



EAST COAST RAILWAY

ZONAL DISASTER MANAGEMENT PLAN 2025

Issued By
Principal Chief Safety Officer
East Coast Railway
Bhubaneswar

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Disclaimer

ZDMP 2025 is prepared in-house by the HQ Safety Department of ECoR. All care has been taken to provide up to dated data and details. Any discrepancies observed in the plan to be brought to notice of Dy. CSO (Mechanical)/ECoR/BBS for correction.

Parmeswar Funkwal



**General Manager
East Coast Railway
Bhubaneswar - 751017**



Message

Safety is the cornerstone of efficient railway operations. Zonal Disaster Management Plan 2025 of East Coast Railway is designed to ensure a prompt and coordinated response to any emergency situation, minimizing risks to human life, railway assets and public safety.

Our railway network is vital to the nation's connectivity and economy, making it imperative that we remain vigilant and prepared for unforeseen events such as derailments, collisions, natural calamities and other disruptions. Zonal Disaster Management Plan 2025 of East Coast Railway outlines clear protocols, rapid response mechanisms and interdepartmental coordination strategies to effectively manage disasters.

Regular mock drills, staff training, infrastructure audits and seamless communication between railway divisions, local authorities and emergency services form the backbone of our preparedness efforts. I urge all employees to familiarize themselves with their roles and responsibilities under this plan and work with dedication to uphold the highest safety standards.

I am hopeful that this updated version shall be of great help in disaster management. I request all concern to go through its contents. It goes without saying that the best efforts have been put in to make this edition of Zonal Disaster Management Plan more comprehensive and useful.

I would like to express my appreciation to the efforts made by Safety Department of East Coast Railways in bringing out the Zonal Disaster Management Plan 2025.

**(Parmeswar Funkwal)
General Manager**

Mohes Kumar Behera



**Additional General Manager
East Coast Railway
Bhubaneswar - 751017**



Message

Ensuring safety of passengers, railway staff and infrastructure during disasters is our utmost priority. Zonal Disaster Management Plan 2025 is designed to provide a swift, coordinated and effective response to any emergency situation, including derailments, collisions, natural calamities, or hazardous material spills.

By integrating advanced technology, well-trained personnel, and robust communication networks, we aim to minimize damage and save lives. Regular drills, safety audits and collaboration with emergency response teams strengthen our preparedness.

Together, we can ensure a safer railway network for all. Stay alert, follow safety guidelines, and cooperate with authorities during emergencies.

I am very much pleased to know that Safety Department of East Coast Railway is going to publish the revised and updated version of Zonal Disaster Management Plan. I am hopeful that this updated version shall be of great help in disaster management. I request all concern to go through its contents.

In this updated version various chapters have been revised to include latest directives and guidelines from Railway Board, NDMA, etc. In this version, locations vulnerable to floods, cyclones, storm breaches, landslides, etc. are also annexed for ready reference.

I would like to congratulate Safety Department of East Coast Railway in bringing out the Zonal Disaster Management Plan 2025.

**(Mohes Kumar Behera)
Additional General Manager**

Arun J. Rathode



**Principal Chief Safety Officer
East Coast Railway
Bhubaneswar – 751017**



Message

It is a matter of immense pleasure that revised version of Zonal Disaster Management Plan is being published and will be uploaded in the SIMS and Safety Portal of East Coast Railway website. This plan comes in electronic form and will be available to all concerned. It provides vital information in order to be prepared to face unforeseen incidents.

Multiple additions and revisions have been done to make Zonal Disaster Management Plan 2025 more useful as a source of information and directives. It contains details of restoration machinery available with the local railway and non-railway contractors. This will be helpful in quick restoration of services in the event of accidents. Zonal Disaster Management Plan 2025 also contains latest SOPs, accident management protocols and details of non-railways resources for tackling various disasters.

I express my deepest gratitude to the General Manager of ECoR for his guidance and support. I like to express my sincere thanks to Additional General Manager of ECoR for his valuable contributions while preparing the plan. I also thank all PHODs, DRMs and other officers and staff for their valuable contribution.

**(Arun J. Rathode)
Principal Chief Safety Officer**

INDEX

Sl. No.	Chapter No.	Topic	Pages
01	-	Introduction	001-003
02	01	Legal Provisions	004-013
03	02	Objectives of Plan & Reporting of Accidents	014-030
04	03	Disasters & Train Accidents	031-043
05	04	Disasters Preparedness – Availability of Resources & Response	044-056
06	05	Disaster Response – Instant Action Team	057-077
07	06	Response & Action by Division & Zone	078-102
08	07	Site Management	103-126
09	08	Media Management	127-130
10	09	Passenger Management	131-135
11	10	Fire Disaster Management	136-148
12	11	Cyclone Management	149-159
13	12	Tsunami Management	160-163
14	13	Flood Management	164-171
15	14	Earthquake Management	172-178
16	15	Land/Hill Slide Management	179-180
17	16	Terrorism Disaster Management	181-186
18	17	Chemical Disaster Management	187-196
19	18	Chemical Terrorism Disaster (CTD) Management	197-198
20	19	Nuclear & Radiological Emergency Disaster Management	199-200
21	20	Biological Disaster Management	201-207
22	21	Crisis Management	208-209
23	22	Disaster in Tunnel or in Deep Cutting or in Water Body	210-215
24	23	Crowd Management	216-217
25	24	Training Preparedness for Disaster Management	218-220
26	25	Disaster Communication Management	221-227
27	26	Assistance from Non-Railway Resources	228-229
28	27	Disaster Management Room	230-231
29	28	Dos & Don'ts for Front Line Staff During Disasters	232-235
30	29	ECOR SOP (Disaster Management)	236-242
31	30	Medical Preparedness & Hospital Disaster Management	243-256
32	31	Provision & Continuation of Activities in Stations, Divisional Control Rooms & Headquarter Control Room if Affected by Disasters	257-262
33	-	Annexures – I	-
34	-	Annexures – II	-

INTRODUCTION

Disaster management refers to the coordinated efforts to plan, prepare, respond, and recover from natural or man-made disasters. It involves a series of actions aimed at minimizing the loss of life, property, and the environment during and after a disaster. Below are key aspects of disaster management:

1. Preparedness:

- Involves planning, training, and organizing resources in advance to effectively respond to potential disasters.
- Includes public education, early warning systems, and the development of emergency plans for individuals, communities, and organizations.

2. Mitigation:

- Focuses on reducing or eliminating the impact of disasters by addressing their root causes, such as improving building codes or promoting sustainable land use practices.
- Examples include flood control systems, fire-resistant infrastructure, and drought-resistant agricultural methods.

3. Response:

- Refers to the immediate actions taken during or after a disaster to protect lives, property, and the environment.
- Involves emergency services, medical aid, evacuation, and providing relief to affected populations.

4. Recovery:

- Involves efforts to restore normalcy after the disaster, such as rebuilding infrastructure, restoring services, and supporting affected communities.
- Focuses on long-term recovery and rehabilitation, including mental health support and economic rebuilding.

5. Response and Recovery Coordination:

- Effective coordination among government agencies, NGOs, and the private sector is crucial for successful disaster response and recovery.
- Information sharing, logistics management, and the deployment of resources are essential for efficiency.

6. Risk Assessment and Monitoring:

- Continuous assessment of risks and vulnerabilities, such as identifying hazard zones and monitoring environmental conditions.
- Helps in proactive planning and allocating resources for potential threats.

Disaster Management is a dynamic process requiring ongoing efforts to improve systems, adapt to changing circumstances, and involve communities in resilience building. It is a multi-faceted

approach by a group of professionals with competence to address the diverse issue which involves formulation of rules and regulations, preparation of guidelines and operating procedures, making laws, its enforcement, managing humanitarian aspects in traumatic situations, addressing complex socio-economic and technical issues. The technique therefore has to be based on knowledge and related infrastructure by competent professionals 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 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 of the disasters will be less.

Construction activity has been geared with sound practices with a legal framework for creation of disaster resilient infrastructure.

“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 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 the High-Level Committee on Disaster Management are as under.

Till now instantaneous response, relief and rescue are primary objectives of Disaster Management Plan, with the enactment of the Disaster Management Act, 2005, it has been widened to cover 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 Civil 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 is also a golden opportunity for defining developmental process with respect to quality and standard with a view to build up appropriate capabilities to manage disaster at various levels.

This Disaster Management Plan issued by ECoR 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 of use during Disaster Management are made available in this document.

Zonal Disaster Management Plan – 2025 of ECoR focuses on tackling the following Zonal situations:

- Train Accidents
- Fire Accidents
- Cyclone/Storm
- Earth-Quakes
- Floods and Breaches
- Land Slides
- Bomb Blasts/Explosions and other Terror Activities
- Hazardous Gas Emergencies
- Tsunami
- Tunnel Disasters, Chemical Disaster, Biological Disasters & Hospital Disasters

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CHAPTER - 01

LEGAL PROVISIONS

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

1. 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 have also been taken into cognizance while formulating the Disaster Management Plan for 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/CHC/Dy. CHC.
 - Crane Ordering Officials:** On Duty DPC in consultation of Principal 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:
 - A. Rolling Stock: Mechanical Department.
 - B. Fixed Infrastructure like Track, OHE, etc.: By the Department Concerned.
 - C. Maintenance of SPARTs/ARTs/ARMVs/Breakdown Trains including Rail-cum-Road and Road Mobile Emergency Vehicles etc.: Mechanical Department.
 - D. Maintenance of Equipment kept in SPARTs/ARTs/ARMVs: By the Department concerned.
 - E. Media Management at Site: Site Manager shall be the chief spokesman at site and can be assisted by other officers, if needed.

- Commercial Department is responsible for looking after the needs of the media personnel at site.
- Checklists for officers and supervisors must be issued in the form of pocket booklet indicating Do's and Don'ts with clear instructions for:
 - A. First official reaching the site of accident
 - B. Senior-most officer at the site
 - C. Divisional/HQ Control Organization
 - D. Station Manager
 - E. 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. THE DISASTER MANAGEMENT ACT AND RELATED ASPECT:

1.3. The Disaster Management Act, 2005:

The Disaster Management Act, 2005 (here-in-after referred to as the Act), enacted by the Parliament was notified in the Gazette of India on December 26, 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.

The Disaster Management Act, 2005 is the central legislation on Disaster Management around which all the Disaster Management related activities revolve 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.

Disaster has been defined in this Act as “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 of GM/AGM with PCSO/CSO.

Disaster Management has been explained in this Act as “Disaster Management means a continuous and integrated process of planning, organizing, coordinating 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.

1.4. Important Provisions in the DM Act

Sections 35, 36 & 37 of the DM Act, 2005 detail the responsibilities of Ministries and Departments of Central Government 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:

1.5. 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 the 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.
3. At District level, a District DM Authority with Collector/DC/DM as Chairperson and SP, DMO and other two District Level Officers as member shall be formed with similar function and a District Disaster Management Plan shall be drawn.
4. Central Government will take measures for coordination among various DMA, with various ministries, and Naval, Military and Air Forces for capacity building, preparedness and effective response. Assistance to State Government 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.
5. Similar action will be taken by the State Government and local Authorities at State and District levels respectively.
6. A National Institute of Disaster Management shall be formed for planning, training and research in the area of Disaster Management.
7. A National Disaster Response Force will be constituted for specialist response to disasters.
8. 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 dated 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 dated 27.07.10, has 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”.

1.7. Important Sections of the 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, it's 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.

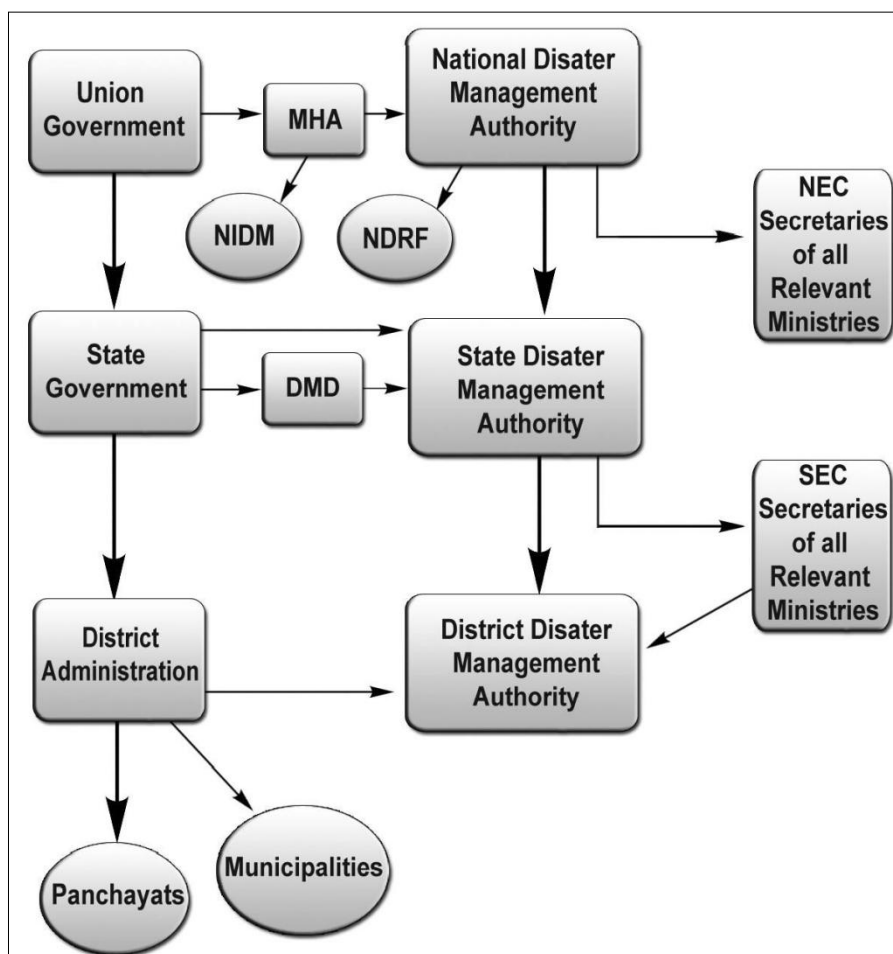
- (ii) Carrying out rescue and relief operation in the affected area;
- (iii) Assessing the damage from any disaster;
- (iv) Carrying out rehabilitation and reconstruction;
- g. Make available its resources to the National Executive Committee or a State Executive Committee for the purpose of responding 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.

1.8. Institutional Framework under the Disaster Management Act, 2015



1.9. National Disaster Management Authority (NDMA)

NDMA control room under Ministry of Home Affairs (Telephone No. 011-26701728, Fax No.011-26701729, Helpline No. 011-1078, E-mail: website@ndma.gov.in) and Security Control Room (Telephone No. 011-23387981, Fax No. 011-23303748) and Safety Cell (Telephone & 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.	Designation	Phone No.	Mobile	Email ID
1	Secretary	011-26701710	-	secretary@ndma.gov.in
2	Joint Secretary (Administration)	011-26701780	-	jsadm@ndma.gov.in

3	Joint Advisor	011-26701743	-	-
4	Control Room	011-26701728 011-1078 011-26701729 (Fax)	09868891801 09868101885	controlroom@ndma.gov.in ndmacontrolroom@gmail.com

1.9. National Disaster Response Force (NDRF)

As per the 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

DG/NDRF	IG/NDRF	DIG/NDRF
Mobile No. 9818564455	Mobile No. 9540610101	Mobile No. 9968262466
Office No. 011-24369278, 011-24369280 Fax No. 011-24363261	Office No. 011-24363268 Fax No. 011-24363261	Office No. 011-24363267 Fax No. 011-24363261
Email ID. dg.ndrf@nic.in	Email ID. ig.ndrf@nic.in	Email ID. dig.ndrf@nic.in
NDRF Control Room Telephone No. 011-24363260, 011-24363266 Fax No. 011-24363261		

NDRF Battalions:

NDRF Battalion, Mundali/Cuttack (Odisha) & Vijayawada (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.	Divisions	Commandant NDRF	Location	Phone No.	Email ID
1.	KUR & SBP	Commandant 3 rd Battalion	Mundali, Cuttack, Odisha – 754013	Mobile No. 09437964571 09470587743 Telephone No.	Ori03ndrf@nic.in

				0671-2879711 (Control) 09437581614 (Control) 0671-2879710	
2.	WAT	Commandant 10 th Battalion	ANU Campus, Nagarjuna Nagar, Guntur, AP - 522510	Mobile No. 7382299621 Telephone No. 0863-2293178 (O) 0863-2293050 (Control & Fax) 0833-3068559 (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 per Para 1.2.8 of DM plan of Ministry of Railway issued in NOV-2019, Railway Board have also empowered Divisional Railway Managers/PCSO/CSOs 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.

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CHAPTER - 02

OBJECTIVES OF PLAN & REPORTING OF ACCIDENTS

2.1. Objectives of the Zonal Disaster Management Plan

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 quick and effective Medical Care, using GIS and Data Analysis to ensure quicker means to render medical help with an intention to prevent loss of life.
- Minimizing negative impacts of disasters, using GIS and Data Analysis to redress calamities calamity.
- Saving lives by quick evacuation of victims and effective on-site Medical Management.
- Stabilization of working condition by quick restoration.
- Expeditious extraction of injured and shifting them 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 disasters.
- Defining responsibilities of various staff/departments.

2.2. Key Concepts

1. Golden Hour
2. Trigger Mechanism
3. Incident Command Control System
4. NDRF
5. Triage: 1. Site Triage; & 2. Hospital Triage
6. Psychological Rehabilitation
7. Disaster Risk Reduction

2.3. Golden Hour

“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.
- Evaluate for quality and integrity of pulses.
- If the patient is conscious, assess sensory and motor functions.
- Stop bleeding and restore blood pressure.

- Suspected fractures and dislocations should be splinted for further radiographic and diagnostic evaluation.
- Persons under shock shall be immediately relieved of shock.
- Transport the injured 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 disaster management into motion on. 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.

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

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
10. Undergoing preparedness drills

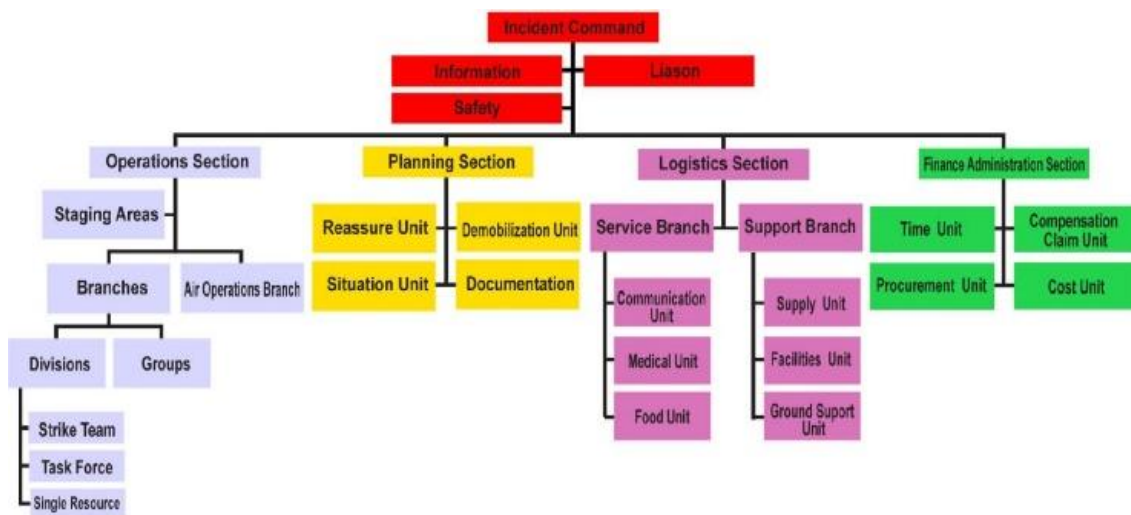
2.5. Incident Command System (ICS)

a. Introduction

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 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 & 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.

2.6. 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 color tagging according to the gravity of their injury and need for urgent medical care or priority for transportation. Airport Color 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 colored 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.

2.7. 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 behavioral and emotional readjustment issues. 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 (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 following 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 humor, 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. 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 November 2016, Government of India has shown its commitment on disaster related issues and Prime Minister of India announced a Ten Point Agenda outlining the approach of Government of India 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 Programs. National Disaster Management Authority (NDMA) has finalized 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	Actions Taken
1	Agenda 01: All development sectors must imbibe the principles of disaster risk management.	Action plan and responsibilities of various departments in disaster risk management is included in the plan.
2	Agenda 02: Risk coverage must include all, starting from poor households to SMEs to multinational corporations to nation states.	Based on NDMA guidelines & important provisions in section 35, 36 and 37 of the DM Act, 2005, the said subject is being addressed & is included in disasters as discussed in other chapters of the Plan.
3	Agenda 03: 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 other chapters and in Divisional and Central Hospitals.
4	Agenda 04: 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 departments including the national agencies and state agencies i.e. NDRF, SDRF, IMD, etc. have been placed in DM plan in chapters related to natural disasters, chemical disasters and medical disasters.
5	Agenda 05: Leverage technology to enhance the efficiency of disaster risk management efforts.	The existing technology including the standard protocol to be followed for addressing the specific situations has been already placed in Zonal DM Plan. Information is shared with concerned departments by making joint WhatsApp groups for making the decisions and dissemination of information.
6	Agenda 06: 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 institutions established by Railways viz., IRITM, IRIDM & NAIR and ZTIs, STCs & MDTIs. The curriculum is also included in the other centralized training institutes like IREEN, IRSEN, IRISSET, IRIMEE etc.

7	Agenda 07: Utilize the opportunities provided by social media and mobile technologies for disaster risk reduction.	Said agenda is the part of disaster communication management & has been included in DM plan. 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 08: 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 to meet the exigencies have been kept in the preparedness plan of the DM plan and is available in annexures and in other chapters. These have also been included in the Divisional Disaster Management Plan.
9	Agenda 09: 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 NDFR and SDRF with full scale mock drill is being undertaken 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 Management Plan for reference.

REPORTING OF ACCIDENTS

2.9. Immediate Reporting of Accidents

It is reiterated that on no account there shall be any delay in transmitting information about an accident from the site to the Divisional Control. 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 disruption of traffic more than the threshold.
- III. Landslides, breaches, OHE breakdown, etc. which result in disruption of traffic more than the threshold.

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 disruption of traffic more than the threshold as indicated in the Accident Manual.
 - III. Landslides, breaches, OHE breakdown etc., which result in disruption of traffic more than the threshold.
 - 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/or by WhatsApp.
 - a. Collisions falling under Class A-5 when occurring during shunting in coaching yards or stations even though 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 Class D-5.

- e. Trains running into obstruction including fixed structure and falling under Class E-2.
- f. Parting of trains, failure of rolling stock such as failure of tyre, 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 by generating the Accident ID.

2.11.1. Important Telephone Numbers of Railway Board's Safety Directorate for Reporting Cases

Designation	Railway Telephone No. (Office)	IP Intercom No.	Railway Telephone No. (Residence)	MTNL Telephone No. (Office)	MTNL Telephone No. (Residence)	FAX No.	Mail Address
DG (Safety)	47490	-	-	23047490	-	23382674	dgsafety@rb.railnet.gov.in
PPS/DG (Safety)	47490	6252	-	23047490	-	-	-
PS/DG (Safety)	47490	6253	-	23047490	-	-	-
PED (Safety)	47406	6211	53227	23047406	24107420	23386215	pedsafety@rb.railnet.gov.in
PS/PED (Safety)	43302 47406	6212	-	23381344	-	-	-
ED/Safety (Civil)	47425	6254	-	23047425	-	-	-
PS/ED Safety (Civil)	45511	9219	-	47845511	-	-	-
ED/Safety (EE)	47427	6225	-	23047427	-	-	-
PS/ED/Safety (EE)	43000	6248	-	-	-	-	-
EDME (Safety)	47428	6238	-	23047428	-	23047428	-
PS/EDME (Safety)	47428	6239	-	23047428	-	-	-
ED/Safety (Traffic)	47408	6215	-	23389987	26882097	-	-
ED/Safety (S&T)	47407	6213	-	23047407	-	-	-

PPS/ED/Safety (S&T)	47407	6214	-	23047407	-	-	-
DD/Safety (A&R) I	43998 47415	6228	-	23303998	-	-	-
DD/Safety (A&R) II	47414	6227	-	23047414	-	-	-
DD/Safety (Inquiries)	44480 47417	6230	-	23304480	-	-	-
SO/Safety (IM)	47417	6232	-	2347417	-	-	-
SO/Safety I	47422	6235	-	23047422	-	-	-
SO/Safety (DM)	43771 47420	6233	-	23303771	-	-	sosafetyar@rb.railnet.gov.in
SO/Safety (A&R)	47418	6231	-	23047418	-	-	-
Chief Controller Safety	43599 43399 47423	-	-	23382638	-	-	-
Safety Inspector	44425 47421	-	-	23304425	-	-	-

2.11.2. Important Telephone Numbers of the CRS (SE Circle)

CRS (South Eastern Circle) 12 th Floor, New Koilaghat Building, 14 strand Road Kolkata - 700001	Telephone No. 033-22484858 Fax No. 033-226267724	CUG No. 9002080850
Dy. CRS (T) (SE Circle)		CUG No. 9002080862

2.12. System to be Followed for Reporting of Accidents to Railway Board

1. 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.
2. Sr. DSO shall collect all the information and advice PCSO/HQ.
3. PCSO/Dy. CSO (Electrical, Engineering, Mechanical & S&T) and SSO (Traffic) should thereafter inform the nominated officers of Safety Directorate in the Railway Board.
4. 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.

5. 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. System to be Followed for Reporting of Accidents to Zonal Railway HQ by Divisions

Sr. DSO/DSO shall give telephonic message to PCSO and in his absence to nominated 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.
- Landslides, breaches, OHE breakdown, etc. which result in dislocation of traffic more than the threshold value.
- Averted collisions.
- Loco Pilot Passing Signal at Danger.

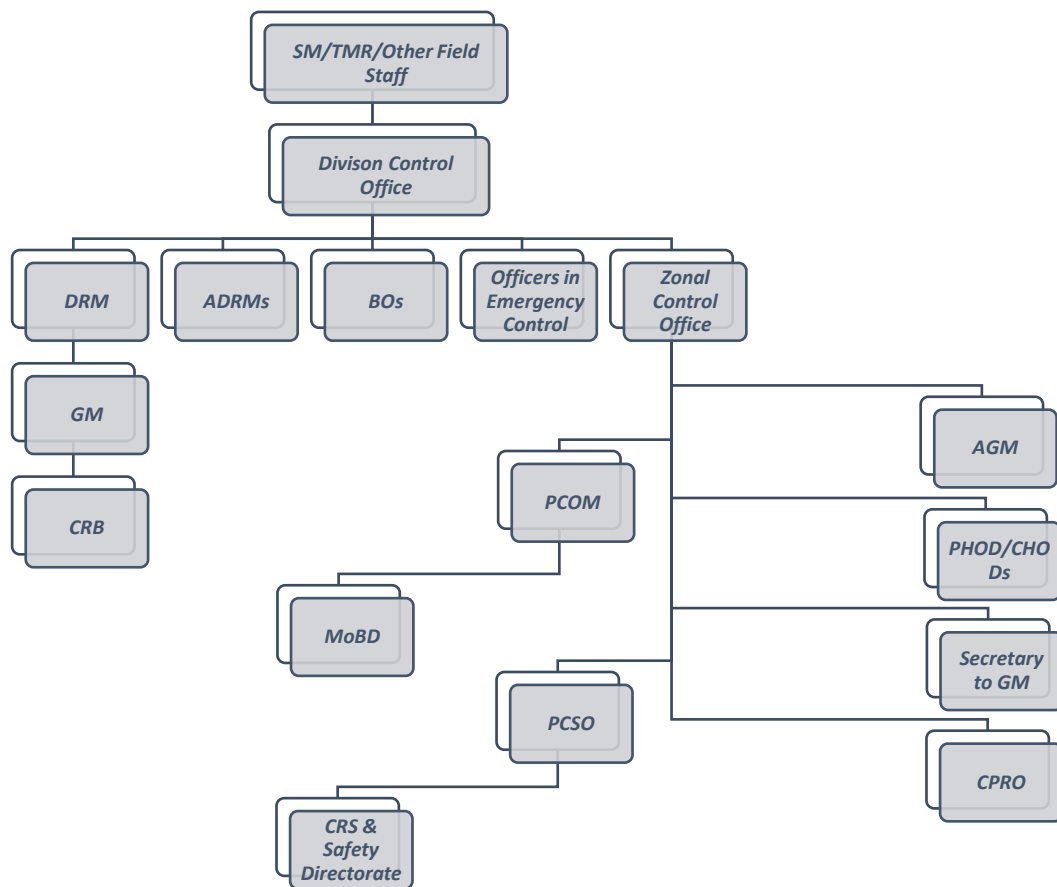
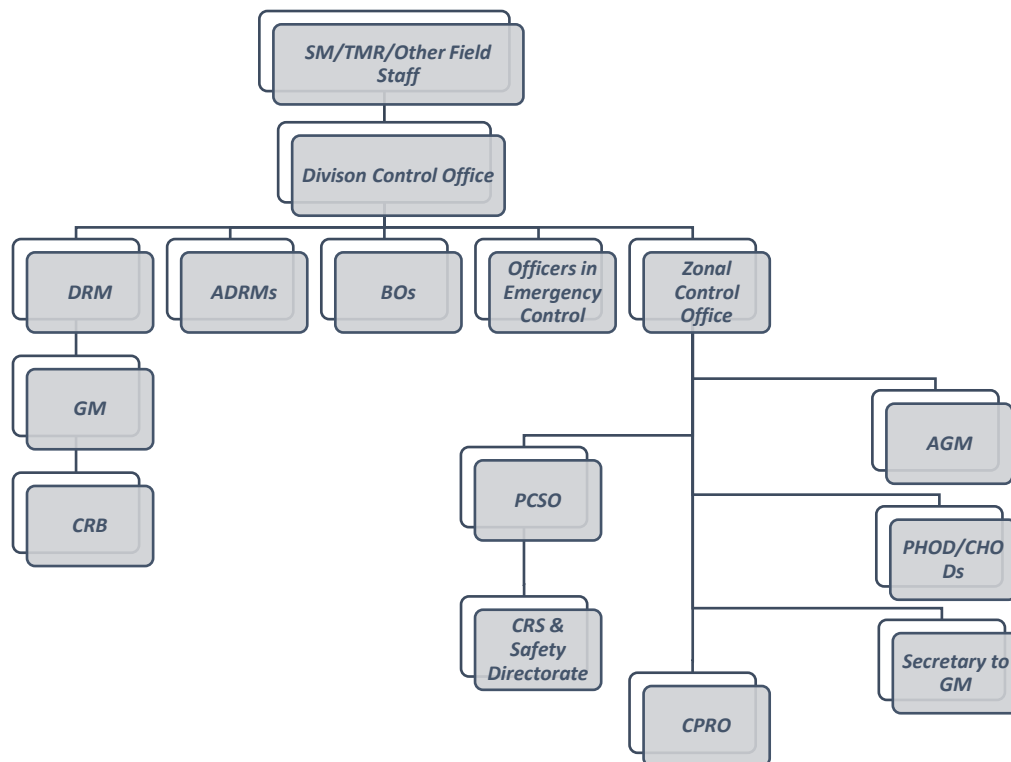
Divisional Control should report all other accidents, equipment failures, and unusual incidents as classified in Chapter-5 of the Accident Manual to the Central Control. The Central Control should record all the relevant information in the accident/unusual register for information of all concerned. In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

Relevant information to be conveyed in legible format in written communication as well. Relevant photographs and videos, depicting damages and cause of failure, to be sent. Joint findings of supervisors along with relevant readings and measurement taken at site to be conveyed to the PCSO or his representative.

A definitive flow chart for flow of information is to be followed for reporting accidents. All important information including prima facie cause of the incident/accident. Such information is to be conveyed to PCSO as the earliest and in his absence to the acting PCSO or nominated Dy. CSO.

A. FLOW CHART OF INFORMATION FOR MAJOR ACCIDENTS**B. FLOW CHART OF INFORMATION FOR OTHER THAN MAJOR ACCIDENTS**

2.15. Procedure to be Followed During Serious Accidents Declared as Disasters

- 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 Counselor, 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 (Electrical, Engineering, Mechanical and S&T) and SSO (Traffic) 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 centralized 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 Headquarters 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.

2.16. Officers Authorized 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.

2.17. 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) crore 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
- District Magistrate/Additional District Magistrate
- District Superintendent of Police of the concerned District
- Superintendent of Railway Police.
- Officer- in- charge of the police station within local limits
- Officer- in- charge of the Government Railway Police
- 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 vide their letter no. VI-24022/11/2002-pm-1 dated 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. Controlling of Trains from 06 Hours Before Cyclones

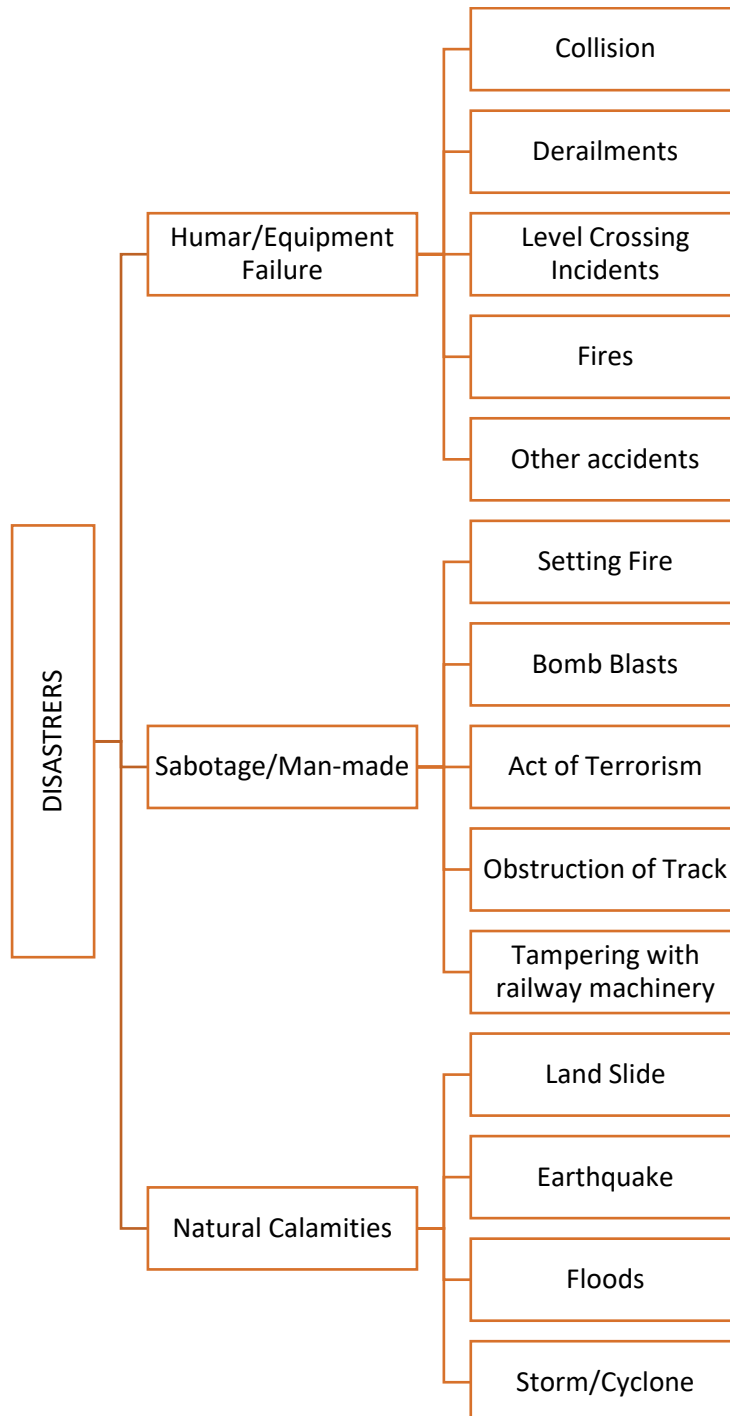
In the wake of cyclone, contingency plan is issued by PCOM containing general instructions to tackle the emergency situations arise due to cyclone. A core team comprising of PCE, PCOM, PCCM, PCSTE, CSE, PCEE, PCSO & PCMD meet regularly to take stock of the situation. As decided in the core team meeting,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

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CHAPTER - 03

DISASTERS & TRAIN ACCIDENTS

3.1. Types of Disaster Causing Interruption to Train Services



3.2. 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.

3.3. Natural Disasters

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

3.4. 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>

3.5. SOP for Landslides

1. Whenever landslide is expected / experienced due to heavy down pour, all train services need to be regulated/diverted.
2. Rescue team to be rushed for restoration work.

3.6. SOP for 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.

1. Stationary Bridge Watch-men are to be provided at vulnerable points to inform level of flow of water.
2. Shifting of Track/OHE fittings and movable equipment around the bank.
3. If time permits sandbags dyke can be constructed to ensure safe passage of trains.
4. Regulate/divert the train services till the flood waters recede.
5. Evacuate people on train/at station and move them to safer places via alternative route.
6. Contact Local boat-men, divers and boats, NDRF, ODARF, fire brigade, Navy, Army and Air force.
7. With the co-ordination of local/state authorities arrange temporary shelter in nearby schools, marriage halls, community centers, etc.

8. If necessary, arrange coaches to accommodate the affected temporarily at the locations identified by the state Govt.
9. Seek assistance from voluntary organizations and arrange drinking water, food, medicine, etc. and run parcel specials to carry these essential supplies.
10. RPF and GRP in co-ordination with local police shall arrange protection.
11. Keep communication with Divisional Control Office and nodal officers of the state govt. for speedy coordination.
12. When people are marooned by flood, arrange air dropping of food packets, cloths, etc. with the assistance of local civil administration.
13. Contact SJAB (St. John Ambulance Brigade), local doctors and provide medicals to the affected population.

3.7. Weather Warnings

3.7.1. Receiving Messages from Indian Meteorological Department

The various IMD regional centers issue heavy rainfall warnings/bulletins or cyclone warnings/bulletins to the Chief Controller, Central Control/Bhubaneswar by FAX, e-mail and WhatsApp. Further, the Indian Meteorological Department updates 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.

3.7.2. Dissemination of Messages within Railways

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

Central Control

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 Principal Head of Departments 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.

Divisional Control

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.

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:

1. 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:
2. 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.

Additionally, message should also be passed on through SMS on CUG mobile phones to all concerned.

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.

Station Master

1. Intimation to Staff

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

The SM on duty, at Station will inform ADENs/SSE (Works)/SSE (P. Way), ADEE(TRD), SSE (OHE/PSI) who are posted 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 place of posting, 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.

The Station Master on duty should also send for the mate of the station yard gang and explain to him the contents of the weather warning message and obtain his acknowledgement.

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 & time of receipt of information	Text of message in full	Name & 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.

3.7.3. Precautions to be Taken by Station Master, Loco Pilot/Assistant Loco Pilot & Train Manager Regarding Controlling of Trains during Storms and Strong Wind

1. 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 TMR 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.
2. In spite of the action outlined above, should the Loco pilot and TMR 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. TMR 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 TMR only after the storm and high winds abate and it is considered safe to proceed. In such cases, discretion of the loco pilots and TMRs 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.
3. 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.

4. 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.
5. 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.
6. 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 proforma.

Date	Time	Reading of the Anemometer	Signature

3.7.4. Provision of Anemometers in Nominated Stations near 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.

3.8. Actions to be Taken by ADEN

On receipt of cyclone/weather warnings/bulletins, the ADEN will alert all his/her 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/she will exercise discretionary /random checks as required to ensure action by SSE (P. Way), SSE (Works) & SSE (Bridge) and that they are alert and active and be constantly in touch with Engineering control office as required.

3.9. Actions to be Taken by SSE (P. Way)

1. 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.

2. 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.
3. 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.
4. 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.

3.10. Actions to be Taken by Gang Mate

On receipt of advice from Station Master, the Gang mate should take the following action:

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.

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.

For guidance of Loco Pilots and TMRs, 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 kilo-meter Numbers and to be communicated to Loco Pilots and TMRs through working time table and from time-to-time crew lobbies through shed notices for their information and their guidance.

3.11. Actions to be Taken by SSE (Works)

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. He/she will coordinate effectively with P. Way/Bridge, Signaling and Electrical staff to work as a team.

3.12. Actions to be Taken by SSE (Bridges)

He/she will ensure availabilities of CC cribs, relieving span on wheel/ ground at nominated locations and ensure them in good condition for use.

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.

The Bridge Inspector should keep close coordination with the staff of P. Way, Signaling, Electrical, Traction and other departments, when they are required to work as a team.

3.13. 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.

3.13.1. Issue of Cyclone Warnings 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 centers, till the danger to the area is over.

1. 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.
2. 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).
3. 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.
4. 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.

3.13.2. Actions to be Taken by Divisional Control Office

1. 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.

2. On receipt of the cyclone warning message, the Sr. DOM/DOM will take similar action as in PCOM Office.
3. 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.
4. 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 Rail-Tel and CUG operators.
5. A WhatsApp group may be created with all concerned nodal officers to relay the messages from time to time without delay.

3.13.3. Actions to be Taken 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/she will keep continuous liaison with the field officials, HQ officers, apart from the neighboring divisions, for seeking help as the circumstances warrant.

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).

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.

3.13.4. Actions to be Taken by OHE/PSI Depot In-Charge

1. 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.
2. 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).
3. 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 in the field.

4. Ladder trolleys, breakdown T&P items, axes, saws, ladders and emergency tools with full components to be kept ready.
5. 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.
6. In case of any RC communication/ SCADA failures, switching stations to be identified and manning to be arranged on need basis.
7. Generator sets, portable flood lights, lighting arrangements for tower cars, trucks to be kept in good fettle.
8. Walkie-talkie sets to be kept in charged condition.
9. Emergency telephones to be kept ready.

3.13.5. Electrical General Services Wing of the Division shall Ensure

1. Sufficient stock of fuel available to run DG set for 24 hours at the locations where DG sets are kept.
2. At least 2 portable DG sets at each depot in good condition.
3. 40 no.s of portable weather proof tents including requirement of Electrical and S&T staff.
4. List of contractors capable of providing DG sets with operators at site and their telephone numbers and arrangements for deployment at short notice.

3.13.6. Actions to be Taken by Traffic Officers Nominated by DRM in consultation with PCOM in the Case of Trains Held-up Enroute or at Starting Stations due to Cyclone

After a cyclone warning is given, the Traffic Officer nominated by the DRM 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.

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.

3.13.7. Actions to be Taken by Senior Traffic Officer nominated by DRM

1. 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, transshipments, 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.
2. 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

3. He/she 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.
4. He/she 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.
5. 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.

3.13.8. Actions to be Taken by CPRO

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

3.13.9. Actions to be Taken by PCMD

1. 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.
2. PCMD will also co-ordinate with the emergency officers at site and take suitable steps as required to meet the situation.

3.13.10. Actions to be Taken by PCSTE

Sr. DSTE 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.

3.14. Preparedness of Departments for Natural Disaster

3.14.1. Engineering Department

1. Shall identify Risk zones prone for natural disasters like floods, cyclones or earthquakes with the help of meteorological department.
2. Shall identify major infrastructure like tracks, bridges and buildings and such inventory analyzed for its strength to withstand such disasters.
3. Shall keep sufficient stock of track materials.
4. 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.

5. Intensify patrolling at vulnerable locations and post stationary watchmen.
6. Shall intensify & ensure repair of RAT (Railway Affected Tank) / RAW (Railway Affected Works) with the cooperation of concerned state Govt.

3.14.2. Mechanical Department

1. 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.
2. Staff of proven caliber to be nominated to man ARTs/ARMEs/SPARMEs.
3. 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/equipment at a short notice.

3.14.3. Medical Department

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

3.14.4. Electrical Department

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

3.14.5. Signal & Telecommunication Department

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

3.14.6. Operating Department

1. Requirement of essential staff and their deployment shall be assessed by Sr. DOM of respective divisions.
2. SMs of the warned area stations, in co-ordination with assistance respective departments, shall ensure that all station equipment like generators, emergency lights, VHF sets, First Aid Box, etc. are in good condition.
3. SMs will also ensure proper securing of stabled coaches/wagons as per extant instructions.
4. PCOM of the Railway will issue instructions regarding regulation, diversion or cancellation of trains in the warned sections with information to CPRO.

3.14.7. Commercial Department

1. Shall alert arrangements to open enquiry offices/ help lines at areas likely to be affected.

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

3.14.8. Security Department

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

3.14.9. In General

1. Apart from the above each PHOD/DRM shall nominate an officer to monitor the warned locations and other arrangements.
 2. A monitoring cell shall be formed by all departments concerned at Divisional/ Zonal level to ensure proper coordination and planning.
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CHAPTER - 04

DISASTER PREPAREDNESS - AVAILABILITY OF RESOURCES & RESPONSE

Resource Units

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

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 railways and non-railways 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. Detail is 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** - Railways and non-railways resources available on the train and at nearby surroundings.
2. **Resource Unit II** - Railways resources available at ARME/SPARME/ART depots and elsewhere within the division.
3. **Resource Unit III** - Railways resources available at ARME/SPARME/ART depots and elsewhere on adjoining Zones and Divisions.
4. **Resource Unit IV** - Non-railways resources available within or outside the division.

4.1. Resource Unit – I

4.1.1. Following Resources are Available in Trains Carrying Passengers:

- i. First Aid Box available with the Train Manager.
- 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 Train Manager.

- v. Walkie-Talkie and CUG mobile phones with Train Manager 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 Train Manager.
- 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.
- 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 railways 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 in the accident site.

Station Staff and Local Railway Administration should requisition help from non-railways sources including NGOs, NCC/NSS volunteers from nearby schools/colleges and Social Organizations before Railways own rescue team arrives.

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).

Such local networks are most effective in rushing assistance immediately, especially with regard to-

1. Medical Succor	5. Lighting Arrangements	8. Drivers
2. Additional Manpower	6. Transport Services	9. Boats
3. Rescue Equipment	7. Fire Fighting Tools	10. Earthmoving Equipment
4. Robotics camera		

4.1.3. Railways Resources Available Nearby

- i. Engineering gangs, contractual labors, etc.
- ii. OHE, Signal, Engineering & Mechanical staff available.
- iii. Other resources such as medical facilities, communication facilities from health centers 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

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

4.3. Resource Unit - III

Location ARTs /SPARMEs with 140/120 T Cranes based on adjoining Zones/Divisions are given in this chapter.

ARTs/SPARMEs to be requisitioned from adjoining Zones/Divisions, as per the jurisdiction chart, are given in this chapter.

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.

Note: Divisional Control offices should keep copies of DM Plans of adjoining divisions available.

4.4. Resource Unit - IV

Non-railways resources available within the division are included in the Divisional DM Plan. (Local resources can be seen at Chapter -26 as Assistance from Non- Railway Resources).

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 Scale I - Equipment stored in Special Medical Relief Vans stabled in separate sidings.

- i. Locations of ARME Scale I is given in 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 SPARME.
- iv. Medicines and equipment are provided as per Railway Board norms as contained in Indian Railway Medical Manual-2000.
- v. Keys of all locks inside the SPARME are also in duplicate. One set of keys is kept with the Medical Officer in charge of SPARME and the other set of keys are kept in a glass-fronted case inside the SPARME.

Working out of SPARME & ART:

- i. The target time for turning out of ARME/ SPARME is 15 minutes after sounding hooter where there is double exit and 25 minutes where there is single 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

Division	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	Scale-II	
	BAM	Scale-II	
	TLHR	Scale-II	
SBP	SBP	Scale-I	3 coach SPARME with higher capacity HRD equipment & plasma cutting equipment.
	KBJ	Scale-II	
	BLGR	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 is 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	SPARME
JSG/CKP	SPARME				
KGP/KGP	SPARME				

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

Location		Class	Facilities Available
KUR	KUR	A	140 T Diesel BD Crane with HRE Equipment
	BHC	B	Hydraulic Re-railing Equipment
	PSA	B	Hydraulic Re-railing Equipment
	TLHR	B	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	A	140 T Diesel BD Crane with HRE Equipment
	KRPU	A	140 T & 120 T Diesel BD Crane with HRE Equipment
	KRDL	A	120 T Diesel BD Crane with HRE Equipment

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. The maximum permissible speed of 120 T Diesel BD crane is 40 kmph.

4.7.1. Location of C-Class ART/Road Mobile Tool Van (RMTV)

Division	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

4.7.2. Location of ARTs in Neighboring Divisions/Railways

S.E. Railway

Sl. No.	Station / Division	Class	Facilities Available
01.	BNDM/CKP	'A'	140 T Diesel Crane with Lukas Hydraulic Re-railing equipment
02.	JSG/CKP	'B'	Self-Propelled ART with Lukas Hydraulic Re-railing Equipment
03.	KGP/KGP	'A'	140 T Diesel Crane with Re-railing equipment

S.E.C. Railway

Sl. No.	Station / Division	Class	Facilities Available
01.	BIA/R	'A'	ART with MFD & 140 T Diesel Crane
02.	BSP/BSP	'A'	ART with Re-railing equipment & 140 T Diesel Crane

S.C. Railway

Sl. No.	Station/ Division	Class	Facilities Available
01.	RJY	'B'	ART with HRE
02.	KZJ	'A'	ART with MFD & 140 T Diesel Crane
03.	SC	'A'	ART with HRE & 140 T Diesel Crane

4.8. Golden Hour Movement of SPARME/ARME

A. Leftover 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
	TLHR	SRGP-ANGL	59
WAT	KRDL	KRDL-KWGN	71
	JDB	JDB-KWGN	79
		JDB-DIR	57
	ARK	DPC-TXD	75
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

- C. Sections covered by SPARME/ARME

Division	Base	Type of Equipment	Scale	Beat/Jurisdiction	KM
WAT	WAT	SPARME	Scale-I	VSKP-SGDM	94
				VSKP-KMX	93
				VSKP-TXD	78
	RGDA	SPARME	Scale-I	RGDA-KMX	93
				RGDA-LLGM	61
				RGDA-LJR	92
	KRPU	SPARME	Scale-I	KRPU-LKMR	62
				KRPU-DIR	48
				KRPU-DPC	62
KUR	KUR	SPARME	Scale-I	KUR-PUI	44
				KUR-RBA	99
				KUR-NGMP	97
				KUR-MHDP	95
				KUR-GRKN	91
				KUR-NYGT	65
	BHC	SPRME	Scale-I	BHC-KIS	100
				BHC-TMKA	75
	PSA	SPRME	Scale-I	PSA-CAP	95
				PSA-PLH	64
				PSA-SRDM	98
SBP	SBP	SPARME	Scale-I	SBP-SRGP	96
				SBP-JSG	47
				SBP-LSX	99
	TIG	SPARME	Scale-I	TIG-KHPL	93
				TIG-DPUR	65
				TIG-KRAR	98
				TIG-BMCK	100

4.9.1. Beat/Jurisdiction of ARTs of ECoR

Division	Location	Class	Jurisdiction	Distance in Km	Total Coverage Km
SBP	SBP	A-Class	SBP - JRPD	133	318
			SBP – BLGR-BHPI	138	
			SBP - JSG	47	
	KBJ	A-Class	KBJ - LAE	141	370
			KBJ - TIG - BLGR	94	
			KBJ-LJR-JNRD	135	
KHURDA ROAD	BHC	B-Class	BHC-RNTL 'C' Cabin	05	484
			BHC-CTC	115	
			BHC-HDS-PRDP	157	
			BHC-JKPR-NYG	207	
	KUR	A-Class	KUR - PUI	44	412
			KUR-CTC-PRDP	130	
			KUR-MAHI	77	
			KUR-RBA	101	
			KUR-BRGA-RJGR	60	
	PSA	B-Class	PSA-RBA	124	337
			PSA-NWP-GNPR	115	
			PSA-SGDM	98	
	TLHR	B-Class	TLHR-NRG	95	149
			TLHR-ANGL-JRPD	54	
WALTAIR	KRDL	A-Class	KRDL-JDB	120	120
	KRPU	A-Class	KRPU-LKMR	62	253
			KRPU-ARK	85	
			KRPU - JDB	106	

	RGDA	A-Class	RGDA-LJR	92	326
			RGDA-VZM	124	
			RGDA-LKMR	110	
	VSKP	A-Class	VSKP-SGDM	104	234
			VSKP-ARK	130	

4.9.2. Beat/Jurisdiction of 140/120T Cranes of ECoR

Division	Location	Capacity of Crane	Jurisdiction	Distance in Km	Total Coverage Km
SAMBALPUR	SBP	140 Ton	SBP - ANGL	156	341
			SBP – BLGR-BHPI	138	
			SBP - JSG	47	
	KBJ	140 Ton	KBJ - LAE	141	370
			KBJ - TIG - BLGR	94	
			KBJ-LJR-JNRD	135	
KHURDA ROAD	KUR	140 Ton	KUR - PUI	44	1232
			KUR - PSA	221	
			KUR - TLHR - ANGL	152	
			KUR - BHC	162	
			KUR-MAHI	77	
			KUR-NYG	277	
			KUR -CTC- PRDP	130	
			KUR-HDS-PRDP	169	
WALTAIR	RGDA	140 Ton	RGDA-LJR	92	326
			RGDA-VZM	124	
			RGDA-LKMR	110	
	VSKP		VSKP - PSA	225	623

		140 & 120 Ton	VSKP-VZM-NWP-GNPR	268	
			VSKP-ARK	130	
	KRPU	140 & 120 Ton	KRPU-LKMR	62	253
			KRPU-ARK	85	
			KRPU - JDB	106	
	KRDL	120 Ton	KRDL - JDB	150	150

4.9.3. Disaster Management Assets (Crane, ART, SPARME & RMTV) Available in ECoR (As on 09.01.23)

Division	140 Ton BD Crane	120 Ton BD Crane	SPARME	ART A-CLASS	ART B-CLASS	Road Mobile Tool Van
SBP	SBP (No. 144005) DOC-05.01.2005	Nil	SBP DOC-03.01.2021	SBP	Nil	KBJ -At KBJ station one Pickup van is being utilized for Road ART.
	KBJ (No. 143006) DOC-04.12.2002		TIG DOC-20.03.2021	KBJ		
KUR	KUR (No. 144034) DOC-02.08.2019	Nil	PSA DOC-05.10.2021	KUR	PSA	TLHR -One 06-wheeler Road Truck is being used for Road ART.
			KUR DOC-12.05.2000		BHC	
			BHC DOC-03.03.2021		TLHR	PRDP -One BCN wagon being utilized for Mobile Tool Van

WAT	VSKP (No. 144001) DOC- 21.06.2004	VSKP (No. 6372) YOB-1965	VSKP DOC-25.01.2018	VSKP	Nil	VSKP -One 06-wheeler Road Truck being utilized for Road ART.
	RGDA (No. 142034) DOC- 17.11.1994	KRDL (No. 6371) YOB-1967	KRPU DOC-20.11.2018	KRPU		
	KRPU (No. 144032) DOC- 30.01.2019	KRPU (No. 10227) YOB- 1970	RGDA DOC-18.01.2000	RGDA		
Total	140 T BD Crane = 06	120 T BD Crane = 03	SPARME = 08	ART(A) = 07	ART(B) = 03	Mobile Tool Van=04
Grand Total	31					

4.10. 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

Division	Station	STD Code	Telephone No.	CUG No.
KUR	BHC	06784	230827	8455889900
	JKR	06726	221301	8455889906
	CTC	0671	2527865	8455889917
	BBS	0674		8455889922
	KUR	0674		8455889925
	BALU	06756	220412	8455889934
	BAM	0680	2201431	8455889942
	PSA	08945	241039	0897881006
	PURI	06752	25922	8455891891

	DNKL	06762	228529	8455889952
	TLHR	06760		8455889958
	ANGL	06764		8455889960
	PRDP	06722	229434	8455891866
	SKND	06766		8455891870
	KDJR			
SBP	RGL	0663	2560699	8455892814
	SBP	0663	252122	8455892816
	HKG	0663	2113095	8455892817
	BRGA	06646	230122	8455892820
	BLGR	06652	232620	8455892825
	RAIR	06644	253167	8455892845
	BONA	06763	255078	8455892849
	TIG	06655	220524	8455892831
	KSNG	06670	222241	8455892832
	AMB	06863	244800	8455892837
	MNGD	06863	245118	8455892839
	KBJ	06657	220484	8455892830
WAT	KRAR	06678	221236	8455892865
	MSMD	07723	222068	9752416045
	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
	VBL	08944	254851	8978081974
	BCHL	07857	230013	
	(ARM) VSPS	08912	885060	

The Station Managers of these stations shall prepare a list containing particulars of all departmental staff 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.

4.11. Sounding of Hooter

	Total No. of Blasts	Duration of each Blast	Gap between 2 Consecutive Blasts
Relief Train with ARME/SPARME	5	60 seconds	10 seconds
Ordering of Break Down Crane	4	60 seconds	10 seconds
Relief Train without ARME/SPARME	3	60 seconds	10 seconds
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.

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CHAPTER - 05

DISASTER RESPONSE - INSTANT ACTION TEAM

5.1. Instant Action Team/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.

Instant Action Group comprises of

- Train Manager, Crew, TS, TTE, AC Coach Attendant, RPF and other staff on duty by the train.
- Railway servants ON/OFF duty/as passenger travelling in the train.
- Doctors and other volunteer travelling in the 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.

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.

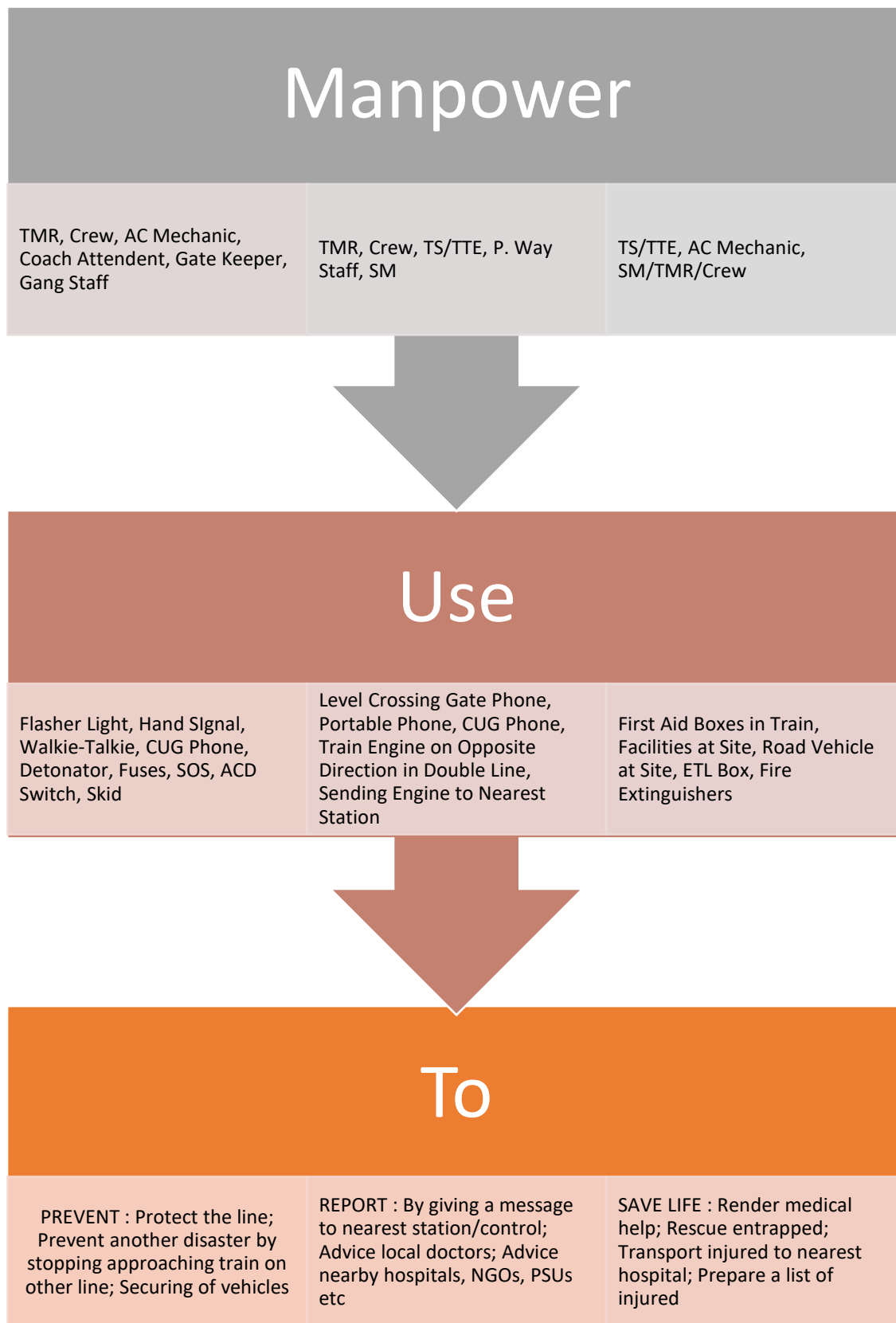
Instant Action Group should coordinate with local authorities, including police force, to ensure that the accident site is not disturbed.

Members of Instant Action Group should work together in coordination with each other as well. It will be the duty of commanding official to help fellow members of IAG (of different departments).

Instant Action Group shall seek support from all the avenues including non-railway resources like NGOs, State Govern

Instant Action Group should act promptly to ensure quick and effective rescue of passengers and restoration of railway network.

5.2. Simultaneous Action Plan



5.3. 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 Group/Team

A. Train Manager

- 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 (CUG mobile phone/portable phone) to Control Office and SMs on either side of the block section for this purpose.
 - a. Walkie-talkie communication provided with stations should immediately be used.
 - b. Otherwise, field portable telephone should be used.
 - c. If a train comes on the other line, which is not blocked, the same should be stopped and information sent through the Loco Pilot.
 - d. 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.
 - e. If all of the above fails, 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.

B. 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 Train Manager 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 (CUG 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 Train Manager.
- 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.

C. 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 SPARME 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.

D. 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.

E. 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.

F. Railway Staff Travelling on the 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 is 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/Train Manager 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 HO (EQ) quota section of the coach.
- vii. In the absence of any officer, the TS or senior most TTE or the Train Manager will discharge duties listed out for Officer In-Charge at Site.

- viii. Similarly, some other railway staff may be travelling in sleeper coaches and probably in the HO (EQ) quota section of the coach. The HQ section of a sleeper coach is located in the center of the coach.

G. 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/she may be Train Superintendent or senior most TTE, if, no officer travelling in that train. He/she should

- i. Note down the time of accident.
- ii. Ensure protection of lines with the help of Train Manager and Loco Pilots.
- iii. Ensure reporting of accident to nearest Station/Control.
- iv. Roughly assess the extent of damage and likely number of casualties.
- 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 other chapters.
- 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, signals & 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.

H. Members of Instant Action Group/Team (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 relevant chapters.
- iii. Persons trained in First Aid may be identified do 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.

I. Instant Action Group/Team (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 blankets/fire extinguishers available with TMR'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. Train Manager will lodge the FIR with the help of RPF & GRP.

J. Officer In-Charge 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.

1. 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.

2. 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.

3. 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 temples, mosques, gurudwara, churches, 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/equipment, hammers, chisel, etc. as are available.
 - c. Ropes, Ladders and local cots.
 - d. If doctors or 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.

K. 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.

L. 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. Duties of Station Manager

Reporting

- 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 Breakdown 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.

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.

Refreshments to the Affected Passengers

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.

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 road transport vehicle.
- iii. Arrange for refund of fares as per the extant rules at suitable locations.

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.

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.

5.5.2. Duties of Divisional 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.

5.5.3. 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.

5.5.4. 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 SPARME/ART.
- v. Order SPARME/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 SPARME/ART.
- xii. Inform emergency help lines / enquiry booths with necessary details of dead/injured.
- xiii. For accident involving passenger carrying trains or road vehicles at level crossing, SPARME 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. Causality/injuries.
- xvii. Ensure a clear path for running SPARME/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 SPARME/ARME, BD special and Crane special.

5.5.5. 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.

5.5.6. Duties of 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.
- x. Arrange on the spot Ex-gratia payment to the eligible.
- xi. 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.
- xii. Ensure the preservation of Clues/Evidences as per the proforma.
- xiii. 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 help lines/ STD calls/SMS/Fax/Mobile Phones free of charge.
- xvii. Ensure Information to the Superintendent 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.

5.5.7. 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 SPARME staff and report its readiness to traffic official.
- viii. Reach the site by road if it is quicker.
- ix. Check all the equipment in SPARME while on run.
- x. Get the operation theatre ready.
- xi. Arrange to inform PCMD about the movement of SPARME.
- xii. Keep SPARME ready to treat the injured without delay.

On reaching the site Medical Officer in charge shall

- 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 a greater 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 SPARME/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 nearby 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.

5.5.8. 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.
- v. 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 uses 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 assesses the situation and proceeds 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 by cordoning of the affected portion with the help of RPF.
- xix. Assess the extent of damage to the Rolling stock.

5.5.9. 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 SPARME/ 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 labor/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 Labor/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.

5.5.10. 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/Handsets.

5.5.11. 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.
 - 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/help lines 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.

5.5.12. 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.

5.5.13. Duties of TRD Official/Officers

- 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.

5.5.14. Duties of 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.

5.5.15. 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/videos, 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.

5.5.16. 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.

5.5.17. 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.

5.5.18. Duties of Sr. Divisional Finance Manager

- 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.

5.5.19. 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 Train Manager / 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, Train Manager may be asked to take pictures with their mobiles and sent them through WhatsApp.
- 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 counselor.
- 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 Arial pictures of the accident and upload the photos/ video in SIMS.

5.5.20. 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 conveys to help lines.
 - xi. Organize labor / 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.
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CHAPTER - 06

RESPONSE & ACTION BY DIVISION AND ZONE

A. ACTIONS BY DIVISION

6.1. 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 are 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 getting 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 SPARMEs / ARTs with crane if required.
 - DPC will also order movement of SPARME/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.

6.2. Intimation of Accident - Railway Doctors

Dy. CHC (Coaching) 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 SPARME immediately.
- iii. Arrange necessary medical team in the hospital.
- iv. Inform CMD about movement of SPARME.
- 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.

6.3. 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 (Coaching)	-	GM, AGM, PCMD
Dy. CHC (Freight)	-	Operating & Safety Officers
TPC/TLC/DPC	-	Electrical Officers
C&W Control	-	Mechanical Officers
Engineering Control	-	Engineering, Accounts & Personnel Officers
S&T Control	-	S&T, Stores Officers
Commercial Control	-	Commercial & Public Relations Officers
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.
- vi. 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.
- vi. PCSO/Dy. CSO (Traffic)/SSO (S&T) will inform CRS and nodal Officer of Safety Directorate of Railway Board.
- ix. Dy. CHC (Coaching) 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.

6.4. Informing Non-Railway Officials

- i. CHC/Punctuality shall inform District Magistrate, Superintendent 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, and Home Secretary, etc. of Odisha, AP and Chhattisgarh are given in Annexures.

6.5. Divisional Officers Required to Attend 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), Sr. DEE (TRD) - should move with SPARME/ARME while ADME 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 SPARME 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.

6.6. Supervisors Required to Attend 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.

B. ACTIONS BY ZONAL 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 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 assessment. 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 staying back in HQ shall be decided by PHOD / CHOD.

C. ROLE OF DEPARTMENTS

6.7. OPERATING DEPARTMENT

Duties of the Operating Department in HQ are given in **Process II of Chapter 07**.

6.8. 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 have been listed out in **Process I of Chapter 07**.

6.9. PUBLIC RELATIONS

Duties of the Public Relations Department are given in Chapter 08 under the heading **Media Management Plan**.

6.10. MEDICAL DEPARTMENT

- i. **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 SPARME 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'.

ii. Duties of Team 'A'

These are listed in detail in Chapter 07 under the heading **Process II**.

iii. 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 SPARMEs 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 them 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 Rail-net 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 Defense 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:
 - Shrouds
 - Wooden Coffins
 - Polythene covers for dead bodies
 - 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.
- xiii. Arrange to send anti snake venom 4 vials and other items in cold chain carrier.

6.11. 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.

i. Transportation of Men and Material to Accident Site

1. 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.
2. Commercial Department should inform the IRCTC for arranging food packets, drinking water, etc. to stranded passengers wherever required and monitor the supply of the same.
3. Commercial Supervisor at site should arrange for food packets and drinking water etc., till supply of IRCTC reaches site.

ii. Help Line Enquiry Booths at Stations

a. General

- i. The emergency telephone number 138 & 183 will be manned round-the-clock by commercial department. All Help line Enquiry Booths shall have a separate DOT telephone 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. In 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	Cuttack	Brahmapur
Angul	Talcher Road	Bhadrak	Balugaon	Jajpur
Rayagada	Koraput	Mahasamund	Palasa	Srikakulam Rd
Visakhapatnam	Vizianagaram	Sambalpur	Titlagarh	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, a 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.

iii. 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

1. Amount of Ex-gratia relief is given by the Railway administration for Train Accidents, Untoward Incidents and Manned Level Crossing Gate Accidents at the rate of:

Type of accident	Amount of ex-gratia for death	Amount of ex-gratia for Grievous Injury	Amount of ex-gratia for Simple Injury

1	Train Accident (as defined under Section 124 of the Railways Act, 1989)	Rs. 5,00,000/ (Rupees Five lakh only)	Rs. 2,50,000/ (Rupees Two lakh Fifty thousand only)	Rs. 50,000/ (Rupees Fifty Thousand only)
2	Untoward Incident (as defined under Section 124-A of the Railways Act, 1989)	Rs. 1,50,000/ (Rupees One lakh Fifty Thousand only)	Rs. 50,000/ (Rupees Fifty Thousand only)	Rs. 5,000/ (Rupees five Thousand only)
3	Accident at Manned Level Crossing (due to Railway's prima facie liability)	Rs. 5,00,000/ (Rupees Five lakh only)	Rs. 2,50,000/ (Rupees Two lakh Fifty thousand only)	Rs. 50,000/ (Rupees Fifty Thousand only)

2. Additional Ex-gratia relief in case of Hospitalization of Grievously Injured Passengers beyond 30 days.

In case of Train Accident	In case of Untoward Incident
Rs. 3,000/- per day to be released at the end of every 10 days period or date of discharge, whichever is earlier.	Rs. 1,500/- per day to be released at the end of every 10 days period or date of discharge, whichever is earlier up to further six months of hospitalization.
	Thereafter, Rs. 750/- per day be released at the end of every 10 days period or date of discharge, whichever is earlier up to further five months of hospitalization.
(a) Lump sum amount of ex-gratia for hospitalization of grievously injured passenger up to first 30 days is as mentioned in table at para (1) above. (b) The maximum period for which ex-gratia is payable to the grievously injured passenger will be 12 months.	

- 2.1 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.
- 2.2 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 Railway hospital, the treatment has to be certified by Railway Doctor.
- 2.3 Sr. Divisional Medical Officers shall also keep track of such injured person taking treatment in other than Railway hospitals. Sr. DCM/DCM shall keep coordination with Sr. DMO for the purpose and arrange payment of ex-gratia as per the prescribed schedule mentioned in the

table in Para-2 above 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.

3. Mode of Payment of ex-gratia/enhanced ex-gratia

- 3.1 Maximum amount of up to Rs. 50,000/- to be paid in cash as an immediate relief for taking care of initial expenses.
- 3.2 Remaining amount to be paid by Account Payee Cheque/RTGS/NEFT/Any other online payment mode.
- 3.3 Notwithstanding anything contained in Para 3.1 and 3.2 above, Railways may disburse the entire amount of ex-gratia/enhanced ex-gratia by Account Payee Cheque/RTGS/NEFT/Any other online payment mode, if deemed appropriate.

4. Other terms and conditions

- 4.1 No ex-gratia relief would be admissible to road users in case of accident at Unmanned Level Crossing, trespassers, persons electrocuted by OHE (Over Head Equipment).
- 4.2 Ex-gratia payment in case of train accidents and untoward incidents are not to be taken into account at the time of final claim for compensation.
- 4.3 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.
- 4.4 Ex-gratia payments should also be made to railway servants killed or injured by a moving train while performing their duty, for example, gangman working on track run over accidentally by a moving train.
- 4.5 Payments should be sanctioned/arranged preferably on the spot by a Senior Scale 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.

These issues with the concurrence of Finance Directorate of Ministry of Railways.

These instructions will come into force from 18 September, 2023.

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 -

Sl. No.	Tribunal	Address	Jurisdiction
1	RCT/Bhubaneswar	Orrisa Forest Development, Corporation Building (2nd Floor), A-84, Kharvela Nagar, Bhubaneswar - 751001. Fax No. 0674 2530140 Office No. 0674 2534835 Assistant Registrar- 801801190	State of Orissa
2	RCT/Secunderabad	South Lalaguda, Secunderabad – 500017 Fax No. 040 7830355/7004355 Assistant Registrar- 8008404904	State of Andhra Pradesh
3	RCT/Bhopal	Old Railway Hospital Building, Eastern Railway Colony, Sikandary Sarai, Bhopal (M.P) Fax No. 0755 2574615 Member Technical – 0755 2574725 Assistant Registrar - 9752417804	State of Chhattisgarh

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 dependent of the deceased or where such a dependent is a minor, by his guardian.

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

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 their 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.
- XX. HQ Emergency Cell will collect updated information regarding all aspects of the accident from the UCC and pass on the same to:
 - a. Emergency Cells opened on other divisions of ECoR.
 - b. Emergency Cells opened on originating and terminating Zonal Railways.
 - c. Safety Directorate's Emergency Cell in Railway Board.
- XXI. Help Line Enquiry Booths should not contact the accident site or the UCC directly.

6.12. 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 DME/ADME should proceed to site of accident. DME will be available in Divisional Control Office for providing backup support.

- III. Breakdown special 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 Special 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.

6.13. 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.

6.13.1. 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 km) 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.

6.13.2. Co-ordination with Local Police

Maintain constant liaison with IG/GRP and ADG/GRP for following:

- i. Rushing all available GRP personnel to the accident site.
- ii. Obtaining additional manpower from the local police for purpose of crowd control.
- iii. Co-ordination with local police/ GRP for giving expeditious clearance for starting restoration work.
- iv. Co-ordinate with local police / GRP for early disposal of dead bodies.

6.13.3. Additional ROLE OF SECURITY DEPARTMENT IN DISASTER MANAGEMENT

In case of any disaster affecting Railways viz. serious train accidents, fire incidents, explosion in trains or on railway premises, terrorist acts, hijacking of train etc. RPF will coordinate with other Departments of Railways, GRP/District Police and various Central and State authorities for speedier relief and rescue operations.

In cases of Chemical, Biological, Radiological & Nuclear (CBRN) Disasters or a natural calamity, RPF will provide support services in rescue, rehabilitation and mitigation efforts.

RPF will play an active role in crowd control along with GRP/District Police personnel and Commercial Department of Railways at disaster site.

The deployment of the RPF may be done on need basis to provide relief, rescue and rehabilitation consequent to any disaster situation over railways.

Current Preparedness

Coordination

Coordination with GRP, State Police and Civil authorities is ensured at the Divisional and Zonal level by concerned RPF officials.

An SOP on “Coordination and Flow of Information between RPF and State Agencies” has also been circulated to all zonal railways for information and necessary action [2014/Sec(Spl)/200/10, dated 10.09.2014].

State Level Security Committees for Railways (SLSCRs) have also been constituted in each State under Director General of Police of respective States with representatives of RPF, GRP, Intelligence & IB. Constitution of SLSCRs has been done with a view to have regular review of security over railways and to address railway related security issues at appropriate level.

Home Secretaries of all the States have been advised by the Ministry of Home Affairs regarding initiation of action for expeditious clearance by the State Police in case of railway accident involving loss of human lives or injuries to the passengers, etc. [No.VI- 24022/11/2002-PM-I, dated 24th December, 2002]. This letter of the Ministry of Home Affairs has also been circulated to all the General Managers for information and necessary action vide letter No.2002/Sec (Cr.)/45/47, dated March 27, 2003.

Disaster management Teams

As per recommendations of the High-Level Committee, a Disaster Management Team of 15 RPF personnel has been constituted in each Division with provision of necessary equipment viz. torches and other lighting arrangements, nylon ropes and poles for segregating the affected areas from unwanted visitors and spectators, loud-hailer, stretchers and first aid equipment, wireless sets for inter-communication, cameras for photography of scene of incident, luminous jackets etc.

Guidelines also exist for ensuring availability of off duty RPF staff for dispatching them to place of occurrence in case of major disasters affecting Railways.

Crowd Control and Management

For effective crowd control, RPF, GRP and District Police have to act in a synchronized manner in coordination with civil authorities. Chapter 10 (Maintenance of Public Order and Tranquility) of the Code of 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. Enabling provisions are also available under rule 243 of the RPF Rules 1987 empowering Superior officers of the Force to disburse unlawful assembly.

It is, however, essential that the District Magistrate (Dy Commissioner) or the Civil Police (Senior Superintendent of Police) provide advance information to the Railways (DRM) of the dates of

expected rush; and also, the volumes of rush (including some rough assessment of direction wise destination).

Close Circuit Television (CCTV) Cameras at Stations and Trains

More than 463 railway stations have been provided with CCTV cameras over Indian Railways. CCTV cameras have also been provided in few trains. Process has been further initiated to provide CCTV cameras to cover all the railway stations and coaches of trains to further strengthen surveillance mechanism over Railways.

Existing CCTV surveillance system at the railway stations need to be upgraded to incorporate intelligent video analytics to get timely information when heavy crowd builds up within station premises and plan follow-up action. Pictures stored on CCTV system will be of immense help in identifying miscreants and in initiating legal action against such elements. One of the intelligent video analytics envisaged for CCTV surveillance under the Integrated Security System is 'Crowd Management' to signal for crowd density within station premises when it exceeds the prescribed limit.

Up-gradation of All India Security Help Line (182)

A 24x7 security helpline has been made functional through Security Control Rooms of RPF to provide round the clock security related assistance to passengers. This Helpline is functioning through a three-digit no. 182. The helpline has already been upgraded by provision of ACD machines, call recording, automatic registration, feedback SMS after registration and after taking action along with a dashboard for monitoring.

Explosive Detection & Disposal

At present, Railways relies upon the States and Central Security Agencies for bomb detection/disposal over railways. Bomb detection system has been envisaged under Integrated Security System. It provides for development of detection capability in RPF. RPF personnel are being trained in phased manner in each Zonal Railways to develop capability in bomb detection.

Presently, 274 sniffer dogs are available with RPF for detection of explosives. Preventive measures to be taken in such situations have been separately circulated vide-Security Directorate Secret Letter No. 2003/Sec(Spl)200/14 dated 16.01.2008.

Handling of Terrorist Acts & Hijacking of Trains

Procedures have been outlined in the Crisis Management Plans of the Government of India, of the Ministry of Home Affairs and of the Ministry of Railways to tackle such situations. Above mentioned secret documents are available with concerned Authorities and action has to be ensured in accordance with the provisions mentioned in the above-mentioned plans.

Ministry of Home Affairs is the Central Nodal Ministry to tackle hostage or terrorist situations requiring specialized handling. National Security Guard (NSG) has to be requisitioned in such

situations. Crisis Management Plan of the Ministry of Railways envisages management of such crisis by the National Crisis Management Committee (NCMC) and Crisis Management Group (CMG) at the Railway Board Level and by the zonal management group at the zonal level.

Coordinated efforts have to be ensured by all security agencies present at the spot. Senior most official available at the spot shall handle situations in accordance with conditions of the crisis at local level and instructions received from concerned Crisis Management Groups at Zonal and National levels.

6.14. 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.

6.15. 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.

6.15.1. Rushing of Men and Material to Site

- I. Sr. DSTE along with DSTE/ASTE will carry the following to the accident site: satellite phone, FAX cum printer, two 25W VHF sets along with antenna and battery, 10 numbers 5W walkie-talkie sets, etc.
- II. He will be accompanied with at least one SSE (Tele)/JE (Tele) and two TCM/WTM.
- III. 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.
- IV. 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.
- V. All mobile phones available with the Division should also be rushed to site for emergency use.
- VI. Sufficient number of spare batteries to last up to 72 hours and battery charges for these mobiles should also be taken to accident site.

6.15.2. 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 no.s 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.

6.15.3. Arranging 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.

6.15.4. Communication at Help Line Enquiry Booths

- i. Help line Enquiry Booths are to be opened at all important stations enroute 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 in Annexures.
- 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.

6.16. ENGINEERING DEPARTMENT

6.16.1. 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) and Sr. DEN/DEN concerned will proceed to the site of accident by self-propelled ARME/ART. In the absence of Sr. DEN (Co), 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 SSE (P. Way) of the Section would have already reached the accident site before arrival of SPARME/ART. In cases, where the SSE (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 SPARME/ART.

6.16.2. Mobilization of Work Force

- i. Sr. DEN (Co) 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 equipment 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 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 Government) for Bulldozer/Earthmoving machinery in the area. Also, the Earthmoving machinery can be taken from locality on serious basis / other mode.

6.17. 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.

D. PAYMENT OF EX-GRATIA

6.18. 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.

6.19. Amount of Ex-Gratia

The amount of ex-gratia relief to be paid to the dependents 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 of 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> Up to 30 days to take care of initial expenses.	Rs. 5,000/- up to 30 days of hospitalization.
Thereafter Rs. 300/- per day be released at the end of every 10 days period or discharge, whichever is earlier.	Rs. 1,000/- per week or part thereof the period for indoor treatment up to further six months of hospitalization. Rs. 500/- per week or part thereof the period for indoor treatment up to 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.)

6.20. Withdrawal from Station Earnings

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	To
Name of the Supervisory Official	Station Master
Designation	Station
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.

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

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CHAPTER - 07

SITE MANAGEMENT

A. Process 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 to rehabilitation of passengers involved in accidents and dealing with their relatives requires a different set of functionaries. 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 Center (UCC)

- UCC is to be set up at the accident site under the overall coordination of Mechanical Department.
- This will be a control office to be located near the center of the accident site.
- It is meant for catering to operational needs of Railways in rescue, relief and restoration work.
- Detailed schematic plan of UCC is given at the end of this chapter.
- 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*.
- UCC will be provided with all facilities similar to a Control Office.
- Adequate lighting with generator backup should be provided in the UCC.
- 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 an independent telephone including fax, photo copier, PCs and loud speaker.
- PC/Laptop should be connected to Internet for mailing update to all concerned.
- A big banner displaying 'UNIFIED COMMAND CENTRE' should be put up at a prominent place at the entry to the tent with sufficient signage's indicating its direction and approach road.
- UCC at the site will be manned by senior supervisors on round the clock basis in 12 hours shift duty. Senior supervisors will be responsible for monitoring & coordinating working of their respective departments.
- Various functionaries in the UCC will monitor and co-ordinate the working of their departments and assistance required by them, if any.
- 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.
- UCC will supervise the working of 2 LCCs (Local Command Centre) and coordinate with Divisional and HQ Emergency Cells.
- 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 Centers (LCC)

- Depending on the spread of the accident site, Local Command Centers (LCC) on the same pattern as the UCC should be set up.
- If the site is spread out over 300 - 400 m, 2 LCCs should be set up.
- Detailed schematic plan of LCCs would be similar to that of UCCs as given at this chapter.
- One representative of all departments as in UCC should be present in LCCs. He/she will co-ordinate various teams spread out over the site of accident.
- Each LCC will oversee the working of DM teams at one end of the accident site.
- Jurisdiction of each LCC will extend to all men and materials belonging to 2 SPARMEs, 1 BD Special and 1 ART at that area of the accident site.
- 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. Central Passenger Assistance Center (CPAC)

It is required for taking care of relatives of passengers, providing them with succor in their hour of agony and for guiding them sympathetically. CPAC will be working under the control Commercial Department with assistance of other departments.

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:

- Locating the name of the passenger on reservation charts in case passenger was traveling in reserved accommodation.
- Going through the list of injured and dead passengers to find out whether the name appears or not.
- 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. Hospitals are usually located at distance.
- In case the passenger can be located in one of the hospitals, they have to find out the severity of injuries and likely period of hospitalization.
- Disburse the ex-gratia as per railway extant rules.
- Try and locate missing luggage of the injured passengers.
- To arrange for a place for themselves/relatives to stay.
- Arrange for medicines/diet etc. and payment of hospital bills, if required.
- To keep in touch with the hospital and get the injured released.

7.5. Assistance to be Rendered to the Relatives/Next to Kin of Deceased

They are to be given the following assistance:

- Following procedure to be followed for identification and release of dead bodies to the relatives of the passengers
 - i) In case the passenger could not be located in any of the hospitals, space where unidentified dead bodies are kept is to be checked.
 - ii) Each dead body is to be checked for identification.

- iii) Identify the dead body, if the same has been extracted by then from the coaches.
- iv) If the body is not extracted then identification to be conducted after further extraction.
- v) In case identification is not done, photographs of unidentified bodies taken at site to be shown to the relatives.
- vi) After the body is identified, they have to produce proof of relationship for Railways to entertain their claim.
- In obtaining medical death certificate from the Railway doctor.
- In obtaining post mortem report, from the government doctor who has performed post-mortem on the body.
- In obtaining official death certificate from the local body/municipality.
- Acknowledgement of ex-gratia payment from Railways.
- Collect forms for lodging claim for compensation from Railway Claims Tribunal.
- Take over custody of dead body from the local police.
- Perform last rites at the same place or make arrangements to take back the body to their native place, depending on circumstances.
- Make arrangements for their return journey back to their native place.

7.6. Combined Assistance Center (CAC)

- CAC should be separate from the UCC so that it does not interfere with normal rescue and relief work.
 - Detailed schematic plan of CAC is given at the end of this chapter.
 - CAC will be manned by staff of relevant departments such as:
 - 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:
 - Operating
 - Medical
 - Commercial
 - Security
 - Personnel
- A banner displaying 'COMBINED ASSISTANCE CENTER' should be put up at a prominent place at the entry to the tent.
- Different counters should be provided in sequence for each of these formalities, so that the entire exercise can be completed in minimum time.
- 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 completion of formalities.

CAC should have different counters for various purposes in following sequence:

- Reservation chart for locating the name.
- List of dead and injured along with name of hospital in which they are admitted. The name of passenger involved should be checked up from the list of dead or injured, if available and their current status informed.
- Counter for providing commercial supervisor or Welfare Inspector as escort along with vehicle(s), for accompanying the relative and going to hospitals or mortuary.
- Railway doctor for issue of Medical Death Certificate.
- Government doctor for issue of Post mortem Certificate.
- Officer-in-Charge of CAC to supervise the CAC.
- Municipality official for issue of Official Death Certificate.
- Local police for issue of authority for handing over of dead body.

- Claims Counter for payment of ex-gratia and issue of Claims Compensation Form.
- Counter for helping performance of last rites.
- Pass counter for issue of return journey pass.
- 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, assessment of their injuries and making 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 UCC, LCC AND CAC

- 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 tent accommodation after taking out tents as provided in ARTs.
 - In addition, he should also requisition agencies which provide tent accommodation on contract. Details of such agencies have been given in Divisional DM Plans.
- *Bridge Line staff will assist in setting up tent 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 tent arrangements.*
- 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.
- Sufficient facilities for erecting temporary stage/scaffolding should also be organized, if required at site.
- Few temporary toilets should be provided at one location in addition to number of urinals at 3 or 4 places with adequate disinfectant.
- Water tankers will be ordered for supplying water at site and arrangements shall also be made for drinking water.
- Temporary kitchen in tents is to be set up so that catering unit or IRCTC can provide cooked food to staff working at accident site.
- Adequate number of chairs should also be arranged.
- 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.
- Signage for both UCC and CAC should be provided at prominent locations.

7.9. 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 hours (periodically).

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 hours (periodic) reports 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.

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.

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.

B. Process II:

Nominated officials from various departments arriving at site by ARMEs/SPARMEs 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.

7.10. Members of the Disaster Management Team

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 annexures).
- 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 SPARMEs, ARTs or move by road as quickly as possible.

7.11. 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. She/he will be responsible for forming Core Groups as required and direct them to carryout efficient rescue, relief and restoration operations.

7.12. Rescue, Relief and Restoration Operation

DM Team on arrival by ARME/ SPRAME and ART shall undertake following actions:

- Video coverage of accident site and Crowd Control for Law and Order.
- Rescue Operation.
- Clearance from police for restoration where required.
- Relief Operations.
- Installation of Communication Network.
- Preservation of Clues and Evidences.
- Media Management at site.
- Salvage Operation.
- Restoration Operation.
- Lighting arrangements of accident site.

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. 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 Permanent Way, Rolling Stock, Signal, OHE and other structures and equipment.
- 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.
- v. Drone camera may be used for over-all view of accident.

7.13. Duties of Officials at Site

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:

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 divisions of ECoR, adjoining zones and non-railways agencies.
- v. Channelize local resources to supplement Railways resources.
- vi. Ensure that duties of various functionaries of different departments as laid down in 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 coaches dealt with
 - Number of bodies identified
 - Number of bodies recovered
 - Number of injured
 - Nature of injuries
 - Supplementary assistance, if required
- 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.	Rerailment	4.	OHE Fitness.
2.	Track Fitness	5.	Clearance of section and imposition of any speed restriction on account of track and OHE.
3.	Fitness of Points and Inter-locking	6.	Movement of first train.

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 vehicle drivers for round the clock duty.
 - b) Arrange for waiver of Post Mortem formalities.
 - c) Arrange positioning of Municipal Official in the CAC for issuing of Official Death Certificate with seal.

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 hours to 20 hours and from 20 hours to 8 hours.
- 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.

Duties of Operating Department

Immediately after receiving 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 relevant chapters.
- 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.

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 staffs, 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 relevant chapters.

Duties of Medical Department

- i. Main functions of the Medical Department can be broadly classified as:
 - a. Taking an initial round of hospitals and assessment of situation by forming teams.
 - b. Taking out injured passengers from accident-involved coaches.
 - c. Attending to injured passengers and giving them First Aid.
 - d. Preparing list of injured passengers.
 - e. Classification of their injuries.
 - f. Transporting them to hospitals and getting them admitted.
 - g. Post admittance hospital care of the injured.
 - h. Dealing with Govt. Hospitals regarding dead bodies.
 - i. 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. This 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 continue 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 is 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" 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 is 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 is 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 no.s of collapsible coffins which is available at each Divisional Hospital will be transported to the site by ARMV, road vehicles or train services as per need.
- b. Air-conditioned mortuaries available with Divisional 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 Divisional Hospital till claimed by relatives.
- d. 20 no.s of body bags which are available with Divisional 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 odor 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 Defense 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.
 - c. In all such accidents passengers are invariably separated from their belongings. As such in many cases there are no tickets or other identification papers on their possession.
 - d. This problem is further compounded in unreserved coaches where no reservation charts are available.
 - e. Identification problems come up in case of mutilated bodies also. In such cases, photographs are better means of identification.
 - f. Arrange for hiring of a couple of big halls, for keeping bodies.
 - g. Rooms should preferably be at a single location so that relatives do not have to go around from mortuary to mortuary.
 - h. A large building having number of rooms would be ideal for storing them. Best option would be to take over a school building temporarily.
 - i. Arrange to move dead bodies to nominated buildings being used as temporary mortuaries.
 - j. Bodies should be neatly lined up with their numbers prominently displayed and kept in different rooms, coach-wise.
 - k. Notice Board outside the building should display the room numbers where bodies extracted from a particular coach have been kept.
 - l. These details should also be posted on a notice board outside each room.
 - m. This will prevent unnecessary handling of bodies which in any case would be in an advanced state of decomposition.
 - n. For dead bodies whose relatives are not readily available and delay is expected, arrange for their preservation by dry ice etc.
 - o. Procure following items from local market for dealing with dead bodies:
 - 1. Shrouds
 - 2. Coffins
 - 3. Polythene Bags
 - 4. Dry ice
 - p. Commercial staff should be put on round the clock duty in the building housing the temporary mortuary for guiding relatives as and when they come.

Duties of Commercial Department

i. Main Functions

Main functions of the Commercial department can be broadly classified as:

- a. Providing beverages and catering to injured and uninjured passengers through IRCTC or any nodal agency.
- b. Initial round of hospitals and assessment of situation.
- c. Preparing list of injured passengers.
- d. Assisting transportation of injured passengers to hospitals and getting them admitted.
- e. Payment of ex-gratia to injured and next of kin of dead.

- f. Dealing with refund and claims compensation formalities.
- g. Taking charge of luggage and consignments.
- h. Assistance in post-admittance hospital care of the injured.
- i. Taking care of relatives.

ii. General

- a. Before Sr. DCM proceeds to accident site, he should arrange withdrawal of sufficient cash from station earnings.
- b. At the accident site, handpicked commercial supervisors should be deputed for manning commercial counters in UCC and CAC.
- c. Each commercial counter in CAC is to be manned by one group as detailed in relevant chapters. Co-ordination with other departments during the process of salvage is must.

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 account 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 & labor 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 continue.
- 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. Securing 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 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, VPUs, etc. should be taken out and sent by road to nearest Jn. Station for safe custody.
- k. Booked perishables goods available in SLRs, VPUs 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.

C. Process 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/SPARMEs, 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 ADME. The second ADME concerned would also be in-charge of the crane at that end.
- 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 center while the 140 T 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 centers 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.

(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.

(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.

(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.

(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.

(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.

7.19. DUTIES OF ELECTRICAL DEPARTMENT

a. 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 2 SPARMEs, 2 ARTs 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.

b. 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 SPARMEs and ARTs.
- iv. In order to set up adequate illumination facilities, all generator sets and lighting fixtures available in SPARMEs and ARTs would be used.
- v. First priority for lighting would be the accident site along the track where rescue, relief and restoration work are 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.

c. OHE Repair 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 are 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 arrange for from other zone after discussion with RE organization.
- 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.

7.20. 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 25 W VHF set shall also be provided in UCC.
- vi. One 25 W VHF set shall be installed in a road vehicle so that mobile communication can be set up, up to 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.

7.21. DUTIES OF ENGINEERING DEPARTMENT

Some duties have been detailed in other relevant chapters. 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 Annexures).
- 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.

7.22. 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.

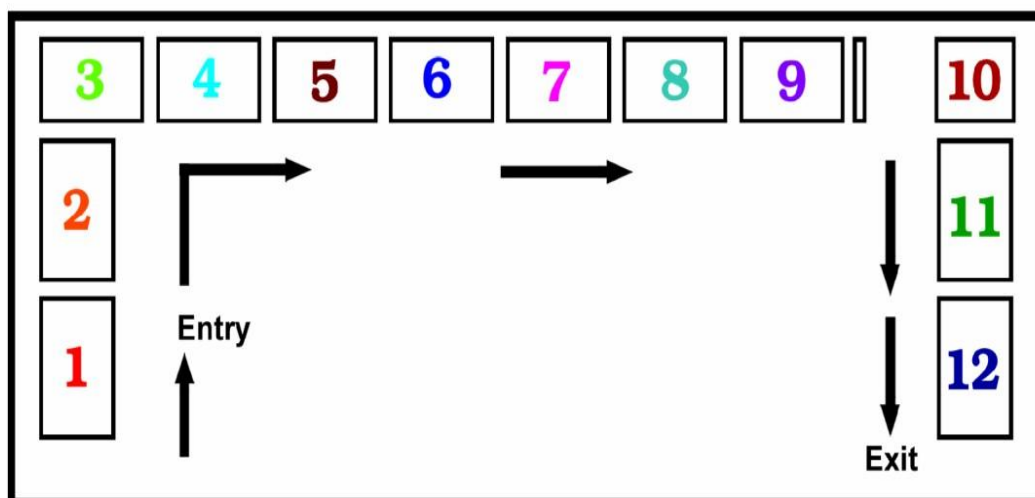
7.23. DUTIES OF ACCOUNTS DEPARTMENT

- 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.

7.24. STAFF IDENTIFICATION

- i. First problem is of identifying Railway personnel.
- ii. They should be supplied with colored arm bands to be kept in SPARMES/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 SPARMES/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.
- vii. Spare coaches should be stabled at nearby stations where watering and charging facilities are available for stay of staff.

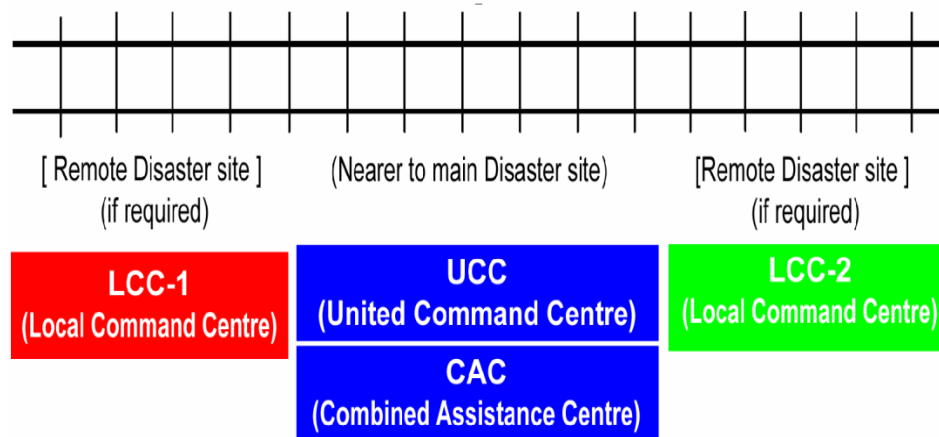
DETAILED SCHEMATIC PLAN OF CAC



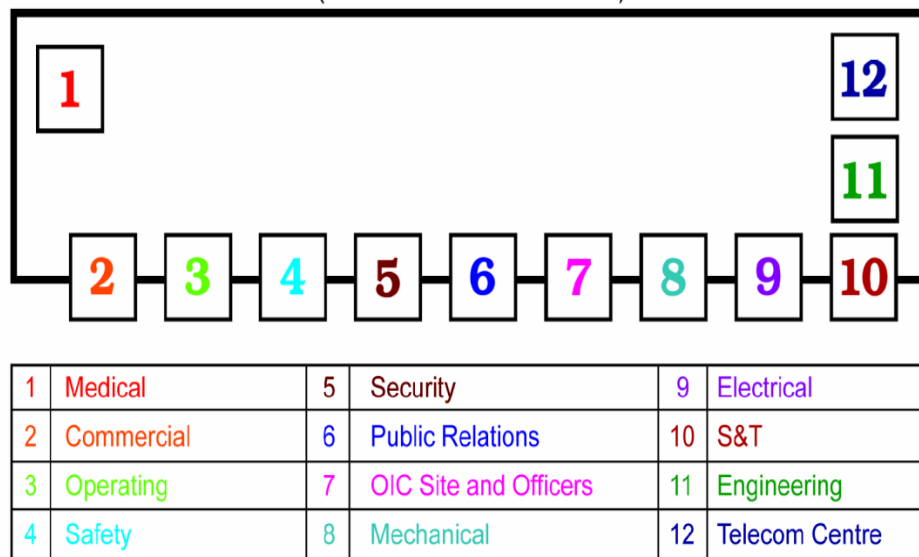
1	Commercial - Reservation Chart	7	Municipality Official - Issue of Official Death Certificate
2	Medical - List of dead and injured	8	RPF/Local Police - Issue of authority for handing over dead body
3	Commercial - Provision of escort and vehicle	9	Commercial - Payment of Ex-Gratia, Issue of Claims Forms
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)

OUTLINE SCHEMATIC PLAN OF UCC/CAC/LCC



DETAILED SCHEMATIC PLAN OF UCC
(Unified Command Centre)



These will be arranged by Engineering Department.

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CHAPTER - 08

MEDIA MANAGEMENT

8.1 Objectives of Media Management

- i. To post the public with factual periodical information pertaining to the relief operations.
- ii. To convey certain factual periodical information that is meaningful for passengers.
- iii. To convey specific information that 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 Organization

- i. CPRO and his/her 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 or Sr. DCM of the concerned Division should act as official spokes-person at the accident site. Publicity Inspector In-charge at Divisions should assist them in the process. CPRO or Sr.PRO or PRO should update media at HQs level.
- iv. Photography or video-recording can be arranged in-house by Division. Local photographers and videographers may also be engaged.
- v. Both CPRO and PRO will be available in the UCC during the day.
- vi. Only CPRO or Sr. PRO or PRO (at HQ) & ADRMs or 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./Printers.
 - 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 has been interrupted.

8.5. Casualty Figures

- i. In all accidents, as long as rescue and relief work continue, 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 hours, 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 Briefing 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 online 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 hours will convey all information as at 7:00 hours 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 hours, b. 13.30 hours, c. 18.30 hours
- 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 Hours. – 10:30 hours. – 13:30 hours. – 16:30 hours. – 19:30 hours. 22:30 hours.
- (b) Thereafter, for the remaining days, there should be 3 media briefings per day. These should be scheduled at the following timings: 8:30 hours, 13:30 hours and 16:30 hours.

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CHAPTER - 09

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 case 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/SPARME-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 the Hospitals

- 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 no.s 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 outgoing 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/SPARME 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 SPARME/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.

9.6 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.

9.7. 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 Defense 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.
 - Date
 - Dead Body Serial No.....
 - 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 labeling 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.

9.8. 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 no. s 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,
- xvi. Dry Ice.
- xvii. 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.

9.9. Stay of Relatives/Dependents of Injured and Dead

- 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/dharmshalas should be hired for accommodating passengers.
- iii. Arrangements should be made for their meals etc.

9.10. 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.

9.11. 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.

9.12. Responsibilities of Departments**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 - Mechanical Department

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

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CHAPTER - 10

FIRE DISASTER MANAGEMENT

10.1. Scope

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.

10.2. Material Factors Causing Fire on Trains

- i. Carrying inflammable articles stoves, gas cylinders, kerosene oil, petrol, fireworks, etc. in passenger coaches.
- ii. Making or using of 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 and 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 and bidi butts, gutkha pouch, etc. in fan base, fuse distribution boards, roof openings.
- ix. Sabotage.
- x. Mishandling or careless use of pantry electrical equipment by pantry car staff.
- xi. Poor maintenance of electrical equipment 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 or petrol tank wagons at the road side stations.
- xv. Short circuit in electrical wirings.
- xvi. Shunting of inflammable loads, sealing of inflammable wagons/SLRs/VPUs.
- 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.

10.3. Instant Action Team to Respond to Fire Hazards

- i. Loco Pilot, Assistant Loco Pilot, Train Manager
- ii. All TTEs, AC Coach Attendants and AC Mechanics
- iii. Pantry Car Staff (railway and contractual)
- iv. On Board House Keeping (OBHS) Staff (railway/contractual)
- v. C&W Staff present in train.
- vi. RPF/GRP
- 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

10.4. Action to be Taken in Case of Fire in Trains 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 vapor, or even in case of excessive smoke, should hold a wet cloth loosely over noses, mouth and breath through it in as normal manner as possible.
- IV. In the event of a vehicle on a running train caught fire the train should be stopped by passing quick communication to Loco Pilot/Train Manager to stop the train.
- V. Immediately the onboard 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. 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.
- XI. Try and put out the fire before it becomes a big blaze by using either water or blankets etc.
- XII. 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
- XIII. 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.
- XIV. Initiate action for closing the rolling shutters of coaches near the vestibules on fire to contain the spread of fire.
- XV. 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.
- XVI. Insist that passengers should save themselves first and not to bother about their luggage which can be retrieved later on.
- XVII. Locate the fire extinguishing substances viz. fire extinguishers, water buckets. Use water from coaches.
- XVIII. Try to find out the source of the fire and use the available fire extinguishers before it becomes a big blaze.
- XIX. 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.
- XX. Make sure that no passenger lies down on the floor.
- XXI. 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.
- XXII. Building up confidence of injured passengers by suitable advice is of great importance.
- XXIII. 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 Train Manager 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 1 km 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 ECoR.
- 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.
 - a. Extinguish by closing the valve or isolating LPG feed to fire by other suitable controls.
 - b. 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.
 - c. 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.

10.4.1. Role of Crew (LP, ALP & TMR)

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 & TMR 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. TMR 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. TMR of the train to arrange the stretcher and first-aid box for providing assistance to the injured passengers.
5. TMR 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 TMR of the train should lodge an FIR, if required.

13. The TMR 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.

10.4.2. Role of 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.

10.4.3. 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.

10.4.4. 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.

10.4.5. Role 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 TMR and taking help of Railway men and fellow passengers.

10.4.6. Role of On-Board Housekeeping Staff

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, TMR & other train staff as directed.

10.4.7. 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/TMR 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 TMR in the lodging of FIR.

10.5. Other Relevant Responders

- a. Station Master
- b. Section Controller
- c. Chief Controller (Punctuality)
- d. Train Examiner
- e. SSE (Electrical)

10.5.1. 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 requested.
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.

10.5.2. 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 a 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.

10.5.3. 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 & TMR.
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 advice 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.

10.5.4. 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 doctor.

10.5.5. 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.

10.5.6. 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 advise TPC through emergency telephone to switch off the OHE power of the affected section.
 - The TMR 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 equipment in the vicinity of the fire have been made dead/switch off.

10.5.7. In the Event of a Fire on a Diesel Engine/DMU

- 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 TMR 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.

10.5.8. 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.

10.5.9. 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 of the area for safety of public.

10.5.10. 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.

10.6. Fire Fighting**10.6.1. 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 undergo chemical reaction.

10.6.2. 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 u wind side for effective spray.



Using Fire Extinguisher



Spraying 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.

10.7. 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 firefighting equipment.
- 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 favorable operating conditions.
- v. No objection certificate from Fire Service is not a guarantee against the outbreak of fire.
- vi. Availability of firefighting 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.

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 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 odorless, colorless fume silences you into a deep sleep before the flames reach the door.

10.8. Fire Alarm System

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

10.8.1. 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.

10.7.2 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.

10.7.3. 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.

10.7.4. 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 firefighting 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.

10.8. 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 Annexures, as much as possible. Do not use lift during fire disaster.

Other than fire fighters everybody 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”.

10.9. Fire Awareness for Offices

i. 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 equipment 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.

ii. 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.

iii. 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.

DOs

- i. When you know about 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.

DON'Ts

- 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.

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CHAPTER - 11

CYCLONE MANAGEMENT

11.1. Scope

The coastal divisions of Indian Railway come under the influence of South West Monsoon. These divisions are located along the Bay of Bengal. A number of sections along the east coast of Indian Subcontinent 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.

11.2. Definition and Classification

The following are the definitions of the terms and meaning of abbreviations used in this manual -

11.2.1. India Meteorological Department (I.M.D): It is a department under Government of India which is responsible for issuing 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 hours in advance of the commencement of adverse weather. It is issued at least once in a day.
- ii. **Cyclone Alert** - Issued at least 48 hours before commencement of the bad weather when the cyclone is located beyond 500 km from the coast.
- iii. **Cyclone Warning** - Issued at least 24 hours 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 hours before the cyclone landfall, when the cyclone is located within 200 km from the coast.

11.2.2. 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. In ECoR territory Regional Meteorological Centers are situated at Bhubaneswar and Visakhapatnam.

11.2.3. Cyclone Warning Centers (CWC): It is established in 1986 under the India Meteorological Department located at Visakhapatnam. It specializes in forecasting of development, movement and progress of cyclone in Bay of Bengal. It acts as the prime source for providing information related to cyclone not only to the Railway and such other organizations but also to the Regional Meteorological Centers under the India Meteorological Department situated elsewhere.

11.2.4. 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.

11.2.5. 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.

11.2.6. Tropical Cyclonic 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.

11.2.7. De-Warning Message: A message issued by CWC after the cyclonic storm has adequately weakened or passed fully.

11.3. Information Dissemination and Cyclone Intensity Monitoring System

Arrangements exist with the IMD 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. Amount of rainfall considered dangerous – 60 mm and above in 24 hours in KK Line of WAT division.
- iii. Wind velocity considered dangerous - 65 Kmph and above.
- iv. Period when warnings will be given - Throughout the year.

These weather bulletins are issued by the IMD offices in Bhubaneswar and the Cyclone Warning Centre in Visakhapatnam to the Chief Controllers of all the 03 Divisions of ECoR apart from Central Control in Bhubaneswar. Arrangements exist that in case of failure of DOT communication system during bad weather or cyclone, VHF communication systems or satellite phones will be utilized.

11.4. Pre-Cyclone Preparation

Pre-cyclone preparation essentially involves ensuring of adequate arrangement of manpower and material and disaster management machinery for its quick deployment. Inventory of necessary stores and equipment to be recouped as per the check list.

- i. Pre-monsoon co-ordination meeting should be convened by the Engineering Department in divisions involving representatives from state government, NDRF, SDRAF, Fire Safety Organization, 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 organized as first responders for assisting in rescue, evacuation, first -aid, cutting of fallen trees, clearing of paths and roads, etc.
- v. List of items and Railway properties which are prone to damage of all departments to be prepared for early removal or to cover or protect before cyclone and to be placed at safe place and safe custody.

11.5. Checklist for Stores

Since the time available between initial warnings up to 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.

11.6. Actions by Stores Department

- i. The Stores Department will ensure stock of items with quantities given in Annexures. 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 Commercial, S&T, Electrical, Mechanical, Operating & Engineering Departments.

11.7. Actions by Engineering Department

The list of materials which should be kept at strategic locations in the East Coast Railways 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 Engineering sidings.
- ii. As restoration of traffic often requires heavy handling of earth, location and availability of heavy earth moving machinery viz., Proclains, JCBs, Pay-Loaders, Road Water Tankers, 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 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 in 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 railway area or within the nearby vicinity with co-ordination of state Govt. for use as cyclone shelters for affected people & animals.
- vi. Overhead tanks for supply of water to colonies and other area of railway infrastructure should be filled in advance to its full capacity.
- vii. Railway property which is prone to damage should be removed or relocated or covered before cyclone.
- viii. During pre-cyclone Engineering Department will arrange for provision of water through road tankers.

11.8. Actions by Electrical Department

- i. The items, quantity and locations of electrical materials to be kept as pre-cyclone measure are available in Annexures. 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, in consultation with Section Controller, when the wind speed is very high.
- ii. Arrangement for resumption of emergency electric supply by promoting solar system may be ensured.

- iii. 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 is prone to damage should be removed before cyclone like light fittings, fans, etc. if possible.

11.9. Actions by S&T Department

Previous experience has shown that the communication links including terrestrial and underground cut 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 in Bhubaneswar.
- 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 in routes of East Coast Railway.
- iv. One extra DG set along with 02 number of 20 liters of jerkin full with fuel should be stored at each of the three locations (SBP, KUR & VSKP) along the East Coast route at SSE/Signal or SSE/Tele's stores.

11.10. Actions by Medical Department

- i. Medical Department to procure sufficient chlorine tablets & bleaching power as per demand before to handle the cyclone.
- ii. Streamlining of ambulance system.
- iii. Mobilize mobile health team.
- iv. Special care to children, pregnant women, lactating mother, aged and differently- able persons.

11.11. Actions to be Taken 48 Hours in Advance of Hitting of Cyclone to the Coast

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 before striking the coast. A broad assessment of anticipated severity of cyclone becomes known at least 48 hours before it strikes the coast. From this point of time, prompt action to combat the cyclone is warranted.

11.11.1. Check on the Inventories and Equipment in Stores

Inventories to be maintained by each department on specified locations are detailed in Annexures. After initial warnings of cyclones have been received from the IMD each department should 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 Annexures, 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) shall prepare statement of working contractors with their address, telephone number, 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 hours 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 Department will check the availability of stock as detailed in Annexures.

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 in Staff Colonies

All staff, staff-family and colony members are to be warned.

11.12. Actions by Central Control - PCOM's Office

- i. At HQs Office the Central Control Unit who is the recipient of the weather warning telegrams or 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.

11.13. Actions by Divisional Control Office

The Chief Controller or in his absence the Dy. Controller should immediately arrange for the weather warning telegrams or 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 telegrams or bulletins should record the name of the SM to whom the telegrams or bulletins has been repeated.

11.14. Preparation Activities for Stations Likely to be Affected by Cyclones

- i. Diversion of Trains: Divisional or 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.

11.15. 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 this equipment to the control after passage of the cyclone.

11.16. Activation of Emergency Control and Nomination of Staff for Various Duties**11.16.1. 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.
- ii. The Divisional and HQ Emergency control shall obtain every two hourly positions from Meteorological Office for up to 12 hours 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.

11.16.2. Relief Trains

- i. Any available rake of preferably 06 coaches of any type to be nominated and kept ready at VSKP and KUR at least 24 hours 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. Actions by Commercial Department

Enquiry offices and help lines should be opened by PCCM at important stations with public address system. Information about running of trains, arrangements made for supply of food, trans-shipment of passengers, etc. should be repeatedly given over the public address system for the benefit of the passengers.

b. Actions by Engineering Department

The ongoing patrolling of track shall be intensified 24 hours before anticipated strike of the cyclone at locations which are likely to be affected by cyclone. The trains loaded with the Monsoon Reserve Materials like cinders, boulders, quarry dust, empty cement bags filled with earth and sand, etc. to be ordered to run-in consultation with Operating Department to the stations near to the last likely affected stations.

c. Actions by Mechanical Department

- i. ARMEs & ARTs staff and crane driver will be kept alert to rush to duties at minimum notice.
- ii. Drinking water and food item shall be provided ready on ARMEs & ARTs. ARTs to be equipped with fuel & portable generator with adequate provisions for 72 hours.

11.17. Preparedness of Relief Material, Road Vehicles and Equipment

a. Road Vehicles

All road vehicles including jeeps, cars, light & heavy material carrying vehicles shall be kept in readiness at the nominated stations and divisional offices with adequate fuel & two drivers on roster duty to move men, materials and equipment at minimum notice period.

b. Communication Equipment

As the coastal areas are likely to be affected it should be quite clear by then. Satellite phones with personnel competent to use, handle & troubleshoot to be dispatched to a strategic station (larger among those likely to be affected).

c. Electrical Equipment

Tower cars should be kept in readiness with full complements of fuel, tree cutting machines & other equipment.

d. Stores Department

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 or with nominated officers of user department in HQs.

e. 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 between Zonal HQ, Divisional & RB

A complete fluidity inflow of information between HQ, Division & Board's level will be the objective.

- i. The HQs cell will keep the Railway Board cell informed & updated periodically and ask for assistance from the neighboring 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 & 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. Actions 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. Actions 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 TMR/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 TMR/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. Actions by Electrical Department:

Supply of OHE & overhead 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 related chapters, 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.

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 that 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.

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 labor should be quickly chalked out by Engineering Department and conveyed to the Operating Department 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 relevant chapters.

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.

Movement of Relief Materials

CPTM will order the special/material/labor 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.

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 Manage will be taken while processing the case.

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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.

Tsunami 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 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 DM Act 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 color 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, palm, bamboo, etc. will act as an effective bio shield and provide protection to the coastal station areas and colonies.
- iii. Nearby geomorphologic features like sand dunes, beaches, coastal cliffs, etc. should be protected.

A probabilistic approach is necessary for evaluating tsunami hazard from nearby seismic sources as well as from distant sources because many uncertainties exist in a process of estimating tsunami heights along coastal areas from tsunami 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 and 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 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. Kit bag should also include following items.

- a. Flashlight and extra batteries.
- b. First aid kit and first aid manual.
- c. Supply of prescription medications.
- d. Credit card and cash.
- e. Personal identification.
- f. An extra set of car keys.
- g. Matches in a waterproof container.
- h. Signal flare.
- i. Map of the area and phone numbers of places you could go.
- j. Special needs, for example, diapers or formula, prescription medicines and copies of prescriptions, hearing aid batteries, spare wheel chair battery, spare eye glasses or other physical needs.
- k. If you have additional space, consider adding some of the items from your Evacuation Supplies Kit.

12.5. Action by Divisions/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:

- i. Hospitals to mobilize Doctors and Para-medical staff.
- ii. Civil Defense 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 and Reporting of Effects of Disaster:

The Safety 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) in 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, and Landslides etc. Depending on the gravity of the 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.

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CHAPTER - 13

FLOOD MANAGEMENT

13.1. Introduction

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 is prone to cyclone and heavy intensity of rainfall. 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 Kmph during October 1999 in the coastal belt of Orissa in Jagatsinghpur district was the worst of its kind in the recent past.

13.2. Areas of East Coast Railway Affected by Floods:

- 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 and Gajapati districts 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.

13.3. Effects of Flood

- i. Damage to embankment including breaches/wash away thereby affecting Railway track.
- ii. Rain due to sudden cloud burst resulting in flooding of the Railway track causing sinking 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.

13.4. Information & 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 or bulletins whenever there is expectation of heavy rainfall. Warning for flood is issued when amount of rain fall is expected above 75 mm in 24 hours. The warning or bulletin is issued by IMD at Bhubaneswar and 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.

13.5. Actions to be Taken before Floods

- i. Coordination with Meteorological Department for advance information.
- ii. Data base of Railway Affecting Tank (RAT)/Railway Affecting Works (RAW)/Vulnerable Bridges on topographical sheet and information on approach road to location to be prepared.
- iii. Identification, inspection and attention to RAT/RAWs & Bridges.
- iv. Coordination with state government officials.
- v. Flood Monitoring System, in addition to patrolling, to be implemented.
- 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 and management like cement bags, sands, boulder, etc. are stocked and also the sources from where they can be arranged at short notice to be 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.

13.6. Pre-Flood Preparation

13.6.1. Actions by 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 or 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 is shown in Annexures.
- 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, gravel, 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. Proclaims, JCBs, 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.

13.6.2. 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.

13.6.3. Actions by Stores Department

Stores Department will ensure stock of items with quantities given in Annexures. The location for of these materials shall be at CRW/MCS & GSD/MCS which are accessible by rail as well as road.

13.6.4. Actions by Electrical Department

The items, quantity and location of electrical materials to be kept ready as pre-flood measure as annexures. 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.

13.6.5. Actions by 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/SPARMEs if required.

13.6.6. Actions by 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 also 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 liters capacity jar-can full with fuel should be stored at each of the three locations (KUR, VSKP & SBP).

13.6.7. Actions by Medical Department

Medical Department will procure sufficient Chlorine tablets & Bleaching power as per experience to combat the exigencies at time of flood.

13.7. Activities to be Carried Out during Floods

- i. Opening of Emergency Control Room at Zonal HQ and Division. It is 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 DM Act 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.

13.8. Post Flood (Preparation)

13.8.1. Post-Flood Management 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.

13.8.2. Actions by Operating Department

In the event of severe disaster like flood or 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 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
1 st shift	06:00 - 14:00	08:00 - 16:00
2 nd shift	14:00 - 22:00	16:00 - 24:00
3 rd shift	22:00 - 06:00	00:00 - 08:00

- 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 numbers 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, equipment, labors and other items for restoration work as demanded by site officials.

13.8.3. Actions 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 TMR/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.

13.8.4. Actions 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.

13.8.5. Actions 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 use 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.
- ii. 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, cranes, etc.) and labor should be quickly chalked out and conveyed to the Traffic officers at Central Control and respective Divisional Control.
- iii. Heavy Earth Equipment, road cranes, etc. may be requisitioned as per requirement from the sources within the Division and outside.

13.8.6. Actions by 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.

13.8.7. Actions by Mechanical Department

- i. The ART/SPARME staff and crane with crane driver will be kept ready to rush to duties at SHORT notice, whenever required.
- ii. Drinking water, readymade food items shall be kept ready on ART/SPARME. ARTs to be equipped with fuel and portable generator with adequate provision for 120 hours.

13.8.8. Actions by S&T DEPARTMENT

S&T department will look after the communication system at affected zone. For this purpose, following activities to be conducted:

- 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 hours 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.
- ix. Extend power supply from emergency generator set to Block Battery charger.

13.8.9. Actions by 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.

13.8.10. Actions by 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 trains are 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 HQ.
- 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.

13.9. Movement of Relief Material

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.

13.10. Procedure for Accounting, Audit & Finalization of Accounts

Special Returns by Stockholders after Restoration.

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.

Emergency Purchase of Materials

Emergency demands placed through HOD's notes shall be completed by the Stores Department through a Spot Purchase Committee.

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 cases.

13.11. External Assistance

Devastation in disasters 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.

1. All road transport available outside are generally requisitioned by Civil Administration for relief supply. Expeditionary clearance and delivery of relief material should be planned with District Administration by Commercial Department. Similarly Engineering Department 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.
 2. Once rail working is restored, movement of relief materials through train is to be coordinated with District Administration by Operating Department.
 3. Specialized trained staff and equipment for rescue of passengers/ dwellers may be coordinated through State DMA (like ODRAF of Orissa).
 4. 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.
 5. Help of military/para-military forces, requirement of boats, divers, helicopters, etc. may be availed through NDMA and State DMAs.
 6. Help of Local Hospitals to be coordinated through State DMAs and medical department.
 7. Railway may provide mobile medical facility to staff and civilians by self-propelled mobile medical units (SPARME/ARME).
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CHAPTER - 14

EARTHQUAKE 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 Graben. 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 Hirakund Dam fall within the Zone-II (Low Damage Risk Zone), while Visakhapatnam 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 in Low Damage Risk Zones	Districts in Moderate Damage Risk Zones
Bargarh, Sambalpur, Anugul, Dhenkanal, Jajpur, Cuttack, Khurda, Puri, Bhubaneswar, Jagatsinghpur, Kendrapada, Bhadrak.	Koraput, Rayagada, Gajapati, Ganjam, Balangir, 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 favorable 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. gets 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.
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 specially 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 cracks. 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 Odisha, 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 range 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.

- i. Ensure incorporation of earthquake-resistant design features for the construction of new structures.
- ii. Facilitate selective strengthening and seismic retrofitting of existing priority and lifeline structures in earthquake-prone areas.
- iii. Improve the compliance regime through appropriate regulations and enforcement.
- iv. Improve the awareness and preparedness of all stakeholders.
- v. Introduce appropriate capacity development interventions for effective earthquake management (including education, training, R&D, and documentation).
- vi. Strengthen the stakeholders for emergency response capability in earthquake prone areas.

14.4. Emergency Response Plan

- i. In the event of an earthquake striking some area, the IMD and GSI seismic observation centers give the exact location of the epicenter 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 epicenters 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 railway communication network and other means for information to the public and also to the people in the affected area.
- ii. 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.
 - iii. A good pre-disaster preparedness plan results in a very good emergency response plan in the time of need.

POST-EARTHQUAKE DISASTER MANAGEMENT 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. Actions 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
1 st shift	06:00 - 14:00 hours	08:00 - 16:00 hours
2 nd shift	14:00 - 22:00 hours	16:00 - 24:00 hours
3 rd shift	22:00 - 06:00 hours	00:00 - 08:00 hours

- 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 numbers 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, equipment, labors and other items for restoration work as demanded by site officials.

14.7. Actions 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 TMR/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. Actions 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.

14.9. Actions 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 use 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.

- ii. 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 labor should be quickly chalked out and conveyed to the Traffic officers at Central Control and respective Divisional control.
- iii. Heavy Earth Equipment, road cranes, etc. may be requisitioned as per requirement from the sources within the Division and outside.
- iv. If any bridge/pillar/embankment has collapsed then a long-term strategy to planned and thought off.

14.10. Actions by 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.

14.11. Actions by Mechanical Department

- i. The RMTV/ART/SPARME 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/SPARME. ARTs will be equipped with fuel and portable generator with adequate provision for 120 hours.

14.12. Actions by Signal & Telecommunication Department.

S & T department will look after the communication system at affected zone. For this purpose, following activities are to be performed:

- 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 hours 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.
- ix. Extend power supply from emergency generator set to Block Battery charger.
- x. Restoration to damaged Signal Posts/service buildings to restore normal train operations by shifting the signaling gears to alternate service buildings.

14.13. Actions by 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.

14.14. Actions by Security Department

Security personnel will be nominated by Sr. DSC/DSC for following:

- 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 trains are 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 HQ.
- viii. Each team will require 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.

14.15. Movement of Relief Material

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.

14.16. Emergency Purchase of Materials

Emergency demands placed through HOD's notes shall be completed by the Stores Department through a Spot Purchase Committee.

14.17. 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.

14.18. External Assistance

Devastation in disasters 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 Engineering Department 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 coordinated with District Administration by Operating Department.

- III. Specialized trained staff and equipment for rescue of passengers/ dwellers may be coordinated 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. Help of Military/ Para-Military Forces, requirement of boats, divers, helicopters, etc. may be availed through NDMA and State DMAs.
 - VI. Help of Local Hospitals to be coordinated through State DMAs and medical department.
 - VII. Railway may provide mobile medical facility to staff and civilians by self-propelled mobile medical units (SPARME/ARME).
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CHAPTER - 15

LAND/HILL SLIDE MANAGEMENT

15.1. Introduction

When a huge land/rock mass suddenly gets displaced from its position and comes down with tremendous force, it can cause intensive damage to railway tracks, buildings and other Railway Installations and can cause blocking of movement. It can also cause loss of human lives. This can be caused due to prolonged torrential rain, blasting in nearby rocks, earthquakes, etc.

15.2. Actions to be Taken during Land/Hill Slides

- 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) (through Engineering Control), Sr. DME, Sr. DEE (OP), DSC and other Concerning Branch Officers.
- ii. DRM with Sr. DEN (Co) and Sectional DEN will proceed to site. ART/MRT will be ordered, if required.
- iii. Sr. DEN (Co) 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, Electrical and TRD staff also should be kept in readiness with men & materials for immediate repair of installation.
- x. Sufficient numbers of labors 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 crating is to be explored.

15.3. 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 Department based on past history, actual survey, etc. in accordance with relevant para of IRBM (Chapter- 10) and in consultation with expert organizations like Geological Survey of India/Ministry of Mines. Special precautions are to be 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.

Early Warning System (EWS)

- ii. Usually, the land/hill slide occurs following the major rain fall & earthquake. For early warning, the Engineering Department should develop the Numerical Weather Prediction (NWP), Automatic Rain Gauges, Wireless Sensor Network (WSN) and Micro-Electro Mechanical Sensors (MEMS) to cover the vulnerable locations in the division in consultation with state government during Monsoon Season. Engineering Control should keep close liaison with IMD (India Meteorological Department) & 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.

Awareness Program & Training

- iv. 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.
 - v. User friendly land slide maps to be prepared by Engineering 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 Annexures.
 - vi. 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 organized by division in coordination with NDRF/SDRF (State Disaster Response Force).
 - vii. 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.
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CHAPTER - 16

TERRORISM DISASTER MANAGEMENT

16.1. Act of 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.

16.2. Loss due to Terrorist Attacks:

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

Types of Terrorism- Researchers has begun to distinguish between different types of terrorism such as hijacking, bombing, diplomatic kidnapping and assassination to assert their demands.

16.3. Some Major Terrorist Attacks in India

On December 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 explosions took place in south Mumbai killing at least 46 people. On January 22, 2002, militants attacked American cultural center in Kolkata, killing four police and injured 21. On October 01, 2001, a car bomb exploded near the state Assembly J&K, killing 38 people. On July 2005, in Jaunpur train explosion at least 10 people were killed and more than 50 were injured. On October 29, 2005, bomb blast in New Delhi, 70 people was killed and several injured. On March 2006, serial blasts in Varanasi, at least 100 were injured. On July 11, 2006, in Mumbai train blast, at least 190 people were killed in the 1st class compartment. On November 26, 2008, terrorist attacked 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 cases 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 everything 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 station 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 inside 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 DRM

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 are vital in the terrorist attack. They should immediately inform State Police and rush to the spot with full force to handle the situation.

16.6. Duties of RPF

- 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, dated 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 and workshops. So RPF should be prepared in all respect.
- vi. They should protect the belongings of the passengers too.

OTHER ROLES OF SECURITY DEPARTMENT AS DEFINED BY RAILWAY BOARD

Security Setup over Indian Railways

At present, a three-tier security system of District Police, Government Railway Police (GRP) and Railway Protection Force (RPF) is prevailing over Indian Railways-

- **GRP:** GRP is a wing of the State Police responsible for prevention and detection of crime and maintenance of law and order in station premises, circulating area and trains. 50% of the cost on GRPs is shared by Railways with respective States.
- **District Police:** Security of tracks and bridges.
- **RPF:** Protection and security of railway property, passenger area, passengers and matters connected therewith. RPF functions under the Ministry of Railways.

Role of RPF in Disasters

In case of any disaster affecting Railways viz. serious train accidents, fire incidents, explosion in trains or on railway premises, terrorist acts, hijacking of train etc., RPF will coordinate with other Departments of Railways, GRP/District Police and various Central and State authorities for speedier relief and rescue operations.

In cases of Chemical, Biological, Radiological & Nuclear (CBRN) Disasters or a natural calamity, RPF will provide support services in rescue, rehabilitation and mitigation efforts.

RPF will play an active role in crowd control along with GRP/District Police personnel and Commercial Department of Railways at disaster site.

The deployment of the RPF may be done on need basis to provide relief, rescue and rehabilitation consequent to any disaster situation over railways.

Current Preparedness

Coordination: Coordination with GRP, State Police and Civil authorities is ensured at the Divisional and Zonal level by concerned RPF officials.

An SOP on “Coordination and Flow of Information between RPF and State Agencies” has also been circulated to all zonal railways for information and necessary action [2014/Sec(Spl)/200/10, dated 10.09.2014].

State Level Security Committees for Railways (SLSCRs) have also been constituted in each State under Director General of Police of respective States with representatives of RPF, GRP, Intelligence & IB. Constitution of SLSCRs has been done with a view to have regular review of security over railways and to address railway related security issues at appropriate level.

Home Secretaries of all the States have been advised by the Min. of Home Affairs regarding initiation of action for expeditious clearance by the State Police in case of railway accident involving loss of human lives or injuries to the passengers, etc. [No.VI- 24022/11/2002-PM-I, dated 24th December, 2002]. This letter of the Ministry of Home Affairs has also been circulated to all the General Managers for information and necessary action vide letter No.2002/Sec (Cr.)/45/47, dated March 27, 2003.

Disaster Management Teams: As per recommendations of the High Level Committee, a Disaster Management Team of 15 RPF personnel has been constituted in each Division with provision of necessary equipment viz. torches and other lighting arrangements, nylon ropes and poles for segregating the affected areas from unwanted visitors and spectators, loud-hailer, stretchers and first aid equipment, wireless sets for inter-communication, cameras for photography of scene of incident, luminous jackets etc.

Guidelines also exist for ensuring availability of off duty RPF staff for dispatching them to place of occurrence in case of major disasters affecting Railways.

Crowd Control and Management: For effective crowd control, RPF, GRP and District Police have to act in a synchronized manner in coordination with civil authorities. Chapter 10 (Maintenance of Public Order and Tranquility) of the Code of 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. Enabling provisions are also available under rule 243 of the RPF Rules 1987 empowering Superior officers of the Force to disburse unlawful assembly.

It is, however, essential that the District Magistrate (Dy Commissioner) or the Civil Police (Senior Superintendent of Police) provide advance information to the Railways (DRM) of the dates of expected rush; and also, the volumes of rush (including some rough assessment of direction wise destination).

Close Circuit Television (CCTV) Cameras at Stations and Trains: All major railway stations have been provided with CCTV cameras over Indian Railways. CCTV cameras have also been provided

in few trains. Process has been further initiated to provide CCTV cameras to cover all the railway stations and coaches of trains to further strengthen surveillance mechanism over Railways.

Existing CCTV surveillance system at the railway stations need to be upgraded to incorporate intelligent video analytics to get timely information when heavy crowd builds up within station premises and plan follow-up action. Pictures stored on CCTV system will be of immense help in identifying miscreants and in initiating legal action against such elements. One of the intelligent video analytics envisaged for CCTV surveillance under the Integrated Security System is 'Crowd Management' to signal for crowd density within station premises when it exceeds the prescribed limit.

Upgradation of All India Security Help Line (182): A 24x7 security helpline has been made functional through Security Control Rooms of RPF to provide round the clock security related assistance to passengers. This Helpline is functioning through a three-digit no. 182. The helpline has already been upgraded by provision of ACD machines, call recording, automatic registration, feedback SMS after registration and after taking action along with a dashboard for monitoring.

Explosive Detection & Disposal: At present, Railways relies upon the States and Central Security Agencies for bomb detection/ disposal over railways.

Bomb detection system has been envisaged under Integrated Security System. It provides for development of detection capability in RPF. RPF personnel are being trained in phased manner in each Zonal Railways to develop capability in bomb detection.

Presently, 274 sniffer dogs are available with RPF for detection of explosives. Preventive measures to be taken in such situations have been separately circulated vide-Security Directorate Secret Letter No. 2003/Sec(Spl)200/14 dated 16.01.2008.

Handling of Terrorist Acts & Hijacking of Trains: Procedures have been outlined in the Crisis Management Plans of the Government of India, of the Ministry of Home Affairs and of the Ministry of Railways to tackle such situations. Above mentioned secret documents are available with concerned Authorities and action has to be ensured in accordance with the provisions mentioned in the above-mentioned plans.

Ministry of Home Affairs is the Central Nodal Ministry to tackle hostage or terrorist situations requiring specialized handling. National Security Guard (NSG) has to be requisitioned in such situations. Crisis Management Plan of the Ministry of Railways envisages management of such crisis by the National Crisis Management Committee (NCMC) and Crisis Management Group (CMG) at the Railway Board Level and by the zonal management group at the zonal level.

Coordinated efforts have to be ensured by all security agencies present at the spot. Senior most official available at the spot shall handle situations in accordance with conditions of the crisis at local level and instructions received from concerned Crisis Management Groups at Zonal and National levels.

16.7. Duties of Medical Department

- i. Terrorist attack may cause loss of life, serious/minor injury to passengers/railway men. On receipt of the information of a terrorist attack on any Railway establishment, the SPARME 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 toxin 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 injure.

16.8. 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.

16.9. 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.

16.10. 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.

16.11. 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.

16.12. 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.

16.13. 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/SPARMES.

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CHAPTER - 17

CHEMICAL DISASTER MANAGEMENT

17.1. Handling Large Quantity of HAZCHEM (Hazardous Chemicals)

Handling large quantity of HAZCHEM (Hazardous Chemicals) in installations, 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. Radioactive Substances
- viii. Acids & 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 has brought in to sharp focus the unprecedented potential of HAZCHEM like Methyl Isocyanides in terms of loss of life, health, injury and long-term effect on population.

Petroleum and other inflammable liquids considered dangerous as per The 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 vapor of which having flash point below 230 C.
- b. Class "B" - Petroleum & other inflammable liquids, the vapor of which having flash point above 230 C but below 650 C.
- c. Class "C" - Petroleum & other inflammable liquids, the vapor 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 storing of HAZCHEM.
- ix. Packing: Packing and labeling in unsafe manner.

17.2. Preparedness for Chemical Disaster

In view of recent styrene gas leakage in Visakhapatnam recently 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 (Department of Atomic Energy), professional institutes and private voluntary organizations NGO may be contacted.
- ii. Railway Hospital, including various Hospitals under direct supervision of MoH&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.
- v. Important Phone numbers are as follows:

State	Unit	Telephone Number	Mobile Number
Odisha & Chhattisgarh	NDRF(Orissa)	0671-2879711 (Control Room) 0671-2879710 (Office)	9437581614
	ODRF	0671-2303263 (Office) 0671-2339555 (Control Room)	
Andhra Pradesh & Telangana	NDRF(AP) SDRF	0863-2293050 0864-5237347 (Guntur)	8333068559 9440906404 (Control) 9440627425 (Office)
Chhattisgarh	Fire & Emergency Control Room NDRF	0771-2512331	
Delhi	NDRF DG/NDRF	011-23438091 (Control & Fax) 011-23438091,23438136 (Office) 011-23438020, 23438119	9711077372

- vi. 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.
- vii. Evacuation process of all human beings including animals with the help of NGO/state government immediately is resorted to.

- viii. 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, addresses.
- 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.

17.3. 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. These are to be followed meticulously. There is various process of handling the dangerous chemicals. These are:

17.3.1. 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.

17.3.2. 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 7 cm high on a background of sharply contrasting color the word "INFLAMMABLE" and the name of the liquid transported.

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.

17.3.3. 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.

17.3.4 Roles of Departments in Relation to Manufacturing, Storage, Transportation and Handling of Hazardous Chemicals.

Operating & Commercial Departments:

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 identified 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 authorized 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. Counseling of all supervisors and staff regarding usage, storage and handling of hazardous chemicals/gases should be done regularly.

17.3.4. 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 outlets 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 are exposed to spark within 30 m 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 sweep and thoroughly cleaned after removal of the goods there from.

17.4. 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, and 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 this 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 SPARMEs/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.

17.5. 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 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. Oxi-meter 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.

17.6. Role of Departments in Managing Chemical Disasters and Accidents

17.6.1. Medical Department

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.

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.

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.

Dos and Don'ts

Precautions to be Taken During and After 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 center, theatre, etc.).
- ix. Don't pay attention to the rumors and don't spread rumors.

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 programs 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 equipment (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.

17.6.2. Operating Department

“Post Disaster Actions 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/ TMR Brake Van cup board with OTL.
- ix. TMRs, 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.

17.6.3. 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 /SPARMEs.

17.6.4. 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 equipment (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.

17.6.5. Public Relations Department

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.

17.6.6. Engineering Department

Regarding the control of chemical disaster, the role of Civil Engineering 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 center 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 to be sent to the district authorities for enforcing necessary compliance by the plant owners in time. Record of such inspections and action taken to be maintained in the Divisional Office of Engineering Department.

Guidelines for Management of Chemical Disasters please contact:

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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. Director	06854-231656

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CHAPTER - 18

CHEMICAL TERRORISM DISASTER (CTD) MANAGEMENT

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
 - Issues regarding the safety of chemicals and risk reduction strategies etc.
 - Strengthening of response through rescue and emergency medical resources.
 - Preparedness of all emergency functionaries in terms of protection, detection, de-contamination, de-corporation, capacity building and infrastructure development.
 - 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 programs 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.

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CHAPTER - 19

NUCLEAR AND RADIOLOGICAL EMERGENCY DISASTER MANAGEMENT

19.1. Introduction to Nuclear & Radiological Emergency Disasters

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 reactors using radioactive resources burst due to uncontrolled nuclear reaction, in 11.03.2011 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 point 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 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 terrorist attacks, these facilities have elaborated 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 be 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 device 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.

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CHAPTER - 20

BIOLOGICAL DISASTER MANAGEMENT

20.1. Causes of Biological Disasters

Biological disasters can be caused by epidemics, accidental release of virulent microorganism(s) or Bio-Terrorism (BT) with the use of biological agents such as anthrax, smallpox, etc. The existences of infectious diseases have been known among human communities and civilizations since the dawn of history. The classical literature of nearly all civilizations records 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 has 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 so that epidemics can be detected at the beginning stage of their outbreak and 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 pathogen. 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 treatment in event of Biological Disaster 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 injuries.

20.6. Role of Medical Department

Responsive Protocol: Command, Planning and Control

Medical Department with specific authorization from competent authority (GM) should play as 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 by institutionalizing policy mechanism. 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 under taken.

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 Government. Disaster Management Act envisages NDRF having specialized response capacity to alleviate the threat of the biological disaster accordingly the authority in regional response center 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 Government, Health Services, Hospitals, Media Professional help must be coordinated with 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 ad per need base with nodal center 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, District Health Officers, Local Hospitals, Specialists from various medical disciplines and list of all stake holders from private sector.
- vii. Biological Disaster related educational programs 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.

20.7. Medical Disasters (e.g. COVID-19)

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 have been incorporated under Medical Disasters.

In view of COVID-19 pandemic, MoH&FW 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 a greater 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 etc. ICU beds with all required infrastructures should be available in all Railway Hospitals.

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.

20.7.1. Environmental Management

Safe water supply, proper maintenance of water pipe lines 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).

20.7.2. Role of Operating Department

“Post Disaster Actions to be Taken”

- i. In the event of outbreak of epidemic/pandemic, time to time guidelines issued from center/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 and 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.

20.7.3. Role of Mechanical Department

a. Resource Activation & Mobilization:

- i. Follow the instructions issued by MoH&FW, State Government 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, equipment like IV stands, oxygen cylinder stands, etc. if required.

b. Standard Operating Protocols (SOPs):

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-

- i. 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.
- ii. Restriction of parent employees having children less than 5 years.
- iii. Usage of PPEs (masks, etc.) and usage of sanitizers preferably no hand operation mechanism at work places.
- iv. Restriction of employees who are advised to home quarantine /hot and contaminated zones, if notified by the government authorities.
- v. Intimation to higher authorities about affected family persons by any diseases due to epidemic.
- vi. Closure of non-essential services like training schools etc.
- vii. 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, upkeep of materials etc.
- viii. Restricted working hours may be introduced with only 02 shifts at coaching depots, yards and 3 shifts at stations/platforms with reduced rosters.
- ix. Booking of some maintenance staff to upkeep the stabled rakes/trains for watering, cleaning, disinfection etc.
- x. 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.
- xi. Availability of staff who advised to work from home to be available on mobile/telephone in case of emergent requirement.
- xii. Sanitization and house keeping with hygiene at work places, depots/yards.
- xiii. Mandatory thermal screening at entrance of the work place.
- xiv. Provision of hand soaps/sanitizers at entry and common working area by EnHM Wing.
- xv. Avoid large gatherings or meeting having more than 10 staff in work places and always ensure physical and social distancing.
- xvi. Strict ban on gutka, pan, tobacco and spitting at work places to control the spread of epidemic diseases.
- xvii. 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, enroute 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.

20.7.4. Role of Security Department

- i. In reference to the above, the following action plans are suggested to tackle the biological hazards.
- ii. The personnel protection equipment (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.

20.7.5. Role of 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.

20.7.6. Role of 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 up-to-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 microorganisms 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 in case 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 microorganisms causing diseases.
 - vi. The other areas to ensure the effective public health system are availability of well functional sanitation system in the Railway which is 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.

20.7.7. Role of 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 facilities for food and medical care to be identified/organized.
 - v. Development of mechanism to augment to such capacities in response to mass casualty following the biological or chemical disaster.
 - vi. Identification and stockpiling of medicines, food 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.
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CHAPTER - 21

CRISIS MANAGEMENT

21.1. In order to deal with the crisis situations, the following committees shall be activated:

- National Crisis Management Committee (NCMC)
- Crisis Management Group (CMG)
- Zonal Management Group (ZMG)

21.2. National Crisis Management Committee (NCMC):

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 is required to help other ministries: Member (Traffic), Member (Staff) (Alternate)

Nomenclature of above members is yet to be updated post restructuring of Railway Board.

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 (Annexures) 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.

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:

- (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 is required to help other ministries: Additional Member (Traffic)

Nomenclature of above members is yet to be updated post restructuring of Railway Board.

The list/names of the Members of the CMG will be updated and circulated by the Safety Directorate of Railway Board every year.

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.

21.4. Zonal Management Group (ZMG)

ZMG is the same for all types of crises. 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:

1. Additional General Manager: Conveyor
2. Pr. Chief Engineer: Member/Alternate Conveyor
3. Pr. Chief Security Commissioner : Member
4. Pr. Chief Personnel Officer: Member
5. Pr. Chief Operation Manager: Member
6. Pr. Chief Mechanical Engineer: Member
7. Pr. Chief Electrical Engineer: Member
8. Pr. Chief Signal and Telecommunication Engineer: Member
9. Pr. Chief Safety Officer: Member
10. Chief Public Relations Office: Member

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.	ZMG Member	Stand By
1	AGM (Convener)	PCE as Alternate Convener
2	PCE	CGE
3	PCOM	CPTM
4	PCME	CRSE (Freight)
5	PCEE	CESE
6	PCPO	CPO (Admin)
7	PCSO	Dy. CSO (Electrical)
8	PCSC	CSC
9	PCSTE	CCE
10	CPRO	Sr. PRO

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CHAPTER - 22

DISASTER IN TUNNEL OR IN DEEP CUTTING OR IN WATER BODY

22.1. Expertise to Handle Rail Disasters in Tunnels

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 or Sea

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 water bodies like lake, river or sea etc.

22.3. Assistance of NDRF and State Government

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 equipment 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 ballast less 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. Tunnels on East Coast Railways in WAT Division

- (a) The total number of tunnels between Kottavalasa – Kirandul Section (K- K Line) is 58. The list of the tunnels with various geometrical features including its location is enclosed as Annexure. In this section the number of tunnels having length more than 1 km is Nil, number of tunnels having length between 500 m to 1 km is 03 & number of tunnels having length less than 500 m is 55 nos.
- (b) Similarly total no of tunnels between Koraput – Rayagada Section (K- R Line) is 36. The list of the tunnels with various geometrical features including its location is enclosed as Annexure. In this section the number of tunnels having length of more than 1 km is

02, number of tunnels having length between 500 m to 1 km is 05 & number of tunnels having length less than 500 m is 29 nos.

- Tunnel should be kept clear of all materials and obstructions all times.
- Division should be in full preparedness for temporary lighting of all tunnels irrespective of availability of permanent lighting in any tunnel in working condition.
- 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.
- Division should explore the provision of ballast less track as provided in Konkan Railway inside the tunnels.

22.5. Ventilation in Tunnels

No additional (forced) ventilation arrangement except natural ventilation is available in any of the tunnels in ECoR.

22.6. Safety in Tunnels

The important factors which have a direct bearing on the safe operations of the trains inside long tunnels are enumerated below:

1. Tunnel Cross-Section
2. Track Structure & Maintenance
3. Lighting Inside the Tunnels
4. Availability of Communication
5. Approach Roads
6. Firefighting Equipment Inside the Tunnels and in Trains
7. Nearby Auxiliary Medical Facilities
8. Nearby Self-Propelled Accident Relief Medical Van & ARTs
9. Nearby Motor Trolleys
10. Ventilation in Long Tunnels

22.7. 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 & TMR will be able to contact the Divisional Control in case of emergencies.

22.8. Fire Fighting 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 TMR 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 equipment.

(a) Equipment Inside the Tunnels

In all the tunnels trolley refuge and man refuges are equipped and details are enclosed in annexures.

(b) On Board the Trains:

Running trains are provided with fire extinguishers to the following scale:

- i. Each locomotive
- ii. Each brake vans
- iii. AC coaches
- v. Pantry car
- vi. Generator Van
- vi. Departmental Coaches
- vii. D.M.U/MEMUs
- viii. D.M.U. Push-Pull
- ix. Inspection Carriages

Loco Pilot/TMRs/Asst. Loco Pilot/Passenger Assts./Coach Attendants/ SMs & ASMs 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.

22.9. Nearby Auxiliary Medical Facilities

Division	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 equipment 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 Annexures.

22.10. Availability of Accident Relief Train (ARTs) & 140/120 T Cranes

Division	Location		Class	Facilities Available
WAT	VSKP		A	140 T & 120 T Diesel BD Crane with HRE Equipment
	RGDA		A	140 T Diesel BD Crane with HRE Equipment
	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 60 T Pulling devices 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 Darlaput-Gorapur stations on dt 18/12/2012 and as per the recommendations of SAG level committee, the experienced break down staff should be immediately moved to the site in case of derailments/accidents inside a tunnel.

22.11. Ventilation in Long Tunnels

Provision of Ventilation in K-K Line and K-R Line are enclosed in Annexure.

22.12. 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.

22.13. 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. 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 TMR 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 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 TMR 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.
8. 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 rear most coach of the train and those in the front portion through the vestibules towards the front most coach of the train.
9. 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.
10. 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.
11. 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.
12. 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.

22.14. Derailments Inside a Tunnel

In case of derailment of passenger carrying train inside the tunnel, procedure identical to the above shall be implemented.

LP /ALP /TMR shall provide illumination by operating switches provided inside the tunnel. After obtaining permission from the TMR, the unaffected front portion shall be uncoupled and drawn ahead of the tunnel.

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 transship to the unaffected coaches and First aid render to the injured.

22.15. 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 will not be necessary.

22.16. 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 TMR 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.

22.17. 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.

22.18. 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.

22.19. Instructions to LP/ALP Working in Tunnels

- a. Ensure that personal and engine equipment is complete.
 - b. Avail of complete and adequate rest before joining the duty.
 - c. Be conversant with speed restrictions in force and go through Safety Circulars before taking over charge.
 - d. Examine the engine for road worthiness.
 - e. Ensure sanding gears and wipers are in working order.
 - f. Note that application of Rheostatic Brakes in Diesel Locos is not permitted inside tunnels.
 - g. Check the brake power for effective control of the train.
 - h. Check and ensure that headlights, flasher lights & marker lights are focused and burn brightly. Carry spare bulbs for emergency use.
 - i. Exchange all right signals with station staff and TMR to assure himself/herself that the train is following complete and in a safe manner.
 - j. Use engine whistle while approaching "W/T" Engineering indicator board.
 - k. Indicator erected to intimate that the train is approaching long tunnel.
 - l. Look back to ensure that the train is running in a safe and proper manner exchange all right signal with TMR.
 - m. Be alert on the run, keep the engine headlight & marker lights burning while entering and passing through tunnels.
 - n. Never detach the train from the formation in the block section without permission of the TMR and unless the load is secured by pinning of hand brakes to avoid rolling of load.
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CHAPTER - 23

CROWD MANAGEMENT

23.1. Guidelines of 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.

23.4. 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 annexures.

It should be prescribing 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.

23.5. Role & 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 Railways/Divisions 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.

23.6. Crowd Control and Management in 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.

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CHAPTER - 24

TRAINING AND PREPAREDNESS FOR DISASTER MANAGEMENT

24.1. Inspection

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.

Regular Night Footplate Inspection, Ambush Checks, Trolley Inspections, Tower Wagon Inspections, Inspection of Bridges, ARTs and Night Patrolling of Tracks in the accident prone and vulnerable sections should be intensified to ensure alertness of the concerned staff to eliminate the chances of disasters. 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 SPARMEs & 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. Monitoring by Civil Engineering Department

Identification & Retro-Fitment to Major Structures in Risk Zones

3.28 million kilometers land falls in moderate to high seismic risk zones in India. 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.

A. 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.

B. 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. Monitoring by Mechanical Department

Mechanical Department shall keep ARTs, SPARMEs/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. Monitoring by 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 equipment.

24.6. 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 Letter 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, and 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 equipment and staff of all branches concerned including the medical equipment and staff were 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 and rescue equipment.
 - j. Staff conversant in usage of equipment.
 - k. Working of select equipment including generators shall be test checked.
- vii. Logging of events.
- viii. Mock drill shall be called off by Sr. DSO/DSO after consulting with DRM.
- ix. 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.

24.7. 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.

24.8. 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-attendee 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. Each Division should conduct one full scale disaster management exercise on the similar line as army exercises once in a year.

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CHAPTER - 25

DISASTER COMMUNICATION MANAGEMENT

25.1 Introduction

Immediate Actions after Declaration of Disaster

1. HQ Central Control and JE/SSE (Signal)/HQ Control will inform the PCSTE, CSE and CCE.
2. On duty JE/SSE (Signal)/HQ Control will also inform all concerned Open Line and S&T HQ officers.
3. SSTE (TM) shall call for JE/SSE/Tele under his/her control and start operation of HQ Control Office at Ground Floor of South Block, ECoR Sadan.
4. GM/Jt. GM/Dy. GM Rail-Tel Corporation may be informed.

S&T Control is located at HQ Office, South Block, Rail Sadan at Bhubaneswar.

25.2 Mobilization Plan of Officers and Staff

1. PCSTE will immediately proceed to the site of the accident in LG/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.
2. One JE (Tele), two TCM/WTMs 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 LG/GM Special.
3. CCE will be in charge of communication at all the locations and for monitoring the situation from HQ control.
4. 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.
5. For meeting contingencies of emergency items and movement by road, necessary withdrawal from stations earning can be made by the officer reaching at site for expenses to be made at the site and by Dy. CSTE/HQ for expenses to be made at HQ requirement.
6. Sr. DSTE/DSTE of the affected division will carry one satellite phone, FAX cum printer, two 25 W VHF sets along with antenna and batteries and ten 5 W 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 (Signal) of the section will also go to the site of accident at the earliest.
7. 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 made by SSE (Tele)/ Exchange under the supervision of SSTE (TM)/ ASTE(TM).

Signal & Telecommunication Control is located at HQ Office, South Block, Rail Sadan at 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 centers for disaster management purpose.

b. Telephone Numbers of Disaster Management Rooms (Divisional and Zonal Emergency Cell)

	Zonal HQ ECoR	Waltair Division	Khurda Division	Sambalpur Division
Railway	50525	83096	72818	62401
	50625	82088	72819	62600
	50725	82089	72820	
		82390		
		83082		
		82265		
BSNL	0674 2301525	0891 2746255	0674 2492374	0663 2401913
	0674 2301625	0891 2746266		0663 2532187
				0663 2520926
Intercom	268	866	788	669
	378	970		
Satellite	91 899112802	-	-	-
	91 8991112803			

c. Commercial Control Emergency Phone Numbers

	Zonal HQ ECoR	Waltair Division	Khurda Division	Sambalpur Division
Railway	51333	82415	72334	62332
		83014		62334

		82734 (FAX)		
BSNL	0674 2303110	138	138 0674 2492411 0674 2492511	138
Intercom	326	-	-	629
CUG	-	8978080999	-	8455886999

d. Railway Board Phone Numbers

	Disaster Management Cell	Safety Cell Room No. 341 C	Emergency Control Room No. 476 D
Railway	41550 41551 41555	43399 47423	43859 43600 43528 44500
BSNL	011 23041555 011 23074419	011 23382638	011 23388230 011 23388503
IP	8551 41550 8551 41555	-	-

e. Other Important Numbers

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
Kisan Call Centre	1551

Relief Commissioner for Natural Calamities	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

f. Satellite Phones Provided over East Coast Railway

Sl. No.	INMARSAT No.	Location
1	08991112802	HQ/Rail Sadan
2	08991112803	HQ/Rail Sadan
3	08991112804	KUR ART
4	08991112805	BHC ART
5	08991112806	WAT ART
6	08991112807	KRPU ART
7	08991112808	KBJ ART
8	08991112809	SBP ART

g. Help Line Booths at Important Stations

Unified Help Line Number - 139

Other temporary numbers opened at stations to be announced in media by PRO Department.

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 Sl. No. 13(b). Total cell phones hired by all officials shall not exceed 10 in total per accident.

As per RB's letter no. 2004/Tele/TN/2 dt.29.06.2006, 4 no.s 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

a. Site Control Office

1. 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 220 V, 5 KVA 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 Chandrasekharapur.
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 offices 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 phones (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.

b. BSNL/Railway Telephones

- 1. 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.
- 2. 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.

c. Satellite Phones

- 1. 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.
- 2. 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.
- 3. 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.
- 4. HQ telecom control has to be informed regarding inter divisional movements and telephone numbers installed at site.

Dialing Procedure for Satellite Phone

Dialing 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.

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-PUI, KUR-BALU	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).

25.5. Wireless Communication

25.5.1. Walkie - Talkie Sets

1. Walkie -talkie sets provided in ART/SPARME as per extent rule, need to be provided by S&T staff at site after arrival of ART/SPARME.
2. The charging facility for the walkie-talkie sets shall be provided in the ART/SPARME 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.
3. Electrical charging facility in tents at site to be provided by Electrical department.

25.5.2. 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. These are to be installed at site control office in tents after arrival of ART at site.

25.5.3. Public Address System and Mega Mikes

1. 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.
2. 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.

25.6. Staff to be Deployed at Site

A roster shall be prepared by Sr. DSTE for the staff to proceed to the site of accident for operating nominated equipment and stand-by 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.

25.7. Duties of Railway Officers at the Time of Accident

CCE shall be the 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, Rail Sadan.

HQ Telecom Control shall monitor installation of various telecom gadgets at site. SSE/JE (Signal)/HQ in shift duty shall inform PCSTE, CCE, CSE, Dy. CSTE (HQ), SSTE/Tele, SSTE/Signal, 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.

25.8. 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.

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CHAPTER - 26

ASSISTANCE FROM NON-RAILWAY RESOURCES

Important Telephone Numbers of NDMA

Sl. No.	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
3.	Joint Adviser	011-26701743	---	---
4.	Control Room	011-26701728 011-1078 011-26701729(Fax)	controlroom@ndma.gov.in ndmacontrolroom@gmail.com 09868891801, 09868101885	

NDRF HEADQUARTERS

DG/NDRF	IG/NDRF	DIG/NDRF
Mob. - 09818564455	Mob. 09540610101	Mob. 09968262466
Off: 011-24369278	Off: 011-24363268	Off: 011-24363267
011-24369280		
Fax: 011-24363261	Fax: 011-24363261	Fax: 011-24363261
Email ID: dg.ndrf@nic.in	Email ID: ig.ndrf@nic.in	E mail ID: dig.ndrf@nic.in
NDRF Control Room Telephone No: 011-24363260, 011-24363266, Fax: 011-24363261. email: hq.ndrf@nic.in		

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

Sl. No.	Division	COMDT NDRF Bn	LOCATION	MOB. NO.	TEL NO.	FAX NO./Email
1.	KUR & SBP (Odisha+ Chhattisgarh)	3rd Bn NDRF	Mundali, Cuttack, Odisha, Pin- 754013	09437964570 09437964571	0671-2879711 (Control) 09437581614 (Control) 0671-2879710 (Off)	Ori03-ndrf@nic.in
2.	WAT (Andhra Pradesh)	10th Bn NDRF	ANU Campus, Nagarjuna Nagar	7382299621	0863-2293178 (Off) 0863-2293050 (Fax) 0863-2293050 (Control) 08333068559 (Control)	Ap10ndrf@nic.in

			Guntur(AP) Pin-522510			
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**TELEPHONE NUMBERS OF DOCTORS & DETAILS OF FACILITIES AVAILABLE
(STATION-WISE)**

(Details of Local Resources)

DIVISION: KHURDA ROAD

**Local Resources, Address and Telephone Numbers of Stake Holders in Disaster Management
Plan - 2025: Provided in Annexures.**

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CHAPTER – 27

DISASTER MANAGEMENT ROOM

27.1 Provision of Specific Assets in DISASTER MANAGEMENT Room

Responsible Department	Sl. No.	Items Required in Disaster Management Room
Operating	1.	The entire conference-cum-DM room will be under the PCOM's establishment including its maintenance, up keeping, etc.
	2.	Pantry shall be equipped with Refrigerator (300 liters), Micro-Wave Oven, Induction Plate, Electric Kettle, Hot Boxes, Crockery & Cutlery as required.
S&T	1	Wall mounted Color TV with cable connection, preferably LED Plasma TV, to have news updates.
	2.	DOT telephone with STD facility bearing the allotted emergency number.
	3.	A FAX machine with separate DOT and Railway telephone connections to communicate with divisions and adjacent Railway.
	4.	Two Railway Auto Telephones 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, 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 places.

Engineering	1.	Provision of an oval shape table to accommodate at least 10 chairs.
	2.	10 executive chairs for officers and 10 other chairs for 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 a cupboard to keep store items, towels, sanitary items and food raw materials.
	5.	Provision of a platform for preparation of instant food and tea.
	6.	Provision of wall mounted A0 size of ECoR System Map (Latest).

	7.	Provision of a compact modular pantry along with selves to accommodate crockery near to Disaster Management 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 should also be kept in the Disaster Management Room. (Soft Copies)
	2.	The respective PHODs shall entrust their secretaries to send the above soft copies of their departments to Safety Department so as to keep in the desktop of the Disaster Control Room.
Accounts	1.	Cash Imprest of Rs. 5000.00 should be created under the charge of Safety Cell (Operating) for maintenance and use at the time of the disaster.

27.2. Telephone numbers in Multi-Disaster Resistant Control Room

Sl. No.	Particulars	Railway Telephone / remark
1.	Railway Telephone	50525 50625 50725
2.	BSNL	0674 2303060 0674 2301525 0674 2301526
3.	Railway Intercom	268 378
4.	Cisco IP	0462219999
5.	Inmarsat-1	91 8991112802
6.	Inmarsat-1	91 8991112803
7.	Mail ID Password	emergencycontrolecor@gmail.com crisis@12345
8.	Wi-Fi Password	Emergency control 1234512345
Commercial Control: 0674 2303110		

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CHAPTER – 28

DOS AND DONTs FOR FRONT LINE STAFF DURING DISASTERS

28.1. Divisional Control

28.1.1 DOs

- a. Stop movement of trains into the affected section.
- b. Arrange for dispatch of medical vans and accident relief trains to the site. In case casualties are more than fifty, SPARMEs 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 as well.
- c. Inform divisional officers, central control, controlling SM and civil authorities concerned.
- d. Collect and record systematically all the events related to accident by deputing a Chief Controller or DTI for the purpose.
- e. Advise civil, military, public and private hospitals in the nearby areas to rush doctors, medical aid to the site if casualties are more.
- f. Arrange for rushing the required Relief & Rescue equipment to the site.
- g. Inform NGOs and solicit their help.
- h. Arrange for regulating traffic by diverting or canceling trains.
- i. Arrange for running duplicate or relief trains for clearing stranded passengers with overriding priority.
- j. Advise the stations about the changes in the train timings, train diversions, etc. so that timely information is given to the public.
- k. 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.
- l. Liaison with Commercial Department's emergency team and ensure that information counters are opened at the accident site and at important stations enroute for giving up-to-date information to the public.
- m. Guide the station staff on the correct method of train working.

28.1.2. DON'Ts

- a. Charge the OHE in haste.
- b. Lose patience.
- c. Ignore the safety aspects.
- d. Manipulate the control charts.
- e. Argue with the station staff.

28.2. Train Manager

28.2.1. DOs

- a. Arrange to protect the adjacent lines and then the affected line.
- b. Send information through the quickest means to the Divisional Control and SMs on either side.
- c. Take action to save lives and render first-aid.
- d. Call for doctors and volunteers on the train, seek their assistance.
- e. Seek assistance of Railway men on the train for attending to the injured and for other relief operations.
- f. Post a railway employee to man the field telephone to ensure regular flow of information to control.
- g. Make a quick assessment of the assistance needed and advice control or nearest Station Master.
- h. Arrange protection of belongings of the passengers and railway property through RPF, GRP and other railway staff.

28.2.2. DON'Ts

- a. Forget to note down the time of accident.
- b. Forget to preserve and safeguard all clues of possible cause of accident.
- c. Leave the site until permitted to do so by a competent authority.

28.3. Station Manager/Station Master

28.3.1. DOs

- a. Ensure that no other trains enter the affected section and take other necessary measures for protecting the site.
- b. Advise the control about the gravity of the accident and type of medical and other assistance required. Also advise the local civil authorities.
- c. Call for assistance locally from nearby hospitals, dispensaries and medical practitioners.
- d. Inform controlling station master to proceed to site along with adequate number of railway staff to the accident site.
- e. 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.
- f. 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.
- g. Arrange for protection of both belongings of the passengers and Railway Property.
- h. Open information counters, help lines and booths for giving information to the public regarding names of the injured, dead, etc. and about regulation, diversion of trains, etc.

28.3.2. DON'Ts

- a. Permit any train to enter in the affected section except ART/SPARME.
- b. Manipulate or destroy railway records and clues of possible cause of accident.
- c. Lose patience.
- d. Argue or misbehave with the victims and other passengers.
- e. Give any statement to media and press.
- f. Use shortcuts and unsafe methods in further relief train operation.

28.4. Loco Pilot/Assistant Loco Pilot**28.4.1. DOs**

- a. Switch on Flasher Light of loco and switch off head lights.
- b. Note down the date & time and also hectometer number.
- c. Sound short whistle frequently to want the Loco Pilot of the approaching train.
- d. Arrange to protect adjacent lines and the same line in accordance with GR/SR 6.03 (I & II).
- e. Inform Control in consultation with TMR about the condition of the site.
- f. Secure the Loco properly.
- g. ALP should assist the TMR in assessing the damage to loco, rolling stock and permanent way and in charting the nature of assistance required.

28.4.2. DON'Ts

- a. Leave loco unmanned.
- b. Interfere with any gadgets including speedometer chart.

28.5. Permanent Way Staff**28.5.1. DOs**

- a. Inspect the site and secure all clues related to the cause of accident.
- b. Take track readings as prescribed along with other Sr. subordinates.
- c. Sketch of the accident site is made and jointly signed with other Supervisors.
- d. Seize gang diaries, charts, curve registers, LC Gate PN exchange registers and obtain statement of concerned staff.
- e. Shall assess the damage to P. Way sleepers and fittings.
- f. Condition of track including infringement to the adjacent lines if any shall be noticed and give fitness of adjacent line accordingly.
- g. In case of Level Crossing accident any damage to gate equipment and infringement to LC and track shall be noted. The condition of road surface and overhauling if done any may be noted.
- h. Advise BT control about assistance and material required for restoration.
- i. Render all assistance as required by Site Officer.

28.5.2. DON'Ts

- a. Attend the affected track without clearance from competent authority.

28.6. S&T Staff**28.6.1. DOs**

- a. Inspect points, crossings and S&T gears and assist for ascertaining cause of accident and securing of clues of the accident.
- b. Arrange for communication at the accident spot and manning the same.
- c. Render all assistance as required by Site Officer.

28.6.2. DON'Ts

- a. Attend or disconnect any S&T gear without getting clearance from competent authority.

28.7. Electrical Staff**28.7.1. DOs**

- a. Arrange to provide additional lightings, if required, in the accident site.
- b. Preservation of clues in case of fire in coaches. Any statement from passengers should also be recorded with their names and addresses.
- c. Arrange for adequate number of breakdown staff and tower wagons.
- d. Alert the tower car and road vehicle with staff to move for site from both directions.
- e. De-energizing and slewing the OHE, as required for crane operations by getting OHE dead from TPC.
- f. Restoration of OHE expeditiously.
- g. Supervise restoration operation.
- h. Ensure joint observation and measurement of the electric loco involved in the accident, in the prescribed format.
- i. Render all assistance as required by Site Officer.

28.7.2 DON'Ts

- a. Leave the accident spot till the restoration is completed and first train passes the site of accident.
 - b. Attend the restoration work without permission from competent authority.
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CHAPTER – 29

ECOR - SCHEDULE OF POWERS (DISASTER MANAGEMENT)

Sl. No.	Nature of Power	PHOD/HOD	DRM/ADRM /CWM/ SAG Officers in Field Units	Divisional Officers, Extra Divisional Officer	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. Finance concurrence not required <i>Authority:</i> Recommendation of High-Level Committee on Disaster Management Item No.31.
	(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 SPARME/ARME including First Aid Articles.	Full Powers	Full Powers	Full Powers	1. Only for emergency purchases and not for normal day to day requirements. Authority: 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 Constitution of Tender committee and acceptance as per Stores/Workshops 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/Authorized dealer 3. Sr DME/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/ Incharge/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. 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 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. 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

					<p>arrival of senior officers at site is likely to be highly adverse.</p> <p>(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></p> <p>1. Railway Board's letter No.2002/Safety-1/6/6 dated 13.06.2004.</p>
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	<p>DRM</p> <p>/ADRM</p> <p>Full Powers</p>	Divl. Officers Full Powers	<p>1. Finance concurrence is not necessary.</p> <p>2. The cases in which the Asst. Officers exercise these powers should be put up to DRM for ratification.</p> <p>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</p>

					<p>possible to meet the expenditure in the normal manner (Board's letter No. F(X)I-64PW4/6 dt.12.6.1967)</p> <p>4. In respect of Item 10(c) categories to whom cash-in-lieu of food supply given has to be excluded.</p> <p>5. Accounts should be rendered within 2 weeks.</p> <p>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. <i>Authority:</i></p> <p>1. Rule 1420 of Indian Railway Establishment Code (IREC) – Vol. II (1987)</p>
	(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 labor 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	<p>1. Finance concurrence is not necessary.</p> <p>2. The cases in which the Assistant Officers exercise these powers should be put up DRM for</p>

					ratification. Accounts should be rendered within two weeks.
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***Item No. 97 & 10 of Misc. Matter of MSOP-2018**

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CHAPTER – 30

MEDICAL PREPAREDNESS & HOSPITAL DISASTER MANAGEMENT

30.1. 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 Accident Relief Medical Vans (ARME) - Scale I and 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 and 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 or 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.

30.2. Responsibility of Stake Holders

30.2.1. 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 center 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 Labor and Employment, Employees State Insurance Corporation, Ministry of Defense, 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 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 Defense, Ministry of Railways and Ministry of Labor 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 Defense, 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 Organizations and various laboratories. Among the various international initiatives, the role of the recently operationalized 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 Program (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 along with 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 specialized 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, specialized 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 center, state and district levels are also described. The salient highlights in the guidelines include:

- Preventive measures like strengthening of epidemic control programs, 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 SPARMEs) the Railways have adopted the concept of mobilization of special train for MCE when required. It will work in conjunction with Emergency Response Centers (ERCs), ESIC medical services and related emergency functionaries with laid down Standard Operative Procedures (SOPs) for all stakeholders.
- Full-fledged containerized 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 principal 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-AC 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 A.C. and non-A.C. 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 is 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.

30.3. 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.

30.4. 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 facilities of the Railways shall be required to give assistance."

30.5. Objectives 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 Annexure 1 of Chapter 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.

30.6. 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 updating.

30.7. 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 Institutes.

30.8. Novel Corona Virus Disease 2019 (COVID-19): Guidelines on Rational Use of Personal Protective Equipment

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.

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 corona viruses can evolve and infect people and then spread between people such as has been seen with MERS and SARS.

The outbreak of Novel corona virus 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 Corona virus has been officially named as SARS-CoV-2.

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.

Personal Protective Equipment (PPE)

Personal Protective Equipment (PPEs) are protective gears designed to safeguard the health of workers by minimizing the exposure to a biological agent.

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:

a. 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.

b. Masks

Respiratory viruses that include 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:

c. 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.

d. Respirator Mask

A 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.

e. 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.

f. 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.

g. Shoe Covers

Shoe covers should be made up of impermeable fabric to be used over shoes to facilitate personal protection and decontamination.

h. 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.

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.

Hospital Setting

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.

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 need to be maintained. Minimum distance
2	Immigration counters, customs and airport security	Provide service to the passengers	Low risk	Triple layer medical mask Gloves	Of one meter need 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)	Moderate Risk	Respirator masks Gloves	When aerosol generating procedures are anticipated
		Attending to severely ill passenger	High risk	Full complement of PPE	
6	Sanitary staff	Cleaning frequently touched surfaces/ Floor/ cleaning	Moderate risk	Respirator mask Gloves	

		linen			
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.

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 / Registration counter	Provide information to patients	Moderate risk	Respirator mask Gloves	
3	Temperature recording station	Record temperature with handheld 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 management (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	

In-Patient Services

Sl. No.	Setting	Activity	Risk	Recommended PPE	Remarks
1	Individual isolation rooms/ cohosted 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

Emergency Department

Sl. No.	Setting	Activity	Risk	Recommended PPE	Remarks
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.

Pre-Hospital (Ambulance) Services

Sl. No.	Setting	Activity	Risk	Recommended PPE	Remarks
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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 is	When aerosol generating anticipated
		Driving the ambulance	Low risk	Triple layer medical mask Gloves	Driver helps in shifting patients to the emergency

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.

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	

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	

Home Quarantine

Sl. No.	Setting	Activity	Risk	Recommended PPE	Remarks
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1	Persons being quarantined		Low Risk	Triple layermask	
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 PPEs.

- 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.

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CHAPTER – 31

PROVISION & CONTINUATION OF ACTIVITIES IN STATIONS, DIVISIONAL CONTROL ROOMS & HEADQUARTER CONTROL ROOM IF ACCEFFECTED BY DISASTERS

31.1. Contingency Plan for Station Disasters:

Following emergency situations may arise at station in general.

- Major fire/smoke in station buildings/station periphery.
- Fire/Smoke on or beneath the train in station yard.
- Natural Disasters- severe cyclone, landfall, earthquake, flood, snowfall and landslide, etc.
- Chemical Disasters and Medical Disasters.
- Major derailment, collision or structural collapse at station including FOB/FUB.
- Civil Disorder/Strike.
- Bomb threat, flammable/combustible liquid/vapor 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 made available in a chart-form in front of SM and pasted on the wall at prominent locations.

At the time of any emergency situation, on duty SM shall arrange for announcement or ringing 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 or in Circulating Area of the station.

31.1.1 In Cases 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 the Chapter of Fire Disaster. To control the fire, nearest Fire Brigade may be contacted to send the fire tenders.

31.1.2. In Cases of Natural Disaster

SOP for concerned disaster may be adopted as discussed in concerned disaster management chapters.

31.1.3. In Cases of Major Derailment, Collision, Structural Collapse, etc.

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 services, local administration & police etc.
- Ensure that no train enters the affected section. Affected sections as well as adjacent lines are 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/Help Lines 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.

31.1.4. In Cases 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	- Unstable & potentially unsafe
Warm Zone	- The area is relatively safe for emergency
Cold Zone	- Safe area with little likelihood of unrest

31.2.5. In Cases of Bomb Threat, Flammable/Combustible Liquid/Vapor 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.
- 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 when Bomb Squad and Dog Squad arrive).

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 or rent for immediate functioning of Station, if no alternative service building is available in the vicinity. If a surplus service building can be identified 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 HQ 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.

- a. Hard & Soft copies of all miniature yard plans, system maps, time table.
- b. Manning of the temporary control office.
- c. Office stationeries.

Electrical Department:

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

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 equipment 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 identified new areas to be facilitated with fiber termination so that railnet can be used on the same fiber.
- 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/Equipment required for Division are enclosed at Annexures.

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 equipment 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 for COA and one each for FOIS/COIS through OFC can be extended to all department controls. The identified new areas to be facilitated through fiber termination so that rail net can be

used on the same fiber.

- 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/equipment required for Head Quarters are enclosed at **Annexures**.

Store Department:

- VDUs/PCs/Monitors/ Desk tops, Printers, Xerox 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 and taxis to be provided into service. RPF staff available in the buses to 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.

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ANNEXURES - I

Annexure 1

Quick Response Teams

Phone Numbers of Railway Board QRT

Sl. No.	Designation	Office		Residence		Mobile
		Railways	MTNL	Railways	MTNL	
1	Safety Cell					09810017905
2	Directro Safety - II	43446	23389987			09810017905
3	Director Safety - I	43667	23387009			09910487477
4	Director Safety - III	43239	23385047			09910487542
5	Dy. Director Safety	43998	23303998			09958293571
6	Director (Coaching)	43578	23389764		23368702	09910487468
7	Dy. Director (Coaching)	43795	23383795			09717647516
8	Director TT (POL)	43659	23384641		23363868	09910487527
9	Director TT (G)	43521	23384744		26114171	09910487526
10	ED (Coaching)	43892	23383624		24678085	09810197415
11	Advisor Safety	43302	23381344		23210429	09910487525

Adjacent Railways QRT

Postal Address	Phones with STD Code & E-mail
Additional General Manager ER, Kolkata	033-22304950 033-24791407 033-22319290 9002020001 agm@er.railnet.gov.in
Additional General Manager SER, Kolkata	033-24391114 033-24390439 033-24397813 9002080001 agm@ser.railnet.gov.in
Additional General Manager,	040-27824216 040-27014423

SCR, Secunderabad	040-27824216 9701370004 agm@scr.railnet.gov.in
Additional General Manager SECR, Bilaspur	07752-247175 07752-247176 07752-247196 09752475002 agm@secr.railnet.gov.in

Ministry of Railway QRT

Member – 4 Additional Member (Electrical) Room No.115, Railway Board, Rail Bhavan, New Delhi	011-23381227 011-23361425 011-23304692 9818798383 aml@rb.railnet.gov.in
Member – 5 Additional Member (Telecom) Room No.152, Railway Board, Rail Bhavan, New Delhi	011-23383815 011-25559607 011-23304686 9810048970 amtele@rb.railnet.gov.in
Member – 6 – Inspector General (RPF) Room No. 437, Railway Board, Rail Bhavan, New Delhi	011-23385188 011-23366637 011-23385188 9810337619 ighq@rb.railnet.gov.in
Member – 7 - Advisor Safety Room No.353, Railway Board, Rail Bhavan, New Delhi	011-23381344 011-26111211 011-23382638 9818798390
Member – 8 – Director (Public Relations) Room No.302, Railway Board, Rail Bhavan, New Delhi	011-23381332 011-23342085 011-23385215 9810046241

Safety Directorate

Designation	Railway Telephone No. (Office)	IP Intercom No.	Railway Telephone No. (Residence)	MTNL Telephone No. (Office)	MTNL Telephone No. (Residence)	FAX No.	Mail Address
DG (Safety)	47490	-	-	23047490	-	23382674	dgsafety@rb.railnet.gov.in
PPS/DG (Safety)	47490	6252	-	23047490	-	-	-

PS/DG (Safety)	47490	6253	-	23047490	-	-	-
PED (Safety)	47406	6211	53227	23047406	24107420	23386215	pedsafety@rb.railnet.gov.in
PS/PED (Safety)	43302 47406	6212	-	23381344	-	-	-
ED/Safety (Civil)	47425	6254	-	23047425	-	-	-
PS/ED Safety (Civil)	45511	9219	-	47845511	-	-	-
ED/Safety (EE)	47427	6225	-	23047427	-	-	-
PS/ED/Safety (EE)	43000	6248	-	-	-	-	-
EDME (Safety)	47428	6238	-	23047428	-	23047428	-
PS/EDME (Safety)	47428	6239	-	23047428	-	-	-
ED/Safety (Traffic)	47408	6215	-	23389987	26882097	-	-
ED/Safety (S&T)	47407	6213	-	23047407	-	-	-
PPS/ED/Safety (S&T)	47407	6214	-	23047407	-	-	-
DD/Safety (A&R) I	43998 47415	6228	-	23303998	-	-	-
DD/Safety (A&R) II	47414	6227	-	23047414	-	-	-
DD/Safety (Inquiries)	44480 47417	6230	-	23304480	-	-	-
SO/Safety (IIM)	47417	6232	-	2347417	-	-	-
SO/Safety I	47422	6235	-	23047422	-	-	-
SO/Safety (DM)	43771 47420	6233	-	23303771	-	-	sosafetyar@rb.railnet.gov.in
SO/Safety (A&R)	47418	6231	-	23047418	-	-	-
Chief Controller Safety	43599 43399 47423	-	-	23382638	-	-	-
Safety Inspector	44425 47421	-	-	23304425	-	-	-

Annexure 2

Important phone numbers of ECoR HQ officials.

Sl. No.	Designation	Railway	BSNL - 0674	Mobile	Fax	
					Railway 085	BSNL - 0674
1	General Manager	50000 (O) 50001 (R)	2300773 (O) 2302773(R)	8455880000	50700	2300196
2	Secretary to GM	50002 (O) 50003 (R)	2300029 (O) 2303814 (R)	8455885000	50701	2303587
3	PCSO	50560 (O)	2300957 (O) 2725091 (R)	8455885940	50766	2302758
4	PCME	50050 (O) 50051(R)	2303370 (O) 2301957 (R)	8455885400	50750	2303530
5	PCEE	50040 (O) 50041(R)	2303515 (O) 2301582 (R)	8455885300	50740	2302524
6	PCE	50020 (O) 50021(R)	2300571 (O) 2303544 (R)	8455885200	50720	2301887
7	PCOM	50060 (O) 50061(R)	2303122 (O) 2303955 (R)	8455885900	50760	2300313
8	PCMD	50550 (O)	2302041 (O) 2744390 (R)	8455885500	50756	2303052
9	PCSTE	50080 (O) 50081 (R)	2301891 (O) 2303681 (R)	8455885800	50780	2303508
10	PCSC	50590 (O) 50591 (R)	2303509 (O) 2301109(R)	8455885700	50790	2302830
11	PCCM	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 phone numbers of divisional officers.

Sl. No.	Designation	Railway	BSNL	Mobile	FAX	
KHURDA ROAD					085	0674
1	Divisional Railway Manager	72200 (O) 72201 (R)	2490567 (O) 2490568 (R)	8455887000	72100	2492568
2	Additional 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	138 2492411 2492511 2492611	8455887999	-	-
7	Security Control	72154 72554	2492229	8455887777	72554	2492229

WALT AIR					085	0891
1	Divisional Railway Manager	82200 (O) 82201 (R)	2746200 (O) 2762000 (R)	08978080000	82404	2728832
2	Additional 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	2746255	-	-	-

		83096 82265	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						
1	Divisional Railway Manager	62200 (O) 62201 (R)	2401331(O) 2400498 (R)	8455886000	62343	2401331
2	Additional 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	138 2532230 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 Railway Hospital	Visakhapatnam	154	CMS 8978080500
KUR	Divisional Railway Hospital	Khurda Road, Jatani	80	CMS 8455887500
SBP	Divisional Railway Hospital	Sambalpur	35	CMS 8455886500
HQ BBS	Central Hospital	Mancheshwar/ BBS	70	MD 8455885550

Total	339	
		PCMD 8455885500

Health Units in ECoR

WAT	Station Code	Location	Railway Telephone	CUG Telephone
1	DLS	Diesel Loco Shed	85472	8978080523 9392150163
2	VDPD	Steel Plant Vadlapudi	85156	8978080523
3	MPIM	Marripalem	85470	9642196995 9490836476
4	VZM	Vizianagaram	83278 83279	ACMS 9515260664 PHS 8978281060
5	CHE	Shrikakulam	85970 85971	ADMO 8978080512 PHS 8978281069
6	NWP (HU)	Naupada		ADMO (CHE)
7	ARK	Aruku	84167 86168	ADMO 8985359132
8	KRPU	Koraput	84350 84355	Sr. DMO 8455893670
9	JDB	Jagadalpur	84650 84651	Sr. DMO 9752413911
10	BCHL	Bachheli	84840	97524413912
11	KRDL	Kirandul	84926	9310472029
12	RGDA	Rayagada	85678 85679	ADMO 8455893671
13	LKMR	Laxmipur	85850	ADMO 6301533682

KUR	Station Code	Location	Railway Telephone	CUG Telephone
1		Loco Colony, KUR	72278 72279	8457013002
2		Retang Colony, KUR	72482	8249102916
3	BHC	Bhadrak	74070 74072	7978985998 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	8455887529 8456823207
9	PSA	Palasa	77370 77376	8455887511 8455887530
10	KDJR	Keonjhar	74778	8455887523 9938833024

SBP	Station Code	Location	Railway Telephone	CUG Telephone
1	MSMD	Mahasamund	-	Pharmacist 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

ECOR HQ	Chandrasekharpur	MD 8455885550	PCMD 8455885500
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Annexure 3

Satellite Phone Numbers

Location	Voice No.
	ISD Code 00870
ART/KUR	08991112804
ART/BHC	08991112805
ART/SBP	08991112809
ART/KBJ	08991112808
ART/WAT	08991112806
ART/KRPU	08991112807
HQ/BBS 1	08991112802
HQ/BBS 2	08991112803

Annexure 4**Contact Details of NDRF**

Designation	Telephone No.	Fax No.	Mobile No	E-Mail
Director General	011-23438020 011-23438119	011-23438091	9816617895	dg.ndrf@nic.in
Inspector General	011-23438021	011-23438091	9013882417	ig.ndrf@nic.in
Financial Advisor	011-24368148	011-23438091		--
Deputy Inspector General (ADM /PROC / PROV)	011-23438022	011-23438091	9968262466	dig.ndrf@nic.in
Deputy Inspector General (Training/Academy/ NCDC/East & North East Sector)	011-23438140	011-23438091		dig.es.ndrf@nic.in
Deputy Inspector General (Ops /North West Sector)	011-23438023	011-23438091	9999513134	dig.ns.ndrf@nic.in
Deputy Inspector General (Works/PRO/ South Sector)	011-24654994	011-24611519	9489615801	dig.ss.ndrf@nic.in
Commandant (NDRR)	-	011-23438091		
Second in Command (Training)	011-23438138	011-23438091	7840037770	
Deputy Commandant (Works)	-	011-23438091	7840010509	
Deputy Commandant (OPS)	011-23438024	011-23438091	9810657405	
Dy. Commandant (Engineer)	--	011-23438091		
AC (IT/COMN/PRO)	011-24363263	011-23438091	8505833411	
AC(JAO)	011-23438093	011-23438091	9968352181	ac.hq.ndrf@nic.in
AC(ADM)	011-23438118	011-23438091	9868816674	dc.adm.ndrf@nic.in
AC (NCDC&PROV)	011-24629279	011-23438091	9868574995	-

AC/MIN	011-23438091	011-23438091		hq.ndrf@nic.in
--	011-23438091 011-23438136	011-23438091		hq.ndrf@nic.in
--	011-24611518	011-23438091		-

NDRF Units

Address	Telephone No.	Fax No.	Mobile No.	Unit Control Room No.	E-Mail
1st BN NDRF, Patgaon PO – Azar, District Kamrup Metro, Guwahati-781017	0361- 2840027	0361- 2849080	9401307887	0361-2840284 09401048790 09435117246	assam01-ndrf[at]nic[dot]in
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
3rd BN NDRF, PO- Mundali, Cuttack - Odisha Pin - 754013	0671- 2879710	0671- 2879711	9437964571	0671-2879711 09437581614	ori03-ndrf[at]nic[dot]in
4th Bn NDRF, PO - Suraksha Campus, Arrakonam, Distt. Vellore Tamil Nadu-631152	04177- 246269	04177- 246594	9442105169	04177-246594 09442140269	tn04-ndrf[at]nic[dot]in
5th Bn NDRF, Sudumbare Taluka, Distt - Maval Pune (Maharashtra) Pin - 412109	02114- 247010	02114- 247008	9423506765	02114-247000 09422315628	mah05-ndrf[at]nic[dot]in
6th Bn NDRF, Chilora Road, Gandhinagar, Pin - 382042	079- 23202540	079- 23201551	9428826445	079-23201551 09723632166	guj06-ndrf[at]nic[dot]in

7th Bn NDRF, Bibiwala Road, Bhatinda (Punjab) Pin 151001	0164-2246193	0164-2246570	9417802032	0164-2246193 0164-2246570	pun07-ndrf[at]nic[dot]in
8th Bn NDRF, Kamla Nehru Nagar, Ghaziabad (UP) Pin - 201002	0120-2766013	0120-27666012	9968610014	0120-2766618 09412221035	up08-ndrf[at]nic[dot]in
9th Bn NDRF, Bihata Patna, Bihar Pin - 801103	06115-253942	06115-253939	7762884444	06115-253939 08544415050 09525752125	patna-ndrf[at]nic[dot]in
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
11th Bn NDRF, Sanskritik Sankul, Maqbool Alam Road, Varanasi, UP - 221002	0542-2501201	0542-2501101	9455511107	0542-2501101 08004931410	up-11ndrf[at]gov[dot]in
12th Bn NDRF, Itanagar, Arunachal Pradesh 791112	0360-2277109	0360-2277106	9485236141	0360-2277104 09485235464	bn12[dot]ndrf[at]gov[dot]in

NDRF RRC

Units Under NDRF/ Mundali	Mobile Telephone 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, Bengaluru, Karnatka	--	09482978719 09482978715
NDRF RRC, Shaikpet Sport Complex, Hyderabad, Telangana	04023565666	08333068536 08333068547

Contact Details of 3rd Battalion

Sl. No.	RANK	NAME	MOBILE NO.	ALTERNATE NO	Sec
1.	COMDT	-	9437964571	9470587743	BN. DC/ADM
2.	DC/ADM	SHRI Dananjaya Kumar	9437964574	9437964574	
3.		RRC BALASORE	9437964575		
4.		COMMANDANT OFFICE	06712879710		
5.		BN CONTROL ROOM	0671-2960711	9437581614 9937187222	
6.		BN EMAIL ID	ori03-ndrf@nic.in ori03-ndrf@gmail.com		

Contact Details of 10th Battalion

Sl. No.	Mobile & Landline Number	Rank	Name
1.	9424410138	Commandant	-
2.	8333021960	CMO (SG)	
3.	04023565655	RRC Hyderabad	
4.	8912518380	RRC Visakhapatnam	

Annexure 5**STATE GOVERNMENT EMERGENCY & OSDMA TELEPHONE NUMBERS**

Officers and Staffs of SRC Office

Telephone No (Control Room) – 0674-2534177, Fax- 0674-2534176

SEOC Mobile No.: 7682982668

Email Id- src.or@nic.in/ srcodishagov@gamil.com

Sl. No.	Designation	Office
1	DC & ACS & Special Relief Commissioner	2534180 2536721 2536740
2	Additional Special Relief Commissioner	2390161
3	Joint Special Relief Commissioner	2391601
4	Joint Special Relief Commissioner	
5	FA cum Joint Secretary	2394320
6	State Port Engineer	2396527
7	Deputy Secretary	
8	OSD-cum-Deputy Secretary	
9	Officer on Special Duty	
10	Officer on Special Duty	
11	Officer on Special Duty	
12	Private Secretary	
13	Under Secretary	
14	Statistical Officer	
15	Statistical Officer	
16	Section Officer	
17	Section Officer	
18	Assistant Section Officer	
19	Assistant Section Officer	
20	Assistant Section Officer	
21	Assistant Section Officer	
22	Assistant Section Officer	
23	Assistant Section Officer	
24	Assistant Section Officer	
25	Assistant Section Officer	
26	Assistant Section Officer	
27	Assistant Section Officer	
28	Type Super tend Level-II	

29	Assistant Executive Engineer, Mechanical	
30	Assistant Engineer, Mechanical	

Annexure 6**Telephone Directory of Deputy Collectors (Emergency)**

Sl. No.	District	Mobile No	Office No	Fax No
1	Angul	9937603649 9437069280 9861232527	06764-230980	06764-230685
2	Balasore	8917222697 9040647125	06782-262286 262647	06782-262208 241434
3	Baragarh	9937056965 9861848043	06646-232112	06646-232840
4	Bhadrak	9040545687 9437363678	06784-251881	06784-250880
5	Bolangir	7978636806 9938433855 6371295951	06652-232452 230969	06652-233082
6	Boudh	6372726545 9437106408 9556070950	06841-222023	06841-222204
7	Cuttack	9853300974 9439900953	0671-2507842 9337419494	0671-2301103
8	Deogarh	9853046221 7077318522 9668394052	06641-226843	06641-226301
9	Dhenkanal	9776009500 9777990665	06762-226507 221376	06762-225717
10	Gajapati	9437208153 9440677715	06815-222943	06815-222464
11	Ganjam	9861262225 9439213567 9437593522	06811-263978	06811-263344
12	Jagatsinghpur	9040209105 9437567660	06724-220368	06724-220299
13	Jajpur	8895196011 9439371330	06728-222648	06728-222087
14	Jharsuguda	7894164687 9437543016	06645-272902 271692	06645-270868
15	Kalahandi	9776050567 9438403599	06670-230455	06670-230303
16	Kandhamal	8249226874 8895558842 9439909021 8895565597	06842-253650 -255602	06842-253905 253645
17	Kendrapara	7008615330 8293461275 7077107782	06727-232803	06727-221603
18	Keonjhar	8895214073 9438388896	06766-255437	06766-254298
19	Khurda	9439381945 9348299297	06755-220002	06755-221003
20	Koraput	9937824752 9438033571	06852-251381	06852-250466
21	Malkangiri	9437780226 8658420702	06861-230442 06861-231372	06861-230356 231565

22	Mayurbhanj	8908188168 7809215397	06792-252759	06792-252221
23	Nawarangapur	9938688120 8327778226	06858-222434	06858-222344
24	Nayagarh	9861456066 8249617134	06753-252978	06753-252566
25	Nuapada	9337193223 9937130302 9658258176	06678-225357	06678-225465
26	Puri	7978465819 9437254311	06752-223237	06752-223939
27	Rayagada	9437967225 8249661994	06856-224062 224082	06856-222770
28	Sambalpur	9437981387 7377130737	0663-2412407	0663-2404006
29	Subarnapur	8280191246 8249175118	06654-220362	06654-220345/ 220362
30	Sundargarh	8249409350 9437767587 9124029910	06622-272233	06622-273166/ 312766

Telephone Numbers of All Collectors of the State

Sl. No.	District	STD Code	Office	Residence	FAX	Mobile
1	Angul	06764	230567	230234	230685	9437913489
2	Balasore	06782	262001	262003	262208	8280038100
3	Bargarh	06646	232340	230041	230041(O) 231300(R)	9439779006 9437198636
4	Bhadrak	06784	250436	240220 240100	240800	94370-61000
5	Bolangir	06652	232223	232001	233082	7077868644
6	Boudh	06841	222203	222334	222204	8895485759
7	Cuttack	0671	2508100	2301001	2301103	94371-70693
8	Deogarh	06641	226354	226353	226301	9437108050
9	Dhenkanal	06762	225602	225601 226500	225717	94371-74051
10	Gajapati	06815	222397	222396	222464	94375-61919
11	Ganjam	06811	263700	263800	263344	9205207183
12	Jagatsinghpur	06724	220379	220199	220299	9437005496

13	Jajpur	06728	222001	222330	222087	9437102067 7978232123
14	Jharsuguda	06645	270070	270868	270868	9437226644
15	Kalahandi	06670	230201	230233	230303	9437050060
16	Kandhamal	06842	253602	253601	253905	94370-59960
17	Kendrapara	06727	232602	232802 232002	232602 221603	9439883093
18	Keonjhar	06766	255482	255401	254298 255474	87630-90000
19	Khordha	06755	220001	2536949 224000	221567 2536949	8249731224
20	Koraput	06852	250700	250255 250477	250466	76550-83469
21	Malkanagiri	06861	230323	230232 230345	230356	9437030223
22	Mayurbhanj	06792	252606	252601	252221	82800-66861
23	Nuapara	06678	225463	225464	225465	88959-85872
24	Nawarangpur	06858	222034	222345	222344	8763354637
25	Nayagarh	06753	252333	252240	252566	8280343088
26	Puri	06752	222034	222033 224257	223939	9439277733
27	Rayagada	06856	222245	222345	222770	7750023978
28	Sambalpur	0663	2411022	2411001	2412116	9602198337
29	Sonepur	06654	220201	220353	220345	9437198636
30	Sundargarh	06622	272265	272225	273166	82800-66828
01	IMD	0674	2596116	2596129	2596116 2596010	9433125951
02	R.D.C (CD) Cuttack	0671	2508362		2607906	9437317778
03	R.D.C (ND) Sambalpur	0663	2411537	2410975	2411537	9437317778
04	R.D.C (SD) Beherhampur	0680	2281456	2292755	2292750	9437183200

Telephone Numbers of All A.D.M of the State

Sl. No.	Name of the District	Mobile No.	Office No.
1	Angul	9437684149 9437478373	06764-230491
2	Balasore	9437101300 8763366196	06782-262120
3	Baragarh	9437836824	06646-235040

		9437333757	
4	Bhadrak	9437352110	06784-251888
5	Bolangir	9437457764 9437331561	06652-232943
6	Boudh	9439401784	06841-222144
7	Cuttack	9437325464 9438290100	0671-2508265
8	Deogarh	9437331530	06641-226358
9	Dhenkanal	9437529295 8763166161	06762-225700 06762-226511
10	Gajapati	9437166214 9438003524	06815-223333
11	Ganjam	9439705790/ 9437857060 9937115950	06811-263927
12	Jagatsinghpur	9437388776 9938068656 9937383333	06724-220147 06722-222237
13	Jajpur	9437293247	06728-222479
14	Jharsuguda	9437410396 9437349351	06645-272802
15	Kalahandi	9937080218	06670-230464
16	Kandhamal	9439255208	06842-253604
17	Kendrapara	9438148605 9437258554	06727-232601
18	Keonjhar	9437172548 9437544078	06766-255408
19	Khurda	9437216322 9437461947	06755-221755
	Bhubaneswar	9937975446	0674-2393440 2536949
20	Koraput	8917414637 8763128797	06852-251212
21	Malkangiri	9437643166	06861-230388
22	Mayurbhanj	9437310951 8249080318 9437835977	06792-252646 06792-259005

23	Nawarangapur	9439613560 /7894370996	06858-222040
24	Nayagarh	9437234873	06753-252980
25	Nuapada	8260151858	06678-223352
26	Puri	9437333823 9437404737	06752-222061
27	Rayagada	9937567661 7008124227	06856-222353
28	Sambalpur	7008933169 8763443218	0663-2410386
29	Subarnapur	9438281601 9437327084	06654-220090
30	Sundargarh	9438257340 9437222160 9337950019	06622-273889

Contact Details of SPs of the State Odisha

Sl. No	Name of the District	STD Code	Office	Residence		
1	Angul	06764	230316	237500	236657	9438916340
2	Balasore	06782	262004	262005	262584	9438916340
3	Baragarh	06646	234480	234343	233150	9438916490
4	Bhadrak	06784	242035	240120	240120	9438916370
5	Bolangir	06652	232020	233063	232375	9438916510
6	Boudh	06841	222205	222206	222238	9438916690
7	Cuttack	0671	2368116	2503301	2368301	9438916200
8	Deogarh	06641	226100	226281	226282	9438916460
9	Dhenkanal	06762	225777	225010	226786	9437280788/ 9438916470
10	Gajapati	06815	222533	222566	222565	9438916700
11	Ganjam	06811	263366	263855	263266	8763004117
	Berhampur	0680	2291000	2291100	2292991	9894533318
12	Jagatsinghpur	06724	220115	220015	220015	8763004099
13	Jajpur	06726	240112	240110	240250	7008692886
14	Jharsuguda	06645	270808	270999	270888	9438916530

15	Kalahandi	06670	233111	232333	233444	9818676554
16	Kandhamal	06842	253610	253611	253609	7290874724
17	Kendrapara	06727	274700	221096	221103	9438001323
18	Keonjhar	06766	254106	255402	255402	9438818585
19	Khurda	06755	220535	220113	223427	8800096827
20	Koraput	06852	250901	250900	250902	7387412550
21	Malkangir	06861	230325	230310	230370	9438916820
22	Mayurbhanj	06792	252647	252644	252293	8149990766
23	Nawarangapur	06858	222302	222301	222500	94389 16840
24	Nayagarh	06753	252088	252188	252188	9437171893 8249795299
25	Nuapada	06678	225478	225477	225006	9438916860
26	Puri	06752	225400	225300	223280	9437378000
27	Rayagada	06856	222304	222323	222018	9438916870 9437297600
28	Sambalpur	0663	2412330	2411002	2401308	9438916550
29	Subarnapur	06654	220349	220351	220515	9437225389
30	Sundargarh	06622	273324	273538	272218	9438916650

Important Contact Details

2	NDRF 3rd BN NDRF, PO-Mundali, Cuttack	Shri Jacob Kispotta	Commandant	0671- 1879710	09470587743 09437964571
3	ODRAF, Cuttack	Shri Lingaraj Parida, OPS	Commandant	0671-2442148	9861039267
	ODRAF	Shri P. V. Rout Shri Nath Shri Sanjay Mohanty Dr. Sapani Sahoo Shri T. B. Rout	Commandant		9438800008 772 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	Shri J. K. Tiwari	Dy. Commandant		9437964702
6	NDRF	Control Room	0671-2879711		9937581614 9937187222
					9938516085
7	Headquarters (Coast Guard) Badapadia,	06722 220174	06722 223359		441907710 641901710
8	Gopalpr Headquaters Coast Guard	06811-260175			9662263836

TELEPHONE NUMBERS OF SENIOR STATE GOVERNMENT OFFICERS OF ODISHA

Sl. No.	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	Special 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, (Railway), Cuttack	0671-2306615	2307500 2306355	2306615
7	Commissioner-cum-Secretary (Information & Public Relation)	2536736	2556588	
8	Commissioner-cum-Secy. (FP. Medical/Health)	2536632	2392507	2395235
9	Commissioner-cum-Secy. (Revenue)	2322658,2539023	2553654	2393832
10 11	Special Relief Commissioner Managing Director (OSDMA) OSDHA@OSDHA.ORG osdma@osdma.org	2536721 / 2607346 2395398 / 2395531	2535232 / 9437005121	2415292 2391871 2396681
12	SPECIAL RELIEF COMMISSIONERCONTROL 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		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
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 COMMISSIONERDISASTER MANAGEMENT	070-93896990	23452768	23451836

Annexure 8

TELEPHONE NUMBERS OF SENIOR STATE GOVERNMENT 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 CE OHPC Upper Indravati	06673-252288		252206
COLAB	06854242035		
SE Hirakud Dam Circle	06632430001	2430002	2430877
Director(O) OHPC	06742541315	09432341691	2505732
Director NIC	06742508438	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 IN 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	I. G. F. S. (O)	0671	2300584	2300584		9437085000
4	J. S. O. HGs	0671	2303387	2303387		9437889111
5	C F O(O) CTC	0671	2306409	2306409	2304995	9437394201
6	F. O. (PR) / BBS	0674		2560784	2561305	9437056220
7	D. F. O. NR / SBP	0663		2546050		9439503165
8	D. F. O. SR / BPR	0680	2220028	2220050		9437276545
9	D. F. O. HQ / CTC	0671	2307969	2307969		9040217094
10	DIR. F. O. FPW / BBSR					9437271739

Annexure 11

TELEPHONE NUMBERS OF FIRE STATIONS IN AP & CG PORTION OF ECOR

Andhra Pradesh (A P)		
Srikakulam Dist.		
Srikakulam	08942	222099
Narasennapeta	08942	276777
Ichhapuram	08947	231101
Palasa	08945	241101
Sompeta	08947	234101
Tekkali	08945	244277
Vizag Dist.		
Kotavalasa	08966	263101
Vishakhapatnam	0891	2536582
Gajuwaka	0891	2517780
Marripalem	0891	2558470

Chattishgarh (C G) *****		
Mahasamund Dist.		
Mahasamund	07723-222090	9826662967
Bagbahar	09926162114	
Bastar Dist.		
Jagdalpur	07782-222899	9425266828
Dantewara Dist.		
Dantewara		9406083938
Banheli	07857-230349	7857230261
Raipur Dist.		
Raipur	0771-2274101	9109953001

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	Director, CYCLONE Vishakhapatnam	0891	2543031/2543032 /2543034 2543041 (R)	9490753428	2543033
2	Director, IMD, Bhubaneswar	0674	2596116	9437085328	2596010
3	Director, Cyclone Detection Center, Bhubaneswar	0674	2534627/ 2534737		
4	Doppler Weather Radar Cyclone Detection Center, Paradeep	06722	220100		
	Scientist "B"	06722	223330 (O)	09711677557	
	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	Designation & Address	Phone Number
Nodal Officer (Air Force, Navy & Army)	Director (Operational logistics), HQ-Integrated Defense Staff, Ministry of Defense	011-23005126 (O) FAX-011- 23005226
Navy	Naval HQ (War Room, Director of Naval Operation)	Extension through Exchange No. 011-23014167
Navy	Duty Officer (Maritime Operations Centre), HQ WNC, Mumbai	022-24316558, Extension through Exchange No. 022- 22663030
Navy	Duty Officer (Maritime Operations Centre), HQ ENC, Visakhapatnam	Extension 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 Air Force	022-22663030 Radar Station / Salua / PaschimMidnapur	03222-277240/296641 AIR FORCE TELEPHONE EXCHANGE
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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 EFR	03222-277238 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		
	1	UNI	2536776	
	2	PTI	2530535 / 2530602	
	3	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	9
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	Rangailunda (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 commercial (domestic and international), privately, military and flying school airports.

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	Defense
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
Bilaspur Airport	Bilaspur	Flying School
Raigarh Airport	Raigarh	Domestic
OP Jindal Airport	Raigarh	Private
Jagdalpur Airport	Jagdalpur	Domestic
Swami Vivekananda Airport	Raipur	Domestic

List of Airports in Andhra Pradesh

Airport Name	City Served	Category
Sri Sathya Sai Airport	Puttaparthi	Private
Rajahmundry Airport	Rajahmundry	Domestic
Visakhapatnam Airport	Visakhapatnam	International
Nagarjuna Sagar Airport	Nagarjuna	Flying School
Kadapa Airport	Kadapa	Domestic
Tirupati Airport	Tirupati	Domestic
Vijayawada Airport	Vijayawada	Domestic

List of Airports in West Bengal

Airport Name	City Served	Category
Balurghat Airport	Balurghat	Domestic
Barrackpore Air Force Station	Barrackpore	Defense
Behala Airport	Behala	Domestic / Flying School
Cooch Behar Airport	Cooch Behar	Domestic
Kazi Nazrul Islam Airport	Asansol / Durgapur	Domestic
Hasimara Air Force Station	Hasimara	Defense
Kalaikunda Air Force Station	Kalaikunda	Defense
Netaji Subhash Chandra Bose International Airport	Kolkata	International
Malda Airport	Malda	Domestic
Panagarh Airport	Panagarh	Defense
Bagdogra Airport	Siliguri	International

HELICOPTER CHARTER SERVICE IN ODISHA, ANDHRA PRADESH & CHHATISGARH

Sl. No.	Name of Service Provider	Route	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 & Consultant	ADI, BBS, Raipur & VSKP	91-7925710938
12	Care My Trip	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

Sl. No.	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 International Air port	BBS	0674-2596305

Additional Helicopter Services

Sl. No.	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. No.	Chhattisgarh	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	Gandhinagar, VSKP & Raipur	91-79-27622424
5	Raja Bhoj air Service	Raipur	91-7746869999

Air Ambulance Control Room - 91-9845446634, 91-9540161344 (NDLS)

Multi-Specialty Flying ICU on Air- Hot Line Call - 91-9845446634, 91-9540161344, 91-9645744117

WEB www.airambulanceaviation.com

E-Mail airambulance@airambulanceaviation.com

Annexure 17**TELEPHONE NUMBERS 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, Dept. 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](mailto: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:](mailto:email:nilakantha.ys@gmail.com)
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.org

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 Organization, Sananuagan, Retang Rly Station, Dist.- Khurda. Secy-
919438186412. (Social works)

Orissa Khadi and Village Industries Association, Plot No.805 & 823(P), At Jaidev Vihar P.O. RRL,
Bhubaneswar-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 ATP.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 Berhampur -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. 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 - 752085 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 secretary 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, Est. : 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, Bhubaneshwar-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 & 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, Bhubaneshwar, 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 & Environment – Kendrapada Odisha- 9167278296.Gunupur, Odisha: -

Action for Social & Humans- 91685720276 (A. K. Dash) Khalikota, Odisha

Adarsh Charitable Trust- 916810256648 (Tapan Prasad Acharrya) Losinga Balangir/Odisha: -
ADHAR- 91665374125. Cuttack, Nuasahi/Odisha

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 Woman's 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.
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 Terrorism
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 Program
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
	Cuttack	7. Khurda Town 8. Hi-Tech 9. Vivekananda /BBS	06755-223978 91674-2371217/0674-2545205 0674-2370726 91674-2565357
		Orissa Red Cross	0671-2305643
		Central Red Cross Blood Doner Counsel	916712302258 9937388295/9439637796
		Syndicate Lab SCB -Hospital SDH Athagada	06716450287 9438873459 9437163566 9937448757 06723-220244
	Puri	DHH /Puri	06752222124/31 9861067545
	Dnkl	Dhenkanal	0676-2221311
	Jajapur	DHH/ Jajapur	06728225177
	Bhadrak	CHC/ JJKR	9437276928 9437293899
		DHH /Bhadrak	06784-251817 06782233237
		SDH /Nilagiri (Balasoe)	
	Paradeep	DHH /Jagatsinghpur	06724-221808
	Keonjhar	Kendrapada DHH/KDJR	06727-233334 06766-254380
		SDH-Anandapur SDH-Champua	06731-221467/220824 9778131312
	Angul	DHH/ ANGL	06764-230880
		SDH-Athamalik	9438683127 9439123301
		SDH-TLHR	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 DHH/JSG	06642-220309/509 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 College SDH-Chhatrapur	0680-2292534 9678932487
		SDH-Bhujangar DHH/Paralakhemundi	9937226206 06815-222222
		DHH/Malkangiri SDH/Gajapati	9439482417 06815222467
	Koraput Jeypore	District Hospital Sub-Divisional Hospital	068522-252101 06854-233600
	Rayagada	DHH/RGDA	06856-236465
	Bolangir	DHH/BLGR	0665-2230646
		DHH/Sonpur SDH/Patanagada	06654-220150 06658-222161/229
	Tig- Kbj	SDH/Kantabanjhi SDH/TIG	06657-220464 06655-220318
	Nuapada	DHH / Nuapada DHH/ Nawarangpur	9437292867 7008562403
Odisha	Gajapati/ Paralakhemudi	DHH	06815222381/06815222787
	Damanjodi	Red Cross	06853-255333
	Lamtaput	Ashakiran	06868-272322/272213
A P	VISHAKHAPATNAM	King George Hospital	0891-2564891
		Seven Hills hospital AS Raja	919393110401/8916677777/98481 39922 0891-2543436/5563436/2702710
		Rotary Blood bank AIDS control	0891-2506678/5534635 8912553114
		Red Cross Apollo Hospital	0891-2703953 918912727272
		Chiranjib Voluntary	918912754787
		City Hospital	09848192898
		Simhadri Hospital	8912784949/919866150150
	VIZIANAGRAM	Srinivash Nursing	918922-275513
		Red Cross 24 hours MIMS Blood Bank	08922-272700/08142578999 08922-244390, 244334
	NEELIMARLA	Maharaja Dist. Hospital	09440070099/09346413633
	Srkakulam	DHH/CHE	09912399679
		IRCS RIMS Hospital	08942-226555 08942-270933 /236,9697961999 9000273960
	RAJAM	GMR V Care Hospital	08941-25318485
	RAGOLU	GE Medical School	08942-398398, 7337362542 08642-278301
	Ichhapuram	SDH/IPM	918942-226555
	Bobbili/ VZM district	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 07713222384/9425212338 07723222203/09977220077
	Jagdarpur	UJJWAL Blood bank	09827888944 9827887788 9425261337 07782221441
	BACHELI	NMDC-Apollo Hospital	07857-230050
	JAGDALPUR	Maharani Hospital	6854-233003

Annexure 20**IMPORTANT BRIDGES LIST OF KUR DIVISION**

Sl. No.	SECTN	LINE	BRN UM	LOC	YOCO NT	STDDRG	TOBR	TOSB	TOFO UND	STRNSS	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 Jackeet)	WELL	RBG	UN	FP	ROLROK	685.80	STEEL CHANNEL SLEEPER	BHC	JJKR
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	JJKR
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	JJKR	JJKR
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	JJKR	JJKR
5	BHC-PSA (NRG-KNPR)	UP	539	402/13-45	2004		PSC BOX GIRDER	RCC	WELL	HML	BAL	SWP	ELASTO MERIC	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	RIVTPG	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	POTPTFE	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	POTPTFE	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 BRIDGES LIST OF WAT DIVISION

Sl No.	SECTN	LINE	Br.No.	Br.code	LOC in Km.	YOC NST	STDDRG	TOBR	TOSB	TOFOU ND	STRNSS	DECK	TOTR ACK	TOBRNG	REMARKS	LWW
1	PSA-VSKP(ULM-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(ULM-CHE)	DN	1354	B/0370	744/13-14	1967	BA-1058	RIVTPG	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 11101,8 A11117	TTG	RCC	WELL	BGML	BAL	LWR	ROLROK	PERR FLOW	457.18

IMPORTANT BRIDGES LIST OF SBP DIVISION

Sl. NO.	SECTION	LINE	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	KBJ
8	(RV)TIG-KSNG	SL	343	213/12-214/1	20	1930	CE 10965	SEMI THROUGH	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.	Tunnell No.	Block Section	K.M.		Leng		Year of constr	Lined/ Unlined	Track Structure	Ventilation arrang ement
			From	To	th (m)	uction				
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	provided
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					
<i>Sl. No.</i>	<i>Locations</i>	<i>Designation</i>	<i>MOBILE NO</i>	<i>UNIT NAME</i>	<i>Capacity</i>
1	Jharsuguda		9438500678	OSAP 2nd Bn JSG	43
2	Koraput		8249114949	OSAP 3rd Bn KPT	35
3	Rourkela		9438503808	OSAP 4th Bn RKL	42
4	Baripada		9437806782	OSAP 5th Bn BPD	47
5	Cuttack		9437070279	OSAP 6th Bn CTC	50
6	Bhubaneswar		986118013	OSAP 7th Bn. BBSR	41
7	Chatrapur		9439932505	OSAP 8th Bn Ctr (old)	32
8	Balasore		9337105939	Dist. (A.P.R Balasore)	41
9	Jagatsinghpur		9437140482	Dist. (A.P.R Jagatsinghpur)	48
10	Balangir		8895475053	(A.P.R Bolangir)	42
11	Dhenkanal		9937949513	1st OSAP Bn, DKL	32
12	Chatrapur		9437034939	OSAP 8th Bn CTR (new)	39
13	Koraput)		9438017229	1st IR Bn, KPT Upper Kolab	36
14	Rayagada		6371216639	2nd IR. Bn, Rgd	29
15	Jajpur		6370357095	3rd IR. Bn, Ijp	30
16	Deogarh		9437821901	4th IR. Bn, Dgr	48
17	Boudh		9938032790	5 th I.R. Bn, Boudh	43
18	Khurda		7978980055	6th IR. Bn, KDA	44
19	Koraput		8455965985	7th SPL.IR. Bn,Kpt	43
20	Bhanjanagar		9861258832	8th SPL.IR.Bn, Bngr	42

Andhra Pradesh (APDRAF)

SDRF Control Room- Office Mobile Telephone No- 9440906404.

Office Email: apsdrf@gmail.com

Unit	In Charge	Telephone/ Mobile	Email
Nodal Officer SDRF	Asst. Comm. APSDR, Liaison Officer	08645237347 M- 9440627425	devaacmt@gmail.com
Reserve Inspector SDRF		M- 9440906753	Munuswamy.sunkara@gmail.com
Nodal Officer Disaster	Commandant / VSKP	0891282415 M-7382264169	Noicap_navy@nic.in
CMD / VSKP		0891-2737678 M-9491049816	Cgm_ocs@apeasternpower.com
Director Disaster		08912543031 M-9490753428	cwcvs@gmail.com
Dy Chief Controller of Explosives/ VSKP		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)
Liaising 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	cosklmsupdt@gmail.com
	Superintendent ofPolice	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.co m
	Superintendent ofPolice	08922276163		spvzm@appolice.gov.in
Vishakhapatan am (VSKP)	Collectors & DM	08912526999		vskp@ap.gov.in
	Joint Collector		9491198733	jcvizag@gmail.com
	DRO (District Revenue Officer)		9849903820	drovsk@gmail.com
	Supt. D. Diction		9849913705	Email-089-25263121
	Superintendent ofPolice	08912551104		spvspr@appolice.gov.in

Chhattisgarh

State Fire & emergency Service Control Room- Office Telephone No- 91-7712512331

(24X7)NDRF HELP line- 919711077372.

Annexure 22

Particulars of Civil Defense in ECoR

Khurda Road Division

Total CD strength of the unit: - 75 no.s (Seventy-Five)

Sl. No.	Name of Civil Defense Officer/ Unit Head	Official Design	CD Designation	Mobile No & Land LineNo.	E-mail Id
1		Sr. DSO	Civil Defense Officer	Mob-8455887940 L/Line-72266(Rly) BSNL-06742491404	srdso kur@gmail.com
2		Safety Instructor	Civil Defense Inspector	Mob-8455887944	beherasukendra@gmail.com

Sambalpur Division

Total CD strength of the unit: - 36 no.s (Thirty-Six)

Sl. No.	Name of Civil Defense Officer/ Unit Head	Official Design	CD Designation	Mobile No & Land LineNo.	E-mail Id
1		Sr. DSO	Civil Defense Officer	Mob-8455886940 L/Line-72266(Rly) BSNL-0663-2533096	srdso_sbp@sbp.railnet.gov.in
2		OS/Mech	Civil Defense Inspector	Mob-9437392457	bibuti75.sbp@gmail.com

Waltair Division:

Total CD strength of the unit: - 45 no.s (Forty-Five)

Sl. No.	Name of Civil Defense Officer/ Unit Head	Official Design	CD Designation	Mobile No & Land LineNo.	E-mail Id
1		Sr. DSO	Civil Defense Officer	Mob-8978080940 L/Line-82460(Rly) BSNL-0891-2591033 /0891-2882460	srdsovsbkp@gmail.com
2		Tech-I/ELS	Civil Defense Inspector	Mob-8978080949	Photoprasad17@gmail.com

Particulars of Civil Defense in State

Office/Officer	Telephone No.	Email ID
Director General of Police, FS, CG HGs & Director, Civil Defense, Odisha	0671-2300317(O)	dircdodisha@gmail.com
IGP, FS, HGs & CD, Odisha	0671-2300584	dircdodisha@gmail.com
Assistant DirectorCivil Defense	0671-2306177	dircdodisha@gmail.com
Deputy Controller, Civil Defense, Bhubaneswar.	0674-2394199	civildefencebbsr@gmail.com
Deputy Controller, Civil Defense, Koraput.	06852-250285	dyconcdkoraput@gmail.com

Deputy Controller, Civil Defense, Rourkela.	0661-2500817 0661-2503717	civildefence_rkl@redifimail.com
Sub-Collector –cum- Deputy Controller, Civil Defense, Talcher.	06760-240720	subcolltcr@gmail.com dccdtalcher@gmail.com
AFO-cum- Deputy Controller, Civil Defense, Balasore.	06782-262020	balasorefirestation@gmail.com
AFO-cum- Deputy Controller, Civil Defense, Bhadrak.	06784-231445	afobhadrakfs@gmail.com
AFO-cum- Deputy Controller, Civil Defense, Kendrapada.	06727-230301	kendraparafireststion@gmail.com
AFO-cum- Deputy Controller, Civil Defense, Jagatsinghpur.	06724-220099	jagatsinghpurfirestation2016@gmail.com
AFO-cum- Deputy Controller Civil Defense 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 m)	5000	2000	2000	2000	2000	2000	1000	1000	2000	5000	1000	1000	3000	2000	1000
7	Cable PVC 2.5 Sq. mm (in m)	5000	1000	1000	1000	1000	1000	1000	1000	1000	5000	1000	1000	3000	2000	1000
8	3 Core Cab Type Wire (in m)	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	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	Aluminum 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

ECoR - Details of Tower Wagons (4-W & 8-W) as on 31.01.2023

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	01/2021	01/2027	Working
3	RGDA	200007	WAT	8-W	B-7, BEML,DE,US	03/2020	-	03/2026	Working
4	VZM	200224	WAT	8-W	D-224,DAHOD,DE,OB	08/2020		08/2026	Working
5	VSKP	190110	WAT	8-W	ICF, DE, US	01/2021		01/2027	Working
6	NWP	4515	WAT	4-W	M-III, JMP, DH, OB	1993	04/2021	04/2027	Working
7	CHE	710004	WAT	4-W	M-IV, BHEL, DE, US	04/2005	08/2020	08/2026	Working
8	KRPU	PTL2011040046	WAT	4-W	M-IV, Phooltas, DH, US	04/2011	01/2018	01/2024	Working
9	JYP	PTL2012020088	WAT	4-W	M-IV, Phooltas, DH, US	05/2012	09/2019	09/2025	Working
10	DMK	PTL2012020148	WAT	4-W	M-IV, Phooltas, DH, US	06/2015	-	06/2021	Working
11	VBL	PTL2012020089	WAT	4-W	M-IV, Phooltas, DH, US	05/2012	10/2019	10/2025	Working
12	DWZ	6063	WAT	4-W	M-III, BEML, DH, US	1999	01/2019	01/2025	Working
13	ARK	6057	WAT	4-W	M-III, JMP, DH, OB	1995	01/2020	01/2026	Working.
14	LKMR	PTL2012020087	WAT	4-W	M-IV, Phooltas,DH,US	05/2012	06/2019	06/2025	Working
15	At DMK	PTL2011040047	WAT	4-W	M-IV, Phooltas,DH,US	04/2011	-	04/2017	Driving axle UST failed
	BLMK	No TW							
KUR division									
1	IPM	710100	KUR	8-W	ICF, DE, OB	03/2000	04/2021	04/2027	Working
2	CAP	710700	KUR	8-W	BEML, DH, US	04/2013	11/2020	11/2026	Working
3	BALU	200067	KUR	8-W	DMW/Patiala, DE, US	03/2021		03/2027	New TW
4	KUR	190100	KUR	8-W	ICF, DE, UB	03/2020		03/2026	Working
5	CTC	200018	KUR	8-W	DMW/Patiala, DE, US	09/2020		09/2026	Working
6	JJKR	RVNL/18044	KUR	8-W	ICF,DE,OB	02/2022	New T/C	02/2028	Working
7	RJGR	710600	KUR	8-W	BEML, DH, US	10/2012	05/2019	05/2025	Working
8	BBS	710200	KUR	8-W	SAN, DH, US	03/1998	05/2022	05/2028	Working
9	TLHR	710300	KUR	8-W	ICF, DE, OB	09/2004	01/2021	01/2027	Working
10	KDJR	710400	KUR	8-W	ICF, DE, OB	12/2005	02/2022	02/2028	Working
11	SIL	RU-103	KUR	8-W	SAN,DH,US	1989	08/2020	08/2026	Working
12	RHMA	200095	KUR	8-W	ICF,DE,OB	09/2021		09/2028	Working
13	BHC	RVNL/18043	KUR	8-W	ICF,DE,OB	02/2022	New T/C	02/2028	Working
14	RHMA	2010010007 (710007)	KUR	4-W	M-IV, Phooltas, DH, US	05/2010	08/2022	08/2028	Working
15	TMKA	710003	KUR	4-W	M-IV,BHEL, DE, US	09/2004	07/2020	07/2026	Working
16	KENP	710005	KUR	4-W	M-IV, BHEL, DE, US	09/2004	05/2022	05/2028	Working
17	TLHR	2010010005 (710006)	KUR	4-W	M-IV, Phooltas, DH, US	05/2010	02/2022	02/2028	Working
18	RJGR	710001	KUR	4-W	M-III,VENTRA, DH, US	06/1999	10/2020	10/2026	Working
19	PRDP	2010080017 (710009)	KUR	4-W	M-IV, Phooltas, DH, US	07/2021	-	07/2028	Working
20	CAP	710002	KUR	4-W	M-III VENTRA, DH, US	2003	01/2013	01/2019	Sent to KGP/WS on 17.11.2022
SBP division									
1	RGL	200087	SBP	8-W	ICF, DE, OB	08/2021	-	08/2028	Working
2	RAIR	710800	SBP	8-W	ICF,DE,OB	02/2018	-	03/2024	Working
3	SBPY	190037	SBP	8-W	ICF,DE,OB	07/2019		08/2025	Working
4	MNGD	190044	SBP	8-W	ICF,DE,OB	08/2019		09/2025	Working
5	MSMD	190218	SBP	8-W	D-218,DAHOD,DE,OB	09/2019		01/2026	Working
6	BONA	190094	SBP	8-W	ICF,DE,OB	12/2019	-	03/2026	Working
7	TIG	200221	SBP	8-w	D-221,DAHOD,DE,OB	01/2020	-	02/2026	Working

8	KBJ	200013	SBP	8-W	B-13,BEML, DE, US	11/2020	-	11/2026	Working
9	RPRD	200054	SBP	8-W	DMW/Patiala, DE, US	01/2021		01/2027	Working
10	BLGR	200092	SBP	8-W	ICF,DE,US	09/2021		09/2028	New TW
11	BRGA	2010030010 (710008)	SBP	4-W	M-IV, Phooltas, DH, US	05/2010	11/2019	11/2025	Working
12	RGL	6035	SBP	4-W	M-II,JMP,DH	1971	01/2017	01/2021	Working
Details of defective/burnt tower wagons in ECoR									
1	ELS/ANGL	6037	SBP	4-W	M-II, KPA, DH	1982	06/2010	06/2014	Condemned in Oct'21
2	ELS/ANGL	6029	SBP	4-W	M-II, KPA, DH	1981	04/2008	04/2012	Condemned in Oct'21
3	ELS/VSKP	190001	WAT	8-W	ICF, DE, OB	02/2019	-	Got accident at SPRD & burnt	
4	JDB#	6034	WAT	4-W	M-II, JMP	1978	11/2014	11/2018	Condemned in Dec'21
5	DWZ	6036	WAT	4-W	M-II, KPA	1981	07/2014	07/2020	Condemned in Jan'22

Summary

TW	WAT	KUR	SBP	Total
8-Wheeler	5	12	10	27
4-Wheeler	10	7	2	19
Defective (to be condemned)	1	0	0	1

Annexure 25**LIST OF STORE ITEMS**

Sl. 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 no.s
4	43302002	Torch Cell	7583 no.s
5	75104271	Tarpaulin	15 no.s
6	79315719	Gum Boot (Size 6, 7 & no.s)	48pairs
7	79322580	Umbrella	75 pairs
8	78902320	Stretchers	15 no.s
9	42118414	Electric Bulb with holders CFL	1467 no.s
10	79030348	Blankets	1377 no.s
11	79337806	Bed Sheets	27700 no.s
12	81030812	Bleaching powder	5340 kgs
13	83055034	General Safety Items (Register)	612 no.s
14	90701008	G I Wire	2.21 MT
15	74267206	Fan Motor	58 no.s
16	75208106	Hand Gloves	3000 pairs

Annexure 26

Telephone Numbers of RPF officials

KUR Division

SL/No	Post, Coy & Units	Railway		BSNL	CUG & Mobile No.	Available strength of officers & staff at Post & (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 (R)	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 IRP/Raipur		2880003	9479191501 09479191502

Andhra Pradesh

SRP/Vijaywada	Rly 68635	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 and staff trained in Boat Rescue Operation by NDRF (Cuttack)**

SAMBALPUR DIVISION				
1	Sri Loknath Pradhan	Constable	RPF Post/Balangir	6370852882
2	Sri Himanshu Sekhar Sahu	Constable	RPF Post/Bargarh	8329809571
3	Sri Abhisek Singh	Constable	RPF Post/Balangir	9454628269
4	Sri B.C. Behera	Constable	RPF Post/Kantabanji	7004855346
5	Sri M.K. Meena	Constable	RPF Post/Mahasamund	9414111604
6.	Sri Kuldeep Phogat	Constable	RPF Post/Mahasamund	8917505370
7.	Sri Rahul Kumar	Constable	RPF/(OP)/Khariar Road	6370989957
8	Sri Ashok Kumar Saini	Constable	RPF Post/Mahasamund	8946987440
9	Sri P.K. Deep	Constable	RPF Post/Balangir	7978701681
10	Sri Sukdev Bariha	Constable	RPF Post/Titlagarh	8637276056
11	Sri Nitish Kumar	Constable	RPF Post/Sambalpur	9934220759

Sl. No.	Name	Designation	Place of Posting	Mobile No.
HEADQUARTER/BHUBANESWAR				
1	Sri P.K. Roul	SIPF	P-Cell/HQ/Bhubaneswar	8455885712
2	Sri S.S. Panda	ASIPF	IVG/HQ/Bhubaneswar	8895513001
3	Sri Hemant Kumar	Constable	-do-	7978603928
4	Sri Anil Kumar	Constable	RC/HQ/Bhubaneswar	7978506510
5	Sri S.K. Paswan	Constable	-do-	9438219164
6	Sri Sahendra Kumar	Constable	-do-	9304365499
7	Sri A.N. Pradhan	Constable	-do-	8249311256
8	Sri Dhaneswar Sahoo	Constable	-do-	8653540498
9	Sri G.S. Behera	Constable	-do-	9883157507
10	Sri S. Pattanayak	Constable	-do-	7908668552
KHURDA ROAD DIVISION				
1	Sri B.D. Sutar	SIPF	RPF Post, Khurda Road	8327713368
2	Smt. H. Behera	HC	-do-	7008028592
3	Smt. V. Sharma	LSIPF	RPF Post, Puri	8765694502
4	Sri S.K. Bagala	HC-0094	-do-	8249321769
5	Sri B.C. Bhanja	HC-202	-do-	7008639919
6	Sri P. Nayak	Constable	-do-	7008197894
7	Smt. K. Samantaray	LC	RPF Post, Bhubaneswar	9438093708
8	Sri Firoz Khan	Constable	-do-	8342024163
9	Sri T. Sahoo	Constable	R-Coy/Khurda Road	8327767887
10	Sri P. Anil	Constable	-do-	7702927268
11	Sri Shiv Ram	Constable	-do-	9062422912
12	Sri S. Singh	Constable	RPF Post, Kendujhar Road	8917288265
13	Sri S.P. Dash	Constable	RPF Post, Balugaon	8763862726
14	Sri Bijan Kumar Samal	Constable	SIB/Talcher	9078639644

Annexure 28**Officers and Staff Trained in Fire Rescue Operation by ODRAF (Bhubaneswar)**

Sl. No.	Name	Designation	Place of Posting	Mobile No.
KHURDA ROAD DIVISION				
1	Sri B.D. Sutar	SIPF	RPF Post, Khurda Road	8327713368
2	Smt. H. Behera	HC	-do-	7008028592
3	Smt. V. Sharma	LSIPF	RPF Post, Puri	8765694502
4	Sri S.K. Bagala	HC-0094	-do-	8249321769
5	Sri B.C. Bhanja	HC-202	-do-	7008639919
6	Sri P. Nayak	Constable	-do-	7008197894
7	Smt. K. Samantaray	LC	RPF Post, Bhubaneswar	9438093708
8	Sri T. Sahoo	Constable	R-Coy/Khurda Road	8327767887
9	Sri P. Anil	Constable	-do-	7702927268
10	Sri S. Singh	Constable	RPF Post, Kendujhar Road	8917288265
11	Sri S.P. Dash	Constable	RPF Post, Balugaon	8763862726
SAMBALPUR DIVISION				
1	Sri Loknath Pradhan	Constable	RPF Post/Balangir	6370852882
2	Sri Himanshu Sekhar Sahu	Constable	RPF Post/Bargarh	8329809571
3	Sri Mandeep Singh	Constable	RPF Post/Kantabanji	7206704407
4	Sri Nitish Kumar	Constable	RPF Post/Sambalpur	9934220759
5	Sri M.K. Meena	Constable	RPF Post/Mahasamund	9414111604
6	Sri Bhupesh Bhagartee	Constable	RPF Post/Sambalpur	7681011052
7	Sri Sourav Singh	Constable	RPF Post/Mahasamund	9456067455
8	Sri Lotan Singh	Constable	-do-	8285269624
9	Sri Ashok Kumar Saini	Constable	RPF Post/Mahasamund	8946987440
10	Sri Sailendra Kumar	Constable	RPF Post/Muniguda	7978399529

Annexure 29

CCTV and Luggage scanner over ECoR as on Feb-2023

	CCTV						Luggage Scanner		UVSS	Segway	
Div n	Locati on/ Statio n	Num ber of CCTV under ISS	No of CCTV und er VSS	No of CCTV oth er tha n ISS & VSS	Intellig ent Analyti cs/ Manua l Monito r	Name of the station connec ted with Virtual Memor y system	No. of entra nce	Intellig ent Analyti cs/ Manua l Monito r	No. of UVSS Install ed	No. of Vehicl es	Total staff train ed
KU R	CTC	49	-	-	3 nos. (1 no 55 Inc & 2 nos. 48 Inches)	--	2	2 nos. 22 Inch	1	2	25
	BBS	32	-	8	2nos 48 Inches	--	2	3 nos. (02 nos.22 Inch each Dual view) 01 is single view 17 Inch.	1	2	34
	PURI	32	-	-	4nos (2 nos. 50 Inch & 02	--	2	3 nos. (02 nos. 22 Inch each)	1	2	89

					nos. 48 inch)			Dual view 01 is single view 17 Inch.			
--	--	--	--	--	---------------	--	--	--	--	--	--

Name of Division	Location/ Station	Number of CCTV under ISS	No of CCTV under VSS	No of CCTV other than ISS & VSS	Intelligent Analytics/ Manual Monitor	Name of the station connected with Virtual Memory system	No. of entrance	Intelligent Analytics/ Manual Monitor	No. of UVSS Installed	No. of Vehicles	Total staff trained
KUR	PSA	-	24	-	2nos 55 Inch		-	-	-	-	-
	BAM	-	40		2nos 55 Inch		-	-	-	-	-
	KUR	-	40	-	2nos 55 Inch		1	2 nos. (22 Inch Dual view Monitor)	-	-	-
	JKR	-	40	-	2nos 55 Inch		-	-	-	-	-
	BHC	-	36	-	2nos 55 Inch		-	-	-	-	-

	DNKL	-	33	-	2nos 55 Inch		-	-	-	-	-
	ANGL	-	35	-	2nos 55 Inch		-	-	-	-	-
	CRW/ MCS	-	-	28	2nos. (32 Inch & 21 Inch)		-	-	-	-	-

Name of the Division	Location/ Station	Number of CCTV under ISS	No of CCTV under VSS	No of CCTV other than ISS & VSS	Intelligent Analytics/ Manual Monitor	Name of the station connected with Virtual Memory system	No. of entrance	Intelligent Analytics/ Manual Monitor	No. of UVSS Installed	No. of Vehicles	Total staff trained
WAT	VSKP	47	Nil	Nil	Monitor -3, 55 inch		Nil	Nil	01	02	70

	VZM	Nil	16	07 01 (Local Police) 02 (Parcel Office) 04(Reservation Counter)	Monitor -2, 55 inch Monitor -1 43 inch		Nil	Nil	Nil	Nil	
	CHE	Nil	39	04(S&T)	Monitor -2, 55 inch		Nil	Nil	Nil	Nil	
	RGDA	Nil	16	Nil	monitor -2, 55 inch		Nil	Nil	Nil	Nil	
	KRPU	Nil	40	Nil	monitor -2, 55 inch		Nil	Nil	Nil	Nil	
	JDB	Nil	40	Nil	monitor -2, 55 inch		Nil	Nil	Nil	Nil	

SB P	Location/Station	Number of CCTV under ISS	No of CCTV under VSS	No of CC TV other than ISS	Intelligent Analytics/ Manual Monitor	Name of the station connected with Virtual	No. of entrance	Intelligent Analytics/ Manual Monitor	No. of UVSS Installed	No. of Vehicles	Total staff trained

				& VSS		Memo ry system					
	SBP	Nil	16	09	Manu al Monit or - 51''-2		Nil	-	--	02	45
	BLGR	Nil	39	06	Manu al Monit or - 51''-2		Nil	-	----	----	-
	TIG	Nil	40	12	Manu al Monit or - 51''-2		Nil	-	--	--	-

Annexure 30

Vulnerable Locations for Landslides & Floods in ECoR

KUR Division

Sl. No.	Location				Cause	Whether new location or repeated
	Bridge No.	Kilometer	Block section	UP / DN	(Flood / Breaches / others)	Land slide &
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

Sl. No.	Block section	Duration of traffic disruption			Location.		Length	Cause of disruption i.e. due to 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

Sl.	Sub Divn	Major section	Loocation	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 thepier
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 off 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 T29
290	LKMR	KRPU-SPRD	Km.126/2-127/13, Km 84/4-6	Overflow of Syphon		

Annexure 31

Telephone No. of Emergency Control Rooms

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), Vizag Steel Plant /VSKP(AP)	08333068565, 08333068560
6	ODRAF (Control Room)	06712339555
7	OSDMA (Control)	0674-2395398, 06742534117
8	SRC (Control for 24 hours) 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 Number
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 Senior Officers and Superintendent of Police of Districts

Sl. No.	SP of Districts	CUG Telephone Number
1	State Police HQ 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/ Chhattisgarh	09425206663
3	ADG (TRG)/ Chhattisgarh	09425509080
4	IGP/ Chhattisgarh	09425535559
5	Sr. SP/ Raipur/ Chhattisgarh	09425223303
6	SP/ Mohasamud/ Chhattisgarh	09425242777
7	SP Dhamtari/ Chhattisgarh	09424147594
8	SP/ Baster/ Chhattisgarh	09752258444
9	SP/ Dantewada/ Chhattisgarh	094255596301
10	SP/ Sukma/ Chhattisgarh	07587433222

1	Collector/ Vishakhapatnam	08912526999 08912754106(Fax)
2	Joint Collector/ Vishakhapatnam	08912565252
3	SP / Vishakhapatnam	08912551104, CUG-9849900200
4	DIG/ Vishakhapatnam	08912754535
5	Collector/ Vizianagaram	08922276720, 08922276177(F)
6	Joint Collector/ Vizianagaram	08922276658, 08922276902(F)
7	SP / Vizianagaram	08922276163, 08922226937(F) 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 ECoR Territory

Address	Telephone No	Fax No
Director State Forensic Science Laboratory Police Line Campus Tikrapara, Raipur Chhattisgarh-492002	0771-2251258	0771-2251258
Director Forensic Science Laboratory Reed Hills, Opp. Niloufer Hospital Andhra Pradesh, Hyderabad - 500004	040-23390398	040-23394449
Director State Forensic Science Laboratory Rasulgarh, Bhubaneswar Orissa-751010	0674-2586187 0674-2586417	0674-2586187
Regional Forensic Science Laboratory, Berhampur At/PO: National High Way No.5, Gopalpur Junction, Dist. Ganjam -PIN: 760007, Odisha		
Regional Forensic Science Laboratory, Sambalpur At/P.O.: Reserve Police Line, Sambalpur, Odisha	0663- 2522914	
Regional Forensic Science Laboratory, Balasore, At/P.O.: Bamapada, Dist: Balasore, Odisha	06782-255097	
Director State Forensic Science Laboratory 37/1/2, Belgachia Road West Bengal, Kolkata-700037	033-25565430	033-25565430

Annexure 34**Telephone Nos. of National Disaster Management Authority over ECoR**

4	RRC Balasore (Odisha)				-	(Team Commander)9437964575	
5	RRC-DURG (Chhattisgarh)				-	(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,					08333068565	
	Vishakhapatnam, Andhra Pradesh					08333068560	
8	Commandant, 4th CISF TrainingCenter 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 Vizag	Pradesh	Fire	Station,	08912568905		
14	Chhattisgarh Disaster Management Authority, Raipur				0771-2221242 (Superintendent) 07712510939 (Secy)	9425520413 Control room- 07712223471	0771-2221259 cgrelief@gmail.com
15	Chhattisgarh State Fire & Emergency Service, Raipur					Control room- 91-7712512331	
16	ODRAF Control Room (24x7) atCuttack				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.co m
39	Reserve Inspector APSDRAF		9440906753	Munuswamy.sunkara@gmail.com
40	Dy.chief Controller of Explosives /VSKP		08912722257	dyccevizag@explosiv es.gov.in

Annexure 35**St. John Ambulance**

Odisha	<p>The Honorary Secretary, St. John Ambulance, Odisha State Centre, QR. No. 4R-6/2, Unit-III, Bhubaneswar-751001</p> <p>Ph: 0674-2531485</p>
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Telangana State & Andhra Pradesh	<p>The Hon State Secretary, St. John Ambulance Association</p> <p>Telangana State & Andhra Pradesh</p> <p>Directorate of Medical & Health Services Campus</p> <p>Sultan Bazar, Hyderabad- 500 095</p> <p>Phone & Fax:- 040-2465 6785</p> <p>Phone:- 040-6576 9949</p>
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Chhattisgarh	<p>The Secretary, Indian Red Cross Society</p> <p>St. John Ambulance (India), Chhattisgarh State Centre, First Floor, Red Cross Bhavan, Collectorate Campus, Raipur, Chhattisgarh-492001 Ph.:0771-2435400</p>
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S.E. Central Railway, Chhattisgarh	<p>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</p>
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S.E. Railway, Kolkata	<p>Hony. Asstt. Secretary, St. John Ambulance Association</p> <p>Chief Medical Director & Honorary Secretary</p> <p>St. John Ambulance (India), Office of the CMD, S.E. Railway, 11, Garden Reach Road, Kolkata-700043</p>
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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

Shri. B. V. S. Kumar, Nodal Person & State Coordinator - Blood Banks &
Projects, MobileNo.9985017899 bvs Kumar55@gmail.com

Sri. S. Malleswarao, Sr. State Coordinator, Blood Centres,
Mobile No. 9866589956 smrao_11265@yahoo.co.in

1	Dr. G. Lakshman Prasad, Sr. Medical Officer, Cell. 9849454484 Dr. Prakash Medical Officer 9632284683, 9989738689 IRCS Blood Centre, Near JNTU Engg. College Anantapur Dist. ircsbloodbank.anantapur@gmail.com	10	Dr.K. Shammi Kasturi Medical Officer, IRCS Blood Centre, Santhapet, Rly. Station Road Ongole Post - 523002 Prakasam Dist. Cell.9948570246 ircsongole@gmail.com
2	Dr. Jaya Shankar Medical Officer, IRCS Blood Centre, District Govt. Headquarters Hospital Campus Chittoor- 517001, Chittoor Dist. Ph.No.8374908091 ircsbbchittoor@gmail.com	11	Dr. K. Sudheer, Sr. Medical Officer Cell. 9440412613 Dr. G.R. Srikanth, Medical Officer 8106413374 Opp to Bapuji Kalamandir Near DMHO Office Srikakulam, Srikakulam Dist chairman.redcrosssklm@gmail.com
3	Dr. P. Durga Raju Sr. Medical Officer, Cell.9848424389	12	Dr. D. Vara Prasad Medical Officer Cell No.9848566178

	Dr. N.C. Parasara Medical Officer, Cell.9493060685 Blood Centre, IRCS D.No.8-14-59,Red Cross Street,Kakinada, Gandhinagar, East Godavari Dist. redcrossbloodbankkakinada@yahoo.com redcrossegrc@yahoo.com		IRCS Blood Centre, Govt. Hospital Campus, Narasimharaopet, Eluru- 534006land lane 08812- 224722 redcrosseluru@gmail.com
4	Dr. M. Bhaskara Rao Medical Officer, Cell.9491820513 Blood Bank, IRCS, Zilla parishad Compound, Nagarampalem Guntur, Guntur Dist.-522004 redcrossguntur@yahoo.co.in	1 3	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 OfficerCell: 9848124977 Dr. S. Madan Mohan Sr. Medical Officer , Cell.9441902311Rotary Red Cross Blood Bank 26-5-5,G.S Raju Street Vijayawada -520003 redcrosskrishna@gmail.com	1 4	Dr. D. Hanumanthaiah,Medical Officer, Dr. Pattabhi Red Cross Blood BankKenny 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. Dhanalakshmi9494320766 IRCS Blood Bank Madras Bus Stand Near Vegetable Market Nellore Po & Dist.524003 redcrossbloodbanknellore@gmail.com m Land lane 0861-2320470	1 5	Dr. (Smt) M. LakshmiSr Medical Officer 9491880025 Dr. P. Janaki RamMedical Officer 9000948949, 9398862251 IRCS Blood Bank, 14-35-4, Maharanipet Visakhapatnam -530002 secretaryvspreadcross@gmail.com
7	Dr. Shaik Hussain Peer9160247488 IRCS Blood Bank Almaspet Near Matti Peddapuli, Kadapa-516001, Kadapa District ircskadapa@gmail.com	1 6	Dr. V.Veera Raghaavaiah Medical Officer Cell. 9177883353, 9648223939 Blood Bank, IRCS, Govt. Hospital CampusRepalle -522265 Guntur Dist. rplredcrossbb@gmail.com
8	DR. B. Ravi Kumar Sr. Medical Officer 9440276386 Dr. T. Krishna RaoMedical Officer 9908317594 LL 08626-244766 IRCS Blood Bank, IRCSRDO Office Compound Trunk Road, Kavali -524201Nellore Dist. kavaliredcross@gmail.com	1 7	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 Collectorate Junction Near Ganesh Temple, cantonment Vizanagaram Po & Dist-535003 secretaryredcrossvixianagaram@gmail.com	1 8	Dr. D. Vara Prasad Medical Officer 9848566178 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

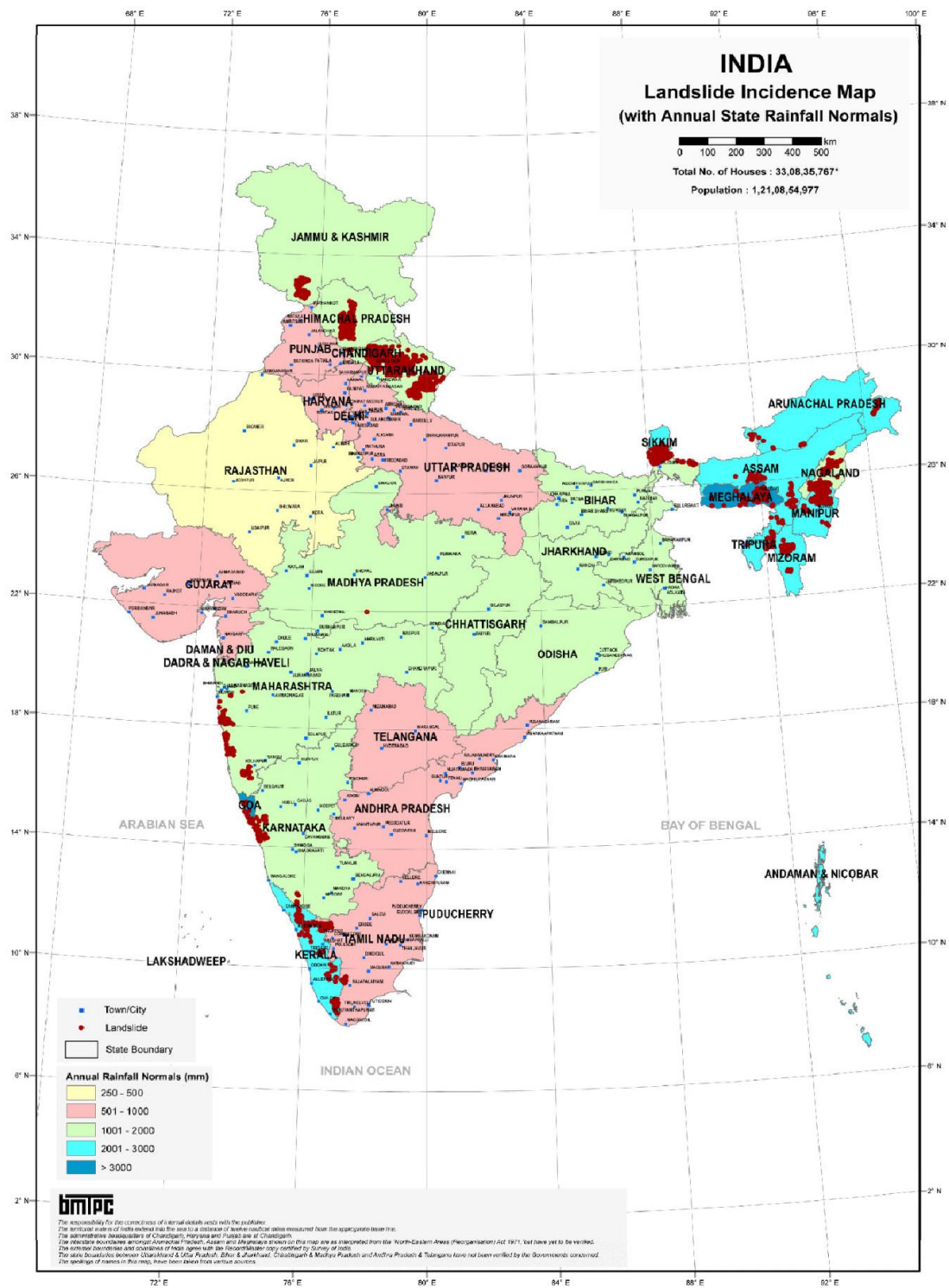
ircsosg@gmail.com, drbehura@gmail.com

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

Chhattisgarh

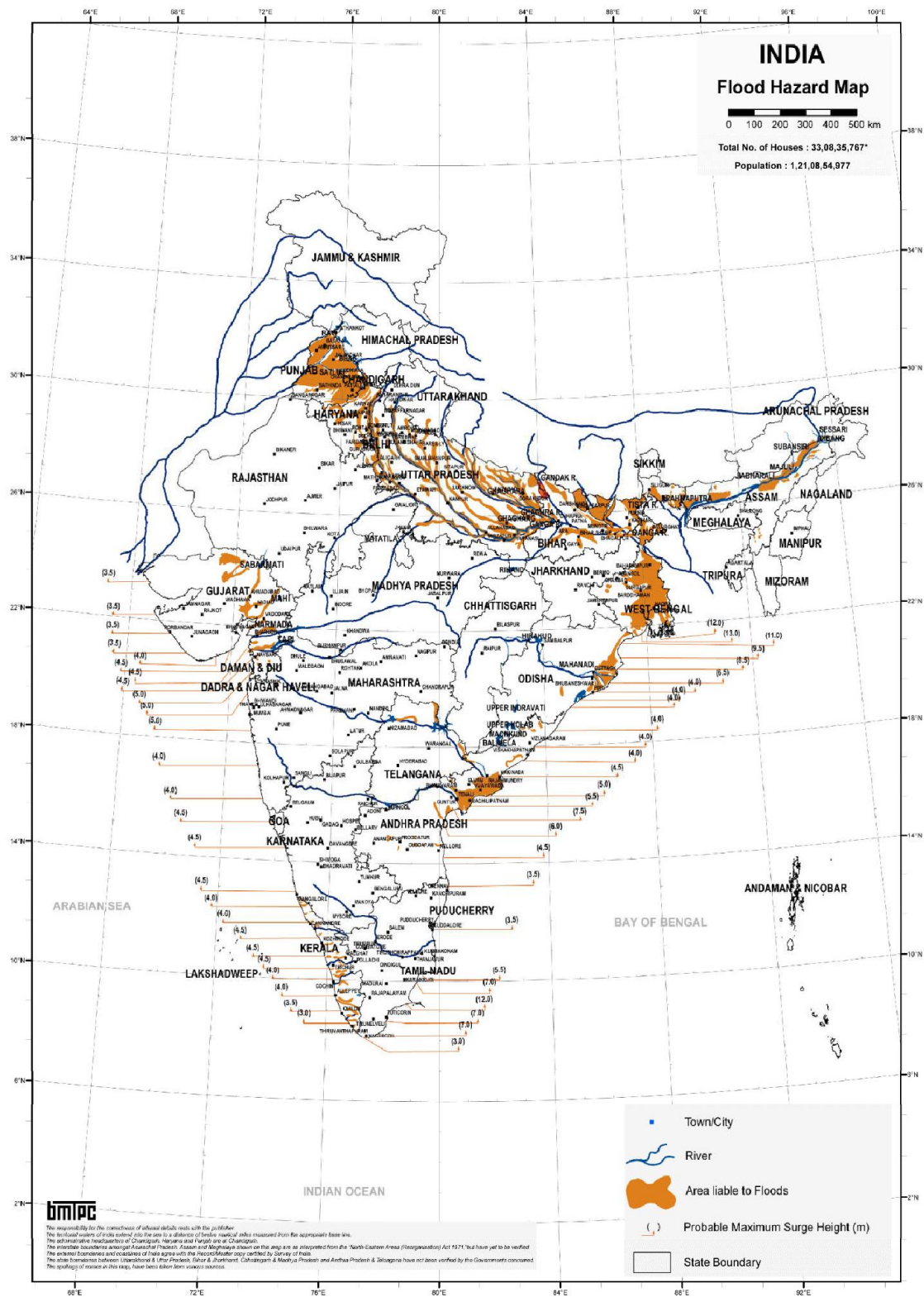
ircschhattisgarh@gmail.com, ircs_raipur@rediffmail.com

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 GSI; 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; 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;

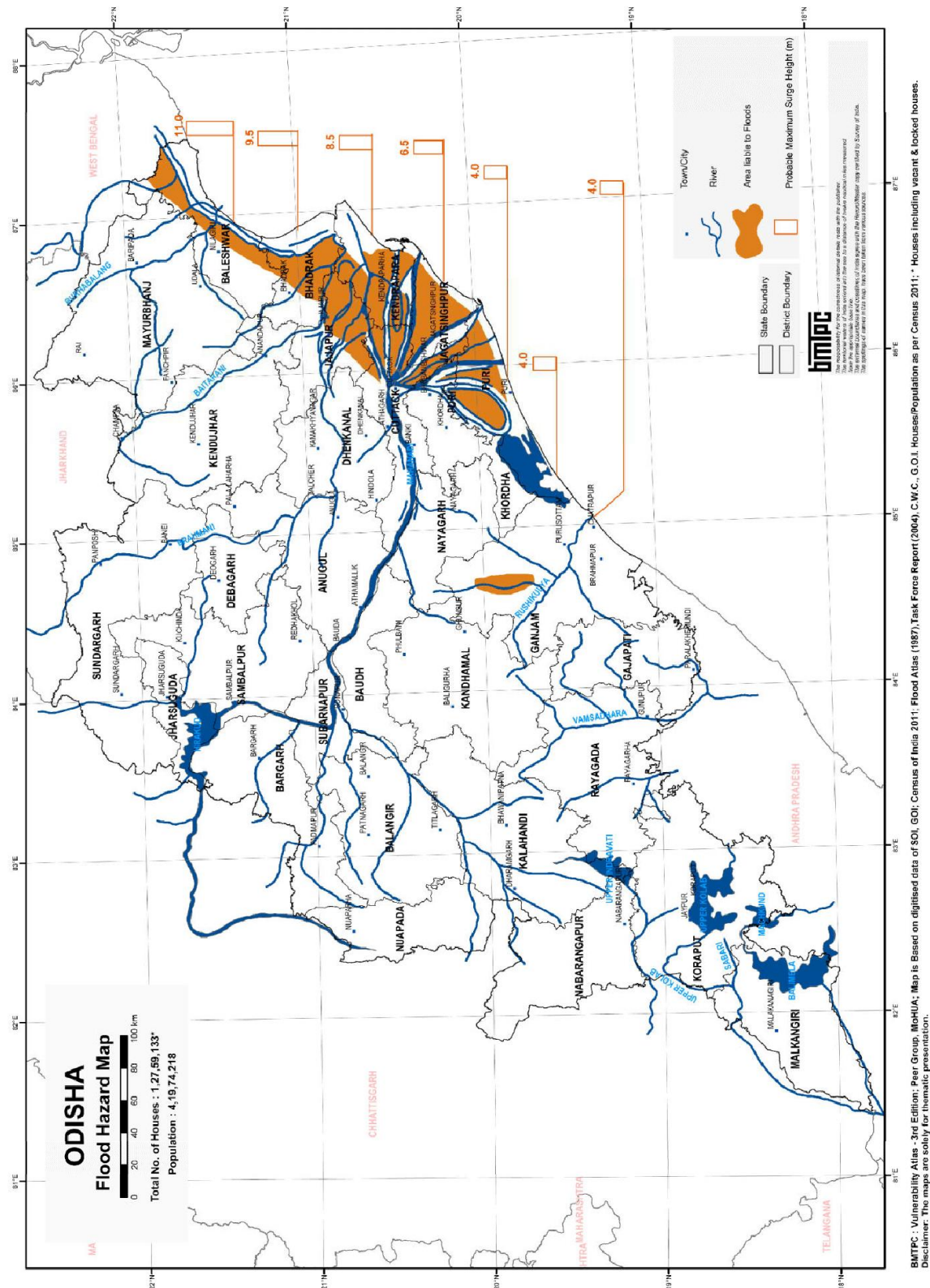
M = Moderate; L = Low; VL = Very Low

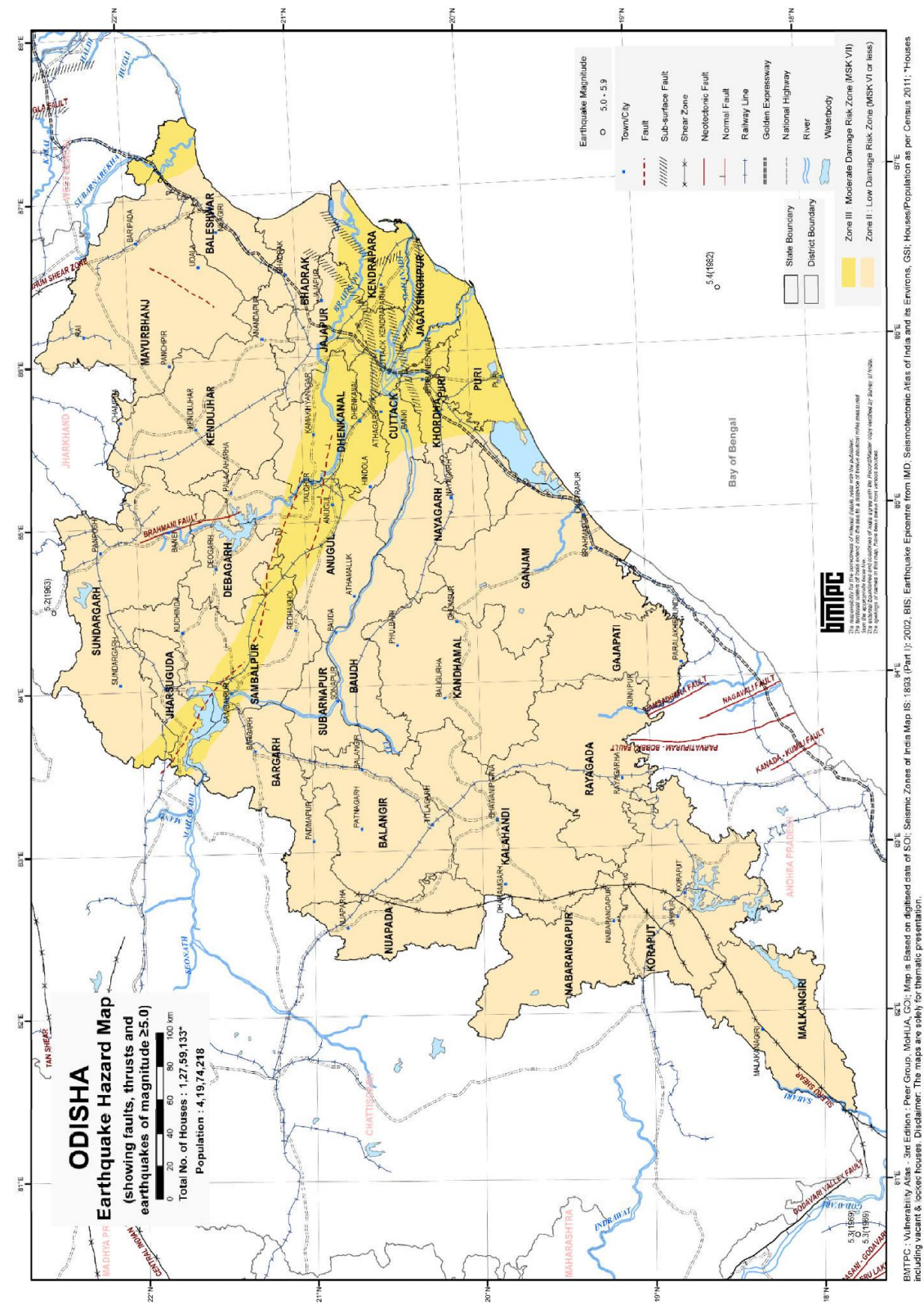
* Total No. of Houses excluding Vacant/Locked Houses

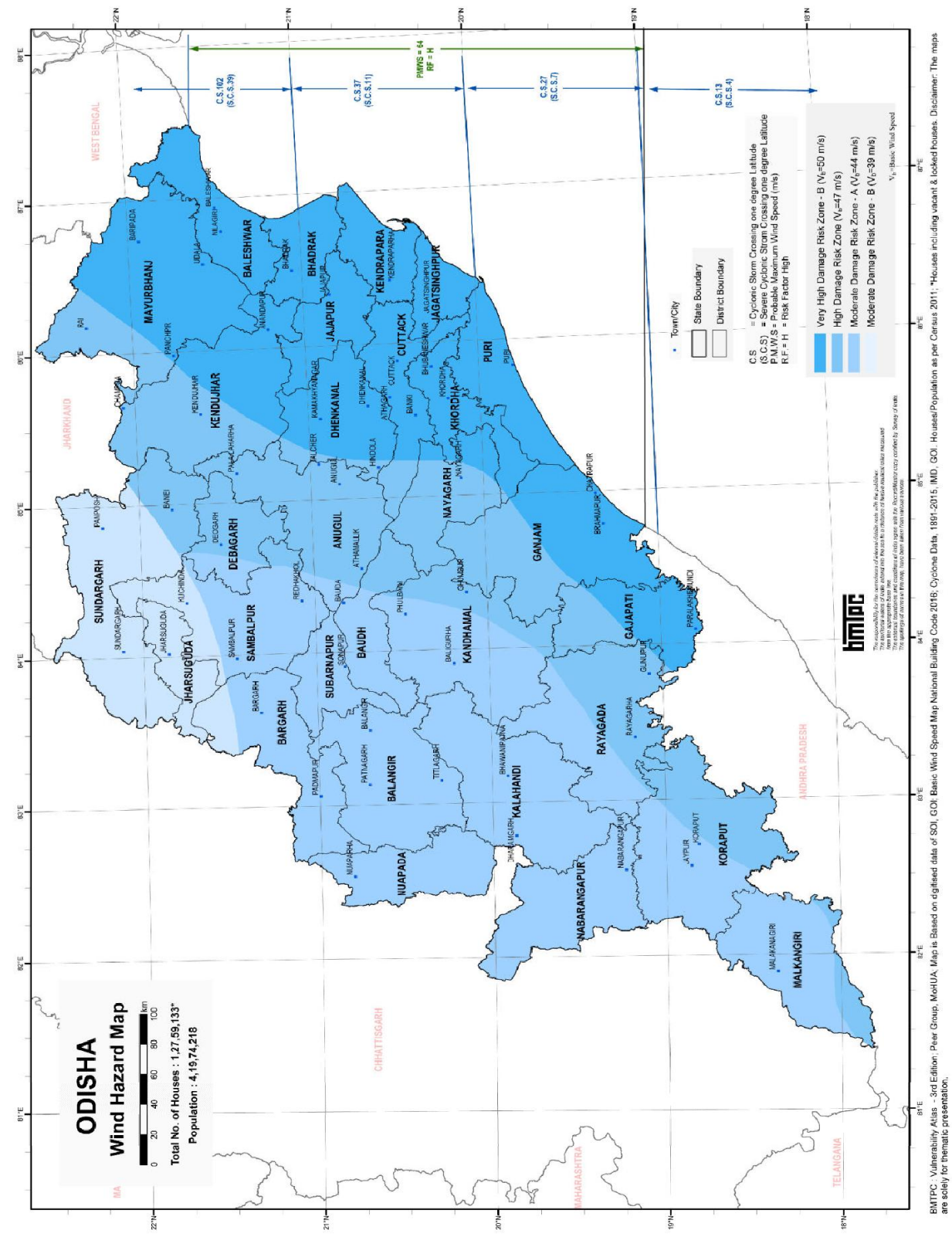


Building Materials & Technology Promotion Council

Peer Group, MoHUA, GOI







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									
		No. of Houses	%	EQ Zone				Wind Velocity m/s				Flood Prone Area in %	
				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

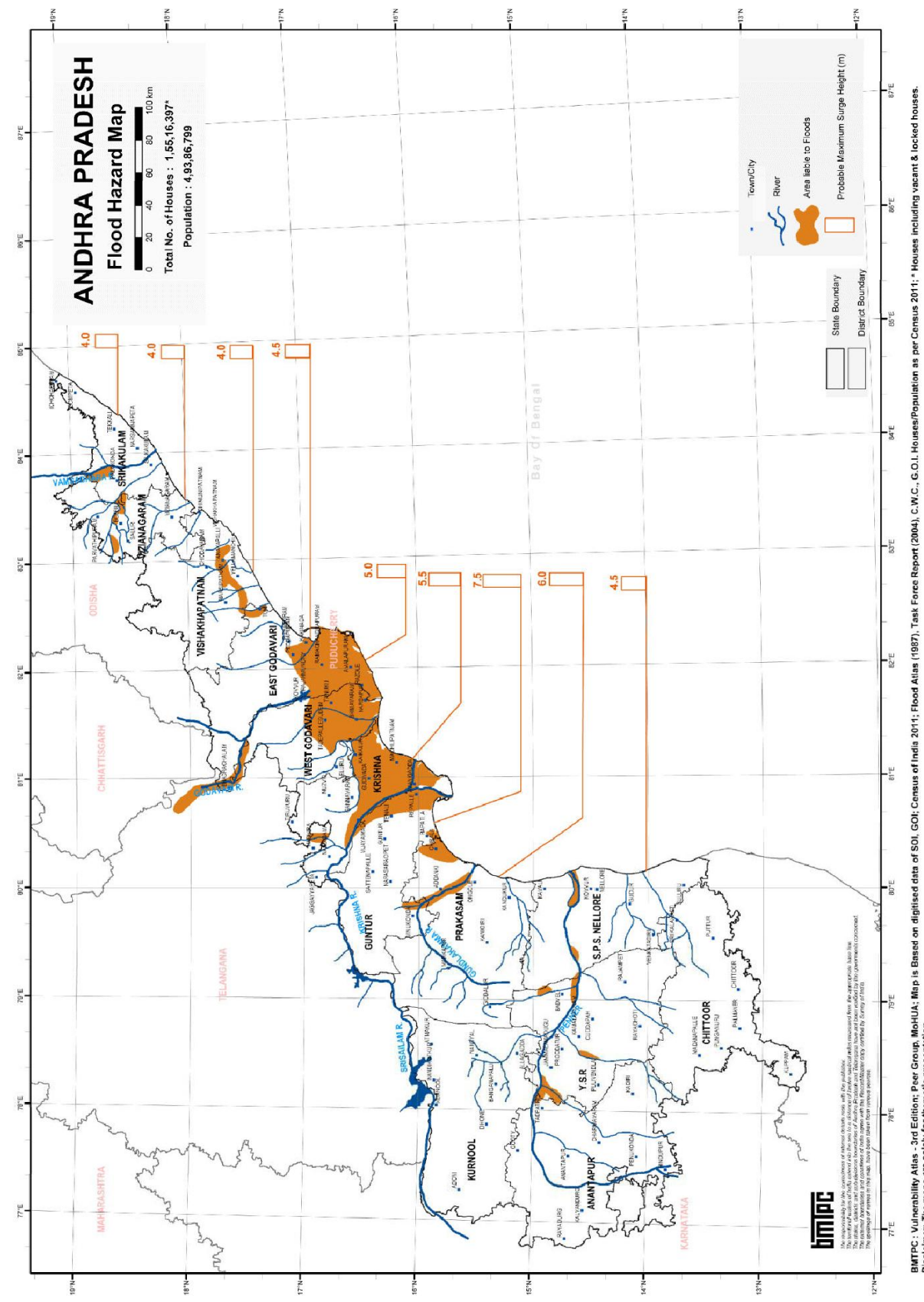
- Category - A :** Buildings in field-stone, rural structures, unburnt brick houses, clay houses
- Category - B :** Ordinary brick building; buildings of the large block & prefabricated type, half timbered structures, building in natural hewn stone
- Category - C :** Reinforced building, well built wooden structures
- Category - X :** Other materials not covered in A,B,C. These are generally light.

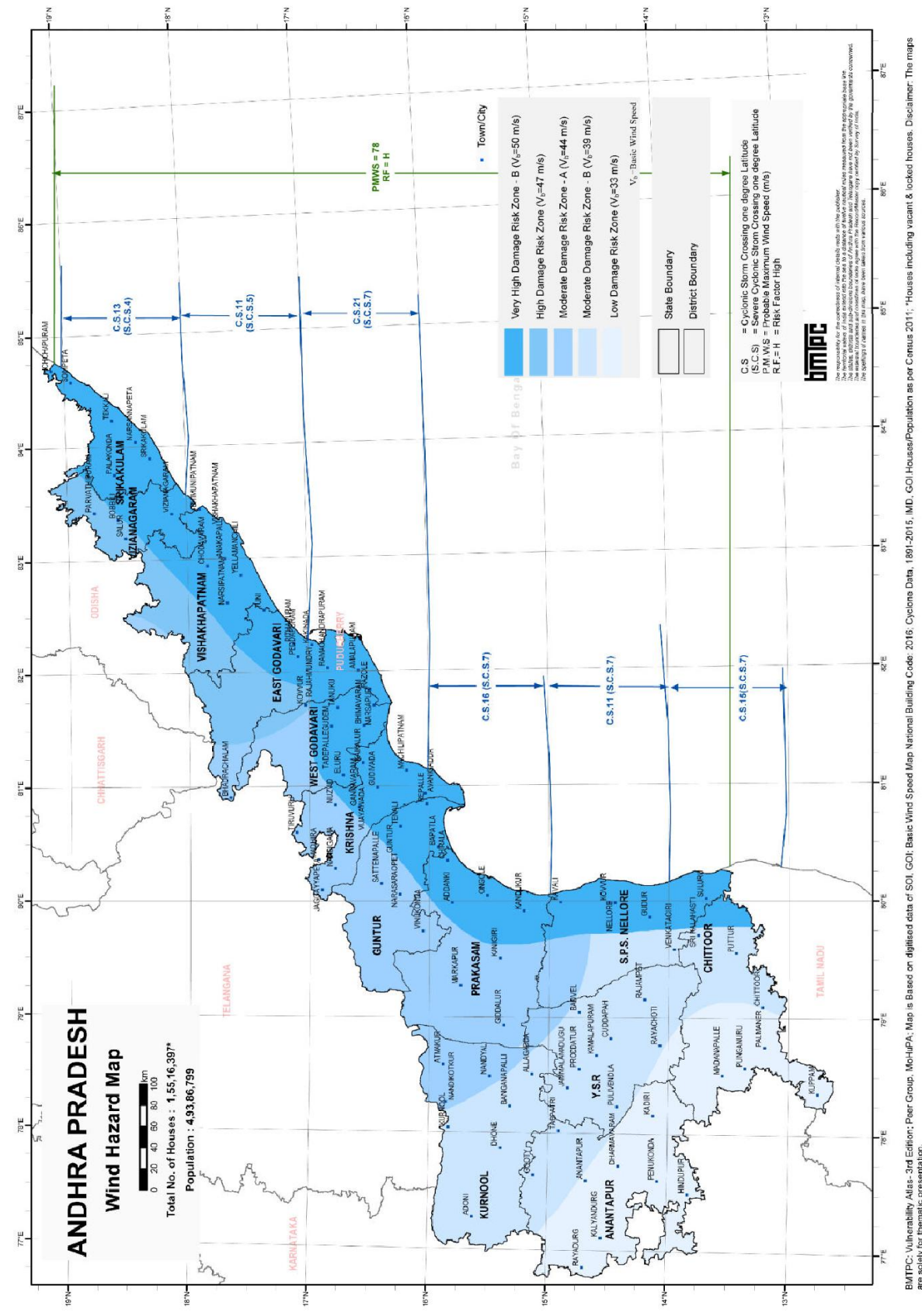
- Notes :** 1. Flood prone area includes that protected area which may have more severe damage under failure of protection works. In some other areas the local damage may be severe under heavy rains and choked drainage.
2. Damage Risk for wall types is indicated assuming heavy flat roof in categories 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





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.

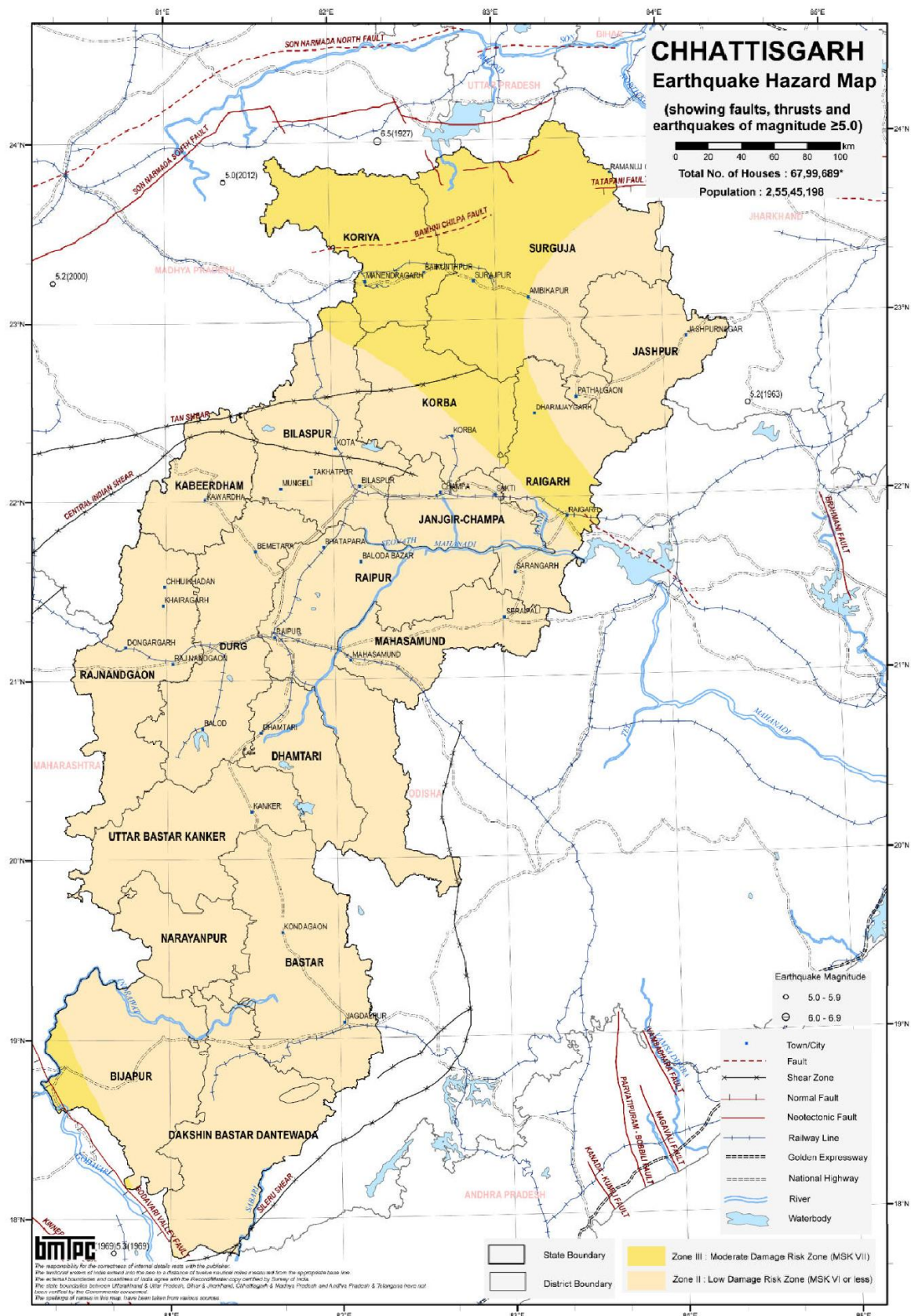
- Notes :** 1. Flood prone area includes that protected area which may have more severe damage under failure of protection works. In some other areas the local damage may be severe under heavy rains and choked drainage.
2. Damage Risk for wall types is indicated assuming heavy flat roof in categories A, B and C (Reinforced Concrete) building
3. Source of Housing Data : Census of Housing, GOI, 2011

Housing Category : Roof Type

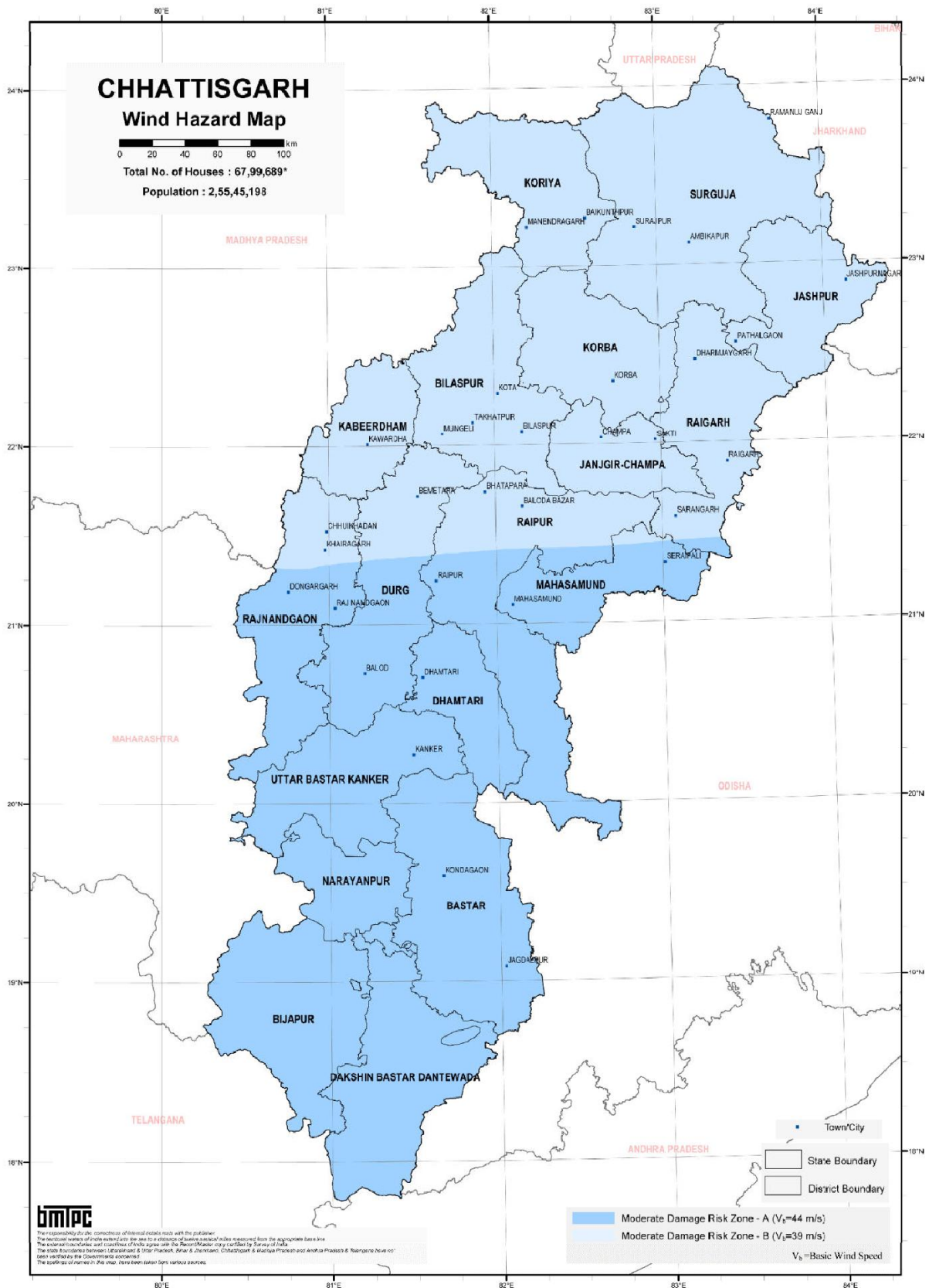
- Category - R1 -** Light Weight (Grass, Thatch, Bamboo, Wood, Mud, Plastic, Polythene, GI Metal, Asbestos Sheets, Other Materials)
- Category - R2 -** Heavy Weight (Tiles, Stone/Slate)
- Category - R3 -** Flat Roof (Brick, Concrete)
- EQ Zone V : Very High Damage Risk Zone (MSK > IX)
- EQ Zone IV : 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.



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	SLPM-TXD (SIBLINGPURAM - TYADA)	05	41/13	41/18	41.45	41.544	94	94	0	0	94	ST	NIL	NIL
7	06		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 Refugees	No. of Man Refugees
			From	To	From	To								
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	ST	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 - BORAGOHALLU)	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. Tunnel No.	Section	Tunnel No.	Chainage (EM)		Chainage (Km)		Length (m)	Lined Length (m)	Unlined Length (m)	Curved length (m)	Straight Length (m)	Degree of Curve	No. of Trolley Refuges	No. of Man Refuges
			From	To	From	To								
47	BGMH-KVLS (BORAGOHALLA - KARKAVALLA)	40	77/22	78/4	77.827	78.082	255	255	0	0	255	ST	2	8
48		41	79/10	79/20	79.392	79.63	239	239	0	239	0	8	2	8
49		41A	79/21	79/24	79.696	79.734	38	38	0	38	0	8	NIL	NIL
50		42	80/11	80/18	80.363	80.549	186	186	0	88	98	8	NIL	NIL
51		43	80/18	81/1	80.634	80.975	341	341	0	38	303	8	3	11
52		44	81/17	81/25	81.606	81.83	224	224	0	140	84	8	2	2
53	GPI-DPC (GORAPUR - DARLIPUT)	44A	118/5	118/8	118/5-8		67	67	0	67	0	8	NIL	NIL
54	JRT-MVG (PARTI - MALLIGURA)	45	207/22	207/29	207/22-29		177	177	0	177	0	8	NIL	NIL
55		45A	209/10	209/18	209/10-18		213	213	0	213	0	8	NIL	NIL
56		45B	211/11	211/14.5	211/11-14.5		107	107	0	105	2	8	NIL	NIL
57		45C	212/11	212/15	212/11-15		85	85	0	85	0	8	NIL	NIL
58		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							

WALTAR 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 - KKGMI (BAIGUDA - KAKRIGUMA)	1	40/11	41/02	40.559	41.046	487	223	264	206	281	5	8 4
2	2	KKGM - LKMR	2	50/19	51/13	50.920	51.662	732	109	623	87	645	5	11 4
3	3	(KAKRIGUMA - LAXMIPUR)	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		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	TKRI - RUL (TIKRI - RAULI)	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		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
18	18	RUL - LLGM (RAULI - LIUGUMA)	18	106/25	106/27	106.815	107.162	346	346	0	346	0	5	NIL
19	19		19	108/09	108/17	108.385	108.624	239	239	0	239	0	5	NIL
20	20		20	109/04	109/11	109.140	109.324	184	184	0	0	184	ST	NIL
21	21		21	109/16	109/20	109.601	109.678	77	77	0	77	0	5	NIL
22	22		22	110/17	110/24	110.620	110.808	188	188	0	0	188	ST	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 (JULLIGUMA - 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		34	146/12	146/16	146.403	146.514	111	11	100	111	0	5	NIL	NIL
35	35	KTGA-SPRD (KEVITIGUDA - SINGAPURAM)	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		Length (m)	Year of constru ction	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	TR	MR			
E.Co. Railway	1	1	1	WAT	BGUA-KKGM	B.G	40/11	41/02	40.559	41.046	487	1992	SL	Semi circle	Lined 223	Unlined 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	110.806	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	185	-	Curve with 52kg	Not Available			Weathered Khondalite with Horizontal and Vertical cleavages	

Annexure 38

LIST OF ITEMS LOADED IN MONSOONRELIEF 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	Bundle	1	
7	Wooden Skid	Nos	2	
8	Generator	Nos	2	
9	Grinding Machine	Nos	1	
10	Grinding Hose Pipe	Nos	1	
11	Belcha (shovel)	Nos	1	
12	Hammer big	Nos	2	
13	Rock splitter rod	Nos	2	
14	Tarpaulin	Nos	1	
15	E. Oil	Nos	10	
16	Tapping Rid	Nos	2	
17	Crow bar	Nos	2 + 25	
18	Stretcher	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 Helmets	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 Jack	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	Continuity 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	
----	---------------	-----	---	--

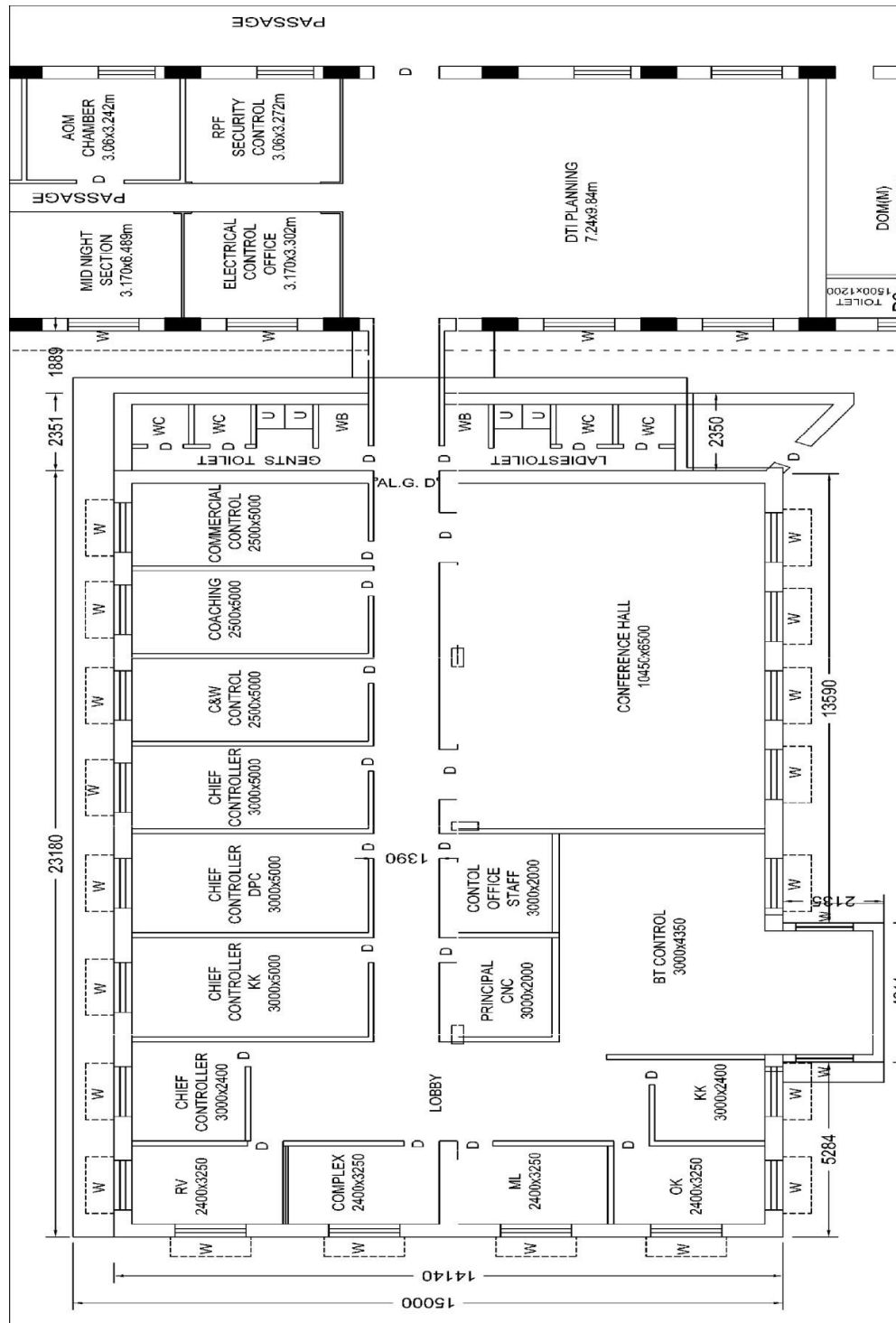
LIST OF ITEMS LOADED IN MONSOONRELIEF TRAIN BCNA WAGON

SI NO	DESCRIPTION OF ITEM	UNIT	QTY	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	Tarpaulin	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	QTY	REMARKS
1	Wooden Sleepers	Nos	4	
2	Atlas Copco XA 175 Compressor	Nos	1	

Annexure 39

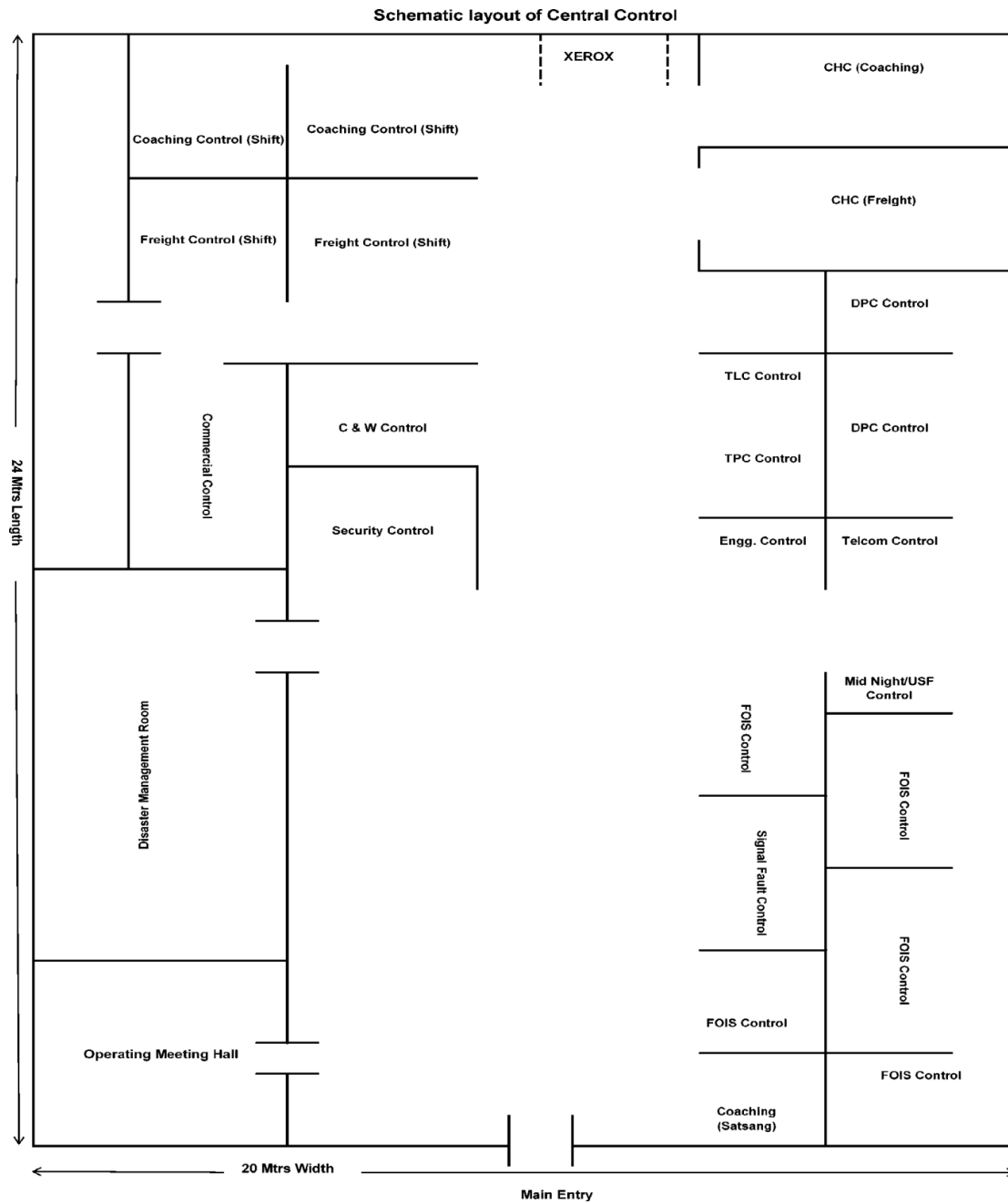


Annexure 40

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	
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	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



ANNEXURES - II

Annexure 41

LOCAL RESOURCES: ADDRESS AND TELEPHONE NUMBERS OF STAKE HOLDERS IN ZONAL DISASTER MANAGEMENT PLAN – 2024 KUR Division

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/ 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 Agency of Earth Moving Equipment suppliers	Name&Contact nos.of Tahasil & Tahasilidar	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	RLJC 84558 91892	Railway Health Unit, BHC & Govt. Dist. HQ Hospital-BHC	6 km & 9km	Dr. A.K.Gochhayat , Dr.Santosh Kumar Patro(CD MO)	84558817 81 , 94399943 10	Out door & Indoor Facilities with 400 Beds	108 & 78940804 55	BHC, Ratikanta Bal-7008167882' Monthly-1400, Anually-17000	Town P.S(I/C). Sri Umasankar Naik, 9437788056	I/C,GRP, R.Sankar Rao, 9861191858	BHC, 101	ASIANA,Secretary-Sophia Saikh-9437000489	1000, Society for Weaker Community	Srinibas Pati-9437085002	Pradeep Panda – 9937416933 , Jagannath Transport & Travels	Bijay Kumar Das, Kenduapada, BHC – 9937353412	BHC Sri Samarendra Bhati 7008255982	Sri Sidheswar Baliram Bandar, 9437061000	Dillip Kumar Samal, 9861544817

2	BHC 84558 89900	Railway Health Unit, BHC & Govt. Dist. HQ Hospital- BHC	400 mts & 4km	Dr. A.K.Gochh ayat , Dr.Santos h Kumar Patro(CD MO)	84558817 81 , 94399943 10	Out door & Indoor Facilities with 400 Beds	108	BHC, Ratikanta Bal- 7008167882' Monthly- 1400, Anually- 17000	Town P.S(I/C). Sri Umasankar Naik, 9437788056	OC I/C,GRP, R.Sankar Rao, 9861191858 RPF- 8455887709	Charamp a BHC, 101	ASIANA,Sec y-Sophia Saikh- 943700048 9	1000, Society for Weaker Community	Srinibas Pati- 9437085002	Jagannath Transport and travels, 9937416933 , Pradeep Panda	Bijay Kumar Das, Kenduapada, BHC – 9937353412	BHC Sri Samarendra Bhati 7008255982	Sri Sidheswa r Baliram Bandar, 9437061 000	Dillip Kumar Samal, 986154481 7
3	BUDR 84558 89901	Railway Health Unit, BHC & Govt. Dist. HQ Hospital- BHC	6 km & 9km	Dr. A.K.Gochh ayat , Dr.Santos h Kumar Patro(CD MO)	84558817 81 , 94399943 10	Out door & Indoor Facilities with 400 Beds	108 & 78940804 55	Dist Hospital Bhadrak, 7008167882, 1400 Unit	Rural Police Station 0678425045 1	M.R. Tarai, 8895580016	Bhadrak, 101	ASIANA,Sec y-Sophia Saikh- 943700048 9	1000, Society for Weaker Community	Bhadrak	Jagannath Transport and travels, 9937416933 , Pradeep Panda	Bijay Kumar Das, Kenduapada, BHC – 9937353412	BHC Sri Samarendra Bhati 7008255982	Sri Sidheswa r Baliram Bandar, 9437061 000	Dillip Kumar Samal, 986154481 7
4	KED 84558 89902	New Govt. PHC Kenduapa da	1/3 Km	Dr. T.K Dixit	94399427 6	OPD/ 03Beds	108	BHC, 06784251817 (1000 to 1200)	KED P.S, 9348398835	OC I/C,GRP, BHC- R.Sankar Rao, 9861191858	Bhandari Pokhori(9 km) 101, 06786232 323	ASIANA,Sec y-Sophia Saikh- 943700048 9	70 Volunteers	Bhadrak	Bijay Kumar Das, Kenduapada ,BHC – 9937353412	A.K Das, 9090141588	Ankita Barik 06784263427 9439317552	Sri Sidheswa r Baliram Bandar, 9437061 000	Dillip Kumar Samal, 986154481 7
5	MZZ, 84558 89903	New Govt. PHC, Bhandarip okhari CHC	1 Km 16 KM	Dr.D.PATI, Dr.Pravat Nayak	9777890989 9437163515	OPD, 2 beds, Bhanada ripokhari CHC- 16 beds	108	capacity - 1000, 06784951817	Bhandaripo khari, P.S. 9439297201	OC I/C,GRP, BHC- R.Sankar Rao, 9861191858	MZZ Police Out Post, 97785720 19	Satya Sai Seva Sanghathan ,MZZ 943929720 1 Asian, 943700048 9	30 MEMBERS , ALL TYPE OF SOCSERVICE	BHC	9937416933	9937353412	Bhanadri pokhari, 06786232932, 9438773866	Bhc Gyana Ranjan Das, 9437061 000	SP-BHC 067842401 20,067842 42035

6	BTV, 84558 89904	Barunde New Govt. PHC	1.5 Km	Dr.H.KUM AR,	8895776730 0672624168	OPD 02 Beds	108	Odisha Blood Center,CHC- Jajpur road- 943999889	KORAI PS, S.Nayak 9439413573	OC I/C,GRP, BHC- R.Sankar Rao, 9861191858	Barunde, 94385796 04	-	-	Byasanagar Bus Stand- 06726- 220010	Byasanagar Bus Owner's Association, 06726- 220010	Purna Biswal- 9437450559	Ashok Kumar Majhi Tahasildar Vyasaganar, 7008544755	Chakrava rti Singh Rathore, IAS, 0672822 001, 9437102 067	Vinit Kumar (SP) 067262401 12, 943891645 6
7	KRIH, 84558 89905	Korai CHC	2 Km	Dr.Bhaban i Sankar Das	94390466 24	06 BEDS	108	Odisha Blood Center,CHC- Jajpur road- 943999889	KORAI PS, 9437887386	RPF BHC- 8455887709 OC GRP- JJKR- 8895080480	JJKR, 06726220 444, 101	Sri Satya Sai Seva Organizatio n,Jajapur Road,9437 069110	---	Byasanagar Bus Stand- 06726- 220010	Byasanagar Bus Owner's Association, 06726- 220010	Purna Biswal- 9437450559	Byasanga Tasahil-Ashok Kumar Majhi- 7008544755	Jajpur dist- C.S.Ratho re- 9437286 512,0678 2-222001	ADM- Kalinga Nagar- 700896320 0,
8	JJKR, 84558 89906	CHC, Jajpur,Ani ma Nursing Home	1Km	Dr. S.K. Prusty Dr. S.R. Subudhi ,	943999889 9438038613	30 beds, Patholog y, OT, X- ray, (Blood Bank Capacity 200 units)	108,	JJKR 300 Units, 06728225177, 8280406463	Upendra Pradhan, 9438202415	OC/RPF, 8455887707 OC/GRP- 7008154018	JJKR, 06726220 444, 101	NATIONAL INSTITUTE FOR SOCIAL WELFARE(N ISW), 933846622 2	20 Volunteer of any time	JJKR, 9438042415	A.K.Nayak, Transport Agency, 9437316260	P.K.Mohapat ra, 9438841510	Ashok Kumar Majhi Tahasildar Vyasaganar, 7008544755	Chakrava rti Singh Rathore, IAS, 0672822 001, 9437102 067	Kulamani Nayak (PA to DM) 867639223 3
9	JKPR 84558 89907	CHC Danagadi	07 KM	--	70080460 60	30 BEDS	108/0672 6220202	06728225177, 300 Units	Kalinga Nagar 06728- 296239	OC/GRP/JJKR , 7008154018, OC/RPF/JJKR - 8455887707	Danagadi 06726- 261101	NISW- 933846622 2	10 Volunteers any time	Jajpur Road,	K. Mohanty Transport Agencies ,986110728 3	S. Nayak, 9437227826	DANAGADI 8280010560	JAJPUR- 06728- 222001	Kulamri Nayak- 876392233 1
10	DATR 84558 91873	Tatasteel Rural DEV. Society Hospital Brahmani pal OMC Hospital, Daitari	2 Km 3 Km	--	7205063023 9437217382	Out door 2 beds, 106 Beds ambulan ce	108	Jajpur road	Brahmanipa l, 9439272744	Odisha Industril Security Force, 9435801808	Sukinda, 102	National Institution for social welfare, 933846622 2	10 Volunteers at any time	Brahmanipal	K. Mohanty Transport agencies, 9861107283	KCC	HHarichandanp ur	Keojhar	Bhakta Charan Pradhan, 06766- 255408

SKND - NYG SECTION :-																			
11	SKND 84558 91870	CHC Danagadi, panda nursing home-	4 KM, 12 KM	-	Chc-7008046060, nursing home-9861091805	Patholog y, X-ray, OT , Radiolog y, 20 beds NH.17 beds	108/0672 8225177	06728225177 , 300 Units	Kalinga nagar PS.0672629 6239	OC/GRP/JJKR , 7008154018 OC/RPF/JJKR - 8455887707	Danagadi Kalingana gar, 06726261 101	Natural Institute for Social Welfare (NISW), 933846622 2	20 Volunteer of any time	Jajpur Road, 0672622001 0, 9438042415	9437316260, A K Nayak, 9437006751 mohan ent.	9438841510 PK Mohapatra	Danagadi, 7008524262	Sri C.S. Rathore, 0672822 2001	OSD to collector Kulamani Nayak. 8763922331
12	BGPL 84558 91871	PHC , DNAGADI, Panda Narsing home	PHC- 14 Km, Nh-26 km	--	PHC-7008046060, Nh-9861091805	Patholog y, Xray, OT PHC, 30 beds, Nh-17 beds	108, 06728225 177	06728225177 300 units	Kaling Nagar, 0672629639	OC RPF- 8455887707 /74219 OC GRP- 7008154018 /74218	Danagadi- 06726- 261101	NATIONAL INSTITUTE FOR SOCIAL WELFARE, 933846622 2	10 Volunteers	Jajpur Road, 0672622001 0, 9438042415	Mohan enterprise managobinda pur- 9437006751	S. Nayak, 9437227896	Danagadi- 7008524262	Jajpur C.S. Rathore, IAS- 9437102 067	AOM, Kalinga Nagar, K. Naik 8763922331
13	TMKA 84558 91872	Gobardan pur	7 Km	---	9937527114	20 Beds	108, 94370302 95	300 unit, 06728- 225177	TMKA-5- KM, 100, 9438455497	OC RPF- 8455887707, OC GRP- 7008154018	Sukinda, 22 Km, 06726244 762, 101	Kaliga social service organisatio n - 943716974 3	10 volunteers	Jajpur Road, 0672622001 0, 9438042415	Mohan enterprise , 9437006751	S Nayak, Jajpur Road 9437227896	Damgadi- 8280010560	Jajpur 9437102 067	K. Naik, 8763922331
14	TGRL 84558 91874	Harichand an pur	40 Km	-	9439986357	Beds-32	108	Anandpur, 06731- 221467	Daitari – 9438514201	-----	Anandpur - 06731240 256	Narayan Seva Santhan 029466222 22	---	---	---	---	Harichandan pur, 7978727128	Kenajhar, 06766- 255401,	Addl/DM- 06766- 255408
15	SGDP 84558 91875	Communi ty Health Centre Bhagamu nda	8 Km	K.C.Naik	8144104548	04 beds	108, 81440891 45	Anandapur – 06731- 221467	Harichanda npur- 9337060197	---	Ghatagao n, 06733223 395	Redcross Society, Kendujhar	---	---	---	---	P.K.Sethi, Harichandan pur- 7978727128	Keonjher - 8763090 000, 0676625 5401	Addl.DM 0676625540 8

16	CLDR 84558 91876	CHC, Bhagamunda	10 km	-	7894677764	20 beds	108	D.H. Hospital, KDJR, 06766254380	HCNR, 9337060197	-	Harichandapur, 06733- 223395	Red cross- 06766- 254380	-	Bhagamunda	-	-	Harichandapur	Keonjhar -06766- 255401	ADM-60766- 255408
17	HCNR 84558 91877	COMMUNITY HEALTH CENTRE HCNR	2KM	-	9439986433	-	108, 81440891 45	-	HCNR 8847859767	-	HCNR 94373749 74	-	-	-	-	-	Kisku Babu	Keonjhar 06766- 255401	-
18	NKW 84558 91878	CHC, Ghatgaon	13 km	Dr. Muktikanta Nayak M/O (I/C)	06733-221209, 9439986433	Bed 30	108, 93371141 31(Pvt)	KDJR 06766254380	Ghatgaon- 06733- 223023	-	Ghatgaon -06733- 223395	Red Cross 889521407 3	-	Ghatagaon 8249804177	-	-	Ghatagaon	Keonjhar Ph N- 0676625 5401 M- 8763090 000	Add DM 06766- 255408
19	STBJ Sitabinj 85589 1879	Ghatagaon, CHC	20 KM	-	06733-223208	All types of facility	108	Keonjhar, 06731- 220824	Ghatagaon 06733- 221023	-	Ghatagaon 06733- 221395	SHARP 943726402 1	-	Dhankikot	Dhanikikot- 8908619795	-	Ghatagaon, 06733- 223131	06766- 255401 Ashish Thakare	ADM Keonjhar 0676625540 8
20	BSTP 84558 91880	Keonjhar District Hospital, Kendujhar garh Rly Hospital	10 KM	Dr. Namita Mahanto	8260136556	-	-	DHH/ Keonjhar 06766254380	Pandapada 10km 8249420643	-	Keonjhar 06766- 255101	Odisha Red Cross DHH Keonjhar 06766- 254380	-	Keonjhar	-	Sapneswar Roadways 9437119279	Keonjhar Sadar	DM Keonjhar 0676625 5401	ADM Keonjhar 0676625540 8
21	Naranpur 84558 91881	Keonjhar , District hospital	8 Km	-	06766-253166	20 beds	-	DHH Keonjhar- 06766- 254380	Town Police Station 6766- 255431 Keonjhar 100	-	Keonjhar- 06766- 255101	Odisha Red Cross DHH- 889521407 3, 067662543 80	-	Keonjhar	-	-	Keonjhar Sadar 06766- 255437/ 256911	Keonjhar, D.C ASHISH Thakre, 06766- 755401, 8763090 009	-

22	KDJR 84558 91882	Dipali Nursing Home 06766251 762	4 KM	Dr. Kanta Soren	DHQ Keonjhar	300 beds at DHQ	112	Odisha Red Cross Blood Bank 06766254380	KDJR PS- 9438916614	-	KDJR 8km 112	Meera Welfare Society 943711250 7	-	Govt. Bus Stand 0676625540 7	Ganga Roadways 7947424402	Samal Equipments Supplier Breakdown 7440052999	Keonjhar Sadar 06766- 255437/ 256911	KDJR, M.Ashis Thakre, 06766- 255401	ADM(G) Susama Dilung 0676625540 8
23	GADH 84558 91883	CHC Padampur	05 Km	-	8249081201, 9439998890	16 BEDS	108	KDJR 06766254380	SADAR P.S KEONJHAR, 8895448824 , 9438916611	-	KENDUJH AR, 06766255 501	ODISHA RED CROSS DHH KEONJHAR, 889521407 3, 067662543 80	-	KEONJHAR	9437119279	DITI KRISHNA SAHOO, 9938814879	KDJR TAHASIL KENDUJH AR, DIST COLLECT OR- 8763090 000, 0676625 5401	ADDITIONAL DM- 0676625540 8	
24	PRNR 84558 91884	CHC , PADMAP UR	14 KM	-	9439998890, 8249081201	16 BEDS	108	KDJR 06766254380	SADAR PS KDJR 9438916611 , 8895448824	-	JHUMPU RA 94371537 18	ODISHA RED CROSS DHH KEONJHAR, 067662543 80	-	KEONJHAR	9437119279	Sapneswar Roadways 9437119279	SADAR TAHSIL DM KDJR 06766- 255401	ADM/KDJR 06766- 255408	
25	NYG 84558 91882	UNCHABA LI hospital, PHC Malda	5km, PMC- 10 km	GOPAL RAY, 94373792 48	06766235624	NA	108	KDJR 06766254380, SDH Champa- 9778131312	Bambori PS 9437084694	NA	IP MINES- 94387533 20, 94386724 40	Odisha Red Cross SDH chanmpua- 977813131 2, Red cross DDH keonjhar06 766254380	NA	Keonjhr	NA	NA	Jhumpura DM KDJR Asish Thakare- 06766- 255401	ADM KDJR Dr.Bhakta Charan Pradhan- 06766- 255408	
JEN - CTC SECTION :-																			
26	JEN 84558 89908	Jenapur 94381289 1	1 Km	Jenapur	943812891	08 beds	108	500 units, Jajpur Road, 06728225177	IIC, JEN 0672526020 1	OC,RPF,JJKR 8488887707 GRP,JJKR 8895080480	Chadeidh ara 06725260 21	Nagpal Institute for social welfare, 933894662 2	Trained staff for Rehabiliti on work	Kuakhai 9938308822	9861107283	9437227826	Tahasil Dharmasala, Tahasidar- 0189222331 4	Chakrava rti Singh Rathore, 94371020 67	Kulamani Nayak

27	NGMP 84558 89909	Garamad hupur PHC	2.5 Km		7978843959	Nurshing home	108, 102	CTC-0671- 2305643	Jenapur - 9437802124	-	Chandikh ole - 06725260 201	-	-	Chandikhole	Chandikhole	-	Dharmasala- 9716131316	C.S.Ratho r- 94371706 93	C.S.Rathor- 9437170693
28	HDS 84558 89910	Dharmasa la, CHC Aruna	05 Km	-	9439992572	All type of medical facility	108	CTC_0671230 5643	Dharmasala, PS- 067252730, IIC- 9439881626	Chandikhhol, 067525- 226101	Chandikh ole Fire Station 06725220 10, 82803519 03	Odisha red cross CTC- 067123056 43	NA	Chandikhhol- 993702035	Shantilata Transport, 9937020355	9937020355	Dharmasala- 8627786897	Jajpur- 06723222 001	SP/Panikoili 0672624011 2
29	DNM 84558 89911	Badachan a CHC	2.5 K.M	Dr. Ashok Mishra	9439998110	All types of medical treatme nt available bed - 100	108	SCB Medical,Cutta ck 0671- 2424202, 25000 Units	Badachana P.S IIC- Sunil Kumar Nayak , 0672522010 0, dist .jajpur	CISF Mundali Cuttack 0671287956 0	Chandikh ole Fire Station 06725 - 220101	--	NIL	CHANDIKHO L , 9437001255	santilata transport , 9238330455	SUKADEV ROUT 9937097158	Darpan tahasil Subha Darshan Mishra(OS) 8895512190	Chakrava rti Singh Rathore(I S) 06728222 001	Dikha Bandhu Nayak(ADM) 7978582957
30	BRTG 84558 89912	Badachan a CHC	6K.M	Dr Ashok Mishra	06725220169, 9439998110	All facility available 100 beds	108	CTC SCB- 0671- 2305643	Byree- 9438915623 , 9438535980	CISF, Munduli	Chandikh ole Fire Station 067125- 220101	-	-	Badambadi 0671231299 5	-	Sukhadev Rout 9937097158	Darran 6725222648, 9178662485	Jajpur 79783	Dukhabandh u Nayak 79783
31	NGMP 84558 89909	Gadamait upur	2.5	Dr.Ajit Kumar Ratha	8249240735	Only Primary treatme nt , No bed	108	Cuttack- 0671- 2305643	Jenapur, I/C- 9437802124	0671- 2315600	06725- 260201	FW & Health Govt.of Odisha,BBS R 0674- 2322411	--	Chadheidhar a, Dist-Jajpur	Jaraka, Dist- Jajpur	9493031330 (Patia/BBSR)	Dharmasala Swagat Das	Jajpur- (O)- 06728- 222001	9437170693
32	BYJ 84558 89913	Jagannath Das Hospital, 97778172 04	03 Km	--	9777817204	General Treatme nt 12 beds	108	Cuttack, 0671- 2305643	BYREE POLICE STATION, 9438315623 , 8763004099	CISF, Munduli	Chandikh ole Fire Station 06725 - 220101	Basundhara , 0671- 2503178	Social Service	Byree, Chhatia	JENA TRANSPORT, 9437155886	Utkal Earth movers, 9437024221	Dhanmandal	06728- 222087	Mohanty, 06728- 225178

33	KIS 84558 89914	CHC, TANGI- Govt. Padmini Care	01 KM, 1 km		CHC-9439995417, 9437127969 Padmal-0671-	CHC-8 beds, care-100 beds	CTC-0671- 2414080, 108	Cuttack- 0671- 2305643	TANGI CTC- 0671- 2595315	NDRF CTC- 0671- 2879711, DDRAF- 0671- 2442259	CHOUDA R CTC- 0671- 2494111, 101	Basundhara CTC-0671- 2503178	Medium	Jagatpur- 9439162684	Jena transport	Utkal earth moves- 9437024221	Tangi CTC- 0671- 2491724	CTC- 0671- 2508100, 94371706 93	ADM, CTC – 0671- 2508265
34	NRG 84558 89915	Tangi CHC	6 KM	Dr.H.B.Ro y	0671-2595377 9439995475	OPD, 13 BEDS	108	CTC, 0671- 2305643, 0671- 2424202	Tangi-0671- 2595315	CISF /MUINDALI- 0671257971 1	CHOUDA R 0671 2494111	--	--	Badambadi 0671- 2312995	---	Utkal Earth Movers 9437024221	Choudwar Ajaury Mallick 0671- 2491742	Bhabani Shakar Chaini, 06712581 00	9437170693
35	KNPR 84558 89916	P.H.C Jagatpur Sad Guru Hospital	1km	S.Mohant y	0671-2491626 0671-2491726	40 beds with multi specialit y	108,	CTC-0671- 2305643	Jagatpur- 0671- 2879560	0671- 2579711	Chaulia ganj-101, 0671- 2443331	Basundhara -0671- 2503178	All	Jagtpur- 9439162684	--	Utkal Earth Movers 9437024221	Tangi- 7970132931	CTC- 94371706 93	--
36	CTC 84558 89917	Rly Health Unit & SCB MEDICAL	250 mtr 2.05 Km	--	8114382574-- , 8114382587, SCB-06712414080	All types of medical treatme nt available	108	0671- 2424202	Malgodown , 0671- 2548300, 8280338339	0671- 2442259, 9437070279	101, Chauliaga nj-0671- 2443331, CTC- 0671- 2306101, 99383820 16	-	-	BADAMBADI 0671231299 5	----	-	0671- 2507053, 0671249174 2	06712508 100, 94371706 93, 06712301 103	-
SQQ - NQR - ANGL SECTION :-																			
37	SQQ 84558 89946	Janasevak Kendra, Choukiar,	08 Km	Dr.Madhu smita Nayak	9437127964	OPD, 18 Beds	108	CUTTACK, 06712305643	Choudwar, 9438530980	CISF, MUNDULI	Choudkia r, 0671- 2494111	Basundhara , 067125031 78	Social Service	Jagatpur, 9439162684	Jena Transport	Utkal Earth Movers, 9437024228	Niranjan Behera 7978132131	0671- 25081009 43717106 93	ADM /CTC 0671- 2508265

38	CBT 84558 89947	ESI Hospital Char batia	04 km	--	06712494340/2494 341	All types of medical treatme nt available	112	0671- 2302258	CHOUDWAR P.S, 9437436075	NDRF MUNDALI,06 712505101	Choudwa r Fire Station 0671- 2494111	Udhar foundation	15	Choudwar Bus Stand	Panda Brothers 9861051722	Panda Brothers 9861051722	Choudwar Ajaury Mallick 0671- 2491742	Bhabani Shakar Chaini, 06712581 00	NA
39	GJTA 84558 89948	PHC Gurudi jhatia	04 km	-	87631 05641	02 Beds	112	SCB CTC 0671- 2302 258	Gurudi jhatia PS 94371 29353	NDRF Mundali Odisha	Chou dwar 0671- 2494 111	Udhar Foundation	15	Chou Dwar BUS Stand	J&J Associates 77899 19842	J&J Associates 77899 19842	Atha garh Priya brata Das 06723- 220 237	Bhabani Sankar Chaini 0671- 2508 100	NA
40	MZY 84558 89949	Khuntuni Hospital	04 km	--	94371 65720	04 Beds	112	SCB Hospital CTC 0671- 2302 258	Khuntuni PS 94389 16209	NDRF Mundali Odisha	Atha garh 06723- 220 233			Chou Dwar BUS Stand	J&J Associates 77899 19842	J&J Associates 77899 19842	Atha garh Priya Brata Das 06723- 220 237	Bhabani Sankar Chaini 0671- 2508 100	NA

41	RJGR 84558 89950	Khuntuni Hospital	02 km	--	94371 65720	04 Beds	112	SCB Hospital CTC 0671- 2302 258	Khuntuni PS 94389 16209	NDRF Mundali Odisha	Atha garh 06723- 220 233			DNKL BUS Stand	J&J Associates 77899 19842	J&J Associates 77899 19842	Atha garh Priya Brata Das 06723- 220237	Bhabani Sankar Chaini 0671- 2508 100	NA
42	JRZ 84558 89951	DNKL DHQ Hospital	10 km	--	94399 81081	All types of facility available	112	DNKL DHQ Hospital	OIC Gobindpur out post 94389 15779	NDRF Mundali Odisha	DNKL 06762- 226 501	Neheru Yuva Parisad	10	DNKL BUS Stand	MAA Jenabadi Road Ways 99376 83717	MAA Jenabadi Road Ways 99376 83717	DNKL Tahasil U.K. Mohapatra 94375 29295	Saroj Kumar Sethy 06762- 225601	NA
43	DNKL 84558 89952	DNKL DHQ Hospital	03 km	--	94399 81081	All types of facility available	112	DNKL DHQ Hospital	Town PS DNKL 79782 87393	NDRF Mundali Odisha	DNKL 06762- 226 501	Neheru Yuva Parisad	10	DNKL BUS Stand	Annapurna Freight Carrier,DNKL 94375 47812	Annapurna Freight Carrier,DNKL 94375 47812	DNKL Tahasil U.K. Mohapatra 94375 29295	Saroj Kumar Sethy 06762- 225601	NA
44	SSPR 8455889 953	DNKL DHQ Hospital	10 km	--	94399 81081	All types of facility available	112	DNKL DHQ Hospital	Sadar PS DNKL 94371 73899	NDRF Mundali Odisha	Odapada 06732- 256 022	Neheru Yuva Parisad	10	DNKL BUS Stand	Annapurna Freight Carrier,DNKL 94375 47812	Annapurna Freight Carrier,DNKL 94375 47812	Odapada Tahasil Bani Nibedita Swain 89175 86695	Saroj Kumar Sethy 06762- 225601	NA

45	HND 8455889 954	CHC, Odapada	02 km	-	94399 81086	04 Beds	112	DNKL DHQ Hospital	OIC Odapada out post 94389 15780	NDRF Mundali Odisha	Odapada 06732- 256 022	GIRIRAJ Voluntary organisation 94373 34086	10	DNKL BUS Stand	BULU NATH 94383 59534	BULU NATH 94383 59534	Odapada Tahasil Bani Nibedita Swain 89175 86695	Saroj Kumar Sethy 06762- 225601	NA
46	MRDL 8455889 955	Govt Hospital , MRDL	01 km	-	94387 07338	04 Beds	112	DNKL DHQ Hospital	Motanga PS 95566 37788	NDRF Mundali Odisha	Odapada 06732- 256 022	GIRIRAJ Voluntary organisation 94373 34086	10	DNKL BUS Stand	BULU NATH 94383 59534	BULU NATH 94383 59534	Odapada Tahasil Bani Nibedita Swain 89175 86695	Saroj Kumar Sethy 06762- 225601	NA
47	BDPK 84558 89956	Govt.Hos pt. Banrapal, Samal Care Nursing Home	06 Km	Dr.Jambes war Tripathy	06764229629	All facility available	112, 108	Blood Bank, ANGL 06764230880, 600 Units	Banarpal PS, 06764- 229260	RPF- 8455887732	BANARPA Lk 06764- 229300	Lions Club Angul 943704369 8 Rotary Club Angul 993722022	Red Cross Angul 94371996 51	Manoranjana Jena- NALCO	Suvendu Beura, 7978377816	Suvendu Beura, 7978377816	Tahasil Angul 0676423035 3	ANGL, (O) 06764-230567	06764- 230980
48	TLHD 84558 89959	Govt.Hos pt. Banrapal, Samal Care Hospital	8 km	Dr. Jambeswa r Tripathy	06764229629	All Facilities 16 beds	112, 108	Nehru Satabdi Central Hospital, Blood Bank, TLHR 06760267118	Banarpal PS, 9438916434 , 0676422926 0	RPF/ANG 8465887715	Budhapa nk 06764- 229300	Lions Club Angul 943704369 8 Rotary Club Angul 993722022	Red Cross Angul 94371996 51	Banarpal Talcher, 8260538718	Suvendu Beura, 9861181522	Suvendu Beura, 9861181522	Tahasil Office Banarpal, 0676422932 3	Angul- 06764- 2305647	ADM- 06764- 230491/ 230980

49	TLHR 84558 89958	Rly health Unit , NSC Hospital	03 Km	---	8455887506 06760-269184	All Facility	108	-	Colliery (PS), Talcher, 9438916447 , (I/C)	-	Talcher06 76024022 2	SEVA Talcher , 067642862 3	SMALL 10	Talcher, 9861184804	9438029997, Great India Roadways, Talcher,	Bhutia Agency Talcher- 9438277143	TLHR, Dasarathi Jena(OAS) 9438298087	Siddharth Sankar Swain(IAS) , 06760230 567	DM ANGUL 9437315326
50	TLSB 84558 89920	Railway Health Unit NSC Hospital TLHR	03 Km	V. Kiran Kumar, ADMO TLHR	06760269184 855887506(Rly)	ALL FACILITY	108	RED CROSS , ANGL, 9437414388	COLLIARY P.S 9438916447 , (I/C)	-	TLHR, 06760- 240222	SEVA 067604286 23	SMALL 10	Balanda Bus Stand 9861184804	Great India Road Ways,TLHR 9438029997	Bhutia Agency,TLHR 9438277143	TLHR, Dasarathi Jena(OAS) 9438298087	Siddharth Sankar Swain(IAS) , 06760230 567	DM ANGUL 9437315326
51	KPIG- 84558 92862	ANGL Dist. Hospital	15 km	CDMO Trilochan Pradhan 94399813 31	9439898670	All facilities	99374397 80, 94394711 54	9238580953	Nisha PS- 7008107420 , 9178095675	0663- 2410190, 9438878949	06764- 230221, 230222, 112	Marwadi Yuva Manch- 943701333 4	100 members, Ambulanc e facility	ANGL bus stand	9238580953	9437171717, 7008810078	9437736600	06764- 230567, 06764- 230685	ADM 0674- 230491
52	JSPC- 84558 90049	ANGL Dist. Hospital, Chandan & kalyani narsing home, surendra hospital	DHH- 07 km, 08 KM	CDMO ANGL Trilochan Pradhan	DHH-94339981331 Chandan Hos-06764-231431	All facility	108, 94394711 54, 99374397 80, 97777021 01, 97774435 00, 86372509 27	ANGL-06764- 230880 600 units	ANGL PS- Pravat Ku 9437331778	CISF NALCO- 06764- 220128, 0824912558 6	ANGL- 101, 06764- 230222, JSPL- 97774433 33, 97774422 20	Lion's club ANGL94370 43698, Rotary club- 993722202 2 Red Cross- 943719365 1	Medial help	President of District Bus woners association ANGL 8249395581	Great India Road ways ANGL- 06764- 231512 , 9237397141	Truck woners association , ANGL 9437492401	Angul tahasildar 06764- 230353	ANGL- 06764- 230567, 06764- 230685	ADM-06764- 230491,
53	ANGL 84558 89960	DHH ANGUL Hospital Chandan Nursing Home, Surendra Hospital	05 KM 03 Km 07 KM	CDMO ANGL Trilochan Pradhan	94399813 31- CDMO(AN GL), 06764231 43, 06764236 244	ALL Facility, 24 Bed, 30 Beds	108, 94394711 54, 99374397 80, 97777021 01, 63712102 69	06764230880, Blood Bank ANGL	ANGL P/S Pravat Ku Tripathy 9437331778	CISF NALCO 0676422012 8, 0824912558 6	Fire Station ANGL,112 , 06764230 222	Lions Clud 943704369 8, Rotary Club 993722202 2, Red Cross, 943719365 1	Medical Help	President of District Bus woners association ANGL 8249395581	Great India Road ways ANGL- 06764- 231512 , 9237397141	Truck woners association , ANGL 9437492401	Angul tahasildar 06764- 230353	ANGUL (o)06764 230567, (R)06764- 230685 Email- dm.angul @nic.in	ADM 06764- 230491

54	RQP, 84558 91869	Khuntuni PHC Giridijhati a SCB Medical	3, 5, 30 Km	--)	8114352574	80 Beds	108	Odisha Red Cross, CTC 0671- 2305643	KHUNTUNI ,PS,MOB, 9437094510	NDRF, MUNDALI 0671- 2879711 ODRAF-, 0671- 2552259, 9439501340	ATHAGAR H, 101, 06723220 233	NGO-CLAP, Address- 307 Markat Nagar Sector- 6,CTC 067123639 80	—	KHUNTUNI,	Truck owner Association, Khuntuni, CTC	—	9437290889, 6723-220237	CTC, Sri B.S. Chayani(DM) ,0671- 2508100,	SP, 0671- 2368116, 9438916426
55	GHNH 84558 81868	Communi ty Health Centre, Barhampu r. SDH,Atha garh.	4Km, 11 Km	--	0671-2371169 06723-220102	03 beds for Men, 03 beds Women	108	SCB Medical College, 06712305643	Khutuni 0672322242 4	NDRF, MUNDALI 0671- 2879711 ODRAF, MUNDALI 0671- 2442259	ATHGADA , 06723220 233	Red Cross 067123022 58	NGO/ CTC , 06712365 981	Khuntuni BUS stand	Truck Association, 06712490920	Larsen & Toubpo- Cuttack	Athagarh 9437290889 / 06723- 220237	Cuttack- 06712508 100/ 94371706 93	9437325464
56	NQR, 84558 91867	PHC Munduli	-	-	9437221847	05Bed	108, 0671- 2414080	SCB Medical College, 06712305643	Munduli, 9861254553	ODRAF, MUNDALI 0671- 2442259 9437070279	CTC, 101,	Red Cross CTC, 0671- 2302258	Red Cross Cuttack	CTC, 0671- 2879711	Cuttack Mover and packers, 9338888550	0671-2300570	Baranga 0671- 2870033	Cuttack- 06712508 100/ 94371706 93	-
57	CHRD- 63729 09153	KIMS hospital PC-Barang	10 km	-	0674-7105354	1500 beds	108, Multy speciility hospital	SCB Medical College, 06712305643	BRAG-0671- 2870436	ODRAF, MUNDALI 0671- 2442259 9437070279	NDRF CTC- 0671- 2879711	Naranpur- 0671- 2870175	Basundhra CTC- 06712503 178	Badambadi bus stand- 8895426070	9937642198	Utkal earth movers- 9437024221	Naranpur- 0671- 2870033	B.S. chayani- 0671- 2301103	-

58	NTPC Cabin 84558 89957	01- Railway Health Unit, 02- N.S.C Hospital	05 KM	V. Kiran Kumar, ADMO TLHR	06760269184 8455887506	All facilities	108	-	COLLIARY Police station 9438916447	-	TLHR, 06760- 240222	SEVA Talcher , 067642862 3	SMALL-10	TLHR, 9861184804	Great India Roadways, TLHR, 9438029997	Bhutia Agency, Talcher, 9438277143	TLHR, Dasarathi Jena(OAS) 9438298087	Siddharth Sankar Swain(IAS) , 06760230 567	DM ANGUL 9437315326
KDRP - PRDP SECTION :-																			
59	KDRP 84558 91861	Govt.Hos pital PHC KDRP	01 km	-	94382459 51	Genral Treatme nt	108, 102	CTC, 0671- 2305643	KDRP PS- 0671- 2802235	CISF, Mundali	Chauliaga nj, CTC- 0671- 2343331, 101	Basundhara CTC-0671- 2503178	Social service	CTC		Utkal Earth Movers- 9437024221	CTC Sadar	CTC- 0671- 2508100, 94371716 93	ADM, CTC- 0671- 2508265
60	RCTC 84558 91862	CHC RCTC	2 Km	Nil	06724-267906	General treatme nt 04 beds	108	Jagatsingpur- 06724- 221808	Raghunathp ur-06724- 267765	CISF/MUNDA LI 0671296071 4, 9437581614	Raghunath hpur- 06724- 267340	Nil	Nil	Jagtsingpur	Nil	Nil	Raghunathp ur-06724- 267250	Jagtsingh pur- 06724- 220379, 220199	S.P.J.S.Pur 06724- 220115
61	GRKN 84558 91863	Dist. Medic. Jagatsingh pur	9 Km	-	06724-220064	General treatme nt 40 beds	108, 102	Jagatsingh pur 8637230308, More than 400	Tirtol- 9438338528	CISF/MUNDA LI 0671296071 4, 9437581614	TIRTOL06 722- 250445, 101	Chandra Sekhar Seva Sangh 933708262 6	Youth for Acion	9337267337	9438450573	7381659933	RAGHUNATH PUR,067242 67250	Jagtsingh pur- 06724- 220379, 220199	S.P.J.S.Pur 06724- 220115
62	RHMA 84558 91864	CHC- MANIGJA NGA	3 Km	NIL	943992066, 7008029584	General treatme nt 10 Beds	108, 102	Jagatsingh pur 8637230308, More than 400	Tirtol- 9438338528	CISF/MUNDA LI 0671296071 4, 9437581614	Tirtol- 99374934 22, 101	Chandra Sekhar Seva Sangh 933708262 6	Youth for Acion	RAHAMA 9348523648	6370515979	9040862434	Kujanga 9439347237	Jagatsing hpur0672 4-220199	9434829457 1
63	BDBA 84558 91865	PHC, KUJANGA PPT, PRDP	09 Km, 20Km	-	06722- 223674, 06722- 222041	30 beds	102, 108	Jagatsingh pur 8637230308, More than 400	Kujang- 06724- 236260	CISF/MUNDA LI 0671296071 4, 9437581614	KUNJANG A, 06722212 900, 78737213 55	Chandra Sekhar Seva Sangh 933708262 6	Youth for Acion	Kujang 9348523648	6370515979	9040862434	Kujang- 06722- 236223	Jagatsing hpur- 06724- 220199	9434829457 1

64	PRDP 84558 91866	GOVT HOSPITAL (BIJU MEMORA L) ATHABAN KI	5 KM	-	9439992240	30 beds	108	Jagtsinghpur- 6724221808	6722222027	ODRAF 0671244225 9, 9437070279	101, 75414222 1188	Aahwan Combines Bagadia 993795535 5	-	PRDP	-	Utkal Earth Mover 9437024221	NAC Paradeep	JAGATSIN GPUR 06724- 220379	-
BRAG - KUR SECTION :-																			
65	BRAG 84558 89919	Central Hospital, ECoR,MCS	10 Kms	Dr. A. Senapati	8455885 555	80 Beds, ICU & OT	108, SCB/CTC, 06712414 080	CTC, 06712305643	Barang, I/C- 0671287043 6	CISF/MUNDA LI,06712879 560	Naranpur (Trishalia) 06712870 175 (3.6 Kms)	Cuttack Red cross, 0671- 2302258	--	Badambadi/ CTC, 0671231259 5	--	--	Naranpur Tahasil, 0671287003	Cuttack, 0671- 2508100	943725464 0671250810 0, Fax- 0671230110 3
66	BBSN 63729 09152	KIMS Hospital, BBSR 06747111 000	06 Km	-	06747111000, 0674-7105354	1750 Beds Super specialit y Hospital	108	Central Hospital, MCS, 8455885555, Capital Hospital, BBSR, 06743091993	Nandankan an, P.S., 0674246610 0	ODRAF 0671- 2442259, NDRF - 7978234284	Chandras ekharapur Fire station, 101, 06742740 696	Marwadi Yuva mancha, 904008910 1, Viswaa Jiban Seva Sangha, Kalinga Vihar, BBSR, 943728659 3	--	Nandankan, Bus Depot, 0674- 7044005	Maa Annapurna Agency, Pvt. Ltd. Cuttack 06712310711	Rudra Earth Movers, Rasulgarh, BBSR, 9937992410	Bhubaneswa r, Tahasil 0674243244 2, 9438773866	Khorda , 06755220 001, 99385405 65	9938540565
67	MCS 84558 89921	Central Hospital Eco Rly.Hospit al MCS	1.5 Km	-	58436(railway)	80 Beds, ICU & OT	84558855 55,	Capital Hospital , 0674- 2391983	MCS 0674- 2580481	ODRAF 0671- 2442259, NDRF - 9937187222 9437581614	CSPR 0674- 2744440, 101	Marwadi Yuva mancha, 904008910 1	---	Rasulgarh	Annapurna Crane Trans,Rasulgar h 9470293373	Annapurna Crane Trans,Rasulga rh 9470293373	Bhubaneswa r Tahsil , 0674 - 2492016	KHORDA, 99385405 65 S.K.Moha patra	0675522000 1
68	BBS 84558 89922	Neelachal Hospital, Capital hospital	0.5 Km	-	06742536590, 06742401983	Multi specialit y, 45 beds	108	Capital hospital- 06742401983 - 1000 units	GRP/BBS, 9438122528	CRPF BBS	Kalpana Squar- 101	Marwari yuva manch- 904008910 1	Odisha Developm ent Action forum Care India Regional Hub Office/BBS R	Master canteen- 7381020740	-	Annapurna crane transport- 9470293373	Tahasildar/ BBSR, 0674243244 2	Khorda- 99385405 65	-

69	RTN 84558 89924	AMRI Hospital, Bhubanes war SUM Hospital, Bhubanes war Divisional Rly Hospital	1 Km to 12 Km	-	0674-247645	-	108	Red cross Blood Bank, BBSR, 06742894985	Tamando P.S 9439863636	-	JATNI 06742490 808	--	--	-	--	--	JATNI TAHSIL, 0674249201 6,	Khordha 06745522 001, 94384829 11	-
70	KUR 84558 89925	Govt CHCIatni, Sayeed Memorial Hospital, Biswanath nursing home	-	-	06742492 033, 06742490 133, 06742490 475, 84558875 55(RLY Hospital)	-	108	BBSR-0674- 2394985	Jatni, 101	ODRAF BBSR 0676927202 2	JATNI-101	Jatani NGO- 943710712 4	Child helpline 06755- 223200	-	-	Jatni 9427010765	Jatni , 0675249201 6	Khordha, 06755220 001	9438482911
KURT - RSKA SECTION :-																			
71	KURT 84558 89918	Govt.Hos pital,KHO RDA 06755220 187	04 KM	Dr.S.MISH RA	06755- 221419	Casualty , CT- Sacn, X- Ray	108, 102	Govt Blood bank Khurda, Jhunulata Sahoo, 9853440515,9 777933731	Khurda Town Police Station, 06755- 220519, 100	0674149230	Khurda 06755220 733, 101	Siddhart Village- 0674- 2490160	100	Khurda Bus Depot, 9439895755	Maa Mangala Transport, 9937565566	-	Tahasildar Khurda 06755- 220248, 9438629455	Khordha Collector, 06755- 22001	9438482911
72	BYZA 84558 89923	Govt.Hos pital BEGUNIA	3 Km	Jr. M.S. Subudhi	9861968081	OUTDO OR 4 BEDS	102, 108	DHH Blood bank, Khordha, 06755223978	Begunia Police Station, 9438916542	-	BEGUNIA Fire Station, 06755230 108	-	-	Begunia Bus Stand	Pradeep Ku. Sahoo, 9439103040	Basant Ku. Sahoo, 9437008211	9437071175, 0675523020 0	94371240 29, 06755- 22001, 94384829 11	Steno- 9439738634

73	RSKA 63729 09155	CHC RSKA	02 Km	Dr. Bidya Nath Nanda,	9439991551	20 Beds	Ranapur- 108	Govt, Hospital -Khurda	Rajsunakhal a, PS- 9439009642	-	RANPUR, 06755236 062	-	-	-	-	-	0615325233 3	94377636 00	917816557
74	BORD 63729 09156	Bolagarh CHC	8 Km	-	9439997100	10 beds	108	Nayagarh- 06753- 252410	Bolagarh Police Station, 0675523262 8, 100	-	Bolagarh Fire Station, 101, 06755232 630	Chand Club - 993739597 8	50 activ members	-	-	-	Bolagarh Tahasil, 06755- 232053	Khordha Collector, 06755- 22001	9438482911
75	NYGT 63729 09157	District Head Quarter Hospital, Nayagarh	02 Km.	Dr. D. Braj Raj	9439991499	SNCU, Dialysis Unit, NRC, Chemot herapy, TV wood , Eye Dept, Surgery Dept, Medicin e Dept, Gynic Dept, X- ray, Patholog y	102, 108, 95566965 41, 94395979 30, 94372523 53	06753- 252410, 8280406485, CAPACITY 500/Month	Nayagarh Town Police Station, 0675325210 0, 9438916546	9438739320	Nayagarh fire Station11 2	Sahadev Behera (Red Crosss), 993711405 0	Rotary Club NGR, 94371149 37	9437107583	9437107582	9938221720/ 8260944961	Padma Charan Sahoo, 06753- 252219, 252333	Dr.Poom a Tudu IAS, 06753- 252240	Emergency office- 9437763600

MWQ - PURI SECTION :-																			
76	MWQ 84558918 86	Near rest Railway Hospital, DELANG Hospital	09 KM 5 Km		06758272899	Normal medical treatme nt with16 beds	108	BBSR, 0674- 2394985	DELANG P.S, 06758242222	Nil	DELANG 06758124 2301	NIL	NIL	NIL	NIL	NIL	DELANG 06758-242100	PURI 06752- 222033	-
77	DEG 84558918 87	CHC DELANG	3 Km	DrSantosh Tripathy	9439994018	16 beds	108	Blood bank Puri 9861521055	DELANGA POLICE STATION 06758- 242222, 9437220391	-	DELANGA	-	-	-	-	-	Tahasil Office DEG, 06758- 242100	Dist- PURI, Samarth Verma06 752- 222034	06752-222061 (ADM)
78	BRST 84558918 88	Govt, Hospital,D EG, PHC Satasankh a	5.5 Km 1.5 km	-	9439994018	NIL	108	NIL	Delang 06758242222	NIL	SIL 06752127 3250	Nil	NIL	-	NIL	NIL	Delang, 06758- 242100	PURI – 06752- 222033	06752-222061 (ADM)
79	SIL 84558918 89	Primary Health Centre, Sakhigopa l, Gopinath Nursing Home	1 Km	Biswajit Mishra/C DMO, Sudarsan Behera (Nursing Home)	6371077727	All types of Medical treatme nt available with 48beds.	108	Puri	IIC/SATYABA DI P.S- 06752272228	-	Sakhigop al 06752273 250	-	-	-	-	-	Satyabadi- 9438108451	06752- 222034	-

80	MLT 84558918 90	Dist HQ Hospital Puri , Chandrap ur Govt Hospital Sri jagannath medical College	5.8 Km 6.8km 4.7km	CDMO,Pur i	06752223742	DHU PURI 380 Beds Separate OPD for each clinical dept at Chandra pur PHC	108, AMRI- 79425980 65	Puri blood bank 9861521055	Sadar Police station, PURI, 06752222043	RPF PURI- 182	PURI 101	Red Cross- 06752 22409 7, Puri seva samiti - 98611 10812	-	MALATIPATP UR Bus depot	Jayadurga MOTOR service- 9178447366	Panda Earth Movers 94398607 22	Puri	Dist- PURI, Samarth Verma06 752- 222034	Kailash Ch Nayak, ADM PURI- 06752222061
81	PUI 84558918 91	Health Unit .E.Co.Rly. PURI	DH- 1.4km ,	Sri B.P.Parida CDMO,	8455887508 06752223742	No bed available	108	District Hospital/ PURI, 06752- 223742	Kumbharapad a,PURI 7064411185	---	PURI VIP ROAD- 101, 06752- 222101	NGO/ Gopa band hu Seva Parisa d- PURI 94375 18615	Bharat Sevasr ama Sangh a,Swar ga Dwar ,PURI 79471 06868	PURI BUS STAND .PURI	Rudra Pachars & Movers Pvt.Ltd. 9668094006,	Arshibad agency- 94370248 38	Soumya Satavisa, ORS, 06752- 223240	PURI/Sri S.Barama (Collector) 06752- 222034(O) , 222033(R)	ADM, PUI- 06752-222061
KPXR - PSA SECTION :-																			
82	KPXR, 84558 89926	Dist HQ Hospital , KUR	12KM	Biswamoh an Mishra, CDMO Artabandh u Nayak 94399945 00	9439994504	200 BEDS, Casualty , CT SCAN X- RAY, OT	102, 108, PVT- 79783762 56, 94325879 55	8114870680 8453465209	SADAR THANA , KHORDAMr s. Anita Sahoo- 9437738275	ITBP 4th, Tarajua, Khurda, 7008586641	101, 06755220 733 Khorda town	Rotar y club, Khurd a, 94381 79043	50	NEW BUS STAND, KHURDA, 6371422662, 9937046673	9337222293	93372222 93	Tahasildar, Khurda, Ipsit Ku Sahoo- 9437306801	Dm Khurda K.Sudarsh an Chakrava rty 94383200 07	06755-220001 ADM Khurda 9437461947

83	TAP 84558 89927	HADPADDA	3 KM	Dr. Malay Sundaray	7978386219	Primary treatme nt	102,108, Pvt- 79783762 56, 94375879 56	KHURDA, 8458465209, 8114870680	Jankia- 7978160905	41/BN ITBP, Taratua- 7008586641	101, Khorda town 06755, 220733	Rotar y club khurd a- 94381 79043	50	Khurda bus stand- 6371422662, 9937046673	9337222293	93372222 93	Tahasildar khurda, Ipsit Ku Sahoo - 9437306801	Dm Khurda K.Sudarsh an Chakrava rty 94383200 07, 06755- 220001	ADM Khurda 9437461947
84	NKP 84558 89928	GOVT. Hospital NKP	02 KM	Dr. A.K. Swain	9861464042	OPD , 08 beds,	108	Khurda- 06712322258	NKP PS , G.Naik- 7008493770	NIL	Tangi Fire station 97760916 64	NIL	NIL	Nirakarpur Bus Stop	8984222497	-	Tangi 0675625431, 9438412307	Khuordha 06755220 01	ADM Khurda- 06755-221725
85	BDSP 84558 89929	Tangi, Govt Hospital	12 KM	S.N. Nanda & Gayatri Sen	102	10 Beds	108	KHURDA 06712302258 Khordha	Tangi, 8480747084	-	TANGI,84 80747084	RSS Kalup adagh at Bhair abe club 94371 77490	Lage nearby 50 volunt eers	Nil	9437232070 (Tangi)	94372320 70 (Tangi)	Tangi	Khurda- 0675- 3220001	06755-220001
86	KAPG 84558 89930	U.G. P.H.C TANGI, Sai Sanjibani Nursing Home Tangi	4 KM	-	102	10 beds	108	Khordha- 06712302258	Tangi- 9776041664 , 9438371357	NIL	Tangi 84807470 84	RSS, Kalup adagh at	Nehur Seva Sangh a, Baluga on	NIL	9437232070	94372320 70	Chilika	Khorda, 06755220 001	0675522001
87	KUU 84558 89931	Saisebasa dana Nursing Home	02 Km	Sahadeb Sahoo	9090001666	30 beds	108	Khordha 06712302258	Tangi- 7978197695	-	Tangi (Khurda) 84807470 84	RSS, SORO N- 02 Km	Nehur Seva Sangh a, Baluga on	Tangi	9437232070	94372320 70	Tangi – 06756254311	Khorda- 06755220 001	ADM 9437216322

88	GNGD 84558 89932	Govt. Hospital Balugaon 94399973 66	14 Km	Dr. R. K. Balabanta ray	8847898623, 101	All facility available .16 beds	108	Khurda Town, 0671- 2303258	NACHUNI, 7978333495	-	Gangadha rpur, 63709884 86 / 101	Neher u sevas ang- 09178 00217 1	-	Nachuni	NIL	73268891 19	Gangadharpur Chilika Tahasil , 06756-255132	Khordha 06755220 001	ODRAF 6 th Bn 8895856623
89	SLZ 84558 89933	Govt. Hospital Balugaon & Yogi Senapati Nursing Home	09 Km	Dr.Somya kanta Das Pattnaik	9439997366, 06756250260	16 BEDS	108	KHU, 06712302258	BALU-I/C- Sri Rasmi Ranjan Das 9438256248	NIL	BALUGAO N, 98610313 09	Neher u sevas ang- 09178 00217 1	-	BALU	9668170427	73268891 19	Gangadharpur, Chilika Tahasil, 06756-255132	Khordha, 06755- 220001	ADM 9437216322
90	BALU 84558 89934	Govt Hospital Balugaon & Yogi Senapati Nursing Home	1 KM	Dr.Somya kanta Das Pattnaik	9439997366, 06736250260	Oxygen, other facility BED-16	108	KHURDA, 06712302258	BALU-I/C- Sri Rasmi Ranjan Das 9438256248	NIL	BALU- 98610313 09	NEHR U SEVA SANG H BANP UR 09178 00217 1	NIL	BALU bus stop (Nimikhetu)	9668170427	93268891 19	CLKA- 06756255132	Khurda- 06755- 220001	ADM 9437216322
91	CHILK A, 84558 89935	AVA Hospital, INS Chilka	1 Km	A.Mohara na	9337502540	OPD, SURGER Y	108 & 102	BANAPUR BLOOD BANK	BALUGAON 0675625043 6	-	BALUGAO N, 06756250 444	Lions Club Banap ur 06756 - 25308 6	-	Balugaon 8917604048	Gate India Transport	B. Paikaraya, 94371345 71	CHILKA TAHSIL, 06756-255132	Khurda collector- 06755- 220001	9437216322
92	KIT 84558 89936	Khalikot CHC	05 KM	P.K. Gantayat	9437985333	30 beds	108	NIL	Khalikot PS 9438916735	-	Keshpur, 06756- 250444	-	NIL	Khalikot	NIL	NIL	R.K. Patnaik 9853128232	GAM- 06811- 263700	-

93	RBA 84558 89937	Primary Health Center RAMBHA, Rly Hospital BAM	01 KM	Dr.P.K.Pra dhan	9438662428	First aid only	108	Berhampur	06810- 278330	ODRF-06811- 254010, 254011	Rambha 94382582 60	BAM 0680- 24040 38	Nil	Nil	Berhampur	Nil	KHALIKOT- 06810-256332	GAM- 06811- 263700	ADM-06811- 263923
94	Burudi 63729 09154	PHC Rambha	4 KM	Dr. Prasanta Ku. Pradhan	9438662428	First Aid only	108	06802292534	Rambha- 112, 06810- 278330 I/C 9438258260	ODRF-8 th - 06811- 254011/254 010	RAMBHA, 94382582 60	BAM- 0680- 24040 38	-	-	-	-	Sri Aruna Kumar Naik, Ganjam 9439264898	GAM collector- 06811- 263700	GAM collector- 06811-263923
95	HMA 84558 89938	GOVT PHC (NEW)	1 Km	Dr.Sasmit a Prusty	7381726332	OPD-F- AID	108	BAM 06802292534	HMA OUT POST- 96922- 35522	ODRF 8 th Battalion- 06811- 254011 & 10	RBA- 94382582 60, 112	BAM- 0680- 24040 38	NIL	NIL	NIL	Nil	GAM-Arun Kumar Nayak 9439264898	06811- 263700	06811-263923
96	GAM 84558 89939	Ganjam, Rly Hospital Berhampu r	1.5 km	Dr. B.K.Kar	9439998613	First Aid Only	108	BAM 06802292534	GAM, 06811- 254010, 0680- 254011	RPF- 8455887717 GRP- 0680/22295 28	GAM 06811- 299950	Chatr apur 06811 - 26260 0	20	BAM 9437076289	--	--	GAM 9439264898	06811- 263700	06811-263923
97	CAP 84558 89940	Govt Hospital CAP	1.2 Km	-	9439983822	Multi Facility 45 beds	108	MKCGH bloodbank- 0680- 2292746	Chatrapur PS 0681125752 3, 9439195792	ODRF 8 th Bn- 06811- 254010	068111- 262600	Childli ne BAM- 1098, red cross BAM	All Facility	Berhampur New Bus stand	7947417023	GCPL Gopalpur 72057498 32	06811-263973	Chatrapu r 06811- 263700	Chatrapur 9437563800
98	JNP 84558 89941	M.K.C.G Govt. medical	7.5 Km	Dr. Santosh Mishra	0680-2292624, 7608005704	All Facility	108	MKCG Blood bank-0680- 2292764	Chamakhan di Police station- 9438916725 , IIC- 9437366303	8th Batalion Chatrapur 0681125401 0/254010 GRP- 9439710086 RPF- 8455887717	BAM, 06802223 333	Child Line Brah mapu r, 94384 06565	All facility availab le	BAM bus stand 9437076289	Narendrapur, 9040160900	91240656 81	Chatrapur- 9178220780	Chatrapu r- 06811- 263700 Sub Collector- 06802281 413	-

99	BAM 84558 89942	M.K.C.G medical college and hospital RLY Health Unit	02 km	Dr. Santosh Mishra	0680-2292624, 7608005704	All Facility	108 (govt)	MKCG Blood bank-0680- 2292746	Gosami nuagaen PS- 9337627688	ODRF-8 th battalion- 06811- 254010, 254011	BAM 0680- 2223333 03 km from stn	Child Help line- 94384 06565	All facility	New Bus Stand, Berhampur 8917439076	Maa Bhairabi Transport 9437069786	Sri Bapi Sahu 95833845 55	BAM-Rabindra Ku Mishra 7326925432	GAM- 06811- 263700	Sub Collector BAM 0680— 2281413, 9437488188
100	GTA, 84558 89943	M.K.C.G. hospital, City hospital BAM,CDM O,BAM	13 Km	Dr.R.S.Mu rty, Christian Hospital	0680-2233977 0680-2233977	MKCG11 90 beds City 200 beds	108 Lisa Ambulanc e- 09937540 281 Med Cure HealthCar e 07873977 772	MKCG MCH blood bank BAM- 06802292746, Red Cross Blood Bank,BAM 0680- 2292534	Golanthra P.S- 0680249230 1	Blue Hawk Security BAM- 0680229644 2 Giss Security Services,BA M 0809301456 1	BAM 06802222 091, 09776766 741	Maha n Sangh a,Hilp atana, BAM- 09337 66901 8 Citize n Associ ation for Rural, BAM- 06802 22366 9	Mediu m	OSRTC,BAM 9437048236, 9556935431 BAM Mus Stand Inquiry- 9437076289	Speed Line Logistic Pakers & Movers,BAM- 09439804007, Bhubaneswar Road Lines,BAM- 06802222008, Bharat Motor Parcel Service- 9437322513 Alok Transport- 06800070755	Maheswar i Machinari es,BAM- 09439804 007 ACCEL Infratech India Pvt Ltd,BAM- 09888006 644, Trishul Trade Pvt.Ltd,BA M, 07894435 032	Kanisi tahasil- 0680-2248438, BAM tahasil- 06802226584	Charapur GAM- 06811263 700	Zilla Shainik Board,BAM 06802292485
101	SLRD 84558 89944	Govt, Hospital Girisola, SLRD	1 KM	Dr.Balram Behera	Girisola	06 beds	108	MKCG medical college Hospital Brahmapur, 06802292301	Police Station, Golanthra, 0680292301	-	Frيره station, Brahmap ur, 06802283 500	-	-	Berhampur 9437076289	-	-	Chikiti	Chatrapu r 06801263 700	-

102	IPM 84558 89945	Govt, Hospital(I PM)	750M ts.	Dr.Anusa	8500931269	50 beds	108	MKCG Medical BAM 06802292746	IPM, 6309990868	Blue Hawk Security BAM	k.Prasant h Kumar 98483115 86	Edup uram Ichch apura m 95735 73880	Small Pay Toilet	APSRTC-IPM 9493435888	8886679424	73966710 14	Ichchapuram 8333988789	Srikakula m, 08942- 222565	SP 08942- 222566, 08942-222556
103	JPI 89788 81001	Govt, Hospital , BELAGAM, Health Unit(PSA)	500m ts 38 km	P.Rakesh	08947247498	BELAGA M PHC	108	MKCG Medical BAM 06802292746	Police station Kanchili 6309990866 , Sri S.Cheranjive	Blue Hawk Security BAM- 0680229644 2	Fire station Sompeta, 09885970 248	Jana Jagrut i Santh a,Korl am- 09441 80608 0	Small	Palasa 0995922561 0 BAM-OSRTC 0943704823 6	Navatha Transport,Som peta- 09963478172	Janaki Rao,Korla m, 08341143 882	Smt.S.Hemavati 833988790	Srikakula m- 08942222 565, 08942222 566	08645246600
104	SPT 89788 81002	Govt.Hos pital,PHC Kanchili, Rly Hospital PSA	1/2K M 32 KM	Sri K.Rajesh	09491046972 00440106422	Genral ward 16 beds	108	MKCG Medical BAM 06802292746	Police station Kanchili 6309990866 , Sri S.Cheranjive	Blue Hawk Security BAM- 0680229644 2	Fire station Sompeta, 09885970 248	Jana Jagrut i Santh a,Korl am- 09441 80608 0	Small	Palasa 0995922561 0 BAM-OSRTC 0943704823 6	Navatha Transport,Som peta- 09963478172	Janaki Rao,Korla m, 08341143 882	Smt.S.Hemavati 833988790	Srikakula m- 08942222 565, 08942222 566	08645246600
105	BAV 89788 81003	Govt, Hospital, BAV	1.5 Km	Dr.Soujan ya	99 59 04 54 42	-	108	MKCG Medical BAM 06802292746	BAV,PS, 0894723513 3	-	SOMPETA , 08947234 101	Jana Jagrut hi Samst ha	-	APSRTC- PSA 9959225610	Navatha Transport	Janaki Rao Korlam	Srikakula m, 08942225 65	8645246600	

106	MMS 89788 81004	Govt, Hospital, Haripuram	1.5 Km	Dr.Prakash Verma Dr.Swaraj Lakshmi	8332869515, 0440483163	General medicine, pediatric s,Gynecology, dialysis 30 beds	108	-	MANDASA, 08947237233	-	Palasa, 08945-241101	Sahiti Social SeviceSociety Chairman Sri M. Chandrasekhar 9441180191 , 08947-237717	Social Service for Socially Backward Class	APSRTC- PSA 9959225610	-	K.Teja 9989137353	Thasildhar (Mandasa) 8947237228	Srikakulam, 8942-222565	SP Srikakulam 08945222566
107	SUDV 89788 81005	Govt, Hospital, PSA	8 Km	Dr. M. Malleswar Rao	08945241130, 0894524156	50 beds	108	Capacity 80, 7947421246	KASIBUGGA, PS, 08945241033	-	Palasa, 08945-241101	Child Line PSA 9849361094	Small	Palasa 9959225610	Palasa 9490780081	K.Krishna	Palasa 8333988794	Srikakulam, 8942-222565	SP Srikakulam 08945222566
108	PSA 89788 81006	Rajeswari Nursinghome	1Km	Dr. M. Malleswar Rao	9848186734	Govt hospital	108	KASIBUGGA, 6309990837	-	Palasa 9963730662	Sahithi Social Service Society Chairman Sri M. Chandra Sekhar 9441180191	-	Palasa 9959225610	PSA RTC bus Stand	-	-	8333988794	Srikakulam-AD 9849903786	SP 6309990800

HDS-PRDP SECTION :-																			
109	CIKR	Dharmasala, Chandighola	10 km. 1 km	Manas Ranjan Swain , Dr.Bijaya Ku. , satish ku. Behera	9439991572, 06725-220780, 06725-2227601	28 beds	102, 108, 101	Jajpur town Govt Hospital	Dharmasala, 06725-273050, 9437273728	GRP/ JJKR	Chandikhole, 06725-22610, 9437474558	Jajpur Town	Sukadev Rout, 9937346498, 8763288413	Chandikhole, dilip chaudhary, 9937020355	Chandikhole, dilip chaudhary, 9937020355	Chandikhole, dilip chaudhary, 9937020355	Dharmasala, Saroj Ku. Panda, 9437214032	Jajpur Town Ranjan Ku Das, 06728222730	Jajpur Town
110	Ratnagiri Road	Panaspur-Balichandrapur , CHC-Barachana	06 Km & 18KM	Dr.Srikant Ku jena	9439998027	All facilities, 30 beds	108	District Blood bank, Kendrapada, District Blood bank, Jajpur	Balichandrapur, jajpur-06712768745	-	Chandikhole, , 06725-226101, 9432424588	Sambedana , Thakur Patna, Kendrapada, Banamalli jajpur-9439283076	Social Service	Kendrapada Bus Depot	D.Choudhuri Chandikhole, 9937020355	D.Choudhuri Chandikhole, 9937020355	Darpan Tahsil-9178662485	Jajpur, 06728-222730	ADM-Jajpur-06728-222479
111	Lalitgiri	PANASPU R	09 Km.		9438331331	06 beds	108	1910/ 06727-233334 Kendrapara	Balichandrapur- 100, 0671-2768745, 7377038182	--	Derabih 06727-230301	Sri satyasisewa org.- 9937470980, 977052595	Social Service	Kendrapara Bus depot	Mitherslove-9776716320	8917336134	Darpan-9437209882 9178662485	Jajpur-06728-222001-222730	06728-222479 /222001
112	BJPD	Govt Hospital, Kendrapara	10 Km	Dr.Kishor Ku. Acharya, Dr.Srikant Swain	06727-232171	Mixmum facility	108, 102	Kendrapara, 06727-233334, 9439739510	Kendrapara sadar, 06727-232222	--	Kendrapara, 06727-232301	Jaganath charitable trust, 9438816272	As per need	Kendrapara New bus stand	Magadh transport-9708881199, Omm Sai-09438638546	Chita Agency-7008406561	Derbish-06727-220267	Amrit Rituraj kendrapara-06727-232602	06727274700
113	KENP	KENP Govt. Hospital, narsing Home	0 km, 2.5 km	-	06727-232171, 9439988886	100 beds, 75 beds	108	Kendrapara-06727-233334	Kendrapara-06727-230301	Kendrapara-06727-274700	NA	NA	NA	Kendrapara New bus stand	Magadh transport-9708881199, Omm Sai-09438638546	NA	KNPR-06727-220275	KNPR-06727-232602	ADM-9437239562, 06727-232601
114	MSGR	Kendrapara Govt Hospital	13 km	Dr.Kishor Ku. Acharya	06727-232171 9439995995	195 beds	108, 102	Kendrapara, 9439995995	Marshangha i, 7008912009 , 9437110948	NDRF, 06712960711	Marshaghai, 9078008021	Center for social development, 9437671987	As per need	Kendrapara, 7008976177	9238372615, Krishna Agency	8249277057	Umashankar Behera, 7838327915	Kendrapara, 06727-232602	9438916260
115	Kalagar	Marshaghai Govt Hospital	12.5 Km		Casulty	-	108	9439995885	Marshangha i, 9438916268	NDRF CTC-0671-296711	Marshaghai, 9078008021/10	-	-	Kendrapada - 7008976177	-	-	Marshaghaitahasil, 06727222188,	Kendrapara, 06727-232602	ADM-9438916260

116	Nuagaon	Nuagaon Medical	2.5 Km	-	9439991560	-	108, 102	Nayagarh Hq Hospital	Nuagaon PS 9438916547	--	Nuagaon 1.5km	--	--	Nayagarh	993738316	--	Hemant Nayak 7978297979	Nayagarh 8895997848	7978297979
117	SIJU	Kujanga Govt Hospital, Railway hospital-PRDP	11. KM		GH-06722-236020, RH-75514, 75516	All facility , 50 beds	108, 102	Kendrapada, 06727-233334	Local PS- 06722-230035	NDRF CTC- 0671-296711	Kujanga Fire Statin 06722-236600	-		Pradeep Bus Depot	--	-	Kujanga Tahasildar 06722-236223	Jagatsinghpur- 06724-220199	Addl. DM, 06722-222237
118	Haripurgrama Jn	Sayeed Memorial Hospital, Kudiary, Govt. CHC Jatni	2.8 km 4.7 km	Dr.Md.Zahir Beg, Dr.Jitendra Panda	0674-2490133 0674-2492033(PHC)	All facility	108	Bhubaneswar 0674-2394985	Jatni/101	---	---	---	---	---	--	---	Delanga 06758-242100, 7750953901	PURI, 0675-222033	--
119	Mahipur	PHC Mahipur	3 Km	Satis Nibedan	9439991560	08 beds	108	Nayagarh Mahipur Out Post	---	Nuagaon 112	--	--	Nayagarh	---	--	--	Nuagaon	Nayagarh	---

LOCAL RESOURCES: ADDRESS AND TELEPHONE NUMBERS OF STAKE HOLDERS IN ZONAL DISASTER MANAGEMENT PLAN – 2024 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 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
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	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
VSKP-PUN SECTION																			
1	VSKP 8978280 920; (82066, 82869 RLY.)	Railway Hospital, KGH, Visakhapatna m	2KM, 4KM	CMS/RLY, Dr. Jyothi R.K.Thirur ul Dr.	0891- 27462 33 / 89780 80555 0891- 25648 91 / 27549 18	152 Beds, X-ray, Ambulanc e, and Lab, 1037 Beds, Ambulanc e, Blood Bank,	108	Sanjeevani Valuntary Blood Bank Ph- 934934767 6	I-Town Police station Ph- 9440904716 / 9440796012 / 9440796022 Commissioner of police 0891-2562709/ 9440627277	Malkapur am Ph. No. 0891 2706511	Visakhapatn am Regional Fire officer: Ph. No: 0891- 2706585 Fire emergency 101	Rotary Club, Ph. No. 0891 2552476	30 Volunt eers	RTC/VSKP, Depot Manager Ph. No. 0891 2545962, 2530862 D TM 9440812492	Navata transp ort Ph. No. 0891 25616 25, 25412 58	M/s. Kranti Enterprises, Visakhapatanam. 0891 2529343	RDO/VSKP 9449903825	District Collector / Visakhapatn am Dr. A. Mallikarjuna Rao Ph- 0891- 2563121 / 2525384 / 2525384 Cell- 9849903838	Dr. A. Mallikarj una Rao Cell- 9849903 838
2	DVD- 8978081 968; (RLY- 83525)	Govt. Area Hospital / Agnampudi	0.5 KM	Dr. Gopala Krishna	93818 97232	100 Beds, X-ray, Ambulanc e, and Lab,	108	Sanjeevani Valuntary Blood Bank Chinagantiy ada Ph- 934934767 6	Steel City Police station, Karumanda Palem Ph. No. 0891 - 2760942 / 2517033 / 2587233	Malkapur am Ph. No. 0891- 2706511	1. Fire Station Pedagantiya da Ph- 9963728664 2. Fire Station Auto Nagar Ph- 0891- 2515101	Lions Club Kurmannapal em Ph- 9866589802	30 Volunt eers	Kurmannappa lem Bus Stop. Depot Manager Ph- 9959225593 / 9959225580	Maha Laksh mi Travels Kurma nnapal em Ph - 95151 20988	Contractor Haribabu Ph- 9573564444	Thasildar / Kurmannappa lem Sri. D. T. Trinadh Rao Ph- 8008354848	District Collector / Visakhapatn am Dr. A. Mallikarjuna Rao Ph- 0891- 2563121 / 2525384 / 2525384 Cell- 9849903838	Dr. A. Mallikarj una Rao Cell- 9849903 838
3	JGPM 0891288 3526 (RLY-	KIMS ICON Hospital Visakhapatna m	01 Km	Dr.	89780 81347	75 Bedded X-ray, Ambulanc	9505115 115 108	Sanjeevani Blood bank Gajuwaka	Police station, Gajuwaka	Malkapur am	NAD Kotta Road. Ph.No- 0891255815	Lions club Charitable Trust Visakhapatna m ph-	30 Volunt eers	RTC/Gajuwa ka, Sugun a Transp ort	M/s. R.K. earth movers /Visakhapatanam.	Thasildar/Ga juwaka	District Collector / Visakhapatn am	Dr. A. Mallikarj una Rao	

	83526, 85226)	Ph-08913536379				e, and Lab,		Ph-7003021313	Ph. No. 08912517071	Ph. No. 0891 2706511	1/ 08912517381	08912795290		Depot Manager Ph. No-9959225591	agency Ph. No. 79470 72720	Ph- 9030877980	Ph.: 9493913517	Dr. A. Mallikarjuna Rao Ph- 0891-2563121 / 2525384 / 2525384 Cell-9849903838	Cell-9849903838
4	GPT 8978081 965, (RLY-83502)	Railway Hospital, Marripalem	02KM,	Dr. P. Suneetha	84070(Rly)	-	108 82333(Rly)	A. S. Raja Ph.No-08912543436	Gopalapatnam Police Station Ph.No-08912520933	Malkapuram Ph. No. 0891 2706511	NAD Kotta Road. Ph.No-0891-2558151/2517381 Marripalem Ph-0891-2706511	RED CROSS Visakhapatnam Ph. No. 0891 2703953	30 Volunteers	RTC/Simhachalam/ Depot Manager Ph. No. 0891 2746400	Suguna Transport agency Ph. No. 79470 72720	M/s. Surya Earth Movers Visakhapatnam. 7947154559	Thasildar/Gopalapatnam Ph.: 0891 2796222	District Collector / Visakhapatnam Dr. A. Mallikarjuna Rao Ph- 0891-2563121 / 2525384 / 2525384 Cell-9849903838	Dr. A. Mallikarjuna Rao Cell-9849903838
5	SCMN 8978081 964, (RLY-83503)	Railway Hospital, Marripalem	03 KM,	Dr. P. Suneetha	84070(Rly)	-	108 82333(Rly)	A. S. Raja Ph.No-08912543436	Gopalapatnam Police Station Ph.No-08912520933	Malkapuram Ph. No. 0891 2706511	NAD Kotta Road. Ph.No-0891-2558151/2517381 Marripalem Ph-0891-2706511	RED CROSS Visakhapatnam Ph. No. 0891 2703953	30 Volunteers	RTC/Simhachalam/ Depot Manager Ph. No. 0891 2746400	Suguna Transport agency Ph. No. 79470 72720	M/s. Surya Earth Movers Visakhapatnam. 7947154559	Thasildar/Gopalapatnam Ph.: 0891 2796222	District Collector / Visakhapatnam Dr. A. Mallikarjuna Rao Ph- 0891-2563121 / 2525384 / 2525384 Cell-9849903838	Dr. A. Mallikarjuna Rao Cell-9849903838

6	PDT 8978081 963, (RLY- 83504)	Govt Hospital Pendurthi,	1.5 KM,	Dr. Prameda	0891- 27450 47	20 beded, Ambulanc e,Blood Bank,	108	Rotary Blood bank Ph-0891- 2506678	Pendurthi Police Station Ph-0891- 2764233	Malkapur am Ph. No. 0891 2706511	Kottavalasa Fire Station Ph- 08966- 263101 / 9963729925	Lions club Gopalapatna m Ph-0891- 2508316 Indian red Cross Society Maharanipet a, VSKP Ph-0891- 2703953	20 Volunt eers 30	RTC/Simhac halam/ Depot Manager Ph. No. 0891 2746400 / 7947110448	Mohan Rao Transp ort ph- 79471 77893	Sastri earth movers Ph-9966483386	Thasildar/Pe ndurthi Sri. Anand Kumar Ph- 9100064938	District Collector / Visakhapatn am Dr. A. Mallikarjuna Rao Ph- 0891- 2563121 / 2525384 / 2525384 Cell- 9849903838	Ph. No. 0891252 6999.
7	KTV 8978081 962, (RLY- 83505)	1. PHC/KTV 2. Sri Venkatsai Clinic	0.5 KM 0.2 KM	Govt Doctor Private Doctor	08966- 26017 1 85550 94688	06beded, Ambulanc e 30 beded, Ambulanc e, Blood Bank,	108	Chatrapathi Siaji Voluntary Blood Bank Visakhapatn am Ph- 964766778 8	Police Station Kottavalasa Ph- 08966- 263333 / 9121109421 / 9121109452 / 9121109453	5 th battalion Chintalava lasa Vizianagar am Ph. No. 08922- 226380 / 23776	Kottavalasa Fire Station Ph- 08966- 263101 / 9963729925	Sri Gurudeva Charitable Trust Mangalapale m Ph- 8886942859	20 Volunt eers	Bus Depot S. Kota. Manager Ph- 08966- 26668	Demu dutr an sport Kottav alasa Ph- 96669 25495	M/s. Surya Earth Movers Visakhapatanam. 7947154559	Thasildar / Kottavalasa Ph- 8500144665	District Collector Vizianagara m Smt. A. Surya kumara IAS Ph. No. 08922- 276720, Cell- 9441416480	Smt. Surya kumara IAS Ph. No. 08922- 276720,
8	KPL 8978081 961, (RLY- 83506)	1. PHC/KTV	11 KM	Govt Doctor	08966- 26017 1	06beded, Ambulanc e 30 beded, Ambulanc	108	Chatrapathi Siaji Voluntary Blood Bank Visakhapatn am Ph- 964766778 8	Police Station Kottavalasa Ph- 08966- 263333 / 9121109421 / 9121109452 / 9121109453	5 th battalion Chintalava lasa Vizianagar am Ph. No. 08922-	Kottavalasa Fire Station Ph- 08966- 263101 / 9963729925	Sri Gurudeva Charitable Trust Mangalapale m Ph- 8886942859	20 Volunt eers	APSRTC / Vizianagara m Ph- 08922- 225333 / 8008223384	Demu dutr an sport Kottav alasa Ph- 96669 25495	M/s. Surya Earth Movers Visakhapatanam. 7947154559	Thasildar / Kottavalasa Ph- 8500144665	District Collector Vizianagara m Smt. A. Surya kumara IAS	Smt. Surya kumara IAS Ph. No. 08922- 276720,

		2. Sri Venkatsai Clinic	10 KM	Private Doctor	85550 94688	e, Blood Bank,		Ph- 964766778 8		226380 / 23776								Ph. No. 08922-276720, Cell- 9441416480	
9	ALM 8978081 960, (RLY-83507)	Govt. Hospital Jami	1 KM	Dr. S. Bhagyarekha	Phone no: 94945 14960	06 beded, / lab	108	Govt. Hospital Vizianagaram Ph.no- 08922-221234	Police Station/Jami Ph.No- 08922-278933	5 th battalion Chintalavala Vizianagaram Ph. No. 08922-226380 / 23776	Kottavalasa Fire Station Ph- 08966-263101 / 9963729925	Sri Gurudeva Charitable Trust Mangalapalem Ph- 8886942859	20 Volunteers	APSRTC / Vizianagaram Ph- 08922-225333 / 8008223384	Demu dutransport Kottavalasa Ph- 96669 25495	M/s. Surya Earth Movers Visakhapatanam. 7947154559	Thasildar / Kottavalasa Ph- 8500144665	District Collector Vizianagaram Smt. A. Surya kumara IAS Ph. No. 08922-276720, Cell- 9441416480	Smt. Surya kumara IAS Ph. No. 08922-276720,
10	KUK 8978081 959, (RLY-83508)	Govt. Hospital Jami	6 KM	Dr. S. Bhagyarekha	Phone no: 94945 14960	06 beded, / lab	108/ Vizianagaram	Govt. Hospital Vizianagaram Ph.no- 08922-221234	Police Station/Jami Ph.No- 08922-278933	5 th battalion Chintalavala Vizianagaram Ph. No. 08922-226380 / 23776	VZM/Fire Station Ph. No. 08922-226101	Chaitanya Bharathi Ph.no-08922-237676	10	APSRTC / Vizianagaram Ph- 08922-225333 / 8008223384	Sai Pavani Transport agency , Vizianagaram Ph.no: 77802 17191	Sri Sun .B. Earth Works Cell no: 9441749240/7032 570129	Thasildar/Jami Sri. Hemanth Kumar Cell No. 9848145007	District Collector Vizianagaram Smt. A. Surya kumara IAS Ph. No. 08922-276720, Cell- 9441416480	Smt. Surya kumara IAS Ph. No. 08922-276720,

11	VZM 8978081 958, (RLY- 83509; 83260)	Govt. Hospital/ Vizianagram	2 KM	Dr. Gowri Shankar	Ph- 08922- 27641 6/2721 24/272 124	200 beded, Ambulanc e, Lab, X- ray	108	Vijaya Blood Bank /Vizianagar am Ph. No 900086661 3	Police Station/VZM (1-Town) Ph.no 08922- 226444	5 th battalion Chintalava lasa Vizianagar am Ph. No. 08922- 226380 / 23776	VZM/Fire Station Ph. No. 08922- 226101	New Youth Foundation / Vizianagaram Ph.no: 8500044412	30	RTC. /VZM Ph.no:99592 25620	Sai Pavani Transp ort agency , Viziana garam Ph.no: 77802 17191	Sun .B. Earth Works Cell no: 9441749240/7032 570129	Thasildar/Viz ianagaram Sri. Chinta Bangaraju Cell No. 0944012251 5	District Collector Vizianagara m Smt. A. Surya kumara IAS Ph. No. 08922- 276720, Cell- 9441416480	Uma Dy. Thasildar Ph.No- 8328471 444	
12	NML 8978081 957, (RLY- 83510)	MIMS/ Nellimarla	2 KM	Dr. K. Venkat Rao	08922- - 27551 3	30 Beds/ lab	MIMS Nellimarla Contact No: 08922- 275513 / 108	MIMS Nellimarla Contact No: 08922- 275513	Police Station/Gurla Ph.no 08922- 247729	5 th battalion Chintalava lasa Vizianagar am Ph. No. 08922- 226380 / 23776	VZM/Fire Station Ph. No. 08922- 276099	Red Cross Vizianagaram /VZM Ph.no: 08922- 272700	30	RTC. Complex /VZM Ph.no: 08922- 225333	Sai Pavani Transp ort agency , Viziana garam Ph.no: 77802 17191	R. Rakesh / Vizianagaram Cell no: 8555072646	Thasildar/Gu rla V. Padmavathi Contact No:08922- 247724/772 9957605	District Collector Vizianagara m Smt. A. Surya kumara IAS Ph. No. 08922- 276720, Cell- 9441416480	B. Padmava thi Contact No:0100 124602/ 7729957 605	
13	GVI 8978081 956, (RLY- 83511)	PHC/ Garividi	0.5 KM	Dr. N.Deepth i	08922- 24430 00,244 260	06 Beds/ Lab	MIMS Nellimarla Contact No: 08922- 275513	MIMS Nellimarla Contact No: 08922- 275513	Police Station/Gurla .Contact No:08922- 247729	5 th battalion Chintalava lasa Vizianagar am Ph. No. 08922- 226380 / 23776	Chipurupalli /Fire Station Ph. No. 08952- 283017	NGO Garividi / Red Cross ph-08952- 282023 Vizianagarm. Ph-08922- 272700	10	RTC Complex/ Cheepurupal li Contact No:08952- 283132	Sai Pavani Transp ort Agenc y Viziana garam Ph No: 77802 17191	R. Rakesh / Vizianagaram Cell no: 8555072646	Thasildar/Gu rla V. Padmavathi Contact No:08922- 247724/772 9957605	District Collector Vizianagara m Smt. A. Surya kumara IAS Ph. No. 08922- 276720, Cell- 9441416480	B. Padmava thi Contact No:0100 124602/ 7729957 605	

14	CPP 8978081 955, (RLY- 83512)	CHC Chipurupalli	1.2 KM	Dr. Uma Maheswa ri	79814 70848	50 beded, X- ray, Lab	9494331 735 / 108	MIMS Nellimarla Contact No: 08922- 275513	Chipurupalli Police Station Ph- 9121109464 Ph. No. 08922- 226380 / 23776	5 th battalion Chintalava lasa Vizianagar am Ph. No. 08922- 226380 / 23776	Chipurupalli Fire Station Ph- 7981272028	NGO / Vizianagaram Ph- 9440937200	10	APSRTC Chipurupalli Ph- 08922- 225333	Sai Pavani Transp ort Agenc y Viziana garam Ph No: 77802 17191	Sun .B. Earth Works Cell no: 9441749240/7032 570129	Thasildar Chipurupalli Sri. M. Suresh Ph- 8333813276	District Collector Vizianagara m Smt. A. Surya kumara IAS Ph. No. 08922- 276720, Cell- 9441416480	B. Padmava thi Contact No:0100 124602/ 7729957 605
15	SGDM 8978081 954, (RLY- 83513)	PHC / G. Sigadam	03 KM	Dr. Harithasr ee	08941 25125 5.	04 beded,	108	Lions Blood Bank Ph- 910021577 7 Control room: Ph.No: 100	Police Station/ G-Sigadam Ph.no 08941- 257133/ 255133 Control room: Ph.No: 100	BSF Command ant Contact No:08840 162171	Rajam Fire Station Ph. No. 102	LAASA Foundation Ph.no: 9848873108	10	RTC /Ponduru Ph.no: 9581214429	Sai Pavani Transp ort kAgen cy ,Vizian agara m Contac t No:77 80217 191	JCB- 1 No. Cell no. 9963988899	Thasildar/G- Sigadam, Cell No. 9011447358 4	District Collector/Sri kakulam Sri. B. Lathakar Ph. No. 08942- 222565	Ph. No. 08942- 222565
16	PDU 8978081 953, (RLY- 83514)	CHC / Ponduru	02 KM	Dr. M. Sunitha	98485 25066	12 beded, Lab.	108	Lions Blood Bank Ph- 910021577 7	Police Station /ponduru Ph.no- 6309990852	BSF Command ant Contact No:08840 162171	Ponduru Fire Station Ph. No. 08941- 242101	LAASA Foundation Ph.no: 9848873108	10	RTC /Ponduru Ph.no: 9581214429	Ganes h Transp ort Ph.no: 08922- 22508 4	JCB- 1 No. Cell no. 9963988899	Thasildar /Ponduru Sri. S. rambabu Ph.no: 8333988770 / 08941- 242449	District Collector/Sri kakulam Sri. B. Lathakar Ph. No. 08942- 222565 / 222648	Ph. No. 08942- 222565

17	DUSI 8978081 952, (RLY- 83515)	1)RIMS/Srikakulam. 2)KIMS Hospital / Srikakulam	05 KM	Dr.	1)9701 50107 0 2)0894 2- 27111 6	400 Beds, Ambulance, X-ray, Lab	108	Lion Blook Bank Contact No:9100215 777	Town Police Station , Srikakulam. Contact No:08942- 222333	BSF Command ant Contact No:08840 162171	Srikakulam Contact No:08942- 286401	LAASA Foundation , Srikakulam. Contact NO:98488731 08	10	APSRTC- Depot. /Srikakulam Contacat No:9959225 608	Ganes h Transp ort Ph.no: 08922- 22508 4	Srikakulam Contact No:9963988899 / 9348787833	Thasildar /Ponduru Sri. S. rambabu Ph.no: 8333988770 / 08941- 242449	District Collector Contact No. 08942- 222565 / 222648	Jt .Collector Contact No: 08942- 222670/ 222479
18	CHE 8978081 951, (RLY- 83516)	Govt. Hospital /Amudalavala sa	4 KM	Dr.	08942- 28630 7/2862 22	30 beded, Ambulance, X-ray, Lab	108	Lion Blook Bank Contact No:9100215 777	Town Police Station , Srikakulam. Contact No:08942- 222333 Cell : 9440795822	BSF Command ant Contact No:08840 162171	Amadalavala sa Fire Station Ph. No. 08942- 286401	LAASA Foundation , Srikakulam. Contact NO:98488731 08	10	APSRTC- Depot. /Srikakulam Contacat No:9959225 608	Ganes h Transp ort Ph.no: 08922- 22508 4	Srikakulam Contact No:9963988899 / 9348787833	Thasildar /Amadalavala, Cell No. 9849903786	District Collector/Sri kakulam Sri. B. Lathakar Ph. No. 08942- 222565 / 222648	Ph. No. 08942- 222565
19	ULM 8978081 950, (RLY- 83517)	Govt. Hospital/ NarasannaPe ta	11 km	Dr.	08942- 27703 0	30 Beds, Lab	108	GOVT Hospital / Srikakulam. Contact No:08942- 226555	Police Station/Narsan napeta Contact No:944079582 3	BSF Command ant Contact No:08840 162171	Narsannapet a Fire Station Contact no.: 08942 276777	LAASA Foundation , Srikakulam. Contact NO:98488731 08	10	RTC-Depot. /Srikakulam Depot Manager Contact No: 9959225608 / 995922569	Ganes h Transp ort Ph.no: 08922- 22508 4	P.Ravi kumar Contact No:8374699328 / 9381720745	Thasildar J.Ramarao Contact NO: 9440441382	District Collector Sri Dhanunjaya Reddy Contact No. 08942- 222565 / 222648 /222555	Deputy Collector, Contact No: 08945- 2442220
20	TIU 8978081 949, (RLY- 83518)	1)Govt. Hospital, Narasannape ta 2)PHC Borubadra	8 KM	Dr.	08942 27703 0	1)100 beds, X- ray, Lab. 2)03 Beds ,Lab	108	GOVT Hospital ,Srikakulam. Contactno:0 8942- 226555	Police Station/Jalumu ru Contact no: 6307790842.	BSF Command ant Contact No:08840 162171	Narsannapet a Fire Station Contact No.: 08942 276777	Red Cross, Contact No:09911542 126Amm Foundation , Contact No:92466313 18	10	RTC-Depot. /Srikakulam Depot Manager, Contact.No: 9959225608 / 9959225609	Ganes h Transp ort Ph.no: 08922- 22508 4	P.Ravi kumar Contact No:8374699328 / 9381720745	Thasildar Pravillicca Contact No:8333988 799.	District Collector Contact No. 08942- 222565 / 222648	Deputy Collector, Contact No: 08945- 2442220

21	KBM 8978081 948, (RLY- 83519)	1)PHC, Santabommali 2) PHC Borubadra	3.5 km	Dr.	1) 08942- 23621 8 2) 94404 32410	1)03 Beds, Lab..	108	GOVT Hospital, Tikali. Contact No:0894524 4262	Police Station/Santab ommali Contact No: 08942-222566	BSF Command ant Contact No:08840 162171	Tekkali Fire Station Contact No.: 08942 238659	Amma Foundation Contact No:92466331 8 Red Cross:099115 42126	10	RTC-Depot. /Tikal Depot Manager, Contact No: 08945- 244221.	Privet Transp ort, Navath a Ph.no: 08942 24407 8	P.Ravi kumar Contact No:8374699328 / 9381720745	Thasildar Kotabommali Contact No. 9985215848	District Collector Contact No. 08942- 222565 / 222648	Deputy Collector, Contact No: 08945- 2442220
22	NWP 8978081 947, (RLY- 83520)	District Hospital Tikkali	08 KM	Chief Superinte ndent	94404 48277	400 bedded, Lab, X-ray	108	District Hospital, Tikkali.	Police Station tekkali Ph-9440795834	BSF Command ant Contact No:08840 162171	Tekkali Fire Station Ph. No. 08945- 244277	Amma Foundation Contact No:92466331 8 Red Cross:099115 42126	10	RTC-Depot Tekkali Depot Manager, Ph.No: 08945- 244221	Privet Transp ort, Navath a Ph.no: 08942 24407 8	P.Ravi kumar Contact No:8374699328 / 9381720745	Thasildar/Te kkali Sri. P. ravi Kumar Ph- 8374699328 / 9381720745	District Collector Sri Dhananjay Reddy Contact no:08942- 227555 / 9849903786	Dhananja y Reddy Contact no:08942 -227555 / 9849903 786
23	PUN 8978081 946, (RLY- 83521)	PHC Govindapura m	0.3 km	Dr.	08945- 24765	05beds,	Venkatea swara Nursing Home,Co ntact No:9441 414527, 108	GOVT Hospital / Tekkali Contact No:08945- 244262	Police Station/ Vajarakottur u Ph.no: 08945 – 137733 / 9440795832	BSF Command ant Contact No:08840 162171.	Fire Station Tekkali, Contact No:08945- 244277 / 241101/ 101	Lalitha Charitable trust,Contact No:90141655 1. Red cross: 0991154212 6	10	RTC-Depot. /Takali Depot Manager, Conact No.08945- 244221/995 9225611	Privet Transp ort, Navath a 08942 24407 8	P.Ravi kumar Contact No:8374699328 / 9381720745	Thasildar/Vjr apukotturu Contact No:9640929 084 .	District Collector Sri Dhananjay Reddy Contact no:08942- 227555 / 9849903786	Dhananja y Reddy Contact no:08942 -227555 / 9849903 786

MVW-KRDL SECTION

24	MVV 897808 1979, (RLY- 85330)	Govt. area Hospital / S. Kota	12 KM	Dr. S. satya sekhhar	770234 5007	100 bedded, Ambulanc e, X-ray, Lab.	108 / 7702345 007	Vijaya Blood Bank. Vizianagaram, Contact no:770281401 1/7997752777	Police Station/ L.Kota Ph.no: 08966- 279633 (O), 277134 (R)	5 th battalion Chintalava lasa Vizianagar am Ph. No. 08922- 226380 / 23776	Kottavalasa Fire Station Ph. No. 08966 263101	Mother Theresa Ashram / Vizianagaram Ph.no-08922- 266027 Lions Club/Viziana garam Ph.No- 08922- 252238	20	RTC-Depot. /S.Kota Depot Manager, Ph. No. 08966- 275315, 275262/995 9225619	Navata Transp ort / S. Kota Ph. No- 88866 79304	NVS Raju Ph.No- 9440143342/9866 016776	MRO/ Malliveedu Sri T. Rama Krishna Ph. No. 6300851185	District Collector/M agestrate , Smt. Surya Kumari IAS. Contact No:08922- 276720	K. Mayur Ashok JC Ph.no- 9492595 026
25	L-KOTA 897808 1980, (RLY- 85331)	Area Hospital / S. kota	10 KM	Dr. S. Satya SEKHAR	770234 5007	100 bedded, Ambulanc e, X-ray, Lab.	108 / 7702345 007	Vijaya Blood Bank. Vizianagaram, Contact no:770281401 1/7997752777	Police Station/ L.Kota. Ph.no: 08966 9121109450 /896627963 3	5 th battalion Chintalava lasa Vizianagar am Ph. No. 08922- 226380 / 23776	S.Kota Fire Station Ph. No. 08922- 265319	Mother Theresa Ashram / Vizianagaram Ph.no-08922- 266027 Lions Club/Viziana garam Ph.No- 08922- 252238	20	RTC-Depot. /S.Kota Depot Manager, Ph. No. 08966- 275315, 275262/995 9225619	BRG Raju Ph.No- 98481 92923/ 98660 16776	NVS Raju Ph.No- 9440143342/9866 016776	MRO/ T.Rama Krishna / L. Kota Ph.no- 8300851185	District Collector/M agestrate , Smt Surya Kumari IAS. Contact No:08922- 276720	K. Mayur Ashok JC Ph.no- 9492595 026
26	SUP 897808 1981, (RLY- 84031)	Govt. Area Hospital, SUP Distance: 1 Km.	4 KM	Dr. S. Satya SEKHAR	770234 5007	100 bedded, Ambulanc e, X-ray, Lab.	108 / 7702345 007	Vijaya Blood Bank. Vizianagaram, Contact no:770281401 1/7997752777	Police Station/ S.Kota. Ph.no: 08966 - 265333	5 th battalion Chintalava lasa Vizianagar am Ph. No. 08922- 226380 / 23776	S.Kota Fire Station Ph. No. 08966- 265319	AASRA Vizianagaram , Contact no:89222729 88/99890750 59	20	RTC-Depot. /S.Kota Depot Manager, Ph. No. 9959225619	Navath a Transp ort /Srung avaara pu kota Contac t no :08886	S.K.Meera. S.Kota Contact No:9866290337	MRO/S.Kota Sri. D. Srinivasa rao Contaact . No. 9963816748	District Collector/M agestrate , Smt Surya Kumari- IAS. Contact No:08922- 276720	Smt Surya Kumari- IAS. Contact No:0892 2-276720

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27	BDVR 8978081982, (RLY-84032)	Govt. Hospital, SUP Ph. No. 7702345002	07 KM	Dr.S.Sekar	7702345007	100 bedded, Ambulance, X-ray, Lab.	108	Vijaya Blood Bank. Vizianagaram, Contact no:7702814011/7997752777	Police Station/ S.Kota. Contact No. 9121109448	CRPF / Paderu Ph. No-8500823083	S.Kota Fire Station Ph. No. 08966265319	AASRA Vizianagaram Contact no:8922272988/9989075059	20	RTC-Depot. /S.Kota Depot Manager, Ph. No. 9959225619	Navatha Transport /Srungavaara putu kota Contact no :08886679309	Name of Agency(Area):S.K. Meera. S.Kota Contact No:9866290337	MRO/S.Kota Name :D.Srinivasa Rao Contact . No. 9963816748	District Collector/M agestrate , Smt Surya Kumari- IAS. Contact No:08922-276720	Smt Surya Kumari- IAS. Contact No:08922-276720
28	SLPM 08966200655, (RLY-84033)	Area Hospital / S. kota	20 KM	Dr. S. Satya SEKHAR	7702345007	100 bedded, Ambulance, X-ray, Lab.	108	Vijaya Blood Bank / Vizianagaram Ph.no-07702814011/07997752777	Police Station/ S.Kota. Ph.no: 9121109448	CRPF / Paderu Ph. No-8500823083	S.Kota Fire Station Ph. No. 08966265319	AASRA Vizianagaram Contact no:8922272988/9989075059	20	BUS Stand / S. Kota Ph.no-9959225619	Navata Transport / S. Kota Ph.no-08886679309	S.K. Meera Ph.no-9866290337	MRO/P. Latcha Patrudu Ph. No. 9949815811	District Collector/M agestrate , Smt Surya Kumari- IAS. Contact No:08922-276720	Smt Surya Kumari- IAS. Contact No:08922-276720
29	TXD 08912884034 (RLY-84034)	Area Hospital / S. kota	23 KM	Dr. S. Satya SEKHAR	7702345007	100 bedded, Ambulance, X-ray, Lab.	108	Vijaya Blood Bank / Vizianagaram Ph.no-07702814011/07997752777	Police Station/ Ananthgiri Cell No. 9440904224	CRPF / Paderu Ph. No-8500823083	S. Kota Fire Station Ph. No. 08966265319	AASRA Vizianagaram Contact no:8922272988/9989075059	20	BUS Stand / S. Kota Ph.no-9959225619	Navata Transport / S. Kota Ph.no-8886679309	S.K. Meera Ph.no-9866290337	MRO/P. Latcha Patrudu Ph. No. 9949815811	District Collector / Paderu Sumit Kumar IAS Cell No. 8500374746	Sumit Kumar IAS Cell No. 8500374746
30	CMDP 08966200644,	Govt. Hospital, SUP	30 KM	Dr. S. Satya SEKHAR	7702345007	100 bedded, Ambulance, X-ray, Lab.	108	Vijaya Blood Bank / Vizianagaram	Police Station/ S.Kota.	Nil CRPF / Paderu	S.Kota Fire Station	AASRA Vizianagaram Contact no:89222729	20	RTC-Depot. /S.Kota	Navata Transport / S. Kota	S.K. Meera Ph.no-9866290337	MRO/Sri P.L. Patrudu	District Collector / VSKP	K.S. Viswanathan IAS JC

	(RLY-84035)	Distance: 4 Kms.						Ph.no-7702814011/7997752777	Contact No. 9121109448	Ph. No-8500823083	Ph. No. 08966-265319	88/9989075059		Depot Manager, Ph. No. 08966-275315, 275262/9959225619	Ph.no-8886679309		Ph. No. 9949815811	Dr. A Mallikarjuna IAS Ph. No. 0891-2563121,	0891-2746300
31	BGHU 8978981673, (RLY-84036)	Govt. Hospital Ananthanag	08 KM	Dr. Gnaneswari	7674983632	30 bedded, Ambulance, X-ray, and Lab.	108	Vijaya Blood Bank / Vizianagaram Ph.no-7702814011/7997752777	Police Station/ Anannathgiri Ph.no: 9440904224	CRPF / Paderu Ph. No-8500823083	S.Kota Fire Station Ph. No. 08966-265319	AASRA Vizianagaram Contact no:8922272988/9989075059	20	RTC-Depot. /S.Kota Depot Manager, Ph. No. 08966-275315, 275262/9959225619	Navata Transport / S. Kota Ph.no-8886679309	S.K. Meera Ph.no-9866290337	MRO/Sri. Ram Bhai Ph. NO. 9493424393	District Collector / Paderu Sumit Kumar IAS Cell No. 8500374746	Sumit Kumar IAS Cell No. 8500374746.
32	KVLS 8978081983 (RLY-84037)	PHC / Sunkara peta	7 KM	Dr.Kiran Mani	08936249626	20 bedded, Lab.	108 / 984902977	Vijaya Blood Bank / Vizianagaram Ph.no-07702814011/07997752777	Police Station/ Araku vally Ph.no: 9440904225 / 9440904226	CRPF / Paderu Ph. No-8500823083	Paderu Fire Station Ph. No. 08936-250199/250201	Mother Theresa Ashram / Vizianagaram Ph.no-08922-266027 Lions Club/Vizianagaram Ph.No-08922-252238	20	RTC-Depot. /S.Kota Depot Manager, Ph. No. 08966275315/275262	Navata / S. Kota Ph.no-8886679304	S.K. Meera Ph.no-9866290337	MRO/Araku Vally Ph. NO. 756926523	District Collector / Paderu Sumit Kumar IAS Cell No. 8500374746	Sumit Kumar IAS Cell No. 8500374746.
33	SMLG 08936208335,	PHC / Sunkarametta	5 KM	Dr. Kiran Mani	08936249626	20 bedded, Ambulance, X-ray, and Lab.	08936249626 / 9849029977	Vijaya Blood Bank / Vizianagaram	Police Station/ Araku vally	CRPF / Paderu	Paderu Fire Station Ph. No. 08936-	Mother Theresa Ashram / Vizianagaram	20	RTC-Depot. /S.Kota Depot Manager,	Navata / S. Kota	S.K. Meera Ph.no-9866290337	MRO/Araku Vally Ph. NO. 756926523	District Collector / Paderu	Sumit Kumar IAS

	(RLY-84038)							Ph.no-07702814011/ 07997752777	Ph.no: 08936 249633(O) 249657 (R)	Ph. No-85008230 83	250199/ 250201	Ph.no-08922-266027 Lions Club/Viziana garam Ph.No-08922-252238		Ph. No. 9959225619	Ph.no-88866 79304			Sumit Kumar IAS Cell No. 8500374746	Cell No. 8500374 746.
34	ARK 08936-249632 8978081984, (RLY-84139)	Community Health Centre, Araku	2 KM	Dr. Kiran Mani	Ph. No. 08936 249626	50 bedded, Ambulanc e, X-ray, and Lab.	108 / 08936 249627	Araku Valley Ph.no-8978361978	Police Station/ Araku vally Ph.no: 08936 249633(O) 249657 (R)	CRPF / Paderu Ph. No-85008230 83	Paderu Fire Station Ph. No. 08936 250199/250299	Mother Theresa Ashram / Vizianagaram Ph.no-08922-266027 Lions Club/Viziana garam Ph.No-08922-252238	20	RTC-Depot. /S.Kota Depot Manager, Ph. No. 08966-275315/275262/9959225619	Navata / S. Kota Ph.no-8886679304	P. Nageawara Rao / Paderu Ph.no-08935-240371/240372	MRO/A. Venugopal Ph. No-. 9849371636	District Collector/Pa deru Sri Sumit KR IAS Ph. No. 8500374746 /8398085464	District Collector /Paderu Sri Sumit KR IAS Ph. No. 8500374 746/8398085464
35	GPJ 08936208334, (RLY-84140)	Community Health Centre, Araku	15 KM	Dr. Kiran Mani	Ph. No. 08936 249626	50 bedded, Ambulanc e, X-ray, and Lab.	108 / 08936 249627	Araku Valley Ph.no-8978361978	Police Station/ Araku vally Ph.no: 08936 249633(O) 249657 (R)	CRPF / Paderu Ph. No-85008230 83	Paderu Fire Station Ph. No. 08936 250199/250299	Mother Theresa Ashram / Vizianagaram Ph.no-08922-266027 Lions Club/Viziana garam Ph.No-08922-252238	20	RTC-Depot. /S.Kota Depot Manager, Ph. No. 08966-275315/275262/9959225619	Navata / S. Kota Ph.no-8886679304	P. Nageawara Rao / Paderu Ph.no-08935-240371/240372	MRO/A. Venugopal Ph. No-. 9849371636	District Collector/Pa deru Sri Sumit KR IAS Ph. No. 8500374746 /8398085464	District Collector /Paderu Sri Sumit KR IAS Ph. No. 8500374 746/8398085464

36	DPC NO NET WORK, (RLY-84141)	CHC ,Darliput	24 KM	Dr.Kiran Mani	08936 249626	50 beds/ Lab.	108	Asha Kiran, Lamtaput. Contact No:06868-272322	Padua Police station, PaduaContact No. 7008637072 / 9938083149	OSAP 3 rd Battalion, Koraput. Contact No:06742 536736 / 06852251355	Fire Station ,Nandapur /contact No. 8895828784 / 8895828112 / 8249818734	Pragati, NGO/Contact no:06852-250290/250291 Sova, NGO Contact no: 06852-250241	10	ORT /Koraput Depot Manager contact No:06852-250332 / 251487	RTO /Koraput. Contact No:06852-250289/251576	Partha Sarathi swain. Contact No:9776881126	MRO Narasingh Godaba. Contact no:7008578873	District Collector, Koraput Abdul M Aktar Contact No:06852-250700 / 250255	Asst Collector /06852-251232
37	PFU 845589 3921, (RLY-84142)	Govt. Public Health Centre, Padua (Orissa)	02 KM	Dr. Ajit Kumar Sisa	06868 275501	03 Beds	108	Asha Kiran, Lamtaput Ph. No. 06868-272332 60 units	Chatuva/Padua Police station Ph. No. 06868 275445 /9938083149/7008637072	OSAP 3 rd Battalion Koraput Ph. No. 06852 251355/06742536736.	Nandapur Fire Station Ph. No. 8895828784 /8895828112/8249818734 Control room: 112	Pragati, NGO/Contact no:06852-250290/250291 Sova, NGO Contact no: 06852-250241	10	ORT/ Koraput I Ph.No-06852-250332/250241	RTO /Koraput Contact no :06852-250289/251576 9	Pratha Sarathi Swain ,Contact no:9776881126	Narsingh Gadoba Ph. No. 7008578873	District Collector, Koraput Name: Abdul M Aktar Ph. No. 06852-252266/250700 (O), 252211 /250255(R)	Asst Collector /06852-251232 Contact no:MRO NandaPur-/06868-273503
38	BHJA (RLY-84143)	Govt. Public Health Centre, a.Hospital Name:GOVT Hospital ,Nandapur	15 KM	Dr Devaraj Murmu	943999 0527 & 943999 0660	Lab / 16 Beds	108	Asha kiran, Lamtaput. Contact no: 06868-272322	Padua / Padua Police station Ph. No9938083149	OSAP,3 rd Battalion, Koraput, Contact no:06742 536736/06852251355	Fire Station Nandapur Contact no:8895828784/8895828112 Control room: 112	Pragati, NGO/Contact no:06852-250290/250291 Sova, NGO Contact no: 06852-250241	10	ORT Koraput Depot Manager Contact no :06852-250332	RTO /Koraput Contact no :06852-250289/251576	Pratha Sarathi Swain ,Contact no:9776881126	MRO/Nandapur Name:Narasingh Gadaba Contact . No. 7008578873	District Collector, Koraput Name: Abdul M Aktar Ph. No. 06852 252266 (O), 252211 (R)	Asst Collector /06852-251232 Contact no:MRO NandaPur-/06868-273503
39	MKRD NO NET WORK,	Govt. Hospital /Nandapur	12	Dr. Ajit Kumar sisa	06868 275501	10 bedded,	108	Asha Kiran / Lamtaput.	Padua Police station	OSAP,3 rd Battalion, Koraput, Contact	Fire Station Nandapur	Pragati, NGO/Contact no:06852-	10	ORT Koraput Depot Manager	RTO /Koraput	P. Nageswara Rao	MRO/Narasingh Gadoba	District Collector, Koraput	Asst Collector

	(RLY-84144)		KM			Ambulance, Lab.		Ph. No. 06868 272322 60-70 units	Ph. No. 9938083149 /700863707 2	no:06742 536736/0 68522513 55	Contact no:8895828 784/889582 8112 Control room: 112	250290/2502 91 Sova, NGO Contact no: 06852-250241		Contact no :06852-250332	Contact no :06852 -25028 9/2515 76	Ph.no- 08935240371	Ph. No. 7008578873 /06868-273503	Name: Abdul M Aktar Ph. No. 06852 252266 (O), 252211 (R)	/06852-251232 Contact no:MRO NandaPur-/06868-273503
40	PBV 068522 11187, (RLY-84145)	Govt. Public Health Centre, Padua (Orissa)	23 KM	Dr. Ajit Kumar Sisa	06868 275501	03 Beds	108	Asha Kiran, Lamtaput Ph. No. 06868-272332 60 units	Chatuva/Padua Police station Ph. No. 06868 275445 /993808314 9/70086370 72	OSAP, 3 rd Battalion, Koraput, Contact no:06742 536736/0 68522513 55	Fire Station Nandapur Contact no:8895828 784/889582 8112 Control room: 112	Pragati, NGO/Contact no:06852-250290/2502 91 Sova, NGO Contact no: 06852-250241	10	ORT Koraput Depot Manager Contact no :06852-250332	RTO /Koraput Contact no :06852 -25028 9/2515 76	P. Nageswara Rao Ph.no- 08935240371	MRO/Narasimha Gadoba Ph. No. 7008578873 /06868-273503	District Collector, Koraput Name: Abdul M Aktar Ph. No. 06852 252266 (O), 252211 (R)	Asst Collector /06852-251232 Contact no:MRO NandaPur-/06868-273503
41	SVX 845589 3922, (RLY-84146)	SLN Hospital / Koraput	15 KM	Dr. K.C. Biswal	765587 9920	300 bedded, ambulance, X-ray, Lab, Blood bank	108 / Nandapur	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 251355/2 51002/06 74253673 6	Sunabeda Fire station Ph. No. 068523-220222	Pragati, NGO/Contact no:06852-250290/2502 91 Sova, NGO Contact no: 06852-250241	20	ORT Koraput Depot Manager Contact no :06852-250332	OM Packers & Movers Koraput Ph.No- 90702 01040	Partha sarathi Swain Ph.no- 9776881126	MRO/Koraput Ph. No. 06852-250206	District Collector, Koraput Name: Abdul M Aktar Ph. No. 06852 252266 (O), 252211 (R)	Asst. Collector Ph.no- 06868-250700/ 06852-251232
42	KRP 06852-251442, 845589 3911, (RLY-84362)	SLN MCH / Koraput	01 KM	Dr. Manoj Kr. Kishan	06852-240242 /25122 2	105 bedded, ambulance, X-ray, Lab, Blood bank	108 / 102	Koraput Blood bank. Ph. No. 06852 252101 60-70 units.	Koraput (Sadar) Police station Ph. No. 06852	CRPF Control room Kolab Nagar/ Koraput	Koraput Fire station Ph. No. 06852 250301/230 320	Pragati, NGO/Contact no:06852-250290/2502 91 Sova, NGO	20	Koraput Bus Stand. Contact No:06852-250332 251289	Koraput Ph.no- 06852-25033 2/9437	Contact No:8280890680 / 9437023637	Thasildar / Koraput Ranjan Kumar Manseth	District Collector, Sri Abdul Md. Aktar. Contact No:06852-250700 /	Sri. Narendranayak Ph- 06852-250477/ 250466

									251241 /245250	Ph. No. 06852 259106/2 50383	Control room: 101	Contact no: 06852- 250241			23543 7		Ph. No. 068682- 250206	251487/768 2951155	
43	MVF 845589 3914, (RLY- 84365)	Koraput Dist. Govt. Hospital	6.5 KM	Dr. A. K. Padhy	06852 250242 /94399 90495	300 bedded, ambulanc e, X-ray, Lab, Blood bank	9439110 402/8093 797362/8 8952035 6/943727 0459/943 7835950	Redcross Blood bank SLN Medicals. Contact No:06852 – 252101/94372 35425 70 unit’s	V. Guntupally/ SP/Koraput Ph. No. 06852- 250900/252 901/943891 6790	OSAP,III rd Battalion, Koraput. Contact No:06752- 251344/1 51335	Koraput Fire station Ph. No. 06852- 250301/230 320/943826 6726/79789 07106 Control room: 101	Pragati, NGO/Contact no:06852- 250290/2502 91 Sova, NGO Contact no: 06852- 250241	20	Koraput Bus Stand. Contact No:06852- 250332 251289	Korap ut Ph.no- 06852- 25033 2/9437 23543 7	Contact No:8280890680 / 9437023637	R.K. Manseth Ph.No- 7750005105	District Collector, Sri Abdul Md. Aktar. Contact No:06852- 250700 / 251487/768 2951155	Rajendra Majhe/ADM Ph.no- 06852- 251212/ 8917414 637
44	JRT 068522 11184, (RLY- 84365)	ALN Hospital, Koraput.	15 km	Dr.	06852- 240242 / 251222	105 beds, ambulanc e, X-ray, Lab, Blood bank	06852- 251440	Redcross Blood bank SLN Medicals. Contact No:06852 – 252101/94372 35425	Koraput (Sadar) Police station Ph. No. 06852 251241	DIG /BSF/Kora put. Contact No:06852- 251002	Koraput Fire station Ph. No. 06852 250301,230 320 Control room: 101	Pragati, NGO/Contact no:06852- 250290/2502 91 Sova, NGO Contact no: 06852- 250241	20	Koraput Bus Stand. Contact No:06852- 250332	Great India Transp ort. Contac t No:06 71- 25479 21	Name of Agency : Contact No:8280890680 / 9437023637	MRO/ P.Tulyamma Contact No:0685423 2265	District Collector, Sri Abdul Md. Aktar. Contact No:06852- 250700 / 251487/768 2951155	District Collector, Sri Abdul Md. Aktar. Contact No:0685 2-250700 / 251487
45	MVG 975244 7166, (RLY- 84512)	State Govt. Hospital/ Borigumma	15 KM	Dr.A.K.Sa rangi	943999 0555	30 beds, ambulanc e, X-ray, Lab.	108	Red Cross / Jaypore Comntact no:06854- 233600	Sadar Police Station/Jeyp ore Police station Contact No. 06854 - 230944/232 011	OSAP,ODR AF ,III rd Battalion, Koraput. Contact No:06742- 536736	Borigumma Contact No:6860280 210	DHAN Foundation, Borigumma. Contact No: 8658742007	10	Jeypore PVT Bus Stand. Depot Manager contact No :814460868 8	Great India Transp ort Jaypor e Contac t no:067 12- 54792 1	M/S Prakash & Co Contact No: 9937856430	MRO/Jeypor e Smt P.Tulya Amma Contact No. 06854 - 232265	District Collector, Sri Abdul M Akhtar Contact No. 06852 250700	Sri Abdul M Akhtar Contact No. 06852 250700

46	CTS 845589 3915, (RLY- 84513)	D.H.H Jeypore	11 KM	Dr B.P.Jena	Contact t No: 0685- 233222 / 233003	100- bedded, ambulanc e, X-ray, Lab.	108	Red Cross / Jeypore Comntact no:06854- 233600	Sadar Police Station/Jey pore Police station Contact No. 06854 - 230944/232 011	OSAP,III rd Battalion, Koraput. Contact No:06742- 536736	Jeypore Fire station Contact No.112 / 06854 230320	Sahaja Helping Hand Contact no: 7008935851	10	Jeypore PVT Bus Stand. Depot Manager contact No :814460868 8	Great India Transp ort Jaypor e Contac t no:067 12- 54792 1	M/S Prakash & Co Contact No: 9937856430	MRO/Jeypor e Smt P.Tulya Amma Contact No. 06854 - 232265	District Collector, Sri Abdul M Akhtar Contact No. 06852 250700	Sri Abdul M Akhtar Contact No. 06852 250700
47	JYP 845589 3916, (RLY- 84514)	Dist Govt. Hospital/Jey pore	2 KM	Dr.B.B.Je na	06854 - 233222 / 233003	100 beds, ambulanc e, X-ray, Lab.	9438314 333 / 108	AVOYA /Jaypore & D.H.Blood Bank Jeypore. Contact No:068542336 00 / 9437955142	Jeypore Sadar Police station Contact No.9438916 928 / 06854- 232344 /230944	OSAP,III rd Battalion, Koraput. Contact No:06742- 536736 / 94373394 63	Jeypore Fire station Contact No.: 06854 230320/112	SAHAJYA the Helping Hand. Contact No:70089353 51	20	Jaypore Priviate Bus Depot. Contact No:9437373 699 / 8144608688	Great India TransP ort , Jaypor e. Contac t No:06 712- 54792 1 / 99384 26277	M/S Prakash Co. Contact No:9937856430	Tahsildar/ Tuliamma. Contact No:06854- 232265	District Collector, Sri Abdul M Akhtar Contact No. 06852 250700	District Collector, Sri Abdul M Akhtar Contact No. 06852 250700
48	DIR 845589 3917, (RLY- 84515)	State Govt. Dist Hospital/Jey pore	10 KM	Dr.B.B. Jana	06854 233222	100 beds, ambulanc e, X-ray, Lab.	9438314 333	AVOYA / Jeypore Contact No:068542336 00 / 9437955142	Jeypore Sardar Police station Cpcontact no:06854- 232344	OSAP , III Battalion, Koraput. Contact No:06742- 536736 / 94373394 63	Jeypore Town. Contact No. 06854 230320	Koraput Red Cross Contact No: 06852- 252101	20	Jaypore Priviate Bus depot Depot Manager, - Contact No:9437373 699	Great India Transp ort Jaypor e. Contac t No:06 712- 54792 1/9938 42627 7	Durga Natak Pabana Guda. Contact No:9438314534	Tuliamma Contact No:06854- 232265	District Collector,/M agistrate Sri Abdul M Aktar Contact No. 06852 250700 / 7655083469	District Collector, /Magistr ate Sri Abdul M Aktar Contact No. 06852 250700 / 7655083 469
49	KDPA 845589 3918,	Sub. Div. Hospital/Jey pore	26	Dr. B.B. Jana	06854- 233222	- 100 bedded, ambulanc	9438314 333/108/ 131	AVOYA/Jeypor e	Jeypore Sadar police Station	OSAP , III rd	Jeypore Fire station	Koraput Red Cross	20	Jaypore Priviate Bus depot	Great India Transp ort	Durga Natak Pabana Guda.	Tuliamma	Sri Abdul M.Aktar IAS	Sri Abdul M.Aktar IAS

	(RLY-84516)		KM			e, X-ray, Lab.		Contact no:06854-233600/9437955142, 500 units.	Ph.No: 06854 232344	Battalion, Koraput. Contact No:06742-536736 / 943733946.	Ph. No. 06854 230320	Ph.No-06852-252101 SAHAJYA the helping hand Ph.No-7008935851		Depot Manager, - Contact No:9437373699	Jeypore. Contact No:06712-547921/9938426277	Contact No:9438314534	Ph. No. 06854 232265	Contact No. 06852 - 250700 / 7655083469	Contact No. 06852 - 250700 / 7655083469
50	CJS 8455893919, (RLY-84517)	C.H.C Kotpad	19 km	Dr.S.P .Muni	Contact No:9439990521	32- beds, ambulance, X-ray, Lab.	108 /Kotpad Town	AVOYA/Jeypore Contact no:06854-233600/9437955142, 500 units.	Kotpad Police station – Contact No. 9438715284	OSAP , III rd Battalion, Koraput. Contact No:06742-536736 / 9437339463	Kotpad Town Contact No:101	Panchabhathi Nagar Jayapore. Contact No:9938934601	10	RTC-Depot. / Kotpad Bus Stand Depot Manager, - Contact no: 8093541855	Great India Transport Jaypore. Contact no:06712-547921 / 9938426277	Durga Natak Pabana Guda. Contact No:9438314534	Tahsildar/Kotpad –Sri Sakti Mahapatro Contact No. 9439318981	District Collector,/Koraput Sri Abdul M.Aktar Contact No. 06852 - 250700 / 7655083469	District Collector, /Koraput Sri Abdul M.Aktar Contact No. 06852 - 250700 / 7655083469
51	KPRR 8455893920, (RLY-84701)	CHC / Kotpad	12 KM	Dr. S.P Muni	9439990521	- 32 bedded, ambulance, X-ray, Lab.	108 & 102	AVOYA/Jeypore Contact no:06854-233600/9437955142, 500 units.	Kotpad Police station – Contact No. 9438715284	OSAP , III rd Battalion, Koraput. Contact No:06742-536736 / 9437339463	Kotpad Town Contact No:101	Panchabhathi Nagar Jayapore. Contact No:9938934601	10	RTC-Depot. / Kotpad Bus Stand Depot Manager, - Contact no: 8093541855	Great India Transport Jaypore. Contact no:06712-547921 / 9938426277	Rishi Bastanba Ph. No-7853040096	Tahsildar/Kotpad -/Sri Shakti Mohapatra Ph. No. 9439318981	District Collector,/Koraput Sri Abdul M.Aktar Contact No. 06852 - 250700 / 7655083469	Sri Abdul M.Aktar Contact No. 06852 - 250700 / 7655083469
52	AGB 9752413947,	CHC Kotpad	16 KM	Dr. S.P Muni	9439990521	- 32 bedded, ambulance, X-ray, Lab.	108 & 102	Mahaveer Govt Hospital Jagdalpur 500 units.	Kotpad Police station - Ph. No. 9438715284	CRPF Cobra Battalion Karanpur Koraput	Kotpad Fire station, Ph. 101/06860283095	Alexzandar M Charian Jagdalpur	30 volunteer's	Kotpad Bus Stand - Ph. No. 8093541855	Baster Parivar Sangh, Jagdalpur	Municipal Corp. Jagdalpur Ph. No-8225035907	Shakti Mahapatro Ph. No. 9439318981	Md. Akhtar IAS Ph. No. 7655083469	Md. Akhtar IAS

	(RLY-84702)									Ph. No. 94252689 41		Ph no 9406480100/ 9131765016			Ph. No-94252 58516				Ph. No. 7655083 469
53	AGZ 975241 3948, (RLY-84703)	Maharani. Hospital Jagdalpur,	15 KM	Dr. Sanjay Prasad	942525 9126	350 bedded, Ambulanc e, X-ray, and Lab.	108	Govt. Hospital Jagadalpur- 9425259126/8 962356271 500 units.	Nagarnar Police station Ph. No. 07782 265232/947 9194018	CRPF Cobra Battalion Karanpur Koraput Ph. No. 94252689 41	Jagdalpur Fire station Ph. No. 07782- 222899 Control room: 101	Alexzandar M Charian Jagdalpur Ph no 9406480100/ 9131765016	30 volunt eer's	RTC- Depot./Jagd alpur Depot Manager, Ph. No. 07782 222718	Baster Parivar Sangh, Jagdal pur Ph. No-94252 58516	Municipal Corp. Jagdalpur Ph. No- 8225035907	Pushpraj Patra Ph.No.07782 222368/947 9019290	Sri. Chandan Kumar IAS Ph. No. 07782 222304(O), 222693 (R) Cell No. 7354040265	Sri. Chandan Kumar IAS Ph. No. 07782 222304(O), 222693 (R) Cell No. 7354040 25
54	NKX 934691 6298 (RLY-84704)	PHC Adawal Maharani. Hospital Jagdalpur,	1.5 KM 15 KM	Dr. T.S. Nag Dr. Sanjay Prasad	831947 0036 942525 9126	10 Bed 150 bedded, Ambulanc e, X-ray, and Lab.	108	MahaRani Hospital ,Jagadalpur Contact No:896235627 500 units.	Bodhghat Police station, Jagdalpur Ph. No. 07782 222448/947 9194016	CRPF Battalion – 80 /Jagadalp ur Contact No:94791 94549	Jagdalpur Fire station Ph. No. 07782- 222899/112 Control room: 101	Alexandar M Charan , Jagadalpur. Contact No:94064801 00	25	RTC- Depot./Jagd alpur Depot Manager, Contact No. 0778222412 6	Bastar Pariwa han Sangh, Jagada lpur Contac t No:94 25258 516 / 72474 99000	M/s. Paramjeet Singh/Jagdalpur Ph. No. 07782 222368/94790192 90	Pushpraj Patra Ph.No.07782 222368/947 9019290	Sri. Chandan Kumar IAS Ph. No. 07782 222304(O), 222693 (R) Cell No. 7354040265 93	Sri Pankaj Kumar (PA to Collector):Contact no:25245 5 / 252406 / 9407916 416
55	JDB 975241 3950, 07782- 222408, (RLY-84760)	MahaRani Hospital , Jagadalpur.	2.5 KM	Dr.Sanjay Prasad.	942525 9126	Super Specialty / 350 beds,	108	MahaRani Hospital ,Jagadalpur Contact No:896235627 1	Bodha Ghat Police station, Contact No:9479194 016	CRPF Battalion – 80 /Jagadalp ur Contact No:94791 94549	Municipal corp ,Jagadalpur 100	Alexandar M Charan , Jagadalpur. Contact No:94064801 00	25	RTC- Depot./Jagd alpur Depot Manager, Contact No. 0778222412 6	Bastar Pariwa han Sangh, Jagada lpur Contac t No:94 25258 516 /	Muncipoal Corporation , Jagadalpur. Contact No:8225035907	MRO/ Sri PuspaRaj Patra Contact NO: 07782- 222368 / 9479019290	District Collector,/ Jagdalpur Sri Chandan Kumar Contact No. 07782 - 222693 / 7354040265	Sri Pankaj Kumar (PA to Collector):Contact no:25245 5 / 252406 / 9407916 416

															72474 99000				
56	KMEZ 975241 3951, (RLY- 84705)	M.K. Hospital ,Dimara pal.	1.7 km	Dr. A.K.Saho o	07782- 292838	650 beds/Sup er Specialty /Hospital	102 / 108	Maharani Hospital Jagadapur- Contact no: 6854233003 / 07782225958	Parapa Police station, Contact Np:9479194 016	RPF/ Jagadalu r. Contact No:97242 84174	Jagadpur Fire station Control room: 101	Bastar Samaik Janvikas Samiti. Jagadapur. Contact No:94242841 74	25	RTC- Depot./Jagd alpur Depot Manager, Contact No:0778222 4126	Bastar Pariwa han Sangh, Jagada lpur Contac t No:94 25258 516	Municipal Corporation , Jagadapur. Contact No:8225035907	MRO/ Sri PuspaRaj Patra Contact NO: 07782- 222368 / 9479019290	District Collector,/ Jagadapur Sri Chandan Kumar Contact No. 07782 - 222693 / 7354040265	Sri Deepak Soni. Contact No: 07856- 252455 /07856- 252406
57	TPQ 975241 3952, (RLY- 84706)	Govt. Hospital Taokapal	01 km	Dr.S.K .Metur	942420 6907	20 beds ,and Lab.	108	Maharani Hospital / Jagadapur Contact no:896235627 1.	Parapa Police station, Contact No: 9479194017	CRPF Batalion - 80 / Jagadalu r. Contact No:94791 94549	Municipal Corporation , Jagadapur. Contact No:100 / 07782- 222899	Alexandra M . Cherian, Jagadapur. Contact No:94064801 00	25	Tokopal Bus Stop. Contact No: 0778222412 6	Bastar Pariwa han Sangh, Jagada lpur. Contac t no:942 52585 16 / 72474 99000	Municipal Corp . Jagadapure. Contact No:8225035907	MRO/ Tokopal. Jolly James Contact No:9424291 946	District Collector,/ Jagadapur Sri Chandan Kumar Contact No. 07782 - 222693 / 7354040265	Pankaj Mishra (P.A to Collector) Contact No:0785 6-252455 / 252406/ 9407916 416
58	BDXX 975241 3953, (RLY- 84707)	M.K.M. Hospital Jagadapur,	15 KM	Dr. A.K. Sahu	07782 - 292838	650 beds,Supe r Specialty .	108 Tokopal	G.M.C. Hospital Jagadapur- 07782-292879	Kodanar Police station, Contact No:9479194 019	CRPF Battalion 80 /Jagadalu r. Contact No:94791 94549	Municipal Corporation , Jagadapur. Contact No:100 / 07782- 222899	Alexandra M . Cherian, Jagadapur. Contact No:94064801 00	25	Tokopal Bus Stop. Contact No: 0778222412 6	Bastar Pariwa han Sangh, Jagada lpur. Contac t no:942 52585 16 / 72474 99000	Municipal Corp . Jagadapure. Contact No:8225035907	MRO/ Tokopal. Jolly James Contact No:9424291 946	District Collector,/ Jagadapur Sri Chandan Kumar Contact No. 07782 - 222693 / 7354040265	Pankaj Mishra (P.A to Collector) Contact No:0785 6-252455 / 252406/ 9407916 416

59	DMK 975241 3954, (RLY- 84708)	M.K Hospital Dimarapal	27 KM	Dr. A.K.Saho o	07782- 292838	Super Specialty Hospital /650 beds,	102 / 108 Tokapal	GOVT .Medical College Hospital, Jagadalpur. Contact no:077822928 79	Kodanar Police station, Contact No:9479194 019	CRPF /Jagadalp ur Conatact No:94791 94549	Jagdalpur Fire station Control room: 101	Alexandra M . Cherian, Jagadalpur. Contact No:94064801 00	25	RTC- Depot./Jagd alpur Depot Manager, Ph. No. 07782 - 224126	Bastar Pariwa han Sangh, Jagada lpur.C ontact no:942 52585 16	Municipal Corp . Jagadalpure. Contact No:8225035907	Mrs Asha Mourya Contact No.07782 222368	District Collector,/ Chanda n Kumar. Contact no07782- 222693 / 7354040265	Sri Pankaj Mishra (PA to Collector) Contact No:0785 6-252455 / 9407916 416
60	SZY 975241 3955, (RLY- 84709)	Govt. Hospital Kilepal	03 KM	Dr.D.P.Bh aradwaz	07782- 22367	50 bedded, Ambulanc e, X-ray, and Lab.	108	Maharani Hospital Jagadalpur- 6854233003	Kodanar Police station, Contact No:9479194 019	RPF Jagadalpu r. Contact No:97242 84174	Jagdalpur Fire station Control room: 101 Contact No:07782- 222454	Bastar Samaik Janvikas Samiti, Jagadalpur. Contact No:94242841 74	25	RTC- Depot./Jagd alpur Depot ManagerCon tact No:7782224 126	Bastar Pariwa han Sangh Sangh, Jafadal pur. Contac t No:94 25258 516	Municipal Corporation . Jagadalpur. Contact No:8225035907	MRO/ Viveka Nand Sinha,Basten ar. Contact no:07782- 222752 / 222753.	District Collector,/ Sri Chanda n Kumar. Contact No:7354040 265 07782- 222693/222 336	Sri Deepak Soni . Contact No:0785 6-252455 / 07856- 252406
61	KMSD 975241 3956, (RLY- 84710)	Govt. Hospital Kilepal,	15 KM	Dr.Bhard waj	786228 0244	10 beds, Lab.	7862280 244	Maharani Hospital Jagadalpur- 6854233003	Kodanar Police station, Contact No:9479194 019	RPF Jagadalpu r. Contact No:97242 84174	Jagdalpur Fire station Control room: 101	Bastar Samaik Janvikas Samiti, Jagadalpur. Contact No:94242841 74	25	RTC- Depot./Jagd alpur Depot ManagerCon tact No:7782224 126	Bastar Pariwa han Sangh Sangh, Jafadal pur. Contac t No:94 25258 516	Municipal Corporation . Jagadalpur. Contact No:8225035907	Sri Jayakumar Nag (Bastar) Contact No:7722870 906	District Collector,/ Sri Chanda n Kumar. Contact No:7354040 265 07782- 222693/222 336	Sri Deepak Soni . Contact No:0785 6-252455 / 07856- 252406
62	KKLU 975241 3957, (RLY- 84811)	CHC Kaklur	01 km	Dr. Gulshan Kumar	786228 0245	04 beds.	7862280 245	Dist Hospital Blood Bank. Denteawada.	Kodanar Police station, Contact No:9479194 019	RPF Danteawa da. Contact No:97524 13915	Jagdalpur Fire station Control room: 101	Bastar Samaik Janvikas Samiti ,Jagadalapur.	25	Municipal Corp . Jagadalpur. Contact No:8225035 907	Bastar Pariwa han Sangh ,Jagad alpur.	Municipal Corp . Jagadalpur. Contact No:8225035907	Sri Jayakumar Nag (Bastar) Contact No:7722870 906	District Collector,/ Sri Chanda n Kumar.	Sri Deepak Soni . Contact No:0785 6-252455

								Contact No:07856- 252830				Contact No:94242841 74			Contact t No:94 25258 516			Contact No:07782- 222693	/ 07856- 252406
63	KWGN 975241 3958, (RLY- 84812)	Govt. Hospital, Dantewara	26 KM	Dr. Sanjay Kshyap	07856 252830	100beds, Ambulanc e, X-ray, and Lab.	108 / 102	GOVT Hospital . Denteawsda Contact No:078562522 50	Katak Kalyan Police station. Contact No. 07858 272237.	CRPF II nd Battalion Dantewad a Contact No:07856 252624.	Nagar Palik Fire station , Dantewada. Contact No:101 Control room: 101	Women & Child Development , Dantewada. Contact No:07856252 248.	20	Danteawada Bus depot. Contact No:8120578 031	Bastar Pariwa han Sangh ,Jagad alpur. Contac t No:94 25258 516	Municipal Corp . Jagadalpur. Contact No:8225035907	MRO/ Yasoda Keturap Contact NO:0785627 2237 / 9479194319	District Collector,/ / Sri Vineet Nandanwaar . Contact No:0785625 2455	District Collector, / Sri Vineet Nandanw aar Contact No:0785 6252455
64	DBF 975241 3959, (RLY- 84813)	CHC ,Geedam	20 KM	BMO Geedam	07856- 244454	50 bedS, Ambulanc e, X-ray, and Lab.	108	Dist hospital Blood Bank ,Dantewada. Contact No:078562528 30	Gidam police Station,Cont act no:7856244 437	RPF / POST Dantewar da. Contact No:97524 13915 / 89128848 54	Dantewada Contact no:101	Women & Child Development . Contact No:07856- 252248	20	Bus depot Dantewada. Contact no:9424227 9281	Manes h Travels Bachel i Contac t no:785 72315 81	M/s. Sarada Projects Pvt. Ltd., Bachel, JCO Ph. No. 07857 230456	MRO/DWZ Contact No:9399642 611	District Collector,/ / Dantewara Sri Vineet Nandanwaar . Contact No:7587724 910	07856 - 252455
65	GIZ 975241 3960, (RLY- 84814)	CHC ,Geedam	04 KM	BMO Geedam	07856- 244454	50 bedS, Ambulanc e, X-ray, and Lab.	108	Dist hospital Blood Bank ,Dantewada. Contact No:078562528 30	Gidam police Station,Cont act no:7856244 437	RPF / POST Dantewar da. Contact No:97524 13915 / 89128848 54	Dantewada Contact no:101	Women & Child Development . Contact No:07856- 252248	20	Bus depot Dantewada. Contact no:9424227 9281	Manes h Travels Bachel i Contac t no:785 72315 81	M/s. Sarada Projects Pvt. Ltd., Bachel, JCO Ph. No. 07857 230456	MRO/DWZ Contact No:9399642 611	District Collector,/ / Dantewara Sri Vineet Nandanwaar . Contact No:7587724 910	07856 - 252455

66	DWZ 934691 6300, (RLY- 84815)	Govt. Hospital, Dantewara	3 KM	Dr.Desh Deepak	07856- 252830	50 beds, Ambulanc e, X-ray, and Lab.	108	Dist Hospital ,Blood Bank,Dantewd a. Contact No:078562522 50.	Kotwali Dantewada. Contact No:7856252 204	CRPF III Rd Battalion Karli,Dant ewada. Contact No:07856 252624	Dantewada 101	Women & Child Development Contact No:07856- 252248	20	Bus depot Dantewada. Contact no: 8120578031	Manes h Travels Bachel i Contac t no:785 72315 81	M/s. Sarada Projects Pvr. Ltd., Bachel, JCO Ph. No. 07857 230456	MRO/DWZ Surendra Singh Thakur Contact No:9424297 984	District Collector/ Dantewara Sri Vineet Nandanwar. Contact No:0785625 2455 / 7587724910	Sri Vineet Nandanw ar. Contact No:0785 6252455 / 7587724 910
67	KMLR 975241 3962, (RLY- 84816)	Govt. Hospital, Dantewara	16 KM	Dr. S. K. Mandal	07856 252830	50 bedded, Ambulanc e, X-ray, and Lab.	108 / 102/ 133	Dist Hospital ,Blood Bank,Dantewd a. Contact No:078562522 50	Kamalur Police station. Ph. No. 9479194311	CRPF III Rd Battalion Karli,Dant ewada. Contact No:07856 252624	Nagar Palika Dantewada Ph. No.-101	Women & Child Development Contact No:07856- 252248	20	Bus depot Dantewada. Contact no: 8120578031	Manes h Travels Bachel i Contac t no:785 72315 81	M/s. Sarada Projects Pvr. Ltd., Bachel, JCO Ph. No. 07857 230456	MRO/Kamlu r Sri Surendra Singh Thakur Ph. No. 9424297984	District Collector/ Dantewara Sri Vineet Nandanwar. Contact No:0785625 2455 / 7587724910	Sri Vineet Nandanw ar. Contact No:0785 6252455 / 7587724 910)
68	BHNS 975241 3963, (RLY- 84817)	NMDC Hospital ,Bachel	11 KM	Dr.	Contac t No:078 57- 230050 /23055 0	25 bedded, Ambulanc e, X-ray, and Lab.	GOVT Hospital Danteaw ada,108/ 102	NMDC Hospital,Bache li Contact No:07857- 230050	Bhansi Police station. Contact No. 9479194328	Para Military force, RPF/KRDL Contact No. Rly:84895, 97524139 16	Bachel Nagaar palica Parishad. Contact no:0785725 2455	Adivasi Sang ,Bachel. Contact no:78572315 81	10	Bachel Bustand Contact No: 0785725547 6	Manes h Travels Bachel i Contac t no:785 72315 81	Pooja Constructions ,Bachel. Contact No:07857230505	MRO/DWZ Vivek Chandra. Contact no:0785625 2386	District Collector,/ Sri Vinit Nandanwar Contact no:0785625 2455	Siddhart h Tiwari – SP.Dannt ewara. Contact No:0785 6252224
69	BCHL 934691 6335,	Railway Health Unit, Bachel	0.5 KM	Dr T.Uday Kiran	975244 7150	03 bedds , Lab.	0785725 5500 / 108	GMC Hospital, Bachel	Bachel Police station.	CISF Unit, Bachel	CISF Bachel Fire station	Being Human /Bachel	25	Bachel Bustand Contact No: Contact No:9425591153	B.T.O. A. Contac t No:99	SJJ Constractions Bachel Contact No:9425591153	MRO/ Abhisheak Tiwari	District Collector,/ Sri Vinit Nandanwar	D.M Danteaw ada.Cont act

	(RLY-84818)						Contact No:07782-292879	Ph. No. 07857 - 230337	Contact No:07857-231161	Contact No:3333(NM DC)	Contact No:9425594556		07857255476	93723787		Contact No: 8461887770	Contact no:07856252455	No:07856252401.	
70	KRDL 9752413965, (RLY-84906)	Railway Health Unit /KRDL	0.5 KM	Dr T.Uday Kiran	9752447150	03 bedds , Lab.	07857255500 / 108	NMDC Project Hospital, Blood Bank ,Kirandul. Contact No:0785725522	Kirandul Ward no:17 Contact No:07857-255430 / 9479194315	Para Military force,(CIS F Baric Kirandul Condat No:07857-255353.	Municipal office ,Kirandul. Contact No:07857256099	Gayatri Gramoham Seva Samiti. Contact No:940603305	25	Kirandul Bus stand . Contact No:07857255476.	B T O A Kirandul. Contact no:9303355424	Kirandul. 07856252648	MRO/DWZ Vivek Chandra. Contact no:07856252386	District Collector,/ Sri Vinit Nandanwar Contact no:07856252455	D.M Dantewada.Cont act No:07856252401.
KRPJ-SPRD SECTION																			
71	DMRT 8455893910, (RLY-84465)	PHC Dumuriput 8249582611	01 km	Dr	8249582611	05 Beds , Lab	Contact No: 7854050027/ 9937270459/ 7978996612	HAL Hospital/Koraput Blood bank, Contact No:06853-220234/06852-252101	PS Dumuriput Contact No:9437784985	BSF Post , Koraput. Contact No:06852-251002/250383	Koraput Fire station (101) Contact No :06852250301	Pragati: 06852250241 SOVA: 06852250291	25	Bus Depot /Koraput. Contact No:06852-250332/251487	Jagat Janani , Koraput. Contact No:8048371637	Mahaveer Earth Movers . Contact No: 06852220737/9437954557	Tahsildar/ Koraput, Contact No:06852-250206	District Collector/ Sri Abdul Akhtar. Contact No: 06852-250700/251487	Tahsildar/ Koraput, Contact No:06852-250206
72	DMNJ 8455893909, (RLY-84466)	1. S.L.N MCH / Koraput Ph-06852240242 / 251222 2. CHC / Mathalput	25 KM	Dr. K. Ch. Biswal Dr.Tapan Ranjan Behara	9937175858	300 Super Speciality, bedded, X-ray, Lab, Blood bank 28 bedded, X-ray, Lab,	108 / 7854050027 / 7978996612 60-70 units DHH Jeypore Ph-06854233600	SLN MCH Koraput, Ph. No. 06852-252101 60-70 units DHH Jeypore Ph-06854233600	Police station/ Sonabeda Ph. No. 06853-2222222 SP/Koraput Ph-06852250901	BSF Koraput Ph-06852-251002 / 250383	Koraput Fire Station Ph. No. 06852-250301 Similiguda Fire Station Ph-06853-255244	Pragati Ph-06852-250241 SOVA Ph-06852-250291	25 15	RTC - KoraputPh. No. 06852-250332 / 251487	Jagat Janani Koraput Ph-8048371637	Mahaveer Earth Movers Koraput Ph-06852-220737 / 9437954557	Tahsildar/ Similiguda Jyothi Rath Ph. No: 06853-225599 / 943709220	District Collector/ Koraput. Abdul. M. Aktar Ph. No. 06852-250700 / 251487	Thasildar / Koraput Ph-06852-250206

			7 Km		06853 25311 3	Blood bank													
73	BGUA NO NET WORK, (RLY- 84467)	PHC / Mathalput	10 KM	Dr.Tapan Ranjan Behara	06853 25311 3	28 bedded, X-ray, Lab, Blood bank	78540500 27 / 79789966 12	Koraput Blood bank, Ph. No. 06852 252101 60-70	Kakrigumma Police station. Ph. No. 9438916800	OSAP 3rd Battalion Koraput Ph- 06852- 251580 / 251002 / 250383	Similiguda Fire Station Ph. No. 06853- 255244	Pragati Ph-06852- 250241 SOVA Ph-06852- 250291	20 15	RTC - KoraputPh. No. 06852- 250332 / 251487	Jagat Janani Korap ut Ph- 80483 71637	Mahaveer Earth Movers Koraput Ph-06852-220737 / 9437954557	Tahsildar/ Similiguda Jyothi Rath Ph. No: 06853- 225599 / 943709220	District Collector/ Koraput. Abdul. M. Aktar Ph. No. 06852- 250700 / 251487	Thasildar / Koraput Ph- 06852- 250206
74	KKGM 845589 3908, (RLY- 8446)	CHC / Kakrigumma	01 KM	Dr. Kumudan Kundu	79786 54341	06 bedded, X-ray, Lab.	108 / 102	Koraput Blood bank, Ph. No. 06852 252101 60-70 units	Kakrigumma Police station. Ph. No. 9438916800	OSAP 3rd Battalion Koraput Ph- 06852- 251580 / 251002 / 250383	Lakshmpur Fire Station Ph. No. 9437738833 / 101	Junior Red Cross Kakrigumma Ph- 9668899372 / 8917283188	10	Sri Durga Travels Sonabeda Ph- 7947425328	Jagat Janani Korap ut Ph- 80483 71637	Mahaveer Earth Movers Koraput Ph-06852-220737 / 9437954557	Thasildar/LK MR Tapan Kumar Naik ph. No: 7008551662	District Collector/ Koraput. Abdul. M. Aktar Ph. No. 06852- 250700 / 251487	Tapan Kumar Naik ph. No: 70085516 62.
75	LKMR 845589 3907, (RLY- 85860)	Govt. Hospital / Lakshmpur.	2KM	Dr. Naba Kishore Kandu	94399 90525	30 bedded, Ambulanc e, X-ray, Lab	108 / 102	Nalco Hospital Blood Bank Damanjodi Ph- 06852- 254515 60-70 units	Lakshmpur Police station Ph. No. 100 / 9438916806	OSAP 3rd Battalion Koraput Ph- 06852- 251580	Lakshmpur Fire Station Ph. No. 9437738833 / 101	Red Cross Koraput Ph- 0685423360 0	25	Sri Durga Travels Sonabeda Ph- 7947425328	Raj Tours & Travels Korap ut Ph- 79472 93109	Shanthi JCB Rayagada Ph. No. 6865622845	Thasildar/LK MR Tapan Kumar Naik ph. No: 7008551662	District Collector/ Koraput. Abdul. M. Aktar Ph. No. 06852- 250700 / 251487	Tapan Kumar Naik ph. No: 70085516 62.

76	SGRM 845588 1117, (RLY- 85865)	CHC / Tikri	15 KM	Dr. D.V.S. Tarun	96526 56667	02 bedded,	108	DHH Blood Bank / RGDA, Ph. No. 06856 236465 60-70 units	Tikiri Police station Ph. No. 9438117030	CRPF Control room, Kolab Nagar/ Koraput Ph. No. 0671- 244259	UAIL Tikri Fire station, Ph.No. 7752021333	Bharathi NGO Tikri Ph.No. 06857- 251225	25	Bus Depot, Tikri, Ph. No. 9124045772	Swift Pack Expres s, Tikri Ph- 79473 13357	S.K. Agency, Rayagada Ph. No. 7735607734	Tahsildar/ Kusha Garada, Ph. No: 7653836623	District Collector/ Koraput. Abdul. M. Aktar Ph. No. 06852- 250700 / 251487	Tapan Kumar Naik ph. No: 70085516 62
77	TKRI 845589 3906, (RLY- 85864)	CHC / Tikri	01 KM	Dr. D.V.S. Tarun	96526 56667	02 bedded,	108	DHH Blood Bank / RGDA, Ph. No. 06856 236465 60-70 units	Tikiri Police station Ph. No. 9438117030 / 06855- 266014	CRPF Control room, Kolab Nagar/ Koraput Ph. No. 0671- 244259	1. UAIL Tikri Fire station, Ph.No. 7752021333 2. Rayagada Fire Station 101 / 06856- 222327	Bharathi NGO Tikri Ph.No. 06857- 251225	25	Bus Depot, Tikri, Ph. No. 9124045772	Swift Pack Expres s, Tikri Ph- 79473 13357	S.K. Agency, Rayagada Ph. No. 7735607734	Tahsildar/ Kusha Garada, Ph. No: 7653836623	District Collector/ Koraput. Abdul. M. Aktar Ph. No. 06852- 250700	Abdul. M. Aktar Ph. No. 06852- 250700
78	RUL NO NET WORK, (RLY- 85865)	Govt. Hospital / Tikri	17 KM	Dr. D.V.S. Tarun	Ph- 06855 - 28600 4 Cell- 96526 56667	02 bedded,	108	DHH Blood Bank / RGDA, Ph. No. 06856 236465 60-70 units	Tikiri Police station Ph. No. 9438117030 / 06855- 266014	CRPF Control room, Kolab Nagar/ Koraput Ph. No. 0671- 244259	1. UAIL Tikri Fire station, Ph.No. 7752021333 2. Rayagada Fire Station 101 / 06856- 222327	Bharathi NGO Tikri Ph.No. 06857- 251225	25	Bus Depot, Tikri, Ph. No. 9124045772	Swift Pack Expres s, Tikri Ph- 79473 13357	S.K. Agency, Rayagada Ph. No. 7735607734	Tahsildar/ Kusha Garada, Ph. No: 7653836623	District Collector/ Koraput. Abdul. M. Aktar Ph. No. 06852- 250700	Abdul. M. Aktar Ph. No. 06852- 250700
79	LLGM NO NET WORK,	ESI Hospital / JK Pur.	30 KM	Dr. Suman Kumar	06856 23376 5	20 bedded, Ambulanc	108 / 102	DHH Blood Bank / RGDA, Ph. No. 06856 236465	Police station / JKpur Ph. No. 9438367752	CRPF IV Battalion Rayagada	Rayagada Fire station, Ph.No. 06856-	Prishan Foundation Rayagada,	25	Rayagada Bus Stand Ph. No. 9437109461	Swift Pack Expres s, Tikri	S.K. Agency, Rayagada	Tahsildar/ Kusha Garada, Ph.	District Collector/ Rayagada	S. V. V. Rao

	(RLY-85866)					e, X-ray, Lab.,			/ 9437080482	Ph. No. 06856-299943	222327 / 101 / 112	Ph.No. 9040552228			Ph-79473 13357	Ph. No. 7735607734	No: 7653836623	M. Swadha Dev Singh	Ph-63701476 26
80	BLMK 845588 1116, (RLY-85749)	ESI Hospital / JK Pur.	30 KM	Dr. Suman Kumar	06856 23376 5	20 bedded, Ambulance, X-ray, Lab.,	108 / 102	DHH Blood Bank / RGDA, Ph. No. 06856 236465	Police station / JKpur Ph. No. 9438367752 / 9437080482	CRPF IV Battalion Rayagada Ph. No. 06856-299943	Rayagada Fire station, Ph.No. 06856-222327 / 101 / 112	Prishan Foundation Rayagada, Ph.No. 9040552228	25	Rayagada Bus Stand Ph. No. 9437109461	Swift Pack Express, Tikri Ph-79473 13357	S.K. Agency, Rayagada Ph. No. 7735607734	Tahsildar/ Kusha Garada, Ph. No: 7653836623	District Collector/ Rayagada M. Swadha Dev Singh Ph. No. 06856-222245	S. V. V. Rao Ph-63701476 26
81	SKPI 845589 3905, (RLY-85748)	ESI Hospital / JK Pur.	13 KM	Dr. Suman Kumar	06856 23376 5	20 bedded, Ambulance, X-ray, Lab.,	Rayagada /ph-82001296 69	DHH Blood Bank / RGDA, Ph. No. 06856 236465	Police station / JKpur Ph. No. 9438367752 / 9437080482	CRPF IV Battalion Rayagada Ph. No. 06856-299943	Rayagada Fire station, Ph.No. 06856-222327 / 101 / 112	Prishan Foundation Rayagada, Ph.No. 9040552228	25	Rayagada Bus Stand Ph. No. 9437109461	Chandan Transport Company/ Bhimrao Ph-99878 33445	S.K. Agency, Rayagada Ph. No. 7735607734	Tahsildar/ Rayagada Sri. Tapas Rout Ph. No: 8249392773	District Collector/ Rayagada M. Swadha Dev Singh Ph. No. 06856-222245	S. V. V. Rao Ph-63701476 26
82	KTGA 845589 3904, (RLY-85747)	ESI Hospital / JK Pur.	11 KM	Dr. Suman Kumar	06856 23376 5	20 bedded, Ambulance, X-ray, Lab.,	Rayagada /ph-82001296 69	DHH Blood Bank / RGDA, Ph. No. 06856 236465	Police station /Chandili/ JKpur Ph. No. 9438367752 / 9437080482	CRPF IV Battalion Rayagada Ph. No. 06856-299943	Rayagada Fire station, Ph.No. 06856-222327 / 101 / 112	Prishan Foundation Rayagada, Ph.No. 9040552228	25	Rayagada Bus Stand Ph. No. 9437109461	Chandan Transport Company/ Bhimrao Ph-99878 33445	S.K. Agency, Rayagada Ph. No. 7735607734	Tahsildar/ Rayagada Sri. Tapas Rout Ph. No: 8249392773	District Collector/ Rayagada M. Swadha Dev Singh Ph. No. 06856-222245	S. V. V. Rao Ph-63701476 26

83	SPRD 845589 3901, (RLY- 85736)	ESI Hospital / JK Pur.	2 KM	Dr. Suman Kumar	06856 23376 5	20 bedded, Ambulanc e, X-ray, Lab.,	Rayagada /ph- 82001296 69	DHH Blood Bank / RGDA, Ph. No. 06856 236465	Police station /Chandili/ JKpur Ph. No. 9438367752 / 9437080482	CRPF IV Battalion Rayagada Ph. No. 06856- 299943	Rayagada Fire station, Ph.No. 06856- 222327 / 101 / 112	Prishan Foundation Rayagada, Ph.No. 9040552228	25	Rayagada Bus Stand Ph. No. 9437109461	Chand an Transp ort Compa ny/ Bhimr ao Ph- 99878 33445	Trilochan Panda, H.No. 275/Hal town ship, Sunabeda, Orissa. Ph. No. 06853 220737	Tahsildar/ Singpur Sri Tapas Rout , Ph. No: 8249392773	District Collector/ Rayagada M. Swadha Dev Singh Ph. No. 06856- 222245	S. V. V. Rao Ph- 63701476 26
RGDA-VZM SECTION																			
84	RGDA 845589 3900, (RLY- 85662)	DHH / RAYAGADA	1.6KM	Dr. LAL MOHAN ROUTRAY	06856 - 23560 3 / 94399 88501	129 bedded, Ambulanc e, X- ray,OT,La b.,	8200129669 / 108 / 102	DHH/RG DA, Ph. No. 06856- 236465	Rayagada Town Police station Ph. No. 06856- 224504	CRPF IV Battalion Rayagada Ph. No. 06856- 299943	Rayagada Fire station, Ph.No. 06856- 222327 / 101 / 112	Prishan Foundation Rayagada, Ph.No. 9040552228	25	Rayagada Bus Stand Ph. No. 9437109461	Chand an Transp ort Compa ny Sri. Bhimr ao Ph- 99878 33445	S.K. Agency, Rayagada Ph. No. 7735607734	Tahsildar/ Rayagada Sri. Tapas Rout Ph. No: 8249392773	District Collector/ Rayagada M. Swadha Dev Singh Ph. No. 06856- 222245	S. V. V. Rao Ph- 6370147 626
85	LXD 845589 3924, (RLY- 85735)	DHH / RAYAGADA	8KM	Dr. LAL MOHAN ROUTRAY	06856 - 23560 3 / 94399 88501	129 bedded, Ambulanc e, X- ray,OT,La b.,	8200129669 / 108 / 102	DHH/RG DA, Ph. No. 06856- 236465	Rayagada Town Police station Ph. No. 06856- 224504	CRPF IV Battalion Rayagada Ph. No. 06856- 299943	Rayagada Fire station, Ph.No. 06856- 222327 / 101 / 112	Prishan Foundation Rayagada, Ph.No. 9040552228	25	Rayagada Bus Stand Ph. No. 9437109461	Chand an Transp ort Compa ny Sri. Bhimr ao Ph- 99878 33445	S.K. Agency, Rayagada Ph. No. 7735607734	Tahsildar/ Rayagada Sri. Tapas Rout Ph. No: 8249392773	District Collector/ Rayagada M. Swadha Dev Singh Ph. No. 06856- 222245	S. V. V. Rao Ph- 6370147 626

86	JMPT 845589 3923, (RLY- 85734)	CHC / Jemedipeta	01 KM	Dr. P. K. Subudhi	70086 81186	6 bedded, Ambulanc e, X-ray, Lab.,	8200129669 / 108	DHH Blood Bank / RGDA, Ph. No. 06856 236465	Seshkal Police station Ph. No – 7008396966 / 7077664435	CRPF IV Battalion Rayagada Ph. No. 06856- 299943	Rayagada Fire station, Ph.No. 06856- 222327 / 101 / 112	Prishan Foundation Rayagada, Ph.No. 9040552228	25	Rayagada Bus Stand Ph. No. 9437109461	Chand an Transp ort Compa ny Sri. Bhimr ao Ph- 99878 33445	S.K. Agency, Rayagada Ph. No. 7735607734	Tahsildar/ Rayagada Sri. Tapas Rout Ph. No: 8249392773	District Collector/ Rayagada M. Swadha Dev Singh Ph. No. 06856- 222245	S. V. V. Rao Ph- 6370147 626
87	KNRT 897808 1978, (RLY- 85733)	Area Govt. Hospital, Parvatipuram (PVP)	2 KM	Dr. V. Kameswa ri	08963 - 22128 1 / 94401 89144	100 bedded, Ambulanc e, X-ray, Lab.,	9652111049 / 108	Govt. Hospital /PVP Ph. No. 9912991 258	Komarada Police station Ph-08963- 224673/2245 339 Cell- 9121109470	Vth Battalion, Chintalava Isa Ph.no: 08922- 226380	Parvatipura m Fire station Ph. No. 08963 221101	LIONS Club, PVP Ph.No- 9441813565	18	RTC depot/ Parvatipura m (PVP) Ph. No. 08963- 221233	Ravi Transp oratio n/PVP Ph. No. 79815 52188	Sri. M Shankar Rao 9494331236	MRO/Parvat hipuram N. Srinivasa Rao Ph. No. 9849842112	District Collector/ Parvatipura m Sri. Nishanth Kumar IAS Ph. 08963- 293046	Sri. Nishanth Kumar IAS Ph. 08963- 293046
88	GMDA 897808 1977, (RLY- 85732)	Area Govt. Hospital, Parvatipuram (PVP)	12 KM	Dr. V. Kameswa ri	08963 - 22128 1 / 94401 89144	100 bedded, Ambulanc e, X-ray, Lab.,	9652111049 / 108	Govt. Hospital /PVP Ph. No. 9912991 258	Komarada Police station Ph-08963- 224533 / 9121109470	Vth Battalion, Chintalava Isa Ph.no: 08922- 226380	Parvatipura m Fire station Ph. No. 08963 221101	LIONS Club, PVP Ph.No- 9441813565	18	RTC depot/ Parvatipura m (PVP) Ph. No. 08963- 221233 / 9959225621	Ravi Transp oratio n/PVP Ph. No. 79815 52188	Sri. M Shankar Rao 9494331236	Thasildar/Ko marada Ph-08963- 221076	District Collector/ Parvatipura m Sri. Nishanth Kumar IAS Ph. 08963- 293046	Sri. Nishanth Kumar IAS Ph. 08963- 293046
89	PVP 897808 1976, (RLY- 85731)	Area Govt. Hospital, Parvatipuram (PVP)	2 KM	Dr. V. Kameswa ri	08963 - 22128 1 / 94401 89144	100 bedded, Ambulanc e, X-ray, Lab.,	9652111049 / 108	Govt. Hospital /PVP Ph. No. 9912991 258	Parvatipura m Town Police station Ph. No. 08963- 221033 / 100	Vth Battalion, Chintalava Isa Ph.no:	Parvatipura m Fire station Ph. No. 08963 221101	LIONS Club, PVP Ph.No- 9441813565	18	RTC depot/ Parvatipura m (PVP) Ph. No. 08963- 221233 / 9959225621	Ravi Transp oratio n/PVP Ph. No.	Sri. M Shankar Rao 9494331236	MRO/Parvat hipuram N. Srinivasa Rao	District Collector/ Parvatipura m Sri. Nishanth Kumar IAS	Sri. Nishanth Kumar IAS Ph. 08963- 293046

	897828 1534, (RLY- 85737)								08922- 226380						79815 52188		Ph. No. 9849842112	Ph. 08963- 293046	
90	SNM 897808 1975, (RLY- 85730)	PHC Sitanagaram	2 KM	Dr. K. Sirisha	83320 69600	04 bedded, Ambulanc e, X-ray, Lab.,	108	Govt. Hospital /PVP Ph. No. 9912991 258	Sitanagaram Police station Ph- 9121109457	Vth Battalion, Chintalava Isa Ph.no: 08922- 226380	Parvatipura m Fire station Ph. No. 08963 221101	Rama Krishna NGO Ph- 9441813565	10	RTC depot/ Parvatipura m (PVP) Ph. No. 08963- 221233 / 9959225621	M. Sriniva sa rao Transp ort Agenc y Ph- 79815 52188	Earth Movers (Sh ankar Rao) Ph-9494331236	Thasildar/Sit anagaram Sri. N. V. Ramana Ph- 9100999907	District Collector/ Parvatipura m Sri. Nishanth Kumar IAS Ph. 08963- 293046	Sri. Nishanth Kumar IAS Ph. 08963- 293046
91	VBL 897808 1974, (RLY- 83319)	CHC / Bobbili	01 KM	Dr.	08944 - 29525 8	50 bedded, Ambulanc e, X-ray, Lab.,	108	Blood bank / Bobbili Ph- 9151515 994.	Bobbili Police station Ph. No91811094 30	Vth Battalion, Chintalava Isa Ph.no: 08922- 226380	Bobbili Fire station Ph. No. 9963729704	New Tore Foundation Ph- 8500044412	10	RTC depot/VBL, Ph. No. 9959225620	Ganes h Logisti c / Bobbili Ph. No. 09248 01737 5	Sri Sun Earth movers / Bobbili 9441749240	Tahsildar/ Bobbili Sri. N. Raja Rao Ph. No: 8333813258	District Collector/ Vizianagara m a. Surya Kumari, Ph. 08922 276720 / 276117	Municipa l Commissi oner / bobbili Cell: 9849905 792
92	DNV 897808 1973, (RLY- 83318)	Govt Hospital	03KM	Dr.T. Lakshmi Priyanka	94907 54849	20 bedded, Ambulanc e, X-ray, Lab.,	9985742655/9 441283166/10 8	Red Cross/Ph - 7947139 123 NVN Blood Bank/Ph - 7947411 304	Badangi Police station Ph. No. 08922- 226677/2761 63	Vth Battalion, Chintalava Isa Ph.no: 08922- 226380	Donkinivalas a Fire station Ph. No. 9494334618 /944055918 7	Vizianagaram Ph.No. 08922- 276656/9440 795907	20	RTC depot/ SALURU Ph. No. 9959225622	Ganes h Logisti c/Bob bili Ph. No. 09248 01737 5	Sri. M Srinivasa Rao/VZM 98481-45007	Tahsildar/ Badangi Sri. R. Balamurali Krishna Ph. No: 9849757599	District Collector/ Vizianagara m 08922- 275560 Cell: 9491012022	Municipa l Commissi oner / bobbili Cell: 9849905 792

93	KMX 897808 1972, (RLY- 83317)	PHC / Dattirajeru	05 KM	Dr. B. Lakshmi	97058 00952	05 beds	108 / Manapuram	Patnaik Blood Bank, Vizianag aram. Ph. No. 08922- 272700 / 8142578 999	Pedda Manapuram Police station Ph. No. 08965 286633 Cell No; 9121109463	Vth Battalion, Chintalava lsa Ph.no: 08922- 226380	Gajapatinag aram Ph. No. 08965 285277 / Donkinivalas a Ph- 9490559187	NIL Red Cross Society Vizianagaram Ph-011- 23716441 / 7947130374	25	RTC Depot. Manager/Viz ianagram Ph.no: 9959225624 / Ph.no:08922 -225333	Sai Krishn a Transp ort/VB L Ph. No. 08944 25437 3	G.S. Rao 9849203831	Tahsildar/ Aruna Kumari Cell No. 9491387529	District Collector/ Vizianagara m a. Surya Kumari, Ph. 08922 276720 / 276117	Dr. G. Usha Rani Ph- 8008553 380 / 08922- 274200
94	GPI 897808 1971, (RLY- 83316)	Srinivasa Clinic, Gazapathinaga ram,	1.5 KM	Dr. B. S. R. Murthy	08965 - 28523 9	20 bedded, Ambulanc e, X-ray, Lab.,	08965-285239 / 108	Indian Red Cross, Vizianag aram. Ph- 08922- 272700	Gazapatinaga ram Police station Ph. No. 08965 285233	Vth Battalion, Chintalava lsa Ph.no: 08922- 226380 Command ent:94407 95903	Gajapatinag aram Ph. No. 08965- 285277	Red Cross Society Vizianagaram Ph-011- 23716441 / 7947130374	25	RTC Depot. Manager/Viz ianagram Ph.no: 9959225624 / Ph.no:08922 -225333	Sri Pavani Transp ort Agenc y Viziana garam Contac t No:77 80217 191	G.Bangaru Naildu Contacat No:9985201163	Tahsildar/ GPI, Aruna Kumari Cell No. 9491387528	District Collector/ Vizianagara m A. Surya Kumari Ph. 08922 276720	A. Surya Kumari Ph. 08922 276720
95	GRBL 897808 1970, (RLY- 83319) (RLY- 83315)	GOVT Hoasptial Bondapalli	07 KM	Dr L.Satyana rayana	99128 64979 Hospi tal Conta ct No:99 12864 979	10 Beds , LAB	108/ Gajapathi Nagaram	Pattnaik Blood Bank Con tact No:9390 028861 /08922- 272700/ 8142578 999	Bondapalli Police Station. Contact No:91548745 31/91548745 33/08965- 285333	Visakapat nam 0891- 2706511/ 0891- 256520	Gajapathi Nagaram / Vizianagara m Con\tact no:08965- 285277 / 08922- 276101	Red Cross Vilzianagara m. Contaact No:79413037 4	25	RTC Depot. Manager/Viz ianagram Ph.no:08922 - 225333/233 089/230403 / 9959225620	Sri Pavani Transp ort Agenc y Viziana garam Contac t No:77 80217 191	G.Bangaru Naildu Contacat No:9985201163	Tahsildar/ Srinivasa Mishra Contact No:9550820 099	District Collector/ Vizianagara m Smt A.Surya Kumari Contacat No:08922- 276720 (O) / 08922- 276717	Dr . G.Ushasri Contact no:80085 3380 / 08922- 274200
96	GTLN 897808 1969,	Dist Hospital, Vilzianagaram.	07 KM	Dr.Appal a Naidu	98481 30881	200 beds, Ambulanc	108	Pattnaik Blood Bank	Bondapalli Police Station.	Vth Battalian, Command er,	Vizianagara m Town Fire Service.	MVS Helping Organiziation.	25	RTC Depot. Manager/Viz ianagram	Sri Pavani Transp ort Agenc	B.Jayaram . Contact No:9676564547	Tahsildar/Bo ndapalli.	District Collector/ Vizianagara m	Sri K.Mayur Ashok

	(RLY-83314)					e, X-ray, Lab.,		Con tact No:9390 028861	Contact No:91548745 31/91548745 33/08965-285333	Vizianagar am Contact No: 94409064 04	Contact No:08922-276101	Contact No: 7780217191		Ph.no:08922 - 225333/233 089/230403 / 9959225620	y Viziana garam Contac t No:77 80217 191		Contact No:9550820 099	Smt A.Surya Kumari Contacat No:08922-276720 (O) / 08922-276717	Jt.Collect or Clontact No: 9492595 026
NWP-GNPR SECTION																			
97	PLH 811438 5720 (RLY-85955)	Govt. Hospital Parlakhemundi	1 KM	Dr.	Ph-0681 5-2220 5	105 beds, Ambulanc e, X-ray, Lab.,	102	Red Cross Blood Bank Parlakhe mundi Ph-06815-22205	Police Station Parlakhemundi Ph-8249388406 Control Room-100/112	DIG / BSF Ph-06815-250493	Parlakhemu ndi Fire Station Ph-101	JAN Seva NGO Parlakhemu ndi Ph-943815466 6	20	Parlakhemun di Bus Stand Ph-06815-222731	Major Transp ort Parlak hemun di Ph-82808 90680	Earth Movers Parlakhemundi Ph-8280890680	Thasildar Parlakhemu ndi Ph-06815-222731	District Collector/ Gajapathi Contacat No:9555387 757	Contact No:9555 387757
98	GNPR 868840 7748 (Rly-85966)	S.D.M Hospital	0.5 KM	Dr. R.C. Sahu	Ph-9861 1521 67	40 beds, Ambulanc e, X-ray, Lab.,	7894748830 / 102	Blood bank Gunupur Ph-9439510 899	Gunupur Police Station Ph-9437319514	IRB Bhamini Gunupur Ph-98272670 20	Fire Station Gunupur Ph-8658087092	AMMA Odisha Ph-943953053 2	10	New Bus Stand gunupur Ph-9437338543	Transp ort Service Gunup urph-94372 36280	Earth Moving Agency R. Ch. Panda Ph-9556469996	Thasildar Gunupur Ph-sri. S.C. Nayak Ph-9556141950	District Collector/ Rayagada M. Swadha Dev Singh Ph. No. 06856-222245	S. D. Singh Ph-7750023 978

LOCAL RESOURCES: ADDRESS & TELEPHONE NUMBERS OF STAKE HOLDERS IN ZONAL DMP-2024.

SL No.	1	2	3	4	5	6	7	8	9	10
	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	Nearest police station & contact Nos of In-charge	Contact Nos of paramilitary
1.	RNBT 8455892871	Govt Hospital/TIG 06655-22070	08 km from RNBT	Pradeep Ku Naik	06655-22070	60 bed.	108, 102,	TIG 6657220464	TIG-6655220221 100 (E)	BLGR-06652-232020 Mob:-977135607
2.	MRBL 8455892870	Govt CHC/MRBL	04 Km	Dr. J Sahu Mo-9439981397	9439085002	10 Bed.	MRBL- 9938115209 108, 102, 112	KBJ 06657-220464	MRBL-9438284946, KBJ-06657220240 MRBL-06655272100	NA
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/ Blood Bank- 06657-220464	Katabanji, 9556072914	Khaprakhol CRPF 9419053210
4.	HSK 8455892868	Lathore Hospital	1 Km.	--	--	Only Minor OPD	108, 102, 112 9437223808	KBJ-06657-220464	Lathor Thana- 9861003322	Khaprakhol 06652250189
5.	TRKR 8455892869	Govt. CHC TRKR	09 Km	--	--	10 Beds	108/102/112	KBJ-06657-220464	TRKR police stn 9556072914	Khaprakhol 06652250189
6.	BLSN 9752416047	District Hospital MSMD 07723-222180	08 Km	Dr.S.R.Banjare 9977999540.	07723-222108	100 beds	108, 100, 112	District Hospital MSMD-07723222103	Arang 9479191052	Raipur 07712-512902

7.	ANMD 09752416048	Govt ANMD	02 Km	-	8827538800	Only OPD	108, 100, 112	District Hospital MSMD-07723222103	Arang 9479191052 07720-258235	CRPF Raipur 07712512902
8.	MSMD 9752416045	Govt Hospital MSMD 07723-222108	03 Kms	Dr.S.R.Banjare 9977999540.	07723-222108	100 beds	100/108/112	07723- 222103/222203	City Kotwali, Mahasamund- 9479192310	MSMD 9479191767

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9.	ARN 9752416044	Govt. Hospital- MSMD 07723-222108	14 km.	Dr.S.R.Banjare 9977999540.	07723-222108	100 brds	100/108/112	Govt Dist Hospital 07723-222103 200 units	City Kotwali, MSMD- 9479192305	State Paramilitary forces 9479191767
10.	BMKJ 9752416043	Govt. Hospital BGBR	11 Kms	R.K Kusuwanshi 7611165556	07707-24223	30 beds	100/108/112	CHC-BGBR 761115556	Khalari Thana 7987460292	MSMD 9479181767
11.	BGBR 09752416042	Govt. Hospital, BGBR	250 meters	Dr.R. K Kuruwansi, 7611165556	07707242223	30 beds	112, 108, 100	CHC-BGBR 761115556	BGBR 9479229691	MSMD 9479191767
12.	KMK 9752416041	KMK Govt.CHC	01 Km	Dr. Tondon 9691609001	9691609001	10 beds	108,112,100	CHC/BGBR 7611165556	KMK, 6264144504	MSMD 9479191767

13.	NPD 8455892866	Govt Hospital NPD	04 Km	CH Sobha Rani Mishra 9439989988	NPD 06678-299937 9348078443	Govt. Hospital 200 beds.	9777405523 W Meher. 108/112	Sachidanand Tripathy 9937882823	NPD-100, 9438916865/917825 511	CRPF Com. -06678- 295031/9078597195
14.	LKNA 8455892867/ 9437366358	NPD, Govt. Hospital	20 Km	CH.Sobharani Mishra 9439989988	06678-299937 9348078443	200 Bed	108 & 112	Sachidanand Tripathy 9937882823	LKNA 7894960810	NPD 06678-295031/ 9078597195
15.	SFK 8455892829	PHC/TIG 06655-220726 06655-250455	11 Km	-----	-----	Primary facility available	108,102, 06655220726	TIG 9938223122	TIG, 06655-220441	-
16.	BUDM 8455892828	OFBL Hospital BUDM Govt Hospital TIG.	02 Km 24 Km.	NA	OFBL Hospital BUDM 06655-250301	Primary facility available	108, 06655- 250301	DDH/ TIG-06655- 220318	SFC out post-06655- 250040	CRPF Ctrl Room 06655-252222
17.	SFC 8455892827	Govt. Hospital, SFC OFBL/BUDM Rly Health Unit TIG	02 Km 12 Km 29 Km	Dr S.Naik 8895253321	06655-256202	primary facility available	108, 06655- 250301	DHH/BLGR 06652-230646	SFC 9438916749	CRPF 06652-250189
18.	DFR 8455892826	C.H.C, DFR	02 Km	-----	6652284011 9178578991	primary facility available	108, BLGR 06652-286108	BLGR 06652230646	DFR 7008911448	

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19.	BLGR 8455892825	Govt Hospital , BLGR 64240 Rly health unit Harihara Nursing Home 8018162253	03 Km 0.3 Km.	Dr. A.K.Behera 7978061290	8018162253	All type of facility available	108	DHH/BLGR 7077924096	Town Police-9438916522 PCR- 8280190689	CRPF 06652-250189
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-0663-2520700. Dr. K.D Purohit 9437051262 Dr.R.N Rath 9861036062	All facility available 80 beds at Govt. Hospital & 20 beds at Sanjivani Nurshing home	Lion Club 8895921415 108, 102	Govt. Hospital/SBP- 7656893526	Dhanupali-0663-2411100,	NA
21.	MANE 8455892841	Dist HQ Hospital	15 Km	Dr. P.K.Patal 9439986000	0663-2520700 9853343997	Dispensary	9439891915 9439891925	9853422021	Sadar PS SBP 06681276363	0663-2410190 9438878949
22.	HATB 8455892842	PHC/HATB 9439998382	01.2 Km	Dr. Jasobanta Sahoo 9439998382	06681257799 9439998382	02 beds.	108, 102	9863422021	JUJA PS	CRPF JUJA 9438878949
23.	JUJA 8455892843	CHC, JUJA	02 Km	Dr. P.K Sahu 9438986183	Ph -06681-257799	10 beds	108 9439891915 9439891925	9853422021	JUJA Mo- 9437316551	06632410190 9438878949

24.	CHAR 8455892844	CHC, CHAR	2.5 Km	Dr.A.S.Singh Dr. B Sahoo	066442520100 9439986098	16 beds	108, 7735975155 9777942955	9853422021 (SBP) 9178399361 (RAIR)	CHAR 9439141974	06632410190 9438878949
25.	RAIR 8455892845	Govt. Hospital RAIR,	Govt-03 Km,	H.K. Pati 7008713902	Govt. Hospital (SDMO)RAIR Ph No- 06644-253031 9439985689	Govt.-50 beds	108 7735975155	9853422021 (SBP) 9178399361 (RAIR)	RAIR Police Station No- 100, 9439911550 06644253020	0663-2410190 9438878949
26.	BAMR 8455892846	CHC, Kishor nagar	06 Km	Dr. Pratima Hanasda	06763-257145 9439981835	20 beds	108,102 06763-257144 7008205960	ANGL-9238580953	Kishore Nagar P.S Ph- 06763-257028. 9438916446	SBP-0663- 2410190 9438878949
27.	SRGP 8455892847	CHC, Kishor nagar	16 Km	Dr.Priyabrata Das	06644-253031 9439985689	20 beds	108 06763257145 7008205960	ANGL 06764230880	HNPA 7008271055	SBP-0663- 2410190 9438878949

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28.	HNPA 8455892848	PHC/BONA	12 Km.	Dr. Omkar Swain	9848774727	10 beds	108	06764230880	HNPA, Mo-9438916439	9438878949
29.	BONA 8455892849	BONA, PHC 06763- 255499	01 Km	Dr.Omkar Swain.	06764231431 9937234319	10 beds	108	ANGL 06764230800	BONA No- 9438916439	06632410190 9438878949
30.	JRPD 8455892861	PHC, JRPD	1.5 Km	Dr. Soumya Ranjan Sahoo	6370883426 9937434689	20 beds	108	ANGL 06764230880	JRPD 06764288915 9439200576	06632440190 9438878949
31.	TIG 8455892831	Govt Hospital/TIG 9439987089	01 Km	Dr. P.K.Naik	Gayatri Nursing home 8249498164 Jeevan Joyti Nursing home 9438475637.	100 beds.	108	Odisha Blood bank 9938223122	TIG 9337011775	NA

32.	KSNG 8455892832	C.H.C KSNG 9437122515	01 Km	Dr. A.S.Khan 985362033 Dr. B.Agarwal 06670222031	06670222220 06670222031	50 Beds	108,102	BWIP 06670234952,234852	KSNG 06670-222004 7682633120 7578022627	NA
33.	KDLR 8455892833	C.H.C KSNG 8338800541	10 Km	--	06670222220 06670222031	---	108, 102	---	KSNG 06670-222004 9438916779	NA
34.	RPRD 8455892834	PHC/RPRD	0.5 Km	Dr. M.Samal 9853066632	9853066632	20 Beds	108	BWIP 06670-234952	NRLR No-9438916783	NA
35.	NRLR 8455892835	PHC/NRLR	2.5 Km	943998007	--	--	108, 102	--	9438043232 7682833108 7682833100	---
36.	AMB 8455892837,	P.H.C/AMB	01 Km,	Dr. J. Sahu Dr. Sachin Tripathy 7019805790	7019805790	04 Beds	108, 102,	06856-236465 9437235251	AMB 06863-244755	NA
37.	LJR 8455892836	PHC/LJR	08 km 15 km	Dr. Askshay Gaichatya 8249199830	8249199830	NA	108, 102	DH/BWIP 06670234952	NRLR Police Station 7978314733/100	NA
38.	DKLU 8455892838	PHC AMB Govt/MNGD	08 Km 15km	Dr. J Sashu Dr.S Kumar	6371601120	04 beds, 30 beds	108, 102	06856236465 9437236261	AMB, 06863244755	N Kumar CRPF MNGD
39.	MNGD 8455892839	CHC, MNGD	01 Km	Dr. Sanjay Kumar, 6371501120	Dr. Sanjay Kumar, 6371501120	30 beds	108	RGDA 06856-236465 9437235251	MNGD R.K Dehury 9437435418	Narendra Kumar 9437566345

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40.	BMCK 8455892840	CHC- BMCK,	7 Km	A.P Choudhury 9439983512	Christain Hospital BMCK 9439983512	CHC/BMCK- 100 beds, Christian Hospital -30beds	108	RGDA 06856236465	BMCK, 9437118731	MNGD CRPF
41.	THV 8455892872	IMPHA Hospital	03 Km	P.K Karo 9777575685 CDMO/RGDA 9439983501	IMPHA/Hospital P.K.Karo 9777575685	150 beds	108, 102	RGDA DH Hospital	THV PS 9439560897	NA
42.	BWIP 8455881078	Govt Hospital BWIP UPHC/BWIP	06 Km. 2.6 Km	Dr. Ashok Mund CDMO/Kalhandi	9439980000 9937979594	Surgery, ICU, Medicine, 250 beds, 02 beds	108 & 102,	06670234962 8763128900 Capacity 900 bags	Sadar Thana Ph- 06670230463 9438916784 8917223627	64 Bn CRPF 9439188056
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,	7478701902 900 uit	Junagarh P-06672- 243226, 9438916776	64 Bn CRPF 9439188056
44.	SBP 8455892816	0663-2522222 Rly Hospital 8455886555	03 Km 02 Km	Dr. M.K Behera Dr.Kanchan Roy Dr. Kabir Purohit.	8455886506 0663-2540575 9853343997	Ambulance Capacity-45 Beds	Utsarga 9439891915 9439891925 108	0663-2400180 Blood Bank Officer 9853422021	Khetrajpur 0663-254407 9438916563 Ainthapali 9438916551 Town police 9438916836	0663-2410190 9438878949
45.	JSGR 8455892811	Rly Medical /JSG 080-74100, 74101, 62525, 62526	02 km	Dr. Ziaul Huq Dr. A. Sinha Dr. A.K.Das	9437163854 7653821915 9437021273	Sanjivini Hospital 7381012341	108	Blood bank JSG 06645272180 7894058328 6371850839	JSG PH-06645-272736, 100	SAP Battalion 06645-270096

46.	BXQ 8455892812	Govt. Hospital JSG/CDMO 06645273109 Gupta nursing home	07 Km 06 Km	---	Jain Nursing Home-06645- 272657, Dr. P.K Jain 9437254200	20 beds in Jain nursing home 50 beds in Govt hospital	108, 9438419320 9937543113	Govt. Hospital JSG CDMO 06645273109	BUDM/(JSG)- 06645270808 9438916522	Ph-9437254590
47.	LPG 8455892813	CHC/PHC 94399862226 Rly hospital 8455886555	08 Km 30 km	Dr. A. Naik No- 9437254313	Jain Nursing home 06645-273104	Primary facility available	112	0663-2400180	Thelkuli 9438916385	CRPF 06632410190

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48.	RGL 8455892814	Samaleiswari Nurshing Home 7978693203 Rly Hospital 8455886555	0.5 Km	--	Samaleiswari Nurshing Home 7978693203	Primary Facility	108, 112	---	RGL Police Station No- 9437617777, 112	0663-2410190
49.	SSN 8455892815	9437809207 8455886555	3.5 km	Dr. S. Mohapatra 9937722376	9937722376	Primary facility	108,102	0663-2400180	112	---
50.	SLRA 8455892863	Amrit Nurshing Home Majhipali 9437809207 Sanjivani 0663-2404022	05 Km 07 km	Dr. Kanchan Ray 0663-2540575	Arogyam Hospital 6003000094	Primary facility available	108, 9439891915	Ph-0663-2400180, 2431420	(Aithapali)Police Station 9438916551	0663-2410190

51.	HKG 8455892817	Govt. Vimsar Medical College, Burla Rly Hospital	04 Km 08 km	---	Gupta Nursing Home 9437962250	Primary facility ICU available	108	Burla 6371325419	SDPO Sri Satyabrata Das 9938216008	--
52.	GBQ 8455892818	Dr. R.K.Nayak 3438558169	12 Km	NA	NA	Primary facility	108	Burla 6371325419	Police out post 9658826716 IIC-Burla 9438916552	NA
53.	ATS 8455892819	ATS Govt. hospital Attabira Dr. Ravi Mishra 9439982679	03.5 Km 03.02 Km	---	Vikash Hospital Bargarh 7381639999	Primary facility	108	9439536922	9438916492	9438916490 BRGA
54.	BRPL 8455892821	Govt. Hospital BRPL, BRGA	02 Km	Dr. Rajesh Behera 94372271836	Ram Krishna Poly clinic 9437271836	Primary facility	108	DHH/BRGA 9439536922	06646256709 7008800874	06646234480
55.	DJX 8455892822	CHC/DJX Govt Hospital 977060867 LSX Rly medical, BLGR	03 Km 22 Km 48 km	---	Kishori Nursing home /BRGA 06646246332	Primary facility	108	DHH/BRGA 9439536922	DJX Police Station - 9438916583	---
56.	KHPL 8455892823	PHC, LSX Govt, Hospital DJX Rly Health unit BLGR	12 km 41 km 32 Km	Dr. Soren 977544519 Dr. S.k.Biswal 9438336383	Hari Hara Nursing home/BLGR 8018162253	Primary facility available	108	7077924096 Govt. Hospital BLGR	Salebhata PS 6371776034	CRPF contrl room /BLGR 06652250189

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57.	LSX 8455892824	LSX PHC DHH BLGR	300 mtrs 19 Km	Dr. Soren 977544519 Dr. S.k.Biswal 9438336383	Hari Hara Nursing home/BLGR 8018162253	Primary facility available	108	7077924096 Govt. Hospital BLGR	IIC/LSX 9861683718	CRPF contrl room /BLGR 06652250189
58.	BRGA 8455892820	Govt. Hospital 06646-232804 Mission hospital 06646-232402	4 Km.	CDMO/BRGA 9439982249	Purohit Nursing Home 9937317866	Primary facility available	108	9439536922	06646234480	06646233809
59.	KRAR 8455892865	KRAR 06678-221296	1 Km,	Dr. B.K Bag-9437702678	07768-221296 10 beds	Primary facility available	108, 102,112	LM Bisi NPD 9439989989	KRAR PS 06678-221203	Silda CRPF 9078597195
60.	DOBH 8455890048	Govt. Hospital ATS 9439982679	05 km 40 km	Dr. Ravi Mishra 9439982679	Vikash Nursing Home/BRGA 7381639999	Primary facility available	108	9439536922	ATS 9438916492 9439779465	NA
61.	BHPI 6372900306	CHC, Tarbha 9237449494 DHH, BLGR 8455886502	08 Km 17 Km	Dr. K.K.Mishra 9237889494	Hari Hara Nursing home/BLGR 8018162253	All type of facility available	108,102 8908477970	7077924096 06652-230446 DDH/BLGR	Puintala out post- 7008331626	CRPF 06652-250189

LOCAL RESOURCES: ADDRESS & TELEPHONE NUMBERS OF STAKE HOLDERS IN ZONAL DMP-2024

SL No.		11	12	13	14	15	16	17	18	19
	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	Name & contact No of District & District Collector	Mobile No of any related to DM
1.	RNBT	TIG-06655-220477, 101	Lion Club 8895788958	Small	----	9777087054	9770870543	---	BLGR 6652232223	--
2.	MRBL	TIG-06655220477	Right to fight 9937193680	Small	MRBL	KBJ Truck Association 9638433581	Guddu Agrawal 9777087054	MRBL	BLGR A Dakua 8895768995 06658232232	PA to collector 06652-232232
3.	KBJ	KBJ 7008919353	Right to Fight, 9937193680	Small	KBJ Bus Stand 8658906543	KBJ Truck Association, 9938433561	G. Agarwal 9777087054	A.K Majhi, KBJ 7008544755	BLGR Collector 06652232223	PA to collector 06652232223
4.	HSK	Khoparakhol 06658-222353	Marwari Manch- 9437016830 9556467467	Small	Lathor Bus Stand-	Pintu Agrawal 9938881703	Pintu Agrawal 9938881703	Khoparakhol 7077177189	BLGR A Dakua 8895768995	PA to Collector 06652232232
5.	TRKR	KBJ 0665222353	Right to fight 9937193680	Small	KBJ bus depot 8658906543	Truck association 9938433561	Guddu Agrawal, KBJ 9777087054	KBJ 7008544755	BLGR 06658832232	06652232232
6.	BLSN	MSMD, 01 KM 07723-224985 9165139881	Red Cross. DrMSMD 9425215852	Small	MSMD 9479248786	CG Road line 9921889007	A.B Earthmover MSMD 9926300600	MSMD Tahasildar Sri Premu Sahu 9926144756	Sri N.Mahade, 9111922222	Sri Puna Ram Patel 9407756330.
7.	ANMD	MSMD	Red cross socity/MSMD	Small	MSMD	CG Road line 9926889007	A.B Earth Movers	Sri D.K.Sahu	Sri S.N. Bhure	PA to collector

		07723-222060 101	9425215852		9479248786		9926300600	9399634292	07712426024	M Patel 9425213113
8.	MSMD	MSMD 07723-224985 9165139881	Red Cross MSMD 9425215852	Small	MSMD 9479248786	CG Road lines 9926889007	A.B Earth Movers 9926300600	Sri Premu Sahu 9926144756	Sri N. Mahade 9111922222	Sri Puna ram Patal 9407756330

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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	Name & contact No of District & District Collector	Mobile No of any related to DM
9.	ARN	MSMD 07723-224985	MSMD 9425215552	Small	MSMD Bus Stand (Privet) 9479248786	Chhatisgarh Road line- 9926889007	A.B Earth Movers 9926300600	Sri Premu Sahu 9926144756	Sri N. Mahade 9111922222	Patel 07723-222540
10.	BMKJ	BGBR 8770550438 101	Red Cross, MSMD 9425215852	Small	Sri Suresh Narediya 9926161350	Maharaja Travels 9926161350	Sri S.Chandraker 9669799995	BGBR Tahasil Sri R.K.Meheta 7974149272	Sri N. Mahade 9111922222	Sri Puna ram Patal 9407756330
11.	BGBR	BGBR- 101 8770550438	Red Cross, MSMD- 9425215852	Small	Sri Suresh Narediya 9926161350	Maharaja Travels 9926161350	S.Chandraker 9669799995	BGBR Tahasil Sri R.K.Meheta 7974149272	Sri N. Mahade 9111922222	Sri Puna ram Patal 9407756330

12.	KMK	BGBR-101, 8770550438	Red Cross, MSMD- 9425215852	Small	Sri Suresh Narediya 9926161350	Maharaja Travels 9926161350	S.Chandraker 9669799995	BGBR Tahasil Sri R.K.Meheta 7974149272	Sri N. Mahade 9111922222	Sri Puna ram Patal 9407756330
13.	NPD	NPD 9937035050	Parda Sri R.Pattnaik 9437119702	Small	Bus Stand NPD 8117002457	R Bhagirathi 9777885005	R Bhagrati 9777885005	NPD 8327763987	NPD Sri Hemakanta Say 8895985872	06678-225464, 225463
14.	LKNA	NPD 9937035050	Parda Sri R.Pattnaik 9437119702	Small	Bus Stand NPD 8117002457	Hemsagar, LKNA 9556763222	N Jain 7894944343	Sri Komna 9438205868 7327976868	Bus Stand NPD 8117002457	PA to collector 06678-225463
15.	SFK	TIG 06655220477 BLGR 0665223233 BUDM 06655252222	TIG 9437960459	----	---	--	---	---	BLGR 06652232223	SP BLGR 06652232020
16.	BUDM	BUDM 101 06655252222	Rajendra Panigrahi 9853200783	NA	BUDM Bus stop	Suresh Ch Sahu BLGR 7978036032	Manu Pati, BLGR 9437224193	TIG 7894816281 9337077187	Chanchal Rana 9437734356	PA to DM 06652232001
17.	SFC	Saintala 101 9348125012	Rajendra Jubak Sangh, BLGR 9853200783	NA	SFC bus stop	Suresh Ch Sahu BLGR 7978036032	Monoj Ku. Goal/TIG 9437330140	SFC M.R.Karketa 7327831875	Chanchal Rana 9437734356	06632232003
18.	DFR	Deogaon, 8018894668	Adhikar 7008479316	SMALL	DFR pvt bus stand	Suresh Ch Sahu BLGR 7978036032	Pravat Construction/BLGR 9439578772	DFR/Tahisildar Jugol Kishore Biswal 9938561783	Chanchal Rana 9437734356	ADM/BLGR 9437370372

SL No.		11	12	13	14	15	16	17	18	19
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19.	BLGR	BLGR 101, 06652232333,	Rajendra Yubak Sangh 9853200783	NA	Sri A.K.Barai 7008706408	Sri A.K.Barai 7008706408	Manu Pati 9437224143	---	C Rana 06652232223 9437023381	C Rana 06652232223 9437023381
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	-	SBP 0663-2411022	-066324110018
21.	MANE	SBP 0663-2520101	Child Line 1098 9437053896	50 voluner	9437051888 MANE bus stop	9437053311	9437054593	Sri A.Tiwary 9777852388	A.Das 9439779005	ADM/SBP 06632410386
22.	HATB	JUJA 101 06681257685	ASHA 9937953097	Volunteers service	HATB Bus stop	9437053311	9437054593	A Sahu 8249433592	A.Das 9439779005	ADM/SBP 06632410386
23.	JUJA	JUJA, 06681-257685,	9437053896	50 volunteers	JUJA bus stop	9437053311	9437054593	A Sahu 8249433592	A.Das 9439779005	ADM/SBP 06632410386
24.	CHAR	RAIR Ph- 06644- 253021	Marwari Yuva Manch, 9437806944	20 members	CHAR bus stop	9437399226	9437054593	Sri Debasis Patra 7008538178	A.Das 9439779005	Sub collector 9437145016
25.	RAIR	101, RAIR 06644-253021 9437935828	Marwari Yuva Manch, 9437806944	20 members	RAIR 9937399226.	993739926	9437054593	Sri Debasis Patra 7008538178	A.Das 9439779005	Sub collector 9437644326
26.	BAMR	BAMR 9937371874	Ashahaya Sahayata Comitee BONA	20 members	BAMR Bus stop	Panchadram Truck Association 9124062969	NALCO ANGL 9437171717 7008810078	Shidharta Samlara swaom 06764230567	06763254222	Sub collector 06763-254222

27.	SRGP	BAMR, -214022, 9437382410	Ashahaya Sahayata Comitee BONA 7008205960	20 members with ambulance	SRGP Bus stop	9438580953	9438580953	Srilaxmi Prasad Sahu 9777223250	06764230567	Sub collector 06763-254222 9439009816
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28.	HNPA	BAMR Ph- 101, 9437382410 06763-214022	--	--	HNPA Bus stand	9238580953	NALCO ANGL 7008810078	Srilaxmi Prasad Sahu 9777223250	Manoj Ku Mishra 9437315326 06764-230567	Sub collector 06763-254222 9439009816
29.	BONA	BAMR-06763-214022 9437382410	A Sathayata 7008205960	20 members	BONA Bus stop	9238580953	9437171717 7008810078	Kishore Nagar Shri Sharati Sharup Mishra 7978928813	S.S.Swain 06764230567	Sub collector Athamallik 06763-254222 9637705454
30.	JRPD	ANGL 06764-230222	Marwari Yuva Manch, 9437013334	100 members Ambulance facility	JRPD Bus stop	9238580953	9437171717 7008810078	D Ekka 9178370181	Sri Anil Ku.Samal 9437031784	06764230302 ANGL
31.	TIG	TIG Ph-06655-220477 9937529502	Jeevan Jyoti 06655-222999 9437960459	Social Service	General Indian Roadways 9438694877	NA	NA	--	Collector 06652232001 Sub-collector 06655220433	SP 06652232223
32.	KSNG	Ph-06670-223611 9776614761 9938913749	Brundaman Sankrutik Anustan	Small	OSRTC Depo 09945889825	Kalahandi Truck Association.	Akram	G. Khumari 9776796417	Dr. P.Harshed Gavali 06670230201	NA

			9178550605 9437145871			9437735467 9438229372		7978105065		
33.	KDLR	KSNG 06670223611 7008248547	NA	NA	--	NA	NA	KSNG 9438003109 9668313109	BWIP 06670230201 9668303456	9437123919 06670230527
34.	RPRD	NRLR 7653842203 7894206804	NA	---	OSRTC Depot BWIP 09945889825	Saraswati Transport 8328973844	Dinesh Ku Agrawal 7978221044	Jayanta Meher 7008175144 8895484056	Dr. P.H Gavali 06670-230201	---
35.	NRLR	NRLR 06670230666 101	9437293926	NA	---	Swaraswati Transport 8328973844	Dinesh Ku Agrawal 7978221044	9437239100	9668303456	9437239100
36.	AMB	MNGD 8249319754	Red Cross 8984231217	NA	Bus stop MNGD 9437324123	9777199232	9777199232	MNGD 9090499102	S.Mishra 06856222245 RGDA	--
37.	LJR	LJR, 101	NA	NA	OSRTC Depo BWIP 9445889823	NA	NA	LJR 7684953123	G.P.Hansda 06670230201	---
38.	DKLU	8249319754	Pall vikash 9437474751 Red cross 8984231217	Small	MNGD 9437324123	New India transport 9437210007 Swastika transport 9777199232	Swastika JCB 9777199232	D Goud 9090499102	S.K Mishra RGDA 06856222245	SP RGDA P.C Pradhan 06856222056
39.	MNGD	MNGD, 8249319754	Pallvikash NGO 9437474751 8984231217	05	MNGD- 9437324123	----	P Sahu 9438012727	Dr. D Goud 9090499102	P.K Behera 06856-222245	Sub-Collector RGDA 06856-222036

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40.	BMCK	BMCK- 9437983768	OPELP S. Padhi 8249882439	Small	BMCK	---	Udaya Sahoo 8457998222 9438012727	G.Trimula 9583376055	S.K Mishra 06856-222245 9438763133	NA
41.	THV	RGDA, 112 0685622222	R.S.Panda Palli Vikash 9437474751	NA	RGDA Bus Stop	Sanku rattan THV 9078272899 9437966138 B.R.Pattnaik	B.K.Pattnaik 9437966138	Mousmi Naik 9437836944	S.K Mishra 06856-222245 9438763133	NA
42.	BWIP	Ph-06670-230666 112, 9439916368	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 9937315555	Dist. Kalahadi Dr.G.P Harshad 9668303456	PA to DM 9437702377
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 7606990119	Dist. Kalahadi Dr.G.P Harshad 9668303456	PA to DM 9438610099
44.	SBP	Ph-0663-2520101	Marwari Yuva manch SBP 9437053896	86 Members, blood donation, Ambulance	SBP	Shree Tirupati Trans port Mo-9437053311	Mo-9437053311	0663-2410818	0663-2411022	0663-2410387
45.	JSGR	JSGR 06645-272715 101	Marwari Yuva Manch 9437257583	NA	JSG Bus Depo Ph-06645-273077	--	Ajaya Poddar 9437053311	9439392949 JSG	06645270070 9437170868	06645272802 ADM/JSG

46.	BXQ	JSG- 06645-272715, 101	Marwari Yuva Manch JSG 9437257583	NA	JSG Bus Depo	Associated Road carrier ltd JSG 06645-272431	Nigam Htdrolic, JSG 8895388888, 9937059233	JSG Tahasildar Ph- 06645-273102, D.K Pradhan 9439392949	JSG 06645-270070	DM- Naba Das MLA/JSG 9937042222 993729779
47.	LPG	112	9437053896	0663251096	LPG	9937042510	9439040187	9178843898	SBP Dist Collector Ph- 0663-2411022	ADM 0663-2410386

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48.	RGL	112 7008126511	Swadhin Ekata Sangathan 7008925820 9178013115	Volunteer service	RGL	RGL Truck association 9937304722	9437053311	RGL 9178843898	06632411022	--
49.	SSN	112	9437053896	----	SSN	---	--	SBP 8458074943	0663-2412116	ADM 0663-2410386
50.	SLRA	Ph-0663-2520101	Child line 1098 9437053896	NA	Aithapali 9040087961	9437053311	NA	SBP 8458074943	SBP 0663-2412116	ADM/SBP 0663-2410388
51.	HKG	101 7978574216	Child Line 1098	NA	HKG	--	M.Krishna 9937446653	--	Ananya Das	ADM/SBP 0663-2410388
52.	GBQ	Burla Fire Station 101, 7978574216	Lions Club 9861428058	NA	GBQ bus stop	9040087961	M.Krishna 9937446653	--	Ananya Das	NA

53.	ATS	112, 7008920996	Red Cross BRGA 7873067484	NA	ATS	9668478105 BRGA	9777339739BRGA	ATS 06682-220262	06646232340	NA
54.	BRPL	101	Red Cross BRGA 7873067484	NA	BRPL bus stop	9090100158	9777339739	0663-2403111	Monisha Banerjee	--
55.	DJX	DJX Fire Station Mo- 08280308503	DJX Press Club 9437150467	NA	DJX bus depot	M Mishra 9437150052	K Biswal 9178217566	J.K Biswal 9938561783	Sonpur	--
56.	KHPL	7538957536	7008479316	NA	Salenhata bus stop	S.K.Mishra 9437150052	R.K.Agarwal 7978771022	LSX 06653274759	C Rana 06652232223	NA

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57.	LSX	9457584559	7008479316	NA	LSX bus stop	A.K.Barai BLGR 7008706408	A.Sahu 7978771022	7327976868	C Rana 06652232223	BLGR 06652232020
58.	BRGA	112 06646233809	Red cross 9438640418 MYM-9437104482	NA	BRGR Bus Stand-06646-233123	9090100158 9668478105	9777339739	R.K.Mohanta 9861453867	Monisha Banerjee 9439779006 06646232340	Prusotom Das 9438916490 06646233809
59.	KRAR	KRAR	Prateeksha NGO	Small	KRAR	Jayaram	Mr. Day	M Sahu	Mrs. S Dewsinhi	PA (Collector) 066782225463

		9178647143	9853110066			97778788 88	9668305400	8018173321	76678225463	
60.	DOBH	112 7008920996	Marwari yuva munch 9437104482	NA	Rengali camp	Pradeep Sahu 9090100158	97773399739	ATS 9439440776	Monisha Banerjee 9439779006 06646232340	Prusotom Das 9438916490 06646233809
61.	BHPI	Tarbha 9437330459	Sanjivani 985310844	Small	BLGR, Bus Stand- 7978036032	S.C Sahu 7978036032 7008706408	M.Pati 943722413 BLGR	M Bag 9439239020	BLGR C. Rana 9437023381	SP BLGR 06652-232223