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INTERVENTION IN CASE OF RAILWAYS ACCIDENTS**

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UNITARY MANAGEMENT OF THE FORCES ATTENDING THE INTERVENTION IN CASE OF RAILWAY ACCIDENTS

According to the Order of the Minister of Transport no. 210 of 14.03.2000, the railway accidents are very serious facts produced during trains' traffic or shunting activity which resulted in substantial property damage and/or casualties.

The management of forces and means of the intervention involved in case of railway accidents are all ongoing activities and procedures used by the decision makers, public institutions and services responsible for the identification and monitoring of risks, assessment of information and analysis of the situation, the establishment of the mode of action and making the best decisions to return to normality.

In the event the railway accidents are caused by people carrying out rail transport operations, by third persons or incurred as a result of the technological and natural risks, the institutions involved in the area of intervention shall take action by taking measures in such situations.

Depending on the extent of the accident the following institutions with intervention competence shall be required and shall interfere with specific means and forces:

1. The railway infrastructure manager (CNCF "CFR" - SA)
2. The Railway Undertaking and the economic agent who has loaded the goods (in the case of dangerous goods).
3. The General Inspectorate for Emergency Situations (National Operational Centre) by the county inspectorate or inspectorates for emergency situations in the territory where the accident took place.
4. The Romanian Police (the Railway Transport Police, the Public Order Police, the Road Traffic Police).
5. The Public Health Authority through the emergency medical assistance services prior to hospitalization and health care structures.
6. The Special Aviation Unit within MIRA.
7. The Emergency community services in the territory where the accident took place.
8. Other institutions authorized by law to intervene, if necessary.

The first two institutions according to the specific rules of the railway activities will intervene with the forces and means in every situation, being announced according to the existing training procedures, and the other institutions, depending on the severity and the extent of the accident, shall participate at the request of the representatives of the railways by calling the emergency dispatcher on 112.

In the case of dangerous goods, the emergency dispatcher will notify the carrier, the producer and the County Inspectorate for Emergency Situations in order to send the event specialists and consultants on rescue issues (recovery) of the goods in question. The emergency medical services shall be informed about the nature of the dangerous substances where there is a risk of exposure in order to prepare the data related to the substances in question. The data shall also contain the appropriate antidote, if necessary.

A.1 INTERVENTION MANAGEMENT AND COORDINATION OF THE ON-SITE RAIL ACCIDENT

Coordination of the on-site activities shall be carried out as follows:

- **in the first stage**, consisting of the operational management and intervention in the accident there are distinguished two situations:

1. in the event of a rail accident intervention which does not require dialling the 112 dispatcher the management and the coordination of the means and facilities involved shall be provided by the person with the highest position within the C.N.C.F. "C.F.R."-S.A. who is present on-site of the accident.

2. in the situation when the gravity and the extend of the railway accident also requires the participation of other institutions involved in the intervention requested by calling 112 dispatcher, the management of the means and facilities involved shall be provided by the **COMMANDER OF THE ACTION**, assigned by the General Inspectorate for Emergency Situations.

In the case there are involved dangerous goods, in order to limit, reduce or eliminate the risk factors in the shortest time the Commander of the action shall urgently require from the safety adviser of the railway undertaking and from the emergency medical assistance services prior to hospitalization (Ambulance/SMURD).

The representatives of the C.N.C.F. "C.F.R." - S.A. and of the railway undertaking shall have the primary role in the assessment of the conditions specific to the railway accidents in order to prepare for and to conduct the intervention.

- In the second stage, the research deployment, by the representative of the Prosecutors' Office or of the Romanian Police, according to the competences. The priorities for intervention are to:

- provide the emergency medical intervention together with rescue/extrication operations;
- ensure the safety of workers in the intervention teams;
- ensure the safety of traffic participants and goods transported;
- ensure the traffic flow where there is not required restricting the area of intervention;
- protection of the goods.

For the achievement of an efficient cooperation there should be established specific and concrete tasks for all participating institutions in case of such accidents.

The information needed for the cooperation shall provide information on the specificity of the other intervention services.

There should be forwarded correct on-site information referred to the dispatcher in charge. The efficient transmission of information from the crash site helps limiting the consequences.

OPERATIONAL STAGES

A) Alert stage

The dispatcher reports the accident. It informs about the most facile access route to the place of

occurrence, if there are spills of hazardous substances, after which, according to the data obtained, sends the intervention crews on-site.

B) Response and on-site arrival stage

- the first crew must arrive on-site in the shortest possible time;
- permanent monitoring of the response time is necessary.

C) Intervention stage

- the exchange of information;
- rescue and first aid operations;
- emergency medical care;
- coordination with other forces.

D) Recovery stage

- completion of the intervention actions of the emergency services crews;
- measures to resume the traffic in safety and fluency conditions.

ACTIVITIES CARRIED OUT BY INSTITUTIONS WITH OPERATIONAL COMPETENCES IN THE EVENT OF RAILWAY INCIDENTS

1. RAILWAY INFRASTRUCTURE MANAGER

A) Alert stage

The notification on the railway accident depending on its type shall be subject to the procedure referred to in the "Instructions for the prevention and investigation of railway accidents and events no. 003/2000", annex 2, drawn up by the Ministry of Transports-AFER.

In accordance with the procedure referred to above, the supervisor on duty of the Traffic Controller or the station master shall immediately inform the 112 Dispatcher (the data provided in the instruction manual of the index 105), the Transport Police Dispatcher (telephone 021/3362215) and the Railway Undertaking whose rolling stock is involved in the accident, about:

- the exact place of the accident and how to access the area;
- the hazardous area, the area of distribution, the vicinity of the hazardous area (if they are in the vicinity of sources which may amplify the dangers, as gas stations, railway complexes meant for processing wagons that are loaded with dangerous goods), fuel depots, inhabited areas etc;
- the details on the railway section: embankment, height, near the railway bridgehead, the existence of the contact line of 27 KV;
- the details on the state of the land in the railway area: strong earth, gravel, earth with poor resistance, softened by water, etc.

- the condition and the type of rolling stock (locomotive, wagon type....., motor unit): crack in the container, gas release or vapours, rollover, scattering cargo on the ground, fire, explosion, etc., if the situation allows that;
- the incipient phase of a fire;
- if there have been injured or killed people;
- the atmospheric conditions, visibility;
- the wind direction and speed on the ground;
- the proportion and the consequences of the danger;
- the persons and goods in danger, if they are injured persons;
- if there have also been informed the other liable factors involved in the intervention to the railway accident (Environment Guard, Prosecutor's Office, etc.);
- the request of certain railway cranes and other specific means when there is necessary (helicopters, bags for body transport, transmitters, projectors with their own power supply sources);
- the place of the accident and how to access the area; the accessibility to reach on-site of the accident;
- the number and the type of vehicles involved and whether they can be move out. In particular cases there shall be mentioned whether the means of transport involved is derailed or overturned in the water or in the rough land.
- risk factors: heat, dangerous substances, weather (weather conditions);
- which railway lines are out of order;
- what traffic line have been affected by the event (blocking traffic or speed reduction);
- if there was a collision of high impact (speed >80 Km/h);
- the number of victims and their status.

The dispatchers within the intervention institutions following the notification by the supervisor on duty of the TC or the station master may also require additional information by telephone/fax:

1. **021/3192514** from the Central Traffic Regulator within the National Railway Company CFR S.A.;
2. **021/3170404** from the General Inspectorate for Traffic Safety within the above mentioned company.

B) Response and on-site arrival stage

By the order of the Director General of the railway company in the area where the accident took place the EMERGENCY CELL shall be enabled in accordance with the procedure laid down in the Rules of Operation.

The arrival of the emergency cell members on-site of the accident shall be achieved in the shortest time possible.

The means of intervention shall be directed to the crash site and shall be used in accordance with the provisions of the "Instruction for exploitation of intervention means no. 659/1999 "prepared by the Ministry of Transport.

C) Intervention Stage

By specialized personnel, there shall be taken measures for the interruption of power supply to the contact line and shortening it by linking it to the ground, the completion of this action being communicated to the head of the intervention, the access of other freight or passenger train sets shall be denied in the area of the accident, as well as the removal of the means of transport in the area adjacent to the event.

C1) Rapid Intervention

Safety measures on-site:

The emergency cell members arriving first on-site shall urgently provide the the following measures:

- the evacuation, isolation and denial of access of other users without creating panic, in areas meant to provide protection, at a distance of 200 meters ahead of the area where the accident occurred; the provision of the security on-site in order to preserve the clues, evidence and traces that could lead to the establishment of the causes and to prevent further expansion of the damages and havoc; to request, where appropriate, the restoration of telephone communications that was cut off and the provision of lighting on-site. There shall be worn reflective vests.

The members of the emergency cell shall coordinate the intervention activities specific to the railway infrastructure and shall provide the link with the other participating forces.

In the event of a rail crash, there shall be taken into consideration the possible presence of hazardous substances in the composition of the train or in the train sets located on the siding lines.

In the case of rail accidents involving dangerous goods there shall be considered the measures contained in the "Guide to Emergency Measures" for the transport of dangerous goods.

There shall be observed the following rules in these situations:

- maintenance of at least 200 metres distance;
- identification of the goods carried, by reading the numbers on the orange plates (using the binoculars);
- assessment of the danger and the enforcement of the measures provided for in the Guide, according to the skills;
- isolation of the area and the denial of access;
- positioning towards the wind direction.

C2) Information

The emergency cell members arriving first on-site shall provide additional information upon the request from the dispatchers of the institutions involved in the intervention:

- the exact place of the accident and if the means of transport involved are located in a difficult area in point of accessibility;
- the access routes to the crash site;
- the number and type of vehicles involved and whether they can be moved out;
- the number of wounded and the nature of the injuries in the event of (potential) victims;
- the risk factors: heat, dangerous substances, weather (weather conditions);
- the railway line (the railway section) is blocked;

C3) Other tasks

- redirect the railway traffic depending on the situation occurred;
- protect (provide the security) the intervention teams, victims and other road users;
- maintain the access paths free for the intervention services;
- releasing, including removing and transporting damaged vehicles, cleaning and bringing the railway to its original state.
- In respect of environmental damage:
- limitation of damages brought to the railway infrastructure;
- alerting the 112 Dispatcher with readiness, if there is a risk of environmental pollution;
- repair of the railway infrastructure;
- transmission of information to the mass media for the users of means of transport (such as detours for diversion of traffic).

D) Recovery Stage

starting the operations to remove the consequences of the railway accidents can be performed only with the approval of the Head of the research team, of the Prosecutor, the Transport Police representative or AFER representative.

For accidents produced on the CFR railway infrastructure, where there are not required means of intervention for remedying the consequences, the railway infrastructure manager, after examining the on-site situation, shall take measures for:

- a. the restoration of train traffic;
- b. securing the goods from the damaged means of transport and further transportation arrangements;

2. RAILWAY UNDERTAKING

PASSENEGERS RAILWAY UNDERTAKING

A) Alert stage

The notification of the railway accident based on its type shall be performed according to the procedure set down in the "Instructions for the prevention and the investigation of railway accidents and events no. 003/2000", annex 2, drawn up by the Ministry of Transport - AFER.

In accordance with the procedure referred to above, in addition to the tasks of notification, the employee who learned about the accident, if the situation so requires, shall immediately inform the 112 Dispatcher (the data provided in the instruction manual of the index 114), about:

- The exact place of the accident and how to access the area;
- the hazardous area, the area of distribution, the vicinity of the hazardous area (if they are in the vicinity of sources which may amplify the dangers, as gas stations, railway complexes meant for processing wagons that are loaded with dangerous goods), fuel depots, inhabited areas etc;
- the details on the railway section: embankment, height, near the railway bridgehead, the existence of the contact line of 27 KV;
- the details on the state of the land in the railway area: strong earth, gravel, earth with poor resistance, softened by water, etc.
- the condition and the type of rolling stock (locomotive, wagon type....., motor unit): crack in the container, gas release or vapours, rollover, scattering cargo on the ground, fire, explosion, etc., if the situation allows that;
- the incipient phase of a fire;
- if there have been injured or killed people;
- the atmospheric conditions, visibility;
- the wind direction and speed on the ground;
- the proportion and the consequences of the danger;
- the persons and goods in danger, if they are injured persons;
- if there have also been informed the other liable factors involved in the intervention to the railway accident (Environment Guard, Prosecutor's Office, etc.);
- the request of certain railway cranes and other specific means when there is necessary (helicopters, bags for body transport, transmitters, projectors with their own power supply sources);
- the place of the accident and how to access the area; the accessibility to reach on-site of the accident;
- the number and the type of vehicles involved and whether they can be move out. In particular cases there shall be mentioned whether the means of transport involved is derailed or overturned in the water or in the rough land.

- risk factors: heat, dangerous substances, weather (weather conditions);
- which railway lines are out of order;
- what traffic line have been affected by the event (blocking traffic or speed reduction);
- if there was a collision of high impact (speed >80 Km/h);

B) Response and on-site arrival stage

By the order of the Director General of the railway company in the area where the accident took place a commission shall be enabled in accordance with the instructions no. 003/2000 which shall arrive at the place of the accident.

The arrival of the commission to the place of the accident shall be achieved in the shortest time possible.

C) Intervention Stage

By specialized personnel, there shall be taken measures for the interruption of electricity supply to the contact line and shortening it by linking it to the ground, the completion of this action being communicated to the supervisor of the intervention, the access of other freight or passenger train sets shall be denied in the area of the accident, as well as the removal of the means of transport in the area adjacent to the place of the accident.

C1) Rapid Intervention

Safety measures on-site:

- the commission's members arriving first on-site shall urgently provide the following measures:
 - evacuation, isolation and denial of access to the other traffic participants without creating panic, in areas meant to provide protection, at a distance of 200 meters ahead of the area where the accident occurred;
 - the provision of the security on-site in order to preserve the clues, evidence and traces that could lead to the establishment of the causes and to prevent further expansion of the damages and havoc;
 - to request, where appropriate, restoration of telephone communications that was cut off and the provision of lighting on-site. There shall be worn reflective vests.
 - isolation of the area and the denial of access;
 - positioning towards the wind direction.

C2) Information

The commission's members arriving first on-site shall provide additional information upon the request to the dispatchers of the institutions involved in the intervention:

- the exact place of the accident and if the means of transport involved are located in a difficult area in point of accessibility;
- access paths to the crash site;
- the number and type of vehicles involved and whether they can move out of the place;

- the number of wounded and the nature of the injuries in the event of (potential) victims;
- the risk factors: heat, dangerous substances, weather (weather conditions);
- the railway line (the railway section) that is blocked;

C3) Other tasks

- to protect (secure) the intervention teams, victims and other road users;
- to maintain free the access paths for the intervention services;
- to alert the 112 Dispatcher with readiness, if there is a risk of environmental pollution;
- to transmit the information to the mass media for the users of means of transport (such as detours for diversion of traffic).

D) Recovery stage

Specialized services within the company shall establish the technical requirements for the rolling stock involved, in order to resume the traffic in terms of safety.

In the event the situation requires and there is possible, there shall be replaced the rolling stock involved in the accident in order to ensure the continuation of the journey for the passengers.

A.2 C.F.R. MARFA

A) Alert stage

Identification of the railway accident depending on its type shall be subject to the procedure referred to in the "Instructions for the prevention and investigation of railway accidents and events no. 003/2000", annex 2, drawn up by the Ministry of Transport-AFER, approved by OMT no. 210/14.03.2000.

The personnel of the railway undertaking, who learned about the occurrence of the railway event, shall immediately notify the management of the division to which it belongs. The Head of the division (or his substitute) besides the personnel set down at the art. 32 (1) of the Instructions for the prevention and investigation of railway accidents and events no. 003/2000", prepared by the Ministry of Transport - AFER, by the OMT no. 210/14.03.2000, shall take the necessary measures to advise the Supervisor on duty of the Production Commercial Centre of the railway transport undertaking, which on his turn shall inform hierarchically every person in charge up to the Director General.

For the railway incidents produced in the direct line, the train personnel shall inform the nearest railway subunit of the existing dangers, providing the following information:

- the exact place and time of the incident;
- how to access the area;
- type of cargo uploaded in the wagons in danger, according to the orange marks on the wagons (UNO no. and the figure for the level of danger) and/or the official name of the transport recorded in the consignment note;

- the condition and the type of rolling stock (locomotive, wagon type....., motor unit): crack in the container, gas release. or vapours, rollover, scattering cargo on the ground, fire, explosion, etc., if the situation allows that;
- information about the ground;
- if there have been injured or killed people;
- atmospheric conditions, visibility;
- wind direction and speed on the ground;
- proportion and the consequences of the danger;
- goods in danger,

If there are information that following the incident resulted: damaged means of transport which have as result fumes or gases, there are fires or explosions, or there is a risk that the incident could degenerate, the advisor on dangerous goods transport and/or civil protection inspector shall be advised. There shall be also informed the consignor or the consignee of the goods in order to make available the operative team.

B) Response and on-site arrival stage

By the order of the Director General of the railway company in the area where the accident took place the EMERGENCY CELL shall be enabled in accordance with the procedure laid down in the "Rules for the prevention and the investigation of the railway accidents and incidents" no. 003/2000 and the Rules for organization and operation.

The arrival of the emergency cell members to the scene of the accident shall be achieved in the shortest time possible.

C) Intervention Stage

The intervention team coordinator, along with the heads of the railway subunits shall determine and provide the first steps that must be taken to limit the impact of the accident. They can be as follows:

- withdrawal and stopping the manoeuvre in the area;
- ceasing all operation in the railway or in the entire station, if necessary;
- in case of accidental closing of the line/lines from the station or of the current line there shall be taken signalling actions on the ground in accordance with the regulations in force;
- shutting down the railway facilities that could amplify the danger;
- moving the intervention teams to the railway accident. Training and equipping the railway staff forming teams to avoid exposure to the dangers of the hazardous goods action;
- closing and ensuring the loading/unloading doors (domes);
- collaborating with the trading companies in the area in order to stop the products, if the leak cannot be stopped;

- isolation of the wagon/wagons involved in the accident on the line established by the PTE, by towing if possible or isolating it on the line on which the accident occurred by towing the other wagons of the train and/or in the vicinity of the train;
- securing the area in danger and where appropriate the isolation and the evacuation area;

D) Recovery stage

The beginning of the relief operations of the railway accidents consequences with human victims can be done only with the approval of the President of the Commission, after consulting the representatives of the other institutions present at the scene of the accident (Police, Prosecutor's Office, AFER, etc.).

For the accidents produced on the railway infrastructure of CFR, which do not require means of intervention, the railway undertaking shall ensure the security of goods, means of transport and their further transportation to the destination.

A.3 3. 112 DISPATCHER

The tasks of the 122 Dispatcher are stipulated in the user's manual of 112 index and consist in:

a) The request of the essential details from the person reporting the incident on:

- the place of the accident and the details about it;
- the danger zone, the area of distribution;
- the vicinity of the area in danger (if it is in the vicinity of sources that can amplify the danger);
- the proportion and the consequences of the danger;
- how to get there;
- if there are injured persons and the number thereof;
- the estimated size of the damage and what is all about;
- the location and the correct positioning;
- existence of risk factors such as fire, spreading of toxic products, explosion (evolution of gas or vapour, fire, explosion, etc.);
- which is the phone number of the person reporting the accident and if he is involved in the accident.

b) Sending the intervention crews on-site:

- Crews qualified in first aid/emergency care by land and by air, if:
 - there are suspected injured persons;
 - there are injured persons.
- County Operational Centre within I.S.U.J., if:

- there is suspected or confirmed the existence of people injured;
 - there are suspected fires;
 - there are suspected leakages of dangerous substances from the means of transport;
 - there are people locked in the means of railway transport;
 - there occurred railway accidents which started fires.
- The Railways Transport Police, always.
- The Railway Infrastructure Manager, if following the occurrence of the accidents:
- there were produced damages or deterioration of the railway infrastructure and/or adjacent facilities or of the railway signalling systems;
 - there is necessary to ensure certain variants of detours for traffic deflections;
 - there is necessary to require instruments for special intervention, enabling infrastructure in order to restore circulation.

c) Collecting data of operational interest from the employees on-site:

- which is the number of vehicles involved and of the persons injured, their condition;
- what is the status of traffic (blocked or not);
- other data of operational interest.

d) Communicate to the other dispatchers data of their interest:

- 112 dispatcher shall inform the other dispatchers about how are operations deployed at the scene of the accident;
- through the County Operational Centre the information shall be permanently provided to the other dispatcher on how the intervention operations are deployed. The information submitted shall compulsorily highlight the aspects regarding:
 - the forces on-site ;
 - the place of the accident;
 - the number of victims;
 - the pollution of the environmental factors;
 - the number of the railway means of transport involved in the event;
 - the number of the technical means used for the intervention;
 - the traffic condition;
 - other data of interest.

e) To record and evaluate the information received and to manage the incident:

- to keep track of elapsed time from referral to the intervention;
- to monitor the way in which the intervention takes place;
- to report the accident.

4. THE GENERAL INSPECTORATE FOR EMERGENCY SITUATIONS THROUGH THE COUNTY INSPECTORATES FOR EMERGENCY SITUATIONS

The tasks of ISUJ-COJ are as follows:

A) Alert stage of COJ shall be informed:

- about the access path to the place where the accident took place;
- if there are traffic jams;
- if there are injured or restrained persons (the team intervention is necessary for extrication);
- if there has been started a fire (or there are triggered any fires);
- if there is reported the location of the explosive device or bomb;
- if there is reported the presence of hazardous substances/wind direction (or there is a suspicion that there might be dangerous substances). If the answer is affirmative there shall be established:
 - how many and what types of cars are involved in the accidents;
 - there are labels or other visible bookmarking (markings) which are applied on the sides of the vehicles involved in the accident, and if the answer is affirmative, what numbers are indicated on the orange labels;
 - the number mentioned above, the hazard identification number and the UNO number, on the lower side.
- if there are spills of dangerous goods or other substances and in what quantity;
- if there were produced damages at the contact line and there is necessary to interrupt the electricity supply to the contact line;
- there can be noticed any vapours or smoke;
- if there is a fire, what colour is the smoke;
- if there are crushed railway transport vehicles;
- if there is an accident that has caused significant damage to the environment;
- if there is an accident involving a bus (passenger transport) with victims;
- if there is the case of bumping an obstacle (column, pillar, railing) from which resulted casualties;

- if the police and medical crews rushed to the crash site.
- informs CON about the situation

B) The intervention stage

There shall be recorded and evaluated the way in which the situation was managed (the way in which there have been coordinated and carried out activities/actions).

There shall be sent the necessary intervention crews including the qualified first aid and emergency care teams within the County Ambulance Service and SMURD.

There shall be sent the nearest intervention team for collective accidents, if any.

There shall be consulted the police representative, the worker designated by the railway infrastructure manager and the emergency medical assistance on the most secure and efficient managerial decisions in case of an accident to which actions are taken.

If the accident involves a dangerous cargo, the County Inspectorate for Emergency Situations, shall send a consultant on rescue (recovery) of the cargo.

If hazardous substances are present, there shall be kept a minimum security distance set by the Security Intervention Coordinator, based on the type of the substance and the intervention structures that are not endowed with appropriate intervention machines shall operate outside the danger zone. At the time the fire was extinguished, there shall be taken measures to limit the spread in the air or on the ground of dangerous substances.

The worker designated by the railway infrastructure manager to remove any remaining contaminants on-site shall be supported, having previously been consulted the police.

The measures shall be taken for the recovery of goods transported in accordance with the powers of the institutions involved.

When there is a worker designated by the administrator of railway infrastructure, the I.G.S.U. representatives shall transfer the responsibility to him for the cancellation of the measures taken and shall communicate about him to their own dispatcher.

There shall be recorded the way the situation was handled (the way there were coordinated and carried out activities/actions).

5. ROMANIAN POLICE

The main tasks in these situations shall be assigned to the Railway Transport Police, who will carry out specific activities under the Concept of action in the integrated system, with the structures of the Public Order Police and Traffic Police.

The forensic activities shall be carried out by specialized structures within the area of reach of IPJ where the accident occurred.

ACTIVITIES CARRIED OUT DURING THE 4 OPERATIONAL STAGES

A) Alert Stage

The Transport Police Dispatcher asked to locate the accident gathering information about:

access path to the place where it took place;

- if there are traffic jams;
- if there is reported the presence of hazardous substances/wind direction;
- if there is reported the location of an explosive device or bomb;
- the place where it took place, the hazardous zone, the area of distribution;
- the vicinity of the hazardous area (if they are in the vicinity of sources which may amplify the dangers, as gas stations, railway complexes meant for processing wagons that are loaded with dangerous goods), fuel depots, inhabited areas etc;
- the details on the railway sector: embankment, height, near the railway bridgehead, the existence of the contact line of 27 KV;
- the details on the state of the ground in the railway area: strong earth, gravel, earth with poor resistance, softened by water, etc
- the details of the fuel in the fuel tanks of the locomotive;
- the atmospheric conditions, visibility;
- the proportion and the consequences of the danger;
- people and property at risk, if there are injured persons ;
- the type of means of transport involved (locomotive, coaches);
- the condition and the type of rolling stock (locomotive, wagon type....., motor unit): crack in
- the container, gas release or vapours, flip, scattering of cargo on the ground, fire, explosion, etc., if the situation allows that;
- the request of certain intervention means when there is necessary (helicopters, bags for body transport, transmitters, projectors with their own power supplies, welders);
- if there is reported the location of an explosive device or bomb;
- if it has been reported the presence of suspicious persons who have abandoned baggage or hand luggage;
- description of the persons suspected for the production of the accidents.

B) Response and on-site arrival stage

The arrival to the scene of the accident shall be made in the shortest time possible, using acoustic and light warning systems in accordance with the legal provisions.

Those who arrive first at the crash site shall verify if their presence is required on-site and if not they shall leave the area.

According to the Concept of action in an integrated system, the arrival on-site of the accident shall be carried out by a police unit that is the nearest, and this unit shall adopt the first intervention measures referred to in this guide, until the arrival of workers of the police transport.

C) Intervention Stage

I. Immediate Intervention

The intervention team members who reach the top spot shall take the following measures:

- to discharge, isolate and deny the access to the persons without creating panic in the area in order to protect them, at a distance of not less than 200 meters of the area where the accident occurred;
- to guard the place of the accident, in order to preserve the clues, evidence and traces in perfect conditions which could enhance setting the causes and the guilty parties and to prevent expansion of the havoc and damages;
- to request, where appropriate, to restore the telephone communications which were cut off and to provide lighting to the place of the accident;
- To request means of intervention when necessary (crane train, helicopters, bags for body transporting, transmitters, projectors with their own power supplies, welders);
- Use of the safety-warning vest;
- Provision of the contact with the other civil institutions on-site until the arrival of a superior.

In the case of the railway accidents in which the cars are involved in transporting dangerous goods, there shall be taken measures under "the Emergency Measures Guide" for the transport of dangerous goods.

The dangerous goods shall be identified by consulting the transport documents and labels for hazard and warnings (if the situation warrants).

In these situations, the following measures shall be taken:

- keeping a distance of at least 200 metres;
- identifying the goods transported by reading the numbers on the orange plates (using the binoculars) applied on the sides of the wagons for freight transport;
- The hazard assessment and the implementation of the measures provided for in the Guide, according to the powers, isolation of the site and denial of access;
- The staff operating in contaminated areas shall compulsorily wear the appropriate personal protective equipment

- The members of the other teams of intervention shall act outside the prohibition established.

II. Information

The intervention team members, once they arrived on-site they shall provide detailed information to the Dispatcher, as well as:

- the exact location of the accident, providing details (location of means of transport involved in the accident – prone, knocked over, derailed, crushed, etc.)
- description, consequences and proportions;
- necessary means of intervention (crane train of 250 tons);
- if damages were produced at the contact line of 27kv CFR and there is required the interruption of the electricity supply to the contact line;
- the details on the condition of the land: strong ground, gravel, ground with poor resistance, softened by water, etc.;
- wind direction and speed on the ground level;
- the accessibility to the location where it took place;
- the number and type of vehicles involved and whether they can be moved out of place;
- the number of injured persons and the nature of the injuries (if there are any victims);
- the number of ambulances required for the case;
- the risk factors: fire, dangerous substances, weather (weather conditions);
- which traffic line is blocked;
- if there is necessary to supplement the police force;
- other issues, which deserve to be mentioned.

III. First aid

- providing first aid to the victims;
- release of the victims (in cooperation with the staff of the extrication crews and emergency medical assistance);
- stabilization of the means of transport, where appropriate;
- prevention measures to cut the remaining shards due to break-ins.

IV. Other tasks

Deviations shall be made only by the representatives of the railway infrastructure manager.

- to ensure safety of the intervention teams worker, of the wounded persons and other participating forces;
- facilitating access routes to/from the place of the accident for the intervention services;
- provision of the traffic deployment and the prevention of jams.
- Maintaining the public order and safety in the accident area.

The research team arrived on site, the police officer who arrived first on-site presents to the prosecutor or to the head of the investigation team the findings and the measures that there have been taken.

V. Investigative activities

There shall be taken measures to preserve traces, objects bearing traces or of material evidence in danger of being destroyed, removed, modified or altered by the existing atmospheric conditions or by other people.

There shall be proceeded to the identification of eyewitnesses and the preliminary investigation on the circumstances and conditions in which the accident occurred.

The tasks shall be executed and measures submitted by the unit's management, the team leader or the officer on duty.

There shall be deployed activities for overall orientation in order to determine the area to be included in the place to be searched; to cover the place of accident, to divide it on sectors and to set the priorities.

The overall orientation requires the execution of photos, sketches, with the consequences of the accident, the condition and the position of the main traces as material resources.

The orientation photos can be run out from the helicopter or from longer distances and the sketch photos can be run after panoramic photography process offering an accurate image on the place, on the consequences and the arrangement of the different traces.

All through the photos or movies there can be set the activities of the research team for rescuing the victims.

There shall be picked up the topographic planimetry characteristics and arrangements of the objects on the ground, with distances suitable for drawing the outline of the place of catastrophe.

The investigation activities of the technical causes of the accident are in the competence of AFER and the Transport Police, providing support by preserving the evidence and enhancing the access of investigators to the scene of the accident.

D) Recovery stage

After the completion of the on-site investigation and removal of all hazards, the area shall be cleaned after the conclusion of the intervention teams, for the restoration of the previous situation of the accident.

If there have been previously requested special signalling measures on the railway or the surrounding access paths, they shall be cancelled, the railway infrastructure manager and the manager of the adjacent railroads being announced in this respect.

If the ambulance has required special measures in the traffic, the police shall automatically retrieve the cancellation decision. When there is also a worker on-site designated by the manager, the police shall transfer to him the responsibility for the cancellation of the measures taken.

6. THE MINISTRY OF PUBLIC HEALTH

Specific activities shall be carried out in accordance with the legislation in force, namely:-the Law 95/2006 title IV;

-GEO 126/2003 regarding the operation, functioning and financing of emergency assistance provided with helicopters purchased by the Ministry of Health and assigned to the medical operators of Fundeni Clinical Institute and County Emergency Clinical Hospital of Targu Mures, which was approved by Law 40/2004;

Joint Orders of the Minister of Health (No. 777/23.06.2004) and the Minister of Administration and Interior 277/23.06.2004) approving the Methodological Norms of GEO 126/2003.

AMBULANCE/SMURD

The ambulance/SMURD dispatcher shall be informed about:

- the access path to the place where the accident occurred;
- if there are traffic jams;
- if there are injured or restrained persons. in the case of (possible) victims: the number of the injured persons and the nature of their injuries;
- the number of ambulances needed for intervention;
- if the risk factors are present, such as a fire or hazardous substances.

B) Response and on-site arrival stage

The movement to the scene of the accident shall be achieved in the shortest time possible, using sound and warning systems.

C) Intervention Stage

First aid

There shall be analyzed the victims, there shall be established the victims that are in need of first aid and medical assistance shall be provided.

There shall be treated the injuries that may threaten the lives of the victims and shall be prevented from new ones.

The victims that are trapped shall be released in cooperation with the extrication personnel of the GIES. There shall be indicated in terms of minutes how quickly the victim must be released, based on their state (condition) at that time.

As soon as the second crew participating in the intervention arrives, if any, it will take over the competences of "buffer" of the ambulance arrived first at the scene of the accident.

Other tasks:

- choice of the hospital where the victim shall be transported to as well as the means of transport.
- informing the police about the name and the address of the hospital where the victim shall be transported.

D) Recovery Stage

If one of the members of the medical intervention crew requested special measures, he shall request their cancellation, through its own call centre. When there is a representative of the road administrator or of the police on the site, they will automatically retrieve previously annulled the measures taken responsibility.

There shall be recorded the way of managing the situation (there were coordinated and carried out activities/actions).

For the incidents that took place on the railway infrastructure (which does not belong to the public railway infrastructure), which requires means of intervention, the movement of the trains shall be carried out according to a plan set by the trader's representative whose railway infrastructure the incident has been produced, along with the driver of the means of intervention.

If there were previously requested or conducted temporary signalling measures, they shall be cancelled only after prior notification of the police.

The National Railway Company CFR SA, operates in the telephone emergency call 4444 in the CFR network, which is picked up by the specialists of the General Safety Traffic Inspectorate, in order to notify the railway incidents that have produced.

INSPECTOR GENERAL
AL POLIȚIEI ROMÂNE
Chestor principal specializat
[Signature]
DAN VALENTIN FĂTULOIU

INSPECTOR GENERAL AL
INSPECTORATULUI GENERAL
PENTRU SITUAȚII DE URGENȚĂ
General locotenent
[Signature]
SECARA VLADIMIR

SERVICIUL DE TELECOMUNICAȚII
SPECIALE
DIRECȚIA PENTRU APEL UNIC DE
URGENȚĂ
General de brigadă
[Signature]
Dr. EUGENIU MUȘAT

COMPANIA NAȚIONALĂ DE
CĂI FERATE „C.F.R.” S.A.
Director general
[Signature]
Ing. CONSȚANTIN MANEA

SOCIETATEA NAȚIONALĂ DE
TRANSPORT FERROVIAR DE
CĂLĂTORI „CFR CĂLĂTORI” SA
Director general
[Signature]
Ing. NOAPTEȘ ALEXANDRU

DIRECȚIA GENERALĂ DE POLITICI,
STRATEGII ȘI MANAGEMENTUL
CALITĂȚII ÎN SĂNĂTATE
Director general

Dr. IRINA STAMATE
[Signature]

SOCIETATEA NAȚIONALĂ DE
TRANSPORT FERROVIAR DE
MARFĂ „CFR MARFĂ” SA
Director general

Ing. BOBAR LIVIU
[Signature]