



आपदा प्रबंधन योजना २०२५

DISASTER MANAGEMENT PLAN 2025



संरक्षा बिभाग

खोरधा रोड मंडल

पूर्व तट रेलवे

SAFETY ORGANIZATION KHURDA ROAD DIVISION EAST COAST RAILWAY

DISASTER MANAGEMENT PLAN – 2025

15th EDITION

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अग्रलेख FORWORD

मुझे खुशी है कि खुरदा रोड डिवीजन का सुरक्षा संगठन डिवीजनल आपदा प्रबंधन योजना का 15वां संस्करण प्रकाशित कर रहा है, जिसमें बचाव अभियान, राहत उपाय, संसाधन विवरण और आवश्यक संपर्क शामिल हैं। आपदाएँ कभी भी आ सकती हैं, और उनसे प्रभावी ढंग से निपटने के लिए तैयारी महत्वपूर्ण है।

नई प्रौद्योगिकियों को एकीकृत करने और मानव निर्भरता को कम करने के निरंतर प्रयासों से सकारात्मक परिणाम मिलने के साथ दुर्घटना-मुक्त रेलवे प्रणाली सुनिश्चित करना सर्वोच्च प्राथमिकता बनी हुई है।

डीएमपी-2025 रेलवे आपदाओं के कुशलतापूर्वक प्रबंधन के लिए महत्वपूर्ण जानकारी प्रदान करता है। मैं सभी अधिकारियों और कर्मचारियों से आग्रह करता हूँ कि वे इसकी सामग्री से परिचित हों और सुनिश्चित करें कि उनकी टीमों को अच्छी तरह से जानकारी हो।

अंत में, मैं संभागीय आपदा प्रबंधन योजना-2025 तैयार करने में उनके समर्पित प्रयासों के लिए वरिष्ठ मंडल संरक्षा अधिकारी और उनकी टीम को बधाई देता हूँ।

I am delighted that the Safety Organization of Khurda Road Division is publishing the 15th edition of Divisional Disaster Management Plan, encompassing rescue operations, relief measures, resource details, and essential contacts. Disasters can occur anytime, and preparedness is key to handling them effectively.

Ensuring an accident-free railway system remains a top priority, with continuous efforts to integrate new technologies and reduce human dependency, yielding positive results.

The DMP-2025 provides crucial information for managing railway disasters efficiently. I urge all officers and staff to familiarize themselves with its contents and ensure their teams are well-informed.

Lastly, I extend my congratulations to the Sr. DSO and his team for their dedicated efforts in preparing the Divisional Disaster Management Plan – 2025.

(H.S. Bajwa)

Divisional Railway Manager
East Coast Railway, Khurda Road



पि.के.बेहरा
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EAST COAST RAILWAY
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Date: 07/02/2025

संदेश
MESSAGE

आपदा प्रबंधन योजना एक व्यापक मार्गदर्शिका है जिसे सभी विभागों में प्रयासों को कारगर बनाने के लिए डिज़ाइन किया गया है, जो आपात स्थिति के लिए एक व्यवस्थित और प्रभावी प्रतिक्रिया सुनिश्चित करता है। यह चुनौतियों से कुशलतापूर्वक निपटने के लिए संसाधन विवरण, स्थान, संपर्क जानकारी और विभागीय जिम्मेदारियों की रूपरेखा तैयार करता है।

मैं इस महत्वपूर्ण जानकारी को स्पष्ट और सुलभ तरीके से प्रस्तुत करने के लिए संरक्षा टीम की सराहना करता हूँ। मैं हर रेल कर्मी को प्रोत्साहित करता हूँ कि वे न केवल इस पुस्तिका को पढ़ें बल्कि पूरी प्रतिबद्धता के साथ इसके दिशा-निर्देशों को लागू भी करें।

The Disaster Management Plan is a comprehensive guide designed to streamline efforts across all departments, ensuring a systematic and effective response to emergencies. It outlines resource details, locations, contact information, and departmental responsibilities to tackle challenges efficiently.

I commend the Safety team for presenting this vital information in a clear and accessible manner. I encourage every railway personnel to not only read this booklet but also implement its guidelines with full commitment.

(P.K. Behra)

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संदेश
MESSAGE

मुझे यह जानकारी प्रसन्नता हुई है कि खुर्दा रोड डिवीजन आपदा प्रबंधन योजना (डीएमपी)-२०२५ प्रकाशित कर रहा है जिसमें रेल आपदाओं और दुर्घटनाओं से प्रभावी ढंग से निपटने के लिए महत्वपूर्ण दिशानिर्देश और सूचना प्रदान की गई है।

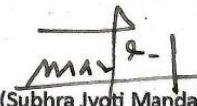
आपदा प्रबंधन मुख्य रूप से संगठनात्मक स्तर पर कुशल सूचना प्रबंधन, निर्बाध समन्वय और प्रभावी योजना, संचार और जोखिम प्रबंधन पर केंद्रित है।

खुर्दा रोड डिवीजन का डीएमपी-२०२५ रेलवे बोर्ड के दिशानिर्देशों के अनुरूप है और व्यापक रूप से सभी आवश्यक पहलुओं को शामिल करता है। यह आपदाओं और दुर्घटनाओं को प्रभावी ढंग से प्रबंधित करने में खुर्दा रोड डिवीजन के अधिकारियों और कर्मचारियों के लिए एक मूल्यवान संसाधन के रूप में काम करेगा।

I am pleased to learn that the Khurda Road Division is publishing the Disaster Management Plan (DMP) – 2025, which provides crucial guidelines and information for effectively handling railway disasters and accidents.

Disaster management primarily focuses on efficient information management, seamless coordination, and effective planning, communication, and risk management at the organizational level.

The DMP-2025 of Khurda Road Division aligns with the Railway Board Guidelines and comprehensively covers all essential aspects. It will serve as a valuable resource for the officers and staff of Khurda Road Division in managing disasters and accidents effectively.

 06-02-2025
(Subhra Jyoti Mandal)

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Sr. Divisional Safety Officer
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Date: 07/02/2025

प्रस्तावना
PREFACE

यात्री और माल यातायात की निर्बाध आवाजाही सुनिश्चित करने के लिए, आपात स्थिति को प्रभावी ढंग से संभालने के लिए अच्छी तरह से स्थापित प्रणालियों और प्रक्रियाओं का होना आवश्यक है।

आपदा प्रबंधन योजना का प्राथमिक उद्देश्य किसी भी आपदा के दौरान एक त्वरित और समन्वित प्रतिक्रिया को सक्षम करना है। इस संस्करण के दिशानिर्देश रेलवे विभागों में जिम्मेदारियों को आवंटित करने में मदद करेंगे और एक संगठित और कुशल प्रतिक्रिया के लिए नागरिक अधिकारियों के साथ सहज समन्वय की सुविधा प्रदान करेंगे।

मेरा मानना है कि पूर्व तटीय रेलवे के खुर्दा रोड डिवीजन की मंडलीय आपदा प्रबंधन योजना-2025 आपात स्थितियों से पेशेवर तरीके से निपटने के लिए एक व्यापक मार्गदर्शक के रूप में काम करेगी। इसे G&SR, दुर्घटना मैनुअल और समय-समय पर जारी किए गए अन्य प्रासंगिक निर्देशों के साथ संदर्भित किया जाना चाहिए।

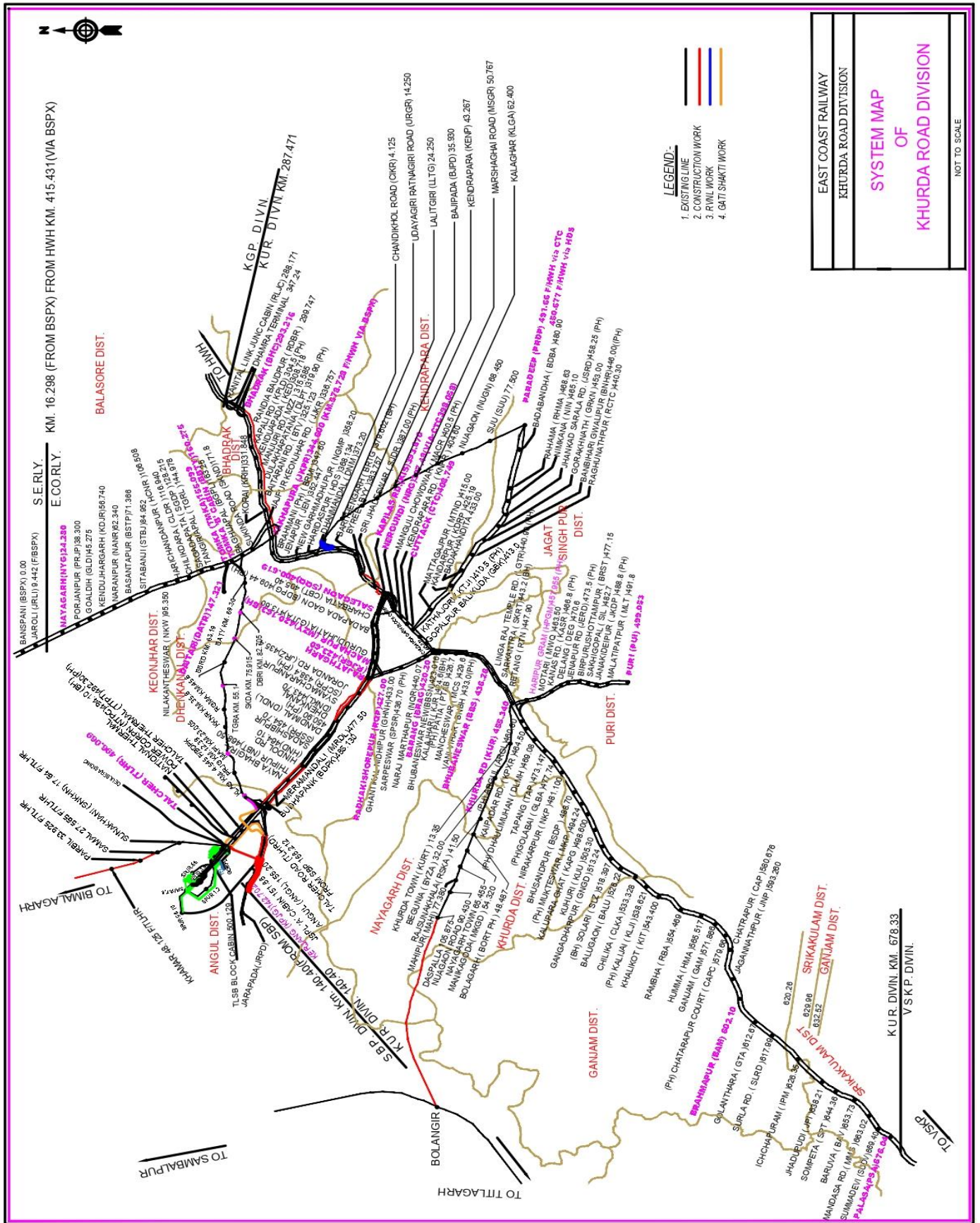
To ensure the uninterrupted movement of passenger and freight traffic, it is essential to have well-established systems and procedures to handle emergencies effectively.

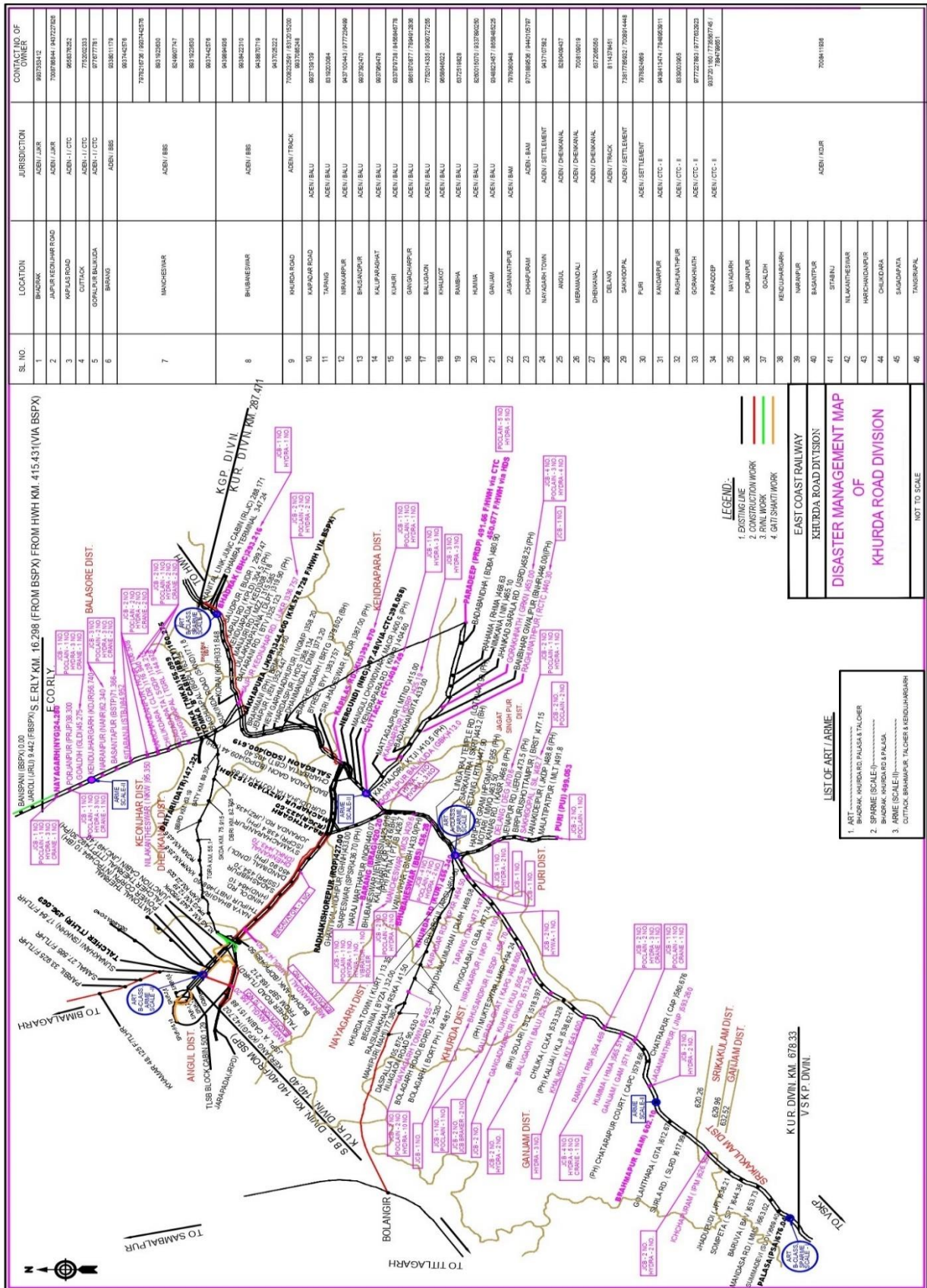
The primary objective of the Disaster Management Plan is to enable a swift and coordinated response during any disaster. The guidelines in this edition will help allocate responsibilities across railway departments and facilitate seamless coordination with civil authorities for an organized and efficient response.

I believe the Divisional Disaster Management Plan – 2025 of Khurda Road Division, East Coast Railway, will serve as a comprehensive guide for handling emergencies professionally. It should be referred to alongside G&SR, the Accident Manual, and other relevant instructions issued periodically.

 07.02.2025

(Namonarayan Meena)
Sr.Divisional Safety Officer
East Coast Railway, Khurda Road





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 29th 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 SPARME/ART/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 SPARME/ART/Break Down cranes including rail-cum-road and road mobile emergency vehicle etc. – Mechanical Department.
 - (xi) Maintenance of equipment kept in SPARME/ART 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 for Brahmapur |
| BD SPL. | :- Breakdown Special |
| BHC | :- Station Code for Bhadrak |
| 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 |
| SPARME | :- 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 |

DIVISION AT A GLANCE

| | | | | | |
|----|---|---|--|---------------|----------------|
| 1 | Route Kilometer | : | 1194.102 | | |
| 2 | Track Kilometer | : | 2188.83-Main line track,2662.057-With loop lines. | | |
| 3 | Equated Track Kilometer | : | 4439.86 | | |
| 4 | No. of Level crossings | : | 297 (Manned=297, Un-manned=NIL) | | |
| 5 | No. of bridges | : | 4664 (Important=18, Major=407, Minor=4239) | | |
| 6 | No. of Stations : | | 134 | | |
| | a) In Odisha | : | 127 | | |
| | b) In Andhra Pradesh | : | 07 | | |
| 7 | No of Passenger Halts | | 33 | | |
| | a) In Odisha | : | 32 | | |
| | b) In Andhra Pradesh | : | NIL | | |
| 8 | No. of Goodsheds | : | 32 | | |
| 9 | No. of Private sidings | : | 54 | | |
| 10 | No of Flag stations | | 01 | | |
| | a) In Odisha | : | 1 (Kanas Road) | | |
| | b) In Andhra Pradesh | : | NIL | | |
| 11 | Cadre Strength of Divn. | : | <i>Sancd.</i> | <i>Actual</i> | <i>Vacancy</i> |
| | | | 22,467 | 18891 | 3576 |
| 12 | Coaching Trains | | | | |
| | a) No of average Mail and Express Trains originating/passing through Division | : | 130 Pair | | |
| | b) No of average Passenger Trains originating/passing through Division | : | 26 Pair | | |
| | Total | : | 156 Pair | | |
| 13 | a) Hospitals | : | Central Hospital at Bhubaneswar, Divisional Hospital at Khurda Road | | |
| | b) Health Units. | : | Kendujhargarh, Bhadrak, Talcher, Cuttack, Paradeep, Puri, Brahmapur, Palasa & Angul. | | |

(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:

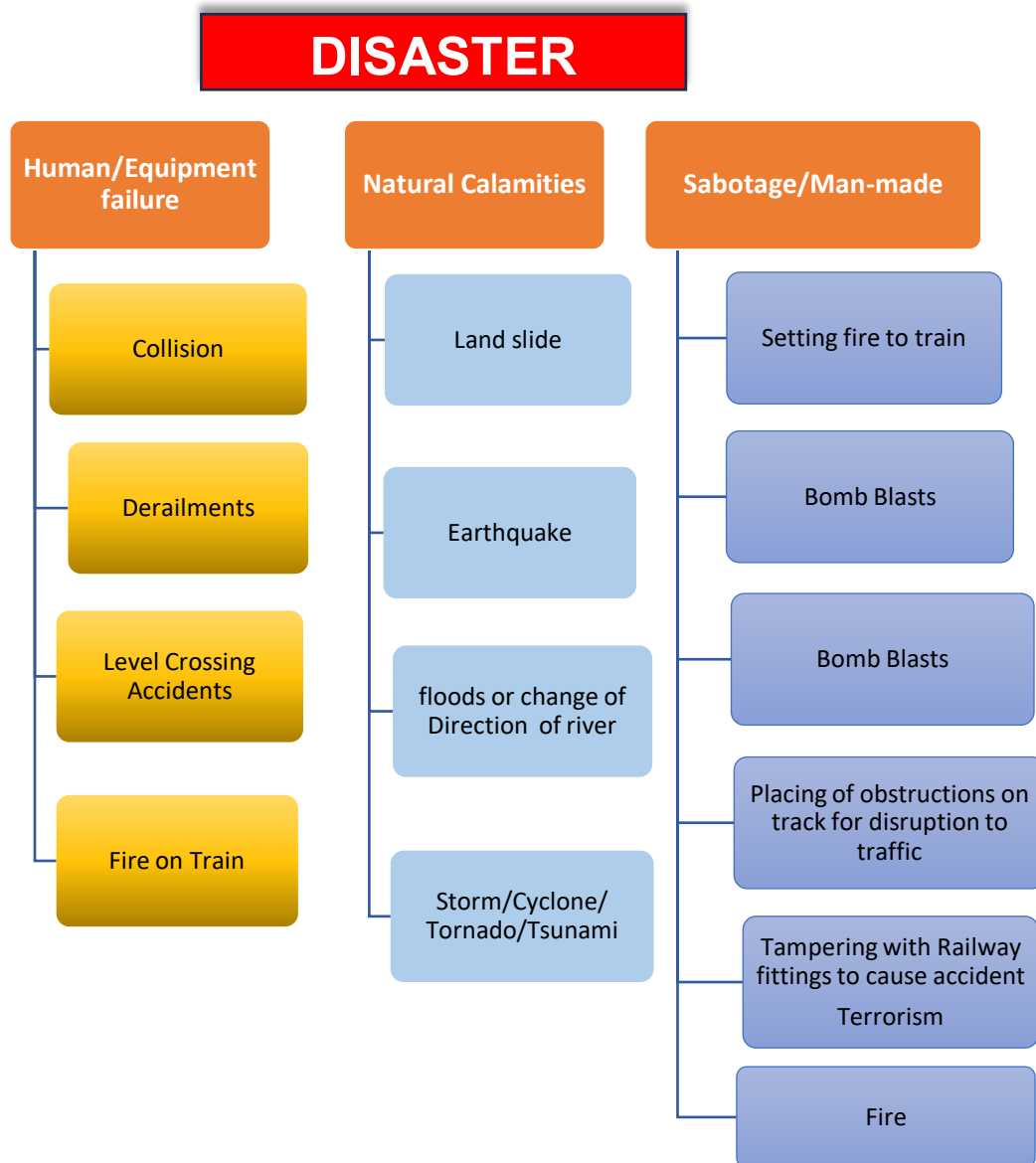
1. Formation of NDMA with Prime Minister as Chairperson and nine (09) other members and an Executive Committee with Secretaries to Govt. of India as member.
2. NDMA shall have power to lay down policies, guidelines, planning and co-ordinate and evaluation & monitoring for Disaster Management. There shall 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 form 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 declared 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 SPARME 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 Divisional DM Plans of Khurda Road Division. These have also been put on E Co R's Web Site (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 SPARME/ART depots and elsewhere within the division. |
| Resource Unit III | - | Railway resources available at SPARME/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.

(Chapter – 3)

DISASTER PREPAREDNESS – SPARMEV/ARTs

(A) ACCIDENT RELIEF MEDICAL VAN:

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

- (i) Location of SPARME 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 SPARME are also in duplicate. One set of keys are tied to the handle of cupboard of the SPARME and the other set of keys are kept in a glass fronted case inside the SPARME.
- (vi) Keys of all locks inside ART is available with SSE (C&W) IC/KUR, TLHR, BHC, PSA.
- (vii) Keys of Driving Cab of SPARME are available with Booking office at Crew booking lobby at KUR, BHC & PSA.
- (viii) The target time for turning out from the time of sounding of siren is
 - (a) 15" in case of double exit SPARME.
 - (b) 30" by day and 45" by night for ART.

2. Location of ARMV Scale – I :

Scale – I SPARMEs on East Coast Railway are located as follows:

(a) Khurda Road Division :

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

(b) Waltair Division :

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

(c) Sambalpur Division :

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

3. 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 in (A3c).
- 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 ARMEs 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)

(B) 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.
 - Over Head Equipment Tool Van SSE/SE/JE/ OHE/TRD.
 - Elect(G) Tool Van SSE/SE/JE/Elect (G).
- v) SPARME 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.

2. Location of ARTs:

a) Khurda Road Division :

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

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 Crane).
- ii) SBP (A Class 140 Tone Crane).

3. 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)

4. 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 |

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

1. Long Range Electric Sirens/Hooter:

- 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/SPARME.
- 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 blast of 01-minute duration each with 10 sec. interval between two successive blasts.
- iv) If there is a failure of delayed action switch, manually operate the check switch to give calls of ¾ 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 SPARME & ART to site:

- i) On receipt of information about serious accident involving casualties, SPARMEs 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 SPARME 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.
 - 6. How to use Portable Telephones:
 - 7. 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 and Driver.
 - 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. **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)

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):

1) 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.

2) 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.

3) Duties of TMR, 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:

a) TMR:

- (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 Loco Pilot 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.

b) 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.

c) 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 ART 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.

a. 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.

b. 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 passenger's luggage and railway property.
- (v) Preserve all clues and evidences regarding probable cause of the accident and ensure that these do not get disturbed.

4) 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 the railway Officers/Staff are 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.

5) 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.

6) 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.

7) 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.

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

- (i) If a person is bleeding and losing blood, or if he is unconscious, then in that case 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 5th from the left when facing the line of windows from inside the coach. They are opposite berth nos. 23 and 57. In case the door is locked and jammed, try and open these windows so that some of the uninjured passengers can come out through the emergency exit.
- (vii) Special care should be taken while evacuating the old, infirm 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 hdqtrs. generally arrive at the site of the accident within 2 to 3 hours, depending on the distance of the accident site from the divisional hdqtrs. 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).

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/CLI :

- (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 SPARMES and ARTs.
 - (b) PRC will also order movement of SPARME 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 -20.
- (vi) Telephone numbers of IOC, BPC and HPC officials are also available in the Divisional DM Plans, at Annexure – 11.
- (vii) Telephone No. of Local Police and GRP officials of Odisha are at Annexure – 11.

4) Divisional Officers required to go to site :

- (i) All divisional officers required to go to the accident site should proceed by the SPARME. They may proceed by road as per the situation requirement.
- (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) SPARME shall be dispatched within 15" 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 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 SPARME 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 2nd and 3rd Special trains carrying backup logistic support to the accident site, from each end :
 - As many more medical teams as possible,
 - Adequate number of 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 SPARME/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 2nd and 3rd 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 2nd and 3rd 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) 2nd and 3rd 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 :

Sr. DME as well as ADME 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 :

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 2nd and 3rd Special trains carrying backup logistic support to the accident site, from each end.
- (v) In case any RPSF battalion or Company is located in the vicinity, men can be requisitioned from there for dealing with such emergent situations till additional force is available from other sources.
- (vi) Additional RPF personnel from Zonal 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 2nd and 3rd special trains carrying backup logistic support of men and material, from each end.
- (viii) While sending reinforcement, the Divisional Security Control shall ensure that the necessary equipment required for rescue, recovery and protection of the 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 staffs should be sent by 2nd and 3rd 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 2nd and 3rd 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 SPARME. 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 SPARME.

It is expected that AEN and PWI of the Section would have already reached the accident site before arrival of SPARME. 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)
 - (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 SPARMES & ARTs to accident site :

- (i) After SPARMES and ARTs have been ordered, PRC should locate diesel powers for these SPARMES 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 SPARMES and ARTs should be moved out by Electric loco and diesel powers can be changed en-route.
- (iv) Movement of SPARME and ART should never be clubbed together. ARMV should be started first and moved separately for faster movement.
- (v) SPARMES and ARTs should be dispatched from the base station, within the target time stipulated. Departure of SPARMES 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) SPARMES 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 SPARME after its arrival at site.
- (vii) SPARMES 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 SPARMES, 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) SPARME.
- (ii) SPARME from the other end.
- (iii) 2 additional SPARMEs 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) 1st 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) 2nd and 3rd 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 SPARME carrying DRM and other divisional officers at the accident site.
- (xiii) Before these 2nd and 3rd 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 SPARMEs 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 SPARMEs 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 1st pair of SPARMEs 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 SPARME, 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 2nd pair of SPARMEs 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 2nd pair of SPARMEs 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 SPARMEs 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 SPARMEs 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 2nd and 3rd 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 SPARMEs 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, Palasa, Brahampur, Puri, Cuttack, Paradeep, Bhadrak, Talcher & Keonjhar | 09 |
| | 4 | SPARME | Khurda Road, Palasa & Bhadrak | 02 |
| | 5 | ARME-II | Brahamapur, Cuttack, Talcher & Keonjhar. | 04 |
| | 6 | 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.

2. 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.

3. 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 |
| SPARMEs | 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 :

| | | |
|---|------------------------|--------------|
| - | Officer in charge | Senior Scale |
| - | Doctors | 05 |
| - | Para – medical staff | 10 |
| - | Commercial officers | 02 |
| - | Commercial supervisors | 10 |
| - | Commercial staff | 20 |
| - | Personnel supervisors | 05 |
| - | Group 'D' staff | 20 |
| - | RPF | 1 platoon |

- (iv) In case of KUR 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 Hdqtrs. 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, and loudspeakers.
- (xi) PC/Laptop should be connected to internet for E-Mailing of detail update to all concerned, including Divisional Emergency Cell, Hdqtrs. 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 SPARMEs, 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 AssistanceCenter (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.

(Chapter – 12)
SITE MANAGEMENT PLAN – II

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

(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 SPARMEs, ARTs or move by road as quickly as possible.

2. Officer-in-Charge of Site (OIC Site) :

On arrival of SPARME at accident site DRM shall take over as OIC Site from the senior-most officer of the accident involved train. On arrival of 1st Special train carrying GM and other 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.

3. Rescue, Relief and Restoration Operation :

DM Team on arrival by SPARMEs 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.

4. Photography :

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

- (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 (E11) (xv) below.

(B) 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.

(C) 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.

(D) 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.

(E) 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) 2nd copy to be kept with the doctor in charge as office copy and the 3rd copy to be given to paramedical staff to get multiple photocopies for further distribution.
- (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 SPARMEs 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 SPARME 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.

(F) 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.
- (ii) Ex-gratia payments to persons involved in train accidents.
- (iii) 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.
- (iv) More should be withdrawn subsequently as and when required.
- (v) Procedure and accountable as detailed below should be followed. (Para 11 & 12 below)
- (vi) 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 injure 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.

8. 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.

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

10. 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)
- (ii) Ex-gratia payments to persons involved in train accidents. 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 | Station Master |
| Designation/Station | 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. 1st to be kept as record, 2nd to be presented to SM for arranging payment against proper acknowledgement and 3rd 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.

11. 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. DFM.
- (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 SPARMEs, 2 ARTs and 2 BD specials have arrived at the accident site from both ends, normally no more mechanical equipment will be required from anywhere else. The main work will then consist of using of these resources effectively and efficiently.

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

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

Similarly, one Sr. Supervisor should be in-charge of each team working on 'off tracking of coaches' at the site. All such 'off tracking of coaches' groups at each end of the accident site, would function under directions of another ADME. The second ADME concerned would also be in-charge of the crane at that end.

- (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.

2. 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.

3. 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.

4. Protection of railway property:

- (i) Protect Railway consignments/goods/parcels till these are duly taken over by commercial department and dispatched to nearest station for proper disposal.
- (ii) Guard perishables 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.

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

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

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

(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 Private Hospital.
 - 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.
- (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.

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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.

4. 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 SPARMES/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.
- (viii)

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.

(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.

2. 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.

3. 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).

(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.

(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 advise TPC through emergency telephone to arrange for OHE of the affected section to be switched off.
- (iv) The Guard and any other staff available shall render all possible assistance to the 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.

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, SDRAAF 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 Km/h.
- ii. **Very Severe Cyclonic Storm:-** when the wind speeds in the strike of cyclone on land is expected to be 180 km/h.
- iii. **Super Cyclonic Storm:-** When the wind speeds on the strike of cyclone on land is expected to be 220 km/h.

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.

- i. Amount of rainfall considered dangerous- **75 mm** and above in 24 hours.
- ii. Wind velocity considered dangerous- **65 Km/h** and above.
- iii. 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/Visakhapatnam 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.

- (a) 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.
- (b) 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.
- (c) 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 Chandrasekharpur/BBS.

- (iii) Spare 25 WVHF 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 to ensure that they are available in working condition at nominated depots. This should be ensured by DEE(G)/AEE(G)/Supervisor in charge for their respective jurisdiction. Any shortage should be made good. HQs control should be informed for assistance if required. **Complete list of vital equipments & Consumables should be available in Divisional control.**

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.
- 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 mishaps or damage to the passenger trains and to avoid marooning of passengers. The COM or an Officer acting on his behalf will issue

instructions to all concerned for either cancellation or regulating the trains in time so as to avoid running through likely affected area by cyclone.

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

d. **Stores Department items:**

Preparations for packing, transportation & distribution of these stocked materials shall be started. Nomination of Stores Officers in HQs will be done for coordinating the materials supply activities with Officer-in-charge at site/nominated Officers of user department in HQs.

e. **Security**

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

- (a) To accompan '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 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 follow:

a) **Action by Operating Department:**

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

b) **Action by Commercial Department:**

- i. All commercial staff should guide the passengers, whether they are on a running train or at a station when the cyclone actually strikes, regarding taking adequate measures for ensuring their personal safety.
- ii. If a train is stranded in the block section, the conductor/TTEs manning the train should take a census of the passengers, and try to pass on the information to the station at either end through the Mobile, phones/Walkie-talkie sets available with the Guard/Driver of the train so that the information can be passed on to the 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 damaged/obstruction to track with location. Possible method/system for restoration. Resources required for restoration. Whether or not a light vehicle (e.g Tower Wagon) or light engine or full relief train can pass. Likely time to clear the location by repairing the damage/removing the obstruction.
 - 2. Damage Assessment**

This will be carried out concurrently and independently with motor trolley survey and will not be called off till completed, to give corroborative information. **By Boats** in circumstances when substantial portion of track get inundated under water, boats shall be hired locally to navigate across the water body and assess the damage.
- 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. The movement of relief train shall not wait for receipt of detailed report from site. The staff required to move on these trains shall be accommodated on the train itself and should not be allowed to come back home. This may involve organizing supply of food from local sources for staff who have to remain on the relief trains for long hours.
 - (b) These trains will move up to the neck of the affected zone in normal course. Thereafter, the trains will move forward in such a way that the section in the front is cleared of all physical obstructions to the moving dimensions. It will leave each station after confirming on VHF by the SM with the adjacent station that no breaches/washouts have occurred on that section.
- 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 contactors 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 SPARMEs, 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 SPARME/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 SPARME/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.

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, SPARMEs of the adjoining divisions have to be called for. As a rough thumb rule, the scale of such assistance required would be one from a division for every additional 50 injuries.
- (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.

TMRs

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/SPARME.
- (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 asses 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.

(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. |

(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) | 0671-2879714 (Control Room) 0671-2879710 (Office) | 9437516227 9437516227 |
| | ODRF | 0671-2303263 (office) 0671-2339555 (Control 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(Off) | |
| | DG/NDRF | 011-23438020,23438119 | |

- 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/SPARMEs 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 /SPARMEs.

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.

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 be nominated at different location and per need basis 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:

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

C. Standard Operating Protocols (SOPs):

- Advising Staff to maintain social distancing and using of masks.
- Advising Staff to sanitize their hands with sanitizers / washing hands with soap.
- 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.
- 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:

- 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.
- 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.
- 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.
- 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.
- 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 (SPARME/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 ARMEs) of the railways as mentioned in the guidelines. As the evacuation of large number of casualties cannot be done by an ARME (or SPARMEs) the Railways have adopted the concept of mobilization of special train for MCE when required. It will work in conjunction with Emergency Response 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 SPARMEs.

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 SPARME 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 consisting 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.

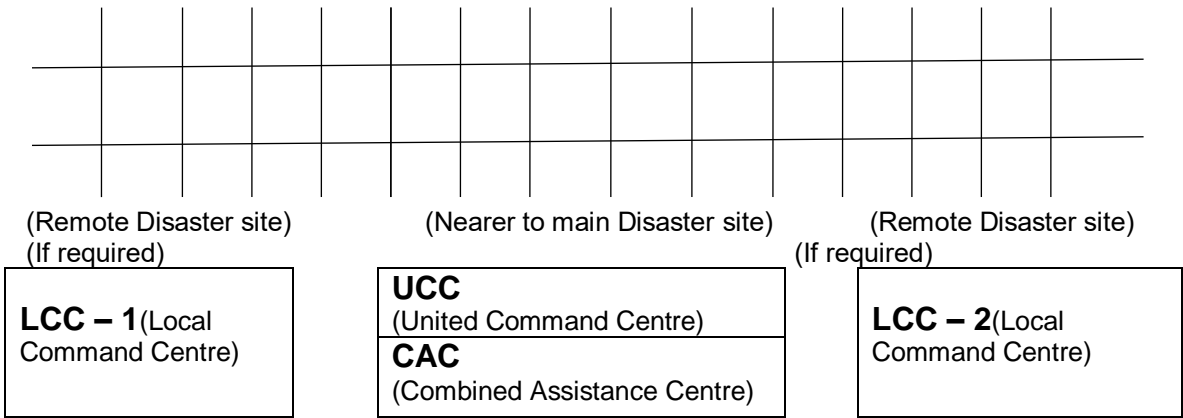
Disaster Drills:-

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.

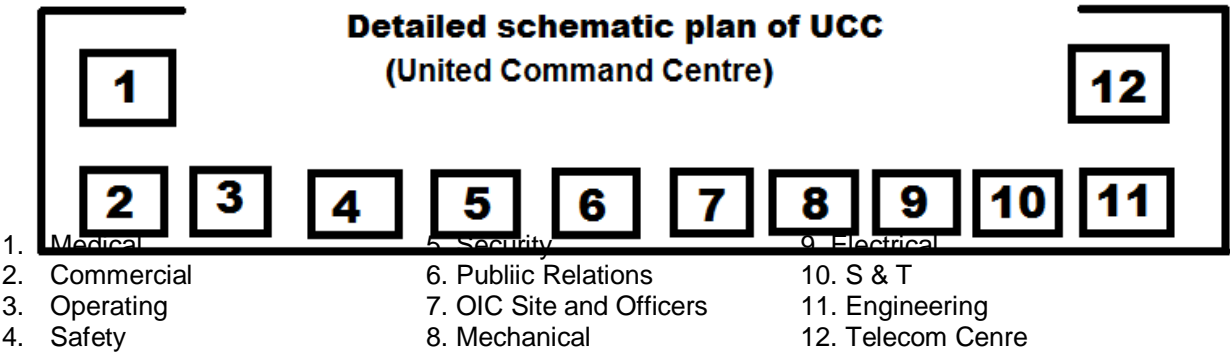
Continuous revisions should be made in the hospital disaster management plan taking leads from the regular disaster drills in the hospitals. In these drills it should be tested if the Hospital is equipped to respond effectively to the disposal of a large no. of dead etc i.e, role of mortuary services 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:

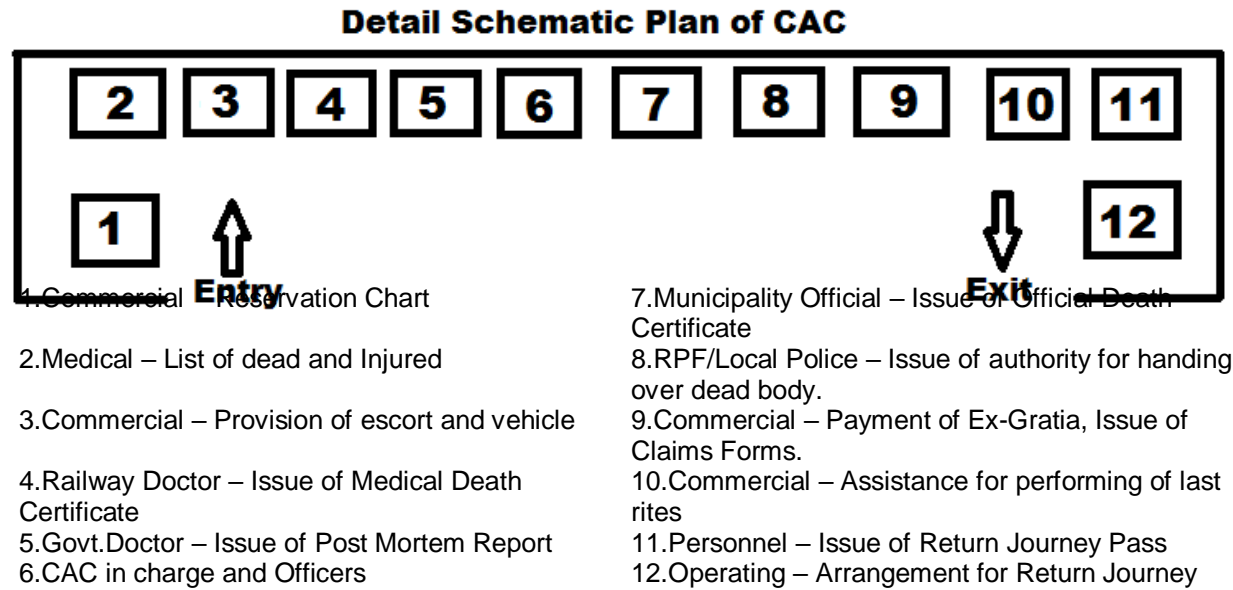
It is desired by the National Plan that the Railways should train their Doctors in the treatment of specific injury from CBRN disasters as also keep medicines, the vaccines, equipments and disposables etc for the same in their hospitals. Railways may alternatively get the Training for Trainers of Medical 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.



Annexure - 2



Annexure - 3



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 | 23896727 | 27852301 9908017309 |
| 7. | Commissioner (Information and PR) | 23394038 | 23350258 | 2395187 |
| 8. | Commissioner (Medical, Health & FP) | 24650365 | 55776441 | 24652267 |
| 9. | Special Chief Secretary (Revenue) | 23450443 23450831 | 23548004 | 23452835 |
| 10 | Commissioner Disastermanagement | 23450779 23452768 | 9908132008 | 23451836 |
| 11. | Managing Director APSRTC | 27615983 | 23542334 | 27617135 |
| 12. | Commissioner Disaster Management (Relief Commissioner) | 070-93896990 | 23452768 | 23451836 |

Contact Numbers of all Officers and Staffs of SRC Office**Tel. No (Control Room) – 0674-2534177****Email id- srcodishagov@gmail.com**

| Sl. No | Name | Designation | Office / EPABX |
|---------------|----------------------------------|--------------------|-------------------------------------|
| 1 | Shri Deoranjana Kumar Singh, IAS | ACS & SRC | 2534180/2536721 2539023 (R & DM) |
| 2 | Shri Padmanav Behera | Addl. SRC | 2391601/2977 |
| 3 | Shri Mitrabhanu Mahapatra | Addl. SRC | 2390161 |
| 4 | Shri Sidharth Sankar Acharya | FA | 2394320 |
| 5 | Smt. Atasi Das | Addl. SRC | 2534177 |
| 6 | Sri Ashish Kumar Jena | Joint SRC | 2534177 |
| 7 | Sri Sarat Parida (in charge) | SPE | 2396527 |
| 8 | Shri Biswanath Sahoo | OSD | 2534177 |
| 9 | Shri Shyamal Kumar Das | OSD | 2534177 |
| 10 | Shri Mayuresh Panda | OSD | 2534177 |
| 11 | Shri Gopinath Saraka | OSD | 2534177 |
| 12 | Smt. Suranjika Behera | OSD | 2534177 |
| 13 | Shri Rabindra Pradhan | PS to SRC | 2534180/2536721 |

**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 | 2534400 2595485 | 2536660 |
| 2. | Secretary (CM's Secretariat) | 2536682 2322164 | 2596935 | 2535100 |
| 3. | Principal Secretary (Home) | 2531515 2322461 | 2533722 | 2402115 |
| 4. | DG (Police)/ CTC | 2304451 9438916666 | 2555500 | 2304354 |
| 5. | IG (Railway)/CTC. | 0671-2306615 | 2307500 2306355 | 2306615 |
| 6. | Commissioner Cum Secretary (Information and PR) | 2536736 | 2556588 | |
| 7. | Commissioner Cum Secretary (Medical, Health & FP) | 2536632 | 2392507 | 2395235 |
| 8. | Managing Director(OSDMA) osdma@osdma.org | 2395398 2395531 Extn-208 | | 0674- 2391871 2396681 |
| 9. | Commissioner Cum Secretary (Revenue) | 2322658 2539023 | 2553654 | 2393832 |
| 10. | Spl. Relief Commissioner | 2536721 2607346 | 2535232 9437005121 | 2415292 |
| 11. | Spl. Relief Commissioner (Control Room) | 2534177 25347180 | | |

Annexure-6

TELEPHONE NUMBERS OF COMMISSIONER OF RAILWAY SAFETY

| SL No. | Designation | Railway Tele Phone No. | Office BSNL | Residence | | Mobile No. |
|--------|-------------------------------|------------------------|---|-----------|--------------------------|------------|
| | | | | Railway | BSNL | |
| 1. | CRS /SE. Circle /Kolkata | 080-27062, 44604 | 033-22484858 Fax No. 033-226267724 | --- | 24483530 | |
| 2. | Dy.CRS /SE. Circle /Kolkata | --- | --- | --- | --- | 9002080862 |
| 3. | CRS/Eastern Circle /Kolkata | 080-24955 020-27061 | 033-22483945 | 27061 | 033-24392717 | |
| 4. | 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

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

| | | | | | | |
|----------------------|----------------------|-------|----------------------------|----------------------------|------------------|---------------------|
| 2 | SP | 06784 | 242035 | - | 06784-240120 | |
| 3 | EO | 06784 | 251881 | - | - | |
| 4 | CR | 06784 | 251881 | - | - | |
| 5 | Fire officer | 06784 | 231444 | - | - | |
| DHENKANAL | | | | | | |
| 1 | DM | 06762 | 225601 207055 | 226500 | 06762-225601 | dm-dhenkanal@nin.in |
| 2 | SP | 06762 | 225777 | 225010 | 06762-226786 | |
| 3 | EO | 06762 | 226507 | - | - | |
| 4 | CR | 06762 | 220507 | - | - | |
| 5 | Fire officer | 06762 | 226501 | - | - | |
| KENDUJHARGARH | | | | | | |
| 1 | DM | 06766 | 254298 | 255401 | 254248 | |
| 2 | SP | 06766 | 254286 255409 | 255402 | 255402 | |
| 3 | EO | 06766 | 255437 | - | - | |
| 4 | CR | 06766 | 255437 | - | - | |
| 5 | Fire Officer | 06766 | 255101 | - | - | |
| ANGUL | | | | | | |
| 1 | DIG (NC Range) | 06760 | 241395 | 242935 | - | |
| 2 | DM | 06764 | 230567 | 230234 | 06764-230685 | Dm-angul@nic.in |
| 3 | SP | 06764 | 230136 | 2235000 | 06764-236655 | |
| 4 | EO | 06764 | 230980 | - | - | |
| 5 | CR | 06764 | 236072 | - | - | |
| 6 | Fire Officer | 06764 | 230222 | - | - | |
| GANJAM | | | | | | |
| 1 | DM | 06811 | 263700 | 236800 | 06811-263344 | Dm-ganjam@nic.in |
| 2 | SP | 06811 | 263366 | 263855 | 263266 | |
| 3 | EO | 06811 | 263978 | - | - | |
| 4 | CR | 06811 | 263978 | - | - | |
| 5 | Fire Officer | 06811 | -- | - | - | |
| SRIKAKULAM | | | | | | |
| 1 | DM | 08942 | 222555 222209 222210 | 222698 222565 222648 | 222555 222698 | |
| 2 | SP | 08942 | 222508 222556 | 222556 226937 | - | |
| 3 | EO | 08942 | 222555 | - | - | |
| BRAHMPUR | | | | | | |
| 1 | RDC | 0680 | 2281456 | 2292755 | 2292750 | |
| 2 | SP | 0680 | 2292991 | 2291100 | 2292390 | |

TELEPHONE NUMBERS OF ARMY, NAVY, AIR FORCE OFFICIALS

| SI No. | Unit | Name & Address | Phone Number |
|--------|---|---|---------------------------------------|
| 1 | Nodal Officer (Air force, Navy & Army) | Director (Operational logistics) HQ Integrated Defence Staff, Ministry of Defence | 011-23005126(Off) Fax-011-23005226 |
| 2. | Navy | Duty Officer (Maritime Operations Center) HQ WNC, Mumbai | 022-24316558 22663030 |
| 3. | Navy | Duty Officer (Maritime Operations Center) HQ ENC, Visakhapatnam. | 0891-2578000 |
| 4 | NDRF | Commandant, Mundauli, CTC | 0671-2879710 |
| 5 | Coast Guard | Operation Officer/Indian Coast Guard/HLZ | 03224-263217 |
| 6 | Coast Guard | Communication Centre/Indian Coast Guard/HLZ | 03224-263407 FAX-264541 |
| 7 | Army | Station HQ/Jamshedpur | 0657-2431633 |
| 8 | Army | Station HQ/Kolkata | 033-24980579 |
| | Army | Commandant, Chandipur, Balasore | 06782-262031® |
| 9 | Air Force | Chief Operations Officer, Midnapure | 03222-277240/296641 |
| 10 | Air Force | Air Force Station/Kolaikunda, Chief Administrative Officer | 03222-232081 |
| | | Sr. Medical Officer | 03222-232081 |
| 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 th Bn. | 0671- 2442148(O), 2442442(R) |
| | | ODRAF Unit, Cuttack | 0671-2442259 |
| | | Commandant, Koraput 3 rd Bn | 06852-251344, 251355 |
| | | Commandant Jharsuguda 2 nd Bn. | 06645-270096 |
| | | Commandant Chatrapur 8 th 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

Annexure-9

| Sl.No | Name of the Reporters(S/Sri) | Name of Media | Contact No. |
|-------|---|-------------------------------|--|
| 1 | Rabi Swain | The Samaj | 94372-30177 0674-2490262 |
| 2 | IswarSamantray | The Pragatibadi | 98614-12275 Fax-249550 |
| 3 | Md.Esmael | HansdaIndia,Sakala | 094375-24478 0674-2397597 |
| 4 | S.V.R.Murty | The Sakshi | 87633-02956 |
| 5 | Deba Prasad Dash | The Surya Prava (Oriya Daily) | 98533-36763 0674-2495811 |
| 6 | Sajan Agarwal | The Sanmarg (Hindi Daily) | 98613-63721 94390-48235 |
| 7 | R.N.Behera | NITIDINA | 09437177401 |
| 8 | Mamata Kumari Behera | Kranti Dhara | 7873504544 |
| 9 | SrikantaParija | The Prameya | 7894447159 |
| 10 | Lalit Moharana | Odisha Bhaskar | 97788-16293 |
| 11 | Kedarnath Sahoo | The Matrubhasa | 93382-13560 |
| 12 | Bishnu Sahoo | The Kalinga Mail | 93373-56156 |
| 13 | DulalSarbangya | The EPA | 98611-49203 |
| 14 | Santosh Mohapatra | News Odisha | 98614-10361 |
| 15 | Bira Kishore Barik | Ankusha Editor | 93389-05655 |
| 16 | L.D.Sahoo | The Dinalipi | 93371-07802 |
| 17 | BabuPattnaik | Akbarnama | 9338220557 |
| 18 | Sri Sangram KeshariHota | Argus news | 9778414571 |
| 19 | Srikant Pradhan | News 7 TV | 9861149203 |
| 20 | BalaramLenka,New Bus stand,NearJasoda Press | OTV | 94371-60344 99377-15958 |
| 21 | Surya Mohanty,KhordaTown,Gurujanga | Zee Kalinga TV(Oriaya) | 94372-81908 |
| 22 | Subhra Ranjan Das | Door Darshan & air | 94370-60390 91244-73325 0674-2301048 |
| 23 | Iftakar Ali | ANI | 94371-34318 |
| 24 | Jogesh Naik | Darshan ,Jatni TV | 93382-23575 |

| | | | |
|----|-----------------------------|----------------------------|----------------------------|
| 25 | Biswajit Samantray | MBC TV | 09777289952 |
| 26 | Santosh Kumar Barik | ETV news/News-18 | 9861464622 9438369622 |
| 27 | Lohit Narayan Mohapatra | News 7(Dist.Reporter) | 9438309139 |
| 28 | Subhranshu Ranjan Samantray | News World TV | 9437044534 |
| 29 | G.C.Parida | E-TV,Bharat | 8895212324 |
| 30 | Prasant Kumar Sahoo | Reporters today | 9132492989 |
| 31 | Hrushikesh Patra | Metro TV Bureau | 7008399861 |
| 32 | Pradpita Kumar Martha | New Odisha/P-9 News | 8917587885 |
| 33 | Bikram | Argus TV | 9437150481 |
| 34 | AmreshRoutray | Bada Khabar | 9861415900 0674-2490314 |
| 35 | Suvendrakumarsathpathy | Srujana (Weekly) | 9861464247 |
| 36 | Paresh Pattanaik | Abhinandan (Weekly) | 7978019858 |
| 37 | Sanjeev KumarSethi | Mahak TV and news never | 9658508400 |
| 38 | R.N.Mahakudu | Dharitri | 8763374115 |

Annexure-10

TELEPHONE NUMBERS OF RPF OFFICIALS OF KHURDA ROAD DIVISION.

| Designation | Mobile No. | Railway Phone No. | | Landline No. | |
|--------------------------------------|------------|-------------------|-----------|--------------|-----------|
| | | Office | residence | Office | residence |
| Divisional Security Commissioner/KUR | 8455887700 | 72250 | 72251 | 0674-2490675 | - |
| Asstt. Security Commissioner/KUR | 8455887701 | 72416 | 72417 | 0674-2492943 | - |
| Asstt. Security Commissioner/CTC | 8455887702 | 72150 | - | - | - |
| Security Control | 8455887777 | 72154 | - | 0674-2492229 | - |
| PC/RPF/PSA | 8455885634 | 77210 | - | 08945-243912 | - |
| PC/RPF/BAM | 8455887710 | 76018 | - | 0680-2216602 | - |
| PC/RPF/BALU | 8455887711 | 73326 | - | 06756-220007 | - |
| PC/RPF/KUR | 8455887703 | 72418 | - | 0674-2492684 | - |
| PC/RPF/PURI | 8455887716 | 75718 | - | 06752-224275 | - |
| PC/RPF/BBS | 8455887705 | 59503 | - | 0674-2575606 | - |
| PC/RPF/CTC | 8455887706 | 74516 | - | 0671-2648046 | - |
| PC/RPF/JJKR | 8455887707 | 74323 | - | 06726-224964 | - |
| PC/RPF/BHC | 8455887709 | 74014 | - | 06784-230865 | - |
| PC/RPF/KDJR | 8455887708 | 74752 | - | 06766-258103 | - |
| PC/RPF/PRDP | 8455887712 | 75616 | - | 06722-229630 | - |
| PC/RPF/DNKL | 8455887713 | 75410 | - | 06762-211538 | - |
| PC/RPF/TLHR | 8455887714 | 75316 | - | 06760-241844 | - |
| PC/RPF/ANGL | 8455887715 | 75152 | - | - | - |
| PC/RPF/MCS | 8455887720 | 58280 | - | 0674-2740116 | - |
| CC R Coy/KUR | 8455887704 | 72740 | - | - | - |
| IPF/LM CELL/KUR | 8455881188 | 72156 | - | - | - |

TELEPHONE NAMES & NUMBERS OF GRP OFFICIALS WITHIN KHURDA ROAD DIVISION

| Designation | Mobile No. | Railway Phone No. | | Landline No. | |
|--|-------------------------------|-------------------|------------|--------------|--------------|
| | | Office | Residence | Office | Residence |
| IG(P)Rly CTC | 9438915982 | 74510 | 74511 | 0671-2306615 | 0671-2304214 |
| SRP | 7608026070 | 74412 | 74413 | 0671-2443982 | 0671-2304009 |
| DSRP/CTC | 9437021403 | 74414 | 74415 | - | - |
| DSRP/KUR | 8895577393 | 72710 | - | - | - |
| IIC/PSA | 9676849786 | 77310 | - | 0894-5241033 | - |
| IIC /BAM | 9438122528 | 76014 | - | 0680-2200528 | - |
| IIC /KUR | 9437423277 | 72714 | - | 0671-2490283 | - |
| IIC /PURI | 9437791666 | 75716 | - | 0675-2261075 | - |
| IIC /BBS | 9438122528 | 59608 | - | - | - |
| IIC /CTC | 9439282144 | 74418 | - | 0671-2610751 | - |
| IIC/JJKR | 9938915953 | 74218 | - | - | - |
| IIC /TLHR | 7377235394 | 75318 | - | - | - |
| IIC /PRDP | 9861732261 | - | - | - | - |
| BHC(OP) | - | 74018 | 74019 | 06784-230510 | - |
| SIL(OP) | 8249603844 | 75711 | - | - | - |
| NKP(OP) | 8093824521 | - | - | - | - |
| BRAG(OP) | 8763149402 | - | - | - | - |
| <u>CONTACT TELEPHONE NUMBERS OF BPCL & IOCL</u> | | | | | |
| BPCL | SALES MANAGER | | 9438303828 | | |
| IOCL Siding KUR | Biswaranjan Mohanty (Manager) | | 8599090503 | | |
| | Rakesh Sahoo (Supervisor) | | 9704643658 | | |
| | G.P.Reddy (Supervisor) | | 9437035412 | | |
| HPCL Siding KUR | Manojit Laha (Supervisor) | | 9432099229 | | |
| | Arun Nayak (Plant Manager) | | 9900722302 | | |

TELEPHONE NUMBERS OF ZONAL RAILWAY ESTABLISHMENTS

| Designation | Railway | | BSNL | | Mobile | Fax | |
|-----------------------|-------------------|-----------|---------|-----------|------------|-------|---------|
| | Office | Residence | Office | Residence | | Rly. | BSNL |
| GM | 50000 | 50001 | 2300773 | 2302773 | 8455880000 | 50700 | 2300196 |
| Secy. to GM | 50002 | 50003 | 2300029 | 2303814 | 8455885000 | 50701 | 2303587 |
| CSO | 50560 | 50561 | 2300967 | 2725091 | 8455885940 | 50766 | 2302758 |
| CME | 50050 | 50051 | 2303370 | 2301957 | 8455885400 | 57050 | 2303530 |
| CEE | 50040 | 50041 | 2303515 | 2301852 | 8455885300 | 50740 | 2302524 |
| CE | 50020 | 50021 | 2300571 | 2303544 | 8455885200 | 50720 | 2301887 |
| COM | 50060 | 50061 | 2303122 | 2303955 | 8455885900 | 50760 | 2300313 |
| CMD | 50550 | 50551 | 2302041 | 22744390 | 8455885500 | 50756 | 2303052 |
| CSTE | 50080 | 50081 | 2301891 | 2303681 | 8455885800 | 50780 | 2303508 |
| CSC | 50590 | 50591 | 2303509 | 2301109 | 8455885700 | 50790 | 2302830 |
| CCM | 50030 | 50031 | 2300375 | 2300993 | 8455885950 | 50731 | 2302272 |
| HQ.Control | 51662,51660,51664 | | 2303564 | | | | |
| Dy.CHC (Disaster) | 51064 | | 2303110 | | 8455885939 | | |
| Commercial Control | 51333 | | | | 8455885999 | | |
| Security Control | 51696 | 51896 | 2301813 | | 8455885777 | 51696 | 2301813 |

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. |
|---------------------------------------|----------------------|-------------------------|------------------------------|---|
| BHADRAK – KHURDA ROAD - PALASA | | | | |
| 01 | RLJC | 74106 | | 8455891892 |
| 02 | Bhadrak | 74064 74068 | 06784-252440 | 8455889900 |
| 03 | RDBR(Randia Baudpur) | 73201 | | 8455889901 |
| 04 | Kenduapada | 73202 | | 8455889902 |
| 05 | Manjuri road | 73203 | | 8455889903 |
| 06 | Baitarani Road | 73204 | | 8455889904 |
| 07 | Korai | 73205 | | 8455889905 |
| 08 | Jaipur Keonjhar Road | 73206 | | 8455889906 |
| 09 | Jakhapura | 73207 | 06726-242463 | 8455889907 |
| 10 | Jenapur | 73208 | | 8455889908 |
| 11 | New Gadmadhupur | 73209 | | 8455889909 |
| 12 | Haridashpur | 73210 | | 8455889910 |
| 13 | Dhanmandal | 73211 | | 8455889911 |
| 14 | Byree | 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 | Chudangarh (CHRD) | | | 6372909153 |
| 20 | Barang | 73218 | 0671-2870503 | 8455889919 |
| 21 | Bhubaneswar New | | | 6372909152 |
| 22 | Mancheswar | 73219 | | 8455889921 |
| 23 | Bhubaneswar | 73220,RRI=59570 | | 8455889922 |
| 24 | Retang | 73221 | | 8455889924 |
| 25 | Khurda Road | 72396 | 0674-2490670 | 8455889925(roster) 8455890905(smr) 8455890915(ym-kur) |
| 26 | Argul | | | |
| 27 | Kaipadar Road | 73223 | | 8455889926 |
| 28 | Tapang | 73224 | | 8455889927 |
| 29 | Nirakarpur | 73225 | | 8455889928 |
| 30 | Bushandpur | 73226 | | 8455889929 |
| 31 | Kalupadaghat | 73227 | | 8455889930 |
| 32 | Kuhudi | 73228 | | 8455889931 |
| 33 | Gangadharpur | 73229 | | 8455889932 |
| 34 | Solari | 73230 | | 8455889933 |
| 35 | Balugaon | 73231 | | 8455889934 |
| 36 | Chilika | 73232 | | 8455889935 |
| 37 | Khalikota | 73233 | | 8455889936 |
| 38 | Rambha | 73234 | | 8455889937 |
| 39 | Burudi | | | 6372909154 |
| 40 | Humma | 73235 | | 8455889938 |
| 41 | Ganjam | 73236 | | 8455889939 |

| | | | | |
|--|--------------------|-----------------------|------------------------------|--|
| 42 | Chatrapur (smr) | 73237 | | 8455889940 8455891850 |
| 43 | Jagannathapur | 73238 | | 8455889941 |
| 44 | Berhampur | 73239 | | 8455889942 |
| 45 | Golanthra | 73240 | | 8455889943 |
| 46 | Surla Road | 73241 | | 8455889944 |
| 47 | Ichhapuram | 73242 | | 8455889945 8978280908 |
| 48 | Jhadupudi | 73243 | | 08978881001 |
| 49 | Sompeta | 73244 | | 08978881002 |
| 50 | Baruva | 73245 | | 08978881003 08978280905 |
| 51 | Mandasa Road | 73246 | | 08978881004 08978280904 |
| 52 | Summadevi | 73247 | | 08978881005 |
| 53 | Palasa(SS) SMR | 73248 77260 | | 08978881006 08978280901 |
| CUTTACK – PARADEEP | | | | |
| 54 | Kandarpur | 73288 | | 8455891861 |
| 55 | Raghunathpur | 73289 | | 8455891862 |
| 56 | Gorakhnath | 73290 | | 8455891863 |
| 57 | Rahama | 73291 | | 8455891864 |
| 58 | Badabandha | 73292 | 06722-212998 | 8455891865 |
| 59 | Paradeep/RR YM | 75629 75605/ 75604 | 06722-229434 | 8455891866 |
| KUR – PURI | | | | |
| 60 | Haripurgrama(HPGM) | 73264 | | |
| 61 | Motari | 73250 | | 8455891886 |
| 62 | Delanga | 73251 | | 8455891887 |
| 63 | Birpurosottampur | 73252 | | 8455891888 |
| 64 | Sakhigopal | 73253 | | 8455891889 |
| 65 | Maltipatpur | 73254 | | 8455891890 |
| 66 | Puri | 75299 | 06752-223476 06752-225922 | 8455891891, 8455890906 |
| BARANG – RADHAKISHOREPUR – NIRGUNDI | | | | |
| 67 | Naraj marthapur | 73316 | 0671-2379404 | 8455891867 |
| 68 | Ghantikhal | 73315 | | 8455891868 |
| 69 | Radhakishorepur | 73314 | | 8455891869 |
| 70 | Machapur | 73312 | 0671-2382427 | 8455889949 |
| 71 | GurudiJhatia | 73313 | | 8455889948 |
| 72 | Charbatia | 73287 | | 8455889947 |
| 73 | Salagaon | 73286 | | 8455889946 |
| RAJATHAGARH – TALCHER – ANGUL | | | | |
| 74 | Rajathgarh | 73311 | 0671-2381025 | 8455889950 |
| 75 | Joranda Road | 73310 | | 8455889951 |
| 76 | Dhenkanal | 73309 | 06762-228529 | 8455889952 |
| 77 | Shadashivapur | 73308 | | 8455889953 |
| 78 | Hindol Road | 73307 | | 8455889954 |
| 79 | Meramandali | 73306 | 06732-258570 | 8455889955 |
| 80 | Budhapunk | 73305 | 06764-292240 | 8455889956 |
| 81 | Talcher Road | 73301 | | 8455889959 |
| 82 | NTPC | 73302 | 8455889920 8455889957 | 8455890937 8455891193(SS) 8455891228(SM) 8455891808(SM) |
| 83 | Talcher | 73304 | 06760-240231 | 8455890916 |

| | | | | |
|---|----------------------------------|----------------|--------------|------------|
| 84 | Angul | 75260 | | 8455889960 |
| 85 | TLSE | 73303 | | 8455890920 |
| 86 | KPJG | 73299 75162 | | 8455892862 |
| 87 | JSPL | 73298 | | |
| JAKHAPURA - KENDUJARGARH ROAD – NAYAGARH | | | | |
| 88 | Sukinda | 73270 | 06726-235199 | 8455890924 |
| 89 | Baghuapal | 73271 | | |
| 90 | Tomka | 73272 | | 8455890925 |
| 91 | Daitari | 73273 | | 8455891873 |
| 92 | Tangripal | 73274 | | 8455891874 |
| 93 | Sagadapata | 73275 | | 8455891875 |
| 94 | Chilakadhara | 73276 | | 8455891876 |
| 95 | Harichandanpur | 73277 | 06733-265961 | 8455891877 |
| 96 | Nilakantheswar | 73278 | | 8455891878 |
| 97 | Sitabanji | 73279 | | 8455891879 |
| 98 | Basanthpur | 73280 | 06766-213168 | 8455891880 |
| 99 | Naranapur | 73281 | | 8455891881 |
| 100 | Kendujhargarh | 73282 | 06766-258122 | 8455891882 |
| 101 | Goaldaih | 73283 | 06766-201692 | 8455891883 |
| 102 | Porjanpur | 73284 | 06766-201691 | 8455891884 |
| 103 | Nayagarh | 73285 | 06766-211199 | 8455891885 |
| KUR-NAYAGARH TOWN | | | | |
| 104 | KURT/khordha Town | 73260 | | 8455889918 |
| 105 | BYZA(Begunia) | 73257 | | 8455889923 |
| 106 | RSKA(Rajsunakhala) | 73258 | | 6372909155 |
| 107 | MKGD(Manik Goda) | 73259 | | 6372909156 |
| 108 | NYGT(Nayagarh Town) | 73460 | | 8455889922 |
| 109 | Mahipur(MAHI) | 73261 | | 9124646953 |
| 110 | NXNR(Nuagaon) | | | 9124646954 |
| 111 | DSPL | | | |
| HARIDASPUR- PARADEEP | | | | |
| 112 | (CIKR)Chandikhol | 73335 | | 9124646955 |
| 113 | URGR (RTGR)Ratnagiri | 73336 | | 9124646956 |
| 114 | (LLTG)Lalitgiri | 73337 | | 9124646957 |
| 115 | (BJPD)Bajipada | 73338 | | 9124646958 |
| 116 | (KEMP)Kendrapada | 73339 | | 9124646959 |
| 117 | (MSGR)Marshaghai | 73340 | | 9124646960 |
| 118 | (KLGA)Kalaghar | 73341 | | 9124646961 |
| 119 | (NUGN)Nuagon | 73342 | | 9124646962 |
| 120 | (SIJU)Siju | 73343 | | 9124646963 |
| ANGL-SKND | | | | |
| 121 | (KLAG) KAMALANGA | 73383 | | |
| 122 | (PRJG)PARAJANG | 73384 | | |
| 123 | (MAPI) MUKTAPOSI | 73385 | | |
| 124 | (KKNR) KAMAKHYANAGAR | 73386 | | |
| 125 | (RGMA) RANGAMATIA | 73387 | | |
| 126 | (TGRA) TANGARIA | 73388 | | |
| 127 | (BBRD) BHUBAN ROAD | 73389 | | |
| 128 | (SKDA) SUKINDA | 73390 | | |
| 129 | (DBRI) DUBURI | 73391 | | |
| 130 | (BATY) TOMKA BLOCK HUT 'A' CABIN | 73392 | | |
| 131 | (BBTY) TOMKA BLOCK HUT 'B' CABIN | 73393 | | |

UPDATING OF LOCAL RESOURCES, ADDRESS AND TELEPHONE NUMBERS OF STAKE HOLDERS IN DISASTER MANAGEMENT PLAN –2024

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/ doctors | Facility available in hospital/ nursing home & beds | Ambulance contact numbers | Telephone of nearest blood bank with capacity | Nearest Police Station & Contact nos.of Incharge | Contact nos.of Paramilitary forces | Nearest Fire station contact nos. | Name& Contact nos. of NGO/ Volunteer Organization, including Bed 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 Collector | Mobile no. of any one related to DM |
|-----------------------|----------------------------------|--|-----------------------|--|---|---|---------------------------|--|--|------------------------------------|---|--|--|---|--|--|---|--|-------------------------------------|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| RLJC - JKPR SECTION : | | | | | | | | | | | | | | | | | | | |
| 1 | RLJC 8455 8918 92 | BHC Dist. HQ Hospital | 9km | Dr.Santosh Kumar Patro(C DMO) | 943999 4310 | 100 Beds | 108 | 06784251 817, 45 | BHC SP – 9473154 545 | -- | BHC, 101, 067842 31444 | ASIANA/ BHC – 9437000 489, 1098 | -- | BHC- 9437085 002 | 8598953 876 | 9348131 177 | P.S.Khuntia – 943702508 3 | BHC – 9437061 000 | -- |
| 2 | BHC 8455 8899 00 | Govt. Dist. HQ Hospital-BHC | 3km | Dr.Santosh Kumar Patro(C DMO) | 943999 4310 | 100 Beds | 108 | 06784251 817' | SP,BHC 9473154 545 | 700819 | 06784- 231444 , 101 | ASIANA, Secy- Sophia Saikh- 9437000 489 & 1098 | --- | BHC, 9437085 002 | 8598953 876 | 9348131 177 | BHC Sri P.S.Khuntia, 943702508 3 | BHC, 9437061 000 | --- |
| 3 | RDBR 8455 8899 01 | Railway Health Unit, BHC & Govt. Dist. HQ Hospital I-BHC, SAI Hospital | 6 km & 10 km | Dr. J.K. Mohanty Dr.R.K. Nayak Dr.B.B. Nayak | 090406 22085, 067842 41707, CDMO/ BHC- 943999 4310, 943716 1833 | OPD, Pathology with 400 Beds | 108 | Dist Hospital Bhadrak, 06784251 817, 1600 Unit | Rural Police Station 0678425 0451 | OC/GRP/ BHC- 06784- 700819 | Bhadrak, 101, 06784- 231444 | ASIANA including Red cross- 9437000 489 | 70 volunteers | Bhadrak- 9437085 002 | R.K. Agency – 9439900 988 | Ranjan Das – 9438634 977 | BHC Sri P.K Khuntia - 943702508 3 | Collector Sidheswar baliram Bondar – 06784- 250436 | PA to Collector - 9437061 000 |
| 4 | KED 8455 8899 02 | New Govt. PHC Kenduapada | 500 Mtr | Dr. Tapan Dixit | 986130 9099 | PHC | 108 | BHC Dist.Hospital, 94399943 10 | KED P.S, K.K.Parida, 934899 8835 | --- | Bhandari Pokhori(9km) 101, 067862 32323 | --- | --- | Kenduapada | --- | Kuna, 9937353 412 | Bonth, 943931755 2 | S.B.Bondar , 0678425 0436 | ADM, 0678424 0465 |

| | | | | | | | | | | | | | | | | | | | |
|------------------------------|--------------------|-----------------------|---------|--|-----------------------|-------------------------------------|----------|--------------------------------------|--------------------------------------|---------------------------|--------------------------|---|-------------------------------------|--|---|----------------------------------|---|---|----------------------------------|
| 5 | MZZ, 8455 8899 03 | PHC, Manjuri Road | 1 Km | Dr. Deb esish Pati, Dr. Prav at Nayak | 9777890989 9437163515 | 3 beds, | 108 ,102 | capacity - 1000, 06784951 817 | Bhandari pokhari, P.S. 9439297 201 | 84558877 09 | Bhanda ri Phokho ri, 101 | Satya Sai Seva Sanghat han, MZZ 8917601 984 | 30 members , all type of socservice | MZZ Bus Stand, 79 7844286 2 | -- | -- | Bhandari Phokori, 943706100 0 | BHC, 943 7061000 | 9437933 766 |
| 6 | BTV, 8455 8899 04 | Barundi New Govt. PHC | 1.5 Km | Dr. Hem anata Kumar, | 88957776730 | OPD 02 Beds | 108 | 06726224 957,(160) | KORAI PS, S. Mohan ty. 8018810 321 | -- | Barundi, 06726- 241101 | - | - | -- | -- | -- | Debasish Rout, Vyasanaagar, 848061391 8 | Jajpur, 0672822 2001, | 0672822 2479, |
| 7 | KRIH, 8455 8899 05 | Korai CHC | 2 Km | Dr. Bhab ani Sankar Das | 943904 6624 | 06 BEDS | 108 | 82804064 63, 300 Units | KORAI PS, 9438916 255 | RPF BHC- 84558877 09 | JKR, 067262 20444, | Sri Satya Sai Seva Organiza tion, Jaja pur Road, 94 3706911 0 | 50 members | Vyasanag ar Bus Stand- 9437437 530 | Vyasanag ar Bus Owner's Associati on, 9437316 260 | Purna Biswal- 9437450 559 | Vyasanga Tasahil- Debasish Rout 848061391 8 | Jajpur, 06728- 2220006 7262223 11,06728 2223201 | ADM- Kalinga Nagar- 7008963 200, |
| 8 | JKR, 8455 8899 06 | CHC, Jajpur Road | 500 mtr | Dr. S.K. Prusty , | 9439999889 | Gener al Health care servic es, | 108 | JKR 300 Units, 82804064 63 | Model PS, Jajpur Road, 94 3820241 5. | OC/RPF, 84558877 07 | JKR, 067262 20444, 101 | Sri Satya Sai Seva Samiti, Jajpur Road | 50 members | Vyasanag ar Bus Stand, Manager- 9434375 30 | Byasanag Bus owner's Associati on- 9437316 260 | Prasanta Mohapat ra- 9438841 510 | Debasish Rout 848061391 8 | Jajpur, 06 7282200 1, | ADM, Kalinga Nagar- 9437878 028 |
| 9 | JKPR 8455 8899 07 | CHC Danagadi | 07 KM | Dipak Sen, Jyoty Mohapatra | 9439992561 | X-Ray, OPD, Lab Facilit y, 45 beds | 108 | Jajpur Road, 8280 406463, 300 Units | Jakhapura, I/C- 9437821 805 | OC/RPF/JJ KR- 84558877 07 | Danagadi 06726- 261101 | Sri Satya Sai Seva Samiti, Jajpur Road, 94 3706911 0 | 50 VolunTERS | Vyasanag ar Bus Stand, Manager- 9434375 30 | Mohan Enterprises, 9437006 751 | Prasanta Mohapat ra, 94388 41510 | Smruti Rekha Das, 824919624 4 | Dr. Subhan kar Mohapat ra, Jajpur- 9437548 098 | OSD to DM, 0672 8222001 |
| 10 | DATR 8455 8918 73 | Chitri Gobardhanpur | 15 Km | P. Samal | 9439986357 | 6 beds, | 108 | Jajpur road, Vysa nagar | DATE Police Station, 9 4385142 01 | -- | Sukinda | Manago bindapura, Jajpur Road, 94 3870412 1 | More than 200 | Brahmani pal | Jamuna Das, 8895013 302 | Das Agency, 9 4370215 41 | Harichandanpur, Himan shu Sekhar Panda, | Keojhar 06766- 255401, 8 7630900 00 | Addl. DM, 06766- 255408 |
| SKND - NYG SECTION :- | | | | | | | | | | | | | | | | | | | |
| 11 | SKND 845589 1870 | CHC Danagadi, | 3 Km, | Sri Deepak Sen, Prayajit Routray , Jyoti Mohapatra | 9439992561 | X-ray, OPD , Lab Facilit y, 45 beds | 108 | Jajpur Road, 8280 406463 , 300 Units | Kalinga nagar PS. 06726 296239 | OC/RPF/ JJKR- 84558877 07 | Danagadi, 067262 61101 | Sri Satya Sai Seva Samiti, Jajpur Road, 94 3706911 0 | 50 Voluntee r at any time | Vyasanag ar Bus Stand, Manager- 9434375 30 | Mohan Enterprises, 94370067 51 | Prasanta Mohapatra, 9438841 510 | Smruti Rekha Das, 82491962 44 | Dr. Subhan kar Mohapat ra, Jajpur- 9437548 098 | OSD to DM, 06728 222001 |

| | | | | | | | | | | | | | | | | | | | |
|----|------------------------|---|----------|---|----------------------------------|---|------------------------|---|--|---------------------------|--|--|------------------------------------|----------------------------|---|--------------------------------------|--|---|--------------------------------------|
| 12 | BGPL 845589 1871 | Dnagad i, 943999 2561 | 18 km | Sri Deepak Sen,Pra yajit Routray ,Jyoti Mohap atra | PHC-7008046060, Nh-9861091805 | X-ray, OPD , Lab Facilit y, 30 beds | 108 | Jajpur Road,Vyas anagar, 82804064 63 , 300 Units | Kaling Nagar, 0672629 639 | OC RPF- 84558877 07 | Danaga di- 06726- 261101 | Mahave er Club, Jajpur Road, 9438704 121, Vyasana gar Sai mandira, 9437022 545 | More than 200 voluntee rs | Bhaguap al, Duburi | 94392541 69 | 94370067 51 | Danagadi- 06726- 223308 | Dr.Subha nkar Mohapat ra, Jajpur- 9437548 098 | OSD to DM,06728 222001 |
| 13 | TMKA 845589 1872 | Gobard an pur | 8 Km | P.Samal | 9439986357 | 06 Beds | 108 | Jajpur Road,8280 406463 , 300 Units | TMKA-5- KM, 100, 9438916 508 | OC RPF- 84558877 07 | Danaga di, 067262 61101 | Manago bindapu r,Jajpur Road,94 3870412 1, Vyasana gar Sai mandira, 9437022 545. | More than 200 voluntee rs | Duburi | Bajarangi Traders,9 43925416 9 | Panchana n Jena,9437 318917 | Dangadi- 06726- 223300 | Dr.Subha nkar Mohapat ra, Jajpur- 9437548 098 | OSD to DM,06728 222001 |
| 14 | TGRL 845589 1874 | CHC,Ha richand an pur | 40 Km | Surendr a Nath Singh, Muktik anta Nayak, Debasis h Ku Das | 9178585202,9437670560 | Xray,L ab,OP D,IPP, MCH,S OP Emerg ency,B eds-30 | 108 | Red Cross blood bank,Kend ujharAnan dpur, 06766- 254380 | Daitari – 06706- 24330 | OISF,0672 -624820 | Anand pur- 067662 55480 | Dhakoth a Jubak Sangha, 06731- 274021, G.Hemb ram,Hari chandan pur,9853 947350 | --- | Bramhani pal | --- | Sukanta, 63714312 90 | Harichan danpur, Himansu Sekhara Panda,82 80073828 | Kenojhar, Vishal Singh 06766- 255401, 8763090 000 | Addl/DM- 06766- 255408 |
| 15 | SGDP 845589 1875 | Commu nity Health Centre Bhaga munda | 8 Km | K.C.Nai k | 8144104548 | 04 beds | 108, 814408 9145 | Anandapu r – 06731- 221467 | Harichan danpur- P.K.Behe ra,94381 23464 | --- | Ghatag aon, 067332 23395 | Redcross Society, Kendujh ar | --- | Sagadape ta Bus Stop | --- | --- | Himansu Sekhar Panda, Harichan danpur- 82800738 28 | Keonjher- 8763090 000, 0676625 5401 | Addl.DM 06766255 408 |
| 16 | CLDR 845589 1876 | CHC, Bhaga munda | 10 km | - | 7894677764 | 20 beds | 108 | D.H. Hospital, KDJR, 06766254 380 | HCNR, 9337060 197 | - | Harich andapur, 06733- 223395 | Red cross DHH,Keo njhar- 06766- 254380 | - | Bhagam unda | - | - | Harichan dan pur | Keonjhar DM- 06766- 255401 | ADM Keonjhar- 60766- 255408 |
| 17 | HCNR 845589 1877 | CHC HCNR | 2KM | Dr.Deba sish Ku. Das | 9437670560 | 30 beds | 108 | KDJR | HCNR 9438123 464 | - | HCNR 943737 4974 | - | - | - | - | - | Himansu Sekhar Panda, 82800738 28 | Keonjhar 06766- 255401, 8763690 000 | 06766- 255408 |

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|----|-----------------------------------|--|----------|--|------------------------------------|-------------------------------|------------------------------|---|---|----|---|---|--------|---|---------------------------------------|--|--|--|------------------------------------|
| 18 | NKW 845589 1878 | CHC, Ghatga on | 13 km | Dr. Muktik anta Nayak | 06733-223208/221209, 9439986433 | Bed 30 | 108,93 371141 31(Pvt.) | 06766- 254380 | Ghatgao n PS- Anjan Ku Patra, 06733- 223023 | - | Ghatga on- Purna Ch. Panda, 933783 6150 | Red Cross- 8895214 073 | Medium | Ma Tarini Bus Syndicate ,Ghataga on,Jitend ra Behera,8 2498041 77 | -- | Ditikrishna Sahoo, 99388148 79 | Ghatagao n,797830 2725 | Shri Vishal Singh,IAS ,Keonjhar Ph N- 0676625 5401 M- 8763090 000 | Add DM 06766- 255408 |
| 19 | STBJ Sitabinj 855891 879 | Ghataga on, CHC | 20 KM | Dr. Muktik anta Nayak M/O (I/C) | 06733-223208 | Dispe ndary, 20 beds | 108 | 06733- 221033 | Ghataga on 06733- 221023 | - | Ghataga on 06733- 221395 | SHARP 9437264 021 | Small | Dhenkiko te, 8908619 795 | 99370605 02 | Triveni Earth Movers Pvt.Ltd, 0674- 6770050 | Ghtgaon, 83288163 50, Sarat Ku Giri, | Keonjhar, 06766- 255401, 8763090 000 | ADM Keonjhar 06766255 408 |
| 20 | BSTP 845589 1880 | Keonjha r District Hospita l, Kenduj hargarh | 20 KM | -- | 06766-253163 | - | 108 | DHH/ Keonjhar 06766254 380 | Pandapa da PS 10km 8249420 643 | - | Keonjha r 06766- 255101 | Odisha Red Cross DHH Keonjha r 06766- 254380 | - | Keonjhar | - | --- | Ghatgaon | ADM Keonjhar 0676625 5408 | -- |
| 21 | NANR 845589 1881 | Keonjha r , District hospita l | 8 Km | Dr. K.K.Pru sty | 06766-250770 9439987004 | 330 beds | 112 | 06766- 254380 | Town PS,KDJR - 9438916 614 | -- | Keonjha r, 112 | Manoj Manjari Sishu Bhawan, 9437025 889 | - | Keonjhar Govt.Bus Depot,06 7662554 07 | 99370605 02 | Triveni Earth Movers Pvt.Ltd. 06746770 050 | Ishani Panda, 80939037 78 | Kendujha r, Dist. Collector- 0676625 5401, 8763690 000 | ADM- 06766255 408 |
| 22 | KDJR 845589 1882 | KDJR Dist Hospita l | 7 KM | Dr. K.K.Pru sty | 06766-250770 9439987004 | 330 beds | 108 | Odisha Red Cross Blood Bank 06766254 380 | Town PS,KDJR - 9438916 614 | - | KDJR, 101 | Manoj Manjari Sishu Bhawan, 9437025 889 | Medium | Keonjhar Govt.Bus Depot,06 7662554 07 | 99370605 02 | Triveni Earth Movers Pvt.Ltd. 06746770 050 | Ishani Panda, 80939037 78 | Kendujha r, Dist. Collector- 8763690 000 | ADM- 06766255 408 |
| 23 | GADH 845589 1883 | CHC Padmp ur | 05 Km | Dr.Shib a Charan Bag | 8249081201 | 12 BEDS | 108 | KDJR 06766254 380 | SADAR P.S Raisuna, 9438916 611,Trina th Sethi- 9438844 190 | - | Shunpu r, 101 | Manoj Manjari Sishu Bhawan, 9437025 889 | Medium | Keonjhar Govt.Bus Depot,06 7662554 07 | 99370605 02 | Triveni Earth Movers Pvt.Ltd. 06746770 050 | Ishani Panda, 80939037 78 | Kendujha r, Dist. Collector- 8763690 000 | ADM- 06766255 408 |
| 24 | PRNR 845589 1884 | CHC ,padma pur | 14 KM | - | 943998890, 8249081201 | 16 Beds | 108 | 94399870 04 | SADAR PS KDJR 9438916 611, 8895448 824 | - | Jhump ura 943715 3718 | RED CROSS 8895214 073 | - | Jhumpur a | Sri Ma Transport 79788762 44 | 63702174 83 | SADAR, KDJR | DM KDJR 06766- 255401 | ADM/KDJ R 06766- 255408 |

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| 25 | NYG 845589 1882 | Unchali Hospital, PHC Malda | 5km , 7 km | Dr.R.N. Kar | -- | NA | 108 | DHH,KDJR, 06766254 380, SDH Champua- 97781313 12 | Bambori PS | -- | KDJR, 101 | Odisha Red Cross SDH chanmp ua- 9778131 312, Red cross DDH keonjhar 0676625 4380 | -- | Keonjhr,0 6766255 407 | -- | Triveni Earth Movers Pvt.Ltd. 06746770 050 | Jhumpura | DM KDJR -06766- 255401, 8763020 000 | ADM KDJR -06766- 255408, Sub Collector, KDJR- 06766255 436, SP KDJR- 06766254 106 |
| JEN - CTC SECTION :- | | | | | | | | | | | | | | | | | | | |
| 26 | JEN 845588 9908 | Jenapur | 1 Km | Suryam ani Acharya | 9439993101 | Only primary treatment | 108 | 300 units, Jajpur Road, 82804064 63 | IIC, JEN, Suvendu Ku Sahoo, 9439813 001 | OC,RPF, JJKR 84888877 07 | Chadei dhara 067252 6021, 101 | Satya Sai Seva Samiti,Ja ipur Road,94 3702254 5 | Trained staff for Rehabili tation work | Chadeidh ara | Birendra Sahoo,955 6534143 | Sipun Singh,993 7108429 | Dharmasala - 888295502, Subhankar Mohanty - 70083 | Dr.Sub hankar Mohap atra,94 375809 8, | OSD,0672 8222001 |
| 27 | NGMP 845588 9909 | Dharm asala, CHC Aruna | 11 Km | Dr.Man as Ranjan Swain | 9439992572 | 24hrs service, 30 beds | 108 | JAJPUR – 06782225 177, 1000 | Jenapur PS - 9439813 001 | ODRAF 94370702 79, NDRF – 06712960 711 | Chandi khole - 067252 60201 | Pallishre e - 9437073 921, Night Foundati on- 7978443 815 | Skill volunte er | Chandikh ole | Nayak Agency - 943702003 4 | M/s Rupesh Bhadra – 72052424 00 | Dharmasala Subhankar Mohanty - 700837921 6 | Subhan kar Mohap atra,06 728- 22201 | Tahasildar ,Dharmas ala,88829 55022 |
| 28 | HDS 845588 9910 | Dharm asala, CHC Aruna | 10 Km | Dr.Man as Ranjan Swain | 9439992572 | 24hrs service, 30 beds | 108 | Red cross society DHQ JAJPUR – 06782225 177, 1000 units | Dharmas ala, PS - 9438916 245 | ODRAF 94370702 79, NDRF – 06712960 711 | Chandi khole Fire Station 828035 1903 | Pallishre e - 9437073 921 | Right for my right foundat ion - 797844 3815 | Skill volunteer | Nayak & Nayak - 943702003 4 | M/s Rupesh Bhadra – 72052424 00 | Dharmasala - 888295502, Subhankar Mohanty - 700837921 6 | Jajpur- 067282 2201 | BDO – Dharmasa la - 0672527 |
| 29 | DNM 845588 9911 | Badach ana CHC | 2.5 K.M | Dr. Ashok Mishra | 9439998110 | All facility except ICU | 108 | SCB Medical,C uttack 36175 blood bags | Badacha na P.S, 9437549 816, | RPF Post- JJKR- 84558877 07 | Chandi khole Fire Station 101 | -- | -- | CHANDIK HOL , 9937020 355 | Santilata transport , 993702035 5 | Deepak Rout 97777698 38 | Darpan,Ma nasa Ranjan Tripathy,917 8662485 | Jajpur, 067282 22001 | Nabakish ore Jena(ADM) 06728- 225178 |
| 30 | BYJ 845588 9913 | Jagann ath Das Hospital, Chhata, 977781 7204 | 04 Km | Mihir Pratap Das | 9777817204 | Gener al Treat ment, 08 beds | 108 | Cuttack, 0671- 2305643 | BYREE POLICE STATION, 9438915 623 | -- | Chandi khole Fire Station 06725 - 226101 | -- | -- | -- | -- | -- | Manas Tripathy,917 8136557 | 06728- 222001 | -- |

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| 31 | KIS 845588 9914 | CHC, TANGI- Govt. | 01 KM, 1 km | Jyoti Prakash Sahoo | 7008635908 | CHC- 12 beds, | CTC- 0671- 241408 0, 108 | Cuttack- 0671- 2305643 | TANGI CTC- 0671- 2595315 | 0671- 2879711, | CHOUD AR CTC- 0671- 249411 1, 101 | Prayash Charitab le Trust 9861007 768 | Blood donatio n,Food distribu tion,Me dical Facility | -- | -- | Utkal earth moves- 94370242 21 | Choudhury Prajannand a- 0671- 2491724 | CTC- 0671- 250810 0 | ADM, CTC – 0671- 2368301(Fax) |
| 32 | NRG 845588 9915 | Govt. CHC, Tangi | 4 KM | Jyoti Prakash Sahoo | 7008635908 | 12 Beds | 108,06 71- 241408 0 | CTC, 0671- 2305643, | Tangi- 0671- 2595315 | CISF /MUINDA LI- 06712579 711 | CHOUD AR 0671 249411 1,101 | Prayash Charitab le Trust,98 6100776 8 | Blood donatio n,Food distribu tion,Me dical facility | -- | --- | Utkal Earth Movers 94370242 21 | Choudhury Prajannand a, 0671- 2491742, 720583979 5 | Cuttack / 067125 8100, 943717 0693 | 0671- 2368301 (Fax) |
| 33 | KNPR 845588 9916 | P.H.C Jagatpu r Sad Guru Hospita l | 2 km | Sachida nanda Satapat hy | 0671-2491626 9437001674 | 100 beds with multi specia lity | 108, 0671- 241408 0 | CTC-0671- 2305643 | Jagatpur- 0671- 2879560 | 0671- 2579711 | Chaulia ganj- 101, 0671- 244333 1 | Basundh ara- 0671- 2503178 | All | Jagtpur- 9439162 684 | -- | Utkal Earth Movers 94370242 21 | Tangi- 797013213 1 | CTC- 943717 0693 | -- |
| 34 | CTC 845588 9917 | Rly Health Unit & SCB MEDIC AL | 200 mtr 4 Km | Sanjib Kumar Sahoo | 8114382574-- 74470(R) | All types of medic al treat ment availa ble | 108, SCB- 067124 14080 | SCB Red Cross, 94388734 59 | Malgodo wn PS, 0671- 2548300 | Fire Brigade, 93484564 79 | 101, Chaulia ganj- 0671- 294338 1, | Marwari NGO, 9990656 008, 8005059 089 | All necessa ry facilitie s Ambula nce,foo d,clothi ng, shelter | BADAMB ADI 0671231 2995 | Pradhan Transport | - | Tahasildar CTC Sadar, 824932385 2 | Cuttack ,06728 222001 | 94379000 02 |
| SQQ - NQR - ANGL SECTION :- | | | | | | | | | | | | | | | | | | | |
| 35 | SQQ 845588 9946 | Bhagat pur Helth unit) | 04 Km | Dr.H.B. Roy, Dr.Miss Madhu smita nayak | 9437127964, 9439995475 | OPD, 18 Beds | 108, 067124 14080 | CUTTACK, 06712424 202 | Choudw ar, 0671239 4322, 9438035 980 | CISF, MUNDULI | Choud kiar, 0671- 249411 1 | Basundh ara, 0671250 3178 | Social Service | Jagatpur, 9439162 684 | Jena Transport | UTkal Earth Movers, 94370242 28 | C.P.Das | 067124 91742, 720583 9795, CTC – 067125 0810, 943717 0693 | ADM /CTC 0671- 2508265 |
| 36 | CBT 845588 9947 | ESI Hospita l Char batia | 04 km | | All types of facility availabl e | 112 | SCB CTC 0671- 2302 258 | Choudwar PS 94374 36075 | NDRF Mundali Odisha | Chou dwar 0671- 2494 111 | Udhar Founda tion | 15 | Chou Dwar BUS Stand | Panda Brothers 98610 51722 | Panda Brothers 98610 51722 | Choudwar Prangya parimita Das 0671- 2491- 742 | Vineet Vardwaj 0671-2508 100 | NA | CBT 84558899 47 |

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|----|------------------------|------------------------------|----------|----------------|--|-----|--|--|---------------------------|--------------------------------------|--|----|------------------------------|--|--|---|--|----|------------------------|
| 37 | GJTA 845588 9948 | PHC Gurudi jhatia | 04 km | 87631 05641 | 02 Beds | 112 | SCB CTC 0671- 2302 258 | Gurudi jhatia PS 94371 29353 | NDRF Mundali Odisha | Chou dwar 0671- 2494 111 | Udhar Founda tion | 15 | Chou Dwar BUS Stand | J&J Associate s 77899 19842 | J&J Associates 77899 19842 | Atha garh Priya brata Das 06723- 220 237 | Vineet Vardwaj 0671-2508 100 | NA | GJTA 84558899 48 |
| 38 | MZY 845588 9949 | Khuntu ni Hospita l | 04 km | 94371 65720 | 04 Beds | 112 | SCB Hospita l CTC 0671- 2302 258 | Khuntuni PS 94389 16209 | NDRF Mundali Odisha | Atha garh 06723- 220 233 | | | Chou Dwar BUS Stand | J&J Associate s 77899 19842 | J&J Associates 77899 19842 | Atha garh Priya Brata Das 06723- 220 237 | Vineet Vardwaj 0671-2508 100 | NA | MZY 84558899 49 |
| 39 | RJGR 845588 9950 | Khuntu ni Hospita l | 02 km | 94371 65720 | 04 Beds | 112 | SCB Hospita l CTC 0671- 2302 258 | Khuntuni PS 94389 16209 | NDRF Mundali Odisha | Atha garh 06723- 220 233 | | | DNKL BUS Stand | J&J Associate s 77899 19842 | J&J Associates 77899 19842 | Atha garh Priya Brata Das 06723- 220237 | Vineet Vardwaj 0671-2508 100 | NA | RJGR 84558899 50 |
| 40 | JRZ 845588 9951 | DNKL DHQ Hospita l | 10 km | 94399 81081 | All types of facility availabl e | 112 | DNKL DHQ Hospita l | OIC Gobindpur out post 94389 15779 | NDRF Mundali Odisha | DNKL 06762- 226 501 | Neheru Yuva Parisad | 10 | DNKL BUS Stand | MAA Jenabadi Road Ways 99376 83717 | MAA Jenabadi Road Ways 99376 83717 | DNKL Tahasil Lipusmita Mishra 94375 29295 | Manorajan Mallick 06762- 225601 | NA | JRZ 84558899 51 |
| 41 | DNKL 845588 9952 | DNKL DHQ Hospita l | 03 km | 94399 81081 | All types of facility availabl e | 112 | DNKL DHQ Hospita l | Town PS DNKL 79782 87393 | NDRF Mundali Odisha | DNKL 06762- 226 501 | Neheru Yuva Parisad | 10 | DNKL BUS Stand | Annapur na Freight Carrier,D NKL 94375 47812 | Annapurna Freight Carrier,DN KL 94375 47812 | DNKL Tahasil Lipusmita Mishra 94375 29295 | Manorajan Mallick 06762- 225601 | NA | DNKL 84558899 52 |
| 42 | SSPR 845588 9953 | DNKL DHQ Hospita l | 10 km | 94399 81081 | All types of facility availabl e | 112 | DNKL DHQ Hospita l | Sadar PS DNKL 94371 73899 | NDRF Mundali Odisha | Odapada 06732- 256 022 | Neheru Yuva Parisad | 10 | DNKL BUS Stand | Annapur na Freight Carrier,D NKL 94375 47812 | Annapurna Freight Carrier,DN KL 94375 47812 | Odapada Tahasil Maheswar Behera 89175 86695 | Manorajan Mallick 06762- 225601 | NA | SSPR 84558899 53 |
| 43 | HND 845588 9954 | CHC, Odapa da | 02 km | 94399 81086 | 04 Beds | 112 | DNKL DHQ Hospita l | OIC Odapada out post 94389 15780 | NDRF Mundali Odisha | Odapada 06732- 256 022 | GIRIRA J Volunt ary organis ation 94373 34086 | 10 | DNKL BUS Stand | BULU NATH 94383 59534 | BULU NATH 94383 59534 | Odapada Tahasil Maheswar Behera 89175 86695 | Manorajan Mallick 06762- 225601 | NA | HND 84558899 54 |

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|----|------------------------|---|----------|--------------------------------------|---|---|-----------------------------|--|---|--|--|---|---|---|--|--|---|---|------------------------|
| 44 | MRDL 845588 9955 | Govt Hospita l, MRDL | 01 km | 94387 07338 | 04 Beds | 112 | DNKL DHQ Hospita l | Motanga PS 95566 37788 | NDRF Mundali Odisha | Odapada 06732- 256 022 | GIRIRA J Volunt ary organis ation 94373 34086 | 10 | DNKL BUS Stand | BULU NATH 94383 59534 | BULU NATH 94383 59534 | Odapada Tahasil Maheswar Behera 89175 86695 | Manorajan Mallick 06762- 225601 | NA | MRDL 84558899 55 |
| 45 | BDPK 845588 9956 | Govt.H ospt. Banrap al, Samal Care Hospita l | 08 Km | Dr.Jamb eswar Tripath y | 06764229629 | All facility availa ble,16 beds | 108 | Nehru Stabdi Central Hospital, Blood Bank,0676 0-267118, ANGL 06764230 880, 600 Units | Kantaba nia PS, 9438916 478 | RPF BDPK- 84558877 32 | Budha pank, 06764- 229300 | Lions Club Angul 9437043 698, Rotary Club Angul 9937220 22 | Red Cross Angul 943719 9651 | Banarpal, 8260538 718 | Suvendu Beura, 986118152 2 | Suvendu Beura, 98611815 22 | Banarpal, 06764- 229323 | ANGL, (O) 06764-230567 | -- |
| 46 | TLHD 845588 9959 | Govt.H ospt. Banrap al, Samal Care Hospita l | 8 km | Dr. Jambes war Tripath y | 06764229629 | All Faciliti es 16 beds | 112, 108 | Nehru Satabdi Central Hospital 06760267 118, Blood Bank, ANGL 06764230 880, 600 units | Banarpal PS, 9438916 434, 0676422 9260 | RPF/ANG 84658877 15 | Budha pank 06764- 229300 | Lions Club Angul 9437043 698 Rotary Club Angul 9937220 22 | Red Cross Angul 943719 3651 | Banarpal Talcher, 8260538 718 | Suvendu Beura, 986118152 2 | Suvendu Beura, 98611815 22 | Tahasil Office Banarpal, 067642293 23 | Angul- 06764- 230567 | -- |
| 47 | TLHR 845588 9958 | Rly health Unit , NSC Hospita l | 03 Km | -- | 8455887506 06760-269184 | All Facilit y | 108 | - | Colliery (PS), Talcher, 9438916 447, (I/C) | CISF,TPPS /TLHR, 06760246 290 | Talcher 067602 40222 | SEVA Talcher , 0676042 8623 | SMALL 10 | Talcher, 9861184 804 | 943802999 7, Great India Roadways , Talcher, | Bhutia Agency Talcher- 94382771 43 | TLHR, Dasarathi Jena(OAS) 943829808 7 | Abdaal M.Akth ar,0676 0- 230567 | --- |
| 48 | TLSB 845588 9920 | Parbati Mohan Pradha n, Hospita l TLHR,D era | 03 Km | -- | PMP Hospital-06760269184 SDH TLHR-06760-240190 Health Unit TLHR-75312/75313(RV) | Bed, ICU, | 108 & 112 | Red Cross , TLHR, 06764- 230880 | Colliary P.S,TLHR, 9438916 447, (I/C), 0676224 0278 | CISF,TPPS /TLHR, 06760246 290 | Baghua bol,TLH R, 06760- 240222 | SEVA,De ra,TLHR, 0676042 86038, Maa Hingula Club | Small, 10 | TLHRBus Stand 9861184 804, 9778488 211 | TLHR Traval Agency 099370427 41 | Bhutia Constructi on, 82605630 80 | TLHR, 06760- 240239 | ANGL, 067642 30567 | -- |

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| 49 | KPIG-8455892862 | ANGL Dist. Hospital | 15 km | General OPD-8457981333 Medicine-94339898670 | ANGL Dist. HQ Hospital-94339898670 | 300 beds & Dispensary | 9937439780, 9439471154, 9777702101 | 9238580953 | PS-I/C-Nisha 9438916440 | 0663-2410190, 9438878949 | ANGUL - 06764-230221, 230222 | Marwadi Yuva Manch-9437013334 | 100 members, Ambulance facility | ANGL bus stop | 9238580953 | 7008810078 | 9437736600 | 06764-230567 | 9437228689 |
| 50 | JSPC A Cabin-8455890049 | ANGL Dist. Hospital, Chanda n nursing home, kalyani nursing home, surendra hospital | DHH -07 km, 08 Km, 09 Km | CDMO ANGL Sibanda Mohanty | CDMO ANGL 9433981331, DHH ANGL-06764-232507 Chanda Nursing Home-06764-231431 Surendra Hospital-06764-236244 Kalyani Nursing Home-943728801 | All facility 20,30 BEDS | 108, 9439471154, 993811278,9937439780 | Blood Bank, ANGL-500 units | ANGUL PS-112, I/C-9438916431 | CISF NALCO-06764-220128, 08249125586 | ANGUL-112, 9937371874, JSPL-9777443333, 9777442220 | Lion's club ANGL9437043698, Rotary club-9937222022 Disaster Management/Dist. Project Officer-9438676721 | Medial help | President of District Bus woners association ANGL 8249395581 | Great India Road ways ANGL-06764-231512, 9237397141,9237397142, 7377029303 | Truck woners association, ANGL 9437492401,97978965445 | Banarpal Tahasil 06764-229323, 7978643846 | ANGL-Office-06764-230567, Fax-06764-230685 Residenc-06764-230234 ,Email-dm.angul@nic.in | ADM ANGL-06764-230491, Sub Collector-06764-230302 |
| 51 | ANGL 8455889960 | DHH ANGL Hospital Chanda n Nursing Home | 5.5 Km, 04 Km | CDMO ANGL Sibanda Mohanty | CDMO(ANGUL)- 9433981331, 06764-232507, 06764236244 | All facility, 24 Bed, | 108, 9439471154,9937439780,993811278 | Blood Bank ANGL, 500 units | ANGUL P/S 9438916431 | CISF NALCO 06764220128, 08249125586 | Fire Station ANGL, 112, 9937371874 | Lions Clud 9437043698, Rotary Club 9937222022, Disaster Management(Dist.Project Officer)-9438676721 | Medical Help | ANGUL, association ANGL, 8249395581,9237397141,9237397142 | Great India Road ways ANGL-06764-231512, 9377029303 | Truck woners association, ANGL 9437492401,97978965445 | Banarpaltah asildar 06764-229323, 7978643846 | ANGUL (o)06764230685, (R)06764-230234 Email-dm.angul@nic.in | ADM, 06764-230491, Sub Collector-06764-230302 |
| 52 | RADHA KISHOR EPUR / RQP/ 8455891869 | KHUNT UNI/G URUDIH ATIA | 4 Km/ 5 Km | RAMES H CHANDRA SINGH | 9437165720 / 06712414080 | 4 Bed / 4 Bed | 108, 102, 06712414080 | 6712305643 | KHUNTU NI Mob--8328824255 . IIC BHABANI SANKAR KHUNTIA | SRP/CTC-08917280077 NDRF/M UNDULI-07978234284 | ATHAG ARH --06723220233 | Rsd cross Cuttack 06712305643 | NA | Cuttack | NA | NA | 06723220 / 9437290889 | 06712508100 / 9437170693 Cuttack | 6723220237 |

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| 53 | Ghanti khal- Nidhipur(GHNH) & CUG No:8455891868 | PHC Berham pur/SDH Athagarh | 4 Km/ 11 Km | Dr Ranjit Kar | 0671-2371169 | Casualties, Sergey small operations | 102/ 0671-2414080 | 0671-2305643, capacity 50-60 blood bags | Khuntni ,No- 06723-222424 | 0671-2879711 | Athagarh, No- 06723 220233 | Naveen Bharat trust, no- 7947113 909. Red cross CTC, no- 0671260 5343 | Multi tax including helping any type of problem | Athagarh new bus depo | 7947125551 | 8045907202 | Tahsil Athagarh, no - 06723220237, Tahsildar no - 9437290889 | Cuttack , contact number DC office - 0671 2508100 | ADM CTC, mob no-0671-2508265 |
| 54 | NARAJ MARTH APUR (NQR) - 8455891857 | GODISAH HEALTH UNIT | 2 KMS | SRI P.K.MIS HRA | 9437221845 | 2 DOCTORS & 2 BEDS | 108 | SCB MEDICAL COLLEGE & HOSPITAL, CUTTACK - 06712302258, 9437016151 | GODI SAHI- 9861254553 | NDRF- 9711077372 | CDA, CUTTACK- 101 | RED CROSS, CUTTACK- 0671-2305643 | CLAP, SEC-6 MARKET NAGAR, CUTTACK, 0671-2363980 | BADAMBADI, CUTTACK | NA | BHARAT GROUP, PAHALA, BBSR- 9583106598 | BARANG- 0671-2870033, TAHSILDAR SANKALP SWASTIK - | CUTTACK, VINEET BHARDWAJ, DM/CUTTACK, 0671-2508100 | xxx |
| 55 | Chudanga Garh (CHRD) - 6372909153 | Barangaphc | 3km | Dr Usharani Sarangi | 9437015155 | 10beds | 108/ 06743091993 | 06712302258,-- 8763054547 cuttack | Barang police station - 06712870436, 8280338349 | SRP/ CUTTACK- 8917280077 NDRF - MUNDULI - 7978234284 | NARAN PUPUR CUTTACK- 0671-2870175 | IRCS ODISHA- 0674-2390712 / KIIS BBS HELP LINE - 1097 | IRCS ODISHA - 1295(VOLUNTEERS) | NANDAN KANA- 0674-7044005 | MCS- 9861298394 | Rasulgarah- 9937992410 | P K SAHOO- 06742432442 | KHORDA- 06785-220001 | ADM KHORDA- 9437216322 |
| 56 | NTPC Block Cabin 8455889957 | SDH Hospital, Madanpal, Talcher, N.S.C Hospital, Dera, Rly. Health Unit, TLHR | 05 Km, 4 Km, 105 Km | -- | 06760-240190, 0676026918475312(O), 75313(R) | Bed & ICU, | 108, 112 | Red Cross Blood Bank, TLHR, 06764-230880 | Colliary Police station, TLHR, 06762-240278 9438916447 | CISF/TTPS /TLHR, 06760246290, | Baghual, TLHR, 06760-240222 | SEVA, Dera, Talcher, 06760086038, Maahingula Club | SMALL- 10 | TLHR, 9778488211, 9861184804 | TLHR Travel Agency, 09937042741 | Bhutia Construction, 8260563080 | TLHR, 06760-240239 | ANGL, 06764230567 | -- |
| KDRP - PRDP SECTION :- | | | | | | | | | | | | | | | | | | | |
| 57 | KDRP 8455891861 | PHC KDRP | 01 km | - | 9438245951 | General Treatment, 05 beds | 108, 102 | CTC, 0671-2305643, 500 above | KDRP PS- 0671-2802235 | CISF, Mundali, 0671-2960714, 9437581614 | Chaulia ganj, CTC- 0671-2343331, 101 | Basundhara CTC- 0671-2503178 | Social service | CTC, 9337267337, 7008393383 | Utkal Earth Movers- 9437024221 | -- | CTC Sadar, 0671-2507053, 9433629092 | CTC- 0671-2508100, 9437170693 | ADM, CTC- 0671-2508265 |

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| 58 | RCTC 845589 1862 | CHC RCTC | 2 Km | -- | 06724-267906 | General treatment 05 beds | 108, 102 | Jagatsingpur-06724-221808, 400 units | Raghunathpur-06724-267765 | CISF/MU NDALI 06712960 714, 94375816 14 | Raghunathpur-06724-267340 , 101 | Samaj Vikash Mission/ RCTC – 9439282 244 | Health Premises Development | Jagatsingpur – 9438450 573 | Jagatsingpur – 943845057 3 | 73816599 33 | Raghunathpur-06724-267250 | Jagatsinghpur-06724-320319 | Sub collector - 94374543 02 |
| 59 | GRKN 845589 1863 | CHC, Jagatsinghpur | 9 Km | - | 06724-220064 | General treatment 40 beds | 108, 102 | Jagatsinghpur 86372303 08, More than 400 | Tirtol- 9438338 528 | CISF/MU NDALI 06712960 714, 94375816 14 | TIRTOL 06722- 250445 , 101 | Chandra Sekhar Seva Sangh 9337082 626 | Youth for Action | 9337267 337 | 943845057 3 | 73816599 33 | Raghunathpur,0672426 7250 | Jagatsinghpur-06724-230379 , 06724-220199 | S.P.J.S.Pur 06724- 220115 |
| 60 | RHMA 845589 1864 | CHC- MANIG JANGA | 3 Km | -- | 9439992066, 7008029584 | General treatment 30 Beds | 108, 102 | Jagatsinghpur 86372303 08, More than 400 | Tirtol- 9438338 528 | CISF/MU NDALI 06712960 714, 94375816 14 | Tirtol- 993749 3422, 101 | Chandra Sekhar Seva Sangh 9337082 626 | Youth for Action | RAHAMA 9348523 648 | 637051597 9 | 90408624 34 | Kujanga 943934723 7 | Jagatsinghpur 06724-220199 | 93482945 71 |
| 61 | BDBA 845589 1865 | PHC, KUJANGA PPT, PRDP | 09 Km, 20K m | - | 06722-223674, 06722-222041 | General Treatment, 30 beds | 102, 108 | Jagatsinghpur 86372303 08, More than 400 | Kujang- 06724- 236260 | CISF/MU NDALI 06712960 714, 94375816 14 | KUNJA NGA, 067222 36600, 787372 1365 | Chandra Sekhar Seva Sangh 9337082 626 | Youth for Action | Kujang 9348523 648 | 637051597 9 | 90408624 34 | Kujang- 06722- 236223 | Jagatsinghpur - 06724- 220199 | 93482946 71 |
| 62 | PRDP 845589 1866 | GOVT HOSPITAL (BIJU MEMORIAL) ATHABANKI | 4.7 KM | - | 9439992240 | General Treatment, 50 beds | 108 & 102 | Jagatsinghpur-67242218 08 | Paradeep, 6722222 027 | CISF Unit, IOCL, PRDP, 95566510 32 | 101, 754142 221188 | Aahwan Combine s Bagadia 9937955 355 | Youth for action | PRDP Bus Stand,07 0644716 19 | Narayani Tour & Travels,700 8545609 | Utkal Earth Mover 94370242 21 | NAC Paradeep | JAGATSI NGPUR 06724- 220379 | 93482946 71 |
| BRAG - KUR SECTION :- | | | | | | | | | | | | | | | | | | | |
| 63 | BARANG JN (BRAG) - 845588 9919 | HEALTH UNIT , BARANG, G, | 1 KM | MENAKSHI MARANDI | xx | 04 BEDS | 108 | KIMS, PATIA- 06747105 333 | Barang police station , 0671287 0436, 8280338 349 | CISF , MUNDALI , 0671- 2300317 | NARAN APUR - 0671 230031 7 | MAHAV EER FOUNDATION- 7008639 077 | xxx | PATIA | NA | GLOBAL CONSTRUCTION , BARANG - 78944420 01 | TUSHAR JYOTI RANJAN | VINEET BHARDWAJ, 0671- 250810 0 | -- |

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| 64 | BHUBA NESWA R NEW (BBSN), 637290 9152 | BARAN GA PHC, KIIMS HOSPIT AL AND CH/MC S | BAR ANG A PHC - 3KM S, KIIM S- 6KM S, CH/ MCS - 6 KMS | Dr Ushara ni Sarangi (Barang a PHC) | 943701 5155, KIIMS- 0674- 711100 0, CH/MC S- 845588 5555 | Baran ga PHC- 10bed s, KIIMS- 2600 BEDS | 108, 067430 9 1993 | KIIMS BLOOD BANK- 06742300 570 | NANDAN AKANAN PS, 0674246 6100, 8280338 324 | SRP/CTC- 08917280 077, NDRF/M UNDULI- 07978234 284 | CHAND RASEK HARPU R (8KMS) , CONTA CT NO- 101,06 742740 696 | KISS/BBS R- HELPLIN E1097, IRCS/OD ISHA (067423 90712) SEPHRD(0674272 5122) | KISS(92 7 FULL- TIME VOLUN TEERS) IRCS/O DISHA (1295 VOLUN TEERS) | NANDAN AKANAN BUS DEPO, 0674- 7044005 | MAA MANGALA TRANSPOR T/MCS, 098612983 94 | RUDRA EARTHMO VERS/RAS U LGARH(99 37992410) | BHUBANES WAR TAHASIL, TAHASILDA R NAME - P K SAHOO, CONTACT NO- 067424324 42 | KHORD HA, , CHANC HAL RANA, IAS, CONTA CT NO - 06755- 220001 | ADM/KHO RDHA, CONTACT NO- 94372163 22,06755 2 21755 |
| 65 | MANC HESWA R (MCS) 845588 9921 | CENTR AL HOSPIT AL , MANC HESWA R, E.CO.R AILWAY | 1.5 KM | DR. S.C.PRA DHAN | RLY- 58436, MOB: 845588 5555 | 80 BEDS, ICU & OT | 8.456E +09 | RED CROSS BLOOD BANK, BBSR- 06742894 958 | MANCHE SWAR POLICE STATION, 0674- 2587243 | 0674- 2390477 | CHAND RASEK HARPU R - 101 | RURAL RECONS TRUCTIO N AND SOCIAL SERVICE, 0674- 2587243 | | RASULGA RH | MAA MANGALA TRANSPOR T/MCS, 098612983 94 | ANNAPUR NA CRANE TRANSPOR T, RASULGAR H, 94702933 73 | BHUBANES WAR TAHASIL, TAHASILDA R NAME - P K SAHOO, CONTACT NO- 067424324 42 | KHORD A, SRI CHANC HAL RANA , IAS, 067425 36736 | SDM, BHUBANE SWAR, 0674- 220717 |
| 66 | BHUBA NESWA R, (BBS), 845588 9922 | NEELAC HAL HOSPIT AL- 0674- 253659 0, CAPITA L HOSPIT AL- 0674- 239198 3, SUNSHI NE HOSPIT AL- 933810 8108 | NEE LAC HAL HOS P- 500 MTR S, CAPI TAL HOS P- 2 KMS , SUN SHI NE HOS P- 1KM | DR.LAX MIDHA R PADHI(NEELAC H AL HOSP), DR. ALOK KUMAR SWAIN(HOD)- 943703 5779, DR.DEB ASHIS SARAN GI (HOD) | NEELAC HAL HOSPIT AL- 0674 253 6590, CAPITAL HOSPIT AL-0674 239 1983, , SUNSHI NE HOSPIT AL - 0674 666 9000 | OPD & IPD, ICU, CASU ALTY, AMBU LANCE AT ALL HOSPI TALS, BLOO D BANK(AT CAPIT AL HOSP.) | CAPITA L HOSPIT AL- 108 | CAPITAL HOSPITAL- 0674- 2401983 | GRPS/ BBS R.S.- 9438122 528 , KHARVEL NAGAR, BBS- 0674- 2534272 | 0674- 2390477 | KALPA NA SQUAR E- 101 | MARWA RI YUVA MANCH- 9040089 101, SAMAYA - NGO- 9437329 999 | | MASTER CANTEEN , 7381020 740 | PRATIMA TRANSPOR T, KHARVEL NAGAR, BBSR (1.2 KMS)- 797812924 8 | ANNAPUR NA CRANE TRANSPOR T, RASULGAR H, 94702933 73 | KALPANA SQUARE, BBSR, 0674- 2492016, 0674- 2432442, TAHSILDAR- SRI PRADEEP KUMAR SAHOO | KHORD A, 993854 0565, COLLEC TOR- CHANC HAL RANA | SDM, BHUBANE SWAR, 0674- 220717 |

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| 67 | RETAN G (RTN) 845588 9924 | 1. AIIMS, BHUBA NESWA R 2.DIVL. RAILWA Y HOSPIT AL, KHURD A ROAD | All MS- 11 KMS & DRH /KU R-14 KMS | | AIIMS- 067424 76789 & 011265 89142 , DRH/KU R- 845588 7555 | ALL FACILI TIES AVAIL ABLE | 108 &DRH (RLY)- 72777 | BBSR- 0674- 2394985 | TAMAND O POLICE STATION, BBSR, MR. SUBRAT KU. MEHER | | FIRE STATIO N, JATNI - 101, 0674- 249080 , & MOB:9 937833 383 | | | BARAMU NDA, BHUBAN ESWAR | | JATNI - 94371071 24 | JATNI - 0674- 2492016 | DIST- KHORD A, OFFICE - 067552 20001, 943848 2911 | SDM, BHUBANE SWAR, 0674- 220717 |
| 68 | KUR 845589 0905 | Govt CHCJat ni, Sayeed Memor ial Hospita l, Biswan ath nursusi ng home | 0.5 Km | - | 067424 92033, 067424 90133, 067424 90556, 067424 90475, 845588 7555(RL Y Hospital) 72777(Rly) | - | 108 | BBSR- 0674- 2394985 | Jatni, 100 | NDRF,CTC ,9437964 702,9937 187222,O DRAF- BBSR- 06769272 022 | JATNI- 101 | Jatani NGO- 9437107 124 | Child helpline 06755- 223200 | - | - | Jatni 94270107 65 | Jatni , 067424920 16 | Khordh a, 067552 20001 | -- |
| 69 | HPGM JN | CHC, Jatni | 03 Km | Jahir Beg Medical | Tarun Satapat hy, Dr.Zahir Beg | 0674-2492033, 9539994718 | All types of treatm ent, 30 beds | 108,112, BBSR,0674 -2394985 | Jatni, 9437141 341 | Jatni, 0674- 2490808 | -- | -- | -- | -- | -- | -- | Delanga,Sm t.Santosini Dash,97766 25135 | Puri- 06752- 222034 ,Sri B.K.Da s,9439 850771 | ADM,067 52- 220800 |
| 70 | ARGL | CHC, Jatni, DRH/K UR ,Biswan ath Nursing Home | 0.5 Km | Dr.Zahir Beg | 0674-492033,8455887555, 0674-2490556, 0674-2490475 | Emerg ency ward, 20 beds | 108 | BBSR,0674 - 2394985,K UR,81148 70680 | Jatni PS,100, 0674- 2490656 | ODRAF- 0671- 69272022 ,Jatni, 0674- 2490808 | Jatni,1 01,067 4- 249080 8 | NGO,Jat ni- 9437107 124 | 50 | Jatni | Patra Agency,08 337911111 | Jatni E.M.Ltd,94 27010765 | Jatni,0674- 2492016 | Khurda ,06755 220001 ,82803 38302 | ADM,Khur da,94376 32515 |

KURT - RSKA SECTION :-

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| 71 | KURT 845588 9918 | Govt. Hospita l, Khorda, Divl.Rly. Hospita l,Khord ha | 06 KM | -- | DMO-9439994504, Pharmasist- 9937660278, 9455887555 | -- | 108, 102,Pvt .Ambul ance- 797837 6256,8 437587 955 | 81487068 0, 97779337 31, 93376839 63 | Sadar Thana, IIC- 9437738 275 | 41 Bn ITBP, Taratua, Khordha, 70085866 41 | Khurda 067552 20733, 101 | Rotry Club, Khordha , 9438179 043 | 50 | New Bus Stand, Khordha, 6371422 662 | -- | -- | Tahasildar Khurda, 943862945 5 | DM Khordh a, 06755- 22001, 943832 0007 | Related to DM,06755- 220001, ADM- 943763251 5 |
| 72 | BYZA 845588 9923 | Govt.H ospital BEGUNI A | 3 Km | Jr. M.S. Subudh i | 9861968081 | Outdo or 4 beds | 102, 108 | DHH Blood bank, Khordha, 06755223 978 | Begunia Police Station, 9438916 542 | - | Beguni a Fire Station , 067552 30108 | - | - | Begunia Bus Stand | Pradeep Ku. Sahoo, 943910304 0 | Basant Ku. Sahoo, 94370082 11 | 943707117 5, 067552302 00 | 943712 4029, 06755- 220001 , 943848 2911,K horda Collect or | Steno- 943973863 4 |
| 73 | RSKA 637290 9155 | CHC RSKA Bolgarh CHC | 02 Km, 07 Km | -- | 9439997129 | 150 Beds | 108 & 102 | Govt, Hospital - Khurda | Rajsunak hala, PS- 9439009 642, Ranapur PS- 0675523 6028 | ITBP Tartua,Kh orda- 70085866 41 | RANPU R, 067552 36022, Bolagar h,0675 5- 228630 | Notary Club- 9853840 382, Dahikhai Jubak Sangha, | - | Raj Sunakhal a,943717 8773 | - | - | Tahasildar,R anapur,067 55-236025, Bolagarh- 06755- 232053 | Nayaga rh- 06753- 252333 , Khordh a- 06755- 220001 | Nayagarh- 06753- 252333, Khordha- 06755- 220001 |
| 74 | MKGD (Manik agoda) 637290 9156 | Bolgarh CHC | 8 Km | - | 9439997100 | 10 beds | 108 | Nayagarh Town | Bolagarh Police Station, 0675523 2628, 100 | - | Bolagar h Fire Station , 101, 067552 32630 | Chand Club - 9937395 978 | 50 activ membe rs | - | - | - | Bolagarh Tahasil, 06755- 232053 | Khordh a Collect or, 06755- 22001 | 943848291 1 |
| 75 | NYGT 637290 9157 | District Head Quarte r Hospita l, Nayaga rh | 03 Km. | Dr. Sidhart h Das,CD MO | 9439991499 | Surger y, Medici ne , Gynic, Pediat ric, 200 Beds | 108 | 91244839 33, Capacity- 500 | Nayagar h Town Police Station, 9438916 546 | -- | 067212 79101 | SEVA, Nayagar h, 9438296 254, Red Cross, Nayagar g, 9938227 515 | NGO- 200 | Bisakha Transport ,7978356 166 | Friends Transport, 943710758 2 | Friends Transport, 94371075 82 | Nayagarh Tahashil, Rajesh Keshari Swain, 765680568 8 | Nayaga rh, 06753- 252333 | 943782154 7 |
| 76 | MAHI | PHC, Mahipu r | 03 Km | Satis Nibeda n | 943999 1560 | 08 beds | 108 | Nayagarh | Mahipur Out Post, 9438916 547 | --- | Nuaga on,102 | --- | --- | Nayagarh | --- | --- | Nuagaon | Nayaga rh, 067532 52333 | Nayagarh, 993782154 7 |

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| 77 | NXNR | Nuagao n | 2.5 | -- | 9439991560 | No bed | 108/10 2 | 91244839 33, DHH,Naya garh,Capa city-500 | Nuagaon PS,94389 16547 | --- | Nuaga on | Seva,Na yagarh,9 4382962 54,Red Cross,Na yagarh- 9938227 515 | NGO- 200 | Nayagarh - 7978356 166 | Friendness Transport, Nayagarh,9 437107582 | Friendness Transport, Nayagarh, 94371075 82 | Nuagaon,79 78297979 | Nayaga rh- 06753- 252333 | 993782154 7 |
| 78 | DSPL | CHC Govt.H ospital, Dasapa lla | 3 Km | Dr.Sand ip Swain | 6371503473 | 50 beds | 108 & 102 | -- | Dasapall a, 0675722 0024 | --= | Dasapa lla, 943858 4770 | Dasapall a Banik Sangha, 9437446 074 | -- | Dasapalla ,9384601 030 | Dasapalla Truck Associatio n, 943763435 1 | --- | 06757- 220966 | Nayaga rh, 067532 52333 | Nayagarh, 993782154 7 |
| MWQ - PURI SECTION :- | | | | | | | | | | | | | | | | | | | |
| 79 | MWQ 845589 1886 | CHC, DEG | 5 Km | Dr.Sant osh Ku Tripath y | 9439994018 06758-242255 | Norm al medic al treat ment with 16 beds | 108, 112 | -- | Delanga PS, Debasish Mohanty 94389163 19 | Nil | Delang a,112, 765702 0649 | NIL | NIL | NIL | NIL | NIL | Tahasil, Delang, Santoshini Das, 977662513 5 | PURI – 06752- 222034 , B.K. Dash 943985 0771, | 06752- 221800 (ADM) |
| 80 | DEG 845589 1887 | CHC DELAN G | 3 Km | Dr.Sant osh Ku Tripath y | 9439994018 06758-242255 | OPD, 16 beds | 108, 112 | -- | Delanga PS, Debasish Mohanty 94389163 19 | - | Delang a,112, 765702 0699 | Pravat Club, DEG, Pradeep Ku Swain, 9937100 361 | AVA, 732696 4927 | - | - | - | Tahasil, Delang, Santoshini Das, 977662513 5 | PURI – 06752- 222033 , B.K. Dash 943985 0771, 700858 3020, | 06752- 221820 (ADM) |
| 81 | BRST 845589 1888 | CHC Sakhigo pal, PHC, Satasan kha | 5.5 Km 1.5 km | Biswajit Mishra, CHC,SIL | 6371077727 | 40 Beds | 108 | NIL | Satyabadi PS,SIL,Bija ya Ku Behera, 94389163 48 | NIL | Satyab adi, 067521 273250 | Pravat Club, DEG, Pradeep Ku Swain, 9937100 361 | AVA, 732696 4927 | - | NIL | NIL | Tahasil, Delang, Santoshini Das, 977662513 5 | PURI – 06752- 222033 , B.K. Dash 943985 0771, 700858 3020, | 06752- 221800 (ADM) |

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|-----------------------|---------------------------------|--|------------|---|--|--|---|--|--|--|--|--|---|--|---|---------------------------------------|---|---|---|
| 82 | SIL 845589 1889 | CHC, Sakhigo pal, Gopina th Medica l | 1 Km | Biswajit Mishra/ CDMO, Sudarsa n Behera (Nursin g Home) | CHC -6371077727, 7008359259 | All types of Medic al treat ment availa ble with 40bed s. 19 beds | 108 | -- | IIC/Satyab adi P.S- Bijaya Kumar Behera, 94389163 48 | - | Satyab adi, 067521 273250 | - | - | - | - | - | Satyabadi- Jayanta Jaysingh955 6084672 | PURI – 06752- 222033 , B.K. Dash 943985 0771, 700858 3020, | ADM- 06752- 221800, SIL,Lipsga Roy,83719 13441 |
| 83 | MLT 845589 1890 | Dist HQ Hospita l Puri , | 5.8 Km | -- | 067522223742 | 380 Beds | 108 | Puri blood bank | Sadar Police station, PURI, 06752222 043 | -- | PURI 943705 6220 | -- | -- | Malatipat pur Bus Stand | -- | -- | Puri Tahasil,B.K. Mohanty, 06752- 223240 | PURI, B.K. Dash, 06752- 22033 06752- 22034 | Kailash Ch Nayak, ADM PURI- 067522218 00 |
| 84 | PURI 845589 1891 | Health Unit .E.Co. Rly. Puri, Dist Hospita l,Puri | 200 mtr | Sri B.S.Beh era | 8455887528,75792(RIV) DH-06752-223742 | No bed | 108, 102 | District Hospital/ PURI, 06752- 223742 | Kumbhara pada,PURI, Jayadeep Mohanty, 943732630 6 | --- | PURI, 101, 06752- 222101 , 943782 7131 | NGO/Go pabandh u Seva Parisad- PURI, 9437518 615 | Bharat Sevasra ma Sangha, Swarga Dwar ,Puri, 794710 6868, Sashi Bhai Help Line,93 382300 43 | Puri Bus Stand .Puri, 8327758 751 | Rudra Pachers & Movers Pvt.Ltd. 966809400 6, | Arshibad agency- 94370248 38 | Bhabani Mishra, , 06752- 223240, 943725861 1 | PURI/ Sri Bijaya Ku Dash, IAS, 06752- 222034 ,70085 83020 | ADM, PUI- Pradeep Sahoo, 06752- 255244, 943733382 3,SP/Puri- Pinaki Mishra,IPS, 889594494 4, City DSP,Puri- Prasanta Sahoo- 943741548 3 |
| KPXR - PSA SECTION :- | | | | | | | | | | | | | | | | | | | |
| 85 | KPXR , 8455 8899 26 | Dist HQ Hospita l, KUR | 12K M | -- | DMO-9439994504 | 200 BEDS, Casual ity, X- RAY, OT ,Ultra sound, | 102, 108, PVT- 797837 6256, 943258 7955 | 8114870680 9777933731, 9337683963 | SADAR THANA , 9437738 275 | ITBP 4th, Taratua, Khurda, 70085866 41 | 101, 067552 20733 Khorda town | Rotary club, Khurda, 7008586 641 | 50 | NEW BUS STAND, KHURDA, 9937046 673 | -- | -- | Tahasildar, Khurda, 943832000 7 | Khordh a, 943763 2515 | 06755- 220001 |
| 86 | TAP 8455 8899 27 | HADPA DA, Malipa da PHC | 3 KM | Dr. Malay Sundar ay | 8455887555 | Casula ty, X- Ray, Ultras ound | 102,10 8, Pvt- 797837 6256 | Khurda Town | Jankia- Thana IIC | ITBP, Tartua Khurda - 70085866 41 | 101, Khorda town 06755, 22073 | Rotary club khurda- 9438179 043 | -- | Khurda bus stand- 9937046 673 | Khorda town | Khorda Town | Tahasildar khurda, 943883200 07 | Dm Khurda K.9437 632515 | 067552200 01 |

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| 87 | NKP ,8455889928 | NKP GOVT. PHC | 02 KM | Dr. A.K. Swain | 9861464042 | OPD , 08 beds, | 108 | Khordha-0671232258 | NKP PS , G.Naik-7008493770 | -- | Tangi Fire station 9776091664 | -- | -- | Nirakarpur Bus Stop | 8984222497 | - | Tangi 0675625431, 9438412307 | Khuordha 0675522001 | ADM Khurda-06755-221725 |
| 88 | BSDP 8455889929 | Tangi, | 12 KM | S.N.Nanda,Gayatri Sen | 102 | 10 Beds | 108 | KHURDA 06712302258 Khordha | Tangi, 8480747084 | -- | TANGI, 8480947084 | RSS Kalupad aghat Bhairabe club | Large 50 volunteers | -- | 9437232070 (Tangi) | 9437232070 (Tangi) | Tangi | Khurda -0675-3220001 | 06755-220001 |
| 89 | KAP G 8455889930 | Tangi Govt.H osoital, Padmini Care Hospital | 3.7KM | - | 0671-2595222 | 100 beds | 108 | Khordha-06712302258 | Tangi-8917382665 | -- | Tangi 84807406756224222 | RSS, Kalupad aghat | -- | Tangi Bus Stand | 9437232070 | 9437232070 | Tangi,06756254311 | Khorda , 06755220001 | ADM,06755221725 |
| 90 | KUU 8455889931 | Sai Seba Sadana Nursing Home | 02 Km | -- | 9090001666 | 25 beds | 108 | Khordha 06712302258 | Tangi-8917382665 | - | Tangi 06756-224222 | RSS, SORON-Khorda , 02 Km | Nehur Seva Sangha, Balugao n | Kuhuri,Ta ngi | 9437232070 | 9437232070 | Tangi – 06756254311 | Khorda - 06755220001 | ADM Khorda, 06755-221725 |
| 91 | GNG D 8455889932 | Govt. Hospital Baluga on 9439997040 | 14 Km | P.Tripa th | 9337506830, 9437 | Oxygen, 16 beds | 108 | Khurda, 06755-223978 | NACHUN I, 7978333495 | - | Ganga dharpu r, 6370988486 / 112 | Neheru sevasan g-09178002171 | - | Nachuni | -- | 7326889119 | Gangadharpu r Chilika Tahasil , 06756-255132 | Khordh a 06755220001 | -- |
| 92 | SLZ 8455889933 | Govt. Hospital Baluga on | 08 Km | Dr.Som yakanta Das Pattnai k | 9439997366, 9937649608, Nursing Home-06756250260 | Oxygen, other facility bed-16 | 108 | Khordha, 06712302258 | BALU-I/C- Sri Rasmi Ranjan Das 9438256248 | NIL | BALU-9861031309 | Nehru Seva Sangh, Banpur, BALU, 09178002171 | -- | BALU bus stop (Nimikhe tu) | 9668170427 | 9326889119 | CLKA-06756255132 | Khurda - 06755-220001 | ADM 9437216322 |
| 93 | BALU 8455889934 | Govt Hospital Baluga on & Yogi Senapati Nursing Home | 1 KM | Dr.Som yakanta Das Pattnai k | 9439997366, 9937649608, Nursing Home-06756250260, | Oxygen, other facility bed-16 | 108 | Khordha, 06712302258 | BALU-I/C- Sri Rasmi Ranjan Das 9438256248 | NIL | BALU-9861031309 | Nehru Seva Sangh, Banpur, BALU, 09178002171 | -- | BALU bus stop (Nimikhe tu) | 9668170427 | 9326889119 | CLKA-06756255132 | Khurda - 06755-220001 | ADM 9437216322 |
| 94 | CHILKA, 8455889935 | AVA Hospital, INS Chilka | 1 Km | A.Moharana | 9337502540 | OPD, SURGERY | 108 & 102 | BANAPUR BLOOD BANK,Khordha | BALUGA ON 06756250436 | - | BALUGA ON, 06756250440 | Lions Club Banapur 06756-253086 | - | Balugaon 8917604048 | Gate India Transport | B. Paikaray, 9437134571 | CHILKA TAHSIL, 06756-255132 | Khorda Collect or- 06755-220001 | ADM,06755-221755 |

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| 95 | KIT 8455 8899 36 | Govt.H ospital, Khaliko t | 05 KM | P.K. Gantay at | 9437985333 | OPD | 108, 102 | -- | Khallikot PS 9438916 735 | - | Keshpur, 889535 6689 | Lions Club Banapur 06756- 253086 | -- | Balugaon ,8917604 048 | Jaya Mahavir,63 72776554 | 95562480 95 | Srikumar Ratha,Khalli kote, 891729993 0 | GAM- 06811- 263700 | - |
| 96 | RBA 8455 8899 37 | Primary Health Center RAMBH A | 02 KM | Dr.P.K.P radhan | 943866242 8 | First aid only | 108 | BAM 0680- 2292531 | PS RBA – 9438916 741 | ODRF- 06811- 254010, 254011 | Rambh a 934814 0717 | -- | Child care – 1098 | BAM – 9437076 289 | -- | -- | khalikot-Sri. Kumar Ratha – 943803008 0 | GAM- 06811- 263700 | ADM- 06811- 263700 |
| 97 | Buru di 6372 9091 54 | Govt. Hospita l,Ramb ha | 4 KM | -- | 9438662428 | -- | 108 | -- | Rambha- 112, 06810- 278330 I/C 9438916 741 | ODRF-8 th -06811- 254011/2 54010 | Rambh a, 943825 8260,9 692900 352, 934814 0717 | -- | - | - | - | - | -- | CAP Collect or- 06811- 263700 | Sub collector- 06811- 263923 |
| 98 | HMA 8455 8899 38 | GOVT PHC (NEW) HMA | 1 Km | Dr.Dee pak Kumar Yadav | 9035911781 | 3 beds | 108 | BAM | HMA OUT POST/PS- RBA 9861188 627,0681 0- 278330 | ODRF 8 th Battalion OSAP, CAP | RBA- 943825 8260, 112 | BAM- 0680- 2404038 | -- | -- | NIL | Palur Jn & Huma | Ganjam Tahasil, Arun Kumar Nayak 068112504 5 | 06811- 263700 06811- 263800 | ADM06811 -263948 |
| 99 | GAM 8455 8899 39 | New PHC,Ga njam, | 1.5 km | Dr. Priyada rshni Routray | 9439998 613 | OPD | 108,10 2 | BAM | GAM, 06811- 299950 | 8 th Battalion, CAP,0681 1-254010 | Chatra pur 06811- 262600 | -- | -- | -- | -- | -- | GAM,Arun Ku Nayak, 06811- 254045 | 06811- 263700 | 06811- 263948 |
| 100 | CAP 8455 8899 40 | Govt Hospita l CAP | 1.2 Km | Dr.Praf ulla Gauda | 9439983822 | Multi Facilit y 45 beds | 108 | MKCGH bloodbank -0680- 2292746 | Chatrapu r PS 06811- 257523, 9439195 792 | ODRAF 8 th Bn- 06811- 254010 | 06811- 262600 | Childline BAM- 1098, red cross BAM | All Facility | Berhamp ur New Bus stand | 794741702 3 | GCPL Gopalpur 72057498 32 | Chatrapur, 06811- 263973 | Chatra pur 06811- 263700 | Chatrapur 943756380 0 |
| 101 | JNP 8455 8899 41 | M.K.C.G Govt. medical | 8 Km | Prof. Suchitr a Das | 0680-2292624, 0680-2292746 | All Facilit y , | 108 | MKCG Blood bank- 0680- 2292534 | Chamakh andi Police station- 9438916 725 | NCC BAM,068 0- 2204941 | BAM, 068022 23333 | Child Care Brahma pur, 8984928 363 | 120 | New Bus Stand, Berhamp ur, 9437076 289 | Bhubanes war Roadline, 0680- 2222008 | J.R.Enterpr ises,Aska Road,9556 413786 | Sarat Ku Patra, 06811- 263973, 943778868 2 | Dibya Jyoti Parida, Chatra pur- 06811- 263700 | - |

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| 102 | BAM 8455 8899 42 | M.K.C. G medical college and hospita l RLY Health Unit | 02 km, 300 met er | Prof Smt.Suc hitra Das,Dr. S.Biswa l | 0680-2292624, 9437259960, 7608005704 | All Facilit y | 108 | MKCG Blood bank- Dr.Prasann a Ratha,637 12808010 680- 2292746 | Gosami nuagaen PS- 7381647 937,IIC/ GRP/BA M- 7008160 971 | ODRF-8 th battalion- 06811- 254010, 254011 | BAM 0680- 222333 3 03 km from Rly.stn | Child line- 9438406 565,Kan ha Charitab le Trust,90 4011921 7 | All facility | New Bus Stand, Berhamp ur 8917439 076 | Maa Bhairabi Transport 943706978 6 | Sri Bapi Sahu 95833845 55 | BAM- Tahasil,Khir od Kumar, 876342141 0 | GAM- 06811- 263700 | Sub Collector BAM 797813469 2 |
| 103 | GTA, 8455 8899 43 | M.K.C. G. hospita l, City hospita l BAM,C DMO,B AM | 13 Km | Dr.R.S. Murty, Christia n Hospita l,Amit Hospita l, | 0680-2291746,0680-2221686, 9437216369 0680-2224525 | MKCG 1190 beds City 200 beds,3 00 units | 108, Lisa Ambula nce- 099375 40281 Med Cure Health Care 078739 77772 | MKCG MCH blood bank BAM- 06802292 746, Red Cross Blood Bank,BAM 0680- 2292534 | Golanthr a P.S- 0680249 2301 | Blue Hawk Security BAM- 06802296 442 Giss Security Services, BAM 08093014 561 | BAM 068022 22091, 097767 66741 | Mahan Sangha, Hilpatan a,BAM- 0933766 9018 Citizen Associati on for Rural,BA M- 0680222 3669 | Mediu m | OSRTC,B AM 9437048 236, 9556935 431 BAM Bus Stand Inquiry- 9437076 289 | Speed Line Logistic Pakers &Movers,B AM- 094394171 94, Bhubanes war Road Lines,BAM- 068022220 08, | Maheswar i Machinari es,BAM- 09439804 007 , Trishul Trade Pvt.Ltd,BA M, 07894435 032 | Kanisi tahasil- 0680- 2248438, BAM tahasil- 068022265 84 | Charap ur GAM- 068112 63700 | Zilla Shainik Board,BAM 068022924 85 |
| 104 | SLRD 8455 8899 44 | Govt, Hospita l Girisola ,SLRD | 1 KM | Dr.Balra m Behera | Girisola | 06 beds | 108 | MKCG medical college Hospital Brahmapu r, 06802292 301 | Police Station, Golanthr a, 0680292 301 | - | Frire station, Brahm apur, 068022 83500 | - | - | Berhamp ur 9437076 289 | - | - | Chikiti | Chatra pur 068112 63700 | - |
| 105 | IPM 8455 8899 45 | Govt, Hospita l(IPM) | 750 Mts. | Dr.P.De vendra | 9177566588 | 30 beds | 108 | MKCG Medical BAM 06802292 301 | Town PS,IPM, 6309990 868 | - | k.Prasa nth Kumar 984831 1586 | A.S.Peta, 08947- 231101 | Junior Chamb er Internat ional, IPM, 891986 7989 (18 membe rs) | IPM 9959225 610 | IPM,79816 95426 | - | Sri Guru Prasad,IPM, 739616700 0 | Srikaku lam, 08942- 222565 , 864524 6600 | 08942- 222670 |
| 106 | JPI 8978 8810 01 | Govt, Hospital , BELAGA M, Health Unit(PSA) | 250 mts | P.Rakes h | 7013592480 | 06 beds | 108 | MKCG Medical BAM 06802292 301 | Police station, Kaviti, 0630999 0870 | - | Fire station Sompe ta, 089472 34101 | - | - | Palasa 0995922 5610 | - | Sri M.Raju. 08374859 221 | M.Laxmi,Ka viti, 833398878 9 | Srikaku lam- 089422 22565, | 089422226 70 |

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| 107 | SPT 8978 8810 02 | Govt.H ospital, PHC Kanchili , Rly Hospita l PSA | 500 M, 1/2 KM | Dr. Sri K.Rajes h | 09491046972 09440106477 | Genral ward 16 beds | 108 | MKCG Medical BAM 06802292 746, 06802292 301, 81446026 89 | Police station Kanchili 6309990 866, Sri S.Cheran jive | Blue Hawk Security BAM- 06802296 442 | Fire station Sompe ta, 098859 70248 | Jana Jagruti Santha,K orlam- 0944180 6080 | Small | Palasa 0995922 5610 BAM- OSRTC 0943704 8236 | Navatha Transport,S ompeta- 099634781 72 | Janaki Rao,Korla m, 08341143 882 | N.Ramesh Kumar – 944180633 8 | Srikaku lam- 089422 22565, 089422 22566 | 086452466 00 |
| 108 | BAV 8978 8810 03 | Govt, Hospita l, BAV | 1.5 Km | Dr.Souj anya | 995 904 544 2 | - | 108 | MKCG Medical BAM 06802292 746 | BAV,PS, 0894723 5133 | - | SOMPE TA, 089472 34101 | Jana Jagruthi Samstha Korlam, 9441806 080 | - | PSA 9959225 610 | Navatha Transport,S ompeta | Janaki Rao Korlam,83 41143882 | N.Ramesh Kumar, 944180633 8 | Srikaku lam, 089422 2555, 089422 2565 | 864524660 0 |
| 109 | MMS 8978 8810 04 | Govt, Hospita l(PHC), Haripur am | 1.5 Km | -- | 9703957754 | Gener al ward, 15 beds | 108 | Srikakula m | Mandasa , 0894723 7233 | Blue Hawk | 068022 96442 | Jana Jagruti Sanstha, 0944180 6080 | Small | PSA 0995922 5610 | Navatha Transport Sompeta,0 996347817 2 | Janaki Rao,Korla m, 08341143 882 | N.Ramesh Kumar, 089472372 28,7995995 860 | Srikaku lam, 08942- 22566 | 086452466 00 |
| 110 | SUD V 8978 8810 05 | Rly. Helth Unit, PSA, Govt P.H.C/ PSA | 7 Km | Dr.Anusha | 9704847151 | -- | 108 | MKCG medical collage - BAM- 06802292 746 | KASIBUG GA, PS, 0894524 1033 | - | Palasa, 08945- 241101 | Makann a Palli – 9704570 013 | -- | Palasa 9959225 610 | Navatha Transport PSA | -- | Madhu Sudana Rao - 833398879 4 | Srikaku lam, 8942- 222565 | SP Srikakulam 089422225 65 |
| 111 | PSA 8978 8810 06 | Health Unit, PSA | 0.5 Km | Dr. Anusha | 9704847151 | ECG, 01 bed | 108 | MKCG medical collage - BAM- 06802292 746 | Kasibugg a, PSA, 0894524 1033 | Blue Hawk | Palasa 996373 0662 | Jana Jagruti Sanstha, 0944180 6080 | Small | Palasa 9959225 610 | Navatha Transport Sompeta, 099634781 72 | Janaki Rao,Korla m, 08341143 882 | S.S.V.S.Naid u, 833398879 4 | Srikaku lam, 08942- 222565 | 086452466 00 |
| HDS-PRDP SECTION :- | | | | | | | | | | | | | | | | | | | |
| 112 | Chan dikho le Road (CIKR) | Badach ana Hospita l | 06 Km | Ashok Kumar Mishra | 06725- 220169,94399 98110, | 30 beds | 108 | Cuttack, 0671- 2305643 | Badacha na,06725 -220100 | Cuttack,0 671- 2442259 | Chandi kholo,0 6725- 220101 ,94374 74658 | Banamal i,Jenapu r,943928 3076 | Social Service | Chandikh ol Bus Depopt., 7853952 050 | Shantilata Transport, 923873595 5 | Chandokh ol,Shantila ta Earth Mover, 92387359 55 | Dharmasala ,637191467 4,Sri Debaraj Prasad Bala | Jajpur, 06728- 222001 | ADM,Jajpu r,06728- 222479 |
| 113 | Uday a Giri Ratn agiri Road , URGB | Panasp ur- Balicha ndrapu r, CHC- Barach ana | 06 Km & 18 KM | Dr.Tanmay Behera/Panaspur | 8328912803 | All faciliti es, 30 beds in Badac hana, | 108 | -- | Balichan dra pur, jajpur- 0671276 8745 | - | Chandi khole, , 06725- 226101 , 943242 4588 | Sambed ana, Thakur Patna, Kendrap ada, Banamal li jenapur- 9439283 076 | Social Service | Kendrapa da Bus Depot | D.Choudhu ri Chandikh ole, 993702035 5 | D.Choudh uri Chandikh ole, 99370203 55 | Darpan Tahsil- 917866248 5 | Jajpur, 06728- 222730 | ADM-Jajpur-06728-222479 |

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| 114 | Lalitgiri(LLTG) | Balichandrapur | 11Km. | Tanmay a Behera | 9438331331 | 15 beds | 108 | 06727-233334 Kendrapara Medical | Balichandrapur-, 0671-2768745 | CTC-0671-2442259, 9437070779 | -- | Abhijan, Nalipur, 9658834124 | Punavash NGO, 9658810244 | Swain Travels, Kendrapara, 9090093093 | Derabis, 06727230301 | Laxmi Mechaner y,Kendrapara, 9937553451 | Darpana, Jyotikanta Bhujabala, 06728222053, | Jajpur-06728-222001 Subhan kar Mohap atra | -- |
| 115 | BJPD | CHC, Derabis ,Surya Nursing Home, Durga Nursing Home | 05 Km, 15 Km | Dr.Chitt a Behera, A.K.Naik, Parvez Akhtar, B.N.Pand a | 9439996067, CMO-06727-232171, Surya NH-9938421779, Durga NH-918063264778 | 200 bed, All facility | 108, | Kendrapara, 06727-233334, | Kendrapara sadar, 06727-232222, 9438916266, Sadar Thana.I/ C-9437227707 | CTC-0671-2442259, 9437070279 | Kendrapara, 06727-232301, 112, | Jaganath charitable trust, 9438816272 | Punavash, Event Measurement, 9658810244 | Swain Travels, Kendrapara | Shri Baladevje w Taxi & Travels, Kendrapara, 09040722170 | Laxmi Mechinary ,Balagandi Bazar,Kendrapara-9937553451 | Tahsildar, Derbish-06727-220235 | kendrapara-06727-232602, 9439883093 | PA to Sub Collector, 7978509517 |
| 116 | KENP | KENP Govt. Hospital, (Dist.HQ) | 6.2 km | Dr.Santilata Sharma ,CDMO | 06727-232171, 9439988886 | All facilities | 108 | Kendrapara-06727-233334 | Kendrapara-06727-221717, 9438916265 | Cuttack, 9437070279 | Kendrapara, 06727-230301 | Jagannath Charitable Trust, Kendrapara, 9438816272 | Punavash NGO, 9658810244 | Swain Travels, Kendrapara, 9090093093 | Baladevje w Taxi & Travels, Kendrapara, 9937553451 | Laxmi Mechaner y, Balagandi, 9937553451 | 06727-220235 | KNPR-06727-232602, 9438916260, 9439883039 | Deputy Collector, 7751945180 |
| 117 | Mars hagh ai Road , MSGR | Kendrapara Govt Hospital | 606 Km | Dr.Santilata Sharma ,CDMO | 06727-232171, 9439988886 | -- | 108 | 06727-233334 | Marshan ghai PS, 7008912009, | CTC, 9437070279 | Marshan ghai, 9078008021 | Jagannath Charitable Trust, Kendrapara, 9438816272 | Punavash NGO, 9658810244 | Swain Travels, Kendrapara, 9090093093 | Krishna Travel Agency, Juna, MSGR, 9937330697 | Paramand a Mohanty, MSGR, 9937330697 | 06727-220235 | KNPR-06727-232602, 9438916260, 9439883039 | Deputy Collector, 7759945180 |
| 118 | Kalagar | Kendrapara Govt Hospital | 20 Km | Dr.Santilata Sharma ,CDMO | 06727-232171, 9439988886 | All facilities | 108 | Kendrapara-06727-233334 | Marshan ghai, 7008912009 | CTC-9437070279 | Marshan ghai, 9078008021 | Jagannath Charitable Trust, Kendrapara, 9438816272 | Punavash NGO, 9658810244 | Swain Travels, Kendrapara, 9090093093 | Krishna Travel Agency, Juna, MSGR, 9937330697 | Paramand a Mohanty, MSGR, 9937330697 | 06727-220235 | KNPR-06727-232602, 9438916260, 9439883039 | Deputy Collector, 7759945180 |
| 119 | Nuagaon | Kujang a | 11 Km | Dr.Biswajit Mahakuda | 06722-236020 | - | 20 beds | Kendrapara, 06727-233334, 600 units | MSGR PS, 7008912009 | CTC, ODR AF, 9437070279 | Kujang a 06722-236600 | Sattvic Soul Foundation, 9439696983 | -- | PRDP Bus Depot | Krishna Travel Agency, Juna, MSGR, 9238372615 | Paramand a Mohanty, MSGR, 9937330697 | 06727-220235 | KNPR-06727-232602, 9438916260, 9439883039 | Deputy Collector, 7759945180 |

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| 120 | SIJU | Kujanga | 11. KM | Dr.Biswajit Mahakuda | 06722-236020 | 20 beds | 108, 102 | Kendrapada, 06727-233334, 600 Units | Local PS-06722-230035 | CTC-0671-2879711 | Kujanga Fire Station, 06722-286600 | Sattvic Soul Foundation, 9439696983 | -- | Pradeep Bus Depot | Pradhan Travels, Paradeep | - | Kujanga Tahasildar, 06722-236223 | Jagatsinghpur - 06724-220199 | Addl. DM, 06724-220379 |
| 121 | BATY | Danagadi | 19.6 Km | -- | 7008046060 | OPD, OT | 108 | -- | Kalinga Nagar, 06726-296239 | -- | Sukinda, 0672-244762 | -- | -- | Jajpur Road | -- | -- | Sukinda, 06726-220205 | Jajapur, 06728-222001 | -- |
| 122 | BBRD | CHC, Bhubana | 7.5 Km | Dr.Rajat Kumar Sahoo, Dr.Manoj Kumar Mohanty | 9668345325, 9439981112 | All basic facilities including Ultra sound & X-Ray, 30 beds | 108, 112 | -- | Bhubana, 9438360835, 9438916472 | -- | Bhubana, 06769-272022 | Bhubana Vikash Manch, 9438358904 | -- | Bhubana, 9438706970, 9438262362 | -- | -- | Bhubana, Rajib Lochana Behera, OAS, 8249354772 | Dhenkanal, 06762-225602, Manoranjan Mallick, 9437386765 | ADM, Ramesh Ch Sethi, 06762-225700 |
| 123 | BBTY | Danagadi | 24.6 Km | Dipak Sen, Jyoti Mohapatra | 9439992561 | OPD, X-Ray, 30 beds | 108 | Jajpur Road, Vyasa Nagar, 8280406463, 300 Units | Kalinga Nagar, 06726-296239 | RPF, JJKR, 8455887707 | Danagadi, 06726-261101 | Mahavir Club, Jajpur Road, 9438704121, Vyasanagar, Sai Mandir, 9437022545 | More than 200 | Duburi | | | Danagadi, 06726-223308 | Jajpur, Dr. Subhankar Mohapatra, 9437548098 | OSD, 06728-22001 |
| 124 | Parjang | Parjang CHC | 2 Km | Smruti Ranjan Biswal | 9439980573 | OPD, Bed & OT | 108, 112 | -- | Parjang, 9438916481 | -- | Parjang, 101 | -- | -- | Parjang Bus Stand | 9938888826 | -- | Parjang Tahsil, Patitapaban Debata, 9437492132 | Dhenkanal, 06762-225602, Manoranjan Mallick, 9437386765 | -- |
| 125 | SKDA | CHC, Sukinda | 2.5 Km | Dr.Girija Sankar Biswal, Dr.Satya Narayan Mohapatra | 9439992407 | All basic facilities including Medicine, Lab, 06 beds | 108, 112 | -- | Sukinda, 9438916507 | -- | Sukinda, 06726-244762 | -- | -- | -- | -- | -- | Sukinda, 06726-220205, Damayanti Sahoo | Jajpur, 0672822200 | ADM-0672822247 |

| | | | | | | | | | | | | | | | | | | | |
|-----|---------------------------------------|--------------------------------|-----------|--|----------------------------------|--------------------------------------|----------------------------------|---|--|---------------------------|---|--|-------------------|--|--|---|---|---|---|
| 126 | TGRA | CHC,M athakar agola | 5 Km | Bhagab ata Majhi | 956769-276290 | OPD, 3 Beds | 108, 112 | -- | Bhubana | -- | Bhuba na,067 69- 272022 ,112 | -- | -- | Jamunak ote Bus Stand | -- | -- | Bhubana,Ra jib Lochana Behera,OAS ,824935477 2 | Dhenk anal,06 762- 225602 ,Manor anjan Mallick ,94373 86765 | ADM,Rame sh Ch Sethi,0676 2-225700 |
| 127 | JSBC 7236 9 (Auto) | Danaga di | 13 Km | Deepali Jena, Jyoti Mohap atra | 9439992561 | X-Ray, Lab, OPD, 30 Beds | 108 | Jajpur Road,8280 406463,30 0 units | Jakhapur a,943782 1805 | OC/RPF- 84558877 07 | Danaga di,0672 626110 1 | Satya Sai Seva Samiti,Ja japur Road,94 3706911 0 | 50 membe rs | Vyasanag ar Enterpris es,94370 06751 | Prasanta Mohapatra | Prasanta Mohapatr a,8249196 244 | Smruti Rekha Das, 824919624 4 | Jajpur, Dr.Sub hankar Mohap atra,94 375480 98 | OSD- 067282200 1 |
| 128 | RGM A | CHC,M atha kar Gola | 7.2 Km | Dr.Bhag abat Majhi | 8658279828 | Ambul ance, 18 beds | 108,10 2,9658 055654 | 06769- 270227, 300 units | Kamakhy a Nagar,94 3741008 3 | -- | Kamak hya Nagar, 112 | Asaha,9 4371470 97 | -- | Kamakhy a Nagar | S.Samal,94 37425122 | 98531658 64 | Kamakhya Nagar,P.Das, 943724978 4 | Dhenk al,9437 174051 | Manoranja n Mallick |
| 129 | KKNR (Kam akhy a Naga r) | Sub.Div l.Hospit al,KKNR | 02 Km | Digamb ar Sahoo, Mithun Meher | 9439980639 | All types of faciliti es | Ambula nce- 965805 5654 | 06769- 270227, 300 units | Kamakhy a Nagar,94 3741008 3 | -- | Kamak hya Nagar, 112 | Asaha,9 4371470 97 | -- | -- | 977622578 1 | 98531658 64 | Kamakhya Nagar,Priya brata Das,943724 9784 | Dhenk anal,06 762- 225602 | -- |
| 130 | KLGA ,Kam alang a | CHC, Banarp al | 12 Km | Dr.Taru n Ku Sahoo | 06764-229629, 08093008411 | All types of faciliti es | 097774 50022 | Angul,067 64- 230880,98 99898989 | Kantaba nia,9438 916478 | -- | Banarp al,0828 00- 81435 | -- | -- | Kantaban ia | 734054698 7 | 94380448 74 | Bhusan Steel Limited,067 64-256555 | Dhenk al,Man oranja n Mallick ,06762 - 225602 | 06762- 225700 |
| 131 | MAPI ,Muk tapos i | Sub.Div l.Hospit al,KKNR | 12 Km | Digamb ar Sahoo, Mithun Meher | 9439980639 | All types of faciliti es | Ambula nce- 965805 5654 | 06769- 270227, 300 units | Kamakhy a Nagar,94 3741008 3 | -- | Kamak hya Nagar, 112 | Asaha,9 4371470 97 | -- | -- | 977622578 1 | 98531658 64 | Kamakhya Nagar,Priya brata Das,943724 9784 | Dhenk anal,06 762- 225602 | -- |
| 132 | Chan dikho leRoa d(CIK R) | Badach ana Hospita l | 06 Km | Ashok Kumar Mishra | 06725- 220169,94399 98110, | 30 beds | 108 | Cuttack, 0671- 2305643 | Badacha na,06725 -220100 | | Chandi kholo,0 6725- 220101 ,94374 74658 | Banamal i,Jenapu r,943928 3076 | Social Service | Chandikh ol Bus Depopt., 7853952 050 | Shantilata Transport, 923873595 5 | Chandikho l,Shantilat a Earth Mover, 92387359 55 | Dharmasala ,637191467 4,Sri Debaraj Prasad Bala | Jajpur, 06728- 222001 | ADM,Jajpu r,06728- 222479 |
| 133 | Dubu ri | Danaga di Hospita l | 14 Km | -- | 700804 6060 | OPD,B ED& OT | 108 | -- | Kalinga Nagar,06 726- 296239 | -- | Sukind a,0672- 244762 | -- | -- | Jajpur Road | -- | -- | Sukinda,067 26-220205 | Jajpur, 06728- 222001 | -- |

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

| Designation | Address | Telephone No. | Fax No. | E-Mail |
|---|---|-------------------------------|--------------|--|
| Director General | Directorate General, NDRF, 6th Floor, NDCC-II Building, Jai Singh Road, New Delhi - 110001 | 011-23438020 011-23438119 | 011-23438091 | dg[dot]ndrf[at]nic[dot]in |
| Inspector General | -- Do -- | 011-23438021 | 011-23438091 | ig[dot]ndrf[at]nic[dot]in |
| Deputy Inspector General (Adm/Works/ Estt/IT/Comn) North Zone, Ladowal | --Do-- | 011-23438140, 011-23438170 | 011-23438091 | dig[dot]ndrf[at]nic[dot]in, dig[dot]estt[dot]ndrf[at]gov[dot]in, dig[dot]nz[dot]ndrf[at]gov[dot]in, dig[dot]ns[dot]ndrf[at]nic[dot]in |
| Deputy Inspector General (Ops/Trg./PRO) Director, NDRF Academy West Central Zone, RRC Dwarka | -- Do -- | 011-23438022 | 011-23438091 | dig[dot]ops[dot]ndrf[at]gov[dot]in, dig[dot]trgops[dot]ndrf[at]gov[dot]in, dir[dot]academy-ndrf[at]gov[dot]in, dig[dot]wc[dot]ndrf[at]gov[dot]in |
| Deputy Inspector General (Prov/Proc) East & North East Zone, RRC Kolkata South & South Central Zone, RRC Chennai | --Do-- | 011-23438023 | 011-23438091 | dig[dot]prov[dot]ndrf[at]gov[dot]in, dig[dot]enez[dot]ndrf[at]gov[dot]in, dig[dot]es[dot]ndrf[at]nic[dot]in, dig[dot]scz[dot]ndrf[at]gov[dot]in, dig[dot]ss[dot]ndrf[at]nic[dot]in |
| Financial Advisor | -- Do -- | - | 011-23438091 | minakshi[dot]verma[at]gov[dot]in |
| CMO (SG) | -- Do -- | 011-23438091 | 011-23438091 | cmo-ndrf[at]gov[dot]in |
| Commandant (Prov/Proc) | -- Do -- | -- | 011-23438091 | gyani16[dot]ndrf[at]gov[dot]in |
| Second-in-Command (Procurement) R&D Cell | --Do-- | -- | 011-23438091 | hq[dot]ndrf[at]nic[dot]in |
| Second-in-Command (Trg-I) | --Do-- | 011-23438138 | 011-23438091 | hq[dot]ndrf[at]nic[dot]in |
| Deputy Commandant (OPS) | --Do-- | 011-23438024 | 011-23438091 | hq[dot]ndrf[at]nic[dot]in |
| Deputy Commandant (Trg-II) | --Do-- | -- | 011-23438091 | hq[dot]ndrf[at]nic[dot]in |
| Deputy Commandant (IT/COMN/PRO) | --Do-- | 011-23438024 | 011-23438091 | itcell-ndrf[at]gov[dot]in |
| Deputy Commandant (DDO) | --Do-- | -- | 011-23438091 | hq[dot]ndrf[at]nic[dot]in- |
| Deputy Commandant (ADM) | --Do-- | 011-23438179 | 011-23438091 | dc[dot]adm[dot]ndrf[at]nic[dot]in |
| Deputy Commandant/MIN | --Do-- | 011-23438091 | 011-23438091 | hq[dot]ndrf[at]nic[dot]in |
| Asstt. Commandant (ADM & SO to DG) | --Do-- | 011-23438118 | 011-23438091 | hq[dot]ndrf[at]nic[dot]in |
| Control Room | --Do-- | 011-23438091, 011-23438136 | 011-23438091 | hq[dot]ndrf[at]nic[dot]in |

NDRF BNS

| Unit | Address | Commanding Officer | Designation | Telephone No. | Control Room No. | Fax No. | E-mail |
|---------------------|--|-----------------------------------|-------------|--|------------------|--------------------|-----------------------------|
| 1st Battalion NDRF | 1st BN NDRF, Patgaon PO - Azara, Distt. Kamrup Metro, Guwahati-781017 | Sh. Hitender Pal Singh Kandari | Commandant | 07637011337 09435117246 | 0361-2840027 | 0361- 2840284 | assam01-ndrf[at]nic[dot]in |
| 2nd Battalion NDRF | 2nd BN NDRF, Near RRI Camp. Haringhata, Mohanpur, Nadia, (West Bengal) Pin - 741246 | Sh. Gurminder Singh | Commandant | 033-25875032 09474061104 09474116775 | 033-25875032 | 033- 25875032 | wb02-ndrf[at]nic[dot]in |
| 3rd Battalion NDRF | 3rd BN NDRF, PO- Mundali, Cuttack - Odisha Pin - 754013 | Nagendra Sharma | Commandant | 0671-2879711 9937187222 | 0671-2879710 | 0671- 2879711 | ori03-ndrf[at]nic[dot]in |
| 4th Battalion NDRF | 4th BN NDRF, Suraksha Campus , Arrakonam , Distt. Ranipet, Tamilnadu- 631152 | Sh. Akhilesh Kumar | Commandant | 04177-246594 09442140269 | 04177-246269 | 04177- 246594 | tn04-ndrf[at]nic[dot]in |
| 5th Battalion NDRF | 5th BN NDRF, Sudumbare Taluka Mavel, Distt - Pune(Maharashtra) Pin - 412109 | Sh. Santosh Bahadur Singh | Commandant | 02114-247000 09422315628 | 02114-247001 | 02114- 247008 | mah05-ndrf[at]nic[dot]in |
| 6th Battalion NDRF | 6th BN NDRF, Jarod Camp, Teh-Wagodia, Vadodara, Pin - 391510 | Sh. V. V. N. Prasanna Kumar | Commandant | 02668-299201 09870006730 | 02668-299182 | -- | guj06-ndrf[at]nic[dot]in |
| 7th Battalion NDRF | 7th BN NDRF, Bibiwala Road, Bhatinda (Punjab) Pin 151001 | Sh. Santosh Kumar | Commandant | 0164-2246193 0164-2246570 | 0164-2246030 | 0164 - 2246570 | pun07-ndrf[at]nic[dot]in |
| 8th Battalion NDRF | 8th BN NDRF, Kamla Nehru Nagar, Ghaziabad (UP) Pin - 201002 | Sh. P.K.Tiwari | Commandant | 0120-2766618 09412221035 | 0120-2766013 | 0120 - 27666012 | up08-ndrf[at]nic[dot]in |
| 9th Battalion NDRF | 9th BN NDRF, Bihata Patna, Bihar Pin - 801103 | Sh. Suneel Kumar Singh | Commandant | 06115-253939 08544415050 09525752125 | 06115-253942 | 06115- 253939 | patna-ndrf[at]nic[dot]in |
| 10th Battalion NDRF | 10th BN NDRF, Village Kondapavuluru, PO- Surampalli, Gannavaram Mandal Krishna (AP) PIN - 521212 | Mr. Zahid Khan | Commandant | 08333068559 08333068540 08897900037 | -- | -- | ap10-ndrf[at]nic[dot]in |
| 11th Battalion NDRF | 11th BN NDRF, Sanskritik Sankul, Maqbool Alam Road, Varanasi, UP - 221002 | Sh. Manoj Kumar Sharma | Commandant | 0542-2501101 08004931410 | 0542-2501202 | 0542 - 2501101 | up-11ndrf[at]gov[dot]in |
| 12th Battalion NDRF | 12th BN NDRF, Itanagar, Arunachal Pardesh- 791112 | Sh. Daulat Ram Choudhary | Commandant | 0360-2999545 09485235464 | 0360-2999577 | 0360- 2277106 | bn12[dot]ndrf[at]gov[dot]in |

| | | | | | | | |
|------------------------|--|---------------------------------|------------|-----------------------------|--------------|------------------|-----------------------------|
| 13th Battalion NDRF | 13th BN NDRF, Ladhowal, Ludhiana, Punjab-141008 | Sh. Uttam Chand | Commandant | 0161-2921305 | 0161-2921304 | -- | jk13[dot]ndrf[at]gov[dot]in |
| 14th Battalion NDRF | 14th BN NDRF, Nurpur, Jassur, Kangra, Himachal Pradesh PIN- 176201 | Sh. Baljinder Singh | Commandant | 01893-292478 | 01893-292602 | -- | co14[dot]ndrf[at]gov[dot]in |
| 15th Battalion NDRF | 15th BN NDRF, PO- Gadarpur, Distt - Udham Singh Nagar, Uttarakhand PIN- 263152 | Sh. Sudesh Kumar Drall | Commandant | 05949-231198 07579098442 | 05949-231199 | -- | co15[dot]ndrf[at]gov[dot]in |
| 16th Battalion NDRF | 16th BN NDRF, Near Dada Dev Mandir Road, Sector-7, Dwarka New Delhi, PIN-110077 | Sh. Abujam Bijoy Kumar Singh | Commandant | 011-20892672 | 011-20893564 | 011- 20892672 | co16[dot]ndrf[at]gov[dot]in |

3rd BN NDRF MUNDALI, CUTTACK (ODISHA)

| Sl.No | Unit | Address | Contact Details | Mobile No & E mail.i.d | Office | Residence |
|-------|---------|--|--|--|-----------------|-----------------------|
| 01 | Cuttack | NDRF 03 Battalion, Mundali, Cuttack | Shri Vardaman Mishra, 2 nd in Command & I/C Commandant | 9437516227 Email ID- ori03-ndrf@nic.in | 0671-2879710 O) | Fax- 0671- 2879711 |
| 02 | Cuttack | NDRF 03 Battalion, Mundali, Cuttack | Shri Dhananjay Kumar Dy. Commandant (OPS) | 8826991824 | -- | -- |

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|---|
| <p style="text-align: center;">Indian Coast Guard</p> <p style="text-align: center;">District Headquarters-7</p> <p style="text-align: center;">Paradeep, Odisha</p> <p style="text-align: center;">Office- 06722-222279/220174</p> <p style="text-align: center;">Email ID- dhq7@indiancoastguard.nic.in</p> |
|---|

List of Officers / Staff of OSDMA

Ph- 0674-2395531,2395398(O), Email- osdma@osdma.org

Annexure-17

| Sl. No | Name | Designation | Mobile No. | OSDMA Extn. | Secretariat PABX |
|--------|-------------------------------|-------------------------------|------------|-------------|------------------|
| 1 | Shri Satyabrata Sahu, IAS | Managing Director | 9625875629 | | |
| 2 | Smt. Susmita Behera, OAS(SAG) | Executive Director | 9437223040 | 201 | 3009/3010 |
| 3 | Sri Sidharth Sankar Acharya | Executive Director (Finance) | 9937479658 | 301 | 3011 |
| 4 | Er. Dillip Kumar Rout | Executive Director (Projects) | 9437071994 | | |
| 5 | Dr. Gyana Das, IAS(Retd.) | OSD-cum-Execitve Director | 9437348573 | 801 | 3004 |
| 6 | Sri Sabyasachi Hota | Chief General Manager | 9437136925 | 802 | 3005 |
| 7 | Sri Malay Ku Pradhan | General Manager (ID & CBC) | 9439210915 | 105 | |
| 8 | Dr. Sunita Jena | General Manager(P&A) | 7077868048 | 309 | |
| 9 | Sri Jyoti Ranjan Pradhan | General Manager (Mech) | 9439339898 | 108 | |
| 10 | Sri Sunil Kumar Sahoo | General Manager (T&C) | 9437530633 | 109 | |
| 11 | Sri Sampad Kumar Dalai | General Manager | 8763761756 | 111 | |
| 12 | Sri Gayatri Datta Nayak | General Manager | 9439539592 | | |
| 13 | Sri Dharani Dhar Pradhan | General Manager (Projects) | 9438156255 | 205 | |
| 14 | Sri Sarthak Sourav Mohapatra | DGM (Tech) | 8806904304 | 803 | |
| 15 | Sri Jayajagat Sahu | DGM (IT) | 8895616988 | 207 | |
| 16 | Sri Ambika Prasad Mishra | DGM(SDMC) | 9938302298 | 202 | |
| 17 | Sri Ashok Kumar Dash | Procurement Specialist | 9437109366 | 806 | |

| | | | | | |
|----|-----------------------------|--------------------------|------------|-----|--|
| 18 | Sri Meghanad Behera | Sr. DRR Consultant | 9438281225 | 804 | |
| 19 | Sri Gouri Sankar Mishra | State Project Officer | 7205305330 | 113 | |
| 20 | Sri Sutanu Kumar Thakur | State Project Officer | 9437240597 | 104 | |
| 21 | Sri Laxminarayan Nayak | State Project Officer | 9437357587 | 110 | |
| 22 | Dr. Rakesh Ranjan Thakur | GIS Professional | 9438876555 | 807 | |
| 23 | Smt. Suchismita Mohanty | Accountant | 8917253713 | 305 | |
| 24 | Sri Rajib Kumar Mishra | Accountant | 9337948436 | 304 | |
| 25 | Smt. Gita Mohanty | GIS Operator | 9668366198 | 809 | |
| 26 | Sri Sudesh Ku. Sethi | Shelter Associates | 9438360514 | 211 | |
| 27 | Sri Sangram Ke. Baliarsingh | Steno to MD | 9438813176 | 102 | |
| 28 | Sri Amar Singh Nayak | Steno-cum-Store I/C | 8895265615 | 212 | |
| 29 | Dr. Sibashankar Mohapatra | IT Assistant | 9437144219 | 303 | |
| 30 | Sri Santosh Kumar Singh | IT Assistant | 9937450608 | | |
| 31 | Smt Bhagyalaxmi Beura | IT Assistant | 9178863328 | | |
| 32 | Smt Suchismita Ojha | IT Assistant | 9853240928 | 815 | |
| 33 | Sri Aranyak Mishra | Gender Specialist, UNFPA | 9002963024 | 814 | |
| 34 | Ms. Kaveri | CBT &KM Consultant | 9769415081 | | |
| 35 | Sri Sumanta Banerjee | Economist, UNICEF | 8895348534 | | |
| 36 | Sri Raj Kumar Sahoo | Driver | 9439850382 | | |
| 37 | Sri Pratap Chandra Singh | Driver | 8763430727 | | |
| 38 | Sri Manas Ranjan Sahoo | Driver | 7008607428 | | |
| 39 | Sri Aravind Behera | Driver | 8763655794 | | |
| 40 | Sri Gadadhar Bihari | Attendant | 9778034786 | | |
| 41 | Sri Saumendra Tripathy | Attendant | 8895737913 | | |
| 42 | Sri Ashok Kumar Senapati | Attendant | 9861900308 | | |
| 43 | Sri Suprakash Sejpada | Attendant | 9040506042 | | |
| 44 | Sri Atal Kumar Sahoo | Attendant | 9937386916 | | |

| | | | | | |
|----|------------------------|-----------|------------|--|--|
| 45 | Sri Bisikeshan Mohanty | Attendant | 7681871335 | | |
|----|------------------------|-----------|------------|--|--|

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 Annexure – 18

| Sl.No | Unit | Address | Contact details | Mobile No & E mail.i.d | Office | Residence |
|-------|------------|--|--|--|--------------|----------------------------|
| 1 | Cuttack | OSAP 6 th Bn., Cuttack | Shri S. N. Mallick, OAPS | 94371-23757 | 0671-2442148 | 0671-2442442 |
| | | | Commandant | comdt6thbn.odpol@nic.in | Fax. 2442148 | |
| | | | Shri M. Sai, A. C, ODRAF | 9437375675 | | |
| 2 | Jharsuguda | OSAP 2 nd Bn., Jharsuguda | Shri Bhabani Seth, OAPS | 94384-50423 | 06645-270096 | 0664-5270038 |
| | | | I/C Commandant | comdt2ndbn.orpol@nic.in | FAX 220370 | Control Room |
| | | | Shri M. Sai, A.C (Adjt) | 9437375675 | | 06645-270079 |
| | | | ODRAF I/C D.S Mitu Bahadur Thapa | 8249524813 | | |
| | | | W/ Pun Bahadur Thapa | 9437324791 & 8763494512 | | 9337603775, 8895044010 |
| 3 | Koraput | OSAP 3 rd Bn., Koraput | Commandant Rajendra Behera | 94372-15184 | 06852-251344 | 06852-151335 |
| | | | | comdt3rdbn.odpol@nic.in | Fax- 251344 | Control Room |
| | | | I/C ODRAF S. I(A) S. Reddy | 9778565205 | | 06852-251603 |
| 4 | Rourkela | OSAP 4 th Bn., Rourkela Sundergarh | Shri B. K. Mishra, OAPS, Commandant | 94372-92858 | 0661-2600980 | 0661-2600434 |
| | | | | comdt4thbn.odpol@nic.in | Fax- 2600980 | Control Room 0661-2600025, |
| | | | I/C ODRAF D.S. P. K Pati | 9938485672 | | |
| | | | W/ Hav. P.K. Sahoo | 7978472251/9437616464 | | 9437390846 |

| | | | | | | |
|---|-------------|---|---|-------------------------|--------------|--|
| 5 | Baripada | OSAP 5 th Bn., Baripada, Mayurbhanj | Shri Somnath Sethy, OAPS | 70082-87550 | 06792-278232 | Control Room 06792- 278236 & 278200 |
| | | | I/c Commandant | comdt5thbn.odpol@nic.in | Fax- 278232 | |
| | | | I/C ODRAF Dy. Sub. Debi Prasad Mohanty | 8917651809 | | |
| 6 | Bhubaneswar | OSAP 7 th Bn., Bhubaneswar | W/ S/ T.K.Mahanta | 8249170322 | | Control Room 0674- 2301044 |
| | | | Shri S. S. Hasda DCP (Armed) | 79788-98849 | 0674-2301055 | |
| | | | I/C ODRAF Dy. Sub S. S. Sabar | comdt7thbn.odpol@nic.in | Fax- 2301055 | |
| 7 | Chatrapur | OSAP 8 th Bn., Chatrapur (Old) | W/ S. Jitendra Rout | 7683930949 | | Control Room 06811- 254010 |
| | | | Shri S. P. Das | 94376-81681 | 06811-260375 | |
| | | | OAPS (I) Commandant | comdt8thbn.odpol@nic.in | Fax- 254011 | |
| 8 | Balasore | R.O Balasore | I/C ODRAF S.I(A) P. K. Subudhhi | 9938951578 | 06811-254015 | Control Room 06811- 254010 |
| | | | W/ L. Vijay Kumar | 7978616210 | | |
| | | | Shri Sagarika Nath, IPS | 93375-11729 | 06782-262007 | |
| 8 | Balasore | R.O Balasore | S.P | spbls.odpol@nic.in | Fax-262584 | 06782-262005 |
| | | | R.I Birendra Behera | 8328881856 | 06782-262009 | |
| | | | W/ M. Behera | 9438049083/9337105939 | | |

| | | | | | | |
|----|----------|-------------------|---------------------|--|--------------|--------------|
| 9 | Balangir | R.O Balangir | Nitin Kusalkar, IPS | spblg.orphol@nic.in | 06652-232020 | 06652-133063 |
| | | | S.P. | 88888-30333 | Fax-232375 | |
| | | | ODRAFI/C RI A.Sahu | 8895475053 | | |
| | | | W/ M. P. Xosla | 9937999404 | | |
| 10 | Paradeep | R.O Jagatsinghpur | Shri Rahul P R, IPS | 8763004099 | 06724-224028 | 06724-220015 |
| | | | | spjso.odpol@nic.in | Fax-220370 | |

| | | | | | | |
|----|-----------|--|--------------------------------|--|----------------------|---------------------------|
| | | | ODRAFI/C RI Duryadhan Behera | 7008751269 | | |
| | | | DSI. P. Routaray | 9438436188 | | |
| | | | W/ Pradeep Kumar Bhuyan(Tutu) | 8338815172 | | |
| 11 | Dhenkanal | OSAP 1 st Bn., Dhenkanal | Shri Sunil Kumar Behera | 70081-85835 | 06762-226229 | 06762-227566 |
| | | | I/c Commandant | osap1stbn.odpol@nic.in | Fax – 06762-226291 | Control Room |
| | | | ODRAFI/C D.S Nimai Ch. Sahoo | 9583488687, 8280199459 | | Room |
| | | | W/ Bapuji Mallik | 9438286790 | | 06762-226291 |
| 12 | Koraput | 1 st I.R.B, Koraput | Shri Juria Behera, OAPS | 94386-74203 | FAX No- 06852-252167 | Control Room |
| | | | Commandant | comdt1stirbn.odpol@nic.in | | 06852-211302 & 9437076339 |
| | | | Shri Bhawani Setha A.C. (Adjt) | 94384504230 | | |
| | | | Hav R.K.Mohanty Ajt. Writer | 9437076339 | | |
| 13 | Rayagada | 2 nd I.R.B, Bhamini, Rayagada | Shri Basanta Nayak, OAPS | 94372-33760 | Control Room | Control Room |
| | | | Commandant | comdt2ndirbn.odpol@nic.in | 06857- | 06857-251110 & 8456934283 |
| | | | ODRAFI/C S.I(A) D.R.Tripathy | 9438849299 | 251110 | |
| | | | Dy.Sub (Adj) R.N.Sahu | 7326075705 | | |
| | | | W/ Hav. Arun Ku. Sahu (Adj) | 8456934283 | | |

| | | | | | | |
|----|--------------|--|--|--|-------------------------------------|--|
| 14 | Jajpur | 3 rd I.R.B Kalinganagar, Jajpur | Shri Lochan Pasayat, OAPS I/c Commandant | 94372-12179 comdt3rddirbn.odpol@nic.in | 06726-244610 | Control Room 06726- 244610 & 8763898250 |
| | | | Sub. Srikanta Behera | 9658645663 | | |
| | | | W/Hav. Ranjan Ku.Mishra | 9337980432 | | |
| 15 | Deogarh | 4 th I.R.B Bampada, Deogarh | Shri B. Tamang, OAPS, Commandant | 93379-49516 comdt4rhirbn.odpol@nic.in | Control Room/Fax 06643-242130 | Control Room 06643-242130 |
| | | | HM Gadadhar Kuanr | 9437228813 | | |
| | | | W/Hav L.R.Sahu | 9438416646 | | |
| 16 | Boudh | 5 th I.R. B Balasingha, Boudh | Shri Durbasa Naik, OAPS Commandant | 94371-09804 comdt5thirbn.odpol@nic.in | 06841-222238 | Control Room 06841- 222238 & 7077449577 |
| 17 | Khordha | 6 th I.R.B Khordha | Shri Rabi Narayan Nayak, OAPS Dy Commandant | 94378-89111 comdt6thirbn.odpol@nic.in | 06755-221344 | Control Room 06755- 221344 |
| 18 | Koraput | 7 th SIRB, Koraput | Shri M R Biswal Commandant | 94376-31130 comdt7thsplirbn.odpol@nic.i n | 06852-251067 | Control Room 06852-259007 & 9437936642 |
| | | | D.S(Ajt) Balaram Pradhan | 8917306480 | | |
| 19 | Bhanja Nagar | 8 th SIRB, Bhanja Nagar | Shri Hrusikesh Rath, OAPS Commandant | 94371-93948 comdt8thsplirbn.odpol@nic.i n | 06842-2533017 | Control Room 8763616282 |

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 | 0674-2394199 | 250 nos. | 0674-2394194 | civildefencebbsr@gmail.com |
| 2 | Rourkela At Uditnagar, RKL, Sundargada, Odisha, 769012 | 0661-2500817/ 0611-2503717 | 210 | 0661-2500817 | civildefence-rkl@rediffmail.com |
| 3 | Koraput At. Malistreet PO-/Dist- Koraput, 764020 | 06852-250285/ | 50 | 06852-250285 | dyconcdkoraput@gmail.com |
| 4 | Talcher At Hattota, Talcher, Dist-Angul, Odisha-759100 | 06760-240720/ | 100 | 06760-240720 | dccdtalcher@gmail.com |

Particulars of Civil Defence in KUR Division :-

Total CD Strength of the unit – 55nos(Fifty Five)

| SI No | Name of Civil Defence Officer | Official Designation | CD Designation | Mobile No & Land Line | E-mail Id |
|-------|-------------------------------|----------------------|--------------------------|---|--------------------------|
| 1 | Shri Namonarayan Meena | Sr.DSO | Civil Defence Officer | Mob – 8455887940 L/Line – 72266(Rly) | srdsokur@gmail.com |
| 2 | Shri S.Behera | Safety Instructor | Civil Defence Instructor | Mob – 8455887944 | beherasukendra@gmail.com |

TELEPHONE NUMBERS OF SENIOR STATE GOVT OFFICERS OF ODISHA

Annexure-19

| SI.No | Designation | Officer | Residence | Fax |
|-------|---|-------------------------|-------------------------|--------------------------|
| 1 | Chief Secretary | 0674-2534300 / 2536700 | 0674-2322196 2595485 | 0674-2536660 |
| 2 | Secretary to CM (CM's Secretariate) | 2536682 / 2322164 | 2596935 | 2535100 |
| 3 | Spl. Secretary to CM | 2596470 | | |
| 4 | Principal Secretary (Home) | 0674-2531515 / 2322461 | 0674-2533722 | 0674-2402115 |
| 5 | Director General (Police), Cuttack | 0671-2304451,9438916666 | 0674-2555500 | 0671-2304354 |
| 6 | Inspector General Police, (Rly), Cuttack | 0671-2306615 | 2307500,2306355 | 2306615 |
| 7 | Commissioner-cum-Secy. (Inf. And Public relation) | 2536736 | 2556588 | |
| 8 | Commissioner-cum-Secy (EP.Medical/Health) | 2536632 | 2392507 | 2395235 |
| 9 | Commissioner-cum-Secy. (Revenue) | 2322658,2539023 | 2553654 | 2393832 |
| 10 | Special Relief Commissioner | 0674-2536721 / 2607346 | 2535232/9437005121 | 2415290 |
| 11 | Managing Director (OSDMA) | 0674- 2395398,2395531 | | 0674-2391871/ 2396681 |

STD CODE:

BHUBANESWAR-0674

CUTTACK-0671

TELEPHONE NO OF CIVIL ADMINISTRATION OF STATE GOVT (DISTRICT WISE) OF ECOR

Annexure-20

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

TELEPHONE NOS OF FLOOD CONTROL CENTRES OF ODISHA

| Designation | Office | Res/Mobile | Fax |
|-------------------------------|---------------------------|-------------|---------|
| Flood Control Room | 0674-2395951 | - | 2395953 |
| EIC water Resources | 0674-2390180 | 2565378 | 2392486 |
| CE & BML, Mahanadi Basin | 0674-2390185 | - | 2395953 |
| CE & BMU, Mahanadi, Sambalpur | 0663-2430866 | 2403899 | 2430877 |
| Flood Control Room MUNDALI | 0671-2381966 | 06632430292 | - |
| CE & BM Rushikulya | 06802204244 | 2202366 | 2207933 |
| CE & BM Bramhani RT Basin | 06762223264 | - | 223264 |
| CE & BM Bramhani LT Basin | 06760266333 9937821866 | -- | -- |
| CE & BM Baitarani | 06792252206 | 253487 | 253310 |
| CE UpperIndravati | 06673-25288 | | 252206 |
| CE OHPC Upper Indravati | | | |
| SE Hiraakud Dam Circle | 06632430001 | 243002 | 2430877 |
| Colab | 06854-242035 | -- | --- |
| Director (O) OHPC | 06742541315 | 09432341691 | 2505732 |
| Dy.Director NIC | 0674-2508438 | 2544243 | 2544132 |
| Director Monitoring | 0674-2544132/62 | 2544243 | 2544132 |

Contact Details of SPs of the State Odisha

| Sl. No | Name of the District | Name of the Officer | STD Code | Office | Residence | FAX | Mobile | Email |
|--------|----------------------|--------------------------------------|----------|---------|-----------|---------|---------------------------|-----------------------|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| 1 | Angul | Shri Rahul Jain, IPS | 06764 | 230316 | 237500 | 236657 | 7827151166 | spang.odpol@nic.in, |
| 2 | Balasore | Shri Raj Prasad, IPS | 06782 | 262004 | 262005 | 262584 | 7303512168 | spbbs.orphol@nic.in, |
| 3 | Baragarh | Shri Prahalad Sahai Meena, IPS | 06646 | 234480 | 234343 | 233150 | 8010127103 | spbgr.odpol@nic.in, |
| 4 | Bhadrak | Shri Madkar Sandip Sampat, IPS | 06784 | 242035 | 240120 | 240120 | 9437034100/ 7077012240 | spbhc.orphol@nic.in, |
| 5 | Bolangir | Shri Khilari Rishikesh Dnyandeo, IPS | 06652 | 232020 | 233063 | 232375 | 8149990766 | spblgr.orphol@nic.in, |
| 6 | Boudh | Shri Nagaraj Deverakonda, IPS | 06841 | 222205 | 222206 | 222238 | 9990375609 | spbdh.orphol@nic.in, |
| 7 | Cuttack | Shri Prateek Singh, IPS | 0671 | 2368116 | 2305903 | 2368015 | 7655083376 | spctc.orphol@nic.in, |
| 8 | Deogarh | Shri Anil Kumar Mishra, OPS | 06641 | 226100 | 226281 | 226282 | 9437344359 | spdgr.orphol@nic.in, |
| 9 | Dhenkanal | Shri Abhinav Sonkar, IPS | 06762 | 225777 | 225010 | 226786 | 8985191688 | dhepola@nic.in, |
| 10 | Gajapati | Shri Jitendra Kumar Panda, OPS | 06815 | 222533 | 222566 | 222565 | 9437254454 | spgjp.olpol@nic.in, |
| 11 | Ganjam | Shri Suvendhu Patra, IPS | 06811 | 263366 | 263855 | 263266 | 7290874724 | spgjm.odpol@nic.in, |
| | Berhampur | Dr. Sarvana Vivek M., IPS | 0680 | 2291000 | 2291100 | 2292991 | 9894533318 | sspbpr.odpol@nic.in, |
| 12 | Jagatsinghpur | Shri Bhawani Sankar Udgata, IPS | 06724 | 220115 | 220015 | 220015 | 7978857465/ 9437150077 | spjss.odpol@nic.in, |
| 13 | Jajpur | Shri Yashpratap Shirmal, IPS | 06726 | 240112 | 240110 | 240250 | 7977194081 | spjpp.odpol@nic.in, |
| 14 | Jharsuguda | Shri Parmar Smit Parshottamdas, IPS | 06645 | 270808 | 270999 | 270888 | 8763004107 | spjss.odpol@nic.in, |
| 15 | Kalahandi | Shri Abilash G, IPS | 06670 | 233111 | 232333 | 233444 | 9818676554 | spkld.odpol@nic.in, |
| 16 | Kandhamal | Shri Harisha B.C., IPS | 06842 | 253610 | 253611 | 253609 | 8050972802 | spkdml.odpol@nic.in, |
| 17 | Kendrapara | Shri Siddharth Kataria, IPS | 06727 | 274700 | 221096 | 221103 | 9438916260 | spkdp.orphol@nic.in, |
| 18 | Keonjhar | Shri Khusalkar Nitin Dugdu, IPS | 06766 | 254106 | 255402 | 255402 | 8763348100 | spknj.odpol@nic.in, |
| 19 | Khurda | Ms. Sagarika Nath, IPS | 06755 | 220535 | 220113 | 223427 | 9337511729/ 958299596 | spkda.orphol@nic.in, |
| 20 | Koraput | Shri Rohit Varma, IPS | 06852 | 250901 | 250900 | 250902 | 7082403564 | spkpt.odpol@nic.in, |
| 21 | Malkangir | Shri Binod Patil, IPS | 06861 | 230325 | 230310 | 230370 | 9811646085 | spmkg.orphol@nic.in, |
| 22 | Mayurbhanj | Shri Varun Guntupalli, IPS | 06792 | 252647 | 252644 | 252293 | 8985191688 | spmbj.orphol@nic.in, |
| 23 | Nawarangapur | Shri Mihir Panda | 06858 | 222302 | 222301 | 222500 | 9437537937 | spngpr.orphol@nic.in, |
| 24 | Nayagarh | Ms. S. Sushri, IPS | 06753 | 252088 | 252188 | 252188 | 8606782086 | spngr.orphol@nic.in |

| | | | | | | | | |
|----|------------|-------------------------------|-------|---------|---------|---------|---------------------------|----------------------|
| 25 | Nuapada | Shri Gundala Reddy, IPS | 06678 | 225478 | 225477 | 225006 | 9873469523 | spnpr.orpol@nic.in |
| 26 | Puri | Shri Vinit Agarwal, IPS | 06752 | 225400 | 225300 | 223280 | 8375865857/ 7008692886 | sppri.orpol@nic.in |
| 27 | Rayagada | Ms. Swathy S. Kumar, IPS | 06856 | 222304 | 222323 | 222018 | 7008029559/ 8800096827 | sprgda.odpol@nic.in, |
| 28 | Sambalpur | Shri Mukesh Kumar Bhamoo, IPS | 0663 | 2412330 | 2411002 | 2401308 | 9438452700/ 9461138300 | spsbp.odpol@nic.in, |
| 29 | Subarnapur | Shri Ramprasad Sahoo, OPS | 06654 | 220349 | 220351 | 220515 | 9438406950 | spsnp.orpol@nic.in, |
| 30 | Sundargarh | Shri Pratyush Diwaker, IPS | 06622 | 273324 | 273538 | 272218 | 9437344444 | Spsng.orpol@nic.in, |
| | Rourkela | Shri Nitesh Wadhwani | 0661 | 2500020 | 2500562 | 2500261 | 9015477369 | sprkl.orpol@nic.in. |

Annexure-22

IMPORTANT TELEPHONE NUMBERS OF HOME GUARDS AND FIRE SERVICE ESTABLISHMENT- ODISHA

| Officer | STD | OFF | RES | FAX |
|--|-------|---------|--------------|---------|
| Addl. DGP Fire Services & C.G. Home Guards odisha, Cuttack | 0671 | 2300317 | 0674-2556599 | 2300201 |
| IGP F.S. | 0671 | 2300584 | 0674-2556855 | |
| D.F.O. C.R. CTC | 0671 | 2303254 | | |
| D.F.O.(Hdqs)CTC | 0671 | 2307969 | | |
| D.F.O. FPW, BBSR | 0674 | 2312216 | 2563775 | |
| D.F.O. BBSR Circle | 0674 | 2310171 | | |
| D.F.O. (NR), SBP | 0663 | 2405477 | | 2521626 |
| D.F.O. (SR), BPR | 0680 | 2220028 | 2220966 | |
| D.F.O.,Puri | 06752 | 229101 | 228101 | |
| S.O., F.S., CTC | 0671 | 2303172 | | |
| S.O., HGs | 0671 | 2301535 | | |
| D.F.O.,Koraput | 06852 | 252155 | | |
| D.F.O.,Balasore | 06782 | 262015 | | |
| Principal, Fire Service | 0674 | 2560785 | | |

Odisha Fire Services
Shri S.K.Sarangi, IPS, D. G. of Police, Fire & Emergency Services.
Office- 0671 2300317 FAX – 0671 2300201
Email I.D. dgfs-hgs-cd.od@gov.in

| Sl.No | Unit | Address | Contact details | Mobile No & Email id | Office | Residence |
|-------|-------------|--|--|---|--------------------------------------|------------------|
| 1 | Cuttack | State Fire Services Headquarters, Cuttack | D.I.G.P. FS, Odisha, Cuttack | 8895781749 igfs-hgs-cd.od@gov.in | 0671 2300584 | 0671 2307814 |
| 2 | Cuttack | Fire Prevention Wing, Cuttack | Shri R. Ch. Majhi, OFS Chief Fire Officer | 93484-56479 odishafire-hgs- cd@gov.in | 0671-2306409 Fax. 2307969 | 0671- 2304995 |
| 3 | Bhubaneswar | Odisha Fire Services and Disaster Response Academy, Bhubaneswar | Shri Prashanta Das, OFS CFO-cum-Director, OFDRA | 8917246088 | 0674 2560785 Fax-0674 2560785 | |

Telephone numbers of the fire stations in Odisha.

| Officer | STD | OFF | RES | FAX |
|--|------------|------------|--------------|------------|
| Addl. DGP Fire Services & C.G. Home Guards odisha, Cuttack | 0671 | 2300317 | 0674-2556599 | 2300201 |
| IGP F.S. | 0671 | 2300584 | 0674-2556855 | |
| D.F.O. C.R. CTC | 0671 | 2303254 | | |
| D.F.O.(Hdqs)CTC | 0671 | 2307969 | | |
| D.F.O. FPW, BBSR | 0674 | 2312216 | 2563775 | |
| D.F.O. BBSR Circle | 0674 | 2310171 | | |
| D.F.O. (NR), SBP | 0663 | 2405477 | | 2521626 |
| D.F.O. (SR), BPR | 0680 | 2220028 | 2220966 | |
| D.F.O.,Puri | 06752 | 229101 | 228101 | |
| S.O., F.S., CTC | 0671 | 2303172 | | |
| S.O., HGs | 0671 | 2301535 | | |
| D.F.O.,Koraput | 06852 | 252155 | | |
| D.F.O.,Balasore | 06782 | 262015 | | |
| Principal, Fire Service | 0674 | 2560785 | | |
| Ada F.S. | 06788 | 245145 | | |
| Adaspur F.S. | 0671 | 2805392 | | |
| Agarpada F.S. | 06784 | 262999 | | |
| Anandapur F.S. | 06731 | 240256 | | |
| Angul F.S. | 06764 | 230222 | | |
| Aska F.S. | 06822 | 273333 | | |
| Astarang F.S. | 06758 | 231079 | | |
| Athagarh.F.S. | 06723 | 220233 | | |
| Athamalik F.S. | 06763 | 254241 | | |
| Aul | 06729 | 271777 | | |
| Badamba F.S. | 06721 | 273101 | | |
| Balasore F.S. | 06782 | 262020 | | |
| Baliapal LFM | 06781 | 253555 | | |
| Baliguda F.S. | 06846 | 243243 | | |
| Balijhari F.S. | 06721 | 279101 | | |
| Balipatana F.S. | 0674 | 2462204 | | |
| Balugaon F.S. | 06756 | 220444 | | |
| Bamur F.S. | 06763 | 296022 | | |
| Banei F.S. | 06626 | 211401 | | |
| Bangiriposi F.S. | 06791 | 223131 | | |
| Banki F.S. A.S.O. | 06723 | 240209 | | |
| Bausuni F.S. | 06841 | 228400 | | |
| Bargarh F.S. | 06646 | 233809 | | |
| Barakota F.S. | 06643 | 273489 | | |
| Barpalli F.S. | 06646 | 256055 | | |
| Bari F.S. | 06728 | 246902 | | |
| aripada F.S. | 06792 | 252701 | | |
| Basta F.S. | 06781 | 252108 | | |
| Basudevpur F.S. | 06784 | 271211 | | |
| Begunia F.S. | 06755 | 230108 | | |
| Berhampur F.S. | 0680 | 2223333 | | |
| Betnoti F.S. | 06793 | 220131 | | |
| Bhadrak F.S. | 06784 | 231444 | | |
| Bhanjanagar F.S. | 06821 | 241090 | | |
| Bhapur F.S. | 06757 | 238101 | | |
| Bhawanipatna F.S. | 06670 | 230666 | | |
| Bhogarai F.S. | 06781 | 231400 | | |
| Bhuban F.S. | 06769 | 272022 | | |
| Bhubaneswar F.S. | 0674 | 2312088 | | |
| Binjharpur F.S. | 06728 | 230911 | | |
| Biramaharajpur F.S | 06651 | 254203 | | |
| Bisamkatak F.S. | 06863 | 247530 | | |
| Bolagarh F.S. | 06755 | 232630 | | |
| Bolangir F.S. | 06652 | 232333 | | |
| Boriguma F.S. | 06860 | 280210 | | |
| Boudh F.S. | 06841 | 222377 | | |
| Brahmagiri F.S. | 06752 | 235544 | | |

| | | | | |
|-----------------------|-------|---------|--|--|
| Burla F.S. | 0663 | 2430333 | | |
| CDA Cuttack F.S. | 0671 | 1505101 | | |
| Champua F.S. | 06767 | 240231 | | |
| Chandbali F.S. | 06786 | 220666 | | |
| Chandikhole F.S. | 06725 | 220101 | | |
| Charichhack F.S. | 06843 | 265022 | | |
| Chauliaganj F.S. | 0671 | 2343331 | | |
| Chhatrapur F.S. | 06811 | 262600 | | |
| Chhendipada F.S. | 06761 | 252366 | | |
| Chandrasekharpur F.S. | 0674 | 2744440 | | |
| Cuttack A.F.O. | 0671 | 2306101 | | |
| Dasarathpur F.S. | 06728 | 254831 | | |
| Dasapalla F.S. | 06757 | 212151 | | |
| Deogarh A.F.O. | 06641 | 226286 | | |
| Dhamra F.S. | 06786 | 222771 | | |
| Dhamnagar F.S. | 06786 | 230343 | | |
| Dharamgarh F.S. | 06672 | 242219 | | |
| Dhenkanal F.S. | 06762 | 226501 | | |
| Digapahandi F.S. | 06814 | 247351 | | |
| G. Udaygiri F.S. | 06847 | 260043 | | |
| Gadi F.S. | 06784 | 275901 | | |
| Ghasipura L.F.M. | 06731 | 220253 | | |
| Ghatagaon F.S. | 06733 | 221395 | | |
| Gondia F.S. | 06762 | 231152 | | |
| Gudvella F.S. | 06652 | 286101 | | |
| Gumuda F.S. | 06857 | 258222 | | |
| Gunupur F.S. | 06857 | 250333 | | |
| Hatadihi F.S. | 06731 | 271044 | | |
| Hindol F.S. | 06732 | 251237 | | |
| Hindol Road F.S. | 06732 | 256022 | | |
| Hinjilikatu F.S. | 06811 | 280101 | | |
| IB Thermal F.S. | 06647 | 222257 | | |
| Jagannath Prasad | 06818 | 262100 | | |
| Jagannath Temple | 06752 | 220299 | | |
| Jagatsinghpur F.S. | 06724 | 220099 | | |
| Jajpur F.S. | 06728 | 222233 | | |
| Jajpur Road F.S. | 06726 | 220444 | | |
| Jaleswar L.F.M. | 06781 | 222070 | | |
| Jashipur L.F.M. | 06797 | 232560 | | |
| Jatni F.S. | 0674 | 2490808 | | |
| Jeypore F.S. | 06854 | 230320 | | |
| Jharsuguda F.S. | 06645 | 272715 | | |
| Jhumpura F.S. | 06766 | 213101 | | |
| Joda F.S. | 06767 | 218314 | | |
| Kabisuryanagar F.S. | 06810 | 270501 | | |
| Kalapathar F.S. | 06755 | 227590 | | |
| Kalimela F.S. | 06850 | 272295 | | |
| Kamakhyanagar F.S. | 06769 | 270533 | | |
| Kantamal F.S. | 06844 | 277233 | | |
| Kaniha F.S. | 06760 | 244200 | | |
| Kankadahada F.S. | 06768 | 264100 | | |
| Karanjia F.S. | 06796 | 220210 | | |
| Kasinagar F.S. | 06815 | 2398545 | | |
| Kendrapara F.S. | 06727 | 232301 | | |
| Keonjhar F.S. | 06766 | 255501 | | |
| Kesinga F.S. | 06670 | 223611 | | |
| Khaira F.S. | 06788 | 233488 | | |
| Khajuriakata F.S. | 06732 | 254428 | | |
| Khallikote F.S. | 06810 | 256320 | | |
| Khandapada F.S. | 06757 | 230033 | | |
| Khariar F.S. | 06671 | 212006 | | |
| Khariar Road F.S. | 06678 | 222353 | | |
| Khurda F.S. | 06755 | 220733 | | |
| Kodala F.S. | 06810 | 268222 | | |
| Koraput F.S. | 06852 | 250301 | | |
| Korua F.S. | 06727 | 276701 | | |

| | | | | |
|----------------------|-------|---------|--|--|
| Kotapad F.S. | 06860 | 283095 | | |
| Krushnaprasad L.F.M. | 06756 | 230101 | | |
| Kuanpal F.S. | 0671 | 2354441 | | |
| Kuchinda F.S. | 06642 | 220277 | | |
| Kujanga F.S. | 06722 | 212900 | | |
| Kusumi F.S. | 06794 | 278210 | | |
| Kutra F.S. | 06624 | 245337 | | |
| Lakhanpur F.S. | 06645 | 252005 | | |
| Malkangiri F.S. | 06861 | 230262 | | |
| Maluda A.S.O. | 06756 | 230101 | | |
| Mohana F.S. | 06816 | 258302 | | |
| Nakti Deula F.S. | 06647 | 246180 | | |
| Nowrangpur F.S. | 06858 | 222233 | | |
| Nayagarh F.S. | 06753 | 252101 | | |
| Nilagiri F.S. | 06782 | 233255 | | |
| Nimapara F.S. | 06758 | 250299 | | |
| Odagaon F.S. | 06753 | 216101 | | |
| Padmapur F.S. | 06683 | 223499 | | |
| Paikamal F.S. | 06684 | 201940 | | |
| Pallahara F.S. | 06765 | 279223 | | |
| Panposh F.S. | 0661 | 2480604 | | |
| Paralakhemundi F.S. | 06815 | 222333 | | |
| Parajanga F.S. | 06768 | 261022 | | |
| Patnagarh F.S. | 06658 | 222353 | | |
| Patrapur F.S. | 0680 | 2112000 | | |
| Pattamundai F.S. | 06729 | 220348 | | |
| Phulbani F.S. | 06842 | 253622 | | |
| Pipili F.S. | 06758 | 240637 | | |
| Polasara F.S. | 06810 | 282225 | | |
| Puri F.S. | 06752 | 222101 | | |
| Purusottampur F.S. | 06811 | 275555 | | |
| R. Udaygiri L.F.M. | 06817 | 240299 | | |
| Raghunathpur F.S. | 06724 | 267340 | | |
| Raikia F.S. | 06817 | 265043 | | |
| Rairangpur F.S. | 06794 | 275252 | | |
| Rajakanika F.S. | 06729 | 278685 | | |
| Rampur F.S. | 06653 | 276046 | | |
| Ranapur F.S. | 06755 | 236022 | | |
| Rasagovindpur F.S. | 06793 | 275761 | | |
| Rasol F.S. | 06732 | 211497 | | |
| Rayagada F.S. | 06856 | 2222222 | | |
| Rairakhal F.S. | 06644 | 253021 | | |
| Rengali F.S. | 0663 | 2560142 | | |
| Rourkela F.S. | 0661 | 2510095 | | |
| Salipur F.S. | 0671 | 2352244 | | |
| Sambalpur F.S. | 0663 | 2520101 | | |
| Saraskana F.S. | 06791 | 226800 | | |
| Secretariat S.O. | 0674 | 2560454 | | |
| Singhadwar F.S. | 06752 | 220299 | | |
| Sonepur F.S. | 06654 | 220222 | | |
| Sorada F.S. | 06819 | 270149 | | |
| Soro F.S. | 06788 | 221211 | | |
| Sukinda F.S. | 06726 | 244762 | | |
| Sundargarh A.F.O. | 06622 | 272301 | | |
| Talcher F.S. | 06760 | 240222 | | |
| Tangi F.S. | 06756 | 224222 | | |
| Tarava F.S. | 06657 | 216955 | | |
| Tentulikhunti F.S. | 06858 | 228533 | | |
| Tigiria F.S. | 06723 | 235001 | | |
| Tirtol F.S. | 06722 | 250445 | | |
| Titilagarh F.S. | 06655 | 220477 | | |
| Udala F.S. | 06795 | 232260 | | |
| Ulunda F.S. | 06651 | 256656 | | |
| Umerkote F.S. | 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 | 234101 |
| Tekkali | 08945 | 244277 |

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

| Sl.No. | Name of Officers /Designation and Location of Deployment | STD code | Telephone no (O) | Mobile No | Fax Nos |
|--------|---|----------------|---------------------------------------|-------------|-------------------------------|
| 1 | Director, Vishakhapatnam | 0891 | 2543031/2543032/2543034 2543041(R) | 9490753428 | 2543033 |
| 2 | Director, IMD, Bhubaneswar | 0674 | 2596116 | 9437085328 | 2596010 |
| 3 | Director, Cyclone Detection Center, Bhubaneswar | 0674 | 2534627, 1534737 | | |
| 4 | Doppler weather Radder Cyclone Detection Centre, Paradeep | 06722 06722 | 220100 223330 | 09711677557 | |
| 5 | Cyclone Detection Centre, Bhubaneswar | 0674 | 2596093 2596214 | | 2596010 2596093 2596116 |
| 6 | Duty Officer, IMD, Bhubaneswar | 0674 | 2596093(24*7) | | |

TELEPHONE NUMBERS OF ARMY NAVY AIR FORCE OFFICIALS

| Unit | Name and address | Phone number |
|---|---|---|
| Nodal officer (Air Force, Navy and Army) | Director (Operation A Logistics), HQ Integrated Defense Staff, Ministry of Defence | 011-23017897(o)/011-2566071(R) |
| Navy | Naval HQ (War Room Director Of Naval Operation) | 011-230141676 |
| Navy | Duty Officer (Maritime Operations Centre) HQ WNC Mumbai | 022-24316558 022-22663030 |
| Navy | Duty Officer (Maritime Operations Centre) HQ ENC Visakhapatnam | 0891-2578000 |
| Navy | Duty Officer (Maritime Operations Centre) HQ SNC, Kochi | 0484-2872372 FAX 2872390 |
| Coast Guard | Operations Officer/ Indian Coast Guard/HLZ | 03224-263217 |
| Coast Guard | Communication Centre/ Indian Coast Guard/HALDIA | 03224-263407 FAX 264541 |
| Army | Station HQ/Jamshedpur | 0657-2431633 |
| Army | Station HQ/Kolkata | 033-24980579 |
| Army | Commandant/Chandipur/Balasore | 06782-262031® |
| Air force | Eastern Command, Shillong | 0364-2561461/ 2/3/4/5/6/7 FAX 2560777 |
| Air force | Chief Operation Officer, Midnapur | 03222-277240/296641 |
| Air force | Air Force Station/Kolaikunda | 03222-232081 |
| | Chief Administrative Officer | 03222-232081 |
| | Sr. Medical Officer | 03222-232081 |
| Midnapur Air Force Exchange | 03222-277240/296641 | |
| Kochi Naval Telephone Exchange | 0484-2879999 | |
| Air force | Chief Operations Officer/Barrackpur | 033-25921251 |
| VSKP Naval Telephone Exchange | 0891-25780000 | |
| Delhi Naval Telephone Exchange | 011-23014167 | |
| Air force | Radar Station/Salua/Paschim Midnapur | 03222-277240/296641 |

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, 033-24431241 |
| BSF | DIG Office, South 2B Lord Sinha Road, Kolkata-71 | 033-2577887 |
| BSF Unit | BSF Control Room | 033-25778872 |
| CISF Unit | Haldia CPT, Wireless Section | 03244-252222 |
| CISF haldia | Commandant CISF/Haldia | 03224-252229 (O) 263335 (R) |
| EFR,Telephone Exchange | Commandant EFR, Salua, Kharagpur | 03222-277238 PBX 03222-296667 |

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 | JEYPORE | 06854-231558 | |
| | 6 | KEONJHAR | 916766255356 | |
| AP | 1 | VISHAKAPATNAM | 0891-2549109 | 2564260 |
| CG | 1 | RAIPUR | 0771-2283852 | 0771-2423520 |

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 × 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 × 150 | TARMACADAM | 310° | |
| 6 | NAWAPADA (GOTMA) | NUAPADA | 20°52'8.30''N 82°31'10''E | 1017 | xx | 3117 × 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 × 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 × 100 | Bituminous surface | Could not be accessed | 60.00 |

Inter Agency Group IAG- NGO, Odisha Member's Contact Details

Annexure-29

| Sl. No | Oranisati on | Office Numbers | Representi ng Persons | Designatio n | Contact Number | email ID |
|--------|---------------------------|-----------------------|-----------------------|--------------|----------------|--|
| | INTER AGENCY GROUP (IAG), | 0674 - 2390228, 0674- | Dr.Binayak Prusty | Chairperson | 9437316183 | iagorissa@gmail.com,chairperson@iagodisha.org.in |

| | | | | | | |
|---|-------------------|--------------|------------------------|-----------------------|------------|--|
| | Odisha | 2390053 | Mr. Debabrat Patra | Vice Chairperson | 9437493410 | debabrat.patra@actionaid.org,debabrat@iagodisha.org.in |
| | | | Mr. Manoranja n Behera | State IAG Coordinator | 9658808914 | mnbehera1@gmail.com,iagorissa@gmail.com,manoranjana@iagodisha.org.in |
| 1 | Action Aid | 0674 2544503 | Mr. Debabrat Patra | Regional Manger | 9437493410 | debabrat.patra@actionaid.org |
| | | | Ghasiram Panda | Program Manager | 9438341794 | ghasiram.panda@actionaid.org |
| 2 | ADRA India | | | | | |
| | | | Rajan Pyadimala | Programe Officer | 7838381984 | rajan@adraindia.org |
| 3 | Aid-et Action | | Umi Daniel | Regional Head | 9937019196 | umi.daniel@aide-et-action.org |
| 4 | Concern Worldwide | 0674 2533485 | Saroj Dash | Regional Head | | saroj.dash@concern.net |
| 5 | CRS | 0674 2394290 | Kirti Mishra | State Head | 9437023042 | kirti.mishra@crs.org |

| | | | | | | |
|---|---|---------------|------------------------|----------------------------|------------|--|
| | | | Mr.Sailendr a Pattnaik | Programme Coordinato r | 9437572042 | sailendra.pattanaik@crs.org |
| | | | Amar Ghana | Programme Coordinato r | 9437560043 | amar.ghana@crs.org |
| 6 | Childfund India | | Mr. Sandip Dutta | SPO | 9931520753 | sdutta@childfund.org |
| | | | Mr.santara m Nanda | Programme Officer | 9437170755 | snanda@childfund.org |
| 7 | Caritas | | P J Varkey | State Officer | 8129188037 | varkey@caritasindia.org |
| | | | Anjan Bag | National Emergency Manager | 9205178670 | anjan@caritasindia.org |
| 8 | CARE | 0674- 2544738 | M. Satish Kumar | Regional Programme Manager | 9437578181 | satishkumarm@careindia.org |
| 9 | 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 |
| 10 | Christian Aid | 011-26268068 | | | | |
| | | | Mr.Ram Kishan | Regional Manager- Asia | 8527556611 | RKishan@christian-aid.org |
| | | | Ms. Shivani Rana | Emergency Officer | 9599109716 | SRana@changealliance.in |
| 11 | EFFICOR | 011 2551 6383 | Ramesh | Director – Programme s | 7750048782 | rameshbabu@eficor.org |
| | | | Harshan | Manager- Emergency Response and Disaster | 9650892146 | harshanky@eficor.org, hq@efficor.org |
| 12 | Handicap Internati onal | 011 46566934 /5/6 | Annie PATRI | Regional DRM Coordinato r | 9937002230 | apatri@hi-india.org |
| 13 | HelpAge | 0674 2559644 | Bharati Chakra | State Head | 9437104104 | bharati.chakra@helpageindia.org |

| | | | | | | |
|----|-------------------------------|----------------|--------------------------------|----------------------------|------------|--|
| | | | | | | bhubaneswar@helpageindia.org |
| 14 | IRCS-OSB | 0674 - 2392389 | Dr.Binayak Prusty | Honorary Secretary | 9437316183 | ircsosg@gmail.com |
| | | | Sanjukta Priyadarshi ni Barick | ICRC-PC | 9778678471 | sanjuktabarick33@gmail.com |
| 15 | Lepra Society | | Harish Singh | Regional Director | 9937545999 | haris@leprahealthinaction.in |
| | | | V.N Rao | Program Manager | 9437345525 | vnrao@leprahealthinaction.in |
| 16 | Lutheran World Service (LWSI) | 0674 2544549 | Monalisha Bhanja | Project Co- ordinator | 9437303608 | bhubaneswar@lws.org, monalisa_lws@rediffmail.com |
| | | 06758 252024 | B.N.Biswal | Project Co- ordinator Puri | 9937874599 | bnb@lws.orgpuri@lws.org, director@lws.org |
| 17 | OXFAM | 0674- 2303994 | Akysa Kumar Biswal | Regional Manager | 7894472334 | akshaya@oxfamindia.org |
| | | 0647- 2303993 | Animesh Prakash | Program Officer DRR | 9937817707 | animesh@oxfamindia.org |
| | | | Zubin Zaman | Emergency Head | | zubin@oxfamindia.org |
| 18 | Plan India | 0674 - 2361317 | Mr. Tusar Kanti Dash | State Manager – | 9937152450 | Tushar.Das@planindia.org |

| | | | | | | |
|--|--|--|--------------|----------------------|------------|-----------------------------|
| | | | Plan India | | | |
| | | | sukant sahuo | Program Coordinato r | 9937045044 | Sukanta.Kumar@planindia.org |

| | | | | | | |
|----|-------------------|----------------------------------|--------------------------|----------------------------------|------------|---|
| 19 | Practical Action | 0674 - 2392836, 2392135, 2391220 | Birupakhya Dixit | Program Head | 9437031660 | Birupakshya.dixit@practicalaction.org.np |
| | | | Goutam Aryabhusan | Programme Officer | 9438273100 | Goutam.Aryabhusan@practicalaction.org.np,aryabhusan@gmail.com |
| 20 | Save the Children | 0674 2301240 | Mahdev Hansda | SPO | 9430331262 | m.hansda@savethechildren.in |
| | | | Prasenjit Roy | Programme Officer | 7894405576 | r.prosenjit@savethechildren.in |
| 21 | TDH | | Mr. Bikash Ch Manna | Regional Emergency Officer | 9903212702 | bikashchandra.manna@tdh.ch |
| | | | Mr.Markan deya Mishra | Programme Officer | 7044675321 | markanday.mishra@tdh-foundation.in |
| 22 | Trocaire | 0674 2301185 | Dipankar Dutta | State Programme Manager | 9438422245 | DDatta@trocaire.ie |
| 23 | UNICEF | 2397977 - 80 | Yumi Bae | Chief, Field Office | 9437063979 | ybae@unicef.org |
| | | 0674 239 7977 | Dr.Vivek Virender Singh | Health Specialist | 917818172 | vsingh@unicef.org |
| | | | Laxmi Narayan Nanda | Child Protection Specialist/ DRR | 9439339656 | lnanda@unicef.org |
| | | | Johnson Devraj | WASH specialist | 7064408405 | |
| | | | Alka Gupta | Communication Specialist | 9937285547 | agupta@unicef.org |
| 24 | UNDP | | Ms.Abha Mishra | State Head | 9810047742 | abha.mishra@undp.org |
| 25 | UNFPA | 0674 2559907 | Dr. Deepa Prasad | State Program Officer | 9437017102 | prasad@unfpa.org |
| 26 | UNWFP | 0674 2558740 | Himanshu Bal | State Project Co-ordinator | 9437016671 | himanshu.bal@wfp.org |
| | | | sarat Behera | Programme Manager | 9437031149 | saratkumar.behera@wfp.org |
| 27 | WaterAid | 0674 2531266 | Purna K Mohanty | Programme Officer | 9937034072 | purnamohanty@wateraid.org |
| | | | Ms. Bishakha Bhanja | State Head Manager | 7894036550 | bishakhabhanja@wateraid.org |
| 28 | World Vision | 67432996 90 | Mrs. B.J. Nirmala Kumari | Programme Manager | 9937599402 | nirkum03@gmail.com,Bhubaneshwar_Urban_Dev_India_Project@wvi.org |

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
- 2) DFID, 17 Forest Park, Bhubaneswar – 751009, Tel.:0674-2533359/2530512 Fax: 0674-2530228, www.dfidindia.org
- 3) State NGO Coordinator, Deptt. Of Health & FW Government of Odisha, Bhubaneswar, Odisha. Tel.: 0674-2322411, E.mail : manu2orissa@yahoo.com
- 4) NilakanthaYubaka Sangha, AT/PO- Dalakasoti, Via- Balipatana, Khurda, Pin-752102,E mail: 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, Web site: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 , info@ruchika.org&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.
- 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
- 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, priyabratamajhi@yahoo.co.in9437110714.
- 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 Retarted, 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, Phone no.: 09437190444, 0674-2532646, Email:suraviteam@yahoo.com.
- 20) Smt.Nandini Satapathy Memorial Trust, 107, Surya Nagar, Bhubaneswar, Odisha, IndiaTel.: 0674-2536444, Fax: 0674-2536262, www.snsmt.org.

- 21) SUPRATIVA, Fakirpada, Biribati, Cuttack-754100, Odisha, India, Phone no.0671-2445251, Fax: 2115699, Email: suprativa@sify.com, 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. Pipili, Puri/Odisha(assets):-9109861127075, (Priyabrata Sahoo).
- 26) PRAGATISAMAJ:-AT/PO-Dalakasoti, Via:-Balipatna, Pin-752102, email: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.
- 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- 230 1227 |
| | | | 3.Municipality Red Cross Hospital. | 0674-2591206 |
| | 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 | 068522-252101 |
| | 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 | Red Cross Blood Bank | 08922-272700 08922-244390 08922-244334 |
| | 3 | NELLIMARLA | Maharaja Dist.Hospital | 08922-244365 09440070099 09346413633 |
| CHHATISGARH | 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 CO₂.
- 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 | +91-674-2530035 (O),+91-674-2530001 (F),8280338300 |
| Addl. Commissioner of Police | +91-674-2391397 (O),+91-674-2530017 (F),8280338301 |
| Dy.Commissioner of Police (HQ) | +91-674-2532847 (O),+91-674-2530017 (F),8280338304 |
| Dy.Commissioner of Police (Traffic) | +91-674-2530016 (O),8280338305 |

BHUBANESWAR UPD

| DESIGNATION | NUMBER ALLOTTED |
|---------------------------------|--|
| DCP, Bhubaneswar | +91-674-2540555 (O),+91-674-2540444 (F),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

| Sl. No | Name of the District | Name | STD Code | Office | Residence | FAX | Mobile |
|--------|----------------------|-------------------------------------|----------|---------|-------------------|-----------------------------|--------------------------|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 1 | Angul | Shri Abdal M. Akhtar, IAS | 06764 | 230567 | 230234 | 230685 | 7682951155 9438602700 |
| 2 | Balasore | Shri Suryawanshi Mayur Vikas, I.A.S | 06782 | 262001 | 262003 | 262208 | 8280038100 |
| 3 | Bargarh | Shri Aditya Goyal, IAS | 06646 | 232340 | 230041 | 230041(O)) 231300(R) | 9868551669 |
| 4 | Bhadrak | Shri Dilip Routra, IAS | 06784 | 250436 | 240220 240100 | 240800 | 9437061000 |
| 5 | Bolangir | Shri Gaurav Shivaji Isalwar, IAS | 06652 | 232223 | 232001 | 233082 | 9437023381 |
| 6 | Boudh | Shri Subrat Kumar Panda, OAS | 06841 | 222203 | 222334 | 222204 | 8961007643 |
| 7 | Cuttack | Sri Dattatraya Bhausheb Shinde, IA | 0671 | 2508100 | 2301001 | 2301103 | 9827828587 |
| 8 | Deogarh | Shri Kabindra Kumar Sahu, OAS | 06641 | 226354 | 226353 | 226301 | 9827828587 |
| 9 | Dhenkanal | Shri Somesh Kumar Upadhyay, IAS | 06762 | 225602 | 225601 226500 | 225717 | 9438337500 |
| 10 | Gajapati | Shri Bijaya Kumar Dash, IAS | 06815 | 222397 | 222396 | 222464 | 9437561919 |
| 11 | Ganjam | Shri Dibya Jyoti Parida, IAS | 06811 | 263700 | 263800 | 263344 | 9205207183 |
| 12 | Jagatsinghpur | Sri J Sonal, IAS | 06724 | 220379 | 220199 | 220299 | 8249935895 |
| 13 | Jajpur | Ms. P. Anvesha Reddy, IAS | 06728 | 222001 | 222330 | 222087 | 965006589 |
| 14 | Jharsuguda | Mrs Aboli Sunil Naravane, IAS | 06645 | 270070 | 270868 | 270868 | 9437198636 |
| 15 | Kalahandi | Shri Sachin Pawar, IAS | 06670 | 230201 | 230233 | 230303 | 9668303456 |
| 16 | Kandhamal | Shri Amrit Raturaj, I.A.S | 06842 | 253602 | 253601 | 253905 | |
| 17 | Kendrapara | Shri Smruti Ranjan Pradhan, IAS | 06727 | 232602 | 232802 232002 | 232602 221603 | 9437355794 9439883093 |
| 18 | Keonjhar | Shri Vishal Singh, IAS | 06766 | 255482 | 255401 | 254298 255474 | 87630-90000 |
| 19 | Khordha | Shri Chanchal Rana, IAS | 06755 | 220001 | 2536949 224000 | 221567 2536949 | 8249731224 |
| 20 | Koraput | Shri V Keethi Vasan, IAS | 06852 | 250700 | 250255 | 250466 | 76550-83469 |

| | | | | | | | |
|----|--------------------------|--------------------------------------|-------|---------|------------------|--------------------|-------------|
| | | | | | 250477 | | |
| 21 | Malkanagiri | Shri Ashish Ishwar Patil, IAS | 06861 | 230323 | 230232 230345 | 230356 | 9437030223 |
| 22 | Mayurbhanj | Shri Hema Kanta Say, IAS | 06792 | 252606 | 252601 | 252221 | 8984657721 |
| 23 | Nuapara | Sri Madhusudan Dash,OAS (SS) | 06678 | 225463 | 225464 | 225465 | 88959-85872 |
| 24 | Nawarangpur | Dr Subhankar Mohapatra, IAS | 06858 | 222034 | 222345 | 222344 | 9437548098 |
| 25 | Nayagarh | Shri Akshay Sunil Agrwal, IAS | 06753 | 252333 | 252240 | 252566 | 9326094704 |
| 26 | Puri | Shri Siddharth Shankar Swain, IAS | 06752 | 222034 | 222033 224257 | 223939 | 9437077034 |
| 27 | Rayagada | Sri Parul Patawari, IAS | 06856 | 222245 | 222345 | 222770 | 9437005496 |
| 28 | Sambalpur | Shri Siddeshwar Baliram Bondar, IAS | 0663 | 2411022 | 2411001 | 2412116 | 6371752447 |
| 29 | Sonepur | Smt. Ananya Das,IAS | 06654 | 220201 | 220353 | 220345 | 7077010311 |
| 30 | Sundargarh | Shri Manoj Satyawar Mahajan, IAS | 06622 | 272265 | 272225 | 273166 | 9861079543 |
| | | | | | | | |
| 01 | IMD | Habibur Rahaman Biswas | 0674 | 2596116 | 2596129 | 2596116 2596010 | 9433125951 |
| 02 | IMD | Umasankar Das, atmospheric scientist | | | | | 7978736580 |
| | IMD | Dr. Manorama Mohanty | | | | | 9428909340 |
| 03 | R.D.C (CD) Cuttack | Shri Suresh Chandra Dalei , IAS | 0671 | 2508362 | | 2607906 | 9437317778 |
| 04 | R.D.C (ND) Sambalpur | Shri Ranjan Kumar Das , IAS | 0671 | 2508362 | | 2607906 | 8895166500 |
| 05 | R.D.C (ND) Sambalpur | Shri Srikanta Prusty , IAS | 0663 | 2411537 | 2410975 | 2411537 | 9437180410 |

Telephone Directory of Deputy Collectors, Emergency

| Sl. | District | Name of Emergency Officer | Mobile No | Office No | Fax No. |
|-----|---------------|---|--|----------------------------|------------------------|
| 1 | Angul | Shri Manmath (In-charge) Shri Subhendu Kumar Jena, OAS Sri Arakhita Singh Sr. Clerk | 7978904354 7205507875 9937065403 | 06764-230980 | 06764-230685 |
| 2 | Balasore | Shri Saikrushna Jena, ORS Sri Purna Behera, Sr. Clerk | 7978688704 9438600632 | 06782-262286 262647 | 06782-262208 241434 |
| 3 | Baragarh | Shri Sibaprasad Biswal | 9438334209/ 8917209215 | 06646-232112 | 06646-232840 |
| 4 | Bhadrak | Smt. Tanmita Kar Shri Arabinda Behera, Sr. Clerk | 9437712359 8093034836 | 06784-251881 | 06784-250880 |
| 5 | Bolangir | Smt Sasmita Pradhan Shri Jayanta Behera, Sr.Clerk | 8280272575 9556469421 | 06652-232452 230969 | 06652-233082 |
| 6 | Boudh | Shri Sudharam, OAS Sri Sunil Kumar Behera, Sr.Clerk | 9437331418 9337919116 | 06841-22 2023 | 06841-222204 |
| 7 | Cuttack | Smt. Amlan Aparajita Mishra, OAS Sri Prahananda Jena, SO. Sri Ramakanta Maharana, Sr. Clerk | 7008940164 9337729146 9437604504 | 0671-2507842 9337419494 | 0671-2301103 |
| 8 | Deogarh | Shri Hemanta Kumar Singh, ORS Smt. Lopita Sahoo Jr. Clerk | 9438772774 9668394052 | 06641-226843 | 06641-226301 |
| 9 | Dhenkanal | Shri Sudipta Kumar Sahoo, OAS Sri Gopinath Mohalick Sr. Clerk | 9439440072 9777990665 | 06762-226507 221376 | 06762-225717 |
| 10 | Gajapati | Shri. Kamalakanta Panda, OAS Smt Ajita Patra, Sr clerk | 7008582029 9040677715 | 06815-222943 | 06815-222464 |
| 11 | Ganjam | Smt. Ayushi Pati, OAS Shri Dileshswar Redi Sr. Clerk Shri Murali Mohan Redi sr. Clerk | 9178024560 9439213567 9437593522 | 06811-263978 | 06811-263344 |
| 12 | Jagatsinghpur | Smt. Sandhyanjali Majhi Shri Durga Prasna Das, Sr. Clerk | 9439049649 9437567660 | 06724-220368 | 06724-220299 |
| 13 | Jajpur | Shri Ashok Kumar Behera Shri Aruna Sahoo, Head.Clerk | 9437749371 9439371330 | 06728-222648 | 06728-222087 |
| 14 | Jharsuguda | Shri Umakanta Pradhan, OAS Shri Chita Ranjan Sahoo Sr. Clerk | 7327838820 9437543016 | 06645-272902 271692 | 06645-270868 |
| 15 | Kalahandi | Smt. Soudamini Majhi, ORS Shri Buta Acharya Sr. Clerk | 9348865561 9438403599 | 06670-230455 | 06670-230303 |
| | Kandhamal | Shri Ranjan Kumar Martha, ORS | 9556006201 | 06842-253650 | 06842-253905/ |

| | | | | | |
|----|--------------|---|--|------------------------------|-------------------------|
| 16 | | Sri Jitendra Swain, Sr. clerk Sri Aswain Saho, Bada Babu | 9439909021 8895565597 | -255602 | 253645 |
| 17 | Kendrapara | Smt. Pallavi Patra , OAS Shri Raghunath Das Sr.Clerk | 7008013273 7077107782 | 06727-232803 | 06727-221603 |
| 18 | Keonjhar | Sri Bikash Chandra Sahu, OAS | 9437645974 | 06766-255437 | 06766-254298 |
| 19 | Khurda | Smt. Sritapa Mishra (OAS) Shri Kuldeep Paltasingh, Sr. Clerk | 9583647576 9348299297 | 06755-220002 | 06755-221003 |
| 20 | Koraput | ShriSubrat Sahu, OAS Shri Jitendra Mallick | 7978668241 8093279892 | 06852-251381 | 06852-250466 |
| 21 | Malkangiri | Shri Sanjeev Kulu, OAS Sri Kuna Nayak, Sr. Clerk | 9337339341 9437793466 | 06861-230442 06861-231372 | 06861-230356 231565 |
| 22 | Mayurbhanj | Smt. Shradha Suman, OAS (JB) Sri Chinmaya Satpathy, Sr. Clerk | 8249682139 7809215397 | 06792-252759 | 06792-252221 |
| 23 | Nawarangapur | Smt. Gintanjali Behera, ORS Shri Tripati Balaji Sahoo, Sr. Clerk | 6371237546 8327778226 | 06858-222434 | 06858-222344 |
| 24 | Nayagarh | Smt Tapati Raj, OAS Sri Bipin Bihari Pattanaik | 9438581598 8249617134 | 06753-252978 | 06753-252566 |
| 25 | Nuapada | Shri SK. Nasim, OAS Smt.Manini Nayak | 9658117192 9658258176 | 06678-225357 | 06678-225465 |
| 26 | Puri | Smt. Manisha Sarangi, OAS Sri Panchanan Parija, (In Charge) Sri Bijaya Kumar Das, Sr. Clerk | 8551099770 7978034982 9437254311 | 06752-223237 | 06752-223939 |
| 27 | Rayagada | Shri Chinmaya Mohananda, OAS Sri Bipra Charan Swain, SO | 9668084263 8249661994 | 06856-224062 224082 | 06856-222770 |
| 28 | Sambalpur | Smt. Subhasini Nayak Shri Prashant Kumar Nayak Sr. Clerk | 9439186440 7008245223 | 0663-2412407 | 0663-2404006 |
| 29 | Subarnapur | Shri Krushna Mohan Singh, ORS Sri Alok Dash, JRA Krushna mohansingh ,ORS, Emg officer | 7978380063 8249175118 7978380063 | 06654-220362 | 06654-220345/ 220362 |
| 30 | Sundargarh | Smt. Salama majhi, OAS Shri Biswa Ranjan Sahoo Sr. Clerk | 8018771061 9124029910 | 06622-272233 | 06622-273166/ 312766 |

Telephone Numbers of All A.D.M of the State:**Annexure-35**

| Sl. No. | Name of the District | Name of Additional District Magistrates | Mobile No. | Office No. |
|---------|----------------------|---|--|------------------------------|
| 1 | Angul | Shri Pratap Pritimaya, OAS(S), (Gen) Shri Uday Kumar Mahapatra (Rev.) | 9437250473 9437529295 | 06764-230491 |
| 2 | Balasore | Shri Sudhakar Nayak (Gen.) | 9439407542 | 06782-262120 |
| 3 | Baragarh | Shri Mahendra Mohapatra (Rev) | 9437331461 | 06646-235040 |
| 4 | Bhadrak | Shri Santanu Kumar Mohanty, OAS (Rev) | 9437352110 | 06784-251888 |
| 5 | Bolangir | Shri Pabitra Behera | 9437644326 | 06652-232943 |
| 6 | Boudh | Shri Anirudha Pradhan, OAS (S) | 9437368914 | 06841-222144 |
| 7 | Cuttack | Dr. Dibya Lochan Mohanta | 9437230451 | 0671-2508265 |
| 8 | Deogarh | Shri Rebeca Bilung | 9437331530 | 06641-226358 |
| 9 | Dhenkanal | Shri Ramesh Chandra Sethi (Gen) | 8763166161 | 06762-225700 06762-226511 |
| 10 | Gajapati | Shri Rajendra Minj (Rev) | 9438305095 | 06815-223333 |
| 11 | Ganjam | Shri Sudhansu Bhoi (Rev) Shri Debendra Sahoo (Gen.) | 9438067801 9437300696 | 06811-263927 |
| 12 | Jagatsinghpur | Sambit Kumar Rout (Rev.) Abhmany Behera (Gen) Shri Lalit Mohan Behera . OAS (Rev)(Paradeep) | 9437247699 9437490494 9437425809 | 06724-220147 06722-222237 |
| 13 | Jajpur | Shri Subhendra Kumar Samal, OAS(Rev.) Shri Nabakrushna Jena (Gen) | 9437790442 9078973730 | 06728-222479 |
| 14 | Jharsuguda | Shri Brahabandhu Bhoi (Gen) Shri Kishore Chandra. Swain (Rev.) | 9556075851 9438491952 | 06645-272802 |
| 15 | Kalahandi | Shri Tanmaya Darwar (Gen) Shri Baitura Deep (Rev) | 9777130279 9437193651 | 06670-230464 |
| 16 | Kandhamal | Shri Ashok Kumar Bhoi Shri Ramesh Chandra Jena (Rev) | 9348365801 943757002209 | 06842-253604 |

| | | | | |
|----|--------------|---|--|------------------------------|
| 17 | Kendrapara | Shri Nilu Mohapatra (Rev) | 8763366196 | 06727-232601 |
| 18 | Keonjhar | Shri Alok Pradhan (Rev.) Shri MandardharMahalik(Gen) | 9777516745 9437292907 | 06766-255408 |
| 19 | Khurda | Shri Pratap Beura, (Gen) Shri Sapahalya Mandit Pradhan (Rev) | 9437639901 9437461947 | 06755-221755 |
| | Bhubaneswar | Shri Rudra Mohanty | 9040112510 | 0674-2393440 2536949 |
| 20 | Koraput | Shri Alomani Sethi, OAS (Rev) | 9437115013 | 06852-251212 |
| 21 | Malkangiri | Shri Bedabar Pradhan (Rev) Shri Somanath Pradhan(Gen) | 9437618068 9937567661 | 06861-230388 |
| 22 | Mayurbhanj | Shri Daulat Chandrakar, OAS (Rairangpur) Shri Bibhuti Bhusan Nayak (Rev) | 9438163905 8249930938 | 06792-252646 06792-259005 |
| 23 | Nawarangapur | Shri Nabin Chandra Nayak (Rev) | 9437241181 9078971181 | 06858-222040 |
| 24 | Nayagarh | Shri Rojina Das (Gen) Shri Dillip Kumar Bal (Rev) | 8249096559 9438171406 | 06753-252980 |
| 25 | Nuapada | Shri. Bhimasen Sabara, OAS Shri Subash Chandra Raita, OAS (Rev) | 9938693305 9692806976 | 06678-223352 |
| 26 | Puri | Shri Sarat Chandra Behera (Gen.) Shri Kailash Chandra Nayak (Rev.) | 9437713386 9437323139 | 06752-222061 |
| 27 | Rayagada | Shri Bhaskar Raito, OAS (SAG) | 9439613560 | 06856-222353 |
| 28 | Sambalpur | Shri Ajamber Mohanty (Rev) | 8763443218 | 0663-2410386 |
| 29 | Subarnapur | Sri Rajendra Kumar Maji (Rev) Mrs. Anjali Pradhan (Gen.) | 8917414637 9437393209 | 06654-220090 |
| 30 | Sundargarh | Shri Rabinarayansahoo, (Gen) Shri Abhimanyu Majhi, (Rev) Shri Kulkarni Ashutosh C. (Rourkela) | 9438257340 9437092240 9078020388 | 06622-273889 |

INMARSAT Satellite Phones of Odisha

Annexure -36

| SL | users | Satellite Ph No. |
|----|---|------------------|
| 1 | Collector, Angul, Office of Collectorate, Angul | 8991118454 |
| 2 | Collector, Balasore, Office of Collectorate | 8991118455 |
| 3 | Collector, Bargarh, Office of Collectorate, Bargarh | 8991118456 |
| 4 | Collector, Bhadrak, Office of Collectorate, Bhadrak | 8991118457 |
| 5 | Collector, Bolangir, Office of Collectorate | 8991118458 |
| 6 | Collector, Boudh, Office of Collectorate | 8991118459 |
| 7 | Collector, Cuttack, Office of Collectorate | 8991118460 |
| 8 | Collector, Deogarh, Office of Collectorate, Deogarh | 8991118461 |
| 9 | Collector, Dhenkanal, Office of Collectorate | 8991118462 |
| 10 | Collector, Gajapati, Office of Collectorate | 8991118463 |
| 11 | Collector, Ganjam, Office of Collectorate | 8991118464 |
| 12 | Collector, Jagatsinghpur, Office of Collectorate | 8991118465 |
| 13 | Collector, Jajpur, Office of Collectorate | 8991118466 |
| 14 | Collector, Jharsuguda, Office of Collectorate | 8991118467 |
| 15 | Collector, Kalahandi, Office of Collectorate | 8991118468 |
| 16 | Collector, Kendrapada, Office of Collectorate, Kendrapara | 8991118470 |
| 17 | Collector, Keonjhar, Office of Collectorate | 8991118471 |
| 18 | Collector, Khordha, Office of Collectorate | 8991118472 |
| 19 | Collector, Koraput, Office of Collectorate | 8991118473 |
| 20 | Collector, Malkangiri, Office of Collectorate | 8991118474 |
| 21 | Collector, Mayurbhanj, Office of Collectorate | 8991118475 |
| 22 | Collector, Nabarangpur, Office of Collectorate | 8991118476 |
| 23 | Collector, Nayagarh, Office of Collectorate | 8991118477 |
| 24 | Collector, Nuapada, Office of Collectorate, Nuapada | 8991118478 |
| 25 | Collector, Puri, Office of Collectorate | 8991118479 |
| 26 | Collector, Rayagada, Office of Collectorate | 8991118480 |
| 27 | Collector, Sambalpur, Office of Collectorate | 8991118481 |
| 28 | Collector, Subarnapur, Office of Collectorate | 8991118482 |
| 29 | Collector, Sundargarh, Office of Collectorate | 8991118483 |
| 30 | Commandant, ODRAF, Cuttack OSAP 6th Battalion | 8991118484 |
| 31 | Commandant, ODRAF, Cuttack OSAP 6th Battalion | 8991118485 |

| | | |
|----|---|------------|
| 32 | Commandant, ODRAF, Bhubaneswar OSAP 7th Battalion | 8991118487 |
| 33 | Commandant, ODRAF, Bhubaneswar OSAP 7th Battalion | 8991118486 |
| 34 | Commandant, ODRAF, Baripada OSAP 5th Battalion | 8991118488 |
| 35 | Commandant, ODRAF, Rourkela OSAP 4th Battalion | 8991118490 |
| 36 | Commandant, ODRAF, Rourkela OSAP 4th Battalion | 8991118491 |
| 37 | Commandant, ODRAF, Koraput OSAP 3rd Battalion | 8991118492 |
| 38 | Commandant, ODRAF, Koraput OSAP 3rd Battalion | 8991118493 |
| 39 | Commandant, ODRAF, Jharsuguda OSAP 2nd Battalion | 8991118495 |
| 40 | Collector Kandhamal | 8991118496 |
| 41 | Commandant, ODRAF, Chatrapur OSAP 8th Battalion | 8991118497 |
| 42 | Superintendent of Police, ODRAF, Balasore | 8991118498 |
| 43 | Superintendent of Police, ODRAF, Balasore | 8991118499 |
| 44 | Superintendent of Police, ODRAF, Bolangir | 8991118501 |
| 45 | Superintendent of Police, ODRAF, Bolangir | 8991118500 |
| 46 | Superintendent of Police, ODRAF, Jagatsinghpur | 8991118502 |
| 47 | Superintendent of Police, ODRAF, Jagatsinghpur | 8991118503 |
| 48 | Chief Fire Officer, State Fire Office, Bhubaneswar, Odisha | 8991118504 |
| 49 | Commissionerate of Police, Commissionerate of Police, Bhubaneswar | 8991118505 |
| 50 | SRC, State Emergency Operation Center, Rajib Bhawan, 1st Floor, Bhubaneswar-751001 | 8991118510 |

AS PER TELECOM DIRECTORATE OF RAILWAY BOARD HAS ADVISED PROTOCOL FOR VIDEO COMMUNICATION FROM ACCIDENT SITE:

(Reference note no.2023/tele/8(3)/2(3433098) dated 02.04.2024).

in case of an accident the telecom in-charge of concerned division shall make video conferencing arrangement at accident site by utilizing smart phones & accessories as per the latest instructions, as the first line of response for video communication.the vc link shall be got generated by the concerned telecom in-charge of the division and shared with railway board and zonal head quarters (if required) for showing the live feed of the accident site.

For utilizing drone services at accident site, based on local site condition. Divisional authority is competent for taking decision. hiring of drone services should be as per latest guidelines.

Further, for communication with railway board officials at war room, following numbers have been provided in disaster management room/war room:

| Contact details | Mobile numbers |
|-------------------|---|
| FCT No. | 9717632374 |
| Airtel CUG Number | 9289921150(Available during exigencies) |
| Jio CUG Number | 8882207185(Available during exigencies) |

भारत सरकार (GOVERNMENT OF INDIA)
रेल मंत्रालय (MINISTRY OF RAILWAY)
रेलवे बोर्ड (RAILWAY BOARD)

पत्र सं: 2021/Safety(DM)/6/14/DMP

नई दिल्ली, दिनांक : 15.04.2024

General Managers,
All Zonal Railways

CMD/KRCL, CMD/DFCCIL

Sub: Item for inclusion in Disaster Management Plan -reg.

Ref: Note No. 2023/Tele/8(3)/2(3433098) dated 02.04.2024

Reference above, Telecom Directorate of Railway Board has advised protocol for video communication from accident site for inclusion in Disaster Management Plan. The same is enclosed herewith.

Encl.: As above

3 (अतः)
15/04/2024
(उत्तर)
कार्यकारी निदेशक यांत्रिक इंजीनियरी/ संरक्षा

Copy to:

PCSOs, all Zonal Railways
CSO/KRCL, GM/Safety/DFCCIL

Dir./Tele, Railway Board

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02.104/24
Dr/tele

Important Telephone Nos.

| | | |
|-------------------------------------|---|---------------------|
| Railway Accident Information | : | 1072 (Toll Free) |
| State Emergency Operation Centre | : | 1070 (Toll Free) |
| District Emergency Operation Centre | : | 1077 (Toll Free) |
| Police Station | : | 100 (Toll Free) |
| Traffic Police | : | 103 (Toll Free) |
| 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 (Toll Free) |
| Ambulance | : | 102,108 (Toll Free) |
| All in One | : | 112 (Toll Free) |
| Hospital on Wheel/Blood Requirement | : | 104 (Toll Free) |
| Gas leakage | : | 1906 |
| NDRF Help line | : | 9711077372 |
| NDRF/Odisha, Chhatisgarh | : | 9437581614 |
| NDRF/Andhra Pradesh | : | 08333068559 |
| ODRAF Control | : | 0671-2339555 |

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 override.

- THE END -