

own resources. In disaster areas such as this, there should be services for those who have suffered, and also extra services for the special risk groups to prevent exploitation.

Keywords: earthquake; Indonesia; rescue; tsunami; Turkey
Prehosp Disast Med 2007;22(2):s157–s158

(255) Evaluation of the Preparedness for Chemical Incidents Caused by the Derailment of a Freight Train Carrying Chlorine

G.C. Cassel

Nuclear, Biological, and Chemical Defense Research Agency, Ume, Sweden

Introduction: In February 2005, a freight train derailed near Kungsbacka, Sweden. The train consisted of 12 tank cars, each of which carried 65 tons of chlorine. The derailment occurred because the freight train went onto a blind track to await a meeting train. Attempts to stop the train failed, and the engine and four of the cars derailed into the surrounding field. Fortunately none of the tanks were disrupted. However, the event raised questions regarding the consequences of the accident if a chlorine leak had occurred. **Methods:** An evaluation of the preparedness of the emergency services' response to chemical accidents was conducted. Simulations based on mathematical models were conducted to determine the dispersal rate of chlorine given the weather conditions during the event. The potential impact on the population in the area surrounding the site of derailment was calculated using population data provided by the local authorities in Kungsbacka.

Results: The simulations showed that release of chlorine after the incident would have resulted in severe consequences for the people in the dissemination area. None of the emergency services involved possessed adequate preparedness to manage the scenario.

Conclusions: It is important to realize that the extent of the dissemination area is not limited to the geographic area where the accident occurred. Casualties may be scattered throughout a wide area, both inside and outside of buildings. It is recommended that casualties are evacuated before decontamination, particularly during incidents involving industrial chemicals.

Keywords: chemicals; derailment; dissemination; preparedness; simulation

Prehosp Disast Med 2007;22(2):s158

(256) Lessons Learned from Greek Myths

G. Leledakis

Krefeld, Germany

Standard categorizing of disasters into "god-made" and "human-made" should be revised. In some myths, such as Damocles's sword, Pandora's box, and Medusa's head, there are included methods for dealing with disasters. Concepts of trust and confidence on the one hand, and a certain culture of risk on the other, point to an acceptance of nature as uncertain and unstable. Can we learn the solution to disasters by listening to Greek ancient myths? Because inside the myths, truth is living.

Keywords: categorization; coping; disaster; Greek mythology

Prehosp Disast Med 2007;22(2):s158

(257) The "Helios" Aircraft Crash in Athens

C.B. Bachtis; N. Papageorgiou; A. Zygoura; P. Koukopoulos; S. Georgiou; P. Vergopoulou; D. Gessoura; D. Pyrras
EKAB, Zografou, Greece

The aim of this report is to study the mobilization and problems faced by the agencies that managed the "Helios" aircraft crash in Grammatiko, Greece, on 14 August 2005. The incident involved the "Helios" flight ZU522 from Larnaca, Cyprus via Athens, Greece to Prague, Czech Republic on a Boeing 737-31S with 116 passengers and a five-person crew. The aircraft took off from Larnaca at 06:07 hours (h) UTC and crashed near Grammatiko at 09:03 h UTC.

The "El Venizelos", Athens International Airport (EV-AIA, called a "full emergency status" at 08:50 h UTC. At the same time the Hellenic National System for Emergency Medical Care, EKAB, was alarmed and immediately placed two mobile intensive care units (MICUs) and three B-ambulances at the disposal of the EV-AIA. At 08:55 h, the alarm was escalated to face an "uncontrolled" approach and landing. At 09:03 h, EV-AIA and EKAB were notified about the airliner crash about 12 nm north of EV-AIA. The full-scale alarm status in EKAB included the dispatch of 9 MICUs, 11 other physician-equipped vehicles, 25 B-ambulances, and one medevac helicopter.

The problems faced at the disaster site in order of importance were: (1) horizontal dispatch of information; (2) coordination between agencies; (3) chain of command; (4) inadequate and difficult access to the disaster site; and (5) staging of responding vehicles. The major problem outside of the site was the deficiency of ambulance vehicles in Athens for about four hours. Nevertheless, at no time was the health or safety personnel jeopardized—singly or collectively.

This incident identified response deficiencies to such an event and also generated ways to improve the responses.

Keywords: aircraft crash; deficiencies; Greece; opportunity costs; responses; safety

Prehosp Disast Med 2007;22(2):s158

(258) Hospital Fires: Gazi University Case

G. Ozel,¹ N. Sarp,² A. Demircan,³ B. Akbuga³

1. Ankara University Health Sciences Instit, Ankara, Turkey
2. Ankara University, Ankara, Turkey
3. Gazi University, Ankara, Turkey

Gazi University Hospital is a 950-bed, university hospital situated in central Ankara, Turkey. A fire started on 28 June, around 11:00 hours (h). Nurses on the 12th floor of the hospital notified the Emergency Management Department of the presence of smoke in a ventilation hall. Initial response was provided by the security personnel in the hospital and the small fire caused by burning garments and a small amount of garbage thrown out of a window at 7th floor was contained. However, about 15 minutes later, a fire alarm was given due to the presence of heavy smoke coming from the main electrical control room in the basement. Emergency response units (fire department and EMS) were notified and the evacuation of the tower that was affected by the fire was ordered. Around 250 patients