanta Biswal, OAS	General Manager (P&A)	9437305454	rajanibiswal62@gmail.com
6.	Sri Prasanta Kumar Nayak	General Manager (T&C)	9437170179	nayak.prasanta5@gmail.com
7.	Sri Arabinda Ray	System Expert & MIS Specialist	9437106252	aray@osdma.org
8.	Sri Krushna Chandra Bisoi	Shelter Coordinator & Social Management Specialist	9437179693	krushna.bisoi@gmail.com
9.	Sri Bholanath Mishra	GIS Expert & Environment Specialist	9437106251	bnmishra.osdma@gmail.com



Contact Numbers of all Officers and Staffs
of SRC Office Tel. No (Control Room) – 0674-
2534177, Fax- 0674-2534176
Email id- srcodishagov@gamil.com

S.I no	Name	Designation	Office	Mobile Number
1	Shri Pradeep Jena (IAS).	SRC	2534180/2536721	9437022776
2	Shri Pradeep Jena (IAS).	Commissioner- Cum- SEY.(RD)	2536740/2698	9437022776 QTR.NO-2 Type VIII Unit-3,BBSR
3	Sri Mihir Chand Mallick OAS(SAG)	ACR	23943202356688(R)	9437240958
4	Sri Pravat Ranjan Mohapatra	DRC	2391601 (O)2563237 (R)	9437306659
5	Sri Bikramaditya Barik	Joint Secretary	2395527	9938489674
6	Sri Una suryanarayan	S.P.E	2396527	9437075956
7	Bijay Kumar Das	AME	2510070 (cuttack)	9178584803
8	Rabinarayan Barik	OSD		9437230326
9	Biswanath Nayak	OSD		9438120069
10	Sri Shyamal Kumar Das	OSD		9437111705
11	Biswanath Sahoo	OSD		9439487066
12	Dwijabar Mallick	Desk officer		9668244107
13	Lalendu Tripathy	ASO		9778363818
14	Ranjeet Nayak	ASO		9439688987
15	Manorama Madam	P.S		8895624239
16	Sri Bidyadhar Ghadai	P.S	2536721/2534180	9777157589

Annexure-6

Telephone Directory of Deputy Collectors, Emergency Officers

	District	Name of Emergency Officer	Mobile No	Office No	Fax No.
1	Angul	Baitura Deep, OAS Lambodara Behera Sr. Clerk	9437193651 9437182539	06764-230980	06764-230685
2	Balasore	Kamalakanta Panda, ORS Subrat Ku. Ghosh Sr. Clerk	7008582029 9040647125	06782-262286 262647	06782-262208 241434
3	Baragarh	Dasarathi Bhoi, OAS Balmukunda Dip Sr. Clerk	9437417534 9861848043	06646-232112	06646-232840
4	Bhadrak	Jayashree Senapati Narayan Ch. Jena Sr. Clerk	8249948252 9938761971	06784-251881	06784-250880
5	Bolangir	Sankarsan Pradhan, ORS Ashok Kumar Mishra Sr.Clerk	9438286132 9853134697	06652-232452 230969	06652-233082
6	Boudh	Santisudha Patra, OAS Chita Ranjan Mishra Sr. Clerk	7894539422 9938380463	06841-222023	06841-222204
7	Cuttack	Prabodh Kumar Rout, ORS Subash Ch. Mishra Sr.Clark (In Charge)	8280079982 9439900953	0671-2507842 9337419494	0671-2301103
8	Deogarh	Susanta Kumar Nayak, ORS Khireswar Sahoo Sr. Clerk	7077318522 9437356471	06641-226843	06641-226301
9	Dhenkanal	Sasanka Sekhar Mishra, ORS Banaja Parida Jr. Clerk	9439073392 7540814924	06762-226507 221376	06762-225717
10	Gajapati	Satya Samparna Rout, ORS Bijay Kumar Patnayak Sr. Clerk	9108392198 9439132722	06815-222943	06815-222464



	Susil Kumar kara Jr. Clerk	9437139943	
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11	Ganjam	Pragyan Parimita Thatoi, ORS Nrusingha Mohapatra Sr. Clerk Murali Mohan Redi Jr. Clerk	9937396145/ 7008029258 8895583905 9437593522	06811-263978	06811-263344
12	Jagatsinghpur	Manorama Jali, OAS Prasant Kumar Mohapatra Sr. Clerk	9438045687 9438271305	06724-220368	06724-220299
13	Jajpur	Umesh Chandra Lenka Nakul Ch. Mallik Sr. Clerk	9437196191 9556998489	06728-222648	06728-222087
14	Jharsuguda	Sonasir Kisan, OAS Chita Ranjan Sahoo Sr. Clerk	9438852757 8908066957	06645-272902 271692	06645-270868
15	Kalahandi	Surendra Tripathy Bishnu Charan Patra Sr. Clerk	9437044318 9438312572	06670-230455	06670-230303
16	Kandhamal	Pradyumn Mandal, ORS Abinash Mukhi, Jr. Clerk Santosh Patnayak Sr. Clerk	8249226874 9439176434 9438129910	06842-253650 -255602	06842-253905/ 253645
17	Kendrapara	Sambeet Kumar Satpathy (OAS) Raghu Das Sr. Clerk	7978648478 9178624842	06727-232803	06727-221603
18	Keonjhar	Suranjika Behera, ORS Prados Kumar satpathi (DPO) Minati Sahoo Sr. Clerk Pravat Ranjan Nayak Sr. Clerk	8895214073 (W) 9438676721 9895543979 8249852214	06766-255437	06766-254298
19	Khurda	Sandhya Rani Guru, ORS Nihar Ranjan Samal Sr. Clerk	9438619673 9040244151	06755-220002	06755-221003
20	Koraput	Debabrata Karathi, ORS Prakash Kumar Samal Sr. Clerk	8763290103 9437337842	06852-251381	06852-250466
21	Malkangiri	Pramod Kumar Behera, ORS Satya Narayan (Dealing Asst.)	9438028430 (W) 9437820232	06861-230442 06861-231372	06861-230356 231565
22	Mayurbhanj	Sujay Kumar Pati, ORS Girish Chandra Das, Sr. Clerk	8249298409 9437967757	06792-252759	06792-252221
23	Nawarangapur	Bikash Sethy, (ORS) Susanta Nayak Jr. Clerk Jotrimai Patra (DPO)	9078923498 7008390889 9437373001	06858-222434	06858-222344
24	Nayagarh	Dhoba Nayak, ORS Kailash Chandr Ojha Sr. Clerk	9776632323 7978776238 (w) 9437629046	06753-252978	06753-252566
25	Nuapada	Surendra Sahoo Smt. Reshma Devi, Sr. Clerk	9437188373 9938095539	06678-225357	06678-225465
26	Puri	Eitishree Nayak, OAS Ramesh Chandra Behera, Jr. Clerk	9937636910 7978395624 9861260956	06752-223237	06752-223939
27	Rayagada	Subrat Panigrahi Subash Ch. Bauri Jr. Clerk	8763243678 9124401828	06856-224062 224082	06856-222770
28	Sambalpur	Dharma Ranjan Panda Prashant Kumar Nayak Sr. Clerk	8093606032 7377130737	0663-2412407	0663-2404006
29	Subarnapur	Mukteswer Panigrahi Dinesh Ranjan Mishra, Sr. Clerk	9437921670 9437562469	06654-220362	06654-220345/ 220362
30	Sundargarh	Manaranjan Choudhary Biswa Ranjan Sahoo Sr. Clerk	8763099040 7008534383 9124029910	06622-272233	06622-273166/ 312766



Telephone Numbers of All Collectors of the State

Sl. No	Name of the District	Name	STD Code	Office	Residence	FAX	Mobile
1	2	3	4	5	6	7	8
1	Angul	Shri Anil kumar Samal, IAS	06764	230567	230234	230685	94370-31784
2	Balasore	Ramesh Chandra Rout, IAS	06782	262001	262003	262208	99378-20076
3	Bargarh	Shri Indramani Tripathy, OAS (SG)	06646	232340	230041	230041(O) 231300(R)	94380-00044
4	Bhadrak	Shri Gyanaranjan Das, IAS	06784	250436	240220 240100	240800	94370-61000
5	Bolangir	Sri Arindam Dakua, IAS	06652	232223	232001	233082	88957-68995
6	Boudh	Shri Sitansu Kumar Rout, OAS (S)	06841	222203	222334	222204	9777809138
7	Cuttack	Sri Aravind Agarawal, IAS	0671	2508100	2301001	2301103	94375-72567
8	Deogarh	Sri Sudhansu Mohan Samal, IAS	06641	226354	226353	226301	99372-89529
9	Dhenkanal	Sri Nikhil Pavan Kalyan, IAS	06762	225602	225601 226500	225717	82800-66828
10	Gajapati	Sri Anupam Saha, IAS	06815	222397	222396	222464	94375-61919
11	Ganjam	Sri Vijaya Amruta Kulange, IAS	06811	263700	263800	263344	8280343075
12	Jagatsinghpur	Mrs. Yamini Sarangi, IAS	06724	220379	220199	220299	94370-48177
13	Jajpur	Ranjan Kumar Das, IAS	06728	222001	222330	222087	88951-66500 94372-86512
14	Jharsuguda	Sri Bibhuti Bhusan Pattanaik, IAS	06645	270070	270868	270868	94371-70868
15	Kalahandi	Dr. Gavali Parag Harshad, IAS	06670	230201	230233	230303	96683-03456
16	Kandhamal	Dr. Brundha D, IAS	06842	253602	253601	253905	94370-59960
17	Kendrapara	Sri Dasarathi Satapathy, IAS	06727	232602	232802 232002	232602 221603	94398-83093 94380-81713 94371-98636
18	Keonjhar	Sri Ashis Thakare, IAS	06766	255482	255401	254298 255474	87630-90000
19	Khordha	Sri Nirmal Chandra Mishra, IAS	06755	220001	2536949 224000	221567 2536949	94371-24029 94399-60560
20	Koraput	Sri K.Sudarshan Chakravarthy, IAS	06852	250700	250255 250477	250466	9439033567 76550-83469
21	Malkanagiri	Sri Manish Agrawal, IAS	06861	230323	230232 230345	230356	94370-30223
22	Mayurbhanj	Shri Vineet Bhardwaj, IAS	06792	252606	252601	252221	82800-66861
23	Nuapara	Dr. Ms. Poma Tudu, IAS	06678	225463	225464	225465	88959-85872
24	Nawarangpur	Sri Ajit Kumar Mishra, IAS	06858	222034	222345	222344	94372-03707
25	Nayagarh	Dr. N. Thirumala Naik, IAS	06753	252333	252240	252566	94370-23381



26	Puri	Sri Jyoti Prakash Das, OAS	06752	222034	222033 224257	223939	9937169310
27	Rayagada	Smt. Guha Poonam Tapas Kumar, IAS	06856	222354	222345	222770	8763-004567
28	Sambalpur	Sri Samarth Verma, IAS	0663	2411022	2411001	2412116	94392-77733
29	Sonepur	Shri Madhusudan Mishra, IAS	06654	220201	220353	220345	94371-98636
30	Sundergarh	Sri Surendra Kumar Meena, IAS	06622	272265	272225	273166	82800-66858
01	IMD	Habibur Rahaman Biswas	0674	2596116	2596129	2596116 2596010	09433125951
02	R.D.C (CD) Cuttack	Shri Dodda Venkata Swamy, IAS	0671	2508362		2607906	9437330551
03	R.D.C (ND) Sambalpur	Shri Dodda Venkata Swamy, IAS	0663	2411537	2410975	2411537	9437330551
04	R.D.C (SD) Beherhampur	Shri Temjenwpang Ao, IAS	0680	2281456	2292755	2292750	9437183200

Telephone Numbers of All A.D.M of the State

Sl. No	Name of the District	Name of Additional District Magistrates	Mobile No.	Office No.
1	Angul	Shri Tapan Kumar Satapathy	7978920105 9437332013	06764-230491
2	Balasore	Shri Manas Ranjan padhy	9439344322	06782-262120
3	Baragarh	Shri Tapiram Majhi	9439943838 9937630010	06646-235040
4	Bhadrak	Shri Shyama Bhakta Mishra	94379-33766	06784-251888
5	Bolangir	Shri Laxmikant Pyarelal Pradhan	9437165171	06652-232943
6	Boudh	Shri Ramakant Sethi	9437306002	06841-222144
7	Cuttack	Shri Raghuram R. Iyer Shri Bijay Khandayat Ray	9437273547 9437325464	0671-2508265
8	Deogarh	Shri Dharam Hansdah	9437247527	06641-226358
9	Dhenkanal	Shri Purna Chandra Mishra	9438290100	06762-225700
10	Gajapati	Shri Laxmikanta Sethi	9437147962	06815-223333
11	Ganjam	Shri Bijaya Kumar Das Shri Kabindra Kumar Sahoo	94398-50771 (Revenue) 94370-84525 (General)	06811-263927
12	Jagatsinghpur	Shri Sachida Nanda Sahoo	9437388776	06724-220147
13	Jajpur	Shri Mihir Prasad Mohany	9437276663	06728-222479
14	Jharsuguda	Shri Trilochan Majhi	9437667270	06645-272802



15	Kalahandi	Sri Sarat Chandra Srichandan	9438414888	06670-230464
16	Kandhamal	Shri Basant Kumar Sahoo	9439255208	06842-253604
17	Kendrapara	Shri Basant kumar Rout	9437239562	06727-232601
18	Keonjhar	Shri Bhakta Charan Pradhan	9437131485	06766-255408
19	Khurda	Shri Manoranjan Mallick	9437386765	06755-221755
	Bhubaneswar	Arun Kumar Behera	9437417761	0674-2393440 2536949
20	Koraput	Shri Deben Kumar Pradhan	9438782856	06852-251212
21	Malkangiri	Shri Lingaraj Panda (PD) In-Charge	9437180098	06861-230388
22	Mayurbhanj	Shri Brajabandhu Bhola Aboli Sunil Naravane, IAS	9437289777 9960228216	06792-252646 06792-259005
23	Nawarangapur	Sri Parikhita Sethy	9437222114 7077404536	06858-222040
24	Nayagarh	Shri Prasan Kumar Das	94375-29318	06753-252980
25	Nuapada	Shri Sitaram Patel	8895444824	06678-223352
26	Puri	Shri Binay Kumar Dash	9437286649	06752-222061
27	Rayagada	Shri Sudhakar Sabar	9438686351	06856-222353
28	Sambalpur	Shri Ajaya Kumar Jena	9937348506	0663-2410386
29	Subarnapur	Shri Sarat Chandra Panda	9437276455	06654-220090
30	Sundargarh	Shri Bhaskar Chndra Turak	9437188555	06622-273889

Contact Details of SPs of the State Odisha

SI	Name of the District	Name of the Officer	STD Code	Office	Residence	Mobile	Email
1	2	3	4	5	6	7	8
1	Angul	Sri Mitrabhanu Mohapatra, IPS	06764	230316	237500	9438916430	spang.odpol@nic.in
2	Balasore	Banoth Jugala Kishor Kumar, IPS	06782	262004	262005	8763459726	spbls.orpol@nic.in
3	Baragarh	Sri Mukesh Kumar Bhamoo, IPS	06646	234480	234343	9461138300	spbgr.odpol@nic.in
4	Bhadrak	Sri B. Gangadhar, IPS	06784	240120	240120	8763459547	bhpul@ori.nic.in
5	Bolangir	Sri K. S. Subramani. IPS	06652	232020	233063	8763865027	spblgr.orpol@nic.in
6	Boudh	Sri S. S. Sekhar, IPS	06841	222205	222206	9438916690	spbdh.orpol@nic.in
7	Cuttack	Madhaba Charana Sahoo, OPS-1	0671	2428116 2368116	2503301	9438916200	spctc.orpol@nic.in
8	Deogarh	Ms. Anupama James	06641	226100	226281	9438916460	spdgr.orpol@nic.in
9	Dhenkanal	Sri Santosh Kumar Nayak , OPS	06762	225777	225010	9437106171	dhepola@nic.in



10	Gajapati	Sri Amulya Kumar Das, OPS	06815	222533	222566	9438916700	spgjp.orphol@nic.in
11	Ganjam	Brijesh Kumar Roy, IPS	06811	263366	263266	8763294346	spgjm.odpol@nic.in
	Berhampur	Pinaki Mishra, IPS	0680	2291000	2291100	8895944944	Spbpr.odpol@nic.in
12	Jagatsinghpur	Sri Prakash R, IPS	06724	220115	220015	9439876581	spjps.orphol@nic.in
13	Jajpur	C. S. Meena, IPS	06726	240112	240110	8763294357	spjip.orphol@nic.in
14	Jharsuguda	Aswin Kumar Mohanty	06645	270808	270999	9438916530	spjds.odpol@nic.in
15	Kalahandi	Sri M.S. Sampat, IPS	06670		232333	9438001323	spkld.odpol@nic.in
						7682833100	
16	Kandhamal	Sri Pradeep Singh, IPS	06842	253610	253611	7655083376	spkdm.odpol@nic.in
17	Kendrapara	Sri Niti Sekhar, IPS	06727	274700	221096	9438916260	Spkdp.orphol@nic.in
18	Keonjhar	Sri Jay Narayan Pankaj, IPS	06766	254106	254286	9437052115	spknj.odpol@nic.in
19	Khurda	Shri Diptiranjay Ray, OPS	06755	220535	220113	9437041583	spkda.orphol@nic.in
20	Koraput	Sri K. V. Singh IPS	06852	250901	250900	9437378000	spkpt.odpol@nic.in
21	Malkangir	Sri. Jagamohan Meena, IPS	06861	230325	230370	8763004117	spmkg.orphol@nic.in
22	Mayurbhanj	Sri Awinash Kumar, IPS	06792	252647	278232	9438153308	spmbj.orphol@nic.in
23	Nawarangapur	Sri Bibekananda Sharama	06858	222302	222301	9438916840	spngpr.orphol@nic.in
24	Nayagarh	Sri Ashis Kumar Singh, IPS	06753	252088	252188	9438916290	spngr.orphol@nic.in
						8895046814	
25	Nuapada	Shri Parmar Smit Parshottamdas, IPS	06678	225478	225226	8763004107	spnprorval@nic.in
26	Puri	Dr. Sarthak Sarangi, IPS	06752	225400	223280	8280382804	Sppri.orphol@nic.in
27	Rayagada	Sri Rahul P. R., IPS	06856	222304	222323	7382491864	sprgda.odpol@nic.in
28	Sambalpur	Sri Sanjeev Arora, IPS	0663	2412330	2411002	9438054259	spsbp.odpol@nic.in
29	Subarnapur	Sri Prafulla kumar Patra, OPS	06654	220349	220351	9437188399	spsnp.orphol@nic.in
30	Sundargarh	Smt. Soumya Mishra, IPS	06622	273324	272218	9438916650	spsngodpol@nic.in

Important Contact Details 2020

1	Fire Service	Sukant Sethi B.V. Tudu	Chief Fire Officer	0671-2306409	9437394201 9437935991
2	NDRF 3rd BN NDRF, PO-Mundali, Cuttack	Sh. Jacob Kispotta	Commandant	0671- 1879710	09470587743 09437964571
3	ODRAF, Cuttack	Sri Lingaraj Parida, OPS	Commandant	0671-2442148	9861039267



	ODRAF	P.V. Rout Nath Sanjay Mohanty Dr.Sapani Sahoo T.B.Rout-	Commandant		9438800008 73772 87571 94375 11336 94370 75468 93378 91171
4	NDMA	Control Room	In charge	011-26701728	9868891801 9868101885
5	NDRF 3rd BN NDRF, PO-Mundali, Cuttack	J.K Tiwari	Dy. Commandant		9437964702
6	NDRF	Control Room	0671-2879711		9937581614 9937187222
	Coast Guard				9938516085
7	Headquarters Coast Guard) Badapadia,	06722 220174	06722 223359		441907710 641901710
8	Gopalpur Headquarters Coast Guard	06811-260175			9662263836

TELEPHONE NUMBERS OF SENIOR STATE GOVT OFFICERS OF ODISHA

Sn	DESIGNATION	OFFICE	RESIDENCE	FAX
1	Chief Secretary	2534300 / 2322196 / 2536700	2534400 2595485	2536660
2	Secretary to CM (CM's Secretariate)	2536682 / 2322164	2596935	2535100
3	Spl. Secretary to CM	2596470		
4	Principal Secretary (Home)	2531515 / 2322461	2533722	2402115
5	Director General Police, cuttack- 9438916666	2304451	0674-2555500	2304354
6	Inspector General Police, (Rly), Cuttack	0671-2306615	2307500,2306355	2306615
7	Commissioner-cum-Secy. (Inf. and Public Relation)	2536736	2556588	
8	Commissioner-cum-Secy. (FP. Medical/Health)	2536632	2392507	2395235
9	Commissioner-cum-Secy. (Revenue)	2322658,2539023	2553654	2393832
10	Special Relief Commissioner	2536721 / 2607346	2535232 / 9437005121	2415292
11	Managing Director (OSDMA) (OSDHA@OSDHA.ORG) G)osdma@osdma.org	2395398- / 2395531		2391871 / 2396681
	SPECIAL RELIEF COMMISSIONER CONTROL ROOM	2534177 / 25347180		
STD CODE : BHUBANESWAR – 0674, CUTTACK – 0671				



Special Relief Commissioner Control Room/ Bhubaneswar- 0674-2534177. 2534180

Annexure - 7**TELEPHONE NUMBERS OF SENIOR STATE GOVT OFFICERS OF ANDHRA PRADESH**

STD CODE : 040				
Sn	DESIGNATION	OFFICE	RESIDENCE	FAX
1	Chief Secretary		23416060	23453700
2	Principal Secretary to CM (CM Secretariat)	23454664	23412663	23454828
3	Special Secretary to CM	23453856,23452421,		FAX-23450270
4	Principal Secretary (Home)	23452143	23555376	23450175
5	Director General(Police)	23235170,23232831,,23235770-	23244333	23296565
6	Addl. Director General Police (Railway)	23231242. 23235498	23896727	27852301,mobile-9908017309.
7	Commissioner (INF and PR)	23394038	23350258	2395187
8	Commissioner (Family Welfare Medical/Health)	24650365	55776441	24652267
9	Special Chief Secretary (Revenue)	23450443,23450831	23548004	23452835
10	Commissioner Disaster Management	23450779,23452768	9908132008	23451836
11	Managing Director APSRTC		23542334	27617135
12	SPECIAL COMMISSIONER DISASTER MNGEMENT	070-93896990	23452768	23451836

Annexure - 8**TELEPHONE NUMBERS OF SENIOR STATE GOVT OFFICERS OF CHATTISGARH**

STD CODE : 0771			
Sn	DESIGNATION	OFFICE	RESIDENCE
1	Chief Secretary	2221207 / 2221208	4267109 FAX-2220206
2	Joint Secretary (CM & GA)	2535434	2882350
3	Dy. Chief Secretary to CM	2510308	4282096
4	Secretary (Home)	2510390 / 2221331	23221255
5	Director General	2221100 / 2211201	2331255 /9479190000
6	ADD DIR GENERAL RAILWAY	2511198	2241077 / 9479190097
7	Secretary (Information)	2444151/4024406	2411910
8	Joint Secretary (Health)	2510948	9425253237
9	Secretary to Governor	2331102 FAX-2331104	9425203199
	PRINCIPAL SECRETARY HEALTH	2510269	7898450000

**Annexure - 9****TELEPHONE NOS OF FLOOD CONTROL CENTRES OF ODISHA**

Designation	Office	Res/Mobile	FAX
Flood Control Room	0674-2395951	-	2395953
EIC water Resources	0674-2390180	2565378	2392486
CE & BML, Mahanadi Basin	0674-2390185		2395953
CE & BMU, Mahanadi Basin SAMBALPUR	0663-2430866	2430899	2430877
Flood Control Room MUNDALI	0671-2381966	0663-2430292	-
CE & BM Rushikulya	0680-2281144 9438792671	2202366	2207933
CE & BM Bramhani Rt Basin IRRIGATION	0676-2223264		2223264
CE & BM Bramhani Lt Basin SAMAL	9937821866 /06760266333		
CE & BM Baitarani BARIPADA **			
CE Upper Indravati	06673-252288		252206
CE OHPC Upper Indravati			
COLAB	06854-242035		
SE Hirakud Dam Circle	06632430001	2430002	2430877
Director(O) OHPC	0674-2541315	09432341691	2505732
Director NIC	0674-2508438	2544243	2544132
Director Monitoring	06742544132/62		2544132
DY DIR MONITORING	06742544132/62	2742675	2544132
NIC NETWORK DEPARTMENT	2500980/2511592		

**Annexure - 10**

**IMPORTANT TELEPHONE NUMBERS OF HOME GUARDS AND FIRE SERVICE
ESTABLISHMENT :- ODISHA**

Sn	Officers	Code	Fax	Office	Residence	Mobiles
1	D. G. P. F. S. (O)	0671	2300317	2300317	2307809	9437031695
2	Addl. C. G. HGS & FS / IGPFS	0671		2300584	2556855	9437463322
3	J. I. G. F. S. (O)	0671	2300584	2300584		9437085000
4	J. S. O. HGs	0671	2303387	2303387		9437889111
6	C F O(O) CTC	0671	2306409	2306409	2304995	9437394201
7	F. O. (Pr) / BBS	0674		2560784	2561305	9437056220
8	D. F. O. NR / SBP	0663		2546050		9439503165
9	D. F. O. SR / BPR	0680	2220028	2220050		9437276545
10	D. F. O. HQ / CTC	0671	2307969	2307969		9040217094
12	DIR. F. O. FPW / BBSR	0674				9437271739

Annexure – 11

TELEPHONE NUMBERS OF FIRE STATIONS IN A P & C G PORTION OF ECOR

Andhra Pradesh (A P)			Chattishgarh (C G) *****		
Srikakulam Dist.			Mahasamund Dist.		
Srikakulam	08942	222099	Mahasamund	07723-222090	9826662967
Narasennapeta	08942	276777	Bagbahar	09926162114	
Ichhapuram	08947	231101	Bastar Dist.		
Palasa	08945	241101	Jagdapur	07782-222899	9425266828
Sompeta	08947	234101	Dantewara Dist.		
Tekkali	08945	244277	Dantewara		9406083938
Vizag Dist.			Banheli	07857-230349	7857230261
Kotavalasa	08966	263101	Raipur Dist.		
Vishakhapatnam	0891	2536582	Raipur	0771-2274101	9109953001
GAJUWAKA	0891	2517780			
MARRIPALEM	0891	2558470			

**Annexure – 12**

Details of Indian Metrological Department (Cyclone Detection & Warning center) are as under:

Sl No	Name of Officers/Designation and Location of Deployment	STD Code	Telephone no (O)	Mobile No.	Fax Nos.
1	Sri K RAMCHANDRA RAO Director, CYCLONE Vishakhapatnam	0891	2543031/2543032 /2543034 2543041 (R)	9490753428	2543033
2	DR. SARAT CHANDRA SAHOO Director, IMD, Bhubaneswar	0674	2596116	9437085328	2596010
3	Director, Cyclone Detection Center, Bhubaneswar	0674	2534627/ 2534737		
4	Doppler weather Raddar Cyclone Detection Center, Paradeep	06722	220100		
	Rohit Shukla, Scinetist " B"	06722	223330 (O)	09711677557	
	Tapan Kumar Das, Asst. Metrologist	06722	220100 (O)	09437003170	
5	Cyclone Detection Center, Bhubaneswar	0674	2596093, 2596214		2596010 2596093 2596116
6	DUTY OFFICER IMD BBSR	0674	2596093 (24*7)		

Annexure - 13**TELEPHONE NUMBERS OF ARMY, NAVY, AIR FORCE OFFICIALS**

Unit	Name & Address	Phone Number
Nodal Officer (Air Force, Navy & Army)	Director (Operational logistics), HQ Integrated Defence Staff, Ministry of Defence	011-23005126(O) / FAX-011-23005226
Navy	Naval HQ (War Room, Director of Naval Operation)	Extn through exchange No. 011-23014167
Navy	Duty Officer (Maritime Operations Centre), HQ WNC, Mumbai	022-24316558, Extn. Through Exch. No. 022-22663030
Navy	Duty Officer (Maritime Operations Centre), HQ ENC, Visakhapatnam	Extn through exchange No. 0891-2578000
Navy	Duty Officer (Maritime Operations Centre), HQ SNC, Kochi	0484-2872372 FAX 2872390
Coast Guard	Operations Officer/Indian Coast Guard / HLZ	03224-263217
Coast Guard	Communication Centre/Indian Coast Guard/ HALDIA	03224-263407 FAX-264541



Army	Station HQ / Jamshedpur	0657-2431633
Army	Station HQ / Kolkata	033-24980579
Army	Commandant / Chandipur / Balasore	06782-262031 (R)
Air Force	Eastern Command SHILLONG	0364-2561461/ 2/3/4/5/6/7 FAX 2560777
Air Force	Chief Operations Officer. Midnapur	03222-277240/296641 Extn. Through exchange
Air Force	Air Force Station / Kolaikunda	03222-232081 Extn. Through exchange
	Chief Administrative Officer	03222-232081 Extn. Through exchange
	Sr. Medical Officer	03222-232081 Extn. Through exchange
Air Force	Chief Operations Officer / Barrackpur	033-25921251 Extn. Through exchange
MIDNAPUR AIRFORCE EXCHANGE	03222-277240/296641	
KOCHI NAVAL TELEPHONE EXCHANGE	0484-2879999	
VSKP NAVAL TELEPHONE EXCHANGE	0891-2578000	
DELHI NAVAL TELEPHONE EXCHANGE	011-23014167	
MUMBAI NAVAL TELEPHONE EXCHANGE	022-22663030	
Air Force	Radar Station / Salua / Paschim Midnapur	03222-277240/296641 AIR FORCE TELEPHONE EXCHANGE

Annexure-14**TELEPHONE NUMBERS OF PARA MILITARY ESTABLISHMENTS**

Unit	Name & Address	Phone Number
CISF Unit	Libiyan Tee Ware House (LTW)	033-24492046
CISF Unit	CISF Unit, CPT, Kolkata, New Traffic Building, 40 CGR Road, Kolkata-43, NEZ / Kasba Control Room	033-24431241 033-24430685
BSF	DIG Office, South 2B Lord Sinha Road, Kolkata-71	033-2577887
BSF Unit	BSF Control Room	033-25778872
CISF Unit	Haldia CPT (wireless section)	03224-252222
CISF Haldia	Commandant, CISF / Haldia	03224-252229 (O) / 263335 (R) MOB-9434052230
EFR TELEPHONE EXCHANGE	03222-277238	
EFR	Commandant, EFR Salua, Kharagpur	FAX -03222-296667 MOB-9038887650

**Annexure – 15****TELEPHONE NUMBERS OF TV CHANNELS & AIR STATIONS over ECoR**

STATE	SN	Name of station	Telephone TV center	Air stations
O R I S S A	1	Bhubaneswar	0674-2301048	2511350
	2	Cuttack	0671-2315600	2301438
	3	Sambalpur	0663-2404868	2410507
	4	Bhawanipatna	06670-230911	230911
	5	OTV	0674-7117300	-
	6	ZEE Kaling	07377657017	-
	7	MBC	06746664444,Fax-2586791	-
	8	Kaling TV news	06746633011	-
	9	News-7	06746613333	-
	10	KANAK news	06742585351 /5355/6550/6051	
	11	ETV (Odia)	06742506207,2506208.	
	12	Naxatra news	06742553033, 2551665	
	13	DD	9437160390	
A P	1	VISHAKHAPATNAM	0891-2549109	0891-2564260
	2	ETv (telugu)	8415-246555	
	3	TV-9 telugu	9948290901, 914023352336	Fax- 914023351553/22
C G	1	RAIPUR	0771-2283852	0771-2423520
	2	Prompttime	91-771-6501234	
	3	Savdhan- ch-3	91-771-4011120	
	4	Savdhan	91-771-4011102	
	5	Etv news	91-771-4073396	
	6	Pearl news	91-9826679701	
	7	Sadhna news	91-9039365846	
National	1	ZEE NEWS Mumbai	91(22) 56971234	
	2	AAJ TAK	91-113684888/78	
	3	DD/NDLS	01123352558	Fax-91113684895
	4	CNBC(NDLS)	91-11-41506112/14	Fax- 911141506115
	5	CNBC/Mumbai	91-2256509598	
	6	BBC/india	91-22-22816590/94	
	7	CNN	2256607430	
		NEWS AGENCIES		
		UNI	2536776	
		PTI	2530535 / 2530602	
		PIB	2411360	

**Annexure - 16****NAME OF THE AIR STRIPS MAINTAINED BY STATE GOVERNMENT**

SN	Name of the Airstrip	District	Coordinates	Elevation in feet	Runway Direction	Length & Breadth	Type of surface	Distance in N.M
1	2	3	4	5	6	7	8	09
1	Barbil	Keonjhar	2207 N / 8524 E	1000	18/36	3000 X 150	Kuchha	113
2	VSKP	VSKP						
3	Birasal	DNKL	2059 N / 8541 E	260	09/27	3000 X 150	Kuchha	42
4	Hirakud (Jamadarpalli)	SBP	2135 N / 8400 E	681	15/33	3600 X 150	Tarma-Cadam	130
5	Jaypore	Koraput	1852 N / 8233 E	1950	16/34	3000 X 50	-do-	201
6	Raisuan	Keonjhar	2140 N / 8535 E	1500	18/36	3000 X 150	-do-	87
7	Nawapada (Gotma)	Nawapada	2052 N / 8230 E	1058	18/36	3286 X 600	Kuchha	191
8	Padmapur (Sativata)	Bargarh	2102 N / 8302 E	650	11/29	3500 X 180	-do-	165
9	Phulbani (Gudari)	Kandhamal	2027 N / 8416 E	1734	18/36	3500 X 150	Tarma-Cadam	90
10	Rairangpur (Dandbose)	Mayurbhanj	2218 N / 8607 E	950	18/36	4000 X 100	Kuchha	126
11	Rangeilunda (Gopalpur)	Ganjam	1918 N / 8452 E	100	18/36	3442 X 200	Tarma-Cadam	76
12	Tusra	Bolangir	2030 N / 8326 E	550	06/24	4000 X 150	-do-	135
13	Utkela	Kalahandi	2005 N / 8310 E	750	04/22	3000 X 150	-do-	152

NAME OF THE AIRSTRIPS MAINTAINED BY OTHER AGENCIES

1	Rourkela	Sundergarh	2216 N / 8449 E	655	09/27	4000 X 100	Tarma - Cadam	139
2	Therubali	Koraput	1920 N / 8325 E	785	03/21	4000 X 200	-do-	140
4	Sukinda	Jajpur	2101 N / 8545 E	400	06/24	2925 X 130	-do-	48



List of Airports in Odisha

The airport list includes commercially used (domestic and international), privately used, military and flying schools.

Airport Name	City Served	Category
Savitri Jindal Airport	Angul	Private
Rasgovindpur Airstrip	Balasore	Domestic
Barbil Tonto Aerodrome	Barbil	Private
Biju Patnaik International Airport	Bhubaneswar	International
Berhampur Airport	Brahmapur	Domestic
Charbatia Air Base	Cuttack	Defence
Hirakud Airstrip	Hirakud / Sambalpur	Domestic
Jajpur Airstrip	Jajpur	Private
Jeypore Airport	Jeypore	Domestic
Jharsuguda Airport	Jharsuguda	Domestic
Kendujhar Airstrip	Kendujhar	Private
Lanjigarh Airstrip	Lanjigarh	Private
Phulbani Airstrip	Phulbani	Private
Rourkela Airport	Rourkela	Private
Nawapara Airport	Nandapur	Domestic
Nuagaon Airport	Balangir	Domestic
Utkela Airstrip	Bhawanipatna	Domestic

List of Airports in Chhattisgarh

Airport Name	City Served	Category
<u>Bilaspur Airport</u>	<u>Bilaspur</u>	Flying School
Raigarh Airport	Raigarh	Domestic
OP Jindal Airport	<u>Raigarh</u>	Private
<u>Jagdalpur Airport</u>	<u>Jagdalpur</u>	Domestic
<u>Swami Vivekananda Airport</u>	<u>Raipur</u>	Domestic



List of Airports in Andhra Pradesh

Airport Name	City Served	Category
<u>Sri Sathya Sai Airport</u>	<u>Puttaparthi</u>	Private
<u>Rajahmundry Airport</u>	<u>Rajahmundry</u>	Domestic
<u>Visakhapatnam Airport</u>	<u>Visakhapatnam</u>	International
<u>Nagarjuna Sagar Airport</u>	<u>Nagarjuna</u>	Flying School
<u>Kadapa Airport</u>	<u>Kadapa</u>	Domestic
<u>Tirupati Airport</u>	<u>Tirupati</u>	Domestic
<u>Vijayawada Airport</u>	<u>Vijayawada</u>	Domestic

List of Airports in West Bengal

Airport Name	City Served	Category
<u>Balurghat Airport</u>	<u>Balurghat</u>	Domestic
<u>Barrackpore Air Force Station</u>	<u>Barrackpore</u>	Defence
<u>Behala Airport</u>	Behala	Domestic / Flying School
<u>Cooch Behar Airport</u>	<u>Cooch Behar</u>	Domestic
<u>Kazi Nazrul Islam Airport</u>	<u>Asansol / Durgapur</u>	Domestic
<u>Hasimara Air Force Station</u>	Hasimara	Defence
<u>Kalaikunda Air Force Station</u>	Kalaikunda	Defence
<u>Netaji Subhash Chandra Bose International Airport</u>	<u>Kolkata</u>	International
<u>Malda Airport</u>	<u>Malda</u>	Domestic
<u>Panagarh Airport</u>	<u>Panagarh</u>	Defence
<u>Bagdogra Airport</u>	<u>Siliguri</u>	International



HELICOPTER CHARTER SERVICE IN ODISHA, ANDHRA PRADESH & CHHATISGARH

Sl .no	Name of service provider	Address	telephone number
1	Aurea Aviation PVT.Ltd	Raipur , BBS	91-9987341111
2	Whistler Aviation	NDLS, BBS	91-11-25672437
3	Gachopers.com	Gurgaon, BBS, Raipur & VSKP	91-124-4816114
4	Jet service Aviation	Gurgaon, BBS, Raipur & VSKP	91-124-2214022
5	F4S Aviation PVT.LTD	NDLS, BBS, Raipur & VSKP	91-11-65388861
6	Atom Aviation service pvt.	DLI, BBS, Raipur & VSKP	91-1125673726
7	Anket Air service	ADI, BBS, Raipur & VSKP	91-79-26859345
8	Pataliputra Air Charter	DLI, BBS, Raipur & VSKP	91-11-64601699
9	SAR Aviation service Pvt.	DLI, BBS, Raipur & VSKP	91-11-42460691
10	Aureu Aviation service	DLI, BBS, Raipur & VSKP	91-11-42460691
11	Arsi Aviation & consultan	ADI, BBS, Raipur & VSKP	91-7925710938
12	CareMytrip	Haridwar, BBS, Raipur & VSKP	91-1334-260080
13	Pro –Aero Modelling	ADI, BBS, Raipur & VSKP	91-79-65226300
14	DP Enterprise	ADI, BBS, Raipur & VSKP	91-9978831661

Additional Helicopter services.

Sl.	Odisha	Address	telephone
1	Air Ambulance Aviation	Plot-209 (A), Palaspali/ BBS	09540161344
2	Air Odisha Aviation	MIG-9 , Aiginia	0674-2470747
3	Air Odisha Aviation	Plot-353/2324 /BBI Air port	0674-3277747
4	Air Charter service by Vyaapak Aviation	Jagatsinghpur, Odisha	08882717501
5	Biju pattanaik Inter national Air port	BBS	0674-2596305



Sl.	Andhra Pradesh	Address	telephone
1	Mannu Tour & Travel service	Ludhiana & VSKP	91-921671027
2	Easy Travels	Ludhiana & VSKP	91-161-2440882
3	Dhenoo Aviation	Ludhiana ,VSKP, Raipur	91-79-27622424

Sl.	Chhatigarha	Address	telephone
1	Air Charter Service ltd	Raipur	91-9998111179
2	Whistler Aviation	Raipur	91-9999496669
3	Fly Air Charters	Raipur	91-771-4277232
4	Dhenoo Aviation	Ggandhinagar, VSKP & Raipur	91-79-27622424
5	Raja Bhoj air Service	Raipur	91-7746869999

Air Ambulance control Room - 91-9845446634, 91-9540161344 (NDLS)

Multi-speciality flying ICU on air- Hot line call-91-9845446634, 91-9540161344, 91-9645744117.

WEB-www.airambulanceaviation.com

E.Mail airambulance@airambulanceaviation.com

Worldwide contact centres - <http://goo.gl/fbRSjm>

Annexure – 17

TELEPHONE NOS OF VOLUNTEER ORGANISATIONS & NGOS

Action aid India, Regional Office Orissa, Plot No. 331/A, Sahid Nagar Bhubaneswar-751007, Orissa
Tel/Fax: 0674-2544503/ 2544224/2502279 www.actionaidindia.org

DFID, 17 Forest Park, Bhubaneshwar - 751 009 Telephone : (+91) (674) 2533 359 / 2530 512
Fax : (+91) (674) 2530 228 www.dfidindia.org

State NGO Coordinator, Deptt. Of Health & FW Government of Orissa Bhubaneswar (Orissa)
Telephone: (0674) 2322411, Email : manu2orissa @ yahoo .com

Pragati Samaj

AT/PO-Dalakasoti , Via-Balipatana Pin-752102 , email:pragatisamaj@gmail.com

Centre for Health And Social Development” (CHSD)

At/Po: Rajiv Nagar, Plot No Mig-95, Aiginia, Khandagiri, Bhubaneswar,

E-mail-chsdorissa@gmail.com

Nilakantha Yubaka Sangha, AT/PO-Dalakasoti Via-Balipatana, Khurda, Pin-752102
email:nilakantha.ys@gmail.com, Phone: 09937936565



Centre for Environmental Studies (CES), N2/150, Nayapalli Government of Orissa. Bhubaneswar - 751 015, Tel : 0674-2551853 Fax : 0674-2400681 Website : <http://www.cesorissa>

Centre of Youth and Social Development,
E-1, Institutional Area, Bhubaneswar Orissa, India - 751 013, Tel# + 91-674-2301725 / 2300774, E-mail : cysdbbsr@sancharnet.in , www.cysd.org

UNDP , Orissa 256 Forest Park, Bhubaneswar-9, Orissa Ph: 2534755,534850,534851,
Fax: 534754 , www.undp.orgt

Ruchika Social Service Organization, G-6, Ganganagar, Unit-VI, Bhubaneswar, Pin :751001, Orissa, India Office: 91 . 674 . 2532611 Home: 91 . 674-2432956 Fax: 0674-2535214, Emails: rssobbs@hotmail.com info@ruchika.org www.ruchika.org

RESO:- Rural Educated Student Organisation , Sananuagan, Retang Rly Staion, Dist- Khurda. Secy- 919438186412. (Social works)

Orissa Khadi And Village Industries Association, Plot No.805 &823(P), At Jaidev Vihar P.O. RRL, Bhubneshwar-751013,

Shanta Memorial Rehabilitation Centre, 108 - D, Master Canteen Bldg Station
Unit-III, Bhubaneswar - 751 001 Orissa, Phone: 0674 - 2506234

HELPAGE INDIA, Plot No. 1488/2536 N-4 Area IRC Village, Nayapalli-1374 AT P.O. Bhubaneswar (Orissa) – 751015, Tel.No.: 0674-2559644, www.helpageindia.org

People's Rural Education Movement, Marella Gardens Berhampur - 760 005 Ganjam, Orissa
Phone : 0680 - 204338, 200111, 242401

Nigamananda Education Centre, AT/PO Bhajannagar Defence Colony P.O. Baunsalundi Bhanjanagar
Ganjam – 761126 Orissa, Phone : 06821 – 43040

Lower Income People's Involvement for Community Action, Ambapua At post.Engineering School
Behrampur -10 Ganjam, Phone : 0680 - 202753, 270001, 270306 Fax : 0680 – 202753

United Artist Association, AT/ PO Ganjam, Ganjam - 761 026 Orissa,
Phone : 06811- 64314 Fax : 06811 - 64314, 64255

Gram Vikas, Mohuda Village Via. Berhampur - 760 002 Dist. Ganjam Orissa Phone : 0680 - 220 9755 / 220 9757 / 222 2756 / 222 2758 / 222 2759 / 222 1760 / 222 2761 / 222 1763 Fax : 0680 - 220 9754.

SAHAYA, At. Matala Bur PO Kasabenty Brahmagiri - 752 011, PURI, Orissa,
Tel: 6752- 235881

Dahikhai Jubak Sangha, AT PO Lodhachua Nayagarh- 752 026, Puri, Orissa
Tel : 06755-28243 Fax : 06755-28243

Committee for Legal Aid to Poor (CLAP). Address: 367, Markat Nagar, Sector-6, Cuttack- 753014, Orissa, India. Phone: 0671-2363980, 2365680, Fax: 0671- 2363980



WWF-INDIA, BDA Market Complex, Tankapani Road, Bhubaneswar – 751018
Director Phone : 0674 – 2434750

YOJANA, Youth On Justice and National Actions 41, Ekamra Villa Jaydev Vihar
Bhubaneswar - 751 015, Orissa , Phone : (0674) 555823, 557824

Gania Unnyan Committee, at/P.O. Belapadapatna, Dist. Nayagarh, Orissa, Pin - 752 085 Tel/Fax: 06757-226022, E-mail - gucorissa@yahoo.com.

Bal Jagruti Association, 462- Sabar sahi, Nayapalli, Near new AG colony,
Bhubaneswar, Contact - Ranjan Kumar Biswal, Joint secreatry
M 9337106883, 9337113458, Telefax-011-26045638, Ph-01155969453, (M) 9810153006

Committee for Legal Aid to Poor (CLAP), Address: 367, Markat Nagar, Sector-6, Cuttack,
Phone: 0671-2363980, 2365680 , Fax: 0671- 2363980,

ADHAR, At/P.O. Loisingha Dist. Bolangir - 767 020 Orissa, Phone: 06653 274525/125, E-mail:
info@adharvo.org ; adharbolangir@gmail.com http://www.adharvo.org

Nature and Wildlife Conservation Society of Orissa, Mayur Bhavan Janpath Saheed Nagar Bhubaneswar
– 751007 , Phone : 0674-253840

Akhil Bharat Anusuchit Jati Parishad, Orissa State Branch D S 11 / 19, Unit 4, Bhubaneswar
Phone : 06655 – 20567 .

Gobind Bhavan, Suryvihar, Link Road, Badambadi, Cuttack. sumanta.swain@gmail.com
priyabratamajhi@yahoo.co.in O-9437110714

Home and Hope, A school for the mentally retarded, Sector-17, Rourkela- 769003
Ph-0661-2642140

Parents Association for the Welfare of the Mentally Retarded, Rourkela, C/O Home and Hope, Sector-17, Rourkela- 769003, Phone-0661-2475393,

SURAVI - Sustainable Rural Actions thru Voluntary Initiatives, Estd. : 1993, Address: HIG-138, Sailashree Vihar, Bhubaneswar-751021 (Orissa), India URL : www.suravi.org ; Phone: 91-94371-90444, 91-0674-2532646 e mail: suraviteam@yahoo.com

FXB India Society, At- Res No C-1, Lingaraj Vihar Market Complex Pokhariput, Bhubaneswar Orissa.
Pin - 751020 Tel: (+91) 0674 238 2287 (www.fxb.org)

Smt.Nandini Satpathy Memorial Trust, 107, Surya Nagar, Bhubaneswar, Orissa, India
Telephone : +91.674.253.6444, F: +91.674.253.6262, web site: www.snsmt.org

SUPRATIVA, Fakirpada, Biribati, Cuttack-754100, Orissa, India, Phone: 91 671 2445251, & Fax 2115699,
Email: suprativa@sify.com, Website: www.suprativa.org

A E R W D – 25, Budheswari Colony, Bhubaneswar, Khurda, 09437325024.

Agency for Backward Community Development – Bhubanpur, Puri – 752011, Tele-06752213121.

Academy Of Bioresource Development – Acharya Vihar, BBSR, 0674-6538664, Bhubaneswar

Adarsh Charitable Trust – Khalikot, Ganjam-761030, 06810-256648,

Agricultural And Rural Development Consultancy Society – N6/322, Jaydev vihar, 751015, Bhubaneswar,
0674-553062, 552468.

Akss – Sevanchal, Kanas, Puri-752017, 0674 – 3268020.



Anchalika Sarvodaya Seva Pratisthan – Mandosil, Bargarh-768050, 0668-4232313

Anu Shanti – Hil Patna, Berhampur, Ganjam-760005, 06812-202036.

Arun Institute Of Rural Affairs – Karmala, Mahimagadi, Dhenkanal-759014, 0672-289809.

Asardi – Nayapalli, Bhubaneswar-751012, 094379 22499.

Asets Pipili, At, PO-Pipili, Puri-754104, 09861127075.

Asha – Sirtol, Behind Kendu leaf Godown, Nuapada-766107, 06678-223118.

Asian Foundation – Aradhana Building, Giri Road, Berhampur-760005, 09861007344.

Association For Human Rights Education And Development – Khariar , Nuapada, 766107, 06671-232862.

Association For Neglected Group And Evangelical Leadership – By pass Road, GOVT. Hospital, Sambalpur, 094375 34752, 09937606561.

Association For Social Transformation In Human Action – Sikharapur, College Square, Cuttack-753003, 06711-2641284.

Astha – Bhubaneswar, 0674-2371073.

Asylum To Indigent Masses Of The Society – Jagannath Lane, Badambadi, Cuttack-753012, Tele no - 094379 85888.

Awareness – F-16, BJB Nagar, Bhubaneswar, 0674-2433493.

Bassanta – Bairagipalli, Kabaripalli, Sambalpur, 0663-284076

Basundhara – Bidanashi, Cuttack-753014, 0671-2603178

Centre For World Education Services – Convent School Road, Rayagada-765001, Tele no - 09437095990.

Community Action For Rural Development – Sikhyakapada, Angul-759122, Tele no – 06764-230640.

Council For Awareness And Rural Development – At/PO- Susua, Via- Agnapal, Bhadrak-756116, Tele no – 06784-266616.

Dove – Bazarpada, Angul, Tele no – 06764-237306.

Ekta – 1st lane, Koraput- 764020, Tele No- 06852-250842.

Evangelical Hospital Khariar – At/PO: Khariar, Nuapara-766107, Telephone –06671-32282.

Fellowship – Women's College Road, Bhadrak-756100, Tele no- 06784-250189.

Friends Association For Rural Reconstruction – At/PO: Muniguda, Pin – 765020, Tele no- 06863-25235, 06670-230105.



Gajapati Vikas Manch – At: Erdola Street, Paralakhemundi-761200, Tele no- 06815-222921.

Good Samaritan Charitable Trust – 3rd lane, R. K. Nagar, Rayagada-765001, Tele no- 06856-236448.

Independent Initiatives – At: Jaraka. Dharmasala, Jajpur-755050, Tele no - 099373 83052.

Manab Seva Sadan – At: Saranga; Talcher-759146, Tele no- 06768-267035.

Marr Munning Ashram – Aurobind Nagar, Koraput-764001, Tele no- 06854-251556.

AERWD- Bhubaneswar- 09437325024, 09861575549, 09776351581.

ABCD (agency for Backward Community development) :- 916752213121.

Action for better living & envornment – Kendrapada Odisha- 9167278296.

Gunupur, Odisha:- Action for Social & Humans- 91685720276 (A.K.dash)

Khalikota , Odisha:- Adarsh Charitable trust- 916810256648 (Tapan Prasad Acharrya)

Loisingha, Balangir/Odisha:-ADHAR- 91665374125.

Cuttack, Nuasahi/Odisha:- a gopal Seva Samiti -09432099383.

Kanas, PURI / Odisaha- Sevanchal 916743268020.

Baragarh, Odisha (Mandosil) :- 916684232313- contact person Girish Kumar.

Berhampur, Ganjam/ Odisha(Hilpatana):- 916812202036.

Pipil, Puri/ odisha (asets):- 9109861127075. (Priyabrata Sahoo).

Dhenkanal , Mahimagadi/ odisha:- 91672289809. (S.K.Panda).

Cuttack, sikharpur , 9106712641284. (P.K.Ray).

Cuttack, Badambadi-9109438287144,9109437985888. (R.M.Chaudhury).

Bhubaneswar, BJB Nagar:- 916742433493. (B. Das).

Dhenkanal, Kamakhya nagar;- 916769270225 (P.K.Tripathy).

Cuttack, Banki- 916723240748(Kesab Behera).

Bhubaneswar , Baramunda for Womans issues;- 916742550867(Basanti Nanda).

Academy of Bioresearch development:- Bhubaneswar:- 916746538664.

**Annexure – 18****DISASTER RELATED WEBSITES**

www.eastcoastrailway.gov.in	East Coast Railway, Bhubaneswar (Disaster Management)
www.imd.ernet.in	Indian Metrological Department
www.imd.gov.in	Indian Metrological Department
www.ncmrwf.gov.in	National Centre for Medium Range Weather Forecast department.
http://www.metocph.nmci.navy.mil	United State Navy
www.sal.dundee.ac.uk	Dundee satellite Receiving Station
www.herricanealley.net	Information about tropical cyclone
www.usgs.gov	United States Geological Survey
www.w3.weather.com/safeside	Weather Safety Tips
www.disasternews.net	Disaster Related News Service
www.orissawater.com	Water resources Department.
www.osdma.org	Orissa Disaster Mitigation Authority
www.orissagov.nic.in	Web site of Government of Orissa
www.ndma.gov.in	Website of National Disaster Management Authority
www.nidm.net	Website of National Institute of Disaster Management.
www.idrn.gov.in	Website of Indian Disaster Resource Network.
www.usgs.georell.cos.com	Website of USGS Data Base
www.earthquakenews.com	Earthquake Related Information From World News Services.
www.eqnet.org	Earthquake Related Information
www.gisdevelopment.net	Application of GIS in Disaster Management.
www.fema.gov	Federal Emergency Management Agency.
www.redcross.org	Website of Red Cross
www.esri.com/hazards	Website of Disaster and GIS Related Information.
www.nemaweb.org	Website of National Emergency Management Association of US.
www.laem.com	Website of International Association of Emergency Management.
www.niusr.org	Website of National Institute for Urban Search and Rescue.
www.mipt.org	Website of National Memorial Institute for the Prevention of Terrosim
www.ifrc.org	Website of International Federation of Red Cross.
www. Emergency-management.net	Website of Information about Emergency Planning and Response
www.undo.org	Website of United Nations Development Programme.
www.nrsa.gov.in	Website of National Remote Sensing Agency.

**Annexure -19****LIST OF BLOOD BANKS OVER ECoR**

STATE	NAME OF STATION	ADDRESS	TELEPHONE
Odisha	BHUBANESWAR/ KHURDA	1. Capital Hospital	0674-2394985 Officer-9337102693
		2. Kalinga Hospital	0674-2301227
		3. Municipality Hospital	0674-2591206
		4. Red Cross/BBSR	0674-2417955
		5. Odisha Red cross	0674-2591206
		6. DHH Khurda	943728666
		7. Khurda Town	06755-223978
		8. Hi-Tech	91674-2371217, 0674-2545205 0674-2370726
		9. Vivekananda /BBS	91674-2565357
	CUTTACK	Orissa Red Cross	0671-2305643
		Central red cross	91671-2302258
		Blood doner counsel	9937388295, 9439637796
		Cyndicate Lab	06716450287
		SCB -hospital	9438873459, 9437163566 9937448757
		SDH Athagada	06723-220244
	PURI	DHH /Puri	06752222124 / 31, 9861067545
	DNKL	Dhenkanal	0676-2221311
	Jajapur	DHH/ Jajapur	06728225177
		CHC/ JJKR	9437276928
	Bhadrak	DHH /Bhadrak	9437293899 06784-251817
		SDH /Nilagiri (Balasoe)	06782233237
	Paradeep	DHH /Jagatsinghpur	06724-221808
		Kendrapada	06727-233334
	Keonjhar	DHH/KDJR	06766-254380
		SDH-anandapur	06731-221467, 220824
		SDH-Champua	9778131312
	Angul	DHH/ ANGL	06764-230880
		SDH-Athamalik	9438683127
		SDH-TLHR	9439123301 06760-242020
		DHH /DNKL	06762-221388
	SAMBALPUR	VSS Medical college	0663-2431420
		DHH/SBP	9437085706, 0663-253374 06632400180
		SDH/RAIR	06644-253031/85
		DHH/ Boudha/ near RAIR	9437495995
		SDH /kuchinda	06642-220309/509
		DHH/JSG	06645-173104, 9861285047 06645-272180
		DHH/ Deogarh	9437523046



Odisha	BARGARH	DHH/Bargarh	066462343140
		SDH/Padampur	06683-223490/7909
	Balangir	DHH	06652230646
	Titilagarh	SDH	9938223122, 06655220318
	Kantabanji	PHS	9853822280
	Bisam Cuttack	Christian Hospital	06863247505
	BERHAMPUR	MKCG Medical Colege	0680-2292534
		SDH-Chhatrapur	9678932487
		SDH-Bhnjangan	9937226206
		DHH/ Paralakhemundi	06815-222222
		DHH/malkangiri	9439482417
		SDH/Gajapati	06815222467
	KORAPUT	District Hospital	068522-252101
	JEYPORE	Sub-Divn Hospital	06854-233600
	RAYAGADA	DHH/RGDA	06856-236465
	BOLANGIR	DHH/BLGR	0665-2230646
		DHH/Sonpur	06654-220150
		SDH/patanagada	06658-222161/229
odisha	TIG- KBJ	SDH/Kantabanjhi	06657-220464
		SDH/TIG	06655-220318
	Nuapada	DHH / Nuapada	9437292867
odisha		DHH/ Nawarangpur	7008562403
	Gajapati/ Paralakhemudi	DHH	06815222381, 06815222787
	Damanjodi	Red cross	06853-255333
A P	Lamta put	Ashakiran	06868-272322, 272213
	VISHAKHAPATNAM	King-George Hospital	0891-2564891
		Seven Hills hospital	919393110401,8916677777,9848139922
		AS Raja	0891-2543436, 5563436, 2702710
		Rotary Blood bank	0891-2506678, 5534635
		AIDS control	8912553114
		Red cross	0891-2703953
		Apollo Hospital	918912727272
		Chiranjib voluntary	918912754787
	VIZIANAGRAM	City Hospital	09848192898
		Simhadri Hospital	8912784949, 919866150150
	NEELIMARLA	Srinivash Nursing	918922-275513
		Red cross 24 hrs	08922-272700,08142578999
		MIMS blood bank	08922-244390, 244334
	Srkakulam	Maharaja Dist. Hospital	09440070099. 09346413633
		DHH/CHE	09912399679
		IRCS	08942-226555
	RAJAM	RIMS hospital	08942-270933 /236,9697961999
			9000273960
	RAGOLU	GMR V Care hospital	08941-25318485
	Ichhapuram	GE Medical School	08942-398398, 7337362542
			08642-278301
	Bobbili/ VZM district	SDH /IPM	918942-226555
		SDH/bobbili	8922-272700



C G	Raipur	City blood bank	91-771-4096061
		Bilash group	91-771-4009304
		SSD blood bank	91-771-2432511
		Chatisgada Blood bank	91771-2525667
		Thawait blood bank	91-771-2424775 91-771-4031707
		Sai- Sahara	91-771-2551050
		United blood bank	91-771-2426214
		Life Cell International	91-771-2412657
		Day & Night Patho -Lab	91-7712536297
	Mahasamud	DHH/MSMD (24X7)	09926190979, Fax-07713222384,9425212338 07723222203, 09977220077
	Jagdarpur	UJJWAL Blood bank	09827888944, 9827887788, 9425261337, 07782221441
	BACHELI	NMDC-Apollohospital	07857-230050
	JAGDALPUR	Maharani Hospital	6854-233003

Annexure-20**IMPORTANT BRIDGE LISTS OF KUR DIVISION**

SI No.	SECTN	LIN E	BRN UM	LOC	YOCO NT	STDDR G	TOBR	TOSB	TOFO UND	STRN SS	DE CK	TOT RAK	TOBRNG	LWL	TOSL	PWI	ADEN
1	BHC-PSA (MZZ-BTV)	UP	391	318/21-319/13	1899	BA-11361	TOWG	BM-LM (RCC Jackeed)	WELL	RBG	UN	FP	ROLROK	685.80	STEEL CHANNEL SLEEPER	BHC	JKKR
2	BHC-PSA (MZZ-BTV)	DN	391	319/14-318/22	1965	BA-11101	TOWG	MCC	WELL	BGML	UN	FP	ROLROK	685.80	STEEL CHANNEL SLEEPER	BHC	JKKR
3	BHC-PSA (JKPR-JEN)	UP	449	348/5-349/23N	1899	BA-11361	TOWG	SM-LM(RCC Jacketed)	WELL	RBG	UN	SWP	ROLROK	1325.88	STEEL CHANNEL SLEEPER	JKKR	JKKR
4	BHC-PSA (JKPR-JEN)	DN	449	349/24-348/6	1968	BA-11101	TOWG	MCC	WELL	BGML	UN	FP	ROLROK	1325.88	STEEL CHANNEL SLEEPER	JKKR	JKKR
5	BHC-PSA (NRG-KNPR)	UP	539	402/13-45	2004		PSC BOX GIRDER	RCC	WELL	HML	BAL	SWP	ELASTOMERIC	492.00	PSC	CTC	CTC-I
6	BHC-PSA (NRG-KNPR)	DN	539	402/46-14	1899	BA-11341	TOWG	SM-LM(RCC Jackt.)	WELL	RBG	UN	SWP	ROLROK	488.00	STEEL CHANNEL SLEEPER	CTC	CTC-I



7	BHC-PSA (KNPR-CTC)	UP	544	405/15-407/19	2008	9125/E/DD-301-327	TOWG	RCC	OPEN	HML	UN	SWP	ROLROK	2107.07	STEEL CHANNEL SLEEPER	CTC	CTC-I
8	BHC-PSA (KNPR-CTC)	DN	544	407/30-405/12	1899	BP-54/74	RVT PG	SM-LM	WELL	BGML	UN	SWP	BRONZ	1950.72	STEEL CHANNEL SLEEPER	CTC	CTC-I
9	BHC-PSA (CTC-GBK)	UP	553	411/5-41	2015		TOWG+PSC SLAB	RCC	WELL	MBG	BAL + UN	LWR	POT PTFE	1263.60	STEEL CHANNEL SLEEPER + PSC	CTC	CTC-I
10	BHC-PSA (CTC-GBK)	DN	553	411/42-6	1897	BA-11361	TOWG	SM-CM(RCC Jackt.)	WELL	RBG	UN	SWP	ROLROK	822.96	STEEL CHANNEL SLEEPER	CTC	CTC-I
11	BHC-PSA (GBK-BRAG)	UP	557	414/3-415/5	2015		PSC BOX GIRDER	RCC	WELL	MBG	BAL	LWR	POT PTFE	902.00	PSC	CTC	CTC-I
12	BHC-PSA (GBK-BRAG)	DN	557	415/6-414/4	1897	BA-11361	TOWG	SM-LM(RCC Jackt.)	WELL	RBG	UN	SWP	ROLROK	914.40	STEEL CHANNEL SLEEPER	CTC	CTC-I
13	(BHC-PSA) GAM-CAP	UP	950	572/37-573/17	1895	CE's NO 10409	TOWG	SM-LM(sand)	WELL	BGML	UN	FP	ROLROK	457.20	STEEL CHANNEL SLEEPER	BAM	BAM
14	(BHC-PSA) GAM-CAP	DN	950	573/18-572/38	1968	BA-11101 ALT-I	TOWG	MCC	WELL	BGML	UN	FP	ROLROK	457.20	STEEL CHANNEL SLEEPER	BAM	BAM
15	(RJGR-BRAG) GHNH-NQR	SL	22	437/2A-438/4	1964	RDSO/B/025-027 & 70 + RDSO's No. COS/C/3002-3004 + BA-5061-BA-5075	TOWG	MCC	WELL & OPEN	BGML	UN	SWP	ROLROK	2352.00	STEEL CHANNEL SLEEPER	BRAG	BBS
16	TMKAJRLI (TMKA-TGRL)	SL	390	148.683	2006	MITES/P/S.E.R LY/CEB-44	PSC GIRDER	RCC	PILE	HML	BAL		ELASTOMERIC	305.00	PSC	KDJR	KDJR



IMPORTANT BRIDGE LISTS OF WAT DIVISION

SI No.	SECTN	LINE	Br.No.	Br.code	LOC in Km.	YOC NST	STDDR G	TOBR	TOSB	TOFOU ND	STRNSS	DECK	TOTR ACK	TOBRNG	REMA RKS	LWW
1	PSA-VSKP(UL M-CHE)	UP	1354	B/0369	744/10	1966	16803/1	SEMITH ROU	SM-CM	OPEN	BGML	BAL	LWR	BRONZ	PERR FLOW	380.00
2	PSA-VSKP(UL M-CHE)	DN	1354	B/0370	744/13-14	1967	BA-1058	RIVT PG	RCC	OPEN	BGML	BAL	LWR	OTHER	PERR FLOW	380.00
3	PSA-VSKP(DSI -PDU)	UP	1383	B/0431	755/21-756/1	1969	15287	TOWG	MCC	OPEN	BGML	NIL	SWP	ROLROK	PERR FLOW	270.00
4	PSA-VSKP(DSI -PDU)	DN	1383	B/0432	755/22-756/2	1969	BA-11101to 11117	OTHER (RTG)	MCC	OPEN	BGML	NIL	LWR	ROLROK	PERR FLOW	270.00
5	KTV-MVG(PBV -KRPU)	SL	543	B/2638	186/4-16	1964	BA 11101,B A11117	TTG	RCC	WELL	BGML	BAL	LWR	ROLROK	PERR FLOW	457.18

IMPORTANT BRIDGE LISTS OF SBP DIVISION

SI. NO.	SECTION	LIN E	BR NUM	LOC	NS 1	YO CNST	STD DRG	TOBR	TOSB	TO FOUND	STRN SS	TO BRNG	LWW	ADEN
1	(JT)JSG-BXQ	SL	7	522.488	8	2003	BA11370	TOWG	RCC	WELL	MBG	ROL-ROK	365.60	SBP
2	(JT)SBP-HKG	SL	76	567.212	25	1962	BA1059	RIVT PG	SM-LM	WELL	BGML	SLD-CEN(PHO-BRO)	762.50	SBP
3	(JT)DJX-KHPL	SL	293	647/3-18	5	1962	BA 5061	TOWG	RCC	WELL	BGML	ROLROK	594.30	BLGR
4	(JT)LSX-BLGR	SL	331	666/1-8	10	1962	BA1057	RIVT PG	MCC	WELL	BGML	ROLROK	670.90	BLGR
5	(JT)DFR-SFC	SL	406	700/7-13	10	1962	BA 5061	TOWG	RCC	WELL	BGML	ROLROK	305.00	BLGR
6	(JT)SFC-BUDM	SL	438	716/12-717/6	2	1962	BA 1057	RIVT PG	RCC	WELL	BGML	SLD-CEN	401.40	BLGR
7	(RV)ANMD-BLSN	SL	77	42/4-17	11	1929	10965	USLUNG	SM-LM	WELL	ML		712.40	KBK
8	(RV)TIG-KSNG	SL	343	213/12-214/1	20	1930	CE 10965	SEMI THROUG H	SM-LM	WELL	BGML	ROL-RCK	610.00	TIG



List of Tunnels in WAT division.
(Lighting provided to all tunnels but automatic alarm not provided)

KK lines									
S. No.	Tunnel No.	Block Section	K.M. From To		Length (m)	Year of construction	Lined/Unlined	Track Structure	Ventilation arrangement
1	2	3	4	5	6	7	8	9	10
1	1	BDVR-SLPM	36/5	36/11	149	1967	149/0	60 Kg/ PCS-14	NIL
2	1A	BDVR-SLPM	36/12	36/16	84	1967	84/0	60 Kg/ PCS-14	"
3	2	BDVR-SLPM	36/29	37/9	429	1967	346/83	60 Kg/ PCS-14	"
4	3	BDVR-SLPM	37/31	38/8	330	1967	243/87	60 Kg/ PCS-14	"
5	4	BDVR-SLPM	39/30.5	40/12	370	1967	370/0	60 Kg/ PCS-14	"
6	5	BDVR-SLPM	41/13.5	41/17	198	1967	94/94	60 Kg/ PCS-14	"
7	6	BDVR-SLPM	44/12.5	19/0.5	197	1967	82/115	60 Kg/ PCS-14	"
8	7	BDVR-SLPM	44/33	45/1	127	1967	88/39	60 Kg/ PCS-14	"
9	8	SLPM-TXD	46/20.5	46/25	113	1967	113/0	60 Kg/ PCS-14	"
10	9	SLPM-TXD	46/27.5	47/4	234	1967	68/166	60 Kg/ PCS-14	"
11	10	SLPM-TXD	48/20	49/3	376	1967	159/217	60 Kg/ PCS-14	"
12	11	SLPM-TXD	49/28	50/2	233	1967	76/157	60 Kg/ PCS-14	"
13	12	SLPM-TXD	50/11	50/18	185	1967	77/108	60 Kg/ PCS-14	"
14	13	SLPM-TXD	51/5	51/15	267	1967	137/130	60 Kg/ PCS-14	"
15	14	TXD-CMDP	52/14	52/27	398	1967	116/282	60 Kg/ PCS-14	"
16	15	TXD-CMDP	53/9	53/15	157	1967	46/111	60 Kg/ PCS-14	"
17	16	TXD-CMDP	54/2	54/14	385	1967	385/0	60 Kg/ PCS-14	"
18	17	TXD-CMDP	55/08	55/22	401	1967	121/280	60 Kg/ PCS-14	"
19	18	TXD-CMDP	56/17	56/28	318	1967	146/172	60 Kg/ PCS-14	"
20	19	TXD-CMDP	56/29	57/4	236	1967	91/145	60 Kg/ PCS-14	"
21	20	TXD-CMDP	57/8	57/16	225	1967	225/0	60 Kg/ PCS-14	"
22	21	TXD-CMDP	57/33	58/3	77	1967	77/0	60 Kg/ PCS-14	"
23	22&23	TXD-CMDP	58/9	58/32	701	1967	416/285	60 Kg/ PCS-14	provided



24	23A	TXD-CMDP	59/29	60/11	512	1967	512/0	60 Kg/ PCS-14	NIL
25	23B	TXD-CMDP	59/19	59/23	145	1967	145/0	60 Kg/ PCS-14	"
26	24	TXD-CMDP	59/29	60/11	512	1967	512/0	60 Kg/ PCS-14	"
27	25	TXD-CMDP	60/14	60/30	518	1967	398/120	60 Kg/ PCS-14	"
28	26	TXD-CMDP	61/4	61/10	180	1967	180/0	60 Kg/ PCS-14	"
29	27	TXD-CMDP	61/21	62/2	346	1967	226/120	60 Kg/ PCS-14	"
30	28	TXD-CMDP	62/18	62/26	224	1967	73/151	60 Kg/ PCS-14	"
31	29	CMDP-BGHU	64/18	64/24	185	1967	81/104	60 Kg/ PCS-14	"
32	30	CMDP-BGHU	64/32	65/12	460	1967	107/353	60 Kg/ PCS-14	"
33	31	CMDP-BGHU	65/18	65/24	302	1967	141/161	60 Kg/ PCS-14	provided
34	31A	CMDP-BGHU	66/2	66/4	60	1967	60/0	60 Kg/ PCS-14	Nil
35	31B	CMDP-BGHU	66/8	66/10	74	1967	74/0	60 Kg/ PCS-14	Nil
36	31C	CMDP-BGHU	66/15	66/19	123	1967	123/0	60 Kg/ PCS-14	provided
37	31D	CMDP-BGHU	66/24	66/25	28	1967	28/0	60 Kg/ PCS-14	Nil
38	32	CMDP-BGHU	67/5	67/16	318	1967	136/182	60 Kg/ PCS-14	"
39	33	CMDP-BGHU	67/32	68/1	236	1967	58/178	60 Kg/ PCS-14	"
40	34	CMDP-BGHU	68/2	68/9	214	1967	37/177	60 Kg/ PCS-14	"
41	35&36	CMDP-BGHU	68/13	69/8	900	1967	436/464	60 Kg/ PCS-14	proveded
42	37	CMDP-BGHU	69/35	70/8	244	1967	244/0	60 Kg/ PCS-14	Nil
43	38	CMDP-BGHU	70/18	70/24	194	1967	194/0	60 Kg/ PCS-14	"
44	38A	CMDP-BGHU	71/2	71/3	51	1967	0/51	60 Kg/ PCS-14	"
45	38B	CMDP-BGHU	71/18	71/23	134	1967	134/0	60 Kg/ PCS-14	"
46	39	BGHU-KVLS	76/16	76/27	288	1967	288/0	60 Kg/ PCS-14	"
47	40	BGHU-KVLS	77/22	78/3	255	1967	255/0	60 Kg/ PCS-14	"
48	41	BGHU-KVLS	79/11	79/19	239	1967	239/0	60 Kg/ PCS-14	"
49	41A	BGHU-KVLS	79/22	79/23	38	1967	38/0	60 Kg/ PCS-14	"
50	42	BGHU-KVLS	80/11	80/17	186	1967	186/0	60 Kg/ PCS-14	"



51	43	BGHU-KVLS	80/19	81/0	341	1967	341/0	60 Kg/ PCS-14	"
52	44	BGHU-KVLS	81/17	81/25	224	1967	224/0	60 Kg/ PCS-14	"
53	44A	GPJ-DPC	118/5	118/8	67	1967	67/0	60 Kg/ PCS-14	"
54	45	JRT-MVG	207/22	207/29	177	1967	177/0	60 Kg/ PCS-14	"
55	45A	JRT-MVG	209/10	209/18	213	1967	213/0	60 Kg/ PCS-14	"
56	45B	JRT-MVG	211/11	211/14	107	1967	107/0	60 Kg/ PCS-14	"
57	45C	JRT-MVG	212/11	212/15	85	1967	85/0	60 Kg/ PCS-14	"
58	46	JRT-MVG	216/8	216/16	216	1967	216/0	60 Kg/ PCS-14	"
KR line									
59	1	BGUA-KKGM	40.578	41.065	487	1995	223/264	52Kg/ PSC-14	Nil
60	2	KKGM-LKMR	50.85	51.565	715	1995	160/555	52Kg/ PSC-14	"
61	3	KKGM-LKMR	52.8	53.113	313	1995	160/153	52Kg/ PSC-14	"
62	4	KKGM-LKMR	57.45	58.384	934	1995	718/216	52Kg/ PSC-14	"
63	5	TKRI-RUL	86.338	86.83	492	1995	85/407	52Kg/ PSC-14	"
64	6	TKRI-RUL	87.053	87.199	146	1995	146/0	52Kg/ PSC-14	"
65	7	TKRI-RUL	88.262	88.715	453	1995	165/288	52Kg/ PSC-14	"
66	8	TKRI-RUL	90.238	90.731	493	1995	493/0	52Kg/ PSC-14	"
67	9	TKRI-RUL	91.726	91.808	82	1995	82/0	52Kg/ PSC-14	"
68	10	TKRI-RUL	92	92.286	286	1995	115/171	52Kg/ PSC-14	"
69	11	TKRI-RUL	93.277	94.124	847	1995	63/784	52Kg/ PSC-14	"
70	12	TKRI-RUL	94.393	94.736	343	1995	112/231	52Kg/ PSC-14	"
71	13	RUL-LLGM	96.121	96.204	83	1995	83/0	52Kg/ PSC-14	"
72	14	RUL-LLGM	97.243	97.491	248	1995	158/90	52Kg/ PSC-14	"
73	15	RUL-LLGM	97.96	98.173	213	1995	213/0	52Kg/ PSC-14	"
74	16	RUL-LLGM	99.606	99.721	115	1995	80/35	52Kg/ PSC-14	"
75	17	RUL-LLGM	104.82	104.93	115	1995	115/0	52Kg/ PSC-14	"
76	18	RUL-LLGM	106.82	107.16	347	1995	347/0	52Kg/ PSC-14	"
77	19	RUL-LLGM	108.28	108.52	239	1995	239/0	52Kg/ PSC-14	"
78	20	RUL-LLGM	109.05	109.23	184	1995	184/0	52Kg/ PSC-14	"



79	21	RUL-LLGM	109.5	109.58	77	1995	77/0	52Kg/ PSC-14	“
80	22	RUL-LLGM	110.46	110.66	198	1995	198/0	52Kg/ PSC-14	“
81	23	LLGM-BLMK	112.68	114.28	1599	1995	1032/567	52Kg/ PSC-14	“
82	24	LLGM-BLMK	115.68	115.93	252	1995	252/0	52Kg/ PSC-14	“
83	25	LLGM-BLMK	118.97	120.26	1287	1995	675/612	52Kg/ PSC-14	“
84	26	BLMK-SKPI	134.19	134.31	124	1995	124/0	52Kg/ PSC-14	“
85	27	BLMK-SKPI	136.98	137.04	63	1995	63/0	52Kg/ PSC-14	“
86	28	BLMK-SKPI	137.27	137.42	159	1995	159/0	52Kg/ PSC-14	“
87	29	SKPI-KTGA	139.59	140.13	547	1995	76/471	52Kg/ PSC-14	“
88	30	SKPI-KTGA	141.16	141.43	270	1995	187/83	52Kg/ PSC-14	“
89	31	SKPI-KTGA	144.42	144.53	106	1995	106/0	52Kg/ PSC-14	“
90	32	SKPI-KTGA	145.39	145.64	251	1995	251/0	52Kg/ PSC-14	“
91	33	SKPI-KTGA	146.3	146.44	140	1995	140/0	52Kg/ PSC-14	“
92	34	SKPI-KTGA	146.53	146.64	111	1995	111/0	52Kg/ PSC-14	“
93	35	SKPI-KTGA	148.82	148.99	173	1995	173/0	52Kg/ PSC-14	“
94	36	KTGA-SPRD	156	156.19	187	1995	187/0	52Kg/ PSC-14	“

**Annexure-21**

ODRAF Control Room (24x7) Telephone:- 0671-2339555 (Cuttack)					
MOBILE NO OF INCHARGE OF ODRAF UNITS WITH STRENGTH					
Sl No	Locations	I/C NAME	MOBILE NO	UNIT NAME	Capa city
1	Jharsuguda	Dy Sub - M. B. Thapa	9438500678	OSAP2 nd Bn JSG	43
2	Koraput	Dy Sub - S.K.Hota	8249114949	OSAP 3rd Bn KPT	35
3	Rourkela	Dy Sub - S.K R.Tulla	9438503808	OSAP 4th Bn RKL	42
4	Baripada	H.M. - T. K. Rout	9437806782	OSAP 5th Bn BPD	47
5	Cuttack	Dy Sub - S.K.Nayak	9437070279	OSAP 6th Bn CTC	50
6	Bhubaneswar	Dy Sub - B.Mishra	986118013	OSAP 7th Bn. BBSR	41
7	Chatrapur	H.M.- M.K.Rout	9439932505	OSAP 8th Bn Ctr (old)	32
8	Balasore	HavM.- R.Behera	9337105939	Dist. (A.P.R Balasore)	41
9	Jagatsinghpur	R.I - S.N.Jena	9437140482	Dist.(A.P.R Jagatsinghpur)	48
10	Balangir	R.I - A.K.Sahoo	8895475053	(A.P.R Bolangir)	42
11	Dhenkanal	H.M - M.R.Samal	9937949513	1st OSAP Bn, DKL	32
12	Chatrapur	H.M. - B.S.Padhi	9437034939	OSAP 8th Bn CTR (new)	39
13	Koraput)	Dy Sub- S.S.Sabar	9438017229	1st IR Bn, KPT Upper Kolab	36
14	Rayagada	Dy Sub - P.K.Dora	6371216639	2nd IR. Bn, Rgd	29
15	Jajpur	H.M - B.N.Dash	6370357095	3rd IR.Bn,jjp	30
16	Deogarh	Dy Sub- B.N.Mishra	9437821901	4th IR. Bn, Dgr	48
17	Boudh	Dy Sub- A.K.Minz	9938032790	5 th I.R. Bn, Boudh	43
18	Khurda	Dy Sub - Z.R.Khan	7978980055	6th IR. Bn, KDA	44
19	Koraput	Sub. - K.M.Pradhan	8455965985	7th SPL.IR. Bn,Kpt	43
20	Bhanjanagar	H.M- .P.K.Setha	9861258832	8th SPL.IR.Bn, Bngr	42



**Andhra Pradesh
(APDRAF)**

SDRF Control Room- Office Mobile Telephone No- 9440906404.

Office Email: apsdraf@gmail.com

Unit	In Charge	Telephone/ Mobile	Email
Nodal Officer SDRF	S.Devanada Rao Asst. Comm. APSDR, Liaison Officer	08645237347 M- 9440627425	devaacmt@gmail.com
Reserve Inspector SDRF	S . Muniswamy	M- 9440906753	Munuswamy.sunkara@gmail.com
Nodal Officer Disaster	Sanjay Kumar Commandant / VSKP	0891282415 M-7382264169	Noicap_navy@nic.in
CMD / VSKP	H.Y.DORA	0891-2737678 M-9491049816	Cgm_ocs@apeasternpower.com
Director Disaster	K ramachandra Rao	08912543031 M-9490753428	cwcvs@gmail.com
Dy Chief Controller of Explosives/ VSKP	On duty	08912722257	dyccevizag@explosives.gov.in

Disaster Management Directory				
Location	Responsible authority	Land phone	Cell phone	Email ID
NDRF control room 24x 7 Guntur	On duty Controller	8632293050	04024220949	(Round the clock)
Liaisoning officer	Asst.commandant APSDRF	08645237347	9440627425	devaacmt@gmail.com
HOD				hod.s@gsi.gov.in
Nodal officer	Duty officer	7678537083	9810340841	
DPM				
	Malleswar Rao	9849814525	9989502361	
	Ms Padmavathi	9100124602		
	Ms SriRanga	9704944466		
	Ashok Kumar	944033688	9398432861	
Srikakkulam	Collectors & DM	08942229906	9849903786	apsrk@ap.nic.in
	Joint Collector		9490612828	Jcsklm20122@gmail.com
	DRO (District Revenue Officer)		9490612829	drosklm2012@gmail.com
	Supdt. D. Diction	08942222555	8333988754	cosklmsupdtd@gmail.com
	Superintendent of Police	08942222556		spskl@appolice.gov.in



Vizianagarm	Joint Collector	08922276658		Jc_vznm@ap.gov.in
	DRO (District Revenue Officer)	9491012012		dro_vznm@ap.gov.in
	Supdt. D. Diction		9440178300	dsuperindent123@gmail.com
	Superintendent of Police	08922276163		spvzm@appolice.gov.in
Vishakhapatnam (VSKP)	Collectors & DM	08912526999		vskp@ap.gov.in
	Joint Collector		9491198733	jcvizag@gmail.com
	DRO (District Revenue Officer)		9849903820	drovsk@gmail.com
	Supdt. D. Diction		9849913705	Email-089-25263121
	Superintendent of Police	08912551104		spvspr@appolice.gov.in

Chhatisgarha

State Fire & emergency Service Control Room- Office Telephone No- 91-7712512331 (24X7)
NDRF HELP line- 919711077372.

Annexure-22

Particulars of Civil Defence in ECoR

A Khurda Road Division:-

Total CD strength of the unit: - **75 nos (Seventy Five)**

Sl No	Name of Civil Defence Officer/ Unit Head	Official Design	CD Designation	Mobile No & Land Line No.	E-mail Id
1	Shri G.C.Naik	Sr. DSO	Civil Defence Officer	Mob-8455887940 L/Line-72266(Rly) BSNL-06742491404	srdsokur@gmail.com
2	Shri S.Behera	Safety Instructor	Civil Defence Inspector	Mob-8455887944	beherasukendra@gmail.com

**B. Sambalpur Division:-**Total CD strength of the unit: - **36 nos (Thirty Six)**

Sl No	Name of Civil Defence Officer/ Unit Head	Official Design	CD Designation	Mobile No & Land Line No.	E-mail Id
1	Shri Siba brata Dhal	Sr. DSO	Civil Defence Officer	Mob-8455886940 L/Line-72266(Rly) BSNL-0663-2533096	srdso_sbp@sbp.railnet.gov.in
2	Shri Bibhuti Bhusan Sahu	OS/Mech	Civil Defence Inspector	Mob-9437392457	bibuti75.sbp@gmail.com

c. Waltair Division:-Total CD strength of the unit: - **45 nos (Forty Five)**

Sl No	Name of Civil Defence Officer/ Unit Head	Official Design	CD Designation	Mobile No & Land Line No.	E-mail Id
1	Sri Praveen Bhati	Sr. DSO	Civil Defence Officer	Mob-8978080940 L/Line-82460(Rly) BSNL-0891-2591033 / 0891-2882460	srdsovskp@gmail.com
2	Shri Ch.BU Prasad	Tech-I/ ELS	Civil Defence Inspector	Mob-8978080949	Photoprasad17@gmail.com

Particulars of Civil Defence in State

Office/Officer	Telephone No.	Email ID
Director General of Police, FS, CG HGs & Director, Civil Defence, Odisha	0671-2300317(O)	dircdodisha@gmail.com
IGP, FS, HGs & CD, Odisha	0671-2300584	dircdodisha@gmail.com
Assistant Director Civil Defence	0671-2306177	dircdodisha@gmail.com
Deputy Controller, Civil Defence, Bhubaneswar.	0674-2394199	civildefencebbsr@gmail.com
Deputy Controller, Civil Defence, Koraput.	06852-250285	dyconcdkoraput@gmail.com



Deputy Controller, Civil Defence, Rourkela.	0661-2500817 0661-2503717	civildefence_rkl@redifimail.com
Sub-Collector –cum- Deputy Controller, Civil Defence, Talcher.	06760-240720	subcolltr@gmail.com dccdtalcher@gmail.com
AFO-cum- Deputy Controller, Civil Defence, Blasore.	06782-262020	balasorefirestation@gmail.com
AFO-cum- Deputy Controller, Civil Defence, Bhadrak.	06784-231445	afobhadrakfs@gmail.com
AFO-cum- Deputy Controller, Civil Defence, Kendrapada.	06727-230301	kendraparafiresttion@gmail.com
AFO-cum- Deputy Controller, Civil Defence, Jagatsinghpur.	06724-220099	jagatsinghpurfirestation2016@gmail.com
AFO-cum- Deputy Controller Civil Defence Dhenkanal	06762-226501	dklfirestation@gmail.com

**Annexure-23**

LIST OF ELECTRICAL ITEMS
STORAGE LOCATION OF STORES AND EQUIPMENTS WITH QUANTITY

Sl no	Items	KUR									WAT			SBP		
		KUR	PUI	BHC	JKR	CTC	BAM	TLHR	PSA	PRDP	VSKP	VZM	NWP	SBP	TIG	RAIR
1	Generator Car	1									1			1		
2	Portable Generator Set 2 KW	4	2	2	2	2	2	2	2	2	4	2	2	4	2	2
3	500 W Halogen Fittings with Lamps OR 50 W LED out door fitting set.	10	5	5	5	5	5	5	5	5	10	5	5	10	5	5
4	Pendant Holder	100	20	20	20	20	20	20	20	20	50	20	20	50	20	20
5	Lamp 100 W/150 W or 10 W LED bulbs	120	50	40	40	40	40	40	40	40	100	50	30	70	40	40
6	Cable 2.5 Sq. mm (in Mtrs)	5000	2000	2000	2000	2000	2000	1000	1000	2000	5000	1000	1000	3000	2000	1000
7	Cable PVC 2.5 Sq. mm (in Mtrs)	5000	1000	1000	1000	1000	1000	1000	1000	1000	5000	1000	1000	3000	2000	1000
8	3 Core Cab Type Wire (in Mtrs)	1000	500	500	500	500	500	500	500	500	1000	500	500	1000	500	500
9	M Switch 16 Amps	10	5	5	5	5	5	5	5	5	10	5	5	10	5	5
10	Black Tape (in Nos)	20	5	5	5	5	5	5	5	5	20	10	5	10	5	5
11	Telescopic Light Posts	20	10	5	5	5	5	5	5	5	10	5	5	10	5	5
12	Aluminium Ladder 20 ft	5	2	2	2	2	2	2	2	2	5	2	2	5	2	2
13	HSD Oil (in Liters)	200	100	100	100	100	100	100	100	100	200	100	100	200	100	100
14	Walkie-Talkie sets	10	2	2	2	2	2	2	2	2	10	2	2	2	10	2
15	Lorry	1	-	-	-	-	-	-	-	-	1	-	-	1	-	-
16	Dry cell operated LED emergency light	40	10	5	5	5	5	5	5	5	20	10	5	20	5	5

**Annexure-24****Details of Tower Wagons (4-W & 8-W) as on 31.10.2019**

SN	Depot	TW Number	Div.	4W/ 8W	Make	Year of Mfg.	Date of last POH	Next POH on	Remarks
WAT division									
1	SCMN	6511	WAT	8-W	SAN, DH, US	1998	01/2019	01/2025	Working
2	S.Kota	6059	WAT	8-W	SAN, DH, US	1999	02/2014	02/2020	Working
3	RGDA	190001	WAT	8-W	ICF, DE, OB	02/2019	-	-	New TW, got accident at SPRD & burnt.
4	NWP	4515	WAT	4-W	M-III, JMP, DH, OB	1993	03/2014	03/2020	Working
5	CHE	710004	WAT	4-W	M-IV, BHEL, DE, US	04/2005	12/2013	12/2019	Working
6	KRPU	PTL2011040046	WAT	4-W	M-IV, Phooltas, DH, US	04/2011	01/2018	01/2024	Working
7	VZM	PTL2012020087	WAT	4-W	M-IV, Phooltas, DH, US	05/2012	06/2019	06/2025	Working
8	JYP	PTL2012020088	WAT	4-W	M-IV, Phooltas, DH, US	05/2012	09/2019	09/2025	Working
9	DMK	PTL2011040047	WAT	4-W	M-IV, Phooltas, DH, US	04/2011	-	04/2017	Not working
10	DWZ	6034	WAT	4-W	M-II, JMP	1978	11/2014	11/2018	Not working
11	VSKP	PTL2012020148	WAT	4-W	M-IV, Phooltas, DH, US	06/2015	-	06/2021	Working
12	ARK	6057	WAT	4-W	M-III, JMP, DH, OB	1995	07/2013	07/2019	Working.
13	VBL	PTL2012020089	WAT	4-W	M-IV, Phooltas, DH, US	05/2012	-	05/2018	Send to KGP for POH (04.09.19)
14	-	6063	WAT	4-W	M-III, BEML, DH, US	1999	01/2019	01/2025	Working
15	-	6036	WAT	4-W	M-II, KPA	1981	07/2014	07/2018	EM/POH spare
KUR division									
1	IPM	710100	KUR	8-W	ICF, DE, OB	03/2000	04/2014	04/2020	Working
2	BHC	710200	KUR	8-W	SAN, DH, US	03/1998	06/2016	06/2022	Working
3	TLHR	710300	KUR	8-W	ICF, DE, OB	09/2004	09/2013	09/2019	Working
4	KDJR	710400	KUR	8-W	ICF, DE, OB	12/2005	03/2015	03/2021	Working
5	KUR	710600	KUR	8-W	BEML, DH, US	10/2012	05/2019	05/2025	Working
6	CTC	710700	KUR	8-W	BEML, DH, US	04/2013	-	04/2019	Working
7	JJKR	RU-103	KUR	8-W	SAN, DH, US	1989	11/2012	11/2018	Handed over to KPAW for POH on 02.08.19
8	BBS	710001	KUR	4-W	M-III VENTRA, DH, US	06/1999	-	06/2005	Working
9	RHMA	710002	KUR	4-W	M-III, VENTRA, DH, US	2003	01/2013	01/2019	Working
10	SIL	710003	KUR	4-W	M-IV, BHEL, DE, US	09/2004	07/2013	07/2019	Working
11	TMKA	710005	KUR	4-W	M-IV, BHEL, DE, US	09/2004	03/2013	03/2019	Working
12	RJGR	2010010005 (710006)	KUR	4-W	M-IV, Phooltas, DH, US	05/2010	-	05/2016	Working
13	BALU	2010010007 (710007)	KUR	4-W	M-IV, Phooltas, DH, US	05/2010	-	05/2016	Working
14	CAP	2010030010 (710008)	KUR	4-W	M-IV, Phooltas, DH, US	05/2010	11/2019	11/2025	Working
15	RHMA	2010080017 (710009)	KUR	4-W	M-IV, Phooltas, DH, US	09/2010	-	09/2016	Working
SBP division									
1	BONA	6035	SBP	4-W	M-II, JMP, DH	1981	01/2017	01/2021	From KUR
2	TIG	710800	SBP	8-W	ICF, DE, OB	02/2018	-	02/2024	New TW received.
3	SBPY	190037	SBP	8-W	ICF, DE, OB	07/2019	-	07/2025	New TW received.
4	MNGD	190044	SBP	8-W	ICF, DE, OB	08/2019	-	08/2025	New TW received.
5	SBP	DAHOD 218	SBP	8-W	DAHOD, DE, OB	09/2019	-	09/2025	New TW received.
Details of defective/burnt tower wagons in ECoR									
1	-	6037	SBP	4-W	M-II, KPA, DH	1982	06/2010	06/2014	To be condemned
2	-	6029	SBP	4-W	M-II, KPA, DH	1981	04/2008	04/2012	To be condemned



Summary

TW	WAT	KUR	SBP	Total
8 wheeler	3	7	4	14
4 wheeler	12	8	1	21
Defective (to be condemned)	0	0	2	2

Annexure-25

LIST OF STORE ITEMS

SI No	PI No.	Description of materials	Desirable Quantity
1	92111002	Diesel Oil	12,000 liters
2	80090436	Kerosene Oil	10,000 liters
3	43302506	Torch	90 nos
4	43302002	Torch Cell	7583 nos
5	75104271	Tarpaulin	15 nos
6	79315719	Gum Boot (Size 6, 7 & nos)	48pairs
7	79322580	Umbrella	75 pairs
8	78902320	Stretchers	15 nos
9	42118414	Electric Bulb with holders CFL	1467 nos
10	79030348	Blankets	1377nos
11	79337806	Bed Sheets	27700 nos
12	81030812	Bleaching powder	5340 kgs
13	83055034	General Safety Items (Register)	612 nos.
14	90701008	G I Wire	2.21 MT
15	74267206	Pan motar	58 nos.
16	75208106	Hand Gloves	3000 pairs

**Annexure-26****Telephone Numbers of RPF officials****KUR Division.**

SL/No	Post, Coy & Units	Railway		BSNL	CUG & MobileNo.	Availabl e strength of officers & staff atPost & (OP) level.
		Off.	Res.	Off.		
1.	Sr.DSC/RPF/KUR	72250	72251	0674-2490675	8455887700	
2.	ASC/RPF/CTC	72150	-	06742492943	8455887701	
3.	ASC/RPF/KUR	72416	72417		8455887702	
4.	IPF/HQ	72953		-	8455887746	03
5.	IPF/CRIME	72619		-	8455887722	10
6.	IPF/PS	72953		-	8455887725	07
7.	IPF/DQM	72156		-	8455887724	08
8.	IPF/SIB	72556		-	8455887726	-
9.	IPF/CIB	72258		-	8455887727	13
10.	IPF/KUR	72418	72419	06756-2492684	8455887703	97
11.	CC/TE-COY	72740		-	8455887704	100
12.	OC/RPF/PSA	77210	77211	08945-243912	8978280701	28
13.	OC/RPF/BAM	76018	76019	0680-2216602	8455887710	50
14.	OC/RPF/BALU	73326,73321	-	06756-220007	8455887711	28
15.	OC/RPF/PUI	75718/14	75719	06752-224275	8455887716	63
16.	OC/RPF/BBS	59503	-	0674-2575606	8455887705	124
17.	OC/RPF/MCS	58496	58497	0674-2740116	8455887720	32
18.	OC/RPF/CTC	74516/14	74515		8455887706	81
19.	OC/RPF/PRDP	75616	75617	06722-229630	8455887712	30
20.	OC/RPF/JJKR	74323	74215	06726-224964	8455887707	38
21.	OC/RPF/BHC	74014/16	74015	06784-2230865	8455887709	30
22.	OC/RPF/DNKL	75410	-	0676-2211538	8455887713	22
23.	OC/RPF/TLHR	75316	75317	06766-241844	8455887714	36
24.	OC/RPF/ANGL	75150	-	0676-4214150	8455887715	17
25.	OC/RPF/KDJR	74752/74750	74751	06766-258103	8455887708	41
26.	IPF/SCNL/KUR	72154,72554	-	0674-2492229	8455887777	10



SBP Division.

1.	DSC/RPF/SBP	085-62436	62437	0663-2402174(O) 0663-2402875 ®	8455886700	
2.	ASC/RPF/SBP	085-62624	62213	-	8455886701	
3.	RPF Post/ SBP	085-62222		0663-2400903	8455886705	62
4.	RPF/Post/RAIR	085-63250		06644-253239	8455881021	23
5.	RPF/Post/BLGR	085-64250		06652-230669	8455886707	33
6.	RPF/Post/TIG	085-68352		06655-221934	8455886708	47
7.	RPF/Post/KBJ	085-67252		06657-221467	8455886706	23
8.	RPF/Post/MSMD	085-68454		07723-224778	9752410126	33
9.	RPF/Out /Post/ BXQ	085-62769		06645-214552	8455886725	19
10.	RPF/Out/Post/BRGA	085-62636		06646-233122	8455886715	11
11.	RPF/Out/Post/BWIP				9437089569	10
12.	RPF/Out/Post/MNGD	085-68452		06863-245875	8455886716	14
13.	RPF TE/Coy/SBP	085-62448			8455886713	48
14.	Crime Reader /SBP	085-62372			8455886712	04
15.	SIB/Unit/SBP	085-62396		0663-2522085	8455886711	04
16.	SIB/UNIT/TIG	085-68449		06655-220175	8455886778	04
17.	DI/CIB/SBP	085-62592			8455886710	06
18.	DQM/SBP	085-62370			8455886729	04
19.	DOG/SQUARD	085-62722			9348013965	03
20.	SCNL/SBP	085-62471, 085-62630		0663-2521179	8455886777	--

**WAT Division:-**

1.	Sr.DSC/RPF/WAT	085- 82250	82251	0891-2746254 0891-2746253®	8978080700	
2.	ASC/RPF/WAT	82412	82413	0891-2727060	8978080701	
3.	IPF/TE-Coy	82916		2525810	8978080702	117
4.	IPF/VSKP Post	82818 82924	82819	2525824(O) 2842819 ®	8978080703	110
5.	IPF/MPM Post	85508	85506	2716412	8978080704	82
6.	IPF/VZM Post	83216	83217	08922-224580	8978080705	47
7.	SI/Kotavalasa OP	85300	-	08966-273088	8978080706	18
8.	ARK Post	84155	-	08936-249898	8978080707	12
9.	IPF/SIB/WAT	82014	82907	2700991	8978080708	06
10.	IPF/CIB/WAT	82012	-	2525872	8978080709	05
11.	IPF/DLS Post/WAT	85501	-	2010743	8978080710	20
12.	DSC/R-Coy/WAT	82904	-	2525836	8978080711	
13.	Crime Reader/WAT	82918	-	2842918	8978080713	10
14.	IPF/HQ/WAT	82715	82923	2842715	8978281331	05
15.	IPF/CHE Post	85916	-	08942-287371	8978281332	33
16.	IPF/DVD Post	83552	85103	2549587	8978281333	29
17.	SI/NWP Out Post	85919	-	08945-249569	8978281334	14
18.	ASI/SUP Out Post	86040	-	08966-200385	8978281335	10
19.	Bobbili Post	83326	-	08944-253744	8978281336	17
20.	IPF/DQM/WAT	83084	-	-	8978281343	05
21.	IPF/RGDA Post	85616	85617	06856-224626	8455893701	47
22.	IPF/LKMR Post	85816	-	06855-268411	8455893702	15
23.	IPF/KRPU Post	84391	-	08652-252682	8455893704	39
24.	SIPF/JYP Out Post	-	-	-	8455893705	09
25.	IPF/JDB Post	84656,84658	86659	07782-226530	9752447152	25
26.	IPF/KRDL Post	84955	-	07857-255192	9752447153	11
27.	SI/BCHL (OP)	-	-	-	9752413916	10
28.	SCLN/WAT	82817 82016		0891-2501184	8978080777	-



Telephone Numbers of GRP officials :-

ODISHA

	Railway		P&T			Mobile No.
	Off.	Res.	STD	Number	Item	
IGP/Rlys/Cuttack, ODISHA	74510	74511	0671	2306615 2306615	Off. Fax	9438915982
SRP DISTRICT (Rourkela)						
SRP/Rourkela	76410		0661	2600216	Off	9437083559
DSRP/Jharsuguda	76041		06645	271801		
IIC/Sambalpur	62329	62487	0663	2521961		9437407117
IIC/Bolangir	64354	64326	06652	234789		9438916901
OIC/Titilagarh	68354	68355	06655	220491		9437371108
OIC/OP/Kantabanji	67254	67255	06657	220367		
DSRP/Rayagada	85612 85618	85613	06856	223744	Off	
OIC/Rayagada	85618	85619	06856	222005		
ASI/OP/Muniguda						9178865005
OIC/Koraput	86394		06852	252046	Off	

SRP DISTRICT (CTC)						
SRP/Cuttack	74412	74413	0671	2443982 2443983	Off Res	9438916890
DSRP/KUR			0674	2372711		
IIC/KUR/GRPS	72714		0674	2490283	Off	9437791666
ASI/Nirakarpur						
OIC/Puri	75716		06752	222678	Off	9439192718
IIC/Brahmapur	76014		0680	2229528	Off	8328877251
IIC/Bhubaneswar	59608	59609	0674	2531090	Off	9437233928
DSRP/CTC	74414	74415	0671	2445169		
IIC/Cuttack	74418		0671	2549405		9439282144
ASI/Talcher	75318	75319				
OIC/JajpurRoad	74218	74219				8895080480
OIC/Bhadrak	74018	74019	06784	230510	Off	9437423277
OIC/GRPS/Paradeep						
IIC/GRPS/Balasore	64819		06782	262025		

**CHHATTISGARH**

SRP/Raipur	0771	P&T 2886000 Off	Mob/CUG 947919150 0
DSRP/Raipur		2880003	9479191501
IRP/Raipur			09479191502

ANDHRA PRADESH

SRP/Vijaywada	Rly 6863 5	0866	P&T 2576062 2575897	Off Fax	Mob/ CUG
DSRP/ Visakhapatnam		0891	2746211	Off	
			2539149	Res	
IRP/VSKP	82910	0891	2882910	Off	9440627547
GRPOP/Duvada					
SI/Vizianagaram	83218	08922	223743	Off	9490617089
SI/Palasa	77310	08945	241013	Off	
ASI GRPOPBobbili		08944	252355	Off	
ASI OP/Parvatipuram		08963	221028	Off	
HC/Srikakulam	84861	08942	286228	Off	

**Annexure-27**

OFFICERS & STAFF TRAINED ON FLOOD RESCUE AND BOAT OPERATION
UNDER NDRF, MUNDULI FROM 16.12.2019 TO 18.12.2019

Sl. No	Name	Designation	Place of Posting	Mobile No.
HEADQUARTER/BHUBANESWAR				
1	Sri Anil Kumar	Constable	CIB/HQ/Bhubaneswar	7978506510
2	Sri Hemant Kumar	Constable	-do-	7978603928
3	Sri S.S. Panda	ASIPF	IVG/HQ/Bhubaneswar	8895513001
4	Sri S.K. Paswan	Constable	-do-	9438219164
5	Sri Sahendra Kumar	Constable	-do-	9304365499
6	Sri Prafulla Behera	Constable	CCS/HQ/Bhubaneswar	8249616470
7	Sri S. Pattanayak	Constable	R-Coy/HQ/Bhubaneswar	7908668552
8	Sri Firoj Khan	Constable	-do-	9692797753
9	Sri B. Prajapati	Constable	-do-	7783974007
10	Sri SK Senapati	Constable	-do-	9933777714
11	Sri A.N. Pradhan	Constable	-do-	8249311256
12	Sri Dhaneswar Sahoo	Constable	-do-	8653540498
13	Sri GS Behera	Constable	-do-	9883157507
14	Sri AK Behera	Constable	-do-	9931524357
KHURDA ROAD DIVISION				
1	Sri Amit Kumar	SIPF	RPF Post, Bhubaneswar	9692461510
2	Sri P.K. Roul	SIPF	RPF Post, Puri	9658575824
3	Smt. V. Sharma	L/SIPF	RPF Post, Khurda Road	8908730578
4	Sri R.S. Rana	Constable	-do-	7008019697
5	Sri N. Jena	HC-135	-do-	6370184938
6	Sri Manoranjan Jena	Constable	-do-	9348600297
7	Sri Firoj Khan	Const-920403	-do-	7978003835
8	Sri S. Singh	Const-955207	-do-	8917288265
9	Sri S.P. Dash	Const-946101	-do-	8763862726
10	Sri Prabhakar Nayak	Constable	R-Coy/Khurda Road	7008197894
11	Sri B.C. Bhanja	HC-202	-do-	9439193958
12	Sri T. Sahoo	Constable	-do-	9073918356



13	Sri P. Anil	Constable	-do-	7702927268
14	Sri Bijan Kumar Samal	Const	SIB/Talcher	9078639644

**Annexure-28**

OFFICERS & STAFF TRAINED ON FIRST AID FIRE FIGHTING RESCUE
AT OFDRA, BHUBANESWAR FROM 03.02.2020 TO 03.03.2020

Sl. No	Name	Designation	Place of Posting	Mobile No.
KHURDA ROAD DIVISION				
1	Sri SK Bagla	HC-171	RPF Post, Puri	8114963497
2	Sri Jitendra Bag	HC-68	-do-	7381646476
3	Smt. V. Sharma	L/SIPF	RPF Post, Khurda Road	8908730578
4	Smt. Haimabati Behera	L/HC	-do-	9437282980
5	Sri N. Jena	HC-135	-do-	6370184938
6	Sri Manoranjan Jena	Constable	-do-	9348600297
7	Sri S. Singh	Const-955207	-do-	8917288265
8	Sri S.P. Dash	Const-946101	-do-	8763862726
9	Smt. Kalpita Samantaray	L/Constable	-do-	9438093708
10	Sri Prabhakar Nayak	Constable	R-Coy/Khurda Road	9556877228
11	Sri Raj Pal	Constable	-do-	8895754708
12	Sri B.C. Bhanja	HC-202	-do-	7008639919
13	Sri T. Sahoo	Constable	-do-	9073918356
14	Sri P. Anil	Constable	-do-	7702927268
15	Sri P.C. Sahoo	Constable	RPF Post, Bhubaneswar	8293302338
SAMBALPUR DIVISION				
1	Sri B.R. Ghotia	IPF	RPF Post, Mahasamud	9752410126
2	Sri Anil Kumar	HC-387	-do-	8000963989
3	Sri Bidyadhar Sutar	SIPF	RPF Post, Rairakhol	9861036170
4	Sri MC Meena	Constable-416	RPF Post, Boinda	8093983393
5	Sri Loknath Pradhan	Constable-88	RPF Post, Balangir	6370852882
6	Sri HS Sahoo	Constable	RPF Post, Bargarh	8329809571
7	Sri Mandeep Singh	Constable	RPF Post, Kantabanji	9050059059
8	Sri Nitish Kumar	Constable-431	R-Coy/Sambalpur	6370087219
9	Sri B. Bagartee	Const-3661	RPF Post, Sambalpur	7681011052
10	Mukesh Kumar Meena	Constable	-do-	7008089623
11	Sri Sourav Singh	Constable	-do-	9456067455
12	Sri Lotan Singh	Constable	P-Cell/Sambalpur	8285269624
13	Sri AK Saini	Constable	SCNL/Sambalpur	8946987440
14	Jubaraj Rohini	Constable	RPF Post, Titlagarh	9337630313
15	Sri Sailendra Kumar	Constable	-do-	7978399529

**Annexure-29****ECOR CCTV updated on 08.03.2022**

Name of the Stations where CCTV Cameras provide	Class of Station (A1, A, B, C, D, E or F)	No. of CCTV Cameras provided.														
		Under ISS			Under Hiring			Under RailTel			Other			Total		
		PTZ	Fixed	Total	PTZ	Fixed	Total	PTZ	Fixed	Total	PTZ	Fixed	Total	PTZ	Fixed	Total
Puri	A1	0	32	32	0	0	0	0	0	0	0	8	8	0	40	40
Bhubaneswar	A1	13	19	32	0	0	0	0	0	0	0	8	8	13	27	40
Cuttack	A1	14	35	49	0	0	0	0	0	0	0	0	0	14	35	49
Palasa	A	0	0	0	0	0	0	2	22	24	0	0	0	2	22	24
Berhampur	A	0	0	0	0	0	0	3	37	40	0	0	0	3	37	40
Khurda Road	A	0	0	0	0	0	0	3	37	40	0	0	0	3	37	40
Jajpur Keonjhar Road	A	0	0	0	0	0	0	3	37	40	0	0	0	3	37	40
Bhadrak	A	0	0	0	0	0	0	2	34	36	0	0	0	2	34	36
Jagan Nathapur	E	0	0	0	0	0	0	0	0	0	0	2	2	0	2	2
Dhenkanal	B	0	0	0	0	0	0	1	32	33	0	0	0	1	32	33
Anugul	B	0	0	0	0	0	0	3	32	35	0	0	0	3	32	35
Visakhapatnam	A1	15	32	47	0	0	0	0	0	0	0	2	2	15	34	49
Vizianagaram	B	0	0	0	0	0	0	1	15	16	0	1	1	1	16	17
Srikakulam	B	0	0	0	0	0	0	3	36	39	0	4	4	3	40	43
Rayagada	B	0	0	0	0	0	0	1	15	16	0	0	0	1	15	16
Duvvada	B	0	0	0	0	0	0	0	0	0	0	2	2	0	2	2
Sambalpur	A	0	0	0	0	0	0	1	15	16	0	9	9	1	24	25
Bargarh	B	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1
Bolangir	B	0	0	0	0	0	0	2	37	39	0	6	6	2	43	45
Titilagarh	B	0	0	0	0	0	0	3	37	40	1	11	12	4	48	52
Kantabanji	B	0	0	0	0	0	0	0	0	0	0	6	6	0	6	6
Kesinga	B	0	0	0	0	0	0	0	0	0	0	5	5	0	5	5
Jagadapur	B	0	0	0	0	0	0	3	37	40	0	0	0	3	37	40
Koraput	B	0	0	0	0	0	0	3	37	40	0	0	0	3	37	40
Harishankar Road	D	0	0	0	0	0	0	0	0	0	0	3	3	0	3	3
25	-	42	118	160	0	0	0	34	460	494	1	68	69	77	646	723

NB: ISS -04 Nos. of Station having 160 Cameras and VSS-15 Stations having 494 Cameras fixed = total -19 Stations having 654 CCTV Cameras.

CCTV Camera fixed by Commercial Department and other agencies-14 Stations having 69 Cameras used for commercial as well as security purpose.

**Annexure-30****Vulnerable Locations for landslides & flood in ECoR****KUR Division**

Sl No.	Location				Cause	Whether new location or repeated
	Bridge No.	Kilometre	Block section	UP / DN	(Flood / Breaches / Land slide & others)	
1	3				6,7,8	9
1	Br.No. 361	295/1-5	BHC-BUDR	UP	Flood	Repeated
		295/6-2		DN		
2	Br.No. 393	322/5-9	MZZ-BTV	UP	Flood	Repeated
		322/10-6		DN		
3	Br.No. 615	448/25-27	RTN-KUR	UP	Flood	Repeated
		448/25-27		Mid		
		448/28-26		DN		
4	Br.No. 702	478/1-5	TAP-NKP	UP	Flood	New
		478/6-2		DN		
5	Br.No. 838	521/23-25	GNGD-BALU	UP	Flood	New
		521/24-26		DN		
6	Br.No. 861	528/3-5	BALU-CLKA	UP	Flood	Repeated
		528/6-4		DN		
7	Br.No. 992	596/29-33	JNP-BAM	UP	Flood	Repeated
		596/34-30		DN		
8	Br.No. 1050	631/7-9	IPM-JPI	UP	Flood	New
		631/10-8		DN		
9	Br.No. 1052	632/11-15	IPM-JPI	UP	Flood	New
		632/16-12		DN		
10	Br.No. 63	489/8-11	SIL-MLT	UP	Flood	New
		489/8-11		DN		
11	Br.No. 66	490/18-19	SIL-MLT	UP	Flood	New
		490/18-19		DN		
12	Cutting	583/ 4-2 (40m)	CAP-BAM	UP, DN	Land slide	New

**SBP Division**

SI No.	Block section	Duration of traffic disruption			Location.		Length	Cause of disruption ie dueto heavy rains, flooding,
		From date & time	To date & time	Duration (In Hrs)	From km	To km		
1	THV-SPRD	16.07.17	04.06.18	11½ months	326/1 Up line Br.No.588		171 Mtr.	Flash flood with heavy discharge.
2	RPRD-NRLR	15.08.18	16.08.18	28:15 hrs	233/13-15 Dn line Bridge No.385 NRLR end.		10 Mtr.	Flash flood with heavy discharge.
3	HKG-GBQ Up & Dn	20.07.19	20.07.19	3.0 hrs.	576/0	575/6	0.4 Km.	Flooding of track
4	AMB-DKLU	06.08.19	08.08.19	19hrs	266/6-7 Up & Dn Br.No.443 approach toward AMB end.		26 Mtr.(Up)	Flash flood with heavy discharge
5	BLGR-LSX	13.08.19	14.08.19	27:40hr	673/16	674/01	85 Mtrs.	Heavy Rain
6	BLGR-DFR	13.08.19	13.08.19	12 hrs.	693.39	693.455	0.065 Mtrs.	Land Slide at cutting.

WAT Division

SI.	Sub Divn	Major section	Location	Cause		
1	2	3	5	6	7	8
				Flood	Breaches	Land Slide & Others
1	CHE	PSA-VSKP	Km.705/17-13		Yes	
2	CHE	NWP-GNPR	Km.10/8-11, 36/1-3		Yes	
4	ARK	KTV-KRDL	Km no.48/10, 70/27-28, 82/28-29, 83/20-22, 66/10-11, 66/29-30, 71/28-29, 67/22-23, 67/22-24, 38/33-34, 42/19-20, 42/27-28, 64/27-30, 35/20-21, 44/19-20, 64/30-31, 46/25-26, 57/33-58/1, 57/30-31, 64/18-19, 64/9-11, 41/4-5, 41/4-5, 48/8, 56/10-11, 44/26-27, 43/3-4, 56/3-4, 42/16, 66/22-23, 53/9-10, 49/22, 66/30-29, 65/12-13, 71/4-5, 45/4-5, 45/4-5, 46/25-24, 49/28-29, 70/26-28, 71/3-4, 71/27-28, 75/3, 79/29-72/1, 44/23-24, 75/12-13, 77/22-23, 79/27, 82/17-15, 38/23-24, 47/30-31, 66/11-15, 66/27-28, 65/33-34, 68/0-1, 81/7-8, 44/11-12, 46/14-15, 44/20-21, 44/3-5, 67/25, 46/2-3, 47/30, 88/2, 70/30, 64/28-29, 64/30, 64/24-25, 61/1-2, R/3 & R/2 CMDP, 66/01,, 40/20-23, 40/30-31, 41/2-3, 41/22-23, 42/17-18,, 43/5-7, 44/4-5, 46/17-18, 56/13-15, 61/1-2,, 61/2-3,, 61/14-15,, 61/21-22, 62/2-4,			Boulders



89	ARK	KTV-KRDL	62/9-12		30.0m	Wash out
90	ARK	KTV-KRDL	62/15-16, 63/26-27, 64/24-25,, 64/31-32, 65/12-13 , 65/24-33, 66/5-6, 66/27-30, 70/24-29 , 76/26-28 , 80/17-18, 81/6-8, 81/31-82/1, 82/15-17, 93/28-94/1, 105/16-17, 82/15-17, 63/9, 82/15-16, 66/22-23,, 66/18-19, 82/15-17, 66/1-3, 59/25, 61/01, 65/30-31, 53/6-9, 47/20, 58/34-59/1, 38/14-15, 47/22-23, 64/27-28,			Boulders
122	ARK	KTV-KRDL	67/16-22			Boulder hit to Pier -1 and damaged the pier
123	ARK	KTV-KRDL	66/07, 67/25, 70/26-27, 64/29, R-2&3, 66/7-8, 49/11-12, 45/19-20, 38/21-23, 63/33-34, 64/18 , 56/16-17 , 66/20-21, 44/5-6, 35/1-2, 64/2,65/12-13, 34/28-29, 65/13-14, Km.207/4-5, Km.131/7-8, Km.131/4-5, Km.124/23-24, Km.126/9-10, Km.126/9-10, Km.131/7-8, Km.129/22, Km.132/15-16,Km.207/4-5, Km.202/14-15, Km.209/9-10, Km.211/15-17, Km.212/10-12, Km.213/4-5,, Km.213/18-214/01, Km.214/9-11 , Km.214/18-19, Km.215/2-3, Km.216/16-17, Km.217/17-19, Km.218/2-3, Km.129/22-23, 126/12-18, Km.124/1, Km.131/6-7, KM.166/15-16, Km.131/4-5, Km.122/7-9			Boulder fall
164	KRPU	KTV-KRDL	Km.123/20-21, Km.128/9-10, Km.123/20-21, Km.122/8			Boulders & Muck
170	KRPU	KTV-KRDL	Km.157/2-3			Washout
176	JDB	KTV-KRDL	Km.335/5-7 UP , Km.222/13-14, Km.344/17-23			Land slide/slip
179	LKMR	KRPU-SPRD	Km.142/0			Slip earth
180	LKMR	KRPU-SPRD	Km.127/14-128/4	Flood		
181	LKMR	KRPU-SPRD	Km.88/13-14			CWD failure
182	LKMR	KRPU-SPRD	Km.112/10-12, Km.58/3-4, (Km.112/8-9- Repeated , 2 hrs 30 mins R2), Km.120/16-17, Km.120/16-17, Km.111/18-19, Km.126-128	CWD overflow		
183	LKMR	KRPU-SPRD	Km.101/8-9, Km.40/12-13,, Km.103/3-5,, Km.104/12-13, Km.104/12-13, Km.104/13-14			Slop failure
191	LKMR	KRPU-SPRD	Km.145/5-6, Km.86/1-2, Km.127/12, Km.126/18			Earth slip



192	LKMR	KRPU-SPRD	Km.95/19-Km.96/0, Km.115/10-Km.116/1, Km.58/9-10, Km.13/8-9, Km.93/9, Km.155/8-9, Km.98/4-5, Km.13/11- Km.13/12, Km.92/8, Km.135/13,, Km.17/1, Km.104/12-13, Km.108/13-14, Km.109/7-8, Km.105/18-105/19, Km.100/0-1, Km.13/20-21, Km.17/1-2, Km.137/4-12, Km.86/0-2, RUL Yard			Boulder fall
194	LKMR	KRPU-SPRD	Km.58/1-3, Km.53/6-7, Km.93/9-Km.93/10, Km.119/18,			Rock fall inside T.4,, inside T.3
197	LKMR	KRPU-SPRD	Km.13/11-12			Boulders with muck
198	LKMR	KRPU-SPRD	Km.114/4-5,, Km.119/19-120/0, Km.141/1-2			Soft rock fallen T23
206	LKMR	KRPU-SPRD	Km.137/11-12, Km.137/11-12, Km.92/17-18,, Km.91/9-10,, Km.98/3-5, Km.101/5-7, Km.100/0, Km.105/12-14, Km.155/7-9, Km.13/17-22, Km.101/7-8, Km.125/17-18, Km.142/2-5, Km.142/2-5, Km.11/32-33, Km.126/0-1, Km.137/19-138/0, Km.106/8-9, Km.101/9-10, Km.150/0-1, SKPI Yard, Km.55/11-12, Km 99/22-23, Km 109/22-24, Km 46/30-31, SKPI Yd, Km 116/18-19, Km 137/9-14			slope failure
211	LKMR	KRPU-SPRD	Km.91/2-3			Loose earth
218	LKMR	KRPU-SPRD	Km.119/0- 1, Km.120/4, Km.117/15-16, Km.124/4-5, Km.127/12-13, Km.128/4-5			Overflow of Br.299, 296
226	LKMR	KRPU-SPRD	Km.104/12-13			Loose boulder fall
227	LKMR	KRPU-SPRD	Km.124/4-6	Br.292 over flow		
240	LKMR	KRPU-SPRD	Km.99/14-15			T 14 rock from roof
241	LKMR	KRPU-SPRD	Km.134/13-14, Km.103/1, Km.101/7-8, Km.89/4-89/5, Km.89/5-89/6, Km.90/11-15, Km.90/17-18, Km.98/1-2, Km.101/14, Km.102/2-102/3, Km.103/0, Km.107/18, Km.114/14-16, Km.115/15-16, Km.116/16-17, Km.117/2-117/3, Km.133/4-10, Km.141/10, Km.147/12-13			Tree fallen
251	LKMR	KRPU-SPRD	Km.147/12-14, Km.134/8-9, Km.159/7-10, Km 29/16-17, Km 53/16-17 & 13-14, Km 55/10-13, Km 58/7-8			Earth slip
254	LKMR	KRPU-SPRD	Km.143/19-144/0, Km.96/4-5, Km.137/10-16, Km.142/4, Km.143/9, Km 53/13-14, Km 13/8-9			Boulder fall



257	LKMR	KRPU-SPRD	Km.108/7-8			Earth failure
279	LKMR	KRPU-SPRD	Km.151/0	W/W Jam with silt		
282	LKMR	KRPU-SPRD	Km.88/0-9			Rockfall from U/L portion T 7
283	LKMR	KRPU-SPRD	Km.139/15-16			Soft rock from U/L portion T 29
290	LKMR	KRPU-SPRD	Km.126/2-127/13, Km 84/4-6	Overflow of Syphon		

Annexure-31**Telephone of Control Rooms & Emergency for (24X7)**

Sl.No	Control Rooms	Telephone number
1	NDRF HQ control(NDLS)-	011-24363260, FAX- 011-24363261
2	NDRF Help line(NDLS)	919711077372
3	NDRF / Mundali (Odisha) Control Room	0671-2879711, 09437581614
4	NDRF/ Guntur (AP) control Room	0863-2293050, 08333068559
5	NDRF (RRC) , Vijag Steel plant /VSKP(AP)	08333068565, 08333068560
6	ODRAF (Control Room)	06712339555
7	OSDMA (Control)	0674-2395398, 06742534117
8	SRC (Control for 24 hrs) with GIS	06742534177.
9	Flood Control Room (Odisha) 24X7	06742395951.
10	Air Ambulance Control Room (NDLS)	9540161344.
11	Police Control Room/ Odisha	0671-2304001, FAX-0674-2304354
12	Police Control Room/ Chhattisgarh	07714247123
13	Police Control Room/ VSKP/ AP	08099076739
14	Police Control Room/ Vijayawada/AP	08662576956



Sl no	Emergency phones	Telephone numbers.
1	All in one emergency number	112
2	Police	100
3	FIRE	101
4	Ambulance	102, 108
5	Traffic Police	103
6	Hospital on Wheel/Blood Requirement	104
7	Railway Inquiry	139
8	Women's Help line	181
9	Child Help line	1098
10	Gas leakage	1906
11	Indian Airlines	1407
12	Railway	138,183
13	Dial a Doctor	1911
14	Military Police Help line	155200.

Annexure-32**CUG telephone numbers Superintendent of Police of Districts**

Sl.No	SP of Districts	CUG Telephone number
1	State Police Hqrs.Control room	94389-16555
2	IG of Police , Railway, Cuttack	94389-16946
3	SP (GRPS) Cuttack	9438916890
4	GRPS/ Bhadrak	9438916894
5	GRPS/ Cuttack	9438916895
6	GRPS/ Bhubaneswar	9438916892
7	GRPS/ Khurda Road	9438916896



8	GRPS/Berhampur	9438916893
9	SP (Rly) Rourkela	9438916900
10	DG Police/ Odisha	9438916666. 9438916000
11	Commissioner of Police / Bhubaneswar	8280338300
12	SP/ Cuttack	9438916200
13	SP / Jagatsinghpur	9438916300
14	SP/ Jajpur	9438916240
15	SP / Khurda	9438916280
16	SP/ Nayagada	9438916290
17	SP/Puri	9438916320
18	SP / Bhadrak	9438916370
19	SP/ Angul	9438916430
20	SP/ Dhenkanal	9438916490
21	SP/ Balangir	9438916510
22	SP/ Jharsuguda	9438916530
23	SP/ Sambalpur	9438916550
24	SP/ Sonepur	9438916580
25	SP/ Keonjhar	9438916590
26	SP /Berhampur	9438916670
27	SP/ Gajapati	9438916700.
28	SP/ Ganjam	9438916720
29	SP/ Koraput	9438916790
30	SP/ Malkangir	9438916820
31	SP Nuapada	9438916860
32	SP/ Rayagada	9438916870



1	DGP Raipur/ Chhattisgarh	0771-4240001, 0771-4240077(Fax) 0771-1445730(R)
2	ADG/ Chhattisgrh	09425206663
3	ADG(TRG)/ Chhattisgrh	09425509080
4	IGP/ Chhattisgrh	09425535559
5	Sr. SP/ Raipur/ Chhattisgrh	09425223303
6	SP/ Mohasamud/ Chhattisgrh	09425242777
7	SP Dhamtari/ Chhattisgrh	09424147594
8	SP/ Baster/ Chhattisgrh	09752258444
9	SP/ Dantewada/ Chhattisgrh	094255596301
10	SP/ Sukma/ Chhattisgrh	07587433222

1	Collector/ Vishakhapatanam	08912526999 , 08912754106(Fax)
2	Joint Collector/ Vishakhapatanam	08912565252
3	SP / Vishakhapatanam	08912551104, CUG-9849900200
4	DIG/ Vishakhapatanam	08912754535
5	Collector/ Vizianagaram	08922276720, 08922276177(F)
6	Joint Collector/ Vizianagaram	08922276658, 08922276902(F)
7	SP / Vizianagaram	08922276163, 0892226937(F) CUG-9440795900
8	Collector/ Srikakulam	08942222555, 08942222565(F)
9	Joint Collector/ Srikakulam	08942222479, 08942222670(F)
10	SP / Srikakulam	08942222556, 08942222556. CUG-9440795800
11	DG of Police/ Srikakulam	08912704135, 08912754535(F)

**Annexure-33**
**Addresses of Forensic Science Laboratories
in jurisdiction of ECoR (Refer rule 7.03 and 8.03)**

Address	TelephoneNo	Fax No
Director StateForensic ScienceLaboratoryPoliceLineCampus Tikrapara, Raipur Chhattisgarh- 492 002	0771-2251258	0771-2251258
Director Forensic Science Laboratory ReedHilis, Opp. Niloufer Hospital AndhraPradesh, Hyderabad - 500004	040-23390398	040-23394449
Director StateForensic ScienceLaboratoryRasulgarh. Bhubaneswar Orissa-751010	0674-2586187 0674-2586417	0674-2586187
Regional Forensic Science Labortory, Berham pur At/PO: National High Way No.5, Gopalpur Junction, Dist. Ganjam -PIN: 760007, Odisha		
Regional Forensic Science Labortory, Sambalpur At/P.O.: Reserve Police Line, Sambalpur, Odisha	0663- 2522914	
Regional Forensic Science Labortory, Balasore, At/P.O.: Bamapada, Dist: Balasore, Odisha	06782-255097	
Director StateForensic ScienceLaboratory37/1/2, BelgachiaRoad West Bengal , Kolkata- 700037	033-25565430	033-25565430

Annexure-34**Telephone, Fax number updated**



SI	Name	Land line & Mobile No		Fax, E-mail
1	National Disaster Management Authority, NDMA Bhawan, A-I, Safdargunga Enclave, New Delhi, Pin - 110 029.	011-26701700	Control Room 011-26701728	91-11-26701729 controlroom@ndma.gov.in
2	Directorate General NDRF 6th Floor, NDCC-II Building, Jai Singh Road, New Delhi - 110001	011-23438020, 011-23438119	Control Room- 011-23438091, 011-23438136	011-23438091 dg.ndrf@ nic.in_ Control- hq.ndrf@ nic.in
3	NDRF 3 rd BN, (Jurisdiction-Odisha & Chhatigarha) at Mundali, Cuttack, ODISHA	Commandant- 9437864571	Control room- 06712879714 9437581614 9937187222(WLL) 9438882090 (Wireless)	

Telephone Nos. of National Disaster Management Authority over ECoR



4	RRC Balasore (Odisha)				-	(Team Commander) 9437964575	
5	RRC-DURG (Chhatisgarha)				-	(Team Commander) 9437581608	
6	NDRF (AP) 10 th BN at ANU Camus, Nagarjuna Nagar Guntur (AP), Pin- 522510				0863-2293178 Commandant- 9424410138	Control room- 08632293050 04024220949	FAX-0863-2293050 ap10ndrf@nic.in
7	NDRF-RRC, Vizag Steel Plant, Vishakhapatnam, Andhra Pradesh					08333068565 08333068560	
8	Commandant, 4th CISF Training Center Mundali (Orissa),					(Control Room) 06712596313 06712879569	Fax-0671-2879710
9	Commandant, 4th CISF Barasat, (KOLKATTA), NDRF. (for Chemical)				033 - 25263077		FAX-033-25264394
10	Orissa State Disaster Management Authority (OSDMA), Rajib Bhawan, Unit-5 Bhubaneswar				0674-2395379 & 23955 31 23918 71	State Emergency operation Centre- 916742534177	osdma@osdma.org
11	Andhra Pradesh State Disaster Management Authority, Secundrabad.				08645246600		apsdma@ap.gov.in
12	Nodal Officer(Disaster)/ VSKP				Commandant 0891282415 Director 08912543031	Commandant 7382264169 Director – 9490753428	noicap_navy@nic.in
13	Andhra Pradesh Fire Station, Vizag				08912568905		
14	Chhatisgarh Disaster Management Authority, Raipur				0771-2221242 (Superintendent) 07712510939 (Secy)	9425520413 Control room- 07712223471	0771-2221259 cgrelief@gmail.com
15	Chhatisgarh State Fire & emergency Service, Raipur					Control room- 91-7712512331	
16	ODRAF Control Room (24x7) at Cuttack				0671-2339555		
17	Team Leader-ODRAF / Cuttack					9437070279	
18	Team Leader-ODRAF /Jharsuguda					9438500678	
19	Team Leader-ODRAF/ Koraput					8249114949	
20	Team Leader-ODRAF / Rourkela					9438503808	
21	Team Leader-ODRAF / Baripada					9437806782	
22	Team Leader-ODRAF/ Bhubaneswar					986118013	
23	Team Leader-ODRAF/ Chatrapur					9439932505	



24	Team Leader-ODRAF/ Balasore		9337105939	
25	Team Leader-ODRAF /Jagatsinghpur		9437140482	
26	Team Leader-ODRAF / Balangir		8895475053	
27	Team Leader-ODRAF / Dhenkanal		9937949513	
28	Team Leader-ODRAF /Chatrapur		9437034939	
29	Team Leader-ODRAF /Koraput)		9438017229	
30	Team Leader-ODRAF /Rayagada		6371216639	
31	Team Leader-ODRAF /Jajpur		6370357095	
32	Team Leader-ODRAF /Deogarh		9437821901	
33	Team Leader-ODRAF /Boudh		9938032790	
34	Team Leader-ODRAF /Khurda		7978980055	
35	Team Leader-ODRAF /Koraput		8455965985	
36	Team Leader-ODRAF /Bhanjanagar		9861258832	
37	APDRAF		Control room- 9440906404	
38	Liaisoning officer APSDRAF	08645237347	9440627425	devaacmt@gmail.com
39	Reserve Inspector APSDRAF		9440906753	Munuswamy.sunkara@gmail.com
40	Dy.chief Controller of Explosives / VSKP		08912722257	dyccevizag@explosives.gov.in

**Annexure-35****St. Johh Ambulance**

Odisha	The Honorary Secretary ,St. Johh Ambulance, Odisha State Centre, QR. No. 4R-6/2, Unit-III, Bhubaneshwar-751001 Ph: 0674-2531485
Telangana State & Andhra Pradesh	The Hon State Secretary, St. John Ambulance Association Telangana State & Andhra Pradesh Directorate of Medical & Health Services Campus Sultan Bazar,Hyderabad- 500 095 Phone & Fax:- 040-2465 6785 Phone:- 040-6576 9949
Chhattisgarh	The Secretary,Indian Red Cross Society St. John Ambulance (India), Chhattisgarh State Centre, First Floor, Red Cross Bhavan, Collectorate Campus, Raipur, Chhattisgarh-492001 Ph.:0771-2435400
S.E. Central Railway, Chhattisgarh	The Addl. Chief Medical Director, South East Central Railway, New G. M. Building, Office of the CMD, 4th Floor, Block - C,Dist. P. O. Bilaspur-495004, Chhattisgarh
S.E. Railway, Kolkata	Hony. Asstt. Secretary,St. John Ambulance Association Chief Medical Director & Honorary Secretary St. John Ambulance (India),Office of the CMD, S.E. Railway, 11, Garden Reach Road, Kolkata-700043



Indian Red Cross Society (IRCS)

Blood Centre Details

ANDHRA PRADESH STATE BRANCH

Name and Address of Medical Officers working in IRCS Blood Banks in Andhra Pradesh
ircsapstate@gmail.com

Sri.B.V.S. Kumar, Nodal Person & State Coordinator - Blood Banks & Projects, Mobile
 No.9985017899 bvskumar55@gmail.com

Sri.S.Malleswarao Sr.State Coordinator, Blood Centres, Mobile No.
 9866589956 smrao_11265@yahoo.co.in

1	<p>Dr. G. Lakshman Prasad, Sr. Medical Officer, Cell. 9849454484</p> <p>Dr. Prakash Medical Officer 9632284683, 9989738689</p> <p>IRCS Blood Centre, Near JNTU Engg. College Ananthapur Dist.</p> <p><u>ircsbloodbank.anantapur@gmail.com</u></p>	10	<p>Dr.K. Shammi Kasturi Medical Officer, IRCS Blood Centre, Santhapet, Rly. Station Road Ongole Post - 523002 Prakasam Dist. Cell.9948570246 <u>ircsongole@gmail.com</u></p>
2	<p>Dr. Jaya Shankar Medical Officer, IRCS Blood Centre, District Govt. Headquarters Hospital Campus <u>Chittoor- 517001</u>, Chittoor Dist. Ph.No.8374908091 <u>ircsbbchittoor@gmail.com</u></p>	11	<p>Dr. K. Sudheer , Sr. Medical Officer Cell. 9440412613</p> <p>Dr. G.R. Srikanth, Medical Officer 8106413374</p> <p>Opp to Bapuji Kalamandir Near DMHO Office Srikakulam, Srikakulam Dist <u>chairman.redcrosssklm@gmail.com</u></p>
3	<p>Dr. P. Durga Raju Sr. Medical Officer, Cell.9848424389</p> <p>Dr. N.C. Parasara Medical Officer, Cell.9493060685</p> <p>Blood Centre, IRCS D.No.8-14-59,Red Cross Street, Kakinada, Gandhinagar, East Godavari Dist. <u>redcrossbloodbankkakinada@yahoo.com</u> <u>redcrossegrc@yahoo.com</u></p>	12	<p>Dr. D. Vara Prasad Medical Officer Cell No.9848566178</p> <p>IRCS Blood Centre, Govt. Hospital Campus, Narasimharaopet, Eluru-534006 land lane 08812-224722 <u>redcrosseluru@gmail.com</u></p>



4	Dr. M. Bhaskara Rao Medical Officer, Cell.9491820513 Blood Bank, IRCS, Zilla parishad Compound, Nagarampalem Guntur, Guntur Dist.-522004 redcrossguntur@yahoo.co.in	13	Dr. S.Jeevan Ravi Teja, Medical Officer 9502265834 8555908648 Dr. Mullapidi Harichandra Prasad Red Cross Blood Bank, Venkatarayapuram Tanuku-534211, West Godavari Dist. ircstanuku@gmail.com
5	Dr.G. Samaram Chief Medical Officer Cell: 9848124977 Dr. S. Madan Mohan Sr. Medical Officer , Cell.9441902311 Rotary Red Cross Blood Bank 26-5-5,G.S Raju Street Vijayawada -520003 redcrosskrishna@gmail.com	14	Dr. D. Hanumanthaiah, Medical Officer, Dr. Pattabhi Red Cross Blood Bank Kenny Road, S.P. Banglaw Centre Macahilipatnam -521001 Krishna Dist. Cell.9440484875 drprcbloodbankmtm@gmail.com
6	Dr. Syed Rafeeq Ahmed, Sr.Medical Officer 9490097269 Dr.S. Dhanalakshmi 9494320766 IRCS Blood Bank Madras Bus Stand Near Vegetable Market Nellore Po & Dist.524003 redcrossbloodbanknellore@gmail.com Land lane 0861-2320470	15	Dr. (Smt) M. Lakshmi Sr Medical Officer 9491880025 Dr. P. Janaki Ram Medical Officer 9000948949, 9398862251 IRCS Blood Bank, 14-35-4, Maharanipet Visakhapatnam -530002 secretaryvspreadcross@gmail.com
7	Dr. Shaik Hussain Peer 9160247488 IRCS Blood Bank Almaspet Near Matti Peddapuli, Kadapa-516001, Kadapa District ircskadapa@gmail.com	16	Dr. V.Veera Raghaavaiah Medical Officer Cell. 9177883353, 9648223939 Blood Bank, IRCS, Govt. Hospital Campus Repalle -522265 Guntur Dist. rplredcrossbb@gmail.com
8	DR. B. Ravi Kumar Sr. Medical Officer 9440276386 Dr. T. Krishna Rao Medical Officer 9908317594 LL 08626-244766 IRCS Blood Bank, IRCS RDO Office Compound Trunk Road, Kavali -524201 Nellore Dist. kavaliredcross@gmail.com	17	Dr. Kumaraswami Reddy Cell No. 8247456188 Dr. G.Ramachandra Rao Cell No. 9440211777 Kurnool-518002 DM&HO Campus Opp. Ravi Theatre, Kurnool ircsbloodbankknl@gmail.com
9	Dr. Ch. P. Venu Gopal Reddy, Medical Officer Cell.7032076969 Blood Bank, IRCS	18	Dr. D. Vara Prasad Medical Officer 9848566178



Collectorate Junction Near Ganesh Temple, cantonment Vizanagaram Po & Dist-535003 secretaryredcrossvixianagaram@gmail.com	IRCS Blood Bank, Community Health Centre Narasapuram -534275 West Godavari Dist. redcrossnarasapuram@gmail.com
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Odisha

Dr. Raghunath Behura, Medical Officer CRCBB, 9437014070

ircsosb@gmail.com, drbehura@gmail.com

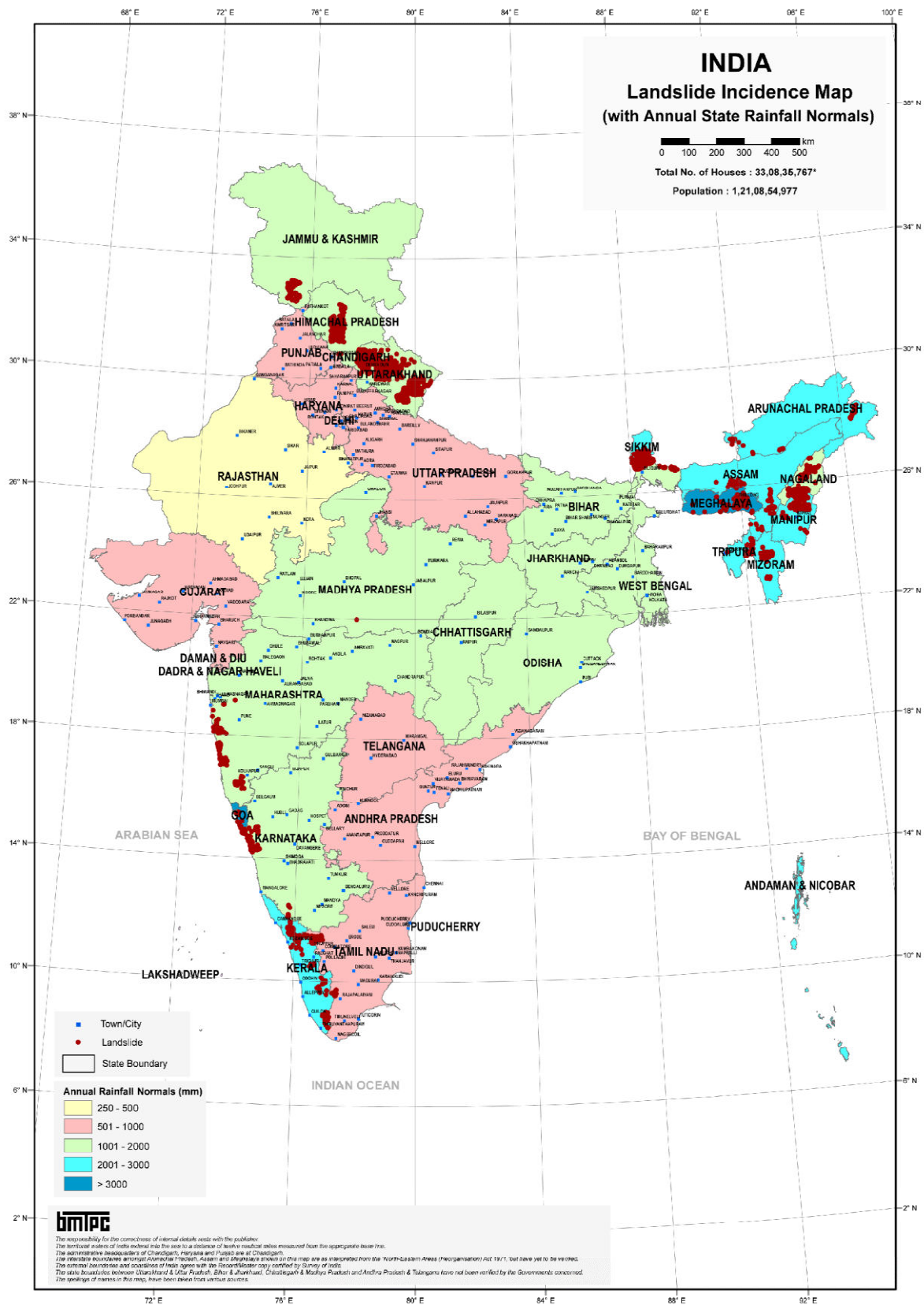
SN	District	Name & Address of Institution	Name of Nodal Officer	Designation	Mobile No.	E-mail ID
1.	Cuttack	Central Red Cross Blood Bank, Manglabag, Cuttack – 753007	Dr. Binayak Prasad Prusty	Director	0671-2302258, 2305643 9437316183	crcbb.ctc@gmail.com

Chhattisgarhircschhattisgarh@gmail.com, ircs_raipur@rediffmail.com

S N	District	Name & Address of Institution	Name of Nodal Officer	Designation	Mobile No.	E-mail ID
1	Durg	Indian Red Cross Blood Bank, District Hospital Premises Durg, Chhattisgarh Pin Code:491001	Dr. Gityasha Kanda	Incharge Blood Bank	8103071304	
2	RAIPUR	INDIAN RED CROSS SOCIETY BLOOD BANK, C.G. STATE BRANCH, RAIPUR DKS Super Speciality Premises, Near Shastri Chowk, G.E. Road, Raipur (C.G.) 492001	Dr. D.V. Baghel		91-771-2880111, 9755549529	redcrossbloodbank2008@gmail.com



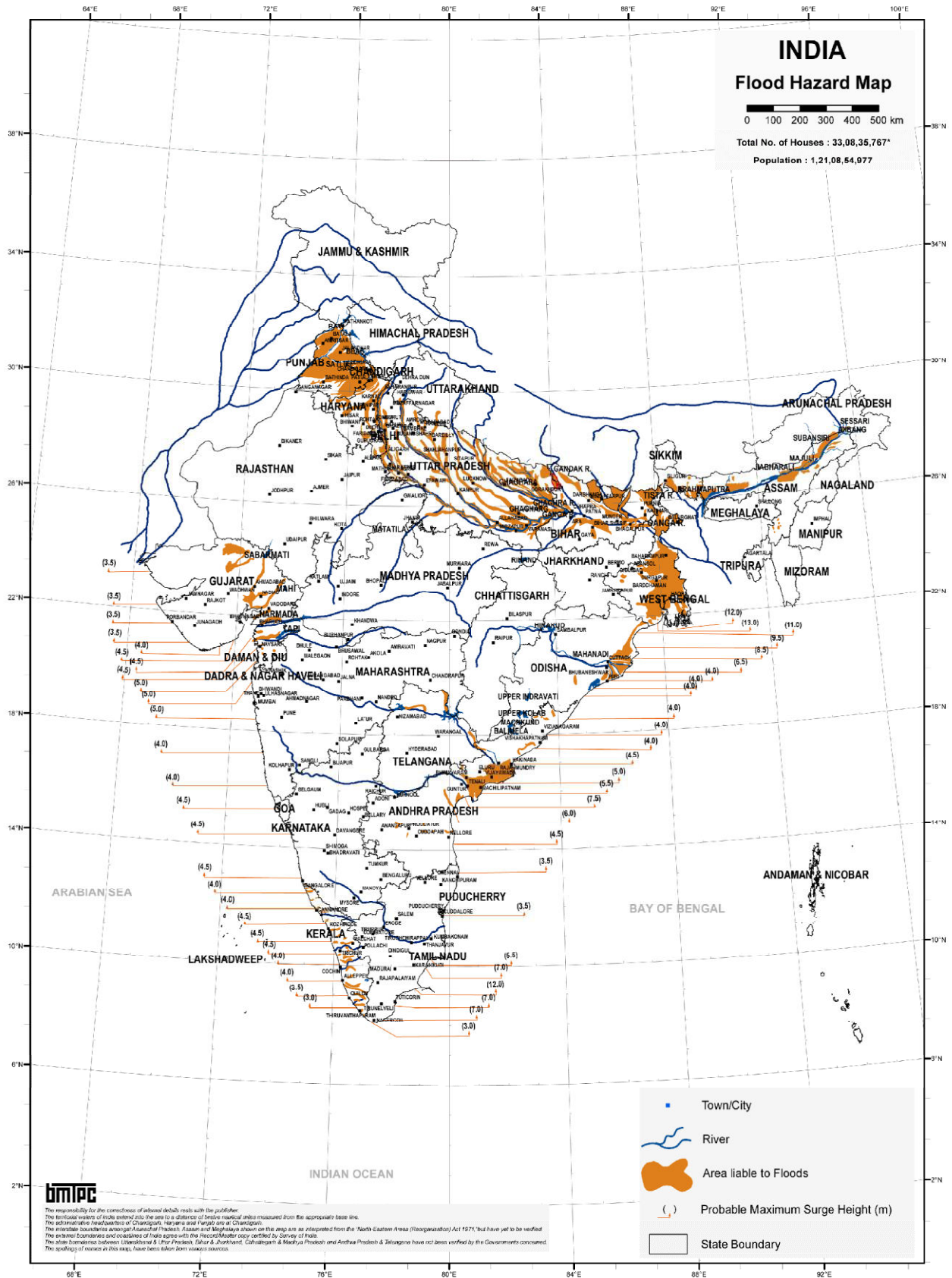
Annexure-36



BMTPC: Vulnerability Atlas - 3rd Edition; Peer Group, MoHUA, GOI. Map is Based on digitised data of SOI; Landslide Incidence data GS; Annual Rainfall data IMD; Houses/Population as per Census 2011;
* Houses including vacant & locked houses. Disclaimer: The maps are solely for thematic presentation.



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.



BMPIC : Vulnerability Atlas - 3rd Edition; Peer Group, MoHUA; Map is Based on digitised data of SOI, GOI; Census of India 2011; Flood Atlas (1987), Task Force Report (2004), C.W.C., G.O.I. Houses/Population as per Census 2011; * Houses including vacant & locked houses. Disclaimer: The maps are solely for thematic presentation.



Distribution of Houses by Predominant Materials of Roof and Wall and Level of Damage Risk

ODISHA

Wall / Roof		Census Houses		Level of Risk under								Flood Prone Area in %
		No. of Houses	%	EQ Zone				Wind Velocity m/s				
				V	IV	III	II	55 & 50	47	44 & 39	33	
				Area in %				Area in %				
STATE - ODISHA						14.8	85.2	30.2	25.0	44.8		4.9
WALL												
A1 - Mud & Unburnt Brick Wall	Rural	4,883,041	40.6									
	Urban	334,112	2.8									
	Total	5,217,153	43.4			M	L	VH	H	M		VH
A2 - Stone Wall not packed with mortar	Rural	155,681	1.3									
	Urban	27,780	0.2									
	Total	183,461	1.5			M	L	H	M	L		VH
Total - Category - A		5,400,614	44.9									
B - Burnt Bricks Wall & Stone wall packed with mortar	Rural	3,685,752	30.7									
	Urban	1,400,296	11.7									
	Total	5,086,048	42.4			L	VL	H	M	L		H/M
Total - Category - B		5,086,048	42.3									
C1 - Concrete Wall	Rural	118,647	1.0									
	Urban	87,545	0.7									
	Total	206,192	1.7			VL	VL	L	VL	VL		L/ VL
C2 - Wood wall	Rural	294,534	2.5									
	Urban	32,928	0.3									
	Total	327,462	2.8			VL	VL	VH	H	M		H
Total - Category - C		533,654	4.4									
X - Other Materials	Rural	910,213	7.6									
	Urban	88,160	0.7									
	Total	998,373	8.3			VL	VL	VH	H	M		VH
Total - Category - X		998,373	8.3									
TOTAL HOUSES*		12,018,689										
ROOF												
R1 - Light Weight Sloping Roof	Rural	5,177,844	43.1									
	Urban	761,014	6.3									
	Total	5,938,858	49.4			L	VL	VH	VH	H		VH
R2 - Heavy Weight Sloping Roof	Rural	2,957,391	24.6									
	Urban	259,301	2.2									
	Total	3,216,692	26.8			L	VL	H	M	L		H
R3 - Flat Roof	Rural	1,912,633	15.9									
	Urban	950,506	7.9									
	Total	2,863,139	23.8	Damage Risk as per that for the Wall supporting it								
TOTAL HOUSES*		12,018,689										

Housing Category : Wall Types

Category - A : Buildings in field-stone, rural structures, unburnt brick houses, clay houses

Category - B : Ordinary brick building; buildings of the large block & prefabricated type, half-timbered structures, building in natural hewn stone

Category - C : Reinforced building, well built wooden structures

Category - X : Other materials not covered in A,B,C. These are generally light.

Notes : 1. Flood prone area includes that protected area which may have more severe damage under failure of protection works. In some other areas the local damage may be severe under heavy rains and choked drainage.

2. Damage Risk for wall types is indicated assuming heavy flat roof in categories A, B and C (Reinforced Concrete) building

3. Source of Housing Data : Census of Housing, GOI, 2011

Housing Category : Roof Type

Category - R1 - Light Weight (Grass, Thatch, Bamboo, Wood, Mud, Plastic, Polythene, GI Metal, Asbestos Sheets, Other Materials)

Category - R2 - Heavy Weight (Tiles, Stone/Slate)

Category - R3 - Flat Roof (Brick, Concrete)

EQ Zone V : Very High Damage Risk Zone (MSK > IX)

EQ Zone IV : High Damage Risk Zone (MSK VIII)

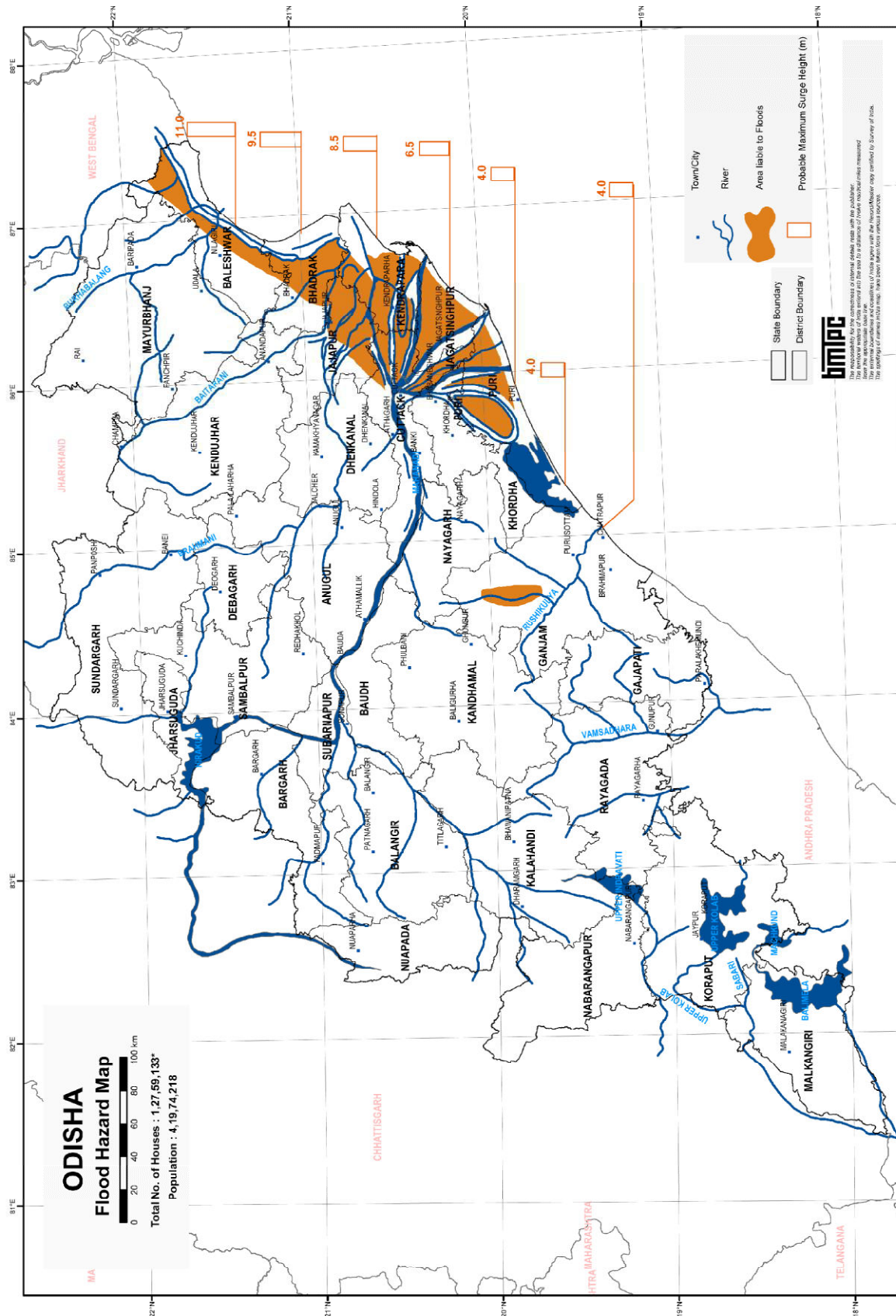
EQ Zone III : Moderate Damage Risk Zone (MSK VII)

EQ Zone II : Low Damage Risk Zone (MSK < VI)

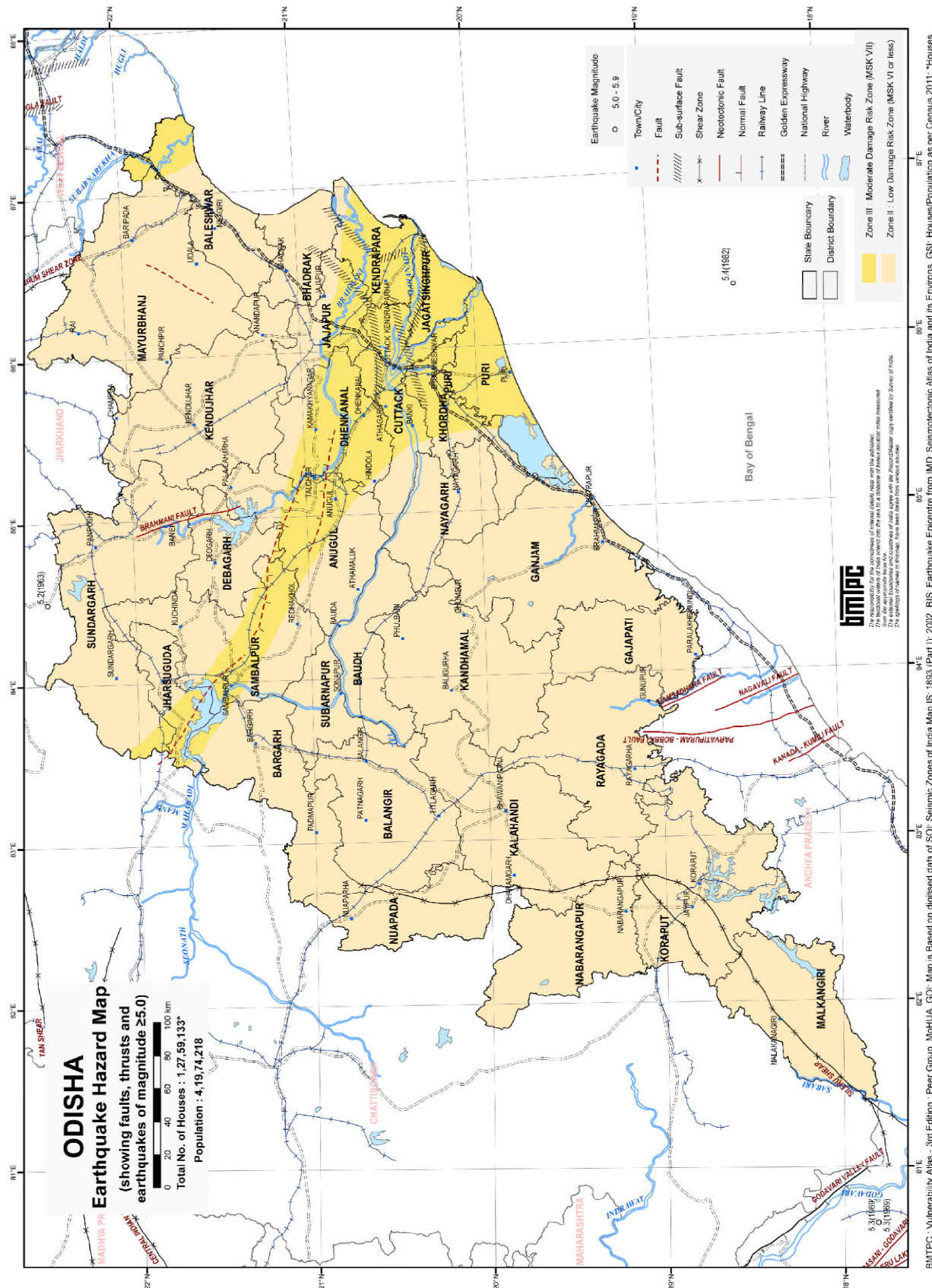
Level of Risk : VH = Very High; H = High;

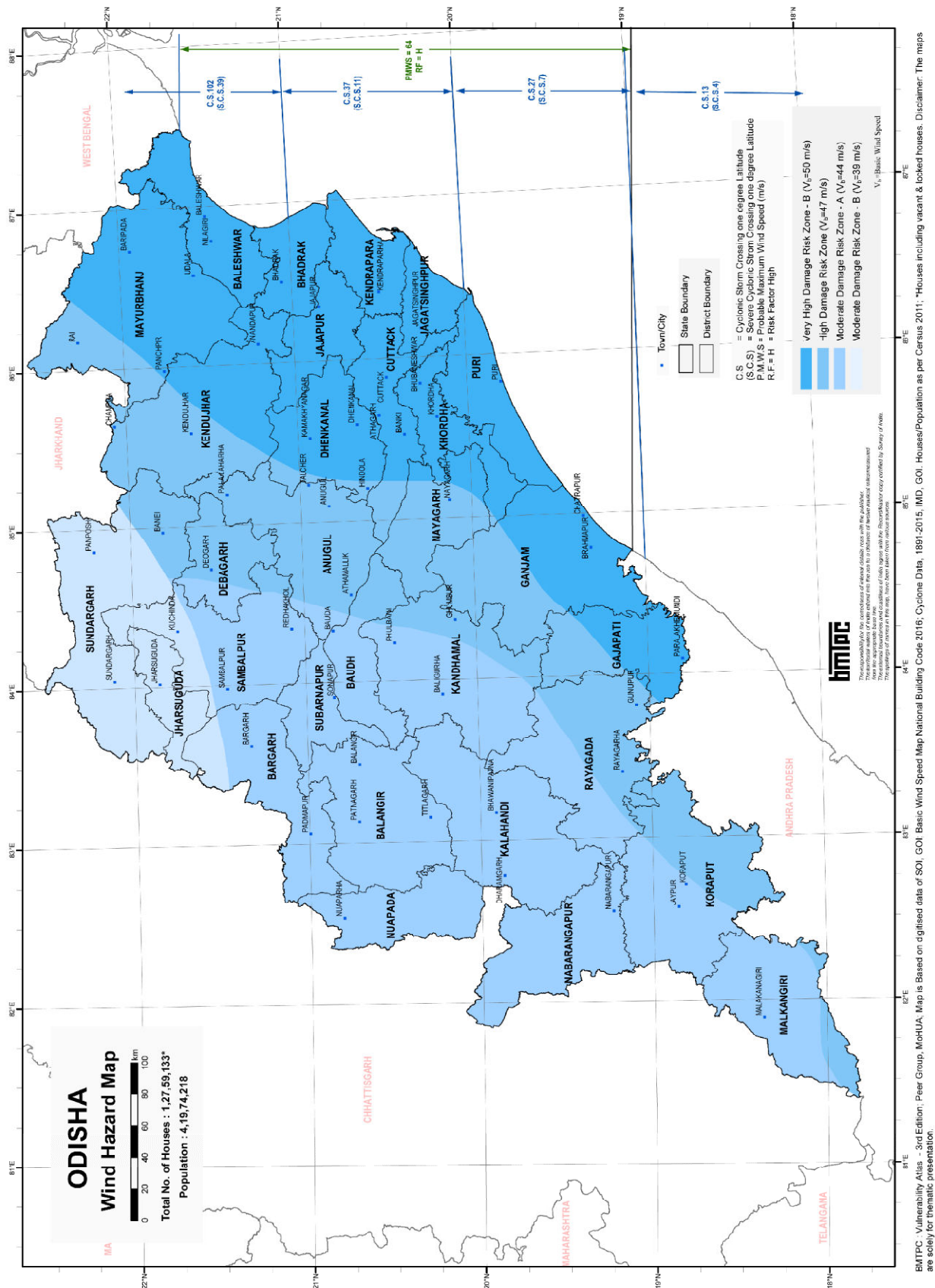
M = Moderate; L = Low; VL = Very Low

* Total No. of Houses excluding Vacant/Locked Houses



BMTPC : Vulnerability Atlas - 3rd Edition; Peer Group, Mohua; Map is Based on digitised data of SOI, GO; Census of India 2011; Flood Atlas (1987), Task Force Report (2004), C.W.C., G.O.I. Houses/Population as per Census 2011; * Houses including vacant & locked houses.
Disclaimer: The maps are solely for thematic presentation.







Distribution of Houses by Predominant Materials of Roof and Wall and Level of Damage Risk

ANDHRA PRADESH

Wall / Roof		Census Houses		Level of Risk under								Flood Prone Area in %
		No. of Houses	%	EQ Zone				Wind Velocity m/s				
				V	IV	III	II	55 & 50	47	44 & 39	33	
				Area in %				Area in %				
						35.3	64.7	30.1	8.2	46.9	14.9	9.9
WALL												
A1 - Mud & Unburnt Brick Wall	Rural	1,420,062	10.0									
	Urban	227,015	1.6									
	Total	1,647,077	11.6			M	L	VH	H	M	L	VH
A2 - Stone Wall not packed with mortar	Rural	473,780	3.3									
	Urban	151,495	1.1									
	Total	625,275	4.4			M	L	H	M	L	VL	VH
Total - Category - A		2,272,352	16.0									
B - Burnt Bricks Wall & Stone wall packed with mortar	Rural	6,973,104	49.0									
	Urban	3,478,467	24.5									
	Total	10,451,571	73.5			L	VL	H	M	L	VL	H/M
Total - Category - B		10,451,571	73.5									
C1 - Concrete Wall	Rural	114,705	0.8									
	Urban	126,292	0.9									
	Total	240,997	1.7			VL	VL	L	VL	VL	VL	L/VL
C2 - Wood Wall	Rural	108,667	0.8									
	Urban	14,975	0.1									
	Total	123,642	0.9			VL	VL	VH	H	M	L	H
Total - Category - C		364,639	2.6									
X - Other Materials	Rural	992,759	7.0									
	Urban	139,931	1.0									
	Total	1,132,690	8.0			VL	VL	VH	H	M	L	VH
Total - Category - X		1,132,690	8.0									
TOTAL HOUSES*		14,221,252										

ROOF												
R1 - Light Weight Sloping Roof	Rural	3,481,149	24.5									
	Urban	953,728	6.7									
	Total	4,434,877	31.2			L	VL	VH	VH	H	M	VH
R2 - Heavy Weight Sloping Roof	Rural	2,034,889	14.3									
	Urban	407,105	2.9									
	Total	2,441,994	17.2			L	VL	H	M	L	VL	H
R3 - Flat Roof	Rural	4,567,039	32.1									
	Urban	2,777,342	19.5									
	Total	7,344,381	51.6	Damage Risk as per that for the Wall supporting it								
TOTAL HOUSES*		14,221,252										

Housing Category : Wall Types

Category - A : Buildings in field-stone, rural structures, unburnt brick houses, clay houses

Category - B : Ordinary brick building; buildings of the large block & prefabricated type, half-timbered structures, building in natural hewn stone

Category - C : Reinforced building, well built wooden structures

Category - X : Other materials not covered in A,B,C. These are generally light.

Notes : 1. Flood prone area includes that protected area which may have more severe damage under failure of protection works. In some other areas the local damage may be severe under heavy rains and choked drainage.

2. Damage Risk for wall types is indicated assuming heavy flat roof in categories A, B and C (Reinforced Concrete) building

3. Source of Housing Data : Census of Housing, GOI, 2011

Housing Category : Roof Type

Category - R1 - Light Weight (Grass, Thatch, Bamboo, Wood, Mud, Plastic, Polythene, GI Metal, Asbestos Sheets, Other Materials)

Category - R2 - Heavy Weight (Tiles, Stone/Slate)

Category - R3 - Flat Roof (Brick, Concrete)

EQ Zone V : Very High Damage Risk Zone (MSK > IX)

EQ Zone IV : High Damage Risk Zone (MSK VIII)

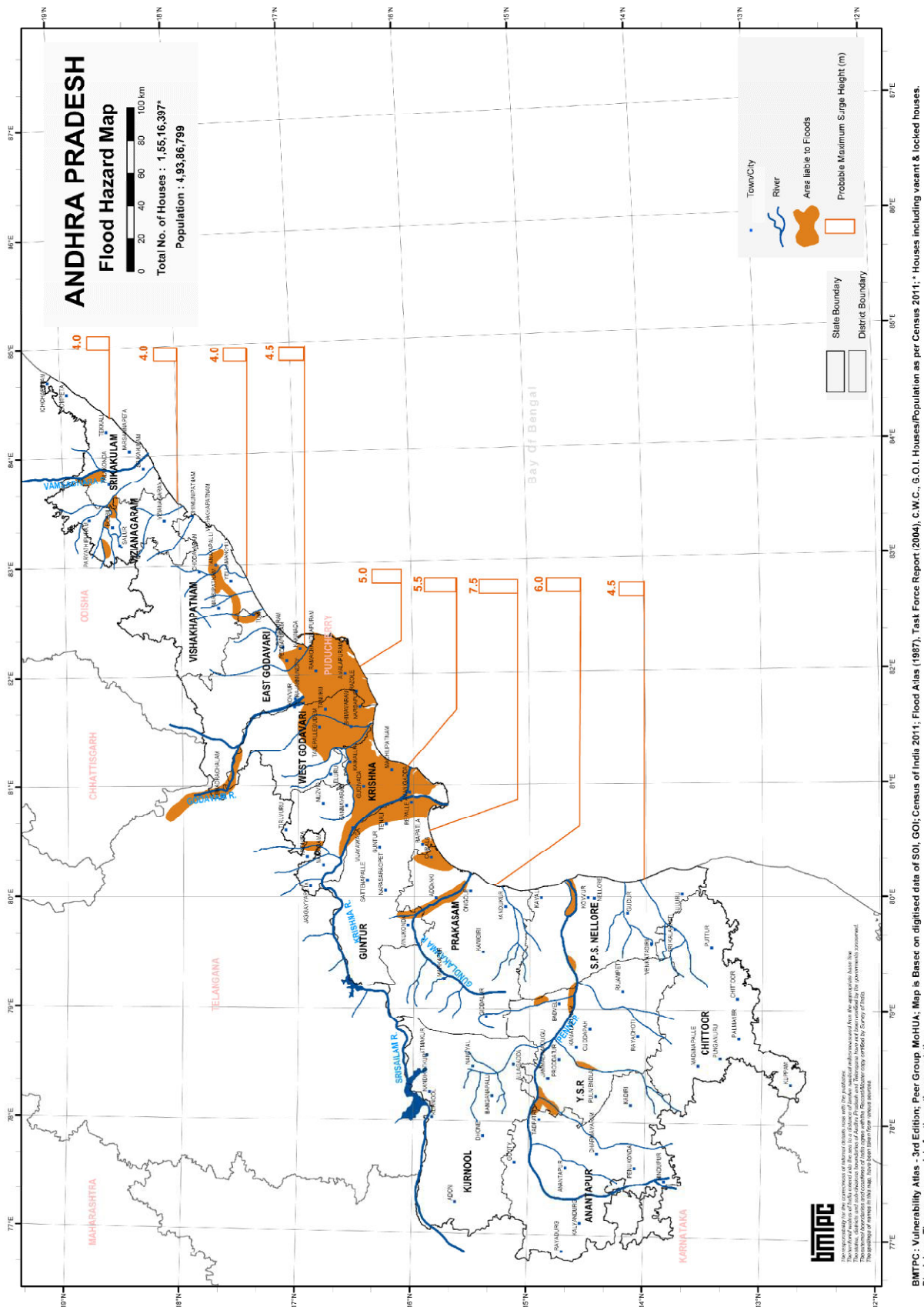
EQ Zone III : Moderate Damage Risk Zone (MSK VII)

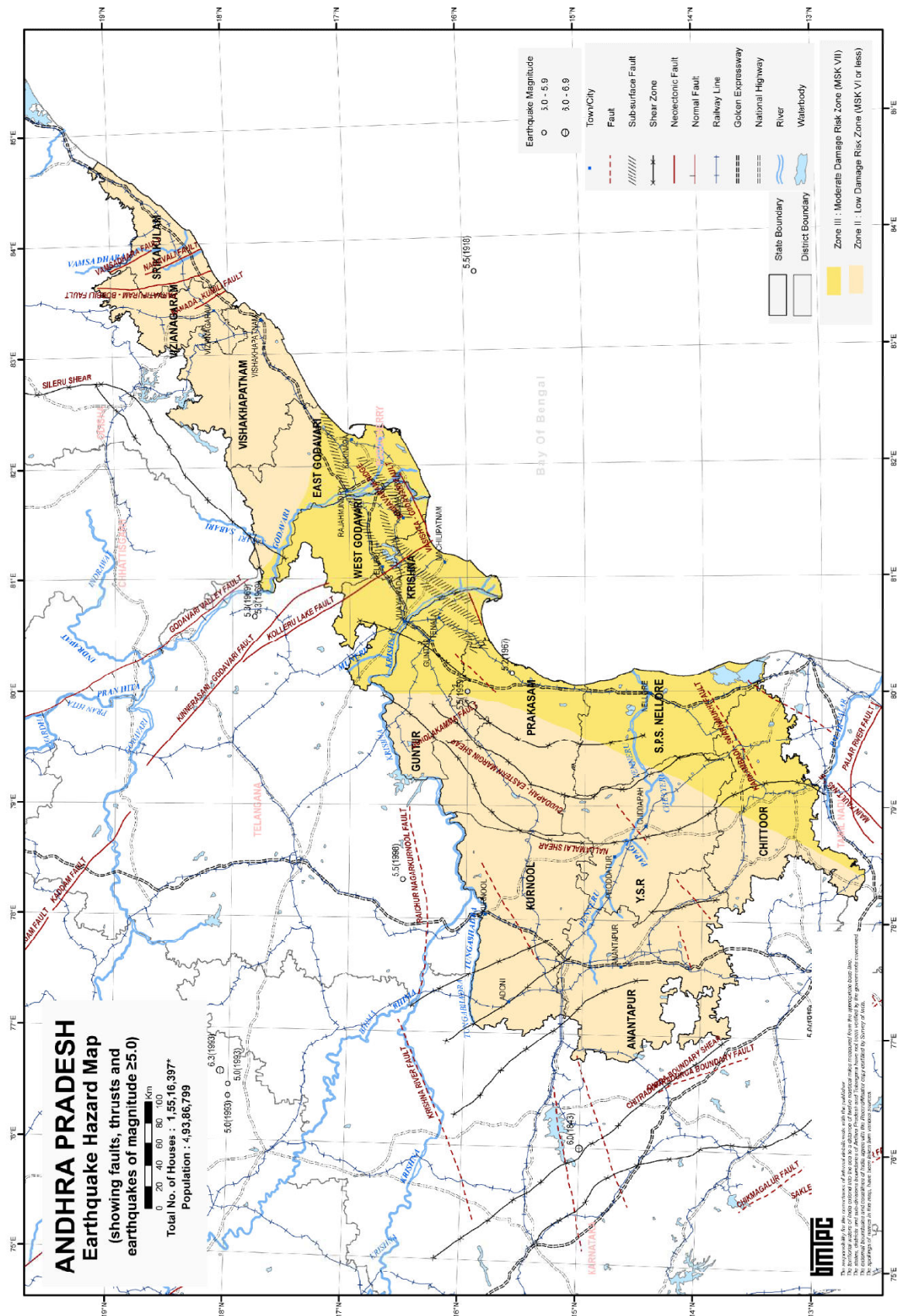
EQ Zone II : Low Damage Risk Zone (MSK < VI)

Level of Risk : VH = Very High; H = High;

M = Moderate; L = Low; VL = Very Low

* Total No. of Houses excluding Vacant/Locked Houses





BMTPC : Vulnerability Atlas - 3rd Edition : Peer Group, MoHUA, GOI. Map is Based on digitised data of SOI Seismic Zones of India Map (S. 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.



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Distribution of Houses by Predominant Materials of Roof and Wall and Level of Damage Risk

CHHATTISGARH

Wall / Roof		Census Houses		Level of Risk under								Flood Prone Area in %
		No. of Houses	%	EQ Zone				Wind Velocity m/s				
				V	IV	III	II	55 & 50	47	44 & 39	33	
				Area in %				Area in %				
STATE - CHATTISGARH						18.6	81.4			100		
WALL												
A1 - Mud & Unburnt Brick Wall	Rural	3,515,942	55.3									
	Urban	403,885	6.3									
	Total	3,919,827	61.6			M	L			M		
A2 - Stone Wall not packed with mortar	Rural	110,865	1.7									
	Urban	14,730	0.2									
	Total	125,595	1.9			M	L			L		
Total - Category - A		4,045,422	63.6									
B - Burnt Bricks Wall & Stone wall packed with mortar	Rural	1,133,013	17.8									
	Urban	983,896	15.5									
	Total	2,116,909	33.3			L	VL			L		
Total - Category - B		2,116,909	33.3									
C1 - Concrete Wall	Rural	25,793	0.4									
	Urban	26,695	0.4									
	Total	52,488	0.8			VL	VL			VL		
C2 - Wood wall	Rural	30,451	0.5									
	Urban	7,147	0.1									
	Total	37,598	0.6			VL	VL			M		
Total - Category - C		90,086	1.4									
X - Other Materials	Rural	80,836	1.3									
	Urban	27,858	0.4									
	Total	108,694	1.7			VL	VL			M		
Total - Category - X		108,694	1.7									
TOTAL HOUSES*		6,361,111										
ROOF												
R1 - Light Weight Sloping Roof	Rural	533,256	8.4									
	Urban	268,487	4.2									
	Total	801,743	12.6			L	VL			H		
R2 - Heavy Weight Sloping Roof	Rural	3,758,281	59.1									
	Urban	490,440	7.7									
	Total	4,248,721	66.8			L	VL			L		
R3 - Flat Roof	Rural	605,363	9.5									
	Urban	705,284	11.1									
	Total	1,310,647	20.6	Damage Risk as per that for the Wall supporting it								
TOTAL HOUSES*		6,361,111										

Housing Category : Wall Types

Category - A : Buildings in field-stone, rural structures, unburnt brick houses, clay houses

Category - B : Ordinary brick building; buildings of the large block & prefabricated type, half-timbered structures, building in natural hewn stone

Category - C : Reinforced building, well built wooden structures

Category - X : Other materials not covered in A,B,C. These are generally light.

Notes : 1. Flood prone area includes that protected area which may have more severe damage under failure of protection works. In some other areas the local damage may be severe under heavy rains and choked drainage.

2. Damage Risk for wall types is indicated assuming heavy flat roof in categories A, B and C (Reinforced Concrete) building

3. Source of Housing Data : Census of Housing, GOI, 2011

Housing Category : Roof Type

Category - R1 - Light Weight (Grass, Thatch, Bamboo, Wood, Mud, Plastic, Polythene, GI Metal, Asbestos Sheets, Other Materials)

Category - R2 - Heavy Weight (Tiles, Stone/Slate)

Category - R3 - Flat Roof (Brick, Concrete)

EQ Zone V : Very High Damage Risk Zone (MSK > IX)

EQ Zone IV : High Damage Risk Zone (MSK VIII)

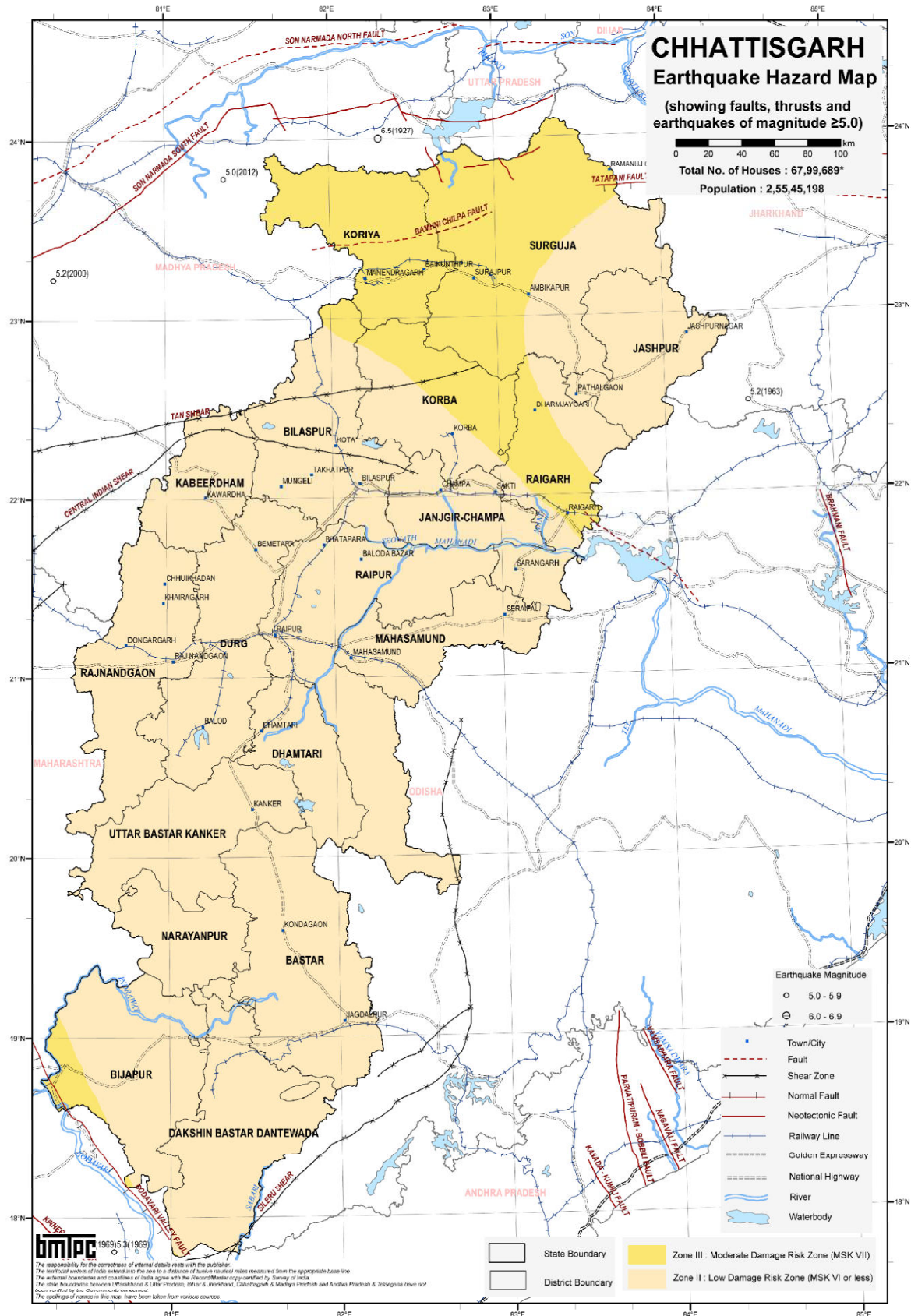
EQ Zone III : Moderate Damage Risk Zone (MSK VII)

EQ Zone II : Low Damage Risk Zone (MSK < VI)

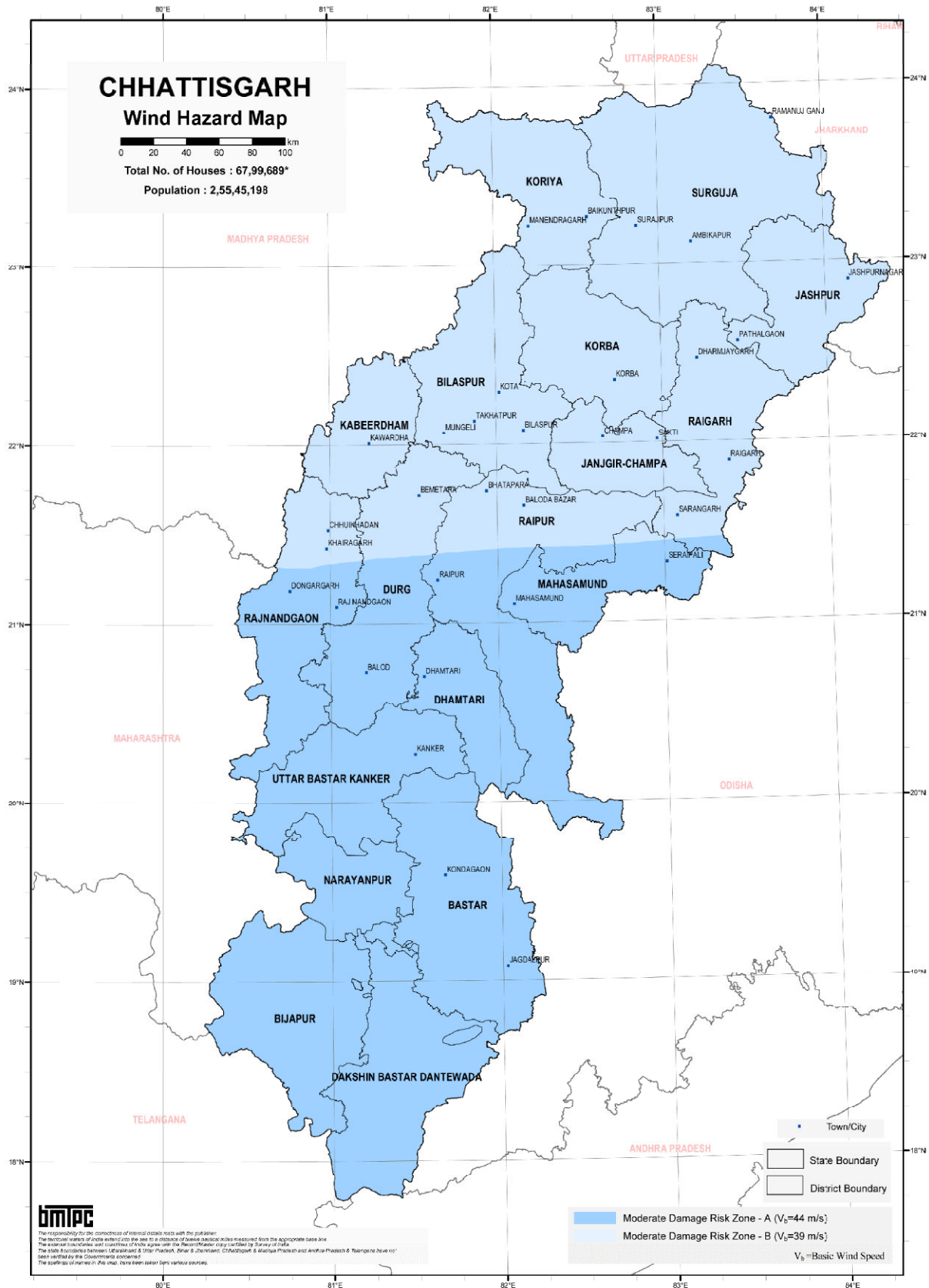
Level of Risk : VH = Very High; H = High;

M = Moderate; L = Low; VL = Very Low

* Total No. of Houses excluding Vacant/Locked Houses



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.



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. Houses/Population as per Census 2011; *Houses including vacant & locked houses.Disclaimer: The maps are solely for thematic presentation.

**Annexure-37**

WALT AIR DIVISION															
KORAPUT - KIRAUNDAUL (BROAD GAUGE SINGLE LINE)															
YEAR OF CONSTRUCTION - 1967															
TRACK STRUCTURE - Ballasted, 60 Kg RAIL, PSC SLEEPER															
NO VENTILATION ARRANGEMENT															
LIGHTING ARRANGEMENT EXISTS IN TUNNEL HAVING LENGTH MORE THAN 100 M															
DETAILS OF TUNNEL															
Sl. No.	Tunnel No.	Section	Tunnel No.	Chainage (EM)		Chainage(Km)		Length(m)	Lined Length (m)	Unlined Length (m)	Curved length (m)	Staright Length (m)	Degree of Curve	No. of Trolley Refuges	No. of Man Refuges
				From	To	From	To								
1	1	BDVR-SLPM (BODAVARA - SIBLING PURAM)	1	36/5	36/11	36.156	36.328	149	149	0	92	57	8	1	NIL
2	1A		1A	36/12	36/16	36.382	36.466	84	84	0	84	0	8	NIL	NIL
3	02		02	36/29	37/8	36.825	37.251	426	346	80	391	35	8	4	10
4	03		03	37/31	38/8	37.876	38.194	330	243	87	299	31	8	3	8
5	04		04	39/35	40/13	39.978	40.348	370	370	0	326	44	7	4	12
6	05		05	41/13	41/18	41.45	41.544	94	94	0	0	0	94	ST	NIL
7	06	SLPM-TXD (SIBLINGPURAM - TYADA)	06	44/12	44/20	44.362	44.559	197	82	115	91	106	8	2	1
8	07		07	44/32	45/1A	44.9	45.027	127	88	39	127	0	8	1	1
9	08		08	46/20	46/25	46.554	46.667	113	113	0	74	39	8	1	1
10	09		09	46/27	47/4	46.857	47.1	234	68	166	147	87	8	1	1
11	10		10	48/19	49/3	48.655	49.031	376	159	217	301	75	8	4	4
12	11		11	49/28	50/2	49.782	50.015	233	76	157	232	1	8	2	2
13	12	12	50/11	50/18	50.045	50.635	185	77	108	185	0	6	2	2	
14	13	13	51/5	51/15	51.211	51.478	267	137	130	258	9	8	2	NIL	



Sl. Tunnel No.	Section	Tunnel No.	Chainage (EM)		Chainage (Km)		Length (m)	Lined Length (m)	Unlined Length (m)	Curved length (m)	Staright Length (m)	Degree of Curve	No. of Trolley Refuges	No. of Man Refuges
15	TXD-CMDP (TYADA - CHIMIDIPALLI)	14	52/15	52/27	52.469	52.867	398	116	282	130	268	5	4	4
16		15	53/9	53/15	53.264	53.421	157	46	111	157	0	8	2	2
17		16	54/1	54/15	54.039	54.424	385	385	0	385	0	8	4	9
18		17	55/17	55/22	55.223	55.624	401	121	280	378	23	8	4	4
19		18	56/17	56/28	56.507	56.825	318	146	172	164	154	8	4	6
20		19	56/29	57/5	56.866	57.102	236	91	145	0	236	5T	1	4
21		20	57/8	57/17	57.324	57.549	225	225	0	225	0	8	2	1
22		21	57/33	58/4	58.006	58.083	77	77	0	77	0	8	NIL	2
23		22 & 23	58/9	58/33	58.251	58.952	701	416	285	87	614	8	5	5
24		23A	59/7	59/12	59.203	59.331	128	128	0	128	0	8	1	2
25		23B	59/18	59/24	59.576	59.721	145	145	0	142	3	8	1	4
26		24	59/29	60/12	59.841	60.346	512	512	0	286	226	8	5	NIL
27		25	60/14	60/31	60.427	60.945	518	398	120	396	122	8	5	NIL
28		26	61/4	61/15	61.088	61.268	180	180	0	69	111	8	1	NIL
29		27	61/21	62/3	61.687	62.033	346	226	120	26	320	8	3	8
30		28	62/18	62/27	62.514	62.737	224	73	151	213	11	8	1	3
31		29			64.448	64.633	185	81	104	159	26	8	1	NIL
32	CMDP-BGHU (CHIMIDIPALLI - BORAGOHALLI)	30	64/32	65/13	64.903	65.363	460	107	353	460	0	8	2	NIL
33		31	65/18	65/29	65.526	65.828	302	141	161	301	1	8	3	NIL
34		31A	66/2	66/5	66.054	66.114	60	60	0	53	7	8	NIL	NIL
35		31B	66/8	66/11	66.323	66.397	74	74	0	17	57	8	NIL	NIL
36		31C	66/15	66/20	66.541	66.664	123	123	0	51	72	8	NIL	NIL
37		31D	66/24	66/33	66.825	66.853	28	28	0	28	0	8	NIL	NIL
38		32	67/5	67/18	67.146	67.464	318	136	182	138	180	8	3	1
39		33	67/25	68/1	67.74	67.976	236	58	178	109	127	8	2	2
40		34	68/2	68/10	68.052	68.261	209	37	172	129	80	3	3	NIL
41		35 & 36	68/11	69/9	68.367	69.263	896	436	460	845	51	8	6	5
42		37	69/35	70/9	69.995	70.239	244	244	0	244	0	8	2	1
43		38	70/17	70/25	70.506	70.7	194	194	0	135	59	8	1	4
44		38A	71/1	71/4	70.031	71.082	51	51	0	51	0	8	NIL	NIL
45		38B	71/18	71/24	71.486	71.62	134	134	0	88	46	8	NIL	NIL
46		39	76/16	76/28	76.403	76.691	288	288	0	232	56	8	1	2



Sl. No.	Tunnel No.	Section	Tunnel No.	Chainage (EM)		Chainage(Km)		Length(m)	Lined Length (m)	Unlined Length (m)	Curved length (m)	Staright Length (m)	Degree of Curve	No. of Trolley Refuges	No. of Man Refuges	
				From	To	From	To									
47	40	BGHU-KVLS (BORAGOHALU - KARKAVALLISA)	40	77/22	78/4	77.827	78.082	255	255	0	0	255	ST	2	8	
48	41		41	79/10	79/20	79.392	79.63	239	239	0	239	0	8	2	8	
49	41A		41A	79/21	79/24	79.696	79.734	38	38	0	38	0	8	NIL	NIL	
50	42		42	80/11	80/18	80.363	80.549	186	186	0	88	98	8	NIL	NIL	
51	43		43	80/18	81/1	80.634	80.975	341	341	0	38	303	8	3	11	
52	44	GPI-DPC (GORAPUR - DARLIPUT)	44	81/17	81/25	81.606	81.83	224	224	0	140	84	8	2	2	
53	44A		44A	118/5	118/8	118/5-8		67	67	0	67	0	8	NIL	NIL	
54	45		JRT-MVG (PARTI - MALLIGURA)	45	207/22	207/29	207/22-29		177	177	0	177	0	8	NIL	NIL
55	45A			45A	209/10	209/18	209/10-18		213	213	0	213	0	8	NIL	NIL
56	45B			45B	211/11	211/14.5	211/11-14.5		107	107	0	105	2	8	NIL	NIL
57	45C	45C		212/11	212/15	212/11-15		85	85	0	85	0	8	NIL	NIL	
58	46		46	216/8	216/16	216/8-16		216	216	0	199	17	8	NIL	NIL	
				TOTAL				14086	9711	4375	9899	4187				
								LINED LENGTH = 9711 m								
								UNLINED LENGTH = 4375 m								
								CURVED LENGTH = 9899 m								
								STRAIGHT LENGTH = 4187 m								
								TOTAL LENGTH OF TUNNEL = 14086 M								



EAST COAST RAILWAY LIST OF ITEMS LOADED IN MANSOON RELIEF TRAIN

COACH -General sitting

SI NO	DESCRIPTION OF ITEM	UNIT	QTY	REMARKS
1	Jack Hammer	Nos	9	
2	2'7" drill rod	Nos	9	
3	5'4" drill rod	Nos	2	
4	Drill rod 1'	Nos	1	
5	pan iron motor (gamela)	Nos	2	
6	Nylon rope	Bandl e	1	
7	wooden skid	Nos	2	
8	Generator	Nos	2	
9	Grinding machine	Nos	1	
10	Grinding hose pipe	Nos	1	
11	Belcha(showel)	Nos	1	
12	Hammer big	Nos	2	
13	Rock splitter rod	Nos	2	
14	Tarpalin	Nos	1	
15	E.Oil	Nos	10	
16	Tapping rid	Nos	2	
17	Crow bar	Nos	2 + 25	
18	Strecher	Nos	1	
19	Halogen bulb 1000w	Nos	3	
20	Halogen bulb 500w	Nos	1	
21	Powrah	Nos	2	
22	Safety belts	Nos	11	
23	Exploder	Nos	2	
24	Cable drum with cable	Nos	1	
25	Safety Helmates	Nos	20	
26	Wooden Box	Nos	1	
27	Crack powder	Nos	15	
28	Empty cable drum	Nos	1	
29	Coupling	Sets	2 sets(5+3)	
30	Rock splitter pipe	Set	1	
31	Kabuli tent with kit	Nos	1	
32	Fire extinguisher	Nos	4	
33	Lifting jockie	Nos	1	
34	HSD Oil	Ltrs	180	
35	K.Oil	Ltrs	20	
36	Tool kit	Set	1	
37	Pionjar box	Nos	2	
38	Field telephone	Nos	1	
39	Continuityb tester	Nos	1	
40	Flag (Red + Green)	Nos	1+1	



41	Coupling (M +F)	Nos	2	
42	Rock splitter bit	Nos	1	
43	First aid box	Nos	1	



EAST COAST RAILWAY

LIST OF ITEMS LOADED IN MANSOON RELIEF TRAIN

BCNA WAGON

SI NO	DESCRIPTION OF ITEM	UNIT	QT Y	REMARKS
1	Hose pipe	Nos	9	
2	AL.Ladder	Nos	2	
3	Gi sheet	Nos	11	
4	Para	Nos	42	
5	Showel	Nos	4	
6	Beater	Nos	50	
7	Pickaxe	Nos	33	
8	Thattalu	Nos	190	
9	ECP Bags	Nos	212	
10	Channels	Nos	2	
11	Sleepers wooden	Nos	4	
12	Stool wooden	Nos	1	
13	Gamela	Nos	18	
14	Tapraulin	Nos	1	
15	Safety Rope	Nos	1	
16	Chair	Nos	2	
17	Splitter	Set	1	
18	Grease splitter	Nos	1	
19	Oil measuring can	Nos	1	
20	Bucket	Nos	2	
21	Manila rope	Nos	1	

BRN

SI NO	DESCRIPTION OF ITEM	UNIT	QT Y	REMARKS
1	Wooden Sleepers	Nos	4	
2	Atlas Copco XA 175 Compressor	Nos	1	



WALTAIR DIVISION

KORAPUT - RAYAGADA (BROAD GAUGE SINGLE LINE)

YEAR OF COMMISSIONING - 1995

TRACK STRUCTURE - Ballasted, 52Kg/60Kg. Rail, PSC Sleeper

NO VENTILATION ARRANGEMENT

LIGHTING ARRANGEMENT EXISTS IN TUNNEL HAVING LENGTH MORE THAN 100 M

DETAILS OF TUNNEL

S.No	Tunnel No.	Block section	Tunnel No.	EM		CH		Length (m)	Lined (m)	Unlined (m)	Curved length (m)	Straight length (m)	Dgree of curve (m)	Number of	
				From	To	From	To							T/R	M/R
1	1	BRGA - KKG M (BAIGUDA - KAKRIGUMA)	1	40/11	41/02	40.559	41.046	487	223	264	206	281	5	8	4
2	2		2	50/19	51/13	50.920	51.662	732	109	623	87	645	5	11	4
3	3		3	53/02	53/09	53.143	53.476	333	136	197	109	224	5	4	5
4	4		4	57/14	58/13	57.75	58.697	951	487	464	3	948	5	12	7
5	5	TKRI - RUL (TIKRI - RAULI)	5	86/16	86/21	86.127	86.64	513	85	428	0	513	5	9	
6	6		6	86/24	86/29	86.833	86.981	148	148	0	148	0	5	1	4
7	7		7	88/12	88/16	88.039	88.493	453	165	288	200	253	5	7	2
8	8		8	89/24	90/16	90.008	90.501	493	493	0	300	193	5	5	4
9	9		9	91/14	91/16	91.492	91.574	82	82	0	82	0	5	NIL	1
10	10		10	91/18	92/01	91.766	92.051	286	115	171	286	0	5	4	NIL
11	11		11	93/22	93/28	92.99	93.84	848	63	785	340	508	5	15	NIL
12	12		12	94/03	94/15	94.105	94.451	344	112	232	344	0	5	5	NIL
13	13	RUL - LLGM (RAULI - LILIGUMA)	13	95/36	96/00	95.836	95.918	84	84	0	84	0	5		2
14	14		14	96/28	97/08	96.968	97.209	248	158	90	170	78	5	2	1
15	15		15	97/18	97/23	97.482	97.695	213	213	0	213	0	5	1	5
16	16		16	99/03	99/07	99.117	99.232	115	80	35	0	115	5		2
17	17		17	104/26	105/01	104.818	104.933	115	115	0	115	0	5	NIL	NIL
18	18		18	106/25	106/27	106.815	107.162	346	346	0	346	0	5	NIL	NIL
19	19		19	108/09	108/17	108.385	108.624	239	239	0	239	0	5	NIL	NIL
20	20		20	109/04	109/11	109.140	109.324	184	184	0	0	184	ST	NIL	NIL
21	21		21	109/16	109/20	109.601	109.678	77	77	0	77	0	5	NIL	NIL
22	22		22	110/17	110/24	110.620	110.808	188	188	0	0	188	ST	NIL	NIL



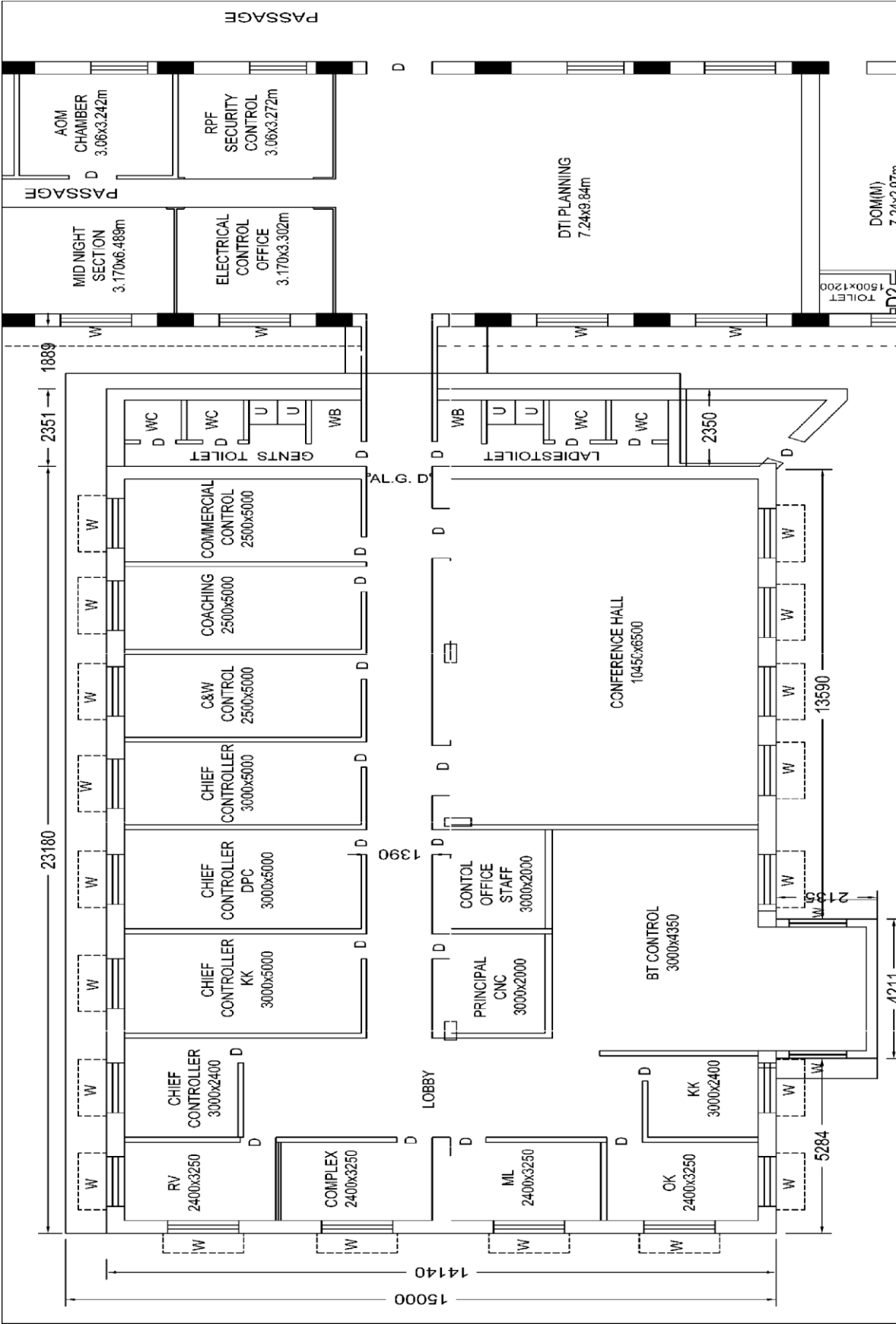
S.No	Tunnel No.	Block section	Tunnel No.	EM		CH		Length (m)	Lined (m)	Unlined (m)	Curved length (m)	Straight length (m)	Dgree of curve	Number of	
				From	To	From	To							T/R	M/R
23	23	LLGM- BLMK (LULUGUMA - BALMASKA)	23	112/38	114/12	112.803	114.425	1599	1032	567	600	999	5	12	13
24	24		24	115/24	116/02	115.801	116.045	252	252	0	130	122	5	NIL	NIL
25	25		25	199/02	120/18	119.071	120.530	1458	675	783	270	1188	5	1	3
26	26	BLMK-SKPI (BALMASKA - SIKARPAI)	26	134/06	134/11	134.290	134.418	128	128	0	128	0	5	NIL	1
27	27		27	137/01	137/02	137.058	137.122	64	64	0	64	0	5	NIL	
28	28		28	137/17	137/18	137.344	137.503	160	160	0	160	0	5	2	3
29	29	SKPI-KTGA (SIKARAPAI - KEVITIGUDA)	29	139/20	140/4	139.623	140.142	547	270	277	508	39	5	10	NIL
30	30		30	141/01	141/11	141.049	141.318	269	200	69	269	0	5	2	5
31	31		31	144/08	144/13	144.309	144.415	107	107	0	107	0	5	NIL	NIL
32	32		32	145/05	145/18	145.273	145.525	251	150	101	251	0	5	NIL	NIL
33	33		33	146/05	146/11	146.174	146.313	139	139	0	139	0	5	NIL	NIL
34	34	KTGA-SPRD (KEVITIGUDA - SINGAPURAM)	34	146/12	146/16	146.403	146.514	111	11	100	111	0	5	NIL	NIL
35	35		35	148/15	148/20	148.659	148.832	173	173	0	173	0	5	NIL	NIL
36	36		36	155/16	156/00	155.841	156.028	186	186	0	186	0	5	NIL	NIL
TOTAL									12923	7449	5474	6445	6478		
LINED LENGTH = 7449 m															
UNLINED LENGTH = 5474 m															
CURVED LENGTH = 6445 m															
STRAIGHT LENGTH = 6478 m															
TOTAL LENGTH OF TUNNEL = 12923 M															



List of Tunnels as on 30.10.2020 on KR line																						
Railways	S.No	Tun nel No.	Name of Tunn	Divisi on	Block section	B.G/ M.G /N.G	EM		CH		Lengt h (m)	Year of constr uction	Up/ Dn/S L	Shape of tunnel	Lined/Unlined		Track Structure	Ventilation arrangement	Number of		Soil met with	
							From	To	From	To									TR	MR		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15		16	17	18				
															Lined	Unlined						
E.Co. Railway	1	1	1	WAT	BGUA-KKGM	B.G	40/11	41/02	40.559	41.046	487	1992	SL	Semi circle	223	264	ST+Cur with 52Kg	Not Available	8	4	Mixed Strata of Rock	
E.Co. Railway	2	2	2	WAT	KKGM-LKMR	B.G	50/19	51/13	50.920	51.662	732	1992	SL	Semi circle	108.5	623.5	ST+Cur with 52Kg	Not Available	11	4	Mixed Strata of Rock	
E.Co. Railway	3	3	3	WAT	KKGM-LKMR	B.G	53/02	53/09	53.143	53.476	333	1992	SL	Semi circle	136	197	ST+Cur with 52Kg	Not Available	4	5	Mixed Strata of Rock	
E.Co. Railway	4	4	4	WAT	KKGM-LKMR	B.G	57/14	58/13	57.75	58.697	951	1992	SL	Semi circle	487	464	Straight with 52 Kg	Not Available	12	7	Granite with cleavages	
E.Co. Railway	5	5	5	WAT	TKRI-RUL	B.G	86/16	86/21	86.127	86.64	513	1993	SL	Semi circle	85	428	Straight with 60 Kg	Not Available	9		Hard Rock	
E.Co. Railway	6	6	6	WAT	TKRI-RUL	B.G	86/24	86/29	86.833	86.981	148	1993	SL	Semi circle	148	-	Curve with 60kg	Not Available	1	4		
E.Co. Railway	7	7	7	WAT	TKRI-RUL	B.G	88/12	88/16	88.039	88.493	453	1993	SL	Semi circle	165	288	ST+Cur with 60Kg	Not Available	7	2	Mixed Strata of Rock	
E.Co. Railway	8	8	8	WAT	TKRI-RUL	B.G	89/24	90/16	90.008	90.501	493	1993	SL	Semi circle	493	-	ST+Cur with 60Kg	Not Available	5	4		
E.Co. Railway	9	9	9	WAT	TKRI-RUL	B.G	91/14	91/16	91.492	91.574	82	1994	SL	Semi circle	82	-	Curve with 60kg	Not Available		1		
E.Co. Railway	10	10	10	WAT	TKRI-RUL	B.G	91/18	92/01	91.766	92.051	286	1994	SL	Semi circle	115	171	Curve with 60kg	Not Available	4		Mixed Strata of Rock	
E.Co. Railway	11	11	11	WAT	TKRI-RUL	B.G	93/22	93/28	92.99	93.84	848	1994	SL	Semi circle	63	785	ST+Cur with 60Kg	Not Available	15		Hard Rock	
E.Co. Railway	12	12	12	WAT	TKRI-RUL	B.G	94/03	94/15	94.105	94.451	344	1992	SL	Semi circle	112	232	Curve with 60kg	Not Available	5		Mixed Strata of Rock	
E.Co. Railway	13	13	13	WAT	RUL - LLGM	B.G	95/36	96/00	95.836	95.918	84	1993	SL	Semi circle	84	-	Curve with 52kg	Not Available		2		
E.Co. Railway	14	14	14	WAT	RUL - LLGM	B.G	96/28	97/08	96.968	97.209	248	1992	SL	Semi circle	158	90	ST+Cur with 52Kg	Not Available	2	1	Mixed with soft Rock	
E.Co. Railway	15	15	15	WAT	RUL - LLGM	B.G	97/18	97/23	97.482	97.695	213	1992	SL	Semi circle	213	-	Curve with 52kg	Not Available	1	5		
E.Co. Railway	16	16	16	WAT	RUL - LLGM	B.G	99/03	99/07	99.117	99.232	115	1992	SL	Semi circle	80	35	Straight with 52 Kg	Not Available		2	Hard Rock	
E.Co. Railway	17	17	17	WAT	RUL - LLGM	B.G	104/26	105/01	104.818	104.933	115	1993	SL	Semi circle	115	-	Curve with 60kg	Not Available				
E.Co. Railway	18	18	18	WAT	RUL - LLGM	B.G	106/25	106/27	106.815	107.162	346	1993	SL	Semi circle	346	-	Curve with 60kg	Not Available				
E.Co. Railway	19	19	19	WAT	RUL - LLGM	B.G	108/09	108/17	108.385	108.624	239	1994	SL	Semi circle	239	-	Curve with 60kg	Not Available				
E.Co. Railway	20	20	20	WAT	RUL - LLGM	B.G	109/04	109/11	109.140	109.324	184	1995	SL	Semi circle	184	-	Straight with 60 Kg	Not Available				
E.Co. Railway	21	21	21	WAT	RUL - LLGM	B.G	109/16	109/20	109.601	109.678	77	1993	SL	Semi circle	77	-	Curve with 60kg	Not Available			Hard Rock	
E.Co. Railway	22	22	22	WAT	RUL - LLGM	B.G	110/17	110/24	110.620	110.808	188	1993	SL	Semi circle	188	-	Straight with 60 Kg	Not Available			Hard Rock	
E.Co. Railway	23	23	23	WAT	LLGM-BLMK	B.G	112/38	114/12	112.803	114.425	1599	1994	SL	Semi circle	1032	567	ST+Cur with 60Kg	Not Available	12	13	Khondalite , Charnokite	
E.Co. Railway	24	24	24	WAT	LLGM-BLMK	B.G	115/24	116/02	115.801	116.045	252	1995	SL	Semi circle	252	-	ST+Cur with 60Kg	Not Available				
E.Co. Railway	25	25	25	WAT	LLGM-BLMK	B.G	199/02	120/18	119.071	120.530	1458	1994	SL	Semi circle	675	783	ST+Cur with 60Kg	Not Available	1	3	Weathered Khondalite, & Granite	
E.Co. Railway	26	26	26	WAT	BLMK-SKPI	B.G	134/06	134/11	134.290	134.418	128	1994	SL	Semi circle	128	-	Straight with 52 Kg	Not Available		1	Weathered Khondalite, & Granite	
E.Co. Railway	27	27	27	WAT	BLMK-SKPI	B.G	137/01	137/02	137.058	137.122	64	1995	SL	Semi circle	64	-	Curve with 52kg	Not Available			Khondalite	
E.Co. Railway	28	28	28	WAT	BLMK-SKPI	B.G	137/17	137/18	137.344	137.503	160	1994	SL	Semi circle	160	-	Curve with 52kg	Not Available	2	3	Khondalite	
E.Co. Railway	29	29	29	WAT	SKPI-KTGA	B.G	139/20	140/4	139.623	140.142	547	1995	SL	Semi circle	270	277	Curve with 52kg	Not Available	10		Weathered Khondalite, & Granite	
E.Co. Railway	30	30	30	WAT	SKPI-KTGA	B.G	141/01	141/11	141.049	141.318	269	1994	SL	Semi circle	200	69	Curve with 52kg	Not Available	2	5	Schistose Gneiss	
E.Co. Railway	31	31	31	WAT	SKPI-KTGA	B.G	144/08	144/13	144.309	144.415	107	1994	SL	Semi circle	107	-	Curve with 52kg	Not Available			Khondalite	
E.Co. Railway	32	32	32	WAT	SKPI-KTGA	B.G	145/05	145/18	145.273	145.525	251	1995	SL	Semi circle	150	101	Curve with 52kg	Not Available			Partly Khondalite & Partly Granite	
E.Co. Railway	33	33	33	WAT	SKPI-KTGA	B.G	146/05	146/11	146.174	146.313	139	1994	SL	Semi circle	139	-	Curve with 52kg	Not Available				
E.Co. Railway	34	34	34	WAT	SKPI-KTGA	B.G	146/12	146/16	146.403	146.514	111	1992	SL	Semi circle	11	100	Curve with 52kg	Not Available			Khondalite	
E.Co. Railway	35	35	35	WAT	SKPI-KTGA	B.G	148/15	148/20	148.659	148.832	173	1992	SL	Semi circle	173	-	Straight with 52 Kg	Not Available			Charkonite,Khondalite Granite,Gneiss Etc..	
E.Co. Railway	36	36	36	WAT	KTGA-SPRD	B.G	155/16	156/00	155.841	156.028	186	1992	SL	Semi circle	186	-	Curve with 52kg	Not Available			Weathered Khondalite with Horizontal and Vertical cleavages	



Annexure-38





Asset details at Central Control														
Name of the Control	No. of Cells	Rly. Telephone	BSNL Telephone	Intercom Phone	CUG	Personal Computer	NTES Terminal	Printer	Line Printer	UPS	XEROX	FAX	VDU	Wi-Fi AP
CHC(Coaching)	1	2	2	1	1	2	0	1		2	1	0	0	3
Coaching Shift	2	2	1	1	1	2	0	2		2		0	0	
Coaching Satsang	1	1	0	0	0	1	0	1		1		0	0	
CHC(Freight)	1	2	1	1	1	2	0	1		2		1	0	
Freight Shift	2	2	1	1	1	2	0	2		2		0	0	
FOIS Control	6	6	0	1	1	11	0	5		11		0	0	
Mid Night Control	1	1	0	0	0	1	0	1	2	1		0	0	
Commercial Control	1	1	1	1	1	1	1	2	0	2		0	0	
Diesel Power Control	2	2	0	1	1	3	0	1	0	3		0	0	
C &W Control	2	2	0	1	1	3	0	1	0	3		0	0	
TPC Control	1	1	0	1	1	1	0	1	0	1		0	0	
TLC Control	1	1	1	1	1	1	0	1	0	1		0	0	
Signal Fault Control	2	2	0	1	1	2	0	1	0	2		0	0	
Telecom Control	1	1	0	0	1	1	0	1	0	1		0	0	
Security Control	3	2	2	1	1	3	0	2	0	3		1	2	
Total :		28	9	12	13	36	1	23	2	37	1	2	2	3

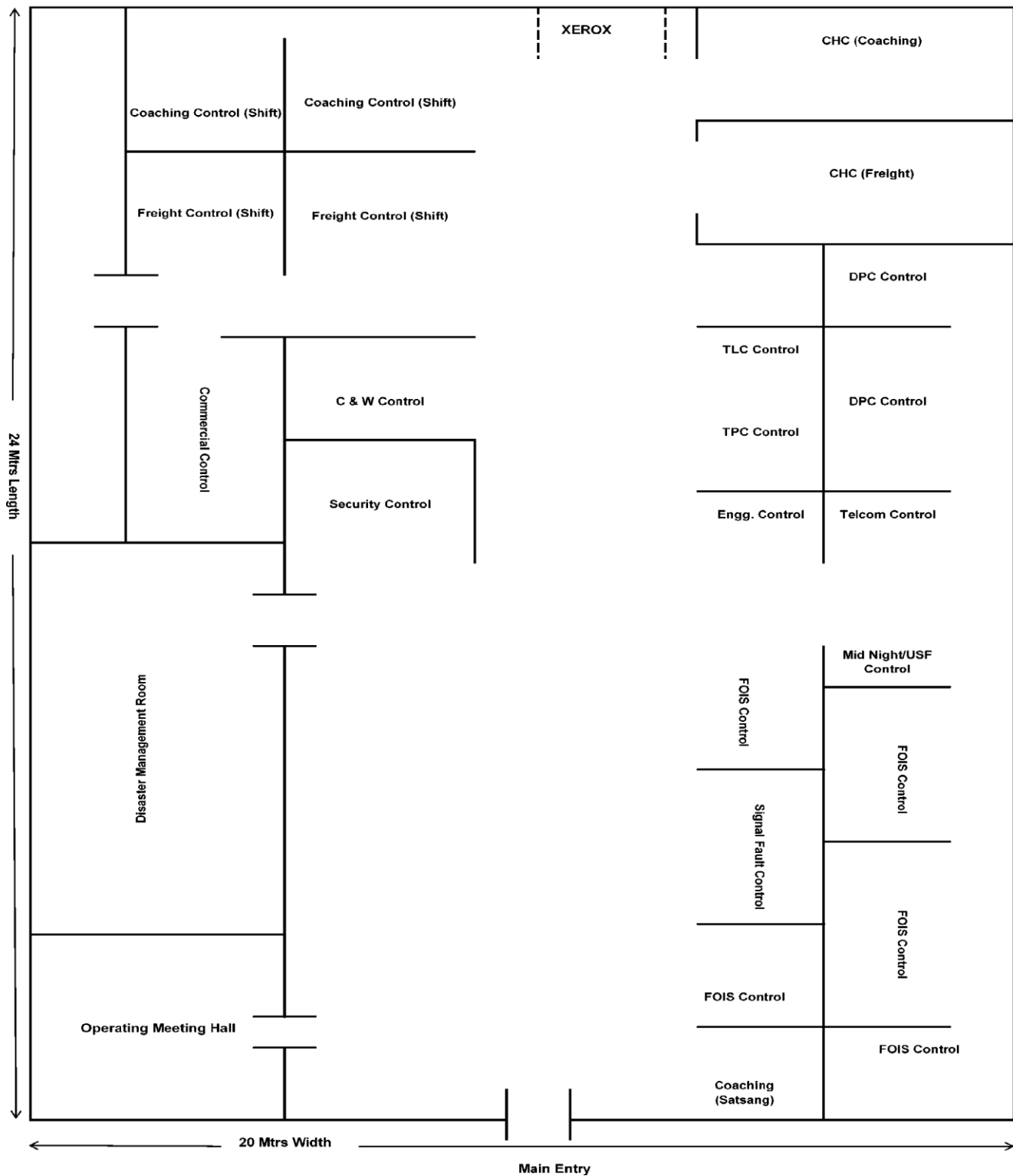


Asset details at Disaster Management Room

Name of the Control Room	Audio Conference System	Satellite Phone	Rly. Telephone	BSNL Telephone(With ISD 2Nos+1 No)	BSNL Toll Free	Intercom Phone	Hot Line Phone (KUR, WAT & SBP)	CUG	Personal Computer	ALL IN ONE PRINTER	FAX	UPS	TV	DTH	Projector
Disaster Management Room	1	2	3	3	1	2	3	2	3	1	1	2	2	2	1
Total :	1	2	3	3	1	2	3	2	3	1	1	2	2	2	1



Schematic layout of Central Control

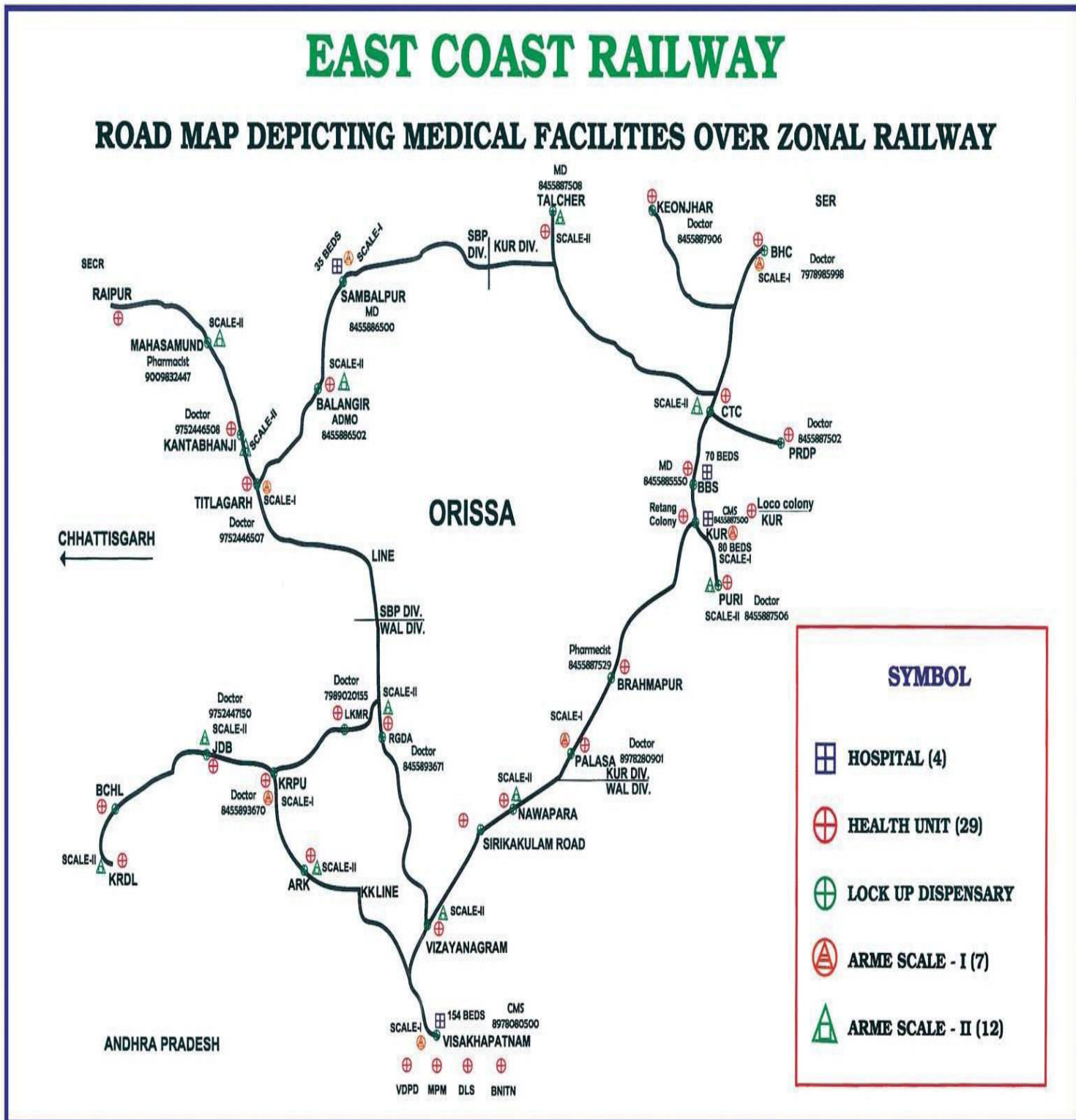


Disclaimer

This information provided in this document is for the purpose of general guidance. Although, all efforts have been made to ensure authenticity and accuracy, in case of any conflict the provision in GR&SR / Accident manual and other relevant code would over ride.



Annexure-39





Police Station	100 (Toll Free)
Fire station	101 (Toll Free)
Ambulance	102, 108 (Toll Free)
All in one emergency number	112
Railway Helpline	139 & 182
Women's Help line	181
Child Help line	1098
Gas leakage	1906
Dial a Doctor	1911
Military Police Help line	155200.



2022

EAST COAST RAILWAY

Bhubaneswar