GOVERNMENT OF PUDUCHERRY
UNION TERRITORY OF PUDUCHERRY DISASTER MANAGEMENT AUTHORITY

LOCAL CONTINGENCY PLAN FOR MASS RESCUE OPERATION AT SEA, UNION TERRITORY OF PUDUCHERRY

DEPARTMENT OF REVENUE AND DISASTER MANAGEMENT, PUDUCHERRY
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MASS RESCUE OPERATIONS AT SEA (UNION TERRITORY OF PUDUCHERRY)

DEPARTMENT OF REVENUE AND DISASTER MANAGEMENT
[SHORT TITLE: MRO (PUDUCHERRY)]
1 INTRODUCTION

1.1 One of the statutory duties of the state administration is to constitute a Mass Rescue Operation Contingency Plan for U.T of Puducherry to facilitate Mass Rescue Operation at sea at the time of major fatalities occurred at sea.

1.2 The State Mass Rescue Operation contingency plan (Puducherry) (Short Title MRO (PCY) has been prepared to harness all resources as available locally and to enable better coordination during real time disaster within the Maritime jurisdiction of the Union Territory of Puducherry such as Puducherry region, Mahe region and Karaikal District. The MRO stipulates the organizational and operational details to effectively combat mass casualties at sea.

1.3 The Maritime zone around Puducherry has great potential risk areas due to the threat posed by operation of fishing boats.

1.4 The Union Territory of Puducherry is vulnerable to natural calamities like flood, cyclone, hail storm, thunder squall and drought because of its geomorphological, climatic and seismic conditions. Floods and Cyclonic storms occur almost every year in different parts of the State and inflict huge loss of life and property causing untold hardships and trauma in the lives of the people. These natural disasters strike at the very root of the economic growth of the state. The total area of the state is 482 sq. Km having a dense population of more than 1.2 million people.
2 STATE PROFILE

2.1 The Union Territory of Puducherry consists of two small unconnected districts: Puducherry district (294 km²), Karaikal district (157 km²) and the Puducherry district consists of three regions, Puducherry region (293 km²), Yanam region (30 km²) on the Bay of Bengal and Mahe region (9 km²) on the Arabian Sea, covering a total area of 490 km². Puducherry and Karaikal have the largest areas and population, and are both enclaves of Tamil Nadu. Yanam and Mahe are enclaves of Andhra Pradesh and Kerala, respectively. The population of U.T of Puducherry is 1.4168 Million as of 2018. The U.T comprises three maritime regions namely, Puducherry, Karaikal, and Mahe with a total coastal line of 45 km, 1000 km² of continental shelves. The Puducherry region has coastal line of 24 km, Mahe region has 1 km of coastal line and Karaikal region has 20 km. Yanam region is located, south of Kakinada port on the north bank of Godavari river, slightly inland.

The Puducherry District has Minor Port of Puducherry which is situated on the East Coast of India between two Major Ports of India namely, Chennai and Tuticorin, at latitude - 11° 56' N, Longitude-79° 50' E.

The Karaikal District has Karaikal port located on the East coast of India in Karaikal District of Puducherry U.T, at Vanjore Village, Karaikal Taluk, Puducherry at a latitude of 10° 50' N and longitude of 79° 51' E. The Port is situated between the banks of Pravadayanar and Vettar rivers.
3 ACTIVATION

3.1 A Mass Rescue Operation (MRO) is one that involves the need for immediate assistance to large numbers of persons in distress such that the capabilities normally available to Search and Rescue (SAR) authorities are inadequate.

3.2 Fortunately, MROs are relatively rare compared to normal SAR operations, but major incidents leading to the need for MROs have not been infrequent on wide basis, and can occur anywhere at any time. Flooding, earthquakes, terrorism, casualties in the offshore oil industry, accidents involving releases of hazardous materials and major aircraft or ship incidents are examples which, because of their magnitude, may need to use the same resources as would be needed to carry out mass maritime or aeronautical rescue operations.

3.3 The sequence of priority in major multi-mission incidents must be lifesaving first, generally followed by environmental protection, and then protection of property. Moral and legal obligations, as well as public and political expectations, drive the need to be prepared to carry out MROs safely and effectively should they become necessary.

3.4 MROs are relatively low-probability high-consequence events. Effective response to such major incidents typically requires immediate, well-planned and closely coordinated large-scale actions and use of resources from multiple organizations. Intense and sustained high priority lifesaving efforts may need to be carried out at the same time and place as major efforts to save the environment and property. Huge amounts of selected information will need to be readily available at the right times and the right places not only to support the response efforts, but to meet the needs of the media, public and families of the persons in distress, which may number in the hundreds or thousands.

3.5 Many means of communications will need to be available and interlinked amongst organizations at various levels to handle huge amounts of information reliably for the duration of the response. A surge in the numbers of competent staffing in all key organizations must be available immediately and be sustainable for up to weeks at a time. Equipment and logistics demands will jump to unprecedented levels. Successful MROs depend on the advance provision of flexible and all level contingency plans. Intense integrated planning and
operational efforts must also be carried out in real time throughout actual rescue efforts.

3.6 All who will be involved in the overall multi-agency, multi-jurisdiction, multi-mission and possibly optimum response to a major incidents will need clearly understand who is in charge how to work with who is in charge, the respective roles of all involved, and how to interact with each other. SAR authorities may be responsible for all, or part, of the MRO responsibilities of the major incident response, and will be able to coordinate their efforts seamlessly with other incident responders under overall direction of another authority within or outside their agency. The broader response environment may involve hazards mitigation, damage control and salvage operations, pollution control, complex traffic management, large-scale logistics efforts, medical and coroner functions, accident-incident investigation, intense public and political attention, etc. MRO plans need to be part of and compatible with overall response plans for major incidents. Plans must typically allow for command, control and communications structures that can accommodate simultaneous air, sea and land operations.

3.7 Preparedness to mount an extraordinarily large and rapid response is critical for preventing large-scale loss of lives. Such preparedness often depends on strong and visionary leadership and unusual levels of co-operation to achieve. There will often be strong resistance for paying the inherently high price in terms of time, effort and funding that preparedness for major incidents entails, particularly as they are rare events. The required levels of cooperation, coordination, planning, resources and exercises, required for preparedness are challenging and do not happen without the requisite commitment of SAR authorities, regulatory authorities, transportation companies, sources of military and commercial assistance and others

3.8 MRO planning, preparations and exercises are essential since opportunities to handle actual incidents involving mass rescues are rare. Therefore the exercising of MRO plans is particularly important.
4 MRO CONTINGENCY PLAN

4.1 OBJECTIVE OF PLAN.

Main objectives of the plan are to prepare a comprehensive contingency plan for large scale rescue capabilities at sea. The UT of Puducherry has coastline of 24.3 nautical miles. The mass rescue efforts in all these coastal zone needs a coordinated and planned response. The State Mass Rescue Operation Contingency Plan (Short Title : MRO(PCY)) is therefore designed to provide a simple and operationally flexible mass rescue contingency plan to effectively respond to all major distress situations at sea in the Search and Rescue Region (SRR) of Puducherry. The MRO (PCY) manual covers important aspects of coordinated mass rescue operation including the scope, AOR, rescue procedures, documentation, training and media interaction.

4.2 AIM.

The Mass Rescue Contingency Plan aims to ensure prompt and coordinated response to mass rescue operation for saving of lives at sea. Potential disastrous consequences of poor preparations for MROs in terms of loss of life and other adverse results are enormous. Major incidents may involve hundreds or thousands of persons in distress in remote and hostile environments. A large passenger ship collision, a downed aircraft, or a terrorist incident could, for example, call for the immediate rescue of large numbers of passengers and crew in poor environmental conditions, with many of the survivors having little ability to help themselves, and the dire results of failure are evident.

4.3 LOCATION.

The Union Territory of Puducherry consists of two districts, viz., Puducherry and Karaikal, situated at different geographical locations isolated from one another, Puducherry District comprises Puducherry, Mahe and Yanam regions. Puducherry region is the largest of all the four, lies on the East coast and consists of 12 scattered areas lying in between 11° 46' North, 79° 36' East and 12° 30' North, 79° 53' East.

4.4 LEAD AGENCY

Though, Indian Coast Guard is the lead agency and primarily entrusted for the SAR operation at sea, any sighting of distress or incidence at sea is to be intimated to the nearest Coast Guard office if located within the District limits or to the Commander, Coast Guard (Puducherry) at Puducherry and to the respective District Collector. The District Collector, in-turn would intimate all concerned agencies and other stake-holders in the area. The Coast Guard shall take measures to identify the nature of incidence through sea/aerial search and through other means.
5  DESIGN OF MASS RESCUE OPERATION CONTINGENCY PLAN (Action Plan)

5.1 For a situation involving large numbers of persons in distress, on scene responsibilities for the safety of passengers and crew will be shared by the On Scene Commander (OSC) and the aircraft pilot in command or ship master, with the pilot or master assuming as much of this responsibility as possible before or after the aircraft or ship is abandoned. Pilots and masters are responsible for maneuvering the aircraft or ship as feasible and appropriate. They also have overall responsibility for safety, medical care, communications, fire and damage control, maintaining order and providing general direction. Unless a ship appears to be in imminent danger of sinking, it is usually advisable for passengers and crew to remain on board as long as it is safe to do so.

5.2 In the case of a downed aircraft, whether passengers would be safer on board should be assessed for each situation. Usually they should promptly evacuate the aircraft at sea. On land this decision must account for the conditions of the aircraft and the environment, expected time to rescue or aircraft repair, and whether required passenger care can be best provided inside the aircraft.

5.3 The OSC will normally be designated by an SMC. An OSC may be able to handle certain communications on scene and with appropriate remote authorities to help free the pilot or master to retain the integrity of his or her craft. However, these persons are themselves in need of assistance, and anything the OSC can do to help them should be considered, bearing in mind that the OSCs main duty is coordinating SAR facilities and rescue efforts under the SMCs general direction.

5.4 It is important to minimize unnecessary communications with the master of a ship or pilot in command of an aircraft in distress, and this should be taken into account in advance planning. Exchanges of information during joint planning by use of SAR Plans of Co-operation (see MSC/Circ.1000 or its superseding circulars) and other means will reduce the need to ask the pilot or master for this information one or more times during a crisis. Persons or organizations that want this information should be directed to a source ashore or on the ground that is prepared to handle what could be many requests.

5.5 High priority should be given to tracking and accounting for all persons on board and all lifeboats and rafts, and efforts to keep them together will help in this regard. Availability of accurate manifests and accounting is critical. The need to relocate survival craft and check for persons in them can waste valuable resources. One option is to sink survival craft once the persons in them have been rescued; however, the potential that other survivors may find and need the craft should be considered.
5.6 Coast Guard/Navy ships are often better equipped than commercial vessels for retrieving people who have abandoned a ship or aircraft, and use of any such ships should be considered. Helicopter capabilities should be employed if available, especially for retrieval of weak or immobile survivors. Lifeboat crews should be trained in helicopter hoist operations. Lowering a rescue person from the helicopter to assist survivors may be viable.

5.7 Ship’s company should be encouraged to equip large passenger ships and possibly other types of vessels with helicopter landing areas, clearly marked hoist-winch areas, and onboard helicopters to facilitate more direct transfers of numerous persons. If a ship with a large freeboard cannot safely retrieve survivors from the water or survival craft, it may be possible to first retrieve them onto small vessels, and then transfer them to progressively larger ones.

5.8 Depending on the circumstances, it may be safer to tow survival craft to shore without removing the occupants at sea. Lifeboats could be designed to support passengers for longer periods of time, and to be able to reach shore on their own from longer distances offshore. To the extent practicable, MROs should be coordinated by an SMC in an RCC. However, depending on the magnitude, nature and complexity of a mass rescue incident, the rescue efforts may be better coordinated by an appropriate operations centre higher within the SAR agency or a government. Considerations in this decision might include, among others extensive rescue support by organizations other than those commonly used for SAR;

- Need for heavy international diplomatic support; and
- Serious problems in addition to potential loss of lives, such as environmental threats, terrorist actions, or national security issues.

5.9 The following factors should be considered in MRO planning:

- Use the Incident Command System (ICS) or other effective means of handling multiagency, multi-jurisdiction, multi-mission scenarios;

- Identify situations within the SRR that could potentially lead to the need or MROs, including scenarios that might involve cascading casualties or outages;

- Mobilisation and co-ordination of necessary SAR facilities, including those not normally available for SAR services;

- Ability to activate plans immediately;

- Call up procedures for needed personnel;
- Need for supplemental communications capabilities, possibly including the need for interpreters;

- Dispatching of liaison officers;

- Activation of additional staff to augment, replace or sustain needed staffing levels;

- Recovery and transport of large numbers of survivors (and bodies, if necessary), accounting for survivors potentially having injuries and lack of training, age limitation, hypothermia, etc.

- A means of reliably accounting for everyone involved, including responders, survivors, crew, etc.

- Care, assistance and further transfer of survivors once delivered to a place of safety and further transfer of bodies beyond their initial delivery point;

- Activation of plans for notifying, managing and assisting the media and families in large numbers;

- Control of access to the RCC and other sensitive facilities and locations

- RCC backup and relocation plans, as appropriate and

- Ready availability to all potential users of plans, checklists and flowcharts.

5.10 At some point the ability of an RCC to continue to effectively co-ordinate the MRO and still handle its other SAR responsibilities might be overwhelmed, and another RCC or a higher authority may need to assume responsibility for the MRO. With these possibilities in mind, MRO plans may provide for various degrees of response, along with criteria for determining which amount of response will be implemented. For example, as local SAR resources are exhausted, or from the outset, SAR resources may need to be obtained from distant national or international sources.

5.11 Experiences in responding to major incidents have resulted in other practical advice such as the following:

- Plan and exercise how any agency receiving notification of an actual or potential mass rescue event can immediately alert and conference call other authorities that will potentially be involved, brief the mand enable immediate actions to be taken by all concerned (this will require identification of contacts in each agency that can be contacted on a 24-
hour basis, and that have authority to immediately initiate actions and commit resources)

- Coordinate all rescue operations effectively from the very beginning
- Begin quickly with a high level of effort stand down as appropriate rather than begin too late with too little effort
- Use more capable resources like cruise ships for taking large numbers of survivors on board
- Ensure that MRO emergency plans address communications interoperability or interlinking
- Retrieve and protect debris as evidence for follow on investigation
- Put security plans in place to limit access to the RCC
- Arrange in advance to involve the Red Cross, chaplains, critical incident stress experts and other such support for human needs
- Identify senior agency spokespersons to protect the time of workers directly involved in the response and designated a senior official to provide information to families
- Clearly identify the point at which the SAR response (lifesaving) has ended, and the focus shifts to investigation and recovery
- Be prepared to use ICs when appropriate
- Ensure that air traffic and air space can be and is controlled on scene
- The SMC can often benefit from assigning additional liaison personnel on scene
- Anticipate development and needs and act early
- Ensure that the scopes of SAR plans and other emergency or disaster response plans are coordinated to reduce gaps, overlaps and confusion about who is in charge and what procedures will be followed at various times and places.
- Control access to the scene, including access by the media
- Work out in advance how private resources can be appropriately used to supplement other SAR resources
- Ensure that SAR plans provide for logistics support for large numbers of rescuers and survivors, including pre-arranged accommodations, if possible, and availability of food, medical care and transportation
• Consider requesting assistance from airlines and shipping companies other than the one whose aircraft or ship is involved in the incident, and know the types of assistance that such organizations might provide

• Bar coded bracelets can be an effective means of identifying children before, during and after the emergency

• Attempt to reduce the burden on a pilot or master and crews

• If safe and appropriate to do so, place a marine casualty officer on board to assist the master and SAR personnel

• Share capabilities, expertise and assets among government and industry to take maximum advantage of the strengths of each.
6 RISK ASSESSMENT

6.1 Risk is a measure of expected losses (death, injuries, assets, economic activities etc.) due to a potential hazard (of a particular magnitude) occurring in a given area over a specific period of time. Risk analysis involves determining the probability of event happening and the level of vulnerability of the people that may be affected by the event. Disaster is the realisation of a risk.

6.2 The administrative approach is shifted from post-calamity/incident relief to a new approach towards mass rescue operation plan with an enhanced area of responsibility to include preparedness, mitigation and prevention apart from the present responsibilities of relief, rehabilitation and reconstruction. Another corner-stone of the approach is that mitigation has to be multi-disciplinary, spanning across all sectors of development. Risk Management is incorporated with Crisis Management in the new approach. Risk Management can take place in two ways:-

(a) **Preparedness.** Preparedness is the readiness of the team or a society to combat a potential hazard. This protective process embraces a measure which enables administration, communities and individuals to respond rapidly to disaster situations to cope with them effectively. Preparedness includes the formulation of viable emergency plans, the development of warning systems, the maintenance of inventories and the training of personnel. It may also embrace mass search and rescue measures as well as evacuation plans for areas that may be at risk from a recurring disaster. Preparedness encompasses those measures taken before a disaster event which are aimed at minimizing loss of life, disruption of critical services, and damage when the disaster occurs. The phases of preparedness planning are: (i) Risk Analysis (ii) Capacity analysis and (iii) co-operation and participation.

(b) **Mitigation.** Mitigation embraces all measures taken to reduce both the effect of the hazard itself and the vulnerability conditions to it in order to reduce the scale of a future disaster. Therefore mitigation activities can be focused on the hazard itself or the elements exposed to the threat. Mitigation, on the other hand, means capacity building of the community or individual vulnerable to hazards.

(c) **Capacity Building.** Capacities are strengths and resources, which exist or are present in individuals, households and in the community and which enable them to cope with, withstand, prepare for, prevent, mitigate, or quickly recover from a disaster. The capacity of a community to withstand disaster is a function of awareness of the risk associated with disasters, understanding of appropriate responses to disasters, possessing the capacity to respond (training, research, availability of resources, skilled cadres). Setting up emergency response
mechanisms that mobilize and deploy these trained resources in quick, efficient and systematic manner. Thus, with capacity building the disaster risk can be brought down.

(i) **Assessment.** It is the process of determining the impact of a disaster on a society. It is interdisciplinary process undertaken in phases and involving on the spot surveys and collation, evaluation and interpretation of information from various sources. These surveys concern both direct and indirect losses as well as the short and long term effects.

(ii) **Awareness Campaign.** The community as an institution in itself is the most powerful in the entire mechanism of disaster administration. Awareness about vulnerabilities is a sine qua non for inducing a mindset of disaster prevention, mitigation and preparedness. In the event of actual disasters, the community, if well aware of the preventive actions it is required to take, can substantially reduce the damage caused by disaster. Awareness and training of the community is particularly useful in areas which are prone to frequent disasters.

(iii) **Training.** In an effort to sensitize the role players in mass rescue operation, training is essential and inevitable. Functionaries of Government should be trained and re-trained periodically.
7 COMPATIBILITY

7.1 The plan must comprehend the compatibility of various organizations working together for disaster management. Any limitations with respect to compatibility within various stake holders must be brought into notice of office of Department of Revenue and Disaster Management.

8 RESOURCE AGENCIES

8.1 For a situation involving large numbers or persons in distress, on scene responsibilities for the safety of passengers and crew will be shared by the OSC and the aircraft pilot in command or ship master, with the pilot or master assuming as much of this responsibility as possible before or after the aircraft or ship is abandoned. Pilots and masters are responsible for maneuvering the aircraft or ship as feasible and appropriate. They also have overall responsibility for safety, medical care, communications, fire and damage control, maintaining order and providing general direction. Unless a ship appears to be in imminent danger of sinking, it is usually advisable for passengers and crew to remain on board as long as it is safe to do so. Based on requirements envisaged, the actions of various organisations/agencies whose help/assistance are necessary for tackling the situation are as under:

- Department of Revenue and Disaster Management, UT of Puducherry:-
  
  1. Crisis Management in case of Mass Rescue Operation at sea i.e. arrange for rescue, relief.
  
  2. Arrange for Risk Management by coordinating among all concerned departments of the State Government & promoting the culture of Preparedness, Mitigation and Prevention for reducing disaster risks in the sea and coastal area.
  
  
  4. Promoting the culture of preparedness, mitigation & prevention of effecting sustainable development.
  
  5. Coordinating with Nodal Departments of the State Government for preparation of Action Plan in respect of those disasters, which are monitored by the National Crisis Management Group.

- The company/local agents associated with the distressed/sinking ship should take appropriate measures to provide all support pertaining to Mass Rescue Operation at sea.
- **Port Department, Government of Puducherry** viz. Port Department should be bound to possess rescue boats equipped with accessories needed to combat Mass Rescue Operation at sea. The location for keeping the equipped rescue boats may be at the two places from where immediate deployment of boats may be undertaken viz. Puducherry and Karaikal. The equipments as well as personnel should be a part of the respective Emergency Support Function (ESF) team and kept in readiness state to handle rescue operation under the guidance of the nodal officer selected for the purpose by the state administration. The team should also be prepared to help in fighting the menace till the operation is over.

- **The Indian Coast Guard** being the Nodal Agency for Search and Rescue operation at sea in Indian SRR should actively participate with the respective Emergency Support Function (ESF) team for effective control over Mass Rescue Operation.

- **The Puducherry Fire Service.** On receipt of information for any fatal incident at sea should immediately contact the concerned On Scene Commander (OSC) and assess the requirement of fire fighting support if needed, and depute their trained personnel along with fire tenders for taking control of the situation as supporting hand and provide required man power assistance.

- **The Police Department** on receipt of information should send their personnel for joining the respective Emergency Support Function (ESF) team and help in cordonning off the area and taking control of the Law and Order situation by removing people from the area as well as marking the designated area.

- **The Local Administration** would be required to maintain close liaison with the respective Emergency Support Function (ESF) team and concerned officials leading the district offices as also with the state government and provide manpower etc. needed for effective control of mass rescue operation.

- **Forest Department** along with respective Emergency Support Function (ESF) team should deploy forest crafts to help and assist the victims to the area and is required to deploy sufficient man power to minimize the loss of life and property.

- **State Disaster Response Force (SDRF)** should be prepared to meet any eventuality within an hour of requisition from the State Government.
• **National Disaster Response Force (NDRF)** should be prepared to meet any eventuality within an hour of requisition from the State Government.

• **Transport Department** should be ready to requisition different types of vehicles and provide them during any emergency.

• **Health and Family Welfare Department** should also actively participate in treating the persons affected by the incident.

• **Fisheries department** should also join the respective Emergency Support Function (ESF) team to assist and deploy hired boats with trained manpower to the scene of incident.

• **Coastal Security Group** along with boats should be kept alert and made standby to deploy their boats with additional manpower to carry out rescue operation and to assist other agencies involved in the operation.
9 PARTICIPATING AGENCIES

9.1 Mass Rescue Operation at sea is a collective act by all the concerned agencies and the stakeholders. The responsibilities of Designated Agencies in the event of Mass Rescue Operation at sea will rest on District Collector. For efficient co-ordination and control over the situation, the following agencies will be responsible for the functions mentioned against them:

<table>
<thead>
<tr>
<th>Sl. No.</th>
<th>Name of Agency</th>
<th>Functional Responsibilities</th>
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<tbody>
<tr>
<td>(a)</td>
<td>District Collector of the affected Coastal Districts</td>
<td>District Collector will be Coordinating Authority for Mass Rescue Operation at sea with response assistance from other national stakeholders.</td>
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<tr>
<td></td>
<td></td>
<td>1. Acts as On Scene Commander (OSC) when the Mass rescue situation reported at sea in the concerned coastal district.</td>
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<td>• Coordinates with the Central/State/NGOs agencies and plan response strategy.</td>
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<td>• Supervises the rescue operations which are undertaken by the various central/state agencies.</td>
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<td>• To prepare MRO for his District in consultation with the members of the District Crisis Group.</td>
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<td>• To take all suitable measures to thwart any unforeseen mass disaster at sea.</td>
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<td>• Conduct the planning and strategy meeting.</td>
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<td>• Establish Emergency Operation Centre (EOC).</td>
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<td>• Arrange for volunteers from NGOs, Civil Defence, colleges and schools for helping hand at near shore and control of crowd.</td>
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<td>• Arrange the logistics for clean-up personnel.</td>
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<td>• Indian Coast Guard may be sought assistance in respect of advisory group.</td>
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<td>• Identify places for landing of survivors for first aid and other rallied requirements.</td>
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<td>• Promulgate general precautionary messages.</td>
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<td></td>
<td></td>
<td>• Arranging for periodical Mock exercises for Mass</td>
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| (b) Directorate General of Shipping, Government of India | Rescue Operation at sea with assistance from Indian Coast Guard.  
- Provide administrative support to the agencies assisting in operation.  
- Arrange for disposal of collected waste in coordination with the State Pollution Control Board.  
- To take whatever action necessary to realise the claims from the party/parties responsible for the fatal disaster at sea. | **The Directorate General of Shipping, Government of India** will be responsible for establishing control over the traffic for VLC/VLCC operating in the area. The additional roles are:-  
- Taking necessary preventive action through the Marine Emergency Response System’s Emergency Towing Vessels (ETVs).  
- Directing additional ships to assist during the operations.  
- Taking legal action against the ship owner for compensation to the affected parties like passengers, fishermen etc. |
| (c) Port Department, Government of Puducherry | *Puducherry Port will in charge of the overall coordination of actions in the area within port limits as regards to Mass Rescue Operation in close coordination with Central Industrial Security Force (CISG) personnel.*  
- To provide manpower for rescue operation to the District administration whenever required by them.  
- To provide boats/barges for removing of personnel from affected area to shelter place |  |
<p>| (c) The Department of Science, Technology and Environment | The Department of Science, Technology and Environment, will take action as per the laws in force. As it is very obvious that sinking of a passenger/crew carrier ship will lead to spillage of oil at sea and hence causing oil pollution. In addition, the following functions will be coordinated:- |  |</p>
<table>
<thead>
<tr>
<th>(d)</th>
<th>Pollution Control Board, Puducherry</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>• Maintenance, update and review of Puducherry State Oil Spill Disaster Contingency Plan (SOSDCP).</td>
</tr>
<tr>
<td></td>
<td>• Direct the Pollution Control Board for arranging collection &amp; analysis of oil spill sample.</td>
</tr>
<tr>
<td></td>
<td>• Coordinating with the District Collector of the affected area for taking necessary mitigation action.</td>
</tr>
<tr>
<td></td>
<td>• Coordination with scientific and Health Department to assess the effects of pollutants on the local people and the flora and fauna.</td>
</tr>
<tr>
<td></td>
<td>• Provide information to the Fisheries Department regarding the closure of fishing areas near the affected part of the shoreline.</td>
</tr>
<tr>
<td></td>
<td>• Arrange annual meetings with the stakeholders to review the LCP.</td>
</tr>
<tr>
<td></td>
<td>• Render all possible assistance to the District Collector and other lead agencies for rescue operation and shoreline clean-up if required.</td>
</tr>
<tr>
<td></td>
<td>• Take legal action in accordance to the powers provided in the relevant legislations.</td>
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<tr>
<td></td>
<td>• Advise the agencies for disposal of collected debris and waste.</td>
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<tr>
<td></td>
<td>• Assess the environmental damage and provide necessary remedial measures.</td>
</tr>
<tr>
<td></td>
<td>• Facilitate restoration measures of the affected shoreline/coastal areas.</td>
</tr>
<tr>
<td>(e)</td>
<td>Department of Revenue and Disaster Management</td>
</tr>
<tr>
<td></td>
<td>• To help all the Departments in control of damage to environment and human settlements due to mass loss of lives and property.</td>
</tr>
<tr>
<td></td>
<td>• Provision of initial assistance at or near the scene of a distress situation. (e.g., initial medical assistance or advice, medical evacuations, provision of needed food or clothing to survivors, etc)</td>
</tr>
<tr>
<td></td>
<td>• Delivery of survivors to place of safety or where further assistance can be provided.</td>
</tr>
</tbody>
</table>
| (f) Police Department | • Provide resources such as boats for conveying personnel and assisting the other concerned agencies in operation.  
• Secure the area from the access of the general public and maintenance of law and order.  
• Assist the District Administration for demarcating the rescue zone and preparation of venue. |
| (g) Forest Department | • Coordinate plans and procedures with other organizational manager that support participate in or provide resources for SAR operations.  
• Promote safety programs to decrease distress incidents.  
• Participate in SAR seminars and workshops.  
• Prepare a list of endangered and other species that reside in the coastal areas.  
• Confirm whether any wildlife species are affected on account of distress/oil spill. |

- Saving of property when it can be done in conjunction with saving lives.
- Provide a District Action plan for coordination of SAR services to meet domestic needs and international commitments on Puducherry coast in Indian SRR.
- Support lifesaving provision of the International convention of maritime search and rescue of IMO, the convention of International Civil Aviation of ICAO certain international/regional agreements to which India is a party.
- Provide overall plan for coordination of SAR operation, effective use of all available resources, mutual assistance and efforts to improve such cooperation and services on Puducherry Coast in Indian SRR.
- Utilise available resources that can be used for SAR in to a cooperative network for greater protection of life and property and to ensure greater efficiency and economy.
<p>| | | |</p>
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</table>
| **(h)** Fisheries & Fishermen Welfare |   | - Remove the affected species from the area to a safer place as far as practicable.  
|   |   | - Assist/advise local action group in identifying the rich fishing grounds so as to give priority for protection of such grounds from effect of oil spills if occurred due to sinking/grounding of vessel.  
|   |   | - Assist the local action groups to identify the fishing vessels suitable for deployment to recover/receive recovered survivors from the effected vessel if needed.  
|   |   | - To arrange for suitable fishing vessels which can be utilised as mobile hospital can be mounted.  
|   |   | - Impose ban on fishing in the affected area.  
|   |   | - Assist in preparation of claims for fishermen for non fishing days and for restoration of fishing areas from the polluter.  
|   |   |   |
| **(i)** Ministry of Petroleum and Natural gas, Government of India |   | - To assist in consultation with DG shipping with charting of tankers for oil transhipment operations.  
|   |   | - To make available anti-pollution equipment and chemicals as are available with them.  
|   |   | - To assist in storage ashore of oil transhipped from wrecked or damaged tanker.  
|   |   | - To assist in assessment of the value of the oil transhipped.  
|   |   | - To provide equipment and personnel recourses.  
|   |   | - To depute an Industry Advisor to the MRC during response to a major oil spill.  
|   |   |   |
10 LEAD AGENCY

10.1 The Indian Coast Guard is the National Maritime Search and Rescue Coordinating Authority. The Coast Guard SAR response involves multi-mission stations located in all maritime states. This plan construe, the effective use of all available resources and facilities to assist persons and property in potential or actual distress at sea within the Search and Rescue Region (SRR) regardless of the nationality or circumstances in which that person is found. Primarily, duties is as follows

(a) Develop Co-ordinate administers, review and evaluate plans, policies, procedures standard and training requirement for SAR cooperation and coordination.

(b) Promote SAR systems effectiveness.

(c) Coordinate plans and procedures with other organizational manager that support participate in or provide resources for SAR operations.

(d) Maintain SAR plans manuals and other SAR directive.

(e) Maintain SAR data, SAR library and SAR case files.

(f) Compile SAR statistics and conduct / review of SAR case studies.

(g) Establish and maintain liaisons with appropriate SAR contacts, nationally regionally and internationally.

(h) Improve SAR Communication.

(i) Encourage joint training and exercises leading to development of improved SAR procedures and technology.

(j) Promote safety programs to decrease distress incidents.

(k) Participate in SAR seminars and workshops.

(l) Supervise SAR programme training.
11 ADDITIONAL RECOURSES

**SAR participants**

The participants to this plan are the agencies / organization as enumerated in the permanent notice number 7 Maritime distress section of the special edition of Annual Notices to Mariners and other government organizations who directly or indirectly participate in the SAR operations:

(a) The Indian Navy
(b) The Indian Air Force
(c) The Indian Coast Guard
(d) Air Traffic Control Centre
(e) MMD and Port authorities
(f) Indian National Mission Control Centres, Bangalaore (NMCC)
(g) Coast Earth Station of Inmarsat, ARVI(CES)
12 ORGANISATION

12.1 With the change of time, the age old concept of Relief has been widened into the broader spectrum of Disaster Management. To implement the holistic approach of Disaster Management, the organisational set up should be strengthened from the State level down to the Village level.

12.2 Relief Organisation.

Suitable organization has been evolved in this State at all appropriate level to draw up coordinated plans for setting up Mass Rescue operations. The lower unit of Mass Rescue Operation should be the Village level and the state in the Apex unit. The level of disaster and its Mass Rescue Operation Officers are given below.

<table>
<thead>
<tr>
<th>Level of Disaster</th>
<th>Mass Rescue Operation Officer</th>
</tr>
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<tbody>
<tr>
<td>State Level</td>
<td>Senior Mass Rescue Operation Officer</td>
</tr>
<tr>
<td>District Level</td>
<td>District Mass Rescue Operation Officer</td>
</tr>
<tr>
<td>Sub Divisional Level</td>
<td>Sub Division Mass Rescue Operation Officer</td>
</tr>
<tr>
<td>Taluk Level</td>
<td>Taluk Mass Rescue Operation Officer</td>
</tr>
</tbody>
</table>

12.2.1 The Union Territory of Puducherry, which is unique in geographical position, predominantly, is being influenced by South West monsoon and North East Monsoon. Due to this heavy rainfall, flood, cyclone, storm surge are common phenomena. The U.T of Puducherry has a coastline of 45 km stretching along the Bay of Bengal and to some extent along the Arabian Sea. The Puducherry region alone has 24 km of coastline, Karaikal region has 20 km of coastline and Mahe has 1 Km stretch of coastline. In order to tackle the eventualities of any disaster, District-wise Disaster Management Action Plan are in place. The basic objective of District Disaster Management Action Plan is to protect the life and property from all sorts of on towards incidences.

As such, the DM plan has been prepared considering the existing infrastructure, available resources and lessons learned from previous disasters occurred and their possibility of recurrence in future. It is meant to serve as a District Disaster Management Action Plan for the District Administration, as well as to the other Governmental organizations and others.

To mitigate misery of sufferings of any calamity, relief in cash and kind are provided to the affected and rescue operations are also being carried where ever required. Besides this repair and restoration works are taken on priority. Different Line Departments have different roles to play in the disaster period as defined in the Crisis Management Framework formulated by the Department of Revenue and Disaster Management. The need for an
effective disaster management strategy to lessen the disaster impact is increasingly being felt in many quarters. The Government, as a major respondent in any disaster situation, is responsible for preparedness and mitigation measures, in addition to organizing an effective disaster response mechanism. In this contest, uniformity in response mechanism, including scale of assistance in various parts of the country is imperative. In view of the increasing trend and intensity of natural disasters in recent past, strengthening organizational structure of disaster management at various levels and revising/regular updating of codes/manuals, disaster plan to the state is vital.

To implement the Disaster Management activities and to tackle any eventually during all phases of disaster, U.T of Puducherry has constituted various Authorities and Committees viz. Union Territory of Puducherry Disaster Management Authority (UTPDMA), District Disaster Management Authorities (DDMAs), State Executive Committee (SEC). Further State disaster Management Plan, District Disaster Management Action Plan, Crisis Management Plan, SOP, Village level plan are also available. The Authorities/Committee have enshrined roles and responsibilities, powers, functions and duties to be followed by the Officials, staffs, individuals, public sectors of Union Territory of Puducherry in line with provision under guidelines of National Disaster Management Authority, Government of India and Disaster Management Act 2005. Further Sections 63, 65, 69 and 56 of the DM Act 2005 gives various powers to the State / District Authorities to service the compliance and to utilise the services of various officers for relief and rescue operations during all phases of disasters.

This District Disaster Management Action Plan is to help the officials of DRDM and all line Departments to tackle effectively any emergencies/disasters in tune with the provisions of the Crisis Management Framework (CMF) and SOPs. The Jurisdictional SDMs and Tahsildars, Officials / staffs of Government Departments, Public sectors. etc are required to act in consonance with the Crisis Management Framework and District Disaster Management Action Plan. The District Disaster Management Action Plan is not Disaster or Department specific and is much helpful to be in a preparedness stage and to meet any eventuality during North East Monsoon, South West Monsoon, Tsunami, flood, earthquake etc.

The following teams have been constituted under the Disaster Management Action Plan.

- There are **17 ESF teams** and each have a separate Quick Response Team which is headed by the HOD/Office concerned. These ESF teams are being assisted by many line departments. The said ESF teams are having their own Standard Operating Procedure (SOP).
There are 11 Firka wise teams each head by Deputy Tahsildar. They are under the control and supervision of Taluk Tahsildar followed by Deputy Collector and District Collector concerned.

The Disaster Management Action Plan contains further details such as relief shelters, contact numbers, etc. the Officers involved in the disaster Management activities are well versed in the execution of DM action plan. Considering the geographical position, area and population of this U.T, constitution of separate committee for each and every disaster may not be warranted. **The existing Authorities, Committees and teams shall be in-charge of Mass Rescue Operation.** The composition of the various Disaster Management Authorities and Committees are annexed at end of this chapter. For getting technical advice the Commander, Indian Coast Guard shall be co-opted to SDMA and SEC. Likewise the District Commandant, Coast Guard shall be co-opted for the District Authorities of Puducherry and Karaikal.

The Director, Port Department, Puducherry will be in charge of the overall co-ordination of actions in the area within the port limits as regards to MRO in close coordination with all line departments concerned.

12.3 **Role of State Relief-cum-Rehabilitation Commissioner.**

The Relief-cum-Rehabilitation Commissioner through the office of the Department of Revenue and Disaster Management plays a direct & active role in the Mass Rescue Operation programme of the State. For a disaster that impacts more than one district in the State, the State Relief-cum-Rehabilitation Commissioner leads the Disaster Management measures using appropriate action plan. The State Relief-cum-Rehabilitation Commissioner either directly or through District Magistrates, co-ordinates and monitors the Mass Rescue measures using all the resources available with the State Government. In this phase the Relief-cum-Rehabilitation Commissioner would:

(a) Recommend to the State government when disaster needs to be declared

(b) Supervise and undertake Preparedness, Prevention and Mitigation measures, if necessary, where disaster is declared

(c) Monitor such works in respective districts.

12.3.1. Relief-cum-Rehabilitation Commissioner to satisfy himself about the preparation:

The State Relief Commissioner should satisfy himself that adequate preparations are being uniformly made in all districts in which distress is anticipated.
**Senior Mass Rescue Operation Officer.**

As the representative of the Disaster Management Department, The Deputy Collector SDMA shall be the Senior Mass Rescue Operation Officer, he will assist the Relief-cum-Rehabilitation Commissioner in every kind of Mass Rescue Operation, in the implementation of the policies & principles of the Department and the rules of the disaster management code.

12.4 **Role of District Magistrate.**

The District Magistrate plays a coordinating role at the district level to ensure that the various Government functionaries in the district effectively carry out the Mass Rescue Operation activities in this phase working in close cooperation with Government Departments and local bodies. The role of the District Magistrate in this phase includes:

(a) Ensuring that preparedness, mitigation & prevention-activities are carried out in accordance with the appropriate guidelines,

(b) Ensuring that relevant officials in the district possess the knowledge to deal with Mass Rescue Operation issues.

(c) Developing an appropriate Mass Rescue Operation strategy for the district, taking into account the unique circumstances of the district and prevailing gaps in institutional capacity and resources of the district,

(d) Facilitating community training, awareness programmes and the installation of emergency facilities with the support of local administration, NGOs and the private sector,

(e) Establishing adequate inter-department co-ordination issues related to Mass Rescue Operation at sea,

(f) Reviewing emergency plans & guidelines,

(g) Involving the community in the planning & development process,

(h) Ensuring that local authorities in the district are involved in developing their own mitigation strategies,

(i) Ensuring appropriate linkage between Mass Rescue Operation activities and planning activities.

(k) Revising/ Re-assessing Action plans related to Mass Rescue Operation at sea.

(l) Ensuring that proper communication systems are in place.

(m) Ensuring that equipment connected with Search & Rescue, especially firefighting equipment are well maintained & ready to use.
(n) Contingency plans maximize the involvement of members of the community and NGOs.

(p) Operation of Incident Command System (ICS) and performing mock drills to test the efficacy of contingency plan.

12.5 District Mass Rescue Operation Officer

As the representative of the Disaster Management Department, the Deputy Collector, DDMA shall be the District Mass Rescue Operation Officer, he will assist the District Magistrate in every kind of Mass Rescue Operation, in the implementation of the policies & principles of the Department and the rules of the disaster management code within their jurisdiction.

12.6 Sub Divisional Magistrate

The Sub Divisional Magistrate will supervise Mass Rescue Operations within his jurisdiction and he will be the Sub Divisional Mass Rescue Operation Officer. The Sub Divisional Magistrate will be in charge of Mass Rescue Operation in the sub division concerned. He will see that relief is being efficiently and economically administered, orders are properly carried out, provisions for medical relief, hospitals & dispensaries are adequate, special precautions are taken to guard the drinking water supply from contamination & pollution, to guard against breaking out epidemics in the disaster affected areas, that the provisions of the disaster management codes and orders of the State government are being fulfilled and that the provisions for the future is being duly made and reports properly submitted.

12.7 Taluk Tahsildar

As the head of the Taluk, Tahsildar plays a very significant role in the implementation of Mass Rescue Operation like Preparedness, Prevention and Mitigation. The Taluk Tahsildar will be the Taluk Mass Rescue Operation Officer. As the main functionary of the Taluk, he will act in the following sectors:

(a) Monitoring of functioning of all kinds of Mass Rescue Operations in his area and sending report to the Sub Divisional Magistrate and other higher authorities,

(b) To monitor the functioning of all committees related to Disaster Management at the village level,

(c) To visit every part of his area and to see that the social assistance measures are promptly, properly & effectively given to disaster victims whenever required and make periodical routine examination/assessment of the socio-economic status of his area

(d) To make assessment of fund required for infrastructural reconstruction after any disaster
(e) Will maintain all the accounts of the Mass Rescue Operation that have
to be started during any calamity,

(f) He will prepare Village Mass Rescue Operation Plan every year and also
revise it from year to year.

(g) He will undertake preparedness, mitigation and rehabilitation
measurers every year.

(h) He will keep the Village level India Disaster Resource Network updated
every year.

(j) After every calamity, he will prepare and send preliminary report in CA
II form to the Sub Divisional Officer at once.

(k) Furnish periodical reports and returns in the implementation of various
programmes related to Mass Rescue Operation.

(l) To organize Village level Mass Rescue Operation related meeting,

(m) To check the priority lists prepared for distribution of Relief
Assistance (both normal & special) and cause any enquiry in this regard
if any discrepancy arises or if found inadequate.

(n) To remain present at least once a month at the time and place of
distribution of Relief Assistance and also to check whether the muster-
rolls are being properly maintained.

(o) To cause enquiries into application for Economic Rehabilitation Grants,
Special Relief Assistance and distribution Relief materials.

(p) To help in proper maintenance of accounts in respect of Relief matters
and also in clearing outstanding Audit objections in the Taluk offices
and the Sub Division offices, Specific assistance as sought for by the
Superintendent (Account).

(q) To make detailed estimate of loss and damage during and after any
disaster and prepare the reports,

(r) To monitor the working and distribution of Relief articles by N.G.Os in
their area and to furnish regular reports.

**12.8 Village Level**

At Village level, the existing Village Level Disaster Management Team
shall also be engaged for the Mass Rescue Operation activities in the
respective village.
12.9 EMERGENCY SUPPORT FUNCTIONS

As discussed in the pre paragraph 12.2.1, the U.T of Puducherry framed the Emergency Support Functionaries consist of 17 ESF teams, each ESF teams consists of Quick Response Team and supporting department/line departments. The each ESF team have the specific role and responsibilities in respect to the disaster management activities such as response, relief and preparedness.

Hence, in addition to the below mentioned Mass Rescue Operation Teams, the existing ESF teams detailed at annexure to this chapter, shall also be activated and functions as per the role in the Disaster Management action plan in respect to the Mass Rescue Operation.

12.10 TEAMS/ TASK FORCE AT DIFFERENT LEVELS

(a) District Mass Rescue Operation Team, Puducherry

The Deputy Collector, District Disaster Management Authority, Puducherry will be the District Mass Rescue Operation Officer, he will coordinate the Mass Rescue Operation team and would report to the District Collector. The Team Members are as follow:

1) The Senior Superintendent of Police (L&O)
2) The Sub/Deputy Collector (North/South)
3) The Director, Health and Family Welfare
4) The Chief Engineer, Public Works Department, Puducherry
5) The Director, Agriculture and Farmers Welfare
6) The Director, Animal Husbandry
7) The Director, Science, Technology and Environment
8) The Director, Civil Supplies and Consumer Affairs

(b) District Mass Rescue Operation Team, Karaikal

The Deputy Collector, District Disaster Management Authority, Karaikal will be the District Mass Rescue Operation Officer, he will coordinate the Mass Rescue Operation team and would report to the District Collector. The Team Members are as follow:

1. The Senior Superintendent of Police, Karaikal
2. The Deputy Collector, (Revenue), Karaikal
3. The Deputy Director of Immunization, Karaikal
4. The Superintendent Engineer-III, Public Works Department, Karaikal
5. The Additional Director, Agriculture and Farmers Welfare Department, Karaikal
6. The Joint Director, Animal Husbandry, Karaikal
7. A Representative of Dept. of Science, Technology and Environment
8. The Deputy Director, Civil Supplies and Consumer Affairs, Karaikal

(c) **Sub Divisional/Regional Mass Rescue Operation Team Puducherry**

The Sub Divisional Magistrate / Regional Administrator, will be the Sub Divisional Mass Rescue Operation Officer, he will coordinate the Sub Divisional Mass Rescue Operation team of concerned Sub Division / Regional.

1. The Deputy Collector (Revenue) – North/South/Mahe/Yanam
2. The Civil Supply Officer. Civil Supplies and Consumer Affairs
3. The Superintendent of Police
4. The Deputy Director, Agriculture and Farmers Welfare
5. The Asst. Veterinary Surgeon, Animal Husbandry
6. The Executive Engineer, PWD
7. The Dy. Director, Health and Family welfare services

(d) **Taluk Level Mass Rescue Operation Team**

*Note: the same constitution for all Taluks*

The Taluk Tahsildar, will be the Taluk Mass Rescue Operation Officer, he will coordinate the Taluk Mass Rescue Operation team of concerned Taluk.

1. The Taluk Tahsildar -Chairperson
2. The Inspector, Civil Supplies and Consumer Affairs –Member
3. The Circle Inspector of Police -Member
4. The Agriculture Officer, Agriculture and Farmers Welfare -Member
5. The Assistant Engineer/JE, PWD -Member
6. The Chief Medical Officer, PHC, Health - Member
7. The Asst. Engineer/JE, Municipalities/Commune Panchayats – Member
Annexure

I. The Union Territory Puducherry Disaster Management Authority

1. Hon’ble Chief Minister - Chairperson
2. The Member of Legislative Assembly – Member
3. The Member of Legislative Assembly - Member
4. The Member of Legislative Assembly - Member
5. H.O.D, Dept. of Coastal Disaster Management, Pondicherry University - Member
6. The Director, Dept. of Science, Technology & Environment - Member
7. The Director, JIPMER, Puducherry - Member
8. H.O.D, Dept. of Civil Engineering, Pondicherry Engineering College – Member
9. The Chief Secretary – Chief Executive Officer

II. The State Executive Committee

(1) The Chief Secretary ... Chairperson
(2) The Divisional Commissioner ... Member
(3) The Secretary (Finance) ... Member
(4) The Secretary (Health) ... Member
(5) The Secretary (Local Administration) ... Member
(6) The Secretary (Revenue) ... Member
(7) The Chief Engineer, Public Works Department ... Member
(8) The Secretary /Commissioner Secretary (Relief and Rehabilitation) ... Member
(9) The Additional Secretary (Relief and Rehabilitation)/The Additional Secretary (Revenue) will function as Director ... Member
III. **District Disaster Management Authority:**

1. The District Collector, Puducherry, Chairperson

2. The Chairman, Puducherry Municipality, Co-Chairperson-I

3. The Chairman, Oulgaret Municipality, Co-Chairperson-II

4. The Senior/Additional Senior Superintendent of Police (L&O), Puducherry, Member

5. The Director of Health and Family Welfare Services, Puducherry, Member

6. The Director, Local Administration Department, Puducherry, Member

7. The Chief Engineer, Public Works Department, Puducherry, Member

8. The Deputy Collector (Disaster Management) and Chief Executive Officer of the District Authority, Puducherry, Member Secretary

IV. **District Disaster Management Authority, Karaikal**

1. The District Collector Karaikal, Chairperson

2. The Chairman, Karaikal Municipality, Co-Chairperson-I

3. The Senior/Additional Senior Superintendent of Police, Karaikal, Member

4. The Medical Superintendent, Karaikal, Member

5. The Representative of Director of Local Administration, Puducherry, Member

6. The Executive Engineer, Public Works Department, Karaikal, Member

7. The Deputy Collector (Disaster Management), and Chief Executive Officer of the District Authority, Karaikal, Member Secretary
<table>
<thead>
<tr>
<th>ESF</th>
<th>Major Responsibilities</th>
<th>ESF Team Leader/ Primary Agency</th>
<th>Support Agencies</th>
</tr>
</thead>
<tbody>
<tr>
<td>ESF #1 Communication</td>
<td>Establishing, maintaining, augmenting, and providing backup for all types of communication devices needed during emergency response operations</td>
<td>SSP (C&amp;I) / Police</td>
<td>BSNL, NIC, Electricity Dept., IT Dept, HAM radio operators, DD/AIR, Private telecom operators,</td>
</tr>
<tr>
<td>ESF #2 Emergency Medical Services and Public Health</td>
<td>Mass casualty management, Public health, medical, mental health services</td>
<td>Director (Health)/ Health Department</td>
<td>GH, JIPMER, PIMS, MGDCRI, blood banks, Ambulance services, Rotary, Lions Club, Red Cross, MGPIDS, MTPG RIHS, Revenue, LAD, Electricity Dept., Police,</td>
</tr>
<tr>
<td>ESF #3 Emergency Warning, Public Information Help line</td>
<td>The flow of accurate and timely emergency information is critical to the protection of lives and property in the wake of a catastrophic event. Preparation and dissemination of notifications, updates, warnings and instructional messages making the help line operational</td>
<td>Collector/ DRDM</td>
<td>Information and Publicity Dept., Port, fisheries Department, Coast Guard Planning and Research Dept., Education Dept., NIC, media, NGOs, Dept. of Health, DD/AIR, Fisheries, PWD, Port, Coast Guard</td>
</tr>
<tr>
<td>ESF #4 Search &amp; Rescue</td>
<td>Removal of trapped and injured persons from buildings collapses and other structural collapses, administering first aid and assisting in transporting the seriously injured to medical facilities. This activity involves the use of professional and voluntary search teams including the use of dog teams.</td>
<td>Divisional Fire Officer (DFO)/ Fire Services</td>
<td>Police, Home Guards IRBn, Dept. of Health, municipality, Block development office, Taluk Office, Commune panchayat, PTDC, NCC, Fisheries, Dept., Animal Husbandry, Coast Guard, Dept. of Town and Country Planning, Electricity Dept.</td>
</tr>
<tr>
<td>ESF #5 Transport</td>
<td>Provides transportation out of a disaster area of people in need, and provides transportation essential to support emergency response in the event of a disaster, coordinating for resurrection of transport infrastructure</td>
<td>Transport Commissioner/ Transport Department</td>
<td>Southern Railways, Dept. of Fisheries, Private vehicle owner’s association, PRTC, PTDC, Pasic, GAW, Under Secretary (Estt), Education Dept., PASIC, PAPSCO</td>
</tr>
<tr>
<td>ESF # 6</td>
<td>Evacuation</td>
<td>Immediately following an earthquake, people may need to be evacuated from structures that have been damaged and are likely to receive more damage when hit by one or more of the aftershocks</td>
<td>Collector/Revenue</td>
</tr>
<tr>
<td>ESF # 7</td>
<td>Debris Clearance &amp; Equipment support</td>
<td>The identification, removal, and disposal of rubble, wreckage, and other materials which block or hamper the performance of emergency response functions and procure needed equipment from support agencies using IDRN; should be a high priority action</td>
<td>Chief Engineer/PWD</td>
</tr>
<tr>
<td>ESF # 8</td>
<td>Damage Assessment</td>
<td>Conduct of ground surveys to determine the scope of the damage, casualties, and the status of key facilities</td>
<td>Collector/Revenue</td>
</tr>
<tr>
<td>ESF # 9</td>
<td>Relief Camps</td>
<td>Accommodating homeless and affected people and providing mass care</td>
<td>Director, Department of Women &amp; Child Development</td>
</tr>
<tr>
<td>ESF # 10</td>
<td>Food and Civil Supplies</td>
<td>Optimizing Food and Civil Supplies to the needful</td>
<td>Director Civil Supplies/Civil Supplies Department</td>
</tr>
<tr>
<td>ESF # 11</td>
<td>Water Supply and Sanitation</td>
<td>Restoration and repair of water supply system to minimize the impact on critical service to the public</td>
<td>Superintending Engineer/PWD</td>
</tr>
</tbody>
</table>

LAD, (Municipality & communes), NCC, BDO, RD Department, Police, Dept. of Fisheries, Transport, Dept. of Industries, Dept. of AD welfare, PWD, Dept. of Town & Country Planning, Chief Inspector of Factories.
Agriculture, AHD, LAD, PWD, DRDA, PASIC, PIPDIC, DIC, Industries Dept., Dept. of Tourism, Electricity Dept., Statistics Dept., civil society organisations, Fisheries Department.
Education Department, Electricity Department, Municipalities & Communes, BDO’s, PWD, AD welfare, Director of social welfare, Department of Health, Contractors Association, civil society organisations.
Agriculture Dept., Dept. of Chamber of Commerce, PAPSCO, PASIC, PONLAIT, P Education Dept., Electricity Dept., Ad welfare, Puducherry Institute of Hotel Management, Transport Dept., Hotel owner’s Association, NGOs.
LAD, Municipality & Commune Panchayat, Health Dept., DRDA, NGOs.
<table>
<thead>
<tr>
<th>ESF # 12</th>
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<th>Restoration and repair of electrical power system to minimize the impact on critical service to the public</th>
<th>Superintending Engineer/ Electricity Department</th>
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<td>Resources Mobilization; Contracting Services; Volunteer and Donation Support;</td>
<td>Mobilizing support (human, equipment and other) from various organizations. Contracting Services, mobilizing volunteer support, facilitating donations</td>
<td>Director of Social Welfare Department</td>
<td>Revenue, Education Dept., PIPDIC, NGOs, NCC, NSS</td>
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<td>Revenue, Port Dept., Fisheries, Dept. of Health, Marine Police, Home Guards, IRBn, Municipality, Commune Panchayat, PTDC, NCC, Dept. Science and Technology</td>
</tr>
</tbody>
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13 FUNCTIONS OF MRO –CMG

13.1 **Power and function of the State Disaster Management Authority**
The State Authority shall have the responsibility for laying down the policies and plans for Mass Rescue Operation in the State as provided in Section 18 of the Disaster Management Act, 2005.

13.2 **Powers and functions of the District Disaster Management authority.**
As provided under Section 30 of the Disaster Management Act, 2005, the District Mass Rescue Operation Authority shall act as the district planning, coordinating and implementing body for Mass Rescue Operation and take all measures for the purposes of disaster management in the district in accordance with the guidelines laid down by the National Authority and State Authority.
14 NOMINATIONS

14.1 Notification of Rescue operation to concerned authorities.

The Puducherry Port, Marchantile Marine Department as well as Indian Coast Guard should ensure cumulative efforts towards combating the Mass Rescue Operation at sea. Every effort is to be taken for conduct of smooth rescue operation in associated areas. All sea going firms at Puducherry and Karaikal will have to take all precautionary measures while Mass Rescue Operation in is progress. The firms must carry out regular monitoring as well as timely maintenance of rescue equipment. Unless the State Disaster Management Authority decides otherwise, the concerned District Collector is to be nominated as the lead agency/person for the Mass Rescue Operation. The deviation from the above nomination will be made if the lead role is coordinated by the Central Government through an appropriate agency based on situation analysis, the size of the calamity, the nature of area affected, the resources required and the expertise available for coordinating the rescue operation. If two or more coastal districts are involved, then the District Administrator whose district is worst affected will assume the lead role and will be assisted by the other District Administrator. In the jurisdiction of impounded dock system and estuary, the Puducherry Port is required to render appropriate services for off-shore and on-shore facilities around the coastal navigation water of Puducherry. The Puducherry Port must procure all equipment and generate manpower and update their contingency plan to take appropriate measures for Mass Rescue Operation. However, if the rescue operation is to be conducted at sea then Puducherry Port must take assistance from Indian Coast Guard. Before and during rescue operation it is important that both the chain of command and individual tasks are clearly defined and it depends upon the prevailing situation and conditions.

The lead agency or the State Disaster Management Authority is to nominate the On Scene Commander (OSC) for each District which is in general the District Magistrate and the OSC should in turn nominate a trained Mass Rescue Supervisor who will be responsible for the Mass Rescue Operation. The advice of the Coast Guard where required are to be obtained. The District Administrator should extend all material and personnel support to the rescue operation in consultation with the crisis management team at District and local level. The public safety is also under the responsibility of the Chairperson of the local crisis management group/ MRO supervisor. He will be provided with necessary powers to direct the support agencies and local action groups support team to undertake necessary actions.

14.2 Notifying key team members and authorities.

On receipt of information the On Scene Commander (OSC) will convene a meeting with the ESF teams of the District and also pass on the message to the preselected MRO supervisor who in turn would pass it on to the field level functionaries.
14.3 Manning control room.

Constant dissemination of information to and fro is essential for getting help as well as advice during the operation and for the cause control rooms are to be in continuous operation at field level, District level and the State Headquarters.

14.4 Collecting information (type of calamity, sea/wind forecasts, aerial surveillance, on-site reports).

Different situations such as weather conditions, geographic location, nature of accident etc. can affect the procedure to be adopted by the response personnel to carry out rescue operation. In order to contain the devastation that might take place, some information are necessary to decide in advance which points are to be given priority for efficient rescue operation. Proper tackling of the situation requires some data as follows:

- **Type of accident** – The type of accident and the extent of damage it can cause to lives of people involved.

- **Sea/ wind forecasts** – The condition of the sea, the mean monthly sea level pressure, direction and speed of the breeze during the operation, the mean monthly temperature of the water surface and monthly report on sea state analysis etc are needed. However, the real time data can be had from INCOIS website. Extreme weather conditions that might occur in the area during different times of the year should also be studied prior to initiating the rescue action.

- **Aerial surveillance** – In order to know the extent of damage caused by the calamity, aerial/ radar surveillance is required which can be done by the Coast Guard.

- **On site reports** – The knowledge of on-site conditions is very useful in planning the rescue operation by SAR agencies.
  - Types of vessels transiting through that area.
  - The location of response equipment and personnel trained to use that equipment and respond to the MRO swiftly.

14.6. The critically vulnerable coastal areas should be identified off hand and protective measures must also be taken. Other measures to ward off the hazards affecting the coast and in case of Puducherry may also be instituted in time.
15 MRSC ORGANIZATION

15.1 MRSC (Maritime Rescue Sub Centre) Puducherry organization is as follows:

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COMDIS-13
↓
MRSC CHIEF
↓
MRSC STAFF
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(a) **MRSC chief**: MRSC Chief is the District Operations officer.

(b) **MRSC staff**: MRSC staff is the consists of plotter, logger and communicator who are trained SAR personnel capable of undertaking SAR operation jobs.

15.2 **Responsibilities of MRSC staff**.

MRSC Chief acts as SAR Manager (Rescue sub-region). The SAR manager has the overall responsibility for organizing, staffing equipping and controlling the SAR system in their sphere of operation. The administrative function of MRSC Chief is as follows:

(a) Develop Co-ordinate administers, review and evaluate plans, policies, procedures standard and training requirement for SAR cooperation and coordination.

(b) Promote SAR systems effectiveness.

(c) Coordinate plans and procedures with other organizational manager that support participate in or provide resources for SAR operations.

(d) Maintain SAR plans manuals and other SAR directive.

(e) Maintain SAR data, SAR library and SAR case files.

(f) Compile SAR statistics and conduct / review of SAR case studies.

(g) Establish and maintain liaisons with appropriate SAR contacts, nationally regionally and internationally.

(h) Improve SAR Communication.

(i) Encourage joint training and exercises leading to development of improved SAR procedures and technology.

(j) Promote safety programs to decrease distress incidents.

(k) Participate in SAR seminars and workshops.

(l) Supervise SAR programme training.
15.3 **MRO participants.** The participants to this plan are the agencies/organization as enumerated in the permanent notice number 7 Maritime distress section of the special edition of Annual Notices to Mariners and other government organizations who directly or indirectly participate in the SAR operations:

i. The Indian Navy

ii. The Indian Air Force

iii. The Indian Coast Guard

iv. MMD and Port authorities, Puducherry Port

v. Indian National Mission Control Centres, Bangalore(NMCC)

vi. Coast Earth Station of INMARSAT, ARVI(CES)

15.4 **SAR agencies part of state SRR**

(a) Indian Coast Guard, Puducherry

(b) Indian Navy

(b) DDG Coastal Security

(c) State Disaster Response Force

(d) Coastal Police,

(e) Customs Authority

(f) Fisheries Authority

(g) Local Administration

15.5 **SAR Service covered by plan**

This covers following SAR operations:-

(a) Maritime

(b) Medical evacuation (MEDEVAC)
16 RESPONSE STRATEGY

16.1 Philosophy and objectives

The Mass Rescue Operation Plan for coastal areas of Puducherry is designed to respond to disaster in Bay-of-Bengal adjoining Puducherry within the jurisdiction of Indian Coast Guard, while the accident caused by local Agencies and around port upto port limits including anchorage, is to be taken up by the local Agencies as well as the Puducherry Port respectively in co-ordination with Indian Coast Guard. The Local Contingency Plan (LCP) addresses to combat and manage worst case scenario of accidents.

16.2 SAR Stages.

The response to a SAR incident usually proceeds through a sequence of five stages. These stages are groups of activities typically performed by the SAR system in responding to a SAR incident from the time the system becomes aware of the incident until its response to a particular SAR incident may not require the performance of every stage. For some incidents, the activities of one stage may overlap the activities of another stage such portions of two or more stages are being performed simultaneously. The five SAR stages are:-

(a) **Awareness** Knowledge by any person or agency in the SAR system that an emergency situation exists or may exist.

(b) **Initial action** Preliminary action taken to alert SAR facilities and obtain more information. This stage may include evaluation and classification of the informatory alerting of SAR facilities, communication checks and in urgent situations immediate performance of appropriate activities from other stages.

(c) **Planning** The development of operational plans including plans for search rescue and final delivery of survivors to medical facilities or other places of safety as appropriate.

(d) **Operations** Dispatching SAR facilities to the scene conducting searches, rescuing survivors and for delivering casualties to medical facilities.

(e) **Conclusion** Return to SRUs to a location where they are debriefed refueled, replenished and prepared for another missions return of other SAR facilities to their normal activities and completion of all required documentation.
16.3 Awareness and Initial Action

The success of a SAR operation depends on the speed with which the operation is planned and carried out information must be gathered and evaluated to determine the nature of distress, the appropriate emergency phase and what action should be taken.

(a) The SAR system’s first notification of an actual or potential SAR incident initiates the Awareness Stage. Persons or craft in difficulty may report a problem, alerting posts may receive information, nearby personnel may observe an incident or an uncertainty may exist due to lack of communication.

(b) All reports concerning an incident which are received before and during SAR operation must be carefully evaluated to determine their validity, the urgency for action and the extent of the operation required. The evaluation must be thorough, decisions must be made and action taken as quickly as possible. If confirmation of uncertain information cannot be obtained without undue delay. MRSC should act on a doubtful message rather than wait for verification.

16.3 Emergency Phase

Emergency phases are based on the level of concern for the safety of persons or craft which may be in danger. Upon initial notification, A SAR incident is classified by the notified MRSC as being in one of the three emergency phases: Uncertainty, Alert or Distress. The emergency phase may be reclassified by the SMC as the situation develops. The conditions qualifying the assigned emergency phases and the actions required to be taken by the MRSC for Uncertainty Phase, Alert Phase and Distress Phase.

16.4 Evaluating Situation

The gathering of information, evaluation of this information and initiation of action, all require concentrated efforts. Upon receipt of the distress input and if the exact location of the distress craft is not known, the primary concerns for the search planners are ensuring all clues about the craft or survivors are properly evaluated and the possible clues which may indicate the craft/survivor location include:-

(a) Intentions The intended route of the distressed craft or the possible intention of the survivors in the lifeboat or life raft.

(b) Last Known Position(LKP) The craft’s last known position and its associated time is an important clue because it eliminates all the possibilities associated with earlier times.

(c) Hazards The most common hazards is adverse weather conditions. Careful estimates of the craft’s pre-distress motion coupled
with information about the movements and intensity of weather fronts, storms etc. may allow the search planner to estimate the probable location and time of the distress incident.

(d) **Conditions and capability** The sea worthiness or air worthiness of the craft may be an indicator of whether the craft is likely to have suffered a casualty that would slow its progress or cause a change in plans. It is also an indicator of how well the craft may be able to handle adverse weather conditions. The type and condition of navigation aids is an indicator of how well the craft could maintain its intended track and whether it was likely to get lost or encounter a known hazard unexpectedly.

(e) **Crew behavior** The experience training, habits, medical condition and probable actions of the craft’s crew provide clues about pre and post distress behavior which when analyzed with other clues, may provide better estimates of the time and location of the distress incident and any subsequent voluntary survivor movements.

### 16.5 Search planning

Search is most expensive risky and complex aspect of the SAR system. Search planning involves following steps:-

(a) Evaluating the situation, including the results of any previous search.

(b) Estimating the distress incident location and probable error of that location.

(c) Estimating the survivors post distress movements and probable error of that estimate.

(d) Using the results to estimate the most probable location(Datum) of survivors and the uncertainty (probable error of position) about that location.

(e) Determining the best way to use the available search facilities so the chances of finding the survivors are maximized.

(f) Defining search sub-areas and search patterns for assignment to specific search facilities.

(g) Providing a search action plan that includes a current description of the situation, search object description, specific search responsibilities to search facilities. On- scene co-ordination instructions and search facility reporting requirements.
16.6 Search techniques

Once the optimal search area has been determined systematic search for the search object should be planned. Developing a search action plan consists of the following steps:-

(a) Selecting search facilities and equipment to be used.

(b) Assessing the search conditions.

(c) Selecting search patterns to cover the optimal search area as nearly as may be practical.

(d) Dividing the search area into appropriate sub-areas for assignment to individual search facilities.

(e) Planning on-scene coordination.

16.6.1 The basic technique for searching an area is to move look-outs and the electronic sensors through the area, using one of the standard search patterns. The search patterns are classified into three general categories:-

(a) Visual Search patterns Consisting sector Search, Expanding square search, Track line search. Parallel sweep search, Creeping line search and Contour search.

(b) Electronic search patterns Consisting of Survival Beacon Searches and Radar Searches

(c) Night search patterns Consisting of parachute flare searches, search by Infrared Devices and Night vision goggle.

16.7 Planning of On-Scene-Co-Ordination

In planning on-scene co-ordination, the following actions may be taken:-

(a) Designate the SMC.
(b) Designate OSC.
(c) Designate ACO, as appropriate.
(d) Determine the on-scene time for search facilities.
(e) Assign search facilities, area and patterns.
(f) Issue co-ordination instruction to the OSC and ACO
(g) Request airspace reservations.
(h) Request air and marine safety notices be issued as appropriate.
(j) Activate appropriate pre-arranged mutual assistance agreements.
(k) Designate primary and secondary communications channels and establish a situation report (SITREP) scheduled between the OSC and SMC.
16.8 Search Action Plans

After an attainable search action plan is developed for accomplishment by the OSC, search facilities are dispatched to the scene. The plan is provided to units in a search action message. The message normally includes six parts:-

(a) **Situation** Includes a brief description of the incident, position and time, number of persons onboard (POBs), primary and secondary search objects, including the amount and types of survival equipment, weather forecast and period of forecast search facilities On-scene.

(b) **Search Area** In a column format with headings for area, size, corner points and other essential data.

(c) **Execution** In a column format with headings for area, search facility, parent agency or location pattern, creep direction, commence search points and altitude.

(d) **Co-ordination** Designates the SMC and OSC, search facility on-scene times, track spacing and coverage factors desired, OSC instruction, such as on the use of the datum maker buoys, air space reservation, air craft safety instructions, search facility change of operational control information if pertinent, parent agency relief instructions and authorizations for non-SAR aircraft in the area.

(e) **Communications** Prescribes control channel, on-scene channels, method to identify OSC and Search facilities.

(f) **Reports** Requirements for OSC reports of on-scene weather progress and other SITREP information and for parent agencies to provide at the end of daily operations, such as sorties, hours flown, areas searched and coverage factor.

16.9 Conduct of the Search

There are a number of activities which are important to the search operations. These activities include briefing of search personnel, procedures to be followed when entering, operating the search area, and debriefing search personnel. The importance of briefings, debriefings should not be underestimated, especially when several facilities will be operating simultaneously in adjacent search sub-areas. For safety reasons, each facility should be briefed on the intended locations of all other nearby facilities at all times, including periods of transit to or from the search area, Look-outs will be more effective if they have a precise description of the search object. Often detailed descriptions, drawings photographs etc of the same or similar objects can be most effectively communicated in briefings. Any last minute coordination details or question about procedures can be resolved at briefing.
Debriefing is essential for obtaining detailed information about any clues that were sighted and getting an accurate description of the actual search conditions encountered for the purpose of estimating search effectiveness.

16.10 **Rescue planning** When the search object has been located, the SMC or the OSC must decide on the method of rescue to be followed and the facilities to be used. The following factors should be considered:

(a) Action taken by the sighting craft and the SAR action which can be taken by other craft on-scene.
(b) Location and disposition of the survivors.
(c) Condition of survivors and medical considerations
(d) Number of persons reported to be onboard the distressed craft and the number who have been located.
(e) Environmental conditions observed and forecasted.
(f) Available SAR facilities and their state of readiness.
(g) Any risks to SAR personnel such as hazardous materials.

16.11 **Termination of Rescue** As soon as the rescue operation is completed, the SMC should immediately notify to all authorities, facilities or services which have been activated. All information on the conduct of the rescue operation should be added to that on the search operation and a final report is to be prepared. Information of interest to accident investigation and medical authorities should be given without delay.

16.12 **SAR incident data** Indian Coast Guard in co-ordination with state administration will carry out following for conduct of Mass Rescue Operation at sea:

16.12.1. Ascertain nature of emergency (e.g. fire, collision, disabled, MEDICO/MEDEVAC, overdue, lost craft, bailout, crash etc.)

16.12.2. Find out the position and time of emergency (latitude/longitude or bearing/distance from known point or last reported position and next reporting position), including the following.

(a) Heading / speed / altitude.

(b) For ships and boats - Echo sounder readings, GPS fix, ranges and bearing with respect to prominent land feature, aids to navigation, and other vessels in the area or recently seen.

16.12.3. Obtain the details of the initial reporter/ name/telephone or address if person, name/call sign if craft, AIS unit, parent agency.
16.12.4. Find out the following in respect of the vessel/craft.

(a) Distressed craft name or type/call sign/registration, description
(b) Last known position and time.
(c) Sighting of survivors or parachutes
(d) Persons on board.
(e) Craft description (size, type, craft number, hull colour, cabin colour, deck colour, funnel description, rigging, , tail colour, wingtip colour, aircraft tail number, vessel number, sail number, etc.).
(f) Secondary search objects.
(g) Radio frequencies in use, monitored, or scheduled.
(h) Emergency radio equipment and frequencies include EPIRB
(j) Fuel on board/available endurance
(k) Navigation equipment.
(l) Survival equipment/life rafts available.
(m) Food/water available.
(n) Assistance desired, or received.

16.12.5. Record the date/time of initial report.

16.12.6. Find out other pertinent information, such as a craft's history at the time of reporting.

16.12.7. Collect supplementary data for air or marine craft overdue incident data.

16.12.8. Find out date, time, and point of departure, planned route, speed made good, ETA, and point of destination.


16.12.10. Weather history and forecast along the proposed route.

16.12.11. Find out details from other information sources like friends, relatives, associates, agents and agency.

16.12.12. Obtain on scene weather and sea conditions
16.13 **Persons overboard**

16.13.1 Find out the date, time and present position of the vessel.

16.13.2 Find out the craft course, speed and destination.

16.13.3 Ascertain the date, time of man overboard including position.

16.13.4 Find out the details of the initial reporting source, radio station, name and call sign of craft, owner and agent.

16.13.5 Obtain the estimated weather data including the following:-

(a) Visibility and any obscuration such as fog, smoke, or haze.

(b) Sea state.

(c) Wind direction and velocity.

(d) Cloud amount and ceiling

(e) Estimated temperature of sea water.

(f) Barometric reading

(g) Whether it is/was raining

(h) Whether thunderstorm activities exist

16.13.6 Find out the name, age and gender of the persons overboard.

16.13.7 Ascertain the physical condition and swimming capability of the person.

16.13.8 Find out the details of the persons clothing and colour, including life jacket, life buoy, if any.

16.13.9 Examine the area searched and pattern used, if already undertaken by the vessel.

16.13.10 Find out further intentions of vessel/craft.

16.13.11 Check if any assistance is already being received.

16.13.12 Other pertinent information, if any.

16.13.13 Notify the ship in area by ISN and Navarea VIII coordinator for promulgation of Navarea.
16.14 **Medical Evacuation**

16.14.1 Plot the position of the ship. Find out distance from nearest port/air field (for evacuation by helicopter)


16.14.3 Ascertain nature of casualty and symptoms

16.14.4 Ascertain treatment provided/required.

16.14.5 Inform concerned authorities of MRCC/MRSC/MRSSC and DMO.

16.14.6 Obtain medical advice from RMO/DMO and relay to the ship. Direct ship to contact DMO for medical advice, if required.

16.14.7 Obtain following details of ship.

   (a) Names of vessel, present position, course and speed.
   (b) Call sign, IMO number and MMSI number.
   (c) Telex/Telephone/Fax number.
   (d) Port of registration.
   (e) LPC with date.
   (f) NPC with date.
   (g) Cargo.
   (h) Name and nationality of Captain.
   (i) Number of crew and nationality
   (j) Name of patient, nationality, age, gender, passport number, treatment provided and present condition.
   (l) Availability of doctor onboard.
   (m) Draught, length, width and tonnage of ship (for berthing requirement).
   (n) Facility for helicopter landing/space for winching patient.
   (p) Provision of accommodation ladder.
   (q) Name of company with contact details.
   (r) Name of agent with contact details.
   (s) Sea state, wind, sea state, roll and pitch
   (t) List/Trim
   (u) Any structure/projection posing obstruction for landing helicopter.
16.14.8 Make signal to NMSARCA and forward periodic SITREPs.

16.14.9 Decide the port at which medical evacuation is to be carried out and inform concerned MRSC.

16.14.10 Direct the vessel to obtain regular medical advice.

16.14.11 Inform owner and agent of the casualty and direct owner/agent to appoint a doctor for continuous medical advice. Advise the ship to contact the doctor directly, if possible.

16.14.12 Ensure evacuation/disembarkation of the casualty is done only after obtaining the advice and clearance of the doctor appointed by the agent.

16.14.13 Keep one ship/helicopter with MO/MA with first aid kit and stretcher standby for evacuation. CG/IN ship at sea be diverted to intercept the vessel, if available in the area.

16.14.14 Direct ship to head for port for evacuation/shape course for early interception, if required.

16.14.15 Inform owner and agent of the vessel at point of evacuation.

16.14.16 Promulgate HF primary and secondary frequency. Intimate assisting ship and vessel requiring assistance INMARSAT number to each other for two way communication.

16.14.17 Explore the possibility of diverting the merchant vessel to any Island nearby with airfield facility, for further evacuation by CG/IN Dornier.

16.14.18 Examine if IN Sea King is to be deployed for evacuation.

16.14.19 Examine requirement of specialist medical team. Team to be arranged by owner/agent. Team to be disembarked to merchant vessel by CG/IN ship/helicopter. Obtain undertaking from team against any damage/loss of life.

16.14.20 If doctor is not onboard the merchant ship requiring assistance, broadcast message through ISN requesting all vessels having medical officer and operating in area to provide assistance. Message, to include the telephone/fax/telex number of ship requiring assistance.

16.14.21 Inform agent to arrange following.

(a) Berth, if vessel is coming alongside.

(b) Ambulance with medical team.

(c) Arrange hospitalisation.
16.14.22 Inform the following.
   (a) Local police.
   (b) Local immigration authorities, if patient is a foreigner.

16.14.23 Inform ship to forward following documents.
   (a) Personal property list of the patient.
   (b) Passport details and CDC book.
   (c) See to doctor form.
   (d) Letter to owner/agent seeking permission to disembark at that port for hospitalization.
   (e) Medical history document.
   (f) Medical report from master with brief on incident/casualty and treatment provided.
   (g) International certificate of vaccination.


16.14.26 Forward consolidated report to MRCC/NMSARCA.

16.14.26 If medical evacuation is being considered, the benefits must be weighed against the inherent dangers of such operations to both the person needing assistance and to the rescue personnel.

16.15 Mass Casualties

16.15.1 Collect the following information on the incident.
   (a) Date and time of report.
   (b) Reporting source.
   (c) Nature of distress.
   (d) Aircraft crash / shipboard fire/ explosion/ other incident
   (e) Description of incident (type of craft, amount of damage, cause) 162
   (f) Date and time of incident (g) Position (latitude and longitude)
   (h) Geographic reference
   (j) On scene weather:
(i) Wind _____ / _____ Kts
(ii) Sea State __________
(iii) Visibility __________
(iv) Clouds __________
(k) Number of persons onboard:
   (Male_________, Female_______, Children_______ )
(l) Medical condition of POB:

16.15.2 Designate SMC and OSC
16.15.3 Despatch SAR resources
16.15.4 Notify appropriate Air Stations, maritime and various and based facilities
16.15.5 Designate OSC or ACO for SAR operations on scene

16.16 **Cyclonic Storm**


16.16.2 Monitor INMARSAT, DSC equipment and VHF/MF/HF International maritime distress/ urgency and safety frequencies with extra attention for any distress.

16.16.3 Make signal to Coast Guard Air Stations having meteorological equipment to report three hourly SITREPS.

16.16.4 Plot position of cyclone along with “T” number

16.16.5 Check CG/IN ships at sea and their position with respect to cyclone.

16.16.6 Check position of merchant ships in Indian SRR through INDSAR, INSPIRES, RIT and other vessel monitoring system monitor their movements.

16.16.7 Advice ships to be in real time communication with the Operational Authorities

16.16.8 Check all met SITREP have been received by the ships at sea. If in doubt pass all SITREP.

16.16.9 Promulgate HF R/T primary and secondary frequency to be manned by ships at sea.
16.16.10 Weather enroute to ships at sea to a safe harbour through ISN.

16.16.11 Nominate one shore station to remain standby to coordinate the operation in case cyclone likely to pass over/near Headquarters coordinating operation.

16.16.12 Make general message with information to NAMSARCA stating following.

(a) Keep Coast Guard units on high alert.

(b) Activate CG cyclone cell at Operations Centre and man round the clock.

(c) Constitute disaster management and medical team each for any eventualities.

(d) Man MI rooms round the clock.

(e) Take preventive and precautionary measures to minimize any damage to government and personal assets.

(f) Maintain close liaison with local administration.

(g) Monitor cyclone through periodic met forecasts.

(h) Advise MRSC/MRSSC to liaise with state administration, fisheries Commissioner and fishing associations not to allow fishermen to venture into sea and recall fishermen already at sea.

16.16.13 Inform U.T Chief Secretary, Secretary Fisheries and local fishing associations to advise fishermen not to venture into sea and recall fishermen already at sea.

16.16.14 Plan Dornier sorties along the coast to recall/alert fishermen.

16.16.15 Request AIR to broadcast cyclone warning at regular intervals.

16.16.16 Keep one helicopter each at all air bases standby and maintain duty SAR crew from dawn to dusk for duration of cyclone for launch at short notice.

16.16.17 Keep Dornier standby for short notice deployment.

16.16.18 Keep CG ships at short notice for motoring for post cyclone SAR requirements.

16.16.19 Request Naval/Air Force authorities for requirements of ships/aircraft for SAR operations.
16.16.20 Take measures to shift personnel/families not involved in duties to a safer place/home town.

16.16.21 Request Naval/Air Force/Civil airport authorities for airfield facilities and extension of watch hours, if required round the clock.

16.16.22 Advise fishing authorities/local administration to beach smaller crafts to avoid damage.

16.16.23 Advise CG/Navy/Air Force Air Stations and helicopter squadrons and Civil airport authorities to monitor cyclonic storm movement and shift aircraft to a safer place in case cyclone likely to inflict damage to the air base.

16.16.24 Signal SITREP to MRSC/MRCC/NMSARCA daily.

16.16.25 Forward consolidated report on cyclone to MRSC/MRCC/NMSARCA.

16.16.26 Give press release stating actions taken and SAR operations undertaken,

16.17 **Stranded/Aground Vessel**

16.17.1 Inform MRSC/MRSSC/NMSARCA

16.17.2 Plot position with time of grounding. Find out the following details.

(a) Date and time of grounding.
(b) Position of grounding (Latitude and Longitude, range and bearing from the conspicuous landmark).
(c) Phase of moon.
(d) Height of tide at the time of grounding.
(e) Tidal stream and Current.
(f) Sea state, Swell, Wind and Atmospheric pressure.
(g) Next highest high water with date and time.

16.17.3 Details of incident leading to the grounding

Find out the following details of vessel.

(a) Name, Call Sign, IMO number and MMSI number.
(b) Telex/Fax/Telephone number of vessel.
(c) Flag state
(d) LPC and NPC with date.
(e) Name, contact number (phone, fax, telex number) and address of company/owner.
(f) Name, contact number (phone, fax, telex number) and address of agent at LPC and NPC.
(g) Length, breadth, draught and height.
(h) Gross Registered Tonnage.
(j) Type and quantity of cargo.
16.17.4 Deploy ship/launch helicopter to rescue crew if required

16.17.5 Activate ISN requesting vessels nearby to render assistance and rescue if required. Also, vessels to remain clear of grounded vessel.

16.17.6 Promulgate message through NAVAREA.

16.17.7 Divert CG ships at sea for assistance for rescue of crew.

16.17.8 Plan Dornier sortie for assessment of situation and oil spillage.

16.17.9 Check aspect/list/trim of vessel and signs of oil spillage.

16.17.10 Inform Immigration and Police authorities if crews are foreigners.

16.17.11 Initiate NOS-DCP procedure if oil pollution is confirmed.

16.17.12 Obtain signature of master / owner in Lloyds form if salvage assistance for claiming capitation charges.

16.17.13 Inform MRCC/MRSC/NMSARCA on the following.

(a) Brief on incident.

(b) Brief on vessel and crew.

(c) Threat of oil pollution and details of pollutants onboard.

(d) Rescue of crew.

(e) Details of refloating.

(f) Plan of action

16.17.15 Inform the following for future assistance if required.

(a) Indian Navy.
(b) Owner.
(c) Agents.
(d) Port control authorities.
(e) Collector.
(f) Ministry of Surface Transport.
(g) Director General (Shipping).
(h) State/Central Pollution Control Board. (j) Chief Secretary of State Government.
(j) Ministry of Environment (State/Central).
(k) Mercantile Marine Department.
(l) National Institute of Oceanography.

16.18 Hijacked Vessel

16.18.1 Inform MRCC/MRSC/MRSSC/NMSARCA

16.18.2 Plot position with time, indicate course and speed and establish DR.

(a) Find out if vessel is in Indian SRR.
   (i) If yes, how far inside the Indian SRR.
   (ii) If not, how far from limit of Indian SRR.

(b) Find out time at which the vessel will enter Indian SRR or find out time at which the vessel will be out of Indian SRR if moving away

16.18.3 Find out details of CG ship (Naval ship if available) at sea. Find out bearing and range of the hijacked vessel from last reported position of ships.

16.18.4 Find out details of CG aircraft (Naval aircraft if available) operating in area. Find out bearing and range of hijacked vessel tram area of operation.

16.18.5 Find out details of ready duty ships at all ports, status and flying programme of aircraft.

16.18.6 Make signal to all ships at sea to indicate present position, course and speed.

16.18.7 Find out bearing and range of hijacked vessel from present position of ships.
16.18.8 If vessel is to be recovered and escorted obtain

(a) Owner to appoint P & I Club member and agent/salver.

(b) Request letter from owner to recover vessel and escort too preferably Mumbai/Chennai/Kochi and payment of operational charges through P and I club.

(c) Request letter from P and I Club to recover and escort the vessel stating payment of operational charges.

16.18.9 Find out following details of the ship from Internet/owner/agent at LPC/NPC and MRCC of country to which vessel belongs/MMD in case of Indian vessel.

(a) Name of ship.
(b) IMO number.
(c) MMSI number.
(d) Call sign.
(e) Type of vessel.
(f) Flag.
(g) LPC with date.
(h) NPC with date.
(j) Cargo.
(k) Quantity and type of fuel, lub oil, chemicals, other pollutants and explosive/ hazardous material onboard.
(l) Telex, Fax and Telephone number of vessel.
(m) Name of master and nationality.
(n) Number of crew and nationality.
(p) Name and contact number of agent at LPC/NPC and in India.
(q) Name and contact number of company/owner/manager.

16.18.10 Write a letter to agent/owner for details of the vessel indicating layout (compartment wise drawing sketch).

16.18.11 Find out the following details of stowaways/hijackers.

(a) Place of boarding with country.
(b) Date and time of boarding.
(c) Nationality.
(d) Time spent in country of boarding.
(e) Intended port of destination.
(f) Intended final destination (if different).
(g) Date and time found on board.
(h) Compartment/position in which stowaways/hijackers are present. (j) Intention for boarding the ship.
(k) Weapons/explosives in possession of stowaways/hijackers.

16.18.12 Assess probable threat of pollution from vessel.

16.18.13 Make signal to MRCC/MRSC/NMSARCA stating the following and after every development by a daily SITREP at the end of the day:

(a) Brief of incident.
(b) Brief on vessel.
(c) Brief on stowaways/hijackers.
(d) Threat of pollution if any.
(e) Intended plan of action.

16.18.14 Give code name to the operation and promulgate detailed operation orders.

16.18.15 Deploy ships (with helicopter embarked if possible) to intercept with specific instruction (in order to materialise plan of action) with the following instructions.

(a) Aim of mission.
(b) Communication.
(c) Use of force.
(d) Shadowing.
(e) Photographs.
(f) Safe distance.
(g) Plan Dornier sortie, if required.

16.18.16 The ship deployed for the operation should have the following.

(a) Diving team with diving sets and compressor.
(b) Maximum number of submersible pumps and diesel driven pumps.
(c) Fire fighting appliances (portable and fixed). Also carry adequate number of hose, nozzles, CABA sets etc.
(d) Trained Damage Control party and sufficient number of Damage Control items including DC torch, ELSA sets, leak stopping devices etc.
(e) Towing gears.

(f) Pollution control team with PR equipment, if required.

16.18.17 Send a message to Piracy Reporting Centre.

16.18.18 Promulgate the incident through International Safety Net and NAVAREA if situation demands. Request merchant traffic transiting through area to remain clear of vessel.

16.18.19 Persuade hijackers to cooperate and allow master to steer vessel towards port.

16.18.20 If hijackers do not cooperate, plan operation to isolate hijackers. If required take help of Naval/Army commandos.

16.18.21 Inform ministry of defence, ministry of home, ministry of external affairs and consulates of countries to which vessel/hijackers belong.

16.18.22 After apprehension inform following and also inform them on every development.

   (a) IMO and Piracy Reporting Centre.
   (b) Indian Navy.
   (c) Police authorities.
   (d) Central Bureau of Investigation.
   (e) Intelligence Bureau.
   (f) Customs authorities.
   (g) Directorate of Revenue Intelligence.
   (h) Mercantile Marine Department.
   (j) Director General Shipping.
   (k) Ministry of Surface Transport.
   (l) Port Trust.
   (m) Owner.
   (n) Agent.
   (p) Immigration authorities.
   (q) P&I club.

16.18.23 Escort vessel to an Indian port (preferably Mumbai/Chennai/Kochi).

16.18.25  Inform port control regarding arrival details to arrange suitable berth/anchorage (preferably anchorage) and another nearby anchorage for escorting ship.

16.18.26  Nominate CG boarding party to board the vessel on arrival. Boarding party to be guided by CGBR 691. Status regarding issue of arms and ammunitions and photograph. Issue detailed orders.

16.18.27  No person is to be permitted to embark/disembark without prior approval of Coast Guard Regional Headquarters. All apprehended crew are to be kept in isolation and no interviews permitted.

16.18.28  On arrival, arrange for the security of vessel till handed over to police/owner and also ensure the following.

(a)  Keep one ship at anchorage near the vessel.

(b)  Continuous patrol by IB/ICs.

(c)  Keep armed personnel on board the patrol vessels.

(d)  Request police authorities to provide police team onboard.

16.18.29  Lodge FIR in designated police station along with following details.

(a)  List of charts, items compartment wise, costly items, navigation publications, navigational and communication equipment and ship’s documents.

(b)  Particulars of ship.

(c)  List of items confiscated.

(d)  Statement of detainees and master (typed and manuscript).

(e)  Boarding clearance certificate by master of apprehended vessel.

(f)  Passport of detainees and crew.

(g)  Details of Oil/fuel/provisions/fresh water.

(h)  Certificate of transfer of physical custody of detainees/crew.

16.18.30  Raise a signal to Naval Headquarters keeping informed NAI, NAD, College of Naval Warfare, Karanja to depute suitable team to study damages caused by firing or caused by stowaways/hijackers if any.

16.18.31  Boarding party is to board the vessel only if situation permits Specific tasks, if any are to be mentioned.
16.18.32 Write a letter to immigration authorities for issue of temporary visa at airport, if anybody from abroad is to come to India to deal with the case.

16.18.33 Write a letter to Police Commissioner to provide bomb disposal squad if required.

16.18.34 Write a letter to Navy, Police, CBI, IB, customs and DRI for joint interrogation of hijackers. Project requirement of interpreter, if required.

16.18.35 Nominate Coast Guard joint interrogation team and designate coordinator.

16.18.36 Arrange embarkation of joint interrogation team by IB/any other boat.

16.18.37 Inform MRCC/MRSC/NMSARCA, IB, CBI, DR I, Customs, Navy, MOST, DG Shipping, Port trust, agent and owner the result of boarding party, bomb disposal squad and joint interrogation team.

16.18.38 Plan repatriation of hijackers or handing over to police and obtain certificate of transfer of physical custody. Involve immigration authorities.

16.18.39 Write letter to P and I vessel to owner/agent P and I club and owner for payment of operational charges and hand over I club after getting operational charges/securities for payment.

16.18.40 Prepare detailed report and inform the following.

   (a) MRCC/MRSC/NMSARCA.

   (b) Piracy Reporting Centre.

   (c) IMO.

16.19 **Vessel in Distress**

16.19.1 Plot the position and find out the SRR in which the position of distress lies.

16.19.2 Inform MRSC/MRCC/NMSARCA. (If Position is in Indian SRR)

16.19.3 Find out the following details of vessel/company/owner from the sources as discussed in vessel identification system.

   (a) Name, Call sign, MMSI number and IMO number.

   (b) Position, course and speed.
(c) Port of registration.

(d) Nature of distress and assistance required.

(e) Name of Captain and nationality.

(f) Number of crew and nationality.

(g) Life saving appliances onboard. (number of life boats and life rafts)

(h) Facility for helicopter landing and winch operations.

(i) Length, breadth and draught of the ship.

(k) Contact details (telephone/fax/telex numbers) of the vessel.

(l) Contact details (telephone/fax/telex numbers) of company / owner and agent in India.

(m) Quantity and type of fuel, Lub oil cargo, chemicals, explosive and hazardous materials onboard.

(n) Brief on incident leading to distress.

16.19.4 Find out bearing and range of CG ships/Naval ships (if available) at sea from position of distress.

16.19.5 Find out bearing and range of CG Dornier/Naval Dornier (if available) operating at sea from position of distress.

16.19.6 Divert ships at sea/Dornier in area for investigation and rendering assistance

16.19.7 Promulgate HF R/T primary and alternate frequency to be manned by ships.

16.19.8 Activate International Safety Net (ISN) broadcast requesting merchant ships in area to proceed for assistance.

16.19.9 Deploy CG ship/Dornier for search operation. if required.

16.19.10 Examine requirement of rescue of crew by CG/IN helicopter, including IN Sea King/ Kamov.


16.19.12 Inform MOST, MMD and DG shipping regarding the distress and also subsequent developments.

16.19.14 Coordinate rescue operation by Coast Guard, Naval and merchant ships.

16.19.15 Issue press release. (If Position is not in Indian SRR)

16.19.16 Find out contact details of MRCC responsible for coordinating SAR in SRR in which position of distress lies.

16.19.17 Relay distress to MRCC with copy to vessel in distress/company/owner for coordinating SAR operation. MRCC to assume responsibility and acknowledge receipt of distress relay. The distress relay to contain available details of vessel.

16.20 **Aircraft in Distress**

16.20.1 Plot position of the aircraft in distress and find out in which FIR/SRR the position of distress lies. Notify appropriate ATS/FIC authorities, if message received from other sources.

16.20.2 Inform MRCC/MRSC/NMSARCA as applicable. (If Position is within Indian SRR)

16.20.3 Find out following details of aircraft/company/owner/operator from the FIC/ATS authorities:-

(a) Type of aircraft, Call sign.

(b) Number of persons on board.

(c) Nature of distress and assistance required.

(d) Confirm state of crew/passengers if possible.

(e) Details of life saving appliances onboard, including number of life rafts.

(f) Endurance remaining onboard.

(g) Confirm the intentions whether carrying precautionary force landing or ditching.

(h) Request ATS authority to impose radio silence on the frequency in use and advise all the aircraft to monitor the distress frequency.

(j) Request ATS authorities to make arrangement at the nearest airfield for landing or emergency landing of the aircraft.

(k) Request ATS authorities to direct the nearby traffic to fly over the distressed...
aircraft and obtain first hand information and about condition of Survivors.

16.20.4 Find out bearing and range of CG ships/Naval ships (if available) at sea from the position of distress.

16.20.5 Find out bearing and range of CG Dornier/Naval aircraft (if available) operating at sea from the position of distress.

16.20.6 Divert ships at sea/Dornier in area for investigation and rendering assistance if possible.

16.20.7 Promulgate HF R/T primary and alternate frequency to be manned by ships.

16.20.8 Activate International Safety Net (ISN) broadcast requesting merchant ships in area to proceed for assistance.

16.20.9 Deploy CG ship/Dornier for rescue operation.

16.20.10 Examine requirement of rescue of crew by CG/IN helicopter including IN Sea King/Kamov.

16.20.11 Inform NMSARCA, AAI, MMD and DG shipping regarding the distress situation and also subsequent developments.

16.20.12 Coordinate rescue operation by Coast Guard, Naval and merchant ships.

16.20.13 Issue press release. (If Position is not in Indian SRR)

16.20.14 Find out contact details of MRCC responsible for coordinating SAR in SRR in which position of distress.

16.20.15 Relay distress to MRCC/FIC/ATS for coordinating SAR operation. Maintain SAR coordination until the concerned MRCC acknowledge receipt of distress relay and assumes responsibility. The distress relay to contain available details of vessel. (In case of False/Inadvertent Distress Activation)

16.20.16 Ascertain reasons of activation.

16.20.17 Obtain information from the concerned ATS/FIC authorities regarding the safety of the aircraft.

16.20.18 Request ATS/FIC authorities to take appropriate action against the aircraft for inadvertent activation.
16.21 **SAR for Fishing Boats**

16.21.1 Plot the last known position of fishing boat or establish area of operation.

16.21.2 Find out bearing and range from nearest harbour and Coast Guard ships operating at sea.

16.21.3 Find out the following details from source reporting incident/other agencies.

(a) Name, registration number, Port of registration, length, height, colour of the boat (both cabin and hull).

(b) Number of crew onboard.

(c) Last known position/area of operation.

(d) Nature of distress and assistance required.

(e) Estimated time of departure and planned ETA at the harbour.

(f) Name and contact details of owner.

(g) Contact details of fishing association of the area and fisheries authorities.

(h) A telephone/mobile number for round the clock exchange of information.

(j) Contact details of nearby fishing harbour and association to check arrival of the boat at that harbour.

(k) Food, water and fuel available on board.

(l) Communication / life saving equipment onboard and frequency manned

16.21.4 Ask fishing community to deploy local fishing boats for first aid response activities and report result to MRCC/MRSC/MRSSC.

16.21.5 If the probability of drifting of boat to mid sea is high, promulgate the incident through ISN broadcast. Request vessels operating/ passing through area to maintain lookout.

16.21.6 Alert Coast Guard ships for deployment.

16.21.7 If search by local fishing boats fails, establish search area and deploy Dornier in SAR configuration.
16.21.8 If required, direct Dornier to drop food and water packets.

16.21.9 On locating the boat, sail/divert Coast Guard units for assistance. Indian Naval Ships operating nearby may be diverted, if possible.

16.21.10 If required promulgate message through ISN broadcast requesting ships nearby to render assistance.

16.21.11 Inform Navarea VIII Coordinator for Navarea promulgation

16.21.12 Examine probability of drifting of boat to adjacent SRR. If so, notify the incident to the appropriate MRCC.
17 RESPONSE CAPABILITY

17.1 Responsibilities

The ultimate responsibility for taking preventive and control measures in respect of disasters at sea that could be foreseen will naturally be those of the Government. The Department of Revenue and Disaster Management will in the circumstances, be concerned with the best and most expeditious manner in which Governmental responsibility for the prevention, regulation and control of the consequences of natural disasters can be discharged and the voluntary assistance of social welfare agencies and of the people at large can be fully and economically harnessed, coordinated and applied to the maximum advantage.

17.2 Approach

The Crisis Management is based on the following principles:

(a) The relief operations should be conducted according to well-laid plans drawn ahead of an emergency and as far as possible, by personnel well-trained in conducting such operations,

(b) The greatest emphasis should be laid on the principle of self help so that assistance from outside the area immediately affected by a disaster is reduced to the minimum and is not applied for unless there is a real and pressing need,

(c) Even though disasters may vary in nature and in intensity, certain basic measures of relief will be common to all, and

(d) The district and local authorities and the State Government should take on themselves the responsibility for proper integration of the activities in this respect within their respective areas. For this purpose, it would be necessary to set up advisory committees consisting of their own representatives, and members of the public. Adequate emphasis should be laid on securing the co-operation of the existing social welfare agencies at all stages and kept alive their initiative and enthusiasm for relief work.

17.3 Emergency Relief Organisation at State level

The State Govt. draws up own Emergency Relief Plans. The State participates in Disaster Resources Network Programme coordinated by Govt. of India. Such co-ordination will ensure uniformity in the method of functioning of the various State units and also enable the State to benefit by the experience of other State units in the zone. Further, such co-ordination will also be helpful in cases where natural calamities affect areas in more than one zone or where the resources of the State or zone affected are not adequate and have to be supplemented from the neighbouring states or zones.
17.4 In order to draw up plans on the lines indicated above and to coordinate all emergency relief work within their respective territories, the Department of Disaster Management in addition to drawing up the State Plan and coordinating all relief work within the State, will attend to such details as implementing the policy decisions and recommendations of Govt. of India, keeping the Central Govt. in close touch with all major developments and furnishing to it full factual information regarding damage to property, casualties, etc. All correspondence on behalf of the State Govt. is to be carried on under the direct supervision and guidance of the Chief Secretary to the State Government.

17.5 **Emergency Relief Organisation in districts/subdivisions and Takuls**

There is broad based staff of Disaster Management Department throughout the State upto the Taluk level.

17.6. **Indian Coast Guard and SAR Responsibilities**

17.6.1 Indian Coast Guard is an Armed Force of the Indian Union and has been entrusted with the duties of providing search and rescue assistance to mariners and protection to fishermen including assistance to them at sea while in distress and safety of life and property at sea vide section 14(2) (b) and 14 (2) (t) respectively of Coast Guard Act 1978.

17.6.2 Related to SAR, the Coast Guard charter of duties includes:-

(a) Providing protection to fishermen including assistance to them at sea when in distress.

(b) Safety of life and property at sea.

(c) Search and Rescue at sea.

(d) Enforcement of Maritime laws at Sea.

17.6.2. **Indian SRR and SAR Organization** Indian Government has assumed the responsibility of providing SAR cover in Indian SRR with Director General Indian Coast Guard designated as National Maritime SAR Coordinating Authority (NMSARCA). Three geographic areas/regions are established in Indian SRR for coordinating responses to both maritime and aviation related distress incidents. The SRR (West) covers the SAR operations in Western Seaboard. The SRR (East) covers Bay of Bengal including portions of Palk Bay and Gulf of Mannar. The SRR (A&N) covers the area adjacent to Andaman and Nicobar Islands.

17.6.3. There are three Maritime Rescue Coordination Centers (MRCCs) defined in INSRR. The MRCC located at Mumbai covers the entire western seaboard of Indian SRR. The Eastern seaboard is covered by MRCCs located at Chennai and Port Blair.
17.6.4. **Maritime Rescue Coordination Centre in ISRR**

The Maritime Rescue Coordination Centre (MRCC) is an operational facility responsible for promoting efficient organization of SAR services, and for coordinating the conduct of SAR operation within the SRR. The MRCC only coordinates and does not necessarily provide SAR facilities in the applicable SRR. Aeronautical SAR responsibility is to be met by Airports Authority of India and the Aeronautical SAR coordination is performed from aeronautical RCC.

17.6.4.1 **MRCC Chennai** The Indian SRR (East) area covered by the MRCC Chennai will be co-coordinating the MRO in Puducherry and Karaikal region and is defined by the line joining the following coordinates and IBL:

(i) 08 08 N, 077 20 E
(ii) 06 10 N, 077 20 E
(iii) 06 00 N, 078 00 E
(iv) 10 00 N, 080 00 E
(v) 10 00 N, 082 00 E
(vi) 07 15 N, 088 30 E
(vii) 15 20 N, 088 30 E
(viii) Coastal border between India and Bangladesh

17.6.5 **Maritime Rescue Sub Centre (MRSC) and Maritime Rescue Sub Sub Centre (MRSSC) in ISRR** In order to enable MRCCs exercise direct and effective control over SAR facilities in an area within its SRR, Maritime Rescue Sub Centres (MRSC) and Maritime Rescue Sub Sub Centres (MRSSC) are established. This is so done wherein communication facilities in a portion of SRR are not adequate for closer coordination between MRCC and SAR facilities or where local control of SAR operations will be more effective.

17.6.6. In the Indian SRR, ten Maritime Rescue Sub Centres (MRSC) have been activated. These are co-located with District Headquarters of Indian Coast Guard for carrying out the duties within their geographical regions. **MRSC (Puducherry) is the respective MRSC for coordinating MRO in Puducherry region.**

17.6.7. This Plan covers maritime SAR operations such as :-

(a) Provision of initial assistance at or near the scene of a distress situation. (e.g., initial medical assistance or advice, medical evacuations, provision of needed food or clothing to survivors, etc)

(b) Delivery of survivors to place of safety or where further assistance can be provided.

(c) Saving of property when it can be done in conjunction with saving lives.
18 PREPAREDNESS

Already covered in Risk Assessment

19 WEATHER CONSIDERATION

19.1. The unique geo-morphological, climatic and seismic conditions of India make this region particularly vulnerable to natural disasters. Disasters occur with unfailing regularity and the economic and social costs on account of losses caused by the natural disasters continue to increase year after year. Puducherry has a history of recurring natural disasters. Its unique weather and climate system stems from the State’s peculiar geography. Puducherry is situated between latitudes 11° 46´ N & 12° 30´ N and longitudes 79° 36´ E and 79° 53´ E. In addition, the State is also affected by disasters like heat waves, road accidents, rail accidents etc. The vulnerability to disasters at sea necessitates the preparation of comprehensive Mass Rescue Operation Plan.

19.2. An accurate assessment and evaluation of disaster is essential prior to any appropriate rescue procedure and response can be activated. The basic issues need to be addressed towards a realistic assessment of the nature and size of the possible threat and of the resources most at risk bearing in mind the probable movement and expected fate of survivors controlled by the forces of nature.

19.3. The OSC of the lead agency is to evaluate the probable fate of the survivors and the prevailing seasonal and weather conditions. The displacement of survivors, if any to be predicted from data of local weather phenomena and from a full knowledge of coastal topography, tide and currents, wind speed and direction and other marine weather data. The information related to weather data can also be had from the Meteorological Department and also from website of INCOIS as described above.

19.4. Preparedness and early warning have become two major non-structural components of disaster management at sea. With the advancement of technology such as satellite and remote-sensing equipment, disaster can be tracked as it happens. Except for flash floods there is usually a reasonable warning period. Heavy precipitation will give sufficient warning of the advent of river flood. High tides and high winds may indicate flooding in the coastal areas. Evacuation is possible with suitable monitoring and warning. Warning is issued by the Central Water Commission (CWC) of Government of India (GOI), Irrigation and Waterways Department (Govt. of Puducherry), India Meteorological Department (IMD) of GOI. These bodies are technically competent and responsible for flood forecasting to different Govt. agencies. The weather forecast as received by the Superintendent Engineers /
Executive Engineers are transmitted to all concerned on top priority basis. The field data including gauge/discharge and other information like rainfall, inundation and damages to engineering structure, if any, are transmitted either by daily radiogram messages or by fax to the SEOC. The report is subsequently transmitted down to the District Magistrates (DM) by the Disaster Management Department. On receiving the warning, the District Magistrate will communicate it to the Superintendent of Police (SP), Sub Divisional Officers and Block Development Officers. The S.P should in turn disseminate it to the Officer-in-Charge of local Police Stations. The BDO will receive this warning simultaneously from SDO and local Police Station. He should immediately communicate it to the Savapati of the concerned Panchayat Samity and Pradhans of the Gram Panchayats which will be affected.

19.5. In Puducherry, the vulnerable areas are divided into protected and unprotected areas which mean areas protected by embankments and unprotected where flood is allowed to expand and spread. With long association with the signaling system, the people of a particular area and also the administration have a nearly concrete idea as to their expected level of response and preparedness against this warning system.
20 SETTING UP OF INCIDENT COMMAND SYSTEM

20.1. **Incident Command System (ICS):**

1. **Definition:** Standardized/Structured Incident Management Command System for emergency response provides a formalized professionally trained and accountable system for operations, logistic support, planning and financial/administrative process.

2. **Chain of Command:** Given the territorial jurisdiction, the Incident Command Officer should in effect be designated in advance. In a Taluk level, the Tahsildar should function as Incident Command Officer (ICO). In case of disaster of a serious nature or a disaster which transcends the boundaries of a Block, the Sub-Divisional Officer should act as Incident Command Officer. In case of disaster that affects more than one sub division or exceeds the capability of Sub divisional resources, the District Magistrate will activate the District Incident Command and mobilize team. This district level team is headed by the District Magistrate and provides command, coordination, and support functions from the district level to the Sub-division and Block. For disasters of very serious nature when more than one district is affected, the State Relief Commissioner will activate the State Command and Mobilization Team. This State level team will be headed by a Secretary to the State Government to be nominated by the State Mass Rescue Operation Authority in the State Mass Rescue Operation Plan well in advance and provides command, coordination and support functions to the District Team. In case of overwhelming disasters or disaster of complex nature, a Special Incident Command Teams (SICTs) will be deployed in the districts under the authority of the District Magistrate to reinforce the response structure. Such teams should be sponsored and organized at the State Levels.

Note: **The Incident Command Team of state should work in close co-ordination with Indian Coast Guard at all level for undertaking Mass Rescue Operation at sea.**

20.2. **Duties of Incident Command Officer (ICO)**

(a) **Setting up of ICS** – It is important that the Incident Commander should activate the ICS as soon as the incident takes place and set up his post. The Incident Command Officer must report to the District EOC and State EOC immediately after the activation of ICS and give the position of the setup and telephone number. The Incident Command Officer should be equipped with satellite phone/wireless sets etc. Block Development Officer, Sub Divisional Officer and District Magistrate will be ICO at the respective levels. The main functions of Incident Command Officer are as follows:

(i) To coordinate and control the operations of the different services,
(ii) To ensure that there is the closest cooperation of various services with Police and fire services,
(iii) To ensure that the operation proceed systematically and according to a well planned programme,
(iv) To keep the EOCs informed of the progress of work at the incident from time to time,
(v) To prepare in advance a list of sub-ordinate officers who will take charge of different damage areas when disaster strikes.

(b) **Action:** The Incident Command Officer should follow the action points described in Crisis Management.

(c) **Reconnaissance and Information:** Information must readily be available with the ICO regarding the damage caused by a disaster and the casualty report. For this the ICO should depute immediately his sub-ordinate officers to the damage places who should perform the following duties:

(i) Collect all information and pass it on to the ICO,
(ii) To acquaint ICO of the progress of relief operation,
(iii) To keep record of relief measures. To perform these functions properly, the sub-ordinate officers should take the cooperation of local Panchayat Raj Institution.

(c) **Progress Report:** The ICO must also keep the EOC fully informed about the progress of management of an incident and this he should do by periodically sending progress report.

(d) **Organisation at the Incident:** At the place of damage the Incident Command Officer to be successful has got to organise his operations and build up a small organisation of his own to deal the varied problems that are likely to be faced.

(i) Sub-ordinate officers of an ICO should be directed as early as possible to take charge of a particular damage site each and to maintain contact with the ICO. These officers, besides performing various usual duties will provide an effective liaison amongst the points of damage, the services, the victims and the ICO.

(ii) Contact should be established as early as possible with the police, who will require full information, if this has not already been obtained by them. They will help in traffic control and marshalling of vehicles.

(iii) Homeless people may require direction to avail of relief shelters. Besides, there will be many more enquiries to deal with. The ICO should, therefore, activate EOC under his charge.

(iv) If it is known or suspected that some persons have died, a suitable place should be selected in advance, where bodies can be placed under cover and away from the public gaze.

(v) Money, jewellery or other valuables recovered from damaged property in the course of relief operations should be collected by the ICO, a list made and handed over to the Police.
(e) **General Supervision of Operation**: Besides performing the duties as mentioned above, the ICO will have to do a very close supervision of operations along with Indian Coast Guard officials, to see that the relief operations proceed systematically according to a well-set out plan. Some of the following points in this connection should therefore be looked into by the ICO in regard to the supervision of operations:

(i) In the beginning he must remain at the Post so that the services can be directed and deployed without any delay

(ii) Having allocated the services to the place of damage, the ICO should then move to the scene of incident to have a first hand knowledge of operations. Before going, he should leave his assistant at the Post

(iii) From time to time he should have to confer with the officers of the services on the spot and should have to consider:
   - Whether any more help by way of reinforcements is necessary,
   - Is there any need of special technical advice from outside in dealing with the damage at the incident site
   - Whether any heavy equipment like crane/ bull-dozer/ special vessel is required to facilitate relief operations.
21 MEDICAL TRIAGE / PLACE OF SAFETY TO LAND PERSONS RESCUED/ TRANSIT ACCOMMODATION

21.1. When natural calamities affect an area severely, people may have to be evacuated to permanent rescue shelters constructed with fund from the Department of Disaster Management, any other State Government Departments or other donor agencies. People may even be evacuated to temporary shelters. This is purely a temporary matter. It may so happen that people have to be evacuated before a natural calamity like cyclone strikes the coastal areas of Puducherry and provided temporary shelter in permanent or temporary shelters by the district administration for a day or two. These shelters are relief camps. The evacuated people may be provided here with Special G.R. rice for cooking by themselves. Cost of fuels may also be provided as per norms provided in the Calamity Relief Fund. No gruel kitchen has to be opened here by the administration because condition of the evacuated people is not so wretched as to arrange for gruel kitchen.

21.2. Gruel kitchen becomes a necessity when the persons sheltered in permanent or temporary shelters have lost means for livelihood for a temporary period under impact of a severe type of natural calamity, which caused wide spread destruction of housing stock of the evacuated people. In such cases, the persons who have been evacuated may have to depend upon government aid for a week / fifteen days and to stay at the rescue shelters for fifteen days at a stretch. Gruel kitchens have to be opened by the government for the affected persons in this exceptional case.

21.3. **Duty of the Gram Panchayat Disaster Management Committee** The Gram Panchayat Disaster Management Committee will finalise beforehand the names of persons of each Gram Sansad, to be named leaders, who will assist the people of those Gram Sansads in times of evacuation by preparing the list of family persons who have taken shelter in pre-determined rescue shelters. Those leaders will be notified beforehand to be available in times of necessity. At least five/six leaders should be pre-selected by the Gram Panchayats for each Gram Sansad. Their role should be acknowledged by the Sabhapati of Panchayat Samity and the Block Development Officer concerned.

21.4. **Duty of the leaders in the Transit Accommodation** The leaders will prepare lists of persons family-wise who have taken shelters in the rescue shelters on the day of start of the relief camps and supply copy to the Gram Panchayat.

21.5. **Duty of the four-membered committee** On the basis of the lists supplied by the leaders, the committee will physically enquire in the areas from where the persons have been evacuated or have shifted themselves to the shelters.
21.6. **Duty of the leaders in the shelters**

21.6.1. The leaders present at the rescue shelters, will form a committee of five persons, two from the leaders and three from the evacuated persons. The leader older in age will be head of the committee, which will receive consignment of Special G.R. Rice, water pouches, fuel, etc. either from the Tahslidar, keep accounts in a register, arrange distribution at a prescribed scale to be notified by the U.T Government by obtaining receipt from the persons accommodated in the rescue shelter and submit the muster roll to the Village Administrate Officer (VAO) of the concerned villages within a week of distribution. The committee will maintain shelter-wise accounts of materials received and return undistributed materials to the VAO of the concerned villages.

21.7. **Minimum Standards of Relief Assistance at Relief Camps**

The minimum standards of relief assistance at relief camps has to be provided as per the guidelines of Minimum standards of relief which is not less than Minimum standard of relief of NDMA.
22.1. Health & Family Welfare Department – Headed by Chief Medical Officer of Health Plan for detailing Medical team at vulnerable areas –

22.1.1. Determination of injuries and illness expected during a particular calamity, assessment of required drugs and plan for making stock of such drugs.

22.1.2. Emergency medical equipment which may be required after a disaster, Plan for training of hospital staff on disasters, likely damages and effects, and for protecting life, equipment and property.

22.1.3. Plan for protecting medical equipment, immovable equipment in remote health centres situated within hazard-prone areas.

22.1.4. Plan for evacuation of Hospital equipment at the order of the District Magistrate.

22.1.5. Plan for arrangement of emergency generators in all Block Primary Health Centres, Rural Health Centres, Sub-divisional Hospitals, District Hospitals during disaster events.

22.1.6. Arrangement for receiving large number of casualties.

22.1.7. Arrangement for adequate staff in Sub-divisional and District Hospitals to handle emergency casualties.


22.1.10. Plan for making services of all doctors, nurses and other staff available to the District Magistrate at the time of emergency disaster event.

22.1.11. Request Indian Coast Guard for provisioning of Hospital ship for evacuating mass casualties from sea.
23 AIRLIFT AND ROAD TRANSPORT FACILITY FOR CASUALTY TRANSFER

ESF-5, the Transport Department will Plan for arrangement of vehicles/ crafts for relief operations

24 CONTROL AND COMMUNICATION CENTRE/ JOINT INFORMATION CENTRE

24.1. Past experience of handling disasters have highlighted that there is often delay in decision making, dissemination of early warning, flow of information horizontally and vertically, mobilizing and deploying resources at the site of incident in the event of an emergency. Resources at the incident site may not be utilized in the most effective and efficient manner due to lack of developed planning process and logistic support. Following reasons can be ascribed for inefficiencies in responding to an emergency:

24.1.1. Absence of any emergency operation center which will function as a nerve centre of disaster management system,

24.1.2. Timely dissemination of warning,

24.1.3. Staff officers working at different levels are not adequately trained to carry out specialised disaster response functions such as logistic management, operation planning, information management etc.

24.1.4. Inadequacy in response functions,

24.1.5. Constrains imposed by interdepartmental seniority and departmental hierarchies. To address this issue, a two-pronged programme should be developed. This programme should consist of institutionalization of -

(a) Emergency Operation Centre (EOC) or Control Room and
(b) Incident Command System (Discussed Earlier)

24.2. Emergency Operation Centre (EOC). The effectiveness of disaster reduction actions could be improved if upto date information on disaster reduction and risk at a suitable scale is made available systematically. The administration should be prepared beforehand at each level. In State, District and Block levels it is possible through EOC. An independent EOC should be run throughout the year at State, District and Block levels. The Gram Panchayat Office should act as EOC during the disaster and it should run round the clock.
24.3. EOC plays a vital role in the Disaster Management activation. It coordinates the flow of information with respect to activities associated with relief operations. The principal role involves collection of data and analysis and dissemination of information to different organisations. During the normal time, it maintains a systematic database of the resources available, important phone numbers, names and addresses of important government officials, international bodies and NGOs. During a crisis, it functions as a centre for decision-making and helps flow of information horizontally and vertically to the concerned departments for smooth relief operations.

24.4. There should be special provision for an EOC or a control room. For proper functioning, it needs independent room, regular staff and necessary equipments and should function round the clock. Functioning of EOC during crisis fully depends upon preparedness during normalcy. Therefore, the importance of the EOC during the normal times is also very much important.

24.4.1 Aims and Objectives of EOC:
- Collect information about the vulnerable areas
- Data related to disaster should be shared with all the line departments and other organisations
- Assessment of damage in disaster prone areas
- Collect all related information of different government schemes for smooth management.

24.4.1 EOC should monitor different disaster mitigation programmes and should coordinate with different organisations. It should also conduct evaluation of the programmes, and should immediately take up necessary measures. EOC should help in reaching the Incident Command Team to the affected people after disaster.

24.5. Desk Management of EOC: In the EOC all the major activities should be distributed among different government officials to ensure accountability, proper information, assimilation and record keeping. This also helps in easy coordination and reporting to the State Relief Commissioner/ District Magistrates.

24.5.1. Operation desk: The officials managing this desk should be responsible for:
- Ensuring adequate supplies of food and water
- Monitoring rescue and evacuation operations
- Monitoring salvage operations
- Monitoring disposal of dead/carcasses
- Transportation of medical aid to the needy
- Proper function of transits and feeding centres
- Coordinating with NGOs, CBOs and lower level EOCs
- Updates lower level EOCs
- Maintenance of records

24.5.2. Communication and Information Desk: The officials managing this desk should be responsible for

- Monitoring the weather reports and sharing the information
- Keeping the action plans along with all necessary maps in hand
- Maintenance of all important telephone numbers, database on available resources,
- list of key persons
- Sending and receiving message and their respective records
- Maintaining information of damage, materials sent and ongoing activities for immediate sharing with District EOC.

24.5.3. Logistic Desk: The officer-in-charge should

- Assess the needs in terms of manpower
- Ensure proper storage and transport facilities for relief materials
- Maintain adequate supply of necessary transport and equipment
- Coordinate with private transport associations and boat association/ Indian Coast Guard for emergency requirement
- Organise transport for rescue party, evacuated people, medical team and injured or sick people.
24.5.4. Health Desk: The officer-in-charge should be responsible to
• Ensure Treatment of injured and sick
• Preventive Medicine and anti-epidemic measures
• Maintenance of record of all activities
• Setting up medical relief camps
• Maintenance of adequate supply of medicines, equipments and personnel Monitor maintenance of health measures in all camps and provision of safe drinking water.

24.5.5. Service Desk: The officer-in-charge should
• Assess the rescue, relief and search cash compensation requirements
• Organise and coordinate setting up of transit, relief and cattle camps
• Ensure supplies to these camps
• Maintain law and order
• Report the procurement and disbursement of relief materials received from all sources Organise and clear debris and temporary repair of communication facilities, power supply and water supply
• Construction of temporary shelters, medical facilities etc.

24.5.6. Resource Desk: The officer-in-charge should be responsible for
• Maintenance of cash and disbursements receipts, issue of relief materials, daily wages, cash or credit vouchers, etc.
• Issue of all cash and materials receipts
• Reimbursement of all expenses approved
• Issue of cash vouchers for petrol and diesel.

25 SECURITY ARRANGEMENTS ASHORE.
State Police to ensure security arrangements ashore
26 ALERTING AND SITUATION UPDATE

26.1. **Key Activities in Pre-MRO Phase.** The following are the primary activities that will be carried out in this phase:

- **(a) Planned development.** There is a significant relationship in the way disasters and development affect each other. A long-terms disaster management approach requires that planning activities for development should include robust mitigation practices. Govt. Of Puducherry would ensure that the planning activities of the State administration and local authorities take into account disaster risks and provide for suitable preventive and mitigation measures.

- **(b) Development of policies and guidelines.** Effective disaster management requires the formulation of clear guidelines and subsequent compliance by all Government authorities, private sector entities and the public at large. Govt. Of Puducherry would develop appropriate guidelines that would include:
  
  (i) Civil/architectural/structural/land use planning specifications;

  (ii) Other guidelines specific to disaster type, like quarantine(epidemic), cropping patterns (flood), evacuation (flood/cyclone) etc.

- **(c) Establishing a proper chain of command.** It is imperative that a clear chain of command is established for effectively managing activities that immediately follow a disaster. The Govt. Of Puducherry will establish a clear chain of command with Dept. of Disaster Management, the nodal agency for disaster management activities and coordination mechanisms across all entities responsible for implementation in the State.

- **(d) Risk assessment.** Before commencing preventive and preparedness activities, it is important to identify and assess different types of risks for the State or parts of the State. Relevant Departments would co-ordinate with the Dept. of Disaster Management for a thorough assessment of:

  (i) Hazards : Classification of the region into zones based on hazard potential; and

  (ii) Vulnerability: Assessment of degree of vulnerability of any given structure/ people/region to the impact of the hazard.

  (iii) The assessment will be used for developing detailed contingency plans and mitigation measure.
(e) **Develop disaster management plans.** Detailed mass rescue plans that are tailored to local needs would enable the relevant authorities and the community to respond systematically and effectively to rescue operations. The guidelines for such plans will be prepared by stakeholders like Government Departments, district administration, local authorities and expert agencies, etc. which will be constantly reviewed and updated. Existing procedure manuals viz. Relief Manual and Flood Memorandum etc. would be reviewed and updated by the relevant government Department. Relevant Government Departments will prepare, and constantly update, a master contingency plan for the State based on the local plans. All District Magistrates shall, in advance, designate evacuation areas for use in emergencies and define plans for providing essential services to those areas, when in use.

(f) **Develop repositories of information.** It is critical that the relevant authorities should be in a position to quickly establish contact with people and resources in the aftermath of a disaster. Department of Disaster Management and relevant Government Departments will ensure that a comprehensive repository of information such as names, contact details, etc. is created, maintained and made easily accessible to the relevant authorities at all times.

26.2. **ALERTING**

26.2.1 **Developing early warning mechanisms.** Early warning mechanisms help the relevant authorities in taking timely preventive measures and thereby, reduce the damage caused by disasters. Wherever possible, the relevant authorities, in conjunction with Government Departments, shall set up early warning mechanisms to give advance warning for hazards like cyclones, floods etc. This shall include the setting up of Regional Response Centres, if necessary, for providing key early warning information and preparing for a response. In the event of occurrence of disaster, Department of Disaster Management shall ensure that these mechanisms are aligned with the overall disaster management plan for the state.

26.2.2 **Establish flexible procedures.** Emergency situations may warrant simplified procedures for decisions relating to evacuation, procurement of essentials, deployment of resources and such other activities. The relevant Government Department shall accordingly define flexible procedures for emergency situations.

26.2.3. **Identifying avenues for risk sharing and transfer.** Risk sharing or risk transfer is a means of transferring a part of the disaster risk to third party, which is willing to indemnify the beneficiary against the disaster for a specified premium. Govt. Of Puducherry would explore innovative means of sharing the costs associated with
disasters through risk sharing, risk transfer and other measures since this would alleviate the burden on the State exchequer. This could be done through tax surcharge levies, imposition of local taxes, beneficiary funding, disaster insurance, micro finance and loans, bonds, tax saving schemes linked to disaster relief-investments etc.

26.3 **SITUATION UPDATE**

26.3.1. **Impact Phase-Emergency Relief Measures and Relief.**

This phase includes all measures that are taken immediately in the aftermath of a disaster. The speed and efficiency of the response in this phase will crucially determine the loss to life and property. The ability of the State to respond to a disaster will be developed during the pre-disaster phase and the capabilities and institutions developed therein will be brought into play in this phase. Equally important will be the deployment of trained personnel, proper flow of information and speed of decision making. The Disaster Management Department, in conjunction with other relevant Government Departments would carry out activities in this phase. State Relief Commissioner will facilitate, co-ordinate and monitor the activities in this phase, wherever required. In case Puducherry DMA believes that adequate relief is not being provided, it will be entitled to direct the State Relief Commissioner or the District Magistrates in taking requisite measures. The district administration headed by the District Magistrates in conjunction with local authorities shall be responsible for carrying out relief activities when the impact of a disaster is restricted within the geographical boundaries of a district. The State Relief Commissioner shall coordinate and support relief activities of district administrations, where a disaster has affected more than one district. Recognizing the importance of a clear chain of command in emergencies, the Govt. of Puducherry will provide the State Relief Commissioner and District Magistrates special powers to coordinate the activities of all Government authorities within their jurisdiction.

26.3.2. **Key Activities in Impact Phase.** Following are the primary activities that need to be carried out as part of emergency relief measures and in the relief phase to implement the policy guidelines:

(a) **Search & Rescue.** The first priority in the aftermath of a disaster is to minimise loss of lives by undertaking rescue efforts for the affected people and providing medical treatment. People who are trapped under destroyed buildings or are isolated due to floods or cyclones need immediate assistance. The District Magistrate with the help of local authorities will be responsible for the search and rescue operations in an affected region. In doing so, the District Magistrate will be guided by relevant disaster management plans and supported by Government Departments and local authorities.
(b) **Subsistence, shelter, health and sanitation.** Disasters can disrupt food supply, water supply and sanitation mechanisms. They may also force people to abandon their houses, either temporarily or permanently. Such situations typically result in an immediate need for shelter and protection against an incidence of epidemic. The relevant Government Departments and local authorities would providetemporary shelter, health and sanitation services to rescued victims inorder to prevent an outbreak of disease.

(c) **Infrastructure and essential services.** Disasters can cripple the infrastructure of the State in terms of roads, public buildings, airfields, ports, communication network etc. An immediate priority after a disaster is to bring the basic infrastructure into operating condition and deal with fires and other hazardous conditions that may exist in the aftermath of the disaster. The local authorities would work in close coordination with relevant Government Departments like PWD, Fire & Emergencies Services, P.H.E, Police etc. to restore infrastructure to normal operating condition.

(d) **Security.** Usually, in a disaster situation, the police and security personnel are preoccupied with conducting search and rescue missions. Some people could take advantage of the situation and resort to looting and other anti-social activities. Consequently, it is necessary that security agencies functioning under the administrative control of the district authorities be geared to prevent this and provide a sense of security to citizens. State Relief Commissioner and District Magistrates may invoke special powers vested in him/her by Govt. of Puducherry, if existing powers regarding the same are inadequate.

(e) **Preliminary damage assessment.** In the aftermath of a disaster, the district administration and local authorities receive simultaneous requests for assistance from scores of people and the resources at the disposal of the local administration are over-stretched. Hence, it is necessary to utilize and deploy the resources in the most efficient manner. Such deployment is not possible without undertaking a preliminary damage assessment. Once a disaster strikes, the Government Departments and the local authorities shall carry out a preliminary need and loss assessment and the district administrations shall mobilize resources accordingly.

(f) **Funds generation.** Govt. of Puducherry allocates funds in the State Budget for relief activities. In addition, funds may be available through the State Disaster Relief Fund.
(g) **Finalizing relief payouts and packages.** Relief packages shall be customized, if required, to the specifics of the disaster by the Govt. of Puducherry. Relief packages would include details relating to collection, allocation and disbursal of funds to the affected people. Relief would be provided to all affected families without any discrimination of caste, creed, religion, community or sex whatsoever.

(h) **Post-relief assessment.** Department of Disaster Management with assistance from other Government Departments, district administration and local authorities will document learning from the relief experience, which can be inputs into further mitigation, relief or rehabilitation and reconstruction plans.
27 SITUATION REPORT

27.1. Establish communication and technology networks.

A robust State-wide information network is critical not only for managing mass rescue but also for effective functioning of the State Government. Hence, the Govt. of Puducherry will ensure that a comprehensive information network is available. This network must enable timely collection of hazard-related information and rapid dissemination of relevant information and warnings.

28 RESPONSE MECHANISM

28.1. Mobilisation. Potential disastrous consequences of poor preparations for MROs in terms of loss of life and other adverse results are enormous. Major incidents may involve hundreds or thousands of persons in distress in remote and hostile environments. A large passenger ship collision, a downed aircraft, or a terrorist incident could, for example, call for the immediate rescue of large numbers of passengers and crew in poor environmental conditions, with many of the survivors having little ability to help themselves, and the dire results of failure are evident.

28.2. Preparedness to mount an extraordinarily large and rapid response is critical to preventing large-scale loss of lives. Such preparedness often depends on strong and visionary leadership and unusual levels of co-operation to achieve. There will often be strong resistance to paying the inherently high price in terms of time, effort and funding that preparedness for major incidents entails, particularly as they are rare events. The required levels of co-operation, co-ordination, planning, resources and exercises, required for preparedness are challenging and do not happen without the requisite commitment of SAR authorities, regulatory authorities, transportation companies, sources of military and commercial assistance and others.

28.3. SAR authorities should co-ordinate MRO plans with companies that operate ships and aircraft designed to carry large numbers of persons. Such companies should share in preparations to minimize the chances that MROs will be needed, and to ensure success if they are.

28.4. MRO planning, preparations and exercises are essential since opportunities to handle actual incidents involving mass rescues are rare. Therefore the exercising of MRO plans is particularly important.

28.5. The provisions of this document are intended to provide general guidance to authorities and organizations responsible for ensuring that MROs, should they be necessary, are successful.
29 RESCUE/RETRIEVAL

29.1. For a situation involving large numbers or persons in distress, on scene responsibilities for the safety of passengers and crew will be shared by the OSC and the aircraft pilot in command or ship master, with the pilot or master assuming as much of this responsibility as possible before or after the aircraft or ship is abandoned.

29.2. Pilots and masters are responsible for maneuvering the aircraft or ship as feasible and appropriate. They also have overall responsibility for safety, medical care, communications, fire and damage control, maintaining order and providing general direction.

29.3. Unless a ship appears to be in imminent danger of sinking, it is usually advisable for passengers and crew to remain on board as long as it is safe to do so.

29.4. In the case of a downed aircraft, whether passengers would be safer on board should be assessed for each situation. Usually they should promptly evacuate the aircraft at sea. On land this decision must account for the conditions of the aircraft and the environment, expected time to rescue or aircraft repair, and whether required passenger care can be best provided inside the aircraft.

30 INITIAL ASSISTANCE

30.1. The OSC will normally be designated by an SMC. An OSC may be able to handle certain communications on scene and with appropriate remote authorities to help free the pilot or master to retain the integrity of his or her craft. However, these persons are themselves in need of assistance, and anything the OSC can do to help them should be considered, bearing in mind that the OSC’s main duty is co-ordinating SAR facilities and rescue efforts under the SMC’s general direction.

30.2. It is important to minimize unnecessary communications with the master of a ship or pilot in command of an aircraft in distress, and this should be taken into account in advance planning. Exchanges of information during joint planning by use of SAR Plans of Co-operation and other means will reduce the need to ask the pilot or master for this information one or more times during a crisis. Persons or organizations that want this information should be directed to a source ashore or on the ground that is prepared to handle what could be many requests.

30.3. High priority should be given to tracking and accounting for all persons on board and all lifeboats and rafts, and efforts to keep them together will help in this regard. Availability of accurate manifests and accounting is
critical. The need to relocate survival craft and check for persons in them can waste valuable resources. One option is to sink survival craft once the persons in them have been rescued; however, the potential that other survivors may find and need the craft should be considered.

30.4. Indian Navy/ Coast Guard ships are often better equipped than commercial vessels for retrieving people who have abandoned a ship or aircraft, and use of any such ships should be considered.

31 EXECUTION PLANS

31.1. Use the Incident Command System (ICS) or other effective means of handling multiagency, multi-jurisdiction, multi-mission scenarios

31.2. Identify situations within the SRR that could potentially lead to the need for MROs, including scenarios that might involve cascading casualties or outages

31.3. Mobilization and co-ordination of necessary SAR facilities, including those not normally available for SAR services; ability to activate plans immediately

31.4. Call up procedures for needed personnel;

31.5. Need for supplemental communications capabilities, possibly including the need for interpreters;

31.6. Dispatching of liaison officers;

31.7. Activation of additional staff to augment, replace or sustain needed staffing levels;

31.8. Recovery and transport of large numbers of survivors (and bodies, if necessary), accounting for survivors potentially having injuries and lack of training, age limitation, hypothermia, etc.;

31.9. A means of reliably accounting for everyone involved, including responders, survivors, crew, etc.;

31.10. Care, assistance and further transfer of survivors once delivered to a place of safety, and further transfer of bodies beyond their initial delivery point
32 COMMUNICATION

32.1 COMMUNICATION STRUCTURE AND PLANS FOR MULTI AGENCY RESCUE OPERATION

32.1.1 The State Relief Commissioner, the district administration and local authorities would communicate to the larger community the impact of the disaster and specific activities that are being or need to be undertaken to minimize the impact. Some of these activities may include:

(a) **Media management/Public Relations**. To ensure precise communication of the impact of disaster and relief measures being taken and to generate goodwill among community and other stakeholders;

(b) **Community management**. This includes communicating to the affected communities with a view to preventing panic reactions, while providing relevant information and handling welfare enquiries;

(c) **Feedback mechanisms**. Using various mechanisms, including the communication network to get feedback on relief measures and urgent needs of various agencies involved in emergency relief measures and relief.

33 MEDIA MANAGEMENT

33.1. **ARRANGEMENT**. The information policy for MRO must be such that it provides the details to the public, within the limits of security of actions. News releases must be made to the media periodically to keep the public updated on the progress of the ongoing mission. Early release of information may lead to situation involving unnecessary use of SAR resources and which may also demand providing more information to the news media. A final press release must also be made by SAR coordinator/Officer authorized by SAR coordinator when the case is concluded which summarizes the entire mission.

33.2. Information concerning a Mass Rescue Operation should provide to the interested media agencies and their representatives by the Public Relations Officer with the progress of the mission. The details of the mission may however be restricted to the prevailing directives on the security aspects. It must be ensured that the information release to the media does not hamper the ongoing Mass Rescue Operation in any manner. The various points to be considered by the Public Relations Officer prior release are as follows:-
(a) The officer releasing the information should have thorough knowledge of the ongoing Mass Rescue Operation and the salient aspects of presenting information to the public.

(b) Prior approval of the higher authority must be obtained before release of the information.

(c) The details for the press information release are to be obtained from events and personal interview with the rescued personnel.

(d) Adequate information must also be collected on the techniques used and stage of the mass rescue operational any particular time for the preparation of the statement.

(e) Photographs of the mass rescue operation actions on the scene and other relevant mission activities that are suitable for release must be collected.

(f) Details of the assistance provided by the other agencies, local resources must be collected to give credit in the news information.

(g) News releases should be written in text preferably in the format of “who, what, when, why and how” prior to meeting the press representatives. It should be easily understood, factual and news worthy.

33.3 PUBLIC ASSISTANCE. Assistance from the public may be sought through the news media, which may benefit the mass rescue mission. The information thus received may provide valuable clues to the mass rescue operation planners to modify the search action plan. The general information that can be useful for cross verification includes the last sighting of the vessel or craft, unusual occurrences, reporting method etc.

33.4 RELEASE OF NAMES. The officer releasing the information to the press regarding the deceased casualties should reconfirm the identity of the individual and use good judgment in doing so. Every reasonable effort should be made to inform the next of kin as soon as possible. Names of the military casualties should be conveyed to the parent service and should be released only by the parent service of the individual. Names of the survivors of the incident can also be released simultaneously after positive identification. The survivors should be assisted in contacting their families as soon as possible.
34  TERMINATION OF MRO

PROCESS. Because MRO incidents usually involve actors from different sectors (sea/port/air), we think that the real added value to the staff's improvement skills was to design a course opened to a wide spectrum of trainees. Having focused exclusively on one sector (for example, personnel of maritime rescue units), it would have deprived the other trainees of the experiences provided by their colleagues with different background, such as shipping companies or air units, whose work philosophies are very different.
### Appendix-A

Contact Details - Mass Rescue Operation at Sea

#### IMPORTANT CONTACT DETAILS OF COAST GUARD

<table>
<thead>
<tr>
<th>SL</th>
<th>Name / Designation</th>
<th>Office</th>
<th>Fax</th>
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<tr>
<td></td>
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<tr>
<td></td>
<td><strong>Coast Guard Regional Headquarters (East), Chennai</strong></td>
<td></td>
<td></td>
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<tr>
<td>1</td>
<td>Ops Room</td>
<td>044-25395016</td>
<td>044-23460404</td>
</tr>
<tr>
<td>2</td>
<td>CSO (Ops)</td>
<td>044-23460403</td>
<td>044-23460404</td>
</tr>
<tr>
<td>3</td>
<td>Regional Ops &amp; Plans Officer</td>
<td>044-25395016</td>
<td>044-23460404</td>
</tr>
<tr>
<td></td>
<td><strong>Coast Guard Dist Headquarters No.- 13, Puducherry</strong></td>
<td></td>
<td></td>
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<tr>
<td>4</td>
<td>COMDIS-13</td>
<td>0413-2257951</td>
<td>0413-2257956</td>
</tr>
<tr>
<td>5</td>
<td>Executive Officer</td>
<td>0413-2257952</td>
<td>0413-2257956</td>
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<td>6</td>
<td>Dist Ops &amp; Plans Officer</td>
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<td>7</td>
<td>Dist Logistics Officer</td>
<td>0413-2255950</td>
<td>0413-2257956</td>
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<tr>
<td>8</td>
<td>Dist Medical Officer</td>
<td>0413-2257953</td>
<td>0413-2257956</td>
</tr>
<tr>
<td>9</td>
<td>DHQ-13 Ops Room</td>
<td>0413-2257950</td>
<td>0413-2257956</td>
</tr>
<tr>
<td>10</td>
<td>DHQ-13 MSO</td>
<td>0413-2257956</td>
<td>0413-2257956</td>
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</tbody>
</table>
### TELEPHONE NUMBERS OF STATE OFFICIALS

**Control Room- 0413-1077, 1070**

(a) State Disaster Management Committee - Mass Rescue Operation at Sea

<table>
<thead>
<tr>
<th>Sl. No</th>
<th>Name</th>
<th>Designation</th>
<th>Tvl</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Ashwani Kumar, I.A.S</td>
<td>The Chief Secretary, Government of Puducherry</td>
<td>0413-1077, 1070</td>
</tr>
<tr>
<td>2.</td>
<td>DIG Sanjiv Trikha</td>
<td>The Commander, Indian Coast Guard</td>
<td></td>
</tr>
<tr>
<td>3.</td>
<td>S.Sundari Nanda, IPS</td>
<td>The Director General of Police, Puducherry</td>
<td></td>
</tr>
<tr>
<td>4.</td>
<td>Ashok Kumar, IAS</td>
<td>The Secretary, Relief and Rehabilitation</td>
<td></td>
</tr>
<tr>
<td>5.</td>
<td>H.P.S. Sran, I.A.S.</td>
<td>The Secretary, Transport</td>
<td></td>
</tr>
<tr>
<td>6.</td>
<td>Prashant Kumar Panda, I.A.S.</td>
<td>The Secretary, Health &amp; Family Welfare</td>
<td></td>
</tr>
<tr>
<td>7.</td>
<td>A. Anbarasu, I.A.S.</td>
<td>The Secretary, Agriculture</td>
<td></td>
</tr>
<tr>
<td>8.</td>
<td>R. Alice Vaz, I.A.S.</td>
<td>The Secretary, Civil Supplies &amp; Consumer Affairs</td>
<td></td>
</tr>
<tr>
<td>9.</td>
<td>P. Parthiban, I.A.S.</td>
<td>The Secretary, Science, Technology &amp; Environment</td>
<td></td>
</tr>
<tr>
<td>10.</td>
<td>Devesh Singh, I.A.S.</td>
<td>The Secretary, P.W.D</td>
<td></td>
</tr>
<tr>
<td>11.</td>
<td>Ashok Kumar, IAS</td>
<td>The Secretary, Local Administration</td>
<td></td>
</tr>
<tr>
<td>12.</td>
<td>Ashok Kumar, IAS</td>
<td>The Secretary, Rural Development</td>
<td></td>
</tr>
<tr>
<td>13.</td>
<td>Tarsem Kumar, I.A.S.</td>
<td>The Secretary, Electricity</td>
<td></td>
</tr>
<tr>
<td>14.</td>
<td>Tarsem Kumar, I.A.S.</td>
<td>The Secretary, Finance</td>
<td></td>
</tr>
<tr>
<td>15.</td>
<td>P. Parthiban, I.A.S.</td>
<td>The Secretary, Fisheries</td>
<td></td>
</tr>
<tr>
<td>16.</td>
<td>P. Jawahar, I.A.S.</td>
<td>The Secretary, Housing</td>
<td></td>
</tr>
<tr>
<td>17.</td>
<td>R. Alice Vaz, I.A.S.</td>
<td>The Secretary, Women and Child Development</td>
<td></td>
</tr>
<tr>
<td>18.</td>
<td>N. Venkatesan, Station Manager, Puducherry</td>
<td>The General Manager, Southern Railways, Puducherry – (General Manager is only for Southern Zone only, Chennai)</td>
<td>0413-1077, 1070</td>
</tr>
</tbody>
</table>
### Details of ESF Team leaders, contact nos. and Control Room Nos.

<table>
<thead>
<tr>
<th>ESF</th>
<th>Details of ESF (Emergency Support Function)</th>
<th>Name of the team leader &amp; Department</th>
<th>Contacts</th>
<th>Toll free/control room No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>3,6 &amp; 8</td>
<td>Emergency Public Information, Help line &amp; Warning</td>
<td>District Collector</td>
<td>Off: 2299501 / 2278691, Fax: 2299588, Mail: <a href="mailto:drev.pon@nic.in">drev.pon@nic.in</a></td>
<td>1077 / 1070</td>
</tr>
<tr>
<td></td>
<td>Evacuation</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Damage Assessment</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>Communication</td>
<td>SP</td>
<td>Off: 2334368/224083, Fax: 2336149, Mail: <a href="mailto:sspci.pon@nic.in">sspci.pon@nic.in</a></td>
<td>0101</td>
</tr>
<tr>
<td>2</td>
<td>Emergency Medical Service and Public Health</td>
<td>Director Dept. of Health &amp; Family Welfare Service</td>
<td>Off: 2229350, Fax: 2339351, Mail: <a href="mailto:dms.pon@nic.in">dms.pon@nic.in</a></td>
<td>0413108 / 2224038 / 2225039 / 2236050</td>
</tr>
<tr>
<td>4 &amp; 14</td>
<td>Search &amp; Rescue</td>
<td>Divisional Fire Officer</td>
<td>Off: 2251677, Tele Fax: 2251677, Mail: <a href="mailto:fire.pon@nic.in">fire.pon@nic.in</a>, <a href="mailto:pondyfireservice@gmail.com">pondyfireservice@gmail.com</a></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Transport</td>
<td>Transport Commissioner</td>
<td>Off: 2280130, Tele Fax: 2280130, Mail: <a href="mailto:tc.pon@nic.in">tc.pon@nic.in</a></td>
<td>2280170 / 2280130</td>
</tr>
<tr>
<td>7 &amp; 13</td>
<td>Debris Clearance &amp; Equipment Support, Public Works Engineering</td>
<td>Chief Engineer</td>
<td>Off: 2338233, Fax: 2331815, Mail: <a href="mailto:cepwd.pon@nic.in">cepwd.pon@nic.in</a></td>
<td>2336395 / 2336394</td>
</tr>
<tr>
<td>9</td>
<td>Relief camps</td>
<td>Director, Department of Women and child Development</td>
<td>Off: 2242621, Tele Fax: 2244964, Mail: <a href="mailto:wcd.pon@nic.in">wcd.pon@nic.in</a></td>
<td>2244964 / 2242621 / 2243181</td>
</tr>
<tr>
<td>10</td>
<td>Food and civil Supplies</td>
<td>Director, Department of Civil Supplies</td>
<td>Off: 2253345, Fax: 2252960, Mail: <a href="mailto:civild.pon@nic.in">civild.pon@nic.in</a></td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>Water Supply and Sanitation</td>
<td>SE-II, PWD</td>
<td>Off: 2337090 / 2331107, Tele Fax: 2337090, Mail: <a href="mailto:se2-pwd.pon@nic.in">se2-pwd.pon@nic.in</a></td>
<td>2336399 / 2337090</td>
</tr>
<tr>
<td>12</td>
<td>Electricity</td>
<td>S.E - I</td>
<td>Off: 2334277, Fax: 2331556, Mail: <a href="mailto:se1ped.pon@nic.in">se1ped.pon@nic.in</a></td>
<td>1912 / 2223874 / 222273 / 2336361 / 2336363</td>
</tr>
<tr>
<td>15 A</td>
<td>Law and Order</td>
<td>SP (North)</td>
<td>Off: 2276584 / 2272581, E-Mail: <a href="mailto:spn.pon@nic.in">spn.pon@nic.in</a></td>
<td>100 / 1031</td>
</tr>
<tr>
<td>15 B</td>
<td>Law and Order</td>
<td>VT. Abdul Raheem, PPS SP (South)</td>
<td>Off: 2602074, Mail: <a href="mailto:sps.pon@nic.in">sps.pon@nic.in</a></td>
<td>100 / 1031</td>
</tr>
<tr>
<td>15 C</td>
<td>Law and Order</td>
<td>SP(East)</td>
<td>Off: 2224125/2338756, Mail: <a href="mailto:sp-east.ppy@gov.in">sp-east.ppy@gov.in</a></td>
<td>100 / 1031</td>
</tr>
<tr>
<td>15 D</td>
<td>Law and Order</td>
<td>SP (West)</td>
<td>Off: 2665100, Mail: <a href="mailto:sp-west.ppy@gov.in">sp-west.ppy@gov.in</a></td>
<td>100 / 1031</td>
</tr>
<tr>
<td>16</td>
<td>Social Welfare</td>
<td>Director of Social Welfare Department</td>
<td>Off: 2205872, Tele Fax: 2206762, Mail: <a href="mailto:socwel.pon@nic.in">socwel.pon@nic.in</a>, <a href="mailto:directorofsocialwelfare@yahoo.com">directorofsocialwelfare@yahoo.com</a></td>
<td></td>
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</table>
## Control Room- Municipality and Commune Panchayat

<table>
<thead>
<tr>
<th>SL.NO</th>
<th>MUNICIPALITY / COMMUNE</th>
<th>CONTACTS</th>
<th>MOBILE</th>
<th>E - MAIL</th>
<th>Control Room</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Puducherry Municipality</td>
<td>2334074</td>
<td>7094236114</td>
<td><a href="mailto:comrpm.pon@nic.in">comrpm.pon@nic.in</a></td>
<td>2227518</td>
</tr>
<tr>
<td>2</td>
<td>Oulgaret Municipality</td>
<td>2200812</td>
<td>9443371671</td>
<td><a href="mailto:om.pon@nic.in">om.pon@nic.in</a></td>
<td>2200382</td>
</tr>
<tr>
<td>3</td>
<td>Ariyankuppam Commune Panchayat</td>
<td>2601376</td>
<td>9443389739</td>
<td><a href="mailto:acp.pon@nic.in">acp.pon@nic.in</a></td>
<td>2601376</td>
</tr>
<tr>
<td>4</td>
<td>Bahour Commune Panchayat</td>
<td>2633438 / 2633883</td>
<td>9443363376</td>
<td><a href="mailto:bcp.pon@nic.in">bcp.pon@nic.in</a></td>
<td>2633438</td>
</tr>
<tr>
<td>5</td>
<td>Villianur Commune Panchayat</td>
<td>2666326</td>
<td>9443353282</td>
<td><a href="mailto:vcp.pon@nic.in">vcp.pon@nic.in</a></td>
<td>2660401</td>
</tr>
<tr>
<td>6</td>
<td>Nettapakkam Commune Panchayat</td>
<td>2699108</td>
<td>9443369198</td>
<td><a href="mailto:ncp.pon@nic.in">ncp.pon@nic.in</a></td>
<td>2699108</td>
</tr>
<tr>
<td>7</td>
<td>Mannadipet Commune Panchayat</td>
<td>2640161</td>
<td>9443364016</td>
<td><a href="mailto:mcp.pon@nic.in">mcp.pon@nic.in</a></td>
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## Control Room Revenue Department

<table>
<thead>
<tr>
<th>SL. NO</th>
<th>DEPARTMENT</th>
<th>CONTACT</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>SEOC</td>
<td>1070 / 1077</td>
</tr>
<tr>
<td>2.</td>
<td>DCR N</td>
<td>2231256</td>
</tr>
<tr>
<td>3.</td>
<td>DCR S</td>
<td>2666364</td>
</tr>
<tr>
<td>4.</td>
<td>TALUK OFFICE PUDUCHERRY</td>
<td>2356314</td>
</tr>
<tr>
<td>5.</td>
<td>TALUK OFFICE OULGARET</td>
<td>2254449</td>
</tr>
<tr>
<td>6.</td>
<td>TALUK OFFICE VILLIANUR</td>
<td>2666364</td>
</tr>
<tr>
<td>7.</td>
<td>TALUK OFFICE BAHOUR</td>
<td>2633453</td>
</tr>
<tr>
<td>SL. NO</td>
<td>DEPARTMENT</td>
<td>CONTACT</td>
</tr>
<tr>
<td>-------</td>
<td>---------------------------</td>
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</tr>
<tr>
<td>1.</td>
<td>LAD</td>
<td>2336469</td>
</tr>
<tr>
<td>2.</td>
<td>Forest</td>
<td>2204808</td>
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<tr>
<td>3.</td>
<td>Fisheries</td>
<td>2357761</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2357708</td>
</tr>
<tr>
<td>4.</td>
<td>Indian Coast Guard</td>
<td>1554</td>
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</table>
The operational helpline toll free telephone numbers in Government Departments are following below:

<table>
<thead>
<tr>
<th>Sl.No.</th>
<th>Toll Free</th>
<th>Department</th>
<th>Purpose</th>
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</thead>
<tbody>
<tr>
<td>1.</td>
<td>1070 / 1077</td>
<td>Department of Revenue and Disaster Management</td>
<td>Natural Calamities like Flood / Cyclone rescue Complaints</td>
</tr>
<tr>
<td>2.</td>
<td>1912</td>
<td>Electricity Department</td>
<td>Power Cut and Power Disaster</td>
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<tr>
<td>3.</td>
<td>108</td>
<td>Health Department</td>
<td>Emergency Ambulance Service</td>
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<td>4.</td>
<td>100</td>
<td>Police Department</td>
<td>Police Emergency</td>
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<tr>
<td></td>
<td>1031</td>
<td></td>
<td>Crime related Complaints</td>
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<tr>
<td></td>
<td>1073</td>
<td></td>
<td>Traffic related Complaints</td>
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<tr>
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<td>1091</td>
<td></td>
<td>Women Complaints</td>
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<tr>
<td></td>
<td>1093</td>
<td></td>
<td>Coastal Police Emergency assistance</td>
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<tr>
<td>5.</td>
<td>101</td>
<td>Fire Department</td>
<td>Fire / Flood / Disaster / Cyclone related Complaints</td>
</tr>
<tr>
<td>6.</td>
<td>1554</td>
<td>Indian Coast Guard</td>
<td>Maritime Rescue Sub-coordination Centre, Coast Guard</td>
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</table>

**Details of the Zonal officers – Puducherry District**

<table>
<thead>
<tr>
<th>SL</th>
<th>Name of Taluk</th>
<th>Designation</th>
<th>Contact Details</th>
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<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Office</td>
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<tr>
<td>1.</td>
<td>Puducherry</td>
<td>Tahsildar</td>
<td>0413-2356314</td>
</tr>
<tr>
<td>2.</td>
<td>Oulgaret</td>
<td>Tahsildar</td>
<td>0413-2254449</td>
</tr>
<tr>
<td>3.</td>
<td>Villianur</td>
<td>Tahsildar</td>
<td>0413-2666364</td>
</tr>
<tr>
<td>4.</td>
<td>Bahour</td>
<td>Tahsildar</td>
<td>04132633453</td>
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# ABBREVIATIONS

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
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<tbody>
<tr>
<td>ACC</td>
<td>Area Control Centre</td>
</tr>
<tr>
<td>AC</td>
<td>Aircraft Coordinator</td>
</tr>
<tr>
<td>AES</td>
<td>Aeronautical Earth Station</td>
</tr>
<tr>
<td>AFN</td>
<td>Aeronautical Fixed Network</td>
</tr>
<tr>
<td>AFTN</td>
<td>Aeronautical Fixed Telecommunication Network</td>
</tr>
<tr>
<td>AIP</td>
<td>Aeronautical Information Publication</td>
</tr>
<tr>
<td>AMVER</td>
<td>Automated Mutual Assistance Vessel Rescue</td>
</tr>
<tr>
<td>ATC</td>
<td>Air Traffic Control</td>
</tr>
<tr>
<td>ALRS</td>
<td>Admiralty List of Radio Signals</td>
</tr>
<tr>
<td>CES</td>
<td>Coast Earth Station</td>
</tr>
<tr>
<td>CRS</td>
<td>Coast Radio Station</td>
</tr>
<tr>
<td>C/S</td>
<td>Call Sign</td>
</tr>
<tr>
<td>CSP</td>
<td>Commence Search Point</td>
</tr>
<tr>
<td>DME</td>
<td>Distance Measuring Equipment</td>
</tr>
<tr>
<td>DR</td>
<td>Deviation Report</td>
</tr>
<tr>
<td>DSC</td>
<td>Digital Selective Calling</td>
</tr>
<tr>
<td>EGC</td>
<td>Enhanced Group Calling</td>
</tr>
<tr>
<td>ELT</td>
<td>Emergency Locator Transmitter</td>
</tr>
<tr>
<td>ENR</td>
<td>Entry Report</td>
</tr>
<tr>
<td>EPIRB</td>
<td>Emergency Position Indicating Radio Beacon</td>
</tr>
<tr>
<td>ETA</td>
<td>Estimated Time of Arrival</td>
</tr>
<tr>
<td>ETD</td>
<td>Estimated Time of Departure</td>
</tr>
<tr>
<td>EXR</td>
<td>Exit Report</td>
</tr>
<tr>
<td>FIC</td>
<td>Flight Information Centre</td>
</tr>
<tr>
<td>FIR</td>
<td>Flight Information Region</td>
</tr>
<tr>
<td>FR</td>
<td>Final Arrival Report</td>
</tr>
<tr>
<td>GMDSS</td>
<td>Global Maritime Distress Safety System</td>
</tr>
<tr>
<td>GPS</td>
<td>Global Positioning System</td>
</tr>
<tr>
<td>ICAO</td>
<td>International Civil Aviation Organisation</td>
</tr>
<tr>
<td>IFR</td>
<td>Instrument Flight Rules</td>
</tr>
<tr>
<td>IMD</td>
<td>International Meteorological Department</td>
</tr>
<tr>
<td>IMO</td>
<td>International Maritime Organisation</td>
</tr>
<tr>
<td>INMARSAT</td>
<td>International Mobile Satellite</td>
</tr>
<tr>
<td>ISRR</td>
<td>Indian Search and Rescue Region</td>
</tr>
<tr>
<td>ITU</td>
<td>International Telecommunication Union</td>
</tr>
<tr>
<td>LEOLUT</td>
<td>Low Earth Orbiting Local User Terminal</td>
</tr>
<tr>
<td>LEOSAR</td>
<td>Low Earth Orbiting Search And Rescue</td>
</tr>
<tr>
<td>LES</td>
<td>Land Earth Station</td>
</tr>
<tr>
<td>LKP</td>
<td>Last Known Position</td>
</tr>
<tr>
<td>LPC</td>
<td>Last Port of Call</td>
</tr>
<tr>
<td>Abbreviation</td>
<td>Full Form</td>
</tr>
<tr>
<td>--------------</td>
<td>-----------</td>
</tr>
<tr>
<td>LU</td>
<td>Local User Terminal</td>
</tr>
<tr>
<td>MCC</td>
<td>Mission Control Centre</td>
</tr>
<tr>
<td>MEDEVAC</td>
<td>Medical Evacuation</td>
</tr>
<tr>
<td>MEDICO</td>
<td>Medical Advice, usually by radio</td>
</tr>
<tr>
<td>MID</td>
<td>Maritime Identification Digit</td>
</tr>
<tr>
<td>MMSI</td>
<td>Maritime Mobile Service Identity</td>
</tr>
<tr>
<td>MRCC</td>
<td>Maritime Rescue Coordination Centre</td>
</tr>
<tr>
<td>MRSC</td>
<td>Maritime Rescue Sub Centre</td>
</tr>
<tr>
<td>MRSSC</td>
<td>Maritime Rescue Sub Sub Centre</td>
</tr>
<tr>
<td>MSI</td>
<td>Maritime Safety Information</td>
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<tr>
<td>NBDP</td>
<td>Narrow Band Direct Printing</td>
</tr>
<tr>
<td>NOTAM</td>
<td>Notices To Mariners</td>
</tr>
<tr>
<td>NPC</td>
<td>Next Port of Call</td>
</tr>
<tr>
<td>OSC</td>
<td>On Scene Coordinator</td>
</tr>
<tr>
<td>PDMA</td>
<td>Puducherry Disaster Management Authority</td>
</tr>
<tr>
<td>PLB</td>
<td>Personal Locato Beacon</td>
</tr>
<tr>
<td>POB</td>
<td>Persons On Board</td>
</tr>
<tr>
<td>PR</td>
<td>Position Report</td>
</tr>
<tr>
<td>PRECOM</td>
<td>Preliminary Communication</td>
</tr>
<tr>
<td>RANP</td>
<td>Regional Air Navigation Plan</td>
</tr>
<tr>
<td>RCC</td>
<td>Rescue Coordination Centre</td>
</tr>
<tr>
<td>SAR</td>
<td>Search And Rescue</td>
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<tr>
<td>SARSAT</td>
<td>Search And Rescue Satellite Aided Tracking</td>
</tr>
<tr>
<td>SART</td>
<td>Search And Rescue Transponder</td>
</tr>
<tr>
<td>SC</td>
<td>Search and Rescue Coordinator</td>
</tr>
<tr>
<td>SDP</td>
<td>Search and Rescue Data Provider</td>
</tr>
<tr>
<td>SES</td>
<td>Ship Earth Station</td>
</tr>
<tr>
<td>SITREP</td>
<td>Situation Report</td>
</tr>
<tr>
<td>SMC</td>
<td>Search and Rescue Mission Coordinator</td>
</tr>
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<td>SOLAS</td>
<td>Safety Of Life At Sea SP Sailing Plan</td>
</tr>
<tr>
<td>SPOC</td>
<td>Search and Rescue Point Of Contact</td>
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<tr>
<td>SRR</td>
<td>Search and Rescue Region</td>
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<td>Search and Rescue Unit</td>
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<tr>
<td>UTC</td>
<td>Universal Time Constant</td>
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