



भारत सरकार Government of India  
रेल मंत्रालय Ministry of Railways  
रेलवे बोर्ड (Railway Board)



No.2019/Tele/8(1)/4 (3303567)

New Delhi, Dated: 17.07.2023

Chief Executive Officer,  
Centre for Development of Telematics (C-DOT)  
C-DoT Campus,  
Mehrauli,  
New Delhi.

**Sub: CAP(Common Alerting Protocol) for dissemination of information through IPIS under NDMA CAP Project**

**Ref: C-DoT's letter No.C-DoT/DSA/CAP-SACHET/IR/2023/05/01 dated 02.05.2023 with MoM of meeting held on 20.05.2023.**

Please refer to C-DoT's letter dated 02.05.2023 with MoM of meeting held on 20.04.2023. Followings comments are made:-

1. The observations of joint team of railway officials as recorded in the MoM dated 02.05.2023 by C-DOT may be adhered to.
2. The main function of the Railway officials as highlighted in the POC would be at the divisional control level where the NDMA pushed disaster alerts would be received.
3. The information after being received in Divisional Commercial control, would be sent to the concerned stations after taking necessary approvals. The alert would then be pushed to the concerned stations automatically.
4. Proper training of staff regarding the Manual Intervention Dashboard to be ensured.
5. Periodic mock drills and monitoring of alert dissemination through Indian Railways IPIS through provided dashboard may be done.
6. CDoT/NDMA may also share the details of approved templates for generation of various alerts. Also number of alerts being generated through SACHET per day may also be shared.
7. The Alerts may also contain the name of the agency generating the same.
8. Also as requested earlier, a draft SOP may be submitted for Railways. The SOP shall also elaborate on the process of withdrawing the alert message based on inputs from Alert Authorizing Agencies (NDMA/ SDMA). The SOP shall also provide the criticality level of the Alert, duration for which the Alert is to be kept live.
9. Detailed SOP will need to be worked out before wider roll out because intervention by Railway Officials has been desired (for crowd management). The SOP must lay down in detail the conditions and duration for which the overriding of message display should be allowed.
10. The SOPs may also factor in the nature of the Railway Station including exit locations and footfalls at certain times of day. This may be kept in view before larger roll out.

In view of above, it is requested to submit the documents/information as requested above.

(धर्मेन्द्र सिंह)  
निदेशक/ दूरसंचार  
ई.मेल [dtele@rb.railnet.gov.in](mailto:dtele@rb.railnet.gov.in)