

REPORT ON INCIDENT AT FARAKKA

The work of construction of new 4-lane Farakka bridge (2x12.5M wide twin two lane structures) was awarded to M/s Qingdao Construction Engineering Group Co. Ltd- RKEC Projects Limited (CQCE-RKEC JV). Appointed date was declared on 20.12.2018 and work was started w.e.f. 01.01.2019. The proposed bridge is being constructed to on NH – 34 section to ease the traffic between Farakka in Murshidabad Dist. and Ranigunj in Malda Dist. in West Bengal, across downstream of Farakka Barrage on River Ganga.

Specialized agencies namely M/s BBR India Limited & M/s Navi Hasan for pre-stressing & launching of the segments respectively. Segments on LHS side were being launched by the launching girders which were being installed at the A2 side of new Farakka Bridge (Malda District).

At around 7.08 PM Malda Side(LHS) on 16.02.2020, one of the launching girders toppled on the already launched span leading to sudden collapse of the span. During this mishap, approx. 8-10 workers including some Engineers, technicians & laborers were present at the girder launching location. Immediate rescue operations were started with the help of Police administration.

We had completed much ahead of 2nd milestone of 2nd Schedule. The completion of work was over 45%.

Due to this unfortunate incident, 2 fatal casualties and 3 injuries have been reported Two technicians ,one labour were transferred to Kolkata for better treatment.

The site has been inspected by Hon'ble MP Mr. KhagenMurmu, Project Director- PIU- Malda & Superintendent of Police- Malda.

Probable Reasons for occurrence:

The failure of the stools provided before placing the segments on the bearing pedestals may be the reason for collapse of the segments.

Preventive Measures and recommendations

The following are some of the preventive measures to be taken during the construction works to avoid such incidents –

- Involvement of more experienced team members as this type of works are very
- sensitive and catastrophic.
- Increase in Factor of safety during the design works.
- Checking and rechecking of designs by third party agencies
- Strict Control on Casting, curing of concrete segments

RKEC Projects Limited

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- f) Isolation of the area where the launching activities are going on.
- g) During stressing works, after stressing of each strand, the segments shall be observed for any crack formation. Sufficient time gap shall be given between stressing to stressing.
- h) Sequence of stressing and stressing forces must be revisited.
- i) All the material used for such construction activity shall be tested prior to the utilization and on confirmation of required quality should only be used.
- j) Required NDT shall be done where ever possible.
- k) The design Span length shall be kept to minimum. A Span of 35m to 40 m is recommended in future projects.
- l) Proper usage of PPE and safety equipment like tagline and full body harness would have avoided the loss of life.
- m) The calibration certificates of the stressing equipment shall be done very frequently and required correction factors need to be adopted. If the deviation is much high the jack shall not be used.

Compensation to the deceased:

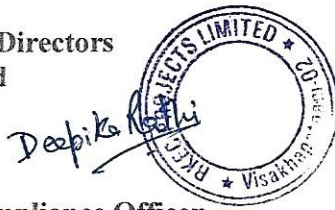
Insurance policies for the personnel and the equipment used for construction were taken prior to the construction activates. The compensation as decided by the court of lay has been paid to the deceased and all effected persons. An amount of Rs. 8,98,895 was borne by the Company towards medical and other expenses. Rs. 2,7,98,125 is being paid as compensation to the diseased.

Insurance claim

The Company has made a claim of Rs. 19,12,13,491 in total to All New India Assurance Co. Ltd. which is under process.

On Behalf of the Board of Directors
For RKEC Project Limited

Deepika Rath
Company Secretary & Compliance Officer



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