

SOUTH WESTERN RAILWAY

JOINT PROCEDURE ORDER ACTION PLAN FOR WEATHER/CYCLONE WARNINGS

Date: 03.01.2013

1.0 SCOPE

- 1.1 This joint circular supersedes all other previous circulars/instructions, if any, on the above subject & comes into force with immediate effect.
- 1.2 The circular is in no way exhaustive and every possible action has to be taken by railway officers and staff with prudence and promptitude to safeguard the railway property and ensure the safety of traveling public during such occasions.
- 1.3 This Railway comes under influence of both South West and North East monsoons. There are two important ghat sections i.e. SKLR-SBHR in MYS division and CLR-QLM in Hubli division. Both ghat sections are in Western Ghats and are prone to heavy rainfall, which needs careful attention in monsoon season. A number of sections are prone to storms, cyclones and landslides during rainfall which can affect the safety of travelling public and also result in disruption of traffic and communication. This warrants action to be taken who are enjoined to be alert and take prompt action.
- 1.4 The three divisions of this Railway i.e., Hubli, Bangalore and Mysore spread over the Geographical jurisdiction of five states i.e., Karnataka, Tamil Nadu, Andhra Pradesh, Maharashtra & GOA. Jurisdiction of SWR spread over Karnataka state covering almost of all districts except Bidar, Gulbarga, Kodugu, Raichur, Udupi & Yadgir; In Tamilnadu state, covering Dharmapuri, Salem & Krishnagiri districts; In Andhra Pradesh state, covering Anantapur and Chittur districts; In Maharashtra state, covering Sangli and Solapur districts and in Goa state, covering the South Goa.
- 1.5 Disruption of traffic can take place due to heavy rains, storms, cyclones and landslides. This Joint circular gives the important guidelines in regard to receipt and transmission of the warning messages and action to be taken immediately for the safety, security and comfort of the passengers, covering the two aspects of normal weather warnings (pertaining to heavy rains) and cyclone warnings.
- 1.6 A copy of this Joint circular should be available in each Control office, Station Masters Office and with all Engineering and other Divisional Officers, sub-divisional ADENs and Permanent Way, Works, Bridges and Traffic Inspectors.

2.0 WEATHER WARNING MESSAGES:

2.1 Arrangements exist with the Meteorological Department, Government of India for issuing fax and e-mail, whenever heavy rainfall or cyclone/storm/gales are expected, the conditions under which warnings are issued are detailed below:

- a) Amount of rainfall considered dangerous – 70 mm and above in 24 hours.
- b) Wind velocity considered dangerous – 65 Km and above per hour
- c) Period when warning will be given – throughout the year

2.2 TERMINOLOGY USED IN METEOROLOGICAL BULLETINS REGARDING CYCLONES:

2.2.1 Cyclones:

<u>Type of Disturbance</u>	<u>Associated wind speed</u>	
	<u>Knots</u>	<u>KMPH</u>
Low pressure Area	less than 17	30
Depression	17-27	30-50
Deep Depression	28-33	50-64
Cyclonic Storm	34-47	65-90
Severe Cyclonic Storm	48-63	90-120
Very Severe Cyclonic Storm	64-119	120-220
Super Cyclonic Storm	> 120	> 220
	(1 Knot = 1.85 KMPH)	

2.2.2 Intensity of Precipitation:

<u>Rainfall amount (in mm, in 24 Hrs.)</u>	<u>Description</u>
Less than 1	Light rain
10 to 30	Moderate rain
31 to 60	Rather heavy rain
61 to 120	Heavy rain
> 120	Very heavy rain

2.2.3 Spatial Distribution:

The area over which, the phenomenon like rainfall is expected to occur:

- Isolated (At one or two places) : 25% or less of the total area under consideration.
- At few places (Scattered) : between 25% & 50% of the total area.
- At many places (Fairly widespread): between 50% & 75% of the total area.
- At most places (Widespread) : more than 75% of the total area.

3.0 WEATHER WARNINGS.

3.1 Conveying messages by Indian Meteorological Department:

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

3.1.1 Web Site Addresses and phone no's of India Meteorological departments:

Sl. No.	IMD Center	Website Address	City Code	Telephone No's	
1	Hyderabad	http://www.imdhyderabad.gov.in	040	27908506	27908508
2	Mumbai	http://www.imdmumbai.gov.in	022	22150517	22174707
3	Bangalore	http://www.imdbangalore.gov.in	080	22211118	22277059
4	Chennai	http://www.imdchennai.gov.in	044	28271951	28271581
5	Goa	http://www.imdgoa.gov.in	0832	2225295	2425547

3.2 Dissemination of Messages within Railway:

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

3.2.1 Central Control, COM office, Hubli:

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

3.2.2 Action by the Divisional Control Office:

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

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

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

Note:

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

3.3 ACTION BY THE STATION MASTER:

- 3.3.1 Intimation to staff:

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

The SM on duty, at Station where ADENs/SSE (Works)/SSE (P.Way), ADEE(TRD), SSE (OHE/PSI) are Headquartered, should immediately arrange to handover to the parties concerned, a copy of the verbatim message received from the Section Controller and obtain his acknowledgement. If the ADENs/SSE (Works)/SSE (P.Way)/SSE (OHE/PSI) is out of Headquarters, the SM should advise the controller on duty who will then be responsible for ensuring that the contents of the weather warning message are communicated verbatim to Engineering and TRD officials at the station. He will also arrange to forward the SMS of warning message received from Divisional control, to all above, in case CUG mobile services are active.

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

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

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

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

- i) When the warning message forecasting cyclone, storm or strong wind has been received from the Meteorological Department and/or there is a reasonable doubt that severe storm is going to break out endangering the

safety of passengers, trains etc., the Station Master shall, in consultation with the Guard and the Loco Pilot / Assistant Loco pilot of the train, regulates the train and also refuse to grant line clear to a train coming to his station until storm abates and he considers safe for the movements of trains.

- ii) In spite of the action outlined above, should the Loco pilot and Guard be still caught on run in a storm and high winds of an intensity which in their opinion are likely to endanger the safety of passenger train, they should bring the train to halt with least delay, avoiding such stoppage at places like sharp curve, high embankments, cuttings and bridges, protect the train as per G&S R and try and contact the nearest Station Master. Guard should advise the passengers to keep all the shutters of the train open to avoid the risk of overturning of the train. The train could be re-started in consultation with guard only after the storm and high winds abate and it is considered safe to proceed. In such cases, discretion of the loco pilots and Guards who know the section is of utmost importance giving paramount importance to safety of passengers.
- iii) During thick foggy or tempestuous weather or dust storm or mist which render it difficult or impossible for the loco pilots to see signals concerned and where there is doubt or suspicion of the condition of a run through passing train or observation made that the block section in the rear might have been affected or obstructed during the passage of the train, caution orders should be issued to the loco pilots.
- iv) The Station Master shall inform Revenue Officers, Sub-Collector of the area regarding the holding up trains in his station. The Station Master on duty shall seek the assistance of the local Revenue authorities in arranging adequate supply of food packets along with pure drinking water to the stranded passengers.
- v) AC loco pilots shall stop the train if considered unsafe to run the train till such time he feels comfortable and safe to run (stopping of train on bridges, steep gradients and flood prone location may be avoided). In case of cyclone, windows of loco may be kept open to allow passage of air.
- (iv) Station Masters shall also take readings of the anemometers installed at stations and record the same in the register at an interval of 6 hours as per the following profarma.

Date	Time	Reading of the Anemometer	Signature

3.3.3 ACTION BY ADEN:

- i) On receipt of cyclone/weather warnings, the ADEN will alert all his staff to be in readiness to meet any eventuality. He should also ensure that all the loose fastenings including sheets, tiles etc. of the station buildings as well as the residential quarters in the places likely to be affected are secured properly. He will also alert the residents of Railway Colony to take all precautions and be in readiness to move to safer places in emergencies.
- ii) He will exercise discretionary checks as required to ensure action by SSE/P.Ways and that they are alert and active and be constantly in touch with control office as required.

3.3.4 ACTION BY SSE/P.WAY :

- 3.3.4.1 SSE/P.Way, on receipt of weather /cyclone warning should arrange to advise monsoon patrolmen/ watchman and gang mates to be extra vigilant. During non-monsoon periods as and when such warning messages are received, the SSE/P.Way will introduce patrolling as soon as possible and also post watchmen at all vulnerable locations and bridges by day as well as by night for a period extending up to 48 hours beyond the period specified in the weather/ cyclone warning messages.
- 3.3.4.2 The Permanent Way Inspector should be out in his section as far as possible by trolley during the period of warning and 48 hours beyond. When there is sudden cloud burst even during non-monsoon periods, emergency patrolling should be introduced duly informing the Station Masters on the section patrolled.
- 3.3.4.3 Permanent Way inspectors should contact the control frequently to keep the Section Controller informed about the site conditions and have their trolleys always available with them for moving to sites of breaches etc.
- 3.3.5 Action by Gang Mate -On receipt of advice from Station Master, the Gang mate should take the following action:-
 - 3.3.5.1 During the fair season, the Mate should depute two reliable gang men provided with Patrolmen's equipment for patrolling the block sections on either side and for alerting the intermediate gang-mates.
 - 3.3.5.2 During the monsoon period, the mate of the station yard gang should send two gang-men in opposite directions to alert intermediate gang-mates, Patrolmen and Watchmen.
 - 3.3.5.3 For guidance of Loco Pilots and Guards, the sections which are vulnerable from safety point of view where the trains should not be stabled such as curves, high

embankments, cuttings etc. should be identified by Kilometer Numbers and to be communicated to Loco Pilots and Guards for their information and their guidance.

4.0 CYCLONE WARNING

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

4.1. ISSUE OF CYCLONE WARNING BY I.M.D.

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

- (i) Chief Controller on duty in HQ central control should take immediate action as laid down in Para3.2.1 above. He should also intimate the cyclone warning and alert the Chief Controllers of the Divisions over which the cyclone is expected to pass. The Central Control will also immediately inform all controls in the Headquarters Office regarding the cyclonic storm and action being taken by the Division to tackle the situation.
- (ii) On receipt of cyclone warning message, the COM will set up an emergency cell in Headquarters, if necessary, manned by Officers /Sr. Subordinates, round the clock. The officials on duty in the emergency cell will observe the messages in the official web site of IMD till the De-warning message is received. On observing the cyclone bulletin, the contents of the bulletin should be relayed to all concerned as per Para3.2.1 (i) and alert the concerned Divisional Controllers for taking action as per Para3.2.2.
- (iii) A register should be maintained in the emergency cell showing the full particulars of the cyclone warnings received and cyclone bulletins broadcast/telecast by A.I.R. (All India Radio)/ various news channels on television and dissemination to various officials.
- (iv) In order to avoid any mishaps or danger to passenger trains and to avoid marooning to passengers, the COM or an officer acting on his behalf will issue instructions to all concerned for either cancellation or regulating the trains which are likely to be affected by the cyclone in the time when cyclone warnings are received.

4.1.2 ACTION BY DIVISIONAL CONTROL OFFICE:

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

4.1.3 ACTION BY TRACTION POWER CONTROLLER:

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

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

4.1.4 ACTION BY OHE/PSI DEPOT IN CHARGE:

- i) The OHE/PSI depot in charge on receipt of Weather/cyclone warning shall be in a state of readiness to meet any emergency for arranging emergency staff to be vigilant and be available in Headquarters. They shall be in readiness to move at a short notice.
- ii) Keep all the breakdown vehicles such as tower cars, trucks, jeeps, motor trollies, wiring train etc.in good fettle, and keep stock of good amount of diesel. Head lights of all break down vehicles to be kept in good working condition including spare lamps.

- iii) Ladder trollies, Breakdown T & P, axes, saws, ladders and emergency tools with full components to be kept ready.
- iv) Temporary masts to be identified and check for availability of complete assembly and ready to use. All the OHE breakdown material like temporary masts, conductors, insulators, fittings shall be loaded in to break down vehicles and kept ready.
- v) In case of any RC communication/SCADA failures, switching stations to be identified and manning to be arranged on need basis.
- vi) Generator sets, portable flood lights, lighting arrangements for tower car, trucks to be kept in good fettle.
- vii) Walkie talkie sets to be kept in good charging condition, emergency telephones to be kept ready.

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

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

4.2 ACTION TO BE TAKEN BY THE STATION MASTER, LOLO PILOT & GUARD:

4.2.1 Regarding Control of Trains.- On receipt of cyclone warning, the Station Master, guard and Lolo pilot shall take immediate action as outlined in Para3.3.2to protect the passengers and the Railway properties.

4.2.2 Regarding intimation to staff.- On receipt of cyclone warning advice from the Controller, the Station Master on duty shall inform the ADENs /SSE(P.Way)s/ SSE(Bridges)/ SSE(Works)/ gang-mate as outlined in Para3.3above.

4.2.3 Action by Engineering officials at site.- Engineering officials of the section concerned, viz., ADENs /SSE(P.Way)s/ SSE(Bridges)/ SSE(Works)/ gang-mate will take immediate action as detailed in Para3.3.2 (vi), 3.3.3 and 3.3.4above.

4.2.4 Action to be taken by Traffic Officers nominated by D.R.M. in the case of trains held up en-route or at starting stations due to cyclone.-

4.2.4.1 After a cyclone warning is given, the Traffic Officer nominated by the Division will-station himself at an important station and takes decision with regard to diversion

and cancellation of trains or organizes transshipment of passengers in the event of breaches in the section, in consultation with the superior officers.

4.2.5 In the case of imminent cyclone threat, the nominated officer will also decide on cancellation of trains running through the cyclone zone and ensure regulation of trains at suitable places where catering arrangements are available for the benefit of the traveling public. Effort should be made to ensure that no passenger train is allowed to be marooned under any circumstances.

4.2.6 Action to be taken by Senior Traffic Officer nominated by DRM:

- i. DRM shall depute a commercial officer for opening an enquiry office with a public address system on the platform of the nearest station to be decided by the nominated officer to relay the information regarding the stranded trains, relief operations, transshipments, supply of food packets etc. Necessary care should be taken to avoid creating a scare among the waiting passengers or general public gathered in the area and the announcements should be carefully worded.
- ii. A commercial Officer of the Division will be available in control Office and he shall plan in consultation with the S&T department for providing helpline numbers at required locations.
- iii. He shall collect information from the site and in consultation with the DRM/ADRM & Sr.DOM/DOM arrange for quick transshipment of stranded passengers by buses from the Road Transport Corporation, in case restoration of through traffic is likely to take longer time.
- iv. He shall advise about the diversion, cancellation & regulation of trains to central commercial controller and CPRO who will take necessary action for dissemination of the information through various media.
- v. DRM shall make arrangements to post a Medical Officer at Railway stations where trains are stranded and where facilities exist otherwise, he shall approach the District Collector or the local Special police Officer who will make necessary arrangements in any kind of emergency for medical relief.

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

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

4.2.8.1: On receipt of request from the officers in charge at site , Medical Personnel may be posted at the stations where trains are regulated to provide medical and sanitary

facilities to the stranded passengers , as well as staff inoculation should be carried out to prevent outbreak of any epidemics.

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

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

(S.S.Narayanan)
PCE

(N.C.Sinha)
COM

(Vikrant Kalra)
CSO

(S.Laxminarayana)
CSTE

(S.K.Arya)
CEE

(Sanjeeb Halder)
CCM

(Dr.B.N.Annigeri)
CMD

(G.K.Jalan)
CPRO

(Vashishta Johri)
CME

(R.Pacharwal)
CSC

METEOROLOGICAL SUBDIVISIONS IN KARNATAKA STATE

Districts	Division	Railway Track Section	SSE/P.way	ADENs
<u>KARNATAKA</u>				
<u>COASTAL KARNATAKA</u>				
DAKSHIN KANNADA	-	-	-	-
UDUPI	-	-	-	-
UTTAR KANNADA	HUBLI	1. Alnavar-Ambevadi (LWR-AVA) 2. Alnavar-Londa-Castlerock (LWR-LD-CLR) 3. Londa-Gunji (LD-GNJ)	SE/DWR, SSE/CLR & SE/LD	ADEN/CLR & ADEN/BGM
<u>NORTH INTERIOR KARNATAKA</u>				
BAGALKOTE	HUBLI	Jakanur(JAK)- Angadageri(ANGR)	SSE/GDG & SSE/BGK	ADEN/GDG & ADEN/BJP
BELGAUM	HUBLI	Gunji(GNJ)- Vujayanagara(VJR)	SSE/LD, SSE/BGM & SSE/KUD	ADEN/BGM
BIDAR	-	-	-	-
BIJAPUR	HUBLI	Angadageri(ANGR)- Tadwal(TVL)	SSE/BGK, SSE/BJP & SSE/IDR	ADEN/BJP
DHARWAD	HUBLI & MYSORE	1. Hubli(UBL)- Alnavar(LWR) 2. Hubli(UBL)-Hulkoti(LKT) 3. Hubli(UBL)-Yalvigi(YLG)	SE/DWR, SE/UBL & SE/YLG	ADEN/C/UBL & ADEN/DVG
GADAG	HUBLI	1. Hulkoti(LKT)-Sompur Road(SOQ) 2. Gadag(GDG)- Jakanur(JAK)	SE/UBL & SE/GDG	ADEN/C/UBL & ADEN/GDG
GULBARGA	-	-	-	-
HAVERI	MYSORE	1. Kalas(KALS)- Harihar(HRR) 2. Harihar(HRR)- Harapanahalli	SE/YLG & SE/RNR	ADEN/GDG
KOPPAL	HUBLI	Sompur road - Hospet	SE/GDG	ADEN/HPT
RAICHUR	-	-	-	-
YADGIR	-	-	-	-
<u>SOUTH INTERIOR KARNATAKA</u>				
BANGALORE URBAN & RURAL	BANGALO RE	1. Bangalore(SBC)- Hejjala(HJL). 2. Bangalore(SBC)- Devanguntti. 3. Bangalore(SBC)- Hosur(HSRA) 4. Bangalore(SBC)- Kyatasandra(KIAT) 5. Bangalore(SBC)- Tondebhavi(TDV) 6. Yelahanka(YNK)- Chikkabalapur(CBP)	SE/WFD, SE/SBC, SE/CPT, SE/YPR, SE/TK, SE/YNK, SE/HUP & SE/HSRA	ADEN/C/SB C, ADEN/CTR & ADEN/HUP

BELLARY	HUBLI	1. Hospet(HPT)- Gunda Road Junction(GDJ)-Kottur(KTY) 2. Gunda Road Junction(GDJ) – Swamy halli(SMLI). 4. Hospet(HPT) – Bellary(BAY). 5. Tornagallu(TNGL) – Ranjitpura(RNJP). 6. Bellary(BAY) – Obalapuram(OBM)	SE/HPT, SE/HPT BL, SSE/BAY	ADEN/BAY
CHAMRAJNAGAR	MYSORE	Badanaguppi(BDGP)-Chamrajnagar(CMNR)	SSE/MYS	ADEN/MYS
CHIKBALLAPUR	BANGALORE	Thondebhavi(TDV)-Devarpalli(DPE)	SSE/HUP	ADEN/HUP
CHIKMAGALUR	MYSORE	1. Banavar(BVR)-Masarali(MSS) 2. Birur(RRB)-Hosadurga Road(HSD)	SSE/ASK & SE/SHV	ADEN/ASK & ADEN/CTA
CHITRADURGA	MYSORE	1. Mayakonda(MYK)-Shivani(SHV)	SE/DVG & SE/SHV	ADEN/CTA & ADEN/DVG
DAVANGERE	MYSORE	1. Harihar(HRR)-Sasalu(SLU) 2. Harapanahalli-Benihalli	SE/DVG	ADEN/DVG
HASSAN	MYSORE	1. Banavar(BVR)-Honnnavalli Road(HVL) 2. Arsikere(ASK)-Sravanur(SRVN) 3. Hassan(HAS)-Sravanbelagola(SBG A) 4. Hassan(HAS)-Yedakumari(YDK)	SE/ASK, SE/KRNR, SE/HAS & SE/SKLR	ADEN/ASK, ADEN/MYS & ADEN/SKLR
KODAGU	BANGALORE	-	-	-
KOLAR	BANGALORE	1. Bangarpet(BWT)-Kolar(KQZ) 2. Bangarpet(BWT)-Bisanattam(BSM) 3. Bangarpet(BWT)-Marikuppam(MKM)	SE/BWT,	ADEN/BWT
MANDYA	BANGALORE	Naganhalli(NHY)-Nidaghatta(NZH)	SE/CPT & SE/MYA	ADEN/C/SB C
MYSORE	MYSORE	1. Sravanur(SRVN)-Mysore(MYS) 2. Mysore(MYS)-Badanagippe(BDGP) 3. Mysore(MYS)-Naganahalli(NHY)	SE/MYS, SE/KRNR	ADEN/MYS
RAMANAGARA	BANGALORE	Hejjala(HJL)-Nidaghatta(NZH)	SE/CPT	ADEN/C/SB C
SHIMOGA	MYSORE	Masarahalli(MSS)-Talaguppa(TLGP)	SE/SMET & SE/SRF	ADEN/ASK
TUMKUR	MYSORE & BANGALORE	Honnnavalli Road(HVL)-Kyatsandra(KIAT)	SE/TK, SE/TTR & SE/ASK	ADEN/CTR & ADEN/ASK

<u>ANDHRA PRADESH</u>				
ANANTAPUR Dist.	HUBLI	Oblapuram(OBM)- Molakalmuru(MOMU)	SE/BAY	ADEN/BAY
CHITTOR Dist.	BANGALORE	Bisanattam(BSM)- Patchur(PU)	SE/BWT & SE/KPN	ADEN/BWT
<u>TAMIL NADU</u>				
KRISHNGIRI Dist.	BANGALORE	Anekal Road(AEK)- Rayakkottai(RYC)	SE/HSRA, SE/DPJ	ADEN/DPJ
SALEM Dist.	BANGALORE	Toppur(TPP)- Omalur(OML)	SE/SA@DPJ	ADEN/DPJ
DHARAMPURI Dist.	BANGALORE	Rayakkottai(RYC)- Toppur(TPP)	SE/SA@DPJ & SE/DPJ	ADEN/DPJ
<u>GOA STATE</u>				
SOUTH GOA	HUBLI	Castlerock(CLR)-Vasco- da-gama(VSG)	SE/CLR, SE/SVM	ADEN/CLR
<u>MAHARASHTRA</u>				
SANGLI Dist.	HUBLI	Vijayanagara(VJR)- Miraj(MRJ)	SE/KUD	ADEN/BGM
SOLAPUR Dist.	HUBLI	Padnur(PUNR)- Hotagi(HG)	SE/IDR	ADEN/BJP

NOTE

03.01.2013

Sub: Joint procedure Order on weather / Cyclone warnings

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The draft copy of joint procedure Order dated: 28.11.2012 was put up for Kind perusal and signature of all PHOD's. CME, XEE & CPRO has made some correction/Modifications and other PHOD's approved without any corrections.

The correction/Modifications suggested by CME, XEE & CPRO were incorporated in Joint procedure Order dated: 31.12.2012 and is placed on folio side for signature of all PHOD's.

The revised JPO dated: 31.12.2012 has signed by PCE & CSTE. CCM has suggested some modification vide PP – 7, the same are incorporated in revised JPO.

The final JPO dated: 03.01.2013 is herewith submitted for signature of all PHOD's please.

Dy.CE/Bridge

CBE

PCE

COM

CSO

CSTE

CEE

CCM