



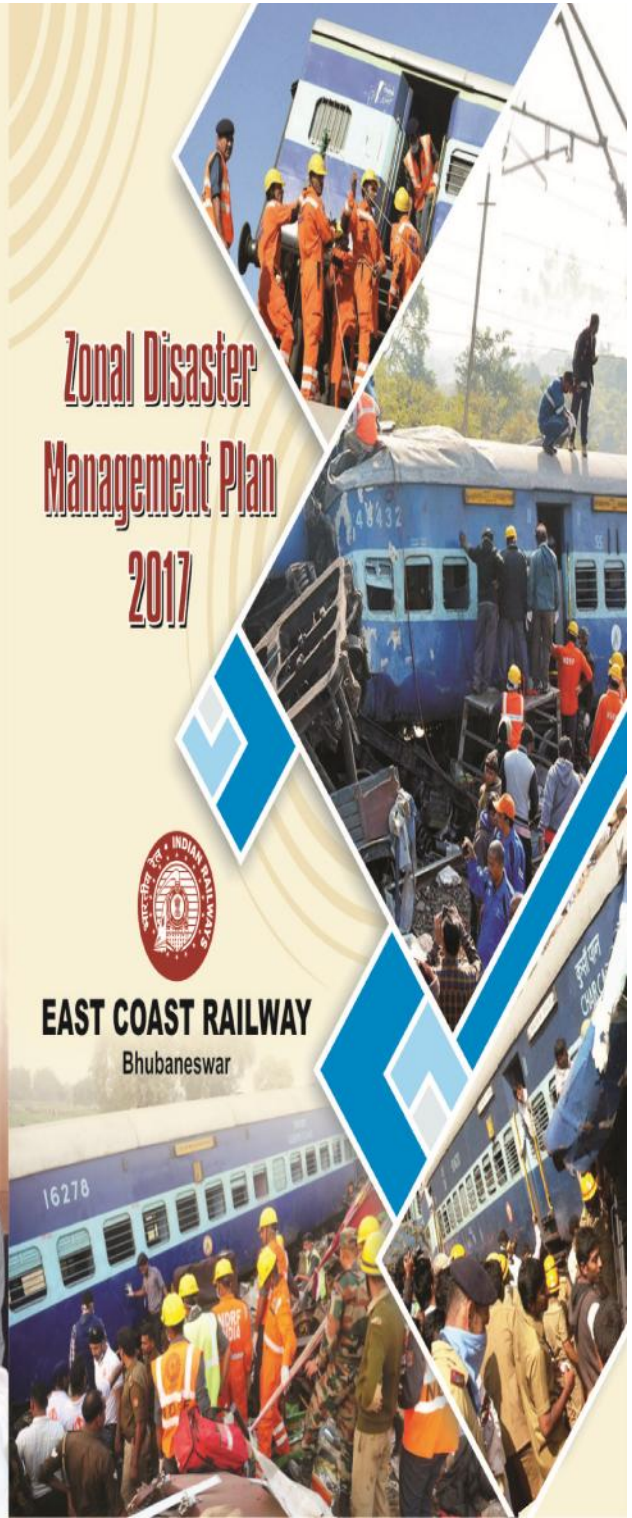
Railway Accident Information : 1072 (Toll Free)
 State Emergency Operation Center : 1070 (Toll Free)
 District Emergency Operation Center : 1077 (Toll Free)
 Police Station : 100 (Toll Free)
 Fire Station : 101 (Toll Free)
 Ambulance : 108 (Toll Free)



Zonal Disaster Management Plan 2017



EAST COAST RAILWAY
 Bhubaneswar



EAST COAST RAILWAY

ZONAL DISASTER MANAGEMENT PLAN



2017

Issued by
Chief Safety Officer, ECoR
Bhubaneswar

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Bhubaneswar,
Dated the 29th August'17

MESSAGE

National Disaster Management Act-2005 makes it incumbent upon us to publish the Zonal and Divisional Disaster Management Plan at regular intervals.

Such a plan becomes a handy guide during any natural or manmade disaster. It is noteworthy that the present Disaster Management Plan has a number of new items like Crowd Management, Tsunami, Multi Disaster Control Room, Dos & Don'ts for onboard staff, action plan for instant action team, Distant Chart Map, System Map and relevant sections of the Disaster Management Act-2005.

In view of our limited resources and our experience during recent accidents, there is always a felt need for networking and coordination with other organizations like NDRF, State Govt., ODRAF, State Police, Fire Services and local NGOs for better management of such difficult situations.

I hope all officers and staff of East Coast Railway will find Disaster Management Plan-2017 useful.

I would like to place on record my deep appreciation of the efforts made by the officers and supervisors of Safety Department for bringing out this Zonal Disaster Management Plan - 2017.


(Umesh Singh)
29.08.17
GENERAL MANAGER



राजीव शर्मा
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MESSAGE

I am happy to note that Safety Organization of ECoR is issuing Zonal Disaster Management Plan 2017 (ZDMP 2017). Realising need for having an institutional mechanism for drawing up and monitoring the implementation of Disaster Management Plans, Govt. of India passed the Disaster Management Act in December 2005. Disaster Management Plans are drawn up at national, state and district levels and Railways need to closely liaison with state level disaster management authorities very closely.

ECoR being a coastal geographical region needs to be specially prepared for natural disasters such as floods, cyclones, tsunamis etc. The ZDMP 2017 has adequately covered these aspects.

Disaster Management preparedness is an ongoing exercise for which Training, Awareness Seminars, Mock Drills, etc. need to be organised at periodic intervals to check preparedness of disaster response teams. Role of Information Technology & Communication cannot be over emphasized in providing an efficient response and relief both at Divisional and Zonal levels.

The Disaster Management Plan shall be very useful as a handy reference for critical information and response with laid down Standard Operating Procedures (SOPs) at various levels.


(Rajeev Sharma) 23/08/17
Addl. General Manager



एस. एस. मिश्रा
S.S. Mishra



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FOREWORD

Both the Freight and Coaching services of Indian Railways are product of complicated man machine interface with a vast geographical spread. As a result slightest deviation from established systems & procedures can lead to accidents involving loss of life and property. Detail guidelines in terms of codes, manuals and circulars intends to regulate such interface and avoid accidents. Yet, accidents do occur. Hence, there is an imperative need to lay down comprehensive instructions to tackle such unpleasant situations. Accident Manual is one of the tools for such eventuality.

However, there is always a need to codify different type of accidents, available railway and non-railway resources as well as detail information/guideline to tackle different type of accidents/disasters.

Keeping the above in view, National Management Disaster Act-2005 advises for Zonal and Divisional disaster management plans. Such plans need to be updated at regular intervals, which will be a handy guide for different stake holders involved in tackling such accidents/disasters.

The Disaster Management Plan of 2017 has been updated keeping the above objectives in view. A number of new chapters, viz., Crowd Management, Tsunami Disasters, Do's and Don'ts with check lists for the guidance of field staff, Multi Disaster Control Room & action plan for recent action team etc. have been included. Also zonal and divisional system maps have been included. Keeping in view the recommendation of the High Level Committee's Report on Disaster Management, efforts have been made to update data base of local resources.

I hope that this Disaster Management Plan-2017 will be helpful during any disaster and will be available at all required locations. I shall be requesting feedback from any stake holder, so that future Disaster Management Plans can be further improved.

At the end, I do express my deep sense of gratitude to the General Manager for his continuous guidance and encouragement. I also profusely thank AGM, all the Principal Head of the Departments/Coordinating Head of the Departments, DRMs of the three divisions, Sr. DSOs of the three divisions, Officers and staff of HQ Safety Department as well as all the officers and staff of ECoR for their valuable contribution in framing the Disaster Management Plan-2017.

S.S. Mishra
S.S. Mishra 29.08.2017
Chief Safety Officer

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FEW ABBREVIATIONS USED

ART	Accident Relief Train	AEN	Assistant Engineer
ARME	Accident Relief Medical Equipment	Asst.	Assistant
ARMV	Accident Relief Medical Van	AEE	Assistant Electrical Engineer
AC	Air Conditioned	ADG	Assistant Director General
AME	Assistant Mechanical Engineer	ARK	Araku – Station's code
ASM	Assistant Station Master	ADMO	Assistant Divisional Medical Officer.
ADRM	Assistant Divisional Railway Manager	Amp	Amperes
ASTE	Asst. Signal & Telecommunication Engineer	AIR	All India Radio
AOM	Assistant Operating Manager	A G M	Assistant General Manager
ASM	Assistant Station Master.		
AMM	Assistant Material Manager	ALP	Assistant Loco Pilot
APO	Assistant Personnel Officer.	B D	Break Down
1AC	First class Air Conditioned coach.	BIS	Bureau of Indian Standard.
INGO	Indian Government Organization	Bd.	Board.
2AC	2 nd Class Air Conditioned coach	BAM	Brahmapur- Station's code
3AC	3 rd Class AC coach.	BSP	Bilaspur - Station's code
ACM	Assistant Commercial Manager	BNDM	Bandamunda - Station's code
AP	Andhra Pradesh	BSNL	Bharat Sanchar Nigam Limited

BPCL	Bharat Petroleum Company Limited	CHC	Chief Controller.
BHC	Bhadrakh - station's code	CPR	Cardio Pulmonary Resuscitation
BFR	08 wheeler open flat vacuum brake wagon	CCM	Chief Commercial Manager
BLGR	Bolangir- Station's code	DME	Divisional Mechanical Engineer
BIA	Bhilai - Station's code	DSO	Divisional Safety Officer
CE	Chief Engineer	DEN	Divisional Engineer
CBE	Chief Bridge Engineer	DOM	Divisional Operating Manager
CISF	Central Industrial Security Force	DMU	Diesel Multiple Unit
CTE	Chief Track Engineer	DRM	Divisional Railway Manager
COM	Chief Operation Manager	DMO	Divisional Medical Officer
COS	Controller of Stores.	DM	Disaster Management/ District Magistrate.
CG	Chhattrisgarh state	DMA	Disaster Management Authority.
CBRI	Central Building Research Institute.	DMT	Disaster Management Team.
CRRI	Central Road Research Institute.	DOT	Department of Telephone.
CRSE	Chief Rolling Stock engineer.	DC	District Commissioner
CSO	Chief Safety Officer	DR	Disaster Response
CME	Chief Mechanical Engineer	DPC	Diesel Power Controller
CEE	Chief Electrical Engineer	DG	Diesel Generator
CSTE	Chief Signal & Telecommunication Engineer	DCP	Dry Chemical Powder
CMPE	Chief Motive Power Engineer	DSTE	Divisional Signal & Telecommunication Eng
CAO	Chief Account Officer	EFR	Eastern Field Rifle.
CTC	Cuttack – station's code	EC	Emergency Control.
CSC	Chief Security Commissioner	EMU	Electric Multiple Unit
CSE	Chief Signal Engineer	EFR	Eastern Front Rifle
CPO	Chief Personnel Officer	ESM	Electric Messaging System
CNL	Control.	EMR	Emergency Medical Response
CPTM	Chief Passenger Transportation	FA	First Aid

	Manager		
CFTM	Chief Freight Transportation Manager	FC	Finance Commission
CAC	Combined Assistance Center	FA&CA O	Financial Advisor & Chief Accounts Officer.
CPRO	Chief Public Relation Officer	FR	First Response
CWC	Cyclone Warning Center	FOB	Foot Over Bridge.
CRB	Chairman Railway Board	FOIS	Freight Operation Information System
CMS	Chief Medical Superintendent	FIR	First Information Report
C O	Co-ordination.	FT	Field Telephone
CMD	Chief Medical Director	G	General.
C&W	Carriage and Wagon	GM	General Manager.
CDMO	Chief District Medical Officer	GI	Galvanized Iron
CRS	Commissioner of Railway Safety	GIS	Geographical Information System
CKP	Chakradharpur station's code	GSI	Geological Survey of India.
CRS	Commissioner of Railway Safety.	GRP	Government Railway Police
HFL	Highest Flood Level	NDRF	National Disaster Response Force.
HLC	High Level Committee on Disaster Management	O P	Operation.
HRD	Hydraulic Rescue Device	OHE	Over Head Equipment
HRE	Hydraulic Re-railing Equipment	OIC	Officer In-Charge.
HSD	High Speed Diesel	OSDMA	Orissa State Disaster Mitigation authority.
HOR	High Official Requisition	ODRAF	Orissa Disaster Rapid Action Force.
HOD	Head Of the Department	PSA	Palasa station's code
HS	Home Secretary/Hand Signal	PRO	Public Relation Officer.
HM	Home Minister	PA	Public Address.
HS	Home Secretary/Hand Signal	PAS	Public Address System
		P-Way	Public Way
IA	Indian Airlines.	PCE	Principal Chief Engineer
IAF	Indian Air Force.	PCO	Public Call Office.
IAT	Instant Action Ream	POL	Petroleum and Oil
ICF	Integral Coach Factory	PR	Public Relation.
IG	Inspector General	QRT	Quick Response Team.
IIT	Indian Institute of Technology.	RMC	Regional Meteorological Center.
IMD	Indian Meteorological Department.	RCT	Railway Compensation Tribunal.
IOC	Indian Oil Corporation	RGDA	Rayaguda.
IRCTC	Indian Rly. Catering & Tourism Corporation.	RMS	Railway Mail Service.
IRITM	Indian Railway Institute of Transport Management	RPF	Railway Protection Force
ISD	International Subscriber Dialing.	RCF	Rail Coach Factory.
ITWC	Indian Tsunami Warning System	RVS	Rapid Vision Screen.
J A G	Junior Administrative Grade.	RRI	Route Relay Instrument.
Jr.	Junior.	SP	Superintendent of Police
JSG	Jharsuguda station's code	SP-ART	Self Propelled Accd. Relief Train.
KUR	Khurda Road station code	Sr.	Senior.
KGP	Kharagpur station code	SDGM	Senior Deputy General Manager.
KBJ	Kantabanji station's code	SM	Station Master/Station Manager.
KRPU	Koraput station's code	S&T	Signal & Telecommunication
KRDL	Kirandul station's code	SBP	Sambalpur station code
L I	Loco Inspector.	SS	Station Superintendent.
POMKA	Portable Medical Kit for Accident.	SE	Section Engineer
L C	Level Crossing.	SSE	Senior Section Engineer.
L P	Loco Pilot	SIS	Senior Inspector of Signal

MSMD	Mohasamund station's code	SLI	Senior Loco Inspector.
MoR	Ministry of Railway	SSO	Senior Safety Officer.
MOSR	Ministry of State for Railway	SR	Safety Rule
MoU	Memorandum of Understanding.	SJAB	St.John Ambulance.
MM	Material Manager.	SOS	International Call for Distress.
MM	Modified Mercalli.	STD	Subscriber Trunk Dial
NGO	Non-Government Organization	SERC	Structural Engineering Research Centre.

TI	Traffic Inspector.	TCI	Telecommunication Inspector.
TS	Train Superintendent	TCM	Telecommunication Mechanics.
TTE	Tran Ticket Examiner.	U C C	Unified Command Center.
TRD	Traction department	VSKP	Vishakhapatnam station's code
TIG	Titlagarh station's code	VZM	Vizianagaram station's code
TPC	Traction Power Controller	WAT	Waltair station's code
TLC	Traction Loco Controller.	W	Watt
T	Tons.	V	Volt.
TLHR	Talcher station's code	VHF	Very High Frequency.
TXR	Train Examiner.	DC	District Commissioner.

INTRODUCTION

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

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

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

“Railway Disaster is a serious train accident or an untoward event 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.”

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

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

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

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

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

With the view to build up appropriate capability to manage Disaster at Divisional/Zonal levels, clear instructions, defining the role of various departments are required. This Disaster Management Plan issued by E. Co. Railway covers such instructions to organize an efficient Rescue and Relief operation and lay down the basic framework for immediate action by every Railway Servant. It has been dovetailed with information what so ever 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 useful in Disaster Management are made available in this document.

Zonal Disaster Management Plan – 2017 of E.Co. Rly focus on tackling the following situations:

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

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CHAPTER-1

LEGAL PROVISION

1.1 Railway Board's Order:-

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

No. ERB-I/2002/24/44

New Delhi, dated 17-09-2002

ORDER

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

- | | | | |
|------|---|---|----------|
| i) | Member Mechanical, Railway Board | - | Convener |
| ii) | Member Traffic, Railway Board | - | Member |
| iii) | Director General/Railway Health Services | - | Member |
| iv) | Director General / Railway Protection Force | - | Member |
| v) | Additional Member (Budget), Railway Board | - | Member |
2. Executive Director / Safety, Railway Board, will be the Secretary of the Committee.
3. The terms of reference of the Committee are :--
- (i) To review the existing Disaster Management System over IR related to train accidents and natural calamities and to suggest improvements.
 - (ii) To identify the technological and managerial inputs in order to quicken the pace of relief and rescue operations.
 - (iii) to institute a standing arrangement with other Central Ministries, State Governments and Armed Forces to enable quick and smooth restoration operations without any legal or procedural hurdles.

4. The Committee is expected to give its recommendations in two months. Necessary secretarial assistance (one computer literate P.S. and one L.D.C.) would be provided to Executive Director (Safety) during the tenure of the Committee.

(R.R. JARUHAR)
Secretary / Railway Board

5) MEMBER 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. Instrucrions contained in **DISASTER MANAGEMENT PLAN for the Ministry of Railways** published in April - 2016 also has been taken into cognizance while formulating the **Disaster Management Plan of East Coast Railway**.

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

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

B) DISASTER MANAGEMENT ACT & RELATED ASPECTS:-

1.3 Disaster Management Act:

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

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

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

Approval of the Cabinet to the NPDM was given in the Cabinet Meeting held on 22.10.2009.

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

A.01 The Disaster Management Act, 2005

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

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

“Disaster means a catastrophe, mishap, calamity or grave occurrence in any area, arising from natural or man-made causes, or by accident or negligence which results in substantial loss of life or human suffering or damage to, and destruction of, property, or damage to, or degradation of, environment, and is of such a nature or magnitude as to be beyond the coping capacity of the community of the affected area”.

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

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

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

- prevention of danger or threat of any disaster;
- mitigation or reduction of risk of any disaster or its severity or consequences;
- capacity-building;
- preparedness to deal with any disaster;
- prompt response to any threatening disaster situation or disaster;

- assessing the severity or magnitude of effects of any disaster;
- evacuation, rescue and relief and
- rehabilitation and reconstruction.

1.04 Important Provisions in the DM Act:

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

1.05. DEFINITION OF DISASTER :

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

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

1.6 Salient Features of Disaster Management Act 2005:

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

1. Formation of NDMA with Prime Minister as Chairperson and nine(09) other members and an Executive Committee with Secretaries to Govt. of India as members.
2. NDMA shall have powers to lay down policies, guidelines, planning and co-ordination and evaluation & monitoring for Disaster Management. There shall be a National Plan drawn up for disaster management in the whole country.
3. Similar state DMAs with Chief Minister as Chairperson and eight(08) other members shall be formed having power to lay down policies, guide lines and planning & monitoring at state level. There shall be a state executive committee which Chief Secretary as Chairperson and four other secretaries. A state DM plan shall be made. Similarly, all Metro, cosmopolitan city must have plan with Mayor or MC as Chair Person.
4. At District level, a District DM Authority with Collector/DC/DM as Chairperson and SP, DMO and other two Dist. Level Officers as member shall be formed with similar function and a District Disaster Management Plan shall be drawn.
5. Central Govt will take measures for co-ordination among various DMA, with various ministries, and Naval, Military and Air Forces for capacity building, preparedness and effective response. Assistance to State Govt. shall be provided. Every ministry shall take measures as per guidelines laid down in national plan and prepare their own Disaster Management Plan. Similarly DMA must have unit branch at adjacent State / City , so that if major Disaster then that DMA activity will not collapse.
6. Similar action will be taken by the State Govt. and local Authorities at State and District levels respectively.

7. A National Institute of Disaster Management shall be formed for planning, training and research in the area of Disaster Management.
8. A National Disaster Response Force will be constituted for specialist response to disasters.
9. The act provides for punishment for obstruction, failure of officer on duty, for contravention of any order of requisition, false warning, discrimination, etc., by imprisonment or fine or both.

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

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

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

Important provision of DM Act.

Section 35

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

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

Section 36

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

- a) Take measures necessary for prevention of disasters, mitigation, preparedness and capacity-building in accordance with the guidelines laid down by the National Authority;
- b) Integrate into its development plans and projects, the measures for prevention or mitigation of disasters in accordance with the guidelines laid down by the National Authority;

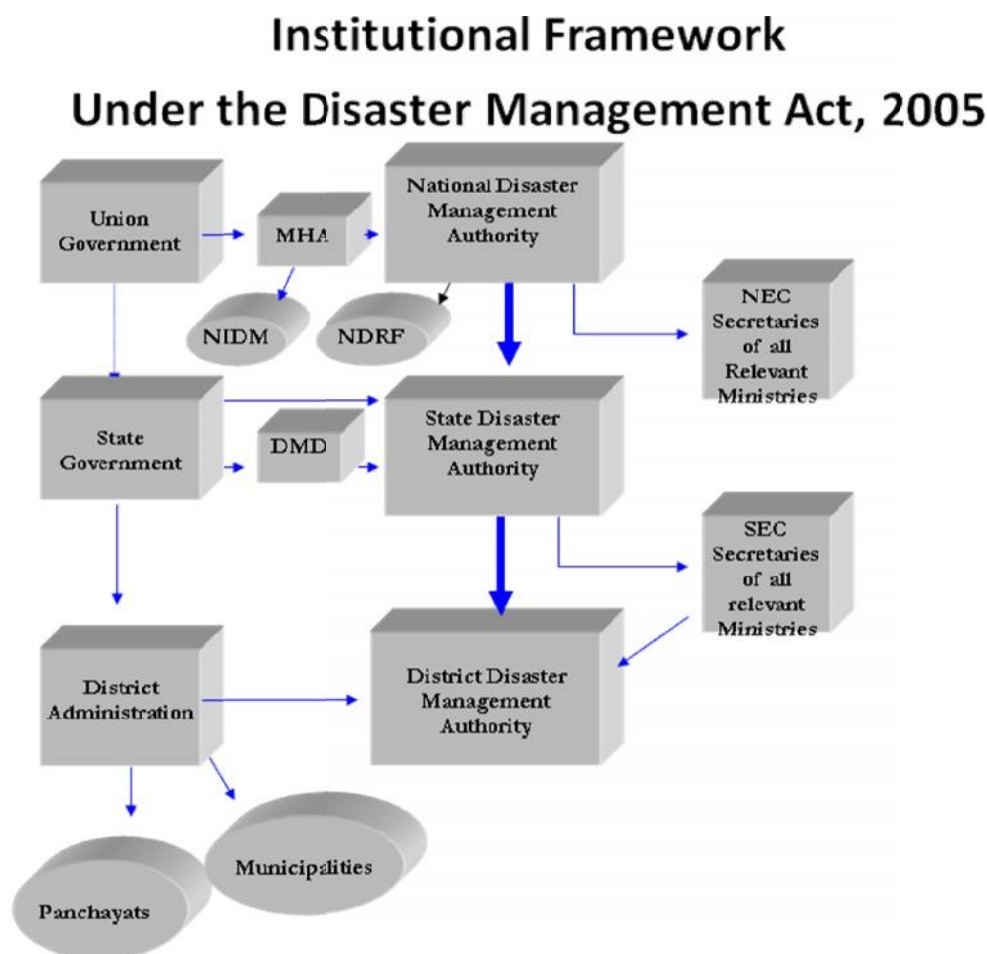
- c) Respond effectively and promptly to any threatening disaster situation or disaster in accordance with the guidelines of the National Authority or the directions of the National Executive Committee in this behalf;
- d) Review the enactments administered by it, its policies, rules and regulations,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

Section 37

- (1) Every Ministry or Department of the Government of India shall-
 - a) Prepare a disaster management plan specifying the following particulars, namely;
 - (i) The measures to be taken by it for prevention and mitigation of disasters in accordance with the National Plan;
 - (ii) The specifications regarding integration of mitigation measures in its development plans in accordance with the guidelines of the National Authority and the National Executive Committee;
 - (iii) Its roles and responsibilities in relation to preparedness and capacity-building to deal with any threatening disaster situation or disaster;
 - (iv) Its roles and responsibilities in regard to promptly and effectively responding to any threatening disaster situation or disaster;
 - (v) The present status of its preparedness to perform the roles and responsibilities specified in sub-clauses (iii) and (iv);
 - (vi) The measures required to be taken in order to enable it to perform its responsibilities specified in sub-clauses (iii) & (iv)
 - b) Review and update annually the plan referred to in clause (a);
 - c) Forward a copy of the plan referred to in clause (a) or clause (b), as the case may be, to the Central Government which Government shall forward a copy thereof to the National Authority for its approval.
- (2) Every Ministry or Department of the Government of India shall-
 - a) Make, while preparing disaster management plan under clause (a) of sub section (1), provisions for financing the activities specified therein;
 - b) Furnish a status report regarding the implementation of the plan referred to in clause (a) of sub-section (1) to the National Authority, as and when required by it.

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

1.07.



1.08. NATIONAL DISASTER MANAGEMENT AUTHORITY (NDMA)-

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

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

NDMA CONTROL ROOM NEW DELHI

Important Telephone Numbers of NDMA

S.No.	Name & Designation	Office Phone No.	Mobile	Email ID
1.	Secretary,	011-26701710	---	secretary@ndma.gov.in
2.	Joint Secretary(Admn)	011-26701780	---	jsadm@ndma.gov.in b.pradhan@nic.in
3.	Joint Adviser	011-26701743	---	narshad@ndma.gov.in

4.	Control Room	011-26701728 011-1078 011-26701729(Fax)	controlroom@ndma.gov.in , ndmacontrolroom@gmail.com , 09868891801, 09868101885
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1.09 NATIONAL DISASTER RESPONSE FORCE (NDRF)

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

NDRF HEADQUARTERS

NDRF Battalions:

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

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

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

S.N o.	Div.	COMDT NDRF Bn	LOCATION	MOB. NO.	TEL NO.	FAX NO./Email
1.	KUR & SBP	Commandant 3rd Bn NDRF	Mundali, Cuttack, Odisha, Pin- 754013	09439103170, 09437964571	0671-2879711(control) 09437581614(Control) 0671-2879710 (O)	Ori03-ndrf@nic.in
2.	WAT	Commandant 10th Bn NDRF	ANU Campus , Nagarjuna Nagar Guntur (AP) Pin-522510	09419217790	0863-2293178 (O) 08632293178 (FAX), 0863-2293050(Control) 08333068559 (control)	Ap10ndrf@nic.in

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

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

As Para- 5.2 of DM plan of Ministry of Railway issued in April-2016 , Railway Board have also empowered **Divisional Railway Managers/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-2

OBJECTIVES

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

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

2.2. KEY CONCEPTS:

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

2.3. GOLDEN HOUR CONCEPT

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

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

2.4. TRIGGER MECHANISM (EMERGENCY RESPONSE SYSTEM)

Trigger Mechanism has been conceptualized as an emergency quick response mechanism which, on energizing would, spontaneously set the vehicle of management into motion on road to disaster management process. The underlying assumptions behind this concept is that the process and mechanism

of responding have been planned earlier and response activities would start as soon as the information is received about a disaster or impending disaster by any point in the whole mechanism. To have an effective Trigger Mechanism, High Power Committee has identified functions for the disaster managers:

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

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

2.6 INCIDENT COMMAND SYSTEM (ICS):

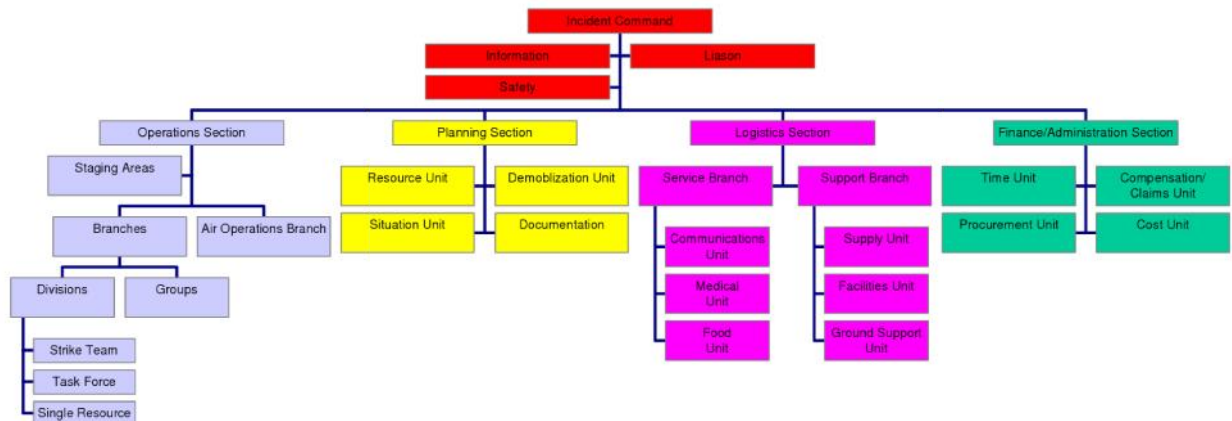
a. Introduction

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

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

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

INCIDENT COMMAND ORGANIZATION CHART



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

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

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

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

2.7 TRIAGE

The term triage originates from the French verb 'trier', which means to sort, select, or classify. There are many definitions of triage. In disaster medicine, triage is an evaluation or an assessment process of the medical condition of victims and their categorization depending on the severity of

sustained injuries. Triage is to solve the problem of imbalance, which has come up due to excessive demands on the available resources. Triage process ensures care to casualties according to the,

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

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

- Site
- During transportation; and
- In the hospital

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

These are two major types of triages:

- **Site Triage** – The non-medical triage and is done by the rescue team or the first aid providers at the site. It is also called pre-hospital triage.
- **Hospital Triage** – Medical triage done by trained physicians and surgeons in the receiving hospital.

Triage must distinguish the casualties by different colour tagging, according to the gravity of their injury, and need for urgent medical care or priority for transportation. The Airport Colour Coded Triage Tagging System is accepted world-wide and is used internationally.

- **Red** – a) First priority.
b) Victim critical with unstable vital functions.
c) Requires urgent care.
- **Yellow** –a) Second priority
b) Victim serious but stable vital functions.
c) Requires prompt care though no immediate risk, but cannot move without assistance.

- **Green** – Victims having light injury and able to walk.

- **Black** – **Dead.**

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

2.8. PSYCHOLOGICAL REHABILITATION

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

Impact of Disasters on Mental health:

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

Emotional reactions: temporary feelings of shock (that is, for several days, or a couple of weeks), fear, grief, anger resentment, guilt, shame, helplessness, hopelessness, or emotional numbness (difficulty in feeling love and intimacy, or difficulty in taking interest and pleasure in day-to-day activities.)

- Cognitive reactions: confusion, disorientation, indecisiveness, worry, shortened attention span, poor concentration, memory loss, unwanted memories, self-blame.
- Physical reactions: tension, fatigue, edginess, difficulty in sleeping, body aches or pain, slow reactions, fast heartbeat, nausea, changes in appetite, changes in sex drive etc.
- Interpersonal reactions; In relationships at school, workplace, in friendships, in marriage, or as a parent, distrust, irritability, conflict, withdrawal, isolation, feeling rejected or abandoned, being distant, judgmental, or over-controlling etc.

Mental health interventions for disasters:

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

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

Basic principles of Emergency Care:

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

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

REPORTING OF ACCIDENTS

2.9 Immediate reporting of Accidents

It is reiterated that on no account there be any delay in transmitting information about an accident from the site to the divisional control. The Divisional control will immediately relay the same to the Central Control who will inform to all concerned at the Head Quarters starting with the **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 immediately.

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.

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

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

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

2.10 Reporting of Accidents to the Railway Board

1) A telephonic advice should be relayed to nominated officer in Railway Board's Office immediately after the accident in case of following categories of accidents:-

- I. All consequential train accidents.
- II. Any yard accident having serious repercussion on movement of traffic on through/ main line resulting in dislocation of traffic more than the threshold value as indicated in the Accident Manual.
- III. Landslides, breaches, OHE breakdown etc., which result in dislocation of traffic more than the threshold value.
- IV. Averted collisions.
- V. Signal passing at Danger.

2) The following occurrences shall be reported promptly to the safety directorate of Railway Board over telephone and by Fax.

- a) Collisions falling under 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 D-5;
- e) Trains running into obstruction including fixed structure falling under E-2;
- f) Parting of trains, failure of rolling stock such as failure of tyres, wheels, axles, or braking apparatus etc., during the journey of passengers carrying trains or goods trains falling under class J-3, J-4, J-5 & J-6;
- g) Cases of averted mishaps due to failures of permanent way such as rail fracture, weld failure, buckling of track, etc, during the journey of passengers carrying trains or goods trains falling under class J-3, J-4, J-5 & J-6;

- h) Cases of averted mishaps due to failures of permanent way such as rail fracture, weld failure, buckling of track, etc. or obstruction to track, thus endangering the safety of the train(s);

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

The Reporting to Rly Board be also communicated through SIMS (Railnet) by generating the Accident ID.

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

NEW DELHI (MTNL) STD CODE – 011

NEW DELHI RLY STD CODE – 030

SN	Designation	Office		Residence		Mobile
		Railway	MTNL	Railway	MTNL	
1	Safety Cell (Control)	23382638 98100-17905,				9717645611, 911123382638
2	Dir. Safety/II	43446	2338-9987	23151	2374-0092	09810017905
3	Dir. Safety/I	43667	2338-7009		2467-0561	09910487477
4	Dir. Safety/III	43239	2338-5047		49053824	09910487542
5	Dy Dir/Safety	43998	23303998			09958293571
6	Adv./Safety	43302	2338-1344		24100429	09910487525

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

CRS/SE/Circle	S . Nayak	080-27062, 44604 FAX-08042221	-	22484858 22227062	24483530	9002080850 08455885820
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2.12 System to be followed for reporting of accident to Railway Board:

- 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.
- Sr. DSO / DSO shall collect all the information and advice CSO/HQ.
- CSO / Dy.CSO / ASO (Mech, Engg, and S&T) should thereafter inform the nominated officers of Safety Directorate in the Railway Board.
- 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.
- Cases of blockade of train services due to public agitation shall be dealt with by the Security Directorate. In addition, periodic (monthly) statement of accidents in all categories shall be submitted to Railway Board in the prescribed format.

2.13 To Zonal Railway Headquarters by Divisions:

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

- All train accidents.
- Any yard accident having serious repercussion on movement of traffic on through line resulting in dislocation of traffic more than the threshold value.

- 3) Land slides, breaches, OHE breakdown, etc. which result in dislocation of traffic more than the threshold value.
- 4) Averted collisions.
- 5) Loco Pilot passing signal at danger.

Divisional Control should report all other accidents, equipment failures, and unusual incidents as classified in Appendix-I 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.

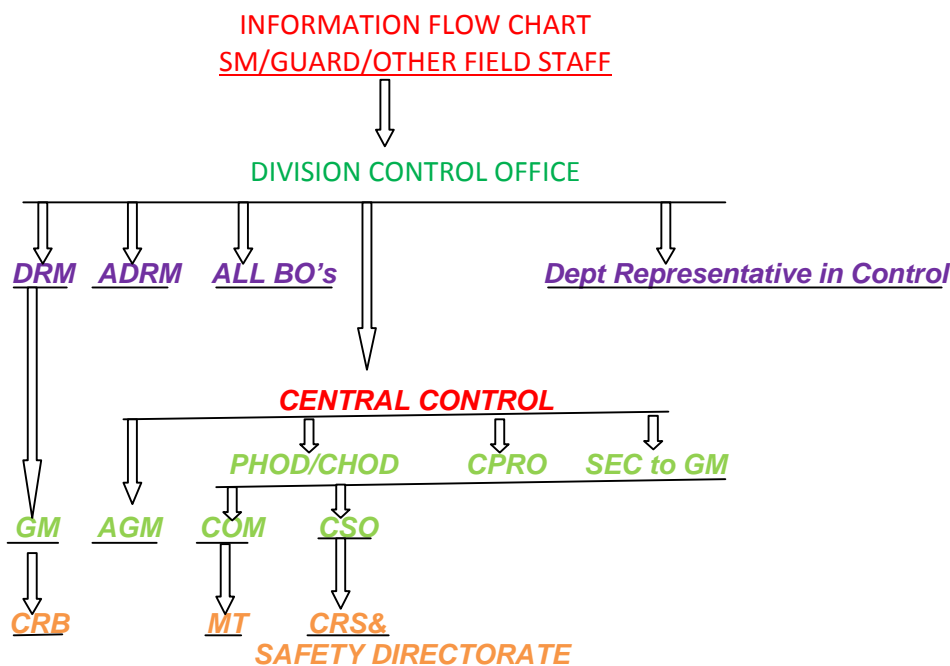
In addition to this, periodic (monthly) statement of accidents in all categories including yard derailments shall be submitted by Sr. DSO/DSO to Zonal Headquarters in the prescribed format.

2.14 Accidents in Non-traffic sidings or premises

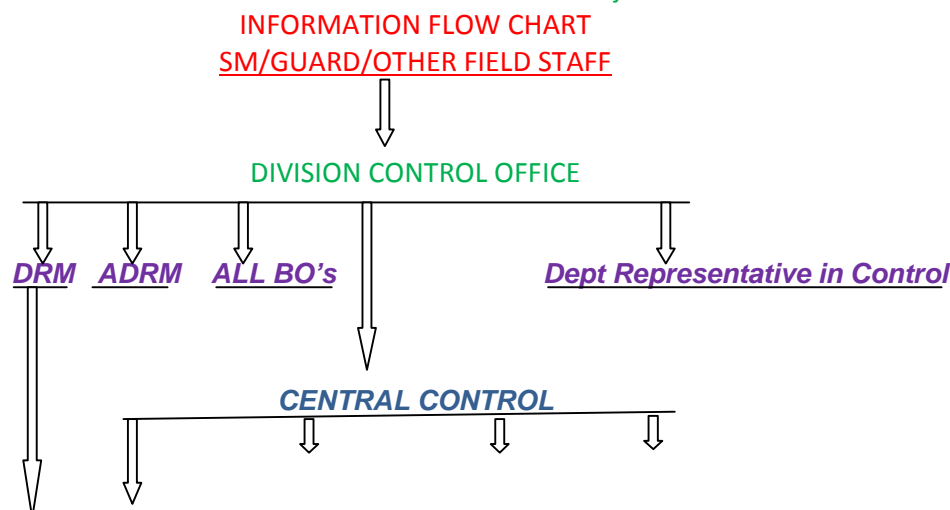
Accidents occurring in the premises or sidings exclusively under the control of departments other than Traffic shall be reported to the Officer In-charge of such premises or sidings, and the official shall observe the rules for reporting accidents laid down for Station Masters.

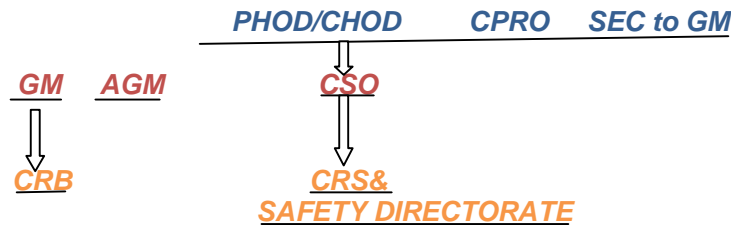
2.15

A.FLOW CHART OF INFORMATION FOR MAJOR ACCIDENTS



B.FLOW CHART of information other than major accidents





2.16 Procedure to be followed during serious accidents declared as Disaster

1. 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 CSO, COM, PCE, CME, CSTE, CEE, CCM, CPTM, CFTM, Dy.CSO, and other HODs as may be necessary depending on the nature of accident. GM should be immediately advised by CSO 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 CSO or in his absence by Dy.CSO.
2. Depending on the seriousness of the accident COM, CME, PCE, CSTE, CEE, CCM 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 CSO 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.
3. 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.
4. 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.
5. In case of serious accident or accident where passenger trains are involved, DRM/ADRM concerned should talk to the General Manager directly.
6. 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.
7. A command post should be set up at accident spot and should preferably be manned by Traffic Inspector or in his absence by Safety Counsellor, who shall record all messages and instructions of DRM/ADRM and other Senior Officers at site in a log register and repeat the progress of restoration every half an hour to the divisional control, who in turn shall repeat to Headquarters Central Control/Bhubaneswar, so that GM and other concerned PHODs/HODs are appropriately briefed on the subject.
8. 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.

9. Use of portable Fax machines may be resorted to at accident spots, for quick relaying of messages to Divisional Control and Headquarters.
10. Dy.CSO, ASO (Mech, Engg, and S&T) shall prepare a bulletin on the progress of restoration every 4 hours for information of GM.
11. 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.
12. 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.
13. In order to provide accurate information about train services to the public, the centralised enquiry in the Bhubaneswar Central Control Office should be manned by a Commercial Officer and special booths manned by Officers / Supervisors should be set up at Divisional Head quarters and other major stations.
14. Detailed instructions with regard to, opening of special enquiry booths, preparation of list of dead and injured along with address, deputation of railway doctors to non-railway hospitals to render assistance, arrangements for supply of meals, drinking water, STD equipped telephones for the use of passengers, provision of security to the belongings of dead or injured etc, to be made available.

2.17 Accidents reportable to CRS

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

2.18 Information to the police and Civil authorities

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

Officials to be informed in the above cases:

- a) Chief Secretary of the State.
- b) Home Secretary of the State.
- c) The District Magistrate/Additional District Magistrate.
- d) Sub Divisional Officer / Deputy District Magistrate.
- e) The District Superintendent of Police of the concerned District.
- f) The Superintendent of Railway Police.
- g) The Officer- in- charge of the police station within local limits.
- h) The Officer- in- charge of the Government Railway Police.

- i) The Officer- in- charge of the Railway Protection Force.

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

2.19 Clearance by State Police

1. 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.
2. 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.
3. Ministry of Home affairs/Govt. of India vide their letter No. VI-24022/11/2002-pm-1 dt. 24.12.2002 have directed the Home Secretaries of all states to issue suitable instructions to all concerned authorities for taking prompt action and to expedite clearance certificate in the event of a rail accident, when sabotage is suspected. (Board’s letter No. 2002 / Sec. (CR) /45/47, March 27.03).

2.20 OFFICER AUTHORISED TO DECLARE AN ACCIDENT AS A DISASTER

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

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

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

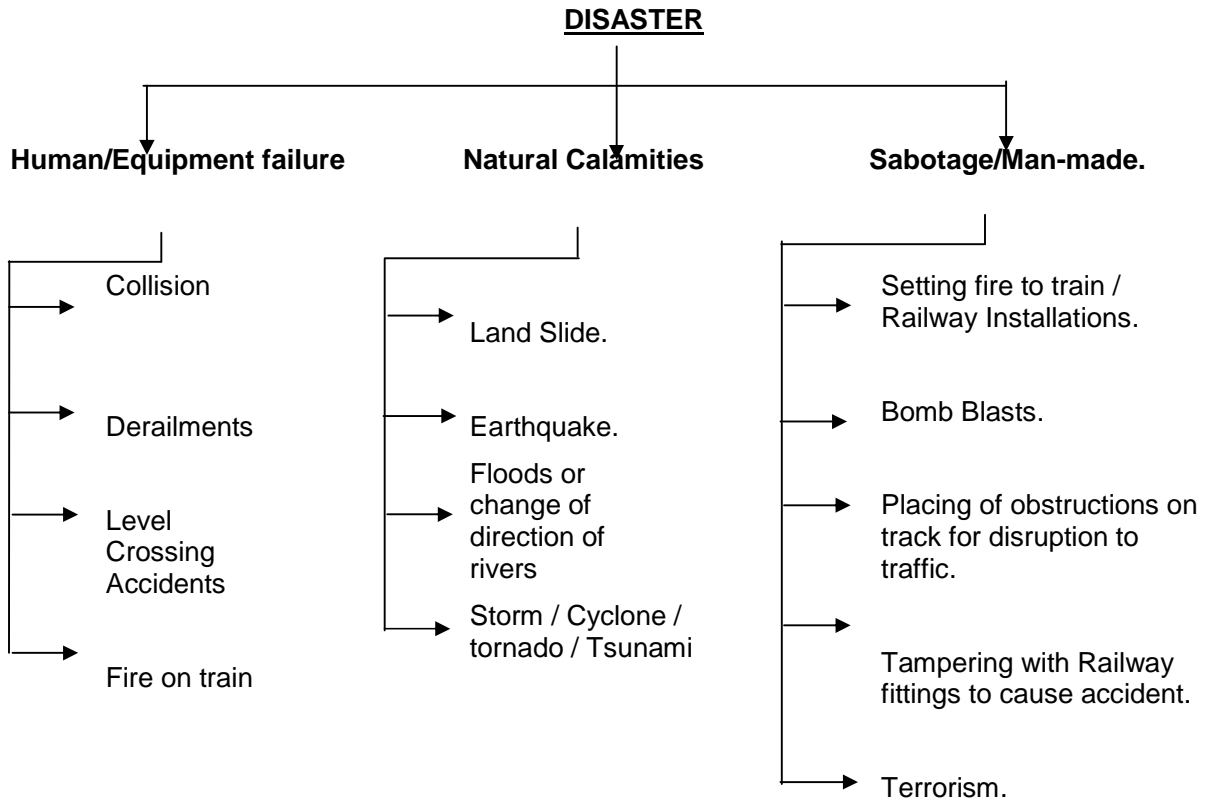
In the wake of cyclone , contingency plan is issued by COM containing general instructions to tackle the emergency situations arise due to cyclone. A core team comprising of PCE, COM, CCM, CSTE, CSE, CEE , CSO & CMD meet regularly to take stock of the situation. As decided in the core team meeting , noticification is issued by CPTM regarding cancellation, regulation, diversion & termination of trains from time to time depending on the situation.

* * * * *

CHAPTER-3

DISASTER & TRAIN ACCIDENT

3.01 Types of disaster causing interruption to train services:-



A) Human/Equipment failure:

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

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

B) NATURAL DISASTERS

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

1. Landslide:

- Whenever landslide is expected / experienced due to heavy down pour all train services to be regulated.
- Rescue team to be rushed for restoration work.

2. Floods:

Based on the weather forecast warnings regarding impending flood condition the following steps should be taken.

- Bridge watchman to be provided at vulnerable points to inform flow of water.
- Shifting of all and movable equipment around the bank.
- If time permits sandbag dykes can be constructed to ensure safe passage of trains.
- Regulate the train service till the flood recedes
- Evacuate people on train/at station and move them to a safer place.
- Contact Fire brigade, Navy, Army, Air force and Local boat men Divers and boats.
- With the co-ordination of local authorities arrange temporary shelter in nearby schools, marriage halls, community centres etc.
- If necessary arrange coaches to accommodate the affected temporarily.
- Seek assistance from voluntary organizations and arrange drinking water food medicine etc.
- RPF and GRP in co-ordination with local police shall arrange protection.
- Keep communication with Divisional Control Office.
- When people are marooned by flood, arrange air dropping of food packets, cloths etc., with the assistance of civil administration.
- Contact SJAB (St. John Ambulance Brigade), local doctors and provide medical care to the affected.

3.02. Weather Warnings.

3.02.1 Conveying messages by Indian Meteorological Department:

The various IMD regional centers will issue heavy rainfall warnings or cyclone warnings to the central controller/ Hubballi by fax and email. Further, the Indian Meteorological Department is updating the weather warning messages in their official web sites regularly, which can be watched in case of any doubt or their duty officer can be contacted over phone.

3.02.2 Dissemination of Messages within Railway:

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

3.02.3 Central Control, COM office,:

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

3.02.4 Action by the Divisional Control Office:

- i) The Controller of the Divisional control Office shall give the copy of message to all controls of the section control division i.e. 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 officers, Supervisors and all concerned pertaining to their departments for taking necessary steps to be in readiness for meeting any eventualities. They should record the names and designation with the time and date to whom the message has been repeated.

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

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

Note:

- a. In respect of sections which are not controlled or when the control phone is interrupted, an 'XXR' (immediate) telegram should be issued by the Chief Controller or in his absence by the Dy.Chief Controller to the Officials referred above. BSNL Telegraph facilities can be made use of for this purpose.
 - b. The preamble of the weather/cyclone warning message and the text as received from the Meteorological Department should be reproduced verbatim in the text of the XXR telegram, the text of the message should be worded as shown below:
 - c. Regional Meteorological Centre(here enter the name of the Meteorological Centre) XXW/000 (insert whichever class is used by the meteorological Department) telegram Coded(insert code time of the original message) dated..... (Date of the original message) reads (Reproduce the text of the meteorological message verbatim).
 - d. 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 telegraphic format as suitable and issue to all concerned as mentioned in the above Paras.
- iii) Additionally message should also be passed on through SMS on CUG mobile phones to all concerned.
 - iv) A register should be maintained in Control Offices of each department i.e. Engineering, Electrical etc. showing full particulars of the receipt and action taken on the weather/cyclone warning messages, 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 S.M.on duty to whom the message has been repeated.

3.03 Action by the Station Master:

3.03.1 Intimation to staff:

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

The SM on duty, at Station where ADENs/SSE (Works)/SSE (P.Way), ADEE(TRD), SSE (OHE/PSI) are Headquartered, should immediately arrange to handover to the parties concerned, a copy of the verbatim message received from the Section Controller and obtain his acknowledgement. If the ADENs/SSE (Works)/SSE (P.Way)/SSE (OHE/PSI) is out of Headquarters, the SM should advise the controller on duty who will then be responsible

for ensuring that the contents of the weather warning message are communicated verbatim to Engineering and TRD officials at the station. He will also arrange to forward the SMS of warning message received from Divisional control, to all above, in case CUG mobile services are active.

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

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

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

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

- i) When the warning message forecasting cyclone, storm or strong wind has been received from the Meteorological Department and/or there is a reasonable doubt that severe storm is going to break out endangering the safety of passengers, trains etc., the Station Master shall, in consultation with the Guard and the Loco Pilot/Assistant Loco pilot of the train, regulates the train and also refuse to grant line clear to a train coming to his station until storm abates and he considers safe for the movements of trains.
- ii) In spite of the action outlined above, should the Loco pilot and Guard be still caught on run in a storm and high winds of an intensity which in their opinion are likely to endanger the safety of passenger train, they should bring the train to halt with least delay, avoiding such stoppage at places like sharp curve, high embankments, cuttings and bridges, protect the train as per G & SR and try and contact the nearest Station Master. Guard should advise the passengers to keep all the shutters of the train open to avoid the risk of overturning of the train. The train could be re-started in consultation with guard only after the storm and high winds abate and it is considered safe to proceed. In such cases, discretion of the loco pilots and Guards who know the section is of utmost importance giving paramount importance to safety of passengers.
- iii) During thick foggy or tempestuous weather or dust storm or mist which render it difficult or impossible for the loco pilots to see signals concerned and where there is doubt or suspicion of the condition of a run through passing train or observation

made that the block section in the rear might have been affected or obstructed during the passage of the train, caution orders should be issued to the loco pilots.

- iv) The Station Master shall inform Revenue Officers, Sub-Collector of the area regarding the holding up trains in his station. The Station Master on duty shall seek the assistance of the local Revenue authorities in arranging adequate supply of food packets along with pure drinking water to the stranded passengers.
- v) AC loco pilots shall stop the train if considered unsafe to run the train till such time he feels comfortable and safe to run (stopping of train on bridges, steep gradients and flood prone location may be avoided). In case of cyclone, windows of loco may be kept open to allow passage of air.
- vi) Station Masters shall also take readings of the anemometers installed at stations and record the same in the register at an interval of 6 hours as per the following profarma.

Date	Time	Reading of the Anemometer	Signature

3.3.03 Provision of Anemometers in nominated stations closed to bridges.

As per the Para717 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 details of nominated stations for provision of Anemometers in East Coast Railway is as under:

Division	Availability in Nos.			Nominated locations	Remarks
	Digital	Mechanical	Total		
KUR	2	4	6	CAP station	DEN/ Bridge / KUR
				GBK station	
				RRI cabin at CTC	
				JKPR station	
WAT	3	1	4	RGDA station	DEN/ Bridge /WAT
				CHE station	
				Other two location to be nominated by division on real time basis according to forecast of MET Deptt.	
SBP	4	0	4	HKG station	ADEN/ Bridge /SBP
				KSNG station	

3.04 Action by ADEN:

- i) On receipt of cyclone/weather warnings, the ADEN will alert all his staff to be in readiness to meet any eventuality. He should also ensure that all the loose fastenings including sheets, tiles etc. of the station buildings as well as the residential quarters in the places likely to be affected are secured properly. He will also alert the residents of Railway Colony to take all precautions and be in readiness to move to safer places in emergencies.

- ii) He will exercise discretionary checks as required to ensure action by SSE/P.Ways and that they are alert and active and be constantly in touch with control office as required.

3.05 Action by SSE/P.Way :

- i) SSE/P.Way, on receipt of weather /cyclone warning 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, the
- ii) SSE/P.Way will introduce patrolling as soon as possible and also post watchmen at all vulnerable locations and bridges by day as well as by night for a period extending up to 48 hours beyond the period specified in the weather/ cyclone warning messages.
The Permanent Way Inspector should be out in his section as far as possible by trolley during the period of warning and 48 hours beyond. When there is sudden cloud burst even during non-monsoon periods, emergency patrolling should be introduced duly informing the Station Masters on the section patrolled.
- iii) Permanent Way inspectors should contact the control frequently to keep the Section Controller informed about the site conditions and have their trolleys always available with them for moving to sites of breaches etc.
- iv) Action by Gang Mate -On receipt of advice from Station Master, the Gang mate should take the following action:-
- v) 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.
- vi) 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.
- vii) For guidance of Loco Pilots and Guards, the sections which are vulnerable from safety point of view where the trains should not be stabled such as curves, high embankments, cuttings etc. should be identified by Kilometer Numbers and to be communicated to Loco Pilots and Guards for their information and their guidance.

3.06 Cyclone Warning

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

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

The cyclone warning will be issued by IMD in two stages. The first stage warning is issued as soon as the cyclone storm is located at such a distance from the coast that is expected to cause bad weather over the coast during the next 48 hours. This is followed by second stage warning message wherein there is actual threat of cyclone over the area. Subsequently also, messages giving the latest cyclonic situation are issued by the cyclone warning centers, till the danger to the area is over.

- (i) Chief Controller on duty in HQ central control should take immediate action as laid down in Para 3.2.1 above. He should also intimate the cyclone warning and alert the Chief Controllers of the Divisions over which the cyclone is expected to pass. The Central Control will also immediately inform all controls in the Headquarters Office

regarding the cyclonic storm and action being taken by the Division to tackle the situation.

- (ii) On receipt of cyclone warning message, the COM will set up an emergency cell in Headquarters, if necessary, manned by Officers /Sr. Subordinates, 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 Para3.2.1 (i) and alert the concerned Divisional Controllers for taking action as per Para3.2.2.
- (iii) A register should be maintained in the emergency cell showing the full particulars of the cyclone warnings received and cyclone bulletins broadcast/telecast by A.I.R. (All India Radio)/ various news channels on television and dissemination to various officials.
- (iv) In order to avoid any mishaps or danger to passenger trains and to avoid marooning to passengers, the COM or an officer acting on his behalf will issue instructions to all concerned for either cancellation or regulating the trains which are likely to be affected by the cyclone in the time when cyclone warnings are received.

3.07 Action by Divisional Control Office:

- (i) On receipt of the cyclone warning message, the Chief Controller or in his absence, the Deputy Controller of the Division will, in turn, immediately, send a copy of these warning messages to all controls of the division, Test room and all SMs on duty of the concerned section.
- (ii) On receipt of the cyclone warning message, the Sr. DOM/DOM will take similar action as in COM Office as indicated in Para 4.2.1 (ii, iii, iv) above.
- (iii) The Section Controller will also ascertain from the station the trains likely to be affected and arrange to regulate the trains as the situation may demand.
- (iv) S&T control and Test room shall monitor damages to S&T gears in affected area and will keep communication links active with the help of Railtel and CUG operator.

3.8 Action by Traction power controller:

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

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

3.9 Action by OHE/PSI Depot in charge:

- i) The OHE/PSI depot in charge on receipt of Weather/cyclone warning shall be in a state of readiness to meet any emergency for arranging emergency staff to be vigilant and be available in Headquarters. They shall be in readiness to move at a short notice.

- ii) Keep all the breakdown vehicles such as tower cars, trucks, jeeps, motor trollies, wiring train etc.in good fettle, and keep stock of good amount of diesel. Head lights of all break down vehicles to be kept in good working condition including spare lamps.
- iii) Ladder trollies, Breakdown T & P, axes, saws, ladders and emergency tools with full components to be kept ready.
- iv) 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 vehicles and kept ready.
- v) In case of any RC communication/SCADA failures, switching stations to be identified and manning to be arranged on need basis.
- vi) Generator sets, portable flood lights, lighting arrangements for tower car, trucks to be kept in good fettle.
- vii) Walkie talkie sets to be kept in good charging condition, emergency telephones to be kept ready.

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

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

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

- i) Regarding Control of Trains.- On receipt of cyclone warning, the Station Master, guard and Loco pilot shall take immediate action as outlined in Para3.3.2 to protect the passengers and the Railway properties.
- ii) Regarding intimation to staff.- On receipt of cyclone warning advice from the Controller, the Station Master on duty shall inform the ADENs /SSE(P.Way)s/ SSE(Bridges)/ SSE(Works)/ gang-mate as outlined in Para3.3 above.
- iii) Action by Engineering officials at site.- Engineering officials of the section concerned, viz., ADENs /SSE(P.Way)s/ SSE(Bridges)/ SSE(Works)/ gang-mate will take immediate action as detailed in Para3.3.2 (vi), 3.3.3 and 3.3.4 above.
- iv) Action to be taken by Traffic Officers nominated by D.R.M. in the case of trains held up en-route or at starting stations due to cyclone.-
- v) After a cyclone warning is given, the Traffic Officer nominated by the Division will station himself at an important station and takes decision with regard to diversion and cancellation of trains or organizes transshipment of passengers in the event of breaches in the section, in consultation with the superior officers.
- vi) 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 traveling public. Effort should be made to ensure that no passenger train is allowed to be marooned under any circumstances.
- v) Action to be taken by Senior Traffic Officer nominated by DRM:
 - i. 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 and the announcements should be carefully worded.

- ii. 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.
- iii. He shall collect information from the site and in consultation with the DRM/ADRM & Sr.DOM/DOM arrange for quick transshipment of stranded passengers by buses from the Road Transport Corporation, in case restoration of through traffic is likely to take longer time.
- iv. He shall advise about the diversion, cancellation & regulation of trains to central commercial controller and CPRO who will take necessary action for dissemination of the information through various media.
- v. 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.

3.12 Action to be taken by C.P.R.O. - CPRO will coordinate with other departments of the Railway and take suitable action regarding public announcements to be made through Doordarshan, All India Radio and the press and any other measures as found necessary.

3.13 Action to be taken by C.M.D.:

: On receipt of request from the officers in charge at site , Medical Personnel may be posted at the stations 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.

; CMD will also co-ordinate with the emergency officers at site and take suitable steps as required to meet the situation as explained in Para 4.2.7.

3.14 Action to be taken by C.S.T.E. – Sr. DSTE's of affected division will co-ordinate with other departments of the Railway by providing telecommunication facilities at site linking Headquarters, Divisions, etc. as per the need. He will maintain co-ordination with HQ for maintenance of voice and Data traffic.

- When a train caught in a cyclonic storm at mid section/station:
- Stop the train clear of cuttings, bridges and embankments.
- Guard, Driver and other Railway servants on train shall keep open windows and doors of all coaches.
- At stations where anemometer is installed, shall not start trains when the wind velocity exceeds the permitted level of 41 knots/72 kmph. At other stations when the wind velocity exceeds safe limits, SM must consult with control and GDR of the train before starting.
- Make announcement frequently to warn the public about the storm/cyclone.
- Take all necessary action to provide shelter and other assistance as in the case of flood.

3.15 Earthquake:

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

Zonal Railways will review the new projects as well as the existing infrastructure to fall in line with NDMA guidelines. The Action Plan, including the prevention and post disaster response for

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

Summary of NDMA guidelines on Earthquakes and Floods

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

		<p>situations in the past 5 years.</p> <ul style="list-style-type: none"> • Bye-laws for buildings in flood plains. • Making existing and new buildings and infrastructure capable of withstanding fury of floods.
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(C) Preparedness for Natural Disaster from Departments

1. Engineering Department

- Shall identify Risk zones prone for natural disasters like floods, cyclones or earthquakes with the help of meteorological department.
- Shall identify major infrastructure like tracks, bridges and buildings and such inventory analysed for its strength to withstand such disasters.
- Shall keep sufficiency stock of track materials.
- Shall ensure arrangement of essential items like empty bags, sand, dust, cinders etc. ready to be moved to vulnerable locations.
- Intensify patrolling at vulnerable locations.

2. Mechanical Department

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

3. Medical Department

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

4. Electrical Department

- Shall ensure availability of stand-by power (generator) and strategic locations.
- In electrified area, sufficient stock of relief materials shall be kept.
- Tower wagons with quick mast erection facilities and sufficient spares should be kept ready (for electrified sections).

5. Telecommunication Department

- Shall ensure proper communication with adequate facilities like wireless communication, satellite phones etc.

6. Transportation Department

- Requirement of essential staff and their deployment shall be assessed by Sr.DOM of respective divisions.
- SMs of the warned area stations, in co-ordination with assistance respective departments, shall ensure that all stations' equipments like Generators, Emergency lights, VHT sets, First Aid equipments etc. are in good condition.

- SMs will also ensure proper securing of stabled coaches/wagons as per extant instructions.
- COM of the Railway will issue instructions regarding regulation, diversion or cancellation of trains in the warned section with information to CPRO.

7. Commercial Department

- Shall alert arrangements to open enquiry offices at areas likely to be affected.
- Shall ensure arrangement for food, water and other requirement at vulnerable places.
- Arrangement shall be made in co-ordination with transportation department for transshipment of passenger, if necessary.

8. Security Department

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

9. General

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

(D) Action Plan for different Exigencies Earthquake:

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

(E) Man Made Disaster & Post Disaster Management

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

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

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

1. Bomb threat/Blast:

Person receiving call regarding bomb threat:

- Should attempt to gain as much information as possible from the caller ID like devices, time set, location, reason/purpose of the act, dialect mannerism and identity of the caller.
- The person receiving call should inform higher ups who in turn shall alert the disaster management team (Bomb detection squad).
- Also, alert police, fire brigade and explosive department.
- Pass the information to all departments concerned.
- Take initiative for evacuation from the premises.
- Person noticing a bomb like object, should bring it to the notice of the nearest available officer or Police.
- Inform Railway Police, RPF, and Bomb detection squad.
- Ensure all persons are away from the spot and avoid unnecessary crowding near the area.

- Inform control to take further steps of regulating the train services.
- Wait for clearance from the Police department to restore normal working.

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

- A staunch vigil should be kept by introduction of special patrolling over the area as and when warranted with assistance of RPF personnel.
- Specially trained persons shall be drafted for duty over the area if required.

3. Radiation Emergency/Personal Injury Involving Radioactive Material Contamination

- Render first aid immediately for serious injuries, as trained.
- As possible, without doing harm to the victim, monitor the injured and remove contaminated clothing and gross personal contamination.
- Remove and bag all contaminated clothing.
- Call fire station, bomb squad, and police.
- Skin contamination should be cleaned using mild soap and warm water. Use portable survey meter to monitor for remaining contamination. If not free of contamination, re-wash and re-survey.

4. What to do upon suspected letter/package receipt

- Call Police/Fire service/ Bomb squad.
- Handle with care
- Don't shake or bump
- Isolate and look for indicators
- Don't open, smell, or taste
- Treat it as suspect

If parcel is Open and/or Threat is identified for a Bomb

- Evacuate immediately
- Call police/fire service/ Bomb squad.

Shield yourself from the object.

* * * * *

CHAPTER –4

DISASTER PREPAREDNESS - AVAILABILITY OF RESOURCES

4.0 Resources units-

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

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

Details of these resources, their location, 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 Raod, Waltair & Sambalpur divisions. These have also been available in the website of East Coast Railway (www.eastcoastrailway.gov.in) for ready access.

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

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

4.1 RESOURCE UNIT – I

4.1.1 On trains carrying Passengers following resources are available

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

4.1.2 Non - Railway resources available nearby

- i. Volunteers from nearby villages and towns including NGO.
- ii. State/Local administrative machinery as available nearby.

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

☞ Medical succor	☞ Lighting arrangements	☞ Divers.
☞ Additional manpower	☞ Transport services	☞ Boats with boat men
☞ Rescue equipments	☞ Fire fighting tools etc	☞ Earthmoving equipments.
☞ Robotics camera		

4.1.3 Railway resources available nearby

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

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.

4.2 RESOURCE UNIT – II

4.2.1 SP-ARTs, SPARMV, ARMVs, ARTs with 140/120 T crane are stabled at nominated stations. Their locations are given in this chapter.

3.2.2 Railway medical and departmental resources.

4.3 RESOURCE UNIT – III

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

4.3.2 Section wise chart of which ARMVs/ARTs are to be requisitioned from adjoining Zones/Divisions is given in in this chapter.

4.3.3 Resources of men and material available on adjoining Zones/Divisions are given in

their data bank and included in the Zonal/Divisional DM Plans of respective Zones/Divisions.

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

4.4 RESOURCE UNIT - IV

- 4.4.1 Non-Railway resources available within the division and included in the Divisional DM Plan. **Annexure**

- 4.4.2 Non-Railway resources available outside the Division, and included in the Divisional DM Plans of adjoining Zones/Divisions. **Annexure**

4.5 ACCIDENT RELIEF MEDICAL VAN (ARMV)

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

- i. Location of ARMV Scale-I are given below.
- ii. One key of the Van is available with the SSE(C&W) or Station Master in a glass fronted case.
- iii. Other key is with the doctor in charge of the ARMV.
- iv. Medicines and equipments are provided as per Rly. Board norms.
- v. Keys of all locks inside the ARMV are also in duplicate. One set of keys is kept with the Medical Officer in charge of ARMV and the other set of keys are kept in a glass-fronted case inside the ARMV.
- vi. The target time for turning out of ARMV is 15 minutes after sounding hooter where there is double exits and 25 minutes where there is single exit. (Now-a-days almost all double exit)
- vii. 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 Van over ECoR**

Divn	Location	Scale	Composition	Facilities Available			
				HRD (Con)	HRD to cut SS Steel	Plasma Cutter	HRE
VSKP	VSKP	Scale-I	3-Coach SPART	Lukas-1 set	Weber – 1 set	One set	Lukas-1 set
	KRPU	Scale-I	2-Coach (Con)	Lukas-1 set	Weber – 1 set	One set	-
KUR	KUR	Scale-I	3-Coach SPART	Lukas-1 set	-	One set	Bernco-1 set
	PSA	Scale-I	2-Coach (Con)	Lukas-1 set	-	-	-
	BHC	Scale-I	2-Coach (Con)	Lukas-1 set			
SBP	SBP	Scale-I	3-Coach SPART	Lukas-1 set	Lukas-1 set	One set	Lukas-1 set
	TIG	Scale-I	2-Coach (Con)	Lukas-1 set Holmatro-1 set	Lukas-1 set	One set	-

4.6.1 **Accident Relief Medical Equipment (Scale-II) over ECoR**

Divn	Location	Scale
WAT	VZM	Scale-II
	NWP	Scale-II
	RGDA	Scale-II
	ARK	Scale-II
	KRDL	Scale-II

	JDB	Scale-II
KUR	CTC	Scale-II
	BAM	Scale-II
	TLHR	Scale-II
SBP	BLGR	Scale-II
	MSMD	Scale-II
	KBJ	Scale-II

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

4.6.2 ARMVs 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
KGP/KGP	SPART	BSP/BSP	Scale-I		

4.7.1 Position of ARTs over ECoRly.

Divn	Location	Class	Speed in Kmph	Facilities Available			
				BD Crane	HRE	HRD to cut SS Steel	Plasma Cutter
KUR	KUR	A	100	140 T (Old)	Lukas-2 set	-	One set
	PSA	B	100	-	Lukas-2 set	-	-
	BHC	B	100	-	Lukas-1 set MFD-1 set	-	-
	TLHR	B	100	-	Lukas-1 set Bemco-1 set	-	-
SBP	SBP	A	100	140 T (New)	Lukas-1 set	Lukas-1 set	One set
	KBJ	A	100	140 T (Old)	Lukas-1 set	Lukas-1 set	One set
WAT	VSKP	A	100*	140 T (New) 120 T*	Lukas-1 set Bemco-1 set	Weber-1 set	01 set
	RGDA	B	100	-	Lukas-1 set	Weber-1 set	One set
	KRPU	A	100*	120 T*	MFD-1 set	Weber-1 set	One set
	KRDL	A	100*	120 T*	Lukas-1 set	Weber-1 set	One set

* Maximum speed limit of 120 T Crane is 40 kmph.

4.7 POSITION OF ART IN ADJACENT DIVISION /RAILWAYS

4.7.1 ARTs of S. E. Railway

Sn	Station/ Div.	Class	Facilities
1	BNDM/CKP	'A'	140 T Diesel Crane with Lukas Hydraulic Re-railing equipment.
2	CKP/CKP	'A'	140 T Diesel Crane with LUKAS Hydraulic Re-railing Equipment.
3	KGP/KGP	'A'	140 T Diesel Crane with Re-railing equipment and SPARMV.

ARTs of S. E. C. Railway

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

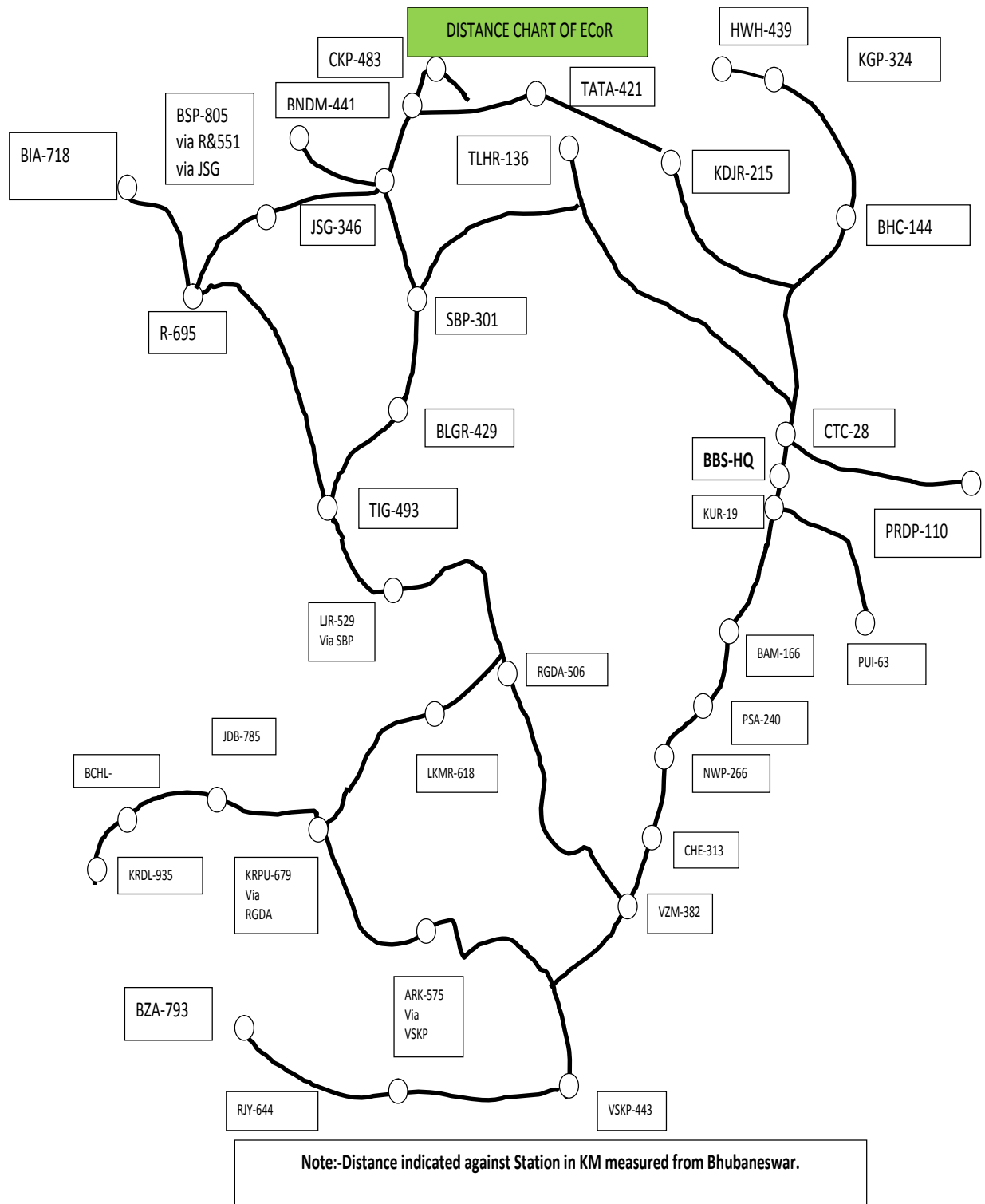
ARTs of S. C. Railway

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

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

5

SI No	Div	Location of ART / ARME	Name of ART In-Charge	Name of ARME In-charge	Name of ART+140T Crane In-charge
1	KUR	KUR	Sri G.Pandey Mob – 8455887418 Email Id : bhupendra1972@gmail.com	Sri B.D.Mallik Mob – 8455887430 Email Id : Nil	Sri Maheswar Jena Mob – 8455887453 Email Id : maheswarjena21@rediffmail.com
2		PSA	R Rama Rao Mob – 8978280401 Email Id : ssecwecorpsa@gmail.com	R Rama Rao Mob – 8978280401 Email Id : ssecwecorpsa@gmail.com	-
3		BHC	Sri P K Das Mob – 8455887456 Email Id : sseartbhc@gmail.com	Sri P K Das Mob – 8455887456 Email Id : sseartbhc@gmail.com	-
4		TLHR	S P Panda Mob – 8455887464 Email Id : ssecwtlhr@gmail.com	-	-
5	SBP	SBP	Sri J.Ghosh Mob – 8455886419 Email Id : jagannathghosh100@gmail.com	Sri S.Mishra Mob – 8455886417 Email Id : sukumarsbp65@gmail.com	Sri M.Rath Mob – 8455886435 Email Id : maheshrath1975@gmail.com
6		TIG	-	Sri S K Biswas Mob-8455892317, 8455886417 Email Id : Nil	-
7		KBJ	Sri D Bhoi Mob – 8455892322 Email Id:debananda98@gmail.com	-	Sri S.Gopi Chand Mob – 8455886423 Email Id : gopikbj@gmail.com
8	WAT	VSKP	Sri P J J Raju Mob – 8978080475 Email Id: ssebdwatecor@gmail.com	Sri T Somu Mob - 8978080476 Email Id : tsomu05061964@gmail.com	Sri Y.N.Rao Mob – 8978281325 Email Id : ssebdwatecor@gmail.com
9		RGDA	Sri Ch Srinivas Mob – 8455893562, 8455893561 Email Id:	-	-
10		KRPU	Sri S Prasad Mob – 8455890109, 8555893563 Email Id : yerkprasad@gmail.com	Sri S Prasad Mob – 8455890109 Email Id : yerkprasad@gmail.com	Sri S Prasad Mob – 8455890109 Email Id : yerkprasad@gmail.com
11		KRDL	Sri Tirumala Rao Mob- 9752447145, 9752447144 Email Id : Nil	-	Sri Tirumala Rao Mob-9752447145 Email Id : Nil



4.9 Concept of Controlling Station

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

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

TELEPHONE NUMBERS OF HELP LINE BOOTHS AT IMPORTANT STATIONS OF ECoR

D i v	Station	STD Code	Tele. No.	CUG of station		D i v	Station	STD Code	Tele. No.	CUG of station
K U R	BHC	06784	230827	8455889900		S B P	RGL	0663	2560699	8455892814
	JJKR	06726	221301	8455889906			SBP	0663	252122	8455892816
	CTC	0671	2527865	8455889917			HKG	0663	2113095	8455892817
	BBS	-	-	8455889922			BRGA	06646	230122	8455892820
	KUR	-	-	8455889925			BLGR	06652	232620	8455892825
	BALU	06756	220412	8455889934			RAIR	06644	253169	8455892845
	BAM	0680	2201431	8455889942			BONA	06763	255078	8455892849
	PSA	08945	241039	08978881006			TIG	06655	220524	8455892831
	PUI	06752	225922	8455891891			KSNG	06670	222241	8455892832
	DNKL	06762	228529	8455889952			AMB	06863	244800	8455892837
	TLHR	06760	240231-	8455889958			MNDG	06863	245118	8455892839
	ANGL	06764	232731-	8455889960			KBJ	06657	220484	8455892830
	PRDP	06722	229434	8455891866			KRAR	06678	221236	8455892865
	SKND	-	-	8455891870			MSMD	07723	222068	9752416045
	KDJR	06766	2518122	8455891882						

Div	Station	STD Code	Tele. No.	CUG of station
W A T	NWP	08945	249728	8978081947
	CHE	08942	287222	8978081951
	VZM	08922	224240	8978081958
	SCMN	0891	2010662	8978280918
	VSKP	0891	2746268	8978280920

Div	Station	STD Code	Tele. No.	CUG of station
	PLH	-	-	-
	PVP	08963	221038	8978081976
	RGDA	06856	222023	8455893900
	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)VSP S	08912	885060	
	ARM(WM Y			

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

4.10 Sounding of Hooter:-

(a) Sounding of hooter for turning out of Relief Train/ARME van will be as follows:-

Sl.No.	Description of the Accident	Method of hooter sirens
1.	When an accident takes place in the Traffic yard, loco shed – ART is required	Two long
2.	When an accident takes place in the Traffic yard, loco shed - ART and ARMV are required	Two long – one short
3.	When an accident takes place at out station and through traffic is not affected – ART is required	Three long
4.	When an accident takes place at out station and through traffic is not affected – ART and ARMV are required	Three long – one short
5.	When an accident takes place at out station and through traffic is affected – ART is required.	Four long
6.	When an accident takes place at out station and through traffic is affected – ART and ARMV are required	Four long – one short

b)

	Total No.	Duration of	Gap between 2 consecutive
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	of blasts	each blast	blasts
(i) Relief Train with ARME	5	60 seconds	10 seconds
(ii) Relief Train without ARME	3	60 seconds	11 econds

- i) 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.
- ii) Target time for the turn out of ARME and ART.
- iii) The Accident Relief Medical Van must be dispatched to the site of accident within 15 minutes from the base station after sounding the hooter where there is double exit siding and within 25 minutes in case of single exit siding with the first available engine.
- iv) The Accident Relief Train must be turnedout/dispatched from the base station to the site of accident within 30 minutes by day and 45 minutes by night after sounding of hooter.

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CHAPTER-5

DISASTER RESPONSE – INSTANT ACTION TEAM

5.1 INSTANT ACTION GROUP

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

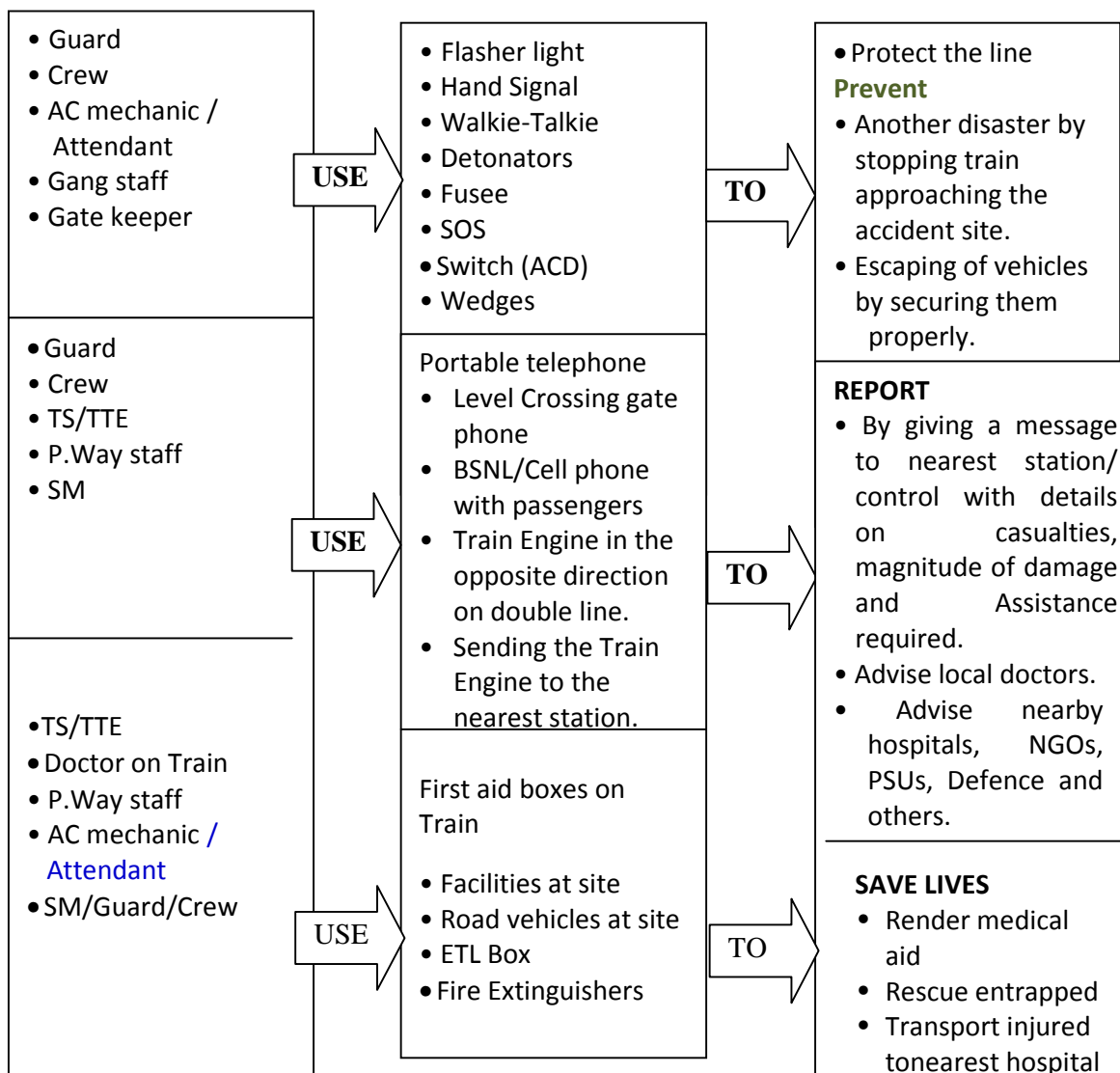
The assigned role of members of the Instant Action Group is enlisted under activity unit I. Every member of this team is responsible to ensure that timely action is taken to protect traffic, save lives and communicating the incident to the all concerned properly.

The Instant Action Group comprises of:

- The Guard, Crew, TS, TTE, AC coach attendant, RPF and other staff on duty by the train.
- Railway servants ON/OFF duty / as passenger by the train.
- Doctors and other volunteers travelling by train.
- Railway staff working at site.
- Non-Railway resources available at site.

Instant action group must immediately render assistance to the travelling public in form of the First Aid, rescue & relief operation including shifting of the injured.

5.2 SIMULTANEOUS ACTION PLAN



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

"If a critical trauma patient is not given definite medical care within one hour from the time of accident, chances of his ultimate recovery 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 relieved of shock.
- Transport the casualties to the nearest hospital.

5.4. DUTIES OF INSTANT ACTION TEAM

5.4.1 Guard/Asst. Guard

- i. Note down the time of the accident and the location.
- ii. Switch on the Amber Light, if provided, in Flashing Tail Lamp, in the rear of brake van.
- iii. Inform Loco Pilot through walkie-talkie set / CUG mobile phone.
- 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. Secure the train and prevent escaping of vehicles.
- vii. Make a quick survey of magnitude of accident and roughly assess casualty, damage and assistance required.
- viii. Send information through quickest means (C U G mobile phone/portable phone) to Control Office and SMs on either side of the block section for this purpose.
 - ☛ Walkie-talkie communication provided with stations should immediately be used.
 - ☛ Otherwise field portable telephone should be used.
 - ☛ If a train comes on the other line, which is not blocked, the same should be stopped and information sent through the Loco Pilot.
 - ☛ Assistant Loco Pilot or Assistant guard may be sent to the next station to convey information of the accident.
 - ☛ If all of the above fail, one of the Railway staff on duty on the train should be sent on foot to the nearest station.
- ix. Utilize Emergency Train Lighting box to facilitate medical aid.
- x. Save lives and render First Aid & send patients to nearby hospital.
- xi. 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.
- 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.
- xviii.** Arrange for transportation of injured to hospital effectively & immediately.
- xix.** Record evidence or statements, if any given by passengers.
- xx.** Preserve all clues and evidences regarding probable cause of the accident and ensure that these do not get disturbed.
- xxi.** Log activities. Do not leave the spot unless relieved by a competent authority.

5.4.1 Loco Pilot

- i.** Note down the time of the accident and location.
- ii.** Switch ON the 'Flasher light' of the locomotive and give 4 short whistles.
- iii.** Inform Guard on walkie-talkies set / CUG mobile phone.
- iv.** Light the Fusee, if required.
- v.** Inform Station Master on walkie-talkie set / CUG mobile phone if possible.
- vi.** Protect the adjacent line, if required, and the train in front as per **G&SR 6.03**.
- vii.** Take necessary action to keep the loco safe.
- viii.** Take necessary action to prevent Loco/Vehicles/Wagons from rolling down.
- ix.** Make a quick survey of magnitude of accident and roughly assess casualty, damage and assistance required.
- x.** Send information through quickest means (C U G phone) to Control Office and SMs on either side of the block section. For this purpose,
- xi.** Walkie-talkie communication provided should be used with stations immediately.
- xii.** Otherwise field telephone should be used.
- xiii.** 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.
- xiv.** Assistant Loco Pilot or Assistant guard may be sent to the next station to convey information of the accident.
- xv.** If all of the above fail, one of the Railway staff on duty on the train should be sent on foot to the nearest station.
- xvi.** Render all possible assistance to the Guard.
- xvii.** Preserve all clues and evidences regarding probable cause of the accident and ensure that these do not get disturbed.
- xviii.** Log your activities. Do not leave the spot unless you are relieved by a competent authority.
- xix.** If necessary detach Loco and take it to inform SM.

5.4.2 Train Superintendent/Traveling Ticket Examiners

- i.** Preserve reservation charts of each coach containing names of passengers who actually traveled and in which berth no. and make two nos. scan / xerox .
- ii.** Avail services of Doctors traveling by the train and render Medical Aid to injured.
- iii.** Render First Aid to injured & open help line.
- iv.** Collect 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 ARMV arrives.
- v.** Prepare a separate list of dead passengers with address and ticket particulars, if available.

- vi. Take assistance of local people and other volunteers at site.
- vii. Transport injured passengers by road vehicles, if available, to the nearest hospital.
- viii. Inform stranded passengers about alternative transport arrangement.
- ix. Record evidences or statement volunteered by passengers/others at site.

5.4.3 AC Mechanic/Attendant

- i. Switch off the power supply to avoid short-circuiting.
- ii. Assist the TS/TTEs in their duties at the accident site.

5.4.4 RPF and GRP Staff

- i. Try and rescue as many passengers as possible from the accident-involved coaches.
- ii. Render First Aid to injured.
- iii. Arrange to shift injured persons to the nearest hospital.
- iv. Protect luggage of passengers and Railway property.

Preserve all clues and evidences regarding probable cause of the accident and ensure that those do not get disturbed/destroyed.

5.4.5 Duties of Railway Staff traveling on the accident affected train

- i. Whenever a train is involved in a serious accident with casualties/injuries to passengers, all Railway staff traveling on the train either on duty or on leave are deemed to be on duty with immediate effect.
- ii. Under no circumstance should any of them leave the accident site unless and until Divisional Officers arrive, take over charge of rescue and relief operations, and permit them to leave.
- iii. Railway staff on train/at site shall volunteer themselves to render assistance and report to TS/TTE/Guards of the Train.
- iv. The Senior Most Officer traveling on the train will assume charge as Officer-in-charge Site (OIC Site).
- v. Normally the Senior Most Officer will be traveling in either the 1AC or in 2AC coach, and most probably in the HQ(EQ) quota section of the coach. The HQ section of 2AC is invariably in the center of the coach (**berth nos. 19-22**). In any case the TS/TTE should know who are the Railway Officers traveling in 1AC or 2 AC.
- vi. Similarly, other Railway staff will be traveling in 3 AC coach; and most probably in the HQ(EQ) quota section of the coach. The HQ section of 3AC is also in the center of the coach (**berth nos. 25-30**).
- vii. In the absence of any officer, the TS or senior most TTE or the Guard will discharge duties listed out for OIC Site.
- viii. Similarly, some Group 'D' railway staff may be travelling in Sleeper coach; and probably in the HOR quota section of the coach. The HOR section of a Sleeper coach is located in the center of the coach (berth nos. 33-40)
- ix. In the absence of any officer, the TS or senior most TTE/Guard will discharge duties listed out for OC site.

5.4.6 Duties of OIC Site (Immediately after the accident)

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

- i. Note down the time of accident.
- ii. Ensure protection of traffic by Guards 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 Chapter – 6 below.
- vi. Maintain a log of events.
- vii. Continue to discharge duties of OIC 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.

☛ Time & Date of accident.	☛ Extent of damage.
☛ Location Km. & between stations.	☛ Assistance required.
☛ Train number and description.	☛ Condition of the adjacent line, if any.
☛ Nature of accident.	☛ Whether OHE is involved.
☛ Approximate number of killed/injured.	

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.

5.5 DUTIES OF MEMBERS OF INSTANT ACTION TEAM (IAT) – TILL ARRIVAL OF DIVISIONAL OFFICERS

- 5.5.1** 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. At the most only one hour’s time may be on hand.
- 5.5.2** Action should be taken as mentioned in Chapter - 4.
- 5.5.3** Persons trained in First Aid may be identified do take specialized action like ‘Cardio Pulmonary Respiration’.
- 5.5.4** If the door is open and is accessible, then uninjured passengers should be helped to come out through the door.
- 5.5.5** 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.
- 5.5.6** 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.
- 5.5.7** 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.
- 5.5.8** Extrication of critically injured should be done under medical supervision as far as possible.
- 5.5.9** 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. This will ensure that no further damage takes place. (Bed sheets will be available in AC coaches).
- 5.5.10** Passengers who are bleeding from open cuts should be tied up with strips of clothes so as to reduce bleeding as far as possible if cannot be stopped completely.
- 5.5.11** 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.

- 5.5.12** 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.
- 5.5.13** After all passengers have been evacuated, water and eatables can be taken out gradually.
- 5.5.14** Building up confidence of injured passengers by suitable advice is of great importance.
- 5.5.15** After helping to evacuate all passengers from the reserved coach go over to the unreserved coaches and provide similar help to those passengers also.
- 5.5.16** Railway officials from Divisional Head Quarter generally arrive at the site of the accident within 2 to 3 hours, depending on the distance of the accident site from the Divisional Head Quarter. Wait for them to come and make further arrangements.
- 5.5.17** Grievously injured passengers who are bleeding or those who are unconscious require immediate hospitalization. In case some local people have arrived by that time, their help should be taken in shifting the grievously injured to the nearest hospital.

5.6 DUTIES OF THE INSTANT ACTION TEAM (IAT) – IN CASE OF A FIRE

- 5.6.1** In case of fire, pull the Alarm Chain and stop the train immediately.
- 5.6.2** Try to put out the fire before it becomes a big blaze by using either water/blankets/fire extinguishers available with Guard's lobby, AC coaches, pantry car and Locomotive.
- 5.6.3** 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.
- 5.6.4** 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.
- 5.6.5** Insist that passengers should save themselves first and not to bother about their luggage which can be retrieved later on.
- 5.6.6** Make sure that no passenger lies down on the floor.
- 5.6.7** After train has stopped, passengers should come down from the coach immediately.
- 5.6.8** Building up confidence of injured passengers by suitable advice is of great importance.

5.7 DUTIES OF OFFICER-IN-CHARGE(OIC) 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 got started in right earnest. This entire exercise would take about 30 minutes time. 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.

5.7.1 Locating nearby villages ;

- i. There would be some villages nearby, either visible or out of sight.
- ii. In most cases, villagers turn up on their own having heard the sound of the disaster.
- 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.

5.7.2 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.

5.7.3 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 Temple, Mosque, Gurudwara, Church etc). informing others regarding the accident also NGO may be asked to Annexure.
- ii. Everybody should be asked to rush to the accident site with following:
 - a. Tractor trolleys (both for transportation as also for general lighting).
 - a. As many cutting implements/equipments, hammers, chisels etc. as are available.
 - b. Ropes & Ladders.
 - c. If doctors of Para-medical staff are available in the village they should also be requested to attend the accident site.
 - d. The messenger should stay back and try and organize opening of a big building (preferably a school) for sheltering of injured passengers and / or preservation of dead bodies.

5.7.4 Duties of Gang staff

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

5.7.5 Duties of Gatekeeper

- Stop trains approaching in double line or multiple lines when the line is obstructed.
- Arrange to inform nearest Station Manager immediately.
- Keep gate closed if the train has not cleared the gate.
- Collect men and material available nearby and direct them to site.
- Avail the services of road vehicles if any, waiting/passing through LC Gate.

5.8 DUTIES OF DISASTER RESCUE TEAM

5.8.1 Station Manager

- Arrange for protection of Traffic.
- Report the accident to Controller/Station Master at the other end.
- Control to be advised regarding –
 - Time and nature of accident
 - Brief description of accident
 - Medical van required or not
 - Requirement of Break Down Special with or without crane.
 - Whether adjacent line is obstructed.
 - Damage to rolling stock

- Damage to track in terms of Telegraph posts/ O.H.E masts.
- Numbers of dead and injured (simple, grievous) to be obtained from the TTE/Train Superintendent.
- Arrange to move ARMV/ART as ordered by Control.
- Advise officials of other departments.
- Station Manager in charge and Trafafic Inspector shall proceed to the accident spot.

5.8.2 Medical Assistance

- Call for assistance from local Doctors, SJAB, Civil and Army Hospitals.
- Arrange to transport injured passengers to nearest hospitals.
- Arrange adequate number of First Aid boxes and stretchers.
- Quickly transport A.R.M.E. Scale II equipment to the site of the accident.

5.8.3 Refreshments to the affected passengers

- Get sanction from Sr.DCM/DCM and arrange drinking water, beverages and food from Vegetarian/Non-Vegetarian Refreshment Room and/or local sources.
- Supply food and beverages free of cost to the stranded passengers.

5.8.4 Transportation of the injured and others

- Arrangements shall be made to transport the injured on top priority by road or by a special train to hospitals.
- Stranded passengers to be transported from the accident spot by arranging transshipment either by train or by hiring Road vehicles.
- Arrange for refund of fares as per the extant rules.

5.8.5 Security of Personnel/Passengers and materials

- Advise RPF/GRP/State Police to provide security and assist Rescue work.

5.8.6 Communication facilities

- Open special information counters.
- Collect information on dead/injured and convey it whenever asked for.
- Issue free make available STD phone/SMS/Fax to the relatives of dead/ injured.
- Obtain reservation charts and display it.

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

On receipt of information about the accident;

- Reach the site of accident by quickest available means.
- Ensure that the obstructed line is protected.
- Assess the casualties and arrange to render First Aid.
- Survey the situation/assistance needed and issue message to Controller.
- Shift injured to the nearest hospitals.
- Collect and record all clues relating to the accident such as;
 - The condition of the track, with special reference to the alignment, gauge, cross levels, super elevation, points of mount and drop and any sign of sabotage etc.
 - The condition of Rolling stock with reference to Brake Power and braking gear.
 - Marks on sleepers, rails, Locomotives and vehicles and preservation of clues.
 - Position of derailed vehicles.
 - Prima facie cause of accident.
- Seize the Train Signal Register, Log book, Private Number Book, Line Admission Book, Speed Recorder Chart and other relevant records.
- Obtain the statement of staff involved in the accident.
- SSE (C&W) shall prepare a sketch showing position of Rolling stock.

- SSE (P.Way) shall prepare a final sketch indicating the position of OHE mast, point number etc.
- Take charge of the situation and remain till a higher official arrives at the site.

5.8.8 Additional Duties of SSE/Signal

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

5.8.9 Duties of Chief Controller/Deputy Chief Controller

- On getting information about accident from site inform SMs at the either end.
- Check whether the adjacent line is clear or not.
- Collect all necessary details about the accident.
- Regulate trains and give top priority to movement of ART.
- Order ARMV/ART as instructed.
- Advise Divisional officers/Area officers.
- Inform Central Control.
- Inform Civil, Military, Voluntary organization and send Medical team.
- Get orders in time and divert/regulate/cancel trains before it crosses the diversion points.
- Regulate the trains at Stations where food and beverages can be arranged.
- Avoid blocking of all running lines at Stations on either side of the accident site for through passage of ART.
- Inform emergency counters with necessary details of dead/injured.
- For accident involving passenger carrying trains or road vehicles at level crossing, MRV shall be ordered immediately. Subsequently if it is not required it may be cancelled with the permission of Divisional Railway Manager.
- Advise senior subordinates like Traffic Inspector, Commercial Inspector, Loco Inspectors, Section Engineers (P.Way) etc. to proceed to the site of accidents by first means.
- When a train carrying mail is involved advise the RMS authorities.
- Open a register and log the events with time with details like
 - Time of accident.
 - Location, gauge, single/double/quadruple line, system of working, mid section or station, gradient, kilometer, traction etc.
 - Type and description of train/trains involved.
 - Types of coaches/wagons involved.
 - Load of the train.
 - Nature of the accident (collisions, derailments etc.)
 - Casualty/injuries.
- Ensure a clear path for running ARMV & ART.
- Arrange to dispatch Crane with break down trains if required.
- If crane is not available in the Division order from adjoining Division/ Railway.
- Record the timings of ordering, actual departure and arrival at the accident site for the MRV, BD special and Crane special.

5.8.10 Senior most 'Official' at Site

- Collect information from Officer in charge of Instant Action Team.
- Take stock of the situation and plan for efficient rescue operation as Site Manager.
- Ensure immediate Medical Aid to critical injured passengers.
- 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.
- Identify and rescue the entrapped.
- Ensure co-ordination among all departments for efficient rescue/relief operation
- Channelize the local resources to supplement Railway Relief/Rescue operation.
- Ensure supply of food to all affected passengers.
- Arrange transport facility for shifting the injured.
- Arrange on the spot Ex-gratia payment to the eligible.
- Ensure timely information to Divisional Railway Manager/General Manager on the progress of rescue/relief/restoration work with following details.
 - Number of injured/nature of injuries to passengers.
 - Supplemental assistance if required.
 - Prima facie cause of accident.
 - Probable time of restoration.
- Ensure the preservation of Clues/Evidences as per the proforma.
- In case of sabotage direct RPF for quick clearance from state Police.
- In case of serious explosions or fire, clearance from Controller explosives to be obtained.
- Get the written evidence of as many witnesses as possible from general public and get their names and addresses.
- Ensure the preparation of a list of dead and injured and convey information to kith and kin at once by STD calls/SMS/Fax free of charges.
- Ensure Information to the Supdt. of Police and District Magistrate
- Give prima facie cause of the accident with the probable time of restoration.
- Convey the progress of restoration work to the DRM / GM every hour.

5.8.11 Duties of Medical Department Official/Officer

On getting emergency call;

- Note down time of receiving message.
- Collect necessary Medical team.
- Inform CMS, other Doctors and staff.
- Alert blood donors, SJAB.
- At least one Doctor to remain in the hospital.
- Move Emergency boxes from ARME-Scale II/Health Unit/Hospital to site.
- Ensure arrival of MRV staff and report its readiness to traffic official.
- Reach the site by road if it is quicker.
- Check all the equipment in MRV while on run.
- Get the operation theatre ready.
- Arrange to inform CMD about the movement of MRV.
- Keep MRV ready to treat the injured without delay.

On reaching the site Medical Officer in charge;

- Refer the list of injured passengers prepared by TTE/TS and assess the situation.
- Plan for efficient Medical Management.
- Ensure rapid access to all injured passengers.
- Take assistance of Mechanical/Engineering/RPF staff and extricate the passengers.
- Conduct a thorough search of coaches including lavatories/vestibules for injured/dead.
- Open the First Aid Post/Clinic and depute a team exclusively to man it.

- Form different groups if required to handle more number of casualties at a time
- Ensure collecting blood and urine samples of Crew of the train/trains in time.
- Ensure the stabilization of condition of injured.
- Ensure expeditious transportation of injured to the MRV/nearby hospitals.
- Take a list of Dead/injured and communicate with the following details.
 - If found Conscious: Name, sex, age, identification marks, address, ticket number, originating and destination Station.
 - If found Unconscious: Approximate age, sex, identification marks, ticket number and the particulars if relatives and friends are available.
- Ensure covering of bodies with shrouds.
- Arrange to move bodies to Govt. hospital with the assistance of RPF/ Commercial Department.
- Take necessary steps to handle unhygienic condition that may arise due to decomposed/mutilated bodies.
- Certify the injured/dead and inform Site Manager for arranging on the spot ex gratia payment.
- The Medical Officer at Division/Head Quarters shall have constant touch with site; if necessary arrange supplemental Medical assistance.

5.8.12 Duties of Mechanical Official/Officer

On getting emergency call;

- Collect details about the accident and assess the requirement
- All nominated Break Down special staff shall report to the in charge.
- Ensure marshalling of BD special according to site requirement
- Inform the traffic official about BD special readiness
- Ensure the requirement of Crane/Re-railing equipment and marshal accordingly

On reaching the site;

- For efficient extrication of entrapped passengers take the assistance of Engineering Department/Electrical Department.
- Be cautious in using the rescue tools like cutter, spreader etc.
- If suspected spillage of inflammable substances use only Cold cutting equipment.
- In case of suspected sabotage, to save lives extricate passengers after taking photograph / video graph and ensure minimum interference to clues.
- If necessary ask for supplementary assistance
- Ensure that Speedo graph, engine repair book etc. are seized and sealed.
- Record details of Brake Power and other aspects of Rolling Stock as per the Proforma.
- Take joint measurements of the rolling stock
- Note down the observations and measurements of Loco etc. at site if it is not possible arrange for taking the reading at shed.
- Monitor the efficient working of Cranes/Re-railing equipment to clear or rerail the affected Rolling stock.
- Examine the unaffected/re-railed Rolling stock and certify for further movement.
- Take precautions in electrified section that the power supply is switched off before commencing the rescue/relief work.
- Use necessary safety equipment like Hand gloves, Helmet etc.
- Arrange the trained manpower in shifts for continuous rescue/relief operations.
- Plan for quick restoration of traffic.
- Sr.DME on getting information assesses the situation and proceeds to the site if warranted.

- A responsible Mechanical Officer shall be available in the Control Office and co-ordinate with the site/other department.
- Always ensure the safety of the staff working at the site.
- Assess the damage to the Rolling stock.

5.8.13 Duties of Engineering Official/Officer

On getting emergency call;

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

On reaching the site;

- Assist Medical/Mechanical Department in rescue work
- Arrange to provide a temporary shelter at site with tents for Medical Clinic, Catering, Stores and for the Site Manager with basic facilities.
- Ensure availability of water supply.
- Ensure preservation of clues as per procedure.
- Provide necessary dummy track for Restoration work/Crane working.
- Plan for quick restoration of traffic.
- If necessary move Gang staff from adjacent unit/Division.
- If necessary under the direction of DRM Contact Army/Navy/Air Base and collect the required personnel like Divers for rescue operation.
- If necessary hire Private Crane, Bulldozers, Earth movers etc.
- One Engineering Officer shall be available in Control office for monitoring and arranging reinforcement of men and material.
- Plan for coordinated working and movement of track machine for quick restoration with TRD official and transportation official.
- Assess the cost of damage to the Engineering Department.

5.8.14 Duties of Signal & Telecommunication Official / Officer

i)On getting emergency call;

- Collect details of accident and assess the requirement.
- Arrange to move Satellite phone by available means including road transport to the site.
- Depute one officer to control office to coordinate with accident site, emergency control and other officers.
- Adequate number of mobile phones available with the Divisional staff should also be rushed to site for emergency use.
- Send required number of telecom staff by Accident Relief Train for installation and operation of telecom equipment.

ii)On reaching site;

- Provide portable Telephone / Emergency Telephones at site and man it.
- Install at least two BSNL phones with STD facilities and communicate the contact numbers to all concerned.
- 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.
- Provide Walkie-talkie set and chargers.

- Provide Railway phone connectivity Emergency Control/ Zonal Headquarters.
- Provide satellite/mobile communication facility
- Wherever feasible provide wireless sets/use services of HAM
- Provide adequate number of Public Address system/Hand sets

5.8.15 Duties of Commercial Official/Officer

i) On getting the emergency call;

- 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 Labour for transshipment.
 - Sufficient coolie porters.
 - Ticket Collectors.
 - Govt. / Private buses.
- The Commercial inspector shall withdraw sufficient amount of money from Station collection under the authorization of Sr.DCM.

ii) On reaching the site;

- Provide immediate transport facility to shift the injured to hospitals;
- Collect details of injured/dead and convey them to Emergency Counters;
 - Supply the following free of cost;
 - Free Calls/SMS/Fax facilities to the relatives of dead and injured;
 - Complimentary passes with the assistance of Personnel Inspector;
- Arrange ex-gratia payment on the spot to the injured and next of kin of dead;
- Assist Medical Department;
- Protect the luggage/belongings of injured/dead with the assistance of RPF;
- Protect luggage, parcels and goods;
- Arrange transportation of the stranded passengers, record the details of passengers dispatched and relay the particulars to Control;
- For information to general public;
 - Open information counters 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;
- Arrange refund of fare through special counters;
- One Commercial Officer in Control Office shall coordinate with site and arrange supplemental assistance;
- Take care of the Media personnel;

5.8.16 Duties of Electrical Officials/Officers

- Provide lighting arrangements at site.
- Provide sufficient number of portable generators.
- Arrange supply from nearby sources if possible.
- Attend AC and other coaches in case of fire and ascertain the cause of fire.

5.8.17 TRD Official

- Move OHE staff to site.
- Switch off OHE supply to enable safe rescue work.
- Clear OHE obstruction by slewing the wires for restoration.

- Ensure the section is earthed before the staff working near OHE.
- Ensure the preservation of clues as per procedure.
- Ensure early restoration.
- Ensure temporary portals are erected without delay.

5.8.18 TPC

- Where an EMU or Electrical Loco is involved arrange for relief Loco/Train if required.
- Send Sr. Supervisor to the site immediately with adequate shed/break down staff.
- Ensure that records of maintenance of Loco/EMU and repair books are seized and sealed.
- One Electrical Officer of respective branch in Control Office shall co-ordinate with site and arrange for supplemental assistance.

5.8.19 Duties of Security Staff

- On getting emergency call;
 - Collect details of accident and assess the requirement.
 - Collect required manpower and proceed to site.
 - Inform nearby outpost for additional manpower if required.
 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.
- On arrival at site
 - Rescue passengers and assist Medical/Mechanical Department.
 - Cordon the site and prevent unauthorized entry.
- Protect the luggage and belongings of stranded/injured/dead.
- Provide barricade and arrange for crowd control during VIP visits.
- Obtain assistance of GRP/Local Police.
- Protect the Railway consignments/goods till it is properly handed over.
- In case of sabotage liaise with the officers of various departments, GRP, Local Police and officials of civil administration and get early clearance.
- Inform the development at the site to higher officials every hour.
- An RPF assistance booth to be opened if the operation continues for longer period.
- Preserve clues and evidences, take photograph/videograph etc.
- Care shall be taken to post staff at stations to avoid agitations from passengers due to delay/regulation/cancellation of trains.
- Ensure proper documentation about the number of persons injured/dead giving their identity and address if available.
- Arrange to guide friends and relatives of injured/deceased.
- Maintain the log of events.

5.8.20 Duties of CPRO/PRO

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

5.8.21 Duties of Personal Inspectors/Officers

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

5.8.22 Duties of Divisional Accounts Officer

- In case of serious accident an 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.

5.8.23 Duties of 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

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

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

5.8.24 Duties of Divisional Operations Manager

Immediately after getting the information,

- Ensure that the medical relief van, Breakdown Specials are ordered, moved and reach the spot without any detention.
- Ensure the marshalling of the crane if needed while proceeding to the accident spot.
- Inform Collector and other civil authorities with details.
- Open Emergency Disaster Co-ordination Unit in the Control Office
- Plan for regulation of Passenger/Express trains, cancellation, diversion, and termination short of destination in consultation with the Headquarters in time.
- 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.
- Ensure prompt transport of stranded passengers at the site and clearance of passengers held up at other stations in coordination with the commercial department.
- Assist commercial department in arranging relief to the victims.
- Check the information of passengers died and injured.
- Keep liaison with adjacent divisions, Headquarters and the site.
- Ensure proper logging of all the events by control office and at site.

5.8.25 Duties of Divisional Railway Manager

On being informed about the accident,

- Collect details of accident and assess the situation.
- If necessary proceed to the site.
- Give clear directions to Officers in connection with rescue and relief work.
- Depute ADRM as in charge in Control office.

- Order to keep a vehicle ready for immediate use at Control Office.
- Arrange to advise the Home Secretary/ Chief Secretary or other officers of the state in case of sabotage for prompt attendance of the Superintendent of Police.
- Monitor that each department renders prompt assistance.
- Arrange for collection of clues/ evidence.
- Appoint a reporter in case of serious accident.
- Ensure taking joint observation / readings by Supervisors.

* * * * *

CHAPTER - 6

RESPONSE & ACTION BY DIVISION / ZONE.

6.0 Action by Division.

6.0.1 Intimation of Accident – Divisional Control Office

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

6.0.2 Intimation of Accident – Railway Doctors

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

- i. Note down time of receiving message.
- ii. Inform CMS, MS, Doctors & Para medical staff and instruct them to reach the ARMV immediately.
- iii. Arrange necessary Medical team in the hospital.
- iv. Inform CMD about movement of ARMV.
- v. Alert blood donors, SJAB.
- 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.

6.0.3 Intimation of Accident – HQ & Central Control Office

- i. In HQ Central Control Office also, the accident bell in control room should be sounded for alerting all on-duty functionaries.

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

☛ Dy.CHC(Chg)	-	GM(General Administration), CMD
☛ DyCHC(Freight)	-	Operating & Safety.
☛ TPC	-	Electrical Officers.
☛ DPC	-	Mechanical Officers.
☛ Engg. Control	-	Engg., Accounts, Personnel Officers.
☛ S&T Control	-	S&T, Stores Officers.
☛ Commercial Control	-	Commercial, Public Relations.
☛ Security Control	-	RPF Officers.
- v. For this purpose, all functionaries working in the Central control office will have a ready list of telephone numbers (Railway, BSNL and Mobile /CUG) of all officers and supervisors of their departments concerned.
- vi. GM will inform CRB regarding the accident.
- vii. PHODs will inform their respective Board Members. In case PHOD is not available in HQ, then the next Senior Most Officer of that department will inform his Board Member.
- viii. CSO/Dy.CSO/SSO(S&T) will inform CRS and nodal Officer of Safety Directorate of Rly. Board.
- ix. Dy.CHC(Chg.) will thereafter inform Divisional Control Office regarding running out of 1st 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 1st Special train carrying GM and other HQ. Officers to the accident site.
- xi. In case the accident site is far off and going by air would be faster, then either helicopters or special Air Force planes may be organized from the nearby IAF Base by Secy. to GM.

6.0.4 Informing Non – Railway Officials

- i. **CHC** shall inform District Magistrate, Supdt. of Police and CDMOs of the district within which the accident site falls regarding the accident.
- 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/BPC/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, BPC and HPCL officials are also available in the Zonal / Divisional DM Plans.
- vii. Telephone numbers of ADG/GRP, IG/GRP, Home Secretary etc. of Orissa, AP and Chattisgarh are given in **Annexure**.

6.0.5 Divisional Officers required to go to site

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

6.0.6 II) Action by Hqrs

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

6.1.7. Supervisors required to go to Accident Site:-

- (i) At the Divisional level 80% of all supervisors available in divisional HQtr: should proceed to the accident site.
- (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 all Supervisors for proceeding to the accident site immediately by fastest possible means.

III) Role of Departments

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

6.2 SAFETY DEPARTMENT

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

6.3 PUBLIC RELATIONS

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

6.4 MEDICAL DEPARTMENT

6.4.1 Formation of two teams

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

6.4.2 Duties of Team ‘A’

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

6.4.3 Duties of Team ‘B’

- i. Team ‘B’ will establish an Emergency Cell in the Casualty Unit of Railway Hospital.
- ii. Contact adjoining divisions and organize movement of 2 more ARMVs to accident site, one from each end.
- iii. Contact local hospitals (Railway/Govt./Private) near the accident site to 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 selves in readiness to receive and provide medical treatment to injured passengers.
- v. Data Bank of medical facilities along the track is available section wise for each division in Divisional DM Plans. Copy of Divisional DM Plans should be available in the Hospital Emergency of Railway Hospital.
- vi. The above Data Bank is also available in the ECoR Web site on Railnet at www.ecor.railnet.gov.in. Details of name, address, telephone no., facilities available etc. can be collected from this.
- vii. Arrange to send the following in the 2nd and 3rd Special trains carrying backup logistic support to the accident site, from each end:
 - ☛ As many more medical teams as possible.
 - ☛ Adequate number of Safaiwalas other health workers,
 - ☛ Members of St. John Ambulance, Scouts and Civil Defence personnel.
- viii. Co-ordinate with MS/CMD 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
- ☞ Polythene covers for dead bodies
- ☞ Wooden Coffins
- ☞ Dry ice

- x. 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.
- xi. Prepare Railway Hospital to receive and provide treatment to injured passengers, as and when they are brought back from accident site.

Arrange to send anti snake venom 4 vials and other items in cold chain carrier.

6.5 DUTIES OF COMMERCIAL DEPARTMENT

CCM along with such officer as decided by him from HQ will proceed to accident site.

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

6.5.1 Transportation of men and material to accident site

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

6.5.2 Help line Enquiry Booths at Stations -

a. General

- i. The emergency telephone no. **1072** will be manned round-the-clock by commercial department. All Help line Enquiry Booths shall have a separate DOT telephones with STD, Railway telephones with STD, fax machine, photocopier and a PC with internet connection and the necessary infrastructure will be arranged by S&T Dept.
- ii. Help line Enquiry Booths within ECoR would be opened as below:
 - ☞ Originating and destination stations of the accident involved train.
 - ☞ All junction stations within the jurisdiction of ECoR falling on the route of the train.
 - ☞ Divisional HQ.
 - ☞ Zonal HQ.
 - ☞ Any other station as may be decided.
- iii. On ECoR, Help line Enquiry Booths would normally be required to be opened at following stations, depending on the route of the accident involved train :

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

elp 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

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

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

6.5.3 Liability of the Railway for compensation

i. Refunds

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

☛ Delayed	☛ Rescheduled
☛ Regulated	☛ Short terminated
☛ Diverted	☛ Cancelled
- c. Staff manning Refund counters should be thoroughly familiar with rules for granting of refunds under such circumstances.
- d. Sufficient amount of cash should be available at these Refund counters for this purpose.

ii. Compensation

The Railways are liable to pay compensation for death/injury of a passenger in train accident as defined under Section 124 of the Railway Act, 1989. Similarly the Railways are also liable to pay compensation for death/injury to a passenger and platform ticket holder in untoward

incidents as defined under section 124-A of the Act, such as terrorist attack, violent attack, robbery, dacoity, rioting, shoot out or arson by any person in train or within the precincts of a Railway station or accidental falling of a passenger from train.

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

a. Ex-gratia

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

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

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

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

b. Death/Injury Compensation

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

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

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

c. Who can claim:-

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

- ☛ By the person who has sustained the injury or suffered any loss, or
- ☛ By any representative duly authorized by such person on his behalf, or
- ☛ Where such person is a minor, by his guardian, or
- ☛ Where death has resulted from the accident/untoward incident, by any dependant of the deceased or where such a dependent is a minor, by his guardian.

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

d. Procedure for filing application

- ☛ 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.
- ☛ Where the number of respondents is more than one, as many extra copies of the application as there respondents, together with unused file size envelopes, bearing the full address of such respondents, shall be furnished by the applicant.
- ☛ The applicant may attach to and present with his application a receipt slip in Form IV which shall be signed by the officer of the Registrar receiving the application on behalf of the Registrar in acknowledgement.
- ☛ 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

- ☛ Name and father's name of the person injured/dead (husband's name in the case of married woman or widow).
- ☛ Full address of the injured/dead.
- ☛ Age of the person injured/dead.
- ☛ Occupation of the person injured/dead.
- ☛ Name and address of the employer of the deceased, if any.
- ☛ Brief particulars of the accident indicating the date and place of accident and the name of the train involved.
- ☛ Class of travel, and ticket/pass number, to the extent known.
- ☛ Nature of injuries sustained along with medical certificate.
- ☛ Name and address of the Medical Officer/Practitioner, if any, who attended on the injured/dead and period of treatment.
- ☛ Disability for work if any caused.
- ☛ Details of the loss of any luggage on account of the accident.
- ☛ Has any claim been lodged with any other authority? if so, particulars thereof.
- ☛ Name and permanent address of the applicant.
- ☛ Local address of the applicant, if any.
- ☛ Relationship with the deceased injured.
- ☛ Amount of compensation claimed.
- ☛ Where the application is not made one year of the occurrence of the accident, the grounds thereof.
- ☛ Any other information or documentary evidence that may be necessary or helpful in the disposal of the claim.
- ☛ One helpline for compensation may be opened.

HQ Emergency Cell will collect updated information regarding all aspects of the accident from the UCC and pass on the same to:

- ☛ Emergency Cells opened on other divisions of ECoR.
- ☛ Emergency Cells opened on originating and terminating Zonal Railways.
- ☛ Safety Directorate's Emergency Cell in Railway Board.
- ☛ Help line Enquiry Booths should not contact the accident site or the UCC directly.

6.6 DUTIES OF MECHANICAL DEPARTMENT

- I. CME and such other officers as decided by CME from HQ will proceed to accident site.
- II. Similarly, Sr.DME as well as AME should proceed to site of accident. DME will be available in Divisional Control Office for providing backup support.
- III. Break Down Spl. Without Crane should be requisitioned from adjoining divisions also so that additional rescue equipment such as cutters, spreaders, hydraulic jacks, generators, lighting equipment etc. could be available for rescue operation.
- IV. The aim should be to ensure one ART with 140T crane along with one Break Down Spl at each end of the accident site.
- V. Provision should be made for availability of standby crane Loco Pilot on each ART working at site, so that ARTs can work round the clock.
- VI. Road cranes of sufficient capacity should be arranged 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 in consultation with CME/CMPE.

6.8 DUTIES OF SECURITY DEPARTMENT

- I. CSC/RPF will proceed to accident site on receiving information from security control. CSC/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 ARMV along with a maximum number of RPF personnel. Only one officer will stay back at Divisional HQ.

6.8.1 Rushing of men and material to site

- ☛ On receipt of first information the nearest RPF Post should muster maximum available manpower within the shortest possible time and despatch them to the scene of accident, by fastest available means.
- ☛ Simultaneously, the Post/Outpost in charge would requisition additional manpower from adjoining RPF Posts.
- ☛ 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.
- ☛ Divisional Security Control shall get reinforcement from neighboring posts/outposts, reserve line, divisional HQ or zonal reserve and send them by the ART. If they could not be sent by the 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.
- ☛ 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.
- ☛ Additional RPF personnel from Zonal HQ should be sent to accident site.
- ☛ 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.
- ☛ 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:
 - ☒ Torches (1 per person) and other lighting arrangements.
 - ☒ Nylon ropes (1 kms) and poles for segregating the affected area.
 - ☒ 4 nos. of loud speakers for making announcements.
 - ☒ 10 stretchers and first aid equipment.

- ✎ 10 wireless sets for inter-communication.
- ✎ Digital Camera for photographing the scene (both on negative and slide films) **Video recording of search & rescue. and**
- ✎ **Salvage operations** and connected administrative arrangements.

6.8.2 Co-ordination with Local Police

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

- ☞ Rushing all available GRP personnel to the accident site.
- ☞ Obtaining additional manpower from the local police for purpose of crowd control.
- ☞ Issue of necessary instructions to local police for giving expeditious clearance for starting restoration work.
- ☞ Issue of necessary instructions to SP of the district for waiving off formalities of Post Mortem on dead bodies.

6.9 DUTIES OF ELECTRICAL DEPARTMENT

- I. CEE and such officers as decided by CEE from HQ will proceed to accident site.
- II. Similarly, Sr.DEE(G)/DEE(G) should proceed to accident site and AEE(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 as well as 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) should proceed to site of accident and 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 / SPART / SPARMV by Halogen lamps.
- X. In case of scarcity of Generator sets, Generator sets to be hired from nearby village/Town and fuels to be arranged from outside.
- XI. Illumination through inflated tower lights.
- XII. Temporary illumination through availing LT Power Supply from nearby licensee if practically possible.

6.10 DUTIES OF SIGNAL & TELECOMMUNICATION DEPARTMENT

- I. CSTE and in his absence CSE / CCE from HQ will proceed to accident site in HOD's special.
- II. Similarly, Sr.DSTE as well as ASTEs should proceed to site of accident. DSTE will be available in Divisional Control Office for providing backup support.
- III. Main responsibility of S&T Department will be for providing effective and adequate means of communication.

- IV. Provision of portable telephone to be connected directly to Sectional Control through emergency socket.
- V. Provision of auto telephone of nearest Rly exchange through DM pairs at emergency socket.
- VI. Provision of communication through satellite telephone.
- VII. BSNL telephones to be provided. Setting of V- SAT for video conference.

Rushing of men and material to site

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

Arranging communication at site

- ☞ DSTE in the division will immediately come to divisional control office and ensure setting up of all communication arrangements as required.
- ☞ 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.
- ☞ 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.
- ☞ Map of the division showing areas where cell phone connectivity is operative is available in Divisional DM Plans.
- ☞ Should procure along with connecting a minimum of 06 nos cell phones for each division and send them to accident site.
- ☞ Obtain E-Mail addresses of Emergency Cells set up on other Divisional and Zonal HQ

Communication at HQ And Divisional Emergency Cells

- ☞ Communication arrangements are required to be provided at ECoR HQ Emergency Cell immediately permanently.
- ☞ 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.
- ☞ 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.
- ☞ One FAX machine shall be provided on one BSNL telephone.
- ☞ 02 Railway telephone numbers with STD facilities should also be made available.
- ☞ 02 Mobile telephones should also be made available in HQ Emergency Cell.
- ☞ Similar Communication arrangements should also be provided in the Divisional Emergency Cell.

- ☛ 03 (three) Laptop or Tablets with dongle may be kept in operation for communication & interaction.

Communication at Help line Enquiry Booths

- ☛ Help line Enquiry Booths are to be opened at all important stations enroute of the affected train as mentioned at Section (7.6.2- iii) above.
- ☛ Location of these Help line Enquiry Booths will be on Platform No.1 of their respective stations.
- ☛ 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.
- ☛ 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.
- ☛ 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.
- ☛ E-Mail address of PCs to be provided should be intimated to all concerned. PCs should be configured with these E-Mail addresses as given at Annexure- 34
- ☛ 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.

DUTIES OF ENGINEERING DEPARTMENT

Rushing men and material to accident site

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

Mobilization of work force

- ☛ Sr.DEN(Co-ord) with consultation with Section Sr.DEN/DEN will mobilize required no of workman and supervisors as per information received from the site of accident regarding extent of damage to track and other P.Way and Bridge. Earth moving equipments should also be requisitioned as per requirement.
- ☛ 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 Track Depot. 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.
- ☛ At least two nos. of JCBs available with the ballast depot contractor shall be immediately moved.
- ☛ Sr.DEN/DEN in Divisional Emergency Control will request concerned authority (Army/State Govt. Deptt.) for Bulldozer/Earthmoving machinery in the area.

DUTIES OF IT DEPARTMENT

- ☛ One separate room in HQ, named " Disaster Manangement Room", which will be used as Emergency Cell and should be provided with minimum 02 PCs.

- ☛ Both PCs should be connected to Rail net and the E-Mail addresses already configured into them should be activated.
- ☛ Similarly 2 PCs in divisional control office nominated for being used in Divisional Emergency Cell should also be shifted there.
- ☛ Both these PCs should be connected to Rail net and the E-Mail addresses already configured into them should be activated.
- ☛ 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.
- ☛ Following information should be uploaded on to ECoR's Website as quickly as possible:

i. List of injured and deceased passengers

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

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

IV) PAYMENT OF EX-GRATIA

6.9.01 Classification of injuries

(1) Injuries are classified as under: -

(i) 'Serious' (include 'grievous' injuries as defined below; **also refer Para15.02 & 15.03**)

(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.

(Indian Railway Medical Manual Vol.II Rule No.709. Para 1428 of Indian Railway Establishment Manual, Ministry of Railway's letter No.68/Safety/43/ 19, dtd.25.02.1969 and sec.320 of the Indian Penal Code)

6.9.02 Amount of ex-gratia

I. The amount of ex-gratia relief to be paid to the dependants of dead or injured:

(a) Passengers involved in Train Accidents as defined under Section 124 of the Railways Act, 1989

(b) Road users who meet with an accident at Manned Level Crossing Gate Accidents due to Railway's prima facie liability and

(c) Passengers involved in Untoward Incident, as defined under Section 124-A of the Railways Act, 1989 are as under:-

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

3	In case of simple injuries	Rs. 5,000/-	Rs. 500/-
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* 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, gangman working on track runover accidentally by a moving train.
- (iv) Payment should be sanctioned / arranged preferably on the spot by a senior scale or higher officer nominated by the General Manager after making such enquiries as can be reasonably made on the spot after the immediate needs by way of medical attendance etc. to injured persons are attended to.
- (v) The ex-gratia relief will be exclusively for passengers who are grievously injured in train accidents or untoward incidents as defined under section 123, read with section 124/124-A of the Railways Act, 1989.
- (vi) In case of enhanced ex-gratia announced by the Minister of Railways as a special case under his/her discretionary powers, the amount equivalent to the normal rate of ex-gratia for death/ injury of passenger in train accidents/untoward incidents and to the road users who meet with an accident due to Railway's prima facie liability at Manned Level Crossing Gate Accident be paid in cash and the remaining portion of the enhanced ex-gratia be paid by account payee cheque. The position is tabulated as under:

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

	death			gratia minus Rs. 50000/-
ii)	In case of grievous injury	Rs. 25000/-	Rs. 25000/-	Announced amount of ex-gratia minus Rs. 25000/-
iii)	In case of simple injury	Rs.5000/-	Rs.5000/-	Announced amount of ex-gratia minus Rs. 5000/-

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

In case of Train Accident	In case of Untoward Incident
Rs. 25,000/- <i>lump sum for hospitalization</i> upto 30 days to take care of initial expenses.	Rs. 5,000/- upto 30 days of hospitalization.
Thereafter Rs. 300/- per day be released at the end of every 10 day period or discharge, whichever is earlier.	Rs. 1,000/- per week or part thereof the period for indoor treatment upto further six months of hospitalization.
	Rs. 500/- per week or part thereof the period for indoor treatment upto further five months of hospitalization.
The maximum period for which ex-gratia is payable to the grievously injured passenger will be 12 months.	

Note:- (i) This ex-gratia relief will be exclusively for passengers who are grievously injured in train accidents or untoward incidents as defined under Section 123, read with Section 124/124-A, of the Railways Act, 1989.

(ii) The period for treatment as indoor patient for more than 30 days would need to be certified by a Railway Doctor for the purpose of further ex-gratia payment upto 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 exgratia 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.)

6.9.03 Withdrawal from station collections.

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

(a) (8) Departmental expenditure necessitated by floods, accidents or earthquakes, etc.

(b) (22) Ex-gratia payments to persons involved in train accidents.

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

(a) The nominated supervisor incharge of the department concerned may alone withdraw from station collections through a requisition in respect of the above items specified in rule 2425 of the IRCM.

(b) This requisition should be made in the form appended below indicating the official making such withdrawal, the departmental officer concerned and also the purpose of withdrawal.

From
Name of the Supervisory Official
Designation
Station

To
Station Master
Station

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

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

Accounting Authority

Controlling Officer

Designation

Station

Signature

Payment made from Station
Collections

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

Amount:

Signature of
Station Manager

Signature:
Designation:
Station

- (c) The requisition is required to be prepared in quadruplicate, and the SMR is to retain 2 copies out of which one copy will be retained as record copy and the other will be sent to Traffic Accounts Office as Voucher in lieu of Cash.
- (d) Any failure by the supervisory official withdrawing the cash to observe the above instructions or any other irregularity will render him personally responsible and liable for action under Discipline & Appeal Rules.
- (e) The Branch Officer concerned shall forward the requisition received from the stations to the Divisional Accounts Office indicating the circumstances under which the withdrawal was necessitated.
- (f) The countersigned requisition shall be accompanied by relevant supporting paid vouchers. The timely submission shall be monitored by the Branch Officer so that they reach Accounts Office within 15 days from the date of withdrawal.
- (g) The Executive Officer concerned shall 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 CCM and FA& CAO (Traffic)
- (i) A monthly return of requisitions issued during the period should be submitted to the Accounts Office by the executives.

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

CHAPTER-7

SITE MANAGEMENT

PLAN – I

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

- ☞ Rescue, relief and restoration operation, which is carried out by one set of functionaries.
- ☞ Aspect pertains rehabilitation of accident involved passengers, taking care of dead bodies, dealing with their relatives etc. for which a different set of functionaries are required. For managing these 3 distinct aspects of DM work that are required to be discharged by Railways, three separate establishments should be set up at an accident site. The outline schematic plan of accident site given at Annexure- 2.
- ☞ Transportation of stranded Passengers.

7.1 UNIFIED COMMAND CENTRE (UCC)

- 7.1.1 Unified Command Center (UCC) should be set up at the accident site under the overall coordination of Mechanical Department.
- 7.1.2 This will be some kind of a control office to be located near the center of the accident site.
- 7.1.3 This is basically meant for catering to operational needs of Railway in rescue, relief and restoration work.
- 7.1.4 Detail schematic plan of UCC is given at Annexure – 2.
- 7.1.5 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.
- 7.1.6 UCC will be provided with all facilities similar to a control office.
- 7.1.7 Adequate lighting with generator backup should be provided in the UCC.
- 7.1.8 Adequate number of telephonic links to Divisional Emergency Cell and HQ Emergency Cell should be provided. Preferably each department in the UCC should be given as independent telephone including satellite telephone, fax, photo copier, PCs and loud speaker.
- 7.1.9 PC/Laptop should be connected to Internet for E-Mailing of detail update to all concerned, including Divisional Emergency Cell, HQ Emergency Cell and Help line Enquiry Booths.
- 7.1.10 A big banner displaying 'UNIFIED COMMAND CENTER' should be put up at a prominent place at the entry to the samiana, with sufficient signage's indicating its direction or approach road.
- 7.1.11 UCC at the site will be manned by Sr. Supervisors on round the clock basis in 12 hrs. shift duty and they will monitor & co-ordinate working of their departments.
- 7.1.12 Various functionaries in the UCC will monitor and co-ordinate the working of their departments, and assistance required by them, if any.
- 7.1.13 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 were given the message.
- 7.1.14 UCC will basically supervise the working of 2 LCCs and coordinate with Divisional and HQ Emergency Cells.
- 7.1.15 Functionaries of different departments in LCCs should provide updated information regarding progress of work to their counterparts in UCC.

7.2 LOCAL COMMAND CENTRES (LCC)

- 7.2.1 Depending on the spread of the accident site, Local Command Centres (LCC) on the same pattern as the UCC should be set up.
- 7.2.2 If the site is spread out over 300 – 400 mts. 2 LCCs should be set up.
- 7.2.3 Detail schematic plan of LCCs would be similar to that of UCCs as given at Annex-2.
- 7.2.4 Representatives of same departments as in UCC should be present in LCCs also. However, they should be either one or at most 2 men per department. It will co-ordinate various teams spread out over the site of accident.
- 7.2.4 Each LCC will oversee the working of DM teams at one end of the accident site.
- 7.2.5 Jurisdiction of each LCC will extend to all men and materials belonging to 2 ARMVs, BD special and 1 ART at that end of the accident site.
- 7.2.6 One SAG officer of Mechanical department will be overall in charge of each LCC with loud speaker for making announcements and direct telephone link with UCC.

7.3 NEED FOR SETTING UP OF CENTRAL PASSENGER ASSISTANCE CENTRE

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

7.4 ASSISTANCE TO BE RENDERED TO THE RELATIVES OF PASSENGERS

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

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

They are to be given the following assistance :

- 7.5.1 In case the passenger could not be located in any of the hospitals, then they have to go to the building where unidentified dead bodies have been kept.
- 7.5.2 Take a round of various rooms where bodies have been kept, examine each body and try and locate their near and dear one.
- 7.5.3 Identify the dead body, if the same has been extracted by then.
- 7.5.4 Otherwise wait for all bodies to be extracted and try and identify their relative.
- 7.5.5 In case they fail to identify the same then they have to go through photographs of unidentified bodies taken at site.

- 7.5.6 After the body is finally identified, they have to produce proof of relationship for Railways to entertain their claim.
- 7.5.7 Obtain medical death certificate from the Railway doctor.
- 7.5.8 Obtain post mortem report, from the Govt. doctor who has performed post-mortem on the body.
- 7.5.9 Obtain official death certificate from the local municipality.
- 7.5.10 Accept of ex-gratia payment from Railways.
- 7.5.11 Collect forms for lodging claim for compensation from Railway Claims Tribunal.
- 7.5.12 Take over custody of dead body from the local Police.
- 7.5.13 Perform last rites at the same place or take back the body to their native place, depending on circumstances.
- 7.5.14 Make arrangements for their return journey back to their native place.

7.6 COMBINED ASSISTANCE CENTRE (CAC) :

- 7.6.1 The UCC should have a **Central Passenger Assistance Center (CPAC)** located towards the rear side, away from the track for rendering help to passengers and their relatives. Outline schematic plan of UCC/CAC is given at **Annexure-2**.
- 7.6.2 This is basically meant for catering to requirements of passengers and their relatives/next of kin, and for providing a single window clearance for all types of formalities.
- 7.6.3 CAC should be separate from the UCC so that it does not interfere with normal rescue and relief work.
- 7.6.4 Detail schematic plan of CAC is given at Annexure-3.
- 7.6.5 CAC will be manned by staff of relevant departments such as:
 - 👉 *Operating, Medical, Commercial, Security & Personnel*
- 7.6.6 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
- 7.6.7 A big banner displaying '**COMBINED ASSISTANCE CENTER**' should be put up at a prominent place at the entry to the shamiana.
- 7.6.8 Different counters should be provided in sequence for each of these formalities, so that the entire exercise can be completed in about an hour.
- 7.6.9 Functionary concerned from the local Municipality who issues Official Death Certificates should be made to come and sit in the CAC so that these certificates can be issued immediately without any delay.
- 7.6.10 CAC should have different counters for various purposes in following sequence:
 - i. Reservation chart, for locating the name.
 - ii. List of dead and injured along with name of hospital. The name of passenger involved should be checked up from the list of dead or injured, if available, and their current status informed.
 - iii. Counter for providing commercial supervisor or WI as escort along with vehicle(s), for accompanying the relative and going to hospitals or mortuary,
 - iv. Railway doctor for issue of Medical Death Certificate.
 - v. Govt. doctor for issue of Post mortem Certificate, in case the same is necessary.
 - vi. Officer – in – Charge of CAC to supervise the CAC.

- vii. Municipality official for issue of Official Death Certificate.
- viii. Local police for issue of authority for handing over of dead body.
- ix. Claims counter – Payment of ex-gratia and issue of Claims Compensation form.
- x. Counter for helping performance of last rites in case relatives decide to cremate the body there it self.
- xi. Pass counter for issue of return journey pass.
- xii. Return journey facilitation counter for making arrangements for return journey.

7.7 FIRST AID POSTS

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

7.8 SETTING UP OF UCC, LCC AND CAC

- 7.8.1 One SSE/Works shall be exclusively responsible for setting up of these facilities. He shall undertake the following:
 - i. Move along with sufficient staff for setting up of these facilities.
 - ii. Immediately start setting up of the tentage accommodation after taking out tents and shamianas provided in ARTs.
 - iii. In addition, he should also requisition agencies which provide tentage accommodation on contract. Details of such agencies have been given in Divisional DM Plans.
- 7.8.2 Bridge Line staff will assist in setting up tentage and above mentioned facilities. Dy.CE/Bridge will also move to the site and in case, bridge is not involved, he will take full charge of tentage arrangements.
- 7.8.3 Bridge Unit will take with them sufficient Manila ropes, wire, ropes, survey instruments, binoculars, helmets, life jackets, ladders and other equipment. Nylon ropers should be sufficient in length to ensure barricading at site and camping areas.
- 7.8.4 Sufficient facilities for erecting temporary stage/scaffolding etc. should also be organized, if required at site.
- 7.8.5 Few temporary toilets should be provided at one location in addition to number of urinals at 3 or 4 places with adequate disinfectant.
- 7.8.6 Water tankers will be ordered for supplying water at site and arrangements shall also be made for drinking water.
- 7.8.7 Temporary kitchen in tents/shamianas is to be set up so that catering unit or IRCTC can provide cooked food to staff working at accident site.
- 7.8.8 Adequate no of chairs should also be arranged.
- 7.8.9 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.
- 7.8.10 Signages for both UCC and CAC should be provided at prominent locations.

7.9 NUMBER OF DEAD AND INJURED – MEDICAL DEPARTMENT

- 7.9.1 Medical department at site should confirm the number of dead.
 - 8 Doctors in charge of various teams working on different coaches should give 03 hourly report to Medical counter in LCC who in turn will inform **UCC, CPAC** and others.
 - 9 Number of injured passengers.

- 10 Type of injuries, whether grievous, minor or trivial.
- 11 Names of injured, and names of various hospitals where injured have been sent.

7.10 IDENTIFICATION OF DEAD BODIES – COMMERCIAL DEPARTMENT

7.10.1 Number of dead bodies identified.

- 8 Ex-gratia paid to injured and next of kin of the dead.
- 9 No. of dead bodies handed over to relatives.

7.11 NUMBER OF COACHES DEALT WITH – MECHANICAL DEPARTMENT

7.11.1 No. of coaches thoroughly searched.

7.11.2 No. of coaches made off track.

7.11.3 No. of coaches yet to be dealt with.

7.11.4 Collection and Dissemination of Information – Channel of Communication:-

The following would be the responsibility and channel both for collection as also dissemination of information. Before each shift goes off duty, details of work done should be updated in the LCC.

The LCC's should in turn update the UCC regarding the latest progress. This updated information would be conveyed to Divisional Emergency Cell every 3 hrs.

(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 hrs. report to Medical counter in LCC who in turn will inform UCC.
- (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 dead.
- (iv) No. of bodies handed over to relatives.

(c) Number of coaches dealt with – Mechanical department.

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

PLAN – II

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

7.12 MEMBERS OF THE DISASTER MANAGEMENT TEAM

7.12.1 Disaster Management Team normally comprises members of following departments

- i. Trained Railway men from Medical, Commercial, Safety, Electrical, S&T, Mechanical, Engineering, Security, Personnel and other departments.
- ii. In case of fire accidents, trained fire service personnel shall form part of this unit.

- iii. In case of an accident on water body, divers and naval cadets will also be part of the team.
- iv. In case of sabotage or bomb explosion, bomb disposal squads and GRP/Local Police will also be involved.
- v. Various rescue unit shall accompany ARMVs, ARTs or move by road as quickly as possible.

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

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

7.12.3 Rescue, Relief and Restoration Operation

DM Team on arrival by ARMVs and ARTs shall undertake following actions:

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

7.12.4 Photography

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

Such photographs should clearly indicate:

- i. Severity of the accident.
- ii. Illustrate the damage to P.Way. Rolling Stock, Signal, OHE and other structures and equipments.
- iii. Separate set of photographs to be taken to preserve clues and evidence of sabotage if suspected.

7.13 Victims and unidentified bodies should also be extensively photographed.

GENERAL

For efficient Disaster management, responsibilities of various departments are to be executed by deputing responsible officers and supervisors. Important duties of such officers/supervisors are enlisted as follows:

7.13.1 OIC Site

- i. Ensure setting up of UCC, CAC and LCCs at the earliest.
- ii. Collect information from OIC Site of IAT.
- iii. Take stock of the situation and plan for efficient rescue operation.
- iv. Estimate quantum of assistance required for each department from:

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

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

- xiii. Forecast for completion of each activity mentioned below should also be firmed up. These target dates and times should be communicated to all officers and supervisors at accident site:
 1. Re-railment
 2. Track fitness
 3. Points and inter-locking
 4. OHE fitness.
 5. Clearance of section.
 6. Movement of first train.

7.13.2 Duties of Divisional Railway Manager

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

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

- i. At the accident site, departmental officers available from both HQ and division shall be formed into two teams for round the clock working in 2 shifts, preferably 8 hrs. to 20 hrs. and from 20 hrs. to 8 hrs.
- ii. PHODs/CHODs shall be available on duty during the day time.
- iii. PHODs/CHODs shall take on the spot decision regarding composition of the team for night site shift for their respective department. This composition should not normally be changed during the 3-4 day stay at the accident site.
- iv. Branch Officers shall be available on duty during the day time.

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

7.13.4 Duties of Operating Department

Immediately after getting the information.

- i. All sectional TIs and Supervisory SSs should be directed to reach the accident site by first available means.
- ii. Similarly additional RG/LR staff from the section should be sent to adjacent stations on either side so that additional shunting work can be done.
- iii. Since considerable amount of shunting is required to be performed at adjoining stations, 2 traffic supervisors in 2 shifts should be posted at adjoining stations on each side.
- iv. Ensure that special trains are sent into the accident affected block section according to the sequence detailed in Chapter 8.3.
- v. Ensure proper marshalling of crane while proceeding to the accident spot in the block section.
- vi. Ensure that Engineering vans of the ART are placed nearest to the accident site for this purpose; Engineering van/wagon should be placed closest to site of accident by sending it in pushing condition.
- vii. Ensure prompt clearance of stranded passengers at the site in coordination with the Divisional Emergency Cell.
- viii. Regarding running of special trains, keep in touch with Divisional Emergency Cell and give requirement from site

7.13.5 Duties of Safety Department

- i. Preserve 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 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 during accident inquiry.
- v. Ensure that evidence of train staff, station staff and public are recorded on the spot.
- vi. Addresses of passengers willing to give statements later should also be obtained.
- vii. Ensure that special trains are sent into the accident affected block section according to the sequence detailed in Chapter 8, Section 3.

7.13.6 Duties of Medical Department

i. Main functions

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

- ☞ Taking an initial round of hospitals and assessment of situation.
- ☞ Taking out injured passengers from accident-involved coaches.
- ☞ Attending to injured passengers and giving them First Aid.
- ☞ Preparing list of injured passengers.
- ☞ Classification of their injuries.
- ☞ Transporting them to hospitals and getting them admitted.
- ☞ Post admittance hospital care of the injured.
- ☞ Dealing with dead bodies.
- ☞ Preservation of dead bodies.

ii. General

- ☞ Ensure collecting blood and urine samples of train crew in case the same is necessary.
- ☞ Organise as many road ambulances as possible at the accident site.
- ☞ 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.
- ☞ Set up Medical Counter in UCC and CAC for passenger assistance.
- ☞ Set up First Aid Posts 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;

- ☞ 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.
- ☞ One group of doctors will take a round of various hospitals where injured passengers have already been admitted. (Para 'iv' below).
- ☞ One group consisting of 4-5 teams of doctors and para-medics will taken out injured passengers and dead bodies from accident involved coaches. (Para 'v' below).
- ☞ One team will attend to injured passengers and give them First Aid and other medical treatment. (Para 'vi' below).
- ☞ One team will prepare list of injured passengers, note down details of their injuries and classify them. (Para vii & viii below).
- ☞ One team would be in-charge of transporting injured passengers to hospitals and getting them admitted. (Para 'ix' below).
- ☞ One team would be in-charge of post admittance hospital care of the injured. (Para 'x' below).
- ☞ 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).
- ☞ 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

- ☞ Separate doctors will be deputed to visit each hospital where injured passengers have already been shifted.
- ☞ One commercial officer will also accompany doctors and make a general assessment.
- ☞ 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.
- ☞ These information should be immediately communicated to CMS/MS at accident site by using local PCO/Cell phone etc.
- ☞ Prepare a list of persons dead/injured already in hospitals in three copies by using carbon paper.
- ☞ 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.
- ☞ 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.
- ☞ One copy should also be sent to CAC for being fed into the Personal Computer provided in the CAC.

- ☞ The initial list prepared should be updated at regular intervals, as and when any change occurs and communicated to the emergency control.

iv. Taking out injured passengers

- ☞ Maximum number of doctors should be deputed for this activity.
- ☞ This group should consist of at least 4-5 teams. If numbers permit, more such teams should be formed.
- ☞ Teams involved in rescue operation should ensure rapid access to all injured passengers.
- ☞ They should take assistance of Mechanical/Engineering/RPF staff to extricate injured passengers.
- ☞ Each team will join up with teams of Mechanical staff 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.
- ☞ Coaches should be thoroughly searched including lavatory and vestibule portions before abandoning further search and moving on to the next coach.

v. Attending to injured passengers

- ☞ One team will be asked to provide medical treatment to injured passengers immediately after their evacuation from coaches.
- ☞ Ensure stabilization of condition of injured passengers already taken out from coaches, before they are dispatched to hospitals by road.
- ☞ 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.

vi. Preparing list of passengers

- Collect list of injured passengers prepared by TS/TTEs and assess the situation.
- Separate lists to be prepared coach wise.
- The list should contain following details;
 - ☞ If found Conscious: Name, sex, age, identification marks, address, ticket number, originating and destination station.
 - ☞ If found Unconscious: Approximate age, sex, identification marks, ticket number and other particulars if relatives and friends are available.
- 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.
- The list of injured passengers will thereafter be updated periodically, as rescue and relief work continues and fed into the Personal Computer provided in the UCC/LCC.

vii. Classification of Injuries

- Injuries are classified as under:
 - 'Grievous' injuries as defined below.
 - 'Simple', but excluding 'trivial' injuries such as abrasions or bruises.
 - Following are considered to be 'grievous' injuries (as per Section 320 of the Indian Penal Code):
 - ☞ Permanent privation of sight of either eye.
 - ☞ Permanent privation of hearing of either ear.
 - ☞ Privation of any member or joint.
 - ☞ Destruction or permanent impairment of powers of any members or joint.
 - ☞ Permanent disfigurement of head or face.

- ☞ Fracture or dislocation of a bone or tooth.
- ☞ Emasculation.
- ☞ Any hurt which endangers life, or which cause the sufferer to be, during the space of twenty days, in severe bodily pain or unable to follow his ordinary pursuits.

b. Injuries other than those defined above are considered to be “simple” injuries.

- B. Apart from injuries defined above, there may be cases where a passenger or trespasser receives only petty abrasions or bruises. These are of trivial nature and technically speaking should not be taken as injuries.
- C. “A Railway employee or a passenger or a trespasser shall be considered to be “injured ” only when he/she is incapacitated following customary vocation for more than 48 hrs. Such injuries are classified as under”
 - I. Serious (including grievous injuries).
 - II. “Minor” or “Simple”.
- D. Classify injured passengers into separate categories as grievous or simple.
- A. Inform Commercial department for arranging ex-gratia payment.
- B. 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.

viii. Transporting injured passengers to hospitals

- ☞ One team will be asked to arrange transport of injured passengers to nearby hospitals.
- ☞ Ensure expeditious transportation of injured either to AMRVs or to nearby hospitals.
- ☞ Critically injured passengers should be transported by means of road ambulances and other by means of ordinary road vehicles.
- ☞ Commercial staff should also be associated with transfer of injured passengers to hospitals.
- ☞ 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.
- ☞ Doctors going to different hospitals should have separate vehicles.
- ☞ In case sufficient numbers of Railway vehicles are not available, they should hire taxis for their movement by withdrawing from station earnings.

ix. Post admittance hospital care

- ☞ One Railway doctor, one commercial supervisor and one welfare inspector should be deputed round the clock at each hospital.
- ☞ If large number of hospitals are involved 2/3 hospitals may be given to one doctor. In that case, the doctor, in consultation with CMS/MS, should station himself at the hospital where maximum no. of patients are admitted.
- ☞ 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.
- ☞ In case any injured passenger succumbs to his injuries in the hospital, then the doctor in-charge of that hospital should up date this fact to the medical counter at CAC.

x. Care for the Dead

- ☞ 20 nos of collapsible coffins which is available at each Divnl. Hospital will be transported to the site by ARMV, road vehicles or train services as per need.
- ☞ Air-conditioned mortuaries available with Divnl. Hospital to be utilized to store at least six bodies.

- ☞ There is provision of Embalming Gun and Chemicals to ensure that bodies are preserved for reasonable time and if necessary the bodies can be transported to Divnl. Hospital till claimed by relatives.
- ☞ 20 nos of body bags which are available with Divnl. Hospital is to be utilized.
- ☞ 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
- ☞ Adequate number of Safaiwalas and other health workers who have come to the accident site should be mobilized for this purpose.
- ☞ Dismembered bodies begin emitting foul adour 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.
- ☞ Dead bodies should be dealt with coachwise, otherwise bodies taken out from different coaches get mixed up.
- ☞ 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.
- ☞ Shift dead bodies from coaches to a nominated place at the accident site with the help of paramedical staff, SJAB, Scouts, Civil Defence personnel, other Railway staff and non-Railway volunteers available at site.
- ☞ Ensure covering of dead bodies with shrouds.
- ☞ 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 : _____		

- ☞ 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.
- ☞ 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.
- ☞ Each body should also be video photographed.
- ☞ 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.
- ☞ After this, bodies will be handed over to GRP or local police for safe custody.
- ☞ Take necessary steps to handle unhygienic condition that may arise due to decomposed/mutilated bodies.

xi. 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 nos 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	3. Coffins
2. 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.

7.13.7 Duties of Commercial Department

i. Main functions

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

- ☞ Providing beverages and catering to injured and uninjured passengers through IRCTC or any nodal agency.
- ☞ Initial round of hospitals and assessment of situation.
- ☞ Preparing list of injured passengers.
- ☞ Assisting transportation of injured passengers to hospitals and getting them admitted.
- ☞ Payment of ex-gratia to injured and next of kin of dead.
- ☞ Dealing with refund and claims compensation formalities.
- ☞ Taking charge of luggage and consignments.
- ☞ Assistance in post-admittance hospital care of the injured.
- ☞ Taking care of relatives.

ii. General

- ☞ Before Sr. DCM proceeds to accident site he should arrange withdrawal of sufficient cash from station earnings.
- ☞ At the accident site, handpicked commercial supervisors should be deputed for manning commercial counters in UCC and CAC.
- ☞ Each commercial counter in CAC is to be manned by one group as detailed in Chapter 10, Sec-6(six). Co-ordination with other depts. during the process of salvage is must.

iii. Withdrawal of cash from station earnings

- ☞ 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.

- ☞ Departmental expenditure necessitated for floods, accidents or earthquakes, etc.
- ☞ Ex- gratia payments to persons involved in train accidents.
- ☞ Procedure and accountal as detailed below should be followed (Para xi & xii below).

iv. Hiring of Vehicles

- a. A large number of road vehicles are required at an accident site for following purposes:
 - ☞ Taking injured passengers, doctors and other important officials to hospitals.
 - ☞ Clearance of uninjured passengers.
 - ☞ Taking dead bodies to mortuaries.
 - ☞ Bringing men and materials, etc. to accident site.
 - ☞ Taking unclaimed luggage for being kept in safe custody.
 - ☞ Taking relatives to hospitals and mortuary.
 - ☞ 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

- ☞ 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.
- ☞ Food and beverages should be supplied free of charge.
- ☞ These may be arranged from Railway sources or outside sources as necessary, including IRCTC or their contractors.
- ☞ 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:
 - ☞ Front portion of the accident involved train.
 - ☞ Rear portion of the accident involved train,
 - ☞ Empty coaching rakes that have been brought to the accident site,
 - ☞ Road bridging that has been arranged.
- d. Arrange adequate coolies for carrying passengers luggage while they transfer to the new train.

- e. In case of road bridging, arrange road transport to clear stranded passengers, record details of passengers dispatched and relay particulars to Divisional Emergency Cell.
- f. Senior-most official at site shall have powers to arrange conveyance for affected passengers free of charge by any available mode of transport and also incur expenditure for carriage of passengers' luggage, etc.

vii. Preparing list of injured passengers

- a. Collect list of injured passengers prepared by TS/TTEs after confirmation by Doctors.
- b. Separate lists to be prepared coach wise by Medical department.
- c. This list should be in fed into the Personal Computer available in the CAC.
- d. The list should also be e-mailed to the Divisional emergency Cell and Hq. Emergency Cell.
- e. The list of dead and injured that is initially fed into the PC will thereafter be updated periodically, as rescue and relief work continues.
- b. **No ex-gratia payment** would be admissible to trespassers, persons electrocuted by OHE and road users at unmanned level crossings.
- c. 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.
- d. Ex-gratia amount is to be paid in cash.
- e. 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.
- f. In case of death cases where relatives identify and claim the body, following precautions are to be taken:
 - ☞ Photograph the face of the body from in front and from the side.
 - ☞ Photograph the person taking the ex-gratia payment.
 - ☞ Record the relationship of the person claiming the body along with details of proof, if any.
 - ☞ In case enhanced ex-gratia is announced by the Hon'ble MR, then the enhanced amount should be paid by cheque by Accounts department.
 - ☞ Ex-gratia paid is not to be adjusted against claims compensation payable as decreed by RCT subsequently.
- g. 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

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

ix. Luggage and consignments

- ☞ 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.
- ☞ A list of each item with distinguishing marks should be made.
- ☞ If possible, the cabin number inside the coach should also be indicated.
- ☞ Luggage claimed should be handed over on satisfactory proof of ownership.
- ☞ Unclaimed luggage and personal belongings of injured/dead passengers should be taken possession of for safe custody.

- ☞ Unclaimed luggage should be stored in a safe place, preferably, part of the some building/enclosure which as being used for preserving dead bodies.
- ☞ These should be stored in separate rooms coach wise so that it is easy for relatives to identify.
- ☞ A list should be displayed outside each room indicating the coach no. whose luggage is stored there.
- ☞ 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.
- ☞ 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.
- ☞ 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.
- ☞ RMS consignments on the train should be shifted for safe custody till Postal Authorities come and take over.

x. Withdrawal from station earnings – Procedure

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.

- ☞ Departmental expenditure necessitated by floods, accidents or earthquakes, etc.
- ☞ Ex-gratia payments to persons involved in train accidents.

xi. Withdrawal from station earnings – Accountal

- ☞ 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.
- ☞ 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 CCM and FA&CAO(T) accompanied with relevant supporting paid vouchers on the 1st week of the subsequent month.
- ☞ 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.
- ☞ Sr DCM will compile a monthly statement of all withdrawals from station earnings of his division and send it to CCM and FA&CAO(T).
- ☞ Branch Officer shall be responsible for submission of vouchers against expenditure incurred out of the station earnings withdrawn within 15 days to the Sr. DCM who shall consolidate such withdrawal and submit to Sr. DFM of the respective Division, failing which the amount so withdrawn shall be recovered from the concerned Officer's salary.

PLAN – III

7.14 DUTIES OF MECHANICAL DEPARTMENT

- 7.14.1 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'.
- 7.14.2 Once 4 ARMVs, 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.

- 7.14.3 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.
- 7.14.4 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.
- 7.14.5 Similarly, one Sr. Supervisor should be in-charge of each team working on 'off tracking of coaches' at the site. All such 'off tracking of coaches' groups at each end of the accident site, would function under directions of another AME. The second AME concerned would also be in-charge of the crane at that end. (To read AME as ADME)
- 7.14.6 Take precautions in electrified section that power supply is switched off before commencing rescue/relief work.**
- 7.14.7 Use necessary safety equipment like hand gloves, helmet etc.
- 7.14.8 If spillage of inflammable substances is suspected, then only cold cutting equipment should be used.
- 7.14.9 In case of suspected sabotage, ensure minimum interference to clues. Save lives and extricate passengers after video and digital photographs have been taken.
- 7.14.10 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.
- 7.14.11 Ensure marshalling of ART according to site requirement before it is sent into the accident involved block section.'
- 7.14.12 For efficient extrication of entrapped passengers take assistance of Medical/ Engineering departments.
- 7.14.13 Each team will join up with Medical teams who would also be involved in extracting dead and injured from coaches.
- 7.14.14 Maximum number of coaches should be tackled simultaneously, except those that have climbed on top or have telescoped into one another.
- 7.14.15 Road cranes of sufficient capacity should be arranged so that these cranes can start working from the center while the 140T cranes could continue working from either end.
- 7.14.16 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.
- 7.14.17 Examine unaffected or re-railed rolling stock and certify their fitness for further movement.

7.15 DUTIES OF SECURITY DEPARTMENT

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

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

7.15.1 Liaison with Civil Police

- 7.15.1.1.1 In case of sabotage, liaison with Local Police & officials of District Administration and get early clearance.
- 7.15.1.1.2 Clearance should be obtained as expeditiously as possible, for starting restoration work.
- 7.15.1.1.3 Additional manpower should be requisitioned from local police officials and District Administration for purpose of crowd control.
- 7.15.1.1.4 Exemption should be obtained from SP of the district for waiving off formalities of Post Mortem of dead bodies.
- 7.15.1.1.5 Obtain assistance from GRP and Local Police as and when required.

7.15.2 Crowd Management

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

7.15.3 Protection of luggage

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

7.15.4 Protection of Railway property

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

7.15.5 General

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

7.16 DUTIES OF ELECTRICAL DEPARTMENT

- 7.16.1 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.

7.16.2 Once 4ARMVs, 2ARTs and 2 BD specials have arrived at the accident site from both ends, normally no more electrical equipment will be required from anywhere else. The main work will then consist of using of these resources effectively and efficiently.

7.16.3 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.

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

7.16.5 OHE at site

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

- i. Immediately OHE should be switched off. In case OHE is to be brought down, the same should be done immediately so that working of crane does not get held up on account of OHE.
- ii. In case slewing of OHE suffices for some sections, then the same should be done quickly to facilitate crane operation.
- iii. Sr. DEE/TRD shall arrange movement of 6 Tower Wagons along with men and material from adjacent depots from both sides of accident site.
- iv. In case more tower wagons are required these should also be requisitioned from other depots along with men and material.
- v. An assessment should also be made of the extent of damage to OHE masts, and other equipment.
- vi. Additional requirement of materials, if any should be called for immediately from other Railway sources within the division.
- vii. In case divisional sources are inadequate, then sources from other divisions should be tapped.

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

7.17 DUTIES OF SIGNAL & TELECOMMUNICATION DEPARTMENT

Duties of S&T department consists of providing sufficient and reliable means of communication at the accident site and other work centers.

7.17.1 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.

7.17.2 Locations

These should be provided at following locations:

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

7.17.3 Numbers to be provided

- i. Satellite telephones – 05 to be provided. 02 in UCC, 01 in CAC, 02 passengers.
- ii. BSNL telephones – 02 in UCC, 03 in CAC and 01 in each hospital.
- iii. Mobiles – as many as can be arranged in UCC and CAC. In addition to above at least 02 in each hospital.
- iv. Walkie – Talkie sets – each functionary should be covered.
- v. One 25W VHF set shall also be provided in UCC.
- vi. One 25W VHF set shall be installed in a road vehicle so that mobile communication can be set up, upto a range of about 10 Km.
- vii. Railway telephones – each functionary in UCC, CAC and LCCs should be covered.
- viii. In RE area emergency sockets will be utilized for extending communication to the accident site and in non-RE area where 06 Quad cable is available the same will be utilized for providing communication.
- ix. PA system – at UCC, CAC and LCCs.

7.17.4 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.

7.17.5 General

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

7.18 DUTIES OF ENGINEERING DEPARTMENT

Some duties have been detailed in Chapter 11 Section 8. Additional duties are as follows:

- 7.18.1 AEN/SEE(P.Way/Works) shall collect men, rescue tools and arrive at site by fastest means possible.
- 7.18.2 Set up UCC, CAC and LCCs at the accident site.
- 7.18.3 Assist Medical/Mechanical Department in rescue work.
- 7.18.4 If necessary contact Army/Navy/Air Base and collect required personnel like Divers for rescue operation.
- 7.18.5 If necessary hire Private Road Cranes, bulldozers, Earth movers etc.
- 7.18.6 02 Engineering specials, one from each end, carrying engineering material and gangmen from the section.
- 7.18.7 Additional requirements of track materials, if any, should be called for immediately from other Railway sources within the division, well in time.
- 7.18.8 In case divisional sources are inadequate, then sources from other divisions should be tapped.
- 7.18.9 500 additional workmen are required who are to be moved from adjoining Divisions/Zones.
- 7.18.10 Each such Division sending assistance should move 250 men along with 5 artisans and 5 PWIs.
- 7.18.11 One DEN and one AEN each should also move to the site of accident from each such division.
- 7.18.12 Plan for coordinated working and movement of track machine for quick restoration in consultation with TRD and operating officials.

7.19 DUTIES OF PERSONAL DEPARTMENT

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

7.20 DUTIES OF ACCOUNTS DEPARTMENT

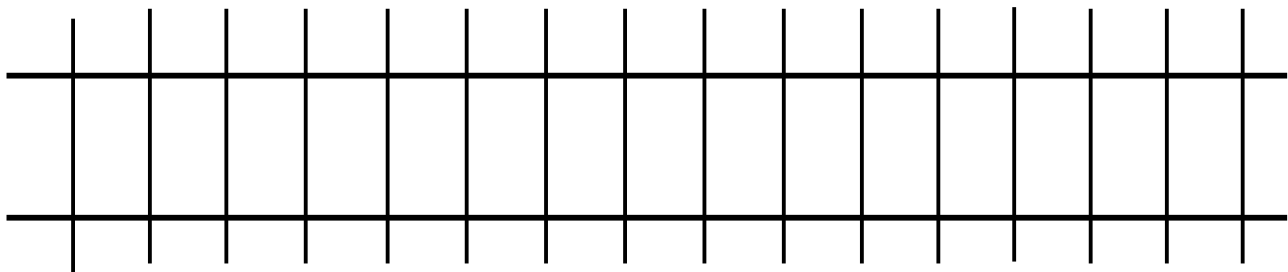
- 7.20.1 Making available sufficient amount of cash for meeting emergent expenses.
- 7.20.2 Opening of current account in a local bank and getting permission for over draft facilities so that large amount of cash is not required to be carried from far off stations.

- 7.20.3 Issue of cheques for making of enhanced ex-gratia payments, if so announced at accident site by Hon'ble MR.

7.21 STAFF MATTERS

- 7.21.1 First problem is of identifying Railway personnel.
- 7.21.2 They should be supplied with coloured armbands to be kept in ARMVs/ARTs.
- 7.21.3 Adequate number of armbands, gloves and facemasks should also be provided in the ARMVs/ARTs.
- 7.21.4 Second problem is of communicating with Railway personnel in the crowd.
- 7.21.5 Microphones/loud hailer provided in ARMVs/ARTs should be used both for crowd control as also for giving instructions to Railway personnel working at accident site.
- 7.21.6 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.
- 7.21.7 Spare coaches should be stabled at nearby stations where watering and charging facilities are available for stay of staff.

OUTLINE SCHEMATIC PLAN OF UCC/CAC/LCCs



[Remote Disaster site]
(if required)

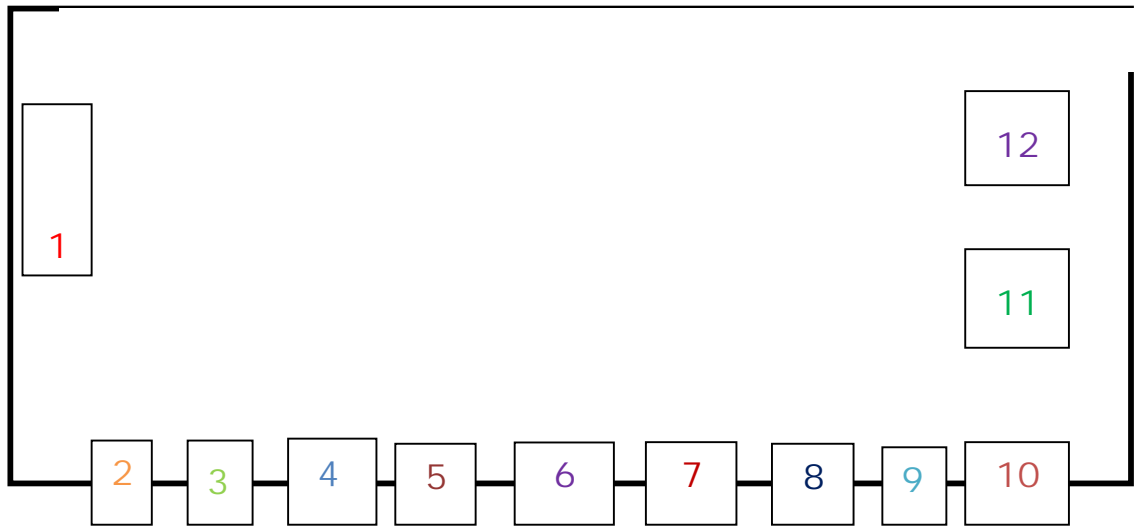
(Nearer to main Disaster site)

[Remote Disaster site]
(if required)



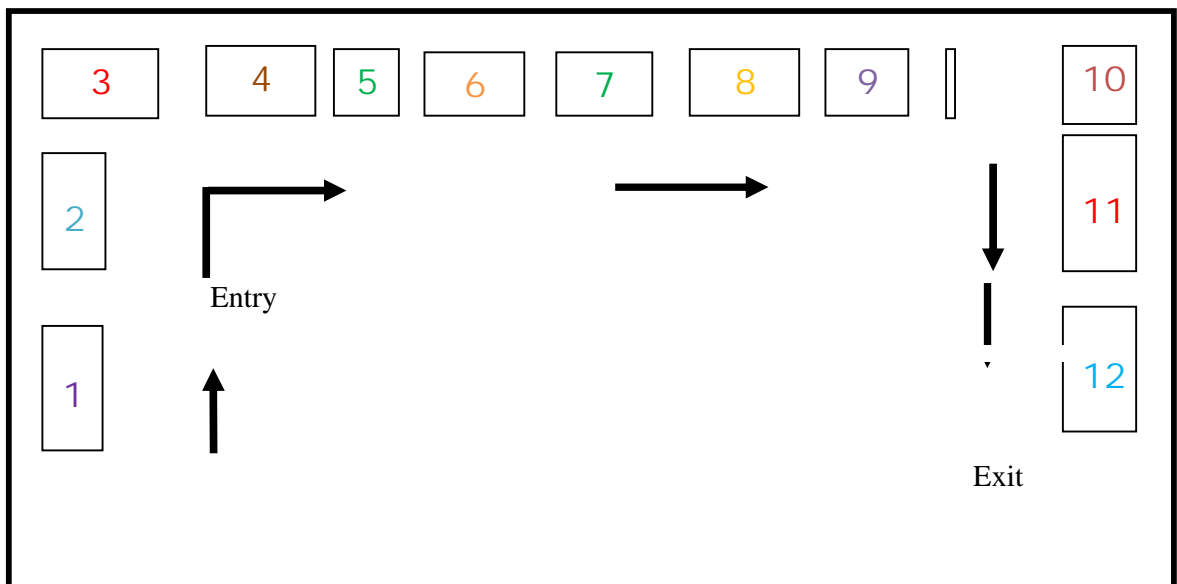
DETAILED SCHEMATIC PLAN OF UCC

(Unified Command Centre)



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

DETAIL 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

CHAPTER – 8

MEDIA MANAGEMENT

8.1 OBJECTIVE OF MEDIA MANAGEMENT:-

- 8.1.1 To post the public with factual information pertaining to the accident.
- 8.1.2 To convey certain information which is of use to passengers.
- 8.1.3 To convey specific information which is of use to relatives of dead and injured passengers.
- 8.1.4 To create a positive public opinion.
- 8.1.5 To create a healthy relationship with the press and electronic media.

8.2 DUTIES OF PUBLIC RELATION ORGANISATION (PRO)

- 8.2.1 CPRO and his team will collect whatsoever information is available from Divisional Control Office and first information would be released to the media within 60 minutes of intimation of the accident.
- 8.2.2 The information shall include telephone numbers of Help line Enquiry Booths.
- 8.2.3 ADRM / Sr.DCM of the concerned Division should act as Official spokesperson at the accident site. Publicity inspector / In-charge at Divisions should assist them in the process. CPRO / Sr.PRO/ PRO should update media at HQs level in co-ordination with the above.
- 8.2.4 Photography /Videography can be arranged in-house by Division. Local photographers/ videographers to be engaged .
- 8.2.5 Both CPRO and PRO will be available in the UCC during the day.
- 8.2.6 Only CPRO / Sr.PRO/ PRO (at HQs) & ADRM / Sr. DCMs (at Divisions) should talk to media. Responsible PR Inspectors to be deputed at night time for filling information gaps and handling social media, etc .
- 8.2.7 CPRO will organize Press briefings at fixed timings as detailed in Section 6 below.

- 8.2.8 PR organization shall monitor various important media channels to keep track of media reporting. Suitable corrections/clarifications may also be issued, if required.

8.3 SPOKES PERSON

- 8.3.1 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.
- 8.3.2 Apart from the above, any other Officer authorized by GM is competent to interact or give interview to press and electronic media.
- 8.3.3 Railway's endeavor shall be to ensure that only factually correct and confirmed information is relayed to the media.
- 8.3.4 No inflated or exaggerated version of any fact should be relayed to the media.
- 8.3.5 Unconfirmed news having no authentic source shall not be relayed to media.
- 8.3.6 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 involved etc.
- ii. Details of how the accident most probably occurred.
- iii. Prima-facie cause of the accident will be relayed to Media only with the approval of GM.
- iv. Sabotage, even if suspected, will not be relayed to Media, without approval of Railway Board.
- v. Periodic reports regarding progress of rescue and relief work.
- vi. 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. Its likely time of arrival at the destination.
- v. Expected time of departure of rear portion of accident involved train.
- vi. Its diverted route and likely time of arrival at the destination.
- vii. In case empty coaching rakes have been arranged, then details of the same.
- viii. Road bridging being done, labourers 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 line Enquiry Booths.
- ii. Details of Help line enquiry Booths as follows:
 - ☞ Stations where these have been opened.
 - ☞ Telephone Nos.
 - ☞ FAX Nos.
 - ☞ Interest address of ECoR on the Rail net website

8.4.5 Train Services

- i. Details of train operation 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 line Enquiry Booths for passengers whose journey have been interrupted

8.5 CASUALTY FIGURES

- 8.5.1 In all accidents, as long as rescue and relief work continues, there is always a difference between casualty figures given by Railways and casualty figures quoted by the Media.
- 8.5.2 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.
- 8.5.3 During Press Briefings, this point should be clarified that at that point of time so many bodies have been recovered.
- 8.5.4 However, it should also be made clear that casualty figures are likely to go up since rescue work is still continuing.
- 8.5.5 Assessment regarding likely number of deaths and injuries may also be made if considered necessary. Such assessment should be based on:
 - i. Total number of coaches involved.
 - ii. Number of coaches searched.
 - iii. Number of coaches yet to be dealt with.
- 8.5.6 Particular reference should also be made to coaches that are crushed or that have climbed on top, and have not yet been searched.
- 8.5.7 For example, the media can be informed that as of 13 hrs., 02 coaches have been dealt with and so many numbers of bodies have been recovered. 08 more coaches are still to be searched and casualties are likely to go up.

8.6 PRESS BRIEFINGS AT ACCIDENT SITE

- 8.6.1 CPRO on arrival at accident site shall collect factual information from the OIC site and relay the same to Media personnel at site and also to Divisional Emergency Officer in the Divisional Emergency Cell. Thus, an on line communication channel will be established to keep media informed of all important details.
- 8.6.2 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.
- 8.6.3 CPRO or PRO should be available in the UCC during Press Briefings.

- 8.6.4 There should be fixed time for Press Briefings so that there will be no confusion regarding different versions given to separate channels at various points of time.
- 8.6.5 Simultaneous Press Briefings should be held at accident site as also at Hq. Emergency Cell and Divisional Emergency Cell as per fixed timings given below so that the same version is given by all concerned.
- 8.6.6 Information to be given to the media will be of 30 minutes earlier. For example the media briefing held at 7:30 hrs. will convey all information as at 7:00 hrs on that date.
- 8.6.7 On the first two days, there should be 3 media briefings per day. These should be scheduled at the following timings :

i.	7:30 hrs,	ii.	13.30 hrs,	iii.	19.30 hrs
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- 8.6.8 Thereafter, as per condition of the site, media briefing to be done.
- 8.6.9 All media releases will be up loaded 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:
- i. TV Channels.
 - ii. Agencies UNI, PTI
 - iii. Print Media.
- 8.6.10 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.
- 8.6.11 Commercial department should ensure that list of passengers who traveled by the accident involved train along with list of dead and injured in the accident reach PR officials at the earliest.
- 8.6.12 (a) On the first two days, there should be 6 media briefings per day. These should be scheduled at the following timings:
- 7/30 Hrs.
 - 10/30 hrs.
 - 13/30 hrs.
 - 16/30 hrs.
 - 19/30 hrs.
 - 22/30 hrs.
- (b) Thereafter, for the remaining day,s there should be 3 media briefings per day. These should be scheduled at the following timings:
- 7/30 hrs.
 - 13/30 hrs.
 - 19/30 hrs.

CHAPTER – 9

PASSENGER MANAGEMENT

9.1 GENERAL

- 9.1.1 Assistance to passengers and their relatives is of utmost importance in relieving them some of their misery.
- 9.1.2 Injured passengers and their relatives are to be treated with utmost courtesy, concern and sympathy to alleviate their trauma and discomfort.
- 9.1.3 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.
- 9.1.4 Commercial supervisors & WIs should be assigned to talk to injured passengers to ascertain from them whether they wish to call relatives.
- 9.1.5 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

- 9.2.1 General policy in case of Railway accidents in which casualties occur is that of rapid evacuation to Railway hospital after rendering immediate and necessary first-aid treatment.
- 9.2.2 In case there are no Railway hospitals nearby, then they are to be admitted in the nearest Govt. hospitals.
- 9.2.3 In following cases, injured may be taken to a Private hospital.
 - i. When there is no Railway or govt. hospital available within a radius of say 8 kms, of the site of accident or.
 - ii. When the attending doctor certifies that the treatment in private hospital is necessary in the interest of the patient.
 - iii. 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.
 - iv. 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.

- 9.2.4 For this purpose, each division should make out a working arrangement with such private hospitals as may be necessary in areas served by them so that in an emergency injury cases can be referred to hospitals concerned without loss of time.
- 9.2.5 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.
- 9.2.6 Power has been delegated to MS/ARMV-in-charge for settlement of charges to be paid for such cases for each class of accommodation.
- 9.2.7 Payments to private hospitals under this para can be arranged locally by the Railways and Ministry of Railways approval is not necessary.
(Extract of Para 701(1) & Para 712 of Chapter VII of IRMM and Para 1421 of Indian Railway Establishment manual and M.O.Rs letter No. MH59/MES/ 96/medical alt. 18.12.1959).
- 9.2.8 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.
- 9.2.9 They should also carefully monitor the condition of injured and maintain an updated list with all details.
- 9.2.10 If more than one hospital is involved, apart from deputing doctors to individual hospitals, a Railway doctor should also be deputed to coordinate and maintain centralized updated position.

9.3 FACILITIES TO BE MADE AVAILABLE IN HOSPITAL

- 9.3.1 There should be a separate reception counter manned by commercial supervisor or WI at the entry to the hospital for dealing with relatives of patients who arrive.
- 9.3.2 A chart should be displayed at this reception counter indicating ward nos. where accident patients are admitted along with their names, coach no wise.
- 9.3.3 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.
- 9.3.4 Commercial staff and WI 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.
- 9.3.5 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.
- 9.3.6 As each relative arrives his name should be marked in the list against the passenger's name.
- 9.3.7 Reception counter should be provided with BSNL telephone with STD facility.
- 9.3.8 There should be 02 mobile telephones for being taken to patients inside wards for making outgoing calls.
- 9.3.9 Complete medical care of all passengers including payment of medical bills till their final discharge should be provided.

9.4 COMMUNICATION

- 9.4.1 STD Telephones/Mobile phones should be made available to passengers to communicate with their relatives.
- 9.4.2 Railway Telephones available at adjoining Stations/Cabins/Gates shall be extended to the accident site.
- 9.4.3** In case of passenger train accident mobile phones which will be kept at ART/ARME will be used by the stranded passenger free of charge.

9.5 ARRIVAL OF THE RELATIVES.

- i). After a few hours the relatives of the dead/injured will start arriving.
- ii). Adequate number of 'Display Board' should be available in the ARME/ART.
- iii). They should be placed at a suitable place to lead the relatives to the CAC.

- iv). Loud speaker should be used to direct the relatives to CAC.
- v) Different counter should be opened to assist them as per Para 13.7.

9.6.1 Single window clearance

- Assistance Centre at site should provide single window clearance for all legal formalities and paperwork.

It should provide the following facilities:

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

9.6.2 Dealing with dead bodies:

- 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 continue for more than 48 hours.
- Dismembered bodies begin emitting foul odour after two days. Carrying out this task under such circumstances becomes a real problem. Hence target should be made to extricate all dead bodies within 24 hours
- Dead bodies should be dealt with coach wise; otherwise bodies taken out from different coaches' get mixed up.
- 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.
- Shift dead bodies from coaches to a nominated place at the accident site with the help of paramedical staff, SJAB, Scouts, Civil Defence personnel, other railway staff and non-railway volunteers available at site.
- Put dead bodies in body bags.
- 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. _____
- 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.
- 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.
- If possible each body should also be video photographed.

- After photographs have been taken, each body should be placed inside a plastic bag with zip having proper labelling system where same information is also to be provided.
- After this, bodies will be handed over to GRP or Local Police for safe custody.
- Take necessary steps to handle unhygienic condition that may arise due to decomposed/mutilated bodies.

9.6.3 Preservation of dead bodies:

- Numbering and photography of bodies should be done even when relatives are on hand to claim the body.
- 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.
- 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 persons.
- This problem is further compounded in unreserved coaches where no reservation charts are available.
- Identification problems come up in case of mutilated bodies also. In such cases, photographs are better means of identification.
- Arrange for hiring of a couple of big halls for keeping dead bodies.
- Rooms should preferably be at a single location so that relatives do not have to go around from mortuary to mortuary.
- 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.
- Arrange to move dead bodies to nominated buildings being used as temporary mortuaries. Bodies likely to be hold for more days should be embalmed.
- Bodies should be neatly lined up with their numbers prominently displayed, and kept, coach-wise.
- Notice Board outside the building should display the room nos. where bodies extracted from a particular coach have been kept.
- These details should also be posted on a notice board outside each room.
- This will prevent unnecessary handling of bodies, which in any case would be in an advanced state of decomposition.
- For dead bodies whose relatives are not readily available and delay is expected, arrange for their preservation by dry ice etc.
- Procure following items from local market for dealing with dead bodies if sufficiently not available in the accident relief train:
 - Shrouds,
 - Polythene bags,
 - Coffins,
 - Dry ice.
- 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.

9.7 Stay of relatives/dependents of dead and injured

- Commercial supervisor or WI deputed with relatives/dependents should arrange for their stay and accommodation also.
- Depending upon the need, accommodation in hotels/dharamshalas should be hired for accommodating passengers.
- Arrangements should be made for their meals etc.

9.8 Performance of last rites

In many cases relatives/dependents decide to perform the last rites at the place of accident itself.

Necessary assistance should be rendered to relatives/dependents in locating:

- The nearest cremation or burial ground as the case may be.
- Shopkeepers who sell necessary material for funeral rites
- Priest for performing the ceremony.
- The above information should be conveyed to relatives/dependents and transport provided for carrying the body.
- Commercial supervisor or WI should help the relatives/dependents in this endeavor.

9.9 Departure of relatives/dependents of dead and injured

- Assistance Centre at site should have counters to help the relatives/dependents plan their return journey.
- Personnel branch staff at the Assistance Centre at site should be available for issuing complimentary passes for their return journey.
- Reservation of berths should be provided on trains.
- 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.
- Space should be reserved in SLRs to carry dead bodies in coffins, etc. in case they so desire.

(a) Number of dead and injured – Medical Department:

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

(b) Identification of dead bodies – Commercial Department:

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

(c) Number of coaches dealt with – Mechanical Department:

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

CHAPTER –10

FIRE DISASTER MANAGEMENT

Fire on a running train is more catastrophic than on a stationary one, since fanning by wind helps spread the 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 and stop the train and plunge into action to save lives and property.

10.1 FOLLOWING SOURCES ARE MAIN CAUSES OF FIRE ON TRAINS

- 10.1.1 Carrying stoves, Sigris, gas cylinders, Kerosene oil, Petrol, Fire works etc. in passenger compartments.
- 10.1.2 Making fire/using fire near paper, wood, petrol or such other inflammable articles.
- 10.1.3 Lighted match sticks, cigarette ends carelessly thrown.
- 10.1.4 Short circuit in electrical wirings.
- 10.1.5 Using naked light during authority taken delivery to the Loco Pilot, shunting of inflammable loads, sealing of inflammable wagons.
- 10.1.6 Use of open fire, smoking near gas/petrol tank.
- 10.1.7 All Railway staff and passengers should take all possible precautions to avoid any of the above mistakes so that possibility of fire breaking out can be minimized.

10.2 ACTION TO BE TAKEN IN CASE OF FIRE ON TRAIN

- 10.2.1 First and foremost immediately summon the fire brigade.
- 10.2.2 Secondly, if you smell gas or vapour, or even in case of excessive smoke, hold a wet cloth loosely over your nose & mouth and breath through it in as normal a manner as possible.
- 10.2.3 In case of fire in a passenger train**
 - i. In case of the fire pull the Alarm Chain and stop the train immediately.
 - ii. Try and put out the fire before it becomes a big blaze by using either water or blankets etc.
 - iii. More people expire due to suffocation from smoke rather than due to actual burning.
 - iv. Advise passengers to take a cloth, wet it in their drinking water and cover their nostrils.
 - v. 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.
 - vi. Insist that passengers should save themselves first and not to bother about their luggage which can be retrieved later on.
 - vii. Make sure that no passenger lies down on the floor.
 - viii. After train has stopped, passengers should come down from the coach immediately.

- ix. Building up confidence of injured passengers by suitable advice is of great importance.
- x. Advise them not to get panic.
- xi. Ascertain the type of fire (viz. dry, all gaseous & electric) and use the right type of extinguishers.
- xii. Isolate the burning vehicle from other vehicle by uncoupling.
- xiii. Train to be protected by Loco Pilot and guard at both ends according to the provision of G&SR 6.03.
- xiv. Report it to the nearest Station/Control/Fire station.

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

- i. Loco Pilot shall immediately switch off the circuit and lower the pantograph. The train shall then be brought to a stop at once.
- ii. After disconnecting the electric supply to affected circuits, Loco Pilot shall take necessary action to put out the fire.
- iii. If fire cannot be extinguished by the above means Loco Pilot shall advise TPC through emergency telephone to arrange for OHE of the affected section to be switched off.
- iv. The Guard and any other staff available shall render all possible assistance to the Loco Pilot in putting out the fire.
- v. Ordinary fire extinguishers or water from a hose pipe shall on no account be used to extinguish fire on live wire or electrical equipment.
- vi. If services of fire brigade are required, fire brigade shall not be allowed to commence operation until all electrical equipments in the vicinity of the fire have been made dead/switch off.

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

- i. The Loco Pilot/Motorman shall immediately switch off the circuit breaker and shut down the engine. The train shall be brought to stop at once.
- ii. The Guard shall give all possible assistance to the Loco Pilot in putting out the fire.
- iii. Fire extinguishers of approved type shall be provided on each Diesel/Electric locomotive and motor coach of DMU when these are turned out from the home shed. The Foreman/CWS in charge of the shed shall inspect the fire extinguishers and ensure that these are in good working condition.

10.2.6 When a person is on fire

- i. Approach him holding the nearest available wrap in front of you.
- ii. Wrap it round him.s
- iii. Lay him flat and smother the flames.
- iv. He may roll on the floor, smothering the flames.
- v. On no account should he rush out in the open air which will result in more hurring tendency.
- vi. Call for assistance.

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

- i. Segregate the affected wagon, coach 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 Km. Radius.
- vi. Stay away from ends of tanks, as tanks normally burst from the ends.

- vii. Cool tanks that are exposed to flames should be sprayed with 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.

10.2.8 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.
 - ☞ Move unheated cylinders to a safe place after ensuring closing of valves.
 - ☞ 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.
- 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 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.

10.3 FIRE FIGHTING

10.3.1 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.

10.3.2 How to Use

- 8.6.12.1.1 Carry to the place of fire and keep it up right.
- 8.6.12.1.2 Remove the safety clip.
- 8.6.12.1.3 Strike the knob located in the cap.
- 8.6.12.1.4 Sealing disk of the cartridge gets broken and allows carbon dioxide gas to escape to the main shell and powder is pushed out.
- 8.6.12.1.5 Direct the stem of the powder at the base of the flame.
- 8.6.12.1.6 For effective result stand at about 1.5 to 2.5 m. from the seat of the fire.
- 8.6.12.1.7 Move forward with moving the nozzle rapidly from side to side in sweeping motion.
- 8.6.12.1.8 When using on outdoor fires operate from the up wind side for effective spray.

10.3.3 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 of by authorities.

10.3.4 Bomb threat/Blast

Person receiving call regarding bomb threat should :

- i. Attempt to gain as much information as possible from the caller like type of device, time set, location, reason/purpose of the act, dialect mannerism and identity of the caller.
- ii. Inform and alert the disaster management team (Bomb detection squad).
- iii. Alert police, fire brigade and explosive department.
- iv. Pass on the information to all departments concerned.
- v. Take initiative for evacuation of all persons from premises.
- vi. Person noticing a bomb like object, should bring it to the notice of the nearest available Officer.
- vii. Inform GRP, RPF, Bomb detection squad.
- viii. Ensure all persons are away from the spot and avoid unnecessary crowding near the area.
- ix. Inform control to take further steps for regulating train services.
- x. Wait for clearance from the police department to restore normal working.
- xi. Utilize "Caller ID" facility if provided to trace the caller.

10.3.5 Radiation Emergency

Personal injury involving radioactive material contamination

- i. Render first aid immediately for serious injuries, as trained.
- ii. Call bomb squad, fire station & police
- iii. If possible, without causing harm to the victim, monitor the injured, remove contaminated clothing and gross personal contamination.
- iv. Radioactive contamination of personnel.
- v. Remove and bag all contaminated clothing.
- vi. Skin contamination should be cleaned using mild soap and tepid water. Use portable survey meter to monitor for remaining contamination. If not free of contamination, re-wash and re-survey.

10.3.6 What to do upon receipt of suspicious letter/package

- i. Handle with care.
- ii. Don't shake or bump.
- iii. Isolate and look for indicators.
- iv. Don't , smell, or taste.
- v. Treat it as suspect.
- vi. Call Police/Fire service/Bomb squad.

10.3.7 If parcel is Open and/or threat is identified

For a Bomb :

- i. Evacuate immediately.
- ii. Call Bomb squad /Police/Fire service.

For Radiological :

- i. Limit the exposure – don't handle
- ii. Evacuate the area
- iii. Shield yourself from the object.
- iv. Call police/fire service/bomb squad.

For Biological or chemical :

- i. Isolate – don't handle.
- ii. Call police/fire service/bomb squad.
- iii. Wash your hands with soap and water.

10.4 OTHER ACCIDENTS

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

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

10.5 GENERAL INFORMATION ABOUT FIRE DISASTER OTHER THAN TRAIN

In case of Fire

- o Raise an alarm and inform the Fire Brigade on **Telephone No. 101**
- o Attack the fire with available equipment, if you can do so without undue risk.

If you hear the Fire Alarm

- o Leave the premises by the nearest available exit.
- o Close all doors and windows behind you, if nobody are there behind you.
- o Report to the person in-charge at the assembly point.

In the interest of Your Own Safety

- o You must know the escape routes, how to operate fire alarm and how to use first aid fire fighting equipments.
- o Do not use lift as a means of escape.
- o Do not shout or run. This tends to cause panic.
- o Call the Fire Brigade.
- o The services of the Fire Brigade are provided free of cost Dial 101 irrespective of the size of the fire.

Help the Firemen to Help You

- o Give way to fire engines & engineers/volunteers to enable them to reach at the incident/site quickly.
- o Allow them to use your telephone to communicate with the control room.
- o Don't park your cars/truck close to fire hydrants/underground static water tanks.
- o Guide firemen to water sources i.e., Tube wells, ponds, static tanks etc. in case of fire.

You should know that

- a. About 600 liters of water flow through a nozzle in a minute.
- b. A water tender carries 4500 liters of water only.
- c. If two nozzles are used to throw water on to the fire. It takes only 4 minutes to empty a water tender.
- d. Hydraulic Platform/turn table ladders can reach to a height of 30m/45m under most favorable operating conditions.
- e. No objection certificate from Fire Service is not a guarantee against the out break of fire.
- f. Availability of fire fighting equipment in the premises do not prevent out break of fire. They help in minimizing the losses due to fire if maintained properly and operated immediately, effectively and efficiently.
- g. **Non-informing to fire service about the fire incident is a cognizable offence.**

10.5.1 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.

10.5.2 Fire is hot

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

10.5.3 Fire is dark

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

10.5.4 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 your door.

10.5.5 Fixed Fire Fighting Equipments :

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

10.5.6 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.

10.5.7 Hooters:

A hooter creates a loud warning sound to alert members of the staff in the premises as well as neighbours 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.

10.5.8 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.

10.5.9 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.

10.5.10 Three ways to make your workplace a safer place to be:

- a. Maintenance of Fire fighting equipments: 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.
- b. 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.
- c. 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.

10.5.11 Fire Safety Plan :

Multi storied/high rise office buildings should have siren/hooter for fire, which will be sounded after fire's out break. The person who first sees the fire should call loudly for alerting & hinting others near fire to escape and close the door & windows behind them. All personnel should have been trained to operate/switch on the fire alarm/hooter/siren. After hearing the siren of fire, volunteers / firefighters should search for where fire exists. Immediately identify the area of fire and then approach towards fire cautiously. While approaching the fire clear the exit path if found obstructed. Try to extinguish the fire by using available fire extinguisher as per Annexure – 37, as much as possible. Do not use lift during fire disaster. Other than fire fighters every body should go to the "Assigned reporting place" by the "escape / exit path" only, as identified earlier. Electrical connections should be switched off immediately. In-charge should take the attendance of the staff. Keep the approach road clear for fire brigade vehicles so that they could start combating the fire quickly on arrival before it spreads for massive destruction. During the process of combating fire few staff nominated/trained as surveyor should have been deployed to record the constraint/obstruction faced during the fire fighting operation. The HODs/In-charge should jointly organize a meeting to review the fire risk management plan and evacuation plan. Implement / execute recommendations of surveyor of Fire Department and /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”.

10.6 FIRES-AWARENESS FOR OFFICES

10.6.1 BEFORE :

1. The office must have sufficient exit routes.
2. Identify the fire hazards and where fires might start.
3. Staff to have training in fire safety.
4. Staff to be made aware about the “**Do’s & Don’ts**”. Office should have an emergency exit plan.
5. Check the adequacy of fire fighting equipments and its maintenance.
6. Ensure fire escape routes and fire exit doors/ passageways are unobstructed and doors open freely.
7. Have first aid kits.
8. Keep electrical inspection and testing up to date and carry out repairs.
9. Kitchen has to be in secured and safe location only.
10. Impart elementary fire fighting training to Users.
11. **Conduct fire drills once in a year and Escape path drill half-yearly.**
12. Consult with and implement recommendations of the local fire brigade instructions.

10.6.2 DURING :

1. Exit from the office to an assigned open area.
2. Enclose the fire if possible. If not, get outdoors immediately.
3. Execute evacuation plan and practice fire drills procedures.
4. Call the Fire Brigade by dialing “ **101** ”.
5. Nearest hospital/authority to be alerted.
6. Do not allow any body to create panic.
7. Do not let anyone hide. HODs/In-charges to ensure that nobody is trapped in toilet/indoors.
8. If the room is filled with smoke, ask staff to stay low to the ground during exit.
9. Feel on top of any closed door about fire (hot) before they are to be opened.
10. If the door is hot, use the nearest window or another exit.
11. Staff should go to pre – arranged locations (assigned open area), Dept. HODs / In-charges should take attendance of their staff.
12. Doctors should comfort distressed staff.
13. Do not allow injured staff to leave on their own.

10.6.3 AFTER :

1. DON'T re-enter or permit anyone to enter the office building, unless the fire officials have given permission to enter.
2. HOD/In-charges to confirm that all staff have reached the assigned open area safely.
3. Review the fire risk management plan and evacuation plan.
4. Implement / execute recommendations of surveyor of Fire Department and /or building professional before reusing offices for utilisation.

10.7.1 DOs

- 1- When you know the fire escape first then alert your nearby co-workers by calling loudly for help.
- 2- Switch on the fire hooter/siren to warn everybody if available. On train pull the chain.
- 3- Inform Electrical Break down Office & switch off the electrical circuits.
- 4- Inform Fire station, Ambulance using emergency calls (telephone numbers - Fire -101, Ambulance –102, Police - 100)
- 5- Evacuate the place with all members by warning them.
- 6- Use staircase while evacuating the building.
- 7- Before opening door ensure the heat by touching top portion of the door.
- 8- If door is found to be cool then only open slightly and observe the escaping path.
- 9- If path is clear & being confirmed that there is no fire/smoke then proceed carefully on staircase.

- 10- Use fire extinguishers if available, untrained staff should act as per the instructions over the extinguisher.
- 11- If you are unable to come out side, keep patience & wait till rescue team approaches you.
- 12- Escape out by crawling mode if possible.
- 13- Escape towards the balcony if not on fire.
- 14- Approach towards window if no fire nearer the window & show any sign by waving handkerchief/ shirt etc to attract rescue team.
- 15- If possible shift the gas cylinders to unaffected / safe area.
- 16- Use ISI certified electrical appliances.

10.7.2 Don't

- 1- Don't use lift during fire accident.
- 2- Don't block the passages of escape / staircase.
- 3- Don't plug too many appliances in one socket.
- 4- Don't use damaged cord & avoid temporary connections.
- 5- 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-energise the equipment. Use dry sand, CO2, dry powder extinguishers in both the cases.

ALWAYS REMEMBER :

“ Fire is a Good Servant, But a Bad Master - Prevent Fire ”

CHAPTER-11

CYCLONE MANAGEMENT

11.0 SCOPE

The coastal Divisions of Indian Railway come under the influence of South West monsoons and are situated along the Bay of Bengal. A number of sections along the East Coast are prone to storms, cyclones and heavy intensity of rainfall, which affect the safety of traveling public and also result in disruption to traffic and communication.

11.1 DEFINITION & CLASSIFICATION OF CYCLONES

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

11.1.1 India Meteorological Department (I.M.D) : It is the department under Govt. of India responsible for, inter-alia, issue of weather warnings.

Since pre monsoon cyclone season of 1999, IMD has introduced a 4-stage warning system to issue cyclone warnings.

- (i). **Pre-Cyclone Watch** – Issued when a depression forms over the Bay of Bengal irrespective of distance from the coast and is likely to affect Indian coast in future. The pre-cyclone watch is issued in advance at least 72 hrs in advance of the commencement of adverse weather. It is issued at least once in a day.
- (ii). **Cyclone alert** – Issued at least 48 hrs before commencement of the bad weather when the cyclone is located beyond 500 KM from the coast.
- (iii). **Cyclone warning** – Issued at least 24 hrs before commencement of the bad weather when the cyclone is located within 500 KM from the coast.
- (iv). **Post landfall look out** – Issued at least 12 hrs before the cyclone landfall, when the cyclone is located within 200 KM from the coast.

11.1.2 Regional Meteorological Centers (RMC) : These are the centers under the administrative control of the India Meteorological Department, who directly issue the weather warning telegrams on the basis of forecasts. On ECoR system, Regional Meteorological Centres are situated at Bhubaneswar and Visakhapatnam.

11.1.3 Cyclone Warning Centres (C.W.C) : It is a special establishment established in 1986 under the India Meteorological Department located at Visakhapatnam. It specializes in forecasting of development, movement and progress of cyclone on the Bay of Bengal. It is the main source to provide information related to cyclone not only to the Railway and such other organisations, but also to the Regional Meteorological Centers under the India Meteorological Department situated elsewhere.

11.1.4 First Stage Warning' by CWC : It is the warning issued by CWC as soon as a cyclonic storm is located at such a distance from the coast that it is expected to cause bad weather' over the coast during next 48 hours.

11.1.5 Second Stage Warning' by CWC : Following the first stage warning', the second stage' warning is issued as soon as there is "actual threat" of cyclone over the coastal area.

11.1.6 Tropical cyclone Storm:

- i. **Severe Cyclonic Storm** : When the wind speed on the strike of cyclone on land is expected to be 120 Kmph.
- ii. **Very Severe Cyclonic Storm** : When the wind speeds in the strike of cyclone on land is expected to be 180 Kmph.
- iii. **Super Cyclonic Storm:** When the wind speeds on the strike of cyclone on land is expected to be 220 Kmph.

11.1.7 De-warning Message : A message issued by CWC/Visakhapatnam after the cyclonic storm has adequately weakened or passed fully.

11.2 INFORMATION DISSEMINATION & CYCLONE INTENSITY MONITORING SYSTEM

- 11.2.1 Arrangements exist with the Meteorological Dept., Govt. of India for issuing telegrams of warning whenever there is storm, gale and heavy rainfall. The conditions under which warnings are issued are detailed below –

- i. Amount of rainfall considered dangerous – **75 mm** and above in 24 hours.
- ii. Wind velocity considered dangerous – **65 Kmph** and above.
- iii. Period when warnings will be given – Throughout the year.

These weather telegrams are issued by the I.M.D. offices at Bhubaneswar and the Cyclone Warning Centre/Visakhapatnam to the Chief Controllers of all the 03 Divisions of ECoR apart from Central Control at Chandrasekharapur/ Bhubaneswar. Arrangements exist that in case of failure of DOT communication system during bad weather/ cyclone, the microwave network of the Railway or Police wireless systems or satellite phones will be utilized.

11.3 PRE-CYCLONE SEASON PREPARATION

Pre-cyclone preparation essentially involves ensuring of adequate inventory of necessary stores and equipments as per the check list.

11.4 CHECK LIST OF STORES

Since the time available between initial warnings upto the actual occurrence of cyclone and its damages/disruptions is often very short, pre-emptive action is essential to ensure adequate preparedness in terms of stores and equipments necessary to deal with the disruptions/damages.

11.5 STORES DEPARTMENT

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

11.6 ENGINEERING DEPARTMENT

The list of materials which should be kept at strategic locations on the East-Coast section at all times is available. Apart from the standing inventory of materials are listed & the following arrangements should exist;

- 11.6.1 Standing arrangements on 'whenever required' basis should exist for supply of adequate rake loads of steel plants slag from SAIL, Rourkela and Visakhapatnam Steel Plants and quarry dust with ballast contractors.
- 11.6.2 As restoration of traffic often requires heavy handling of earth, availability of heavy earth moving machinery viz Poclains, JCBs, Pay-loaders, Road Water-tankers(Drinking Water) etc should be identified in the coastal towns along with firm's/owner's names, addresses and telephone numbers so as to hire and mobilize them whenever as the necessity arises.
- 11.6.3 Standing contracts with 100% option clause may be entered into on annual basis from strategic quarry dust and boulder supply locations viz Tapanga, Niligiri, Chandikhole (near Dhanmandal) on East Coast Railway and Pakur at Eastern Railway.

11.7 ELECTRICAL DEPARTMENT

The items, quantity and locations of electrical materials to be kept as pre-cyclone measure are available at **Annexure**, (Electrical). In addition to these materials, the locations of additional generator cars should be identified in advance so that they can be requisitioned from other Divisions/Railways in case of necessity.

11.8 MECHANICAL DEPARTMENT

During pre-cyclone Engg Department will arrange for provision of water through Road tankers and if required, can take the assistance of Mechanical department.

11.9 S&T DEPARTMENT

The experience has shown that the communication links including terrestrial, underground and microwave sever off at the on set 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 –

- 11.9.1 Availability of emergency generator sets for charging of VHF equipments at all nominated stations with adequate fuel.
- 11.9.2 The satellite phones should be kept in working order at Chandrasekharapur/BBS.
- 11.9.3 Spare 25 W VHF set complete with battery and antenna to the extent of 25% of total sets provided in the Divisions should be available with **SSE/Tele** on East Coast Route.
- 11.9.4 One extra DG set along with 02 number of 20 litres of jerkin full with fuel should be stored at each of the three locations (SBP, KUR & VSKP) along the East Coast route at **SSE(Sig)/SSE(Tele)**'s stores.

11.10 MEDICAL DEPARTMENT

Medical Dept will procure sufficient Chlorine tablets & Bleaching power as per demand at time of Cyclone .

11.11 ACTION TO BE TAKEN 48 HOURS IN ADVANCE OF HITTING CYCLONE

Formation of low-pressure area, its development into cyclonic storm and its tentative direction of propagation becomes known much before (well above 48 hours) the estimated time for it's striking the coast. A broad assessment of anticipated severity of cyclone becomes known at least 48 hours before it's strike to the coast. From this point of time, prompt action to combat the cyclone is warranted.

11.12 CHECK ON THE INVENTORIES AND EQUIPMENTS OF STORES

Inventories/Stores to be maintained by each Dept on specified locations is detailed in Annexure. After initial warnings of cyclones have been received from the I.M.D/C.W.C each dept will conduct a check for physical availability of these stocked items with quantities and locations.

The following actions are required by each Dept :-

11.12.1 STORES DEPARTMENT

- 11.12.2 Reviewing the stock position of items given in **Annexure-** (Stores) (in the stocking depots).
- 11.12.3 Arranging transportation of above stocked materials to the likely affected areas through available transport before natural calamity strikes.

11.13.1 ENGINEERING DEPARTMENT

The engineering material as stocked as per **Annexure-** (Engg) 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 given in Annexure-, (Engg) 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.

11.13.2 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 equipments & consumables should be available in Divisional control.**

11.13.3 MECHANICAL DEPARTMENT

The fitness of rolling stock for transportation of drinking water as well as those of ARTs, ARMEs & ARMVs should be checked and ensured.

11.13.4 S&T DEPARTMENT

11.13.4.1 Communication

- i. Check that 25 W VHF set provided at each station is functioning properly & battery in fully charged.
- ii. Check that emergency generator set is functioning properly with adequate fuel.
- iii. Check that fuel supply tanks of the generator sets have been fully filled and adequate fuel for 72 hrs has been stocked.

11.13.4.2 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.

11.13.4.3 Block working

- i. Check all the Block Instruments and their Batteries.
- ii. Extend power supply from emergency generator set to Block Battery charger.

11.13.5 MEDICAL DEPARTMENT

Medical Dept will check the availability of stock as detailed in Annexure-04 (D)

11.14.6 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.

SM 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.

11.14.7 ACTIVATION OF ALARMS TO STAFF & COLONY

11.15.1 Action by Central Control – COM's Office

- i. At HQs Office the Central Control Unit who is the recipient of the weather warning telegrams will arrange for the distribution of the message to the CE, CBE, CTE, COM, CSO, CME, CEE and CSTE through their concerned departmental counterparts in Central Control.
- ii. Central Control should also verify with the Divisional Control that such weather warnings, telegrams 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.

11.16.1 Action by the Divisional Control Office

The Chief Controller or in his absence the Dy. Controller should immediately arrange for the weather warning telegram to be repeated verbatim to the Divisional Officers as well as AENs concerned and all SMs on the section likely to be affected on the control

telephone. The Controller repeating the telegram should record the name of the SM to whom the telegram has been repeated.

11.17.1 PREPARATION OF ACTIVITIES FOR STATIONS LIKELY TO BE AFFECTED BY CYCLONES

- (i). **Diversion of Trains :** Divisional/HQ Emergency Control will remain in touch and take action for diversion of trains based on the ground situation. All diversions ordered shall be advised through a bulletin to all concerned including CPRO for publicity.
- (ii). In order to avoid any mishaps or damage to the passenger trains and to avoid marooning of passengers, the COM or an officer acting on his behalf 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.

11.18.1 NOMINATION OF OFFICERS TO MAN THE EMERGENCY CONTROL AND WAY-SIDE STATIONS

11.18.1 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.

11.18.2 Two light motor trolleys should be arranged & kept in readiness at strategic stations which should be away from the likely affected zone. At least one Officer & a few staff should be nominated for each. They should be provided with VHF sets & 01 satellite phone each so that they can accomplish the mission of physically covering the entire affected zone & give "First information on damage" through these equipment to the control after passage of the cyclone.

11.25 ACTIVATION OF EMERGENCY CONTROL AND NOMINATION OF STAFF FOR VARIOUS DUTIES

11.25.1 Emergency Controls

- i. Emergency offices shall be opened in the HQ Control, Divisional Control (affected division) and important junction stations in all case of warning of super cyclone or very severe cyclone storm viz. VZM, CHE, PSA, BAM, KUR, CTC, PRDP & BHC .
- ii. The Divisional and HQ Emergency control shall obtain every two hourly position from Meteorological Office for up to 12 hrs before the likely time of cyclone hitting the coast and thereafter every hour.
- iii. The SM shall inform Local Revenue Officers, Sub-Collectors of the area regarding the holding of trains in his station.

11.26 Relief Train

- i. Any available rake of preferably 06 coaches of any type to be nominated and kept ready at VSKP, KUR at least 24 hrs before the cyclone is likely to hit for carrying staff, Doctor, Food, medicines & Relief materials by Operating Department.
 - ii. Empty flat wagons (BRH/BRN) will be got placed at suitable sidings (preferably goods platform line with ramps) to enable quick loading of earth moving machinery in consultation with Engineering Department.
- b) Action by Commercial Department**
- Enquiry offices should be opened by CCM at important stations with public address system and information about running of trains, arrangements made for supply of food, transshipment of passengers, etc. should be repeatedly given over the public address system for the benefit of the passengers.
- c) Engineering Department**
- i. The ongoing patrolling of track shall be intensified 24 hrs before anticipated strike of the cyclone at locations which are likely to be affected by cyclone. The trains loaded with the 'monsoon reserve' materials (cinders, boulders, quarry dust, empty cement bags filled with earth/sand etc.) will be ordered to run-in consultation with operating department to the stations near to the last likely affected stations.

d) Mechanical Department

- i. The ART, ARME & ARMV staff and crane driver will be kept alert to rush to duties at minimum notice.
- ii. The drinking water, food items (including biscuits & ration) shall be provided ready on ARTs & ARMVs. ARTs will be equipped with fuel patromax/ gas lamps & portable generator with adequate provisions for 72 hours.

ix. PREPAREDNESS OF RELIEF MATERIALS, ROAD VEHICLES & EQUIPMENT

a) Road Vehicles

All road vehicles including jeeps, cars, light & heavy material carrying vehicles shall be kept in readiness at the nominated Stations/Divisional offices with adequate fuel & two (roster duty) drivers to move men/materials/equipments at minimum notice.

b) Communication Equipment

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

Stores Department Items

Preparations for packing, transportation & distribution of these stocked materials shall be started.

Nomination of Stores Officers in HQs will be done for coordinating the material supply activities with Officer-in-charge at site/ nominated Officers of user department in HQs.

x. SECURITY

The Security personnel will be nominated by Sr.DSCs / DSCs at following positions –

- a) To accompany 'relief material' carrying trains when ordered.
- b) To help commercial & station staff of major stations to handle public enquiries etc.
- c) At each station where any passenger carrying train is regulated.
- d) On heavy vehicles carrying relief materials.
- e) At major restoration sites after cyclone recedes & work commences.

xi. COORDINATION AT HQ, DIVISIONAL & BOARD'S LEVEL

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

- a) The HQs cell will keep the Rly Board cell informed & updated periodically and ask for assistance from the neighbouring (other Railways) as required. It will watch inter-division movement of relief trains, restoration materials and equipments and guide the Division in marking a plan of action for rescue, relief and restoration. It will also be responsible for documenting the developments.
- b) 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 neighbouring affected divisions.

xii. ACTIONS DURING CYCLONE (RELIEF AND RESCUE)

Heavy devastation is often caused by the cyclonic winds and heavy downpour during the cyclone. The first priority, during cyclonic storm, is therefore to protect the traveling passengers in trains passing through/near to the cyclone affected zone. The action to be taken by different department is as follow;

a) Action by Operating Department

Coaching trains should be controlled/diverted so that the trains do not enter the cyclone affected area, suitable publicity to be arranged. The controlling of trains should, as far as possible, be done where adequate water supply, lighting catering and medical facilities are available.

b) Action by Commercial Department

- i.** All Commercial staff should guide the passengers, whether they are on a running train or at a station when the cyclone actually strikes, regarding taking adequate measures for ensuring their personal safety.
- ii.** If a train is stranded in the block section, the conductor/TTEs manning the train should take a census of the passengers, and try to pass on the information to the station at either end through the Mobile phones/walkie-talkie sets available with the Guard/Driver of the train so that the information can be passed on to the Divisional Control Office in case communication is available.
- iii.** If any passenger is found to have injured during the cyclone, first aid should be provided by the Guard/ TTEs/ Station staff, as the case may be. In case of injured passengers at a station, medical aid as locally available should be arranged. Wherever possible, details of such cases should be passed on the Divisional Commercial Control.

xiii. POST CYCLONE OPERATION

a) FIRST ASSESSMENT OF DAMAGE

1. Motor Trolley Survey

- i.** The cyclones and consequent floods, if any, do not damage the continuity of track frame even in case of breaches, washouts, erosions etc.,. Experience has shown that in most cases, a light motor trolley can pass through the entire cyclone affected zone (on its own power or augmented manually) without much difficulty except if the track frame itself is submerged in water.
- ii.** The Officer(s) & staff, nominated & in readiness, as in Chapter 07, should proceed immediately after cyclone has passed off the affected zone. Equipped with satellite phone and VHF sets, the two trolleys – from either end of the affected zone – should proceed through the affected zone and give precise information to control regarding;
 - ☞ Nature of damage/obstruction to track with location.
 - ☞ Possible method/system for restoration.
 - ☞ Resources required for restoration.
 - ☞ Whether or not a light vehicle (e.g. Tower Wagon) or light engine or full relief train can pass.
 - ☞ Likely time to clear the location by repairing the damage/removing the obstruction.

2. Damage assessment

This will be carried out concurrently and independently with motor trolley survey and will not be call off till completed, to give corroborative information.

By BoatsIn 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.

xiv. MOVEMENT OF RELIEF TRAIN FOR RESCUE, RELIEF AND RESTORATION

- a)** 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 as detailed in Annexure-04. The movement of relief train shall not wait for receipt of detailed report from site. The staff required to move on these trains shall be accommodated on the train itself and should not be allowed to come back home. This may involve organizing supply of food from local sources for staff who have to remain on the relief trains for long hours.
- b)** 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.

xv. MOVEMENT OF RELIEF MATERIALS AND RESTORATION

a) Engineering Department

Based on damage report and restoration strategy, priority and sequencing of movement of available materials on wheels (e.g. boulder fillers, earth moving machinery & bridge girder etc.) and labour should be quickly chalked out by Engg. Dept. and conveyed to the Operating personnel at Central Control and respective divisional controls.

b) Electrical Department

- i.** Restoration Work – The damage caused to electrical installations is to be assessed location-wise. For this purpose, competent officials shall be deputed to obtain detailed assessment of the damages. Supervisors and staff should be deputed with necessary materials and tools either by Rail or by Road for immediate restoration work.
- ii.** In case of power failure at stations where trains are controlled, temporary lighting may be arranged with portable DG sets or through patromax lights.

c) Stores Department

- i.** 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 Dept will continue to take action as per para 7.6.

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.

xvi. MOVEMENT OF RELIEF MATERIALS

- a)** CPTM will order the special train 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.

xvii. 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 Dept 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 contractors who have exceptional capacity to mobilize machinery and materials. Prior consent of the General Manager 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.

Tsunamigenic zones that threaten the Indian Coast have been identified by considering the historical tsunamis, earthquakes, their magnitudes, location of the area relative to a fault, and also by tsunami modelling. 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), Chicagos 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 colour of the sea, etc. and seek safety in higher ground immediately.

Communities of Employees also need to know the ear marked areas likely to be inundated, possible evacuation areas, designated evacuation routes and safe regions to assemble evacuees and set up temporary relief camps in safe high ground in the coastal areas. Mangrove wetlands should be regenerated.

- Coral reefs, grass beds, and coastal forests should be preserved and conserved for both short-term and long-term ecological and livelihood benefits.
- Raising coastal plantations like casuarinas, saliconia, palm, bamboo, etc. will act as an effective bioshield and provide protection to the coastal stations areas and colonies.
- Near by geomorphologic features like sand dunes, beaches, coastal cliffs should be protected.

A probabilistic approach is necessary for evaluating tsunami hazard from nearby seismogenic sources as

well as from distant sources because many uncertainties exist in a process of estimating tsunami heights along coastal areas from tsunamigenic source models. However, a Probabilistic Tsunami Hazard Analysis (PTHA) is not common in comparison with a Probabilistic Seismic Hazard Analysis (PSHA). The PSHA is a methodology for estimating the probability that specified levels of earthquake ground motions exceed at a given location in a given future time period by combining the probabilistic models of earthquake occurrence and earthquake-caused ground motion. On this basis, PTHA is to be carried out. Essentially it reflects the likelihood of exceeding certain wave parameters. This method can be developed based on source zone identification and Land Sea

12.3 DO & DON'T:-

You should find out if your home, school, workplace, or other frequently visited locations are in tsunami hazard areas.

- 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.
- 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 kilometres 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.
- 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.
- 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.
- Use a Weather Radio or stay tuned to a local radio or television station to keep informed of local watches and warnings.
- Talk to your insurance agent. Home owners' policies may not cover flooding from a tsunami. Ask the Insurance Agent about the benefits from Multi-Hazard Insurance Schemes. Discuss tsunamis with your family. Everyone should know what to do in a tsunami situation. Discussing tsunamis ahead of time will help reduce fear and save precious time in an emergency. Review flood safety and preparedness measures with your family.

12.4 KIT bag :- The following items might be needed at home or for an evacuation.

Keeping them in an easy-to-carry backpack or duffel bag near your door would be best in case you need to evacuate quickly, such as in a tsunami, flash flood, or major chemical emergency. Store your kit in a convenient place known to all family members. Kit basics are:

- A portable, battery-powered radio or television and extra batteries.
- Flashlight and extra batteries.
- First aid kit and first aid manual.
- Supply of prescription medications.
- Credit card and cash.
- Personal identification.
- An extra set of car keys.
- Matches in a waterproof container.
- Signal flare.
- Map of the area and phone numbers of places you could go.
- **Special needs**, for example, diapers or formula, prescription medicines and copies of prescriptions, hearing aid batteries, spare wheelchair battery, spare eyeglasses, or other physical needs.

If you have additional space, consider adding some of the items from your Evacuation Supplies Kit.

12.5 Action on Division/Zones on Orange/Red Alert :-

On the issue of an Orange Alert (or of a higher level) the Responders have to be activated as required for relief etc. as under :-

Mobilisation of Gangmen

- Hospitals to mobilize Doctors and Para-medical staff.
- Civil Defence units to be activated.
- RPF and RPSF deployment.
- Scouts and Guides for colony care and passenger guidance.
- Operation and manning of the disaster control room.
- Coordination amongst various stake holders through advance warnings.
- Communication system to be ensured and backups to be in readiness for immediate use when required.

TA Units Deployment; In case the existing railway staff may not be able to maintain train services to be operational, the TA units have to be mobilized. (It takes 2-3 days for the deployment of the TA unit after issue of their mobilization order; hence advance warning is of essence)

12.6 Monitoring/Reporting of Effects of Disaster : -

The Safety Dte./Department in the Board would be given information regarding Orange / Red Alerts by Zonal Railway. On the declaration of an incident as a Disaster by a State Government or District Administrator or even by the GM/AGM of the Zonal Railway, the CSO would give time to time updates to the Safety Control in Railway Board of the Situation. Assistance of other departments would be made available by the GM to the Safety Department on the zonal Railways.

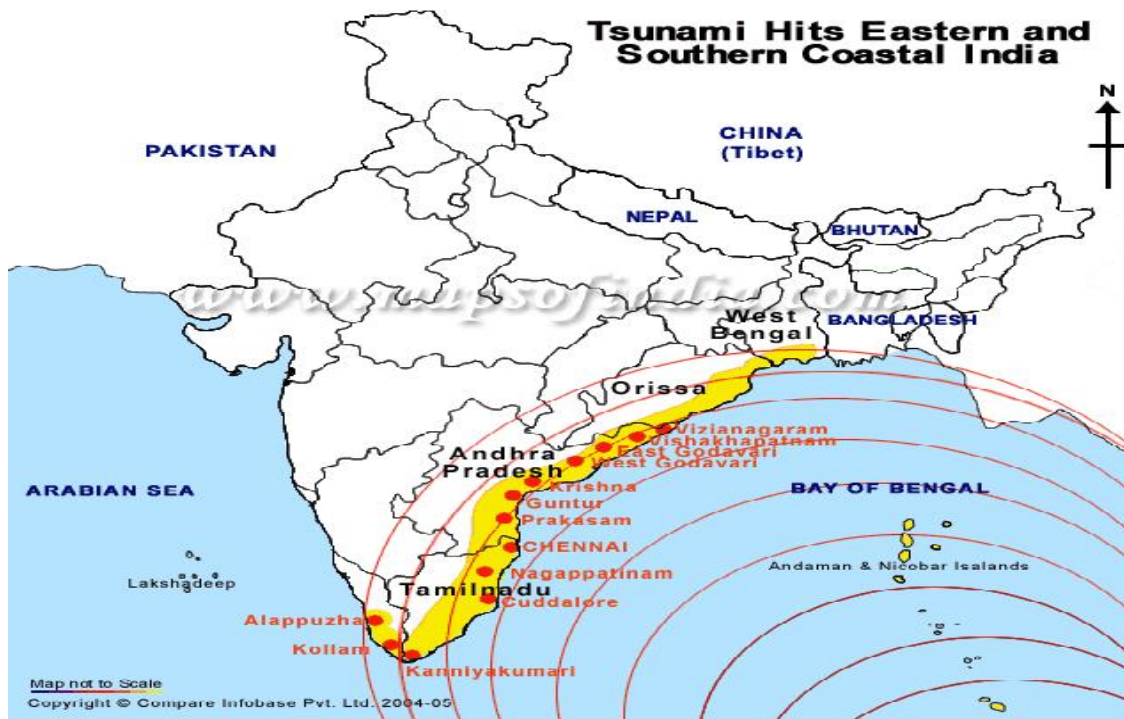
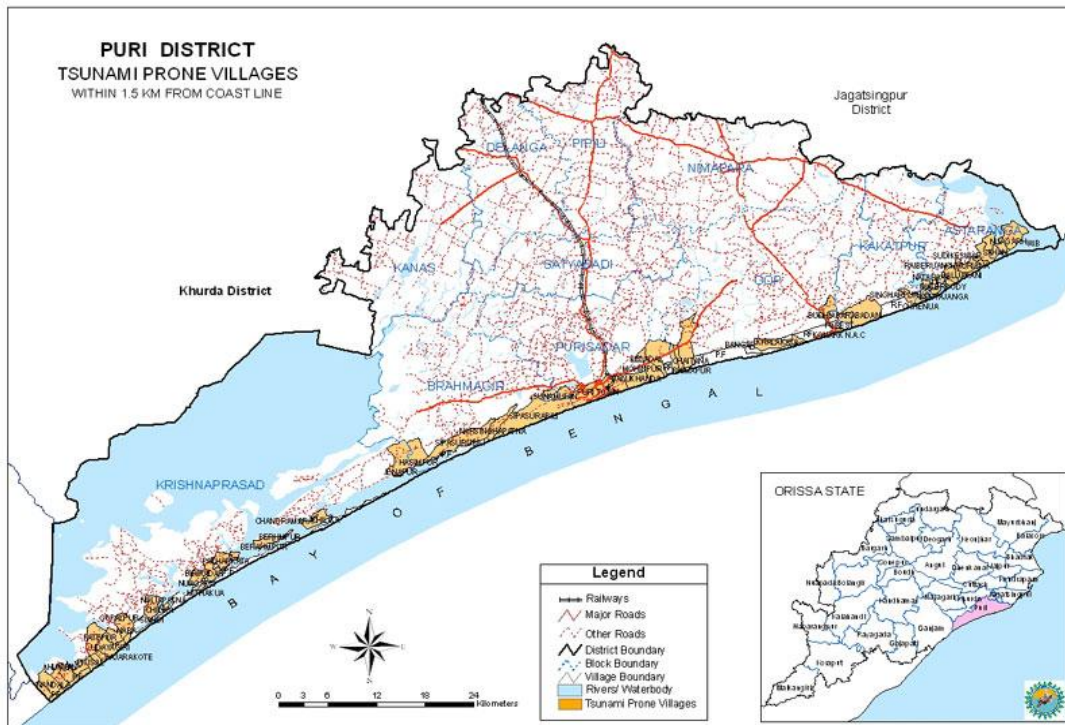
12.7 Standard Operating Procedure (SOP) on Railways:

National Disasters:-

The Civil Engineering Department at the field level and on the Divisions gets information through advance warning sent by the respective Government Departments on the possibility of Floods, Cyclones, Earthquakes, Landslides etc. Depending on the gravity of the disaster /crises/ calamity expected the information would be passed on to the Divisional officers through the Emergency Control which will act as the IRS. 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

13.0 SCOPE

Flood is the most common and widespread of all natural disasters. India is one of the highly flood prone countries in the world. Around 40 million hectares of land in India is prone to flood as per National Flood Commission report.

The coastal area of East Coast Railway comes under the influence of South West monsoon and is situated along the Bay of Bengal. A large area along the East Coast are prone to cyclone and heavy intensity of rain fall. The recent flood in Balasore district in June 2008, damaged the Railway bridge in Kharagpur Bhadrak section in Howrah Chennai main line of South Eastern Railway, consequently train service in Howrah – Chennai main line via Bhubaneswar remained disrupted for nearly two months.

The flood caused by the Super cyclone combined with huge storm surge of about **230 Kmph during October 1999** in the coastal belt of Orissa in Jagatsinghpur district was the worst of it's kind in the recent past.

12.1 Areas of East Coast Railway affected by flood:-

- ❖ 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.
- ❖ 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.
- ❖ Southern Orissa:- Koraput, Rayaguda, Gajapati district come under this zone. Flood generally caused due to Vansadhara and Saleru river system.
- ❖ Flash flood- Small culverts located in particularly in coastal areas some times over flow and cause flash floods and disrupt Railway communication.

13.2 EFFECT OF FLOOD-

- ❖ Damage to embankment including breaches / wash away of embankments thereby affecting Railway track.
- ❖ Rain due to sudden cloud burst resulting in flooding of the Railway track causing sinkage or washing away of track, damaging track components which effect the level and alignment of Railway line and consequently affect the safety of traveling public and disruption to traffic and communication.
- ❖ Washing-away or damage bridges, piers, abutment and other components of bridges.
- ❖ Inundate the Railway colony at low level

13.3 INFORMATION AND FLOOD MONITORING SYSTEM:-

Regional Meteorological Center, located at Bhubaneswar and Vishakhapatnam, under the administrative control of the Indian Meteorological Department, is responsible for issuing telegrams of warning whenever there is expectation of heavy rainfall. The condition under which warning for flood is issued when amount of rain fall is expected above 75 mm in 24 hours. The warning telegram is issued by I.M.D at Bhubaneswar/Vishakhapatnam to the Chief Controllers of all the Divisions in East Coast Railway and Central Control at Bhubaneswar. In case of failure of DOT communication system during bad weather, Microwave network of Railway or police wireless systems or satellite phones are used for the purpose.

13.4 Action taken before flood :-

- ❖ Co –ordination with Meteorological Department for advance information.
- ❖ Data base for RAT/RAW/Vulnerable bridges on topo sheet and information on approach road to location.
- ❖ Identification, Inspection and Attention to RAT/RAW & bridges.
- ❖ Co-ordination with state Government officials over phone/hot line/satellite phones.
- ❖ Flood monitoring system in addition to patrolling.
- ❖ 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.
- ❖ Materials required for flood prevention /management like Empty Cement Bags, sands, boulder etc are stocked and also the sources from where they can be arranged at short notice in case of dire necessity is clearly identified with all details.
- ❖ Development of flood shelters for staffs and passengers at suitable locations in the area prone to repeated floods.
- ❖ Emergency response team on floods.
- ❖ Emergency equipments and relief logistics.
- ❖ Medical preparedness plan.

PRE-FLOOD PREPARATION -

13.5 ENGINEERING DEPARTMENT:

- i) Safety Measures for track during heavy rain:- Gang Petrol during monsoon to detect damage to Track and bridges as per IRPWM Para 1014
- ii) Night patrolling during monsoon to detect damage such as breaches, settlements, slips as well as scours and immediate action is to be taken to protect the track. Posting of stationary watchman may be considered.
- iii). If it is found that water level has a rising trend to danger level on a river bridge, immediate action to be taken to control /divert the passenger carrying train or impose speed restriction if the situation permits. Constant monitoring is to be done at Officer level.
- iv). Daily patrolling by Key man to inspect entire track daily on foot and take immediate action incases of any unusual occurrences like heavy rain, flood and land slides.
- 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 location in East Coast Railway at all time are shown in Annexure -6.
- 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 location 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 steel plant slag with Vishakhapatnam and Public and Private sector steel plant and quarry dust with ballast from contractors.
- x) As restoration of traffic after flood often requires heavy handling of earth, availability of heavy earth moving machinery viz. Procleans, JCBs and Pay loaders etc., should be identify in the near by coastal town with firm / Owners name, address and telephone no so as to hire and mobilize them as and when necessity arises.

- xi) Standing contract with 100% option clause may be entered into on annual basis from strategic quarry dust and boulder supply locations etc.,.

13.6 LIST OF STORES AND STORAGE LOCATIONS.

Since the time available between initial warning and up to the actual occurrence of flood and its damages/disruptions is often very short, pre-emptive action is essential to ensure adequate preparedness in terms of stores and equipments necessary to deal with the disruption/damages.

13.7 STORES DEPARTMENT.

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

13.8 ELECTRICAL DEPARTMENT.

The items, quantity and location of electrical materials to be kept ready as pre-flood measure at annexure. In addition to these materials, the location of additional generator cars should be identified in advance so that they can be requisitioned from other Division/Railway in case of necessity.

13.9 MECHANICAL DEPARTMENT.

Mechanical Department during pre-flood preparation need to ensure that all necessary equipments in ART & ARME should be made good and

and to keep close liaison with adjoining Division /Railways for ordering of additional ART/ ARME if required.

13.10 S & T DEPARTMENT.

During flood the communication link is cut off. In such cases VHF sets for short distance communication and satellite phones for long distance communication are the only means available for exchange of vital information. Following pre-flood arrangement should be made:-

- i). Availability of emergency generator for charging of VHF sets at all nominated stations with adequate fuel.
- ii). The satellite phones should be kept in working order at Chandrasekharapur/ Bhubaneswar, Divisional Control Offices of KUR, WAT & SBP as well as all other strategic locations..
- iii). Spare 5 & 25 W VHF sets complete with battery and antenna to extent of 25% of total sets provided in division should be available with SSE/T/Wireless in-charge as well as all other strategic locations on East Coast Route.
- iv). One extra DG set along with 02 number of 20 liter capacity jarkan full with fuel should be stored at each of the three locations (KUR,VSKP & SBP)

13.11 MEDICAL DEPARTMENT.

Medical Dept will procure sufficient Chlorine tablets & Bleaching power as per demand at time of flood.

13.12 ACTIVITIES DURING FLOOD.

- ❖ Opening of Control Room at Zonal HQ and Division to be managed by Operating Department round the clock in shifts.
- ❖ First priority, during flood , is to protect the traveling passengers in the train passing through/near the affected zone. Whenever incident of flood occurred in any Railway area the respective DRM of the division should immediately take the situation under control and pass order to the different department to take necessary relief and rescue measures for the passengers of the affected train.
- ❖ Local Law and order authorities may be kept in touch as in flood affected Zone, the local public some times take shelter on embankment making movement of train difficult. Adequate patrolling staff with PA systems may be kept in readiness for the purpose.

- ❖ DRMs are empowered to requisition help from nearest NDRF and ODRAF battalion through HQ as per Act 2005 for relief and rescue of the passengers in the situation when a passenger train is washed away partly / fully by flood, where boats and divers are essential.

POST-FLOOD/EARTHQUAKE DISASTER PLAN – (PREPARATION) -

13.13 Post – Flood/Earthquake Disaster Plan -

After a major disaster, the first priority is to provide relief and medical aid to affected persons to minimize loss of lives. During the disaster like Gujarat earthquake, roofs of several quarters in Railway colony had collapsed. A number of families were rendered destitute. During earthquake others, whose dwellings were intact, preferred to live outside because of fear of continuing tremors. The water and electric power supply to Railway stations and colonies had been disrupted. Fortunately, there were no stranded passengers and no trains in mid-section. Rail infrastructure had been extensively damaged. Communication channels were down and organization was in disarray as most Officers and supervisors in the affected area were themselves victims of damage. Movement of men and material for rescue and relief in such circumstances becomes a challenging task. The Divisional Control office should function under the direct charge of ADRM. Assistance of headquarters office can be sought for mobilizing relief from outside the Division also.

13.13.1 ACTION BY OPERATING DEPARTMENT.

In the event of severe disaster like flood/earthquake situation when it is not feasible to continue the normal train operations due to damage at various locations in this Railway, it is necessary to have a central organization which can receive information, messages and reports etc., from the affected areas and issue necessary instructions as required. For this purpose a “**Central Emergency Control Office**” at HQ and Divisional level will be set up. These emergency control offices shall be opened in the **Disaster Resistance Control Room**. CPTM will be the chief emergency officer at HQ and Sr.DOM will be the Divisional emergency officer at Divisional Level. In addition to this, emergency offices shall be manned by emergency officers as nominated by GM and DRMs for the round the clock operation at HQ and Division respectively. The emergency offices will work in three shifts of 08 hourly basis as mentioned below.

Shifts	Central Emergency Office	Divisional Emergency Office
1 st shift	06:00 – 14:00 hrs	08:00 – 16:00 hrs
2 nd shift	14:00 – 22:00 hrs	16:00 – 24:00 hrs
3 rd shift	22:00 – 06:00 hrs	00:00 – 08:00 hrs

- An Emergency Control Order register shall be opened at HQ and Divisional Level and every message communicated between HQ, Division and other Officer/Organisations should be recorded bearing message nos 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 satellite phone, VHF & wireless) and made known to all concerned.
- Chief Emergency Officer will decide and communicate to the DRMs about the cancellation, rescheduling and short termination of passenger trains.
- Coaching trains should be controlled/diverted so that the trains do not enter the earthquake affected area, 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.
- 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.
- Cancellation/diversion of trains should be widely announced through News Papers, TV, News Channels, All India Radio and Public address system.

- vi). Movement should be done on top priority for restoration material, equipments, labours and other items for restoration work as demanded by site officials.

13.13.2 ACTION BY COMMERCIAL DEPARTMENT

- i). All commercial staff should guide the passengers and volunteers, whether they are on a running train or at station when train services is 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 zone, the conductor/TTEs manning the train should take census of passengers, and try to pass information to the station at either end through walkie-talkie set, so that information can be passed on to the Divisional control office.
- v). If any passenger is found injured or sick, First Aid should be provided by the guard/TTEs of the train.
- vi). If a Railway colony is affected in earthquake, the victims and residents of the colony to be shifted to a safe place as quick as possible.

13.13.3 ACTION BY MEDICAL DEPARTMENT.

Doctors & Paramedical staffs should be rushed to the site with medical kits, where the victims and train passengers are entrapped in a train or at a station to provide medical help.

13.13.4 ACTION BY ENGINEERING DEPARTMENT

- i). The Officers and staff should proceed immediately to affected zone as soon as information received equipped with satellite phone and VHF set to give precise information to control office regarding;
 - a). Nature of damage/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 used for the same.
 - e). Likely time to clear the victims trapped under debris from location by repairing of the damaged/removing the obstruction.
- ii). In circumstances when substantial portion of the track installations gets blocked under debris, Vehicles/helicopters shall be hired locally to navigate across the affected area to assess the damage.
- iii). Based on the damage report and restoration strategy, priority and sequencing of movement of available materials on wheels (e.g. boulders, earth moving machinery, bridge girder and cranes etc) and labour should be quickly chalked out and conveyed to the Traffic personnel at Central Control and respective Divisional control.
- iv). Heavy Earth Equipment, road cranes etc., may be requisitioned as per requirement from the sources within the Division and out side.

13.13.5 Electrical Department.

- i). Damage caused to electrical installations is to be assessed location wise. For this purpose, competent officials shall be deputed to obtain detailed assessment of the damages. Supervisors and staff should be deputed with necessary materials and tools either by rail or by road for restoration work for supplying Power to affected area and lighting arrangement for rescue and restoration..
- ii). In case of power failure at station where trains are controlled, temporary lighting may be arranged with portable DG set.

13.13.6 Mechanical Department.

- i) The ART/ARME staff and crane with crane driver will be kept ready to rush to duties at minimum notice whenever required.

- ii) Drinking water, readymade food items shall be kept ready on ART/ARME. ARTs will be equipped with fuel, patromax/gas lamps and portable generator with adequate provision for 120 hours.

13.13.7 Signal & Telecommunication Department.

S & T department will look after the communication system at affected zone. For this purpose they will do the following activities:-

- a). Check the 25 W VHF set provided at each station functioning properly & battery is fully charged.
- b). Check the emergency generator set is functioning properly with adequate fuel.
- c). Check that fuel supply tanks of the generator set have been full filled and adequate fuel for 72 hrs has been checked.
- d). Check and align all Microwave equipment and battery of DG sets with adequate fuel.
- e). Telecom channel via alternative routes should be lined up and kept terminated for administrative trunks and control working.
- f). Satellite phones where ever available should be tested and accompanying staff identified along with battery charging arrangement.
- g). Communication equipment in ART should be tested for proper working order.
- h). Check all the Block Instruments and their batteries.
- i). Extend power supply from emergency generator set to Block Battery charger.

13.13.8 Stores Department

During restoration, Stores Department shall play a pro-active role in making emergency purchases preferably by standing Spot Purchase Committee & supplying the same to the user department at sites.

13.13.9 Security Department.

Security personnel will be nominated by Sr.DSC/DSC at following position-

- a). To accompany the relief material carrying train when ordered.
- b). To help commercial & station staff of major station to handle public enquiries.
- c). At each station where passenger train is regulated.
- d). On heavy vehicle carrying relief materials.
- e). At major restoration sites after earthquake work commences.

13.14. MOVEMENT OF RELIEF MATERIALS.

CPTM will order the special train for carrying the relief material. Wide publicity be given in Press and Media to attract voluntary organization, individuals, NGOs, Medical practitioners etc to avail the service. The composition and timings will be planned and published by CPRO.

13.15. PROOCEDURE FOR ACCOUNTED, AUDIT & FINALIZATION OF ACCOUNTS.

- i). Special Returns by Stockholders after restoration.
- ii). All stock holders of all departments in-charge of custody of Railway stores shall submit a "Special Return" of the materials transaction that took place during restoration.

13.16. Emergency Purchase of Materials

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

13.17. Work Contracts- Single Tender and hiring of machinery.

For restoration of traffic single Tender may be awarded to the competent contractors who have the exceptional capacity to mobilize machinery and materials. Prior consent of the General Manager will be taken while processing of the case.

13.18 External Assistance :

Devastation in Earthquake 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.

13.18.1 All road transport available outside are generally requisitioned by Civil Administration for relief supply. Expeditious clearance and delivery of relief material should be planned with District Administration by Commercial Department. Similarly Engg. Dept. should co-ordinate with Dist. Administration for debris clearance and track restoration by earth moving machinery, road cranes, trippers etc., available locally as command of these are generally taken over by Dist. Administration.

13.18.2 Once rail working is restored, movement of relief materials through train is to be co-ordinated with Dist. Administration by Operating Department.

13.18.3 Specialised trained staff and equipments for rescue of passengers/ dwellers may be co-ordinated through State DMA(like ODRAF of Orissa).

13.18.4 Provisions for affected families in Railway colonies may not be available for considerable period. Help of NGOs may be taken to open fair price shops.

13.18.5 A). Help of military/ para military forces, requirement of boats, divers, helicopters etc., may be availed through NDMA and State DMAs.

B). Help of Local Hospitals to be co-ordinated through State DMAs and medical Department.

C). Railway may provide mobile Medical facility to staff and civilians by self propelled mobile medical units(ARME)

* * *

CHAPTER-14

EARTH QUAKE MANAGEMENT

14.1 INTRODUCTION

Considering Precambrian geological set-up in major parts of Orissa, seismicity is relatively high as evident from the number of earthquakes in the hard rock terrain. A couple of events originated close to the basin marginal faults of Gondwana Garben. Records of historical seismicity indicate activity along the Orissa Coastal belt also.

As per the recent categorization, the country has been divided into four zones. Similarly the Seismic Zoning of Orissa has been revised and Orissa falls between Zone II to III, i.e. low damage risk zone and moderate damage risk zones. However, it may be noted that major part of Gujarat, including Ahmedabad, also comes in the moderate zone but Ahmedabad City was badly affected by the impact of the Bhuj earthquake. The details of the location of the district according to seismic zones is given in the Table below and in the map enclosed in Annexures-35 & 36.

The jurisdiction of ECoR like Bhubaneswar, Cuttack, Paradip, Puri and the critical Hirakud Dam fall within the Zone-II (Low damage risk zone), while VSKP and KK line comes under Zone-III (Moderate damage risk zone). The city of Ahmedabad, which was badly affected by the impact of Gujarat earthquake 2001, is also located in the moderate damage risk zone.

District coming under Low Damage Risk Zones	Districts coming under Moderate Damage Risk Zones
Bargarh, Sambalpur, Anugul, Dhenkanal, Jajpur, Cuttack, Khurda, Puri, Bhubaneswar, Cuttack, Jagasinghpur, Kendrapada, Bhadrak.	Koraput, Rayagada, Gajapati, Ganjam, Bolangir, Srikakulam, Vizianagaram, Visakhapatnam.

14.2 SEVERITY IDENTIFICATION :

Measure of intensity of earthquake according to Modified Mercalli (MM) scale and its possible impact is given below:

MM scale intensity of earthquake	Measure of intensity described in terms of possible impact
I	Not felt except by a very few under especially favourable circumstances.
II	Felt only by a few persons at rest, especially on upper floors of building.
III	Felt quite noticeably indoors, especially on upper floors of buildings.
IV	Felt by many indoors, during the day by a few outdoors. At night some are awakened. Dishes, windows, doors are disturbed. Standing motorcars rock noticeably.
V	Felt by nearly everyone, may awakened. Some dishes, windows, etc., broken; Pendulum clock may stop.
VI	Felt by all : many frighten and run outdoors. Heavy furniture may move. A few instances of fallen plaster or damaged chimneys - damage slight.
VII	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.
VIII	Damage slight in specially designed structures; considerable in ordinary structures and great in poorly built structures. Fall of

	chimneys, stacks and columns. Persons driving motorcars are disturbed.
IX	Damage considerable, even in especially designed structures; well-designed frame structures thrown out of plumb. Buildings shift off foundations. Ground cracked conspicuously.
X	Some well-built wooden structures destroyed; ground badly cracked; rails bent. Landslides and shifting of sand and mud.
XI	Few, if any (masonry) structures, remain standing. Broad fractures, on ground.
XII	Damage total. Waves seen on ground surface. Lines of sight and level distorted. Objects thrown upward into the air.

The technical paper of GIS states that ORISSA, if at all, experiences any earthquake, it may attain the intensity of 5.9 on the Richter scale. Accordingly, the intensity as per modified Mercalli scale goes in the 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.

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

The pre-disaster preparedness for ECoR is identified as below –

- i. Hazard Zone mapping. Mapping of earthquake vulnerable zones and superimposing details of vulnerable structures, infrastructure, vital installations.
- ii. Record detailed inventory of major infrastructures such as Rly. buildings, Bridges, yards, signalling telecom network, OHE & vital installations like Work shops, Diesel and Electric loco sheds and Hospitals. Set up assessment teams comprising of representatives from the Civil, Electrical, Signal & Telecommunication, Security, Mechanical and Medical disciplines.
- iii. Settlement locations and population inventory.
- iv. Creation of data-bank of existing structures within Railway Jurisdiction for new and existing infrastructures need retro-fitment along with Cyclone, flood and Land slide data in tabular form for reviewing of preparedness.

- v. Assessing vulnerability of structures and prioritizing vulnerable structures based upon structure falling within particular seismic zone, importance of structure.
- vi. Developing retrofitting methods. Service of IITs, SERC Rorkee and independent consultants can be utilized.
- vii. Sanctioning of works and undertaking retrofitting to strengthen vulnerable structures if required.
- viii. Medical preparedness to deal with emergency medical response. Medical preparedness will focus on likely injuries, out break of diseases and other post earthquake health problem including psycho-social trauma. Mock drills to be organized.
- ix. Adequate training /exposure of Railway officials to earth quake resistant design, construction, retrofitting, knowledge of various codes, manuals, articles etc on earth quake resistance technique. Interaction with other agencies like, IITs, SERC Rorkee, CBRI, CRRRI etc.
- x. Tie up should be made with State DMAs and through them other local military/para military units and public hospitals.

14.4 Emergency Response Plan

- i. In the event of an earthquake striking some area, the IMD and GSI seismic observation centres give the exact location of the epicentre and the intensity of the earthquake on the Richter scale. With this information in hand, the disaster emergency squad will make an immediate visit to the spot of the affected area for a quick on-site assessment of the situation. Simultaneously, there will be a public announcement about the epicentres and probably affected area and the intensity of the earthquake. The emergency squad on ground shall take video photographs of the affected area. The on-site visit and assessment shall be completed within hours and such news will be broadcast through All India Radio and Door Darshan as well as through Rly. Communication network and other means for information to the public and also to the people in the affected area.
- 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.

* * *

CHAPTER-15

LAND / HILL SLIDE

When a huge land/rock mass suddenly gets displaced from its position and comes down with tremendous force, it can cause intensive damage to Rly. Track, Buildings and other Railway Installations, with blocking of traffic movement. It can also cause loss of human Lives. This can be caused due to prolonged torrential rain, blasting of rock nearby and Earthquake etc.

15.1 Actions to be taken in during Land/Hill Slide

- 15.1.1 After receiving the message from the concerning Station Master under whose jurisdiction the Section is situated, the Section Controller will inform concerning Operating Officer to stop the movement of trains in the adjacent sections and inform DRM/ADRM, Sr.DEN(Co-ord) (through Engg. Control), Sr.DME, Sr.DEE(OP), DSC and other Concerning Branch Officers.
- 15.1.2 DRM with Sr.DEN(Co-ord) and Sectional DEN will proceed to site. ART/MRT will be ordered, if required.
- 15.1.3 Sr.DEN(Co-ord) will requisition earth moving equipments including, Pay loader, JCB, Dozer, Proclains & Jack Hammer Dumper & Trucks from the nearest available Railways & Non-Railway sources.
- 15.1.4 Licensed Rock Blasting staff, with sufficient quantity of explosive & detonators, Rock drills, Rock drilling equipments 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.
- 15.1.5 DRM, after getting detailed information from site will seek the help of Army, Border Road Organization Units, as the case may be.
- 15.1.6 Sufficient quantity of explosive & detonators has to be sent to the site for replenishment.
- 15.1.7 The residents of the nearby houses/Staff quarters must be evacuated to safer places before starting the Blasting of Rocks.
- 15.1.8 Requisite quantity of P. Way material should be kept ready in the nearest station to move to the site incase the P. Way is damaged.
- 15.1.9 Similarly, Signaling, Elect., TRD staff also should be kept in readiness with men & materials for immediate repair of installation.
- 15.1.10 Sufficient number of labours to be requisitioned and deployed at site to help in clearing the landmass.
- 15.1.11 Casualty/injured persons/staff should be shifted to nearest Hospital for treatment.
- 15.1.12 The loose boulders to be dislodged and the need for flattening its slope by earthwork or protection of cutting by boulders nets or rock bolting or short creating to be explored.

CHAPTER-16

TERRORISM DISASTER

Terrorism:- Politically motivated and perpetrated in a clandestine manner against non-combatants. The act is committed in order to create a fearful state of mind in an audience different from the victims.

16.1 Loss of terrorist attack:- Terrorism is a manmade disaster and cost the most in terms of the followings;

- ❖ Loss of lives
- ❖ Loss of properties.
- ❖ Workers' compensation.
- ❖ Accident and health.
- ❖ Disability.
- ❖ Political and social instability in the region and between countries.
- ❖ Long term damage to a country's economy and production capacity

16.2 Types of Terrorism- Researchers in the United States began to distinguish different types of terrorism such as Hijacking, Bombing, Diplomatic kidnapping and assassination to assert their demands.

16.3 Some terrorist attack in India:-

On Dec.13, 2001, in a suicide attack on Indian Parliament, nine police men and parliament staffer were killed. On June 22, 2000, two powerful car bomb explosion took place in south Mumbai killing at least 46 people. On 22 Jan.2002, militants attacked American cultural center in Kolkata, killing four police and injured 21. On 1st Oct.2001, a car bomb exploded near the state Assembly J&K, killing 38 people. On July 2005, Jaunpure train explosion at least 10 people were killed and more than 50 were injured. On 29 Oct.2005, bomb blast in New Delhi, 70 people were killed and several injured. On March 2006, serial blast in Varanasi, at least 100 were injured. On 11 July 2006, Mumbai train blast, at least 190 people were killed in the 1st class compartment. On 26th Nov.2008, terrorist attacked Taj hotel in Mumbai and killed at least 185 people and injured more than 300.

16.4 TERRORISM MANAGEMENT MEASURE:-

16.4.1 Before terrorist attack

- ❖ Keep security alert and aware of the surrounding area.
- ❖ Take precaution when traveling. Be aware of conspicuous or unusual behavior. Do not accept packages from strangers or leave luggage unattended.
- ❖ Leave where emergency exits are located. Think ahead about how to evacuate a train, subway, building or congested public area. Learn where stair case are located.
- ❖ Terrorist may damage the Railway track or Railway bridge, therefore for patrolling to be intensified.
- ❖ In a terrorist attack there may be many injured, so medical department should store sufficient stock of life saving drugs and blood.
- ❖ The explosion can result in collapsed building and fire. People who live or work in a building review emergency evacuation procedure and know where fire exits are located.
- ❖ 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.
- ❖ If you receive a bomb threat, get as much information from the caller as possible. Keep the caller on line and record every thing that is said. Notify the police and building management.
- ❖ During terrorist attack train may be detained for a long period due to damage of traction installation. On receiving warning messages from authorized sources, Diesel power(engine) should be kept ready as stand by at suitable strategic locations.

- ❖ After you have been notified of a bomb threat, do not touch any suspicious packages. Clear the area around the suspicious packages and notify the police immediately. In evacuating a building, avoid standing in front of window or other potentially hazardous area.
- ❖ Install Video camera at the busy Railway station to watch movement of suspicious person.
- ❖ Bomb detecting machine to be installed at every important Railway stations to examine the luggage of the passengers boarding a train.
- ❖ Random checking of the luggage of the passengers.
- ❖ Deploy sufficient number of RPF staff at stations and on trains.
- ❖ Tight security at all work places and residential colony.

16.4.2 During terrorist attack-

- ❖ In a building/train explosion, get out of the building/train as quickly and calmly as possibly. If exits are blocked, get out through emergency exits or get under a sturdy table or desk.
- ❖ If there is a fire, stay low to the floor and exit the building as quickly as possible.
- ❖ Cover nose and mouth with wet cloth.
- ❖ 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 your self against the door and open it slowly. If it is hot, do not open the door and seek an alternate escape route.
- ❖ 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-

- ❖ Use a flash light.
- ❖ Stay in your area so that you don't kick up dust. Cover your mouth with a handkerchief or clothing.
- ❖ 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.
- ❖ Assist victims, However, you should not attempt to rescue people who are trapped in side a collapsed building. Wait for emergency personnel to arrive.
- ❖ Where a chemical agent attack occurs, authorities would instruct citizens either to seek shelter where they are and seal the premises or to evacuate immediately. Explosion of chemical agent can be fatal.

16.5 Duties of Departments :

After a terrorist attack at station/train , the DRM of affected Division should take the situation under control and immediately advice the RPF and other department to rush the spot immediately for relief and rescue work.

The duties of RPF is vital in the terrorist attack. They should immediately inform state police and rush to the spot with full force to handle the situation.

16.5.1 Duties of RPF department

- ❖ Evacuate the injured and un-conscious persons from the affected zone with the help of ODRAF, NDRF, GRP and Local Police etc.,. Permission has been accorded by Home Ministry (vide their letter no-VI-24022/11/2002-PM-I, dtd. 24-12-2002, addressed to Home Secretary of all states), that State Govt. or Police clearance is not required for launching rescue operation for the purpose of saving human lives.
- ❖ If there is fire or collapse of building, State's fire service to be informed immediately.
- ❖ They should be careful to stop panic.
- ❖ Affected area is to be cordoned.
- ❖ Attack of terrorist may be at any place, even religious places are not left, but Railway disaster is mainly concerned with Railway property such as Railway stations, trains, colony, offices, workshops. So they should be prepared in all respect.
- ❖ They should protect the belongings of the passengers.

16.5.2 Duties of medical department-

- ❖ Terrorist attack may cause loss of life, serious/minor injury to people. On receipt of the information of a terrorist attack on any Railway establishment, the ARME in-charge should rushed to the spot immediately with sufficient nurse and doctors.
- ❖ They should have sufficient number of stretchers.

- ❖ Ambulance with life saving medicines, dressing materials, Tetanus toxoid and Intravenous fluids.
- ❖ First aid to be given to injured and seriously injured to be shifted to the nearest hospital.

16.5.3 Duties of Mechanical department:-

- ❖ During terrorist attack train may be seriously damaged/de-railed, in such situation senior most Officer should rush the site immediately by fastest means.
- ❖ 140 T crane/ART/ARME may be ordered as per the requirement.
- ❖ Senior most officers should monitor the rescue operation at site.

16.5.4 Duties of Operating Department:

Movement of Advance Pilot:- In case there is a threat to Railway assets such as track, bridge tampering, threat of sabotage by terrorist, Chief Operations Manager shall decide to run an advance pilot 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 arrangement to be run. The speed of advance pilot should not exceed 80 Kmph and 60 Kmph during day and night respectively and 10 Kmph during bad weather impairing visibility. The first train should follow the advance pilot after a time interval of 10 minutes. The speed of the following train shall not exceed 60 Kmph and 40 Kmph during day and night respectively. In case of any sabotage to the track or advance pilot, efforts may be made to protect the site. The loco pilots of the following train must be most vigilant, cautious and be prepared to stop his train short of any obstruction.

16.5.5 Duties of Commercial Department:-

- ❖ Commercial staff should guide the affected passengers regarding their safety.
- ❖ Adequate food and drink to be arranged for the distressed passengers.
- ❖ Alternative arrangement may be made for the safe return of the distressed passengers.
- ❖ Payment for compensation to be made to the kin of the dead.

16.5.6 Duties of Personnel Department-

- ❖ Welfare Inspectors of Personnel Department should keep the record of the dead/injured for the payment of compensation.
- ❖ They should assist the Commercial Department for the payment.

16.5.7 Duties of Engineering Department:-

- ❖ Terrorist attack may damage the Railway track/ bridges. Sufficient number of rails and bridge girders may be stocked at suitable places.
- ❖ Boulder and sand may be stocked at places to meet the situation.

16.5.8 Duties of S&T Department:-

- ❖ The attack may damage the communication and signaling system.
- ❖ Satellite phones and VHF sets are to be kept ready in ART/ARMEs

CHAPTER-17

CHEMICAL DISASTER

17.0 Handling large quantity of HAZCHEM (Hazardous Chemical) in installation, isolated storages and transportation, poses the grave risk of sudden release of copious quantities of toxicants on the environment. Indian Railway transport these HAZCHEM e.g Petroleum products (petrol, HSD, naphtha etc.), caustic soda, alcohol, compressed gases (LPG), chemical manures, acids, matches etc. These goods are carried either in piece meal system in SLR or wagon or in bulk load in full rake of tank wagons. Indian Railway's Rule for carrying dangerous chemicals i.e. HAZCHEM by rail have been legislated in the Railway Red Tariff Rule 2000 as per which dangerous goods have been classified in the following 8 categories.

- i) Explosives,
- ii) Gases, compressed, liquefied or dissolved under pressure,
- iii) Petroleum and other inflammable liquids,
- iv) Inflammable solids,
- v) Oxidizing substance,
- vi) Poisonous /Toxic substance,
- vii) Radio active substance,
- viii) Acid and corrosives.

Improper or unsafe handling i.e. loading, unloading, leveling and transporting may cause chemical accident/disaster resulting in fire, explosion, toxic release poisoning the environment and combination of the above.

The Bhopal gas disaster in December 1984 brought in to sharp focus the unprecedented potential of HAZCHEM like Methyl isocyanides in terms of loss of life, health, injury and long effect on population.

Petroleum and other inflammable liquids considered dangerous as per Railway Act 1989 (24 of 1989) and have been classified in three classes i.e. class "A", class "B" & class "C".

- Class "A" – Petroleum & other inflammable liquids , the vapour of which having flash point below 23⁰ C .
- Class "B"- Petroleum & other inflammable liquids, the vapour of which having flash point above 23⁰ C but below 65⁰ C.
- Class "C"- Petroleum & other inflammable liquids, the vapour of which having flash point 65⁰ C and above.

A number of factors including human error 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 container/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 drill/exercise.
- 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 vehicle. These can occur at any time and at any place.
- Viii). **Improper storage.** Improper storing of HAZCHEM.
- ix). **Packing :** Packing and leveling in unsafe manner.

17.1 Pre-Disaster Measures:-

General Rules regarding acceptance of the dangerous chemicals for carriage by rail are given in Rules 202, 203, 204, 205, 206 of Red Tariff No 20. Those are to be followed meticulously. There are various process of handling the dangerous chemicals. Those are:-

17.1.1 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.

16.1.2 Marking and leveling of cylinders or containers:-

Rule for marking and leveling 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 is marked on every cylinder. In case of liquefied petroleum gas cylinder, the quarter of the year of test shall be given additionally in neck ring or on a shoulder plate. It is to be ensured that the words "Highly inflammable" and "Inflammable" as the case may be is marked on every package/container containing inflammable liquids. Every tank wagon used for transportation of petroleum must be marked on each side and rear thereof in letter at least 7cms high on a background of sharply contrasting colour the word "**INFLAMMABLE**" and the name of the liquid transported.

17.1.3 Storage (Refer Rule 211 of Red Tariff No 20).

During storage, the following Points must be ensured.

- ❖ Thin walled cylinders such as LPG cylinders and dissolved gas cylinders shall not be stored in horizontal position.
- ❖ Cylinders containing inflammable gases, other toxic gases shall be kept away from cylinders containing other type of gases.
- ❖ Cylinders shall not be stored along with any combustible materials or explosives or other dangerous goods.
- ❖ Smoking and carrying any type of naked fire must not be allowed near these commodities.
- ❖ 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.
- ❖ 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.
- ❖ All due precautions should be taken at all times to prevent any escape of petroleum and other inflammable liquids.
- ❖ All the storage place of the dangerous goods like HSD, Petrol, Lubricants etc. must have road access so that fire tender can approach in the event of any major fire.
- ❖ Adequate security arrangements should be made at these locations to prevent any outside interference which may cause any untoward incident.
- ❖ The facility for storage of petroleum products by the Railways should conform the Petroleum Rules 2002 notified in Gazette of India.
- ❖ 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 precaution are taken and locations are suitably guarded to avoid any untoward incident that might affect Railway system.

17.1.4 Transportation:-

Petroleum and other inflammable liquids class "A" shall be transported by goods train only. Petroleum and other inflammable liquids class "B" & "C" may be transported in wagons by all trains except passenger train.

Petroleum and other inflammable liquids class "A" may be transported in wagons by mixed train or parcel train on any section on which goods trains are not running provided

that immediately after entering any section on which goods train are running, the wagon containing petroleum and other inflammable liquids class "A" shall be detached.

Petroleum and other inflammable liquids shall not be carried in brake van of passenger train. Whenever these commodities are permitted to be carried in brake van the following points must be ensured.

- ❖ The total quantity in the brake van at any one time shall not exceed 50 liters.
- ❖ 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.
- ❖ 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.
- ❖ 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.
- ❖ Acids and other corrosives shall be carried in covered iron wagons and tank wagons. End opening carriages or wagons shall not be used.

17.2 **Precautions to be taken during loading/unloading tank wagons:-**

- ❖ Tank wagons used for carrying petroleum and other inflammable liquids shall be of a design approved by Chief Controller of Explosives.
- ❖ 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, Naphtha.
- ❖ All inlets and outlets shall be securely closed.
- ❖ Petroleum and other inflammable class "A" shall not be loaded or unloaded from tank wagons where tank wagons is exposed to spark within 30 meter from any fire, furnace or artificial light capable of igniting inflammable vapor.
- ❖ After unloading petroleum liquid from tank wagons the top cover shall be left open to discharge the vapor.
- ❖ Before filling petroleum liquids in tank wagons, they should be cleaned thoroughly and should be tested for leakage.
- ❖ Tank wagons containing petroleum should not be loose shunted during attachment or detachment
- ❖ 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.
- ❖ 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.
- ❖ Whenever practicable, packages containing acids and other corrosives shall be carried or conveyed on trolley or hand barrows.
- ❖ Acids and other corrosives not to be stored or handled with or near explosives or other dangerous goods of inflammable nature.
- ❖ Acids and other corrosives not to be stored or handled with or near foodstuffs or foodstuff empties.
- ❖ The floor of any place or wagon on which acids and other corrosives have been stored or carried shall swept and thoroughly cleaned after removal of the goods there from.

17.3 **Rescue Relief and Restoration:-**

Railway's expertise in dealing with the miss-happenings like spillage, explosion, catching fire, release of toxic etc. of the dangerous chemicals is very limited. Therefore help from agencies and organizations such as NDRF, ODRAF, IOC, BPCL who have expert 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 below . If any untoward incident related to dangerous chemicals happen in the Railway premises, with out delay those agencies or organization can be called for relief and rescue operation.

The staff of ARMVs, 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 material in eventualities.

Guidelines for Management of Chemical Disasters Please contact:

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Web: www.ndma.gov.in

Sl. no	Location	Officer of Factory & Boilers	Telephone
1	Bhubaneswar	Director Factory & Boilers	0674,2396070(O), 0674,2304979
2		Dy Director(Safety)	0674,2393786
3	Rourkela	Dy.Director	06612508042
4	Cuttack	Dy.Director	0671,2505575
5	Jajapur	Dy.Director	06726,222359
6	Angul	Dy.director	06764-220164
7	Rayagada	Dy Director	06856,222158(O), 222157
8	Sambalpur	Dy. director	0663,2411305(O) 2412226
9	Keonjhar	Asst.Director	06766,253673
10	Jeypore	Asst.Derctor	06854,231656

CHEMICAL TERRORISM DISASTERS(CTD)

A terrorist attack involving chemical agents differs from a normal terrorist attack as it results in specific effects on health and can cause fatal injuries, create panic, and affect the morale of the community. The targets of terrorists include market places, densely populated areas, public functions, important dignitaries, water and electricity supplies, restaurants/food plazas, malls, places of entertainment, busy railway stations in metros and critical and sensitive military, civil and economic institutions.

Chemical terrorism is an act of violence to achieve professed aims using chemical agents. These chemical agents include poisonous gases, liquids or solids that have a deleterious effect on the biotic and non –biotic environment. Due to the relatively easy availability of hazardous chemicals in Major Accident Hazard units, storages and during transportation, terrorists can procure chemicals or even try to sabotage the facilities or transport vehicles as it offers them an easier and often more catastrophic method of anti-national activity. The mode of dispersal used for chemical agents would range from dissemination of aerosolised material to contamination of food and water.

18.1 NDMA's Guidelines :-

The possibility of a chemical terrorism attack can be minimised by spreading general awareness and building the capacity of the community, institutions, governmental and non-governmental organisations.

The approach followed in the NDMA's Guidelines lays emphasis on :

- i) Security and surveillance measures for installations manufacturing/ using/ storing chemical materials.
- ii) Strengthening intelligence regarding the movement of chemicals.
- iii) **Preparedness for counter-terrorism measures:**
 - (a) Issues regarding the safety of chemicals and risk reduction strategies etc.
 - (b) Strengthening of response through rescue and emergency medical resources.
 - (c) Preparedness of all emergency functionaries in terms of protection, detection, de-contamination, de-corporation, capacity building and infrastructure development.
 - (d) Community-centric mechanism for the management of chemical terrorism disasters.

18.2 CTD Preparedness Plan :-

Implementation of the Guidelines at the national level has begun with the preparation of a detailed action plan (involving programmes and activities) by the nodal ministry (MHA) to promote coherence among different CTD management practices and strengthen mass casualty management capacities at various levels. The concerned ministries like MoD, MoEF, Ministry of Railways (MoR), MoL&E (through Employees' State Insurance Corporation (ESIC), MoA etc., have also prepared their respective CTD preparedness plan as a part of all hazard DM Plans. The Railways has an important role in the management of mass casualties in the event of national calamities, Railway should also cater for developing additional capacities besides meeting our own requirements in our preparedness plan.

18.3 Preparedness for Emergency Response :-

Preparedness for an emergency response at the incident site requires protection, detection, and decontamination. SOPs are required for all the emergency responders working under the overall supervision of the incident commander. SOPs will be included for field decontamination. A well-organized medical response to CTD will be possible only by having a command and control function at the divisional level by the Medical Department. The CMO/CMS will be the main coordinator for the management of CTD.

18.4 Guidelines on Chemical Disasters :-

Railway's guidelines/instructions relevant to the zonal railways have been issued for taking necessary action and incorporating suitable provisions in their respective DM Plans. These guidelines will add to the existing safeguards listed in the Red Tariff on handling, storage and transportation of hazardous material.

18.5 Training for the Responders (Preparedness):-

The Medical Department of the Railways has little or no expertise in the effects of different chemicals. This needs to gradually develop initially in a skeleton number (one or two) of Doctors and Para-medics in each Divisional Railway Hospital through training.

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NUCLEAR AND RADIOLOGICAL EMERGENCY DISASTER

Any radiation incident resulting in or having a potential to result in exposure and/or contamination of the workers or the public in excess of the respective permissible radiation limits can lead to a nuclear/radiological emergency. In the incident of Fukushima, plant released a large-scale of radiation in the environment due to failure of cooling system of nuclear facility. The nuclear fuel cycle/ nuclear reactors using radioactive resources burst due to uncontrolled nuclear reaction, in 11th March 2011 earthquake and tsunami resulting triggering of fires, explosions and radiation leaks in the world's worst nuclear disaster since Chernobyl in 1986. The March disaster is believed to have killed more than 24,500 people.

After due consideration of the nature and consequences of all possible scenarios, these radiological emergencies have been broadly classified into the following four categories:

- i. A 'criticality' accident in a nuclear fuel cycle facility where an uncontrolled nuclear chain reaction takes place inadvertently, leading to bursts of neutrons and gamma radiations.
- ii. An accident during the transportation of radioactive material.
- iii. The malevolent use of radioactive material as a Radiological Dispersal Device by terrorists for dispersing radioactive material in the environment.
- iv. A large-scale nuclear disaster, resulting from a nuclear weapon attack (as had happened at Hiroshima and Nagasaki), which would lead to mass casualties and destruction of large areas and property.

Normally, nuclear or radiological emergencies (referred to in points i to iv above) are within the coping capability of the plant/facility authorities. A nuclear emergency that can arise in nuclear fuel cycle facilities, including nuclear reactors, and the radiological emergency due to malevolent acts of using Radiological Dispersal Devices are the two scenarios that are of major concern. The impact of a nuclear disaster (scenario at (iv)) will be well beyond the coping capability of the local authorities and it calls for handling at the national level.

As regards the vulnerability of various nuclear fuel cycle facilities to terrorists attacks, these facilities have elaborate physical protection arrangements in place to ensure their security. The structural design of these facilities ensures that even in the event of a physical attack, the structural barriers prevent the release of any radioactivity outside the plant area itself and hence the public shall not 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 Centres 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 Centres 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 takes place and how to tackle the disaster.

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BIOLOGICAL DISASTERS**20.1 Causes of Biological Disasters :-**

Biological disasters might be caused by epidemics, accidental release of virulent microorganism(s) or Bioterrorism (BT) with the use of biological agents such as anthrax, smallpox, etc. The existence of infectious diseases have been known among human communities and civilisations since the dawn of history. The classical literature of nearly all civilisations record the ability of major infections to decimate populations, thwart military campaigns and unsettle nations. Social upheavals caused by epidemics have contributed in shaping history over the ages.

In recent times travelling has become easier. More and more people are travelling all over the world which exposes the whole world to epidemics. As our society is in a state of flux, novel pathogens emerge to pose challenges not only at the point of primary contact but also in far remote locations.

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 mobilisation of investigational and therapeutic countermeasures.

Therefore proper surveillance mechanism and response system should be developed in places where epidemics can be detected at the beginning stage of their outbreak can be controlled easily.

In the case of deliberately generated outbreaks (bio-terrorism) the spectrum of possible pathogens is narrow, while natural outbreaks can have a wide range of organisms. The mechanism required however, to face both can be similar if the service providers are adequately sensitised.

The Data base of medical care infrastructure with capability of casualty evacuation and treatment, have an important role to play in managing the Biological Disaster cases is available in Divisional DM Plan.

20.4 Support of other: -

To manage these challenges medical department coordinate with the nodal Ministry-Ministry of Health and Family Welfare (MOH&FW) with inputs from the Ministry of Agriculture for agents affecting human, animals and crops.

20.5 Handling CBRN Disaster – Training :

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) by consultation with Local Civil Administration and Health Administration.

A skeleton number of Medical Doctors in each Divisional Hospital to be trained to manage CBRN casualties.

(CBRN- Chemical, Biology, Radiology & Nuclear)

CRISIS MANAGEMENT

21. To deal with the crisis situations, the following committees shall be activated:

- (a) National Crisis Management Committee (NCMC)
- (b) Crisis Management Group (CMG), and
- (c) Zonal Management Group (ZMG)

21.1 National Crisis Management Committee (NCMC):

21.2 The NCMC is the apex body comprising senior officials of the Government of India to deliberate on the problems at national level. The following officers will represent the Ministry of Railways (Railway Board) in NCMC for the various crisis situations:-

- | | | |
|-------|---|---|
| (i) | All India Railway Strike | : Member Staff
Member Mechanical
(Alternate). |
| (ii) | Terrorism/Security related Crisis | : Member Staff
Member Traffic
(Alternate) |
| (iii) | Natural Factor(s) related Crisis | : Member Engineering
Member Traffic
(Alternate) |
| (iv) | Major Train Accidents | : Member Traffic
Member Mechanical
(Alternate) |
| (v) | Crisis where railways have to help other ministries | : Member Traffic
Member Staff
(Alternate) |

Names, telephone numbers and addresses of the Members / alternate Members, who will represent the Ministry of Railways in NCMC are contained in Annexures:-

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 on the one hand and the concerned Zonal Management Group on the other. In addition to the concerned officers of the Railway Ministry, nodal officers from the concerned Ministries should be contacted (Annexure-12) if help is needed from the other ministries for effectively dealing with the various crisis situation; e.g. Ministry of Defence should be contacted for air support and/or expert help like divers, boats etc. However, Control Room of MHA should be kept informed of the developing situation for assistance as warranted. In case of difficulty in getting to the nodal officer of the concerned ministry, Control Room of MHA can be contacted.

21.4 The overall composition of the Crisis Management Group including the names, telephone numbers and address of its members for dealing with various crisis situations are given in Annexures as detailed below:-

- | | |
|---|---|
| | Convener/
Overall composition of
The Central Management Group |
| (i) All India Railway Strike | : Additional Member(Staff)/ |
| (ii) Terrorism/Security related Crisis | : Director General (RPF)/ |
| (iii) Natural Factor(s) related Crisis | : Additional Member (CE)/ |
| (iv) Major Train Accidents | : Additional Member Traffic Advisory (Safety) |
| (v) Crisis where railways have to help other ministries | : Additional Member Traffic/ |

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

21.6 Members of the CMG will first assemble in Emergency Control Room of Railway Board in Room No. 476 K (Telephone Nos. Railway 43399, 43599; P&T 23382638, which is located on the 4th floor of Railway Bhawan, at Raisina Road, New Delhi – 110 001. Depending upon the type, gravity and duration of the crisis, the convener of the CMG will decide to operate either from the control room of the respective directorate or from the Railway Board Committee Room on the 2nd floor of Rail Bhawan.

21.7 Zonal Management Group (ZMG)

26.7.1 ZMG is the same for all types of crisis. The Zonal Management Group (ZMG) shall be established at the Zonal Railway Headquarters and would comprise of the following Officers of the Zonal Railway Headquarters:

- | | | |
|--------|---|-----------------------------|
| (i) | Additional General Manager | : Convenor |
| (ii) | Principal Chief Engineer/
Chief Engineer (Co-ordination) | : Member/Alternate Convenor |
| (iii) | Chief Security Commissioner | : Member |
| (iv) | Chief Personnel Officer | : Member |
| (v) | Chief Operation Manager | : Member |
| (vi) | Chief Mechanical Engineer | : Member |
| (vii) | Chief Electrical Engineer | : Member |
| (viii) | Chief Signal and Telecommunication
Engineer | : Member |
| (ix) | Chief Safety Officer | : Member |
| (x) | Chief Public Relations Officer | : Member |

21.8 The Zonal Management Group will assemble in the Disaster Management / Emergency Control Room of the Zonal Railway Headquarters and will keep in touch with CMG till the termination of the crisis.

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DISASTER IN TUNNELS/ DEEP CUTTINGS OR IN A WATER BODY

22.1 Expertise To handle Rail Disasters in Tunnels etc. :

The Railways have no expertise or infrastructure to handle a train disaster if it occurs in a tunnel or in a deep cutting not approachable by land. No machinery, or earth moving equipment is available on the Indian Railways which could be mobilized for this job.

22.2 Ventilation arrangements in Tunnels :

Adequacy of ventilation arrangement and its efficient operation is always a matter of concern especially in very long tunnels. There are ventilation systems installed with alarms to warn the control rooms in case of a mishap.

In case a train stalls in long tunnel due to derailment/fire or any unusual condition automatically alarm will be sounded in the control room to alert the Ventilation Operator controller or if Guard /Loco Pilot of a train or any other person gives such call on 'Emergency' Telephone the ventilation operator should control the ventilation in tunnel as per the procedure given.

22.3 Handling Rail Disasters in a Lake, River, Sea etc. :

The Railways neither has the equipment (cranes operated from barges) nor trained manpower to extricate bodies from a train or coaches fallen down from a bridge on to a water body, viz lake, river or sea etc.

22.4 Assistance of NDRF and State Governments :

The Zonal Railway has to contact the respective NDRF Battalion for assistance; or if trained manpower alongwith equipment is available then even the resources of the State Government can be made use of.

Managing of Crowds

23.1. Guidelines by NDMA.

National Disaster Management Authority (NDMA) has issued a guide for administrators and organizers of events and venues for managing crowds in 2014. The scope of the guidelines involves study of past crowd disasters, framework for administrators to plan and manage events better, to provide practical guidelines to venue managers and event organizers etc.

23.2. Salient features of NDMA guidelines.

Important aspects of planning for events/places of mass gathering includes understanding the visitors, various stake holders and their needs, crowd management strategies, risk analysis and preparedness, information management and dissemination, safety and security measures, facilities and emergency planning, transportation and traffic management. One of the important points to be kept in mind is the demand and supply gaps. Depending on the type of event, venue and type of crowd expected proper signage have to be planned. Specific focus should be on fire, electrical and structural safety. NDMA has suggested the following guidelines on IncidenceResponse 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.

One of **the intelligent video analytics** to be incorporated in the Integrated Security System is related to signal for crowd density within station premises when it exceeds the prescribed limit. 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.

We should prescribe preventive protocols, when laid down footfalls defined separately for important stations become extraordinarily high, as during Melas or other exceptional situations. It may not be out of place to ban all commercial vending and parcel handling on such occasions.

It is important to press upon the District Magistrate (Dy. Commissioner) or the Civil Police (Senior Superintendent of Police) to give an approximate indication of the number of persons likely to reach Railway stations in the days when rush is expected. Even more important is the number of such 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 special trains. The OD flows of the passenger is 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; there are wide variations. Further the inward rush comes in a staggered and spaced interval; 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 so only direction wise. The District Administration has to regulate and control the

entry of more than this number beyond which (in 1-2 hourly slots) the Railway would be unable to evacuate.

23.4 Role of responsibility of Zonal Railways/Divisions :-

Depending upon the past experience Zonal Railways/divisions should identify events of mass gathering over their system. The events can be of periodic in nature or one time events where mass gathering of passengers is expected in the station which is beyond the normal capacity that can be handled at that station.

Concerned Zonal Railway/division should have a close coordination with the organizers and law enforcement agencies to understand crowd arrival and departure, their numbers for each such event. Railway administration should identify the threats, assess the risk and plan accordingly. Based on the past experience a coordinating officer should be nominated for better planning and execution of crowd management at the station. He should be designated as incident commander and shall be overall in charge of that particular station. He shall be assisted by staff drawn from the respective departments to discharge his/her functioning.

23.5 Crowd control and Management of rush at Railway Stations: -

Specific defined areas of jurisdiction for crowd control and duties assigned to GRP/RPF and the city Police needs to be placed on record much before the expected days of rush.

Close coordination has to be maintained between the 3 wings of security personnel:-

- i) Railway Protection Force,
- ii) Civil Police and
- iii) GRP with well defined areas of responsibilities.

The car and other vehicle parking facility at a station may be discontinued, sale of Platform Tickets can also be banned for short period of time. RPF and GRP personnel deployed on each platform will monitor crowds and rush build up in the circulating areas, booking windows, station platforms and mainly on the 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 who will advise the need for running of special trains to specified destination to the operating departments control room.

CHAPTER-24

TRAINING PREPAREDNESS FOR DISASTER MANAGEMENT

Intensified Inspections and precise training keep the working force in alert condition, which will prevent any eventuality of Disaster in the system. However trained manpower is an essential ingredient of any DM system, mere provision of sophisticated equipment without trained manpower is futile. For handling an unforeseen situation like managing a Disaster, training of all Railway personnel concerned is an inevitable input. To acquire necessary knowledge and skill, all relevant officials should be given periodic training regarding their duties and that of their department.

24.1 INSPECTIONS:

Regular Night Footplate Inspection, Ambush checks, Trolley inspections, Tower wagon inspections, Inspection of Bridges, RATs and night patrolling of tracks in the accident prone, vulnerable sections should be intensified to ensure alertness of the concerned staff to eliminate the chances of Disaster. Constant evaluation of the reports should be done converting it to Safety concern at Division level with information to HQ about action taken report for the purpose.

24.2 TRAINING :

24.2.1 Training should be conducted at the following three levels

i. Individual Training

- a.** For enhancing the skill of staff attached to ARMVs & 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 as Sr.DSOs are made responsible for collection of evidence, preservation of clues, joint reading and joint findings.
- 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 periodically conducted on DM Plan and Disaster preparedness.

iii. Joint Exercises: Full scale Disaster Management Mock Drill to be conducted as detailed in para 16.5.

24.3 Civil Engineering department:

24.3.1 Identification and retrofitment to major structures of Risk Zones:

3.28 million Kilometers land falls in moderate to high seismic risk Zones. Seismic retrofitment 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, highrise buildings & Telecom towers etc., which may be affected in disaster, shall be prepared for retrofitment. If not possible alternative arrangements shall be made and kept in readiness to establish communication facilities easily and quickly after the disaster.

24.3.2 Installation of Anemometers :

These are the devices used for measuring wind speed at specified height from the ground level. The anemometers should be installed by the Engineering Dept. at strategic stations along the East-Coast route.

24.3.2 Monitoring Quality of constructions:

Engineering department shall monitor the quality of new constructions and repairing works as per the technical guidelines of quality control for all vulnerable areas to natural disasters.

24.4 Mechanical Department:

Mechanical department shall keep ARTs SPART, ARMEs/ARMVs/ SPARMV always ready for ordering out at any time. 18 overaged tank wagons suitable for carrying drinking water should be identified and made available at VSKP, KUR & SBP (@ 6 x 3) for loading and movement of drinking water.

24.5 Safety Department:

Disaster Management essentially necessitates a state of preparedness under all circumstances and the efficacy of arrangements therein can be assessed only by conducting periodical full-scale mock drills. Safety Department should ensure regular practice through mock drills and review the calibration of equipments.

24.5.1 Objective of the full scale mock drill would be to:

- ii. Gauge the preparedness of DM system including detailed planning and keeping of all equipment in good fettle.
- iii. Integrate the operational response to measure overall performance and the exercise.
- iv. Measure performance with regard to accident restoration.
- v. On a Division, the first mock drill should be conducted within 03 months of issue of the Zonal DM Plan.
- vi. On a Division, the second mock drill should be conducted 03 months after the first one, in order to correct all shortcomings noticed during the first mock drill.
- vii. ***Each division will conduct mock drill once in a year.***
- viii. ***A full scale joint exercise mock drill with nearest NDRF and ODRAF shall be conducted once in every 2 years after the new DRM takes over.***
- ix. It should be conducted during the day and in a branch line section.
- x. 06 hrs traffic block shall be taken and the ARMV/ART run out to the accident site.
- xi. UCC and CAC should be set up and each department will post their functionaries in the Control Office as also in UCC and CAC.
- xii. All facilities should be provided in UCC and CAC by departments concerned.

24.5.2 During these full scale mock drill, following aspects shall be closely watched

- i. Turning out of ARMV/ART within the prescribed time.
- ii. Speed of the specials.
- iii. Assembly of staff.
- iv. Handling of HRDs, HREs and other rescue equipments in ART & ARMV.
- v. Logging of events.
- vi. Functioning of field telephones and communication network.
- vii. Functioning of generator sets, lighting equipments.
- viii. Preparedness of first-aiders and availability of medical equipment.
- ix. Preparedness of commercial department to mobilize adequate manpower.

On completion of the drill, a detailed report shall be prepared in detail. Evaluation of the report should be done for deficiencies noticed, corrective measures initiated and improvements required. A copy of the drill is to be sent to GM and CSO.

DISASTER COMMUNICATION MANAGEMENT

25.1 Introduction

Immediately after declaration of Disaster :

- i. Headquarter Central Control and JE/SSE(Sig)/HQ control will inform the CSTE, CSE and CCE at once.
- ii. JE/SSE(Sig)/HQ control (on duty) will also inform all open line S&T Headquarters officers.
- iii. SSTE/TM shall call for JE/SSE/Tele under his control and start operation of HQ control office at South Block.ECoR Sadan,Ground floor.
- iv. GM/Jt.GM/DyGM Railtel Corporation may be alerted.

Signal & Telecom Control is located at HQ Office, South Block, Rail Sadan, Bhubaneswar.

25.2 Mobilization Plan of Officers and Staff

- i. CSTE will immediately proceed to the site of the accident in HOD special. In case CSTE 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 CSTE proceed to the site of accident.
- ii. One JE(Tele), two TCM/WTM's and two Khalasis working under SSTE/TM shall accompany CSTE with One Satellite phones of HQ and one FAX machine and 4 Walkie-Talkie sets along with chargers in GM's special.
- iii. CCE will be in charge of communication at all the locations and monitor the situation from HQ control.
- iv. SSTE/Tele(HQ)/SSTE(TM) will be specifically responsible for communication at central control office. One Satellite phone will be made operational at Central Control Office.
- v. Due to severity of accident if HOD Special is not moving due to traffic interruption, HQ Maintenance team consists of SSTE/TM, JE/SE/Tele, two WTMs and two Khalasis shall move with items listed at (ii) by Road vehicle to be arranged by Dy.CSTE/HQ for this purpose.One mobile relief van case is being processed for telecom equipments.
- vi. For meeting contingencies of cash imprest and movement by road necessary drawal from stations earning can be made by the officer reaching at site for site and by Dy. CSTE/HQ for HQ requirement.
- vii. Sr. DSTE/DSTE of the affected division will carry the satellite phone, FAX cum printer, two 25W VHF sets along with antenna and battery and 10 numbers 5W walkie-talkie sets to the accident site. He will be accompanied with at least one JE/SSE(Tele) and two TCMs. Four more JE/SSE (Tele)/TCMs and one JE/SSEs(Sig) of the section will also go to the site of accident at the earliest.
- viii. DSTE of divisions will immediately come to the divisional control office and will ensure setting up of all communication facilities.

25.3 CENTRAL CONTROL COMMUNICATION ARRANGEMENTS :

The communication arrangements in central control office, Rail Sadan will be arranged by SSE/Tele/Exch under supervision of SSTE (TM)/ ASSE(Tele)

Central Control office at Ground Floor. South Block, Rail Sadan, Chandrasekharpur, Bhubaneswar

i. 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.)

Railway Accident Information-	-1072 (Toll Free)
State Emergency Operation Centre	-1070(Toll Free)
District Emergency Operation Centre	1077(Toll Free)
Police Staion	100 (Toll Free)
Fire station	101 (Toll Free)
Ambulance	108 (Toll Free)

Following Telephones shall be provided in Emergency Control:

S.No	BSNL Phone No.	Facility	Existing with	RAILWAY PHONE ALREADY AVAILABLE
1	0674-2303564	ISD/STD	CHC/Coaching	51160, 51066, 51168, 51664, 51662, 51660, 82017, 72866, 62389
2	0674-2300373	STD	CHC/Fr	
3	0674-2300325	Local	At central control	
4	51264(Rly)	FAX	ALREADY EXISTS	

(Responsibility: Primary-SSE/Tele/ Exch/HQ Rail Sadan ,
Standby-SSE/T/ HQ .)

The ISD facility at Zonal HQ Control and Divisional Control Offices has been provided in compliance to recommendation No.43(b) of High Level Committee on Disaster Management.

ii. Commercial Control

- ☞ Rly Tel. 51333,
- ☞ BSNL Tel No. 2303110, 8455885972
- ☞ FAX No. 50731 (Rly), 2302272(BSNL).

25.3.1 Railway Board (Dialing Code- MTNL/DOT – 011; RLY – 030)

i. Emergency Control/Punctuality R.No. 476/P

- ☞ 011-23388230 (STD) 43859 (Rly)
- ☞ 011-23388503 (MTNL-STD/FAX) 43600 (Rly), 43528 (Rly),
32636 (Rly)

ii. Safety Cell R.No. 476 K

- ☞ 23382638 (MTNL-STD/FAX) 43399 (Rly), 41550, 41551 (Rly)

(Responsibility: Primary-SSE(Tele)/Exchange/Rly.Board Standby-JE/I & II(Tele)/ Exchange/
Rly.Board)

25.3.2 COMMUNICATION ARRANGEMENT IN DIVISION :

25.3.1.1 Communication arrangement in KUR division.

i. Control Conference room

Rly : 72819, 72818 Inter-Com : 798, BSNL : 0674-24392374, FAX-72347(Rly)
06742372347.

Dy. Control : BSNL: 0674-2492374 (with ISD facility), Rly : 72452, Intercome-795, CHC
72360, 72466(Rly), CUG-8455887938.

ii. Commercial Control

Rly : 72334, Inter-Com: 724 BSNL : 0674-2490670, CUG-8455887999. **1072**;
Accident Cell : 72563 (Safety section, Sr. DSO office)

- (Responsibility: Primary-JE/Exchange/Indoor/KUR Standby-SSE/SE/ Exchange/ KUR)
- 25.3.1.2 Communication arrangement in SBP division**
- i. Control Conference room**
- Rly : 62401; Inter-Com - 669 ; BSNL : 0663-2520926 (with ISD facility), 0663-2401913 (Dy Chief controller), 06632401908, CUG-8455886938. Rly-62315,6247 Intercom-668.
- ii. Commercial Control**
- Rly : 62332 Intercom-629 BSNL :06632533037,2521091, 2521191,CUG-08555886999. **1072;**
- (Responsibility: Primary-JE/Exchange/Indoor/SBP, Standby-SSE/SE/ Exchange/ SBP) FAX-06632400093.
- 25.3.1.3 Communication arrangement in WAT division**
- i. Control Conference room**
- Rly : 83096,82088,82089.
- BSNL : 0891-2746266 (conference), 08912746255(Emergency)
- ii. Commercial Control**
- Rly : 82415 BSNL : 0891-2748641, CUG-08978080999 **1072;**
- (Responsibility: Primary - JE/Exchange/Indoor/WAT, Standby- SSE/SE/Exchange/WAT)
- 25.3.1.4 Location of 1072 Nos. over ECoR**
- Specific DOT number for Railway Accident – Information (Railway Emergency Services – Allotment of 4 digit number ‘**1072**’ in compliance to recommendation No.43(b) of High Level Committee on Disaster Management has been installed at Khurda Road, Berhampur, Cuttack, Bhadrak, Puri, Sambalpur, Waltair, Jagdalpur, Rayagada locations..
- 25.3.1.5 Satellite Phones provided over East Coast Railway**
- Available at Annexure – 03.
- 25.3.1.6 Help Line Booths at Important Stations**
- Help Line booths are to be opened at all the important stations enroute of the affected train. 2 BSNL phones should be identified and kept pre-wired to the Help Line booths so that same can be energized in shortest time. (SSE/SE/JE(Tele) of respective division). 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. FAX machine should also be provided at nearby location.
- Sr.DSO/DSO and On duty Station Master is authorized to hire 10 cell phones on spot in compliance to recommendation No.(44) of High Level Committee on Disaster Management and DOP Srl.No. 13(b). Total cell phones hired by all officials shall not exceed 10 in total per accident.*
- As per Rly. Bd's letter 2004/Tele/TN/2 dt.29.06.2006;, 4 nos of mobile cell phone to be kept by Sr.DSTE at location, preferably of different service providers.*

25.4 COMMUNICATION ARRANGEMENTS AT ACCIDENT SITE

25.4.1 Site Control Office

- i. The Engineering Department shall set up a control office in a waterproof tent. A prominently visible “**UNIFIED COMMAND CENTRE**” banner shall be displayed on the tent and shall provide sufficient number of tables and chairs for keeping the communication equipments.
- ii. Arrangement for 220V, 5KVA stabilized power supply shall be made by Electrical department for the communications equipment. In the railway control office, satellite phone with the FAX machine shall be installed for providing communication between the accident site, divisional control office and the emergency control office at Chandrasakherpur.
- iii. 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.
- iv. 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. Telecom staff will man the telephone facility for the public.

Note : All 3 control office at site shall be opened only for passenger train accident otherwise only (b) shall be opened.

- v. Each of Site Control Office will be provided with FAX, Control phone, one BSNL phones and Two Railway phone (subject to technical feasibility). Where BSNL phone are not available, satellite phone will be provided.
- vi. One FAX Machine and at least two telephones (one BSNL & one Railway) should be kept free in **EACH** of the Site Control Office to receive only **INCOMING** calls.

25.4.2 BSNL/Railway Telephones

- i. 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.
- ii. In RE area emergency sockets will be utilized for extending the communication to the accident site and in non-RE area where 6 Quad cable is available the same will be utilized for providing the communication.

25.4.3 Satellite Phones

- i. 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 these equipments in good fettle. Whenever any serious accident takes place, the nominated supervisor will rush these equipments to accident site and make these functional at the earliest.
- ii. 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.
- iii. 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 ‘**Lap Top**’ carried by **the**

- DRM.** All S&T officers & Telecom Supervisors attending accident site shall be able to operate satellite phones independently.
- iv. HQ telecom control has to be informed regarding inter divisional movements and telephone numbers installed at site.

25.4.4 Dialling Procedure for Satellite Phone:

Dialling International Access Code (00) followed by Country Code (91) then area code (i.e. City Code e.g. 674 for Bhubaneswar) and finally the subscriber number of the wanted subscriber.

Responsibility: Primary: SSE/SE(Tele), Stand by: JE(Tele), DSTE/ASTE to ensure that staff specially trained and nominated to operate Satellite phones are deputed.

- 25.5 **Movement Plan of Satellite Phone** :In case of an accident on any division, two satellite phones kept with SSTE/TM shall be moved to accident site. One additional Satellite Phones of adjacent divisions should also be as per plan given below.

SN	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).

25.6 Wireless Communication

25.6.1 Walkie - Talkie Sets

- 30 Nos. of 5 Watt hand-held walkie-talkie sets are kept in ARTs in compliance to recommendation No. (96) of High Level Committee on Disaster Management.** Walkie-talkie sets shall be mobilized at the accident site under the charge of a telecom supervisor who shall be responsible for issuing these sets to different supervisors and officers.
- 10 Nos. 5 Watt walkie-talkie sets has been kept in each ARME. S&T staff will carry 10 No. sets to the site of the accident. Sr. DSTE shall keep 20 sets as reserve in the divisional headquarters office so that these walkie-talkie sets could be taken to the accident site, if required.
- The charging facility for the walkie-talkie sets shall be provided in the ART/ARME so that these sets are kept in fully charged condition at all the times. It must also be ensured

that sufficient spare batteries are made available at the site in fully charged condition for changing the working batteries.

25.6.2 25 Watt V.H.F. Sets

- i. V.H.F. communication shall be set up at the site using 25 watt set with battery back up. Another 25 Watt V.H.F. set shall be carried to site mounted on a road vehicle to facilitate communication with nearby hospitals, where injured passengers are admitted. The road vehicle will be nominated by DRM. One SE/JE(Tele)/TCM shall also accompany the road vehicle.
- ii. **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.**

25.6.3 Public Address System and Mega Mikes

- i. 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.
- ii. In addition, mega mikes available in accident relief train will also be utilized. P.A. systems & mega mikes shall be under charge of the nominated supervisor.

25.7 Staff to be deployed at the Site

A roaster shall be prepared by Sr. DSTE for the staff to proceed to the site of accident for operating nominated equipments. Standby staff shall also be notified. Arrangements of Road Vehicles to proceed to accident site, indicating alternative vehicles as well, shall be notified. Arrangements of vehicle drivers shall also be notified.

25.8 Duties of Railway Officers at the time of accident:

CCE shall be in charge of all communication arrangements at all locations. Dy.CSTE/HQ/SSTE/HQ shall be responsible for making necessary arrangements in Emergency Control Office at South Block, ECoR Sadan.

HQ Telecom control shall monitor installation of various telecom gadgets at site.

SE/JE/Sig./HQ in shift duty shall inform CSTE, CCE, CSE, Dy. CSTE(HQ), SSTE/T, SSTE/Sig, ASTE/Tele, SSTE/TM and shall arrange the S&T vehicle on emergency duty in HQ control office to the residence of the officers deputed for emergency control duty so that these officers can reach the emergency control room within 15 – 20 minutes on the first information.

Simultaneously CSTE/C and Dy.CSTE/C 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 CSTE.

25.9 HIRING OF PRIVATE TV CHANNELS:- Hiring of private TV channels for transmission, video conference during accident & disaster may be followed as done for video linking in case of Railway functions. Alternatively, webcast on Railway website can be arranged by concerned Departments.

“ SUFFICIENT MOCK DRILLS SHALL BE CARRIED OUT TO ENSURE SMOOTH OPERATION WHEN REQUIRED ”

CHAPTER-26

Assistance from NON- RAILWAY RESOURCES

Important Telephone Numbers of NDMA

S.No.	Name & Designation	Office Phone No.	Mobile	Email ID
1.	Secretary,	011-26701710	---	secretary@ndma.gov.in
2.	Joint	011-26701780	---	jsadm@ndma.gov.in

	Secretary(Admn)			b.pradhan@nic.in
3.	Joint Adviser	011-26701743	---	narshad@ndma.gov.in
4.	Control Room	011-26701728 011-1078 011-26701729(Fax)	controlroom@ndma.gov.in , ndmacontrolroom@gmail.com , 09868891801, 09868101885	

NDRF HEADQUARTERS

NDRF Battalions:

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

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

S.No.	Div.	COMDT NDRF Bn	LOCATION	MOB. NO.	TEL NO.	FAX NO./Email
1.	KUR & SBP	Commandant 3rd Bn NDRF	Mundali, Cuttack, Odisha, Pin- 754013	09439103170, 09437964571	0671-2879711(control) 09437581614(Control) 0671-2879710 (O)	Ori03-ndrf@nic.in
2.	WAT	Commandant 10th Bn NDRF	ANU Campus , Nagarjuna Nagar Guntur (AP) Pin-522510	09419217790	0863-2293178 (O) 08632293178 (FAX), 0863-2293050(Control) 08333068559 (control)	Ap10ndrf@nic.in

TELEPHONE NOS OF MEDICAL / DOCTORS & DETAILS OF FACILITIES AVAILABLE (STATION-WISE)

(Details of local Resources)

DIVISION : KHURDA ROAD

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
	1	2	3	4	5	6	7	8	9	10
1	RLJC 845589189 2	Railway Health Unit,BHC & Dist. Govt.	5km & 9km	r.R.C Mohanty, G.Pattnaik	0678425 0220, CDMO, 94999430	Pathoiology, OPD 400 Beds	108 & 789408045 5	BHC, 06784251817	BHC, M.ROUT, 9437018644	OC,GRP, K.BARIK 9438079803
2	BHC 845588990 0	Railway Health Unit & Dst Govt	400 mts & 4km	r.R.C Mohanty, G.Pattnaik	0678425 0220, CDMO, 94999430	Pathoiology, OPD 400 Beds	108 & 789408045 5	BHC, 06784251817	BHC, M.ROUT, 9437018644	OC,GRP, K.BARIK 9438079803
		Railway				Pathoiology				OC,GRP,

3	BUDR 845588990 1	Health Unit,BHC & Dst Govt	10 Km, 6 Km	r.R.C Mohanty, G.Pattnaik	0678425 0220, CDMO, 94999430	, OPD 400 Beds	108 & 789408045 5	BHC, 06784251817	BHC, M.ROUT 9437018644	K.BARIK 9438079803
4	KED 8455889902	New Govt. PHC	1 Km	Dr.S.PATTN AIK, 8763774720	02	OPD	108	BHC, 06784251817	KED P.S. 9439551572	OC,GRP K.BARIK 9438079803
5	MZZ, 845588990 3	New Govt. PHC, MZZ	1 Km	Dr.D.PATI, 97778909 89	02	OPD	108	BHC, 06784251817	MZZ, P.S. 0678423113 4	OC,GRP, K.BARIK 943807980 3
		Nearest Fire station contact nos.	Name& Contact nos. of NGO/ Volunteer Organizati on, 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
		11	12	13	14	15	16	17	18	19
1	RLJC 845589189 2	BHC, 101 & 0678423144 4	ASIANA, 94370004 89	BHC, 15 Volunte ers	BHC	R.K.AGENCY ,9 439900988	RANJAN DAS, 9438634977	BHC, 0678424054 5, SARAT KU DAS	L.N.MISHRA, 9437061000	P.A to Collector
2	BHC 845588990 0	BHC, 101 & 0678423144 4	ASIANA, 943700048 9	BHC, 15 Volunteers	BHC	R.K.AGENC Y,9 439900988	RANJAN DAS, 9438634977	BHC, 06784240545, SARAT KU DAS	L.N.MISHRA, 9437061000	P.A to Collector
3	BUDR 845588990 1	BHC, 101 & 0678423144 4	ASIANA, 943700048 9	BHC, 15 Volunteers	BHC	R.K.AGENC Y,9 439900988	RANJAN DAS, 9438634977	BHC, 06784240545, SARAT KU DAS	L.N.MISHRA, 9437061000	P.A to Collector
4	KED 845588990 2	BHC, 101 & 0678423144 4	ASIANA, 943700048 9	BHC, 15 Volunteers	BHC	R.K.AGENC Y,9 439900988	RANJAN DAS, 9438634977	B.M.Chowdury 9861205118	L.N.MISHRA, 9437061000	DO
5	MZZ, 845588990 3	6786230343	ASIANA, 943700048 9	BHC, 15 Volunteers	-	-		BHANDARI POKHARI, 06786232932	L.N.MISHRA, 9437061000	DO

S. No	Name of station & CUG of station	Name of near by Hospital/ Nursing home	Distanc e from station	Name of Doctors	Telephone / mobile no. of hospitals/ nursing home/ doctors	Facility available in hospital/ nursing home & beds	Ambul ance contact numbe rs	Telephone of nearest blood bank with capacity	Nearest Police Station & Contact nos.of Incharge	Contact nos.of Paramilitar y forces
	1	2	3	4	5	6	7	8	9	10
6	BTV, 8455889904	Barundei New Govt. PHC	1.5 Km	Dr.H.KU MAR, 889577 6730	067262411 68	OPD 02 Beds	108	JKR	KORAI, 06726265 035	OC, GRP K.BARIK 943807980 3
7	KRIH, 8455889905	CHC	1 Km	Dr.S.K.P RUSTY,9 43999 2435	067262650 77	OPD 06BEDS	108	JKR	KORAI, 06726265 035	OC,GRP, K.BARIK 943807980 3
8	JKR,	CHC,JKR	1.4 Km	Dr.A.K	947212924	30 BEDS, PATHOLOG Y, MINOR	108,	100 Units	JKR, S.K.MISHR	OC/RPF 845588770

	8455889906			AR, DR.B.K. DAS,	993853646 9	OT, X-RAY, BLOOD BANK	067262202 02		A, 94372594 61	7, OC/GRP,912 4 468714
9	JKPR 8455889907	Danagadi	7 Km	N A	943999256 1	40 Beds	108	Jajpur 067282251 77 500 units Jajpur Road 100 units	Kalinga nagar 993725335 5	OCRPF, JJKR 845588770 7 GRP,JJKR 943725946 1
10	SKND 8455890924 8455891870	Danagadi	4 KM	NA	943999256 1	40 Beds	108	Jajpur 067282251 77 500 units Jajpur Road 100 units	Kalinga nagar 993725335 5	OCRPF, JJKR 845588770 7 GRP,JJKR 943725946 1
		Nearest Fire station contact nos.	Name& Contact nos. of NGO/ Volunte er Organiz ation, includin g 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&Cont act nos.of Tahasil & Tahasildar	Name& Contact nos. of District & District Collector	Mobile no. of any one related to DM
		11	12	13	14	15	16	17	18	19
6	BTV, 8455889904	67262 41101	-	-	JJKR	-	-	JJKR, 943812755	A.MALLIK, 9437031784	P.A to Collector, 9437297722
7	KRIH, 8455889905	DO	-	-	JJKR	-	-	JJKR, 943812755	A.MALLIK, 9437031784	P.A to Collector, 9437297722
8	JJKR, 8455889906	JJKR, 067262204 44, & 101	NATION AL INSTITU TE FOR SOCIAL WELFA RE, 9338466 222	10 VOLUNT EERS AT ANY TIME	JJKR, 067262200 10, 943804241 5	9861107283 , K.MOHANTY TRANSPORT AGENCY	S.NAYAK, 9437227826	JJKR, 943812755	A.MALLIK 9437031784	P.A to Collector, 9437297722
9	JKPR 8455889907	Danagadi 067262142 11	Nagpal Institute for Social Welfare 9338946 622	10 Trained staff	JJKR, 067262200 10, 943804241 5	9861107283 , K.MOHANTY TRANSPORT AGENCY	S.NAYAK, 9437227826	Danagadi. G.P.Parida 06726223308	S.K.Mallick 9437078100	9437297722
10	SKND 8455890924	Danagadi 067262142 11	Nagpal Institute for Social Welfare 9338946 622	10 Trained staff	JJKR, 067262200 10, 943804241 5	9861107283 , K.MOHANTY TRANSPORT AGENCY	S.NAYAK, 9437227826	Danagadi. G.P.Parida 06726223308	S.K.Mallick 9437078100	9437297722

S. No	Name of station & CUG of station	Name of near by Hospital/	Distance from station	Name of Doctors	Telephone/ mobile no. of	Facility available in hospital/ nursing	Ambulanc e contact numbers	Telephone of nearest blood bank	Nearest Police Station &	Contact nos.of Paramilita
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		Nursing home			hospitals/ nursing home/ doctors	home & beds		with capacity	Contact nos.of Incharge	ry forces
	1	2	3	4	5	6	7	8	9	10
11	BGPL 8455890925	Danagadi	18 Km	NA	9439992561	40 Beds	108	Jajpur 06728225177 500 units Jajpur Road 100 units Jajpur 06728225177 500 units Jajpur Road 100 units	Kalinganagar 9937253355	OC, RPF, KDJR
12	TMKA 8455891872	Gobardanpur	8 Km	NA	9437527114	10 Beds	108	Jajpur 06728225177 500 units Jajpur Road 100 units	TOMKA 8455887708	OC, RPF, KDJR
13	TGRL 8455891874	Harichandanpur	40 Km	NA	9439986357	20 Beds	108	NA	Daitari 06726248830	OC, RPF, KDJR
14	SGDP 8455891875	Harichandanpur	25 Km	NA	9439986357	20 Beds	108	NA	HCNR	OC, RPF, KDJR
15	CLDR 8455891876	HCNR	16 Km	NA	06733224088	NA	NA	KDJR 06766254380	HCNR	NA
		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
		11	12	13	14	15	16	17	18	19
11	BGPL 8455890925	Danagadi 06726214211	Nagpal Institute for Social Welfare 9338946622	10 Trained staff	JKR, 06726220010, 9438042415	9861107283, K.MOHANTY TRANSPORT AGENCY	S.NAYAK, 9437227826	Danagadi. G.P.Parida 06726223308	S.K.Mallick 9437078100	9437297722
12	TMKA 8455891872	Sukinda 06726244762	Nagpal Institute for Social Welfare 9338946622	10 Trained staff	JKR, 06726220010, 9438042415	9861107283, K.MOHANTY TRANSPORT AGENCY	S.NAYAK, 9437227826	Danagadi. G.P.Parida 06726223308	S.K.Mallick 9437078100	9437297722
13	TGRL 8455891874	Anandapur 06731240256	Anchlik Vikash Samiti, Ghatagaon	NA	NA	NA	NA	M.Choudhuri, Anandpur. 06731221388	NST Naygarh 06766255482	06766255401
14	SGDP 8455891875	Ghatagaon 06733223395	Anchlik Vikash Samiti, Ghatagaon	NA	NA	NA	NA	M.Choudhuri, Anandpur. 06731221388	NST Naygarh 06766255482	06766255401
15	CLDR 8455891876	Chitgaon 06733221395	NA	NA	NA	NA	NA	KDJR	T.Naik	255482

S.	Name of	Name of near	Distance		Telephon e/ mobile	Facility available	Ambulanc	Telephone of nearest blood	Nearest Police	Contact
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No	station & CUG of station	by Hospital/ Nursing home	from station	Name of Doctors	no. of hospitals/ nursing home/ doctors	in hospital/ nursing home & beds	e contact numbers	bank with capacity	Station & Contact nos.of Incharge	nos.of Paramilitary forces
	1	2	3	4	5	6	7	8	9	10
16	HCNR 8455891877	HCNR	4 Km	NA	06733221209	NA	NA	KDJR 06766254380	HCNR 06766224023	NA
17	NKW 8455891878	Ghatgaon	15 Km	NA	06733221209	NA	NA	KDJR 06766254380	Dhinkikot	NA
18	STBJ 8455891879	Ghatgaon	30 Km	NA	06766253166	NA	NA	KDJR 06766254380	Dhinkikot	NA
19	BSTP 8455891880	Railway Health Unit,KDJR	30 Km	NA	06766253166	NA	NA	KDJR 06766254380	Pandapada 06766260580	NA
20	NANR 8455891881	Railway Health Unit,KDJR	11 Km	NA	06766253166	NA	NA	KDJR 06766254380	KDJR 06766255423	NA
		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
		11	12	13	14	15	16	17	18	19
16	HCNR 8455891877	Chitgaon 06733221395	NA	NA	NA	NA		KDJR	T.Naik	255482
17	NKW 8455891878	Chitgaon 06733221395	NA	NA	NA	NA		KDJR	T.Naik	255482
18	STBJ 8455891879	Chitgaon 06733221395	NA	NA	NA	NA	NA	KDJR	T.Naik	255482
19	BSTP 8455891880	KDJR 0676625501	NA	NA	NA	NA	NA	KDJR	T.Naik	255482
20	NANR 8455891881	KDJR 0676625501	NA	NA	NA	NA	NA	KDJR	T.Naik	255482

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
	1	2	3	4	5	6	7	8	9	10
21	KDJR 8455891882	Railway Health Unit,KDJR	7 Km	NA	06766253166	NA	NA	KDJR 06766254380	KDJR 06766255423	NA
22	GADH 8455891883	Padmpur	5 Km	NA	06766231823	NA	NA	KDJR 06766254380	Railkan 06766231268	NA

23	PRNR 8455891884	Jampura	11 Km	NA	06766235624	NA	NA	KDJR 06766254380	Railkan 06766231268	NA
24	NYG 8455890929	Jampura	16 Km	NA	06766235624	NA	NA	KDJR 06766254380	Bambori 9437084694	NA
25	JEN 8455889908	Jenapur	1 Km	S.Acharya	9439993101	08 Beds	108	Jajpur 06728225177 500 units	Jenapur 067262211066	OC,RPF,JJKR 8488887707 GRP,JJKR 9437259461
		Nearest Fire station contact nos.	Name& Contact nos. of NGO/ Volunteer Organizati on, 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&Conta ct nos.of Tahasil & Tahasildar	Name& Contact nos. of District & District Collector	Mobile no. of any one related to DM
		11	12	13	14	15	16	17	18	19
21	KDJR 8455891882	KDJR 0676625501	NA	NA	NA	NA	NA	KDJR	T.Naik	255482
22	GADH 8455891883	Raisaon 06766235112	NA	NA	NA	NA	NA	KDJR	T.Naik	255482
23	PRNR 8455891884	Raisaon 06766235112	NA	NA	NA	NA	NA	KDJR	T.Naik	255482
24	NYG 8455890929	Jhumpura 06766235112	NA	NA	NA	NA	NA	KDJR	T.Naik	255482
25	JEN 8455889908	Jajpur Road 0672622601	Nagpal Institute for Social Welfare 9338946622	Trained staff for Rehabilitati on work	NA	NA	9437227826	Dharmasala	Satya Ku Mallik 9437078100	9437297722

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
	1	2	3	4	5	6	7	8	9	10
26	NGMP 8455889909	Garamadhapur	3 Km	NA	NA	8 Beds	108	Jajpur 06728225177 500 units	Jenapur 067262211066	OC,RPF,JJKR 8488887707 GRP,JJKR 9437259461
27	HDS 8455889910	Bdharma Sala CHC AROA	5 K.M, 10K.M	DR. C.M MISHRA	06725- 283379 94371- 63046	ALL TYPES OF MEDICAL TREAT MENT AVAILA BLE	108	0671- 2902258	BADACHNA P/S	NILL
28	DNM 8455889911	Badachana PSC	10 K.M	DR.N NAIK	9439998027	All types of medical treatm ent availab	108	0671- 2902258	Badachana P.S	NILL

						le				
29	BRTG 845588991 2	Badachana PSC	10 K.M	DR.N NAIK	943999802 7	All types of medical treatment available	108	0671-2902258	Badachana P.S	NILL
30	BYG 845588991 3	Badachana PSC	10 K.M	DR.N NAIK	943999802 7	All types of medical treatment available	108	0671-2902258	Badachana P.S	NILL
		11	12	13	14	15	16	17	18	19
26	NGMP 845588990 9	Chandikhole 23OL 06725220 101	Nagpal Institute for Social Welfare 9338946 622	Trained staff for Rehabilitation work	NA	NA	943722782 6	Dharmasala	Satya Ku Mallik 9437078100	9437297722
27	HDS 845588991 0	Chandikhole Fire Station 101	NIL	NIL	NILL	NILL	NILL	A.K BISWAL	06725-220222	S.K. MALIK 06728-222001
28	DNM 845588991 1	Chandikhole Fire Station 101	NIL	NIL	NILL	NILL	NILL	A.K BISWAL	06725-220222	S.K. MALIK 06728-222001
29	BRTG 845588991 2	Chandikhole Fire Station 101	NIL	NIL	NILL	NILL	NILL	A.K BISWAL	06725-220222	S.K. MALIK 06728-222001
30	BYG 845588991 3	Chandikhole Fire Station 101	NIL	NIL	NILL	NIL	NIL	A.K BISWAL	06725-220222	S.K. MALIK 06728-222001

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
	1	2	3	4	5	6	7	8	9	10
31	KIS 845588990 4	Tangi PSC	1/2 KM	NIL	NIL	All types of medical treatment available	108	0671-2902258	Jagatpur P.S	NIL
32	NRG 845588991 5	Tangi PSC	1/2 KM	NIL	NIL	All types of medical treatment available	108	0671-2902258	Jagatpur P.S	NIL

33	KNPR 8455889916	Railway Health Unit, CTC & Sadguru Narsing Home	05 Km & 02 Km	Dr SASMITA MOHANTY	622491626, 720509611	All types of medical treatment available	108	0671-2902258	Jagatpur P.S	NIL
34	CTC 8455889917	Rly Health Unit & SCB MEDICAL	04KM	GOVT HOSPITAL	6712414499	All types of medical treatment available	108		MALGODAN P.S	
35	SQQ 8455889946	Tangi PSC, Bhagatpur PSC & ESI Hospital Choudwar	8K.M, 3K.M, 18K.M	NIL	NIL	All types of medical treatment available	108	0671-2302258/2305643	TANGI P.S	NIL
		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 act nos.of Tahasil & Tahasildar	Name& Contact nos. of District & District Collector	Mobile no. of any one related to DM
		11	12	13	14	15	16	17	18	19
31	KIS 8455889904	Chauliaganj 06732943381	NIL	NIL	NIL	NIL	NIL	N.K DAS 0671-2491742	0671-2508100	9861437181
32	NRG 8455889915	Chauliaganj 06732943381	NIL	NIL	NIL	NIL	NIL	N.K DAS 0671-2491742	0671-2508100	9861437181
33	KNPR 8455889916	Chauliaganj 06732943381	NIL	NIL	NIL	NIL	NIL	N.K DAS 0671-2491742	0671-2508100	9861437181
34	CTC 8455889917	Chauliaganj 06732943381			BADAMBA DI 06712312995				6712508100	9861437381
35	SQQ 8455889946	Choudwar Fire Station 101	NIL	NIL	NILL	NILL	NILL	NARENDRA KUMAR DAS 0671-2491742	0671-2508100	9861437181

S. No	Name of station & CUG of station	Name of nearest 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
	1	2	3	4	5	6	7	8	9	10
36	CBT 8455889	ESI Hospital Choudwar	4 Km	NIL	NIL	All types of medical	108	0671-2302258/	CHOUWAR	NIL

	947					treatment available		2305643	P.S	
37	GJTA 8455889 948	ESI Hospital Choudwar	12 Km	NIL	NIL	All types of medical treatment available	108	0671-2302258/ 2305643	BALI P.S	NIL
38	MZY 8455889 949	Khuntini CSPT ,PHC & Pvt. Nursing Home, Khuntini	2 Km & 3 Km	Dr. A. SAHOO, Dr. S.K.BHOLO	7540995859, 9437122030, 9937378059	4.BEDS & 10 BEDS	108 & 102	S.C.B, CTC	Khuntini P.S, 9437094510	N.A
39	RJGR 8455889 950	Khuntini CSPT ,PHC & Pvt. Nursing Home, Khuntini	2 Km & 3 Km	Dr. A. SAHOO, Dr. S.K.BHOLO	7540995859, 9437122030, 9937378059	4.BEDS & 10 BEDS	108 & 102	S.C.B, CTC	Khuntini P.S, 9437094510	N.A
40	JRZ 8455889 951	DNKL HQ Hospital	9 Km	S.K.Das	9439981081, & 06762226423	176 Beds	108	06762221388 100 units	OIC, Gaindapur 9937636368	NA
		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
		11	12	13	14	15	16	17	18	19
36	CBT 84558899 47	Choudwar Fire Station 101	NIL	NIL	NILL	NILL	NIL	NARENDRA KUMAR DAS 0671-2491742	0671-2508100	9861437181
37	GJTA 84558899 48	Choudwar Fire Station 101	NIL	NIL	NILL	NILL	NIL	NILL	0671-2508100	9861437181
38	MZY 84558899 49	ATHAGARGH,14 KM, 06723220233	NGO - NIL, Red Cross, ATHAGARH, GOVT, HOSPITAL		NA	J&J ASSOCIATE, 99 37708725,94 38287525	9438287525	ATHAGARGH, U.K. RAJ, 9692480753	N.C. MISHRA, 9437900002	OFFICE. 06712508100, R ES-06712301001, MOB, 9437445146
39	RJGR 84558899 50	ATHAGARGH,14 KM, 06723220233	NGO - NIL, Red Cross, ATHAGARH, GOVT, HOSPITAL		NA	J&J ASSOCIATE, 99 37708725,94 38287525	9438287525	ATHAGARGH, U.K. RAJ, 9692480753	N.C. MISHRA, 9437900002	OFFICE. 06712508100, R ES-06712301001, MOB, 9437445146
40	JRZ 84558899 51	DNKL,101 & 06762226501	Na	NA	NA	Maa Jenabadi Road ways 9937683717	NA	Satrughn 9437590473	Rupa Mishra 9439773964	Ashima Pattnaik

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
	1	2	3	4	5	6	7	8	9	10
41	DNKL 8455889 952	Dist, Medical, DNKL	2.5 Km	Dr.S.K. DAS	9439981081, & 06762226423	All types of medical facility available	108,102	DNKL, HOSPITAL, BLOOD BANK,06762221388,2.5 KMCAPACITY,5.00UNIT	DNKL P.S, IIC TOWN P.S, P.K. PRADHAN, 9437153033, & 06762-226593	12 ODISHA, BN,NCC,MAN HISAPAT,DNKL,COI,H.R.S IND E,0676222333 (O)
42	SSPR 8455889 953	Dist, Medical, DNKL	2.5 Km	Dr.S.K. DAS	9439981081, & 06762226423	All types of medical facility available	108,102	DNKL, HOSPITAL, BLOOD BANK,06762221388,2.5 KMCAPACITY,5.00UNIT	DNKL P.S, IIC TOWN P.S, P.K. PRADHAN, 9437153033, & 06762-226593	12 ODISHA, BN,NCC,MAN HISAPAT,DNKL,COI,H.R.S IND E,0676222333 (O)
43	HND 8455889 954	Community Health Centre (ODAPODA)	1.5 Km	A.ROUL	9439981086	10 BEDS	102	NIL	Motanga Police Station, HNDL, 06732256077, J.K.SAHOO, 943710667	NIL
44	MRDL 8455889 955	Govt.Hospt. MRDL Dr.Neelamani clinic	0.5 Km	Dr.D.R. Behera & Dr.Neelamani Dhal	9437277591 06732258039	Govt.Hospital Out door & Indoor 10 beds Dhal Clinic Primary Treatment	-	-	Motanga Police Station 06732258047 OIC J.Sahoo 9437106667	-
45	BDPK 8455889 956	Corporate Hospital	6 Km	Dr.T.S SAHOO	06764229629	20 Beds	108, 9178688260	06764230880	BANARPAL,PS, S,MALLICK, 0674229260	NIL
		Nearest Fire station contact nos.	Name& Contact nos. of NGO/ Volunteer Organization,	Size of NGO & facility related to	Nearest Bus depots, Contact nos. of Manager	Contact nos. of Major Transport Agencies	Contact nos. of Agency of Earth Moving Equipment	Name&Contact nos.of Tahasil & Tahasildar	Name& Contact nos. of District & District Collector	Mobile no. of any one related to DM

			including Red Cross.	Disaster			suppliers			
		11	12	13	14	15	16	17	18	19
41	DNKL 8455889 952	DNKL,101 & 06762226501	NGO,KALI NG EYE HOSPITAL K.M,05,S.K AR,9 0400306 36	N.PARI DA , 94373 60189	DNKL BUS STAND, 5 KM 993713 0100 S.S.SHAR MA	ARNNAPUR N A FREIGHT CARRIER,AK A RSHNA SIHAA,DNKL, 9 43754781 2	AS PER ITEM NO 15.A	S,KA R, 943759 0473	DM,K.SAHO O, 9439773964	ADM, MR. A. PATTNAIK, 9439263 655
42	SSPR 8455889 953	DNKL,101 & 06762226501	NGO,KALI NG EYE HOSPITAL K.M,05,S.K AR,9 0400306 36	N.PARI DA , 94373 60189	DNKL BUS STAND, 5 KM 993713 0100 S.S.SHAR MA	ARNNAPUR N A FREIGHT CARRIER,AK A RSHNA SIHAA,DNKL, 9 43754781 2	AS PER ITEM NO 15.A	S,KA R, 943759 0473	DM,K.SAHO O, 9439773964	ADM, MR. A. PATTNAIK, 9439263 655
43	HND 8455889 954	HNDOL, S.S.SING, 943814158	NIL	N IL	NIL	NIL	NIL	LOPAM UDRA MOHANT Y, ODAPOD A, 94371081 76	RUPA ROSAN SAHOO DNKL, 9439773964	RUPA ROSAN SAHOO DNKL, 94397739 64
44	MRDL 8455889 955	Odapada Fire Station 0673225602 2 Incharge 9438141458	-0	-	-	-	-	-	-	
45	BDPK 8455889 956	BDPK, BANARPAL, 101	Rural Institute of Child Welfare and Human Developme nt	SMALL	BANARPA L	ANGUL	BANARPAL ,S.M OHANTY	A.K.SAMA L, 06764,23 0567	S.C.SETHY, 9437247757	NIL

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
	1	2	3	4	5	6	7	8	9	10
46	TLHD 8455889 59	Banarpal	6 Km	Dr.T.SAH OO	06764229629	20 Beds	108, 9178688260	ANGUL, 06764230880	ANARAPAL,S . MALLICK, 067422926	NIL

									0	
47	TLHR 84558899 57	Railway Health Unit & N.S.C Hospital	7 Km	P.C. PATRA	06760269183	CASUALTY & EMERGENC Y FACILITY	108	RED CROSS B/BANK, 9439123301	COLLIARY P.S 943757696 9	NIL
48	TLSB 84558899 20	Nehru Shatabdi Hospital	2 Km	A.N.BEHE HA	269185	TYPES OF FACILITY AVAILABLE	NIL	RED CROSS , ANGL, 9437414388	COLLIARY P.S 2402758	NIL
49	ANGL 84558899 60	Govt, Hospital, ANGL	3 Km	Dr.B.SAH OO, 9439981 331	ALL FACILITY	NIL	108	ANGL, 0674 230880	ANGL, TOWN THANA, 06764- 230444	NIL
50	RQP, 84558918 69	Khuntuni Govt, Hospital	3 Km	Dr.A.Saho o,	7540995859	NIL	108	_____	KHUNTUNI ,PS,MOB, 943709451 0	_____
		Nearest Fire station contact nos.	Name& Contact nos. of NGO/ Volunteer Organizatio n, 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
		11	12	13	14	15	16	17	18	19
46	TLHD 84558899 59	0670-240222	Rural Institute of Child Welfare and Human Developme nt	SMALL	BANARPAL	TLHR	BANARPAL	S.K.MOHANTY, 06764-229323	A.K.SAMAL	S.C.SETHY ,9437 247757
47	TLHR 84558899 57	TLHR	SEVA, TALCHER, 067642862 3	NIL	NIL	TLHR	NIL	P.C.DALAI, 9776194521	A.K.SAMAL	NIL
48	TLSB 84558899 20	6KM,240222	NIL	MARWAD DDDDI YUVAMA NCH	TLHR	NIL	NIL	TLHR	NIL	NIL
49	ANGL 84558899 60	06764-230222	EVASHARMA ANGL	NIL	NIL	NIL	NIL	9438171406	NIL	A. SAMAL, 9437031 784
50	RQP, 84558918 69	ATHAGARH, 06723220233	_____				_____	UMA KANT RAJ, 06723220237	N.C. MISHRA, 067123010 01	_____

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
	1	2	3	4	5	6	7	8	9	10

51	GHNH 84558818 68	BMH CHC Athagarh Block	24 Km	D.K.Das S.Das & M.Das	943808880 7 067128712 86	Male -3 Female -3	108 RJGR 9439506102	6712871286	Khutuni 067232224 04	NA
52	NQR, 84558918 67	SCB Hospital CTC.	15KM	NIL	067126144 99	-	-	-	PS- BARANGPR AND I,GODISAHI 067123054 7	MUNDALI
53	KDRP 84558918 61	Govt.Hospi tal KDRP	13KM	943999 5009, SCB Medial, 067124 14499	943999500 9	10 Beds	108	CTC, 06712362258	067128022 35	NIL
54	RCTC 84558918 62	Govt.Hospi tal KDRP	1/2 Km	NIL	067242679 06	10 Beds	108	CTC, 06712362258	S.MOHANTY	06724267765 9938190726
55	GRKN 84558918 63	JAIPUR,PH C,	3 Km	NIL	067222455 98	10 Beds	108	CTC, 06712362258	TIRTOL, 067222504 43	NIL
		Nearest Fire station contact nos.	Name& Contact nos. of NGO/ Volunteer Organizatio n, 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
		11	12	13	14	15	16	17	18	19
51	GHNH 84558818 68	NA	Khuntia Truck Owners	NA	B.Mohanty 343771724 8	Athagarh	N.C.Mishra	9437124029	N.C.Mishra	
52	NQR, 84558918 67	CTC 06712505 101	-	-	-	-	-	-	-	--
53	KDRP 84558918 61	CHAULIAG ANJ,0 67123433 31	CTC	CTC, BADAM BADI	CTC, BADAMBAD I	9040686804	NIL	NIL	NIL	NIL
54	RCTC 84558918 62	RCTC, 06724267 240	CTC	CTC, BADAM BADI	DO	NIL	PWI/CTC	JAGATSINGPUR	B.K. UPADHAYA, IAS, 067242203 79	NIL
55	GRKN 84558918 63	TIRTOL	067222504 45	CTC, BADAM BADI	DO	DO	PWI/GRKN	JAGATSINGPUR	B.K. UPADHAYA, IAS, 067242203 79	NIL

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	Ambulanc e contact numbers	Telephone of nearest blood bank with capacity	Nearest Police Station & Contact nos.of Incharge	Contact nos.of Paramilitary forces
	1	2	3	4	5	6	7	8	9	10
56	RHMA	RHMA,	4 Km	NIL	0672225060	10 Beds	108	CTC,	RHMA,	NIL

	8455891 864	MANIGJANGA			4			06712362 258	2KM, 0672225 0433	
57	BDBA 8455891 865	PPT Hospital	25 Km	Dr.P.K.P ANDA.9 439992 229	NIL	NIL	108, KUJANGA	CTC, 06712362 258	,10KM	NIL
58	PRDP 8455891 866	Railway Health Unit & PPT Hospital	6 KM	PPT Hospital, 067222 22041	BM HOSPITAL, 9439992229	50 Beds at PPT	108	CTC, 06712362 258	PRDP	NIL
59	BRAG 8455889 919	PHC, Barang	1/2 Km	D.Satap athy	9434995400	2 Beds	108	SCB Medical, Cuttack	CTC 9437342 855	NA
60	MCS 8455889 921	Rly.Hospital	1.5 Km	J.P.Pand a	58436	80 Beds, ICU & OT	84558855 55	NA	MCS 2580481	NA
		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&Co ntact nos.of Tahasil & Tahasildar	Name& Contact nos. of District & District Collector	Mobile no. of any one related to DM
		11	12	13	14	15	16	17	18	19
56	RHMA 8455891 864	TIRTOL	0672225044 5	NIL	DO	DO	NIL	PWI/RHM A	DO	DO
57	BDBA 8455891 865	KUNJANGA, 06722212900	NIL	NIL	BADPADIA	NIL	NIL	P.WAY/PR DP	DO	NIL
58	PRDP 8455891 866	PPT, 06722222385	NIL	NIL	BADPADIA, 10 Km	OCL AGENT, 94370720 16 AT PPT	NIL	KUNJANG A	DO	NIL
59	BRAG 8455889 919	06742870175	Red cross 2507842	NA	NA	99376675 16	NA	NA	A.Rout 9777527 007	9437124029
60	MCS 8455889 921	CSPR 0674- 101	Rural reconstratio n & Social service 0674258724 3	NA	Rasulgarg	NA	NA	NA	Gadakan a	06755220001

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	Ambulanc e contact numbers	Telephone of nearest blood bank with capacity	Nearest Police Station & Contact nos.of Incharge	Contact nos.of Paramilitary forces
	1	2	3	4	5	6	7	8	9	10
61	BBS 84558899 22	Rly.Hospital	1.5 Km	J.P.Pand a	58436	80 Beds, ICU & OT	845588555 5	NA	MCS 2580481	NA
62	RTN 84558899	Retang Dispensary	8 Km	Bhagyas hree	06743727 77	—	067423724	Red cross blood	Tamando P.S	CRPF 06742558206

	24			Devi	06742476 461 94399974 88		84	bank,BBSR 06742894 985	943986363 6	
63	KUR 84558909 05	KUR Rly.Hospital	0.5 Km	RLY.DOC TOS	Dr.SM.Agarwal 06742495 601 Dr.Md.ZAHIR BAIG 06742495 576	80 Beds & OT	108 RLY.- 72777	-	100	-
64	KURT 84558899 18	Govt.Hospital KH ORDA 0675522018 7	-	Dr.S.MISHRA 943999 4500	-	-	909095960 1	-	675522006 2	-
65	BYZA 84558899 23	Govt.Hospital BEGUNIA	4 Km			OUTDOOR 4 BEDS	108		BEGUNIA 067552301 28	BEGUNIA 06755230108
		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
		11	12	13	14	15	16	17	18	19
61	BBS 84558899 22	CSPR 0674- 101	Rural reconstruction & Social service 067425872 43	NA	Rasulgarg	NA	NA	NA	Gadakana	06755220001
62	RTN 84558899 24	JATNI 0674249080 8	NA	NA	Baramunda Bus depot. 06742354 769	NA	Anjani Mahavir Home Pvt.Ltd,BBSR 72050422 74	BBSR Tahasil 06742567 571 94384829 11	Khordha Nirajna Sahoo 067552200 1	NA
63	KUR 84558909 05	JATNI 101	-	-	-	-	Prakash. B.Singh- 9190902362 46,9438003 747,919437 132903	-	067552288 02 943848572 4	-
64	KURT 84558899 18	-	-	-	-	-	Prakash. B.Singh- 9190902362 46,9438003 747,919437 132903	-	067552200 01 943848291 1	-
65	BYZA 84558899 23	-	-	-	-	-		675523020 0		

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/	Facility available in hospital/ nursing home	Ambulance contact numbers	Telephone of nearest blood bank with	Nearest Police Station & Contact nos.of	Contact nos.of Paramilitary forces
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					doctors	& beds		capacity	Incharge	
	1	2	3	4	5	6	7	8	9	10
66	RSKA	Govt. Medical, RSKA	1.5 Km	Md. KHAN & S.K. JIBRAL	06755734067	OT ROOM & 6 Beds	108	–	RANPUR 06755736078	–
67	MWQ 8455891886	DELANG	5 Km	NIL	06758/242255	NIL	102 & 108	NIL	DELANG P.S, 06758124222	NIL
68	DEG 8455891887	DELANG	1 Km	NIL	06758/242255	NIL	102 & 108	NIL	DELANG P.S, 06758124222	NIL
69	BRST 8455891888	Govt, Hospital, SIL	8 Km	NIL	06752272899	NIL	102 & 108	NIL	SATYABADI P.S	NIL
70	SIL 8455891889	Govt, Hospital, SIL	1.5 Km	NIL	06752272899	NIL	102 & 108	NIL	SATYABADI P.S	NIL
		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
		11	12	13	14	15	16	17	18	19
66	RSKA	RANPUR 101	–	–	–	–	–	R.P.PATEL	–	–
67	MWQ 8455891886	DELANG 067581242301	NIL	NIL	PURI	NIL	NIL	DELANG	DO	NIL
68	DEG 8455891887	DELANG 067581242301	NIL	NIL	PURI	NIL	NIL	DELANG	DO	NIL
69	BRST 8455891888	SIL 067521273250	NIL	NIL	PUI	NIL	NIL	PIPLI	DO	NIL
70	SIL 8455891889	SIL 067521273250	NIL	NIL	PURI	NIL	NIL	SIL	DO	NIL

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
	1	2	3	4	5	6	7	8	9	10
71	MLT 8455891890	Railway Health Unit & DHH/PUI	7 Km	NIL	06752223742	NIL	102 & 108	NIL	CHANDANPUR 06752274435	NIL
72	PUI 8455891891	Railway Health Unit & DHH/PUI	2 Km	NIL	06752223742	NIL	102 & 108	NIL	SADAR P.S,	NIL
73	KPXR, 8455889926	KUR TOWN	9 KM	NIL		NIL	NIL	NIL	NIL	NI
74	TAP 8455889927	MALIPADA	–	–	–	–	–	–	JANKIA 06755240026	–
75	NKP, 8455889928	PHC, NKP	01 KM	NANITA CHAUD	9668676610	NO BED	108	NIL	NKP, 067562125	NIL

				HURY					67	
		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
		11	12	13	14	15	16	17	18	19
72	PUI 8455891891	PURI 06752222101	NIL	NIL	PURI	NIL	NIL	PURI	A.AGARWAL, 9437572567	NIL
73	KPXR, 8455889926	PURI 06752222101	NIL	NIL	PURI	NIL	Prakash. B.Singh- 919090236246, 9438003747,91 9437132903	PURI	A.AGARWAL, 9437572567	NIL
74	TAP 8455889927	KHURDA TOWN 06755220733	KUR TOWN	NIL	KURDA TOWN	KURDA TOWN	NIL	NIL	KUR,DM, 220002	KUR,DM, 220002
75	NKP , 8455889928	KHURDA TOWN 06755220733	-	-	-	-	Prakash. B.Singh- 919090236246, 9438003747,91 9437132903	-	-	-
		TANGI, 06756224222	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL

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
	1	2	3	4	5	6	7	8	9	10
76	BSDP 8455889929	Kantalbai ,Govt Hospital, 7381031283	1KM	Dr.M.KUMAR, 7381031283	NIL	NIL	NIL	NIL	TANGI PS	NIL
77	KAPG 8455889990	TANGI	6KM	S.N.KHUNTA	06756254034	8	108	NIL	TANGI 06756224021	NIL
78	KUU 8455889931	Primary Health Center, TANGI	12	Dr.S.MISHRA 06756-254219	Dr.M.SENAPATI	PRIMARY TREATMENT,10 BEDS	108	NIL	TANGI 06756254221	NIL
79	GNGD 8455889932	TANGI,	20KM	NIL	NIL	NIL	108	NIL	NACHUNI, 9437291865	NIL
80	SLZ 8455889933	CHC2, Balu , & AWA Hospital INS,CHILIKA	7KM	Dr.M.Tripa thi & Dr.S.Panda	9437199421	32 Beds	108 & 9938779970	BANAPURA ,KHURDA	BALUGAON 06756250436	NIL
		Nearest Fire station contact nos.	Name& Contact nos. of NGO/ Volunteer Organization,	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

			including Red Cross.							
		11	12	13	14	15	16	17	18	19
76	BSDP 845588992 9	TANGI, 14 KM	NIL	NIL	TANGI	NIL	NIL	TANGI	KUR,TOWN	NIL
77	KAPG 845588999 0	TANGI 06756224021	NIL	NIL	TANGI	NIL	NIL	NIL	NIL	NIL
78	KUU 845588993 1	GANGA DHARPUR , 0656255101	NIL	NIL	NIL	NIL	NIL	CHILKA, P.MANDAL	KHORDA, N.SAHOO	NIL
79	GNGD 845588993 2	916756255101	NIL	NIL	NIL	NIL	NIL	969223232 0	9437090296	9438482911
80	SLZ 845588993 3	BALUGAON, 06756250444	LIONS CLUB, BANAPUR.	NIL	BALU BUS STAND	GATE INDIA TRANSPORT	B.PAIKRAY, 94371315	MANDAL, 969223232 0	N.SAHOO, 94372750	NIL

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
	1	2	3	4	5	6	7	8	9	10
81	BALU 845588993 4	CHC2, Balu , & AWA Hospital INS,CHILIKA	7KM	Dr.M.Tripa thi & Dr.S.Panda	9437199421	32 Beds	108 & 9938779970	BANAPUR A ,KHURDA	BALUGAO N 06756250 436	NIL
82	CHILKA, 845588993 5	AVA Hospital	1 Km	A.Mohara na	0675625044 2	DEFENCE STAFF 20 Beds	108	BANAPUR BLOOD, KHORDA TOWN	BALUGAO N 06756250 436	NIL
83	KIT 845588993 6	Govt ,Hospital, KHALIKOT	5 K.M.	S.Sahoo	0681025690 1	30 Beds	06810256901	NIL	KHALIKOT PS, 06810256 320	NIL
84	RBA 845588993 7	Govt, Hospital, RAMBHA	2KM	P.K. SETHY, 87635728 73	9439998615	10 Beds	BAM	RAMBHA	RAMBHA ,PS, 94394000 1	NIL
85	HMA 845588993 8	PHC,HUMMA	1 Km	Dr.S.DAS	9439983138	4 Beds	108	BAM	RAMBHA, 06810278 330	NIL
		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&Co ntact nos.of Tahasil & Tahasildar	Name& Contact nos. of District & District Collector	Mobile no. of any one related to DM
		11	12	13	14	15	16	17	18	19
81	BALU 845588993 4	BALUGAON, 06756250444	LIONS CLUB, BANAPUR.	NIL	BALU BUS STAND	GATE INDIA TRANSPORT	B.PAIKRAY, 94371315	MANDAL, 96922323 20	N.SAHOO, 94372750	NIL

82	CHILKA, 845588993 5	BALUGAON, 06756250444	LIONS CLUB, BANAPUR.	CHITRANG DA VILLAGE, 280 BEDS	BALUGAON BUS STAND	GATE INDIA TRANSPORT	943713457	BANAPUR, TAHSIL	N.SAHOO, 94372750	NIL
83	KIT 845588993 6	06810256320	NIL	NIL	NIL	NIL	NIL	KHALIKOT	GANJAM,D M- 06811- 263700	NIL
84	RBA 845588993 7	RAMBHA, 9437452382	NIL	NIL	NIL	NIL	BAM	KHALIKOT	GANJAM,D M- PREM CHAND CHOUDUR Y	NIL
85	HMA 845588993 8	CHATRAPUR	06811262600	PRATIK, 96585119 19	HUMMA	NIL	GANJAM	GANJAM	CHATRAPU R	NIL

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
	1	2	3	4	5	6	7	8	9	10
86	GAM 8455889939	P.H.C, GANJAM	1/2 Km	94399986 13	NIL	108	BAM	0681125417 7	NIL	CAP,100
87	CAP 8455889940	Govt, Hospital, CAP	1Km	NIL	068112626 00	NIL	102	NIL	CAP,100	NIL
88	JNP 8455889941	Govt, Hospital, JNP		NIL	876368224 0	NIL	102	NIL	JNP,PS, 068112575 23	NIL
89	BAM 8455889942	Railway Health Unit	NIL	NIL	GOVT HOSPITAL, BAM	NIL	102	NIL	NIL	NIL
90	GTA, 8455889943	Govt, Hospital, BCM,NKCG	13 KM	NIL	NIL	NIL	102	NIL	GULANTHA PS, 068021111 66	NIL
		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
		11	12	13	14	15	16	17	18	19
86	GAM 8455889939	BAM, 06802223333	BAM	CHATRAPUR	BAM	BAM	GANJAM, TAHSIL, 06811254045	BAM	BAM	NIL
87	CAP 8455889940	CAP,101	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL
88	JNP 8455889941	BAM, 06802223333	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL
89	BAM 8455889942	BAM, 06802223333	NIL	NIL	BAM	NIL	NIL	NIL	NIL	NIL
90	GTA, 8455889943	BAM, 06802223333	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL

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
	1	2	3	4	5	6	7	8	9	10
91	SLRD 845588994 4	Govt, Hospital Girisola, SLRD	1KM	NIL	068022442 77, 093716077 9	NIL	108,102	NIL	IPM, 0894723103 3	NIL
92	IPM 845588994 5	Govt, Hospital Girisola, IPM	1KM	NIL	089472310 94	NIL	108,102	NIL	IPM, 0894723103 3	NIL
93	JPI 897888100 1	Govt, Hospital ,R BELAGAUN	NIL	NIL	089472474 98	NIL	108	NIL	KANTI, 0894723613 3	NIL
94	SPT 897888100 2	Govt, Hospital,SPT	4 KM	NIL	894723435 0	NIL	108	NIL	KANCHILI,PS. 94 40795840	NIL
95	BAV 897888100 3	Govt, Hospital, BAV	NIL	NIL	894723513 1	NIL	108	NIL	BAV,PS, 0894723513 3	NIL
		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
		11	12	13	14	15	16	17	18	19
91	SLRD 845588994 4	IPM, 08947231101	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL
92	IPM 845588994 5	IPM, 08947231101	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL
93	JPI 897888100 1	SPT, 08947247498	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL
94	SPT 897888100 2	SPT, 08947234101	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL
95	BAV 897888100 3	SOMPETA, 08947234101	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL

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
	1	2	3	4	5	6	7	8	9	10
96	MMS	Govt,	NIL	NIL	9949136125	NIL	108	NIL	MANIPURAM	NIL

Station	Hospital	Medical Officer	Contact Number	Available	from Rly Stn.
VSKP	Railway Hospital (CG)		0891-2746233	Ambulance, X-Ray, ICU, OT & Casualty, with all types of investigation facilities (154 Bedded)	2
	King George Hospital (SG)		08912564891, 08912564895 08912564991 08912564995	Ambulance, X-Ray, ICU, OT & Casualty, with all types of investigation facilities (1037 Bedded), Blood bank	4
	Seven Hills Hospital (Pvt)		08912524757 08912708090 (FAX)	Ambulance, X-Ray, ICU, OT & Casualty, with all types of investigation facilities (250 Bedded)	4
	Apollo Hospital (Pvt)		08912727272 08912529618 08912529622 FAX-2560858	Ambulance, X-Ray, ICU, OT & Casualty, with all types of investigation facilities (160 Bedded)	4
	Naval Hospital (CG)		08912577885 08912577240	Ambulance, X-Ray, ICU, OT & Casualty, with all types of investigation facilities (160 Bedded)	18
DVD as in VSKP & Vadalapudi	Visakha Steel Plant Hospital (PS)	Rly-08912746233	0891-2886282, 2888439.	Ambulance, X-Ray, ICU, OT & Casualty, with all types of investigation facilities (150 Bedded)	10
	Govt Hospital, Aganampudi		08912587632		4
Jaggayapalem	Rly hospital/ VSKP		08912746233		

	King George Hospital (SG)		08912564891, 08912564895 08912564991 08912564995	Ambulance, X-Ray, ICU, OT & Casualty, with all types of investigation facilities (1037 Bedded), Blood bank	
	Visakha Steel Plant Hospital (PS)	Rly-08912746233	0891-2886282, 2888439.	Ambulance, X-Ray, ICU, OT & Casualty, with all types of investigation facilities (150 Bedded)	
	Khushi Hospital, Sheelanagar , Gajuwaka, VSKP		8885542944, 8885542955, 8885542977		
Gopalapatnam	SRL Hospital, Butchirajupalem		08912520822		
	Rly Health Unit, Marripalam, Rly-84070	Dr. Bikash Patra	09492534609		5

Simachalam North as VSKP	SRL Hospital, Butchirajupalem		08912520822		2
Pendurthi	Private health Centre		08912744489	Small Lab & OT (10 Beds)	2
	Divya hospital		08912739155 9849023447	40 beds	4
	Triveni hospital		9912170026	15 beds	2
Kottavalasa	PHC-Kottavalasa (Govt)		08966274827	Small Lab & OT (06 Beds)	2
	Niharika Hospital (Pvt)	Dr. Dillip Kumar	08966-263272	X-ray, Lab & OT (18 Beds)	1
	Rama Nursing Home (Pvt)		08966-273328	Ambulance, X-ray, Lab & OT (12 Beds)	2
	Dr. H.Lalita Hospital,		9573972415	5	
		Dr. B.V.Rama Rao	08966263328		
Kantakapalli As in KTV	Krishna Hospital		08966274789		
	Medical Aid from KTV .	Dr. Tennadi	08966273350		

		Subba Rao			
Almanda	Almanda PHC (Govt)		08966-271809	Small Lab & OT (10 Beds)	5
Korukonda	Medical Aid from KTV & VZM (Rly-84278)	Sinik School/ Jami	08922246128		10
Vizianagaram	District Hospital (Moharaja Govt.) 08922-272124	Railway Hospital/ VZM(Rly -84278)	08922-272401 08922276416		1
	Venkata Padma Hospital		08922227131		1
	Tirmula Nursing Home (Pvt). 08922-233558			Ambulance, X-ray, Lab & OT (40 Beds)	2
	Gosha Govt Hospital		08922223206		3
Nellimarla as in VZM	Govt Hospital (NML town)	Rly-84278(VZ M)	089222443000 08922244260		
	Srinivasa Nursing Home		08922244213		
Garvidi	Medical Aid from VZM & NML	-do-	-do-	NIL	15

Chipurupali	CHC-Chipuripali (Govt)	Rly Hospital/ VZM-84278(Rly)	08952283037	X-ray, USG, Lab & OT (30 Beds)	5
	Vijaya Laxmi Nursing Home (Pvt.)		08952-283256 09952283659	Small Lab & OT (10 Beds)	5
	Tulasi Nursing Home (Pvt.)		08952-280301	Small Lab & OT (6 Beds)	5
Sigadam	CHC Rajam (Govt)	Rly Hospital/ VZM-84278(Rly)	08941-251255,	Lab, OT (60 Beds)	15
	Radha Krishna Nursing Home (Pvt.)		08941-251485, 08941-251302	Small Lab, OT (15 Beds)	15
Ponduru	PDU Govt Hospital More Medical Aid from Rajam & VZM		08941242526	Rajam-08941-251255, Lab, OT (60 Beds)	
Dusi	Medical Aid from CHE			NIL	2

	District Hospital (Govt.)		08942-279161	Ambulance, X-ray, USG, Lab & OT (250 Beds)	15
	Satyanarayana Nursing Home (Pvt.)		08942-286436, 09848074148	Ambulance, X-ray, USG, Lab & OT (20 Beds)	2

Srikakulam	Govt Hospital		08942279093, 08942222158, 08942286222, 08942279161.	Ambulance, X-ray, USG, Lab & OT (250 Beds)	
	Private Nursing Home		08942286307, 08942286436, 08942286262, 08942286555.		
Urulum	Medical Aid from CHE	As in Srikakulam	08942279161	Ambulance, X-ray, USG, Lab & OT (250 Beds)	10
Tirulu	Narasannapeta (Govt)		08942-277030	X-Ray Lab, OT, Ambulance, OT Lab, X-Ray, USG, ICU (50 beds)	7
	Bharat Hospital (Pvt)		08942-277455, 08942-276055, 08942-277661	X-Ray Lab, OT, Ambulance, OT Lab, X-Ray, USG, ICU , Blood bank (20 beds),	7

Harischandrapuram P.H.	Narasannapeta (Govt)		08942-277030, 08942-277455	X-Ray Lab, OT, Ambulance, OT Lab, X-Ray, USG, ICU	15
Kottabommali	Narasannapeta (Govt)		- Do -	- Do -	
	KBM Govt Hospital		08942244262		
	Sathy Sai Nursing home, Tikali		08942244444	X-ray, Lab, (15 beds)	

CHE MAIN LINE – NWP – KBM – KTV

Station	Hospital	Medical Officer	Contact Number	Facilities Available	Distance from Rly Stn.
Naupada	Area Hospital-Tekkali (Govt)		08945-244262, 8008550363, 9491816322	100 bedded , ambulance, X- ray Blood bank.	7
	Sri Satya Nursing Home (Pvt)		08945-244444	X-ray, Lab, (15 beds)	7
	PHC-Naupada (Govt)		08945-249661, 9494193868	4 beds	4

	Rly Health Unit/ NWP		Rly ph-83524	2 beds	300 mts
Pundi	PHC- Govindapuram (Govt) (Kodananda Rao Hospital)		08945-247655		4
	Venkataswar Nursing Home		08945247666	30 bedded , Ambulance, X ray & Lab	1
	Govindapuram Govt Hospital		08945247666		

KTV – KRPU

Malliveedu	Medical Aid from KTV/SUP (PHC-KTV)		08966274827	Small Lab & OT (06 Beds)	12
	Niharika Hospital /KTV		08966273272	18 beds	
	Rama Nursing / KTV		08966273328	12 beds	
	Commun. Health Center S.Kota		08922275352	50 beds	

Shrungavarapuk ota (S. Kota) / SUP	CHC – S. Kota (Govt)		08966265352, 9440878926	Amb, X- ray,Lab, (100 beds)	10
	Prasana Nur.Home	Dr. Satya Sekhar	08966276822, 8008553405	20 beds	1
	Kolapatri Hospital	Dr.Varala kshmi	08966275157, 9494907444	53 beds	1
	Abhinab N Home	Dr.N.A.C haary	9951339424	15 beds	15
	Sai Krishna Clinic	Dr. Trinath Rao	9866029038	05 beds	1
Boddavara	Medical Aid from SUP		- Do -		9
Sivalingpuram	Medical Aid form SUP & ARK		-do-		20
Tyada	Medical Aid form SUP & ARK		- Do -	- Do -	40
Chimidipalli Medical Aid form ARK- 30Km,	Govt Hospital Anathagiri		9491697680	20 beds	20
Boraguha	Medical Aid form ARK & Anantahgiri		- Do -	- Do -	30
Karakavalasa	Medical Aid form ARK,	ARK(CHC)	08936249627	Amb, X-ray & Lab. 50 beds	20
	Govt Hospital	Anantagiri	9491697680	20 beds	
	Govt hospital, ARK vally	Dr.Krishn a Sastry	-	50 beds	50

	Rly hospital		86167 (Rly)	5 beds	
Similiguda	Medical Aid form ARK		- Do -	- Do -	10
Araku	Govt hospital (CHC)		08936249627	Ambulance, OT, Lab, X-Ray, 50 beds	2
	Anantagiri		9491697680	20 beds	25
	Govt hospital, ARK vally	Dr.Krishna Sastry	-	50 beds	3
	Rly hospital		86167 (Rly)	5 beds	1
Gorapur	Medical Aid form ARK		- Do -	- Do -	10
Darliput	Medical Aid form ARK		- Do -	- Do -	20
	Govt. PHC , Padua (Odisha)	Rly-86167(ARK)	06868275501	Ambulance , Lab , OT, 10 beds	25

Padua	PHC-Padua		06868275501	-do-	2
	Rly hospital (ARK)		86167 (Rly)	5 beds	
	Ashakiran Hospital , Lamtaput		06868272213, 06868272217		27
Bheja	Medical aids from Nadapur, Padua		06868275501	Jeep, Ambulance , Lab , OT, 10 beds	10
	Ashakiran / Lantaput		06868272213, 06868272217		22
Machhkunda Road	Nandaput Govt Hospital , Padua (Odisha)		06868275501	Ambulance, Lab, (10 Beds)	23
	Govt Hospital Nandaput		06868273808		10
Paliba	Medical Aid form KRPU		06852240242	OT, lab, X-ray, USG & ICU, Blood Bank (105 Beds)	20
	Rly Hospital		86350 (Rly)		19
	Govt Hospital Nandaput		06868273808		10
Suku	Medical Aid form KRPU		06852240242	OT, lab, X-ray, USG & ICU, Blood Bank (105 Beds)	15
	Rly Hospital		86350 (Rly)		12
Koraput	District Hospital (State Govt)		06852240242	OT, lab, X-ray, USG & ICU, Blood Bank (105 Beds)	5
	Rly Health unit		86350 (Rly), 06852251440, 06852250675	Blood bank	1

KRPU – JYP – JDB – KRDL

Station	Hospital	Medical Officer	Contact Number	Facilities Available	Distance from Rly Stn.
Manabar	Medical Aid form KRPU		06852240242	OT, lab, X-ray, USG & ICU, Blood Bank (105 Beds)	5
	Rly KRPU		86350 (Rly), 06852251440, 06852250675	Blood bank	7
Jarati	Medical Aid form KRPU		-do-	do	16

Malliguda	Medical Aid form KRPU		- Do -	- Do -	28
	Medical Aid form Jeypur		06854233003, 06854233222	Ambulance, X-Ray, Lab, 50 beds	18
Chhatriptut	Medical Aid form JYP	06854-233003	06854233222	Ambulance, X-Ray, Lab, 50 beds	12
	From KRPU	86350 (Rly),	06852251440, 06852250675		
	Balaji N Home JYP		06854222746	Ambulance, X-Ray, Lab, 15 beds	22
Jeypore	Sub Divisional Hospital (State Govt), JYP	06854-233003	06854233222	Ambulance, X-Ray, Lab, 50 beds	5
	From KRPU	86350 (Rly),	06852251440, 06852250675		
	Balaji N Home JYP		06854222746	Ambulance, X-Ray, Lab, 15 beds	
Dhanapur	Medical Aid form JYP	06854-233003	06854233222	Ambulance, X-Ray, Lab, 50 beds	35
	Balaji N Home JYP		06854222746	Ambulance, X-Ray, Lab, 15 beds	
	Private	Dr.K.N.Choudhury	06854232288		
Khadapa	Medical Aid form JYP	06854-233003	06854233222	Ambulance, X-Ray, Lab, 50 beds	
Charamulakusumi	Medical Aid form JYP	- Do -	- Do -	- Do -	35
	PHC, Kusumi		06860288103		
Kotpar Road	CHC- Kotpar (State Govt)	06860-283020	9437236653		30
	Medical aids from JYP	06854-233003	06854233222, 06854232926	Ambulance, X-Ray, Lab, 50 beds	
Ambagaon	Medical Aid form JYP & Kotpad town	Kotpad town-06860283020	-do-		25
Amagura	Mediacal Aid from	07782-	07782222609	Ambulance, X-	

	JDB	222367		ray, Lab 150 beds	
Station	Hospital	Medical Officer	Contact Number	Facilities Available	Distance from Rly Stn.
Naktisemra	Mediacal Aid from JDB	07782-222367	07782222609	Ambulance, X-ray, Lab 150 beds	
Jagadalpur	Maharani Hospital (State Govt)	07782222367, 07782-222609		Ambulance, Blood Bank, OT, Lab, X-ray, USG, CT & ICU (269 Beds)	4
	Vivekananda Hospital	07782-229209			
Kamarmaharanga	Medical Aid form JDB	- Do -	- Do -	- Do -	10

Tokopal (TPQ)	CHC Tokopal (State Govt) & medical aids from JDB	07782-263223,			01
Bodearpur	Medical Aid form TPQ & JDB	- Do -		- Do -	30

Dilmili	CHC-Kilopal (State Govt) & Medical Aid form TPQ & JDB	Kilepal-07862-280244	Dantawada-07856252223	Jeep, Lab, OT (06 Beds)	10
Silkjhor	CHC – Kilopal (State Govt.) & Medical Aid form TPQ & JDB	07862-280244	-do-	Jeep, Lab, OT (06 Beds)	
Kumharsodra	CHC – Kilopal (State Govt.) & Medical Aid form TPQ & JDB	- Do -	- Do -	- Do -	
Kaklur	PHC – Kakalur (State Govt.) & Medical Aid form TPQ , JDB & Dantewara	TPQ-07862280244	Dantewara-07856252223	Dantewara-Ambulance, X ray & Lab. 25 beds	
Kawargaon	Medical Aid from Gidam & Kilopal	Kilepal-07862-280244	Gidam-07856244454	Ambulance, OT, Lab, (20 Beds)	
	Medical aids from		Dantewara-	Dantewara-	

	Dantewara		07856252223	Ambulance, X ray & Lab. 25 beds	
Dabpali	Medical Aid from Gidam	- Do -	- Do -	- Do -	
Gidam	CHC Hospital (State Govt) Medical Aid from DWZ	- Do -	- Do -	- Do -	08
Station	Hospital	Medical Officer	Contact Number	Facilities Available	Distance from Rly Stn.
Station	Hospital	Medical Officer	Contact Number	Facilities Available	Distance from Rly Stn.
Dantewara	CHC Hospital (State Govt)		07856252223 07856252830 07856252203	Ambulance, OT, Lab, X- Ray, USG (25 Beds)	03

Kamalur	Medical aids from Dantewara		07856252223 07856252830 07856252203	Ambulance, OT, Lab, X- Ray, USG (25 Beds)	14
	Medical aids from NMDC Apollo Hospital/ Bacheli		07857230050, 07857230310	Ambulance, OT, Lab, X- Ray, Blood bank (150 Beds)	
Bhansi	Medical Aid from Dantewara & Bacheli	- Do -	- Do -	- Do -	
Bacheli	Medical Aid from Dantewara	- Do -	- Do -	- Do -	
	Rly Health Unit/ Bahceli	Rly-86840	09752413912		0.5
Kirndul	Medical Aid from NMDH Hospital , Kirndul		07857255500, 07857255229, 07857255422	Ambulance, x-ray , Lab(75 beds)	
	Medical aids from NMDC Apollo Hospital/ Bacheli		07857230050	Ambulance, OT, Lab, X- Ray, Blood bank (150 Beds)	
	Rly Health unit /KRDL	Rly-86950			0.5

RGDA – DMNJ

Station	Hospital	Medical Officer	Contact Number	Facilities Available	Distance from Rly Stn.
Dummuriput	Medical Aids from KRPU	Dist. Govt Hospital	06852250242 068522504	X-Ray Lab, Blood bank (105 beds)	15

			36		
	Nalco Hospital		06853254383	Ambulance, Lab, X-Ray, USG (65 beds)	
	Rly health unit/KRPU	06852250675	06852251440,	Blood bank	7
Damanjodi	Nalco Hospital	06853232454	06853254383	Ambulance, Lab, X-Ray, USG (65 beds)	4
	Medical Aids from KRPU	Dist. Govt Hospital	06852250242 06852250436	X-Ray Lab, Blood bank (105 beds)	23
	Govt. hospital / Medalpota		06853250686		7.5

VZM – RV – LINE					
Baiguda	Medical aids from /KRPU	-	-	-	
Kakrigumma	Govt Dispensary		06855276542	No Facilities	0.5
	M.Aid from Damanjodi, Medalpota & Laxmipur	Laxmipur CHC	06856228533	X ray, Labs (10 beds)	14
Laxmipur Road	CHC-Laxmipur (Govt)		06855268533	X-ray, Labs (10 beds)	4
	Medical Aids from Kakriguma, Damanjodi & Medalpota	Kakriguma	06855276542		
Singram	Medical aids from Tikir, RGDA, Laxmipur & Kakriguma	Tikiri	9778606080	RGDA Rly-Ambulance, X-Ray, Lab(70 beds)-06856235059	
Tikiri	PHC-Tikiri (Govt), Aids from RGDA	RGDA Rly-85678	9778606080	RGDA Rly-Ambulance, X-Ray, Lab(70 beds)-06856235059	3
Rauli	Medical Aid from		0685526	LKMR-X-ray, Labs	25
– GTLM – VBL					

Station	Hospital	Medical Officer	Contact Number	Facilities Available	Distance from Rly Stn.
Gotlam	Medical Aid from VZM	Govt hospital	08922274200 , 08922272124	Amb, X-ray, Lab (200 beds)	12
	Maharaja		08922244390	Ambulance (350	10

	Ins. Of Medical Centre/ VZM		, 08922244397 08922244333 ,	beds)	
	Ghosha Hospital		08922223206	Blood bank	

Garudabali	Medical Aid from VZM	-do-	-do-		1 2
	Medical Aid from Gajapati nagar	CHC	08965285260, 08965285267	ambulance ,x-ray, lab (30 beds)	1 2
Gajapathinagram	CHC Gajapathinagram(Govt.) More from VZM		08965285260, 08965285267	Ambulance, x-ray, lab (30 beds	2
	Srinivas Nursing Home (Pvt.)	Dr. B. S. R. Murthy	0896585239 0986585339	X-ray, Lab (30 Beds)	7
Komatipali	Medical Aid From GPI	-do-	-do-		8
Donkinavalasa	Medical Aid From VBL & GPI		08944255682 08944255387	Ambulance , X-ray, Lab (30 beds)	1 0
	PHC/ Badangi		08944247665		
Bobbili	CHC Bobbili (Govt.) & PHC/ Badangi, More from GPI	089442556 82 089442553 87	08944247665/3 33, 09989550118	Ambulance, X- ray,Lab (30 Beds)	7
Sitanagarm	M.aids from Badangi & VBL		-do-		
Pravatiipuram	Area Hospital Pravatipuram (Govt) & chc BOBILI	089632210 88	08944255682, 08944255387	Ambulance, Lab,X- ray,(100 beds) & Bobili – 30 beds	1
	Jayasree hospital / PVP	089632212 81,	08963221681	Lab, X-Ray (30 beds)	
Gumada	Pravatipuram (Govt), & Bobili		08963221088	Ambulance,Lab,X- ray,(100 beds)	
	PHC - Komarada (Govt) & Jayasree hospital / PVP	089632212 81, 089632216 81	08963224533, 9440795910	Lab, X-Ray (30 beds)	3
Kuneru	Medical Aid From PVP,VBL		-do-		
Jimmidipeta	PHC-jimmidipeta (Govt)	068562716 26,	8018443879	Ambulance (Jeep) 6 beds	2
	Medical Aid from RGDA	Rly-85678	06856235059,	Ambulance,Lab, X- Ray, 70 beds	2 0
Ladda	Medical Aid from RGDA & JMPT	Rly-85678	- Do -	- Do -	2 0
Rayagada	District Hospital (Govt), RGDA	Rly-85678	06856235059,	Ambulance,Lab, X- Ray, 70 beds	1 & 1 0

Singhapur Road	ESI Hospital J K Pur (Govt)_		06856-233765	Ambulance, Lab, X-Ray, USG,	5
	Govt hospital , Aganmpudi		08912587632		3.5

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(Local resources as per HLC Report)

DIVISION : SAMBALPUR

UPDATING OF LOCAL RESOURCES, ADDRESS & TELEPHONE NUMBERS OF STAKE HOLDERS IN ZONAL DMP-2017.

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	06655-222999 SDH/TIG Dr.S.S Jena 9853048565	10 km from RNBT	Dr.S.S Jena	Jeevan Jyoti Nursing Home - 06655-222999 Govt. Medical 06655-220726 Nursing Home Dr.B.N Mishra 9439871042	Both outpatient bed available, Blood bank, X-Ray, Pathology	108, 102	TIG	TIG-9437243844 100(E)	BLGR-06652-232020 Mob:-977135607
2.	MRBL 8455892870	PHC/MRBL-06655272113, CHC/KBJ-06657-221901	PHC - 02Km CHC - 24 Km	B. N Mishra Mo-9439871042	CHC/KBJ 06657-221901	4 bed 06 bed. Laboratory.	MRBL-9938115209	TIG KBJ	MRBL-9438284946, KBJ-06657220240 MRBL-06655272100	NA
3.	KBJ 8455892830	CHC KBJ 06657-221901, Railway Hospital	1.5 Km 0.5 Km	Dr. P.K. Patra Dr. Dilip Sahu	9437367558 9437585073	30 Beds & Blood Bank	108,102	CHC Blood Bank-06657-220464	Katabanji, 9777912652(1.5 Km)	NA
4.	HSK 84558928	Lathore Hospital	500 mts	Dr. Abhimanyu Meher	8093474768	NA	108, 9437223803	KBJ-06657-67240	Lathore Thana-9556427020	CRPF, 9419053210

5.	TRKR 84558928 69	TRKR Health Unit- 06657- 286032	12 Km	Dr. Munda	94399874 88, 06657- 286032	05 Beds	108, 9937964100	KBJ- 06657- 67240	06657-286009	NA
6.	BLSN 97524160 47	MSMD	8 Km	Dr. S.B Mangrulkar	Ph- (MSMD)0 7723- 222232, Mo- 99934419 42	NA	108	NA	MSMD, PH No- 07723-222060, 223155	NA
7.	ANMD 09752416 048	ANMD PH- 07720- 258730	1.5 Km	CMO- Sri. P.C Ray	07720- 258730, 09424210 361	NA	108	NA	ANMD-07720- 258235	NA
8.	MSMD 97524160 45, SMR- 97524474 61	Aditya Hospital Govt. Hospital 07723- 222232	AdityaHo spital-500 M. Govt. Hospital.- 3 Km.	Dr.J Kalikotty GY, Dr.M Y Mem, Dr.H.B Kalikotty MD, Dr.H.S Gurudutta, MD. Dr.A.K Sukla,	07723- 222650, 07723- 224823, 98261284 44	Aditya Hospital- 50beds, Akalpurakh- 30 beds	108, 07723- 2222103, 7723204855	9977220 077(200 Units)	City Kotwali, Mahasamund- 9479192305	NA

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	Name of station & CUG of station	Name of nearby hospital/ nursing home	Distance from station	Name of Doctors	Telephone /Mobile No of hospitals Nursing home/Doctors	Facility Available in hospital Nursing Home & beds	Ambulance contact numbers	Telephone of nearest blood Bank with capacity	Nearest police station & contact Nos of In-charge	Contact Nos of paramilitary
9.	ARN 97524160 44	1. Akalpurakh 2. Aditya Hospital Govt. Hospital-07723-222203	1. Akalpurakh-10 Km. 2. Aditya Hospital 10.5 km. Govt. Hospital 1.-13 Km.	Dr.H.B Kalikotty MD, Dr.H.S Gurudutta, MD. Dr.A.K Sukla,	Aditya Hospital-07723-229823 Govt. Hospital-07723-222103 Dr. M.V Mem-9425204320 Dr. Jyoti Kalikotty-9826128444	Aditya Hospital-50beds, Akalpurakh-30 beds Govt. Hospital-200 beds	Sanjivani-108, 07723-222103, 07723-204855	City Blood Bank, Raipur-PH-0771-6460810, 9827122374	City Kotwali, MSMD-07723-222060	NA
10.	BMKJ 9752416043	Govt. Hospital Khallari	02 Km	Dr. K. Negi Mo-999380712	999380712 9926158919	06	108 9424220945	MSMD-9926190979	BMKJ - 9479192315	NA
11.	BGBR 097524	Govt. Hospital,	100 Mtrs	Dr. Kuru	0770242223	20 beds	108, 09424220945	NA	Sri B. Singh	NA

	16042	BGBR		wansi, CMO					094791 92310	
12.	KMK 975241 6041	KMK Govt. Hospital	01 Km	G.N. Chand rakar	0942520 7096	10 beds	108, 102, 94376004 25-KRAR	Nil	KMK, 975422 4441	NA
13.	NPD 845589 2866	NPD- 06678- 225346,2 23456 ADMO- 94372928 67	03 Km	Dr. Maha nand, Dr. Manoj Sahu	NPD- 06678- 225346, ADMO- 9437292 867	Govt. Hospital 100 beds. Sushila Devi -30 beds.	977740 5533 B Meher .	Govt. Hospi tal.	NPD- 100,06 678- 225423 943866 2871	CRPF Com. - 06678-211334
14.	LKNA 845589 2867	NPD, Govt. Hospit al	14 Km	Mrs. Sushil a Devi	06678- 225005, 943705 6380	150 Bed	108 & 102	94372 92867 (300 Units)	LKNA Mr. Sahu- 943801 2210	NA
15.	SFK 845589 2829	TIG 06655- 220455 Gayatri Nursing Home, 9437036 602	10 Km	P.K Nayak ,	Govt Medical TIG- Ph. No 06655- 220726, SDMO- 943998 7089	First Aid, 100 beds.	108,10 2,	TIG Mo- 99382 23122 , 600 units.	TIG, In- charge D. Kurku, Ph - 943737 5321	-
16.	BUDM 845589 2828	Ordance Factory Ph No- 0665525 03, 06655- 2503	3 Km	Dr. N.C Dash- 96920 38668, P.C Beher a- 96922 99054	Nil	Nil	108, 102, 06655- 220455	Sub Divisi onal. Hospi tal TIG- 99382 23122 (600 units)	SFC out post- 06655- 25640	NA

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SL No	Name of station & CUG of station	Name of nearby hospital/ nursing home	Dista nce from stati on	Name of Doctors	Telephone/Mobile No of hospitals Nursing home/Doctors	Facility Available in hospital Nursing Home & beds	Ambula nce contac t numbe rs	Teleph one of neares t blood Bank with capacit y	Neares t police station & contac t Nos of In- charge	Contact Nos of paramilit ary
17.	SFC 845589 2827	Govt. Hospital, SFC	02 Km	Dr. sudha Barla Mo- 94399 87440, Dr.	9439987440, 06655-256202	BUDM Hospital , 16- beds	97772 10366	Sub Divisi onal. Hospi tal TIG- 94399	SFC Police Statio n- 99370 56977 ,	NA

				B.N. Mohanty Mo-9861130029				87440	9668111555	
18.	DFR 8455892826	C.H.C, DFR 06652-284011	01 Km	Dr. B. K Nayak Ph-9437218844	06652-284011	10 beds, Pathology	06652 - 286108	BLG R, Dist. Govt. Hospital	Tusra 06652 - 256038	NA
19.	BLGR 8455892825	Dist.HQ Hospital, BLGR	03.5 Km	ADM O-9439987160	06652-233121	Blood Bank, 250 beds	108, 9439987163	06652-230646	Town Police - 06652 - 232400	R. Police-06652-232020
20.	SBPY 8455892864	GOVT. Hospital, Budharaja, SBP. MJM Hospital & Nursing home N.H-06 Sanjivani Nurshing home	5/6 /7 Km	Dr. R.Sahu-9437255660, Dr. K. Purohit-9437051262	Govt Hospital, 0663-2401843 Sanjivani-0663-2404022.	All facility available 80 beds at Govt. Hospital & 20 beds at Sanjivani Nurshing home	108,102, 8895921415, 9438488335 MCL-9437016130, JMJ-0663-2545270	9438386566, Red cross-99338301060 Govt. Hospital /SBP-9861864225	Dhanupali-0663-2411100, Mo-9437180107	NA
21.	MANE 8455892841	District HQ SBP CHC/MANE	1500 Mtrs	Dr. T. Panda, Dr. R.K. Mishra, Dr. P.K. Purohit, Dr. B. K. Behera Dr.R. C Pradhan	0663-2522222 9439998365	Outdoor treatment	Lions Club/s BP-8895921415, Biswa /SBP-7894433319, 108,102	Blood Bank C.D.H Hospital/SBP, Capacity-900 Unit, Ph No-0663-2400180	Sindurpanka Police Station-06681 - 276363, 100. In-charge-9437256185	OSAP/SBP, Comm. A. Singh(I PS) PH-0663-2412330, 2411002
22.	HATB 8455892842	PHC/HATB	½ Km	Dr. B. Shaw, BHM	Dr. B Shaw-9437205527, 7873973583	No bed facility only	108, 102	Blood Bank C.D.H	JUJA, Mr. B.P.	NA

				(Hom o Path). J. Nayak . Dr.As hish Samue l	9439213496	day treatme nt.		Hospi tal/SB P, Capac ity- 900 Unit, Ph No- 0663- 25337 4, RAIR - 06644 - 25308 5	Panda 94371 50576	
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	Name of station & CUG of station	Name of nearby hospital/ nursing home	Distance from station	Name of Doctors	Telephone/Mobile No of hospitals Nursing home/Doctors	Facility Available in hospital Nursing Home & beds	Ambulance contact numbers	Telephone of nearest blood Bank with capacity	Nearest police station & contact Nos of In-charge	Contact Nos of paramilitary
23	JUJA 845589 2843	CHC, JUJA	01 Km	Dr. P.K Hota	Ph -06681-257799 Mo-9439986193	16 beds	108, 102	B.V.P 943838 6566	JUJA Mo-94371505 76	NA
24	CHAR 845589 2844	CHC, CHAR	03 Km	Dr.T.D Dash.	Hospital-06644-252107, Dr-9439986098	16 beds.	801800 2511, 108, 102	Bharat Vikash Parisad, 943838 6566	CHAR 06644-252172, 94376854 66	JUJA/CRP F Camp
25	RAIR 845589 2845	Govt. Hospital RAIR, Nursing home-Maheshwari RAIR	Govt-03 Km, Nursing home-04 Km	Dr. K.C. Mahanta, Mo-9439985689, Dr. C.K. Modi Mo-9861309309, Dr. S.S Panda Mo-9437117449	Govt. Hospital Ph No-06644-253031, Maheswari Nursing Ph-9178589370, Dr. C Mahanta Mo-9437656180	Govt.-50 beds Nursing -14 beds	108,102	Ph No-06644-253085, Capacity 500 Unit.	RAIR Police Station No-100, Mo-9437986866, DSP/RAIR No-9437287416	NA
26	BAMR	CHC,	07		Dr. L.K.	16 beds	108,	RAIR	Kishore	NA

	845589 2846	Kishor nagar	K m	Dr. Laxman Ku Behera Dr. Chitranja n Sahu	Behera - 943748087 0, Dr. C.R. Sahu - 943800184 2		102	Blood Bank, Capacit y-500 units, Ph- 06644- 253085	Nagar P.S Ph-06763- 257028. In-charge Bijay Bibru- 94380248 81	
27	SRGP 845589 2847	CHC/HN PA	14. 2 K m	Dr. S. Sahoo	06763- 255499 943998183 7	06 beds	108, 102,	RAIR, Capacit y 500 Units 06644- 253085	HNPA- 94381222 86	NA
28	HNPA 845589 2848	CHC/HN PA	01 K m.	S. Sahu	Hospital HNPA, 06763- 255499 Dr. S. Ku. Sahu Mo- 943998183 7	06 beds	108, 102	Blood Bank ANGU L Mo- 06764- 230880	Nil HNPA, Mo- 94399115 50	NA
29	BONA 845589 2849	BONA, PHC 06763- 255499	01. 5 K m	Dr. S.K Nanda. 99372343 19	06763- 255409 Ph-06763- 255499, Mo- 943817864 6	06 beds	108, 102	ANGL 06764- 230880	HNPA No- 94381222 86 94399115 50	NA
30	JRPD 845589 2861	Govt. Hospital ANGL(06 764- 232507), S.	30 K m	PHC/JRP D- 70081140 13	Chandan/A NGL- 06764- 231431 Kalyan- 943741603 3	24 beds with Surgery, Ortho, Medicin e	108, 98612318 09 99374570 48	ANGL Ph- 06764- 230880 , 400 Units	JRPD Police Station (06764- 289155)	NA

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SL No	Name of station & CUG of station	Name of nearby hospital/ nursing home	Distan ce from station	Name of Doctors	Telephone/ Mobile No of hospitals Nursing home/Docto rs	Facility Available in hospital Nursing Home & beds	Ambu lance conta ct numb ers	Teleph one of neares t blood Bank with capacit y	Near est police stati on & conta ct Nos of In- charg e	Contact Nos of paramilitary
31.	KPJ G 84558 92862	Govt. Hospital, ANGL(06 764- 232507)	15 Km	Dr. P. Pradhan, Mo- 94374970 65 Dr. T Ku	Chandan Nurshing home- 06764- 231431 Surendra	24 beds with Surgery, Ortho, Medicine	108, 102	ANG L Ph- 06764 - 23088 0,	Nish a Outp ost, 9937 2414	NA

				Sahu Mo- 94373479 67	Nurshing home- 06764- 236244			Capac ity- 400 Units	36	
32.	TIG 84558 92831 , 84558 92925	RLY Hospital 06655-221519, Gov. Hospital-TIG- 06655- 222999,22045 5 Jeven Jyoti Nursing Home Ph- 06655- 220455,Gaytri Nursing home- 9437036602	01 Km	RLY ADMO Dr. R. N Panda, State SDMO	RLY- 84558865 07, Gaytri Nursing Home- 94370306 602,SDM O- 94399870 89.	RLY 02 beds Jivan jyoti nursing Home - 10 beds, 100 Beds	108, 102, 9437 2108 42	TIG Mo- 99382 23122 , 06655 - 22045 5	TIG DSP No.- 2204 41,1 00	NA
33.	KSN G 84558 92832	C.H.C KSNG	01 Kmn	A.S Khan 98536211 33	Uma Nursing Home Ph- 06670- 222031, 06670- 222008, Mo- 993841261 2	30 beds	108, 94373 27242	Bhawan i patna nearst Blood Bqank Ph- 06670- 230998	KSN G PH- 0667 0- 2220 04	NA
34.	KDL R 84558 92833	Govt. Hospital KSNG, Dr. B. Agrawal Ph-06670- 222031, Mo- 95567954 98	17 Km	Dr. A.S Khan, Mob- 09853621 133	CHC/KS NG, Mob- 99384126 12, 06670- 22008	30 Beds	108, 102, KSN G Mob - 9437 3272 42	Bhaw ani patna nearst Blood Bqank Ph- 06670 - 23099 8	KSN G- 100, 0667 0- 2220 04	NA
35.	RPR D 84558 92834	CHC, NRLA	7.5 Km	Dr. Santanu Ku. Jena	Mo- 85998141 95, 94399800 88	Rajesh Dutta nursing home 04 Beds Mo- 993831383 1, 12 Beds	108 & 102	BWIP Ph- 06670- 234952(900 Unit)	NRL R No- 7077 1473 82	SR. Mina No.- 70770619 54
36.	NRL R 84558 92835	Govt. Hospital NRLR	2.5 Km	Dr. Santanu Ku. Jena	Mo- 94399800 88	12 beds	108, 102	BWIP Blood Bank Capacit y 900Unit Ph- 06670- 234952	NA RLA No- 7077 1473 82	CRPF/Sri S.R Mina, Mob- 70770615954, Sri Sambhakar Mob- 9437058024

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	Name of station & CUG of	Name of nearby hospital/ nursing	Distance from station	Name of Doctors	Telephone/M obile No of hospitals Nursing	Facility Available in hospital Nursing	Ambula nce contac t	Telephon e of nearest blood	Neares t police station	Contact Nos of paramil
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	station	home			home/Doctor s	Home & beds	number s	Bank with capacity	& contac t Nos of In- charge	itary
37.	AMB 84558928 37, 84558929 28	C.H.C/A MB 88958878 81,	01 Km,	Dr. Rakesh Sahu	C.H.C/AMB No- 8895887881, Dr.R. sahu/LJR Ph- 06677- 245024, Mob- 9763494130	07 Beds	108, 102, 9124109 784	108, Sai Ram seva Santhan No- 91241097 84	AMB police Station Ph- 06863- 244755, R. Suna(OI C) 9438471 435	NA
38.	LJR 84558928 36	LJR Ph- 06677- 245024	300 meter	Pramod Ku. Nayak	No- 9937157497	NA	108, 102	BWIP Blood Bank Ph- 06670- 234592(9 00 Unit)	NRLR Police Station 9438043 232	7682833 1057077 147382
39.	DKLU 84558928 38	PHC AMB	11 Km	Dr. R.K Sahu	8763494130	07 beds	108	NA	AMB, 06863- 244755, 9438471 435	CRPF/ MNGD- 06863- 211201
40.	MNGD 84558928 39	CHC, MNGD	01 Km	Dr. Manoj Routrai, Mo- 943832 8866	9438328866, 828030115	20beds	108	NA	MNGD Police Station- 06863- 245131, 9438070 605	CRPF- 0686324 5092
41.	BMCK 84558928 40	CHC- BMCK, Christian Hospital- BMCK	7.5 Km	Dr. Pritish Kumar Sethi(B MCK),	CHC/BMCK- 06863-247032, Christian Hospital Ph- 06863-247333, 06863-247505, P. Kumar- 9439983512, H. Mohanty- 9439758855	CHC/BMC K- 16 beds, Christian Hospital - 200beds	CHC/B MCK, 108, 102 CH. Hospital No- 06863- 247333, 9439127 581	Cristain Hospital BMCK	BMCK, In- charge Satya Kumar Nanda Mo- 9438260 596, 406863- 245131, 9178668 668.	CRPF- Mob=94 3826059 6
42.	THV 84558928 72	RGDA Hospital 068562301 11 Christian Hospital 068632475 05, BMCK Hos-06863- 247032, 06856- 230018	RGDA- 22 Km, BMCK- 26 Km	BMCK CHC Dr. Hema Sahoo	RGDA Hospital- 06856230111 , BMCK Hospital- 06863247032 , 06863247505	RGDA Govt. Hospital Bed available	108, 102 BMCK Ambula nce No- 9439127 581	RGDA Blood Bank	Chandili Police Station No-100, 8895048 232, 8890048 232	NA
43.	BWIP 84558810 78	Life Worth Hospital, Govt. Hospital	04.05 Km, 05.05 Km.	Dr. P.P. Nayak Dr. J.L. Agrawa l Dr. P. Mund	-9438611242 -9439980001 -9439980002	Govt. Hospital - 230 beds available	108 & 102, Ph- 06670- 231460, 9437624 212	Ph-06670- 234952, Capacity- 1000Unit	Sadar Thana Ph- 06670- 230463, Mo- 7682833 103	RPF Deputy Comma ndant Mo- 9437058 025
44.	JNRD 84558920 47	Junagarh Govt. Hospital	03 KM	Dr. Bhagab an	Nursing Home No- 06670-	30 Beds	108, 102 , 0672- 243226	NA	Junagar h P- 06672-	NA

				panda Ph- 943752 9133	230201, Local Dr. No- 9439980260, 0672-243226,				243226, 9437125 456	
45.	SBP 84558928 16	Sanjivani Hospital	01 Km	Dr. Purusott am Agrawa l, Dr. Kabir Purohit.	Ph-0663- 2404027, 9437966900	Ambulance Capacity-45 Beds	9439891 915, 9439891 925	Bharat Vikash Parisad No- 94383865 66	SBP- 100, Ph- 0663- 2403224	Ph- 0674- 2432051

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SL No.	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/Docto rs	Facility Available in hospital Nursing Home & beds	Ambulan ce contact numbers	Telephon e of nearest blood Bank with capacity	Nearest police station & contact Nos of In-charge	Contac t Nos of paramili tary
46.	JSGR 845589 2811	RLY Railway- 62525. Govt Hospital No-06645- 273104. Sanjivani Hospital No- 73810123 41. City Hospital 94372534 86.	RLY- 01 Km, Govt- 1.5 Km, Sanjiv ani- 1.5 Km, -1.5 Km	Dr. Mahal i DMO/ RLY Dr. Ziaul Huq Dr. Lath Dr. A. Sinha Dr. GN. Patel Dr. S.K Kedia Dr. R.K. Singh Dr. Sovan a Sahu	- 9777582 664 - 9437163 854 9438717 433 -06645- 270283 - 9437121 717 9937766 118 - 9668106 268 - 9437201 434	Sufficie nt	Govt. AMB No- 76365323 1 H.Q AMB No- 06645- 273104 , 94371373 46	Dist. Hospita l/JSG Ph- 06645- 273104 , 272180	JSG PH- 06645- 272736, 9437808 080	SAP Battal ion Ph- 06645 - 27009 6
47.	BXQ 845589 2812	Govt. Hospital/J SG Ph- 06645- 273104,	06 Km	Dr. H.S Dheuri- 943864 1986, Dr. P.K Barik Mo- 985338 3117	Jain Nursing Home- 06645- 272657, 94372542 00	Jain-20 beds Govt.- 50 Beds	108, 102, 99375439 93	Ph- 06645- 273104	BUDM- 06645- 279279, IIC- 9437105 545	OSAP Ph- 06645 - 27009 6
48.	LPG 845589 2813	Govt. Hospital/R GL Jain Nursing	11 Km	Dr. Aswani Sa No-	Dr. P.K. JainNo- 94372542 00	A/C Room, Bed.	97775797 63 & 108, 102	Capacit y 300 Unit	RGL Ph- 0663- 2560519, 9437224	NA

		Home		9938110026, Dr. A. Naik No-9437254313					106	
49.	RGL 8455892814	PHC/RGL Mo-99381100 26. Jivan Jyoti Nursing Home-06632560585	PHC/RGL 500meter. Nursing home-1200 meter	Dr. A K Sa-	- 9938110026	PHC/RGL -10 beds, Nursing home-02 beds	RGL . Mo-108, 102,	SBP	RGL Police Station No-0663-2560519, 100	NA
50.	SSN 8455892815	Govt. Hospital(Debipali), Amrita Nursing Home(Majhipali)	03 Km	Dr. J.N Pujari	9853347398	NA	108,102	Ph-0663-2400180-SBP	SSN Police Station-Ph-0663-2456608	NA
51.	SLRA 8455892863	Dist. HQ Hospital/SBP, Sparsh Nursing home/SBP	6.5 Km	Dr. purusotem Agrawal, Smt. Manasi sahu	Dist. HQ Hospital, SBP Ph-0663-2522222, S. Nursing home Mo-9437966900, Sparsh Nursing home-9776846969	I.C.U Facility	108 & 102	Ph-0663-2400180	(Aithapali)Police Station Ph-0663-2540092	NA

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SL No	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
52.	HKG 8455892817	Govt. Vimsar Medical College, Burla	05 Km	Sunanai Bag Director Burla College Ph-0663-2430511	Burla College Ph-0663-2430511	500 beds	MCL No-0663-2542762, 108, VSS-Ph-0663-430511	Burla Medical Blood Bank Ph-0663-2431420, Mo-9437257983	Burla Police Station Ph-0663-2430444	GRP Ph-0663-2521961, 62324, RPF Ph-0663-2400903, 62222
53.	GBQ 8455892818	Burla Govt. Hospital Ph-0663-2430511	13 Km	Dr. A. Hota Mo-9438385481	NA	NA	108, 102	Burla Ph-0663-2430420	Burla police Station Ph-0663-2430444	NA
54.	ATS 8455892819	ATS Gov. hospital	03 Km	Dr.	NA	08 beds	108	Red Cross	ATS/P.S, Sri Subrat	NA

				Pradeep Ku. Majumdar/ATS Mo-9439982680				Blood Bank, BRGA Ph-06646-2343140	Ku. Behera Mo - 9437264670, 06682221610	
55.	BRPL 8455892821	CHC/BRPL	02 Km	Dr. Saroj Seth-7750813711	Durga Pr. Sahoo-9437367029	30 beds	108, 102	NA	BRPL P.S Mo-9437264670	NA
56.	DJX 8455892822	DJX Govt. Hospital-06653270372	03 Km	Dr. K.R Rao-9437145942	MR. Sanjay Pradhan-9437273409	30 Beds	108, 102	BLGR, BRGA Ph-06646-2343140	DJX Police Station Mo-9439690950	NA
57.	KHPL 8455892823	Govt. Medical 9777771013, 06653-274178	03 Km	Dr. N.K Meher	06652-232243(C DMO)	10 Beds	06652-232790, 977207260, 9437367998	06652-232243	06653-274034, 06653-27030	CRPF-9437585297, GRP-9437230517
58.	LSX 8455892824	Govt. Medical 9777771013	250 Mtrs	Dr.Santosh Ku Sethy	9437146246	20 bed, Testing blood & ultrasound	9777771013	Govt. Dist HQ Hospital, BLGR, 06652-230646	LSX, 06653-274030, 9438916746	NA
59.	BRGA 8455892820, PH-62544	Mission hospital Tora, BRGA, Purohit Naursing BRGA.	1.5 Km. 03 Km. 02 Km.	Dr. G Agrawal, Dr. R.B Rana, Dr. JS Sharma. Dr.C Sahu, ADMO.	06646232402, 8895047310, 06646-234403/68, 9937317866, 06646-232804, 9437487332.	120 Bed. 50 bed. 40 bed. 50 bed.	108, 102 7683956821, 9437534710, 89085633396, 9556786959	06646-6234104, 800 Unit.	BRGA. 06646-233020100, Sup. Of Police-06646234480, 9438508555	IRB-06646214621,
60.	KRAR 8455892865	CHC KRAR, Chawda Nursing Home	2 Km, 1.5 Km	Dr. Pitabas Sah-9437362590, Dr. Ranjit Chawda - 9437027786, Dr. R.C Pathak-9439989988	06678-225346	NA	108	Blood Bank-NPD(300 Unit)	Jonk Thana Mob-9437906849	

UPDATING OF LOCAL RESOURCES, ADDRESS & TELEPHONE NUMBERS OF STAKE HOLDERS IN ZONAL DMP-2017.

S L N o.		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.	RNB T	TIG-06655-220477, 101	NCC/DAV/ TIG 06655-220523	NA	TIG-9938200301	TIG-Great India Transport Mo-9438694877	NA	9437276189 MRBL, Sri T.K Naik	BLGR-06652-232223	ADM, Mo-8658262776 TIG-9437276189
2.	MRB L	TIG-06655220477, Patnagarh-06658-222353	NA	NA	9938200301	NA	NA	MRBL-8908637677 (Tahasid ar)	BLGR-0665223223 Dr. Mutu Kumar	NA
3.	KBJ	BLGR-9938120830, 101, 06658222353	Right to Fight, 9937193680	12 Member	KBJ Bus Stand	KBJ Truck Association, 9938433561 (Manoj Behara)	Agarwal KBJ, 9777087054	KBJ Mob-9668758712	Dr. M. Muthu Ku. Ph-0665223223	NA
4.	HSK	Patragarh,-9437169469	Marwari Manch-9938694545	Ambulance & Blood Donation	Lathor Bus Stand-9658501413	Bajrangab ali Transport-9437146109	Lathor-9658501413	Himansu Ku.-9853473630	Ashish Thakre-06652-232223	9438286132
5.	TRK R	Patnagarh, PH-06658-222358	NA	NA	Harisankar Road & Katabanji	NA	NA	Katabanji-9668758712	Bolangir-0665223223	NA
6.	BLSN	MSMD, PH No-07723-222090	Red Cross. Dr. R.K Poadal, PH No-07723-222103, 9425215852	NA	MSMD	NA	NA	R.M Tiwari, PH No-07723-223309, 9424172806	MSMD, PH No-07723-222540, 222863 Sri Umesh Kumar Agarwal	NA
7.	ANM D	Raipur, PH-0771-2274101	NA	NA	Jain Bus service agency-9977277902	Ramesh Tiwari-09926602220	NA	P Tandan Tahsildar ANMD, Mo-07720-258545	O.P Choghary Collector Raipur, PH-0771-2426024	SSP-0771-2283004
8.	MSM D	07723222090	Mo-9926122912, 07723-222103, 9425215852	NA	MSMD Bus Stand (Privet)	Chhatishgarh Road line- Mo-9926889007, 9926899003, 9826287735	MSMD-9425204498, BGBR-8225000407	MSMD Tahsildar Vishwas Rao-07723-223309, 8120390888	MSMD Umesh Kumar Agarwal – DM, 07723-222540, 9425557911	9425557911, 07723-222063
9.	ARN	07723-222090,	MSMD-Mo-	NA	MSMD Bus Stand	Chhatishgarh Road	07714070762	Tashildar-90394712	Collector Umesh Kumar	ADM/MSMD -

		9926662967	9926122912		(Privet)	line- 94252160 71 99268890 07	07716450 241	51	769716197 1 942555791 1 07723222 540	07723-223307
10.	BMK J	BGBR 101, 07723- 222090	0997762012 5, Green care society	V. Panigrahi Mob- 99776201 25	BGBR	Bagga Traders 08889155 555	Devangan - 99779285 52	MSMD A.L Dhritlahar e- 07723223 309	Umesh Kumar Agarwal- 07723- 222540, 94255579 11	07723- 223834, 7049704411

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SL No.	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 & Tahasil dar	Name & contact No of District & District Collector	Mobile No of any related to DM
11.	BGBR	BGBR- 0992674811 0	Green care Society, BGBR Shri Viswnath Panigrahi Mo- 09977620125	7-8 Members	Atul Bagga, 25 Truck	Bagga Trvels 08889155 555	Deepak Yadav Mo- 0992615 7210	A.L Dhritlah are- 07723- 223309	Umesh Kumar Agrawal -07723- 222540	09425557911 07723-222540
12.	KMK	KRAR- 06678- 221353(1 01) MSMD- 07723- 222090	NA	NA	NA	NA	NA	0789843 115	0772322 2510	NA
13.	NPD	NPD – 76840112 01, 101	Parda- 943711970 2 Sankalpa- 9437680301	Parda - 94371 19702 Sankalp - 9437680 301	Bus Stand NPD	Mangala Transport- 77498763 55	Gupta Hardwar e- 9937077 125	NPD Tahasil dar- 9437403 707	06678 - 22546 3,2254 64. 88959 85872	06678- 225464, 225463
14.	LKN A	Khariar Road 06678- 222353	Parda - 943711970 2 Sankalp- 943768030 1	NA	NPD	NA	NA	NA	NPD Road 06678 - 22546 3, 22546 4	NA
15.	SFK	TIG, 06655- 220477	Marbari Yuba Manch- 943796045 9	NA	NA	Mob- 90906680 77	NA	TIG- 220480, 220522	BLG R, Sri Ashis h Thakr e, 94370 23381 , 06652 - 23200 1	NA
16.	BUD M	TIG PH- 06655- 220477, 06655-	Marwari YUva Manch, TIG Mo-	NA	TIG, Debasis Babu Mo- 96580990	Suresh Transport, SFK, TIG Mo-	NA	TIG, Mo- 06655- 220433	Bolan gir, PH- 06652	NA

		25000	8093990141		31	8908254708, 9777022798			- 232223,	
17.	SFC	O.F Badmal, Ph- 06655- 252222. Saintala Mo- 94385142 60, 99376077 87	Marwari YUva Manch, TIG Mo- 8093990141	Volu nteer availa ble, Ambu lance	TIG, Debasis Babu Mo- 9658099031	Suresh Transport, SFK, TIG Mo- 8908254708, 9777022798	Santosh Kheti, Mo- 9439143948	TIG- Tahsilda r 9437276184	BLGR , Office No- 06652- 232223. 3. Res No- 06652- 232001, 9437023381, 06652- 232223	Sub Collector Ph-06655- 220433
18.	DFR	Deogaon, 06652- 284101	NA	NA	NA	NA	NA	S.P Sahu, 06652- 284055	BLGR M.M Kumar 9437023381, 06652- 232223	NA
19.	BLGR	101, 0665223233, 06652- 230332	Maheswari NGO- 9938818353	NA	BLGR, Bus Stand- 06652- 230684	M/S Sahu Transport- 9437032282	Nasir Khan- 9437194679, 9777357248	BLGR, M. Mahapat ra- 9437331561	M.Muthu kumar- 06652232223, 9437023381	NA
20.	SBPY	101, SBP- 0663- 2520101	Bisha NGO- 8895921415 7894433319	Disaster Manage ment Cell, SBP- 0663- 25101913	Aithapali Bus Stand	Sainath Transport- 9861187999	NA	SBP Tahsilda r Ph No- 0663- 2410818	SBP 0663- 2411022	8455892922

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SL No.	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
21.	MANE	SBP, 0663- 2520101, 101	Lion Club (I.P) Sri. Punit Kumar 0663- 2546362 Mandhata Baba Anchalik Krushak Sangh- 9938617068	NA	OSRTC Bus depot/SBP, Mo- 9437051888 MANE bus stop	Gati-Kwe Service/S BP, 9937296030	M/S Orient PVT/Khetra jpur, Ph- 0663- 2541819	Gundarpur Tashil No.06681- 235775. Suraj Ku Patnaik- 9437326278	Sri. Balwant Singh(IAS) DM/SBP Ph-0663-2411022 SBP-0663-2411022 Samarth Verma- 9439277733	943793209
22.	HATB	JUJA - 06681- 257685, 101	NA	NA	Modipara SBP- 9437054092	Tirupati Transport Pvt. Ltd 9437053311	P Mirdhan, 9437442965	JUJA Tahasil dar - Mr. Berna Beth, 94375773	SBP, Balbant Singh- 0663-2411022 Samartha Burma	Trilocan Majhi

								67 Rajesh Agrawal- BDO in- charge		
23.	JU A	JUJA, 0668 1- 25768 5, 101, 9938 04440 8	NA	NA	Modipada, Sambalpu r. 94370540 92	Sri Tirupati Transport Pvt. Ltd. 94370533 11	P Mishra, 9937442965	JUJA Berna Beth Lakra Mo- 94375773 67, 06681- 257678 Rajesh Agrawal- 94383818 85	SBP, Samarthya Barma- 0663- 2411022, 9437605090	NA
24.	CH AR	RAIR Ph- 06644 - 25302 1 Mr.M Kisha n- 9437 93582 8	NA	NA	NA	Mr.K Hotta, 99373992 25	Mr.P Agrawal- 9938065794	Mr.Rajesh , Bimal, Kishor & patra- 99384206 38, 253035	SBP, Samarthya Barma- 0663- 2411022, 9437605090	NA
25.	RAI R	101, 0664 4- 25302 1 Mr.M Kisha n- 9437 93582 8	Marwari Yuva Manch, P. Agarwal 9938065794, 9437344712, 9853933463	NA	Private Bus Stand Mo- 99373992 25.	Mr. Hota 99373992 25	Mr. Purushottam Agarwal Mo- 9938065794	RAIR Bimal Kishor Patra-No- 06644- 253035, 99384206 38	Collector of SBP Ph- 0663-2411022, Mo- 9437605090	DM- 99378462 14
26.	BA MR	D. Naya k- 94371 90251 BAM R 0676 3- 21402 2	NA	NA	NA	NA	NA	Rajkishor Nagar, Rabi Narayan Majhi. Ph- 06763- 254233	Dist Collector Angul, Sri Anil Ku. Samal 06764-230567	PA to DM- 06764- 230567
27.	SR GP	BAM R, 10 KM. 06763 - 21402 2, 9938 68583 0	NA	NA	NA	NA	NA	Rajkishor Nagar, Rabinaray ana Majhi, Ph-06763- 254233	Angul, Anil Ku Samal Ph-06764-230567	PA to DM

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S L N o.	Name of station & CUG of station	Nearest Fire station Contact nos	Name & contact nos of NGO/Voluntee r organization, including Red Cross	Size of NGO & facility related to Disaste	Neares t Bus depots, Contac t nos of Manag	Contact nos of Major transport agencies	Contact nos of Agency of earth Moving Equipme nt	Name & contact nos of Tahasil & Tahasilidar	Name & contact No of District & District Collector	Mobile No of any related to DM
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				r	er		suppliers			
28.	HNPA	BAMR Ph-101, 9938685830 06763-214022	Nil Viswa yuva Kendra, Baninali Mo-9437191043, Red Cross-ANGL	Nil Turn over-01 Cr. Per year, Facility:- Volunteers only)	BON A Bus stand	NA	9937182696	Sri R. Majhi 06763-254233	Dist-ANGL, Sri Anil Samal 06764-230567	Dist-ANGL, Sri Anil Samal 06764-230567
29.	BONA	Chhendipada, 06761-252366 BAMR-06763-214022 9938685830	NA	NA	NA	NA	Uphar 9937181504 9937182696	Raj Kishor Nagar 06763-254233 06763-254222	Dist. Collector Sri S.K. Samal, ANGL 06763-230567 06764-230351	NA
30.	JRPD	ANGL-06764-230222	NA	Netaji yubak Sangha, Sanke rejang a, 9777066698	NA	Angl Depots, president Mr. Manoj Samal, Mo-9861137400 NA	ANGL Dist. Truck owner Association 06764-232525, 214376-234885	Chhedipada Tahsil Ph-06761-252322	Dist. Collector Ph-06764-230567, (o) 06764-230302	Chhedipada Tahsil Ph-06761-252322
31.	KPJG	ANGL-06764-230222	Netaji Yubak Sangha, Sankerejanga 977706669	NA	Angl Depots, president Mr. Manoj Samal Mo-961137400	ANGL, Truck Owner Association-06764-232525, 214376, 763102303	Subhalaxmi Traders, Sankerejanga, Mo-99371203	ANGL Tahasil, 06764-230353	Dist. Collector Sri Anil Samal, Ph-06764-230567(o), 06764-230234	Emergency officer, ANGL-06764-230234
32.	TIG	TIG Ph-06655-220477, BLGR Ph-06652-232333	Rotary Club-TIGMo-9437210842, ASSA NGO Mo-9776863787, Mother Teresa, Mo-9437210330, RIHAI-7894554074	NA	TIG	NA	Packers & Movers no-9090668077	TIG Nityanand Barik Ph-06655-220480, 220522	Balangir Dist. Name-Ashis Takre Mob-9437023381, 06652-232001, 233082	Mo-9437023381
33.	KSNG	Ph-06670-223611	Brundaban Sanskrutika Anusthan Mo-9437153805	NA	KSNG Mo-9938520316	NA	NA	KSNG Mo-9437293854	Kalahadi, Ph-06670-230201	Ph-06670-230455
34.	KDLR	KSNG, 101, Ph 06670-223611	B.S Anusthan Mo-9437153805	NA	KSNG Mo-9938520316	NA	NA	KSNG-9437293854	Kalahandi DM, Ph No.-06670-230201	Kalahandi DM, Ph No.-06670-230201
35.	RPRD	KSNG Ph-06670-223611, NRLR, T.S Mirdha-Mob-9178352232	Raido Mo-9937806187, B. Child care No-7682029922	Nil	NA	NA	JCB(Lalo o) Mob-9938020739	Smt. R. Mallik, Mob-9437293854	Dr. Brunda, Mob-9668303456	Nil
36.	NRLR	BWIP Ph-06670230666, 101, Brigade Norla, T.S Mirdha, Mob-9178352232	Neheru Seva Sangha BWIP, Ph-7682029922	NA	NA	NA	Lalu Mo-9938020739	Smt. Ranjeeta Malick Mo-9437293854	Dr. Brundha (IAS) Mo-9668303456	NA

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SL No.	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 earth Moving Equipment suppliers	Name & contact nos of Tahasil & Tahasildar	Name & contact No of District & District Collector	Mobile No of any related to DM
37.	AMB	MNGD Ph-06863-211201, 9438101681 BMCK-06863-211530	Satya Sai seva Santhan AMB Mo-9124109784	NA	No Bus depots at AMB	NA	NA	Khiron Nag, Mob-8763421410	Dist. Collector Sri Tapan Ku. Mob-8763004567, Ph-06856-222245	NA
38.	LJR	BWIP Ph-06670-230666, T.S Mirdha, Mob-9178352232	S.E.D.P LJR	NA	BWIP	NA	Mo-9861444410	Sri Biswanath Mo-9437862698	Dr. D.Bruna Ph-06670-230231	NA
39.	DKLU	MNGD, Ph-06863-211201, Mob-9438106681	FAAR-9437013094, Sradha Sethi-9439545524, Bether P. Sikka-9437459048	Na	MNGD-06863-245192	ARC-Mo-9583477340, NA	MNGD-9437339032, 9438608222, 9437458943	MNGD Tahasildar Khiron Bihari Nath, Mo-8763421410, Ph-06863-240055	RGDA Dist. Collector Guha Punam Tapas Ku. Mob-8763004567, Ph-06856-222245	NA
40.	MNGD	MNGD, 06863-211201, 9438101681	FAAR-9437013094, Sradha Sethi-9439545524, Bether P. Sikka-9437459048	Harsa Trust-8249058695	MNGD-06863-245192	ARC-9583477340	R.Behera-9437339032, Babuji-9437458943, 9438608222	MNGD Tahasildar Khiron Bihari Nath, Mo-8763421410, Ph-06863-240055	Guha Punam Tapas Ku. Mob-8763004567, Ph-06856-222245	NA
41.	BMCK	BMCK - Ph-06863211530, Mo-9437373856, 9437018850	NA	NA	BMCK	NA	NA	Tahasildar - 9437954283	RGDA Collector Ph-06856-222345, 9437423211	ADM-9439366693
42.	THV	RGDA Fire Station Ph 06856-222222, BMCK Fire Station Ph-06863-211530	THV NGO No-9439983505, Red Cross RGDA Ph-06856-224062, 9861552803	NA	NA	NA	NA	Tahasildar RGDA No-06856-235091, Mo-8763366196	RGDA Dist. Collector No-06856-222245, Mo-9437566166	NA
43.	BWIP	Ph-06670-230666	Nehru Seva Sangha Ph-06670-231348	NA	Private Bus Stand No-06670-230555, Govt. No-06670-232282	New India Transport Mo-9437961469	NA	BWIP Tahasildar Sri Satya Sundar Rout Mo-9437672601	Dist. Kalahadi Collector Sri S.D. Brunda Ph-06670-230201, 9668303456	NA
44.	JNR	Junagar	NGO	NA	NA	Great India	NA	Tahasildar	Dist. Collector	NA

	D	h Ph-100,066 702306 66, Mo-943914 1793, 0672-243226	Lartavya, Mr. Ashok Pattnaik-9437154375			Transport Ph-9437679468		Junagarh Mo-94385414 34, 94285450 11	BWIP No-06670-236527, 9668303456	
45.	SBP	Ph-0663-2520101	NGO for Social Star Club No-99338301060	86 Members, Bolldonatin, Ambulance	Modipara Bus Stand No-9437054092	Shree Tirupati Transport Mo-9437053311	Mo-9437053311	NA	Collector B. Varma-0663-2420022	ADM/SB P-0663-2410386

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SL No.	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 & Tahasil dar	Name & contact No of District & District Collector	Mobile No of any related to DM
46.	JSGR	JSG Ph-06645-214552	Marwari Asso. Ph-9437257583	NA	JSG Bus Depo Ph-06645-273077	06645-272431	Nigam - 88953888 88, 99370592 33	Sri B. Nayak-06645-273102, 270231	Collector-06645-270070	MLA/JSG Mo-993704222 2, 993729779 2 President Mo-943712117 17
47.	BXQ	JSG-06645-272715, 101	Sesa/JSG-9437347467, Sewa/JSG-9437068185	NA	Govt. Bus Stand No-06645-273077	Trupati Transport-94370533 11	88953888 88, 99370592 33	JSG Tahasildar Ph-06645-273102, 9938310 725	Dist. Collector Ph-06645-270070, Sub	DM-9937042 222
48.	LPG	RGL Ph-0663-2560142, 9556940595	Anchalik Vikash Committee No-9437586188	NA	JSG	Tirupati Transport Mo-94373482 40	NA	Mrs Sushma Bilung, RGL Mo-9437172 548	SBP Dist Collector Ph-0663-2411022, Mo-9777355 94	Disaster Management Cell/SBP Ph-0663-2510191 3, 0663-2520926, Disaster Cell HQ CUG No-8455885 936
49.	RGL	RGL-9438712048	NA	NA	NA	NA	NA	T.D Chakraborty-0663-2560542	SBP	SBP
50.	SSN	SBP-0663-2520101, 101	NA	NA	NA	NA	NA	T.D Chakraborty-0663-2560542	Collector - 0663240 0222, 2400001	NA
51.	SLRA	Ph-0663-2520101	Biswa Ph-0663-2533597, MNM Ph-9437055222, Rotary Club No-0663-2545599	NA	SBP -Bus stand Mo-943808484 8, 707760627 1	Maharaja Transport Ph-0663-2430721, Nicky Roadways	NA	Tahasildar Ph-0663-2560542	Collector -S. Barma-0663-2411022	NA

						Ph-9437057816				
52.	HKG	Fire station Burla Ph-0663-2430333	Marwari Yubamanch/SBP Mo-9437055722 Red Cross/SBP Ph-0663-252222	380 Members	Burla Bus stand Sri T. Pattnaik Mo-8895395491	M/S Jayshree Transport/SBP Mo-9437045555	NA	SBP Tahasildar Sri Rjendra Minz Ph-0663-2410818	SBP Dist. Collector S. Varma Ph-0663-2400222	Commandant-ODRAF Mo-9437025250
53.	GBQ	Burla Fire Station Ph-0663-2430333	Marwadi Yubamanch/GBQ Mo-9937514987	0663-2522222, 300 Members	NA	NA	9437049555	SBP Tahasildar, Sri Rajendra Minz Ph-0663-2410818	SBP Dist. Collector S. Varma-0663-2400222	ODRAF-9437025250
54.	ATS	ATS, In-charge Dayanidhi Majhi Ph-06682-221101	Jayanti Yobaka Sangha Mo-9437193076	Small	ATS, Sri Sudam Meher Mo-9777336512	Bhole Sankar Transport No-9437393556	9658336559	D. Chandrakar-9438163905	Anjan Ku. Manik Mo-9438736379, 06646-232340	9438736379

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55.	BRPL	BRPL Fire Station Ph-06646-256055, 101	NA	NA	NA	NA	NA	Mr. Pravash Kumar Dandasena	BRGR Ph-06646-232340	RSS No.-7205459854
56.	DJX	DJX Fire Station Mo-8280308503	HUM-9437150467	22 Member	NA	Balav Meher Mo-9437151064	NA	DJX Tahasildar Sri B. Das Ph-9437366449	Dist. Sonepur, Collector Sri Dasanathi Satpathy Mo-06654220201, 9437198636	DM-9438281601
57.	KHPL	8280308503 06652-232333, 101	NA	NA	KHPL Bus Stand	NA	NA	NA	06652-232223, 9437698001	06652-232943
58.	LSX	LSX, 9438143526	NA	NA	Nil	NA	NA	Saroj Ku Mishra, 06653-274759, 9437337167	Ashish Kumar Thakre, 06652-232223, 9437023381	Sub-Collector/BLGR, 9437039900
59.	BRGA	101, 06646-233809	Marbari manch-9437063695, 9437104482	NA	BRGR Bus Stand-8895150606	9437051636	Lenkan&lenka-9437263885, 9437263892	Tehsildar - 06646233189, 9437253709	Collector-A.K Manik-06646232340, 9438679175	9439982385, 06646232112
60.	KRAR	KRAR	Marwadi Yuvamanch, Ph-9437600425	NA	NA	Mahendra Transport Mob-9937796474	NA	6437761571 NPD	Md. Sadique Alam Mob-8895985872	PA (Collector) 9178979763

CHAPTER-27

Multi Disaster Control Room

Provision of specific assets in Multi-Disaster Resistant Control Room.

Department to provide	No s.	Items required at Multi-Disaster resistant control Room.
S&T	1	Wall mounted Colour T.V with cable connection preferably LCD plasma TV to have update news.
	2	DOT Telephone with STD facility bearing the allotted emergency number.
	3	A FAX machine with separate DOT and Railway telephone connection to communicate with messages to divisions and adjacent Railway.
	4	Two Railway Auto telephone bearing the allotted emergency numbers.
	5	One satellite phone bearing the allotted number to have communication with the site
	6	Mobile charging facility for all types of mobile phones.
Electrical	1	Power : The room should have uninterrupted source of power capable of taking entire load including air conditioning along with auto main failure feature.
	2	Refrigerator: There should be provision of a refrigerator to store some dry ration , eatables , water , some refreshment, snacks etc.
	3	An electrical; stove or micro oven to prepare tea , instant food , etc.
	4	Four numbers of 5 kg DCP type fire extinguishers.
Engineering	1	To provide an oval shape table so as to accommodate at least 10 chairs.
	2	10 VIP chairs for sitting Officers and 10 other chairs for sitting accompanying officials / supervisors.
	3	To provide a rack with front glass doors with four shelves to keep different manuals , rules , books , registers etc , of all departments.
	4	To provide an Almirah to keep store items, towels, sanitary items , raw materials to prepare instant food , etc.
	5	Provision of some platform for preparation of instant food and tea.
	6	Provision of wall mounted enlarged ECoR system map.
Safety	1	Copies of all rules and manuals of all departments to be kept in the Disaster Control Room along with important circulars and correction slips. Information pertaining to section, level crossing , bridges, etc, and SWR of all station etc, should also be kept in the control; in the form of hard copies.
Accounts	1	Cash imprest of Rs 5000/- should be created under the charge of Safety Cell (Operating) for maintenance and use at the time of the disaster.

CHAPTER – 28

DO'S AND DON'TS FOR FRONT LINE STAFF

28.01 Divisional Control

DO'S

- Stop movements of trains into the affected section.
- Arrange for despatch of medical vans and accident relief trains to the site. In case casualties are more than fifty, ARMVs 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.
- Inform divisional officers, central control and controlling SM, Civil Authorities concerned.
- Collect and record systematically all developments at the site of accident.
- Advise Civil, Military, public and private hospitals in the nearby areas to rush doctors, medical aid to the site.
- Arrange for rushing the required Relief & Rescue equipments to the site.
- Inform NGO's and solicit their help.
- Arrange for regulating traffic by diverting or canceling trains.
- Arrange for running duplicate / relief trains for clearing stranded passengers with overriding priority.
- Advise the stations about the changes in the train timings, train diversions etc. so that timely information is given to the public.
- 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.
- 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.
- Guide the station staff on the correct method of train working.

DON'TS

- Loose patience.
- Ignore the safety aspects.
- Manipulate the control charts.
- Argue with the station staff.

28.02 Guard

DO'S

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

DON'TS

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

28.03 Station Manager/Station Master

DO'S

- Ensure that no other trains enter the affected section and take other necessary measures for protecting the site.
- Advise the control about the dimensions of the accident, and type of Medical and other assistance required. Also advise the local civil authorities.
- Call for assistance locally from nearby hospitals, dispensaries and medical practitioners.
- 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.
- 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.
- Arrange for protection of both belongings of the passengers and Railway Property.
- Open information counters and booths for giving information to the public regarding names of the injured, dead etc. and about regulation, diversion of trains etc.
- Utilize STD booths located at stations for giving relevant information.

DON'TS

- Permit any train to enter in the affected section except ART/ARMV.
- Destroy railway records and clues of possible cause of accident.
- Loose patience.
- Argue or misbehave with the victims and other passengers.
- Give any statement to media and press.
- Use shortcuts and unsafe methods in train operation.

28.04 Loco Pilot/Assistant Loco Pilot

DO'S

- Switch on Flasher Light of Loco and switch off head lights.
- Note down the date & time and also hectometer Number.
- Sound short whistle frequently to want the Loco Pilot of the approaching train.
- Arrange to protect adjacent line and the same line in accordance with GR/SR 6.03(I & II).
- Arrange to advice from Control in consultation with Guard.
- Secure the Loco properly.
- Assist the Guard in assessing the damage to Loco, Rolling Stock and P.Way and the nature of assistance required.

DON'TS

- Leave Loco unmanned.
- Interfere with any gadgets including speedometer chart.

28.05 Permanent Way Staff

DO'S

- Inspect the site and take track reading as prescribed.
- Sketch of the accident site is made and jointly signed with other Supervisors.
- Seize gang diaries, charts, curve registers, LC gate PN exchanged register and obtain statement of concerned staff.

- Shall assess the damage to P.Way, sleepers and fittings.
- Condition of track including infringement if any shall be noticed.
- In case of Level Crossing accident any damage to gate equipments and infringement to LC/track shall be noted.
- He shall advise Assistance/Material required for restoration.
- Render any assistance required by 'Site Officer'

DON'TS

- Attend the affected track without clearance from competent authority.

28.06 S&T Staff

DO'S

- Inspect points, crossings and S&T gears and assist for ascertaining cause of accident.
- Arrange for communication at the accident spot and manning the same.
- Render any assistance as required by 'Site Officer'.

DON'TS

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

28.07 Electrical Staff

DO'S

- Provide additional lightings if required at the accident site.
- Preservation of clues in case of fire in coaches. Any statement from passengers should also be recorded with their names and addresses.
- Adequate number of breakdown staff/tower wagons.
- De-energizing and slewing the OHE, as required for ground/crane operations.
- Restoration of OHE expeditiously.
- Supervise restoration operation.
- Ensure joint observation and measurement of the electric loco involved in the accident, in the prescribed format.
- Render any assistance as required by 'Site Officer'.

DON'TS

- Leave the accident spot till the restoration completes.
- Attend the restoration work without permission from competent authority.

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(CHAPTER - 29)

EAST COAST RAILWAY **SCHEDULE OF POWERS (DISASTER MANAGEMENT)**

Sl. No.	Nature of Item	High Level Committee on Disaster Mgt. Recom. No.	Designation	Power delegated	Reference authority
1.	Withdrawal of money from station earnings for rescue and relief operation including hiring of vehicle, cell phones, purchase of medicines.	34	AGM	Full powers	Para 2425 (8) of IRCM Pt.II
			PHOD/CHOD	Full powers	
			DRM/ADRM/CMS	Full powers	
			SAG Officers of HQ	Fullpowers	
			Sr. DME (C&W) Sr. DEE Sr. DSTE Sr. DEN Sr. DSO Sr. DCM	Upto R 20,000/-.	
			MS/Sr. DMO/ DMO/ADMO/ Station Manager (Gaz)	Upto R 10,000/- per occasion.	
			Note: -(i) In the absence of JA Grade Officer, this power will be exercised by Sr.Scale Officer with independent charge. (ii) As far as possible multiple withdrawal of money from station earnings should be avoided for the same accident. This power is to be exercised by the senior most administrative grade or branch officer at accident site/station.		
2.	Hiring of vehicles for rescue and relief operations for use in accident related transportation work, and to Medical Officers, for treatment of injured passengers at non-railway hospitals. Rates should be reasonable as per prevalent market rate.	30	AGM	Full powers	DOP (Misc) Item No. 16(h). HLC has authorized only Medical and Commercial Officers.
			CCM, CMD	Full Powers	
			DRM/ADRM/CMS	Full powers	
			Sr. DCM/DCM & MS/Sr. DMOs having independent charge.	Upto R 20,000/- per occasion.	
3.	On the spot payment to private hospitals for treatment of injured persons arising out of accidents.	32	AGM	Full Powers	
			CMD	See note.	
			DRM/ADRM/CMS	See note.	
			Sr. DMO/DMO/ADMO	See note.	
Note: Powers to be taken as per item No. 12 of Medical SOP. (i) Payment of consultation fees to Civil Surgeons and other Medical Officers will be made as per Med. DOP Item No.12 and Para – 712 of IRMM. (ii) Rate should be finalized in consultation with CMS.					
4.	a) Requisitioning medical assistance from Civil Sector, in case of disaster/accident.	33 & 18	CMD, CMS	Full powers	HLC has authorized Medical Officers and Station Managers.
			MS/Sr. DMO with independent charge	Upto Rs. 20,000/- per occasion	
			DMO/ADMO/Station Manager (Gaz)	Upto Rs. 10,000/- per occasion.	
			Station Manager (Non-Gaz)	Upto Rs. 5,000/- per occasion.	
	b) Purchasing of essential medical items/equipment including medicine not available at ART/ARME/ARMV and procurement of additional life saving drugs from the market at the site.	31	CMD, CMS	Full powers	HLC has authorized Medical Officers.
			MS/Sr. DMO with independent charge	Upto Rs. 20,000/- per occasion	
			DMO/ADMO	Upto Rs. 10,000/- per occasion.	
			Station Manager (Gaz. and Non-Gaz)	Upto Rs. 5,000/- per occasion.	

Sl. No.	Nature of Item	High Level Committee on Disaster Mgt. Recom. No.	Designation	Power delegated	Reference authority	
5.	Hiring of cell phones at accident site which has cell phone connectivity.					
	a) For Railway's use	44	DRM/ADRM	Full Powers	Rly. Bd's Lr. No. 2000/Tele/ TN/ 1, dtd. 12.5.2003.	
			SAG Officers of HQ	Full Powers		
			JAG/SS Officers	Upto Rs. 5000 per occasion		
			Station Manager (Gaz)	Upto Rs. 2500/- per occasion		
			Station Manager (Non-Gaz)/Station Master	Upto Rs. 1000/- per occasion.		
	b) For use of passengers at accident site, free of charge.	44	DRM/ADRM	Full Powers		
			SAG Officers of HQ	Full Powers		
			JAG/SS Officers at accident site (Sr. DCM/DCM)	Upto Rs. 5000/- per occasion		
			Station Manager (Gaz)	Upto Rs. 2500/- per occasion		
			Station Manager (Non-Gaz)/Station Master	Upto Rs. 1000/- per occasion.		
6.	Hiring and purchase of any material or equipment, other than those listed at items 2 to 5 above which is required for quicker rescue/restoration operations at accident site.	35	AGM	Full powers	Bd's Lr. No. 2002/ Safety-1/6/4, dtd. 23.10.2003	
			DRM/ADRM/CMS	R 5 lakh per occasion.		
			SAG Officer of HQ	R 1 lakh per occasion.		
			Sr.DME (C&W), Sr. DCM	Upto Rs. 20,000/- per occasion.		
			DCM, DME	Upto Rs. 10,000/- per occasion.		
7.	Expenditure at accident site or damage due to floods, breaches, cyclones, earthquakes etc.,				1. DOP (Misc.) Item No. 15	
	a) for providing food, drinks and transport of injured passengers to hospitals.		AGM	Full powers	2. Board's L/No. F(X)I-64/PW4/6, dtd. 12.6.67. 3. Rule 1420 of Indian Railway Establishment Code (IREC)-Vol.II (1987)	
			PHOD/CHOD/HOD	Full powers		
			DRM/ADRM/CMS	Full power		
			Divisional Branch Officers	Full powers		
	b) Food and drinks for staff attending to breakdown duties.		AGM	Full powers		
			PHOD/CHOD/HOD	Full powers		
			DRM/ADRM/CMS	Full power		
			Divisional Branch Officers	Full powers		
	c) To incur expenditure on setting up camp, lighting and transshipment arrangements on breaches and accidents.		AGM	Full powers		
			PHOD/CHOD/HOD	Full powers		
			DRM/ADRM/CMS	Full power		
			Divisional Branch Officers	Upto R 20,000/- on each occasion.		
			Sr. Scale	Upto R10,000/- on each occasion		
			Jr. Scale	Upto R 5,000/- on each occasion.		
Remarks:						
1. Finance concurrence is not necessary.						
2. The officers who are empowered to incur expenditure for supply of food to persons in emergent cases are authorized to utilize station earnings as per codal provisions, without prior finance concurrence in cases where it is not possible to meet the expenditure in the normal manner i.e. IRCM Pt.II Para 2425(8).						
3. Accounts / Vouchers should be rendered within 2 weeks against Station Pay Order to associate accounts.						

Sl. No.	Nature of Item	High Level Committee on Disaster Mgt. Recom. No.	Designation			Power delegated	Reference authority
8.	Purchase of spares and other equipments required for ART/ARMV/BD crane and for all equipments contained therein.	36 & 40	CME, CMD, CRSE/CMPE, DRM, CMS			Upto R 20,000/- in normal circumstances and upto R 1 lakh during accident.	1. Dir., Mech. Engineering (P)-II's Lr. No. 2003/M (M&P)/7 DM (36),dtd. 29.9.2003 2. Dy. Dir.,/Safety-1's Lr. No. 2002/ Safety-1/6/4, dtd. 23.10.03.
			Sr. DME(C&W)			Upto R 10,000/- in normal circumstances and R 20,000/- during accident.	
			MS/Sr. DMO in charge of ARMV			Upto R 10,000/- in normal circumstances and R 20,000/- during accident.	
9.	Standing purchase committee at Hq. Level and Divisional level for purchase of spares/equipments/ other materials required for ART/ARMV/BD Crane.	37 & 38	Tech. Member Convener	Finance Member	Stores Member	Value of purchase	Procedure of JPO No. 07 ECoR 01/01 Dt. 25.2.2004 and modified JPO No. 07 ECoR 02/02 Dt. 15.9.2004 to be followed.
			Sr. Scale of Divn	Sr. Scale of Divn.	Sr. Scale of Divn./ Nominated JAG Officer in Divn.	Upto Rs. 10 lakhs.	
			JAG of Divn.	JAG of Divn.	JAG of Divn./ Nominated JAG officer in charge of the Divn.	Over Rs. 10 lakhs and upto Rs. 40 lakhs.	
			SAG of Hqr.	SAG of Hqr.	SAG of Hqr.	Over Rs. 40 lakhs.	
10.	Creation of cash imprest for maintenance of ART/ARMV, BD Crane and Tower Wagon without finance concurrence.	39	AGM			Full powers	
			CME			Upto Rs. 25,000/-	
			CMD for ARMV only			Upto Rs. 10,000/-	
			CEE for Tower Wagon only			Upto Rs.25,000/-	
11.	To enter into AMC with OEMs or their authorized agents for supply of critical equipment of ART/ARMV/BD crane/re-railing equipment and their maintenance.	94	AGM			Full powers	As per item No. 28(a) of SOP on Misc. matters.
			CME			Full powers	
			CMD for ARMV only			Full powers	
			CRSE/CMPE			Full powers	
			CMS/MS for ARMV only			Upto Rs. 25,000/- in each case.	
			Sr. DME/DME as BO			Upto Rs. 25,000/- for each item / equipment.	
Note: 1. Finance concurrence is necessary. 2. Items to be decided by CRSE, CMPE and CMD whose AMC is to be executed.							

Sl. No.	Nature of Item	High Level Committee on Disaster Mgt. Recom. No.	Designation	Power delegated	Reference authority
12.	Critical spares to be procured from approved sources only: (i) For HRD/HRE: From approved list of Vendors of COFMOW. (ii) For 140/120 T Cranes: From approved list of Vendors of JMP/Parel Workshop. (iii) For Critical Spares and equipments: Such as, Air Breathanalyzer, Electrical cutting equipment, inflatable tower etc. required for ART/ARMV from approved sources.	95	AGM	Full powers	
			DRM/ADRM/CMS	Full powers	
			CMPE/CRSE	Full powers	
			Sr. DME	Full powers	
			DME/MS	Upto Rs. 20,000/- in each case.	
Note: 1. A copy of the approved vendors' list of COFMOW needs to be circulated by CME to Divisions and all concerned. 2. A copy of the approved vendors' list of JMP/Parel Workshop for 140/120 T cranes needs to be circulated by CME to all concerned. 3. PAC signing power as delegated under item No. 40 (b) of DOP on Stores Matters vide Railway Board's letter No. 2007/RS(G)/779/1 dated 04.04.2008 to be referred to. 4. The AMC, if it is comprehensive as per item No. 11 of DOP on Disaster Management, then these critical spares need not be procured.					
13.	Requisition of Helicopters/ Aero planes due to serious passenger train accidents where :- a) More than 10 casualties (death-cum-serious injuries) are feared and it is difficult for these officers to reach the site within reasonable time. b) 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.) c) Public reaction in case of late arrival of senior officers at site is likely to be highly adverse.		GM/DRM (Powers to be exercised personally by GM/DRM and may not be delegated).	Full powers	Director Safety's Lr. No. 2002/ Safety-1/6/6, dtd. 13.6.2004

Note:

1. Power under Item No. 1 to 6 are meant for use only in case of Railway accidents in respect of passengers or Railway Staff injured/killed in such accidents (except at unmanned Railway crossings). These powers may also be used in case of natural calamities in respect of Railway staff/passengers. Financial propriety should be kept in mind by officials who have been delegated these special financial powers in case of accidents/natural calamities.
2. No circulars/Orders restricting the purchase procurement/ powers contained herein for ART/ARMV/Crane equipment shall be applicable unless specifically issued by Railway Board (MM+FC) or otherwise amended by GM/ECOR.
3. Any authority exercising any of these powers will be personally responsible for: -
 - a. Full accountable of any withdrawal of money from station earnings.
 - b. Maintaining an account of expenditure incurred by him in exercising of these powers.
 - c. Submitting such account of all expenditures incurred by him within a calendar month to DRM and subsequently sent to HQ to be checked by an empowered committee nominated by CME and FA & CAO.

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TELEPHONE NUMBERS OF RAILWAY BOARD & OTHER ZONES
(Quick Response Team)

NEW DELHI (MTNL) STD CODE – 011**NEW DELHI RLY STD CODE – 030**

SN	Designation	Office		Residence		Mobile
		Railway	MTNL	Railway	MTNL	
1	Safety Cell	98100-17905				
2	Dir. Safety/II	43446	2338-9987		0120-4548501	09810017905
3	Dir. Safety/I	43667	2338-7009			09910487477
4	Dir. Safety/III	43239	2338-5047			09910487542
5	Dy Dir/Safety	43998	2330-3998			09958293571
6	Dir/Chg – I	43578	2338-9764		2336-8702	09910487468
7	Dy.Dir./Chg.	43795	2338-3795			09717647516
8	Dir./TT(POL)	43659	2338-4641		23363868	09910487527
9	Dir/TT(G)	43521	2338-4744		26114171	09910487526
10	ED/Chg.	43892	2338-3624		2467-8085	09810197415
11	Adv./Safety	43302	2338-1344		23210429	09910487525

QUICK RESPONSE TEAM (QRT) AT OTHER RAILWAY ZONES

Postal Address	Phones with STD code/e-mail
Additional General Manager, Eastern Railway, Kolkata.	033-22304950(O) / 033-24791407 ® / 033-22319290 (Fax) 9002020001(Mob), E-mail : agm@er.railnet.gov.in
Additional General Manager, S. E. Railway, Kolkata.	033-24391114 (O) / 033-24390439 ® / 033-24397813 (Fax) 9002080001 (Mob), E-mail : agm@ser.railnet.gov.in
Additional General Manager, S. C. Railway, Secunderbad.	040-27824216 (O) / 040-27014423 / 040-27824216 (Fax) 9701370004 (Mob), E-mail : agm@scr.railnet.gov.in
Additional General Manager, South East Central Railway. Bilaspur	07752-247175(o) / 07752-247176 (O) FAX-07752-247196 MOB-09752475002 agm@secr.railnet.gov.in

QUICK RESPONSE TEAM (QRT) AT THE MINISTRY OF RAILWAY

Name/Designation/Office Address/Residential Address	Phones with STD code/e-mail
Team Leader - Additional Member(Traffic) Room No.264, Railway Board, Rail Bhavan, New Delhi-01	011-23382427 (O) / 011-24103255 (R) / 011-23303990 (Fax) 9717600119 (Mob) / E-Mail : amt@rb.railnet.gov.in (e-mail)

Alternate Team Leader & Member – 1 Additional Member(Commercial), Room No.473, Railway Board, Rail Bhavan, New Delhi-01	011-23382112 (O) / 011-24675006 (R) / 011-23303973 (Fax) 9818798394 (Mob) / E-Mail : amc@rb.railnet.gov.in (e-mail)
Member – 2 - Additional Member(Mech Engg.), Room No.319, Railway Board, Rail Bhavan, New Delhi – 01.	011-23382975 (O) / 011-23362644 (R) / 011-23303977 (Fax) 9818798388 (Mob) / E-Mail : amm@rb.railnet.gov.in (e-mail)
Member – 3 - Additional Member(Civil Engg.), Room No.125, Railway Board, Rail Bhavan, New Delhi – 01.	011-23382607 (O) / 011-24678603 (R) / 011-23304875 (Fax) 9818798381 (Mob) / E-Mail : amce@rb.railnet.gov.in (e-mail)
Member – 4 - Additional Member(Electrical), Room No.115, Railway Board, Rail Bhavan, New Delhi – 01.	011-23381227 (O) / 011-23361425 (R) / 011-23304692 (Fax) 9818798383 (Mob) / E-Mail : aml@rb.railnet.gov.in (e-mail)
Member – 5 - Additional Member(Telecom), Room No.152, Railway Board, Rail Bhavan, New Delhi – 01.	011-23383815 (O) / 011-25559607 (R) / 011-23304686 (Fax) 9810048970 (Mob) / E-Mail : amtele@rb.railnet.gov.in (e-mail)
Member – 6 – Inspector General (RPF), Room No.437, Railway Board, Rail Bhavan, New Delhi – 01.	011-23385188 (O) / 011-23366637 (R) / 011-23385188 (Fax) 9810337619 (Mob) / E-Mail : ighq@rb.railnet.gov.in (e-mail)
Member – 7 - Advisor Safety , Room No.353, Railway Board, Rail Bhavan, New Delhi – 01.	011-23381344 (O) / 011-26111211 (R) / 011-23382638 (Fax) 9818798390 (Mob)
Member – 8 – Director, Public Relations, R.No.302, Railway Board, Rail Bhavan, New Delhi–01	011-23381332 (O) / 011-23342085 (R) / 011-23385215 (Fax) 9810046241 (Mob)

Annexure-2

TELEPHONE NUMBERS :- CRS , ECoR ZONAL HQ & DIVISIONAL OFFICERS

TELEPHONE NUMBER OF COMMISSION OF RAILWAY SAFETY

	COMMISSIONER OF RAILWAY SAFETY					
Designation	Name	Rly Office	Resi	BSNL Office	BSNL Resi	Mobile no. CUG
CCRS	S.Nayak	032-31140	-	0522-2233108	0522-2237702	9794842049
CRS/NR	R K Kardan	030-54752 030-54753	26886589	-	22743345	9717630004
CRS/CR	Chetan Bakshi	010-54950	010-54951	22056058	22824367	9821081597
CRS/WR	Chetan Bakshi	090-22694	010-54951	22034351	22824367	9987640290
CRS/NE/ Circle	Prabhat Vajpayee	23291(NR) 31141 (NER)	-	2234515(NR)	2235232	9794842050
CRS/SE/Circle	S Nayak	080-27062,	-	22484858	24483530	9002080850 08455885820

		44604 FAX-08042221		22227062		
CRS/SC/Circle	D K Singh	86980 86979	-	27820104 27786980	27003363	9849495073
CRS/ER	R P Yadav	020-27061	-	22483945	-	9002020991
CRS/SR	J S Naidu	060-53200	060-53201	22260650	22265926	9731666003
CRS/NFR	Balbair Singh	27060	-	22481493	-	9830111493

IMPORTANT TELEPHONE NOS OF E.Co.R ZONAL HQ OFFICERS AND DIVISIONS

Sn	Designation	Railway	BSNL (CODE – 0674)	Mobile	Fax	
					Rly(085)	0674BSNL
1	General Manager	50000 (O) 50001 (R)	2300773 (O) / 2302773(R)	8455880000	50700	2300196
2	Secy to GM	50002 (O) 50003 (R)	2300029 (O) / 2303814 (R)	8455885000	50701	2303587
3	Chief Safety Officer	50560 (O)	2300957 (O) / 2726240 (R)	8455885940	50766	2302758
4	Chief Mechanical Engineer	50050 (O) / 50051 (R)	2303370 (O) / 2301957 (R)	8455885400	50750	2303530
5	Chief Electrical Engineer	50040 (O) / 50041 (R)	2303515 (O) / 2301582 (R)	8455885300	50740	2302524
6	Chief Engineer	50020 (O) / 50021 (R)	2300571 (O) / 2303544 (R)	8455885200	50720	2301887
7	Chief Operations Manager	50060 (O) / 50061 (R)	2303122 (O) / 2303955 (R)	8455885900	50760	2300313
8	Chief Medical Director	50550 (O)	2302041 (O) / 2744390 (R)	8455885500	50756	2303052
9	Chief Signal & Telecom Engineer	50080 (O) 50081 (R)	2301891 (O) / 2303681 (R)	8455885800	50780	2303508
10	Chief Security Commissioner	50590 (O) 50591	2303509 (O) / 2301109(R)	8455885700	50790	2302830
11	Chief Commercial Manager	50030 (O) / 50031 (R)	2300375 (O) / 2300993 (R)	8455885950	50731	2302272
12	HQ Control	51662, 51660, 51664	2303564	-	-	-
13	Dy CHC (Disaster)	51064	2303110	8455885939	-	-
14	Commercial Control	51333,	=	8455885999	-	-
15	Security Control	51696,51896	2301813	8455885777	51696	2301813-

IMPORTANT TELEPHONE NOS OF DIVISIONAL OFFICIALS RELATED TO DISASTER

Sn	Designation	Railway	BSNL	Mobile	FAX	
KHURDA ROAD (BSNL STD CODE-0674)					RLY(085)	0674BSNL
1	Divisional Railway Manager	72200 (O) / 72201 (R)	2490567 O) / 2490568 (R)	8455887000	72100	2492568
2	Addl. Divisional Railway Manager	72202 (O) / 72203 (R)	2490264 O) / 2490364 (R)	8455887001	72902	2490264
3	Sr. Divisional Safety Officer	72266 (O) / 72267 (R)	2491404 O) / 2491403 (R)	8455887940	-	-
4	Chief Controller	72360 (O) / 72361 (R)	2490391(O)	8455887928	72347	2372347
5	Dy CHC (Disaster)	72819, 72820, 72818, 72816	2492374	8455887939	-	-
6	Commercial Control	72334, 72755	[On Board	8455887999	-	-

			Help Line-138, 2492411, 2492511, 2492611			
7	Security Control	72154, 72554	-2492229,	8455887777	72554	2492229

WALTAIR (BSNL STD CODE-0891)					Code085	0891
1	Divisional Railway Manager	82200 (O) / 82201 (R)	2746200 O) / 2762000 (R)	08978080000	82404	2728832
2	Addl. Divisional Railway Manager	82202 (O) / 82203 (R)	2746202(O) / 2746203 (R)	08978080001	82404	2728832
3	Sr. Divisional Safety Officer	82460 (O) / 83593 (R)	2591033O)	08978080940	82562	2796708
4	Chief Controller	82466 (O) / 82467 (R)	2746255(O)	- 08978080914	82562	28425663
5	Conference Hall	82088, 82089, 83096, 82265	2746255, 2746266	-	-	-
6	Dy CHC (Disaster)	-82664, 82539, 82060	-	8978080939	-	-
7	Commercial Control	-82415	-2748641	8978080966	-	-
8	Security Control	-82016,82817	-2501184	8978080777	82016	2501184

SAMBALPUR (BSNL STD CODE-0663)						
1	Divisional Railway Manager	62200 (O) / 62201 (R)	2401331(O) / 2400498 (R)	8455886000	62343	2401331
2	Addl. Divisional Railway Manager	62202 (O) / 62203 (R)	2405312 O) / 2404872 (R)	8555886001	62402	2405312
3	Sr. Divisional Safety Officer	62460 (O) / 62263 (R)	2533097 O) / 2533096 (R)	8455885940	625146 2538	2533097
4	Chief Controller	62330 (O) / 62675 (R) 62639 (O) / 62369 (R)	2401913	8455886940	62522	2533169
5	Dy CHC (Disaster)	62319, 62619, 62401	2401913, 2532187, 2520916.	8455886939	-	-
6	Commercial Control	62332	[On Board Help Line-138, 2532230, 2532302] [Disaster Management -1072, 2533037, 2531191]	8455886999	-	-
7	Security Control	62471, 62637	25211179	8455886777	62637	2521179

Annexure - 3**SATELITE TELEPHONE NUMBERS (INMARSAT)**

Location	Voice No.	FAX No.	Data No.
	ISD Code – 00870		
Control Test Room/ KUR	763096090	763096091	763096092
	763982052	763982053	763982054
SBP/ ART	763096078	763096079	763096080
KBJ /ART	763982064	763982065	763982066
WAT /ART	763096143	763096144	763096145
KRPU /ART	763096290	763096291	763096292
HQ/BBS	00870 -763982056	763982057	763982058
HQ/BBS	00870-763982060	763982061	763982062

Annexure - 4**TELEPHONE NOS & DETAILS NDMA/NDRF BATTALIONS NDRF Head Quarter, (Sector-1 R K Puram, New Delhi)**

Name	Designation	Address	Telephone No.	Fax No.	Mobile No.	E-Mail
NDRF CONTROL ROOM			011-24369280 011-24363260			
NDMA CONTROL ROOM			011-26701728	011-26701729		

Name	Designation	Address	Telephone No.	Fax No.	Mobile No.	E-Mail
MEMBER SECRETARY / NDMA	SRI R K JAIN		011-26701711	011-26701729	09818787494	secretary@ndma.gov.in
Shri R K PANCHANANDA (IPS)	Director General	Directorate General , NDRF , ANTYODAYA BHAWAN ,B-2 WING , 9 TH FLOOR ,CGO COMPLEX LODHI ROAD NEW DELHI-110003	011-24369278 011-24369280	011-24363261	-	dg.ndrf@nic.in
Shri L.RAVI JOSEPH (IPS)	Inspector General	-- Do --	011-24363268	011-24363261	09013882417	ig.ndrf@nic.in
Shri Venugopal V.	FA NDRF & CD	-- Do --	011-24363061	011-24363261	09968880247	vgv11@rediffmail.com
Shri.J.K.S.Rawat	Deputy Inspector General (ADM)	-- Do --	011-24363267	011-24363261	09968262466	dig.ndrf@nic.in
Shri. S.S Guleria	Deputy Inspector General (Ops & Trg), Deputy Inspector General (East /North East Sector)	--Do--	011-24363262-	011-24363261	7042167700	dig.es.ndrf@nic.in
Shri Randeep Kumar Rana	Deputy Inspector General (Proc & Comn), Deputy Inspector General (Central Sector)	--Do--	011-24363266	011-24363261-	09999513134	dig.ns.ndrf@nic.in randeep1576@gmail.com
Shri. K K SINGH	Deputy Inspector General (South Sector)	--Do--	044-26420027-	-	08505833411	dig.ss.ndrf@nic.in
Shri RAJESH NEGI	Second in Command (Operation&Training)	-- Do --	011-24656932	011-224363261	07840037770	keshavkumar128@rediffmail.com
Shri Sudhir Thapa	Inspector Control Room	-- Do --	011-26107953	011-26105912	09711448595	-

NDRF units

Name	Designation	Address	Telephone No.	Fax No.	Mobile No.	Unit Control Room No.	E-Mail
S K Sastri	Commandant	1st BN NDRF, Patgaon PO - Azara, Distt. Kamrup Metro, Guwahati-781017	0361-2840027	0361-2840284	09401307887	0361-2840284 09401048790 09435117246	assam01-ndrf@nic.in
NISHIYH	Commandant	2nd BN NDRF, Near RRI Camp.	033-	033-	09434742836	033-25875032	wb02-ndrf@nic.in

UPADHYAYA	dant	Haringhata, Mohanpur, Nadia, (West Bengal) Pin - 741246	25875032	25875032		09474061104 09474116775	
JACOB KISPOTTA	Comman dant	3rd BN NDRF, PO-Mundali, Cuttack - Odisha Pin - 754013	0671-2879710	0671-2879711	09439103170 09437964571	0671-2879711 09437581614	ori03-ndrf@nic.in
Rekha Nambiyar	Comman dant	4th Bn NDRF, PO - Suraksha Campus , Arrakonam , Distt. Vellore Tamilnadu-631152	04177-246269	04177-246594	09442105169	04177-246594 09442140269	tn04-ndrf@nic.in
Anupam Srivastava	Comman dant	5th Bn NDRF, Sudumbare Taluka, Distt - Maval Pune (Maharashtra) Pin - 412109	02114-247010	02114-247008	09423506765	02114-247000 09422315628	mah05-ndrf@nic.in
R.S Joon	Comman dant	6th Bn NDRF, Chilora Road , Gandhinagar, Pin - 382042	079-23202540	079-23201551	09428826445	079-23201551 09723632166	guj06-ndrf@nic.in
.G RAVI KUMAR	Comman dant	7th Bn NDRF, Bibiwala Road, Bhatinda (Punjab) Pin 151001	0164-2246030	0164 - 2246570	09417802032	0164-2246193 0164-2246570	pun07-ndrf@nic.in
P.K.Srivastava	Comman dant	8th Bn NDRF, Kamla Nehru Nagar, Ghaziabad (UP) Pin - 201002	0120-2766013	0120 - 2766012	09968610014	0120-2766618	up08-ndrf@nic.in
Vijay Sinha	Comman dant	9th Bn NDRF, Bihata Patna, Bihar Pin - 801103	06115-253942	06115-253939	07762884444	06115-253939 08544415050 09525752125	patna-ndrf@nic.in
Parshant Dhar	Comman dant	10th Bn NDRF, ANU Campus, Nagarjuna Nagar, Guntur (AP) Pin - 522510	0863-2293178	0863-2293050	09419217790	0863-2293050 08333068559	ap10-ndrf@nic.in
A.K.Singh	Comman dant	11 th Bn NDRF, Sanskritik Sankul, Maqbool Alam Road, Varanasi, UP - 221002	0542-2501201	0542 - 2501101	09455511107	0542-2501101 08004931410	up-11ndrf@gov.in
A K C SINGH	OFFG. Comman dant	12 th Bn NDRF, Itanagar, Arunachal Pardesh 791112	03621-242940	03621-242940	09485236141	0360-2277106 0360-2277104	bn12.ndrf@gov.in

REGIONAL RESPONSE CENTERS OF NDRF

Name of RRC	Landline Number	Mobile Number
NDRF RRC, Balasore, Odisha		9437964575
NDRF RRC ANDAMAN ISLAND	03192-289066	09442112269
NDRF RRC, Adayar, Chennai	04424420269	09442123269
NDRF RRC, Vizag Steel Plant, Vishakhapatnam, Andhra Pradesh	--	08333068565
NDRF RRC VIZAYWADA		08333068560
NDRF RRC, Fire Station Mahadevapura, Bengluru, Karnatka	080-28531005	09482978719 09482978715
NDRF RRC, Shaikpet Sport Complex, Hyderabad, Telangana	040-23565655	08333068536 08333068547
NDRF RRC CONTROL ROOM ARAKKONAM TAMIL NADU	04177-246594	

03BN NDRF MUNDALI, CUTTACK(ODISHA)

S.NO.	RANK	NAME	PHONE /MOBILE NO.	
01	COMMANDANT	SHRI M .K. YADAV	0671-2879710 (O) 09439103170 09437964571	bn-4th@cisf.gov.in, ori03-ndrf@nic.in
02	Asstt.Commandant/Ops & training	Shri A. K. Pattnayak	9437964570	-
03	Asstt.Commandant	Shri B K Das	9437964574	--
04	<u>NDRF Control</u> Room,Mundali,Cuttack	--	06712879711 9937187222	--

Annexure - 5

STATE GOVT. EMERGENCY & OSDMA TELEPHONE NUMBERS

Telephone No. of the officers & Staff of OSDMA

PABX-0674-2395398/2396901, FAX- 0674-2391871

E-mail: osdma@osdma.org, Website: www.osdma.org

Sl. No	Name of officers / staff	Designation	Res. No	Mobile No	OSDMA Ext. No/ PBX No	E-mail ID
1.	Pradipta Kumar Mohapatra	Managing Director	Nil	8763939511	301/3004	md@osdma.org
2.	Sri Padmalochan Behera	Consultant, ODRP		9438851763		ed@osdma.org
3.	Sri Gobinda Chandra Mangual	Executive Director (Projects)		9437021600	218	edp@osdma.org
4.	Sri Arabinda Mishra	Chief General Manager (F&A)		9438306345	206/3006	cgmfa@osdma.org
5.	Sri Prasanta Kumar Prusty	General Manager (Mechanical)		9861038374	203	gmmecc@osdma.org
6.	Sri Sibasish Padhi	General Manager (Projects)-IV		9437232998	219	gmp4@osdma.org
7.	Sri Manmohan Mohanta	General Manager (Projects)-V		9437136555	215	gmp5@osdma.org
8.	Sri Goutam Chandra Das	Deputy General Manager		9438619605	204	dgmp1@osdma.org

		(Projects)-I				
9.	Sri Tapan Kumar Mohanty	Deputy General Manager (Projects)-II		9437350547	241	dgmp2@osdma.org
10.	Sri Sribhusan Sukla	Chief General Manager-I		9238365495	207/3007	cgm1@osdma.org
11.	Dr. Kamal Lochan Mishra	Chief General Manager -II		8763354637	239/3011	kamalmishra66@gmail.com
12.	Sri Subhendra Kumar Nayak	General Manager		9437281061		gm@osdma.org
13.	Sri Prasanta Kumar Nayak	Deputy General Manager (T&C)		9437170179	200	prasantanayak26@yahoo.in
14.	Sri Ashok Chandra Rout	Accounts officer		9438304082	231	
15.	Sri Someswar Brahma	Jr. Accountant		8763294214		
16.	Sri Jnanendra Kumar Mohanty	Jr. A/C. Assistant		7377355168	209	
17.	Sri Ananta Kishore Sahoo	Accountant		9437377716	229	
18.	Sri Haraprasad Mishra	Jr. Assistant		9438185232	210	
19.	Sri Prakash Chandra Jena	Sr. PS to Managing Director		9437411774	208/3004/ 0674-2395531	
20.	Sri Bholanath Mishra	GIS Expert & Environment Specialist		9437106251	237	bnmishra.osdma@gmail.com
21.	Sri Arabinda Ray	System Expert & MIS Specialist		9437106252	217 /233	aray@osdma.org
22.	Sri Krushna Chandra Bisoi	Shelter Coordinator & Social Management Specialist		9437179693	207	krushna.bisoi@gmail.com

23.	Er. Manoj Kumar Nayak	Engineering Consultant (Water Resources)		9437283139	236	
24.	Er. Sanat Kumar Chatterjee	Engineering Consultant (Roads & Buildings)		9937384096	234	
25.	Er. Bishnu Ch. Majhi	Procurement Specialist	2721949	9437151949	234	
26.	Sri Simanchal Pattnaik	State Project Officer, UNDP		9437089446		
27.	Sri Meghanad Behera	City Project Coordinator, UNDP		9438281225	238/3009	

Annexure-6

Telephone Directory of Deputy Collectors, Emergency Up to 13.01.2017

I.	S	District	Name of Emergency Officer	Mobile No	Office No	Fax No
		Angul	Baitura Deep Lambodara Behera Sr. Clerk	9437193651 9437182539	06764-230980	06764-230685
		Balasore	Dinesh Ku. Naik Subrat Ku. Ghosh Sr. Clerk	9937975649 9040647125	06782-262286 262647	06782-262208
		Baragarh	Dasarathi Bhoi Balmukunda Dip Sr. Clerk	9437417534 9861848043	06646-232112	06646-232840
		Bhadrak	Rajendra Panda Narayan Ch. Jena Sr. Clerk	9438406006 9938761971	06784-251881	06784-250880
		Bolangir	Sankarsan Pradhan Ashok Kumar Mishra Sr. Clerk	9438286132 9853134697	06652-232452	06652-233082
		Boudh	Sona Tudu Debaranjan Mishra Sr. Clerk	9437611257 9438642300	06841-222023	06841-222204
		Cuttack	Pradodh Kumar Rout Guru Gobinda Dalai Jr. Clerk	8280079982 9861710409	0671-2507842 9337419494	0671-2301103
		Deogarh	Basant Das Khireswar Sahoo Sr. Clerk	9078683491 9437356471	06641-226843	06641-226301
		Dhenkanal	Sasanka Sekhar Mishra Rajkishor Roul Sr. Clerk	9861388712/ 9439073392 9776284130	06762-226507 221376	06762-225717
		Gajapati	Netrananda Pradhan Bijay Kumar Patnayak Sr. Clerk Susil Kumar kara Jr. Clerk	9437873661 9439132722 9437139943	06815-222943	06815-222464
		Ganjam	Pramod Kumar Sahoo Nrusingha Mohapatra Sr. Clerk Murali Mohan Redi Jr. Clerk	9437337662 8895583905 9437593522	06811-263978	06811-263344
		Jagatsinghpur	Satya Narayan Das Prasant Kumar Mohapatra Sr. Clerk	9438111806 9438271305	06724-220368	06724-220299
		Jajpur	Rajalaxmi Nayak Nakul Ch. Mallik Sr. Clerk	9777083928 9556998489	06728-222648	06728-222087
		Jharsuguda	Sonasis Kisan Chita Babu Sr. Clerk	9438852757 8908066957	06645-272902 271692	06645-270868
		Kalahandi	Dibakar Bag Pravakar Panigrahi Sr. Clerk	9938433855 9853140533	06670-231992 230455	06670-230303
		Kandhamal	Chitta Ranjan Mohapatra Abinash Mukhi, Jr. Clerk Santosh Patnayak Sr. Clerk	9438410797 9439176434 9438129910	06842-253650	06842-253905/253645
		Kendrapara	Rajanikanta Mohanty Raghu Das	9437364475 9178624842	06727-232803	06727-221603
		Keonjhar	Santanu Nayak Minati Sahoo Sr. Clerk	8455871018 9895543979	06766-255437	06766-254298

	Khurda	Bishnupriya Sahoo Akhyia Kumar Sahoo Sr.Clerk	9938540565 9178063694	06755-220002	06755-221003
	Koraput	Debabrata Karathi P.C. Sahoo Babu Sr.Clerk	8763290103 9437820704	06852-251381	06852-250466
	Malkangiri	Tapan Kumar Nayak Satya Narayan (Dealing Asst.)	9439120095 9437820232	06861-230442 06861-231372	06861-230356 231565
	Mayurbhanj	Dayasindhu Parida(in charge) Dilip Kumar Jena, Sr. Clerk	9437960910 9438468034	06792-252759	06792-252221
	Nawarangap	Surendra Kumar Tripathy Suresh Patnayak Sr. Clerk	9437044318 9937338585	06858-222434	06858-222344
	Nayagarh	Indurekha Paschima Kabat Kailash Chandr Ojha Sr. Clerk	8895569090 9437629046	06753-252978	06753-252566
	Nuapada	Jayshree Padhi Dinesh Ku. Biswal, Sr. Clerk	9437761571 9438204832	06678-225357	06678-225465
	Puri	Prasanna Kumar Dash Manoj Mishra	9437082440 9040352643	06752-222033 223237	06752-223939
	Rayagada	Narayan Mishra Mamina Tripathy Jr. Clerk *	9437967199 9439370784	06856-224062 224082	06856-222770
	Sambalpur	Sanjeeb Kumar Pujari Subrat Pradhan Sr. Clerk	9437121343 9438452614	0663-2412407	0663-2404006
	Subarnapur	Sambit Satpathy Dinesh Ranjan Mishra, Jr. Clerk	9438045578 9437562469	06654-220362	06654-220345/220362
	Sundargarh	Sumita Singh Ram Kumar Ray Sr. Clerk	9437239918 9438712141	06622-272233	06622-273166/312766

Telephone Numbers of All Collectors of the State 13.01.2017

Sl. No	Name of the District	Name	STD Code	Office	Residence	FAX	Mobile
1	2	3	4	5	6	7	8
1	Angul	Shri Anil kumar Samal, IAS	06764	230567	230234	230685	94370-31784
2	Balasore	Shri Pramod Kumar Das, OAS (SAG)	06782	262001	262003	262208	94377-56160
3	Bargarh	Shri Anjan Kumar Manik , IAS	06646	232340	230041	231300	94387-36379
4	Bhadrak	Shri Laxmi Narayan Mishra, IAS	06784	250436	240220	240800	94370-61000
5	Bolangir	Shri Ashis Thakare, IAS	06652	232223	232001	233082	94370-23381
6	Boudh	Shri Madhusudhan Mishra, IAS	06841	222203	222334	222204	94379-65778
7	Cuttack	Shri Nirmal Chandra Mishra	0671	2508100	2301001	2301103	94371-24029
8	Deogarh	Sri Purna Chandra Pathy,OAS (SAG)	06641	226354	226353	226301	94371-08050
9	Dhenkanal	Mrs. Roop Roshan Sahoo, IAS	06762	225601	226500	225717	94397-73964
10	Gajapati	Sri Sudhansu Mohan Samal	06815	222397	222396	222464	94375-61919
11	Ganjam	Sri Prem Chandra Chaudhary	06811	263700	263800	263344	94388-35404
12	Jagatsinghpur	Mrs. Yamini Sarangi, IAS	06724	220379	220199	220299	94370-48177
13	Jajpur	Ranjan Kumar Das, IAS	06728	222001	222330	222087	94372-86512
14	Jharsuguda	Sri Bibhuti Bhusan Pattanakik,OAS(SAG)	06645	270070	270868	270868	94371-70868
15	Kalahandi	Dr. Brundha D, IAS	06670	230201	230233	230303	94388-35407 96683-03456
16	Kandhamal	Shri Reghu G.	06842	253602	253601	253905	94370-59960
17	Kendrapara	Muralidhar Mallick	06727	232602	232802, 232002	232602 221603	9437047755

18	Keonjhar	Dr. N. Thirumala Naik, (IAS)	06766	255482	255401	254298 255474	87630-90000
19	Khordha	Sri Niranjana Sahoo, IAS	06755	220001	2536949	221567,	94384-82911
20	Koraput	Sri Jay Kumar Venkatswami, IAS	06852	250700	250255	250466	90782-95492
21	Malkangiri	Sri K.Sudarshan Chakravathy, IAS	06861	230323	230232	230356	94370-30223
22	Mayurbhanj	Sri Rajesh Pravakar Patil, IAS	06792	252606	252601	252221	94375-74892
23	Nuapara	Sri M.D Satique Alam(IAS)	06678	225463	225464	225465	88959-85872
24	Nawarangpur	Ms.Rasmita Panda, IAS	06858	222034	222345	222344	95565-68435 94378-12129
25	Nayagarh	Sri Arindum Dakua, IAS	06753	252333	252240	252566	88957-68995
26	Puri	Sri Aravind Agarwal, IAS	06752	222034	222033	223939	94375-72567
27	Rayagada	Sri Guha Poonam Tapash Kumar, IAS	06856	222354	222345	222770	8763-004567
28	Sambalpur	Sri Samarth Verma, IAS	0663	2411022	2411001	2412116	94392-77733
29	Sonepur	Sri Dasarathi Satpathi, IAS	06654	220201	220353	220345	94380-81713 94371-98636
30	Sundergarh	Sri Bhupendra Sing Punia, IAS	06622	272265	272225	273166	94383-99144

	I.M.D.	Sarat Chandra Sahoo	0674	2596116	2596129	2596116 2596010	94374-85328
1	R.D.C., (CD), Cuttack	Dr. Akhil Bihari Ota, IAS	0671	2508362	2532080	2607906	9437-92008
2	R.D.C., (ND), Sambalpur	In-Charge, Dr. Akhil Bihari Ota, IAS	0663	2411646	2410975	241153724 11645	9437-92008
3	R.D.C., (SD), Berhampur	In-Charge, Dr. Akhil Bihari Ota, IAS	0680	2281456	2292755	2292750	9437-92008

Telephone Directory of A.D.M of Districts. 11.02.2017

S I. N o	Name of the District	Name of Additional District Magistrates	Mobile No.	Office No.
	Angul	Srinibas Behera	9437498727	06764-230491
	Balasore	Manamuth Kumar Pani	9437232600	06782-262120
	Baragarh	Bijay Kumar Ratha	9437516381	06646-235040
	Bhadrak	Pravat Kumar Bhoi	9437140488	06784-251888
	Bolangir	Laxmikant Pyarelal Pradhan	9437165171	06652-232943
	Boudh	Gangadhar Nayak	9437062173	06841-222144
	Cuttack	Laxmidhar Mohanty Bibhuti Bhusan Das	9437135270 9438162021	0671-2508265
	Deogarh	Bhakta Charan Pradhan	9437131485	06641-226358
	Dhenkanal	Jyoti Ranjan Pradhan, OAS(SAC)	9438396893	06762-225700
	Gajapati	Dhrubaraj Pandey, OAS	9937130527	06815-223333
	Ganjam	Bijaya Kumar Das Saroj Kumar Mishra	9439850771 (F) 9438763133 (C)	06811-263927
	Jagatsinghpur	Sarana Kumar Jena	9438397956	06724-220147

	Jajpur	Bikash Chandra Mohapatra	9937169042	06728-222479
	Jharsuguda	Dr. Sitaram Patel	8895444824	06645-272802
	Kalahandi	Chandamani Badanayak	9937376845 9438625060	06670-230464
	Kandhamal	Pradipta kumar Sahani	9337120370	06842-253604
	Kendrapara	Dhananjay Swain	9437000636	06727-232601
	Keonjhar	Sangram Kesari Swain	9437144499	06766-255408
	Khurda	Sitanshu Kumar Raut	9938619616	06755-221755
	Bhubaneswar	Manoj Kumar Mohanty	9437315326	0674-2393440 2536949
	Koraput	Smt. Madhusmita Sahoo	9439779004	06852-251212
	Malkangiri	Raghumani Gamango	9437227093/ 9937288385	06861-230388
	Mayurbhanj	Sri Deben Pradhan (G) Sri Surat Chandra Mallick (R)	9853036445 9437578735	06792-252646 06792-259005
	Nawarangapur	Laxmidhar Das	9437173340	06858-222040
	Nayagarh	Nrusingha Ch. Swain	9437087975	06753-252980
	Nuapada	Trilochan Minz	8763722751	06678-223352
	Puri	Udhab Chandra Majhi	9437032322	06752-222061
	Rayagada	Laxmikanta Behera	7504776047 9439366693	06856-222353
	Sambalpur	Judhistira Nayak	9437302978	0663-2410386
	Subarnapur	Biswanath Barik	9437151950	06654-220090
	Sundargarh	Rabindra Nath Mishra	9437331896	06622-273889

TELEPHONE NUMBERS OF SENIOR STATE GOVT OFFICERS OF ODISHA

Sn	DESIGNATION	OFFICE	RESIDENCE	FAX
1	Chief Secretary	2534300 / 2322196 / 2536700	2534400 2595485	2536660
2	Secretary to CM (CM's Secretariate)	2536682 / 2322164	2596935	2535100
3	Spl. Secretary to CM	2596470		
4	Principal Secretary (Home)	2531515 / 2322461	2533722	2402115
5	Director General Police, Cuttack-9438916666	2304451	0674-2555500	2304354
6	Inspector General Police, (Rly), Cuttack	0671-2306615	2307500, 2306355	2306615
7	Commissioner-cum-Secy. (Inf. and Public Relation)	2536736	2556588	
8	Commissioner-cum-Secy. (FP. Medical/Health)	2536632	2392507	2395235
9	Commissioner-cum-Secy. (Revenue)	2322658, 2539023	2553654	2393832
10	Special Relief Commissioner	2536721 / 2607346	2535232 / 9437005121	2415292

11	Managing Director (OSDMA) (OSDHA@OSD HA.ORG)osdma@osdma.org	2395398-/ 2395531		2391871 / 2396681
	SPECIAL RELIEF COMMISSIONER CONTROL ROOM	2534177 / 25347180		
STD CODE : BHUBANESWAR – 0674, CUTTACK – 0671				

Specialrelief commissioner control room-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	23455340	23416060	23453700
2	Principal Secretary to CM (CM Secretariat)	23454664	23412663	23454828
3	Special Secretary to CM	23453856,23452421,		FAX-23450270
4	Principal Secretary (Home)	23452143	23555376	23450175
5	Director General(Police)	23235170,23232831,.23235770-	23244333	23296565
6	Addl. Director General Police (Railway)	23231242. 23235498	23896727	27852301,mobile- 9908017309.
7	Commissioner (INF and PR)	23394038	23350258	2395187
8	Commissioner (Family Welfare Medical/Health)	24650365	55776441	24652267
9	Special Chief Secretary (Revenue)	23450443,23450831	23548004	23452835
10	Commissioner Disaster Management	23450779,23452768	9908132008	23451836
11	Managing Director APSRTC		23542334	27617135
12	SPECIAL COMMISSIONER DISASTER MNAGEMENT	070-93896990	23452768	23451836

Annexure - 8

TELEPHONE NUMBERS OF SENIOR STATE GOVT OFFICERS OF CHATTISGARH

STD CODE : 0771			
Sn	DESIGNATION	OFFICE	RESIDENCE
1	Chief Secretary	2221207 / 2221208	4267109 FAX-2220206
2	Joint Secretary (CM & GA)	2535434	2882350
3	Dy. Chief Secretary to CM	2510308	4282096
4	Secretary (Home)	2510390 / 2221331	23221255

5	Director General	2221100 / 2211201	2331255 /9479190000
6	ADD DIR GENERAL RAILWAY	2511198	2241077 / 9479190097
7	Secretary (Information)	2444151/4024406	2411910
8	Joint Secretary (Health)	2510948	9425253237
9	Secretary to Governor	2331102 FAX-2331104	9425203199
	PRINCIPAL SECRETARY HEALTH	2510269	7898450000

Annexure - 9

TELEPHONE NOS OF FLOOD CONTROL CENTRES OF ODISHA

Designation	Office	Res/Mobile	FAX
Flood Control Room	0674-2395951	-	2395953
EIC water Resources	0674-2390180	2565378	2392486
CE & BML, Mahanadi Basin	0674-2390185		2395953
CE & BMU, Mahanadi Basin SAMBALPUR	0663-2430866	2430899	2430877
Flood Control Room MUNDALI	0671-2381966	0663-2430292	-
CE & BM Rushikulya	0680-2281144 9438792671	2202366	2207933
CE & BM Bramhani Rt Basin IRRIGATION	0676-2223264		2223264
CE & BM Bramhani Lt Basin SAMAL	9937821866 /06760266333		
CE & BM Baitarani BARIPADA **			
CE Upper Indravati CE OHPC Upper Indravati	06673-252288		252206
COLAB	06854-242035		
SE Hirakud Dam Circle	06632430001	2430002	2430877
Director(O) OHPC	0674-2541315	09432341691	2505732
Director NIC	0674-2508438	2544243	2544132
Director Monitoring	06742544132/62		2544132
DY DIR MONITORING	06742544132/62	2742675	2544132
NIC NETWORK DEPARTMENT	2500980/2511592		

Annexure - 10

IMPORTANT TELEPHONE NUMBERS OF HOME GUARDS AND FIRE SERVICE ESTABLISHMENT:- ODISHA

Sn	Officers	Code	Fax	Office	Residence	Mobiles
1	D. G. P. F. S. (O)	0671	2300317	2300317	2307809	9437031695
2	Addl. C. G. HGS & FS / IGPFS	0671		2300584	2556855	9437463322
3	. I. G. F. S. (O)	0671	2300584	2300584		9437085000
4	J. S. O. HGs	0671	2303387	2303387		9437889111
6	C F O(O) CTC	0671	2306409	2306409	2304995	9437394201
7	F. O. (Pr) / BBS	0674		2560784	2561305	9437056220
8	D. F. O. NR / SBP	0663		2546050		9439503165
9	D. F. O. SR / BPR	0680	2220028	2220050		9437276545
10	D. F. O. HQ / CTC	0671	2307969	2307969		9040217094

12	DIR. F. O. FPW / BBSR	0674				9437271739
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Annexure – 11

TELEPHONE NUMBERS OF FIRE STATIONS IN A P & C G 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	Sri K RAMCHANDRA RAO Director, CYCLONE Vishakhapatnam	0891	2543031/2543032/ 2543034 2543041 (R)	9490753428	2543033
2 .	DR. SARAT CHANDRA SAHOO Director, IMD, Bhubaneswar	0674	2596116	9437085328	2596010
3	Director, Cyclone Detection Center, Bhubaneswar	0674	2534627/ 2534737		
4	Doppler weather Raddar Cyclone Detection Center, Paradeep	06722	220100		

	Rohit Shukla, Scinetist " B"	06722	223330 (O)	09711677557	
	Tapan Kumar Das, Asst. Metrologist	06722	220100 (O)	09437003170	
5	Cyclone Detection Center, Bhubaneswar	0674	2596093, 2596214		2596010 2596093 2596116
6	DUTY OFFICER IMD BBSR	0674	2596093 (24*7)		

Annexure - 13

TELEPHONE NUMBERS OF ARMY, NAVY, AIR FORCE OFFICIALS

Unit	Name & Address	Phone Number
Nodal Officer (Air Force, Navy & Army)	Director (Operational logistics), HQ Integrated Defence Staff, Ministry of Defence	011-23005126(O) / FAX-011-23005226
Navy	Naval HQ (War Room, Director of Naval Operation)	Extn through exchange No. 011-23014167
Navy	Duty Officer (Maritime Operations Centre), HQ WNC, Mumbai	022-24316558, Extn. Through Exch. No. 022-22663030
Navy	Duty Officer (Maritime Operations Centre), HQ ENC, Visakhapatnam	Extn through exchange No. 0891-2578000
Navy	Duty Officer (Maritime Operations Centre), HQ SNC, Kochi	0484-2872372 FAX 2872390
Coast Guard	Operations Officer/Indian Coast Guard / HLZ	03224-263217
Coast Guard	Communication Centre/Indian Coast Guard/ HALDIA	03224-263407 FAX-264541
Army	Station HQ / Jamshedpur	0657-2431633
Army	Station HQ / Kolkata	033-24980579
Army	Commandant / Chandipur / Balasore	06782-262031 (R)
Air Force	Eastern Command SHILLONG	0364-2561461/ 2/3/4/5/6/7 FAX 2560777
Air Force	Chief Operations Officer. Midnapur	03222-277240/296641 Extn. Through exchange
Air Force	Air Force Station / Kolaikunda	03222-232081 Extn. Through exchange
	Chief Administrative Officer	03222-232081 Extn. Through exchange
	Sr. Medical Officer	03222-232081 Extn. Through exchange
Air Force	Chief Operations Officer / Barrackpur	033-25921251 Extn. Through exchange
MIDNAPUR AIRFORCE EXCHANGE	03222-277240/296641	
KOCHI NAVAL TELEPHONE EXCHANGE	0484-2879999	
VSKP NAVAL TELEPHONE EXCHANGE	0891-2578000	

DELHI NAVAL TELEPHONE EXCHANGE	011-23014167	
MUMBAI NAVAL TELEPHONE EXCHANGE	022-22663030	
Air Force	Radar Station / Salua / Paschim Midnapur	03222-277240/296641 AIR FORCE TELEPHONE EXCHANGE

Annexure-14

TELEPHONE NUMBERS OF PARA MILITARY ESTABLISHMENTS

Unit	Name & Address	Phone Number
CISF Unit	Libiyan Tee Ware House (LTW)	033-24492046
CISF Unit	CISF Unit, CPT, Kolkata, New Traffic Buildng, 40 CGR Road, Kolkata-43, NEZ / Kasba Control Room	033-24431241 033-24430685
BSF	DIG Office, South 2B Lord Sinha Road, Kolkata-71	033-2577887
BSF Unit	BSF Control Room	033-25778872
CISF Unit	Haldia CPT (wireless section)	03224-252222
CISF Haldia	Commandant, CISF / Haldia	03224-252229 (O) / 263335 (R) MOB-9434052230
EFR TELEPHONE EXCHANGE	03222-277238	
EFR	Commandant, EFR Salua, Kharagpur	FAX -03222-296667 MOB-9038887650

Annexure – 15

TELEPHONE NUMBERS OF TV CHANNELS & AIR STATIONS over ECoR

STATE	S N	Name of station	Telephone TV center	Air stations
O R	1	Bhubaneswar	0674-2301048	2511350
	2	Cuttack	0671-2315600	2301438

I S S A	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	
Natio nal	1	ZEE NEWS Mumbai	91(22) 56971234	
	2	AAJ TAK	91-113684888/78	
	3	DD/NDLS	01123352558	Fax-91113684895
	4	CNBC(NDLS)	91-11-41506112/14	Fax- 911141506115
	5	CNBC/Mumbai	91-2256509598	
	6	BBC/india	91-22-22816590/94	
	7	CNN	2256607430	
		NEWS AGENCIES		
		UNI	2536776	
		PTI	2530535 / 2530602	
		PIB	2411360	

Annexure - 16

NAME OF THE AIR STRIPS MAINTAINED BY STATE GOVERNMENT

SN	Name of the Airstrip	District	Coordinates	Elevation in feet	Runway Direction	Length & Breadth	Type of surface	Distance in N.M
1	2	3	4	5	6	7	8	09
1	Barbil	Keonjhar	2207 N / 8524 E	1000	18/36	3000 X 150	Kuchha	113

2	VSKP	VSKP						
3	Birasal	DNKL	2059 N / 8541 E	260	09/27	3000 X 150	Kuchha	42
4	Hirakud (Jamadarpalli)	SBP	2135 N / 8400 E	681	15/33	3600 X 150	Tarma-Cadam	130
5	Jaypore	Koraput	1852 N / 8233 E	1950	16/34	3000 X 50	-do-	201
6	Raisuan	Keonjhar	2140 N / 8535 E	1500	18/36	3000 X 150	-do-	87
7	Nawapada (Gotma)	Nawapada	2052 N / 8230 E	1058	18/36	3286 X 600	Kuchha	191
8	Padmapur (Sativata)	Bargarh	2102 N / 8302 E	650	11/29	3500 X 180	-do-	165
9	Phulbani (Gudari)	Kandhamal	2027 N / 8416 E	1734	18/36	3500 X 150	Tarma-Cadam	90
10	Rairangpur (Dandbose)	Mayurbhanj	2218 N / 8607 E	950	18/36	4000 X 100	Kuchha	126
11	Rangeilunda (Gopalpur)	Ganjam	1918 N / 8452 E	100	18/36	3442 X 200	Tarma-Cadam	76
12	Tusra	Bolangir	2030 N / 8326 E	550	06/24	4000 X 150	-do-	135
13	Utkela	Kalahandi	2005 N / 8310 E	750	04/22	3000 X 150	-do-	152

NAME OF THE AIRSTRIPS MAINTAINED BY OTHER AGENCIES

1	Rourkela	Sundergarh	2216 N / 8449 E	655	09/27	4000 X 100	Tarma - Cadam	139
2	Therubali	Koraput	1920 N / 8325 E	785	03/21	4000 X 200	-do-	140
4	Sukinda	Jajpur	2101 N / 8545 E	400	06/24	2925 X 130	-do-	48

Annexure – 17

TELEPHONE NOS OF VOLUNTEER ORGANISATIONS & NGOS

Action aid India, Regional Office Orissa, Plot No. 331/A, Sahid Nagar Bhubaneswar-751007, Orissa
Tel/Fax: 0674-2544503/ 2544224/2502279 www.actionaidindia.org

DFID, 17 Forest Park, Bhubaneshwar - 751 009 Telephone : (+91) (674) 2533 359 / 2530 512
Fax : (+91) (674) 2530 228 www.dfidindia.org

State NGO Coordinator, Deptt. Of Health & FW Government of Orissa Bhubaneswar (Orissa)
Telephone: (0674) 2322411, Email : manu2orissa @ yahoo .com

Pragati Samaj
AT/PO-Dalakasoti , Via-Balipatana Pin-752102 , email:pragatisamaj@gmail.com

Centre for Health And Social Development" (CHSD)
At/Po: Rajiv Nagar, Plot No Mig-95, Aiginia, Khandagiri, Bhubaneswar,
E-mail-chsdorissa@gmail.com

Nilakantha Yubaka Sangha, AT/PO-Dalakasoti Via-Balipatana, Khurda, Pin-752102
email:nilakantha.ys@gmail.com, Phone: 09937936565

Centre for Environmental Studies (CES), N2/150, Nayapalli Government of Orissa. Bhubaneswar -
751 015,Tel : 0674-2551853 Fax : 0674-2400681 Website : <http://www.cesorissa>

Centre of Youth and Social Development,
E-1, Institutional Area, Bhubaneswar Orissa, India - 751 013, Tel # + 91-674-2301725 / 2300774, E-
mail : cysdbbsr@sancharnet.in , www.cysd.org

UNDP , Orissa 256 Forest Park, Bhubaneswar-9, Orissa Ph: 2534755,534850,534851,
Fax: 534754 , www.undp.orgt

Ruchika Social Service Organization, G-6, Ganganagar, Unit-VI, Bhubaneswar, Pin :751001,
Orissa, India Office: 91 . 674 . 2532611 Home: 91 . 674-2432956 Fax: 0674-2535214, Emails:
rssobbs@hotmail.com info@ruchika.org www.ruchika.org

RESO:- Rural Educated Student Organisation , Sananuagan, Retang Rly Staion, Dist- Khurda. Secy-
919438186412. (Social works)

Orissa Khadi And Village Industries Association, Plot No.805 &823(P), At Jaidev Vihar P.O. RRL,
Bhubneshwar-751013,

Shanta Memorial Rehabilitation Centre, 108 - D, Master Canteen Bldg Station
Unit-III, Bhubaneswar - 751 001 Orissa, Phone: 0674 - 2506234

HELPAGE INDIA, Plot No. 1488/2536 N-4 Area IRC Village,Nayapalli-1374 AT P.O. Bhubaneswar
(Orissa) – 751015, Tel.No.: 0674-2559644, www.helpageindia.org

People's Rural Education Movement, Marella Gardens Berhampur - 760 005 Ganjam, Orissa
Phone : 0680 - 204338, 200111, 242401

Nigamananda Education Centre, AT/PO Bhajannagar Defence Colony P.O. Baunsalundi Bhanjanagar
Ganjam – 761126 Orissa, Phone : 06821 – 43040

Lower Income People's Involvement for Community Action, Ambapua At post.Engineering School
Behrampur -10 Ganjam, Phone : 0680 - 202753, 270001, 270306 Fax : 0680 – 202753

United Artist Association, AT/ PO Ganjam, Ganjam - 761 026 Orissa,
Phone : 06811- 64314 Fax : 06811 - 64314, 64255

Gram Vikas, Mohuda Village Via. Berhampur - 760 002 Dist. Ganjam Orissa Phone : 0680 - 220 9755 /
220 9757 / 222 2756 / 222 2758 / 222 2759 / 222 1760 / 222 2761 / 222 1763 Fax : 0680 - 220 9754.

SAHAYA, At. Matala Bur PO Kasabenty Brahmagiri - 752 011, PURI, Orissa,
Tel : 6752- 235881

Dahikhai Jubak Sangha, AT PO Lodhachua Nayagarh- 752 026, Puri, Orissa
Tel : 06755-28243 Fax : 06755-28243

Committee for Legal Aid to Poor (CLAP). Address: 367, Markat Nagar, Sector-6, Cuttack- 753014,
Orissa, India. Phone: 0671-2363980, 2365680, Fax: 0671- 2363980

WWF-INDIA, BDA Market Complex, Tankapani Road, Bhubaneswar – 751018
Director Phone : 0674 – 2434750

YOJANA, Youth On Justice and National Actions 41, Ekamra Villa Jaydev Vihar
Bhubaneswar - 751 015, Orissa , Phone : (0674) 555823, 557824

Gania Unnyan Committee, at/P.O. Belapadapatna, Dist. Nayagarh, Orissa, Pin - 752 085 Tel/Fax: 06757-226022, E-mail - gucorissa@yahoo.com.

Bal Jagruti Association, 462- Sabar sahi, Nayapalli, Near new AG colony, Bhubaneswar, Contact - Ranjan Kumar Biswal, Joint 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, Estd. : 1993, Address: HIG-138, Sailashree Vihar, Bhubaneswar-751021 (Orissa), India URL : www.suravi.org ; Phone: 91-94371-90444, 91-0674-2532646 e mail: suraviteam@yahoo.com

FXB India Society, At- Res No C-1, Lingaraj Vihar Market Complex Pokhariput, Bhubaneswar Orissa. Pin - 751020 Tel: (+91) 0674 238 2287 (www.fxb.org)

Smt.Nandini Satpathy Memorial Trust, 107, Surya Nagar, Bhubaneswar, Orissa, India Telephone : +91.674.253.6444, F: +91.674.253.6262, web site: www.snsmt.org

SUPRATIVA, Fakirpada, Biribati, Cuttack-754100, Orissa, India, Phone: 91 671 2445251, & Fax 2115699, Email: suprativa@sify.com, Website: www.suprativa.org

A E R W D – 25, Budheswari Colony, Bhubaneswar, Khurda, 09437325024.

Agency for Backward Community Development – Bhubanpur, Puri – 752011, Tele-06752213121.

Academy Of Bioresource Development – Acharya Vihar, BBSR, 0674-6538664, Bhubaneswar

Adarsh Charitable Trust – Khalikot, Ganjam-761030, 06810-256648,

Agricultural And Rural Development Consultancy Society – N6/322, Jaydev vihar, 751015, Bhubaneswar, 0674-553062, 552468.

Akss – Sevanchal, Kanas, Puri-752017, 0674 – 3268020.

Anchalika Sarvodaya Seva Pratisthan – Mandosil, Bargarh-768050, 0668-4232313

Anu Shanti – Hil Patna, Berhampur, Ganjam-760005, 06812-202036.

Arun Institute Of Rural Affairs – Karmala, Mahimagadi, Dhenkanal-759014, 0672-289809.

Asardi – Nayapalli, Bhubaneshwar-751012, 094379 22499.

Assets Pipili, At, PO-Pipili, Puri-754104, 09861127075.

Asha – Sirtol, Behind Kendu leaf Godown, Nuapada-766107, 06678-223118.

Asian Foundation – Aradhana Building, Giri Road, Berhampur-760005, 09861007344.

Association For Human Rights Education And Development – Khariar , Nuapada, 766107, 06671-232862.

Association For Neglected Group And Evangelical Leadership – By pass Road, GOVT. Hospital, Sambalpur, 094375 34752, 09937606561.

Association For Social Transformation In Human Action – Sikharapur, College Square, Cuttack-753003, 06711-2641284.

Astha – Bhubaneswar, 0674-2371073.

Asylum To Indigent Masses Of The Society – Jagannath Lane, Badambadi, Cuttack-753012, Tele no - 094379 85888.

Awareness – F-16, BJB Nagar, 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 & envornment – Kendrapada Odisha- 9167278296.

Gunupur, Odisha:- Action for Social & Humans- 91685720276 (A.K.dash)

Khalikota , Odisha:- Adarsh Charitable trust- 916810256648 (Tapan Prasad Acharrya)

Loisingha, Balangir/Odisha:- ADHAR- 91665374125.

Cuttack, Nuasahi/Odisha:- a gopal Seva Samiti -09432099383.

Kanas, PURI / Odisaha- Sevanchal 916743268020.

Baragarh, Odisha (Mandosil) :- 916684232313- contact person Girish Kumar.

Berhampur, Ganjam/ Odisha(Hilpatana):- 916812202036.

Pipil, Puri/ odisha (asets):- 9109861127075. (Priyabrata Sahoo).

Dhenkanal , Mahimagadi/ odisha:- 91672289809. (S.K.Panda).

Cuttack, sikharpur , 9106712641284. (P.K.Ray).

Cuttack, Badambadi-9109438287144,9109437985888. (R.M.Chaudhury).

Bhubaneswar, BJB Nagar:- 916742433493. (B. Das).

Dhenkanal, Kamakhya nagar;- 916769270225 (P.K.Tripathy).

Cuttack, Banki- 916723240748(Kesab Behera).

Bhubaneswar , Baramunda for Womans issues;- 916742550867(Basanti Nanda).

Academy of Bioreserach development:- Bhubaneswar:- 916746538664.

Annexure – 18

DISASTER RELATED WEBSITES

www.eastcoastrailway.gov.in	East Coast Railway, Bhubaneswar (Disaster Management)
www.imd.ernet.in	Indian Metrological Department
www.imd.gov.in	Indian Metrological Department
www.ncmrwf.gov.in	National Centre for Medium Range Weather Forecast department.
http://www.metocph.nmci.navy.mil	United State Navy
www.sal.dundee.ac.uk	Dundee satellite Receiving Station

www.herricanealley.net	Information about tropical cyclone
www.usgs.gov	United States Geological Survey
www.w3.weather.com/safeside	Weather Safety Tips
www.disasternews.net	Disaster Related News Service
www.orissawater.com	Water resources Department.
www.osdma.org	Orissa Disaster Mitigation Authority
www.orissagov.nic.in	Web site of Government of Orissa
www.ndma.gov.in	Website of National Disaster Management Authority
www.nidm.net	Website of National Institute of Disaster Management.
www.idrn.gov.in	Website of Indian Disaster Resource Network.
www.usgs.georell.cos.com	Website of USGS Data Base
www.earthquakenews.com	Earthquake Related Information From World News Services.
www.eqnet.org	Earthquake Related Information
www.gisdevelopment.net	Application of GIS in Disaster Management.
www.fema.gov	Federal Emergency Management Agency.
www.redcross.org	Website of Red Cross
www.esri.com/hazards	Website of Disaster and GIS Related Information.
www.nemaweb.org	Website of National Emergency Management Association of US.
www.laem.com	Website of International Association of Emergency Management.
www.niusr.org	Website of National Institute for Urban Search and Rescue.
www.mipt.org	Website of National Memorial Institute for the Prevention of Terrosim
www.ifrc.org	Website of International Federation of Red Cross.
www. Emergency-management.net	Website of Information about Emergency Planning and Response
www.undo.org	Website of United Nations Development Programme.
www.nrsa.gov.in	Website of National Remote Sensing Agency.

Annexure -19

LIST OF BLOOD BANKS OVER ECoR

STATE	NAME OF STATION	ADDRESS	TELEPHONE
Odisha	BHUBANESWAR/ KHURDA	1. Capital Hospital	0674-2394985 Officer-9337102693
		2. Kalinga Hospital	0674-2301227
		3. Municipality Hospital	0674-2591206
		4. Red Cross/BBSR	0674-2417955
		5.Odisha Red cross	0674-2591206
		6.DHH Khurda	943728666
		7. Khurda Town	06755-223978
		8.Hi-Tech	91674-2371217,0674-2545205 0674-2370726

	CUTTACK	9.Vivekananda /BBS	91674-2565357
		Orissa Red Cross	0671-2305643
		Central red cross	91671-2302258
		Blood doner counsel	9937388295
		Cyndicate Lab	06716450287
		SCB -hospital	9438873459, 9437163566 9937448757
		SDH Athagada	06723-220244
	PURI	DHH /Puri	06752222124 / 31, 9861067545
	DNKL	Dhenkanal	0676-2221311
	Jajapur	DHH/ Jajapur	06728225177
		CHC/ JJKR	9437276928
	Bhadrak	DHH /Bhadrak	9437293899 06784-251817
		SDH /Nilagiri (Balasoe)	06782233237
	Paradeep	DHH /Jagatsinghpur	06724-221808
		Kendrapada	06727-233334
	Keonjhar	DHH/KDJR	06766-254380
		SDH-anandapur	06731-221467,220824
		SDH-Champua	9778131312
	Angul	DHH/ ANGL	06764-230880
		SDH-Athamalik	9438683127
		SDH-TLHR	9439123301 06760-242020
		DHH /DNKL	06762-221388
	SAMBALPUR	VSS Medical college	0663-2431420
		DHH/SBP	9437085706 0663-253374 06632400180
		SDH/RAIR	06644-253031/85
		DHH/ Boudha/ near RAIR	9437495995
		SDH /kuchinda	06642-220309/509
		DHH/JSG	06645-173104, 9861285047 06645-272180
		DHH/ Deogarh	9437523046

Odisha	BARGARH	DHH/Bargarh	066462343140
		SDH/Padampur	06683-223490/7909
	Balangir	DHH	06652230646
	Titilagarh	SDH	9938223122, 06655220318
	Kantabanji	PHS	9853822280
	Bisam Cuttack	Christian Hospital	06863247505
	BERHAMPUR	MKCG Medical Colege	0680-2292534
		SDH-Chhatrapur	9678932487
		SDH-Bhnjangan	9937226206
		DHH/ Paralakhemundi	06815-222222
		DHH/malkangiri	9439482417

		SDH/Gajapati	06815222467
	KORAPUT	District Hospital	068522-252101
	JEYPORE	Sub-Divn Hospital	06854-233600
	RAYAGADA	DHH/RGDA	06856-236465
	BOLANGIR	DHH/BLGR	0665-2230646
		DHH/Sonpur	06654-220150
		SDH/patanagada	06658-222161/229
	TIG- KBJ	SDH/Kantabanjhi	06657-220464
		SDH/TIG	06655-220318
	Nuapada	DHH / Nuapada	9437292867
		DHH/ Nawarangpur	9437079525
<u>odisha</u>	Gajapati/ Paralakhemudi	DHH	06815222381, 06815222787
	Damanjodi	Red cross	06853-255333
	Lamta put	Ashakiran	06868-272322, 272213
A P	VISHAKHAPATNAM	King-George Hospital	0891-2564891
		Seven Hills hospital	919393110401,8916677777
		AS Raja	0891-2543436, 5563436, 2702710
		Rotary Blood bank	0891-2506678, 5534635
		AIDS control	8912553114
		Red cross	0891-2703953
		Apollo Hospital	918912727272
		Chiranjib voluntary	918912754787
		City Hospital	09848192898
		Simhadri Hospital	8912784949, 919866150150
	VIZIANAGRAM	Srinivash Nursing	918922-275513
		Red cross 24 hrs	08922-272700,08142578999
		MIMS blood bank	08922-244390, 244334
	NEELIMARLA	Maharaja Inst. of Med. Sc	09440070099. 09346413633
	Srkakulam	DHH/CHE	09912399679
		IRCS	08942-226555
		RIMS hospital	08942-270933 / 236 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, Fax-07713222384 07723222203, 09977220077
	Jagdarpur	UJJWAL Blood bank	09827888944, 9827887788, 9425261337, 07782221441
	BACHELI	NMDC-Apollohospital	07857-230050
	JAGDALPUR	Maharani Hospital	6854-233003

Annexure-20

IMPORTANT BRIDGE LISTS OF KUR DIVISION

SI N o.	SECTN	L I N E	BRN UM	LOC	YO CO NT	STD DRG	TO BR	TOS B	TOF OUN D	STR NS S	DE CK	TO TR AK	TO BR NG	LW L	TOSL	PWI	ADEN
1	BHC- PSA (MZZ- BTV)	U P	391	318/21 - 319/13	189 9	BA- 1136 1	TO WG	BM- LM (RC C Jack eed)	WEL L	RB G	UN	FP	RO LR OK	685 .80	STEEL CHANN EL SLEEP ER	BH C	JJKR
2	BHC- PSA (MZZ- BTV)	D N	391	319/14 - 318/22	196 5	BA- 1110 1	TO WG	MC C	WEL L	BG ML	UN	FP	RO LR OK	685 .80	STEEL CHANN EL SLEEP ER	BH C	JJKR
3	BHC- PSA (JKPR- JEN)	U P	449	348/5- 349/23 N	189 9	BA- 1136 1	TO WG	SM- LM(RC C Jack eted)	WEL L	RB G	UN	SW P	RO LR OK	132 5.8 8	STEEL CHANN EL SLEEP ER	JJK R	JJKR
4	BHC- PSA (JKPR- JEN)	D N	449	349/24 -348/6	196 8	BA- 1110 1	TO WG	MC C	WEL L	BG ML	UN	FP	RO LR OK	132 5.8 8	STEEL CHANN EL SLEEP ER	JJK R	JJKR
5	BHC- PSA (NRG- KNPR)	U P	539	402/13 -45	200 4		PS C BO X GIR DER	RC C	WEL L	HM L	BA L	SW P	EL AS TO ME RIC	492 .00	PSC	CTC	CTC-I
6	BHC- PSA (NRG- KNPR)	D N	539	402/46 -14	189 9	BA- 1134 1	TO WG	SM- LM(RC C Jack t.)	WEL L	RB G	UN	SW P	RO LR OK	488 .00	STEEL CHANN EL SLEEP ER	CTC	CTC-I
7	BHC- PSA (KNPR- CTC)	U P	544	405/15 - 407/19	200 8	9125/ E/DD -301- 327	TO WG	RC C	OPE N	HM L	UN	SW P	RO LR OK	210 7.0 7	STEEL CHANN EL SLEEP ER	CTC	CTC-I

8	BHC-PSA (KNPR-CTC)	D N	544	407/30 - 405/12	189 9	BP-54/74	RIV T PG	SM-LM	WEL L	BG ML	UN	SW P	BR ON Z	195 0.7 2	STEEL CHANN EL SLEEP ER	CTC	CTC-I
9	BHC-PSA (CTC-GBK)	U P	553	411/5-41	201 5		TO WG +PS C SLA B	RC C	WEL L	MB G	BA L+ UN	LW R	PO T PT FE	126 3.6 0	STEEL CHANN EL SLEEP ER + PSC	CTC	CTC-I
10	BHC-PSA (CTC-GBK)	D N	553	411/42 -6	189 7	BA-1136 1	TO WG	SM-CM(RC C Jack t.)	WEL L	RB G	UN	SW P	RO LR OK	822 .96	STEEL CHANN EL SLEEP ER	CTC	CTC-I
11	BHC-PSA (GBK-BRAG)	U P	557	414/3-415/5	201 5		PS C BO X GIR DE R	RC C	WEL L	MB G	BA L	LW R	PO T PT FE	902 .00	PSC	CTC	CTC-I
12	BHC-PSA (GBK-BRAG)	D N	557	415/6-414/4	189 7	BA-1136 1	TO WG	SM-LM(RC C Jack t.)	WEL L	RB G	UN	SW P	RO LR OK	914 .40	STEEL CHANN EL SLEEP ER	CTC	CTC-I
13	(BHC-PSA) GAM-CAP	U P	950	572/37 - 573/17	189 5	CE's NO 1040 9	TO WG	SM-LM(san d)	WEL L	BG ML	UN	FP	RO LR OK	457 .20	STEEL CHANN EL SLEEP ER	BA M	BAM
14	(BHC-PSA) GAM-CAP	D N	950	573/18 - 572/38	196 8	BA-1110 1 ALT-I	TO WG	MC C	WEL L	BG ML	UN	FP	RO LR OK	457 .20	STEEL CHANN EL SLEEP ER	BA M	BAM
15	(RJGR-BRAG) GHNH-NQR	S L	22	437/2 A-438/4	196 4	RDS O/B/ 025-027 & 70 + RDS O's No. COS/ C/30 02-3004 + BA-5061 -BA-5075	TO WG	MC C	WEL L & OPE N	BG ML	UN	SW P	RO LR OK	235 2.0 0	STEEL CHANN EL SLEEP ER	BRA G	BBS
16	TMKAJ RLI (TMKA-TGRL)	S L	390	148.68 3	200 6	RITE S/P/ S.E. RLY/ CEB-	PS C GIR DE R	RC C	PILE	HM L	BA L		EL AS TO ME RIC	305 .00	PSC	KDJ R	KDJR

						44										
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IMPORTANT BRIDGE LISTS OF WAT DIVISION

Sl No.	SECT N	L I N E	Br.No.	Br.co de	LOC in Km.	YO CN ST	STDDR G	TOB R	TOS B	TOF OUN D	STR NSS	DE CK	TOT RAC K	TO BR NG	REM ARK S	LW W
1	PSA-VSKP (ULM-CHE)	U P	1354	B/0369	744/10	1966	16803/1	SEMI THROU	SM-CM	OPE N	BGM L	BA L	LWR	BR ON Z	PER R FLOW	380.00
2	PSA-VSKP (ULM-CHE)	D N	1354	B/0370	744/13-14	1967	BA-1058	RIVT PG	RCC	OPE N	BGM L	BA L	LWR	OT HE R	PER R FLOW	380.00
3	PSA-VSKP (DSI-PDU)	U P	1383	B/0431	755/21-756/1	1969	15287	TOW G	MC C	OPE N	BGM L	NIL	SWP	RO LR OK	PER R FLOW	270.00
4	PSA-VSKP (DSI-PDU)	D N	1383	B/0432	755/22-756/2	1969	BA-11101 to11117	OTH ER (RTG)	MC C	OPE N	BGM L	NIL	LWR	RO LR OK	PER R FLOW	270.00
5	KTV-MVG(P BV-KRPU)	S L	543	B/2638	186/4-16	1964	BA 11101, BA11117	TTG	RCC	WEL L	BGM L	BA L	LWR	RO LR OK	PER R FLOW	457.18

IMPORTANT BRIDGE LISTS OF SBP DIVISION

Sl. No.	SECTION	L I N E	BR NUM	LOC	N S 1	YO CNST	STD DRG	TOBR	TOS B	TO FOU ND	STRN SS	TO BRNG	LWW	ADEN
1	(JT)JSG-BXQ	S L	7	522.488	8	2003	BA1 1370	TOWG	RCC	WE LL	MBG	ROL-ROK	365.60	SBP
2	(JT)SBP-HKG	S L	76	567.212	25	1962	BA1 059	RIVT PG	SM-LM	WE LL	BGM L	SLD-CEN(P HO-BRO)	762.50	SBP
3	(JT)DJX-KHPL	S L	293	647/3-18	5	1962	BA 5061	TOWG	RCC	WE LL	BGM L	ROLR OK	594.30	BLGR
4	(JT)LSX-BLGR	S L	331	666/1-8	10	1962	BA1 057	RIVT PG	MCC	WE LL	BGM L	ROLR OK	670.90	BLGR
5	(JT)DFR-SFC	S L	406	700/7-13	10	1962	BA 5061	TOWG	RCC	WE LL	BGM L	ROLR OK	305.00	BLGR
6	(JT)SFC-BUDM	S L	438	716/12-717/6	2	1962	BA 1057	RIVT PG	RCC	WE LL	BGM L	SLD-CEN	401.40	BLGR
7	(RV)ANMD-BLSN	S L	77	42/4-17	11	1929	10965	USLU NG	SM-LM	WE LL	ML		712.40	KBJ

8	(RV)TIG-KSNG	S L	343	213/12-214/1	20	1930	CE 10965	SEMI THROUGH	SM-LM	WE LL	BGM L	ROL-RCK	610.00	TIG
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**List of Tunnels in WAT division.
(Lighting provided to all tunnels but automatic alarm not provided)**

KK lines									
S. No.	Tunnel No.	Block Section	K.M.		Length (m)	Year of construction	Lined/Unlined	Track Structure	Ventilation arrangement
1	2	3	4	5	6	7	8	9	10
1	1	BDVR-SLPM	36/5	36/11	149	1967	149/0	60 Kg/ PCS-14	NIL
2	1A	BDVR-SLPM	36/12	36/16	84	1967	84/0	60 Kg/ PCS-14	"
3	2	BDVR-SLPM	36/29	37/9	429	1967	346/83	60 Kg/ PCS-14	"
4	3	BDVR-SLPM	37/31	38/8	330	1967	243/87	60 Kg/ PCS-14	"
5	4	BDVR-SLPM	39/30.5	40/12	370	1967	370/0	60 Kg/ PCS-14	"
6	5	BDVR-SLPM	41/13.5	41/17	198	1967	94/94	60 Kg/ PCS-14	"
7	6	BDVR-SLPM	44/12.5	19/0.5	197	1967	82/115	60 Kg/ PCS-14	"
8	7	BDVR-SLPM	44/33	45/1	127	1967	88/39	60 Kg/ PCS-14	"
9	8	SLPM-TXD	46/20.5	46/25	113	1967	113/0	60 Kg/ PCS-14	"
10	9	SLPM-TXD	46/27.5	47/4	234	1967	68/166	60 Kg/ PCS-14	"
11	10	SLPM-TXD	48/20	49/3	376	1967	159/217	60 Kg/ PCS-14	"
12	11	SLPM-TXD	49/28	50/2	233	1967	76/157	60 Kg/ PCS-14	"
13	12	SLPM-TXD	50/11	50/18	185	1967	77/108	60 Kg/ PCS-14	"
14	13	SLPM-TXD	51/5	51/15	267	1967	137/130	60 Kg/ PCS-14	"
15	14	TXD-CMDP	52/14	52/27	398	1967	116/282	60 Kg/ PCS-14	"
16	15	TXD-CMDP	53/9	53/15	157	1967	46/111	60 Kg/ PCS-14	"
17	16	TXD-CMDP	54/2	54/14	385	1967	385/0	60 Kg/ PCS-14	"
18	17	TXD-CMDP	55/08	55/22	401	1967	121/280	60 Kg/ PCS-14	"
19	18	TXD-CMDP	56/17	56/28	318	1967	146/172	60 Kg/ PCS-14	"
20	19	TXD-CMDP	56/29	57/4	236	1967	91/145	60 Kg/ PCS-14	"
21	20	TXD-CMDP	57/8	57/16	225	1967	225/0	60 Kg/ PCS-14	"
22	21	TXD-CMDP	57/33	58/3	77	1967	77/0	60 Kg/ PCS-14	"
23	22&23	TXD-CMDP	58/9	58/32	701	1967	416/285	60 Kg/ PCS-14	provided
24	23A	TXD-CMDP	59/29	60/11	512	1967	512/0	60 Kg/ PCS-14	NIL
25	23B	TXD-CMDP	59/19	59/23	145	1967	145/0	60 Kg/ PCS-14	"
26	24	TXD-CMDP	59/29	60/11	512	1967	512/0	60 Kg/ PCS-14	"
27	25	TXD-CMDP	60/14	60/30	518	1967	398/120	60 Kg/ PCS-14	"
28	26	TXD-CMDP	61/4	61/10	180	1967	180/0	60 Kg/ PCS-14	"
29	27	TXD-CMDP	61/21	62/2	346	1967	226/120	60 Kg/ PCS-14	"
30	28	TXD-CMDP	62/18	62/26	224	1967	73/151	60 Kg/ PCS-14	"
31	29	CMDP-BGHU	64/18	64/24	185	1967	81/104	60 Kg/ PCS-14	"

32	30	CMDP-BGHU	64/32	65/12	460	1967	107/353	60 Kg/ PCS-14	“
33	31	CMDP-BGHU	65/18	65/24	302	1967	141/161	60 Kg/ PCS-14	provided
34	31A	CMDP-BGHU	66/2	66/4	60	1967	60/0	60 Kg/ PCS-14	Nil
35	31B	CMDP-BGHU	66/8	66/10	74	1967	74/0	60 Kg/ PCS-14	Nil
36	31C	CMDP-BGHU	66/15	66/19	123	1967	123/0	60 Kg/ PCS-14	provided
37	31D	CMDP-BGHU	66/24	66/25	28	1967	28/0	60 Kg/ PCS-14	Nil
38	32	CMDP-BGHU	67/5	67/16	318	1967	136/182	60 Kg/ PCS-14	“
39	33	CMDP-BGHU	67/32	68/1	236	1967	58/178	60 Kg/ PCS-14	“
40	34	CMDP-BGHU	68/2	68/9	214	1967	37/177	60 Kg/ PCS-14	“
41	35&36	CMDP-BGHU	68/13	69/8	900	1967	436/464	60 Kg/ PCS-14	proveded
42	37	CMDP-BGHU	69/35	70/8	244	1967	244/0	60 Kg/ PCS-14	Nil
43	38	CMDP-BGHU	70/18	70/24	194	1967	194/0	60 Kg/ PCS-14	“
44	38A	CMDP-BGHU	71/2	71/3	51	1967	0/51	60 Kg/ PCS-14	“
45	38B	CMDP-BGHU	71/18	71/23	134	1967	134/0	60 Kg/ PCS-14	“
46	39	BGHU-KVLS	76/16	76/27	288	1967	288/0	60 Kg/ PCS-14	“
47	40	BGHU-KVLS	77/22	78/3	255	1967	255/0	60 Kg/ PCS-14	“
48	41	BGHU-KVLS	79/11	79/19	239	1967	239/0	60 Kg/ PCS-14	“
49	41A	BGHU-KVLS	79/22	79/23	38	1967	38/0	60 Kg/ PCS-14	“
50	42	BGHU-KVLS	80/11	80/17	186	1967	186/0	60 Kg/ PCS-14	“
51	43	BGHU-KVLS	80/19	81/0	341	1967	341/0	60 Kg/ PCS-14	“
52	44	BGHU-KVLS	81/17	81/25	224	1967	224/0	60 Kg/ PCS-14	“
53	44A	GPJ-DPC	118/5	118/8	67	1967	67/0	60 Kg/ PCS-14	“
54	45	JRT-MVG	207/22	207/29	177	1967	177/0	60 Kg/ PCS-14	“
55	45A	JRT-MVG	209/10	209/18	213	1967	213/0	60 Kg/ PCS-14	“
56	45B	JRT-MVG	211/11	211/14	107	1967	107/0	60 Kg/ PCS-14	“
57	45C	JRT-MVG	212/11	212/15	85	1967	85/0	60 Kg/ PCS-14	“
58	46	JRT-MVG	216/8	216/16	216	1967	216/0	60 Kg/ PCS-14	“
KR line									
59	1	BGUA-KKGM	40.578	41.065	487	1995	223/264	52Kg/ PSC-14	Nil
60	2	KKGM-LKMR	50.85	51.565	715	1995	160/555	52Kg/ PSC-14	“
61	3	KKGM-LKMR	52.8	53.113	313	1995	160/153	52Kg/ PSC-14	“
62	4	KKGM-LKMR	57.45	58.384	934	1995	718/216	52Kg/ PSC-14	“
63	5	TKRI-RUL	86.338	86.83	492	1995	85/407	52Kg/ PSC-14	“
64	6	TKRI-RUL	87.053	87.199	146	1995	146/0	52Kg/ PSC-14	“
65	7	TKRI-RUL	88.262	88.715	453	1995	165/288	52Kg/ PSC-14	“
66	8	TKRI-RUL	90.238	90.731	493	1995	493/0	52Kg/ PSC-14	“
67	9	TKRI-RUL	91.726	91.808	82	1995	82/0	52Kg/ PSC-14	“
68	10	TKRI-RUL	92	92.286	286	1995	115/171	52Kg/ PSC-14	“
69	11	TKRI-RUL	93.277	94.124	847	1995	63/784	52Kg/ PSC-14	“
70	12	TKRI-RUL	94.393	94.736	343	1995	112/231	52Kg/ PSC-14	“
71	13	RUL-LLGM	96.121	96.204	83	1995	83/0	52Kg/ PSC-14	“
72	14	RUL-LLGM	97.243	97.491	248	1995	158/90	52Kg/ PSC-14	“
73	15	RUL-LLGM	97.96	98.173	213	1995	213/0	52Kg/ PSC-14	“
74	16	RUL-LLGM	99.606	99.721	115	1995	80/35	52Kg/ PSC-14	“
75	17	RUL-LLGM	104.82	104.93	115	1995	115/0	52Kg/ PSC-14	“
76	18	RUL-LLGM	106.82	107.16	347	1995	347/0	52Kg/ PSC-14	“
77	19	RUL-LLGM	108.28	108.52	239	1995	239/0	52Kg/ PSC-14	“

78	20	RUL-LLGM	109.05	109.23	184	1995	184/0	52Kg/ PSC-14	“
79	21	RUL-LLGM	109.5	109.58	77	1995	77/0	52Kg/ PSC-14	“
80	22	RUL-LLGM	110.46	110.66	198	1995	198/0	52Kg/ PSC-14	“
81	23	LLGM-BLMK	112.68	114.28	1599	1995	1032/567	52Kg/ PSC-14	“
82	24	LLGM-BLMK	115.68	115.93	252	1995	252/0	52Kg/ PSC-14	“
83	25	LLGM-BLMK	118.97	120.26	1287	1995	675/612	52Kg/ PSC-14	“
84	26	BLMK-SKPI	134.19	134.31	124	1995	124/0	52Kg/ PSC-14	“
85	27	BLMK-SKPI	136.98	137.04	63	1995	63/0	52Kg/ PSC-14	“
86	28	BLMK-SKPI	137.27	137.42	159	1995	159/0	52Kg/ PSC-14	“
87	29	SKPI-KTGA	139.59	140.13	547	1995	76/471	52Kg/ PSC-14	“
88	30	SKPI-KTGA	141.16	141.43	270	1995	187/83	52Kg/ PSC-14	“
89	31	SKPI-KTGA	144.42	144.53	106	1995	106/0	52Kg/ PSC-14	“
90	32	SKPI-KTGA	145.39	145.64	251	1995	251/0	52Kg/ PSC-14	“
91	33	SKPI-KTGA	146.3	146.44	140	1995	140/0	52Kg/ PSC-14	“
92	34	SKPI-KTGA	146.53	146.64	111	1995	111/0	52Kg/ PSC-14	“
93	35	SKPI-KTGA	148.82	148.99	173	1995	173/0	52Kg/ PSC-14	“
94	36	KTGA-SPRD	156	156.19	187	1995	187/0	52Kg/ PSC-14	“

Annexure-21

ODRAF

Shri Binayananda Jha, IPS Addl. DG (Law & Order) , CUG: 9438915974

Office- 0671- 2303263, Fax – 0671-2303263

Email: sphqrs.odpol@nic.in

Unit	In Charge	Telephone/ Mobile	Email
Jharsuguda (OSAP 2nd Bn.)	Md. Zaheed, OPS Commandant	94371-76264 (M) 06645 -270096 (O), -270038 (R) Fax: 06654 220370	comdt2ndbn.orpol@nic.in
Koraput (OSAP 3rd Bn.)	Shri B.M.Rao, OPS Commandant	94372-15519 (M) 06852 -251344 (O) -151335(R) Fax: 06852 251344	comdt3rdbn.orpol@nic.in
Rourkela (OSAP 4th Bn.)	Shri K.Gauda, OPS, Commandant	94373-58292 (M) 0661 -2600980 (O), -2600434 (R) Fax: 0661 2600980	comdt4thbn.orpol@nic.in
Baripada (OSAP 5th Bn.)	Shri Awinash Kumar, IPS Commandant	94381-53308 (M) 06792 -278232 (O), -254402 (R) Fax: 06792 278232	comdt5thbn.orpol@nic.in
Cuttack (OSAP 6th Bn.)	Shri Lingaraj Parida, OPS Commandant	98610-39267 (M) 0671 -2442148 (O), - 2442442 (R) Fax: 0671 2442148	comdt6thbn.orpol@nic.in
Bhubaneswar (OSAP 7th Bn.)	Shri Biren Ku. Sasmal, OPS,Commandant	94370-81266 (M) 0674 -2301055 (O), - 2303426 (R) Fax: 0674 -2301055	comdt7thbn.orpol@nic.in
Chatrapur (OSAP 8th Bn.)	Shri B.N.Mishra, OPS Commandant	94370-87055 (M) 06811 -260375 (O), Fax: 06811 254011	comdt8thbn.orpol@nic.in
Balasore (Armed Police Reserve)	Shri Nithi Sekhar,IPS Superintendent of Police	94381-53309 (M) 06782 -262004 (O) -262005 (R) Fax: 06782 262584	spbls.orpol@nic.in
Bolangir (Armed Police Reserve)	Shri Asis Kumar Singh. IPS Superintendent of Police	88950-46814 (M) 06652 -232020 (O),-133063 (R) Fax: 06652 232375	spbgr.orpol@nic.in

Jagatsinghpur (Armed Police Reserve)	Shri J.N.Pankaj, IPS Superintendent of Police	94371-02020 (M) 06724-220115 (O), -220015 (R) Fax: 06724 220370	spjisp.orpol@nic.in
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New ODRAF Units

Unit	In Charge	Telephone/ Mobile	Email
Dhenkenal (OSAP 1st Bn)	Shri Bijaya Prakash Babu, OPS Deputy Commandant	9438509006 (M) 06762- 226229 (O), 06762226291 (CR) Fax: 06762226291	comdt1stbn.orpol@nic.in
Koraput (1st India Reserve Bn.)	Shri P. Manmoth Rao, OPS Commandant	9437463489 (M) 06852-252167 (O), 06852-211320 (CR)	comdt1stirbn.orpol@nic.in
Gunupur (2nd India Reserve Bn.)	Shri Bibhuti Pattnaik, OPS Commandant	9437090541 (M) 0658-725110 (O), 0685- 725110 (CR)	comdt2ndirbn.orpol@nic.in
Jajpur (3rd India Reserve Bn.)	Shri S.N.Jemadar, OPS Commandant	9437355225 (M) 0672-6244602 (O), 0672- 6244610 (CR) Fax: 0672- 6244610	comdt3rdirbn.orpol@nic.in
Deogarh (4th India Reserve Bn.)	Shri Baikuntha Bihari Rout, OPS Commandant	9438800008 (M) 0664-3242130 (O)	comdt4thirbn.orpol@nic.in
Boudh (5th India Reserve Bn.)	Shri Jamesh Kumar Indrasingh, OPS Commandant	9437232275 (M) 9437232275 (M)	comdt5thirbn.orpol@nic.in
Khurda (6th India Reserve Bn.)	Shri Naba Kishor Das, OPS, Commandant	8895856633 (M)	comdt6thirbn.orpol@nic.in
Koraput (7th Spl. India Reserve Bn.)	Shri S.N.Bastia Commandant	8895066309 (M), 06852-259112 (CR) Fax: 06852-229007	comdt7thsplirbn.orpol@nic.in
Phulbani (8th Spl. India Reserve Bn.)	Shri A.K.tripathy, OPS Commandant	9437200980 (M), 0684-2253017 (O)	comdt8thsplirbn.orpol@nic.in

ODISHA DISASTER RAPID ACTION FORCE (ODRAF)

Shri Satyajit Mohanty, IPS Addl. DG (L & O) 94371-10622) Office- 0671-2304719 Fax – 0671-2306131

Unit	Contact Details	Mobile/ Phone No.	Fax & Email
Cuttack (OSAP 6 th Battalion)	Shri Lingaraj Parida, OPS Commandant	98610-39267 (M) 0671-2442148 (O) 0671- 2442442 (R)	Fax- 0671 - 2442148 comdt6thbn.orpol@nic.in
	I/C ODRAF: Dy Sub Sk.R.Tulla Writer: K.B.Panda	94385 -03808 (M) 94385-82460 (M)	ODRAF Tel Fax - 0671-2442259
Jharsuguda (OSAP 2 nd Battalion)	Md. Zaheed, OPS Commandant	94371-76264 (M) 06645-270096 (O) 06645-270038 (R)	Fax - 06645 220370 comdt2ndbn.orpol@nic.in
	I/C ODRAF: Dy Sub C.Rana Writer: T.B.Gurung	88953-70538 (M) 90404-13176 (M)	ODRAF Tel Fax:
Koraput (OSAP 3 rd Battalion)	Shri B.M.Rao, OPS Commandant	94372-15519 (M) 06852-251344 (O) 06852-151335 (R)	Fax - 06852 - 251344 comdt3rdbn.orpol@nic.in
	I/C ODRAF: Dy. Sub R.Ch.Hati Writer: R.K.Naik	99384-06905 (M) 94390-66456 (M)	ODRAF Tel Fax:
Rourkela	Shri K.Gauda, OPS	94373-58292 (M)	Fax- 0661 - 2600980

(OSAP 4 th Battalion)	Commandant	0661-2600434 (O),0661-2600980 (R)	comdt4thbn.orphol@nic.in	
	I/C ODRAF Dy Sub. A.Behera Writer Bijaya Sahoo	94374-19436 (M) 94384-25112 (M)	ODRAF Tel Fax:	
OSAP 5 th Battalion, Baripada	Shri Awinash Kumar, IPS Commandant	94381-53308 comdt5thbn.orphol@nic.in	06792-278232 Fax- 278232	06792-254402
	I/C ODRAF AC J.R.Nayak Writer T. K.Mohant	94372- 03557 94380-54976		
OSAP 7 th Battalion, Bhubaneswar	Shri Biren Ku. Sasmal, OPS 1 Commandant	94370-81266 comdt7thbn.orphol@nic.in	0674-2301055 Fax- 2301055	0674- 2303426
	I/C ODRAF ACP D.K.Dehuri Writer Sadananda Jena	94371-85548 98615-78306		
OSAP 8 th Battalion, Chatrapur	Shri B.N.Mishra Commandant	94370-87055 comdt8thbn.orphol@nic.in	06811-260375 Fax- 254011	
	I/C ODRAF SI(A) C.R.Bisoi Writer L.Bijaya Kumar	82800-33508 94373-22432		
APR Balasore District	Shri Nithi Sekhar,IPS SP, Balasore	94381-53309 Spbls.orphol@nic.in	06782-262004 Fax- 262584	06782-262005
	I/C ODRAF Sgt.P.K.Ransingh Writer M. Behera	94393-79619 94380-49083		
APR Bolangir District	Shri Asis Kumar Singh. IPS SP, Bolangir	88950-46814 Spbgr.orphol@nic.in	06652-232020 Fax- 232375	06652-133063
	I/C ODRAF AC N.K.Patel Writer M.P.Xosla	94374-74571 99379-99404		
APR, Jagatsinghpur District	Shri J.N.Pankaj,IPS SP, Jagatsinghpur	94371-02020 Spjps.orphol@nic.in	06724-220115 Fax- 220370	06724-220015
	I/C ODRAFD SI P.K.Routray Writer P.K.Bhuyan	94384-36188 83388-15172		

Annexure-22

Particulars of Civil Defence in ECoR

A. Khurda Road Division:-

Total CD strength of the unit: - 75 nos (Seventy Five)

SI No	Name of Civil Defence Officer/ Unit Head	Official Design	CD Designation	Mobile No & Land Line No.	E-mail Id
1	Shri M.N. Khan	Sr. DSO	Civil Defence Officer	Mob-8455887940 L/Line-72266(Rly) BSNL-06742491404	srdokur@gmail.com
2	Shri C.K. Mishra	Safety Counselor	Civil Defence Inspector	Mob-8455887946	ckmishrarly@gmail.com

B. Sambalpur Division:-

Total CD strength of the unit: - 36 nos (Thirty Six)

SI No	Name of Civil Defence Officer/ Unit Head	Official Design	CD Designation	Mobile No & Land Line No.	E-mail Id

1	Shri Pralaya Naskar	Sr. DSO	Civil Defence Officer	Mob-8455886940 L/Line-72266(Rly) BSNL-0663-2533096	srdso_sbp@sbp.railnet.gov.in
2	Shri Bibhuti Bhusan Sahu	OS/Mech	Civil Defence Inspector	Mob-9437392457	bibuti75.sbp@gmail.com

C. Waltair Division:-

Total CD strength of the unit: - 45 nos (Forty Five)

SI No	Name of Civil Defence Officer/ Unit Head	Official Design	CD Designation	Mobile No & Land Line No.	E-mail Id
1	Shri A.K. Mohrana	Sr. DSO	Civil Defence Officer	Mob-8978080940 L/Line-82460(Rly) BSNL-0891-2591033 / 0891-2882460	srdsovsbk@gmail.com
2	Shri Ch.BU Prasad	Tech-I/ ELS	Civil Defence Inspector	Mob-8978080949	Photoprasad17@gmail.com

Particulars of Civil Defence in State

SI No	Location of Civil Defence unit	Tele- In-Charge	size	Office FAX	E mail address of Office / In-charge
1	Civil Defence Office A/5 , unit-V Bhubaneswar, Khurda, Odisha-751001	0674-2394194 9437282190	250 nos.	0674-2394194	civildefencebbsr@gmail.com
2	Rourkela At Uditnagar, RKL, Sundargada , Odisha-769012	0661-2500817 / 9437433116	210	0661-2500817	Civildefence_rkl@rediffmail.com
3	Koraput At. Malistreet PO- /Dist- Koraput, 764020	06852-250285 /5 9437243801	50	06852-25285	dyconcdkoraput@gmail.com
4	Talcher At Hattota, Talcher, Dist- Angl, Odisha-759100	06760-240720 / 9937745996	100	06760-240720	dcctalcher@gmail.com

Annexure-23

**LIST OF ELECTRICAL ITEMS
STORAGE LOCATION OF STORES AND EQUIPMENTS WITH QUANTITY**

SI no	Items	KUR									WAT			SBP		
		KUR	PUI	BHC	JKR	CTC	BAM	TLH R	PSA	PRD P	VSKP	VZM	NW P	SBP	TIG	RAI R
1	Generator Car	1									1			1		
2	Portable Generator Set 2 KW	4	2	2	2	2	2	2	2	2	4	2	2	4	2	2
3	500 W Halogen Fittings with Lamps OR 50 W LED out door fitting set.	10	5	5	5	5	5	5	5	5	10	5	5	10	5	5
4	Pendant Holder	100	20	20	20	20	20	20	20	20	50	20	20	50	20	20
5	Lamp 100 W/150 W or 10 W LED bulbs	120	50	40	40	40	40	40	40	40	100	50	30	70	40	40
6	Cable 2.5 Sq. mm (in Mtrs)	5000	2000	2000	2000	2000	2000	1000	1000	2000	5000	1000	1000	3000	2000	1000
7	Cable PVC 2.5 Sq. mm (in Mtrs)	5000	1000	1000	1000	1000	1000	1000	1000	1000	5000	1000	1000	3000	2000	1000
8	3 Core Cab Type Wire (in Mtrs)	1000	500	500	500	500	500	500	500	500	1000	500	500	1000	500	500
9	M Switch 16 Amps	10	5	5	5	5	5	5	5	5	10	5	5	10	5	5
10	Black Tape (in Nos)	20	5	5	5	5	5	5	5	5	20	10	5	10	5	5
11	Telescopic Light Posts	20	10	5	5	5	5	5	5	5	10	5	5	10	5	5
12	Aluminium Ladder 20 ft	5	2	2	2	2	2	2	2	2	5	2	2	5	2	2
13	HSD Oil (in Liters)	200	100	100	100	100	100	100	100	100	200	100	100	200	100	100
14	Walkie-Talkie sets	10	2	2	2	2	2	2	2	2	10	2	2	2	10	2
15	Lorry	1	-	-	-	-	-	-	-	-	1	-	-	1	-	-
16	Dry cell operated LED emergency light	40	10	5	5	5	5	5	5	5	20	10	5	20	5	5

Annexure-24

LIST OF STORE ITEMS

SI No	PI No.	Description of materials	Desirable Quantity
1	92111002	Diesel Oil	12,000 liters
2	80090436	Kerosene Oil	10,000 liters
3	43302506	Torch	90 nos
4	43302002	Torch Cell	7583 nos
5	75104271	Tarpaulin	15 nos
6	79315719	Gum Boot (Size 6, 7 & nos)	48pairs
7	79322580	Umbrella	75 pairs
8	78902320	Stretchers	15 nos
9	42118414	Electric Bulb with holders CFL	1467 nos
10	79030348	Blankets	1377nos
11	79337806	Bed Sheets	27700 nos
12	81030812	Bleaching powder	5340 kgs
13	83055034	General Safety Items (Register)	612 nos.
14	90701008	G I Wire	2.21 MT
15	74267206	Pan motar	58 nos.

16	75208106	Hand Gloves	3000 pairs
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Annexure-25

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	72151	06742492943	8455887701	
3.	ASC/RPF/KUR	72416	72417		8455887702	
4.	IPF/HQ	72935	-	-	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 72956	72419	06756-2492634	8455887703	97
11.	CC/TE-COY	72740	-	-	8455887704	100
12.	OC/RPF/PSA	77210		08945-243912	8455885634	28
13.	OC/RPF/BAM	76018	76019	0680-2216602	8455887701	50
14.	OC/RPF/BALU	72712	-	06756-220007	8455887710	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	0671-2548046	8455887706	81

19.	OC/RPF/PRDP	75616	75537	06722-229630	8455887712	30
20.	OC/RPF/JJKR	74219/15	-	06726-224964	8455887707	38
21.	OC/RPF/BHC	74014/16	74015	06784-230865	8455887709	30
22.	OC/RPF/DNKL	-	-	0676-2211538	8455887713	22
23.	OC/RPF/TLHR	75316	75317	06766-241844	8455887634	36
24.	OC/RPF/ANGL	75150	-		8455887715	17
25.	OC/RPF/KDJR	74752/ 74750	74751	06766-258103	8455887708	41
26.	IPF/SCNL/KUR	72154 72554	-	0674-24929	8455887777	10

SBP Division.

1.	DSC/RPF/SBP	085-62436	62437	0663-2402174(O) 0663-2402875 ®	8455886700	
2.	ASC/RPF/SBP	085-62624	62625	-	8455886701	
3.	RPF Post/ SBP	085-62222	62223	0663-2400903	8455886705	62
4.	RPF/Post/RAIR	085-63250	-	06644-253239	8455881021	23
5.	RPF/Post/BLGR	085-64250	64251	06652-230669	8455886707	33
6.	RPF/Post/TIG	085-68352	68353	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 (Bhabani patna)		-		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			9040526821	03
20.	SCNL/SBP	085-62471, 085-62630		0663-2521179	9437104622	--

WAT Division:-

1.	Sr.DSC/RPF/WAT	085- 82250	82251	0891-2746254	8978080700	
2.	ASC/RPF/WAT	82412	82413	2527060	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	84106 84018	84005	2716412	8978080704	82
6.	IPF/VZM Post	832016	83217	08922-224580	8978080705	47
7.	SI/Kotavalasa OP	85300	-	08966-273088	8978080706	18
8.	SI/ARK (OP)	86155	-	08936-249898	8978080707	12
9.	IPF/SIB/WAT	82014	82907	2700991	8978080708	06
10.	IPF/CIB/WAT	82812	82914	2525872	8978080709	05
11.	IPF/DLS Post/WAT	84101	-	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	86817	-	08942-287371	8978281332	33
16.	IPF/DVD Post	85003	85103	2549587	8978281333	29
17.	SI/NWP Out Post	84848	-	08945-249569	8978281334	14

18.	ASI/SUP Out Post	86040	-	08966-200385	8978281335	10
19.	SI/Bobbili Out Post	-	-	08944-253744	8978281336	17
20.	IPF/DQM/WAT	83084	-	-	8978281337	05
21.	IPF/RGDA Post	85616	85617	06856-224626	8455893701	47
22.	IPF/LKMR Post	85818	-	06855-268411	8455893702	15
23.	IPF/KRPU Post	86390	86391	08652-252682	8455893704	39
24.	SIPF/JYP Out Post	-	-	-	8455893705	09
25.	IPF/JDB Post	86656, 86658	86659	07782-226530	9752447152	25
26.	IPF/KRDL Post	86955	-	07857-255192	9752447153	11
27.	SI/BCHL (OP)	-	-	-	9752413916	10
28.	SCLN/WAT	82817 82016		0891-2501184	8978080777	-

Telephone Numbers of GRP officials:-

ODISHA

Designation	Railway		P&T			Mobile No./ CUG
	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	
DSRP/Jharsuguda	76041		06645	271801		
IIC/Sambalpur	62329	62487	0663	2521961		
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	72710	72711	0674	2372711		9438360498
IIC/KUR/GRPS	72714		0674	2490289	Off	9438079803
ASI/Nirakarpur						
OIC/Puri	75716		06752	222678	Off	9439192718
ASI/Sakhigopal						
IIC/Brahmapur	76014		0680	2229528	Off	
IIC/Bhubaneswar	59608	59609	0674	2531090	Off	9437233298
OIC/GRPS, Barang						
ASI/Mancheswar	58271					
DSRP/CTC	74414	74415	0671	2445169		
IIC/Cuttack	74418		0671	2549405		9437200221
ASI/Talcher	75318	75319				8763149402
OIC/JajpurRoad	74218	74219				9437259461
OIC/Bhadrak	74018	74019	06784	230510	Off	9438079803
OIC/GRPS/Paradeep						9438402241
IIC/GRPS/Balasore	64819		06782	262025		

CHHATTISGARH

				P&T		Mob/CUG
SRP/Raipur			0771	2886000	Off Res	9479191500
DSRP/Raipur				2880003		9479191501
IRP/Raipur						09479191502

ANDHRA PRADESH

	Rly			P&T		Mob/ CUG
SRP/Vijaywada	68635		0866	2576062 2575897	Off Res Fax	
DSRP/ Visakhapatnam			0891	2746211 2539149	Off Res	
IRP/VSKP	82910		0891	2882910	Off	9440627547
GRPOP/Duvada						
SI/Vizianagaram	83218		08922	223743	Off	9490617089
SI/Palasa	77310		08945	241013	Off	
ASI GRPOP Bobbili			08944	252355	Off	
ASI OP/Parvatipuram			08963	221028	Off	
HC/Srikakulam	84861		08942	286228	Off	

Disclaimer

This information provided in this document is for the purpose of general guidance. Although, all efforts have been made to ensure authenticity and accuracy, in case of any conflict the provision in GR&SR / Accident manual and other relevant code would over ride.

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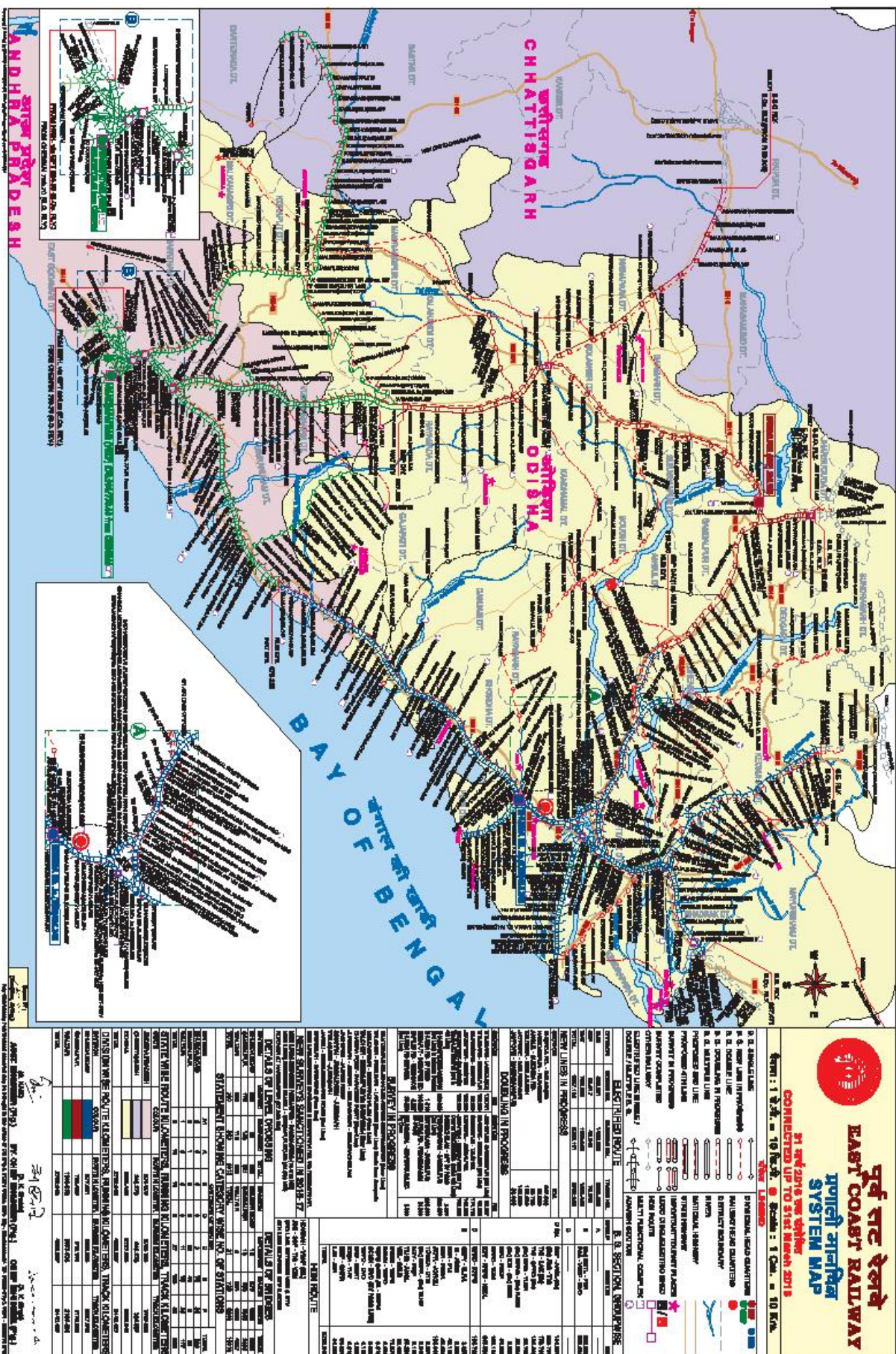
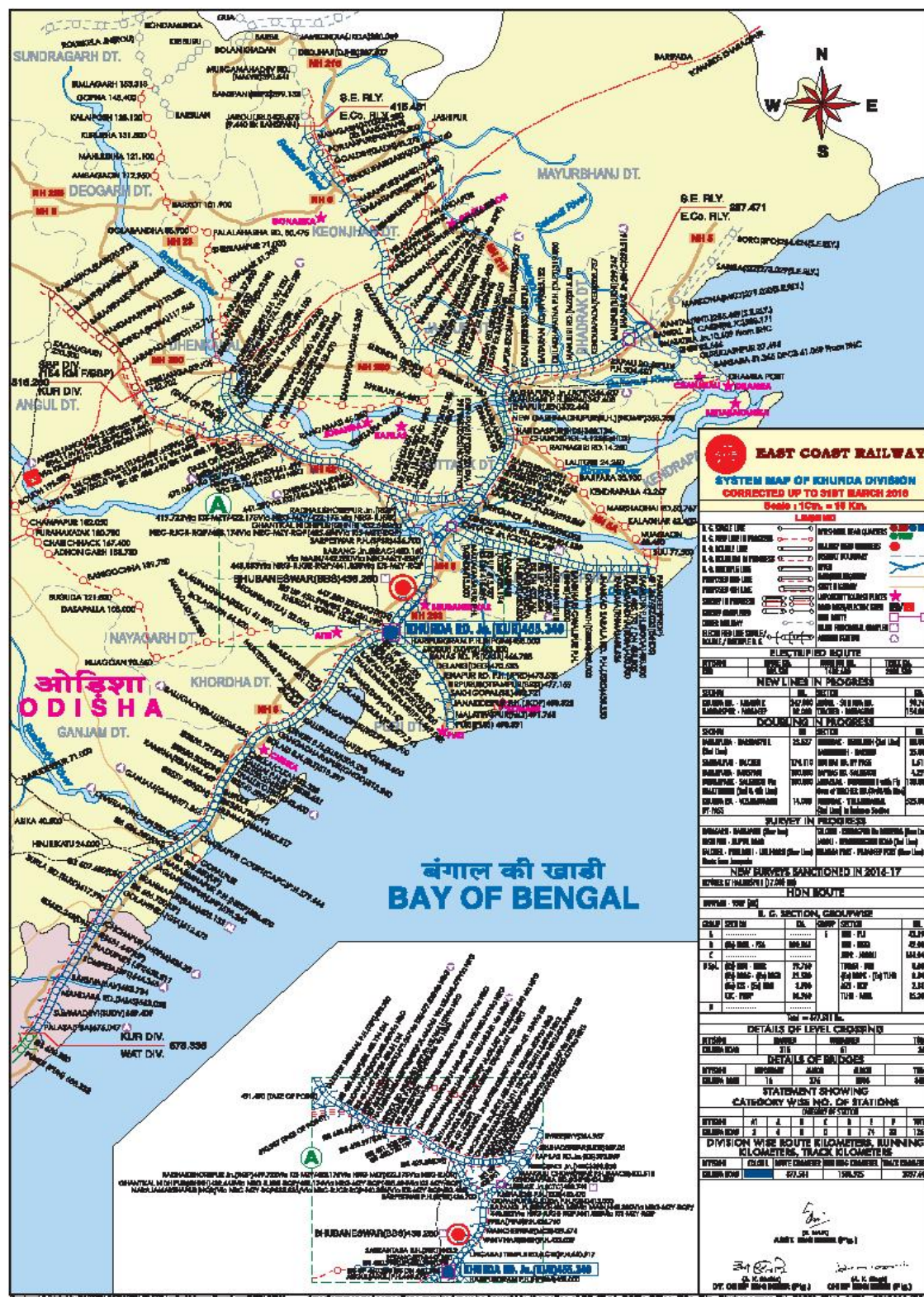
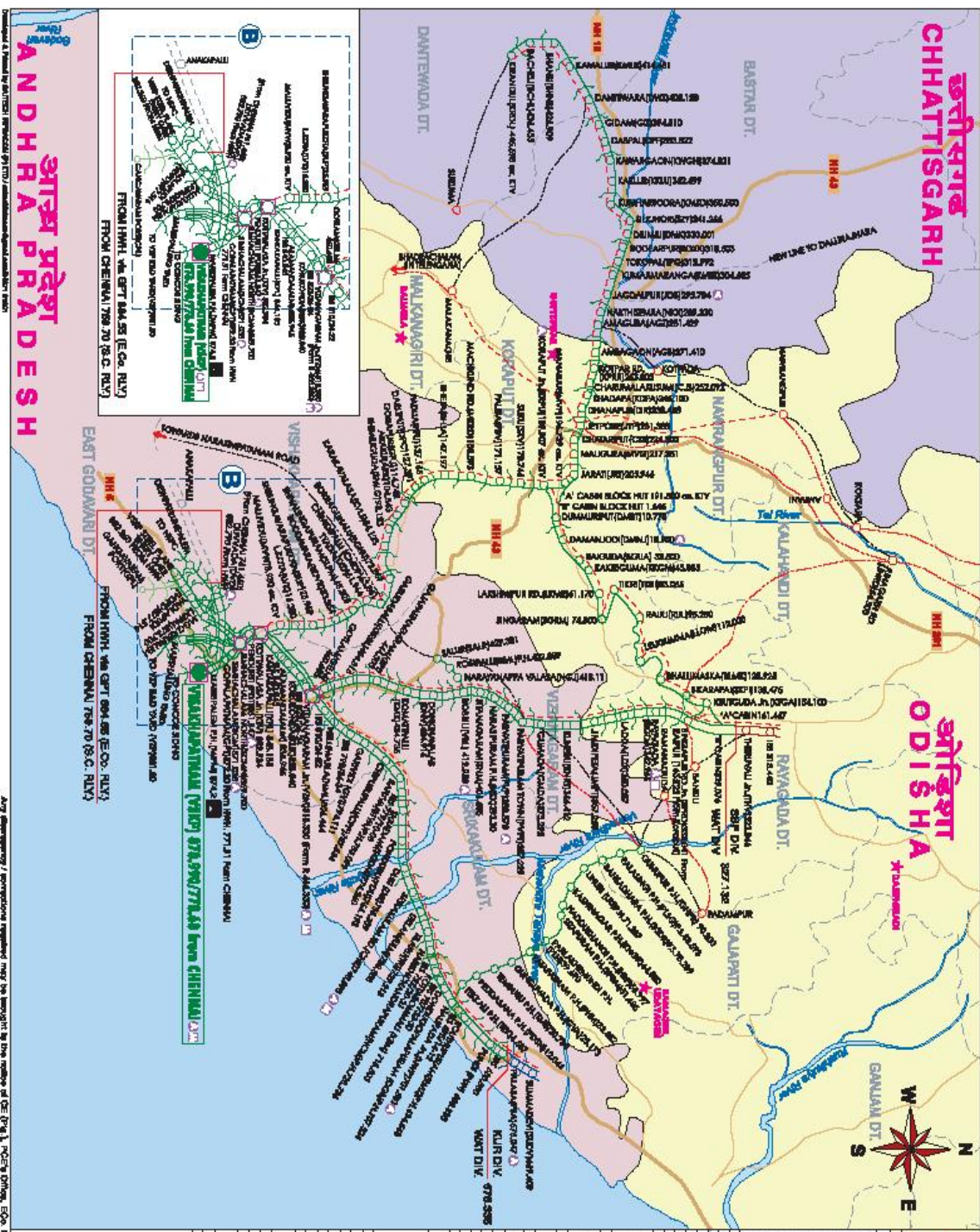


Fig. 1. Schematic diagram of the experimental setup. The subject is seated in a chair and views the screen through a video camera. The screen displays the target and the starting position of the hand. The subject is instructed to move the hand to the target position. The distance between the starting position and the target is the reach distance. The distance between the target and the starting position is the reach distance. The distance between the target and the starting position is the reach distance.



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