

# DISASTER MANAGEMENT PLAN

## 2021



**EAST COAST RAILWAY**  
**KHURDA ROAD**

# **DISASTER MANAGEMENT PLAN – 2021**

***11th EDITION***

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KHURDA ROAD**

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शशि कांत सिंह  
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## FOREWORD

I am glad to know that the Safety Organization of Khurda Road Division is bringing out 11<sup>th</sup> edition of Divisional Disaster Management Plan. This edition has been prepared with the inputs and suggestions received from various sources and is also based on National Policy on Disaster Management, issued in compliance of Disaster Management Act, 2005.

The guide lines incorporated in this booklet shall help improve disaster management preparedness of various departments of the Railway and efficient utilization of internal resources of the organization for rescue and restoration during accident/emergencies. This plan shall be circulated to all the departments, stations and all the Civil officials like Collectors, District Emergency Officers, Superintendents of Police, NDRF officials and Medical practitioners etc., whose services may be requisitioned during an emergency. It shall be submitted to the State Government of Odisha and Andhra Pradesh also for ready reference.

The efforts of editorial team of the Divisional Safety Organization for bringing out this Disaster Management Plan are praise worthy. I hope all the officials concerned shall find it of great help.

  
30/03/2021  
(Shashi Kant Singh)  
Divisional Railway Manager,  
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### MESSAGE

It is a praiseworthy that the Safety Organization of Khurda Road Division is publishing the 11<sup>th</sup> issue of Disaster Management Plan, having useful information and guidelines regarding the preparedness and prompt rescue operations for tackling a disaster.

The efforts of editorial team of the Divisional Safety Organization for bringing out this Disaster Management Plan are praiseworthy. This booklet will provide useful guidelines for the staff and Officers to handle disaster in a systematic manner and also to other departments and State Government.

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### MESSAGE

I am very much happy to know that the safety organization of Khurda Road Division is bringing out the 11<sup>th</sup> edition of the Disaster Management Plan. The information contained in this booklet will no doubt be the guidelines for the Railway men on readiness and prompt action in the event of a Disaster. Information about the duties and responsibilities of staff and the departments and information pertaining to quick movement of man power and resources to the site of accident, launching of relief and rescue operation within the crucial "Golden Hour" using available Railway and non Railway resources for relief operation, medical care, transportation of injured passengers to hospitals, organizing effective trauma care etc. have been effectively incorporated in this booklet.

The duties and responsibilities of various departments contained in this booklet will be of great help to keep them well prepared and effectively contribute in the event of a disaster.

I appreciate the efforts of editorial team of Safety Organization for bringing out such an exhaustive and informative booklet.

  
(Ashok Kumar)

Addl. Divisional Railway Manager (OP)  
**East Coast Railway, Khurda Road.**





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## PREFACE

Safe transport of men and material safely is our corporate object. But despite of our best efforts accidents do takes place, resulting loss of lives, national property and interruption to traffic. Though prevention of accident should be our prime concern and focus area, the management of accident is very vital both for providing relief to our valued public and quick restoration to traffic.

Successful management of disaster in railway accidents to tackle the situation efficiently depends on one's ability upon the effective and efficient action. For this proper planning is, thus vital to minimize the disaster effect, quick recovery and resumption of normal traffic movement.

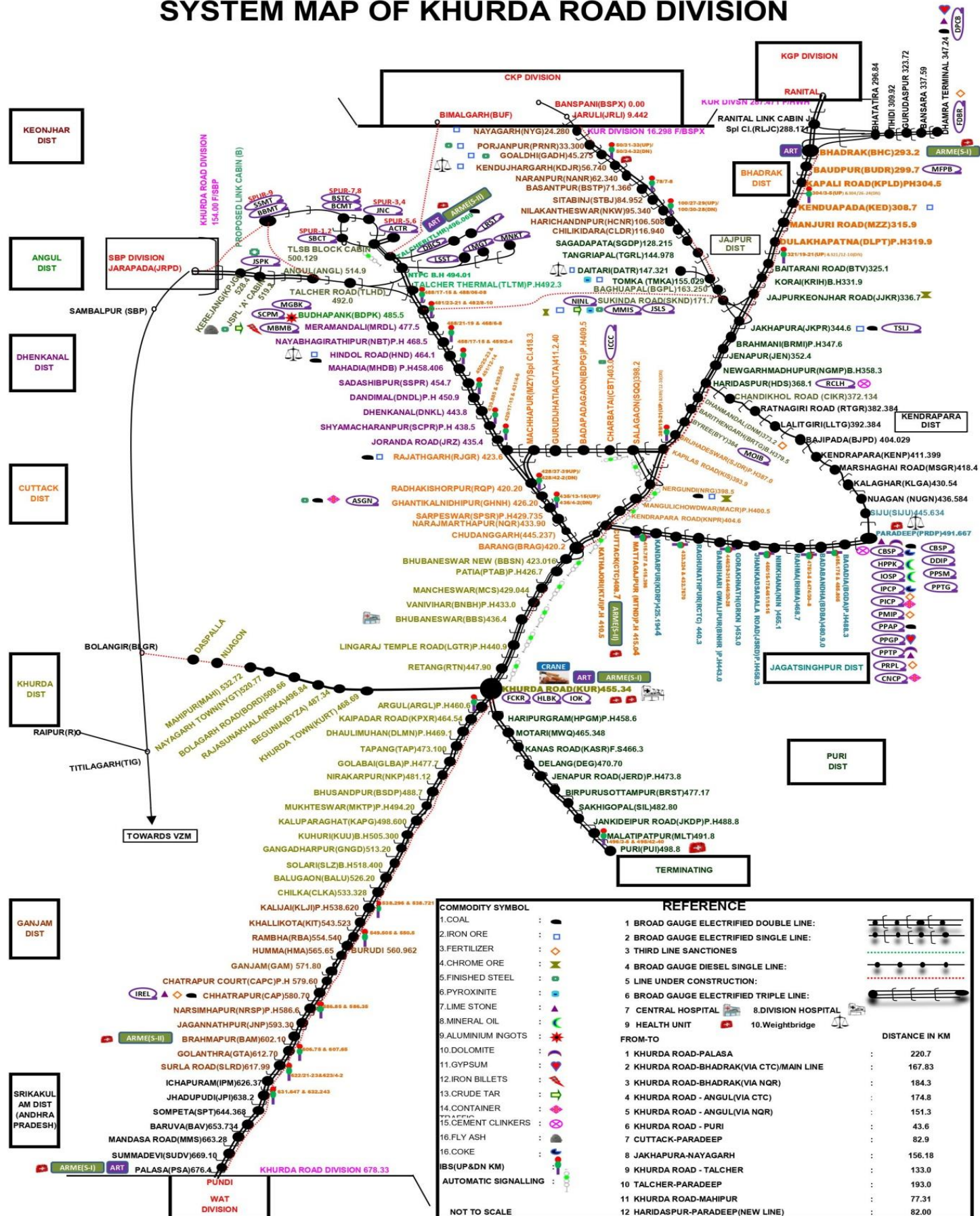
Basing on the National Policy on Disaster Management of high Level Committee our Division is bringing out to publish this 11<sup>th</sup> edition of Disaster Management Plan. The aim and object of this booklet is to give guidelines for immediate action by Railway staff and Officers of various department in proper co-ordinated action planning for efficient rescue and relief operations in quick and efficient manner.

I am sure that this booklet will serve as very useful reference and guide for the staff and officers in Disaster situation.

**G.C.Naik**

**Sr.Divisional Safety Officer**

# SYSTEM MAP OF KHURDA ROAD DIVISION



## **TERMS OF REFERENCE**

Disaster in the Railway Context is defined as a major train accident leading to serious casualties and a long duration of interruption to traffic. As a thumb rule, any accident involving more than 100 injuries (grievous plus simple) should be termed as a Disaster. This compendium of instructions has been prepared for dealing such a Disaster as explained above and not normal train accidents.

Railway Board Safety Directorate, vide their letter No. 2003 Safety-116/2 dated 29<sup>th</sup> September 2003 has laid down the requirement of Zonal Railways Disaster Management Plan as follows:

1. **Disaster Management Plan**– All Divisions and Zonal Railway Head Quarters (Including Metro Railway, Kolkata & Delhi Metro Rail Corporation) must devise their disaster management plan, if not already done taking into consideration the resources available with them, their neighboring Divisional/Zonal Railways, civil authorities, industrial units and Armed Force based located in their territory. This would enable the Divisions/ Zonal Railways to muster the entire local resources in case of a major disaster/natural calamity. Zonal Railways Disaster Management plan should integrate all Divisions and also to take into consideration adjacent Railways' framework.
2. **Preparation of Disaster Management Plan** :The Disaster Management Plan must *inter-alia* include 'who is responsible for what activities in details. The following guide lines should be followed.
  - (i) Preparation and implementation of Disaster Management plan is the responsibility of concerned General Manager/Divisional Railway Manager.
  - (ii) Authority to order ART/ARMV/Break Down crane – Chief Mechanical Engineer/Chief Motive Power Engineer (Running & Loco)/Sr. Divisional Mechanical Engineer/Divisional Mechanical Engineer, etc.
  - (iii) Senior most railway officer at the site of the accident shall be the designated as Site Manager.
  - (iv) Management of rescue operations is done Primarily by Mechanical and Medical Departments Assistance to be provided by all Railway men (irrespective of their department) as needed.
  - (v) Relief operations, including care for the dead, is the responsibility of the Commercial, Medical & RPF Departments.
  - (vi) Communication network – Telecom Department.
  - (vii) Crowd control and law & order at site – RPF.
  - (viii) State police clearance for restoration – RPF.
  - (ix) Restoration operations –  
Rolling stock – Mechanical Department.  
Fixed infrastructure like Track, Over Head Equipment, Signaling system, etc. – departments concerned.
  - (x) Maintenance of SPART/ART & ARMV Rolling Stock/Break Down cranes including rail-cum-road and road mobile emergency vehicle etc. – Mechanical Department.
  - (xi) Maintenance of equipment kept in SPART/ART/ARMV for rescue and restoration operations – departments concerned.
  - (xii) Media Management at site –
    - (a) Site Manager shall be the chief spokesman at site and can be assisted by the branch officers concerned, if needed.
    - (b) PROCommercial Department to look after the media needs at site.
  - (xiii) Checklist for the officers & supervisors must be issued in the form of a pocket booklet indicating DOs and DON'Ts for the benefit of:
    - (a) First official reaching the site of accident
    - (b) Senior most officers at the site.
    - (c) Divisional/HQ control organization.
    - (d) Station Manager/Station Master.

The Disaster Management Plans must be reviewed and updated in the month of January every year.

## **ABBREVIATIONS USED**

1AC	:- 1st Air conditioned Coach
2AC	:- 2 Tier Air Conditioned Sleeper Coach
3 AC	:- 3 Tier Air Conditioned Sleeper Coach
ADRM	:- Additional Divisional Railway Manager
AEN	:- Assistant Engineer
AME	:- Assistant Mechanical Engineer
ARMEV	:- Accident Relief Medical Equipment Van
ARMV	:- Accident Relief Medical Van
ART	:- Accident Relief Train
ASTE	:- Assistant Signal & Telecommunication Engineer
ASM	:- Asst. Station Master
AOM	:- Asst. Operations Manager
AMM	:- Asst. Material Manager
APO	:- Asst. Personnel Officer
ACM	:- Asst. Commercial Manager
AP	:- Andhra Pradesh
AEE	:- Asst. Electrical Engineer
ADG	:- Asst. Director General
ADMO	:- Asst. Divl. Medical Officer
AIR	:- All India Radio
AGM	:- Asst. General Manager
ALP	:- Asst. Loco Pilot
BAM	:- Station Code forBrahmapur
BD SPL.	:- Breakdown Special
BHC	:- Station Code forBhadrak
BNDM	:- Station Code for Bondamunda
BPC	:- Bharat Petroleum Corporation
BSNL	:- Bharat Sanchar Nigam Limited
BIS	:- Bureau Of Indian Standard
BD	:- Board
BSP	:- Bilaspur Station's Code



BPCL	:- Bharat Petroleum Company Ltd.
BFR	:- 08 Wheeler Open Flat Vacuum Brake Wagon
BLGR	:- Bolangir Station's Code
BIA	:- Bhilai Station Code
C&W	:- Carriage and Wagon
CAC	:- Combined Assistance Center
CBE	:- Chief Bridge Engineer
CCM	:- Chief Commercial Manager
CCRS	:- Chief Commissioner Of Railway Safety
CE	:- Chief Engineer
CEE	:- Chief Electrical Engineer
CFTM	:- Chief Freight Transportation Manager
CHC	:- Chief Controller
CHG.	:- Coaching
CHOD	:- Coordinating Head Of Department
CMD	:- Chief Medical Director
CME	:- Chief Mechanical Engineer
CMI	:- Commercial Movement Inspector
CMM	:- Chief Materials Manager
CMPE	:- Chief Motive Power Engineer (Diesel)
CMS	:- Chief Medical Superintendent
COM	:- Chief Operations Manager
COS	:- Controller of Store
CPO	:- Chief Personnel Officer
CPRO	:- Chief Public Relations Officer
CPTM	:- Chief Passenger Transportation Manager
CRB	:- Chairman Railway Board
CRS	:- Commissioner Of Railway Safety
CRSE	:- Chief Rolling Stock Engineer
CSC	:- Chief Security Commissioner
CSE	:- Chief Signal Engineer
CSO	:- Chief Safety Officer
CSTE	:- Chief Signal and Telecommunication Engineer



CTC	:- Station Code for Cuttack/ Centralised Traffic Control
CTE	:- Chief Track Engineer
CWE	:- Chief Workshop Engineer
CWI	:- Carriage and Wagon Inspector
CBE	:- Chief Bridge Engineer
CISF	:- Central Industrial Security Force
CG	:- Chhattisgarh State
CBRI	:- Central Building Research Institute
CRRRI	:- Central Road Research Institute
CRSE	:- Chief Rolling Stock Engineer
CAO	:- Chief Account Officer
CNL	:- Control
CFTM	:- Chief Freight Transportation Manager
CWC	:- Cyclone Warning Centre
CO	:- Coordinator
C&W	:- Carriage and Wagon
CDMO	:- Chief District Medical Officer
CKP	:- Chakradharpur Station's Code
DCM	:- Divisional Commercial Manager
DEE	:- Divisional Electrical Engineer
DEN	:- Divisional Engineer
DG	:- Director General
DM	:- Disaster Management
DM	:- District Magistrate
DME	:- Divisional Mechanical Engineer
DMO	:- Divisional Medical Officer
DMT	:- Disaster Management Team
DOM	:- Divisional Operation Manager
DPO	:- Divisional Personnel Officer
DR	:- Disaster Response
DRM	:- Divisional Railway Manager
DSC	:- Divisional Security Commissioner

DSTE	:-	Divisional Signal And Telecommunication Engineer
DVD	:-	Station Code forDuvvada
Dy.CCM	:-	Deputy Chief Commercial Manager
Dy.COM	:-	Deputy Chief Operations Manager
Dy.CSO	:-	Deputy Chief Safety Officer
DMU	:-	Diesel Multiple Unit
DMA	:-	Disaster Management Authority
DOT	:-	Department of Telecommunications
DC	:-	District Commissioner
DPC	:-	Diesel Power Controller
DCP	:-	Dry Chemical Powder
EC	:-	Emergency Control
ECoR	:-	East Coast Railway
ED	:-	Executive Director
E-Mail	:-	Electronic Mail
Engg	:-	Engineering
ETL	:-	Emergency Train Lighting
EFR	:-	Eastern Field Rifle
EMU	:-	Electric Multiple Unit
EFR	:-	Eastern Front Rifle
ESM	:-	Electric Messaging System
EMR	:-	Emergency Medical Response
FA	:-	Financial Advisor
FA&CAO	:-	Financial Advisor And Chief Accounts Officer
FR	:-	First Responders
FA	:-	First Aid
FC	:-	Finance Commission
FOB	:-	Foot Over Bridge
FIR	:-	First Information Report
FT	:-	Field Telephone
G&SR	:-	General And Subsidiary Rule
Genl.	:-	General

GM	:- General Manager
GRP	:- Govt. Railway Police
HOD	:- Head Of Department
HOR	:- High Official Requisition
HPC	:- Hindustan Petroleum Corporation
HQ	:- Head Quarters
HRD	:- Hydraulic Rescue Device
HRE	:- Hydraulic Rerailing Equipment
HFL	:- Highest Flood Level
HCL	:- High Level committee on D. Management
HRD	:- Hydraulic Research Device
HSD	:- High Speed Diesel
HS	:- Home Secretary/Home Signal
HM	:- Home Minister
IAF	:- Indian Air Force
IAT	:- Instant Action Team
IG	:- Inspector General Of Police
IOC	:- Indian Oil Corporation
IR	:- Indian Railways
IRCM	:- Indian Railway Commercial Manual
IRCTC	:- Indian Railway Catering And Tourism Corporation
IRMM	:- Indian Railway Medical Manual
ISD	:- International Subscriber Dialing
IT	:- Information Technology
IA	:- Indian Airlines
IMD	:- Indian Metrological Department
ITWC	:- Indian Tsunami Warning System
JCB	:- Jack-Cum-Bulldozer
JE	:- Junior Engineer
Jn.	:- Junction
JAG	:- Junior Administrative Grade
KGP	:- Station Code For Kharagpur

KUR	:- Station Code For Khurda Road
KBJ	:- Kantabanjhi Station's Code
LC	:- Level Crossing
LCC	:- Local Command Center
LI	:- Loco inspector
LPG	:- Liquefied Petroleum Gas
LR	:- Leave Reserve
LP	:- Loco Pilot
MOSR	:- Minister Of State For Railways
MR	:- Minister for Railways
MRV	:- Medical Relief Van
MOR	:- Ministry of Railways
MOU	:- Memorandum of Understanding
MM	:- Material Manager
NGO	:- Non-Govt. Organization
NDRF	:- National Disaster Response Force
OHE	:- Over Head Equipment
Op.	:- Operations
OIC	:- Officer-In-Charge
OSDMA	:- Odisha State Disaster Mitigation Authority
ODRAF	:- Odisha Disaster Rapid Action Force
P.Way	:- Permanent Way
PA	:- Public Address
PC	:- Personal Computer
PCE	:- Principal Chief Engineer
PCO	:- Public Call Office
PHOD	:- Principal Head Of Department
POL	:- Petroleum And Oil
PR	:- Public Relation
PRC	:- Power Controller
PRO	:- Public Relations Officer
PSA	:- Station Code for Palasa

PSU	:- Public Sector Undertaking
PWI	:- Permanent Way Inspector
PMKA	:- Portable Medical Kit For Accident
PAS	:- Public Address System
P.Way	:- Permanent Way.
PCE	:- Principal Chief Engineer
RCT	:- Railway Claims Tribunal
RE	:- Railway Electrification
RG	:- Rest Giver
RMS	:- Railway Mail Service
RPF	:- Railway Protection Force
RSO	:- Rolling Stock Organization
RMC	:- Regional Metrological Centre
RVS	:- Rapid Vision System
RRI	:- Route Relay Interlocking
SBP	:- Station Code For Sambalpur
SDGM	:- Senior Deputy General Manager
Secy	:- Secretary
SI	:- Sub-Inspector
SLR	:- Second Class-Cum-Luggage-Cum-Brake Van Coach
SM	:- Station Master
SO	:- Section Officer
SOS	:- International Call for Distress
SP	:- Self Propelled
SPARMEV	:- Self Propelled Accident Relief Medical Equipment Van
SPART	:- Self Propelled Accident Relief Train
SPRD	:- Station Code for Singapur Road
Sr.DFM	:- Senior Divisional Finance Manager
Sr.DCM	:- Senior Divisional Commercial Manager
Sr.DEE	:- Senior Divisional Electrical Engineer
Sr.DEN	:- Senior Divisional Engineer
Sr.DME	:- Senior Divisional Mechanical Engineer



Sr.DMO	:- Senior Divisional Medical Officer
Sr.DOM	:- Senior Divisional Operations Manager
Sr.DPO	:- Senior Divisional Personnel Officer
Sr.DSC	:- Senior Divisional Security Commissioner
Sr.DSO	:- Senior Divisional Safety Officer
Sr.DSTE	:- Senior Divisional Signal And Telecommunication Engineer
SS	:- Station Superintendent
SSE	:- Senior Section Engineer
STD	:- Subscriber Trunk Dialing
Sr.	:- Senior
S&T	:- Signal and Telecommunication
SERC	:- Structural Engineering Research Centre
TCI	:- Telecommunication Inspector
TCM	:- Telecommunication Maintainer
TI	:- Traffic Inspector
TLHR	:- Station Code for Talcher
TRD	:- Traction Distribution
TS	:- Train Superintendent
TTE	:- Travelling Ticket Examiner
TXR	:- Train Examiner
TPC	:- Traction Power Controller
TLC	:- Traction Loco Controller
T	:- Tons
UCC	:- Unified Command Center
VHF	:- Very High Frequency
VPU	:- Parcel Van
VSKP	:- Station Code for Visakhapatnam
V	:- Volt
WI/PI	:- Welfare Inspector/Personal Inspector
WTT	:- Working Time Table
W	:- Watt

## **DIVISON AT A GLANCE**

1	Route Kilometer	:	954.2		
2	Track Kilometer	:	2169		
3	Equated Track Kilometer	:	3574		
4	No. of Level crossings	:	317 (Manned=317, Un-manned=NIL)		
5	No. of bridges	:	4181 (Important=18, Major=365, Minor=3798)		
6	No. of Stations :		116		
	a) In Odisha	:	109		
	b) In Andhra Pradesh	:	7		
7	No of Passenger Halts				
	a) In Odisha	:	34		
	b) In Andhra Pradesh	:	NIL		
8	No of Flag stations				
	a) In Odisha	:	1 (Kanas Road)		
	b) In Andhra Pradesh	:	NIL		
9	Cadre Strength of Divn.	:	<i>Sanacd.</i>	<i>Actual</i>	<i>Vacancy</i>
			20,702	17441	3,261
10	Coaching Trains				
	a) No of average Mail and Express Trains per day	:	117 Pairs		
	b) No of average Passenger Trains per day	:	30 Pairs		
	Total	:	147 Pairs		
11	a) Hospitals	:	Central Hospital at Bhubaneswar , Divisional Hospital at Khurda Road		
	b) Health Units.	:	Kendujhargarh, Bhadrak, Talcher, Cuttack, Paradeep, Puri, Brahmapur, Palasa, Retang Colony / Khurda Road, Loco Colony /Khurda Road &Angl.		

## (Chapter – 1)

### **DEFINITION OF DISASTER:**

Railway Board vide letter No. 2003/Safety (DM)/6/2 pt. dtd.06.01.2009, 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.”*

### **Salient Features of Disaster Management Act 2005:-**

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

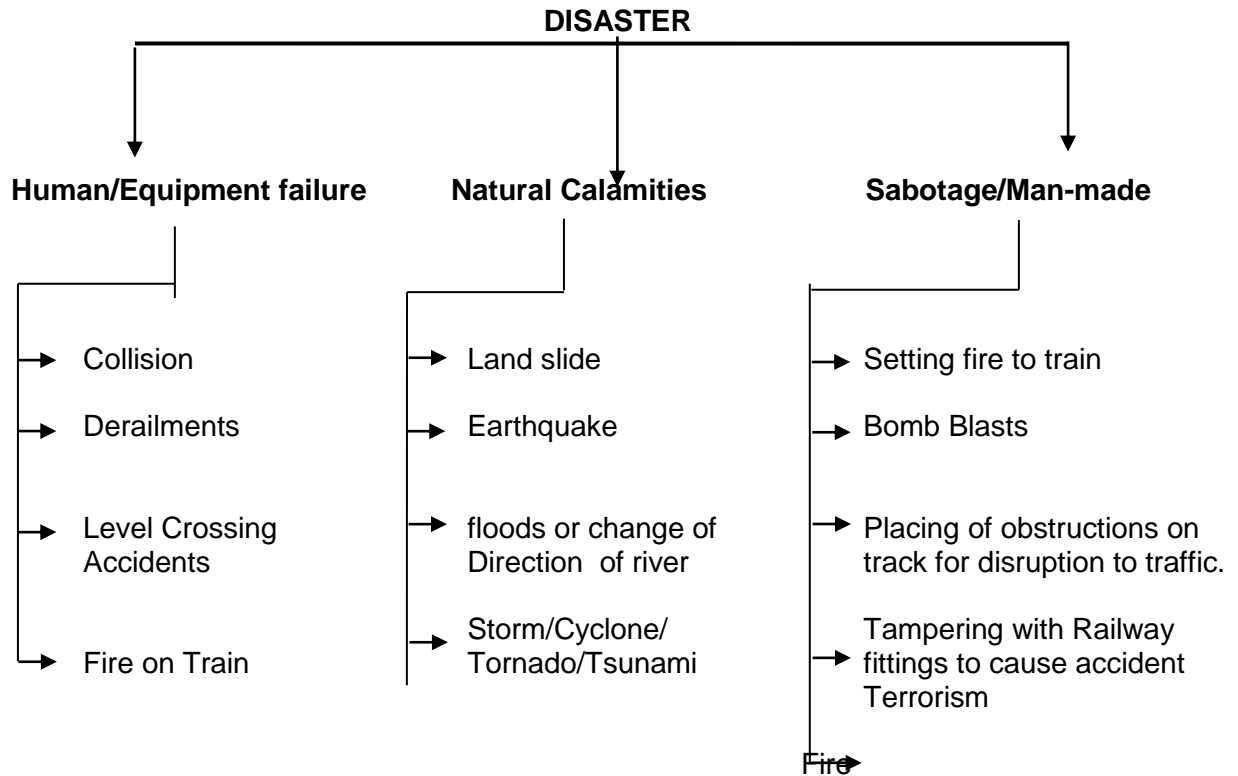
1. Formation of NDMA with Prime Minister as Chairperson and nine (09) other members and an Executive Committee with Secretaries to Govt. of India as member.
2. NDMA shall have power to lay down policies, guidelines, planning and co-ordinate and evaluation & monitoring for Disaster Management. There shall be a National Plan drawn up for disaster management in the whole country.
3. Similar state DMAs with Chief Ministers as Chairperson and eight (08) other members shall be formed having power to lay down policies, guidelines and planning & monitoring at state level. There shall be a state executive committee with 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 measure for co-ordination among various DMA, with various ministries, and naval, Military and Air Force for capacity building, preparedness and effective response. Assistance to state Govt. shall be provided. Every ministry shall take measure 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 and research in the area of Disaster Management.
8. A national Disaster Response Force will be constituted for specialist response to disaster.
9. The act provides for punishment for obstruction, failures of officers 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.09.11.2009, informed that “Ministry of Railway can request NDMA for assistance of NDRF when situation so warrants”.

In a case of Railway Disaster Zonal Railway on request from Division or so-motto may approach Railway Board, who will request NDMA to direct NDRF Battalion for necessary help.

Railway board vide letter No. 2003/Safety/(DM)/6/3 dtd.27.07.2010, 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 nearest to the Divisional Officers”.

## **TYPES OF DISASTER CAUSING INTERRUPTION TO TRAIN SERVICES**



## **LEVELS OF DISASTER CAUSING INTERRUPTION TO TRAIN SERVICES :**

Railway accidents can be categorized into different levels as:

Accident of a magnitude which can be managed by the concerned division authorities.

Accidents of a magnitude which may require assistance from neighboring division but can be managed by the zonal Railway: and

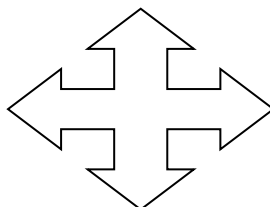
Disaster of magnitude in terms of their severity or scale of casualties that require active involvement of multiple agencies of the Central Govt. (Ministry of Railways & other Ministries).

## **CLASSIFICATION OF A RAILWAY ACCIDENT AS A DISASTER :**

Disaster in Railway context is defined as a major train accident leading to serious casualties and a long duration of interruption to traffic. This compendium of instructions has been prepared for dealing with such disaster, and not normal train accidents. In case of a serious accident the Administration would take a conscious decision whether the situation is to be classified as a Disaster or not.

GM, AGM and CSO (when GM/AGM are not available) are authorized to declare an untoward incident as Railway Disaster. Such declaration will be issued to all concerned with the approval of competent authority. If the accident is declare as a Disaster, all instructions as contained herein this Disaster Management Plan would automatically come into force, and officers and staff of all departments would take action as laid in this book.

All officers and supervisors concerned should be fully conversant with various duties listed therein and carry them out without fail.



**(Chapter – 2)**  
**DISASTER PREPAREDNESS – AVAILABILITY OF RESOURCES**

Railways are generally self-reliant in carrying out rescue and relief operations as a result of having a well organized set up including SPART, 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 only by mobilizing non-railway resources.

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 Volume-II Divisional DM Plans of Khurda Road Division . These have also been put on E Co R's Web Site ([www.eastcoastrailway.gov.in](http://www.eastcoastrailway.gov.in)) for ready access.

Resources available in case of a major accident may be grouped into 4 different units, depending on the time frame within which these can be made available after an accident. These are as follows:

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

**1. Resource Unit – I:**

**(a) 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) Portable Telephones, Fire Extinguishers in Brake Van.
- iv) Portable Telephones in Locomotives.
- v) Walkie-Talkie with Guard and Driver.
- vi) Mobile phone available with driver and guard.
- vii) Cell Phones/Mobile communications with Passengers.
- viii) Information collected by Train Superintendent/Travelling Ticket Examiner about Medical Practitioners travelling on the train.
- ix) Information collected by TTE about Railway Officers travelling on the train.
- x) Railway Staff travelling on the train – either on duty or on leave as passengers.
- xi) Passengers travelling on the train who volunteer their help for rescue and relief work.

**(b) Non – railway resources available nearby :**

- i) Volunteers from nearby villages and towns.
- ii) Transport facilities available at site or passing through nearby LC Gates.
- iii) Tractors with trolleys from nearby villages both for transport purposes and for lighting up the accident site.
- iv) Station staff and local railway administration should requisition help from non-railway sources before railways own rescue team arrives.



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

- medical succour,
- additional manpower,
- rescue equipment,
- lighting arrangements,
- transport services,
- fire fighting tools etc.

**(c) Railway resources available nearby :**

- (i) Engineering gangs.
- (ii) OHE staff and signal staff available.
- (iii) Other resources such as medical facilities, communication facilities.

**(d) At adjoining Stations :**

- (i) Staff available at adjoining or nearby stations.
- (ii) Railway resources as given in the Divisional DM Plans.
- (iii) Non - railway resources as given in the Divisional DM Plans.
- (iv) Resources should be mobilized to send medical team at short notice as given in the Divisional DM Plans.

**2. Resource Unit – II :**

- (i) AMRVs, ARTs with 140T/120T crane are stabled at nominated stations. Their locations are given in Chapter – 3.
- (ii) Railway medical and departmental resources are given in Chapter – 3.

**3. Resource Unit – III :**

- (i) Location of AMRVs, ARTs with 140T/120T crane based on adjoining Zones/Divisions are given in Chapter – 3.
- (ii) Section wise chart of which SPART/ARMVs/ARTs are to be requisitioned from adjoining Zones/Divisions is given in Chapter – 3.
- (iii) 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.
- (iv) Copies of DM Plans of adjoining divisions should be available with the divisional control offices.

**4. Resource Unit – IV :**

- (i) Non - railway resources available within the division - as given in the data bank and included in the Divisional DM Plan.
- (ii) Non - railway resources available outside the division - as given in the data bank and included in the Divisional DM Plans of adjoining Zones/Divisions.

## (Chapter – 3)

### DISASTER PREPAREDNESS – SPARMEV/ARTs

#### **(A) ACCIDENT RELIEF MEDICAL VAN:**

#### **1. ARMV Scale I - Equipment stored in Special Medical Relief Vans stabled in separate sidings:**

- (i) Location of ARMV Scale -I are given below in Sl.no.2.
- (ii) One key of the van is available with the Station Master in a glass-fronted case.
- (iii) Other key is kept in a glass-fronted case in doctor's chamber of health unit/causality of Divisional Hospital.
- (iv) Medicines and equipment are provided as per Railway Board norms.
- (v) Keys of all locks inside the ARMV are also in duplicate. One set of keys are tied to the handle of cupboard of the SPART/ARMV and the other set of keys are kept in a glass fronted case inside the SPART/ARMV.
- (vi) Keys of all locks inside ART is available with SSE (C&W)IC/KUR,TLHR,BHC,PSA.
- (vii) Keys of Driving Cab of SPART are available with Booking office at Crew booking lobby/KUR.
- (viii) The target time for turning out of SPART/ARMV from the time of sounding of siren is
  - (a) 15" by day and 20" by night in case of double exit.
  - (b) 25" by day and 35" by night in case of single exit.

#### **1. Location of ARMV Scale – I :**

Scale – I SPART/ARMVs on East Cost Railway are located as follows:

##### **(a) Khurda Road Division :**

- (i) Khurda Road – (SPARME).
- (ii) Palasa –(ARME).
- (iii) Bhadrak-(ARME).

##### **(b) Waltair Division :**

- (i) Visakhapatnam – (SPART)
- (ii) Koraput-(ARME).

##### **(c) Sambalpur Division :**

- (i) Sambalpur – (SPART)
- (ii) Titlagarh-(ARME) scale –I

#### **2. Location of ARMV Scale – I on adjoining Zones/Divisions:**

ARMVs Scale – I on adjoining Zones/Divisions are located as follows:

- (i) Rajahmundry (RJY) (Vijayawada Division, S.C.Rly.).
- (ii) Vijayawada (BZA) (Vijayawada Division, S.C.Rly.)
- (iii) Bhilai (BIA) [Raipur Division, SEC Railway]
- (iv) Khargpur (KGP) [KGP Division, SE Railway]
- (v) Bondamunda (BNDM), [CKP Division, SE Railway]
- (vi) BSP/BSP Division, SEC Railway.

##### **a. Section wise chart for requisitioning of ARMVs from adjoining Zones/Divisions from both ends :**

SI No	SECTION	FIRST	SECOND
1	BHC-JKPR,	BHC,KUR	KGP-DPS
2	NYG-JKPR	BHC,KUR	BNDM,DPS
3	BRAG-JJKR	BHC,KUR	KGP,PSA
4	KUR-BRAG	BHC,KUR	SBP,PSA
5	BRAG-RGJR	BHC,KUR	SBP,PSA
6	RJGR-ANGL	KUR,SBP	BHC,BNDM
7	KIS-RGJR	KUR,BHC	SBP,KGP
8	KUR-PSA	KUR,PSA	VSKP,BHC
9	CTC-PRDP	BHC,KUR	KGP,PSA
10	KUR-PUI	KUR,PSA	BHC,KGP
11	KUR-MAHI	KUR, PSA	BHC, KGP

**b. ARME Scale II - Equipment stored in boxes in Special room on platform at station :**

- i) Locations of ARME Scale II are given below in (A5).
- ii) The medical equipment boxes are to be without any lock.
- iii) The Scale II rooms have duplicate keys
- iv) One key is in a glass fronted case in the doctors chamber of health unit and the other is in a glass fronted case in Station Masters Office
- v) These are to be taken out and rushed to the site of an accident by any train or available Road vehicle.

**c. Location of ARME Scale – II :**

Scale – II ARMVs on E.Co.Railway are located as follow:

**a) Khurda Road Division :**

- i) Brahmapur (BAM).
- ii) Cuttack (CTC).
- iii) Talcher (TLHR)
- iv) Keonjhar(KDJR)

**b) Waltair Division :**

- i) Vizianagaram (VZM).
- ii) Naupada (NWP).
- iii) Rayagada (RGDA).
- iv) Araku (ARK).
- v) Jagdalpur (JDB).
- vi) Kirandul (KRDL)

**c) Sambalpur Division :**

- i) Kantabanji (KBJ).
- ii) Mahasamund. (MSMD).
- iii) Bolangir. ( BLGR)

**(A) ACCIDENT RELIEF TRAIN :**

**1. Accident Relief Train :**

- i) ART Locations are given below in Sl.No.2.
- ii) ART Special formation is stabled complete on a separate siding having double entry for faster exit in both directions.
- iii) Rescue/Restoration equipment are kept as per Railway Board's instructions.
- iv) BD Special keys are with the following officials :
  - Engineering Tool Van SSE/SE/JE/Permanent Way.
  - Mechanical Tool Van SSE/SE/JE/Mechanical.
  - Head Equipment Tool Van SSE/SE/JE/ OHE/TRD.
- v) SPART is propelled by an inbuilt Diesel Engine and is capable of movement in both directions.
- vi) Crane Supervisor will ensure availability of adequate fuel and water in the crane at all times.
- vii) On getting emergency call, the Crane Supervisor shall check and ensure :
  - Correct marshalling of Crane according to site requirement.
  - Alert the stand by Crane Operator of 140T/120T Crane.
- viii) In case road approach is faster, re-railing equipment may be moved by road as required.
- ix) The target time for turning out of ART is 30" by day and 45" by night from the time of sounding of siren.

**1. Location of ARTs:**

**a) Khurda Road Division :**

- i) PSA (B Class /Lukas).
- ii) TLHR (B Class/Lukas).
- iii) KUR (A Class 140 Tone& Lukas Re-railing Equipment).
- iv) BHC (B Class/Lukas).

**b) Waltair Division:**

- i) Visakhapatnam (A Class, 120T crane) and Lukas Re-railing Equipment.
- ii) Rayagada (A Class, 140T crane) with single acting Lucas Equipment.
- iii) Koraput (B Class, 120T crane) Lukas Re-railing Equipment.
- iv) Kirandul (B Class) 120 T Crane with Single acting Lukas

**c) Sambalpur Division:**

- i) KBJ (A Class 140 Tone).
- ii) SBP (A Class 140 Tone).

**2. Location of ART with 140T Crane on adjoining Zones/Divisions:**

- (i) VSKP (WAT Division – ECoR)
- (ii) KGP (KGP Division – SER)
- (iii) BNDM (CKP Division- SER)
- (iv) SBP (SBP Division- ECoR)
- (v) BIA (R division – SECR)

**3. Section wise chart for requisitioning of ARTs with 140T/120T Crane from adjoining Zones/Divisions from the other end :** (a) Khurda Road division :

Sl.No.	Section	From Two Ends(with crane)	2 more BDs (w/o Crane)
i)	PSA-KUR	KUR ,VSKP,KGP	VSKP,KUR,KGP
ii)	KUR-TLHR	KUR,VSKP,SBP	KUR,VSKP,SBP
iii)	KUR-PRDP	KUR,SBP,VSKP	KUR,SBP,VSKP
iv)	KUR-BHC	KUR,KGP,VSKP	KUR,KGP,VSKP
v)	KUR-NYG	KUR,BNDM,KGP	KUR,BNDM,KGP
vi)	KUR-PUI	KUR,VSKP	KUR,VSKP
vii)	KUR-MAHI	KUR	KUR,BHC

**4. USE OF ACCIDENT ALARM SIGNALS – SOUNDING OF ENGINE WHISTLE/HOOTER/ STATION BELL :**

**1. LongRange Electric Sirens:**

- i) In case of an emergency when ordered by Divisional Control Office, Dy.CHC(F) shall green button and red button alternatively for sounding hooter as per requirement of ART/ARMV.
- ii) If required break open the glass fronted case to take out the key and sound the siren.
- iii) The delayed action switch (the tubular lever switch marked 'accident warning') is used to give call of  $\frac{3}{4}$  minute duration each with half minute interval between two successive calls. This switch shall be switched on and left in that position for a period of approximately 20 minutes to give the emergency call and then switched off.
- iv) If there is a failure of delayed action switch, manually operate the check switch to give calls of  $\frac{3}{4}$  minute duration with half minute interval between two successive calls for a period of approximately 20 minutes.

**2. At stations where electric sirens is either not provided or where electric siren has failed:**

- i) Give 5 whistles/hooting or calls of 1 minute duration each with half minute interval between two successive whistles/hooting using an engine if available. This shall be repeated twice at an interval of 3 minutes.
- ii) If an engine is not available ring the station bell continuously.
- iii) SM/Respective Control/Emergency Ward for medical to advise Transportation, Medical, Mechanical, Electrical, Engineering and other staff.

**3. Authority to order movement of ARMV & ART to site:**

- i) On receipt of information about serious accident involving casualties, ARMVs and ARTs shall be ordered immediately.
- ii) This decision would be taken by the Dy. Chief Controller on duty and nobody's authorization would be required for ordering the same.
- iii) After sounding of siren the ARMV and ART should be run out within the stipulated target time.

**(Chapter – 4)**

**DISASTER PREPAREDNESS – USE OF ON BOARD RESOURCES**

**(A) PORTABLE TELEPHONE :**

**1. Types of Portable Telephones:**

- i) Portable Telephones are available in Brake van of Passenger carrying Trains.
- ii) Telephones presently in use are of the 4-wire/2-wire type of portable phones which can be used in RE area as well as in overhead communication territory.
- iii) Socket type portable telephones under ground cable transmission is in use.

**2. How to use Portable Telephones:**

**Underground cable type :**

- i) Look at Receiver Arrow sign for socket location on Over Head Equipment mast /location post and move towards the Arrow pointing direction.
- ii) On reaching EMC Socket location, open the socket by using the key kept in the phone box where required.
- iii) Plug in the phone terminal properly for communication.
- iv) In electrified section this phone connects the Traction power controller and then link to section controller.

**(B) WALKIE – TALKIE SETS :**

- i) Ensure that the set is charged.
- ii) Check that the proper channel is selected for communication.
- iii) Do not intervene when the channel is engaged.
- iv) Never press “SOS” button provided in walkie-talkie unless it is a real emergency. In case of emergency if “SOS” button is provided on the mobile, it should be used to override an on going conversation.

**(C) Use of BSNL/Cell phone/Mobile phones :**

- i) BSNL phone numbers with STD code for Railway Station in a Division are given in WTT (Working Time Table).
- ii) WTT is available with Guard, Driver, Assistant Guard.
- iii) Refer WTT for nearest Station contact number.
- iv) Phone numbers of important Stations are also available in Public Time Table.

**(D) EMERGENCY TRAIN LIGHTING BOX :**

**1. How to use ETLBOX :**

- i) This box is available in the Brake Van of Passenger carrying trains.
- ii) Open the box by removing the seal.
- iii) Fix the crocodile clip of hand Torch to the coach power supply terminal and use it for searching/surveying.
- iv) Fix the flood light to the Tripod Stand and connect its crocodile clip to the power supply terminal.

**(E) Satellite phone:**

One satellite phone is available with each location – KUR,PSA,BHC& TLHR.  
One can make a call to any mobile or land line numbers from the accident site easily.



## (Chapter – 5)

### **DISASTER RESPONSE – OVERVIEW**

#### **1. Golden Hour :**

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

During this Golden Hour period every effort should be made to :

- i) Render definite medical care to the extent possible preferably by qualified medical practitioners.
- ii) Stop bleeding and restore Blood Pressure.
- iii) Persons under shock should be relieved of shock immediately.
- iv) Transport casualties to the nearest hospital so as to reach within this Golden Hour period.

For being effective, any Disaster Management system should aim at recovering as many critical patients as possible and rushing them to hospital within this period.

#### **2. Disaster Syndrome :**

A victim's initial response following a Disaster is in three stages, viz. Shock stage, Suggestible stage and Recovery stage. These initial responses are called Disaster Syndrome.

- i) Shock stage : In which victims are stunned, dazed and apathetic.
- ii) Suggestible stage : In which victims tend to be passive but open to suggestions and willing to take directions from rescue workers and others.
- iii) Recovery stage : In which individuals may be tense and apprehensive and may show generalized anxiety.

#### **3. 3 Different phases of Disaster Response :**

Disaster Response in case of a railway accident, constitutes of 3 phases. These 3 phases are determined both by the time factor, as also by the extent of specialized assistance available. Firstly, it begins with the spontaneous reaction of men available on the train at the time of the accident. Thereafter the second phase continues with contributions made in rescue and relief work by men and material available locally in nearby areas of the accident site. The third and longest phase consists of meticulously planned action by trained DM teams who arrive at the accident site to carry out rescue and relief operations.

The first phase which is of shortest duration last for about half an hour. It is an amateurish, poorly equipped effort; but is nevertheless the most important phase. In most cases, this is the only help available for a major part of the 'Golden Hour'.

The second phase which is of 2-3 hrs. duration is comparatively less amateurish and much better equipped. Their contribution is vital since the 'Golden Hour' period comes to an end during the working of this group. How many critically injured passengers can finally be saved depends solely on the efficiency of this group.

The last and final phase of Disaster Response by railway's DM team continues for a few days. It comes to an end not only with the restoration of traffic but with the departure of most relatives and next of kin from the accident site and disposal of all bodies. Few of the grievously injured who continue to be hospitalized for comparatively longer spells are then the sole responsibility of railway's medical department.

With the above scenario in mind, it is necessary to take firm and quick decisions to save lives and property. To achieve these objectives Railways have a well-defined action plan that is successfully executed by the coordinated efforts of different disciplines, all of whom function as a team. The three groups which are active during the above mentioned 3 phases of Disaster Response, may be classified as follows:

- (i) Instant Action Team (IAT)
- (ii) First Responders (FR)
- (iii) Disaster Management Team (DMT).

#### 4. **QUICK REACTION TEAM**

The quick reaction team to address all issues pertaining to affected passengers to be manned by multidisciplinary Team headed by ADRM is constituted with the approval of DRM/KUR with following members.

Team leader	:	ADRM
Alternate team leader/member	:	Sr.DOM
Member -2	:	Sr.DCM
Member-3	:	Sr.DEN (Co)
Member-4	:	Sr.DEE/G
Member-5	:	Sr.DME
Member-6	:	Sr.DSTE
Member-7	:	Sr.DSO
Member-8	:	Sr.DSC
Member-9	:	CMS
Member-10	:	Sr.DPO

#### 5. **First Aid in Emergency :**

a) Order of priority for dealing with and helping injured passengers should be as follows :

- unconscious,
- bleeding excessively,
- having breathing problems,
- grievously injured,
- in a state of shock,
- having fractures,
- Simple injured.

b) For assessing and handling injuries, acronym **DR ABC** is to be followed.

##### i) **D – DANGER :**

Look for danger. Make sure that no further danger exists either for the patient or for the First Aider.

##### ii) **R – RESPONSE :**

Check for consciousness. Call by his/her name, slap, pinch and shake gently. If there is no response, then it means that the patient is unconscious.

##### iii) **A – AIR WAY :**

Clear the airway (Trachea). If patient is unconscious, then the airway may be narrowed or blocked making breathing impossible. This occurs due to several reasons. Mass food particles or foreign body in the air passage; or the tongue may have sagged back and blocked the air passage.

To open the airway lift the chin forward with the fingers of one hand while pressing the forehead backwards with the other hand, now the tongue comes forward and the airway is cleared. To clear the other objects in the mouth press the Jaw, open the mouth put your fingers or a clean cloth in the mouth and clear the things. Now the air passage is clear.

##### iv) **B – BREATHING :**

Check for Breathing. Keep the back of your fingers near the nose of the patient. You can feel the warm air (or) keep your ear near the nose and **look** for the movement of chest, **listen** to the sound from the throat and **feel** the warm air from the nose.

##### v) **C – CIRCULATION :**

Check the pulse. Normally we check the pulse at the wrist; however, sometimes it is not felt because of severe bleeding. So, it is better to check the pulse at neck. (Carotid Pulse).

After checking **DR ABC**, there may be **two possibilities**.

- (i) If patient is breathing, has circulation but is unconsciousness, immediately turn him to Recovery position and transport to hospital.
- (ii) If the patient has failure of breathing and circulation, then immediately start CPR (CARDIO PULMONARY RESUSCITATION) the important life saving technique in First Aid.

To revive the lungs you have to give artificial respiration by mouth to mouth (Kiss of Life) method. Lift the chin forward and press the jaw open the mouth with one hand and close the nose with other hand keep your mouth on the casualty's mouth and blow.

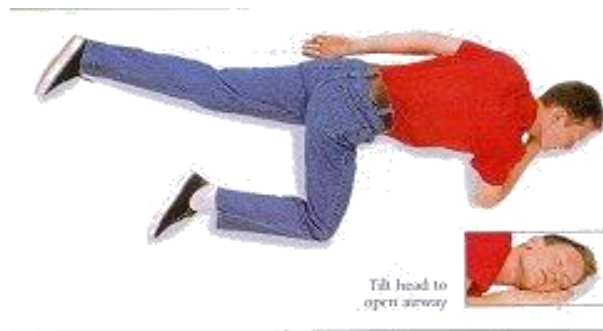
To revive the heart you have to give external chest compression. The casualty should be made to lie down on a hard surface. Keep heel of the palm on the chest (Pit of stomach) of the casualty and keep the other palm over that hand and compress.



Mouth to mouth ventilation and external chest compression should be given in the ratio of 2:15. This should be continued up to the revival of life or till reaching the hospital. Once life starts, immediately turn the casualty into recovery position and transport to hospital. (Recovery position or three quarter prone position means turn to one side, better to right side)

### **Recovery position :**

Recovery position is the safest position for unconscious patients. Normally we keep the patient in a **supine position**. However, in case of unconscious patients, it is a very dangerous position because the tongue can fall back and close the airway or saliva and other secretions may get into windpipe. To avoid that, turn the casualty into recovery position and transport to hospital.



Sometimes, you may not be in a position to do First Aid due to tense situation. In such circumstances at least turn the casualty to **Recovery Position**, which would help to save many precious lives.

## (Chapter – 6)

### DISASTER RESPONSE – INSTANT ACTION TEAM

#### **INSTANT ACTION TEAM (IAT) :**

##### **(i) Instant Action Team comprises:**

- (i) The Guard, Crew, TS, TTEs, AC coach attendant, Asst. Guard, RPF and other railway staff on duty on the accident involved train.
- (ii) GRP staff travelling on the train on duty.
- (iii) Railway staff travelling by the accident involved train either on duty or on leave as passengers.
- (iv) Doctors travelling by the train.
- (v) Passengers travelling on the train who volunteer for rescue and relief work.
- (vi) Railway staff working at site or available near the site of the accident.
- (vii) Non-Railway personnel available at or near the accident site.

##### **(ii) Pre – accident checklist of preparation for Members of Instant Action Team :**

- (i) Generally, about 15” time elapses before information regarding occurrence of an accident reaches the Divisional Control Office. In case information can be conveyed immediately this time can be saved. This 15” time is of vital importance since it constitutes 25% of the ‘Golden Hour’.
- (ii) In case they have a Mobile, ensure that telephone numbers of all relevant officials such as those of divisional control offices etc. have been permanently fed into the Mobile for immediate use in an emergency.
- (iii) These important telephone numbers should cover all those sections where they are required to work their train either within their own division or even those of adjoining divisions.
- (iv) A DM Telephone Directory containing all such telephone numbers that are likely to be required in an emergency are printed and supplied
- (v) Whenever they are travelling at night they should keep a torch handy and secure it by some means. The torch will be of no use in an emergency if it cannot be taken out from inside the suitcase at that point of time; or if the torch cannot be located since it has fallen off due to severe jerk.

##### **(iii) Duties of Guard, Driver and other Commercial Staff :**

Detail duty list of Guard and Driver are laid down in the Accident Manual of Zonal Railways. Some of the more important ones are enumerated below :

##### **(i) Guard :**

- (i) Note 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 Driver through walkie – talkie set.
- (iv) Inform Station Master on walkie – talkie set, if possible.
- (v) Protect adjacent line/lines if required and 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 to Control Office and SMs on either side of the block section. For this purpose,

- a) Walkie – talkie communication provided with stations should immediately be used.
- b) Otherwise field telephone should be used.
- c) If a train comes on the other line which is not blocked the same should be stopped and information sent through the driver.
- d) Assistant driver or Assistant guard may be sent to the next station to convey information of the accident.
- e) 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.
- (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.
- (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 your activities. Do not leave the spot unless you are relieved by a competent authority.

**(ii) Loco pilot :**

- (i) Note 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 – talkie set.
- (iv) Light the fuse, if required.
- (v) Inform Station Master on walkie – talkie set, 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 to Control Office and SMs on either side of the block section. For this purpose,
  - (a) Walkie – talkie communication provided with stations should immediately be used.
  - (b) Otherwise field telephone should be used.
  - (c) If a train comes on the other line which is not blocked the same should be stopped and information sent through the driver.
  - (d) Assistant driver or Assistant guard may be sent to the next station to convey information of the accident.
  - (e) 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.
- (xi) Render all possible assistance to the guard.
- (xii) Preserve all clues and evidences regarding probable cause of the accident and ensure that these do not get disturbed.
- (xiii) Log your activities. Do not leave the spot unless you are relieved by a competent authority.
- (xiv) If necessary detach Loco and take it to inform SM.

- (i) **Train Superintendent/Travelling Ticket Examiners :**
- (i) Preserve reservation charts of each coach containing names of passengers who actually traveled and in which berth no.
  - (ii) Avail services of Doctors travelling by the train and render Medical Aid.
  - (iii) Render First Aid to injure.
  - (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 given by passengers/others at site.
- (ii) **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.
- (iii) **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 passengers luggage and railway property.
  - (v) Preserve all clues and evidences regarding probable cause of the accident and ensure that these do not get disturbed.
- (ii) **Railway Staff travelling on the accident affected train :**
- (i) Whenever a train is involved in a serious accident with casualties/injuries to passengers, all railway staff travelling on the train either on duty or on leave are deemed to be 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/Guard of the Train.
  - (iv) The senior most officer travelling on the train will assume charge as Officer-in-Charge Site (OIC Site).
  - (v) Normally the senior most officer will be travelling in either the 1AC or in 2AC coach; and most probably in the HD-QTR quota section of the coach. In any case the TS/TTE would know who are the railway officers/Staff traveling in 1AC or 2AC/3 AC.
  - (vi) Similarly, other railway staff will be travelling in 3AC coach; and most probably in the HD-QTR quota section of the coach.
  - (vii) Similarly, some Group 'D' railway staff may be travelling in Sleeper coach; and probably in the HD-QTR quota section of the coach.
  - (viii) In the absence of any officer, the TS or senior most TTE/Guard will discharge duties listed out for OIC Site.

**(iii) Duties of OIC Site – Immediately after the accident:**

- (i) Note down the time of accident.
- (ii) Ensure protection of traffic by Guard and Driver.
- (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 item 6 below.
- (vi) Maintain a log of events.
- (vii) Till Divisional Officers arrive and take over charge of the situation, continue to discharge duties of OIC Site.
- (viii) After Divisional Officers arrive, fully brief the DRM hand over charge to him.
- (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.
  - Location Km./between stations.
  - Train number and description.
  - Nature of accident.
  - Approximate number of killed/injured.
  - Extent of damage.
  - Assistance required.
  - Condition of the adjacent line, if any.
  - Whether OHE is involved.

**(iv) Formation of Groups comprising members of Instant Action Team(IAT):**

- (i) OIC Site shall immediately collect all Railway staff on train/at site and form separate groups.
- (ii) Passengers travelling by the same train who volunteer for rescue and relief work should also be drafted into these groups.
- (iii) Passengers from accident involved coaches should be directed towards their own coach.
- (iv) Passengers from coaches which are not effected can be distributed amongst other accident involved coaches.
- (v) In the absence of OIC site, TS/TTE shall take steps to form such groups.
- (vi) In the absence of TS/TTE the Guard/Assistant Guard shall take steps to form such groups.
- (vii) 5 or 6 groups should be formed depending on number of coaches involved.
- (viii) Ideally, one group should be formed for handling each coach.
- (ix) In case sufficient number of officers are present, then one officer should be made in-charge of each group.
- (x) Otherwise, Sr. Supervisors travelling by the accident involved train should be nominated as in-charge of each group to co-ordinate its working.
- (xi) In case sufficient number of Sr. Supervisors are also not present, one TTE should be nominated as in-charge of each group to co-ordinate its working.
- (xii) Each group should rescue injured, entrapped passengers.

**(v) Duties of on board railway staff (IAT) immediately after the accident :**

- (i) Don't panic. Once the accident has already occurred and the train has come to a standstill nothing worse can happen.
- (ii) In case you have a Mobile and it is working, inform the divisional control office immediately about the accident.

- (iii) Observe the position in which your coach has stopped; whether it is standing upright or turned upside down or lying on its side.
- (iv) Try and see whether your coach has stopped on a bridge or whether there is level ground on both sides.
- (v) In case the coach is on a bridge or very high embankment or in case it is raining heavily, then it is better to wait for some time and not be in a hurry to leave the coach. You may be jumping from the frying pan into the fire.
- (vi) Search your coach with your torch and try to determine the general position.
- (vii) See that passengers don't panic either. Passengers sometimes make things worse for themselves by panicking at this critical moment. Try to calm them and build up their confidence.
- (viii) Ascertain whether passengers are injured or not; and whether any of them are trapped or pinned down inside the debris.
- (ix) Call out aloud and find out whether there are any doctors present.
- (x) Doctors who are travelling in the coach should be asked to announce their presence so that they can attend to and help injured passengers.
- (xi) Call out aloud and find out whether there are any railway staff present.
- (xii) Railway staff who are travelling in the coach should be asked to announce their presence so that they can attend to and help other passengers.
- (xiii) For each coach, form a core team comprising of railway staff available, doctors and 3 or 4 uninjured passengers from the same coach. This core team should take the lead in helping remaining passengers both injured and uninjured.

**(vi) Duties of members of Instant Action Team (IAT) – Till arrival of Divisional Officers :**

- (i) If a person is bleeding and loosing blood, or if he is unconscious, then in that case you have to act quickly. 'Golden Hour' should be kept in mind. You may have at the most only one hour's time on hand.
- (ii) In such cases, immediately administer First Aid to the injured passenger and try and stop further loss of blood.
- (iii) Persons trained in first aid may do 'Cardio Pulmonary Resuscitation', this may save several lives.
- (iv) If the door is open and is accessible, then uninjured passengers should be helped to come out from the door. Emergency windows may be located and opened for evacuating the passengers.
- (v) In AC coaches the windows panes should be broken open in order to let in fresh air for the occupants, and thereafter to evacuate them.
- (vi) Non – AC coaches have one emergency exit window on each side. The position of this emergency window is 5<sup>th</sup> from the left when facing the line of windows from inside the coach. They are opposite berth nos. 23 and 57. In case the door is locked and jammed, try and open these windows so that some of the uninjured passengers can come out through the emergency exit.
- (vii) Special care should be taken while evacuating the old, infirm and children in order to ensure that they are not separated from their family members.
- (viii) Extrication of critically injured should be done under medical supervision as far as possible.
- (ix) In case medical supervision is not available, then 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).
- (x) Passengers who are bleeding from open cuts should be tied up with strips of cloth so as to reduce if not stop the bleeding altogether.



- (xi) It is better not to take out the luggage from inside the coaches at the first instance, for two reasons. Firstly, passengers both injured and uninjured should get preference in this evacuation process. Secondly, it may be safer for the luggage to be left inside where there are less chances of their being stolen or pilfered.
- (xii) After passengers have been evacuated from your coach, cross check with the reservation chart and against the name of each passenger note down as to whether he/she is injured or not.
- (xiii) After all passengers have been evacuated, water and eatables can be taken out gradually.
- (xiv) Building up confidence of injured passengers by suitable advice is of great importance.
- (xv) After helping evacuate all passengers from your coach go over to the unreserved coaches and provide similar help to those passengers also.
- (xvi) Railway officials from divisional hqtrts. generally arrive at the site of the accident within 2 to 3 hours, depending on the distance of the accident site from the divisional hqtrts. Wait for them to come and make further arrangements.
- (xvii) 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.
- (xviii) In case your train has been involved in an accident but neither has your coach derailed nor are any passengers of your coach injured, then you should go to the unreserved coaches and carry out the duties as listed above.

#### **9. Duties of the Instant Action Team (IAT) – In case of a fire:**

- (i) In case of fire pull the Alarm Chain and stop the train immediately.
- (ii) 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.

#### **10. Duties of 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" time. Once the rescue and relief work by the **Instant Action Team** has got underway, the OIC site should then devote his attention to contacting **First Responders**.

##### **(a) 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 control Office Or the nearest Station and find out the location of nearby villages as also their general direction.
- (v) Having ascertained the general location of nearby villages, send messengers (preferably railway staff) to inform villagers and seek their assistance.

**(b) Locating the nearest manned level crossing gate :**

The train driver is the best and fastest source of information regarding location of the nearest manned level crossing gate in either direction.

- (i) Send a messenger (preferably a railway staff) to the gate for contacting the gateman.
- (ii) In most cases, the gateman will be able to give location of nearby villages.
- (iii) The messenger should then try and stop a passing vehicle and go to the nearby village, inform villagers and seek their assistance.

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

- (i) Villagers should be asked to make an announcement from their loud speaker (generally available in the local temple, mosque, gurudwara, church etc.) informing others regarding the accident.
- (ii) Everybody should be asked to rush to the accident site with following :
  - tractor trolleys (both for transportation as also for general lighting),
  - as many cutting implements, hammers, chistles etc. as are available,
  - ropes,
  - ladders,
- (iii) If doctors or para-medical staff are available in the village they should also be sent to the accident site.
- (iv) 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.

## (Chapter – 7)

### **DISASTER RESPONSE – FIRST RESPONDERS**

#### **(A) Duties of First Responders – Local people:**

##### **1. At Accident site :**

- (i) Tractors which arrive should be lined up in a row facing the track with their headlights switched ON for illuminating the accident site.
- (ii) Tractors should be so spaced out that they illuminate the entire length of the accident site. Such spacing would also depend on number of tractors that have arrived.
- (iii) Rescue and relief work should now be mounted under the available light.
- (iv) Villagers arriving for rescue and relief work should be formed into separate groups for handling individual coaches.
- (v) Group leaders of IAT who were earlier conducting rescue and relief work should co-ordinate with the local people and guide them.
- (vi) Grievously injured passengers extricated from coaches should be sent to the nearest hospitals in tractor trolleys.
- (vii) Passengers who have suffered Trivial injuries and uninjured passengers should stay back at accident site and wait for arrival of railways DM team who would take charge of them.
- (viii) As a thumb rule, any injury requiring hospitalization of more than 48 hrs. is grievous, hospitalization of less than 48 hrs. is simple, and any injury not requiring hospitalization at all is trivial.
- (ix) The following priority should be adhered to while sending such grievously injured passengers :
  - unconscious,
  - bleeding excessively,
  - having breathing problems,
  - grievously injured,
  - in a state of shock,
  - having fractures,
  - simple injured.
- (x) Dead bodies, if extricated should be kept alongside the coach but away from the track for proper tagging etc. before being dispatched for preservation.
- (xi) Bodies should be kept in separate lots, coach-wise, so that they do not get mixed up.
- (xii) Tagging of dead bodies should indicate the coach number and also the cabin number, if possible. (For example ECOR 98127, cabin number containing berths 9-16).

#### **(B)**

##### **2. In villages/towns :**

- (i) A big building, preferably a school building should be got vacated and made ready for keeping of dead bodies and unclaimed luggage of passengers.
- (ii) They should be asked to bring the following to the accident site for train passengers :
  - tea and refreshments,
  - warm clothing, if required.
- (iii) Look after injured passengers who have been taken to the village.
- (iv) Take injured passengers to the nearest hospital by means of any transport available. For this purpose, apart from tractor trolleys, even trucks passing on the highway can be utilized.

**(B) Duties of First Responders – Railway Staff :**

**1. Gang Staff :**

- (i) On double/multiple line section stop any other train approaching the accident area by showing hand danger signal.
- (ii) Ensure that track alignments or lines are not disturbed.
- (iii) Report to OIC Site and assist in rescue and relief work.
- (iv) Assist in extricating injured passengers from coaches.
- (v) Assist in transporting them to nearest hospitals.

**2. Gate men :**

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

**3. Station Master at adjoining station :**

**(a) Conveying of information :**

- (i) Arrange protection of traffic by keeping all signals at ON position.
- (ii) Report the accident to Station Master at the other end. He should be asked to call all off duty staff at his station and send them to the accident site.
- (iii) Report the accident to Section Controller.
- (iv) Control to be advised regarding –
  - Time and nature of accident.
  - Brief description of accident.
  - Adjacent lines clear or not.
  - Damage to rolling stock.
  - Damage to track in terms of telegraph posts.
  - OHE masts damaged or not, and extent of damage.
  - Approximate number of dead and injured (grievous, simple) to be obtained from the TS/TTEs.
- (v) Following functionaries should be advised regarding the accident :
  - All off duty railway staff posted at that station.
  - SS of Junction stations at either end.
  - TI, CMI.
  - P Way Supervisors – SSE/JE etc.
  - TRD Supervisors – SSE/JE etc.
  - C&W Supervisors – SSE/JE etc.
  - S&T Supervisors – SSE/JE etc.
  - SI/RPF, SHO/GRP.
  - Nearest Fire Station.
- (vi) Inform civil authorities, village/town/city representatives and volunteers for possible relief assistance.
- (vii) Supervisory Station Manager of the nearest Jn. station (crack team) shall proceed to accident site and should hire ten number of cell phones for use at site.

**(b) Medical assistance :**

- (i) Call for assistance from local Doctors, SJAB, Civil and Army Hospitals.
- (ii) Arrange adequate number of First Aid boxes and stretchers.
- (iii) Mobilize local medical team and send it to site to render First Aid to the injured.
- (iv) Quickly transport ARME Scale – II equipment to the site of the accident.

- (c) **Passenger assistance :**
  - (i) Arrange drinking water, beverages and refreshments, either from Refreshment Room or local sources.
  - (ii) Supply beverages and refreshments free of cost to stranded passengers.
  - (iii) Open an emergency counter and display necessary information.
  - (iv) Obtain reservation charts and display it.
  - (v) Collect information on dead/injured and convey it whenever asked for.
  - (vi) Make frequent announcements about diversion, cancellation, regulation of train services.
  - (vii) Arrange for refund of fares as per extant rules.
- (d) **Transport assistance :**
  - (i) Arrange for transport from local resources, if available, for transporting injured passengers to nearest hospitals by fastest possible means.
  - (ii) For this purpose, apart from tractor trolleys, even trucks passing on the highway can be utilized.
  - (iii) Stranded passengers to be transported from the accident spot by arranging transshipment either by train or by hiring road vehicles.
- (e) **Security assistance:**
  - (i) Advise RPF/GRP/State Police to provide security to passengers, their belongings and railway property.
  - (ii) They should also be asked to assist in rescue and relief work.
- (f) **Communication Assistance :**
  - (i) Direct passengers to PCO booths available nearby.
  - (ii) Issue free telegrams and make available STD phone to relatives of dead/injured.
- (g) **Sending manpower for site :**
  - (i) Proceed to site of the accident by quickest means with trolleys, coolies, lamps, vendors and any other equipment that is considered necessary.
  - (ii) Till relieved by a Traffic Inspector or Divisional Officers be in charge of site and carryout rescue/relief operations.
- (h) **Preservation of clues and evidences :**
  - (i) TI/SM first reaching the site shall take action to preserve clues and evidences.
  - (ii) Secure records related to accident in the Station/Cabin.
  - (iii) Seal slides, levers, knobs and Relay room, if accident takes place within the Station limit.

#### 4. **Duties of TI/PWI/SI/CWI/LI :**

- (a) **Rushing to accident site with men and material :**
  - (i) Before leaving for the site of accident organize maximum number of men to go to the accident site along with their equipment.
  - (ii) Reach the site of accident by quickest available means.
- (b) **Rescue and relief :**
  - (i) Ensure that the obstructed line is protected.
  - (ii) Direct all staff working under them to assist in rescue and relief work.
  - (iii) All of them should work as per directions of OC Site.
  - (iv) Assess casualties and arrange to render First Aid.
  - (v) Shift injured to nearest hospital.

**(c) Joint measurements and preservation of clues and evidences :**

- (i) Collect and record all evidences relating to the accident such as :
  - Condition of track, with special reference to alignment, gauge, cross levels, super elevation, points of mount and drop and any sign of sabotage etc.
  - Condition of Rolling stock with reference to Brake Power and braking gear.
  - All marks on sleepers, rails, locomotives and vehicles etc. especially for preservation of clues.
  - Position of derailed vehicles.
  - Prima facie cause of accident.
- (ii) Seize and seal the Train Signal Register, Log book, Private Number Book, Line Admission Book, Speed Recorder Chart and other relevant records.
- (iii) Note down the position of panel switches, indication, block instrument, condition of relay room, status of data logger, etc.
- (iv) Condition of switches, ground connections, point locking, occupancy of track circuit, details of damage to outdoor signal/point gears should be noted down.
- (v) Seize and seal the Speed Recording Graph and all other registers and repair log book of the locomotive.
- (vi) Record details of Brake Power and other aspects of Rolling stock as per Performa.
- (vii) Joint measurements of rolling stock should be taken.
- (viii) Note down observations, measurements of Loco etc. at site. If it is not possible arrange for taking the reading at shed.
- (ix) These can also be recorded on a video or digital camera subject to availability.
- (x) Details of all readings taken and position of all equipment noted should be jointly signed by supervisors of all 5 departments at accident site.
- (xi) Obtain statement of staff involved in the accident.
- (xii) CWI shall prepare a sketch showing position of Rolling stock.
- (xiii) PWI shall prepare a final sketch indicating the position of track, with respect to alignment, point of mount, point of drop, OHE mast, point number etc.
- (xiv) Survey the situation, assess assistance required and issue message to Divisional Control Office.
- (xv) Take charge of the situation pertaining to your own department and remain till Divisional officers arrive at the site.

## (Chapter – 8)

### DISASTER RESPONSE – OFFICERS AT DIVISION & HD-QTRS

#### (A) GENERAL :

##### 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.
- (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 Buzzer 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 of 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 alright.
- (viii) PRC will undertake the following action in the given order of priority :
  - (a) Give orders to Loco Foreman for sounding the siren for ARMVs and ARTs.
  - (b) PRC will also order movement of ARMV and ART (with 140T crane) from adjoining divisions for approaching the accident site from the other end; details given in Chapter – 3, sections (A4) and (B4)
  - (c) Thereafter he will inform his departmental officers and supervisors.
- (ix) Dy. CHC (Chg.) will first inform Hospital Casualty. Thereafter he will inform officers and supervisors as given below.
- (x) Each departmental functionary will inform divisional officers and supervisors of his department about the accident as detailed below .

#### Functionary

- Dy. CHC (Chg.)
- TPC,TLC
- PRC
- Engg. Control
- Test Room
- Commercial Control
- Security Control

#### Officers and Supervisors

- Hospital Casualty, DRM, ADRM,
- Electrical
- Mechanical
- Engineering,Personnel,Accounts
- S&T, Stores
- Commercial, Public Relations
- RPF

- (xi) For this purpose, all functionaries working in the divisional control office will have a ready list of telephone numbers (Railway, BSNL and Mobile) of all officers and supervisors of their departments.
- (xii) After Dy. CHC (Chg.) has informed Hospital Casualty, DRM, ADRM and Medical Doctors, he will then inform Dy. CHC (Chg.) or Dy. CHC (F) in Head Quarters Emergency Control regarding the accident.

**2. Intimation of Accident – Railway Doctors :**

Dy. CHC (Chg.) will inform the Hospital Emergency 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, and other Doctors & Para medical staff and instruct them to reach the ARMV immediately.
- (iii) Collect necessary Medical team in the hospital.
- (iv) Inform CMD about movement of AMRV.
- (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 boxes from ARME Scale – II locations to the accident site.

**3. Informing Non – Railway Officials :**

- (i) DM, SP and CDMO of the district within which the accident site falls should be informed regarding the accident by the AOM(Control).
- (ii) ADRM will inform the following regarding the accident :
  - IG/GRP,
  - ADG/GRP,
  - Divisional Commissioner,
  - Home Secretary.
- (iii) In case POL rake is involved, then IOC/BPC/HPC 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, CMSs and Divisional Commissioners are available in Divisional DM Plans, at Annexure - 7.
- (vi) Telephone numbers of IOC, BPC and HPC officials are also available in the Divisional DM Plans, at Annexure – 10.
- (vii) Telephone numbers of ADG/GRP, IG/GRP, and Home Secretary etc. of AP, Odisha, and Andhra Pradesh are at Annexure – 10.
- (viii) Telephone No. of Local Police and GRP officials of AP, &Odisha are at Annexure – 10.

**4. Divisional Officers required to go to site :**

- (i) All divisional officers required to go to the accident site should proceed by the ARMV. They should not proceed by road.
- (ii) Road vehicles should be sent to accident site separately. Maximum number of road vehicles should be sent to accident site from Divisional Head Quarters.
- (iii) ARMV shall be dispatched within 15” by day and within 20” by night after sounding of siren.
- (iv) DRM will proceed to the accident site. ADRM shall stay back at divisional Head Quarters for co-ordination work.
- (v) All Branch Officers should proceed to the accident site. For this purpose, officers heading different branches within the same department are referred to as Branch Officers. For example, in Electrical department, TRD and ‘General’ will be considered to be separate branches and both will be required to go to site.
- (vi) The second senior most officer of each branch should stay back at divisional Head Quarters to maintain constant liaison with site.
- (vii) Of the remaining officers from each branch, a majority of both Senior and Junior scale officers should also proceed to the accident site.



- (viii) Once it has become clear that the accident is a Disaster, then the 80/20 rule should be followed:
  - (a) 80% of all officers should go to the accident site, and only 20% should stay back at Head Quarters
  - (b) Similarly, 80% of all supervisory staff should go to the accident site, and only 20% should stay back at Head Quarters
- (ix) The specific details of the Officers and Supervisors who are required to go to the site are furnished in the Annexure - 12.
- (x) The arrangement of the Road Vehicles to proceed to the accident site is furnished at Annexure – 14 along with the names of the Driver and Spare Drivers.
- (xi) The Road vehicles available throughout the division should be made available for directing the same to the accident site as and when required.

**5. Supervisors required to go to Accident Site:**

- (i) At the divisional level 80% of all supervisors available in divisional Head Quarters 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.

**(A) SAFETY DEPARTMENT:**

Duties of Safety Organization at accident site has been listed out in Chapter 11, under the heading 'Site Management Plan – I'.

**(B) PUBLIC RELATIONS :**

Duties of the Public Relations Department are given in Chapter 15, under the heading 'Media Management Plan'.

**(C) MEDICAL DEPARTMENT :**

**1. Formation of Two/ Three 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) Three teams of Doctors and Para medical staff would be formed, Team 'A' Team 'B' and Team 'C'
- (iii) **Team 'A'** - headed by CMS/MS in-charge will rush to the accident site immediately by ARMV along with 8 -10 doctors and 15 - 20 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 Head Quarters then injured passengers are unlikely to be brought back to the divisional hospital for treatment.
- (vi) 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'.
- (vii) **Team 'C'** – Incase of Road Approachable spots, a team of 1-2 Medical Officers, 4/5 Para Medics with POMKA can go by Ambulance/Road Mobile Van.

**2. Duties of Team 'A' :**

These are listed in detail in Chapter 12, under the heading 'Site Management Plan – II'.

**3. Duties of Team 'B' :**

- (i) Team 'B' will establish an Emergency Cell in the Casualty Unit of Railway Hospital. It has an A.C. Room, with four beds, which can be upgraded to six beds. It has all emergency life support systems. The duty room is with a computer, P&T line, and Data about the Medical aid along wayside Stations is available in the Computer.
- (ii) Contact adjoining divisions and organize movement of 2 more ARMVs to accident site, one from each end, as detailed in Chapter 3, Section (A4).
- (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 in readiness to receive and provide medical treatment to injured passengers.
- (v) Arrange to send the following in the 2<sup>nd</sup> and 3<sup>rd</sup> Special trains carrying backup logistic support to the accident site, from each end :
  - As many more medical teams as possible,
  - Adequate number of Safailwalas other health workers,
  - Members of SJAB, Scouts and Civil Defence personnel.
- (vi) Co-ordinate with MS/CMD of adjoining Divisions/Zones and ask them to send their medical teams to the accident site.
- (vii) 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.
- (viii) 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.
- (ix) 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.
- (x) Keep Ready Railway Hospital to receive and provide treatment to injured passengers, as and when they are brought back from accident site.
- (xi) Arrange to send anti snake venom 4 vials and other items in cold chain carrier.

**4. DUTIES OF TEAM 'C':**

- (i) This team will proceed by Road with POMKA.
- (i) It will start rescue operations.
- (ii) Once Team-A arrives, they (Team 'C') will be part of Team-A.
- (iii) They will be in contact with CMS over Cell phone.
- (iv) It will consist of one or two Doctors, Pharmacist, Nurse, Dresser, Attendant, Ayah, Safaikarmachari.

**(D) COMMERCIAL DEPARTMENT:**

- (i) Sr. DCM should proceed to site of accident along with all 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.

**1. Transportation of men and material to accident site :**

- (i) As soon as the ARMV/ART siren sounds, 50 TTEs/TCs and 50 licensed porters in uniform should be collected together and rushed to the accident site in the ART.
- (ii) The on duty commercial supervisor at the station at that point of time should ensure that they proceed by the ART itself and do not get left behind. If 50 number of each is not available, then whatever numbers are available should be sent to the accident site by the ART.
- (iii) More TTEs/TCs can be sent by the 2<sup>nd</sup> and 3<sup>rd</sup> Special trains carrying backup logistic support to accident site, from each end. TTEs from the Divisional squad should also be utilized for this purpose.
- (iv) After the first batch of staff has proceeded to the accident site in the ART, the entire manpower of the commercial department should be mopped up in order to send them on the 2<sup>nd</sup> and 3<sup>rd</sup> special trains which would carry backup logistic support to the accident site, from each end. For this purpose 80% TCs/TTEs from the entire division should be sent.
- (v) 2<sup>nd</sup> and 3<sup>rd</sup> Special trains should carry the following :
  - 2 gas stoves, 4 gas cylinders, 1000 mineral water bottles, provisions for making *poories*, vegetables, tea, etc., would be rushed to the site. This will be augmented later if necessary. These will be arranged by the affected division and provided by catering personnel/IRCTC.
  - Sufficient cooks and catering staff from departmental catering or catering contractor (including IRCTC) would be ensured at the site for arranging tea, biscuits, packed meals like *poories* and vegetables to the stranded passengers, railways working force and other officials at site.

**2. Helpline Enquiry Booths at stations :**

**(a) General :**

- (i) Helpline 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 KUR Divn. falling on the route of the train.
  - Divisional Hd.qrts.
  - Any other station as may be decided.
- (ii) All Helpline Enquiry Booths shall have DOT telephones with STD, Railway telephones with STD, fax machine, photocopier and a PC with internet connection.
- (iii) Helpline Enquiry Booths would be manned by computer literate Sr. supervisors on round the clock basis.
- (iv) Helpline Enquiry Booths within the accident affected division, should keep in touch with the Divisional Emergency Cell.
- (v) Divisional Emergency Cell will collect updated information regarding all aspects of the accident from the UCC and pass on the same to :
  - All Helpline Enquiry Booths within the division.
  - Emergency Cells of other divisions of ECoR.
  - Hd.qrts. Emergency Cell.

- (vi) Such information should be received from UCC by E-Mail and transmitted by E-Mail to all concerned. For this purpose all Helpline Enquiry Booths should be provided with PCs with internet connection.
- (vii) Similarly, Helpline Enquiry Booths outside the accident affected division, but within ECoR jurisdiction should keep in touch with Divisional Emergency Cell of their respective divisions.
- (viii) Hd. qrts. 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.
- (ix) Helpline Enquiry Booths should not contact the accident site or the UCC directly.

**(b) Accident details to be available :**

- (i) Accident details would include, number of dead and injured.
- (ii) Break up of type of injuries, such as grievous, simple etc.
- (iii) Disposal of injured passengers in various hospitals.
- (iv) Names of injured passengers.
- (v) Officials incharge of Helpline Enquiry Booths would display the list of injured passengers on the notice board.
- (vi) For this purpose Computer printout of E-Mail received should be taken out and displayed at number of places at the station.
- (vii) Normally, list of injured passengers is available quickly since most injured passengers are conscious and are in a position to give details of their names, addresses etc.
- (viii) Identification of dead bodies takes much longer since either
  - they were travelling alone, or
  - their companions are injured and are not in a position to identify them, or
  - their companions have also perished.
- (ix) Under such circumstances it is possible to identify dead bodies only when relatives come from their home town.
- (x) This aspect of identification of dead bodies and reasons for delay should be explained to the public.
- (xi) Number of dead bodies identified, and their names should be available.
- (xii) This information would continue to be updated once every 3 hrs. and would continue to be accessed for the next 4 to 5 days.

**(c) Information regarding running of trains :**

- (i) Departure of unaffected front portion of the accident involved train, and its expected time of arrival at destination.
- (ii) Departure of unaffected rear portion of the accident involved train, its diverted route, and expected time of arrival at destination.
- (iii) Expected date and time of starting of relatives special from originating and destination stations of the accident involved train, its stoppages enroute and its expected time of arrival at intermediate stations.
- (iv) Free passes to be given to relatives of dead and injured for going to the accident site. These passes will be issued by Welfare Inspector who should be drafted into Helpline Enquiry Booths will issue these passes.
- (v) Details of other trains that were scheduled to run on the accident affected section, but have been :

- Delayed,
- Regulated,
- Diverted,
- Rescheduled,
- Short terminated,
- Cancelled.

(vi) Above information regarding running of trains would be required for initial 24 hrs. only. Thereafter, number of enquiries regarding train running would be very few and far between.

**(d) Refunds :**

(i) 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.

(ii) Refund of money should be granted for trains :

- Delayed,
- Regulated,
- Diverted,
- Rescheduled,
- Short terminated,
- Cancelled.

(iii) Staff manning Refund counters should be thoroughly familiar with rules for granting of refunds under such circumstances.

(iv) Sufficient amount of cash should be available at these Refund counters for this purpose.

**(E) MECHANICAL DEPARTMENT :**

(i) Sr. DME as well as AME should proceed to site of accident. DME will be available in Divisional Control Office for providing backup support.

**1. Rushing of men and material to site :**

- (i) 2 ARTs with 140T/120T crane should be moved to the accident site, one from each end as detailed in Chapter 3, Section (B4).
- (ii) In addition to above, Brake Down Special should be sent from other base stations also so that additional rescue equipment such as cutters, spreaders, hydraulic jacks etc. are available.
- (iii) BD Special without Crane should be requisitioned from adjoining divisions also so that additional rescue equipment such as cutters, spreaders, hydraulic jacks, generators, lighting equipment etc. are available as detailed in Chapter 3, Section (B4).
- (iv) The aim should be to ensure one ART with 140T crane along with one BD special at each end of the accident site.
- (v) Provision should be made for availability of standby crane driver 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 BD 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.

**(F) SECURITY DEPARTMENT :**

(i) Sr. DSC will proceed to the site by ARMV along with maximum number of RPF personnel. Only one officer will stay back at divisional Hd. Qrs.

**1. Rushing of men and material :**

- (i) On receipt of first information the nearest RPF Post should muster maximum available manpower within the shortest possible time and dispatch them to the site of accident, by fastest available means.
- (ii) Simultaneously, the Post/Outpost in charge would requisition additional manpower from adjoining RPF Posts.
- (iii) He should also pass on the information to Local Police and Police Control Room, local Fire Brigade, Hospitals, local voluntary organizations and the like at the earliest.
- (iv) Divisional Security Control shall get reinforcement from neighboring posts/outposts, reserve line, divisional hd.qrts. 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 2<sup>nd</sup> and 3<sup>rd</sup> Special trains carrying backup logistic support to the accident site, from each end.
- (v) In case any RPSF battalion or Company is located in the vicinity, men can be requisitioned from there for dealing with such emergent situations till additional force is available from other sources.
- (vi) Additional RPF personnel from Zonal hdqrs. should be shouldered and sent to accident site.
- (vii) Additional RPF personnel available throughout the division should be alerted and sent to the accident site by the 2<sup>nd</sup> and 3<sup>rd</sup> special trains carrying backup logistic support of men and material, from each end.
- (viii) While sending reinforcement, the Divisional Security Control shall ensure that the necessary equipment required for rescue, recovery and protection of the site of incident are provided as follows :
  - Sufficient nos. of torches and other lighting arrangements.
  - Nylon ropes (1 kms) and poles for segregating the affected area.
  - 4 loud speakers for making announcements.
  - 10 stretchers and first aid equipment.
  - 10 walkie-talkie for inter-communication.
  - Digital Camera for photographing the scene (both on negative and slide films)
  - Video recording of rescue and salvage operations and connected administrative arrangements.

**2. Co-ordinate with Local Police :**

Maintain constant liaison with SP/GRP and GRP for following :

- (i) Coordination to be made with GRP official for sending additional manpower in maximum numbers to the accident site.
- (ii) Obtaining additional manpower from the local police for purpose of crowd control.
- (iii) Local police to be pursued with for giving expeditious clearance for starting of restoration work.
- (iv) co-operation to be made with local SP of the district for waiving off formalities of postmortem on dead bodies.

**(G) ELECTRICAL DEPARTMENT :**

- (i) Sr. DEE (G) should proceed to site of accident. AEE (G) will be available in Divisional Control Office for providing backup support.
- (ii) Sr. DEE/TRD as well as AEE/TRD should proceed to site of accident. DEE/TRD will be available in Divisional Control Office for providing backup support.
- (iii) Sr. DEE(OP) as well as AEE(OP) should proceed to the site of accident. DEE(OP) will be available in Divisional Control Office for providing backup support.
- (iv) Main responsibility of Electrical Department will be regarding site illumination and OHE.

- (v) Maximum number of electrical staff should be sent by 2<sup>nd</sup> and 3<sup>rd</sup> Special trains for installation and operation of electrical equipment.
- (vi) Officers staying back in divisional hdqrs. shall maintain constant liaison with site and find out quantum of assistance required by way of men and material.
- (vii) These should be rushed to accident site either from :
  - Railway sources within the division, or
  - Railway sources from adjoining divisions and zones, or
  - Non – Railway sources within the division.

**(H) SIGNAL & TELECOMMUNICATION DEPARTMENT :**

- (i) Sr. DSTE as well as ASTEs should proceed to site of accident. DSTE will be available in Divisional Control Office for providing backup support.
- (ii) Main responsibility of S&T Department will be for providing effective and adequate means of communication.

**1. Rushing of men and material to site :**

- (i) Sr. DSTE along with ASTE will carry the following to the accident site :
  - satellite phone,
  - FAX cum printer,
  - two 25W VHF sets along with antenna and battery
  - 10 numbers 5W walkie-talkie sets.
- (ii) He will be accompanied with at least two TCI and two TCM.
- (iii) 6 more TCI/TCM, Sis 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 2<sup>nd</sup> and 3<sup>rd</sup> Special trains carrying backup logistic support to the accident site, from each end.
- (iv) All mobile phones available with the Division should also be rushed to site for emergency use.
- (v) Sufficient number of spare batteries and battery chargers for these mobiles should also be taken to accident site.

**2. Arranging communication at site :**

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

**3. Communication at Head Quarters. and Divisional Emergency Cells :**

- (i) Communication arrangements are required to be provided at Divisional Head Quarters. Emergency Cell immediately.
- (ii) 2 BSNL Telephones having ISD/STD facility are already available in the Divisional. Central Control. Dynamic locking code of the telephone is available with CHC.

- (iii) Apart from this telephone, 4 other BSNL telephone numbers (2 with STD facilities) should be made available in Division. Emergency Cell for use by Divisional Emergency Officer. These should be temporarily transferred from officers' chambers.
- (iv) One FAX machine shall be provided on one BSNL telephone with emergency control.
- (v) 2 Railway telephone numbers with STD facilities should also be made available.
- (vi) 2 Mobile telephones should also be made available in Divisional Emergency Cell.

**4. Communication at Helpline Enquiry Booths :**

- (i) Helpline Enquiry Booths are to be opened at all important stations en-route of the affected train as mentioned at Section (E 2a) above.
- (ii) Location of these Helpline Enquiry Booths will be on Platform No. 1 of their respective stations.
- (iii) 2 BSNL phones should be identified and kept pre-wired to the Helpline Enquiry Booths so that these can be energized at short notice.
- (iv) Similarly, 2 Railway phones should be identified and kept pre-wired to the Helpline Enquiry Booths so that these can be energized at short notice.
- (v) One FAX machine, Photocopier and PC with Internet connection and printer should also be provided at Helpline Enquiry Booths. These should also be kept pre-wired so that these can be energized at short notice.
- (vi) E-Mail address of PCs to be provided should be intimated to all concerned.
- (vii) Stations at which such arrangements are to be made and telephones which are to be utilized should be identified by Sr. DSTE with approval of DRM.

**(I) ENGINEERING DEPARTMENT :**

**1. Rushing men and material to accident site :**

Sr.DEN /Co and Sr. DEN concerned will proceed to the site of accident by ARMV. In the absence of Sr.DEN, the next senior most Sr.DEN of the Division will proceed along with the concerned Sr.DEN. In the absence of Sr.DEN of the Section, Sr.DEN of the adjoining Section will proceed by ARMV.

It is expected that AEN and PWI of the Section would have already reached the accident site before arrival of ARMV. In cases, where the PWI and AEN are based at divisional Head Quarters they should move along with staff by ART. At least, 2 nos. of SSE/Works and 1 no.of SSE/Bridge should move along with their staff by the ART.

**2. Mobilization of work force :**

- (i) 1000 nos. of workmen are required to reach the site of the accident. 500 nos. along with 10 PWIs and 10 Black Smiths shall be arranged by the Division. For this purpose, labour specials will be run from the specified destination as decided by the Divisional Engineering Control.
- (ii) All the P.way material available with the ART as per the scale should be made available at site.
- (iii) At least two nos. of JCBs available with the ballast depotContractors shall be immediately moved.
- (iv) Sr. DEN/DEN in Divisional Emergency Control will request  
Concerned authority (Army/State Govt. Deptt.) for Bulldozer/earthmoving machinery in the area.



**(J) IT Department :**

- (i) 2 PCs in divisional control office nominated for being used in Divisional Emergency Cell should be shifted Emergency cell.
- (ii) Both these PCs should be connected to Railnet and the E-Mail addresses already configured into them should be activated.
- (iii) PCs in various Helpline Enquiry Booths at different stations should all be made functional, connected to rail net and made ready for receiving and sending E-Mails.
- (iv) Following information should be uploaded on to ECoR Website as quickly as possible: ([www.eastcoastrailway.gov.in](http://www.eastcoastrailway.gov.in))
  - (a) List of injured and deceased passengers :
    - Names of stations where Helpline 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.
    - Number of dead bodies recovered.
    - Number of dead bodies identified.
    - Names of deceased passengers.
  - (b) Details of trains which have been diverted, regulated, short terminated, cancelled or rescheduled.
  - (c) Details of special trains which are to be run :
    - Passenger special carrying passengers of front portion of accident involved train.
    - Passenger special carrying passengers of rear portion of accident involved train.
    - Relatives special from originating and terminating stations of the accident involved train.

**(Chapter – 9)**

**DISASTER RESPONSE – CO-ORDINATION CENTRES**

**1. Rushing of ARMVs & ARTs to accident site :**

- (i) After ARMVs and ARTs have been ordered, PRC should locate diesel powers for these ARMVs and ARTs.
- (ii) First available diesel powers should be nominated, even by temporarily detaching from a Mail/Express train on run, if necessary.
- (iii) If diesel power is not readily available and OHE is functional up to the next junction station, then ARMVs and ARTs should be moved out by Electric loco and diesel powers can be changed en-route.
- (iv) Movement of ARMV and ART should never be clubbed together. ARMV should be started first and moved separately for faster movement.
- (v) ARMVs and ARTs should be dispatched from the base station, within the target time stipulated. Departure of ARMVs and ARTs should not be delayed on any account including arrival of doctors or officers. Anybody who is left behind can proceed later on either by GM special or by next special train or even by road.
- (vi) ARMVs must be run out within the target time, even without full complement of doctors, if necessary. This will ensure that other doctors who are available at accident site can utilize facilities of ARMV after its arrival at site.

- (vii) ARMVs and ARTs should be moved on top priority taking precedence over all other trains. They should not be stopped anywhere en-route for picking up any one.
- (viii) Running lines at 7 stations on either side of the accident effected block section should be kept clear of all trains. In case there are any stabled loads, the same should be lifted.
- (ix) Freight trains on run towards accident site should be reversed and returned.
- (x) Fresh stabling, if any, should be done beyond 7 stations on either side.
- (xi) Even for stabling beyond 7 stations, both Up and Dn loop lines should not be blocked at the same station.
- (xii) For stabling beyond 7 stations, Up loop and Dn loop should be blocked, at alternate stations.

**2. Diversion, Regulation, Short termination, Cancellation and Rescheduling of Mail/Express/Passenger trains :**

- (i) The moment information is received about the accident, all Mail/Express trains on run towards the accident involved section should be stopped. They should not be advanced beyond the last Jn. from where they can be diverted.
- (ii) They should be regulated at convenient stations before a decision is taken regarding their further movement. This decision should normally be taken within the next one hour.
- (iii) Trains should preferably be regulated at stations where food can be arranged.
- (iv) However, too many trains should not be simultaneously brought to a Jn. station for regulation, since it may create law and order problems.
- (v) It is better to keep them moving slowly so that passengers do not agitate. In such cases, a caution order may be served to the driver to proceed at 30 kmph.
- (vi) Passenger trains can be run out to the next convenient location and thereafter terminated so that their rakes are available for use in consultation with Head Quarters.
- (vii) The above decision regarding diversion etc. should be taken in about an hours time after ARMVs, ARTs, GM special have been run out and there is a slight lull in the information flow.
- (viii) As far as possible, trains, which are already on run, should be diverted. They should not be short terminated, since this will create problem of dispersal of passengers.
- (ix) Trains should be diverted from the last possible Jn. station onwards so that maximum number of passengers can detrain at their proper destination stations.
- (x) Sr. DEE(OP) / Sr.DME would be in-charge of co-ordination with operating department regarding requirement and availability of crews etc.
- (xi) Sr. DEE (OP)/ Sr.DME will take into consideration changing traffic requirement because of diversions etc. and accordingly plan crew deployment.
- (xii) Adjoining divisions should be informed about these diverted trains so that spare crews can be sent to interchange points by Sr.DEE (OP) / Sr.DME
- (xiii) For diverted trains, drivers and guards having necessary road learning should be arranged.
- (xiv) Drivers nominated for working these diverted trains should be empanelled for working Mail/Expresses as per Railway Board's instructions. (To be arranged by Sr.DEE (OP) / Sr.DME. in their respective jurisdiction)
- (xv) Crews should also be planned for diesel engines sent to the accident site working ARMVs, ARTs, other special trains and likely to be held up there for next 2-3 days by Sr.DME/Sr.DEE(OP) .
- (xvi) A total of about 10 diesel powers would be deployed in the accident affected section on different special trains at any point of time.

- (xvii) 3 sets of diesel crews should be planned for each diesel loco deployed at the accident site.
- (xviii) If necessary, diesel crews should be arranged from adjoining divisions also.
- (xix) In the absence of Sr. DEE (OP), / Sr.DME, ADEE (OP)/DME will perform this function respectively.

### 3. **Running of Special trains :**

Following special trains will be required to be run in the given order of priority:

- (i) ARMV.
- (ii) ARMV from the other end.
- (iii) 2 additional ARMVs from adjoining divisions, one from each end.
- (iv) ART.
- (v) ART from the other end.
- (vi) 2 additional BD Specials one from each end.
- (vii) 1<sup>st</sup> special train carrying GM and other officers from hdqrs. and some left over officers from division (in case it passes through the divisional hdqrs.).
- (viii) Unaffected front portion of the accident involved train in case the same can be moved.
- (ix) Unaffected rear portion of the accident involved train in case the same can be moved.
- (x) In case the front and rear portions cannot be moved, then they should be left as they are.
- (xi) 2 empty coaching rakes, one from either end for clearing unaffected passengers of the accident involved train.
- (xii) 2<sup>nd</sup> and 3<sup>rd</sup> special trains for accident site, one from each end, carrying logistic backup support, material and additional manpower from junction stations. These should normally be run out 2 - 3 hrs. after arrival of ARMV carrying DRM and other divisional officers at the accident site.
- (xiii) Before these 2<sup>nd</sup> and 3<sup>rd</sup> special trains are run from each end, railway staff at all stations en-route should be informed regarding running of these trains so that supervisory staff of all departments, from Jn. stations can go to the accident site on these trains.
- (xiv) 2 light engines should be stationed, one at each station on either side of the accident involved block section.
- (xv) 2 Engineering specials, one from each end, carrying engineering material and gangmen from the section.
- (xvi) Running of 2 passenger specials for carrying relatives to the site of accident. These trains will be started from the originating and destination stations of the accident involved train and will be given same stoppages as the accident involved train for picking up relatives enroute. This is to be co-ordinated by Hdqrs. Emergency Cell in consultation with Railway Board.
- (xvii) Arrangement for the visit of MR/MOSR, CRB and other Board Members to the accident site should be made in coordination with the Zonal Head Quarters.
- (xviii) 2 empty coaching rakes, one from either end for being stabled at convenient locations where watering and charging facilities are available. These stabled rakes will be used for housing the staff working at accident site.

### 4. **Sequence of movement of ARMVs and ARTs into the accident effected block section :**

- (i) The sequence of sending and taking out various trains into and out of the accident effected block section should be planned carefully.
- (ii) Except for 140T/120 Tonnes cranes and Engineering specials, all other trains should be sent into the block section with engine leading so that they can reach faster.

- (iii) If the unaffected front and rear portions of the accident involved train can be pulled out, then these should be withdrawn before sending in ARMVs into the block section.
- (iv) After the unaffected front and rear portions have been pulled out, both portions should be augmented by being patched up with extra coaches at the first Jn. station enroute.
- (v) In case the front and rear portions cannot be pulled out then they should be left as they are.
- (vi) After the 1<sup>st</sup> pair of ARMVs reach adjacent stations from either side, they should be sent into the block section, one from each end.
- (vii) BD specials without cranes that have arrived should be pushed into the block section after the ARMV so that additional cutters, spreaders, hydraulic jacks etc. can be made use of.
- (viii) After all equipments from BD specials have been unloaded at accident site and staff have detrained, both BD specials should be withdrawn. These should then be kept 4 stations beyond.
- (ix) The 2<sup>nd</sup> pair of ARMVs that have been requisitioned should also be moved on top priority. After BD specials have been withdrawn, these ARMVs should be sent into the block section while the first ones are still there.
- (x) In case 2<sup>nd</sup> pair of ARMVs arrive before BD special, then item no (ix) should be carried out before item no. (vii) and (viii).
- (xi) Both ARTs with 140T cranes should be regulated at least 1 station before so as not to clutter up the adjacent station.
- (xii) Empty coaching rakes that have been sent for clearing uninjured passengers should be sent into the block section thereafter, while both ARMVs are still there.
- (xiii) After transshipment of passengers, both empty coaching rakes should be pulled out and run out as passenger special to the original destination of the accident involved train.
- (xiv) After the work of ARMVs is over, all of them should be withdrawn and returned back.
- (xv) The front and rear portion of the accident involved train should now be withdrawn by sending diesel light engines into the block section.
- (xvi) Last of all both ARTs with 140T crane should be marshaled as per site requirement and sent into the block section with crane leading, one from each end.
- (xvii) Tower wagons should be sent in from each end following the ART.

## **5. Setting up Emergency Cells in Divisions :**

- (i) Divisional Emergency Cell shall be opened immediately after receipt of information of the accident at Divisional Control Office.
- (ii) This unit will exercise control, co-ordinate and arrange supplementary assistance to the accident site.
- (iii) It shall function in a separate cubicle at Divisional Control Office provided with centralized communication networks, hot line to the site and hdqrs.
- (iv) Sr. DOM will be over all in charge of the Divisional Emergency Cell and will function as the Divisional Emergency Officer for the purpose of managing relief and restoration operations from divisional level.
- (v) In case Sr. DOM is not available, DOM (Movement) will be the Divisional Emergency Officer.
- (vi) In case both officers are not available, any other officer nominated by DRM will take over charge.
- (vii) Requirements of all departments for movement of men and materials to the accident site shall be conveyed to the Divisional Emergency Officer, who shall arrange their movement.

- (viii) Timings of 2<sup>nd</sup> and 3<sup>rd</sup> special trains to be moved from each end to the accident site, carrying backup logistic support will be conveyed to all concerned beforehand.
- (ix) Divisional Emergency Cell will maintain :
  - Telephone and FAX numbers of the accident site. These should be maintained functionary wise for each functionary available in the UCC.
  - Similarly telephone and FAX numbers of functionaries available in CAC should also be available with the Divisional Emergency Cell.
  - Telephone and FAX numbers of Helpline Enquiry Booths that would have been set up at various stations on the division.
  - E-Mail addresses of UCC, CAC, Helpline Enquiry Booths and Hdqrs. Names and phone numbers of hospitals where injured have been admitted/shifted, along with number of patients.
  - Emergency cell.
- (x) Divisional Emergency Cell will collect updated information regarding all aspects of the accident and pass on the same either telephonically or by E-Mail to :
  - All Helpline Enquiry Booths within the division.
  - Hdqrs. Emergency Cell.
- (xi) Divisional Emergency Officer on duty shall chronologically record all information and instructions received or given in a logbook.
- (xii) For Khurda Road Division Similarly Emergency cell will also be opened at KUR, SMR/KUR will function as emergency Officer and discharge all duties listed above. He shall be assisted by supervisor of Mechanical & Electrical (OP) dept.
- (xiii) In Addition to the Division where accident has taken place similarly emergency cells will be open in other Divisional Control Office's Of E.Co.RLY. That is involved in restriction and relief Operations. Chief Emergency Officer will decide Divisions where emergency cell are to be opened.
- (xiv) If necessary, similarly cells will be open at other major terminals as decided by emergency officer.
- (xv) After relief, rescue and restoration work is completed , winding up of Divisional emergency cell shall be decided by DRM.

**6. Manning of Divisional Hdqrs. Emergency Cell in shift duty:**

- (i) Divisional/Hdqrs. Emergency Cell shall be manned round the clock by officers.
- (ii) In addition to officers of the Operating Department, there will be officers of Engineering, Mechanical, S&T, Electrical, Commercial, Medical, Security and Personnel departments in the Divisional/Hdqrs. Emergency Cell round the clock.
- (iii) Divisional Emergency Cell will be manned by Senior Scale/Junior Scale officers of all departments in 12 hrs. shift duties round the clock. (8 hrs. to 20 hrs. day shift and 20 hrs. to 8 hrs. night shift.)
- (iv) Senior most officer of each department who is available in the division/hdqrs. shall be on duty in the Divisional/Hdqrs. Emergency Cell during the day shift (8 hrs. to 20 hrs.).
- (v) Senior most officer of each department shall issue a 12 hrs. roster for his own department for the night shift (20 hrs. to 8 hrs.)
- (vi) Round the clock roster of 12 hr. shift duty should cover both officers and supervisors.
- (vii) Same officers and supervisors should be repeated each day without any change or rotation, for the next 4 – 5 days. This will maintain continuity and will ensure that experience gained on the first day can be gainfully used on subsequent days.

**7. Liaison with Zonal Head Quarter:**

Divisional Head Quarters Emergency Cell will maintain constant liaison with head quarter Emergency Cell regarding following activities:

- (i) Movement of additional ARMVs and ARTs from adjoining zones.
- (ii) Movement of additional diesel powers from adjoining Division/zones.

- (iii) Diversion, Regulation, Short termination, Cancellation and Rescheduling of Mail/Express trains.
- (iv) Arrangement of men and material as required from adjoining Divisions/Zones and their expeditious movement.
- (v) Opening of Helpline Enquiry Booths on other Division/Zonal Railways as follows :
  - Originating and destination stations of the accident involved train.
  - All junction stations falling on the route of the train.
  - Divisional hdqrs. of originating and terminating divisions.
  - Zonal hdqrs. of originating and terminating Zonal Railways.
  - Any other station as may be decided.
- (vi) Movement program for visit of MR/MOSR, CRB and other Board Members to the accident site.
- (vii) Assistance required from Defense, Para Military organizations, State Govts. should be conveyed to Head Quarters who shall coordinate the same.
- (viii) 3 hourly progress report on the rescue and relief work shall be communicated to Head Quarters Emergency Cell of Zonal Head Quarters.

**8. Duties of Additional Divisional Railway Manager :**

- (i) Undertake making of announcements over local TV channel and Cable network for all supervisory staff to rush to the accident site.
- (ii) Ensure that functionaries of different departments in Divisional Emergency Cell carry out duties assigned to them as per Zonal DM Plan.
- (iii) Monitor movement of assistance from other divisions/zones.
- (iv) Co-ordinate with State Govt.
- (v) Co-ordinate with Defence and Para Military authorities.
- (vi) Monitor various important media channels to keep track of media reporting. Suitable corrections/clarifications may also be issued, if required.

**CRISIS MANAGEMENT GROUP OF MEDICAL TEAM**

DIVISION	S.No	Function Under	Place	Nos.
KUR	1	Divisional Railway Hospital	Khurda Road	01
	2	Central Railway Hospital	Mancheswar,Bhubaneswar	01
	3	Railway Health Units	Khurda Road, Retang colony, Palasa, Brahampur, Puri, Cuttaack, Paradeep, Bhadrak, Talcher &Keonjhar	10
	4	SPARME/ ARME-I	Khurda Road & Bhadrak	02
	5	ARME-I	Palasa	01
	6	ARME-II	Brahamapur, Cuttack,Talcher&Keonjhar.	04
	7	Ambulance	Khurda Road & Mancheswar.	02

**(Chapter – 10)**

**DISASTER RESPONSE – ASSISTANCE FROM ADJOINING DIVISIONS/ZONES**

**1. Necessity of assistance from adjoining Divisions/Zones :**

- (i) No division can be equipped to handle a disaster of such a large magnitude like Firozabad or Gaisal.
- (ii) Assistance has to be sought from adjoining Divisions/Zones.
- (iii) A division is normally expected to handle an accident of the magnitude involving up to 100 injuries (Grievous + Simple). Threshold levels have been given in terms of injuries, because initially it is difficult to estimate number of casualties.
- (iv) Whenever number of injuries is estimated to go beyond 100, assistance should be sought for from adjoining Divisions/Zones.

- (v) This is to be co – ordinated by the Chief Emergency Officer in Hdqrs. Emergency Cell.

**1. Assessment of assistance from adjoining Division/Zones :**

- (i) DRM after reaching the accident site should make an immediate assessment of likely injuries.
- (ii) Quick assessment is an absolute must in order to ensure that assistance from adjoining divisions can be rushed at the shortest possible time.
- (iii) Assessment made by DRM should be based on number of coaches involved.
- (iv) As a thumb rule, for each coach that has capsized, 30 injuries should be estimated.
- (v) Total injuries estimated would be (no. of coaches) x 30.
- (vi) This should be conveyed to Sr. DOM in Divisional Emergency Cell and Chief Emergency Officer in Hdqrs. Emergency Cell.
- (vii) Based on the above figures, decision should be taken and assistance rushed from adjoining divisions and zones.

**1. Scale of assistance from adjoining Division/Zones :**

- (i) As a thumb rule, assistance of 1 team should be sought from adjoining division for every 50 additional injuries, beyond 100 injuries.
- (ii) In case of all disasters, following should be used as an approximate guideline for deciding level of assistance required :

Threshold level	100 to 150 Injuries	151 to 200 Injuries	Above 200 Injuries
No. of teams	1	2	3
ARMVs	2	2+1BD	2+2BD
140T/120T crane	2	2+1BD	2+2BD

- (iii) Complement of staff in each team sent by adjoining divisions/zones will be as per norms given below :

	Senior Scale
- Officer in charge	5
- Doctors	10
- Para – medical staff	2
- Commercial officers	10
- Commercial supervisors	20
- Commercial staff	5
- Personnel supervisors	20
- Group 'D' staff	1 platoon
- RPF	

- (iv) In case of Waltair Division, assistance should be sought from following divisions in the given order of priority :

<u>Name of division</u>	<u>No. of teams</u>
- KUR (ECoR)	2
- SBP (ECoR)	1
- VSKP(ECoR)	2
- KGP(SER)	1

**4. Assistance from Defence & Para Military forces :**

- (i) Assistance should be sought from nearest Army & Para – military establishments.
- (ii) Railway staff no matter how dedicated and loyal, are not experts in extricating dead bodies, handling injured passengers, their evacuation etc.
- (iii) Army has the necessary expertise and are trained and equipped to handle such a war like situation.
- (iv) Therefore, divisional/Zonal Head Quarters should get in touch with the nearest army command and request for necessary assistance.

- (v) Select telephone numbers of Army and Para – military establishments are given in Annexure 8. Additional Telephone Nos. are given in Volume –II against each section.

**5. Departmental assistance from adjoining divisions/zones :**

**(a) S&T Department :**

- (i) Satellite telephones from ARTs of 3 adjoining divisions.
- (ii) 5 Mobile Telephones from each ART of 3 adjoining divisions (25 mobiles in all).

**(b) Electrical Department :**

- (i) Generators from ARTs of adjoining divisions.
- (ii) Lighting equipments from ARTs of adjoining divisions.
- (iii) Portals and OHE masts.

**(c) Civil Engineering:**

- (i) 500 additional workmen are required who are to be moved from adjoining divisions/zones.
- (ii) Each such division sending assistance should move 250 men along with 5 artisans and 5 PWIs.
- (iii) One DEN and one AEN each should also move to the site of accident from each such Division.

**(Chapter –11)**

**SITE MANAGEMENT PLAN – I**

There are 2 aspects of Disaster Management work at an accident site. Firstly, rescue, relief and restoration operation which is carried out by one set of functionaries. Second aspect pertains to 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 2 distinct aspects of DM work that are required to be discharged by railways, two separate establishments should be set up at an accident site. The outline schematic plan of accident site is given at Annexure - 1.

**1. Unified CommandCenter (UCC) :**

- (i) Unified Command Centre (UCC) should be set up at the accident site.
- (ii) This will be some kind of a control office to be located near the centre of the accident site.
- (iii) This is basically meant for catering to operational needs of railway in rescue, relief and restoration work.
- (iv) Detail schematic plan of UCC is given at Annexure - 2.
- (v) UCC is to be manned by staff of relevant departments such as :
  - Medical,
  - Personnel
  - Commercial,
  - Operating,
  - Safety,
  - Security,
  - Public Relations.
  - Mechanical,
  - Electrical,
  - S&T,
  - Civil,
- (vi) UCC will be provided with all facilities similar to a control office.



- (vii) Adequate lighting with generator backup should be provided in the UCC.
- (viii) Adequate number of telephonic links to Divisional Emergency Cell and Hdqrs. Emergency Cell should be provided. Preferably each department in the UCC should be given an independent telephone.
- (ix) Satellite telephone should be installed in the UCC.
- (x) UCC should be provided with FAX, Photocopier, PCs, loudspeakers.
- (xi) PC/Laptop should be connected to internet for E-Mailing of detail update to all concerned, including Divisional Emergency Cell, Hdqrs. Emergency Cell and Helpline Enquiry Booths.
- (xii) A big banner displaying 'UNIFIED COMMAND CENTER' should be put up at a prominent place at the entry to the shamiana.
- (xiii) Similarly there should be sufficient number of signage indicating the way to UCC on approach roads etc.
- (xiv) UCC at the site will be manned by Sr. Supervisors on round the clock basis in 12 hrs. shift duty.
- (xv) Officers will not be permanently stationed in UCC. They will move about the entire accident site supervising and monitoring working of their department at different activity centers. However, they will keep coming to the UCC off and on and will keep in touch with their departmental functionaries in UCC.
- (xvi) Various functionaries in the UCC will monitor and co-ordinate the working of their departments, and assistance required by them, if any.
- (xvii) 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.
- (xviii) UCC will basically supervise the working of 2 LCCs and co-ordinate with Divisional and Hdqrs. Emergency Cells.
- (xix) Functionaries of different departments in LCCs should provide updated information regarding progress of work to their counterparts in UCC.
- (xx) This updated information should be provided once every 3 hrs. as per the following timings :
  - 1/- hrs.
  - 4/- hrs.
  - 7/- hrs.
  - 10/- hrs.
  - 13/- hrs.
  - 16/- hrs.
  - 19/- hrs.
  - 22/- hrs.

## 2. **Local Command Centers (LCC)**

- (i) Depending on the spread of the accident site, Local Command Centers (LCC) on the same pattern as the UCC should be set up.
- (ii) If the site is spread out over 300 – 400 mts. 2 LCCs should be set up.
- (iii) Detail schematic plan of LCCs would be similar to that of UCCs as given at Annexure – 2.
- (iv) 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.
- (v) LCCs will serve as co – ordination centres for various teams that are working spread out over different geographical locations.
- (vi) Each LCC will oversee the working of DM teams at one end of the accident site.

- (vii) Jurisdiction of each LCC will extend to all men and materials belonging to 2 ARMVs, 1 BD special and 1 ART at that end of the accident site.
- (viii) One SAG officer of Mechanical department will be overall in charge of each LCC.
- (ix) LCCs should be provided with loudspeakers for making announcements.
- (x) LCCs should be provided with direct telephonic links to UCC.
- (xi) However, LCCs should not be provided with telephonic links to either Divisional Emergency Cell or Hdqrs. Emergency Cell. This will ensure that there is minimum telephonic disturbance from outside to teams which are actually working at the accident site. It will also ensure that outflow of information from accident site goes out from UCC only.
- (xii) Members of different teams of each department working at the accident site in rescue, relief and restoration work should provide updated information regarding progress of work to their respective functionaries at the LCC.
- (xiii) This updated information should be provided once every 3 hrs. as detailed at 1 (xx) above.

**3. Need for setting up of Central Assistance Center :**

- (i) Relatives of passengers who arrive at an accident site are already traumatised by the tragedy.
- (ii) They arrive at an unknown location with no place to stay, no friend or acquaintances and not knowing whom to turn to.
- (iii) The problem is made even more challenging since many relatives and next of kin come from far flung areas in some other state.
- (iv) Being semi – literate and from different parts of the country some of them are not even familiar with the local language. For them even communicating becomes a problem.
- (v) In addition to above, complex legal formalities & multiplicity of paper work is required to be completed before dead bodies are handed over to their next of kin.
- (vi) For taking care of relatives of passengers, providing them with succour in their hour of agony and for guiding them sympathetically, some kind of an assistance centre is required.

**4. Formalities required to be completed by relatives of passengers :**

- (a) Sequence of formalities that are required to be completed by relatives of injured passengers include :
  - (i) Locating the name of the passenger on reservation charts, in case passenger was travelling 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 hospitalisation 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 themselves 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.
- (b) Additional formalities that are required to be completed by next of kin of dead passengers include :

- (i) In case the passenger could not be located in any of the hospitals, then they have to go to the building where unidentified dead bodies have been kept.
- (ii) Take a round of various rooms where bodies have been kept, examine each body and try and locate their near and dear one.
- (iii) Identify the dead body, if the same has been extracted by then.
- (iv) Otherwise wait for all bodies to be extracted and try and identify their relative.
- (v) In case they fail to identify the same then they have to go through photographs of unidentified bodies taken at site.
- (vi) After the body is finally identified, they have to produce proof of relationship for railways to entertain their claim.
- (vii) Obtain medical death certificate from the railway doctor.
- (viii) Obtain post mortem report, from the Govt. doctor who has performed post mortem on the body.
- (ix) Obtain official death certificate from the local municipality.
- (x) Accept of ex – gratia payment from railways.
- (xi) Collect forms for lodging claim for compensation in RCTs.
- (xii) Take over custody of dead body from the local police.
- (xiii) Perform last rites at the same place or take back the body to their native place, depending on circumstances.
- (xiv) Make arrangements for their return journey back to their native place.

**5. Problems encountered by relatives :**

- (i) Each of these formalities are under the jurisdiction of a different agency, either railway, or police, or civil administration, or local administration.
- (ii) In such a situation the level of co – ordination between these various agencies leaves much to be desired.
- (iii) Sometimes it even takes up to 48 hours before all these documentary formalities can be completed.
- (iv) In most cases, relatives have to run from pillar to post for completing all these formalities and the bitter experience leaves them permanently antagonized towards railways.
- (v) For this purpose a single window clearance system should be available for relatives and next of kin.

**6. Combined Assistance Center (CAC) :**

- (i) The UCC should have a Combined Assistance Centre (CAC) 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 – 1.
- (ii) This is basically meant for catering to requirements of passengers and their relatives/next of kin, and for providing a single window clearance for all types of formalities.
- (iii) CAC should be separate from the UCC so that it does not interfere with normal rescue and relief work.
- (iv) Detail schematic plan of CAC is given at Annexure - 3.
- (v) CAC will be manned by staff of relevant departments such as :
  - Operating,
  - Medical,
  - Commercial,
  - Security,
  - Personnel,
- (vi) There should be only one such CAC, and all railway resources should be pooled into it.

- (vii) LCCs should not have any small CAC located in the rear. It is likely to create logistic problems.
- (viii) A big banner displaying 'COMBINED ASSISTANCE CENTER' should be put up at a prominent place at the entry to the shamiana.
- (ix) Similarly there should be sufficient number of signages indicating the way to CAC on approach roads etc.
  
- (x) Railway staff fluent in the language of relatives should be posted for doing work of interpreters.
- (xi) Post mortem formalities should be waived off so that number of formalities gets reduced by one.
- (xii) Different counters should be provided in sequence for each of these formalities, so that the entire exercise can be completed in about an hour.
- (xiii) 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.
- (xiv) CAC should have different counters for various purposes in following sequence :
  - (a) Reservation chart, for locating the name.
  - (b) 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.
  - (c) Counter for providing commercial supervisor or WLI as escort along with a vehicle, for accompanying the relative and going to hospitals or mortuary.
  - (d) Railway doctor for issue of Medical Death Certificate.
  - (e) Govt. doctor for issue of Post Mortem Certificate, in case the same is necessary.
  - (f) Municipality official for issue of Official Death Certificate.
  - (g) Local police for issue of authority for handing over of dead body.
  - (h) Claims counter - Payment of ex-gratia and issue of Claims Compensation form.
  - (i) Counter for helping performance of last rites in case relatives decide to cremate the body there itself.
  - (j) Pass counter for issue of return journey pass.
  - (k) Return journey facilitation counter for making arrangements for return journey.

## **7. First Aid Posts :**

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

## **8. Setting up of UCC, LCC and CAC :**

- (i) One SSE/Works shall be exclusively responsible for setting up of these facilities. He shall undertake the following :
  - move along with sufficient staff for setting up of these facilities.
  - immediately start setting up of the tentage accommodation after taking out tents and shamianas provided in ARTs.

- In addition, he should also requisition agencies which provide tentage accommodation on contract. Details of such agencies have been given in Divisional DM Plans.
- (ii) Bridge Line staff will assist in setting up tentage and above mentioned facilities. Dy. CE/Bridge will also move to the site and in case, bridge is not involved, he will take full charge of tentage arrangements.
- (iii) Bridge Unit will take with them sufficient Manila ropes, wire ropes, survey instruments, binoculars, helmets, life jackets, ladders and other equipment. Nylon ropes should be sufficient in length to ensure barricading at sites and camping areas.
- (iv) Sufficient facilities for erecting temporary stage/scaffolding etc. should also be organized, if required at site.
- (v) Few temporary toilets should be provided at one location in addition to number of urinals at 3 or 4 places.
- (vi) Water tankers will be ordered for supplying water at site and arrangements shall also be made for drinking water.
- (vii) Temporary kitchen in tents/shamianas is to be set up so that catering unit or IRCTC can provide cooked food to staff working at accident site.
- (viii) About 100 folding chairs should also be arranged.
- (ix) Bridge Line staff will have list of divers who in case of emergency can be hired for rescue or restoration operations wherever site is surrounded by deep water.
- (x) Signages for both UCC and CAC should be provided at prominent locations.

#### 9. **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 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.

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**(Chapter – 12)**  
**SITE MANAGEMENT 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.

**(A) Members of the Disaster management Team :**

**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.

**1. 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 1<sup>st</sup> Special train carrying GM and other hdqtrs. Officers, GM shall be OIC Site. In the absence GM, the senior most Officers 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.

**1. Rescue, Relief and Restoration Operation :**

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

- (i) Crowd Control and Law and Order.
- (ii) Rescue operation.
- (iii) Relief operation.
- (iv) Video coverage of accident site.
- (v) Installation of Communication Network.
- (vi) Clearance from State Police for restoration.
- (vii) Preservation of Clues and Evidence.
- (viii) Media Management at site.
- (ix) Salvage operation.
- (x) Restoration operation.

**1. 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.

- (i) Such photographs should clearly indicate:
  - Severity of the accident.
  - Illustrate the damage to P-Way, Rolling Stock, Signal, OHE and other structures and equipment.
- (ii) Separate set of photographs to be taken to preserve clues and evidence of sabotage if suspected.
- (iii) Victims and unidentified bodies should also be extensively photographed as detailed in (D4) (xv) below.

**(C) 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:

**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 divisions of E. Co. Railway,
  - adjoining zones,
  - Non – railway agencies.
- (v) Channelise local resources to supplement available railway resources.
- (vi) Ensure that duties of various functionaries of different departments as laid down in E. Co. Railway'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 SP 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.
- (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 every 3 hrs. with following details :
  - Number of coaches searched.
  - Number of injured passengers recovered.
  - Nature of injuries to passengers.
  - Number of bodies recovered.
  - Number of bodies identified.
  - Number of coaches dealt with.
  - Supplementary assistance required, if any.
- (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 :
  - Re – railment.
  - Track fitness.
  - OHE fitness.
  - Points and inter – locking.
  - Clearance of section.
  - Movement of first train.

**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 :
  - Requisitioning of buses from State transport authorities, with drivers for round the clock duty.
  - Waiving off of Post Mortem formalities.
  - Positioning of Municipal Official in the CAC for issuing of Official Death Certificate.

**3. Formation of two teams at accident site for round the clock working :**

- (i) At the accident site, departmental officers available from both Head Quarters 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) Branch Officers shall be available on duty during the day time.
- (iii) 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.
- (iv) Similarly, supervisors available from both Head Quarters and divisions shall also be put in two teams.

**(D) Duties of Operating Department :**

Immediately after getting the information,

- (i) The area manager or AOM should proceed to accident site by first means to co-ordinate with the relief and rescue movements at the accident site.
- (ii) All sectional TIs and Supervisory SSs should be directed to reach the accident site by first available means.
- (iii) Similarly additional RG/LR staff from the section should be sent to 3 stations on either side so that SMs can be free for going to accident site.
- (iv) 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.
- (v) Ensure that special trains are sent into the accident affected block section according to the sequence detailed in Chapter 9, Section 4.
- (vi) Ensure proper marshalling of crane while proceeding to the accident spot in the block section.
- (vii) 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.
- (viii) Ensure prompt clearance of stranded passengers at the site in coordination with the Divisional Emergency Cell.
- (ix) Regarding running of special trains, keep in touch with Divisional Emergency Cell and give requirement from site.

**(E) 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 Performa 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 is 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 9, Section 4.

**(F) Duties Of Medical Department :**

**1. Main functions :**

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

- (a) Taking an initial round of hospitals and assessment of situation.
- (b) Taking out injured passengers from accident involved coaches.
- (c) Attending to injured passengers and giving them First Aid.
- (d) Preparing list of injured passengers.
- (e) Classification of their injuries.
- (f) Transporting them to hospitals and getting them admitted.
- (g) Post admittance hospital care of the injured.
- (h) Dealing with dead bodies.
- (i) Preservation of dead bodies.

**2. General :**

- (i) Ensure collecting blood and urine samples of train crew in case the same is necessary.
- (ii) Organize as many road ambulances as possible at the accident site.
- (iii) Data Bank of Divisional DM Plans have 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.
- (iv) Set up Medical Counter in UCC and CAC for passenger assistance.
- (v) Set up First Aid Posts in LCCs.

**3. Site management :**

- (i) 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 :
- (ii) Different teams and groups will be formed for discharging various duties of the Medical department as detailed in Section (E1) above. Each team should consist of 4-6 members and each group should consist of 3-5 teams, depending upon requirement.
- (iii) One group of doctors will take a round of various hospitals where injured passengers have already been admitted. (Para 4 below)
- (iv) One group consisting of 4 – 5 teams of doctors and para-medics will take out injured passengers and dead bodies from accident involved coaches. (Para 5 below)
- (v) One team will attend to injured passengers and give them First Aid and other medical treatment. (Para 6 below)
- (vi) One team will prepare list of injured passengers, note down details of their injuries and classify them. (Para 7 & 8 below)
- (vii) One team would be in-charge of transporting injured passengers to hospitals and getting them admitted. (Para 9 below)
- (viii) One team would be in-charge of post admittance hospital care of the injured. (Para 10 below)
- (ix) One team will deal with dead bodies after these have been extracted from coaches. They will prepare a list and arrange for their preservation. (Paras 11 & 12 below).
- (x) In case sufficient doctors are available then more groups should be formed for rescue operations. (Para 5 below).

**4. Taking an initial round of hospitals :**

- (i) Separate doctors will be deputed to visit each hospital where injured passengers have already been shifted.
- (ii) One commercial officer will also accompany doctors and make a general assessment.
- (iii) 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.
- (iv) These information should be immediately communicated to CMS/MS at accident site by using local PCO/cell phone etc.
- (v) Prepare a list of persons dead/injured already in hospitals in three copies by using carbon paper.
- (vi) 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.
- (vii) 2<sup>nd</sup> copy to be kept with the doctor in charge as office copy and the 3<sup>rd</sup> copy to be given to paramedical staff to get multiple photocopies for further distribution.
- (viii) One copy should also be sent to CAC for being fed into the PC provided in the CAC.
- (ix) The initial list prepared should be updated at regular intervals, as and when any change occurs.

**5. Taking out injured passengers :**

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

**6. Attending to injured passengers :**

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

**7. Preparing list of passengers :**

- (i) Collect list of injured passengers prepared by TS/TTEs and assess the situation.
- (ii) Separate lists to be prepared coach wise.
- (iii) 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.
- (iv) 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.
- (v) The list of injured passengers will thereafter be updated periodically, as rescue and relief work continues.

**8. Classification of Injuries :**

- (i) Injuries are classified as under :
  - (a) 'Grievous' injuries as defined below.
  - (b) 'Simple', but excluding 'trivial' injuries such as abrasions or bruises.
- (ii) Following are considered to be grievous injuries (as per section 320 of the Indian Penal Code) :
  - (a) Emasculation
  - (b) Permanent privation of sight of either eye.
  - (c) Permanent privation of hearing of either ear.
  - (d) Privation of any member or joint.
  - (e) Destruction or permanent impairment of powers of any member or joint.
  - (f) Permanent disfigurement of head or face.
  - (g) Fracture or dislocation of a bone or tooth.
  - (h) 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.
- (iii) Injuries other than those defined above are considered to be simple injuries.
- (iv) 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.
- (v) As a thumb rule, any injury requiring hospitalization of more than 48 hrs. is grievous, hospitalization of less than 48 hrs. is simple, and any injury not requiring hospitalization at all is trivial.
- (vi) Classify injured passengers into separate categories as grievous or simple.
- (vii) Inform Commercial department for arranging ex-gratia payment.

**9. Transporting injured passengers to hospitals :**

- (i) One team will be asked to arrange transport of injured passengers to nearby hospitals.
- (ii) Ensure expeditious transportation of injured either to AMRVs or to nearby hospitals.
- (iii) Critically injured passengers should be transported by means of road ambulances and other by means of ordinary road vehicles.
- (iv) Commercial staff should also be associated with transfer of injured passengers to hospitals.
- (v) Before doctors and supervisors leave the accident site for hospital duty, they should note down the DOT and Mobile Telephone No. of the accident site, CMS, MS and other doctors at the site for quick communication.
- (vi) Doctors going to different hospitals should have separate vehicles.
- (vii) In case sufficient numbers of railway vehicles are not available, they should hire taxis for their movement by withdrawing from station earnings.

**10. Post admittance hospital care :**

- (i) One railway doctor, one commercial supervisor and one welfare inspector should be deputed round the clock at each hospital.
- (ii) Normally one doctor should look after one hospital, along with a commercial supervisor and WLI.
- (iii) If large no. 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.
- (iv) 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.
- (v) In case any injured passenger succumbs to his injuries in the hospital, then the doctor in-charge of that hospital should update this fact to the medical counter at CAC.

**11. Dealing with dead bodies :**

- (i) Problem faced by rescue teams is regarding dealing of dead bodies.
- (ii) On IR it is not clearly spelt out as to who will deal with them.
- (iii) Accident Manual is silent as to who will extricate dead bodies from coaches, and then take them to either hospital or the mortuary.
- (iv) It can only be inferred that Medical Department will do this work.
- (v) In case of a major disaster, the usual complement of medical staff in any ARMV is grossly inadequate for undertaking work of this magnitude.
- (vi) Adequate number of Safaiwalas and other health workers who have come to the accident site should be mobilised for this purpose.
- (vii) Often rescue and relief operations continues for more than 48 hours.
- (viii) Dismembered bodies begin emitting foul odour after two days. Carrying out this task under such circumstances became a real problem.
- (ix) Target should be to extricate all dead bodies within 24 hrs.
- (x) Dead bodies should be dealt with coach wise, otherwise bodies taken out from different coaches get mixed up.
- (xi) 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.
- (xii) 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.
- (xiii) Ensure covering of dead bodies with shrouds.
- (xiv) Put cloth label (white cloth of 12" x 9" written by Marker pen) on each dead body on the chest just below the neck as below :
  - Date \_\_\_\_\_
  - Dead body Serial No. \_\_\_\_\_
  - Name \_\_\_\_\_
  - Age \_\_\_\_\_ Sex \_\_\_\_\_
  - Coach No. \_\_\_\_\_
- (xv) 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.
- (xvi) 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 per item (xiii) above and fourth and fifth should be of full length of the body.

- (xvii) If possible each body should also be video photographed.
- (xviii) 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.
- (xix) After this, bodies will be handed over to GRP or Local Police for safe custody.
- (xx) Take necessary steps to handle unhygienic condition that may arise due to decomposed/mutilated bodies.

12.

**Preservation of dead bodies :**

- (i) Numbering and photography of bodies should be done even when relatives are on hand to claim the body.
- (ii) Arrangements have to be made for a more permanent location for them till such time as the next of kin arrive to claim these bodies.
- (iii) In all such accidents passengers are invariably separated from their belongings. As such in many cases there are no tickets or other identification papers on their persons.
- (iv) This problem is further compounded in unreserved coaches where no reservation charts are available.
- (v) Identification problems come up in case of mutilated bodies also. In such cases, photographs are better means of identification.
- (vi) Arrange for hiring of a couple of big halls, for keeping bodies.
- (vii) Rooms should preferably be at a single location so that relatives do not have to go around from mortuary to mortuary.
- (viii) A large building having number of rooms would be ideal for storing them. Best option would be to take over a school building temporarily.
- (ix) Arrange to move dead bodies to nominated buildings being used as temporary mortuaries.
- (x) Bodies should be neatly lined up with their numbers prominently displayed, and kept in different rooms, coach-wise.
- (xi) Notice Board outside the building should display the room nos. where bodies extracted from a particular coach have been kept.
- (xii) These details should also be posted on a notice board outside each room.
- (xiii) This will prevent unnecessary handling of bodies which in any case would be in an advanced state of decomposition.
- (xiv) For dead bodies whose relatives are not readily available and delay is expected, arrange for their preservation by dry ice etc.
- (xv) Procure following items from local market for dealing with dead bodies :
  - Shrouds,
  - Polythene bags,
  - Coffins,
  - Dry ice.
- (xvi) 4 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.

**(G) Duties of Commercial Department :**

**1. Main functions :**

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

- (a) Withdrawal of cash from station earnings.
- (b) Hiring of road vehicles.
- (c) Providing beverages and catering to injured and uninjured passengers.
- (d) Initial round of hospitals and assessment of situation.
- (e) Preparing list of injured passengers.
- (f) Transporting them to hospitals and getting them admitted.

- (g) Payment of ex-gratia to injured and next of kin of dead.
- (h) Dealing with refund and claims compensation formalities.
- (i) Taking charge of luggage and consignments.
- (j) Post admittance hospital care of the injured.
- (k) Taking care of relatives.

**2. General:**

- (i) Before Sr. DCM proceeds to accident site he should withdraw sufficiently large amount of cash from station earnings. (Para 3 below)
- (ii) At the accident site, handpicked commercial supervisors should be deputed for manning commercial counters in UCC and CAC.
- (iii) Each commercial counter in CAC is to be manned by one group as detailed in Chapter 11, Section 6(xiv).
- (iv) Different teams and groups will be formed for discharging various duties of the Commercial department as detailed in Section (F1) above. Each team should consist of 4-6 members and each group should consist of 3-5 teams, depending upon requirement.
- (v) Separate teams and groups should be formed as detailed below, headed by a commercial officer.
- (vi) One team will hire road vehicles for use and other related activities. (Para 4 below)
- (vii) One group will arrange beverages and food both for injured as also for uninjured passengers. (Para 5 below)
- (viii) One team will take an initial round of hospitals along with doctors and assess the situation. (Para E4 above)
- (ix) One group should take care of uninjured passengers who have to be cleared from the accident site. (Para 6 below).
- (x) One group will assist Medical department in preparing a list of injured passengers input the same into the PC in CAC. (Para E7 above and Para 7 below))
- (xi) One group will assist Medical department in shifting injured passengers to hospitals. (Para E9 above)
- (xii) One group will assist the Medical department in preparing a list of dead bodies and looking after them. (Paras E11 and E12 above).
- (xiii) One team will make ex-gratia payment to injured passengers and next of kin of dead. (Para 8 below)
- (xiv) One team will deal with refund cases and claims compensation formalities. (Para 9 below)
- (xv) One group will be in-charge of unclaimed luggage and other consignments. (Para 10 below)
- (xvi) One group will be in-charge of post admittance hospital care of injured and taking care of relatives as detailed in Chapter 14 under 'Passenger Care'.

**3. Withdrawal of cash from station earnings:**

- (i) 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. (8)
  - Ex-gratia payments to persons involved in train accidents. (22)
- (ii) Before Sr. DCM leaves for accident site, he should withdraw sufficiently large amount of cash from station earnings to meet with immediate requirements at the site.
- (iii) More should be withdrawn subsequently as and when required.

- (iv) Procedure and accountable as detailed below should be followed. (Para 11 & 12 below)
- (v) A commercial supervisor should be nominated for this purpose and he should withdraw Rs. 5 lakhs and carry it with him, duly escorted by RPF personnel.

**4. Hiring of Vehicles:**

- (i) A large number of road vehicles are required at an accident site for following purposes :
  - Taking injured passengers to hospitals.
  - Taking doctors and other railway 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.
- (ii) For this purpose apart from whatever number of railway vehicles may be available, extra road vehicles should be hired.
- (iii) All road vehicles should be hired along with standby drivers for round the clock duty.
- (iv) At least 10 road vehicles should be attached to CAC for taking relatives to hospitals, mortuaries etc.
- (v) 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.
- (vi) Buses from State transport authorities should also be requisitioned along with extra drivers for round the clock duty.
- (vii) 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).
- (viii) In case hospitals are in different towns, then road transport buses should be put on fixed time round trip schedule for shuttling relatives from CAC to various locations and back to CAC.
- (ix) All hired vehicles and requisitioned buses should have stickers pasted on their front and rear windscreens indicating '**RAILWAY ACCIDENT DUTY**'.

**5. Catering arrangements:**

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

**6. Clearance of uninjured passengers :**

- (i) First of all, arrangements for water and food for stranded passengers should be made.
- (ii) Announcement should be made for registering names of safe passengers.
- (iii) Clearance of accident affected passengers from accident site should be planned along with Operating branch who will provide the empty coaching rake.

- (iv) Make announcement through 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.
- (v) Arrange adequate coolies for carrying passenger's luggage while they transfer to the new train.
- (vi) In case of road bridging, arrange road transport to clear stranded passengers, record details of passengers dispatched and relay particulars to Divisional Emergency Cell.
- (vii) 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.

**7. Preparing list of injured passengers:**

- (i) Collect list of injured passengers prepared by TS/TTEs and assess the situation along with Medical department.
- (ii) Separate lists to be prepared coach wise by Medical department.
- (iii) 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.
- (iv) 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.
- (v) This list should be input into the PC available in the CAC.
- (vi) The list should also be E-Mailed to the Divisional Emergency Cell and Hdqtrs. Emergency Cell.
- (vii) The list of dead and injured that is initially fed into the PC will thereafter be updated periodically, as rescue and relief work continues.

**8. Amount of Ex – Gratia payable:**

- (i) The amount of ex-gratia relief payable to injured passengers or to dependants of dead are as under :
 

(a) In case of death	-	Rs. 50,000/-
(b) Grievous injury	-	Rs. 25,000/-
(c) Simple injury	-	Rs. 5,000/-

Authority: Rly. Board letter no.2011/TC-III/27/29/Exgratia,dt.07.05.2013

- (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 accidents will be as under :
 

(a) In case of death	-	Rs. 50,000/-
(b) Grievous injury	-	Rs. 25,000/-
(c) Simple injury	-	Rs. 5,000/-

Authority: Rly. Board letter no.2011/TC-III/27/29/Exgratia,dt.07.05.2013

- (iii) Payment of ex-gratia will be made on the basis of categorization of their injuries made out by doctors at site.
- (iv) No ex-gratia payment would be admissible to trespassers, persons electrocuted by OHE and road users at unmanned level crossings.
- (v) 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.



- (vi) Ex – gratia amount is to be paid in cash.
- (vii) 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.
- (viii) In case of death cases where relatives identify and claim the body, following precautions are to be taken :
  - (a) Photograph the face of the body from in front and from the side.
  - (b) Photograph the person taking the ex – gratia payment,
  - (c) Record the relationship of the person claiming the body along with details of proof, if any.
  - (d) In case enhanced ex – gratia is announced by the Hon'ble MR, then the enhanced amount should be paid by cheque by Accounts department.
  - (e) Ex – gratia paid is not to be adjusted against claims compensation payable as decreed by RCT subsequently.
- (ix) 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.
- (x) For payment of ex-gratia, and to meet other expenses at site, one commercial inspector, authorized by Sr. DCM shall withdraw Rs. 5 lakh from station earnings of a nearby station, and shall be available at site duly escorted by RPF personnel.
- (xi) Sr. DCM/DCM will ensure availability of sufficient cash for payment of ex-gratia/refund.

#### **9. Refund and Claims Compensation:**

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

#### **10. Luggage and consignments:**

- (i) 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.
- (ii) A list of each item with distinguishing marks should be made.
- (iii) If possible, the cabin number inside the coach should also be indicated.
- (iv) Luggage claimed should be handed over on satisfactory proof of ownership.
- (v) Unclaimed luggage and personal belongings of injured/dead passengers should be taken possession of for safe custody.
- (vi) Unclaimed luggage should be stored in a safe place, preferably, part of the same school building which is being used for preserving dead bodies.
- (vii) These should be stored in separate rooms coach wise so that it is easy for relatives to identify.
- (viii) A list should be displayed outside each room indicating the coach no. whose luggage is stored there.
- (ix) 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.

- (x) 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.
- (xi) Booked perishables available in SLRs, VPUs should be taken out and either auctioned at site or sent by road to nearest Jn. station for being auctioned.
- (xii) RMS consignments on the train should be shifted to school building for safe custody till Postal Authorities come and take over custody.

**11. Withdrawal from station earnings - procedure :**

- (i) 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. (8)
  - Ex-gratia payments to persons involved in train accidents. (22)
- (ii) The nominated supervisor in charge of the department concerned may alone withdraw from station earnings through a requisition in respect of the above items specified in rule 2425 of the IRCM.
- (iii) This requisition should be made in the form appended below indicating the official making such withdrawal, the departmental officer concerned and also the purpose of withdrawal.

From

To

Name of Supervisory Official

Designation/Station

Station Master

Station

Please arrange to pay from Station Earnings an amount of Rs. \_\_\_\_\_ (Rupees \_\_\_\_\_) towards \_\_\_\_\_ (Purpose to be indicated). This is one of the authorized items of withdrawal from Station Earnings. The expenditure is chargeable to the head \_\_\_\_\_ .

Accounting Authority .....

Controlling Officer .....

Designation .....

Station .....

Payment made from station earnings amount :

Received an amount of Rs. \_\_\_\_\_ from station earnings

Signature of  
SM/SS

Signature:  
Designation:

- (iv) Requisition is required to be prepared in triplicate. 1<sup>st</sup> to be kept as record, 2<sup>nd</sup> to be presented to SM for arranging payment against proper acknowledgement and 3<sup>rd</sup> should be sent to Sr. DAO concerned duly countersigned personally by the Divisional Officer of the department.
- (v) Any failure by the supervisory official withdrawing cash to follow above instructions or any other irregularity will render him personally responsible and liable for action under Discipline & Appeal Rules.

**12. Withdrawal from station earnings - accountal :**

- (i) Branch Officer concerned shall forward requisitions received from stations to the Divisional Accounts Office indicating circumstances under which the withdrawal was necessitated.
- (ii) The countersigned requisition shall be accompanied by relevant supporting paid vouchers. Timely submission shall be monitored by the Branch Officer so that they reach Accounts Office within 15 days from the date of withdrawal.
- (iii) 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 of the payee with necessary revenue stamp wherever due to Sr. DAO.
- (iv) Sr. DCM will compile a monthly statement of all withdrawals pertaining to his division obtaining a statement from various executives in his division and send it to CCM.
- (v) A monthly return of requisitions issued during the period should be submitted to the Accounts Office by Executive Officers.

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**(Chapter – 13)**

**SITE MANAGEMENT PLAN – III**

**(A) Duties of Mechanical Department:**

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

Once 4 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.

Different teams and groups will be formed for discharging the dual responsibilities of the Mechanical department. Each team should consist of 4-6 members and each group should consist of 3-5 teams, depending upon requirement.

One Sr. Supervisor should be in-charge of each team conducting 'search and rescue' at the site. All such 'search and rescue' groups at each end of the accident site, would function under directions of an AME.

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.

- (i) Take precautions in electrified section that power supply is switched off before commencing rescue/relief work.
- (ii) Use necessary safety equipment like hand gloves, helmet etc.
- (iii) If spillage of inflammable substances is suspected, then only cold cutting equipment should be used.
- (iv) In case of suspected sabotage, ensure minimum interference to clues. Save lives and extricate passengers after video and digital photographs have been taken.

- (v) 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.
- (vi) Ensure marshalling of ART according to site requirement before it is sent into the accident involved block section.
- (vii) For efficient extrication of entrapped passengers take assistance of Medical/ Engineering departments.
- (viii) Each team will join up with Medical teams who would also be involved in extracting dead and injured from coaches.
- (ix) Maximum number of coaches should be tackled simultaneously, except those that have climbed on top or have telescoped into one another.
- (x) 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.
- (xi) Trucks should be arranged for carrying BD equipment near to accident involved coaches, so that number of coaches can be simultaneously approached and more work centers can be opened up.
- (xii) Examine unaffected or re-railed rolling stock and certify their fitness for further movement.

**(B) Duties of Security Department:**

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

- (a) Co-ordination with GRP and Local Police.
- (b) Crowd management.
- (c) Protection of luggage.
- (d) Protection of railway property.

**1. Liaison with Civil Police:**

- (i) In case of sabotage, liaison with Local Police & officials of district administration and get early clearance.
- (ii) Clearance should be obtained as expeditiously as possible, for starting restoration work.
- (iii) Additional manpower should be requisitioned from local police officials and district administration for purpose of crowd control.
- (iv) Exemption should be obtained from SP of the district for waiving off formalities of Post Mortem of dead bodies.
- (v) Obtain assistance from GRP and Local Police as and when required.

**1. Crowd Management:**

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. Railwaymen who try to undertake any kind of rescue and relief work become victims of mob fury.

- (i) Cordon off the site and prevent unauthorized entry of outsiders.
- (ii) 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.
- (iii) These barriers should be at quite some distance away from the track, so that UCC, CAC and LCCs are inside the cordoned off area.
- (iv) Provide barricade and ask for additional force to control crowd during VIP visit.

**1. Protection of luggage:**

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

**1. 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 till they are auctioned off at site or till they are dispatched to nearest station for being auctioned.
- (iii) RMS consignments on the train should be shifted to school building for safe custody till Postal Authorities come and take over 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.

**1. General:**

- (i) RPF personnel should respond to any call for assistance to rescue victims and transport them to the nearest hospital.
- (ii) 3 - hourly Sitreps will be updated by field personnel at the scene of incident to the RPF functionary in the UCC, giving the latest situation.
- (iii) RPF Assistance Post will be established within the CAC so that people needing help can approach RPF.

**(C) Duties of Electrical Department:**

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.

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

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.

**1. Site illumination:**

One Sr. Supervisor should be in-charge of each group working at the site. All 'General Branch' teams at each end of the accident site, would function under directions of an AEE(G)/ Sr. DEE (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 generating sets available in ARMVs and ARTs.
- (iv) In order to set up adequate illumination facilities, all generating 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 generating sets, lighting fixtures 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 direct 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.

**(i) 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 an AEE/TRD.

- (i) In case OHE is to be brought down, then 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 so that working of crane does not get held up on account of OHE.
- (iii) Sr. DEE/TRD shall arrange movement of 4 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 arrange for from other zone after discussion with RE organization.
- (xii) Ensure that the section is earthed before staff starts working near OHE.
- (xiii) OHE should not be charged until all staff, tower wagons, cranes etc. have cleared the block section.

**(D) 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.

**1. Types of communication facilities :**

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

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

**Locations :**

These should be provided at following locations:

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

**2. Numbers to be provided :**

- (i) Satellite telephones – 5 to be provided. 2 in UCC, 1 in CAC, 2 for passengers.
- (ii) BSNL telephones – 2 in UCC, 3 in CAC and 1 in each hospital.
- (iii) Mobiles – as many as can be arranged in UCC and CAC. In addition to above at least 2 in each hospital.
- (iv) Walkie – Talkie sets – each functionary should be covered.
- (v) One 25W VHF sets 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 15-20 Kms.
- (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 6 Quad cable is available the same will be utilized for providing communication.
- (ix) PA system – at UCC, CAC and LCCs.

**3. 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.

**4. 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.

**(E) Duties of Engineering Department:**

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

- (i) AEN/SSE (P.Way/Works) shall collect men, rescue tools and arrive at site by fastest means possible.
- (ii) Setup UCC, CAC and LCCs at the accident site.
- (iii) Assist Medical/Mechanical Department in rescue work.
- (iv) If necessary contact Army/Navy/Air Base and collect required personnel like Divers for rescue operation
- (v) If necessary hire Private Road Cranes, Bulldozers, Earth movers etc.
- (vi) 2 Engineering specials, one from each end, carrying engineering material and gangmen from the section.
- (vii) Additional requirements of track materials, if any, should be called for immediately from other railway sources within the division, well in time.
- (viii) In case divisional sources are inadequate, then sources from other divisions should be tapped.
- (ix) 500 additional workmen are required who are to be moved from adjoining divisions/zones.
- (x) Each such division sending assistance should move 250 men along with 5 artisans and 5 PWIs.
- (xi) One DEN and one AEN each should also move to the site of accident from each such division.
- (xii) Plan for coordinated working and movement of track machine for quick restoration in consultation with TRD and operating officials.

**(F) Duties of Personnel Department :**

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

**(G) Duties of Accounts Department :**

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



**(H) Staff matters :**

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

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**(Chapter – 14)**

**PASSENGER CARE**

**1. General :**

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

**2. Hospitalization of the injured :**

- (i) General policy in case of railway accidents in which casualties occur is that of rapid evacuation to railway hospital after rendering immediate and necessary first-aid treatment.
- (ii) In case there are no railway hospitals nearby, then they are to be admitted in the nearest Govt. hospitals.
- (iii) In following cases, injured may be taken to a PrivateHospital.
  - When there is no railway or Govt. hospital available within a radius of say 8 kms. of the site of accident or,
  - When the attending doctor certifies in writing that the treatment in private hospital is necessary in the interest of the patient.
  - Except where railway doctor certifies, such injured passenger should normally be eligible to the lowest class of accommodation in private hospitals where different scales are available.
  - Where the family of the injured person desires to be provided with a higher class accommodation, the family should give in writing to pay the extra cost involved directly to hospital authorities.

- (iv) For this purpose, each division should make out a working arrangement with such private hospitals as may be necessary in areas served by them so that in an emergency injury cases can be referred to hospitals concerned without loss of time.
  - (v) 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.R's letter No. MH 59/MES/96/Medical dt. 18/12/1959)
  - (vi) 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.
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- (vii) They should also carefully monitor the condition of injured and maintain an updated list with all details.
  - (viii) 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.

### **3. Facilities to be made available in hospital:**

- (i) There should be a separate reception counter manned by commercial supervisor or WLI at the entry to the hospital for dealing with relatives of patients who arrive.
- (ii) A chart should be displayed at this reception counter indicating ward nos. where accident patients are admitted along with their names, coach no. wise.
- (iii) At the entry to each such ward, a second list should display the name of the patient, coach no. and the bed no. inside the ward.
- (iv) Commercial staff and WLI on duty at that hospital should carry a list indicating the name, address and telephone no. of relatives as given by the patient, and whether they have been informed or not.
- (v) Arrangements should be made to inform the next of kin or a relative or friend of the deceased, in case identity of the person involved in accident becomes known.
- (vi) As each relative arrives his name should be marked in the list against the passenger's name.
- (vii) Reception counter should be provided with BSNL telephone with STD facility.
- (viii) There should be 2 mobile telephones for being taking to patients inside wards for making outgoing calls.
- (ix) Complete medical care of all passengers including payment of medical bills till their final discharge should be provided.

### **1. Communication:**

- (i) STD equipped telephone should be made available to passengers to communicate with their relatives.
- (ii) BSNL/Railway Telephones available at adjoining Stations/Cabins/Gates shall be extended to the accident site.
- (iii) PCO telephones and other BSNL phones in nearby localities/villages/towns shall also be extended to the accident site by persuading owners of these phones.
- (iv) Payments for such telephone connections will be made from station earnings.
- (v) Sr. DSTE should hire few mobile phones to meet the need of stranded passengers, wherever cellular phone connectivity is available. Stranded passengers should be permitted to use these phones free of charge.
- (vi) These cell phones should be used to convey information regarding the safety of passengers to their friends and relatives.

**5. Arrival of relatives:**

- (i) After a few hours, next of kin of deceased and relatives of injured passengers start arriving at the accident site.
- (ii) Adequate number of display boards should be available on ARMVs/ARTs for being put up at accident site.
- (iii) By and large these display boards should indicate the direction towards the CAC.
- (iv) These indication boards should be displayed near those areas where incoming relatives arrive and congregate.
- (v) Periodic announcements on loud speakers should also be made for guiding them to the CAC.
- (vi) CAC should have different counters for various purposes as detailed below in Section 8.

**6. Taking care of relatives :**

- (i) At CAC, number of commercial supervisors & WIs should be available for the purpose of taking arriving relatives to different hospitals etc.
- (ii) After relatives arrive they should first of all go through the reservation charts and locate the name of the passenger.
- (iii) Thereafter if details are available as to which hospital passenger has been admitted then commercial supervisor or WI should accompany him to that hospital.
- (iv) A hired vehicle should be provided for carrying them to various hospitals and mortuary.
- (v) The commercial supervisor or WI should stay with the relative until he has been able to either find the injured passenger or identify the dead body.
- (vi) Thereafter, they should help him in completing all formalities in the CAC.

**7. Single window clearance :**

- (i) CAC should have provision of single window clearance for all legal formalities & multiplicity of paper work.
- (ii) Counters provided in CAC should have facilities for following items in the given sequence as indicated in Annexure – 3 :
  - (a) Reservation chart, for locating the name.
  - (b) List of dead and injured along with name of hospital. The name of passengers involved should be checked up from the list of dead or injured, if available, and their current status informed
  - (c) Counter for providing commercial supervisor or WI as escort along with a vehicle, for accompanying the relative and going around to various hospitals or mortuary.
  - (d) Railway doctor for issue of Medical Death Certificate.
  - (e) Govt. doctor for issue of Post Mortem Clearance, in case the same is necessary.
  - (f) Municipality official for issue of Official Death Certificate.
  - (g) Local police for issue of authority for handing over of dead body.
  - (h) Claims counter - Payment of ex-gratia and issue of Claims Compensation Form.
  - (i) Counter for helping performance of last rites in case relatives decide to cremate the body there itself.
  - (j) Pass counter for issue of return journey pass.
  - (k) Return journey facilitation counter will make arrangements for return journey.

**8. Stay of relatives of dead and injured :**

- (i) Commercial supervisor or WI deputed with relatives should also arrange for their stay and accommodation.
- (ii) Depending upon the need, accommodation in hotels/dharamshalas would be hired for accommodating passengers.
- (iii) Arrangements should be made for their meals etc. Contract should be given for providing cooked food to relatives.

**9. Performance of last rites:**

- (i) In many cases relatives decide to perform last rites at the place of accident itself instead of taking the body back to their native place.
- (ii) This is mostly on account of :
  - bodies being mutilated,
  - bodies being in a state of decomposition,
  - native place being far off,
  - for overcoming logistic problems of taking the body back.
- (iii) In such cases railways should render appropriate assistance to relatives for performing last rites.
- (iv) Railways should locate :
  - the nearest cremation or burial ground as the case may be.
  - shopkeepers who supply necessary material for funeral rites.
  - priest for performing the ceremony.
- (v) The above information would be conveyed to relatives and transport provided for carrying the body.
- (vi) Above duties are to be performed by Personnel department.
- (vii) Commercial supervisor or WI who has been deputed for relatives of a particular passenger should help them out in this endeavor.

**10 Departure of relatives of dead and injured :**

- (i) CAC should have counters for helping relatives regarding their return journey.
- (ii) Personnel branch staff at the CAC should be available for issuing complimentary passes for their return journey.
- (iii) Reservation of berths should be provided on trains. Such reservation should be provided only from the accident site onwards.
- (iv) Extra coaches should be attached to trains going to these destinations for the next 2 or 3 days. These extra coaches should be brought in locked condition from the originating station.
- (v) Reserved space in luggage portion of SLRs for some of them to carry back bodies in coffins etc, in case they so desire.

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**(Chapter – 15)**  
**MEDIA MANAGEMENT PLAN**

**1. Objective:**

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

**1. Duties of PR Organization:**

- (i) CPRO/PRO 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.
- (ii) The information shall include telephone numbers of Helpline Enquiry Booths.
- (iii) Number of photographers with digital cameras and video photographers should also be taken along to the accident site.
- (iv) Both CPRO and PRO will be available in the UCC during the day.
- (v) Responsible PR supervisors should be deputed during night shift for interacting with the media, if necessary.
- (vi) CPRO will organize Press Briefings at fixed timings as detailed in Section 6 below.
- (vii) PR organization shall monitor various important media channels to keep track of media reporting. Suitable corrections/clarifications may also be issued, if required.

**1. Spokes person:**

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

**4. Information to be relayed to Press and Electronic Media :**

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

**(a) 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.

**(b) Uninjured 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.

**(c) 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. Facilities offered to relatives of victims, including free pass for journeys.
- (ix) Special trains being run for bringing relatives of dead and injured.
- (x) Number of dead bodies recovered and number of bodies identified.
- (xi) Identification of dead bodies takes much longer since either
  - they were travelling alone, or
  - their companions are injured and are not in a position to identify them, or
  - their companions have also perished.
- (xiii) Under such circumstances it is possible to identify dead bodies only when relatives come from their home town.
- (xiv) This aspect of identification of dead bodies and reasons for delay should be explained to the media.

**(d) Helpline Enquiry Booths :**

- (i) Setting up of Helpline Enquiry Booths.
- (ii) Details of Helpline Enquiry Booths as follows :
  - Stations where these have been opened.
  - Telephone Nos.
  - FAX Nos.
  - Internet address of ECoR on the railnet website, ([www.eastcoastrailway.gov.in](http://www.eastcoastrailway.gov.in)).

**(e) Train Services :**

- (i) Details of train operation with regard to :
  - Diversion,
  - Regulation,
  - Rescheduling,
  - Short termination,
  - Cancellation.

- (ii) Running of 2 passenger specials for carrying relatives to the site of accident.
- (iii) These trains will be started from the originating and destination stations of the accident involved train and will be given same stoppages as the accident involved train for picking up relatives enroute.
- (iv) Expected departure time of relatives special from their originating stations.
- (v) Refunds being granted in Helpline Enquiry Booths for passengers whose journey have been interrupted.

**5. Casualty figures :**

- (i) In all accidents, as long as rescue and relief work continues, there is always a difference between casualty figures given by railways and casualty figures quoted by the Media.
- (ii) The reason for this difference is that railways give casualty figures based on actual number of dead bodies recovered; whereas Media estimates casualty figures based on the damage visible and likely final tally.
- (iii) During Press Briefings, this point should be clarified that at that point of time so many bodies have been recovered.
- (iv) However, it should also be made clear that casualty figures are likely to go up since rescue work is still continuing.
- (v) Assessment regarding likely number of deaths and injuries may also be made if considered necessary. Such an assessment should be based on :
  - Total number of coaches involved.
  - Number of coaches searched.
  - Number of coaches yet to be dealt with.
- (vi) Particular reference should also be made to coaches that are crushed or that have climbed on top, and have not yet been searched.
- (vii) For example, the media can be informed that as of 13/- hrs., 2 coaches have been dealt with and \_\_\_ no. of bodies have been recovered. 8 more coaches are still to be searched and casualties are likely to go up.

**6. Press Briefings at accident site:**

- (i) CPRO on arrival at accident site shall collect factual information from the OC 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.
- (ii) The first Press Briefing will be held within one hour of CPRO's arrival at site. Subsequent briefings will be held according to the schedule given below.
- (iii) CPRO or PRO should be available in the UCC during Press Briefings.
- (iv) There should be fixed time Press Briefings so that there is no confusion regarding different versions given to separate channels at various points of time.
- (v) Simultaneous Press Briefings should be held at accident site as also at Hdqtrs. Emergency Cell and Divisional Emergency Cell as per fixed timings given below, so that the same version is given by all concerned.
- (vi) Information to be given to the media will be of -/30 hrs. earlier. For example the media briefing held at 7/30 hrs. will convey all information as at 7/- on that date.
- (vii) 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.

- (viii) Thereafter, for the remaining days, 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.
- (ix) 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 release to various media will be as under:
  - TV Channels.
  - Agencies – UNI, PTI,
  - Print Media.
- (x) Convenience and conveyance of media shall be taken care of by PR personnel with assistance of Commercial representatives at site. Media persons should be conducted to hospitals where injured are being treated.
- (xi) 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.

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## (Chapter – 16)

### FIRE AND OTHER ACCIDENTS

Fire on a running train is more catastrophic than on a stationary one, since fanning by winds helps spread the fire to other coaches. Moreover, passengers sometime 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.

**(A) FOLLOWING SOURCES ARE MAIN CAUSES OF FIRE IN TRAINS :**

- (i) Carrying stoves, sigris, gas cylinders, kerosene oil, petrol, fire works etc. in passenger compartments.
- (ii) Making fire/using fire near paper, wood, petrol or such other inflammable articles.
- (iii) Lighted match sticks, cigarette ends carelessly thrown.
- (iv) Short circuit in electrical wirings.
- (v) Using naked light during authority token delivery to the driver, shunting of inflammable loads, sealing of inflammable wagons.
- (vi) Use of open fire, smoking near gas/ petrol tank.

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. In general fire originates in a small level. When it is surrounded by burning materials with adequate supply of air, fire spreads.

**(B) ACTION TO BE TAKEN IN CASE OF FIRE IN TRAIN :**

- (i) First and foremost immediately summon the fire brigade.
- (ii) 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.



**1. In case of fire in a passenger train :**

- (i) In case of 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) As far as possible the train should be stopped nearer to the W/Tank or well.

**2. In the event of a vehicle on a train being on fire :**

- (i) Stop the train immediately.
- (ii) Don't panic.
- (iii) Evacuate passengers from burning coaches.
- (iv) Protect property, valuables & mails.
- (v) Locate fire extinguishing substances viz, water bucket with water/sand, fire extinguishers etc;
- (vi) Use fire extinguisher if any and put out the fire.
- (vii) Use water from the coaches and extinguish the fire.
- (viii) Throw Earth or sand, if available, on the fire.
- (ix) Ascertain the type of fire viz, dry, oil gaseous, electric and use the right type of extinguishers;
- (x) Isolate the burning vehicle from other vehicle by uncoupling.
- (xi) Train to be protected by Driver and Guard at both ends according to the provision of G&SR 6.03.
- (xii) Report it to the nearest station/control/fire station.
- (xiii) Every effort shall be made to extinguish the fire and to save the wagon labels, seals and contents of the vehicle.
- (xiv) In case fire is discovered when the train is near a tank or watering station, the Guard and Driver shall use their discretion to proceed there, but no such attempt shall be made until the portion of the train in rear of burning vehicle has been detached.
- (xv) Inform all concerned to assist in extinguishing the fire.
- (xvi) In case of fire from electrical short circuit switch off the source.

**3. In the event of fire on an Electric engine/EMU**

- (i) Driver 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, Driver shall take necessary action to put out the fire.
- (iii) If fire cannot be extinguished by the above means Driver shall advice 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 Driver 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 equipment in the vicinity of the fire have been made dead.
- 4. In the event of a fire on a Diesel Engine/DMU stock :**
- (i) The Driver/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 Driver in putting out the fire.
  - (iii) Fire extinguishers of approved type shall be provided on each diesel locomotive and motor coach of DMU when these are turned out from the home shed. The SSE/C&W in charge of the shed shall inspect the fire extinguishers and ensure that these are in good working condition.
- 5. When a person is on fire :**
- (i) Approach him holding the nearest available wrap in front of you.
  - (ii) Wrap it round him.
  - (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.
  - (vi) Call for assistance.
- 6. 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 and sand and not water or soda acid type fire extinguishers.
  - (iv) Do not bring naked lights near the site of fire.
  - (v) Warn the 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 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 discolouration 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.
- 7. In case of fire due to Explosives/Inflammables/Dangerous Goods :**
- (i) Extinguish by closing the valve or isolating LPG feed to fire by other suitable controls.
  - (ii) Following steps may be taken if no undue risk is involved:
    - (a) Move unheated cylinders to a safe place after ensuring closing of valves.
    - (b) Cool the hot cylinders by spraying water from a safe position. The person directing the spray should take up a position where he would be protected from possible explosion.
  - (iii) If cylinder containing inflammable/toxic gas develops leak during transportation, remove it to an isolated open place away from any source of ignition and advise the filler or consigner 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 any further investigation, the restoration work may be commenced.

**(C) FIRE FIGHTING :**

**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 used on a fire which undergo chemical reaction.

**2. How To Use :**

- (i) Carry to the place of fire and keep it up right.
- (ii) Remove the safety clip.
- (iii) Strike the knob located in the cap.
- (iv) Sealing disk of the cartridge gets broken and allows carbon dioxide gas to escape to the main shell and powder is pushed out.
- (v) Direct the stream of the powder at the base of the flame.
- (vi) For effective result stand at about 1.5 to 2.5 m. near the seat of the fire.
- (vii) Move forward with moving the nozzle rapidly from side to side in sweeping motion.
- (viii) When using on outdoor fires operate from the up wind side for effective spray.

**3. Building Evacuation :**

When the building fire alarm sounds :

- (i) Immediately evacuate using building emergency plan procedures.
- (ii) Walk to nearest exit/stairwell (close doors behind you )
- (iii) Do not use elevators.
- (iv) Proceed to the designated gathering area outside the building
- (v) Do not re-enter building until cleared by authorized personnel.
- (vi) Assist with evacuation of individuals with special needs.

**4. 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 by authorities.

**5. 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.

**6. Radiation Emergency :**

**(a) Personal injury involving Radioactive material contamination :**

- (i) Render first aid immediately for serious injuries, as trained.
- (ii) Call bomb squad, fire station.
- (iii) If possible, without causing harm to the victim, monitor the injured, remove contaminated clothing and gross personal contamination.

**(b) Radioactive contamination of personnel :**

- (i) Remove and bag all contaminated clothing.
- (ii) Call fire station, bomb squad, police
- (iii) 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.

**7. 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 open, smell, or taste.
- (v) Treat it as suspect.
- (vi) Call Police/Fire service/Bomb squad.

**8. If parcel is Open and/or Threat is identified :**

**(a) For a Bomb :**

- (i) Evacuate immediately
- (ii) Call police/fire service/ Bomb squad.

**(b) For Radiological :**

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

**(c) For Biological or Chemical :**

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

**(D) OTHER ACCIDENTS :**

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

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

**2. Earthquake :**

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

**3. Landslide :**

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

**4. Floods :**

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

- (i) Bridge watchman to be provided at vulnerable points to inform flow of water.
- (ii) Shifting all personnel and movable equipment around the bank.
- (iii) If time permits sandbag dykes can be constructed to ensure safe passage of trains.
- (iv) Regulate train service till flood recedes
- (v) Evacuate people on train/at station and move them to a safer place.
- (vi) Contact Fire brigade, Naval, Army, Air force, Local boat man and arrange divers and boats.
- (vii) With the co-ordination of local authorities the Engineering officer/supervisor or other supervisors at that station shall arrange temporary shelter in nearby schools, marriage hall, community center etc.
- (viii) If necessary, arrange coaches to accommodate the affected temporarily.
- (ix) Seek assistance from voluntary organization and arrange drinking water, food, medicines etc.
- (x) RPF and GRP in co-ordination with local police shall arrange protection.
- (xi) Keep communication with Divisional Control Office.
- (xii) When people are marooned by flood, arrange air dropping of food packets, cloths etc., with the assistance of civil administration.
- (xiii) Contact SJAB, local doctors and provide medical care to the affected.
- (xiv) Take all necessary action to provide shelter and other assistance to those affected by floods.

**5. CYCLONE MANAGEMENT**

**5.1 Pre-cyclone preparation:-**

- i. Pre-monsoon co-ordination meeting should be convened by the Engg. Dept. in Divisions involving representatives from state Govt., NDRF, SDRAF Fire service Organisation etc. to assess the preparedness , rolls & responsibilities to address the situations.
- ii. Mock drill exercises should be conducted in regular manner involving various stake holders.

- iii. Web GIS based application should be brought into use for effective management of cyclone and other disasters.
- iv. Training of community volunteers of various cyclone prone areas needs to be organised as first responders for assisting in rescue, evacuation , first –aid, cutting of fallen trees , clearing of path/ roads etc.
- v. List of items/ Railway properties which prone to damage of all departments to be prepared for early removal or to cover before cyclone and to be placed at safe place and safe custody.

#### **5.2 Stores:-**

Mechanise for supply chain management needs to establish for smoother procurement, transport and distribution of relief supply to the affected involving Comm., Optg & Engg dept.

#### **5.3 Engg Dept:-**

- i. Pool of multiple skilled trained volunteers from various departmental staff should be formed to involve themselves in immediate rescue and relief.
- ii. Identification of locations in Rly area or within the nearby vicinity with co-ordination of state Govt. for use as cyclone shelters for affected people & animals.
- iii. Over head tanks for supply of water to colonies and other area of Rly infrastructure should be filled in advance to its full capacity.
- iv. Removal of Railway property which are prone to damage should be removed/relocated/coved before cyclone and to be placed at safe place and safe custody.

#### **5.4 Electrical Dept:-**

- i. Arrangement for resumption of emergency electric supply by promoting solar system may be ensured.
- ii. Arrangement may be there for by suitable methodology of availability of electric poles and its erection to ensure immediate restoration of power system in case of damage in cyclone.
- iii. Removal of Railway property which prone to damage should be removed before cyclone like light fittings, fans, etc.if possible.

#### **5.5 Medical:-**

- i. Streamlining of ambulance system.
- ii. Construction of mobile health team.
- iii. Special care to children, pregnant women, lactating mother, aged and differently- able persons.

#### **5.6 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 travelling public and also result in disruption to traffic and communication.

#### **5.7 Definition & classification of cyclones**

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

### 5.8 India Meteorological Department (I.M.D):

It is the department under Govt. of India responsible for, inter-alia, issue of weather warning. Since pre monsoon cyclone season of 1999, IMD has introduced a 4-stage warning system to issue cyclone warning.

- 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.

### 5.9 Regional Metrological Centers(RMC):-

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

### 5.10 Cyclone Warning Centers (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 organizations, but also to the Regional Meteorological Centers under the India Meteorological Department situated elsewhere.

### 5.11 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.

### 5.12 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.

### 5.13 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.

### 5.14 De-Warning Message:-

A message issued by CWC/Visakhapatnam after the cyclonic storm has adequately weakened or passed fully.

- 5.15 Information Dissemination & Cyclone Intensity Monitoring System:-**  
Arrangement exist with the meteorological Dept. Govt. of India for issuing telegrams of warning whenever there is storm, gale and heavy rain fall. The conditions under which warning are issued are detailed below.
- Amount of rainfall considered dangerous-**75 mm** and above in 24 hours.
  - Wind velocity considered dangerous- **65 Kmph** and above.
  - Period when warning will be given-Throughout the year.
- These weather telegrams are issued by the I.M.D offices at Bhubaneswar and the Cyclone warning Centre/Visahapatnam to the Chief Controllers of all the 03 Division of ECoR apart from Central Control at Chandrasekharpur/Bhubaneswar. Arrangements exist that in case of failure of DOT communication system during bad weather/cyclone, the microwave network of the microwave network of the Railway or Police wireless systems or satellite phones will be utilized.
- 5.16 PRE CYCLONE SEASON PREPARATION:**  
Pre-Cyclone preparation essentially involves ensuring of adequate inventory of necessary stores and equipments as per the check list.
- 5.17 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/damage. Preparedness in terms of stores and equipments necessary to deal with the disruptions/damages.
- 5.18 STORES DEPARTMENT :**  
The store 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.
- 5.19 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.
- 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.
  - As restoration of traffic often required heavy handling of earth, availability of heavy earth moving machinery viz Poclains, JCBs, Pay-loaders, Road Water-Takers(Drinking Water) etc should be numbers so as to hire and mobilize them whenever as the necessity arises.
  - Standing contracts with 100% option clause may be entered into on annual basis form strategic quarry dust and boulder supply locations viz Tapanga, Niligiri, Chandikhole (Near Dhanmandal) on East Coast Railway & Pakur, At Eastern Railway.
- 5.20 ELECTRICAL DEPARTMENT:**  
The items, quantity and locations of electrical materials to be kept as pre-cyclone measure are available at Annexure, (Electrial). In addition to these materials, the locations of additional generator cars should be identified in advance so that they can be requisitioned from other Division/Railways in case of necessity.



**5.21 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.

**5.22 S&T DEPARTMENT :**

The experience has shown that the communication links including terrestrial. Underground and microwave sever off at the onset of cyclone. In such cases VHF sets for short distance communication and satellite phones for long distance communication are the only means available for exchanges of vital information. However, following pre-cyclone arrangements should be made-Tion becomes know much before (Well above 48 hours) the estimate time for its striking the

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

**5.23 MEDICAL DEPARTMENT:**

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

**5.24 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 coast. A board assessment of anticipated severity of cyclone becomes known at least 48 hours before its strike to the coast. From this point of time, prompt action to combat the cyclone is warranted.

**5.25 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:-

**5.26 Stores Department:**

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

**5.27 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.

**5.28 Electrical Department:**

Check working of DG sets, stock position of fuel oil, K-Oil, position of light fittings and other materials so as 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.**

**5.29 Mechanical Department:**

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

**5.30 S&T Department:**

**a) Communication:**

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

**b) Tele Communication Equipment:**

- i. Telecom channels via alternative routes should be lined up and kept terminated for Administrative trunks and control working.
- ii. Satellite phones wherever available should be tested and accompanying staff identified along with battery charging arrangement.
- iii. Communication equipments in ART should be tested for proper working order.

**c) Block Working:**

- i. Check all the Block instruments and their batteries.
- ii. Extend power supply from emergency generator set to block battery charger.

**5.31 Medical Department:**

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

**5.32 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 Division 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 generator sets, functioning of VHF sets, charging of stand by batteries and adequacy of first aid equipment

**Activation of alarms to staff & colony.**

**5.33 Action by Central Control-COM's Office:**

- i. At HQs officer 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 & 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.

**5.34 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 Division 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.

**5.35 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 mishas 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.

**5.36 Nomination of Officers to man the Emergency Control and way-side stations:**

- i. In addition to the action taken as per above para by various departments, each PHOD/Concerned DRM will identify and nominate the Offices for opening up and manning of emergency control at short notice at HQ/Division.
- ii. Two light motor trolleys should be arranged & kept in readiness at strategic stations which should be away from the likely affected zone. At least one Officer & a few staff should be nominated for each. They should be provided with VHF sets & 01 satellite phone each so that they can accomplish the mission of physically covering the entire affected zone & give 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.

**5.37 Activation of Emergency Control and nomination of staff for various duties:**  
**Emergency Controls**

- i. Emergency officer shall be opened in the HQ Control, Division 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 Division and HQ Emergency control shall obtain every two hourly position from Meteorological officer for up to 12 hrs before the likely time of cyclone hitting the coast and there after every hour.
- iii. The SM shall inform local Revenue Officers, Sub- Collectors of the area regarding the holding of trains in his station.

**5.38 (i) 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, Medicine & 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.

**(ii) Action by Commercial Department:**

Enquiry officers 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.

**(iii) Engineering Department:**

The ongoing patrolling of track shall be intensified 24 hrs before anticipated strike of the cyclone at locations which are likely to be affected by cyclone. The trains loaded with the 'Monsoon reserve' materials (cinders, boulders, quarry dust, empty cement bags filled with earth/sand etc.) will be ordered to run in consultation with operating department to the stations near to the last likely affected stations

**(iv) 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 pump/gas lamps & portable generator with adequate provisions for 72 hours.
- iii. **Preparedness of Relief Materials, Road Vehicles & Equipment:**
  - **Road Vehicles:**

All road vehicles including jeeps, cars, light & heavy material carrying vehicles shall be kept in readiness at the nominated Station/Divisional Officers with adequate fuel & two (roster duty) drivers to move men/materials/equipments at minimum notice.
  - **S&T Department 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 station (large among those likely to be affected).
- (v) **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 materials supply activities with Officer-in-charge at site/nominated Officers of user department in HQs.

**(vi) 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 enquires 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.

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

- a) The HQs cell will keep the Rly Board cell informed & updated periodically and ask for assistance from the neighboring (other Railway) as required. It will watch inter-division movement of relief trains, restoration materials and equipments and guide the Division in making 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 neighboring affected divisions.

**5.40 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 travelling passengers in trains passing through/near to the cyclone affected zone. The action to be taken by different department is as follows:

**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 Division Control Office in case communication is available.
- iii. If a 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.

**5.41 Post Cyclone Operation 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 branches, 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 of till completed, to give corroborative information. **By Boats** in circumstances when substantial portion of track get inundated under water, boats shall be hired locally to navigate across the water body and assess the damage.

### **5.42 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. There after, 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.

### **5.43 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.
- 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:**

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 100,000 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.

**5.44 Movement of relief materials:**

CPTM will order the special train for carrying the relief material. Wide publicity shall be given in press and Media to attract voluntary organizations, NGOs, Medical practitioners etc. to avail of the service. The composition & timings will be planned and publicized.

**5.45 Procedure for accountal, audit & finalization of accounts:**

**(a) Special Returns by stock holders after Restoration:**

All stock holders 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 complied 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.

**5.46 The duties of Station Master, Guard, LP & ALP at the time of Cyclone:-**

- i. Stop the train clear of cuttings bridges and embankments.
- ii. Guard, Driver and other Railway staff on train shall open all doors and windows of all coaches.
- iii. Station Master shall not start trains when the wind velocity exceeds the permitted level.
- iv. Make announcement frequently to warn the public about the storm/cyclone.
- v. Take all necessary action to provide shelter and other assistance to those affected by cyclone and storm.

## **6. Land / Hill Slide**

- **Preparedness for Management of land/hill slides:**

Vulnerable areas for land /hill slides in ECoR territory to be identified/reviewed by the Engineering Dept based on past history , actual survey , etc., in accordance with relevant paras of IRBM (Chapter-10) and in consultation with expert organisations like Geological Survey of India/Ministry of Mines and special precautions taken accordingly. User friendly landslide maps to be prepared by the Engineering Department and to be displayed.

- **Early Warning System(EWS):-**

Basically the land / hill slide occurs following the major rain fall & earthquake. For early warning, the Engg. department should develop the Numerical Weather Prediction (NWP), Automatic rain gauges , Wireless Sensor Network ( WSN) , Micro- Electro Mechanical Sensors (MEMS) to cover the vulnerable locations in the division in consultation with State & Central Govt. During monsoon season, Engg. Control should keep close liaison with IMD (India Meteorological Department) in the state & State Disaster Management Authority.

- Rainfall pattern and data base on rainfall should be analyzed to understand the variability of rain in the region / territory land slide in ECoR.

## 6.1 Awareness Programmes & Training:-

- Division should ensure by arranging regular pre-monsoon trainings that field staff of engineering as well as other departments are conversant with their respective duties during accident/ land slide.
- User friendly land slide maps to be prepared by Engg. Dept. and displayed at stations & offices prone to land slide area. Some vulnerable locations of land slide, boulder falling and floods in the ECoR zone causing interruption to traffic in the past are enclosed **at Annexure.**
- The field staff of P. Way, works and other train passing staff should be trained regarding land slide precaution, search & rescue operations etc. which should be organised by division in coordination with NDRF.
- Engineering department should arrange to develop a special team of civil engineers to receive specialized training/knowledge regarding land/hill slides and response to it during emergent situations by coordinating with institutions like NIDM, New Delhi.

## (Chapter – 17)

### **TRAINING AND MOCK DRILL**

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.

#### **1. Training :**

Training should be conducted at the following three levels :

- **Individual Training:**
  - (i) For enhancing the skill of staff attached to ARMVs, ARTs, etc., supervisors and staff shall be given general training in Disaster Management.
  - (ii) Special training may be arranged in Extrication, Rescue, Medical relief, Rolling stock restoration technique and Civil Defence by departments concerned.
- **Seminars/Workshops:** Seminars should be periodically conducted on Disaster preparedness, and the DM Plan.
- **Joint Exercises:** Full scale Disaster Management Mock Drill to be conducted as detailed below.

#### **2. Full Scale Mock Drill :**

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.

- (i) Objective of the full scale mock drill would be to :
  - gauge the preparedness of DM system including detailed planning and keeping of all equipment in good fettle.
  - integrate the operational response to measure overall performance of the exercise.
  - measure performance with regard to accident restoration.
- (ii) On a division, the first mock drill should be conducted within 3 months of issue of the Zonal DM Plan.
- (iii) On a division, the second mock drill should be conducted 3 months after the first one, in order to correct all shortcomings noticed during the first mock drill.



- (iv) Thereafter, mock drills shall be conducted once every 2 years after the new DRM takes over.
- (v) It should be conducted during the day and in a branch line section.
- (vi) 6 hrs. traffic block shall be taken and the ARMV/ART run out to the accident site.
- (vii) UCC and CAC should be set up and each department will post their functionaries in the Control Office as also in UCC and CAC.
- (viii) All facilities should be provided in UCC and CAC by departments concerned.
- (ix) During these full scale mock drill, following aspects shall be closely watched :
  - Turning out of ARMV/ART within the prescribed time.
  - Speed of the specials.
  - Assembly of staff.
  - Handling of ART, HRDs, HREs and other rescue equipment.
  - Logging of events.
  - Functioning of field telephones and communication network.
  - Functioning of generator sets, lighting equipment.
  - Preparedness of first-aiders and availability of medical equipment.
  - Preparedness of commercial department to mobilize adequate manpower.
- (x) On completion of the drill, a detailed report shall be prepared detailing deficiencies noticed, corrective measures initiated and improvements required.

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## **CHAPTER-18**

### **DO'S & DON'TS FOR FRONT LINE STAFF**

#### **Divisional Control**

##### **DO'S**

- (i) Stop movements of trains into the affected section.
- (ii) Arrange for dispatch of medical vans & 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.
- (iii) Inform Divisional Officers, Central control & controlling SM, Civil Authorities concerned.
- (iv) Collect & record systematically all developments at the site of accident.
- (v) Advise Civil, Military, public & private hospitals in the nearby areas to rush doctors, medical aid to the site.
- (vi) Arrange for rushing the required Relief & Rescue equipments to the site.
- (vii) Inform NGO's & solicit their help.
- (viii) Arrange for regulating traffic by diverting or cancelling trains.
- (ix) Arrange for running duplicate/relief trains for clearing stranded passengers with overriding priority.

- (x) Advise the stations about the changes in the train timings, train diversions etc. So that timely information is given to the public.
- (xi) Ensure that list of the injured & the dead is obtained as quickly as possible from the site & relayed to the Zonal headquarters, concerned stations, officer in charge of publicity, etc.
- (xii) Liaison with Commercial department's emergency team & ensure that information counters are opened at the accident site & at important stations enroute for giving up-to-date information to the public.
- (xiii) Guide the station staff on the correct method of train working.

#### **DON'TS**

- (i) Loose patience.
- (ii) Ignore the safety aspects.
- (iii) Manipulate the control charts.
- (iv) Argue with the station staff.

### **Guard**

#### **DO'S**

- (i) Arrange to protect the adjacent line/lines & then the affected line.
- (ii) Send information through the quickest means to the Control/SMs on either side.
- (iii) Take action to save lives/render first-aid.
- (iv) Call for doctors & volunteers on the train, seek their assistance.
- (v) Seek assistance of Railway men on the train for attending to the injured & for other relief operations.
- (vi) Post a Railway employee to man the field telephone to ensure regular flow of information to control.
- (vii) Make a quick assessment of the assistance needed & advice control or nearest Station Master.
- (viii) Arrange protection of belongings of the passengers & railway property through RPF, GRP & other railway staff.

#### **DON'TS**

- (i) Forget to note down the time of accident.
- (ii) Forget to preserve & safeguard all clues of possible cause of accident.
- (iii) Leave the site permitted to do so by a competent authority.

### **Station Manager/Station Master**

#### **DO'S**

- (i) Ensure that no other trains enter the affected section & take other necessary measures for protecting the site.
- (ii) Advise the control about the dimensions of the accident & type of Medical & other assistance required. Also advise the local civil authorities.

- (iii) Call for assistance locally from nearby hospitals, dispensaries & medical practitioners.
- (iv) Call all the off-duty staff including Engineering & S&T staff available in nearby areas & allot them specific duties for relief & rescue.
- (v) Inform to Railway Rescue Volunteers Registered at the Station giving preference to doctor & other medical staff. Also to make arrangement for their transportation to site of accident.
- (vi) Arrange to provide all sort of assistance to the affected passengers such as catering, drinking water & issue of complimentary passes, arranging free messages to relatives, etc.
- (vii) Arrange for protection of both belongings of the passengers and Railway Property.
- (viii) Open information counters & booths for giving relevant information to the public regarding names of the injured, dead etc. & about regulation, diversion of trains etc.
- (ix) Utilize STD booths located at stations for giving relevant information.

#### **DON'TS**

- (i) Permit any train to enter in the affected section except ART/ARMV.
- (ii) Destroy railway records & clues of possible cause of accident.
- (iii) Loose patience.
- (iv) Argue or misbehave with the victims & other passengers.
- (v) Give any statement to media & press.
- (vi) Use shortcuts & unsafe methods in train operation.

### **Loco Pilot/Assistant Loco Pilot**

#### **DO'S**

- (i) Switch on Flasher light of Loco & switch off head lights.
- (ii) Note down the date & time & also hectometre Number.
- (iii) Sound short whistle frequently to want the LOCO Pilot of the approaching train.
- (iv) Arrange to protect adjacent line and the same line in accordance with GR/SR 6.03(I&II).
- (v) Arrange to advice from control in consultation with Guard.
- (vi) Secure the Loco Properly.
- (vii) Assist the Guard in assessing the damage to Loco, Rolling Stock & P.Way & the nature of assistance required.

#### **DON'TS**

- (i) Leave Loco unmanned.
- (ii) Interfere with any gadgets including speedometer prescribed.

## **Permanent Way staff**

### **DO'S**

- (i) Inspect the site & take track reading as prescribed.
- (ii) Sketch of the accident site is made & jointly signed with other Supervisors.
- (iii) Seize gang diaries, charts, curve registers, LC gate PN exchanged register & obtain statement of concerned staff.
- (iv) Shall assess the damaged to P. Way, sleepers & fittings.
- (v) Condition of track including infringement if any shall be noticed.
- (vi) In case of Level Crossing accident any damage to gate equipments & infringement to LC/Track shall be noted.
- (vii) He shall advise Assistance/Material required for restoration.
- (viii) Render any assistance required by 'Site Officer'

### **DON'TS**

- (i) Attend the affected track without clearance from competent authority.

## **S&T staff**

### **DO'S**

- (i) Inspect points, crossings & S&T gears & assist for ascertaining cause of accident.
- (ii) Arrange for communication at the accident spot & manning the same.
- (iii) Render any assistance as required by 'Site Officer'.

### **DON'TS**

- (i) Attend the affected track without clearance from competent authority.

## **Electrical staff**

### **DO'S**

- (i) Provide additional lightings if required at the accident site.
- (ii) Preservation of clues in case of fire in coaches. Any statement from passengers should also be recorded with their names & addresses.
- (iii) Adequate number of breakdown staff/tower wagons.
- (iv) De-energizing & slewing the OHE, as required for ground/crane operations.
- (v) Restoration of OHE expeditiously.
- (vi) Supervise restoration operation.
- (vii) Ensure joint observation & measurement of the electric loco involved in the accident, in the prescribed format.

### **DON'TS**

- (i) Leave the accident spot till the restoration completes.
- (ii) Attended the restoration work without permission from competent.

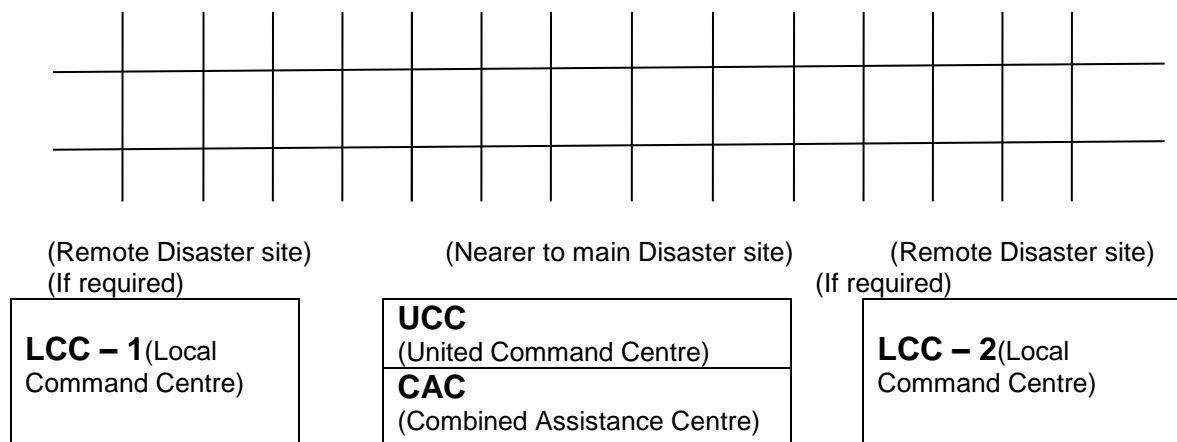
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## (CHAPTER-19)

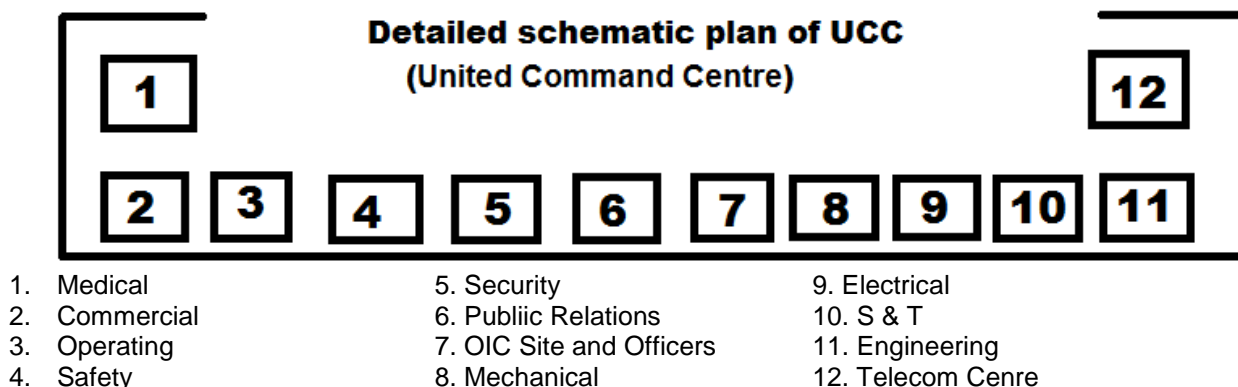
### Multi Disaster Control Room

#### Provision of specific assets in Multi-Disaster Resistant control Room

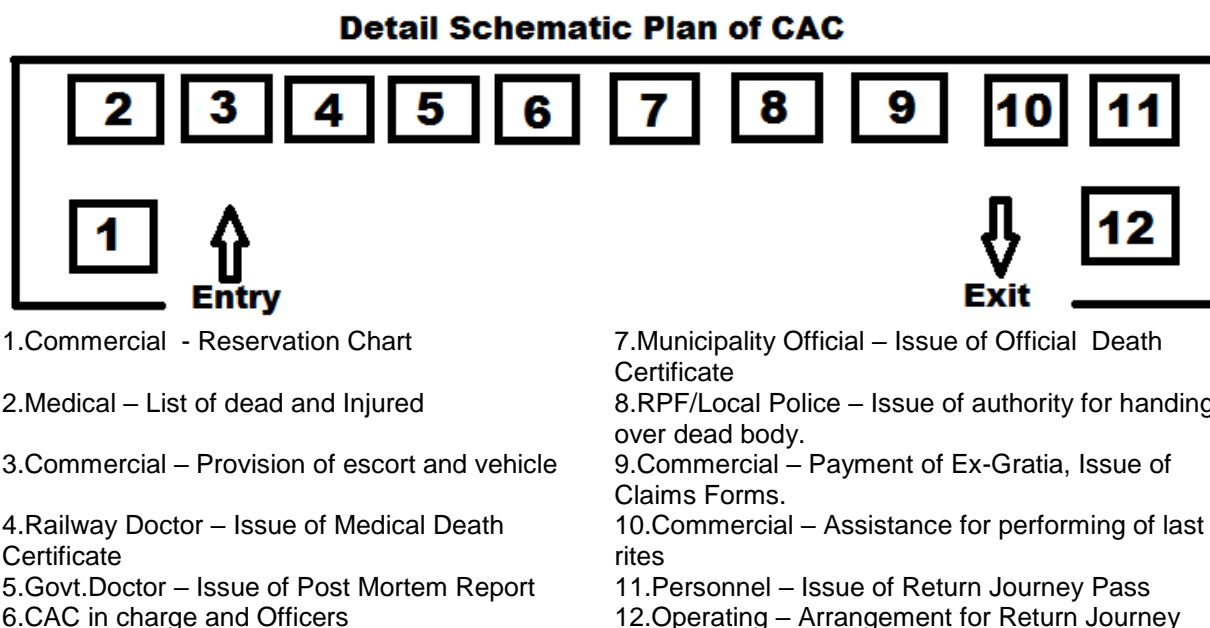
Department to provided	Nos.	Item required at Multi-Disaster resistant control Room.
S&T	1	Wall mounted Colour. T.V with cable connection preferably LCD plasma TV to have update new.
	2	DOT Telephone with STD facility bearing the allotted emergency number.
	3	A FAX machine with separate DOT & Railway telephone connection to communicate with messages to divisions & 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 cable 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 on oval shape table so as to accommodate at least 10 chairs.
	2	10 VIP chairs for sitting Officers & 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 & manuals of all departments to kept in the Disaster Control Room along with important circular & correction slips. Information pertain to sections, level crossing, bridges, etc, & 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 & use at the time of the disaster.



Annexure - 2



Annexure - 3



## (CHAPTER-20) CHEMICAL DISASTERS

In view of recent styrene gas leakage in VSKP div., the following Responsive Protocols, Resource Activation and Mobilization and Standard Operating Protocols of different departments in ECoR have been incorporated.

### **20.1 Preparedness for Chemical Disaster Measures**

- 1) In case of chemical disaster, organisation/agencies like the DAE(Dept.of Atomic Energy) and centre for time. Explosive environment safety MOE&F, MHI & PE, professional institute's private voluntary organisations NGO may be contacted.
- 2) Railway Hospital, including various Hospitals under direct supervision of MH & FW should reports for medical emergencies for prompt medical response with requisite capacity building in emergency medical services.
- 3) Crisis control room for rapid exchange of information and coordination of activities during emergency to be set up.
- 4) Fire service, Civil defence, NDRF, SDRF & state authorities' assistance immediately be sought. Important Phone numbers are as follows:

State	Unit	Telephone number	Mobile number
Orissa & Chattishgarha	NDRF (Orissa)	0671-2879711 (Control Room) 0671-2879710 (Office)	9437581614
	ODRF	0671-2303263 (office) 0671-2339555 (Contr Room)	
Andhra Pradesh & Telangana	NDRF(AP)	0863-2293050	8333068559
	SDRF	0864-5237347 (Guntur)	9440906404(Control) 9440627425(Office)
Chattisgarha	Fire & Emergency control Room	0771- 2512331	
Delhi	NDRF	011-23438091 (control & fax) 011-23438091, 23438136(O	9711077372
	DG/NDRF	01123438020,23438119	

- 5) The train services immediately requested to control, cancel within the vicinity for time being till the hazards brought under control.
- 6) Evacuation process of all human beings including animals with the help of NGO/State govt. immediately be resorted to.
- 7) Effective medical emergency services in comprehensive manner are to be initialised immediately.

### ***Standard Operating Protocol(SOPs)***

- 1) Installation of Public address (PA) system.
- 2) Setting up of Aero metres with continuous recording system & back up installation of wind box at vulnerable location.
- 3) Provision of adequate quantity of foam and any other suppressant for control of vaporisation of spill or leak.

- 4) Keeping ready sufficient fire extinguishers
- 5) Availability of well equipped emergency medical rooms with requisite no of Ambulance vans.
- 6) Preparation & inclusion of resources directory with complete details. Source availability person/officers contact phone no, address.
- 7) Facility of good broadcasting, Law & Order, evacuation, transport, rescues relief facilities.
- 8) Financial support from competent authority to meet the emergency procurements.
- 9) Creation of decontamination facilities.
- 10) Arrangement of adequate stock of PPE including respirators

## **20.2 Precautions for Prevention of Chemical Disasters**

As lessons learnt from the recent styrene gas leakage of LG Polymers situated near about 1 km from SCMN station establishment, it is indeed necessary to have pre-precautionary planning at nearby railway premises to save any unwarranted situations.

1. There should be joint Audit by representatives of concerned state authorities, Industry and Railway in periodical manner.
2. Oximeter to be made available to detect oxygen levels
3. Alarm system to be provided in company as well as near by locations to warn the public about any adverse situation.
4. The evacuation plan to be made ready in advance
5. Provision of First aid kit for the railway personnel to save them this kind of situations to be made.

### **MEDICAL DEPARTMENT**

#### **Chemical Disasters or Accidents**

Chemical accident means an accident involving sudden or unintended occurrence while handling any hazardous chemicals resulting in continuous, intermittent or repeated exposure to death or injury to any person or damage to any property but does not include an accident by reason only of war or radio-activity.

Major chemical accident means – an occurrence including any particular major emission, fire or explosion involving one or more hazardous chemicals and resulting from uncontrolled developments in the course of industrial activity or transportation or due to natural events leading to serious effects both immediate or delayed, inside or outside the installation likely to cause substantial loss of life and property including adverse effects on the environment.

#### **Sources of the above disasters and accidents**

The above accidents as defined may happen to any one of the following “industrial activity”

- carried out in an industrial installation involving or likely to involve one or more hazardous chemicals
- on-site storage or on-site transport which is associated with that operation or process as the case may be
- isolated storage
- pipelines.

#### **Types of major chemicals/industrial hazards**

In addition to loss of life, the major consequences of chemical disasters include impact on livestock, flora/fauna, the environment (air, soil, and water) and loss to industry.



## **Do's and Don'ts**

### **Precautions to be taken during and after the Chemical (Industrial) Accidents**

- Do not panic, evacuate calmly and quickly perpendicular to wind direction through the designated escape route.
- Keep a wet handkerchief or piece of cloth / sari on face during evacuation.
- Keep the sick, elderly, weak, handicapped and other people who are unable to evacuate inside house and close all the doors and windows tightly.
- Do not consume the uncovered food/water etc open to the air, drink only from bottle.
- Change into fresh clothing after reaching safe place/shelter and wash hands properly.
- Inform Fire & Emergency Services, Police and Medical services from safe location by calling 101, 100 and 108 respectively.
- Provide correct and accurate information to government official.
- Inform others on occurrence of event at public gathering places (like school, shopping centre, theatre etc.)
- Don't pay attention to the rumours and don't spread rumours.

### **General Precautions During Normal Time**

- Do not smoke, lit fire or spark in the identified hazardous area.
- Sensitize the community living near the industrial units and they should be more vigilant about the nature of industrial units and associated risks.
- Keep the contact numbers of nearest hazardous industry, fire station, police station, control room, health services and direct control room, for emergency use.
- Avoid housing near the industries producing or processing the hazardous chemicals, if possible.
- Participate in all the capacity building programmes organized by the government/voluntary organization/industrial units.
- Take part in preparing disaster management plan for the community and identify safe shelter along with safe and easy access routes.
- Prepare a family disaster management plan and explain it to all the family members.
- Make the family/neighbours aware of the basic characteristics of various poisonous/hazardous chemicals and the first aid required to treat them.
- Adequate number of personal protective equipments needs to be made available, to deal with emergency situation.
- Prepare an emergency kit of items and essentials in the house, including medicines, documents and valuables.

## **OPERATING DEPARTMENT**

### ***"Post Disaster action to be taken"***

- 1) Chemical plant/Factories are potential threat to leakage of poisonous gas which is hazardous to living beings.
- 2) Stations/Railway track situated in the vicinity of Chemical Plant/factory need to be identified and notified for knowledge of all concerned.
- 3) Railway staff/ officers working at these stations/sections should be sensitized about the possible occurrence of any eventualities due to leakage of poisonous gas from these Plants/factories.

- 4) Standard Operating Procedure to be prepared and to be displayed at these stations to meet any eventualities.
- 5) Personal Protection Equipment may be provided to railway officials working at these stations to meet any eventualities.
- 6) In the event of leakage and spreading of chemicals/gas in the location train movement over these locations should be stopped immediately.
- 7) Arrangement should be made to evacuate railway officials/family members from the affected areas.
- 8) Scheduled Stoppages of trains at these stations should be cancelled for the time being if such trains already left the rear station. These trains to be allowed to go through.
- 9) Running staff/Ticket checking staff working in the trains plying over the vulnerable locations should be provided with Personal Protective Equipment. These may be kept in Train SLR/Guard Brake Van cup board with OTL.
- 10) Guards, Loco Pilots and ticket checking staff should be counselled to advise passengers to close doors and windows of the trains in the event of leakage of poisonous gas.

## **MECHANICAL DEPARTMENT**

**Responsive Role:** Supportive Role

**Resource Activation & Mobilization:**

Mock drills will be conducted to all ARTs/ARMES/SPARMVs to tackle situations like chemical disasters in consultation with NDRF& ODRF.

**Standard Operating Protocols (SOPs):** SOPs will be issued to tackle the such type of chemical disasters (like gas leakages, HAZCHEM leakages, etc., ) by the BD staff of ARTs /ARMES.

## **SECURITY DEPARTMENT**

In reference to the above, the following action plans are suggested to tackle the Chemical Disaster hazards;

- The Zonal & Divisional disaster management team in the Railway should be given special training regarding possible Chemical hazards in their operational environment.
- The personnel protection equipments (PPE) should be procured and supplied to the disaster management team to tackle such disasters.
- Quarterly mock drill should be arranged at Zonal & Divisional level for those disaster Management team.
- The RPF disaster management team should assist Railway authority and State authority for evacuation process during such Chemical
- Frequent announcement should be made through PA system in the affected areas to alleviate the panic situation.

**PUBLIC RELATIONS DEPARTEMENT:**

Media Management to be done and fake news against railways to be controlled and ensure only correct and facts news to be published in the disasters or eventualities.

**ENGINEERING DEPARTMENT**

Regarding the control of chemical disaster, the role of Civil Engg Deptt is limited to educating the staff in the field for taking timely measures in case of any mass evacuation is required to provide medical aid in time. Each works centres of Civil Engineering Department, Divisional Engineers and Assistant Officers and Inspectors at field levels should be vigilant in collecting and reporting any abnormalities in the adjoining chemical units/installations regarding their poor safety measures and report the same to the district authorities. Time to time all the Civil Engineering persons engaged in the field should be imparted with the training on DOs and DON'Ts of the chemical disaster management so as to increase the level of preparedness and action taken in emergency in case of any outbreak of any such chemical disaster. The field officials should promptly render required assistance to the affected persons in consultation with the Divisional/Zonal Medical authorities.

Besides the above, periodical joint inspections at the level of Assistant scale officers and Divisional officers with the concerned state counterpart officials should be carried out regarding adherence of safety norms for all hazardous prone chemical installations in the vicinity of railway track/major railway setups. The deficiencies/shortfalls noticed during the joint inspections be send to the district authorities for enforcing necessary compliance by the plant owners in time. Records of such inspections and action taken to be maintained in the divisional office of Engg. Dept.

## (CHAPTER-21)

### **BIOLOGICAL DISASTERS**

#### **MEDICAL DEPARTMENT**

***Responsive Protocol:*** Command, Planning and control

Medical Department with specific authorization from competent authority (GM) should play command and control to requisition resources inspect any premises, seek help from State and Central; enforce quarantine to victims, etc.

1. The primary role is to identify the outbreak of bioterrorism instituting policy mechanism process. The medical department at once to coordinate with MoH&FW immediately.
2. Immediately initiate action for making arrangement for keeping the affected persons on isolation.
3. Initiate mobilization of investigational and therapeutic counter measure.
4. Affected people must be identified for further treatment.
5. Coordination between state public health, medical care intelligence agency with the help of RPF personnel to prevent bioterrorism should be ensured.
6. Rapid health assessment, arrangement of early laboratory test and making immunization of fast responder with stock piling of vaccine to be undertaken.

#### ***Resource Activation & Mobilization:***

- i. Arrangement of communication of networking system for coordination with state ambulance /transport service, state police department other emergency services as measure for patient caring. Equipping with as first medical responder with all materials and logistic.
- ii. Up-gradation of earmarked railway hospitals for patient management affected with medical disaster.
- iii. Laying down minimum standards for water, food, shelter, sanitation and hygiene of the railway premises.
- iv. Coordination with NDRF and State Health Services.
- v. Developing the system for community awareness programs for at least for first aid to victims.

#### **III. *Standard Operating Protocols (SOPs):***

As per the constitution, 'health' is a state subject. Biological Disasters rest with State Govt.

Disaster Management Act envisages NDRF having specialized response capacity to alleviate the threat of the biological disaster accordingly the authority in regional response centre to be contacted. The state Disaster response Force (SDRF), Police, Civil Defense, and Home Guard may be coordinated for meeting such biological disasters.

## **MOHFW is the sole authority for handling the epidemics needs to be contacted.**

- The Central Govt., Health Services, Centre Govt., Hospitals, Media Professional help must be obtained for specialized medical assistances.
- In case of emergency the assistance of Ministry of Defence, Ministry of Agriculture, DRDO / Urban Development should be obtained.
- Core capacity needs to be developed for surveillance and quarantine facilities with robust coordination among District and Local Bodies should be there to act in mitigation process.
- Establishment control room should nominated at different location ad per need base with nodal centre to get all relevant information and transmit to the concerned department.
- The control Room should have the telephone numbers of Dist. Collectors/Dist., Magistrates, Dist Health Officers, Local Hospitals, Specialists from various medical disciplines and list of all stake holders from private sector.
- Biological Disaster related education shall be given in various vernacular languages along with DM plan to be rehearsed in every six months.
- Usage of PPEs (masks, etc) and usage of sanitizers preferably no hand operation mechanism at work places.

## **MEDICAL DISASTERS**

In view of recent outbreak of COVID-19 pandemic, the GOI has declared it as Medical Disasters .The following Responsive Protocols, Resource Activation and Mobilization and Standard Operating Protocols of different departments in ECoR has been incorporated under Medical Disasters.

### **MEDICAL DEPARTMENT**

In view of COVID-19 pandemic, the GOI has declared it as Medical Disasters. On the experience gained the following additions are suggested

**21.1 (para 3):-** COVID-19 pandemic causing widespread deaths throughout the World reflected the lack of adequate preparedness for the Biological Disaster.

**21.2 (para 2):-** In view of COVID-19 pandemic, Ministry of Health & Family Welfare/Govt. of India has issued various guidelines to contain the spread of disease as follows:-

- Total stoppage of international & domestic travels
- Early identification of cases from clinical symptoms & by testing
- Identifying the suspects by contact tracing, travel history and by conducting more number of tests of the suspects
- Total lock-down & shut-down of the whole area
- Social distancing
- Confining to homes mostly.

- Managing office, if required to open, with minimum staffs with screening of staff at entry by Thermal scanner.
- Use of mask
- Frequent hand washing
- Use of sanitizer
- Quarantine & Isolation of suspects
- Establishing dedicated COVID Hospitals with adequate infrastructure and trained personnel for treatment of COVID patients
- Intensive sanitation and disinfection of all surfaces generally exposed to public contact like offices, coaches, colony area, etc by spraying and moping with 1% Hypochlorite solution

In view of COVID-19 pandemic, besides coaches, places may be identified for Quarantine and Isolation of suspects/contacts of infected persons. Infrastructure in Railway Hospitals & Health Units may be improved like availability of Ventilators, Bi-PAP machines, Oxygen cylinders, Central Oxygen Gas Pipeline system, Oxygen Concentrator, Defibrillator, Multipara monitor etc. ICU beds with all required infrastructures should be available in all Railway Hospitals.

### **21.3 (para 1) :-**

In view of COVID-19 pandemic, a group of Doctors and paramedics like Anaesthetist, Chest Physician, General Physician, Nursing staff should be trained in providing Ventilator services to serious patients. Training can be arranged in Tie-up Private Hospitals & Medical Colleges. Doctors & paramedics working in ICU should be provided training for dealing serious cases. Doctors & paramedics should be periodically sensitized to face such emergent situations.

### **21.4 (new) - Environmental management:**

Safe water supply, proper maintenance of water pipe lines. This will prevent water borne diseases.

- Vector control:-  
Environmental Engineering
- Water management: not permitting water stagnation.
- Anti larval measures for water bodies
- Regular spraying of insecticides.
- Control of rodent population (Pest control)

### **OPEARTING DEPARTMENT:**

#### ***“Post Disaster Action to be taken”:***

1. In the event of outbreak of epidemic/pandemic, time to time guidelines issued from centre/state/local administration should be followed strictly.
2. Necessary guidelines/instructions need to be issued depending upon the nature of the epidemic.
3. Railway officials working in the field should be supplied with necessary protective equipment to protect themselves from the epidemic/pandemic.
4. Regular cleanliness of stations/railway colonies/coaches/running rooms should be done to prevent spreading of the epidemic.

5. Equipment/Machineries handled by multiple staff should be sanitised regularly to prevent spreading of virus/bacteria/disease.
6. Face Mask/Gloves may be made personal equipment of running staff, ticket checking staff and staff dealing with general public.
7. To prevent the spreading of contagious diseases gathering should be avoided. As far as possible physical & social distance to be maintained to prevent the spreading.
8. However, for smooth day to day working of railways, focus to be made on online working wherever feasible.
9. Railways should develop system to facilitate online working in the event of COVID-19 like situations.
10. Identified Staff & Officers shall be trained and encouraged to work online to meet any eventualities in case situation restricts to stay at home.
11. Necessary facilities for online working may be provided to the Staff/ Officers in this regard.

## **MECHANICAL DEPARTMENT**

**Role:** Supportive role

### **Resource activation & mobilization:**

- Follow the instructions issued by MoH&FW, State Govt., and Local authorities from time to time.
- Support to the medical department in supplying PPEs to the staff & victims in case epidemic diseases to protect themselves.
- Support to medical department for manufacturing of isolation beds, coach care centers, for quarantine/isolation of diseased persons, equipments like IV stands, oxygen cylinder stands, etc., if required.

### **Standard Operating Protocols (SOPs):**

- SOPs should issue to the work places where multiple staff involve in maintenance and operation of carriages & wagons like coaching depots, platform TXRs, freight yards, and sick lines. This contains-
- Restriction of working of staff at higher risk (age more than 55 years) and employees who have advised by medical authorities to take extra precautions.
- Restriction of parent employees having children less than 5 years
- Usage of PPEs (masks, etc) and usage of sanitizers preferably no hand operation mechanism at work places.
- Restriction of employees who are advised to home quarantine /hot and contaminated zones, if notified by the Govt. authorities.
- Intimation to higher authorities about any diseases family persons due to epidemic
- Closer of non essential services like training schools, etc.

- Working of important /essential activities at coaching depots, sick lines, platforms, examination of rakes at pit lines, washing and cleaning of rakes, Under gear and upper gear, maintenance of bio-toilets, air brake testing, up-keepment of materials, etc.
- Restricted working hours may be introduced with only 02 shifts at coaching depots, yards and 3 shifts at stations/platforms with reduced rosters.
- Booking of some maintenance staff to upkeep the stabled rakes/trains for watering, cleaning, disinfection, etc.
- Procedure of working of supervisors and staff to be issued on wearing of masks, to maintain physical and social distancing to control communal spread of epidemic diseases.
- Availability of staff who advised to work from home to be available on mobile/telephone in case of emergent requirement
- Sanitization and house keeping with hygiene at work places, depots/yards.
- Mandatory of thermal screening at entrance of the work place.
- Provision of hand soaps/sanitizers at entry and common working area under EnHM wing.
- Avoid large gatherings or meeting having more than 10 staff in work places and always ensure physical and social distancing.
- Strict ban ghutkaa, pan, tobacco and spitting at work places to control the spread of epidemic diseases.
- Ban on non-essential visitors to work places.

***SOPs on disinfection to rakes at originating, en-route and destination:*** This includes-

- Disinfection of rakes/trains at originating stations, en-route and at destination stations.
- Ensure usage of PPEs(masks, etc) by the train escorting staff viz., AC attendants, OBHS staff , etc.
- Detailed guide lines to the train escorting staff viz., AC attendants, OBHS staff , bed roll staff, etc. during epidemic/pandemic diseases period.

## **SECURITY DEPARTMENT**

- In reference to the above, the following action plans are suggested to tackle the Biological hazards;.
- The personnel protection equipments (PPE) should be procured and supplied to the disaster management team to tackle such disasters.
- Quarterly mock drill should be arranged at Zonal & Divisional level for those disaster Management team.
- The RPF disaster management team should assist Railway authority and State authority for evacuation process during such Biological disaster.
- Frequent announcement should be made through PA system in the affected areas to alleviate the panic situation.
- Thermal screening
- Social distancing
- Wearing of masks
- Use of hand sanitizers



## **FINANCE DEPARTMENT**

**A. Responsive Role:** Supportive

**B. Resource Activation & Mobilization:**

- i. Sanitization of office premises.
- ii. Finance / Books Section for prompt disposal of proposal / payment.

**C. Standard Operating Protocols (SOPs):**

- a) Advising Staff to maintain social distancing and using of masks.
- b) Advising Staff to sanitize their hands with sanitizers / washing hands with soap.
- c) Encouraging Staff to promote paperless working by increasingly relying upon e-mail and other electronic means for communication in addition to the existing office software already in working.
- d) Advising Staff to report to the State Medical Authorities regarding visit to outside Country / State / District guests of family members during the lock down period.

Any proposal for facilitating prevention of COVID-19 having financial implication will be attended promptly by Finance Department. Any payments for facilitating disaster relief work will be handled on coordination with executive department and banks.

## **ENGINEERING DEPARTMENT**

- i. At all the point of time the drinking water supply should be in compliance of the laid down standard confirming to various codal provisions mentioned in the Indian Railway Works Manual and the quality of drinking water should comply to the physical and chemical standards as per IS 10500/1991 with upto date correction slips.
- ii. All the water supply installation systems particularly open wells to be disinfected from time to time and proper water treatment to be carried out such that the water is free from pathogenic bacteria, free from any contamination and the treated water should be free from micro-organisms causing diseases before it entered into the distribution system.
- iii. The drinking water should be disinfected with sufficient chlorinators and the residual chlorine available at the farthest end shall be 0.2 mg per litre. However, during monsoon months or in case of specific complaint are there, super chlorine more than 2 ppm of chlorine may be resorted to effectively to get rid of bacteria.
- iv. For ensuring disinfection of drinking water, proper mechanism must be in place right from Divisional Engineers to Sectional Engineers to ensure safe, portable, disinfected water free from micro organisms causing diseases.

- v. The other areas to ensure the effective public health system is availability of well functional sanitation system in the Railway which are to be checked for their efficacy by the Railway Sanitation Committee. This Railway Sanitation Committee will carry out inspections of conservancy system of sanitary condition of station, colony and other building premises as well as outdoor conservancy also and guide the concerned department for taking timely measures. Other sanitation protection measures must be carried out in compliance of various provision of Indian Railway Works Manual and other instructions issued from time to time by the higher authorities.

#### **PERSONAL DEPARTMENT**

1. The hospitals capable of handling such patients of Biological & Chemical Disaster Management should be identified/developed.
2. Arrangement of ambulances/Transport services for ferrying of affected persons from colonies to hospitals, hospitals to specialized hospitals.
3. Arrangements to be made for telemedicine/video medicine services during the Biological Disaster.
4. Arrangements for isolation/quarantine facilities with the arrangement of fooding and medical care to be identified.
5. Development of mechanism to augment to such capacities in response to mass casualty following biological or chemical disaster.
6. Identification and stockpiling of medicines, fooding and consumables for detection and medical management of affected cases.
7. Mechanism for educating employees and their families on do & don'ts to avoid effect of biological disaster.
8. Post disaster availability of support of physiatrist/psychologist/counsellor to be arranged.

## (CHAPTER-22)

### **MEDICAL PREPAREDNESS and HOSPITAL DISASTER MANAGEMENT PLAN**

#### **Network of Mobile Medical Infrastructure:**

The Indian Railways has an established network system capable of handling train accidents along with emergency medical response and casualty evacuation. The system is based on an infrastructure consisting of 161 Accident Relief medical Vans (ARMV) – Scale I (Unit of accident relief trains situated at an average distance of every 300kms on main lines and 400 km on branch lines), 320 Accident Relief Medical Equipment (ARME) – Scale II consisting of three sets of Portable Medical Kit for Accidents (POMKA). POMKAs are also available at all health units, sub-divisional and divisional/zonal hospitals. Trained manpower of medical and all other departments of the Indian Railways provide first aid, immediate and necessary emergency medical treatment to save the life and limbs of persons involved in train accidents and arrange rapid evacuation to the nearest government/private hospital by the first available means of transport. There is a well-rehearsed action plan to handle railway accidents.

The system is committed to the primary goal of meeting the needs of the Ministry of Railways, though this resource may be available in a limited manner for assistance of the district administration for mass casualty management.

Responsibility of Stakeholders:

#### **Medical Response :**

Medical Response has to be quick and effective. The execution of medical response plans and deployment of medical resources warrant special attention at the State and District level in most of the situations. The voluntary deployment of the nearest medical resources to the disaster site, irrespective of the administrative boundaries, will be emphasized. Mobile medical hospitals and other resources available with the centre will also be provided to the States/UTs in a proactive manner. Post-disaster management of health, sanitation and hygiene services is crucial to prevent an outbreak of epidemics. Therefore a constant monitoring of any such possibilities will be necessary.

The main stakeholders in the Medical Preparedness and Mass Casualty Management (MPMCM) are the Ministry of Health and Family Welfare, Ministry of Labour and Employment, Employees State Insurance Corporation, Ministry of Defence, Ministry of Railways, State Governments and Union Territories and private health care providers.

NDMA's guidelines on Mass Casualty Management (MCM) have been prepared to provide directions to the Central Ministries, Departments and State Authorities for the preparation of their detailed Medical Preparedness Plans. These guidelines call for a proactive, participatory, well-structured, fail-safe, multidisciplinary and multi-sectoral approach at various levels.

Each organization of the Government may be made aware of risks, vulnerabilities and effects of various natural and man-made disasters including peripheral emergencies in terms of mortality and morbidity; short and long-term health effects including the socio-economic problems faced by the community during, and in the aftermath of MCE. The need for creation of an institutional mechanism and system is essential. This would result in enhancing capacities and capabilities of hospital and health care workers. So also is the need for strengthening existing procedures that allow emergent activities to meet the challenge of surge capacity because of mass casualty events. The different mass casualty events and other potential disasters including Chemical, Biological, Radiological and Nuclear (CBRN) emergencies which may lead to Mass Casualty Evacuation are to

be made aware of to the Medical Management of the concerned departments which have their own medical establishments; Railways falls within the ambit of this item; this can be achieved only through specialized training initially to a few select Doctors in each Divisional Hospital (and the Zonal Hospitals).

A review of the existing health framework, preparedness of the Ministry of Health and Family Welfare, Ministry of Defence, Ministry of Railways and Ministry of Labour and Employment in relation to their capacity for handling casualties caused by various disasters is to be done so as to share each other's strengths and capabilities. Ministry of Health and Family Welfare is assigned with legislative capacity for a number of subjects including all matters relating to the medical, dental, nursing and pharmacy professions and education; mental health; standards for drugs; prevention of food adulteration; and prevention and control of epidemics.

Medical preparedness of Ministry of Defence, Ministry of Railways and ESIC have also been elaborated in the NDMA's guidelines. A brief outline of the arrangements with the state health departments is enumerated; there is also a bird's eye view of the health care infrastructure of the private sector, Indian Red Cross Society, certain Non-Governmental Organisations and various laboratories. Among the various International initiatives, the role of the recently operationalised International Health Regulations in limiting the spread of epidemics and other public health emergencies by the Member States has been highlighted in the guidelines.

Medical preparedness aims at preventive and mitigation measures. Preventive measures include upgrading public health laboratories and establishing an integrated Disease Surveillance Programme (IDSP). Preparedness for Emergency Medical Response (EMR) for the management of mass casualties at the incident site and, their quick and safe evacuation by ambulance services is an important step in this direction. Inadequacy and lack of appropriate capabilities and capacities in existing medical arrangements have to be appreciated. The need for hospital disaster preparedness plans along with the non-availability of medical logistics in critical care have been highlighted by NDMA in their guidelines which need to be followed up. The cold chain system in blood transfusion services needs to be established all across the country. The requirement of specialised facilities for CBRN management has also been highlighted by NDMA.

NDMA's guidelines are comprehensively given for a legislative and regulatory framework, preventive measures, preparedness, capacity development, hospital preparedness, specialised health care and laboratory facilities, role of alternative systems of medicine and identification of the dead, psychosocial care and mental health services and Research and Development for MPMCM. The roles and responsibilities of various stakeholders at the centre state and district levels are also described. The salient highlights in the guidelines include:

- Preventive measures like strengthening of epidemic control programmes, immunization, HIV control etc., development of minimum standards of food and water; IDSP and its integration at all levels converged to develop an effective Early Warning System (EWS) operable at all levels.
- The Medical First Responders (MFRs) of mobile medical teams will be fully trained in triage and resuscitation; well-equipped and supported by all emergency services and material logistics.

- Emergency medical evacuation requires development of an Integrated Ambulance Network (IAN) including road, aerial and water ambulance networks integrated with special trains for MCE and not only self-propelled Accident Relief medical Vans (SP- ARMVs) of the railways as mentioned in the guidelines. As the evacuation of large number of casualties cannot be done by an ARME (or SP-ARMES) the Railways have adopted the concept of mobilization of special train for MCE when required. It will work in conjunction with Emergency Response Centres (ERCs), ESIC medical services and related emergency functionaries with laid down Standard Operative Procedures (SOPs) for all stakeholders.
- Full-fledged containerised mobile hospitals will be acquired and attached with hospitals earmarked by states/districts.
- Capacity development will include training of all stakeholders including doctors, nurses, paramedics and other resource persons in triage and Basic Life Support (BLS), and development of specialists.
- Hospital preparedness should aim at planning the use of hospital resources in a well coordinated and simple way with defined roles for all medical personnel.

Railways have to arrange special trains consisting of AC and/or non-AC coaches to run from the nearest coaching terminal to the site for evacuation especially for large scale casualties. Railway and non-Railway Medical Teams may be deployed in these special trains along with a portable kit of medicines, etc. (POMKA) to attend to the injured during the process of evacuation. In these special trains casualties even in hundreds can be evacuated; the medical attention, however, would be limited vis-à-vis what can be provided in the ARMVs.

Each different type of casualty requires a specialized training to handle it. The Railway Medical Department neither has the training nor can they digress from their principle function of providing medical care to the railway men and their families including to retired staff/families. During a Chemical Disaster, as the public areas are far away from station premises it may not be possible to run the ARME or a special train to the location close to the site. In some situations due to effect of Chemical Gases (as was the case in Bhopal Gas tragedy of Union Carbide) even the Loco Pilot/Guard and the Medical Teams may not find it possible to reach the site in the immediate period of post-Disaster.

Railways are not expected to be a main stake holder in the DM Plan of CBRN disasters. They can at best be involved in the evacuation of casualties by a special train (A/c and non A/c coaches) from the nearest station closer to site to a station serving Hospital, nearby. Skeleton First Aid facility can be extended by the Railways Medical Team in this special train. In any case it would take a maximum of 5/6 hours for the special train to evacuate the casualties once it reaches near the site to reach the station serving the Hospital.

The medical and para medical staff of Railways need to be imparted training for management of CBRN disasters, till the specialist force arrives at the disaster site. As an alternative zonal railways must cater in their own plans to arrange special trains consists of AC and non AC coaches for the purpose of evacuation of large number of casualties in a mass casualty event whenever the railways may be called upon to help the district and state authorities. Railways may not be the main stakeholder in disaster management for CBRN disasters but railways should also train their Para medics, Medical First Responders and Quick Medical Reaction Teams (QMRTS) and train them to provide pre hospital care in case of CBRN attack within the trains or platforms and should be able to respond till such time specialized teams of NDRF/SDRF mobilized to reach the site. Therefore, it is essential to provide personal protection equipment and other equipment, training to Para medics and Medical officers for the limited role for your own set up.

In the NDMA's Guidelines on Medical Preparedness and MCE, under the head of Medical Preparedness (Page 31) in Item 3.3.3 (i) a no. of duties are defined to be done by the Medical First Responder (MFR). It is specifically mentioned that adequate no. of Personnel, Protection Equipment (PPE) should be available with the mobile teams, various first responders and rescue services. Further, in item (ii) (b), it is mentioned for evacuation of CBRN victims the use of Rail Ambulances is currently non-existent.

#### **Aim of Hospital Disaster Management Plan:**

The aim of a Hospital Disaster Management Plan is to provide prompt and effective medical care to the maximum possible, in order to minimize morbidity and mortality resulting from any MCE.

#### **Hospital DM Plan:**

"The Hospital DM Plan comes into effect only if the competent authority so authorized declares on the Zonal Railways an incident as a disaster. It can also come into effect if any Central/ State Govt. agency declares a major incident a Disaster, and where the Medical facility of the Railways shall be required to give assistance."

#### **Objective and Goals of a Hospital Disaster Management Plan:**

The hospital disaster management plans should address not only mass casualties that has occurred away from the hospital, but should also address a situation where the hospital itself has been affected by a disaster – fire, explosion, flooding or earthquake, etc.

The role of the Railway Hospital will be of a general hospital only. After assessment of the hospital resources, treatment capacity and surgical capacity (refer Annex-1 of Chap 4, Page 105 of NDMA Guidelines on Medical Preparedness and Mass Casualty Management), its Hospital Disaster Management Plan should be available to the Divisional /Zonal Railway Administration and also to the district administration.

#### **Disaster Drills:-**

As a part of the emergency management plan, every hospital is required to have structure in place to respond to emergencies, this structure is routinely tested during drills.

Continuous revisions should be made in the hospital disaster management plan taking leads from the regular disaster drills in the hospitals. In these drills it should be tested if the Hospital is equipped to respond effectively to the disposal of a large no. of dead etc i.e, role of mortuary services and forensic departments. Hospital Disaster Management Plan should be tested once a year by mock drills for updation.

#### **Training of Health Care Personnel of Indian Railways:**

It is desired by the National Plan that the Railways should train their Doctors in the treatment of specific injury from CBRN disasters as also keep medicines, the vaccines, equipments and disposables etc for the same in their hospitals. Railways may alternatively get the Training for Trainers of Medical department so that this could be proliferated to other Doctors and other Para Medical Personnel on all Indian Railways in nominated Railway Training Institute/s.

Detailed guide lines issued by MoH&FW on COVID-19, the pandemic declared as Medical Disaster by Gol are enclosed at **Annexure- 32**

**Annexure -4****TELEPHONE NUMBERS OF SENIOR OFFICERS OF ANDHRA PRADESH. GOVERNMENT STD CODE - 0863**

SL.No.	Designation	Office	Residence	FAX
1	Chief Secretary	23455340	23416060	23453700
2.	Principal Secretary (CM's Secretariat)	23454664	23412663	23454828
3.	Spl. Secretary (CM's Secretariat)	23453856,	23452421	23450270
4.	Principal Secretary (Home)	23452143	23555376	23450175
5.	DG (Police)	23235170,23232831,23235770	23244333	23296565
6.	ADG (Railway)	23231242,23235498	238967	27852301
7.	Commissioner (Information and PR)	23394038	23350258	2395187
8.	Commissioner (Medical, Health & FP)	24650365	55776441	24652267
9.	Principal Secretary (Revenue)	23450443	23548004	23452835
10	Commissioner Disastermanagement	23450779	9908132008	23451836
10.	Managing Director APSRTC	27615983	23542334	27617135
11.	Commissioner Disaster Management ( Relief Commissioner )	070-93896990	23452768	23451836

**Annexure - 5**

**TELEPHONE NUMBERS OF SENIOR OFFICERS OF  
ODHISA, GOVERNMENT  
STD CODE BBS-0674 & CTC-0671**

SI No.	Designation	Office	Residence	FAX
1.	Chief Secretary	2534300 2536700	2322196 2392144	2536660
2.	Secretary (CM's Secretariat)	2536682 2322164	2596935	2535100
3.	Principal Secretary (Home)	2531515 2322461	2533722	2402115
4.	DG (Police)/ CTC	2301151 2306501 9437052200	2564030	2304033
5.	IG (Railway)/CTC.	0671-2306615	9438915982	
6.	Commissioner Cum Secretary (Information and PR)	2536736	2556588	
7.	Commissioner Cum Secretary (Medical, Health & FP)	2536680 2405235	2530152	2400674
8.	Managing Director(OSDMA)	0674-2395379 2395398 Extn-208	2556000 9937099099	0674- 2391871 2396681
9.	Commissioner Cum Secretary (Revenue)	0674-2539023	2533320	2393832
10.	Spl. Relief Commissioner	2536721 2534180	2394249 9938215745	2534176

**Annexure-6**

**TELEPHONE NUMBERS OF COMMISSIONER OF RAILWAY SAFETY**

SL No.	Designation	Railway Tele Phone No.	Office MTNL	Residence		Mobile No.
				Railway	MTNL	
1.	CRS /SE. Circle /Kolkata	0522-2233108	033-22484858	23290	033-2237702	9002080850
2.	CRS/Eastern Circle /Kolkata	080-24955 020-27061	033-22483945	27061	033-24392717	
3.	CRS/S.C. Circle Secunderabad.	070-86980 27786980	040- 27820104 27786979 27786980 27789981	86979	040-27703363 27000219	



**CIVIL ADMINISTRATION (DISTRICT WISE) OF STATE GOVT.**

DM: District Magistrate, SP:-Superintendent of Police, CR:-Control Room, EO:-Emergency Officer

**KHURDA ROAD DIVISION**

SI No	District	Code	Office Tel	Res tel	Mobile	Fax	E-mail
	<b>KHORDHA</b>						
1	DM	06755	220001	0674-2536949	9439773964	06755-221567	dm-khordha@nic.in
2	SP	06755-	220535	2535922	9438916280	06755-220052	
3	EO	06755	220002	-	9938540565	-	
4	CR	06755	220002	-	-	-	
	<b>PURI</b>						
1	DM	067522	222034 224257	222033	9437527567	223939	
2	SP	06752	225400 223559	225300	9435769700	223280	
3	EO	06752	220002 233450	-	-	-	
4	CR	06752	220002	-	-	-	
5	Fire officer	06752	220733	-	-	-	
	<b>CUTTACK</b>						
1	RDC	0671	2608362	2532080	9437017194	2507906	
2	DM	0671	2508100	2301001	9437124029	2301103	dm-cuttack@nic.in
3	SP	0671	2428116	2305303	9438916200	0671-2368015	
4	DCP	0671	2304294	2305100	-	2368116	
5	EO	0671	2501059	-	-	-	
6	GR	0671	2507842	-	-	-	
7	Fire Officer	0671	2306409 2307069 Extn.101		9438439529	-	
	<b>JAGATSINGHPUR</b>						
1	DM	06724	220379	220199	9437048177	220299	
2	SP	06724	220115	220015	9438485751	220370	
3	EO	06724	220368	-	-	-	
4	CR	06724	220368	-	-	-	
5	Fire officer	06724	220099	-	9437343685	-	
	<b>KENDRAPARA</b>						
1	DM	06727	232602 232601	232802	9437047755	232803	
2	SP	06727	232616	221096	-	232616	
3	EO	06727	232803	-	-	-	
4	CR	06727	232803	-	-	-	
5	Fire Officer	06727	230301	-	-	-	
	<b>JAJPUR</b>						
1	DM	06728	222001 225225 222000	222330	9437286512	222067	
2	SP	06728	240117 240104	240110	9438482813	240112	
3	EO	06728	222648	-	-	-	
4	CR	06728	222648	-	-	-	
5	Fire officer	06728	222233	-	-	-	
	<b>BHADRAK</b>						
1	DM	06784	250436	250430	9437061000	06784-240800	Dm-bhadrak@nic.in
2	SP	06784	242035	-	9438916370	06784-240120	

3	EO	06784	251881	-	-	-	
4	CR	06784	251881	-	-	-	
5	Fire officer	06784	231444	-	-	-	
<b>DHENKANAL</b>							
1	DM	06762	225601 207055	226500	9438399144	06762- 225601	dm-dhenkanal@nin.in
2	SP	06762	225777	225010	943891470	06762- 226786	
3	EO	06762	226507	-	-	-	
4	CR	06762	220507	-	-	-	
5	Fire officer	06762	226501	-	-	-	
<b>KENDUJHARGARH</b>							
1	DM	06766	254298	255401	9438052666	254248	
2	SP	06766	254286 255409	255402	9437477544	255402	
3	EO	06766	255437	-	-	-	
4	CR	06766	255437	-	-	-	
5	Fire Officer	06766	255101	-	-	-	
<b>ANGUL</b>							
1	DIG (NC Range)	06760	241395	242935	-	-	
2	DM	06764	230567	230234	9437031784	06764- 230685	Dm-angul@nic.in
3	SP	06764	230136	2235000	943891630	06764- 236655	
4	EO	06764	230980	-	9437209800	-	
5	CR	06764	236072	-	--	-	
6	Fire Officer	06764	230222	-	986150590	-	
<b>GANJAM</b>							
1	DM	06811	263700	236800	9438835404	06811- 263344	Dm-ganjam@nic.in
2	SP	06811	263366	263855	9438916720	263266	
3	EO	06811	263978	-	-	-	
4	CR	06811	263978	-	-	-	
5	Fire Officer	06811	--	-	-	-	
<b>SRIKAKULAM</b>							
1	DM	08942	222555 222209 222210	222698 222565 222648	09440197299	222555 222698	
2	SP	08942	222508 222556	222556 226937	09440795800	-	
3	EO	08942	222555	-	-	-	
<b>BRAHMPUR</b>							
1	RDC	0680	2281456	2292755	-	2292750	
2	SP	0680	2292991	2291100	9439801100	2292390	

**TELEPHONE NUMBERS OF ARMY, NAVY, AIR FORCE OFFICIALS**

<b>SI No.</b>	<b>Unit</b>	<b>Name &amp; Address</b>	<b>Phone Number</b>
1	Nodal Officer (Air force, Navy & Army)	Director (Operational logistics) HQ Integrated Defence Staff, Ministry of Defence	011-23017897(Off) 011-25686071 (Res) 9810856633 (Mobile)
2.	Navy	Duty Officer (Maritime Operations Center) HQ WNC, Mumbai	022-226330550 22630344
3.	Navy	Duty Officer (Maritime OperationsCenter) HQ ENC, Visakhapatnam.	0891-2577240
4	NDRF	Commandant, Mundauli, CTC	0671-2879710 9437964574
5	Coast Guard	Commandant/Coast Guard/Haladia	03224-263217
6	Coast Guard	Communication Centre/Indian Coast Guard/HLD	03224-263407
7	Army	Station HQ/Jamshedpur	0657-2431633
8	Army	Station HQ/Kolkata	033-22430326
9	Air Force	Chief Operations Officer Midnapure	03222-232176
10	Air Force	Air Force Station/Kolaikunda Chief Administrative Officer	(Ext.207(O),227(R) 232176 Ext.203 (O), 223 (R )
		Sr.Medical Officer	232176 Ext.261 (O)
11	Air Force	Chief Operations Officer / Barrackpur	033-25921251
12	Air Force Base Kalleikunda, West Bengal	Air Traffic Control	03222-232176
13	INS Chilika (06756)		227235,22708 PXB-227221 to 30
		Commanding Officer	Ext.-201,202
		Executive Officer	Ext.-203,204
		Logistic Officer	Ext.-501,502
14	CISF Haldia	Commandant, CISF / Haldia	03224-252229 (O)/ 263335( R)

15	ODRAF	Commandant, Cuttack 6 <sup>th</sup> Bn.	0671-2442148(O),2442442(R)
		ODRAF Unit, Cuttack	0671-2442259
		Commandant,Koraput 3 <sup>rd</sup> Bn	06852-251344,251355
		Commandant Jharsuguda 2 <sup>nd</sup> Bn.	06645-270096
		Commandant Chatrapur 8 <sup>th</sup> Bn.	06811-260375,260860,260375
		ODRAF Unit, Chatrapur	06811-2292471
16	CISF	Commandant Nation Disaster Response Force,Munduli, CTC Dy.Commdt.	0671-2879710 9437964574
17	CRPF	DIG(Range Office)	0674-2553289(O), 2555185(Fax)
		DIG (G.C)/BBS	0674-2550179
		Control Room	0674-2558206
18	Coast Guard Paradeep	Commander/Coast Guard	06722-222712,222215(R),223359(FAX) , 06722-220174(FAX)
19	EFR	Commandant EFR Salua/Kharagpur	PBX-03222 277238
20	Civil Defence	Dy.Control, BBSR	0674-2394199
		Dy.Controllor,Koraput	06852-250285
		Dy.Controllor, Talcher	06760-242819,240720,242519
21	CISF	Control Room / PRDP	06722-222248
22	CISF	Fire Station	06722-222385
23	NDTV/TV	—	0674-2561176
24	OTV	—	0674-2303375
25	ETV	K.B.Rao	0674-2506208
26	AADC	Gopalpur	0678-2343717
27	CISF	Dy.Commandant/Air port/BBS	9437482929
28	NCC	Dy.Director General / BBS	9437492288
29	Indian Airlines Enquiry/BBS		2596178, 2596105

**MEDIA DETAILS**

Sl.No	Name of the Reporters(S/Sri)	Name of Media	Contact No.
1	Rabi Swain	The Samaj	94372-30177 0674-2490262
2	Dillip Satapathy	The Samaj	94371-70844 98532-64043
3	Iswar Samantray	The Pragatibadi	98614-12275 Fax-249550
4	Md.Esmael	NITIDINA,Sakala	094375-24478 0674-2397597
5	S.V.R.Murty	The Sakshi	87633-02956
6	Deba Prasad Dash	The Surya Prava (Oriya Daily)	98533-36763 0674-2495811
7	Sajan Agarwal	The Sanmarg (Hindi Daily)	98613-63721 94390-48235
8	R.N.Behera	Saraba Sadharana	09437177401
9	Harihar Swain	Prajatantra	9178404984
10	Mamata Kumari Behera	Kranti Dhara	7873504544
11	Srikanta Parija	The Prameya	7894447159
12	Lalit Moharana	Odisha Bhaskar	97788-16293
13	Kedarnath Sahoo	The Matrubhasa	93382-13560
14	B.N.Mohanty	The Kalinga Mail	93373-56156
15	Dulal Sarbangya	The EPA	98611-49203
16	Santosh Mohapatra	The Odisha Express	98614-10361
17	Rabindra Mahakuda	Dharitri	9861512888
18	P.K.Chhotray	Ansali	9438736682
19	Abani Routray, Amaresh Rautray	Bada Khabara	98614-15900 0674-2490314
20	Bira Kishore Barik	Ankusha Editor	93389-05655
21	L.D.Sahoo	The Dinalipi	93371-07802
22	Prasanna Paikray	Sanchar	9937342843
23	Babu Pattnaik	Akbarnama	9338220557
24	Sri Sangram Keshari Hota	The Kalinga TV(Oriya)	
25	Srikant Pradhan	News 7 TV	9861149203
26	Balaram Lenka,New Bus stand,Near Jasoda Press	OTV	94371-60344 99377-15958
27	Surya Mohanty,Khorda Town,Gurujanga	Zee Kalinga TV(Oriaya)	94372-81908
28	Subhra Ranjan Das	Door Darshan & air	94370-60390 91244-73325 0674-2301048
29	Iftakar Ali	Naxtra News	94377-53888 94371-34318
30	Jogesh Naik	Darshan ,Jatni TV	93382-23575
31	Biswajit Samantray	MBC TV	09777289952
32	Santosh Kumar Barik	ETV news/News-18	9861464622 9438369622
33	Lohit Narayan Mohapatra	News 7(Dist.Reporter)	95832-19827 70777-05346
34	Shyam Sundar Jena	Kanak TV	9437753888
35	Subhranshu Ranjan Samantray	News World TV	9437044534
36	G.C.Parida	E-TV	8895212324
37	Subrat	Mahak TV	9348119494
38	Prasant Kumar Sahoo	NNS Odiya	9132492989
39	Sanjay Kumar Sethi	Zilla Khabar	9658508400
40	Srikanta Parija	Prameya	

**TELEPHONE NUMBERS OF RPF OFFICIALS OF KHURDA ROAD DIVISION.**

Designation& Mobile No.	Railway		BSNL	
	Off	Res	Off	Res
S.DSC/RPF/KUR-8455887700	72250	72251	0674-2490675	0674-2490676
ASC/RPF/CTC-8455887701	72150	-	0674-2492943	-
ASC/RPF/KUR-8455887702	72416	72417	0674-2492943	-
OC/RPF/KUR-8455887703	72418	72419	0674-2492684	-
OC/RPF/BBS-8455887705	59503	59513	0674-2575606	-
OC/RPF/MCS-8455885720	58496	58497	0674-2740116	-
OC/RPF/CTC-8455887706	74514 74516	74515	0671-2648046	-
OC/RPF/JJKR- 8455887707	74216	74217	-	-
OC/RPF/KDJR- 8455887708-74752	74750	74751	-	-
OC/RPF/PRDP- 8455887712	75616	75537	06722-229630	-
OC/RPF/PUI- 8455887716	75718 75714	75719	06756-224275	-
OC/RPF/BALU- 8455887711	72712	-	06756-220007	-
OC/RPF/BAM- 8455887710	76018	76019	0680-2216602	-
OC/RPF/PS-8978280701	77210	77211	08945-243912	-
OC/RPF/TLHR- 8455887714	75316	75317		-
OC/RPF/DNKL- 8455887713	75410	-	0676-2211538	-
CC/C.E.COY- 8455887704	72740	-	-	-
OC/RPF/ANGL-8455887715	75150	-	-	-
IPF/DQM- 8455887724	72156	-	-	-
Ctrl/KUR- 8455887777	72154	-	0674-2492229	-
CH.OS- 8455887742	72717			

## TELEPHONE NAMES &amp; NUMBERS OF GRP OFFICIALS WITHIN KHURDA ROAD DIVISION

Name of GRP Post/Out Post	Mobile No	Railway		BSNL		FAX
		Off	Res	Off	Res	
Add.DG/Rly	9437463322	74510	74511	0674-2974492	0671-2304214	
SRP/CTC/DIB	9438916890	74412	74413	0671-2443982	0671-2304009	2445169
DSRP/CTC/HQ	6370973019	74414				
Bhadrak	OC/GRP-9438916894	74018	74019	06784-2230510		
JJKR(OP)	9861224448	74218	74219			
CTC	SI/GRP-9438916895 9438916895	74418	74419	0671-2549405	0671-2549405	
Talcher	ASI- 9348654876	75318	75319			
BBSR	9438916892	59608	59609	0674-2531090		
BRAG(OP)	ASI-9938704667					
MCS	9437433050	58272		75150(RPF)		
KUR	SI/GRP-9438079803 9438916896	72714		0674-2490283		
SIL	ASI-9938141536	UNDER KUR GRP				
PUI	9439192718	75716	75717	06752-222678		
NKP(OP)	UNDER KUR GRP- 9438361732					
BAM	INSPECTOR-9438916893	76014				
PSA	SI/GRP- 9989930300	77310	241013	0894-5243912		
BLS	9437508457	080-64819				
<b><u>CONTACT TELEPHONE NUMBERS OF BPCL &amp; IOCL</u></b>						
BPCL	SALES MANAGER				9438303828	
IOCL Siding KUR	Biswaranjan Mohanty(Manager) Rakesh Sahoo(Supervisor) G.P.Reddy (Supervisor)				8599090503  9704643658 9437035412	
HPCL Siding KUR	Manojit Laha (Supervisor) Arun Nayak (Plant Manager)				9432099229 9900722302	

## TELEPHONE NUMBERS OF ZONAL RAILWAY ESTABLISHMENTS

Designation	Railway		BSNL		Mobile	Fax	
	Office	Residence	Office	Residence		Rly.	BSNL
GM	50000	50001	2300773	2302773		50700	2300196
Secy. to GM	50002	54003	2300029	2300592	8455885000	50700	2300196
CSO	50560	50561	2748457	2302180	8455885940	54566	2748558
CME	50050	50051	2303370	2301957	8455885400	57050	2303530
CEE	50040	50041	2303515	2301857	8455885300	50740	2302524
CE	54030	54031	2385071	2303544	8455885200		2385087
COM	50060	50061	2303122	2741155	8455885900	50760	2300313
CMD	54070	50551	2303541	2303890	8455885500	54078	2303542
CSTE	50080	50081	2301891	2744280	8455885500	50780	2303508
CSC	50590		2303509	2741487	8455885800	50790	2302830
CCM	50030	50031	2300375	2303435	8455885700	50730	2302272
HQ.Control	51066		2301893		8455885950	50762	2301893

## Important Telephone numbers of Divisional Head Quarter Officers

Designation	Railway		BSNL		Mobile	Fax	
DRM, KHURDA ROAD							
DRM	72200	72201	2490567	2490568	8455887000	72100	2490567
ADRM/Infra	72202	72203	2490264	2490364	8455887001		
ADRM/OP	72004	72005	2492264		6372907001		
Sr.DSO	72266	72267	2491404	2491403	8455887940	72266	2491404
Chief Controller	72360 72466 72467	72361	2492374		8455887938	72347	
DRM, VISAKHAPATNAM							
DRM	82200	82201	2746200	2746201	8978080000	82404	2728832
ADRM	82202	82203	2746202	2746203	8978080001		
Sr.DSO	82968	82967	2525924		8978080940		
Chief Controller	82466	82467	2746255			82562	2842562
DRM, SAMBALPUR							
DRM	62200	62201	2401331	2400498	8455886000	62343	2401331
ADRM	62202	62203	2405312	2404872	8455886001	62402	2405312
Sr.DSO	62262	62263	2533097	2533096	8455886940		
Chief Controller	62330		2401913			62260	2533169



**DISTRIBUTION OF OFFICERS FOR DISASTER MANAGEMENT**

S.No.	Department	To Site	Remain in Head Quarters
01	Medical	CMS + 5 Doctors	Sr.DMO(G) + Other Doctors
02	Commercial	Sr.DCM + ACM – 1	DCM + ACM + Others
03	Civil Engg.	Sr.DEN(Co), Sr.DEN (Sec), Sr.DEN(Adj.Sec), DEN(Br), ADEN	Sr.DENs + ADEN(G)
04	Mech. (Power)	Sr.DME + 2 ADMEMs	DME
05	Electrical (General)	Sr.DEE(G)	DEE(G)
06	Electrical (TRD)	Sr.DEE(TRD)	DEE(TRD)
07	Electrical (Op.)	Sr.DEE(Op)	DEE(Op)
08	Signal & Telecom	Sr.DSTE + ASTE	DSTE
09	Operating	DOM(Safety) + AOM(Plg.)	Sr.DOM + DOM(M) + AOM(C)
10	Safety	Sr.DSO	-
11	Security	Sr.DSC	ASC
12	Personnel	Sr.DPO + APO	DPO + APO
13	Accounts	Sr.DFM + AFM	DFM + AFM
14	Stores	Sr.DMM	AMM
15	Supervisors	Only 3 Supervisors of each department should stay at HQ. All others should rush to the Accident site.	

# TELEPHONE NUMBERS OF WAY SIDE STATION OF EAST COAST RAILWAY

## KHURDA ROAD DIVISION

S.No.	Station Name	Railway No.	BSNL No.	CUG No.
<b>BHADRAK – KHURDA ROAD - PALASA</b>				
01	Bhadrak	74064 74068	06784-252440	8455889900
02	Baudpur	73201		8455889901
03	Kenduapada	73202		8455889902
04	Manjuri road	73203		8455889903
05	Baitarani Road	73204		8455889904
06	Korai	73205		8455889905
07	JajpurKeonjhar Road	73206		8455889906
08	Jakhapura	73207	06726-242463	8455889907
09	Jenapur	73208		8455889908
10	New Gadmadhupur	73209		8455889909
11	Haridashpur	73210		8455889910
12	Dhanmandal	73211		8455889911
13	Barithengada	73212		8455889912
14	Byre	73213	06725-278831	8455889913
15	Kapilash Road	73214		8455889914
16	Nirgundi	73215	0671-2492268	8544889915
17	Kendrapra Road	73216		8455889916
18	Cuttack	Rri=74466 Stn.=73217	0671-2610406 0671-2627856	8455889917
19	Barang	73218	0671-2870503	8455889919
20	Mancheswar	73219		8455889921
21	Bhubaneswar	73220,rri=59570		8455889922
22	Retang	73221		8455889924
23	Khurda Road	72396	0674-2490670	8455889925(roster) 8455890905(smr) 8455890915(ym-kur)
24	Kur exchange	72805		
25	Kaipadar Road	73223		8455889926
26	Tapang	73224		8455889927
27	Nirakarpur	73225		8455889928
28	Bushandpur	73226		8455889929
29	Kalupadaghat	73227		8455889930
30	Kuhudi	73228		8455889931
31	Gangadharpur	73229		8455889932
32	Solari	73230		8455889933
33	Balugaon	73231		8455889934
34	Chilika	73232		8455889935
35	Khalikota	73233		8455889936
36	Rambha	73234		8455889937
37	Humma	73235		8455889938
39	Ganjam	73236		8455889939
40	Chatrapur (smr)	73237		8455889940 8455891850

41	Jagannathapur	73238		8455889941
42	Berhampur	73239		8455889942
43	Golanthra	73240		8455889943
44	Surla Road	73241		8455889944
45	Ichhapuram	73242		8455889945 8978280908
46	Jhadupudi	73243		8978881001
47	Sompeta	73244		8978881002
48	Baruva	73245		8978881003 8978280905
49	Mandasa Road	73246		8978881004 8978280904
50	Summadevi	73247		8978881005
51	Palasa(SS) SMR	73248 77260		8978881006 8978280901
<b>CUTTACK - PARADEEP</b>				
52	Kandarpur	73288		8455891861
53	Raghunathpur	73289		8455891862
54	Gorakhnath	73290		8455891863
55	Rahama	73291		8455891864
56	Badabandha	73292	06722-212998	8455891865
57	Paradeep/RRI YM	75629 75605/ 75604	06722-229434	8455891866
<b>KUR – PURI</b>				
58	Motari	73250		8455891886
59	Delanga	73251		8455891887
60	Birpurosottampur	73252		8455891888
61	Sakhigopal	73253		8455891889
62	Maltipatpur	73254		8455891890
63	Puri	75299	06752-223476 06752-225922	8455891891, 8455890906
<b>BARANG – RADHAKISHOREPUR - NIRGUNDI</b>				
64	Narajmarthapur	73316	0671-2379404	8455891867
65	Ghantikhal	73315		8455891868
66	Radhakishorepur	73314		8455891869
67	Machapur		0671-2382427	8455889949
68	GurudiJhatia	73313		8455889948
69	Charbatia	73287		8455889947
70	Salagaon	73286		8455889946
<b>RAJATHAGARH – TALCHER - ANGUL</b>				
70	Rajathgarh	73311	0671-2381025	8455889950
71	Joranda Road	73310		8455889951
72	Dhenkanal	73309	06762-228529	8455889952
73	Shadashivapur	73308		8455889953
74	Hindol Road	73307		8455889954
75	Meramandali	73306	06732-258570	8455889955
76	Budhapunk	73305	06764-292240	8455889956
77	Talcher Road	73301		8455889959
78	Talcher TLBS NTPC	73304 73303 73302	06760-240231 8455889920 8455889957	8455890916 8455890920 8455890937 8455891193(SS) 8455891228(SM) 8455891808(SM)

79	Angul	75260		8455889960
<b>JAKHAPURA - KENDUJARGARH ROAD - NAYAGARH</b>				
80	Jakhapura	73207	06726-242463	
81	Sukinda	73270	06726-235199	8455890924
82	Baghuapal	73271		
83	Tomka	73272		8455890925
84	Tangripal	73274		8455891874
85	Sagadapata	73275		8455891875
86	Chilakadhara	73276		8455891876
87	Harichandanpur	73277	06733-265961	8455891877
88	Nilakantheswar	73278		8455891878
89	Sitabanji	73279		8455891879
90	Basanthpur	73280	06766-213168	8455891880
91	Naranapur	73281		8455891881
92	Kendujhargarh	73282	06766-258122	8455891882
93	Goaldaih	73283	06766-201692	8455891883
94	Porjanpur	73284	06766-201691	8455891884
<b>KUR-NAYAGARH TOWN</b>				
95	Nayagarh	73285	06766-211199	8455891885
96	KURT/khordha Town	73256		8455889918
97	BYZA( Begunia)	73257		8455889923
98	RSKA(Rajsunakhala)	73258		6372909155
99	BORD(Bolagarh Road)	73259		6372909156
100	NYGT(Nayagarh Town)	73460		8455889922
101	Mahipur(MAHI)	73261		-
<b>HARIDASPUR- PARADEEP</b>				
102	Chandikhol	73335		
103	Ratnagiri	73336		
104	Lalitgiri	73337		
105	Bajipada	73338		
106	Kendrapada	73339		
107	Marshaghai	73340		
108	Kalaghar	73341		
109	Nuagon	73342		
110	Siju	73343		

# **UPDATING OF LOCAL RESOURCES, ADDRESS AND TELEPHONE NUMBERS OF STAKE HOLDERS IN DISASTER MANAGEMENT PLAN – 2021 *Annexure-15***

S. No	Name of station & CUG of station	Name of near by Hospital/ Nursing home	Distance from station	Name of Doctors	Telephone/ mobile no. of hospitals/ nursing home/ doctos	Facility available in hospital/ nursing home & beds	Ambulance contact numbers	Telephone of nearest blood bank with capacity	Nearest Police Station & Contact nos.of Incharge	Contact nos.of Paramilitary forces	Nearest Fire station contact nos.	Name& Contact nos. of NGO/ Volunteer Organization, including Red Cross.	Size of NGO & facility related to Disaster	Nearest Bus depots, Contact nos. of Manager	Contact nos. of Major Transport Agencies	Contact nos. of Agency of Earth Moving Equipment suppliers	Name&Contact nos.of Tahasil & Tahasilidar	Name& Contact nos. of District & District Collector	Mobile no. of any one related to DM
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
<b>RLJC - JKPR SECTION :</b>																			
1	RLJC 8455 8917 92	Railway Health Unit,BH C & Dist. Govt.	5km & 9km	Dr. R.K. Nayak, Dr. B..B. Nayak	943999 4310	Pathoi logy, OPD 400 Beds	108 & 789408 0455	BHC, 06784251 817	BHC P.S. Sri C.K. Ghadei, 9439326 455	OC,GRP, D.D Pradhan, 94374232 77	BHC, 101 & 067842 31444	ASIANA, 9437000 489	BHC, 70 Volunteer s	BHC	R.K.AGE NCY, 9439900 988	Ranjan Das, 9438634 977	BHC Sri Manoranja n Jani, 943877386 6	Sri Gyan Dash, 9437061 000	Pradipta Kumar, 9040460 181
2	BHC 8455 8899 00	Railway Health Unit & Dst Govt	400 mts & 4km	Dr. A.K. Gochay at	CDMO- 943999 4310 Dr. Santosh Patra	Out Door & Indoor faciliti es with 400 beds	108	Bhadrak, Govt, Hospital blood bank, 70081678 82,	GRP Bhadrak, S.K. Bahinipa ti, 9437791 666	M.R. Tarai, OSRP, 88955800 16	bHADR AK, 101	ASIANA, 9437000 489	1000, Society For weaker Commune ty	Bhadrak, Dilip Nack, 9437197 466	Jagannat h Transpor t and travels, 9937416 933, Pradeep Panda	Bijay Ku. Das, 9937353 412 , Keduapa da, Bhadrak	Bhadrak, Pradepta Das, 943706018 1	Bhadrak Gyanaran jan Das, 9437061 000	PA, DM Pradepta Ku. Bagha, 90437060 181, 7008845 245
3	BUD R 8455 8899 01	Railway Health Unit, BHC & Sai Hospita l BHC	11 Km , 5 Km	Dr. A.K. Gochha yat, Dr. B.B. Nayak	845588 1781 943716 1833	OPD, Pathol ogy, 200 beds	108	Dist Hospital Bhadrak, 70081678 82, 1200 Unit	GRP Bhadrak S.K. Bahinipa ti, 9437791 666	M.R. Tarai, 88955800 16	Bhadra k, 101	ASIANA, 9437000 489	1000, Socity for weaker Communit y	Mahadra k, 9437197 466	Jasannat h Transpor t Agency 9937416 933	M.K. Das, 9937353 412	Pradipta Das, 943706018 1	Gyan Das 9437060 100	P.K. BAG 9040460 181
4	KED 8455 8899 02	New Govt. PHC Kendua pada	1 Km	Dr. T.K Dixit	943994 276	OPD	108	BHC, 06784251 817	KED P.S. B.D. Mohapat ra, 9437976 857	D.D Pradhan, 94374238 277	Bhanda ri Pradha n, 101, 067862 32823	ASIANA, 9437000 489	70	Bhadrak	R.K.AGE NCY, 9439900 988	Ranjan Das, 9438634 977	Smt.Indrani Sahoo, 891747336 4	Sri Gayan Das 9437060 100	Pradipta Kumar, 9040460 181
5	MZZ, 8455 8899 03	New Govt. PHC, Bhandari pokhara ri CHC	1 Km 16 KM	Dr.D.PA TI, Pravat Nayak	8763774720 9437297997	OPD, 2 beds, Bhana dari po khari CHC- 16 beds	108, 102	capacity - 1000, 06784951 817	MZZ, P.S. 0678423 1134	OC GRP/BHC 94374232 77	BHAND ARI DOKHA RI, MOB- 101	Asian, 9437000 489	30 MEMBERS , ALL TYPE OF SOCSERVI CE	BHC	9937416 933	9937353 412	Bhanadri pokhari, 067862329 32, 943718402 8	Bhc Gyana Ranjan Das, 9437061 000	P. K. Bajha, 9437060 181

6	BTV, 8455 8899 04	Barund ei New Govt. PHC	1.5 Km	Dr.H.K UMAR,	8895776730	OPD 02 Beds	108	JKR 300 Units, 82804064 63	KORAI, 0672626 5035	OC, GRP Bhadrak, D.D. Pradhan, 94374232 77	BTV, 67262 41101	National Institute for social welfare, 9338466 222	10 volunters	JKR	K. Mohanty Transpor t agency, 9861107 283	S. Nayak 9437227 826	JKR, Sarat Chandra Mohapatra, 943731854 3	Jajpur, C.S. Rathore, 0672822 2001	S.K. Mishara, 7008963 200
7	KRIH, 8455 8899 05	Korai CHC	2 Km	Himanu Kumar	943999 2435	06 BEDS	108	06728225 177, 500 units	KORAI, 9439413 573	GRP-BHC, 84558877 09	06726- 220444 JAJPUR ROAD	National iknstitut ation Social Welfare, 9338466 222	10 valunters	Vyasanga r Bus Stand	K. Mohanty Transpor t agency, 9861107 283	S. Nayak, 9437227 826	Vyasana grah Tahsil Sri Sarat Chandra Mohapatra, 943731854 3	Chakrava rti Singh Rathore, 0678222 2001, 9437286 512	Santosh Ku. Mishra, 9348504 862 ADM Kalingana gr- 7008963 200
8	JKR, 8455 8899 06	CHC,Jaj pur, Panda Nursing Home	500 m	Dr. S.K. Prusty Dr. S.R. Subudh i, Dr. P.R. Mallick	9438212769 9438038613	30 beds, Patholo gy, Minor OT, X- ray, Blood Bank Nusing h Home- 17 beds, patholo gy, X- ray, Minor OT	108, 067262 20202	JKR 300 Units, 06728225 177, 82804064 63	Anil Mohanty , 9437220 391	OC/RPF, 84558877 07 OC/GRP- 99384077 01	JKR, 067262 20444, 101	NATION AL INSTITU TE FOR SOCIAL WELFA RE, 9338466 222	10 Volunteer of any time	JKR, 0672622 0010, 9438042 415	K. Mohanty , Transpor t Agency, 9861107 283	S. Nayak, 9437227 826	Sarat Chandra Mohapatra Tahasildar Vyasana gar , 943731854 3	Chakrava rti Singh Rathore, IAS, 0672822 001, 9437286 512	ADM Kalingana r, Santosh ku. Mishra, 7008963 200, 8763922 331
9	JKPR 8455 8899 07	CHC Danaga di	05 Km & 02 Km	Dr. Debasis h Sahoo,	985377 2303 943999 2561	Pathol ogy, Xray ,OT for emerg ency manag ement , radiol ogy & 40 beds	108	06728225 177, 82804064 63, 300 Units	6726245 720	OC/GRP/J JKR, 99384077 01, OC/RPG/J JKR- 84558877 07	Danaga di 067262 61101	NISW- 9338466 222	10 Volunters	Jajpur Road, 0672622 0016, 9438042 415	K. Mohanty Transport Agencies ,9861107 283	S. Nayak, 9437227 826	Sarat Ch. Mohapatra, 06728- 22001, 943728651 2	Chakrava rti Singh Rathore, (IAS) 06728- 22001,94 3728651 2	ADM, Santosh Ku. Mishra, 7008963 200

10	DATR 8455 8918 73	Tataste el Rural DEV. Society Hospita l Brahma nipal OMC Hospita l, Daitari	2 Km 3 Km		7205063023 9437217382	Out door 2 beds, 106 Beds ambul ance	108	Jajpur road	Brahman ipal, 9439272 744	Odisha Industril Security Force, 94358018 08	Sukind a, 102	National Instituti on for social welfare, 9338466 222	10 Volunters at any time	Brahmani pal	K. Mohanty Transpor t agencies, 9861107 283	KCC	HHarichand anpur	Keojhar	Bhakta Charan Pradhan, 06766- 255408
11	Basa ntpu r, 8455 8918 80	Kenduj hargarh	15 Km		06766-253166		108 933711 4131	Kenojhg arh, 06766- 254380	Pandapa da, 9777093 184	--	Kenduj hargar h- 06766- 255101	Red Cross- 8895214 073	--	Kenoujha rgarh	--	DITI Krishna Sahoo, 8118029 529	Ghatagaon, Tahasil	Kendujha rgarh Asish Thakre, 8763090 000	Additiona l DM Bkakta Charn Pradhan, 06766- 255408

**SKND - NYG SECTION :-**

12	SKND 845589 1870	CHC Danaga di, Jajpur, Kalinga nagar	4 KM	Dr. Manas Ranjan Pradha n,	7008794183	Pathol ogy, X- ray, OT , Radiol ogy, 25 beds	108	06728225 177 /8280406 463 , 300 Units	Jajpur Road, Anil Ku. Mohanty ,9437220 391	OC/GRP/J JKR, 99384077 01, OC/RPG/J JKR- 84558877 07	Danaga di Kalinga nagar, 067262 61101	Natural Institute for Social Welfare (NISW), 9338466 222	10 Voluntee r of any time	Jajpur Road, 0672622 0010,	98611072 83, K. Mohanty, Transport Agency	94372278 26, S. Nayak	Danagadi, Mamata Modi, 82800105 60	Sri C.S. Rathore, 0672822 01, 9437286 512	87639223 31 PA to Collector
13	BGPL 845589 1871	PHC , DNAGA DI	21 Km		9437179220/ 108	Pathol ogy, Xray, OT for emere gency Radiol ogy, 25 beds	108	06728225 177, 82804064 63, 300units	Kaling Nagar ,0672624 5720, 100	RPF JJKR 84558877 07	SKND 19KM, 067262 44762/ 101	NATION AL INSTITU TE FOR SOCIAL WELFAR E, 9338466 222	10 Volunter s	Jajpur Road , 0672622 0010,	98611072 83, K.Mohant y Transport Agency	S. Nayak, 94372278 26	Mamata Modi 82800105 60	Jajpur C.S. Rathore, IAS 0672822 01 9437286 512	AOM, Kalinga Nagar, Santosh Ku. Mishra 70089632 00
14	TMKA 845589 1872	Gobard an pur	7 Km	Jagann ath Sukla ,	9777181260 9437527114	06 Beds	108, 943703 0295	Jajpur Road, Vyasa Nagar, 94399922 57	TMKA- 5KM, 100, 9437857 386, 9438916 505	NA	Sukind a, 22 Km, 067262 44762, 101	NIL	NIL	NIL	Bajarangi Traders, 94392541 69	94370067 51	67262142 19	Jajpur 0672822 2001	94372865 12

15	TGRL 845589 1874	Ghasip ura	25 Km	NA	:	10 beds, 102	108	Anandpur, 06731221 467	Daitari 06726- 243301	-----	Anand pur, 101	Adrijta Home, Keonjha r, 9438553 647	NA	Bramhani pal	NA	Ultra earth mover, 94370242 08	Harichan danpur, 06733- 224001	Kenojhar, 06766- 254298	--
16	SGDP 845589 1875	Communi ty Health Centre Bhaga munda	8 Km	Sudhan shu Sekhar Mohap atra	9658735467	08 beds	108	DHH Keonjhar, 06766- 254380, 70086018 15	HCNR,	Manoranj an Pradhan, 96682175 26	Harich andanp ur, 06733- 223395	Redcros s Socity at Keonjha r, 8895214 073	NA	Sagadpat a	NA	Jitu Krishna Sahoo, 81180295 29	Sri Prasant Ku. Sethi, 79787271 28	Ashish Thakare, 06766- 255401	ADM Sri Bhkta Charan Pradhan, 06766- 255408
17	CLDR 845589 1876	Health Centre, Haricha ndra pur	22K M	Sri S. Singh Sri S.S. Mishra Sri R.K. Nayak	9853947350	16 Beds	965812 7955	D.H. Hospital, KDJR, 06766254 380	HCNR, 9437916 601	NA	Harich andanp ur, 985394 7350	NA	NA	Bhaga Munda	NA	Sri Ditikrishna Sahoo, HCNR, 99388148 79	Sri S. Palta, 89126154 84	Sri Asish Thakur, 8763090 000	NA
18	HCNR 845589 1877	COMM UNITY HEALT H CENTRE HCNR	2KM	SUDHA NSU SEKHAR MOHAP ATRA RAJEND RA KUMAR NAYAK	S.S. MOHAPATRA, 9658735467	16	965812 7955	KDJR 06766254 380	HCNR 9437200 221	NA	Harich andanp ur, 985394 7350 GHATA GAON 067332 23395	Redcros s - 8805214 073	NA	HARICHA NDANPU R	NA	99388148 79, DITIKRISH NA SAHOO	Subasish Palta 89176154 84	ASSIS THAKRE 8763090 000	NA
19	NKW 845589 1878	COMM UNITY HEALT H CENTRE Gha	13	Dr. MUKTI KANT NAYAK MEDIC AL OFFICE R I	I/C 9439986433	Bed 30	108 PVT. 933711 4131	KDJR 06766254 380	Shyamag hana Behera, 9438422 98, Gataon- 06733- 223023	NA	GAJEN DRA SINGH 067332 23395/ 943866 6558	Red Cross 8895214 073	MAA TARINI BUS SYNDICA TE GHATGA ON 8249804 177	NA	Ditikrishn a Sahoo, 99388148 79	Ghatagoa n, Janak Ku Nayak	Asis Thaker, 87630900 00	NA	NA
20	STBJ Sitabinj 855891 879	Ghatag aon, CHC	20 KM		66733- 223208	All type facility	108	Keonjhar, 06731- 220824	06733- 221023		Ghitga, 06733- 221395	SHARP, 9437264 021	NA	8908619 795	94372514 86		Ghatagao n, 06733- 223131	06766- 255401 Ashish Thakare	---
21	BSTP 845589 1880	Keonjh ar Disteict Hospita l	15 KM	NA	NA	50 Beds	108	NA	Pandapa da 8895150 810	NA	KDJR	NA	NA	KDJR	NA	Great India Transport 94377822 53,	67662554 01	NA	KDJR



22	Naranpur 845589 1881	Keonjhar, District CT hospital	8 Km			All facilities	108	Keonjhar- 06766- 254380	Town Police Station 9437369 955	--	Keonjhar- 06766- 255101	Red Cross- 8895214 073		GOVT Bust stand, Keonjhar		D.Sahoo, 99388148 79	Keonjhar 06766255 516,	Keonjhar, D.C ASHISH Thakre, 06766- 254298	ADDL. DM- Sri Bhankta Charan Pradhan 06766- 255408
23	KDJR 845589 1882	Govt . Hospital, Dipali Nursing Home	7 KM 4 KM	Dr. Sapnes wra Garnayak,	9439989709 06766253166, 9437073225	06766 25316 6,	102, 108	DHH Keonjhar, 06766- 254380	Town Police Sri Somanath Jena	NA	KDJR 067662 5501	NA	NA	NA	NA	NA	KDJR	KDJR, Sri Ashish Thakare, 0676625 541 Fax- 0676625 4298 ADM Dr. Bhakta Chandra Pradhan, 0676625 5405	NA
24	GADH 845589 1883	COMM UNITY HEALTH CENTRE Padampur	05 Km	Shiba Charan Bagh,	8249081201	16 BEDS	108	KDJR 06766254 380	SADAR P.S KEONJHAR, 9438916 6, IC- JAINARAYAN KHADEI, 8895448 824, 9668840 090	NA	KENDU JHAR, 067662 5501	RED CROSS, 8895214 073	NA	KEONJHAR	NA	DIST KRESHNA SAHOO, 87630900 0	KDJR TAHASIL	KENDUJHAR, DIST COLLECTOR- ASIS THAKER, 8763090 000	ADDITIONAL DM- 06766255 408, BHAKTAS CHARAN PRADHAN
25	PRNR 845589 1884	COMM UNITY HEALTH CENTRE , PADMAPUR	10K M	ASHOK KUMAR NAIK	9439998905	16 BEDS	108	KDJR 06766254 380	SADAR (RAISUAN) 9438916 612 8895448 824	NA	JHUMPURA	NA	NA	NA	NA	NA	SADAR TAHSIL , 98537793 10	Ashish Thakare, 06766- 255401	
26	NYG 845589 1885	UNCHABALI	5km	GOPAL RAY, 889521 382	06766235624	4 BED 94373 79248	NA	KDJR 06766254 380	Bambori 9437084 694	NA	IP MINES	NA	NA	NA	NA	NA	KDJR	T.Naik	255482

**JEN - CTC SECTION :-**

27	JEN 845588 9908	Jenapur	1 Km	Dr. Suryamani Achrya,	9439993101	08 beds	108	300 units, Jajpur Road, 06728225 177	IIC, JEN Mr. Ashish Ku. Baral, 9439325 625	OC,RPF,JJ KR 84888877 07 GRP,JJKR 88950804 80	Chadei dhara 067252 6021	Nagpal Institute for social welfare, 9338946 622	Trained staff for Rehabil ation work	--	--	94372278 26	Tahasil Dharmasala , Tahasidar- P.K. Samantary, 845701213 6	Chakra varti Singh Rathor e, 797823 2123	NA
28	NGMP 845588 9909	Garam adhupu r	2.5 Km	Dr.Sanj ya kumar Ojha	9439993099	Nurshi ng home	108	CTC, JAJPUR , 06728225 177	Jenapur - 9437802 124	OC,RPF,JJ KR 84888877 07 GRP,JJKR 94372594 61	Chandi kh23OL 067252 20101	Satya chetan riresh singh , 9338946 622	Trained staff for Rehabil ation work	Jaroka , jajpur	NA	94372278 26	Sri Saroj Kumar Parida , 943721403 2	Ranjan Kumar Das, 943728 6512	943729772 2
29	HDS 845588 9910	Dharm asala, CHC Aruna	06 Km		9439992572	All type of medic al facility	108	CTC odisha Red cross 06712305 643	Dharmas ala, Police Station . 0672527 3050,	Chandikh ol, 067525- 226101	Chandi khole Fire Station 06725- 226101	Indipend ed Initiative s at JARAKA , Dist- Jajpur, Odisha- 755050, 9937383 052	50 Membe r	Chandikh ol	Shantilata Transport, 993702035 5	Paresh Bhadra, 78648044 74	Dharmasala	Jajpur, Chakra barti Singh Rathor e(IAS) 067282 2001, 943707 7133	Emegency office 06728- 222648
30	DNM 845588 9911	Badach ana CHC	2.5 K.M	Dr. Dipak Behera	06725 - 220169	All types of medic al treat ment availa ble bed - 13	108	0671- 2305643	Badacha na P.S sarat chandra patra , 9438916 242, dist .jajpur	RPF/JJKR , 84558877 07	Chandi khole Fire Station 06725 - 220101	Indepen dent instute , at . Jaraka	NIL	CHANDIK HOL , Dillip Choudhu ry , 9437001 255	santilata transport , 943700125 5	SUKADEV ROUT 97778983 8	Darpan tahasil baranyandi mohanty , oas 917866248 5	ranjan ku Das, 067282 22501	094373707 7133
31	BRTG 845588 9912	Badach ana CHC, Govt. Hospita l	7 K.M	--	06725-220169	All types of medic al treat ment availa ble , bed - 13	108	Odisha Red Cross, CTC 0671- 2305643	BYREE , 9438915 623	NDRF MUNDALI , CTC, 0671- 2879711	Chandi khole Fire Station 101	Indepen dent Initiative s, Jaraka, 9937383 052	50	Chadikho l	Shanti lata transport ,94370012 55	SUKADEV ROUT 97778983 8	Darpan- 917866248 5, Baranyendu Mohanty (OAS) 917866248 5	Jajpur, 06728- 222001	06728- 222648

32	NGMP 845588 9909	Gadam aitupur	2.5		7978843959	Only Primar y treat ment	108	Cuttack- 0671- 2305643	Jenapur, I/C- 9437802 124	FAX- 03222277 238			--	Chadheig hara, Dist- Jajpur	Jaraka, Dist- Jajpur	94930313 30 (Patia/BBS R)	Dharmasala	Jajpur- (O)- 06728- 222001 (M)- 943728 6512	067282220 01
33	BYY 845588 9913	Jagann ath Das Hospita l, 977781 7204	03 Km	--	9777817204	Gener al Treat ment	108	Cuttack, 0671- 2305643	BYREE POLICE STATION , 9438315 623	CISF, Munduli	Chandi khole Fire Station 06725 - 220101	Basundh ara, 0671- 2503178	Social Service	Byree, Chhatia	JENA TRANSPOR T, 943715588 6	Utkal Earth movers, 94370242 21	Dhanmanda l	Chakra varti Singh Rathor e, 06728- 222087	Mihir Prasad Mohanty, 06728- 225178
34	KIS 845588 9914	CHC, TANGI, C TC	01 KM		9437127964	Gener al treat ment, 12 beds	108	Cuttack- 0671- 2305643	TANGI , 0671259 5315 , padarbin da tripathy 9438916 237	CISF MUNDALI 06712505 101	CHOUD AR 0671 249411 1	BASUND HARA 0671 2503178	SOCIAL SERVIC E	MAA TARINI ROAD LINES JAGATPU R 9439162 684	JENA TRANSPOR T, 943715588 6	Utkal Earth movers, 94370242 21	Tangi, Jagatpur, Niranjan Behera, 797813213 1	CTC- 0671- 250810 0 BS Chainy, 943717 1693	ADM, CTC – 0671- 2508265
35	NRG 845588 9915	Tangi PSC	4 KM	MADH USMIT A NAYAK	9437127964	OPD, 18 BEDS	108	CTC, 0671- 2305643	TANGI PADARIB IND TRIPATH Y 9438916 237 P.S	CISF /MUINDA LI 06712505 101	CHOUD AR 0671 249411 1	BASUND HARA 0671 2503178	social service	MAA TARINI ROADLIN ESS , JAGATPU R 9435162 674	JENA TRANSPOR T, 943715588 6	Utaki Earth Movers 94370242 21	Niranjan Behera, 797813213 1	B.S Chainy, 943717 0693, 0671- 250810 0	943732546 4
36	KNPR 845588 9902	Kendra pada, P.H.C	1/3 Km.	Dr. T.K. Dixit,	9439094276	OPD, Beds- 02	108	Bhadrak, 06784251 817	Kendrap ada, Amulya Ku. Giri, 7008160 407	O/C GRPF, Bhadrak, Sri S.K. Bahanipa ti, 94377916 666	Bhanda ri pikhari, 06786- 232323 , 101	Asyana, 9437000 489	70	Bhadrak	--	B.K. Das, 99373534 12	Smt. Indira Sahoo(OAS) 06784- 263427,	Dr. Gyana Das, (IAS) 06784- 250436 943706 100	P.K. Bashu, 943706018 1
37	CTC 845588 9917	Rly Health Unit & SCB MEDIC AL	250 mtr 2.05 Km	--	8114382574 8114382587 06712414080	All types of medic al treat ment availa ble	108	0671- 2424202	Malgodo wn, 0671- 2548300, 9437404 327	0671- 2442259, 94370702 79	Chaulia ganj- 0671- 244333 1, CTC MAIN- 0671- 230610 1, 993838 2016	Central Red Cross , Pin .067123 02258 Bansidh ar NGO - 0671 - 2505101	-----	BADAMB ADI 0671231 2995	----	0671- 2508100, 94371706 93	0671- 2491742, 943751948 3		0671 2508100 FAX - 067123011 03

**SQQ - NQR - ANGL SECTION :-**

38	SQQ 845588 9946	Janasev ak Kendra, Chouki ar,	06 Km	NIL	8144325101	OPD, 08 Beds	108	CUTTACK, 06712305 643	Choudkia r, 0067123 94322	CISF, MUNDULI	Choud kiar, 0671- 249411 1	Basundh ara, 0671250 3178	Social Service	Jagatpur, 9439162 684	Jena Transport	UTkal Earth Movers, 94370242 21	Tangi	B.S. Chainy 943717 1693	ADM /CTC 0671- 2508265
39	CBT 845588 9947	ESI Hospita l Choud war	4 Km		06712494340/2494341	All types of medic al treat ment availa ble	108	0671- 2302258/ 2305643	CHOUD WAR P.S, 0671- 2394322	CISF MUNDALI ,0671250 5101	Choud war Fire Station 101	Public Wall fire society, Choudw ar, 0671239 2066	NIL	Badamba di Cuttack, 0671231 2595	South India Transport Agency, 0671- 2313139	Royal earthmov er, 08260049 479	Jagatpur, 067124917 42, Niranjan Behera	Bhaba ni Shakar Chaini, 067125 08100, Fax- 067129 01103	986143718 1
40	GJTA 845588 9948	ESI Hospital, Charba tia, Choud war. PHC- Gurudij hatia	8 KM & 4 Km		ESI, 06712434340/2434341, JJTA PHC- 8763105641	All types of medic al treat ment availa ble	108	0671- 2302258/ 2305643	Gururjha tia, (IIC), Bijaya Ku. Bisoi, 9438916 207	CISF, Mundaui , 0671- 2505101	Choud wr, 101	Public welfare Society, Choudw ar, 0671239 2066	NIL	Badam Badi Cuttack, 0671231 2535	South Indian Transport, Agency, 067123131 39	Royal Earth Movers, 08260049 479	Athagarh Tapan Ku. Khuntia, 943729088 9	Bhaba ni Shankar Chaine e, 0671- 250810 0, Fax- 067129 01103	986143718 1
41	MZY 845588 9949	Khuntin i CSPT ,PHC& Pvt. Nursing Home, Khuntin i	2 Km & 3 Km	Dr. A. SAHOO, Dr. S.K.BH OLO	754095859, 9437122030, 9937378059	4.BED S & 10 BEDS	108 & 102	S.C.B, CTC	Khuntini P.S, 9437094 510	N.A	ATHAG ARGH, 18 KM, 067232 20233	NGO - NIL, Red Cross, ATHAGA RH, GOVT, HOSPITA L	NA	J&J Aaaociat es, 9377087 25, 9438287 525	943828752 5	NA	ATHAGARG H, T.K. Khuntia 943729088 9	CTC , B.S. Chani, 943790 002	067125081 00, 067123010 01, 943744514 6
42	RJGR 845588 9950	ATHAG ARH	15 Km		9437165720	80 Beds	108, 9937489220		Khuntuni , 0672322 2424	CISF, MUNDALI	ATHAG ARGH, 14 KM, 067232 20233	AAC Trust, 7978158 199	AAC Trust 797815 8199	Athagarh, 9861767 850	923859996 4	97772623 42	Athagarh 943729088 9	Cuttac k 067125 08100	--

43	JRZ 845588 9951	District Head Quarter Dhenka l	10 Kms		6762226423	All faciliti es are availa ble	108	Kalikanaga r, Dist- Dhenkanal , 06762221 368	Govinda pur Police, Out post 06762- 243374	NA	Fire Station Dhenk al 067622 26501	PRIA Laulai, Gondia, DNKL 7008648 376	NA	Bus stand Dhenkan al 9439248 748	RTO office Dhenkanal, 067622244 24	Kalinga JCB, Dhenkanal 99372920 22	Tahasil Office Dhenkanal Sadar, 067622265 08	Dhenk anal, 067622 25601	DM Dhenkanal, 067622256 01
44	DNKL 845588 9952	Shree Jagann ath Hospita l	01 Km.	Dr. K. Sahoo, MD (Med), Dr. P. Behera MS(Ortho), Dr. R.N . Dash MS (Surger y)	9938305723, 9861737627, 06762228358	All types of medic al facility with 25 Beds avaial ble	067622 28358	Dhenkanal Dist HQ Hospital, 06762221 388	Town Police Station 0676222 6501	NIL	Dhenk al Fire station, 067622 26501	Mt. Biranchi Narayan Pani, Court & Vice Chairma n, Dist, Red Cross Society, Dhenkan al, 9437026 006	NA	Dhenkan al Bus Stand Near Amlapad a of Dhenkan al Town	Jain Carrier PVT Ltd. 067622215 94	NA	Lamidhar, Dhenkanal Tahasil Office, 067622265 08	Mr. Bhume sh Chandr a Behera , 067627 225602 , 225717	ADM, MR. A. PATTNAIK, 943926365 5
45	SSPR 845588 9953	Dist, Medica l, DNKL	16 Km	-	6762226423	All types of medic al facility avaial ble	108	67622213 88	Jhargadi a out post, 100	-	Hindol a road, 067325 6022,	Mt. Biranchi Narayan Pani, Court & Vice Chairma n, Dist, Red Cross Society, Dhenkan al, 9437026 006	-	DNKL BUS STAND	-	-	Mr. Laxmidhar Dalei, Dhenkanal , Tahasildar, 067622265 08	Mr. Bhume sh Chandr a Behera , 067627 225602 , 225717	-
46	HND 845588 9954	CHC ODAPA DA (Hindol road)	1.5 Km	A.ROUL, Somaya Ranjan Mohanty Chinmaya Samal , Swagatika Behera	9439981086	All Facilit y availa ble in the hospit al includi ng 15 beds.	108	Dhenkanal	Motanga Police Station ,HNDL, 0673225 6077,	NIL	HNDOL 067322 56022	NIL	NIL	Hindol Road	NIL	NIL	9437519483 Bani Nivedita Swain	Sri Umesh Chandr a Behera , 067622 25602	NIL

47	MRDL 845588 9955	Govt.H ospt. MRDL, Motang a	500 mtrs .	Mrs. Gunjan a Nayak	9438707338	09 Beds	108	Dhenkanal	Motanga , 9438271 557	Nil	673225 6022	NIL	NIL	ANGL BUS Stand	NIL	NIL	Baninivedit a Swain, 067322565 55	Sri Bhuma sh Chandr a Behera , DNKL, 067622 25602	067622256 02
48	BDPK 845588 9956	Samalc are Banarp al,	06 Km		7894415401	All Facilit y availa ble, 39 beds	108	Angul, 06769230 380	Banarpal , 7978487 709 Susil Ku. Kara	CISF NALCO	NALCO , 06764- 220424	Under for Develop ment Service 06764- 229366	Small, 10	Banarpal, bhusan	Prabhakar Sahoo, 943704070 9	Suvendu Beura, 79783778 16	Jitendra Sahu (Banarpal), 943773660 0	ANGUL (O ) 06764- 230567 (R)-06764-230234	Atditional District Magistrate, 06764- 230491
49	TLHD 845588 9959	Samalc are hospita l, Subhal axmin Nursing h Home	07 Km 03 Km		06760249577 06764229629	All Faciliti es	108, Banarp al	Blood bank Angul, 0674- 230880 Capacity- 500 units	Banarpal PS- Sunil Ku. Kar, 9438916 434, 06764- 229260	CISF NALCO- 06764- 230444	Lions Club ANGUL- 943704 3690 Red Cross ANGUL- 943719 3651	Rural Institut of Child Welfare & Human Develop ment	SMALL	Talcher bus stand 9437578 495	Great India Transport ANGUL, 06764- 231512	79789654 45, 94388177 449,	Tahasil Office Banarpal, 067642293 23	Angul- 06764- 230564 7, (R) 067642 30234	ADM- 06764- 230491
50	TLHR 845588 7958	Rly health Unit , NSC Hospita l	03 Km		8455887506 06760-269184	Casual ity, Emerg ency Facilit y	108	Red cross Blood Ban, 94392330 1	Colliery (PS), Talcher, 9438916 447, 9439771 404	NIL	Talcher 067602 40202	SEVA Talcher , 0676428 623	SMALL 10	Talcher, 9861184 804	Great India Roadways , Talcher, 759107	Bhutia Agency Talcher- 94382771 43	Sri Gouri Naik, 797811035 2	Angul, Siddha rth Shanka r Swain (IAS) 06760- 230567	DM ANGUL 943731532 6
51	TLSB 845588 9920	Nehru Shatab di Hospita l	2 Km	A.N.BE HEHA	06760-269185	ALL FACILI TY	108	RED CROSS , ANGL, 94374143 88	COLLIAR Y P.S 7008844 100	NIL	TLHR, 06760- 240222	Marwadi Yuva Mancha, 9861085 509	SMALL 10	Balanda Bus Stand	TLHR, Prabhakar Sahoo, 943704070 9	Prna Bandhu Sitha, 70085273 20	TLHR, Safalya mandit Pradhan, 943746194 7	Anil kumar Samal, 067423 0567(O ) , 06764- 230234 (R)	NIL

52	ANGL 845588 9960	DHH ANGUL (District Head Quarter Hospital , Chanda n Nursing Home, Surendr a Hospital , Kalyani Nursing home	05 KM 03 Km 07 KM	Chanda n Nurshin g	943998 1331- CDMO( ANGL), 943998 1334- ADMO (ANGL), 067642 31431, 067642 36244	ALL Facilit y, 94372 88803 , Kalyan i Nursin g Home	108, 943947 1154, 993743 9780, 977770 2101, 969210 2810	06764230 880, 500 unit, Head of Blood Bank Direction- 94399990 85, 82804064 40	Adarsha Thana- ANGUL, 0676423 0444, IIC- Ramesh Ch. Bisoi- 9438916 431	NIL	067642 30221/ 230222	Red Cross Society ANGL- 9437193 651/ 7008309 701 DPO District Projecti o Officer for State Bank Manage ment	824939 5501	Great India Road ways ANGL- 06764- 231512	Truck Associatio n, 797896544 5, 943881774 49	ANGUL TAHASIL- 06764- 230353	Angul tahasildar 06764- 230234	ANGUL (o)067 642303 67, (R)067 64- 230234	ADM 06764- 230491
53	RQP, 845589 1869	ATHAG ARH	15 Km	Dr. B.K. Sahoo (SDMO)	06723-220244	80 Beds	108	Odisha Red Cross, CTC 0671- 2305643	KHUNTU NI ,PS,MOB, 9437094 510	NDRF, MUNDALI , 94375816 14	ATHAG ARH, 101, 067232 20233	NGO- CLAP, Address- 307 Markat Nagar Sector- 6,CTC 0671236 3980	—	KHUNTU NI, NO Manager	Truck owner Associatio n, Khuntuni, CTC	—	Athagarh, Sri Tapan Ku. Khuntia, 943729088 9	CTC, Sri B.S. Chayan i(DM) ,0671- 250810 0, 943717 0693	R.B. Panigrahi, 0671- 2368116
54	GHNH 845588 1868	Commu nity Health Centre, barham pur	3 Km		Prachi Nurshing home, 067125045160	03 beds for Men, 03 beds Wome n	108	SCB Medical College, 06712414 080	Khutuni 0672322 2404	011- 26160255	ATHGA DA, 067232 20233	Red Cross 0671230 2258	NGO/ CTC , 067123 65981	Khuntuni BUS stand	Truck Associatio n, 067124909 20	Larsen & Toubpo- Cuttack	Athagarh 943729088 9/ 0672302	Cuttac k- 067126 0810/ 250810 0	943732546 4
55	NQR, 845589 1867	UPHC- SANDH APUR, MAUJA , BIJYAD HARPU R, CTC(UR BAN PRIMA RY- Health Centre	3.0 Kms	Dr. Bholas war Nayak, M- 637054 7476 Dr. Pravab ati Nayak, 943703 1136	9437031136, 6370547476	01Bed	CTC, 102/10 8	Red cross, CTC Blood Bank-1910	Godi Sahi thana- 6372257 595, MR. Subash ch. Mallick	CISF, Mundali- 06712505 701	CTC, 101, Fire Office, Seema chal Pathi	Public WELFAR E SOCIETY, 0671239 2066	NGO SECY (New India), Shesad eba Rout, 943839 4477, NGO/C TC, 0671- 236578 1	Badamba di	Truck Associatio n, 067124909 20	Royal Earth Movers, 06260049 479	0671- 2507053 Baranga Rabindra Jena	Sri Bhaba ni Shanka r Charan i, 067125 05100	—

56	NTPC Cabin 8455889957	01-Railway Health Unit, 02-M.S.C Hospital	1.5 KM 09 KM		06760269184 8455887501	All facilities	108	Red Cross ANGL, 9439123301	COLLIARY P.S 9438916447	NA	TLHR, 06760-240222	SEVA Talcher , 0676428623	SMALL-10	TLHR, 9861184804	9438029997	Bhutia Agency, Talcher, 7578110352	Talcher, Gouri Naik, 7578110352	Angul, 06760230567	DM Angul- 9437315326
<b>KDRP - PRDP SECTION :-</b>																			
57	KDRP 8455891861	Govt.Hospital , Sidheswar PHC KDRP	02 km		9439995009	10 Beds	108	CTC, 06712362258	KDRP 06712802235 9437145499	NIL	Biridi CTC, 06724268440	CTC	CTC, BADAM BADI	CTC, BADAMBADI	9040686804	NIL	NIL	NIL	NIL
58	RCTC 8455891862	Govt.Hospital KDRP	1/2 Km	1,SUKANT KUMAR DALAI2. GAYATRI SAI LAKMI3 . IPSITA SAHOO 4. KAJOL PRADHAN	06724267906	PATHOLOGY	108	06724221808	06724267765	06724267765 9938190726	-	RAGHUNATHPUR	-	-	JAGATSINGPUR	=	JAGATSINGPUR	06724220379	NIL
59	GRKN 8455891863	JAIPUR, PHC,	3 Km	NIL	06722245598	6 MEDICINE	108	JAGATSINGPUR	TIRTOL, 06722250443	NIL	TIRTOL 06722250443	NIL	NIL	NIL	NIL	NIL	RAGHUNATHPUR,06724267250	JAGAT SINGH PUR SANGRAM MOHAPATRA, 06724200199	06724220403
60	RHMA 8455891864	RHMA, MANIGJANGA	4 Km	NIL	06722250604	10 Beds	108	CTC, 06712362258	RHMA, 2KM, 06722250433	NIL	TIRTOL	06722250445	NIL	DO	DO	NIL	PWI/RHMA	DO	DO
61	BDBA 8455891865	KUJANGA	8KM	NARSINGH SAHOO	NIL	NIL	NIL	9939992190	FIRST AID 10 BED	CUTTACK	KUNJANGA, 06722212900	PRDP	KUJANG	SURAKYA ORGANISATION	PRDP	KUJANG	PRDP	JAGAT SINGPUR	NIL



62	PRDP 845589 1981	GOVT HOSPIT AL (BIJU MEMO RAL) ATHAB ANKI	3KM	B.KI. ROUT 2. P.K. SAMAL, 3. A.B.MO HANTY, 4- S.S/ME HER	9434992240	PATH OLOG Y, X- RAO.T BED 15	108	NIL	BADAPA DIA PRDP 06722 - 22202	CISP 09703359 966	PPT, 067222 22385	SURAKY A ORGANI SATION MADHU SUDAN PRDP	NIL	SWARAJ PACKER	AMAN EQUIPMEN T, PRDP	NIL	KUNJANGA	943708 4329, JAGAT SINGP UR	0622 4220199
<b>BRAG - KUR SECTION :-</b>																			
63	BRAG 845588 9919	Central Hospita l, ECOR, MCS	10 Kms	Dr. A. Senapa ti	58430, 58436	80 Beds, ICU & OT	108, SCB/CT C, 067124 14080	CTC, 06712302 258	Barang, I/C- Sashikan t Rout, 8280338 349	CISF/MU NDALI,06 71287956 0	Naranp ur (Trishal ia), 067128 70175 (3.6 Kms)	Cuttack Red cross, 0671- 2302258	NA	Badamba di/CTC, 0671231 2595	NA	NA	Baranga Tahasil, 067128700 3	Cuttac k, 0671- 260810	943725464 067125081 00, Fax- 067123011 03
64	NEW BBSN 637290 9152	Central Hospita l/MCS Barang a PHC	08 Km & 3 Km	Dr. Minaks hi Marand i, Barang a PHC/IC	9434995400	02 Beds	108	Red cross, 2507842	Nandank anan, P.S., Sri Biswaran jan Senapat hy, 0674246 6100	--	Chandr asekha rpur Fire station, 101, 067427 40696	--	--	Nandank an, Bus Stand	--	--	Tahasil Office Rangamatia	Khurda , 067552 20001,	Sarat Kumar Mohanty, (DM)
65	MCS 845588 9921	Central Hospita l Eco Rly.Hos pital MCS	1.5 Km	Dr. J.P. Panda	58436	80 Beds, ICU & OT	845588 5555,	Red Cross/BBS R , 0674- 2591237	MCS 0674- 2585881	NA	CSPR 0674- 274444 0	Action Air india, Satue Nagar, BBSR, 0674254 4503	NA	Baramun da 9937878 984	NA	Bharat Group, Pahala, BBSR, 95831065 98	Bhubanesw ar Tahsil , 0674 - 2492016	KHORD A, 0675 - 220001 , Sri Sitansu Ku Rout	Sub. Collector, Khordha, 067424323 01
66	BBS 845588 9922	Neelac hal Hospita l	1 Km	Dr. Mukti Prasad Das, Dr. A.S. Tripath y	0674253659, 2536594	ICU/Cr itical Care/I CCU/ Labor atory & Ambul ance servic e etc.	067425 36590/ 253659 4	06742394 385	GRP/BBS , 0674253 1090, rly 59608 Kharbela Nagar, Police Station, 0674235 0100	NA	BBSR, Fire Station , Puri CTC Road , Tel- 102	SOCH- Society for Children (NGO), Tel- 0674231 1444	Odisha Develo pment Action forum Care India Regiona l Hub Office/ BBSR	DTS Bus Stand BBSR, Tel- 9937889 84	Raftar Logistic Service, 063788934 64, Trimurt y Transport (Co), 067425818 15	09696969 696	Tahasildar/ BBSR, 0674- 2432301/ 067424920 16	Collect orr & District Magist rate BBS/K UR , Sri Sitansh u Ku. Rout, (OAS) SAG 0674- 243230 1	067552200 01

67	BRANG , 845588 9919	BARAN GA, PHC	01 Km.		06712504516	06 Beds, Praci Nurshi ng Home, CTC 06712 50451 6	108	SCB Medical College, CTC, 0671- 2414080	Barang- 0671287 00486,	011- 26160255	Naranp ur (Trishul ia), 067128 70175 (3.6 Kms)	Cuttack Red cross, 0671230 2258	NA	Badamba di/CTC, 0671231 2595	NA	NA	Trishula	CTC , 067126 0810	993732546 4
68	RTN 845588 9924	Retang Dispens ary, AIIMS/ BBS	1 Km to 15 Km		06742476781 06742476461	AIIMS ALL facility , 1000 beds	943709 0931	AIIMS (0674)	Tamand o P.S 0674247 5252	-	JATNI 067424 90808	NA	NA	Baramun da Bus depot. 9937878 984	NA	NA	JATNI TAHSIL, 067424920 16,	067552 20001,	FAX No.- 06755- 221567
69	KUR	KUR Rly.Hos pital	0.4 Km	MD. Zahir Bag	067424 95576, 067424 92675	NA	108, 72484 (Rly)	-	Jatni, 9437549 491	-	JATNI 067424 90808	-	-	-	-	-	Jatni , 067424920 16, 943742513 4	Khordh a, 067552 20001	-
<b>KURT - RSKA SECTION :-</b>																			
70	KURT 845588 9918	Govt.H ospital, KHORD A 067552 20187	04 KM	Dr.S.MI SHRA	943999 4500 ADMO- 943999 4504	Medic al Halth MSK- 94374 44979	108	Govt Blood bank Khurda, Jhunulata Sahoo, 98534405 15	Khurda Town Police Station, 0675522 0515, 100	-	Khurda 067552 20733, 101	NGO 9937075 395, 0675522 0909	Bidyut Club, 067552 20909	Khurda Bus Depot, Paalla Rajadhan i Travels, 8984121 504	Maa Mangala Transport, 993756556 6	-	Sri Subhendu Samal (Tahasildar) 943779044 2	Sri Sitansu Rout, Dist Collect or/KUR , 993861 9616, Office- 067552 2001	-
71	BYZA 845588 9923	Govt.H ospital BEGUN IA	3 Km	Jr. M.S. Subudh i	9861968081	OUTD OOR 4 BEDS	108, 102	DHH Blood bank, Khordha, 06755223 978	Begunia Police Station, 9438916 542	-	BEGUN IA Fire Station , 067552 30108	-	-	-	Pradeep Ku. Sahoo, 943910304 0	Basant Ku. Sahoo, 94370082 11	Vivekanand a Parida, 637193935 5, 067552302 00	Sitansh u Ku. Rout, 067552 20001	Steno- 943973863 4
72	RSKA 637290 9155	Govt.M edical, RSKA	02 Km	Dr. Bidya Nath Nanda,	9439997129	Causu alt with Beds	Ranapu r- 108	Govt, Hospital - Khurda	Rajsunak hala, 9438915 711	Khordha	RANPU R, 067552 36062	Khordha	Nayaga rh Ratary Club, 943711 4937	Rajsunak hala	-	-	Ranapur, 917813655 7	Khordh a	Nayagarh, 993782154 7

73	BORD 637290 9156	Govt.H ospital Bolgarh	8 Km		9439997100	Causu alt with Beds	108	DIIT ICT Hospital, Nayagarh	Bolagarh Police Station, 0675523 2628		Bolagar h Fire Station , 067552 32630	-	-	-	993795058 9	63700699 07	Bolagarh Tahasil, 985358458 4	Khordh a Collect or, 067552 20011, 943848 2911	-
74	NYGT 637290 9157	District Head Quarte r Hospita l, Nayaga rh	02 Km.	Dr. D. Braja Raj	9439991602 Medical Manager, 9439991602	SNCU, Dlalysi s Unit, NRC, Chem othera py, TV wood , Eye Dept, Surger y Dept, Medici ne Dept, Gynic Dept, X-ray, Pathol ogy	102, 108, 955669 6541, 943959 7930, 943725 2353	06753- 252410, 82804064 85, CAPACITY 500/Mont h	Nayagar h Town Police Station, 0675325 2100, 9437326 306	94387393 20	Nayaga rh fire Station , 067532 52101	Sahadev Behera (Red Crosss), 9937114 050	Rotary Club NGR, 943711 4937	S. K Bus Depot, 9437107 582	Manoj Ku. Nayak, 797835616 6	Rajesh Ku. Mishra, 94371116 56, Prasanna Rout, 94373006 10	Bhikani Sahoo, 067532522 54, 700882071 3	06753- 252240 ( R)/252 333(O), 828034 3088	Steno, 993782154 7
<b>MWQ - PURI SECTION :-</b>																			
75	MWQ 845589 1886	Near rest Railway Hospita l, DELAN G Hospita l	09 KM 5 Km		06758-242255	All types faciliti es availa ble with 16 Beds	108	BBSR, 06742294 998	DELANG P.S, 06758242 222	Nil	DELAN G 067581 242301	NIL	NIL	Delang Bazar	Delang, 775095390 1, Rajendra Ku. Achyarya	PURI , 06152- 222034 Sri Balawanta Singh,	DELANG 06758- 242100	PURI 06752- 22203	06752- 221800
76	DEG 845589 1887	CHC DELAN G	3 Km	S.K. Tripath y	06758242255,	25 Beds	108	NIL	DELANGA POLICE STATION 94389163 19	NIL	DELAN GA, 06758- 242301	NIL	NIL	NIL	NIL	NIL	Tahasil Office DEG, 06758- 242100	Dist- PURI, Balawa nta Singh, 067522 22034	06752- 221800 (ADM)

77	BRST 845589 1888	Govt, Hospita l, SIL	8 Km	NIL	06752272899	Ambul ance, Health Check up , Single Room- 62 beds	108	NIL	SATYABA DI P.S 06752272 228, Sankutala Pradhan- 94388338 78	NIL	SIL 067521 273250	Freedo m India Trust, Sec- R.K. Swain- 8270721 583	Dister Manage ment, Tree planati on & providi ng solar system to villager s.	NIL	NIL	NIL	Delang, Sri R.K. Acharya, 775095390 1	PURI - 067522 22033, Sri Balaba nta Singh	NIL
78	SIL 845589 1889	Primary Health Centre, Sakhigo pal	1 Km	Dr. Sumant a Ku. Das	06752272899	All types of Medic al treat ment availa ble with 62 beds.	108	NIL	SATYABA DI P.S- 06752272 28, Sakuntala Pradhan- 94388338 78	NIL	SIL 067521 273250	Freedo m India Trust, Sec- R.K. Swain- 8270721 583	Disaster Manage ment , Tea plantati on & providi ng solar system to villager s.	PURI	NIL	NIL	Satyabadi- 943810845 1 Kasturi Pradhan,	06752- 222034	06752- 221800
79	MLT 845589 1890	Chanda npur & Puri	5.2 Km & 7 Km	NIL	06752223742	All faciliti es, beds- 762	108	DHH, PURI, 06752224 097	Sadar Police station, PURI, 06752222 043, 94389163 39	Sri Jaganna th Temple 0675222 2002	PURI 101	Care india Charital e Trust, PURI, 9437026 096	NIL	MALATIP ATPUR	Jayadurga Bus Service, PURI	Ashribad Agency, 94370248 38	067522232 40, PURI	D.C. PURI 067522 2034	D.C. PURI 067522203 4
80	PUI 845589 0906 845589 1891	DHH/ PUI, Nilahala Nursing h Home	1.5 Km 1Km	CDMO,	9439993708 06752224258	All faciliti es , Nursin gh Home/ 06 beds	6746641000, 102	DHH/PUI, 06752224 097, 97777205 79	GROP- 943845668 2, PUI RLY STN. OC/RPF- 845588971 6, PURI RLY STN. TWON THANA- 943916653 , 943992718	PURI	PURI VIP ROAD- 101	NIL	NIL	PURI BUS STAND	NIL	NIL	PURI	District PUI- 675222 4179 067522 22033	DM PURI- 943730974 4

**KPXR - PSA SECTION :-**

81	KPXR , 8455 8899 26	Dist HQ Hospita l , KUR	12K M	Biswam ohan Mishra, Pharma sist- P.Patta naik	9439994504 9937660278	200 BEDS, Casual ity, CITY SCAN X-RAY, OT	102, 108, PVT- 797837 6256, 943258 7955	8114870680 9777933731 9937683963	SADAR THANA , KHORDA, Anita Sahoo, 9437738 275	ITBP, Tarajua, Khurda, 70085866 41	101, 067552 20733	Rotary club, Khurda, Sourya Ranjan Mohant y, 9438179 043	50	NEW BUS STAND, KHURDA, 6371422 662, 9937046 673	--	--	Tahasildar, Khurda, Sri P.C. Sahoo, 943862945 5	Dm Khurda Santa Ku. Mohan ty, 943832 0007	Office- 06755- 220001
82	TAP 8455 8899 27	HADPA DA	3KM /5K M	JOTREE MAYEA SARAN GI	9078675938	Out Door Facilit y	108 & 102	KHURDA, 06755 223978	KHURDA SADAR 06755 220862	0674 - 2492830	KHURD A TOWN 101	BAJRAN GI CLUB,KU RT 9437177 490	—	OLD BUS STAND 9777933 231	-	—	SUVENDU KUMAR SAMAL	SITANS U KUMA R ROUT, 067552 2000	06755- 220001
83	NKP ,845 5889 928	GOVT. Hospita l NKP	01 KM	Dr. A.K. Swain	9861464042	OPD , Sathi Nursin gh Home, 01 Km 12 beds, 80938 09254	108	--	NKP , 8328524 255	NIL	Tangi Fire station 848074 7084	NIL	NIL	Nirakarp ur Bus Stop	-	-	Tangi 943891230 7	Khuord ha S.K. Mahan ty, DM 943832 0075	NIL
84	BSDP 8455 8899 29	Tangi, Govt Hospita l,	12 KM		102	10 Beds	108	KHURDA 06712302 258 Khordha	Tangi, 9776041 664	-	TANGI, 848074 7084	RSS Kalupad aghat Bhairabe club 9437177 490	Lage nearby 50 volunta	Tangi	9437232070 (Tangi)	9437232070 (Tangi)	Khordha, 06755220001	067552 20001	--
85	KAP G 8455 8899 30	U.G. P.H.C TANGI, Sai Sanjiba ni Nursing hHome Tangi	4 KM	-	06756254034	10 beds	108	Khordha- 06712302 258	Tangi- 9776041 664, 9438371 357	NIL	Tangi 848074 7084	RSS, Kalupad aghat	Nehur Seva Sangha, Balugao n	NIL	943723207 0	94372320 70	Chilika	Khorda , 067552 20001	067552200 1
86	KUU 8455 8899 31	Saiseba sadana Nurshin g Home GOVT. Hospita l U.G. P.H.C TANGI	01 Km 10 KM		9090001666	Bed- 25 oxyge n , OT availa ble.	909000 0102	Khordha 06712302 258	Tangi- 06756- 254221, 9438916 545	NIL	Tangi (Khurd a) 848074 7084	RSS, SORON- 02 Km	Nehur Seva Sangha, Balugao n	Kuhuri- Tangi	943723207 0	94372320 70	Tangi – 067562543 11	Khorda - 067552 20001	845588772 5, 797803170 3

87	GNG D 8455 8899 32	Govt. Hospita l Baluga on	14 Km		7538953265	All facility availa ble Except ICU.	102 & 108	Khurda Town, 06755	NACHUN I, 9437291 865	Banapur, Nachuni out post- 79783330 185	NA	Gangadh arpur, 0675225 5101	Nehru Seva Sangha, Balugao n , 700852 5175	Nachuni	NIL	73268891 9	Gangadharp ur , 06756- 255132	067552 20001	Sri Sitanshu Ku. Rout, 067552200 01
88	SLZ 8455 8899 33	Govt. Hospita l Baluga on	08 Km		9439997366	16 BEDS	108	KHURDA 06755 223978	BALUGA ON 0675625 0436,	NIL	BALUG AON, 986103 1309	-	-	Baluagon Bus Stop	-	Ashok Satrusalya Rahanbell, 63710536 77	Gangadharp ur, Chilika Tahasil, 06756- 255132	Khordh a, 06755- 220001	--
89	BALU 8455 8899 34	CHC2, Balu , & AWA Hospita l INS,CHI LIKA	2.5 KM	Dr. somua ranjan das pattnai k	7538953265	OT, TREAT MENT BED- 15	108 & 102,	KHURDA, 06755 223978	RAMAKA NT MAHALI	NIL	BALUG AON, 067562 50444, N.N. JENA	NEHRU SEVA SANGH BANPUR 0700552 5575	NIL	-	-	-	SARAT CHANDRA MOHAPATR A 067562551 32	SITANS U KUMA R ROUT, 067552 2000	NIL
90	CHIL KA, 8455 8899 35	AVA Hospita l, INS Nivarini , INS Chilika, Rly Hospita l BAM	1 Km, 2 Km	A.Moha rana	7606006258 06756-250442 76072/76073	OPD, SURGE RY	108 & 102	BANAPUR BLOOD, KHORDA TOWN	BALUGA ON 0675625 0436	RPF BALU- 0675- 220007 GRP- 0674- 2490289	BALUG AON, 067562 50444	LIONS CLUB, BANAPU R, 0675- 253086,	NIL	KALIA RANA, 8917604 048	GATE INDIA TRANSPOR T	B. Paikaray, 94371345 71	CHILKA TAHSIL, 06756- 255132	Collect or Balu- 06756- 250436 Sub collect or- 06755- 220717	06755- 223427
91	KIT 8455 8899 36	Berham pur Rly Hospita l			76072/76073	All facility availa ble	108	NIL	KHALIKO T PS, 0681025 6328 9438916 735, 06811- 263366	RPF 84558877 11 GRP- 0680- 2229528 RLY NO.- 76014	Khalikot Keshpur	ODRP, Kesharp ur 254010/ 254011	NIL	Khalikot	NIL	NIL	KHALIKOT	Sub collect or- 068110 263923	GANJAM,D M-06811- 263700
92	RBA 8455 8899 37	Govt, Hospital, RAMBH A, Rly Hospital BAM	2KM		9438662428 76072/760/73	Primar y Hospita l No Facilit y	108	Berhampu r	Rambha 0681027 8330, 06811- 263366	RPF- 84558877 17, GRP- 0680- 2229528, 94397100 86	RAMB HA, 943825 8260	NIL	Child care- 1098	Berhamp ur	Berhampur	Berhampu r Chatrapur	KHALIKOT	Chtrap ur, 068112 63700, 068112 63923	08611- 263978
93	Buru di 6372 9091 54	Govt, Hospita l, RAMBH A	4 KM	Dr. Prasant a Ku. Pradha n	9438662428	Primar y Hospita l	108	MKCG BERHAMP UR	RAMBHA ,PS, 0681027 8330	NIL	RAMB HA, 943825 8260	NIL	NIL	NIL	NIL	NIL	993716385 4	068112 63700	NIL

94	HMA 8455 8899 38	GOVT PHC (NEW)	1 Km	Dr.S.DA S	9439998543	OUT DOOR	108	BAM, MKCG MEDICAL COLLAGE	06811- 263366, 06810- 278330, 9438182 255	RPF- 84558877 17 GRP- 0680- 2229528, 94397100 86	RAMB HA, 943825 8260	-	PALUR JN	HUMMA	NIL	94382582 60	GANJAM 99371 - 63859	06811- 263700 , 06811- 263923	06311- 263800
95	GAM 8455 8899 39	Ganjam , Rly Hospita l Berham pur		Dr. Priya darsani Rout Ray	9439998613 76072/76073	04 Beds	108	BAM	GAM, 0681125 4177, SP CAP- 06811 /263366	RPF- 84558877 17 GRP- 0680/222 9528	CAP, 062112 62600	9861524 044	20	CAP	933794571 0	CAP	Avani Ku. Sahu, 993716385 4	Collect or- 06811/ 263700 Sub collect or- 06811/ 263923	06811- 263978
96	CAP 8455 8899 40	Sub. Divil, CAP	2 Km	SDMO, J.M. Bebarta , Rega Pattana ik	9439983822, 9778332383	55 Maha patra	102, 108	BAM	CAP,Polic e station	08 Batalion, CAP	CAP	Youth mass Mr. Sudhira, 9437358 543	NA	CAP bus station	Babuli Jena, IRE Chack Chatrapur	Babuli Jena, IRE Chack Chatrapur	Sri A. Kulange, 068112638 00, 876340988 8	Bijay Amrit Kulang e, 876340 9888, 828034 3075, Office No. 06811, 263700	1077, 067425341 77 Spl Relief Commissio ner BBS. 943711170 5
97	JNP 8455 8899 41	MKCG Medical Colleger Hospital	8 Km	-	06802290851	OPD- 0680- 22901 3 All Facilit y	108	MKCG medical colleger Hospital Brahmapu r, 0680- 2292539	Chamakh andi Police station, 0684- 257523, 211044	8th Batalion Chatrapu r 06811254 010/2540 11 GRP- 94397100 86 RPF- 84558877 17	BAM, 068022 23333	Child Line Brahma pur, 1098, 9437515 765	40 family	BAM	Brahmapur	Brahmapu r	Chatrapur, Sri Nila Madhaba Bhoi, 943745914 4	Chatra pur- 06811- 263700 Sub Collect or- 068022 81413	068112639 78
98	BAM 8455 8899 42	Rly Health unit, MKCG Govt. Hospita l BAM		Dr. Dasarat hi Patnaik , Santosh Mishra	9853023036 9437166076, 2292624	All Facilit y	108 (govt) 943913 1108 (Pvt.)	MKCG medical colleger Hospital	8895944 944, 9439437 454	RPF O/C- 84558877 10 , 06802229 602, GRPF I/C- 0680- 2229528, Rly- 6014	BAM 0680- 222333 3 & 101	Child Help line- 1098, SOCH- 7540905 762	NIL	Brahmap ur, 2 Km from Station	Ganjam Phulbani Truck association 943706666 7	OMM SAI CRANE LIFTINGS- 94370641 45	BRAHMAPU R, 0680- 2226584	068022 81413 ,06802 281413	828034307 5

99	GTA, 8455 8899 43	MKCG Hospita l, BAM Govt PHC- GOLAN THARA	7 KM	NIL	NIL	OPD	108	MKCG medical colleger Hospital Brahmapu r, 06802492 301	Brahmap ur, 0680249 2301	NIL	BAM, 068022 23333	NIL	NIL	GOLANT HARA BUS STOP	NIL	NIL	NIL	NIL	NIL
100	SLRD 8455 8899 44	Govt, Hospita l Girisola , SLRD	2 KM	NIL	NIL	NIL	108	MKCG medical colleger Hospital Brahmapu r, 06802292 564	Police Station, Golanthr a, 0680211 1166	NIL	Frيره station, IPM, 089472 31101	NIL	NIL	APSRTC- IPM	NIL	NIL	NIL	NIL	NIL
101	IPM 8455 8899 45	Govt, Hospita l(IPM) Health Unit (PSA)	750 Mts. 59K M	--	8947-231049 77370/ 8455887511	NIL	108	NIL	IPM, 0894723 1033	RPF (PSA) 89782807 01, GRP(PSA) 8945- 241013, 94406275 67	ICHAP URAM, 8947- 231033	NIL	NIL	APSRTC- IPM	APSRTC- IPM	NIL	Tashildar (Ichapuram) 833398878 8	Srikaku lam, 08942- 222565	NIL
102	JPI 8978 8810 01	Govt, Hospital , R BELAGA UN, Health Unit(PSA )	250 mts 12 Km 38 km	-	NIL	NIL	108	NIL	PS, Kanti, 0894723 6133	RPF (PSA) 89782807 01, GRP(PSA) 8945- 241013, 94406275 67	SPT, 089472 34101	NIL	NIL	APSRTC- Sompeta	NIL	NIL	Tashildar (Kaviti) 799599585 6, 8947- 236144	Srikaku lam, 08942- 222565	799599585 6
103	SPT 8978 8810 02	Govt, Hospita l Sompeta, Rly Hospita l PSA	1/2 KM 32 KM	--	9440106477 77370/ 8455887511	NIL	108	NIL	Police station Sompeta 0894722 4113, SP (Srikakul am)- 8942- 222556	RPF (PSA) 89782807 01, GRP(PSA) 8945- 241013, 94406275 67	Fire station Sompe ta, 089472 34101	NIL	NIL	APSRTC- Sompeta	APSRTC- Sompeta	NIL	Tashildar (Ichapuram) 833398879 0	Srikaku lam 8942- 222565	--
104	BAV 8978 8810 03	Govt, Hospita l, BAV	1 Km	NIL	NIL	NIL	108	NIL	BAV,PS, 0894723 5133	NIL	SOMPE TA, 089472 34101	NIL	NIL	APSRTC-	NIL	NIL	Sri K.V. Ramana Murthy, 089472343 05	Sri K. Dhanaj aya Reddy, 089422 2565	NIL



105	MMS 8978 8810 04	Govt, Hospita l, Haripur am, Health Unit PSA	1.2 Km 11 Km	NIL	9703957754, 77370/ 8455887511	NIL	108	NIL	MANDAS A, 0894228 7233	RPF- 89782807 01, GRP- 08945- 241013, 94406275 67	Palasa, 8945- 241101	NIL	NIL	APSRTC- PSA	APSRTC- PSA	NIL	Thasildhar (Mandasa) 894723722 8, 799599586 0	Srikaku lam, 8942- 222565	894723722 8
106	SUD V 8978 8810 05	Gopalkr ishna Hospital Rajeswa ri Nursing hhome, Vishnup riya Nursing hhome	7 Km 7 Km 8 Km	Dr. S. Vijay Ku. Dr. M. Malleswar Rao Dr. Rajkumar	8945-241130 8945-242126 8945-242345	All Facilit y availa ble	108	ESI Panal Clinic K.T. Road, Kasibugga, 95021920 00	KASIBUG GA, PS, 8945241 033	RPF- 89782807 01, GRP- 08945- 241013, 94406275 67	KASIBU GGA, 996373 0662	Child Line PSA 9849361 094	12	APSRTC 9959225 801	NIL	Dhuryodh anulu Crane service, 69493309 999	Sri H.V. Jayanam, 949181140 8	8942- 222565	833398879 4
107	PSA 0897 8810 06 8978 2809 01	Gopalkr ishna Hospital Rajeswa ri Nursing hhome, Vishnup riya Nursing hhome	½ Km ½ Km 1Km	Dr. S. Vijay Ku. Dr. M. Malleswar Rao Dr. Rajkumar	8945-241130 8945-242126 8945-242345	All Facilit y availa ble	108	ESI PANAL CLINIC KT ROAD KASIBUGG A, 09502192 000	KASIBUG GA ,PS, 8945241 033 SP (Srikakul am) 08942- 222565	RPF- 89782807 01, GRP- 08945- 241013, 94406275 67	KASIBU GGA, 996373 0662	Child Line PSA 9849361 094	12	APSRTC, 9959225 801	NIL	Dhuryadh anulu Crare Service, PSA, 09493309 999	Sri H.V. Jayaram, 949181140 8	8942- 222565	833398879 4
108	Mac hha pur 8455 8899 49	Khuntu ni CPST PHC & PVT Nursing h home Khuntu ni	02 Km & 03 Km		7540995859 9437122030 9937378059	4 beds & 10 beds	108, 102	S.C.B Cuttack	Khuntuni PS, 9437094 501	-	Athaga rh, 18 km 067232 20233	RED Cross Athagar h Govt. Hospital	--	J& J Associat es 9377087 25 9438287 525	943828752 5	--	Athagarh T.K. Khuntuni 943729088 9	CTC B.S. Chaini, 943790 002	(O)-6712508100 (R)-06712301001 (M)-9437445146
<b>HDS-PRDP SECTION :-</b>																			
109	CIKR	Dharm asala Chandi ghola		Manas Ranjan Swain	9439992572, 06725- 2207801,	28 beds	102, 108, 101	Jajpur town Govt Hospital	Dharmas ala, 06725- 273050, 9437273 728	GRP/JJKR	Chandi khole, 06725- 22610, 943747 4558	Jajpur Town	Sukade v Rout, 993734 6498, 876328 8413	Chandikh ole, 9937020 355	Chandikh ole, 993702035 5	Chandikh ole, 99370203 55	Dharmasala , Saroj Ku. Panda, 943721403 2	Jajpur Town Ranjan Ku Das, 067282 22730	Jajpur Town

110	Ratnagiri	Panaspur-Balichandrapur, CHC-Barachana	06 Km & 08KM	Dr. R.R. Pasayat, I/C CHC.	9439998110	All facilities available, 30 beds, Govt Community Health Centre	108	District Blood bank, Kendrapada, District Blood bank, Jajpur	Balichandrapur, Dist-Jajpur, 06712768745	-	Chandikhole, , 06725-226101 / 9432424588	Sambedana, Thakur Patna, Kendrapada	Social Service	Kendrapada Bus Depot	D.Choudhuri Chandikhole, 9937020355	--	Darpan Tahsil, B.S. Mohanty, 9437209882	Jajpur, 06728-222730	DM- C.S. Rathore 06728-222001 ADM-M. Mohanty- 06728-222479
111	Lalitgiri	PANASPUR	09 Km.		9438331331	06 beds	108	1910/06727-233334 Kendrapara	Balichandrapur-100, 0671-2768745, 7377038187	--	Derabi h 06727-230301	Sri Satyasa i Seva Organisation, 9937420980, 977052595 Samredana-9567-2395936	Social Service	Kendrapara Bus depot	Mitherslove-9776716320	8917336134	Darpan-9437209882 9178662485	Jajpur-06728-222001 - 222730	06728-222479 /222001
112	BJPD	Govt Hospital, Kendrapara	08 Km		9439988886, 06727-232171	All facility , 50 beds	108	Kendrapara, 06727-233334	Kendrapara, 9438916260, 06727-274700, Addk SP-94372395620	--	Kendrapara, 06727-230301	95671-2395936	Social Service	Kendrapara New bus stand	9776716320	Mahima House, Indupur	Kendrapara, 06727-220205, Tahasildar, Dr. Hemanta Behera,	Kendrapara, 9437883093, 06709-222602 , Fax-6727-221603	Addl DM-9437233562, 06727-233601
113	MSGR	Marshaghai Govt Hospital	3.5 km	-	-	16 beds	108	Kendrapada, 06727-233334	Marshaghai, 9438916268	--	Marshaghai, 9078008021	APOWA, 9437439946, B.K. Kabita, 8455910707	20	Kendrapada	9238372615, Krishna Agency	Pramoda Agency, 9937330697	Marshaghai tahasil, 06727222188,	Kendrapara, 9439883093 (O) 06723-232602	ADM-9439883093,
114	Kalaghar	Marshaghai Govt Hospital	12 Km			16 beds	108	Kendrapada, 06727-233334	Marshaghai, 9438916268	--	Marshaghai, 9078008021	APOWA, 9437439946 B. 8455910707	20	Kendrapada	9238372615, Krishna Agency	Pramoda Agency, 9937330697	Marshaghai tahasil, 06727222188,	Kendrapara, 9439883093 (O) 06723-232602	ADM-9439883093,
115	Nuagaon	Kujanga Govt Hospital	12.9 Km		06722236020	All facility , 50 beds	108	Kendrapada, 0672723334	Marshaghai, 9438234492	--	Kujanga Fire station, 06722236600	--	--	Paradip Bus Depot	Bhutdundi	--	Kiarabanka Tahsil, Mahakalapara	Kendrapara, 9439883093, 06727-232602	Addl DM Kendrapara, 9437239562, 06727-23260

116	SIJU	Kujang a Govt Hospita l	11. KM		06722-236020	All facility , 50 beds	108	Kendrapa da, 06727- 233334	Pradeep Lock PS. 9437202 204 (Incharg e)	--	Kujang a Fire Statin 06722- 236600	-		Pradeep Bus Depot	--	-	Kujanga Tahasil dar 06722- 236223	Jagatsi nghpur , Fax No. 06724- 220299	Addl. DM, 06722- 222237
117	Ranital Link , 8455 8918 92	Rly Hospita l Bhadra k,	06 Km 10 Km	A.K. Gochha yat	CDMO- 943994310 Dr. Samtosh,	OPD, PAthol ogy, ICU, X- ray, 400 beds	108	Bhadrak Dist Hospital, 70081678 82	GRP- Bhadrak, S.K. Bahintpa ti, 9437791 666	M.R. Tarai, OSRP- 88955800 66	Bhadra k, 101	Asiana- 9437000 489	1000 Society for wealfar e commu nity	Bhadrak, 9437197 466	Jagannath Transport Agency, 993741693 3	B.K.Das- 99373534 12	Bhadrak, Pradipta Das, 943706018 1	Gyama Ranjan Das, 943706 1000	P.K. Bashu 943706018 1

**TELEPHONE NOS & DETAILS NDMA/NDRF BATTALIONS**  
**NDRF HEAD QUARTER, (SECTOR -1 RK PURAM, NEW DELHI)**

Name	Designation	Address	Telephone No	Fax No	E-mail
Shri S N Pradhan (IPS)	Director General	Directorate General, NDRF, 6th Floor, NDCC-II Building, Jai Singh Road, New Delhi - 110001	011-23438020, 011-23438119	011-23438091	dg.ndrf@nic.in
Shri Amrendra Kumar Sengar (IPS)	Inspector General	-- Do --	011-23438021	011-23438091	ig.ndrf@nic.in
Ms Nishtha Upadhyay	Financial Advisor	-- Do --	011-24368148	011-23438091	--
Mr. Mohsen Shahedi	Deputy Inspector General (Proc/Prov)	-- Do --	011-23438022	011-23438091	digprov-ndrf@nic.in
Shri Manoj Kumar Yadav	Deputy Inspector General (Trg/Pro /Academy/NCDC/East & North East Sector)	--Do--	011-23438140	011-23438091	dig.es.ndrf@nic.in
---	Deputy Inspector General (Estt/ Ops / North-West Sector)	--Do--	011-23438023	011-23438091	dig.ns.ndrf@nic.in
Shri K K Singh	Deputy Inspector General (Adm/Works/South Sector)	-- Do --	011-23438185	011-23438091	dig.ss.ndrf@nic.in
Shri V V N Prasanna Kumar	Commandant (PROC/PROV/NDRR)	-- Do --	011-23438183	011-23438091	--
Dr. Amit Murari	CMO (SG)	-- Do --	011-23438091	011-23438091	cmo-ndrf@gov.in
Shri Daulat Ram Chaudhary	Second-in-Command (DDO)	--Do--	--	011-23438091	--
Shri Upendra Pratap Singh	Deputy Commandant (ADM)	--Do--	--	011-23438091	hq.ndrf@nic.in
Shri Pranshu Srivastava	Deputy Commandant (Trg)	--Do--	011-23438138	011-23438091	hq.ndrf@nic.in
Shri Rakesh Ranjan	Deputy Commandant (OPS)	--Do--	011-23438024	011-23438091	hq.ndrf@nic.in
Shri Surendar Kumar	Deputy Commandant (Engineer)	--Do--	--	011-23438091	--
Shri Krishan Kumar	AC (IT/COMN/PRO)	--Do--	011-23438024	011-23438091	krishan.0405@gov.in
Shri Bhawani Singh	AC(ADM & SO to DG)	--Do--	011-23438118	011-23438091	dc.adm.ndrf@nic.in
Shri S Raghavindra	AC/MIN	--Do--	011-23438091	011-23438091	hq.ndrf@nic.in
Control Room	--	--Do--	011-23438091, 011-23438136	011-23438091	hq.ndrf@nic.in

**NDRF BNS**

Sl.No	Name	Design	Address	Telephone	Fax No	E-mail
01	Shi .R.S.Gill	Officiating Commandant	1 <sup>st</sup> BN NDRF, Patgaon Po-Azara, Guwahati-781017	0361-2840027	0361-2849080	assam01-ndrf@nic.in
02	Sh.Nishit Upadhyay	Commandant	2 <sup>nd</sup> BN NDRF, Haringhata, Mohanpur, Nadia, (West Bengal), Pin-741246	033-25875032	033-25875032	wb02-ndrf@nic.in
03	Sh. Jacob Kispotta	Commandant	3 <sup>rd</sup> BN NDRF, Po-Mundali,Cuttack-Odisha Pin-754006	0671-2879710	0671-2879711	bn-4 <sup>th</sup> @cisf.gov.in ori03-ndrf@nic.in
04	Ms. Rekha Nambiyar	Commandant	4 <sup>th</sup> Bn NDRF,Po-Suraksha Campus, Arrakonam, Dist-Vellore, Tamilnadu	04177-246269	04177-246594	tn04-ndrf@nic.in
05	Sh.Anupam Srivastav	Commandant	5 <sup>th</sup> Bn.NDRF, Sudumbare Taluka, Dist-Maval Pune(Maharashtra) Pin-410507	02114-247010(O)	02114-247008	<a href="mailto:mah05-ndrf@nic.in">mah05-ndrf@nic.in</a>
06	Sh.R.S Joon	Commandant	6 <sup>th</sup> Bn NDRF, Jarod Camp, The-Wagodia vadodara Pin.391510	02668-274470	02668-274245	guj06-ndrf@nic.in
07	Sh. Ravi Kumar Pandita	Commandant	7 <sup>th</sup> Bn NDRF, BibiwalaRoad,Bhatinda (Punjab) Pin-151001	0164-2246193	0614-226570	<a href="mailto:pun07ndrf@nic.in">pun07ndrf@nic.in</a>
08	Sh.P.K.Srivastav	Commandant	8 <sup>th</sup> Bn NDRF, Kamla Nehru Nagar, Ghaziabad (UP)Pin-201002	0120-2766013	0120-2766618	up08-ndrf@nic.in
09	Shri Vijay sinha	Commandant	9 <sup>th</sup> Bn NDRF, Bihata Patna, Bihar Pin-801103	06115-253942	06115-253939	patna-ndrf@nic.in
10	Mr.Zahid han	Commandant	10 <sup>th</sup> Bn NDRF ANU Campurs, Nagarjuna Nagar, Guntur (A.P) Pin.522510	0863-2293178	0863-2293050	<a href="mailto:ap10-ndrf@nic.in">ap10-ndrf@nic.in</a>
11	Sh.A.K.Singh	Commandant	11 <sup>th</sup> Bn NDRF, Sanskritik Sankul, Maqbool Alam Road, Varanasi, UP-.221002	0542-2501201	0542-2501101	up-11ndrf@nic.in
12	Sh. U.K.Thapliyal	Commandant	12 <sup>th</sup> Bn NDRF, Itanagar, Arunachal Pradesh- 791112	0360-2277109	0360-227106	bn12ndrf@nic.in

**3<sup>rd</sup>BN NDRF MUNDALI, CUTTACK (ODISHA)**

Sl.No	Rank	Name	Phone/mobile No	e-mail
01	Commandant	Shri Jacob Kispotta	0671-2879710 (O)/09437581614	Email ID- <a href="mailto:ori03-ndrf@nic.in">ori03-ndrf@nic.in</a> Fax- 0671-2879711
02	Dy. Commandant	Shri Dhananjay Kumar	8826991824	--
03	Asst. Commandant (Adjutant)	Shri A. K. Pattanaik	9437516227	--
04	Asst. Commandant	Shri Surjeet Singh	8763618710	--

**List of Officers / Staff of OSDMA**  
**0674-2395531**

Sl. No.	Name	Designation	Mobile No.	Extn.	SRC / OSDMA	Secretariat PABX
1	Shri Pradeep Kumar Jena, IAS	Managing Director	9437445000	101	401	3004
2	Sri Rudra Narayan Palai	ED (Technology and Communication)	9437045200	201	404	3010
3	Sri Rudra Narayan Acharya	Chief General Manager (F&A)	9437231259	301	403	3011
4	Sri Satya Ranjan Sahoo	Chief General Manager-I	8895485759	103	405	3006
5	Smt. Susmita Behera	General Manager (P&A)	9437223040	309	412	3009
6	Sri Malaya Ku Pradhan	General Manager (F&B)	9439210915	105		
7	Sri Satya Prasad Patnaik	GM (P)-II / ED(P)I/C	9438852179	209		
8	Sri Sunil Kumar Sahoo	Dy.General Manager (T&C)	9437530633	109	409	
9	Sri Jayajagat Sahu	Manager	8895616988	206		
10	Sri Jnanendra Ku. Mohanty	Accounts Officer	8249374445	304		
11	Sri Ramakanta Champatiray	Section Officer	9238962297			
12	Sri Arun Kumar Mandal	Asst. Section Officer	9861159221			
13	Sri Ananta Kishore Sahoo	Accountant	9437377716	308		
14	Sri Haraprasad Mishra	Junior Assistant	9438185232	113		
15	Sri Bholanath Mishra	GM (Geo-Technology)	9437106251	121	414	3008
16	Sri Arabinda Ray	GM (Systems)	9437106252	107	407	3007
17	Sri Sutanu Kumar Thakur	State Project Officer	9437240597	115		
18	Sri Laxminarayan Nayak	State Project Officer	9437357587			
19	Sri Gouri Sankar Mishra	State Project Officer	9438764015			
20	Sri P.K. Bhatta	Weather Expert	9438134379	214		
21	Sri S. K. Dastidar	Weather Expert	9583080909			
22	Sri S.K. Pandey	Database Analyst	9438119919			
23	Sri Meghanad Behera	SPO (UNDP)	9438281225			
24	Sri T.K. Banarjee	IA, OSDMA	9438396799			
25	Sri Sudesh Ku. Sethi	Computer Programmer	9438360514	211		

26	Smt. Gita Mohanty	GIS Operator	9668366198			
27	Sri Sangram Ke Baliarsingh	PS to MD	9438813176	102	402	
28	Sri Amar Singh Nayak	Stenographer	8895265615			
29	Sri T.K. Banarjee	IA, OSDMA	9438396799			
30	Sri Sudesh Ku. Sethi	Computer Programmer	9438360514	211		
31	Smt. Gita Mohanty	GIS Operator	9668366198			
32	Sri Sangram Ke Baliarsingh	PS to MD	9438813176	102	402	
33	Sri Amar Singh Nayak	Stenographer	8895265615			
34	Sri Sarada Kumar Sahu	DEO-cum-Designer	8249657094			

**Odisha Disaster Rapid Action Force (ODRAF)**  
**Addl. D.G. of Police (L&O) Shri Yeshwant Kumar Jethwa, IPS**  
**Office- 0671 2304001 FAX – 0671 2304354**  
**Email I.D. [sphqrs.odpol@nic.in](mailto:sphqrs.odpol@nic.in)**

Sl.No	Unit	Address	Contact details	Mobile No & E mail.i.d	Office	Residence
1	Cuttack	OSAP 6 <sup>th</sup> Bn., Cuttack	ShriBijay Chandra Pradhan, OAPS Commandant	94376-56060 <a href="mailto:comdt6thbn.odpol@nic.in">comdt6thbn.odpol@nic.in</a>	0671-2442148 Fax. 2442148	0671-2442442
			ODRAF I/C H.M Sunil Ku. Nayak	8249377834	0671-2442259	
			W/ K. B. Panda	9438582460		
2	Jharsuguda	OSAP 2 <sup>nd</sup> Bn., Jharsuguda	Shri M. K. Purohit, OAPS Commandant	94374-42139 <a href="mailto:comdt2ndbn.orpol@nic.in">comdt2ndbn.orpol@nic.in</a>	06645-270096 FAX 220370	0664-5270038 Control Room
			Shri M.Sai, A.C (Adjt)	9437375675		06645-270079
			ODRAF I/C D.S Mitu Bahadur Thapa	8249524813		9337603775, 8895044010
			W/ Pun Bahadur Thapa	9437324791 & 8763494512		
3	Koraput	OSAP 3 <sup>rd</sup> Bn., Koraput	Shri P. K. Dash, OAPS Commandant	94386-74968 <a href="mailto:comdt3rdbn.odpol@nic.in">comdt3rdbn.odpol@nic.in</a>	06852-251344 Fax- 251344	06852-151335 Control Room
			I/C ODRAF S.I(A) S.K.Hota	9439637562		06852-251603
			W/ R. K. Nayak	7008635364		9438039136
4	Rourkela	OSAP 4 <sup>th</sup> Bn., Rourkela Sundergarh	Shri B. K. Mishra,OAPSCCommandant	94372-92858 <a href="mailto:comdt4thbn.odpol@nic.in">comdt4thbn.odpol@nic.in</a>	0661-2600980 Fax- 2600980	0661-2600434 Control Room
			I/C ODRAF D.S. Sk.R. Tulla	9438503808		0661-2600025, 9437390846
			W/ Hav. P.K. Sahoo	7978472251/9437616464		
5	Baripada	OSAP 5 <sup>th</sup> Bn., Bapada, Mayurbhanja	Shri B. P. Dash, OAPS Commandant	94371-78823 <a href="mailto:comdt5thbn.odpol@nic.in">comdt5thbn.odpol@nic.in</a>	06792-278232 Fax- 278232	06792-254402 Control Room
			I/C ODRAF H.M. T. K. Rout	9437806782 <a href="mailto:Tapasrout553@gmail.com">Tapasrout553@gmail.com</a>		06792-278236 & 278200
			W/ S/ T.K.Mahanta	8249170322		
6	Bhubaneswar	OSAP 7 <sup>th</sup> Bn., Bhubaneswar	Shri B. K. Sahu, DCP (Armed)	94371-23691 <a href="mailto:comdt7thbn.odpol@nic.in">comdt7thbn.odpol@nic.in</a>	0674-2301055 Fax- 2301055	0674-2303426 Control Room
			I/C ODRAF Dy. Sub Tapas Rana	9853228848		0674-2301044
			W/ S. Sada Jena	9439923702		
7	Chatrapur	OSAP 8 <sup>th</sup> Bn., Chatrapur	Shri S. N. Mallik OAPS (I) Commandant	94371-23757 <a href="mailto:comdt8thbn.odpol@nic.in">comdt8thbn.odpol@nic.in</a>	06811-260375 Fax- 254011	06811-2638555 Control Room
			I/C ODRAF S.I(A) A. K. Behera	9437866774	06811-254015	06811-254010
			W/ L. Vijay Kumar	7978616210		



8	Balasore	R.O Balasore	Shri S. S. Mishra, IPS S.P	90907-76820 spbls.odpol@nic.in	06782-262007 Fax-262584	06782-262005
			R.IDillipKu.Samantaray	9178222309	06782-262009	
			W/ M. Behera	9438049083/9337105939		
9	Balangir	R.O Balangir	Nitin Kusalkar, IPS S.P.	spblg.orphol@nic.in 88888-30333	06652-232020 Fax-232375	06652-133063
			ODRAF I/C RI A.Sahu	8895475053		
			W/ M. P. Xosla	9937999404		
10	Paradeep	R.O Jagatsinghpur	Shri R.Prakash, IPS	9437102020 spjps.odpol@nic.in	06724-220115 Fax-220370	06724-220015
			ODRAF I/C RI S.K.Jena	9437140482		
			DSI. P. Routaray	9438436188		
			W/ Tutu	8338815172		
11	Dhenkanal	OSAP 1 <sup>st</sup> Bn., Dhenkanal	Shri SudhiraBehera,OAPS Commandant	94373-08404 osap1stbn.odpol@nic.in	06762-226229 Fax – 06762- 226291	06762-227566 Control Room 06762-226291
			ODRAF I/C D.S Nimai Ch. Sahoo	9583488687, 8280199459		
			W/ Bapuji Mallik	9438286790		
12	Koraput	1 <sup>st</sup> I.R.B, Koraput	Shri Suresh Behera, OAPS Commandant	94371-82399 comdt1stirbn.odpol@nic.in	FAX No- 06852- 252167	Control Room 06852-211302 & 9437076339
			Shri Bhawani Setha A.C. (Adjt)	94384504230		
			HavR.K.MohantyAjt. Writer	9437076339		
13	Rayagada	2 <sup>nd</sup> I.R.B, Bhamini, Rayagada	Shri Dillip Mohapatra, OAPS Commandant	94371-01001 comdt2ndirbn.odpol@nic.in	Control Room 06857-251110	Control Room 06857-251110 & 8456934283
			ODRAF I/C S.I(A) D.R.Tripathy	9438849299		
			Dy.Sub (Adj) R.N.Sahu	7326075705		
			W/ Hav. Arun Ku. Sahu (Adj)	8456934283		
14	Jajapur	3 <sup>rd</sup> I.R.B Kalinganagar, Jajpur	Shri S. K. Hansda, OAPS Commandant	94374-23553 comdt3rddirbn.odpol@nic.in	06726-244610	Control Room 06726-244610 & 8763898250
			Sub. Srikanta Behera	9658645663		
			W/Hav. Ranjan Ku.Mishra	9337980432		
15	Deogarh	4 <sup>th</sup> I.R.B Bamparada, Deogarh	Shri P. K. Nayak, OAPS, Dy. Commandant	94371-70179 comdt4rhirbn.odpol@nic.in	Control Room/Fax 06643-242130	Control Room 06643-242130
			Dy.Sub (Adj) J.N.Acharya	9437844857		
			W/HavL.R.Sahu	9438416646		

16	Boudh	5 <sup>th</sup> I.R.B Balasingha, Boudh	Shri B.P. Baboo, OAPS Commandant	94385-09006 comdt5thirbn.odpol@nic.in	06841-22238	Control Room 06841-22238 & 7077449577
			Sri Dillip Pradhan A.C (Adjt)	9438131040		
			Dy.Sub (Adjt) Narendra Das	9937456103		
			W/ Hav. J.Laria	9113701749		
17	Khordha	6 <sup>th</sup> I.R.B Khordha	Shri Narayan Dora, OAPS Commandant	94379-05270 comdt6thirbn.odpol@nic.in	06755-221344	Control Room 06755-221344
			ODRAF I/C D.SZ.R.Khan	9438088532		
			W/ C/278 P.K.Khuntia	7008754705		
18	Koraput	7 <sup>th</sup> SIRB, Koraput	Shri Binod Das, OAPS Commandant	94371-55656 comdt7thsplirbn.odpol@nic.in	06852-251067	Control Room 06852-259007 & 9437936642
			D.S(Ajt) Balaram Pradhan	8917306480		
19	Kandhamal	8 <sup>th</sup> SIRB, Kandhamal	Shri Lingaraj Mishra, OAPS Commandant	94370-59912 comdt8thsplirbn.odpol@nic.in	06842-2533017	Control Room 8763616282
			SI(A) S.N.Bindhani (Adjt)	8847882851		
			W/Hav. C.K.Nayak	9078151011		
20	Chatrapur	OSAP 8 <sup>th</sup> Bn., Chatrapur	Shri S. N. Mallik, OAPS Commandant	94371-23757 comdt8thbn.odpol@nic.in	06811-260375 Fax- 254011	Control Room 06811-254010
			I/C ODRAF S.I(A) A. K. Behera	9437866774	06811-254015	

### **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.	0674-239494	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	06852-250285	dyconcdkoraput@gmail.com
4	Talcher At Hattota, Talcher, Dist- Angl, Odisha- 759100	06760-240720/ 9937745996	100	06760-240720	dccdtalcher@gmail.com

**TELEPHONE NUMBERS OF SENIOR STATE GOVT OFFICERS OF ODISHA****Annexure – 18**

Sl.No	Designation	Officer	Residence	Fax
1	Chief secretary	2534300 / 2322196 / 2536700	2322196	253660
2	Secretary to CM (CM's Secretariate)	2536682 / 2322164	2436096	2535100
3	Spl. Secretary to CM	2401103		
4	Principal Secretary (Home)	2531515 / 2322461	2533722	2402115
5	Director General (Police), Cuttack	2301151 / 2306501	2304662 2306607	2304033
6	Inspector General Police, (Rly), Cuttack	2610254	2307500	
7	Commissioner-cum-Secy. (Inf. And Public relation)	2536736	2556588	
8	Commissioner-cum-Secy (EP.Medical/Health)	2536632 / 2405235	2530152	2400674
9	Commissioner-cum-Secy. (Revenue)	2400450 / 2322658		2402540
10	Special Relief Commissioner	2536721 / 2534180	2535232/9437005121	2534176
11	Managing Director (OSDMA)	2395379 / 2395389 – Extn:208	2556000 / 9937099099	2391871/2396681

**STD CODE:****BHUBANESWAR-0674****CUTTACK-0671****TELEPHONE NO OF CIVIL ADMINISTRATION OF STATE GOVT (DISTRICT WISE) OF EOR****Annexure-19**

Sn	Name of District	Std Code	Collector & District Magistrate	Mobile number	Emergency officer	Control room	Fax
1	Khurda Road	06755	220001	09438482911	220002	220002	06755221567
2	Puri	06752	222034	09437077034	223237	223237	06752223939
3	Cuttack	0671	260810	09437672601	2507842	2607842	06712301103
4	Jagatsinghpur	06724	220379	09437217138	220368	220368	06724220299
5	Kendrapada	06727	232602	09439883093	220004	232803	06727221603
6	Jajpur	06728	222001	09437077133	222648	222648	06728222087
7	Bhadrak	06784	250436	09438728900	251881	251881	06784240800
8	Dhenkanal	06762	225601	09861442411	226507	226507	06762225717
9	Angul	06764	230567	09439853561	230980	230980	06764230685
10	Ganjam	06811	263700	09437559670	263978	263978	06811263344

**TELEPHONE NOS OF FLOOD CONTROL CENTRES OF ODISHA**

**Annexure – 20**

<b>Designation</b>	<b>Office</b>	<b>Res/Moble</b>	<b>Fax</b>
Flood Control Room	06742301048	-	2395953
EIC water Resources	06742390180	2565378	2392486
CE & BML, Mahanadi Basin	06742390185	2420402	2395953
CE & BMU, Mahanadi Basin	06632430866	2403899	2430877
Flood Control Room MUNDALI	0671-2381966	06632430292	-
CE & BM Rushikulya	06802204244	2202366	2207933
CE & BM Bramhani RT Basin	06762223264	223283	223263
CE & BM Bramhani LT Basin	06760266333	266345	266336
CE & BM Baitarani	06792252206	253487	253310
CE UpperIndravati	06658224276	224286	224238
CE OHPC Upper Indravati	06658224211	242294	242321
SE Hirakud Dam Circle	06632430001	243002	2430877
CIE Civil	06632394804	2547178	2395982
Director (O) OHPC	06742541315	2300259	2542102
Director NIC	06742544132	2544243	2544132
Director Monitoring	06742544132	2544243	2544132

**Contact Details of SPs of the State Odisha**

<b>Sl. No</b>	<b>Name of the District</b>	<b>Name of the Officer</b>	<b>STD Code</b>	<b>Office</b>	<b>Residence</b>	<b>FAX</b>	<b>Mobile</b>	<b>Email</b>
1	Angul	Shri Jagamohan Meena, IPS	06764	230316	237500	236657	9438916430	<a href="mailto:spang.odpol@nic.in">spang.odpol@nic.in</a>
2	Balasore	Banoth Jugala Kishor Kumar, IPS	06782	262004	262005	262584	8763459726	<a href="mailto:spbbs.orpol@nic.in">spbbs.orpol@nic.in</a>
3	Baragarh	Smt. Padmini Sahoo, IPS	06646	234480	234343	233150	9438916490 / 9348464352	<a href="mailto:spbgr.odpol@nic.in">spbgr.odpol@nic.in</a>

4	Bhadrak	Shri Rajesh U Pandit, IPS	06784	242035	240120	240120	9438916370	<a href="mailto:spbhc.orphol@nic.in">spbhc.orphol@nic.in</a>
5	Bolangir	Shri Sandeep Madka, IPS	06652	232020	233063	232375	9438001323	<a href="mailto:spblgr.orphol@nic.in">spblgr.orphol@nic.in</a>
6	Boudh	Shri Raghunath Rao, OPS-1	06841	222205	222206	222238	7978003988	<a href="mailto:spbdh.orphol@nic.in">spbdh.orphol@nic.in</a>
7	Cuttack	Radha Binod Panigrahi, OPS(SAG)	0671	2368116	2503301	2368301	9438916200	<a href="mailto:spctc.orphol@nic.in">spctc.orphol@nic.in</a>
8	Deogarh	Rahul Jain, IPS	06641	226100	226281	226282	9438916460	<a href="mailto:spdgr.orphol@nic.in">spdgr.orphol@nic.in</a>
9	Dhenkanal	Anupama James, IPS	06762	225777	225010	226786	9438916470	<a href="mailto:dhpol@nic.in">dhpol@nic.in</a>
10	Gajapati	Ms. Sarah Sharma, IPS	06815	222533	222566	222565	9438916700	<a href="mailto:spgip.orphol@nic.in">spgip.orphol@nic.in</a>
11	Ganjam	Brijesh Kumar Roy, IPS	06811	263366	263855	263266	8763294346	<a href="mailto:spgjm@odpol.nic.in">spgjm@odpol.nic.in</a>
	Berhampur	Pinaki Mishra, IPS	0680	2291000	2291100	2292991	8895944944	<a href="mailto:sspbpr.odpol@nic.in">sspbpr.odpol@nic.in</a>
12	Jagatsinghpur	Shri R. Prakash, IPS	06724	220115	220015	220015	9439876581	<a href="mailto:spjisp.odpol@nic.in">spjisp.odpol@nic.in</a>
13	Jajpur	C. S. Meena, IPS	06726	240112	240110	240250	8763294357	<a href="mailto:spjip.odpol@nic.in">spjip.odpol@nic.in</a>
14	Jharsuguda	Aswin Kumar Mohanty, OPS(SAG)	06645	270808	270999	270888	9438916530	<a href="mailto:spjsd.odpol@nic.in">spjsd.odpol@nic.in</a>
15	Kalahandi	Shri B. gangadhar, IPS	06670	233111	232333	233444	9438916770	<a href="mailto:spkld.odpol@nic.in">spkld.odpol@nic.in</a>
16	Kandhamal	Shri Pradeep Singh, IPS	06842	253610	253611	253609	7655083376	<a href="mailto:spkdml.odpol@nic.in">spkdml.odpol@nic.in</a>
17	Kendrapara	Shri Niti Sekhar, IPS	06727	274700	221096	221103	9438916260/ 9438153309	<a href="mailto:spkdp.orphol@nic.in">spkdp.orphol@nic.in</a>
18	Keonjhar	Shri Mitrabhanu Mohapatra, IPS	06766	254106	255402	255402	9438818585	<a href="mailto:spknj.odpol@nic.in">spknj.odpol@nic.in</a>

19	Khurda	Shri Ajeya Pratap Swain, OPS-I	06755	220535	220113	223427	9437035204	<a href="mailto:spkda.orphol@nic.in">spkda.orphol@nic.in</a>
20	Koraput	Shri Shri Mukesh Kumar Bhamoo, IPS	06852	250901	250900	250902	9861528548/ 9461138300	<a href="mailto:spkpt.odpol@nic.in">spkpt.odpol@nic.in</a>
21	Malkangir	Shri. Rishikesh Dnyandeo Khilari, IPS	06861	230325	230310	230370	9438916820	<a href="mailto:spmkg.orphol@nic.in">spmkg.orphol@nic.in</a>
22	Mayurbhanj	Shri Smith P. Parmar, IPS	06792	252647	252644	252293	9821193504	<a href="mailto:smbj.orphol@nic.in">smbj.orphol@nic.in</a>
23	Nawarangapur	Shri Nitin Kusal Kar IPS	06858	222302	222301	222500	9438916840	<a href="mailto:spngpr.orphol@nic.in">spngpr.orphol@nic.in</a>
24	Nayagarh	Shri Pratyush Diwakar, IPS	06753	252088	252188	252188	9438916290	<a href="mailto:spngr.orphol@nic.in">spngr.orphol@nic.in</a>
25	Nuapada	Shri Binit Agrawal, IPS	06678	225478	225477	225006	7008692886	<a href="mailto:spnpr.orphol@nic.in">spnpr.orphol@nic.in</a>
26	Puri	Dr. Umasankar Dash, IPS	06752	225400	225300	223280	9438916320	<a href="mailto:sppri.orphol@nic.in">sppri.orphol@nic.in</a>
27	Rayagada	Dr. Saravana Vivek.M IPS	06856	222304	222323	222018	9894533318	<a href="mailto:sprgda.odpol@nic.in">sprgda.odpol@nic.in</a>
28	Sambalpur	Dr. K.V. Singh, IPS	0663	2412330	2411002	2401308	9438916550	<a href="mailto:spsbp.odpol@nic.in">spsbp.odpol@nic.in</a>
29	Subarnapur	Shri Devi Prasad Dash OPS(SAG)	06654	220349	220351	220515	9438916580/ 9437224838	<a href="mailto:spsnp.orphol@nic.in">spsnp.orphol@nic.in</a>
30	Sundargarh	Smt. Soumya Mishra, IPS	06622	273324	273538	272218	9438916650	<a href="mailto:Spsng.orphol@nic.in">Spsng.orphol@nic.in</a>

**IMPORTANT TELEPHONE NUMBERS OF HOME GUARDS AND FIRE SERVICE ESTABLISHMENT**

Sn	Officers	Code	Fax	Office	Residence	Mobiles
1	D.G.P.F.S(O)	0671	2300317	2304317	2556599	9437031695
2	Addl.C.G.HGS& FS/IGPFS	0671		2300584	2556855	9437463322
3	D.I.G.F.S.(O)	0671	23000584	2300360	06742556855	
4	J.S.O.HGs	0671	23033387	2303387	2360776	
5	ESTT.Officer	0671	2303172	2303172		9937671905
6	F.O.(O) CTC	0671		2306409	2304995	9437394021
7	F.O.(Pr)/BBS	0674		2560785	2561305	9439503165
8	D.F.O.NR/SBP	0663		2521626	06632405477	9439214570
9	D.F.O.SR/BPR	0680		2220028	06802220766	
10	D.F.O.HQ/CTC	0671		2307969		9437276545
11	D.F.O.CH/CTC	0671		2307969		
12	D.F.O.FPW/BBSR	0674		2312216	2434797	9437780921

Odisha Fire Services  
Dr. Satyajit Mohanty, IPS, D. G. of Police, Fire Services.  
Office- 0671 2300317 FAX – 0671 2300201  
Email I.D. dgfs-hgs-cd.od@gov.in

Sl.No	Unit	Address	Contact details	Mobile No & E mail.i.d	Office	Residence
1	Cuttack	State Fire Services Headquarters, Cuttack	Dr. Soumya Mishra, IPS A.D.G P. FS, Odisha, Cuttack	8895781748		
2	Cuttack	State Fire Services Headquarters, Cuttack	Shri Ashit Ku. Panigrahi, IPS I.G.P. FS, Odisha, Cuttack	8895781749 igfs-hgs-cd.od@gov.in	0671 2300584	0671 2307814
3	Cuttack	Fire Prevention Wing, Cuttack	Shri Maheswar Swain, OFS Chief Fire Officer	94370-56220 odishafire-hgs-cd@gov.in	0671-2306409 Fax. 2307969	0671-2304995
4	Bhubaneswar	Odisha Fireservices and Disaster Response Academy, Bhubaneswar	Shri Sukanta Sethi, OFS  CFO-cum-Director, OFDRA	94373-94201	0674 2560785  Fax-0674 2560785	

**Telephone numbers of the fire stations in Odisha.**

<b>A</b>			
SLNO	Fire station	code	Tel no
1	Athagarh	06723	220233
2	Angul	06764	230222
3	Athamalik	06763	213002
4	Anandapur	06731	240256
5	Aska	06822	273333
6	Astaranga	06753	231079
7	Adaspur	06724	237100
<b>B</b>			
8	Bhubaneswar	0674	2312088
9	Bhanjanagar	06821	241090
10	Bhabanipatna	06670	230666
11	Boudh	06841	222377
12	Baliguda	06846	243243
13	Bissamcuttack	06863	247530
14	Banki	06723	240209
15	Balasore	06782	262620
16	Bhadrak	06784	231444
17	Baripada	06792	252701
18	Basudebpur	06784	271211
19	Balugaon	06756	220444
20	Bologarh	06755	232630
21	Basta	06781	252108
22	Burla	0663	2430333
23	Bargargh	06646	246809
24	Bolangir	06652	232333
25	Birmoharajpur	06651	254203
26	Bhuban	06769	272022
27	Bonai		
28	Begunia		
29	Brahmagiri		
30	Betanati		
31	Balipatna	0671	2462204
32	Balijhari	06721	279101
33	Bamur	066763	257301
34	Binjharpur	06728	230911



35	Borigumma	06860	280210
36	Barapali	06646	256055
37	Barkote	06643	243294
38	Bhapur	06757	238349
39	Berhampur	0680	2223333
40	Bari	956728	246902
<b>C</b>			
41	Cuttack	0671	2306101,2306183
42	Chauliaganj	0671	2343331
43	Chandikhol	06725	220101
44	Champua	06767	240231
45	Chtraur	06811	262600
46	Chendipada	06761	252366
47	Chandabali	956786	220666
48	Chandrasekharpur	0674	2744440
<b>D</b>			
49	Dasapalla	06757	212151
50	Dasarathpur	06728	254831
51	Dhamara	06786	222771
52	Dhamnagar	06786	230343
53	Dharmagarh	06672	242219
54	Dhenkanal	06762	226501
55	Deogarh	06641	226286
56	Digapahandi	06814	243751
<b>G</b>			
57	Gadi	26784	275838
58	G. Udayagiri	06847	260043
59	Gunupur	06857	250333
60	Gondia	06762	231152
61	Ghasipura	067131	220253
62	Ghatagaon	06733	222595
63	Gudvella	06645	286101
64	Gumuda	06857	258037
<b>H</b>			
65	Hinjilikatu	06811	080133
66	Hindol	06732	251237
67	Hindol Road	06732	256022
68	Hatadihi	06731	271044
<b>I</b>			
69	IB Thermal	06647	222257
<b>J</b>			
70	Jaleswar	06781	222070
71	Jagatsinghpur	06724	220099
72	Jajpur	06728	222233

73	Jajpur Road	06726	220444
74	Jatni	0674	2490808
75	Jharsuguda	06645	272715
76	Jeypore	06854	230320
77	Joda	06767	272631
<b>K</b>			
78	Khurda	06755	220733
79	Kendrapara	06727	230301
80	Koraput	06852	250301
81	Khalikote	06810	256320
82	Kodala	16810	268222
83	Kotpad	06860	230095
84	Kantamal	06844	277233
85	Kuranjia	06796	220210
86	Kujanga	06722	236246
87	Khandapara	06757	230033
88	Kamakhya Nagar	06769	270533
89	Keonjhar	06766	255501
90	Khajuriakata	06732	254428
91	Korua	06727	276701
92	Kankadahad	06768	264100
93	Kutra	06624	2245337
<b>L</b>			
94	Lakhanpur	06645	252005
<b>M</b>			
95	Malkangiri	06861	2330262
96	Mahana	06816	258302
<b>N</b>			
97	Nayagarh	06753	252101
98	Nimapara	06758	250299
99	Nilagiri	06782	233255
100	Naktideul	06647	246180
101	Nawranhgpur	06858	222233
<b>O</b>			
102	Odagaon	06853	233541
<b>P</b>			
103	ParalaKhemundi	06816	222333
104	Polsara	06810	282225
105	Phulbani	06842	253622
106	Patrapur	0680	264227
107	Puri	06752	222101
108	Pal-Lahara	06765	279223
109	Padmapur	06683	223499
110	Parjang	06768	261022

111	Patnagarh	06658	222353
112	Panposh	0661	2480604
113	Patamundai	06729	220348
114	Pipili	06758	240637
115	Purusotampur	06811	275555
<b>R</b>			
116	Ranapur	06755	236022
117	Rairangpur	06794	222066
118	Rajkanika	06729	278685
119	Rasgobindpur	06793	275761
120	Raghunath Pur	06724	267340
121	Rayagada	06856	222222
122	R Udayagiri	06817	240342
123	Rasol	06732	253403
124	Raurkela	0661	2510095
125	Rampur	06653	276046
126	Rairakhole	06644	253021
127	Rengali	0663	2560142
128	Raikia	06847	265043
<b>S</b>			
129	Sora	06788	221211
130	Salipur	0671	2352244
131	Sukinda	06726	244762
132	Sorada	06819	270149
133	Sambalpur	0663	2520101
134	Sundergarh	06622	272301
135	Sonepur	06654	220222
<b>T</b>			
136	Tangi	06756	2244222
137	Talcher	06760	240222
138	Titiagarh	06655	220477
139	Tirtol	06722	250445
140	Tarava	06657	286255
141	Tigiria	06723	235001
<b>U</b>			
142	Udala	06795	232260
143	Ullunda	06651	256656
144	Umerkote	06866	270866

## Telephone numbers of fire stations in AP portion of ECoR

Andhra Pradesh ( A P )		
Srikakulam Dist.		
Srikakulam	08942	222099
Narasennapeta	08942	276777
Ichhapuram	08947	231101
Palasa	08945	241101
Sompeta	08947	234107
Tekkali	08945	244277

## Details of Indian Metrological Department (Cyclone Detection &amp; Warning center) are as under:-

Sl.No.	Name of Officers /Designation and Location of Deployment	STD code	Telephone no (O)	Mobile No	Fax Nos
1	Director, Vishakhapatnam	0891	2543038 2717118 (R)	0984846281	2543037
2	Director, Vishakhapatnam	0891	2543033 2543041(R)		2543036
3	Director, IMD, Bhubaneswar	0674	2534627, 1534737	9437485328	2530203
4	Director, Cyclone Detection Centre, Bhubaneswar	06722	222147		
		0671	2376051	Paradeep	
5	Cyclone Detection Centre, Bhubaneswar		2534386, 2534985		

**TELEPHONE NUMBERS OF ARMY NAVY AIR FORCE OFFICIALS**

<b>Unit</b>	<b>Name and address</b>	<b>Phone number</b>
Nodal officer (air force navy and army)	Director ( Operation A Logistics), HQ Integrated Defense Staff Ministry of Defence	011-23017897(o)/011- 2566071(R) 9810856633 (Mob)
Navy	Naval HQ (War Room Director Of Naval Operation)	011-23017616
Navy	Duty Officer (Maritime Operations Centre) HQ WNC Mumbai	022-22630550/22630344
Navy	Duty Officer (Maritime Operations Centre) HQ ENC Visakhapatnam	0891-2577240
Navy	Duty Officer (Maritime Operations Centre) HQ SNC Kochi	0848-2662793
Coast guard	Operations Officer/ Indian Coast Guard/HLZ	03224-263217
Coast guard	Communication Centre/ Indian Coast Guard/HLZ	03224-263407
Army	Station HQ/Jamshedpur	0657-2431633
Army	Station HQ/Kolkata	033-22430362
Army	Commandant/Chandipur/Balasore	06782-262031®
Air force	Eastern Command	0364-2223900/2561461
Air force	Chief Operation Officer	03222-232176
Air force	Air Force Station/Kolaikunda	Ext.207 (O), 227 ®
	Chief Administrative Officer	232176 Ext 203(O) 223 ®
	Sr. Medical Officer	232176 Ext 261 (O)
Air force	Chief Operations Officer/Barrackpur	033-25921251
Air force	Radar Station/Salua/Paschim Midnapur	03222-277240

**TELEPHONE NUMBERS OF PARA Military Establishment**

CISF Unit	Libyan Tree Ware House (LTW)	033-24492046
CISF Unit	CISF Unit, CPT, Kolkata, New Traffic Building, 40 CGR Road Kolkata-43, NEZ/Kasab Control Room	033-24430685,033-24431141
BSF	DIG Office South 2B Lord Sinha Road Kolkata-71	033-2577887
BSF Unit	BSF Control Room	033-25778872
CISF Unit	Haldia CPT	03244-252228/252457/252328
CISF haldia	Commandant CISF/Haldia	03224-2252220339 (O)/ 263335®
EFR	Commandant EFR, Salua, Kharagpur	PBX 03222-277238

**Telephone numbers of air station over ECoR**

State	SN	Name of station	Television stations	Air stations
ODISHA	1	BHUBANESWAR	0674-2301048	2511350
	2	CUTTACK	0671-2315600	2301438
	3	SAMBALPUR	0663-2404868	2410507
	4	BHAWANIPATNA	06670-230911	230911
	5	BERHAMPUR		
	6	JEYPORE	06854-231558	
	7	KEONJHAR	916766255356	
	8	BARIPADA		
	9	BOLANGIR		
AP	1	VISHAKAPATNAM	0891-2549109	2564260
CG	1	RAIPUR	0771-2283852	2423520
	2	JAGDALPUR		

**NAME OF THE AIRSTRIPS MAINTAINED BY STATE GOVERNMENT**

SN	Name of the airstrip	District	Coordinates	Elevation in feet	Runway direction	Length and breadth in ft.	Type of surfaces	Track from BBSR	Distance in N.M
1	JEYPORE	KORAPUT	18°52'50''N 82°33'13''E	1699.11	North-South	2999 x 75.45	Bituminous surface	246 Radial	201
2	UTKELA	KALAHANDI	20°05'41.20''N 83°10'51.77''E	750	04/22	3000 X 150	TARMACADAM	266°	152
3	BIRASAL	DHENKANAL	20°59'00.65''N 85°40'44.48''E	262	27/09	3672 x 80	PAVED	355 Radial	44
4	TUSRA	BOLANGIR	20°30'39.77''N 83°26'50.59''E	603.674	24/06	L-4215.879 B-49.212	BT	276°	135
5	HIRAKUD (JAMADARPALI)	SAMBALPUR	2158° (N) 8400° (E)	681	15/33	3600 x 150	TARMACADAM	310°	
6	NAWAPADA (GOTMA)	NUAPADA	20°52'8.30''N 82°31'10''E	1017	xx	3117 x 50	Bituminous surface	xx	191
7	PADMAPUR (SATIVATA)	BARGARH	21°02'16.62''N 83°02'47.45''E	660	11/29 East-West	L-5183'9'' B-98'5''	Black top (B.M. + S.D.B.C.)	286°	89.09
8	PHULBANI (GUDARI)	KANDHAMAL	20°27'42''N 84°16'17''E	1745.41	East-West	L-4592 B-49.2	Black top (Flexible)	204	90
9	RAIRANGPUR (DANDBOSE)	MAYURBHANJ	22°18'14''N 86°08'07''E	844	North & South	L-2900 B-50	Black topped	225 km	126
10	RANGEILUNDA (GOPALPUR)	GANJAM	19° 17' 30''N 84° 52'45''E	100'	North & South	2936 x 50	Bituminous surface	-	-
11	RAISUAN	KEONJHAR	21°41'49.86''N 85°34'55.45''E	1493	18/36 North-South	L-3000' B-100'	Black topped	Yes	296.35
12	BARBIL	KEONJHAR	22°02'55''N 85°22'27''E	1624	18/36 North-South	L-3400' B-50'	Bituminous	Yes	112

**NAME OF THE AIRSTRIPS MAINTAINED BY OTHER AGENCIES**

Sl. No.	Name of the Airstrip	District	Coordinates	Elevation in ft.	Runway Direction	Length & Breadth in ft.	Type of surfaces	Track from BBSR	Distance in N.M.
1	LANJIGARH	KALAHANDI	19°43' 07.7''N 83° 23'34.8''E	1362	06/24	5280 X 99	TARMACADAM	258°	140
2	SAVITRI JINDAL ANGUL	ANGUL	25°54'43''N 85°01'54''E	592	NW-ES	4954 x 100	Bituminous surface	Could not be accessed	60.00

## Inter Agency Group IAG- NGO, Odisha

### Member's Contact Details

Sl. No	Oranisation	Office Numbers	Representing Persons	Designation	Contact Number	email ID	Address
1	<b>INTER AGENCY GROUP (IAG), Odisha</b>		Sri.Akashaya Biswal	Chairperson	9937009358	iagorissa@gmail.com	House no.29/147, Aum Gardens, Maitree Vihar, Chandrasekharapur, Bhubaneswar-751023, Odisha. Phone: +91-674-2303992/93/94
			Ms. Bharati Chakra	Vice Chairperson	9437104104	bharati.chakra@helpageindia.org	
			Mr. Manoranjan Behera	State IAG Coordinator	9658808914	mnbehera1@gmail.com,	
2	<b>Action Aid</b>	0674 2544503	Mr. Debabrat Patra	Regional Manger	9437493410	<a href="mailto:debabrat.patra@actionaid.org">debabrat.patra@actionaid.org</a>	Mr. Debabrat Patra, Regional Manager, ActionAid India, R O 331-a, Saheed Nagar, Bhubaneswar, Odisha 751007, 0674 254 8503
			Ghasiram Panda	Program Manager	9438341794	ghasiram.panda@actionaid.org	
3	<b>ADRA India</b>		Rajan Pyadimala	Programe Officer	7838381984	rajan@adraindia.org	45 Kusum Marg H Block DLF, New Delhi
4	<b>Aid-et Action</b>		Umi Daniel	Regional Head	9937019196	umi.daniel@aide-et-action.org	Mr. Umi Daniel, Aide-at Action At-HIG-119, Jagamara-Baramunda Rd, Dharam Vihar, Jagamara, Bhubaneswar, Odisha 751030, Phone- 0674 235 0503
5	<b>Concern Worldwide</b>	0674 2533485	Saroj Dash	Regional Head		saroj.dash@concern.net	
6	<b>CRS</b>		Amar Ghana	Programme Coordinator	9437560043	amar.ghana@crs.org	
7	<b>Childfund India</b>		Mr. Ashok Panda	SPO	9437028877	<a href="mailto:apanda@childfund.org">apanda@childfund.org</a>	ChildFund India, Bhubaneswar  Tel: +91 674 2593660
			Mr.santaram Nanda	Programme Officer	9437170755	snanda@childfund.org	



8	Caritas		Nuatan Kumar Sogria	State Officer	7042084987	nutan@caritasindia.org	P.J.VARKEY State Officer, Odisha HIG-207, K -5 Kalinga Vihar, Patrapada P.O Khurda Dist. Odisha-751019 Mob 7978936106, 9078151988
			Anjan Bag	National Emergency Manager	9205178670	anjan@caritasindia.org	
9	CARE	0674- 2544738	Shantamay Chatterjee	Regional Programme Manager		shantamay@careindia.org	372, Shahid Nagar Bhubaneshwar-751007 Phone 0674-2547446
10	Church's Auxiliary for Social Action (CASA)	0674- 2112644	Inakhi Patra	Coordinator	9937143990	inakhi@gmail.com, casaodisha@gmail.com	
			Alok Ghosh	Regional Manager	9432668938	alokecasa@gmail.com, alokeghosh@casa- india.org	
11	Christian Aid	011- 26268068	Mr.Ram Kishan	Regional Manager-Asia	8527556611	RKishan@christian- aid.org	Christian Aid. India Office. D-25-D, South Extension Part II, New Delhi 110 049. Tel : 011-26268068m 71; Telefax: 26268071.
			Ms. Shivani Rana	Emergency Officer	9599109716	SRana@changealliance. in	
12	EFFICOR	011 2551 6383	Ramesh	Director – Programmes	7750048782	rameshbabu@eficor.org	
			Harshan	Manager- Emergency Response and Disaster	9650892146	harshanky@eficor.org, hq@efficor.org	
13	Handicap International	011 46566934 /5/6	Annie PATRI	Regional DRM Coordinator- South Asia	9937002230	apatri@hi-india.org	Can be contacted over email and Phone

14	HelpAge	0674 2559644	Bharati Chakra	State Head	9437104104	bharati.chakra@helpagei ndia.org	Bharati Chakra State Head –Odisha, HelpAge India N-2/ 157, IRC Village, Nayapalli, Bhubaneswar– 751015 (: 7978501151 /(0674) 2559644
						bhubaneswar@helpagei ndia.org	
15	IRCS-OSB	0674 - 2392389	Dr. Kalpanda Das	Honarary Secretary	9438304348	ircsosb@gmail.com	Red Cross Bhawan, UNIT- 9, Bhubaneswar, Odisha 751022
			Sanjukta Priyadarshini Barick	ICRC-PC	9778678471	sanjuktabarick33@gmail .com	
16	Lepra Society		Pritha Biswas	Regional Director	8847802388	pritha@leprahealthinacti on. in	Plot No 89, N1, Block N1, IRC Village, Nayapalli, Bhubaneswar, Odisha
17	Lutheran World Service (LWSI)	0674 2544549				bhubaneswar@lws.org,	Lutheran World Service India Trust office-N1/204, IRC Village, CRPF Square Bhubaneswar-751015 Mob - 9437303608 Email - bhubaneswar@lws.org LL-0674-2553549
		06758 252024	B.N.Biswal	Project Co- ordinator Puri	9937874599	bnb@lws.orgpuri@lws. org, director@lws.org	
18	OXFAM	0674- 2303994	Akysha Kumar Biswal	Regional Manager	7894472334	akshaya@oxfamindia.or g	House no.29/147, Aum Gardens, Maitree Vihar, Chandrasekharapur, Bhubane swar-751023, Odisha. Phone: +91-674-2303992/93/94
		0647- 2303993	Bimal Prasad Pandya	Program Officer DRR	9438488563	bimal@oxfamindia.org	
			Zubin Zaman	Emergency Head		zubin@oxfamindia.org	
19	Plan India	0674 - 2361317	Mr. Tusar Kanti Dash	Emergency Manager – Plan India	9937152450	Tushar.Das@planindia.o rg	Tushar Kanti Das, State Manager – Plan India H/O no. N6/436, IRC Village, Near Hotel Crown, Bhubaneswar – 751015 Odisha Phone: +91 674 - 2361317   Mobile: +91 9937152450
			sukant sahuo	Program Coordinator	9937045044	Sukanta.Kumar@planind ia.org	

20	Practical Action	0674 - 2392836, 2392135, 2391220	Birupakhya Dixit	Program Head	9437031660	Birupakhya.dixit@practicalaction.org.np	Practical Action India Office: Plot No: M-76, Madhusudan Nagar, Bhubaneswar -751001. Tel: 0674:2392135/2392836
21	Save the Children	0674 2301240	DR. S.K MISHRA	SPO		sk.mishra@savethechildren.in	S-4, Phase - 2, Maitree Vihar, Near Tech Mahindra, Bhubaneswar, 751023 Phone: 0674 230 1240
			Prasenjit Roy	Programme Officer	7894405576	r.prosenjit@savethechildren.in	
22	TDH		Mr. Satya Ghosh	(National coordinator)	9818516715	satya.ghosh@tdh.ch	Address: Mahanirvan, 19, Mahanirban Rd, Dover Terrace, Ballygunge, Kolkata, West Bengal 700029
			Ms.Runa Nath	Programme Officer	9830271346	satya.ghosh@tdh.ch	
23	Trocaire	0674 2301185	Dipankar Dutta	State Programme Manager	9438422245	DDatta@trocaire.ie	
24	UNICEF	2397977 - 80	Dr. Monika Nielson	Chief, Field Office	9437063979	ybae@unicef.org	Address: Plot No. 44, Surya Nagar, Bhubaneswar, Odisha 751003, Phone: 0674 239 7977
		0674 239 7977	Dr.Vivek Virender Singh	Health Specialist	917818172	vsingh@unicef.org	
			Johnson Devraj	WASH specialist	7064408405		
			Sourmen Ray	DRR Focal Point	7896565700	sray@unicef.org	
25	UNDP		Ms.Abha Mishra	State Head	9810047742	abha.mishra@undp.org	Ms. Abha Mishra, State Head, UNDP, Address: Plot No. 44, Surya Nagar, Bhubaneswar, Odisha 751003, Phone: 0674 239 7977
26	UNFPA	0674 2559907	Dr. Deepa Prasad	State Program Officer	9437017102	prasad@unfpa.org	Address: N4-F41, N4, Block N4, IRC Village, Nayapalli, Bhubaneswar, Odisha 751015

27	UNWFP	0674 2558740	Himanshu Bal	State Head	9437016671	himanshu.bal@wfp.org	UNWFP, Bhubaneswar, Near Rajiv Bhwan, State Secretariat Bhubaneswar
28	WaterAid	0674 2531266	Purna K Mohanty	Programme Officer	9937034072	purnamohanty@wateraid.org	WAI-East (Bhubaneswar). Plot No. 1266 Bhoi Nagar, Unit IX, Bhubaneswar 751022, Odisha, India. Tel: +91 674 2531266. Fax: +91 674 2531267
			Bikash Pati	State Manager	9937410666	bikashpati@wateraid.org	
29	World Vision		Marseibor S Lyngdoh	State Head	9445796876	Marseibor_Lyngdoh@wvi.org	
		67432996 90	Ms. Srilekha Chouhan	Technical Specialist- Child Health and Nutrition	9438803638	Bhubaneswar_Urban_ Dev_India_Project@wvi.org, srilekha_chouhan@wvi.org	Bhubaneswar Urban ADP, Plot No-280, Bhoi Nagar, (Near Saheed Nagar Police Station), Bhubaneswar-751022, Odisha, India]

**TELEPHONE NUMBERS OF VOLUNTEER ORGANISATIONS & NGOs**

- 1) Action air india, Regional Office Odisha, Plot no. 331/A, Sahid Nagar, Bhubaneswar – 751007, Odisha Tel./Fax : 0674-2544503/2544224/2502279, [www.actionindia.org](http://www.actionindia.org)
- 2) DFID, 17 Forest Park, Bhubaneswar – 751009, Tel.:0674-2533359/2530512 Fax: 0674-2530228, [www.dfidindia.org](http://www.dfidindia.org)
- 3) State NGO Coordinator, Deptt. Of Health & FW Government of Odisha, Bhubaneswar, Odisha. Tel.: 0674-2322411, E.mail : [manu2orissa@yahoo.com](mailto:manu2orissa@yahoo.com)
- 4) NilakanthaYubaka Sangha, AT/PO- Dalakasoti, Via- Balipatana, Khurda, Pin-752102, E mail: [nilakantha.ys@gmail.com](mailto:nilakantha.ys@gmail.com), Phone no. 09937936565
- 5) Centre for Environmental Studies (CES), N2/150, Nayapalli, Government of Odisha, Bhubaneswar, Pin-751015, Tel.:0674-2551853, Fax: 0674-2400681, Web site: <http://www.cesorissa>
- 6) Centre of Youth and Social Development, E-1, Industrial Area, Bhubaneswar, Odisha, India Pin:751013, Tel.: 0674-2582372/2583726, E mail: [cysdbbsr@cal.vsnl.net.in](mailto:cysdbbsr@cal.vsnl.net.in), Web site: [www.cysd.org](http://www.cysd.org).
- 7) Ruchika Social Service Organisation, G-6, Ganganagar, Unit-VI, Bhubaneswar, Pin:751001, Odisha, India, Phone Office:0674-2532611, Home:0674-2432956, Fax:0674-2535214, Email: [rssobbs@hotmail.com](mailto:rssobbs@hotmail.com) , [info@ruchika.org](mailto:info@ruchika.org) & [www.ruchika.org](http://www.ruchika.org)
- 8) RESO : Rural Educated Student Organisation, Sananuagan, Retang Railway Station, Distt.-Khurda, Secy- mobile no. 9438186412 ( Social works).
- 9) Odisha Khadi and Village Industries Association, Plot no. 805 & 823 (P), At. JaidevVihar, P.O RRL, Bhubaneswar – 751013.
- 10) HELPAGE INDIA, Plot No. 1488/2536 N-4, Area IRC Villaage, Nayapalli – 1374, P.O. Bhubaneswar, Odisha. Pin: 751015, Tel.No.:0674-2559644, [www.helpageindia.org](http://www.helpageindia.org).
- 11) Committee for Legal Aid to Poor (CLAP), Address: 367, Market nagar, Sector-6, Cuttack – 753014, Odisha, India. Phone No.: 0671-2363980, 2365680. Fax: 0671- 2363980.
- 12) WWF-INDIA, BDA Market Complex, Tankapani Road, Bhubaneswar – 751018, Director Phone : 0674-2434750.
- 13) Gania Unnyan Committee, AT/PO Belapadapatna, Dist.Nayagarh, Odisha, Pin: 752085, Tel./Fax : 06757-226022, Email: [gucorissa@yahoo.com](mailto:gucorissa@yahoo.com)
- 14) Bal Jagruti Association, 462- SabarSahi, Nayapalli, Near new AG Colony, Bhubaneswar. Contact- Ranjan Kumar Biswal, Joint Secreatry, Mobile no.9337106883, 9337113458. Tel./Fax: 011-26045638, Phone no.:011-55969453, Mobile no.:9810153006.
- 15) Govinda Bhavan, Suryvihar, Link Road, Badambadi, Cuttaack. [sumanta.swain@gmail.com](mailto:sumanta.swain@gmail.com), [priyabratamajhi@yahoo.co.in](mailto:priyabratamajhi@yahoo.co.in) O-9437110714.
- 16) Home and Hope, A school for the mentally retarded, Sector-17, Rourkela – 769003.

- Phone no.:0661-2642140.
- 17) Parents Association for the Welfare of the Mentally Retarded, Rourkela, C/O Home and Hope, Sector-17, Rourkela – 769003, Phone no.: 0661-2475393.
  - 18) SURAVI – Sustainable Rural Actions through Voluntary Initiatives, Estd.:1993, Address: HIG-138, SailashreeVihar, Bhubaneswar – 751021, Odisha, India.
  - 19) URL:[www.suravi.org](http://www.suravi.org), Phone no.: 09437190444, 0674-2532646, Email:[suraviteam@yahoo.com](mailto:suraviteam@yahoo.com).
  - 20) Smt.Nandini Satapathy Memorial Trust, 107, Surya Nagar, Bhubaneswar, Odisha, India  
Tel.: 0674-2536444, Fax: 0674-2536262, [www.snsmt.org](http://www.snsmt.org).
  - 21) SUPRATIVA, Fakirpada, Biribati, Cuttack-754100, Odisha, India, Phone no.0671-2445251, Fax: 2115699, Email:[suprativa@sify.com](mailto:suprativa@sify.com), [www.suprativa.org](http://www.suprativa.org).
  - 22) Asardi, Nayapalli, Bhubaneswar – 751012, Phone no.: 09437922499. Assets Pipili, AT/PO- Pipili, Puri- 754104. Phone no.: 09861127075.
  - 23) Asylum To Indigent Masses of the Society, Jagannath Lane, Badampudi, Cuttack-753012,  
Tel.:09437985888, Awareness - F-16, BJB Nagar, Bhubaneswar. Phone no.  
0674-2433493.
  - 24) Centre For World Education Services, Convent School Road, Rayagada-765001. Tel.: 09437095990, Dove-Bazarpada, Angul, Tele no -06764-237306.
  - 25) Fellowship – Women’s College Road , Bhadrak-756100, Tele no -06784-250189.  
Pipli, Puri/Odisha(assets):-9109861127075, (Priyabrata Sahoo).
  - 26) PRAGATISAMAJ:-AT/PO-Dalakasoti, Via:-Balipatna, Pin-752102,  
email:[pragatisamaj@gmail.com](mailto:pragatisamaj@gmail.com).
  - 27) Centre for Health and Social Development, (CHSD), AT/PO: Rajib Nagar, Plot no. Mig-95, Aiginia, Khandagiri, Bhubaneswar, Email-[chsdorissa@gmail.com](mailto:chsdorissa@gmail.com).
  - 28) 28. Santa Memorial Rehabilitation centre, 108-D, Master canteen building station, uni-iii, Bhubaneswar-751001 Odisha, phone no. 0674-2506234
  - 29) Peoples Rural Education movement, Marella Gardens Berhampur – 760005 Ganjam, Odisha : 0680 – 204338, 200111, 242401.
  - 30) Nigamananda Education Centre, AT/PO – Bhanja Nagar Defence Colony, P.O – Baunsalundi Bhanjanagar, Ganjam -761126 Odisha, Phone : 06821 – 43040.
  - 31) SAHAYA, At. Matala Bur PO- Kasabenty Brahmagiri – 752011, PURI- Odisha, Tel: 6752 -235881.
  - 32) Dahikhai Jubak Sangha, At/Po – Lodhachua Nayagarh – 742026, Puri, Odisha, Tel : 06755-28243, Fax : 06755-28243.
  - 33) Akhil Bharat Anusuchit Jati Parishad, Odisha State Branch D S 11/19, Unit 4, Bhubaneswar, Phone : 06655 – 20567.
  - 34) Anu Shanti – Hil Patna, Berhampur, Ganjam – 760005, 06812-202036.
  - 35) Arun Institute of Rural Affairs – Karmala, Mahimagadi, Dhenkanal -759014, 0672-289809.
  - 36) Basundhar – Bidanashi, Cuttack – 753014, 0671-2603178
  - 37) Independent initiatives – At : Jaraka, Dharmasala, Jajpur – 755050, Tele No – 09937383052.
  - 38) Manab Seva Sadan – At : Saranga: Talcher – 759146, Tele No. 06768-267035.
  - 39) Action for better living & environment – Kendrapara Odisha – 9167278296.

## LIST OF BLOOD BANKS OVER ECoR

STATE	S. No	NAME OF STATION	ADDRESS	TELEPHONE No.
ODISHA	1	BHUBANESWAR	1.Capital Hospital	0674- 2394985
			2.Kalinga Hospital	0674- 2300570
			3.Municipality Hospital	0674- 2591206
			4.Red Cross	0674-2417955
	2	CUTTACK	Odisha Red Cross	0671-2305643
	3	SAMBALPUR	VSS Medical College	06632431420
	4	BARGARH	Red Cross Blood Bank	06646- 2343140
	5	BERHAMPUR	MKCG Medical College	0680- 2292534
	6	KORAPUT	District Hospital	068522251222
	7	JEYPORE	Sub-Divn. Hospital	06854-233003
	8	RAYAGADA	District Hospital	06856236465
	9	BOLANGIR	1. District Head quarter Hospital	06652- 230646
			2.Panda Medical Store	06652-232975
ANDHRA PRADESH	1	VISAKHAPATNAM	King – George Hospital	0891-2564891 0891-2563345
	2	VIZIANAGARAM	District Hospital	08922-221234
	3	NELLIMARLA	Maharaja Inst.of Medical Science	08922-244365
CHHATTISGARH	1	BACHELI	NMDC – Apollo Hospital	07857-230050
	2	JAGADALPUR	Maharani Hospital	07782-222609

**CLASSIFICATION OF FIRES AS PER ISI 2190/1979**

- 1) Class 'A' Fires : Fire involving combustible material such as wood, paper, cloth, rubber, plastic requiring the heat absorbing effects of water, water solutions.
- 2) Class 'B' Fires : This type of fire involves flammable or combustible liquids greases, Petroleum products and similar materials for extinction, a blanketing effect is essential.
- 3) Class 'C' Fires : Which involves flammable gases, substance under pressure including liquefied gasses. Here it is necessary to dilute the burning gasses at very fast rate with an inert gas, Dry chemical lower or CO<sub>2</sub>.
- 4) Class 'D' Fires : Fire involving combustible metals such as Sodium, Magnesium, Zinc, Potassium. These burning metal react with water and water containing agent. These fires require special media to extinguish such as Carbon-di-oxide special dry chemical powder.

**Utility of commonly used fire extinguishers is given below:**

S.No.	Types of Fire Extinguishers	Class of Fire			
		A	B	C	D
1	Water (Gas Cartridge)	S	NS	NS	NS
2	Water (Stored Pressure)	S	NS	NS	NS
3	Mechanical Foam	U	S	NS	NS*
4	Dry Chemical Powder (Gas Cartridge)	U	S	S	NS
5	Dry Chemical Powder (Metal type)	S	S	S	NS
6	Carbon – di – Oxide	U	S	S	NS
7	Halon	U	S	S	NS

S : Suitable

NS : Not Suitable

U : Can be used in case of emergency but not effective.

\*: Special dry powder can be used.



**TELEPHONE NUMBERS OF COMMISSIONERATE, HEAD QUARTERS**

DESIGNATION	NUMBER ALLOTTED
Commissioner of Police	8280338300
Addl. Commissioner of Police	8280338301
Dy.Commissioner of Police (HQ)	8280338304
Dy.Commissioner of Police (Traffic)	8280338305

**BHUBANESWAR UPD**

DESIGNATION	NUMBER ALLOTTED
DCP, Bhubaneswar	8280338302
Zone-I, Bhubaneswar	8280338306
Zone-II, Bhubaneswar	8280338292
Zone-III, Bhubaneswar	8280338293
Zone-IV, Bhubaneswar	8280338294
Zone-V, Bhubaneswar	8280338295
Zone-VI, Bhubaneswar	8280338296
ACP Traffic, Bhubaneswar	8280338297
Traffic PS, Bhubaneswar	8280338298
Traffic Unit, Chandrasekhar pur	8280338299
Capital PS	8280338307
Kharabelanagar PS	8280338308
Mahila PS	8280338309
Dhuli PS	8280338310
Sri Lingaraj PS	8280338311
Airfield PS	8280338312
Jatni PS	8280338313
Tamando PS	8280338314
Khandagiri PS	8280338315
Badagada PS	8280338316
Laxmisagar PS	8280338317
Ballanta PS	8280338318
Balipatna PS	8280338319
Nayapalli PS	8280338320
Mancheswar PS	8280338321
Saheednagar PS	8280338322
Chandaka PS	8280338323
Nandankanan PS	8280338324
Infocity PS	8280338325
Chandrasekharpur PS	8280338326
R.I. Bhubaneswar	8280338327

**Telephone Numbers of All Collectors of the State 13.01.2021**

<b>Sl. No</b>	<b>Name of the District</b>	<b><u>Name</u></b>	<b>STD Code</b>	<b>Office</b>	<b><u>Residence</u></b>	<b><u>FAX</u></b>	<b>Mobile</b>
<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>
1	Angul	Shri Sidhant Sankar Swain, IAS	06764	230567	230234	230685	9437913489
2	Balasore	Shri K Sudarshan Chakravarthy IAS	06782	262001	262003	262208	8280038100
3	Bargarh	Shri Jyoti Ranjan Pradhan, OAS (SG)	06646	232340	230041	230041(O) 231300(R)	9438396893 9668832226
4	Bhadrak	Dr. Gyana Das, IAS	06784	250436	240220 240100	240800	94370-61000
5	Bolangir	Shri Chanchal Rana, IAS	06652	232223	232001	233082	7077868644
6	Boudh	Shri Lalatendu Mishra, OAS (SAG)	06841	222203	222334	222204	9437119659
7	Cuttack	Shri Bhabani Shankar Chayani, OAS (SAG)	0671	2508100	2301001	2301103	94371-70693
8	Deogarh	Shri Sudhansu Mohan Samal, IAS	06641	226354	226353	226301	99372-89529 9437108050
9	Dhenkanal	Shri Bhumes Chandra Behera OAS(SAG)	06762	225602	225601 226500	225717	94371-54304
10	Gajapati	Shri Anupam Saha, IAS	06815	222397	222396	222464	94375-61919
11	Ganjam	Shri Vijaya Amruta Kulange, IAS	06811	263700	263800	263344	8280343075
12	Jagatsinghpur	Shri Sangram Keshari Mohapatra, OAS(SAG)	06724	220379	220199	220299	9437084329
13	Jajpur	Shri Chakravarti Singh Rathore, IAS	06728	222001	222330	222087	9437102067 7978232123
14	Jharsuguda	Shri Saroj Kumar Samal, IAS	06645	270070	270868	270868	9437226644
15	Kalahandi	Dr. Gavali Parag Harshad , IAS	06670	230201	230233	230303	96683-03456
16	Kandhamal	Dr. Brundha D, IAS	06842	253602	253601	253905	94370-59960
17	Kendrapara	Shri Amrit Ruturaj, IAS	06727	232602	232802 232002	232602 221603	9439883093
18	Keonjhar	Shri Ashis Thakare, IAS	06766	255482	255401	254298 255474	87630-90000

19	Khordha	Shri Sanat Kumra Mohanty, OAS, (SAG)	06755	220001	2536949 224000	221567 2536949	943832007
20	Koraput	Shri Madhusudan Mishra, IAS	06852	250700	250255 250477	250466	76550-83469
21	Malkanagiri	Dr.Yeddula Bijay, IAS	06861	230323	230232 230345	230356	94370-30223
22	Mayurbhanj	Shri Vineet Bhardwaj, IAS	06792	252606	252601	252221	82800-66861
23	Nuapara	Ms. Swadha Dev Singh, IAS	06678	225463	225464	225465	88959-85872
24	Nawarangpur	Dr. Ajit Kumar Mishra, OAS, (SAG)	06858	222034	222345	222344	94372-03707
25	Nayagarh	Dr. Poma Tudu, IAS	06753	252333	252240	252566	8280343088
26	Puri	Sri Samarth Verma, IAS	06752	222034	222033 224257	223939	9439277733
27	Rayagada	Shri Saroj Kumar Mishra, OAS(SAG)	06856	222245	222345	222770	9438763133
28	Sambalpur	Shri Subham Saxena, IAS	0663	2411022	2411001	2412116	9439779005
29	Sonepur	Mrs. Monisha Banerjee, IAS	06654	220201	220353	220345	9439779006 9437198636
30	Sundergarh	Shri Nikhil Pavan Kalyan,IAS	06622	272265	272225	273166	82800-66828
01	IMD	Habibur Rahaman Biswas	0674	2596116	2596129	2596116 2596010	9433125951
02	R.D.C (CD) Cuttack	Shri Anil Kumar Samal, IAS	0671	2508362		2607906	9437031784
03	R.D.C ( ND) Sambalpur	Shri Niranjana Sahoo , IAS	0663	2411537	2410975	2411537	
04	R.D.C ( SD) Beherhampur	Shri Temje Apanga Ao, IAS	0680	2281456	2292755	2292750	9437183200

## Telephone Directory of Deputy Collectors, Emergency Up to 15.01.2021

Sl.	District	Name of Emergency Officer	Mobile No	Office No	Fax No.
1	Angul	Shri Baitura Deep, Shri Lambodara Behera Sr. Clerk	7008309701 9437182539	06764-230980	06764-230685
2	Balasore	Shri. Tapas Kumar Sethi, OAS Shri Subrat Ku. Ghosh Sr. Clerk	8144929608 9040647125	06782-262286 262647	06782-262208 241434
3	Baragarh	Smt. Mamata Pradhan, OAS Shri Dambarudhar Bag, Sr. Clerk	7008051841 8114340338	06646-232112	06646-232840
4	Bhadrak	Smt. Jayashree Senapati, OAS  Shri Pradyuman Kumar Jena, Sr. Clerk	9853875900 / 8249948252 9437232434	06784-251881	06784-250880
5	Bolangir	Smt. Reena Kumari Naik Shri Ashok Kumar Mishra Sr.Clerk	9337796287 9853134697	06652-232452 230969	06652-233082
6	Boudh	Shri Abhinav Pandia Shri Chita Ranjan Mishra Sr. Clerk	8917201036 9938380463	06841-222023	06841-222204
7	Cuttack	Shri Pradeep Tripathy, OAS  Shri Subash Ch. Mishra Sr.Clerk (In Charge)	9439676031 9937010231 9439900953	0671-2507842 9337419494	0671-2301103
8	Deogarh	Shri Susanta Kumar Nayak, ORS  Shri Khireswar Sahoo Sr. Clerk	9853046221 / 7077318522 9437356471	06641-226843	06641-226301
9	Dhenkanal	Shri Sasanka Sekhar Mishra, ORS  Smt. Banaja Parida Jr. Clerk	9439073392 7978070352 7540814924	06762-226507 221376	06762-225717
10	Gajapati	Shri. Saroj Behera, OAS (SAG) Shri Lokanath Kundateeri, Jr. Clerk	9439365504 8480460235	06815-222943	06815-222464

11	Ganjam	Shri Dibyalochan Mahanta Shri Tarani Sahoo, Sr. Clerk Shri Dileshwar Redi Sr. Clerk Shri Murali Mohan Redi Jr. Clerk	9437230451 9861087876 9439213567 9437593522	06811-263978	06811-263344
12	Jagatsinghpur	Shri Swasat Ranjan Dash, ORS Shri Prasant Kumar Mohapatra Sr.Clerk	9938688208 9438271305	06724-220368	06724-220299
13	Jajpur	Shri Umesh Chandra Lenka, ORS  Shri Arun Kumar Sahoo, Sr.Slerk	9437196191 7008758625 9439371330	06728-222648	06728-222087
14	Jharsuguda	Shri Ashwini Kumar Panda Shri Chita Ranjan Sahoo Sr. Clerk	9668144841 9437543016	06645-272902 271692	06645-270868
15	Kalahandi	Smt. Sushree Pradhan Shri Bishnu Charan Patra Sr. Clerk	7978329820 9438312572	06670-230455	06670-230303
16	Kandhamal	Shri Pradyumn Kumar Mandal, ORS Shri Abinash Mukhi, Jr. Clerk Shri Santosh Patnayak Sr. Clerk	8249226874 8895558842 (w) 9439176434 9438129910	06842-253650 -255602	06842-253905/ 253645
17	Kendrapara	Shri Sambeet Satapathy, OAS  Shri Raghunath Das Sr.Clerk	7978648478 / 9438045578 7077107782	06727-232803	06727-221603
18	Keonjhar	Smt. Suranjika Behera, OAS Shri Pravat Ranjan Nayak Sr. Clerk Smt. Mahesweta Sahoo Sr. Clerk	8895214073 (W) 8249852214 8328884310	06766-255437	06766-254298
19	Khurda	Dr. Balram Bag Shri Kuldeep Paltasingh, Sr. Clerk	7735959676 9348299297	06755-220002	06755-221003
20	Koraput	Shri Gyanjeet Tripathy, ORS Shri Prakash Kumar Samal Sr. Clerk	9937824752 9437337842	06852-251381	06852-250466
21	Malkangiri	Shri D. Dora , OAS Shri Satya Narayan (Dealing Asst.)	9805916994 9437820232	06861-230442 06861-231372	06861-230356 231565

22	Mayurbhanj	Shri Sujay Kumar Pati, OAS Shri Girish Chandra Das, Sr. Clerk	8908188168 9437967757	06792-252759	06792-252221
23	Nawarangapur	Smt. Mausumi Nayak Shri Tripathi Balaji Sahoo, Sr. Clerk	9938688120 8327778226	06858-222434	06858-222344
24	Nayagarh	Shri Srikumar Rath, ORS Shri Kailash Chandr Ojha, SO	9438030080 9437629046	06753-252978	06753-252566
25	Nuapada	Shri Surendra Sahoo, ORS Smt. Reshma Devi, Sr. Clerk	9437188373 9938095539	06678-225357	06678-225465
26	Puri	Shri Jetendra Patra, OAS Shri Dinabandhu Jena, Sr. Clerk	7978465819 7008846589	06752-223237	06752-223939
27	Rayagada	Shri Sukanta Pradhan, ORS Shri Subash Ch. Bauri, Jr. Clerk	9437972225 9124401828	06856-224062 224082	06856-222770
28	Sambalpur	Smt.Subhasmita Mishra, OAS Shri Prashant Kumar Nayak Sr. Clerk	9437708345 7377130737	0663-2412407	0663-2404006
29	Subarnapur	Shri Mukteswar Panigrahi, OAS Shri Dinesh Ranjan Mishra, Sr. Clerk	9437921670 / 8249294624 9437562469	06654-220362	06654-220345/ 220362
30	Sundargarh	Smt. Kuntirani Naik, OAS  Shri Biswa Ranjan Sahoo Sr. Clerk	8249409350 9437767587 9124029910	06622-272233	06622-273166/ 312766

**Telephone Numbers of All A.D.M of the State 15.01.2021`**

<b>Sl. No.</b>	<b>Name of the District</b>	<b>Name of Additional District Magistrates</b>	<b>Mobile No.</b>	<b>Office No.</b>
1	Angul	Shri Tapan Kumar Satpathy, OAS(S) Shri Santosh Kumar Pradhan (Rev.)	7978920105/9437332013 9437478373	06764-230491
2	Balasore	Shri Sambit Kumar Nayak	9437087251	06782-262120
3	Baragarh	Sri Mirdha Toppo, (Gen.) Sri Pradip Nanda, (Rev.)	9437836824 8249976230	06646-235040
4	Bhadrak	Shri Shyama Bhakta Mishra Shri Arun kumar Mohapatra (Rev.)	94379-33766 9439900800	06784-251888
5	Bolangir	Shri Ananta Narayan Singh	9437370372	06652-232943
6	Boudh	Shri N.C. Jyotiranjana Nayak	9437240669/ 8457903906	06841-222144
7	Cuttack	Shri Bijay Khandayat Ray (Gen.) Shri Purna Chandra Mishra (Rev.)	9437325464 9438290100	0671-2508265
8	Deogarh	Shri Dharam Hansdah	9437247527	06641-226358
9	Dhenkanal	Shri Sasanka Sekhar Dash	7008255221	06762-225700 06762-226511
10	Gajapati	Shri Gyanaranjan Bhanjadev	8456996691	06815-223333
11	Ganjam	Shri Amiya Kumar Sahoo (Rev.) Shri Kabindra Kumar Sahoo(Gen.)	9439459115 94370-84525	06811-263927

12	Jagatsinghpur	Shri Sachida Nanda Sahoo Shri Kanhu Charan Dhir (Paradeep) Smt. Chinmayee Biswal (Rev.)	9437388776 9938068656 9937383333	06724-220147 06722-222237
13	Jajpur	Shri Mihir Prasad Mohany Shri Akshya Mallick (Rev.)	9437276663 9437293247	06728-222479
14	Jharsuguda	Shri Pradip Kumar Sahoo Smt. Lily Kumari Kulu (Rev.)	9437541697 8249946458	06645-272802
15	Kalahandi	Sri Sarat Chandra Srichandan	9438414888	06670-230464
16	Kandhamal	Shri Basant Kumar Sahoo	9439255208	06842-253604
17	Kendrapara	Shri Basant Kumar Rout (Gen) Sri Narahari Sethy (Rev.)	9437239562 8328845615/ 9437140591	06727-232601
18	Keonjhar	Shri Bhakta Charan Pradhan Sri Santosh Kumar Nayak (Rev.)	9437131485 7504575313	06766-255408
19	Khurda	Shri Manoj Kumar Padhy, (Gen.) Sri Anuj Kumar Das Pattanaik (Rev.)	9437216322 9438542354	06755-221755
	Bhubaneswar	Shri Prafulla Kumar Swain	9937975446	0674-2393440 2536949
20	Koraput	Shri Deben Kumar Pradhan (Gen.) Smt. Archana Das (Rev)	9438782856 9971971893	06852-251212
21	Malkangiri	Shri Birasen Pradhan Shri Jyoti Pradhan	9437821137 8917667735	06861-230388



22	Mayurbhanj	Shri Rudra Narayan Mohanty	9437310951	06792-252646 06792-259005
23	Nawarangapur	Shri Bhaskar Roito (Rev) Shri Nimei Charan Sutash (Gen)	9439613560 /7894370996 9437107864	06858-222040
24	Nayagarh	Shri Vidhan Chandra Ray	9437234873	06753-252980
25	Nuapada	Shri. Agasti Pradhan	8260151858	06678-223352
26	Puri	Pradeep Kumar Sahoo Subash Chandra Nath Sharma(Rev.)	9437333823 9437593123	06752-222061
27	Rayagada	Shri Sarat Chandra Panda	6371342455	06856-222353
28	Sambalpur	Shri Umakant Raj (Rev.)	7008933169	0663-2410386
29	Subarnapur	Shri Surya Narayan Dash	9438281601	06654-220090
30	Sundargarh	Shri Biswajit Mohapatra Shri Rasai Laguri(Rev.)	9437817371 9438792112	06622-273889

**The contact numbers of Cranes and bulldozers in odisha**

<b>Sl.No.</b>	<b>Owner</b>	<b>Contact Nos.</b>
<b>1</b>	<b>MACHINERY CLUB, RING ROAD, NARAINA</b>	<b>(+91)8588808880</b>
<b>2</b>	<b>MARBLE CRANE SERVICE, CUTTACK</b>	<b>9337267056 9938906549</b>
<b>3</b>	<b>JINDAL INFRASTRUCTURES PVT.LTD.</b>	<b>9971792004</b>
<b>4</b>	<b>ANNAPURNA CRANE TRANSPORT,RASULGARH,BBSR</b>	<b>07947287289</b>
<b>5</b>	<b>SHANTILATA EARTH MOVERS, PATIA,BBSR</b>	<b>9437908833 9090900633</b>
<b>6</b>	<b>EXPRESS WAYS,BURRA BAZAR,BBSR</b>	<b>(+91) 3322598025 3322598115</b>
<b>7</b>	<b>SAHOO EARTH MOVERS RASULGARH,BBSR</b>	<b>7947288025</b>
<b>8</b>	<b>DEBI EARTH MOVERS PVT. LTD. , BBSR</b>	<b>07947161001</b>
<b>9</b>	<b>SHREE CRANE SERVICES,CUTTACK</b>	<b>07947286077</b>
<b>10</b>	<b>JBC INDUSTRIES, RASULGARH,BBSR</b>	<b>06742581679 9937005417</b>

**Important Telephone Nos.**

Railway Accident Information	:	1072
State Emergency Operation Centre	:	1070
District Emergency Operation Centre	:	1077
Police Station	:	100
Traffic Police	:	103
Railway enquiry	:	139
Women's help line :	:	181
Child help line	:	1098
Indian Airline	:	1407
Dial a Doctor	:	1911
Military police help line	:	155200
Fire Station	:	101
Ambulance	:	102,108
All in One	:	112
Hospital on Wheel	:	104
Gas leakage	:	1906
NDRF Help line	:	9711077372
NDRF/Odisha,Chhatisgarh	:	9437581614
NDRF/Andhra Pradesh	:	08333068559
ODRAF Control	:	0671-2442259

**Disclaimer**

The 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 any conflict the provision in GR & SR/Accident Manual and other relevant code would over ride.

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