

**BEFORE THE HON'BLE NATIONAL GREEN TRIBUNAL, EASTERN
ZONE BENCH AT KOLKATA**

Miscellaneous Application No. 25/2026/EZ

In

Original Application No. 149 OF 2024/EZ

In the Matter of:

Hemant Kumar

...Applicant

-Versus-

The State of Bihar & Ors.

...Respondents

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1.	Counter Affidavit on behalf of Respondent No. 4 (District Magistrate, Bhagalpur).		
2.	Copy of the Action Taken Report dated 20.05.2026 along with Copies of photographs evidencing completion of Pier P11 shaft removal		

Date: 21/05/2026

Place: Bhagalpur, Bihar.

Filed by:

Mr. Surendra Kumar,

Advocate



BEFORE THE HON'BLE NATIONAL GREEN TRIBUNAL, EASTERN ZONE BENCH AT KOLKATA

Sl. No. 787 Date 21/05/26

Miscellaneous Application No. 25/2026/EZ

In

Original Application No. 149 OF 2024/EZ

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Hemant Kumar

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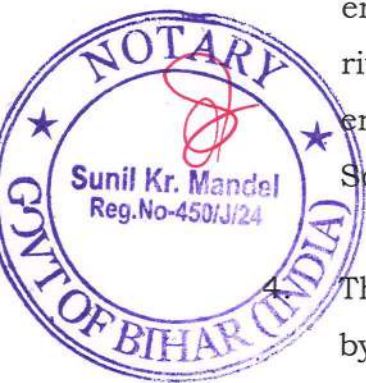
Counter Affidavit cum Compliance Affidavit filed on behalf of Respondent No. 4 (i.e. District Magistrate, Bhagalpur, Bihar)

Sudhir Kumar, Son of Harihar Prasad aged about 50 Years, by faith – Hindu, holding the post of Senior Deputy Collector at District Development Section, Bhagalpur, do hereby solemnly affirm and state as follows:

1. That I have made myself acquainted with the facts and circumstances of the Original Application filed by the Applicant and I have thoroughly gone through all the documents pertaining to the subject matter of this instant case and I have been duly authorised by the Respondent No. 4 and am competent to file the instant Affidavit before this Hon'ble Tribunal.

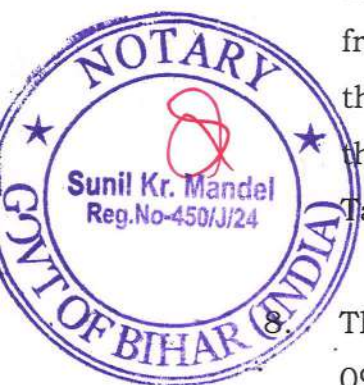


2. That Respondent No. 4 (shall be referred to as the "DM" hereinafter) has been advised to deal with only those contentions which are relevant and material for effective and proper adjudication of the issues involved in the instant case and, save and except what are matters of record and save what are expressly admitted by me hereinafter, I emphatically deny each and every contention as made or raised in the said application as if the same are expressly denied by me in seriatim and specifically traversed.
3. That the present Original Application has been filed before the Hon'ble National Green Tribunal, Eastern Zone Bench, Kolkata, in respect of matters arising from the partial collapse of the Sultanganj-Aguwani Ganga Bridge between Piers P9 and P13, which occurred on 4th June, 2023, and the consequential environmental concerns pertaining to the removal of debris from river Ganga and the protection of aquatic biodiversity including the endangered Gangetic River Dolphin (*Platanista gangetica*), which is Schedule I species under the Wildlife Protection Act, 1972.
4. That this affidavit is filed in compliance with the directions issued by this Hon'ble Tribunal vide its Order dated 09.07.2025 passed in O.A. No. 149/2024/EZ, whereby the Respondents were directed to ensure removal of all debris from the site of the collapsed bridge portion from river Ganga by 31.12.2025, and to file an Action Taken Report in that regard.
5. That this Hon'ble Tribunal had constituted a Joint Committee comprising representatives from the Bihar State Pollution Control Board, the District Magistrate, Bhagalpur, the Representative of National Mission for Clean Ganga (NMGC), Principal Secretary, Ministry of Jal Shakti, Government of Bihar, and Regional Office,



Ministry of Environment, Forest and Climate Change (MoEF & CC), Patna, for the purpose of inspecting the site and assessing the environmental and ecological impact of the collapsed bridge. The DM was duly represented in the said Joint Committee by an authorised official of this office.

6. That the said Joint Committee conducted two site inspections, first on 09.08.2024 and thereafter on 11.12.2024, and submitted its findings to this Hon'ble Tribunal. As per the assessment of the Joint Committee, there was no short-term adverse impact on the Gangetic dolphin population in the area, as regular sightings of dolphins continued near the impacted site even after the collapse.
7. That vide Order dated 17.02.2025, this Hon'ble Tribunal directed the Bihar State Pollution Control Board to obtain a detailed report from Bihar Rajya Pul Nirman Nigam Limited (BRPNNL) regarding the debris removal process undertaken at the site. In compliance thereof, the Managing Director, BRPNNL, submitted an Action Taken Report vide letter no. 891 dated 27.03.2025.



That following the hearing conducted by this Hon'ble Tribunal on 09.07.2025, an Order was passed directing the removal of the remaining debris from the site by 31.12.2025. The present affidavit is filed in compliance with the said direction.

9. That the DM respectfully submits that upon the collapse of the bridge section, the contractor, M/s. S.P. Singla Construction Pvt. Ltd., immediately engaged an expert agency, EDIFICE Engineering / DIVYA Construction, to undertake the debris removal and hanging segment dismantlement in a safe and scientifically responsible manner. The said expert agency prepared a Standard

Operating Procedure (SOP) specifically aimed at minimising ecological impact on river Ganga during the debris removal operations, with particular attention to the preservation of the river ecosystem.

10. That as per the bridge drawings, the collapsed portion of the bridge consists of the following quantum of debris:
 - (a) Concrete debris: approximately 12,436 Cubic Metres (Cum);
and
 - (b) Reinforcement debris: approximately 2,765 Metric Tonnes (MT).

11. That the debris removal work was undertaken by the contractor and the expert agency in a phased and systematic manner through cranes, barges, divers and other mechanical arrangements. The majority of the debris from the riverbed and the submerged portions of the collapsed bridge section had already been removed in the earlier phase of operations. Subsequently, the remaining work pertaining to the dismantling and removal of the pier shaft at Pier P11 was taken up and continued.

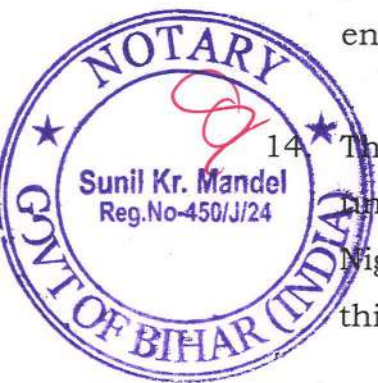


12. That the DM respectfully submits that vide Action Taken Report dated 20.05.2026 (Doc. No. BRPNNL/KHG/C029/285), submitted by the Senior Project Engineer, Bihar Rajya Pul Nirman Nigam Limited, Special Works Division No. 2, Sultanganj-Aguwani Ghat Pul, Khagaria, it has been specifically reported that the dismantling and removal work of the remaining pier shaft at Pier P11 has been completed in May 2025, and that debris removal activities relating to the collapsed portion of the bridge have been substantially completed and the same can be proved also through the photographs appended to the said Action Taken Report, the

pier shaft removal work at Pier P11, which was in progress as on 01.05.2025, has been duly completed as on 01.06.2025, which is well within the timeline prescribed by this Hon'ble Tribunal vide its Order dated 09.07.2025..

Copy of the Action Taken Report dated 20.05.2026 and relevant photographs are annexed herewith and marked as Annexure- R/1 Collectively.

13. That the DM further submits that throughout the debris removal process, all necessary precautions were taken by the concerned agencies to avoid any adverse impact on the river ecology, aquatic biodiversity and the Gangetic River Dolphin population. The operations were conducted in strict compliance with the SOP prepared by the expert agency and consistent with the principles of environmental protection.



14. That it is submitted and stated that the bridge is being constructed under the supervision and monitoring of Bihar Rajya Pul Nirman Nigam and the District Magistrate, Bhagalpur has no role to play in this matter.

15. That no specific complaint has been received by the District Administration, Bhagalpur, regarding any residual adverse impact on the local community, river ecology or the Gangetic dolphin population in the area subsequent to the substantial completion of the debris removal exercise.
16. That BRPNNL, in its Action Taken Report, has further stated that it remains committed to conducting further inspection of the riverbed

during low water level conditions, and that any residual debris identified during such inspections shall also be removed promptly. The DM takes note of this commitment and will continue to provide all necessary administrative support and oversight in this regard.

17. That I have thoroughly gone through the contents of this counter affidavit cum compliance affidavit and I have fully understood the same and I am competent to file and sign the instant affidavit before this Hon'ble Tribunal.

18. That the answering Respondent No. 4 (i.e. the District Magistrate, Bhagalpur) states and submits that it is ready and willing to abide by the order(s) / direction(s) made by this Hon'ble Tribunal and has taken all possible steps to comply with the directions of this Hon'ble Tribunal and the Joint Inspection Committee.

19. I state that the statements contained in Paragraphs No. 1 to 18 above are true to the best of my knowledge and belief; those made in Paragraph Nos. 12 are based on official records which I verily believe to be true; and the rest are my humble submissions before this Hon'ble Tribunal.

Prepared in my office

Surendra Kumar
Advocate

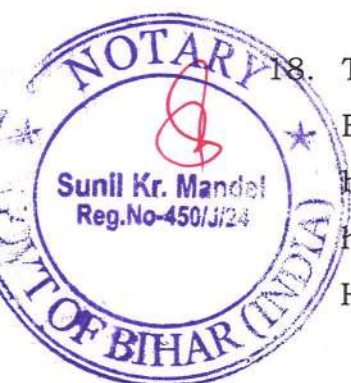
Sudhir Kumar
21/5/26
DEPONENT

BEFORE ME

NOTARY PUBLIC

Who is identified by
Advocate Solemnly Affirm and
Declared before me

Sudhir Kumar
21/05/26
Sunil Kr. Mandal
NOTARY BHAGALPUR





VERIFICATION

Verified at Bhagalpur, Bihar by the deponent above named on this the 21st day of May, 2026, and say that the contents of this affidavit made in Paragraph Nos. 1 to 19 are true to my knowledge, those made in Paragraph Nos. 12 are information derived from records which I verily believe to be true, and the rest are my respectful submissions before this Hon'ble Tribunal.

Sunil Kr. Mandel
21/5/26

DEPONENT





भारत सरकार

GOVERNMENT OF INDIA



सुधीर कुमार

Sudhir Kumar

जन्म तिथि/ DOB: 04/01/1975

पुरुष / MALE



7046 1503 8073

मेरा आधार, मेरी पहचान

Sudhir Kumar

21/5/26



भारतीय विशिष्ट पहचान प्राधिकरण

UNIQUE IDENTIFICATION AUTHORITY OF INDIA

पता:

आत्मज: हरिहर प्रसाद,
मोहल्ला मिल्की अनाईठ
(बाज़ार समिति मार्ग), पोस्ट
आरा थाना नवादा, मिल्की,
भोजपुर,
बिहार - 802301

Address:

S/O: Harihar Prasad, Mohalla milki
anath (bazar samiti road), post arrah
ps nawada, Milki, Bhojpur,
Bihar - 802301

7046 1503 8073

MERA AADHAAR, MERI PEHACHAN

Shobhit Kumar
21/5/20



SPS Construction India Pvt. Ltd.

Building Infrastructure for future...

[Formerly Known as S P Singla Constructions Pvt. Ltd.]

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New Delhi-110034, India
Tel. 011 - 27357408, Fax - 011 - 47595569
Email: delhioffice@spsingla.com
CIN No.: U45201DL1996PTC114775

Letter No.: - SPS/SGG/BR(O)/01/73

Date: 21/05/2026

To,
The Senior Project Engineer
Bihar Rajya Pul Nirman Nigam Ltd.
Special Works Division No.-2
Khagaria, Bihar

Project: - Construction of four lane bridge with footpath across river Ganga between Sultanganj (Bhagalpur district) and Aguwani Ghat (Khagaria district) including navigational span of cable stayed and its approaches (connecting NH80 and NH31) in the state of Bihar on EPC mode.

Sub: - Regarding Debris Removal after Collapse of Bridge in River Ganga on dated 04.06.2023.

Ref: - (i) BRPNL Letter no BRPNL. /KHG/C029/211(We) dated 07.03.2025

(ii) SPS Letter No.: - SPS/SGG/BR(O)/01/288 Date 10.03.2026

Dear Sir

With reference (ii) to above letter it informed that we have completed the removal of all the debris material including the pier shaft of P11 in the month of May 2025. For Your reference Photographs are attached herewith.

Thanking & assuring you for our best co-operation

Yours faithfully,

For SPS Construction India Pvt. Ltd.

Dr. Sanjay Kumar
Project Director
Ganga Bridge Project
Aguwani Ghat, Khagaria
Encl: - 2 Photographs of P11



SPS Construction India Pvt. Ltd.

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[Formerly Known as S P Singla Constructions Pvt. Ltd.]

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Email: delhioffice@spsingla.com
CIN No.: U45201DL1996PTC114775

Letter No.: - SPS/SGG/BR(O)/01/288

Date: 10/03/2025

To,
Senior Project Engineer
Bihar Rajya Pul Nirman Nigam Ltd.
Special Work Division, Khagaria, Bihar .

Project: - Construction of four lane bridge with footpath across river Ganga between Sultanganj (Bhagalpur district) and Aguwani Ghat (Khagaria district) including navigational span of cable stayed and its approaches (connecting NH80 and NH31) in the state of Bihar on EPC mode.

Sub: - Regarding Debris Removal after Collapse of Bridge in River Ganga on dated 04.06.2023.

Ref: - (i) BRPNNL Letter no BRPNNL./KHG/C029/211(We) dated 07.03.2025

Dear Sir

With reference to above letter point wise details regarding debris removal after collapse of bridge in river ganga on dated 04.06.2024 as below: -

- 1) Tentative total quantity of concrete 12436 Cum and Reinforcement 2765 MT as per drawing of span 9 to 13. Detailed sheet attached.
- 2) Most of the debris material from river bed has been cleared. When the water level of river ganga reaches at LWL after that recheck the debris material status if found accordingly, we remove it. Still need to remove the pier shaft at P11 that is in progress. Tentative balance quantity of concrete 224 Cum and Reinforcement 88 MT. Detailed sheet attached. Pier Shaft removal is in progress and completed upto April 2025. Photographs attached for your reference.
- 3) Method statement for debris removal of fallen part of module P9 to P13 submitted vide letter no. SPS/SGG/BR(O)/01/229 Dated 14.06.2023 (Copy attached).
- 4) PPT attached for debris removal of module P9 to P13

Thanking & assuring you of our best co-operation

Yours faithfully,

For SPS Construction India Pvt. Ltd.

Dr. Sanjay Kumar
Project Director
Ganga Bridge Project
Aguwani Ghat, Khagaria
Encl: - As stated above

An ISO Certified Company

SPS CONSTRUCTION INDIA PVT.LTD.

Project:- Construction of four lane bridge with footpath across river Ganga between Sulhanganj (Bhagalpur district) and Aguwani Ghat (Khagaria district) including navigational span of cable stayed and its approaches (connecting NH80 and NH31) in the state of Bihar on EPC mode.

Tentative Qty Concrete & Reinforcement after collapse of bridge from span P-9 to P-13 on dated 04.06.2023.

Sl. No	Location	Concrete Qty (CUM)				Reinforcement (MT)				Remarks
		Sub-Structure Pier Shaft (M50)	Pier Table (M60)	Super-Structure Pylon (M60)	Segment	Sub-Structure Pier Shaft	Pier Table	Super-Structure Pylon	Segment	
1	P-9(A/S)	0.000	159.953	0.000	652.539	0	31.495	0.000	128.770	
2	P-10	440.000	408.739	160.999	3180.000	174.953	111.490	23.936	628.695	
3	P-11	441.689	359.910	147.870	2491.560	175.304	83.949	20.517	497.759	
4	P-12	450.670	359.910	147.870	2347.997	178.342	83.949	20.517	464.754	
5	P-13(S/S)	0.000	159.809	0.000	526.971	0.000	31.316	0.000	108.883	
Total =		1332.359	1448.321	456.739	9199.067	528.599	342.199	64.970	1828.861	

Detailed Summary of Debris material

Total Concrete Qty (CUM)	12436.486
Total Reinforcement Qty (MT)	2764.629

SPS CONSTRUCTION INDIA PVT.LTD.

Project:- Construction of four lane bridge with footpath across river Ganga between Sultangani (Bhagalpur district) and Aguwani Ghat (Khagaria district) including navigational span of cable stayed and its approaches (connecting NH80 and NH31) in the state of Bihar on EPC mode.

Balance tentative Concrete, Reinforcement qty Pier Shaft P11 that is removal in progress

Sl. No	Location	Concrete (CUM)		Sub-Structure	Pier Shaft	Reinforcement (MT)			Remarks
		Substructure	Superstructure Segment			Super-Structure	Pier Table	Segment	
2	P-11	220.845	0	87.652	87.652	0.000	0.000	0.000	Pier Shaft removal is in progress
Total =		220.845	0	87.652	87.652	0.000	0.000	0.000	
Balance Concrete to Remove (CUM)						220.845			
Balance Reinforcement to Remove (MT)						87.652			



S. P. Singla Constructions Pvt. Ltd.

Building infrastructure for future...

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Fax :0172-4620941
Email: spscpkl@gmail.com, www.spsingla.cor
CIN No.: U45201DL1996PTC114775
PROJECT OFFICE
At - Aguwani Ghat, Vill - Tuthi, P.S. - Parbatta,
Dist - Khagaria, Bihar
Email : spssultanganj@spsingla.com

Letter No.: -SPS/SGG/BR(O)/01/229

Date: 14/06/2023

To,

Senior Project Engineer
Bihar Rajya Pul Nirman Nigam Ltd.
Khagaria, Bihar

Project: - Construction of four lane bridge with footpath across river Ganga between Sultanganj (Bhagalpur district) and Aguwani Ghat (Khagaria district) including navigational span of cable stayed and its approaches (connecting NH80 and NH31) in the state of Bihar on EPC mode.

Sub: - Submission of Method Statement for Debris Removal of fallen module P9 to P13

Ref: - (i) Your Letter No. BRPNNL/KHG/C029/644 Date 05.06.2023
(ii) Your Letter No. BRPNNL/KHG/C029/652, Date 08.06.2023

Dear Sir,

With reference to above cited letter and as per instruction received from your good office, we have immediately started the removal work of debris of fallen module P9 to P13 from 05.06.2023.


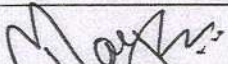
We have engaged expert team of Edifice Engineering (Divya Construction) for dismantling and removal of debris for P9 to P13 module and we have received methodology from them which is being submitted for your review and records

Thanking & assuring you our best co-operation

Yours faithfully
For S P Singla Constructions Pvt. Ltd.

(Handwritten signature)
14/06/23

(A. K. Jha)
Project In-charge
Ganga Bridge Project
Enclosure: - As stated above
CC for Information
Studio De Miranda Associati
In Joint Venture with Rodic Consultants Pvt. Ltd,
C/O Shri B. N. Singh, Om Sai Ram Building,
R/O NH-107, Saharsa Road,
Mahesh Khut-851213, Khagaria, Bihar.
Enclosure: - As stated above

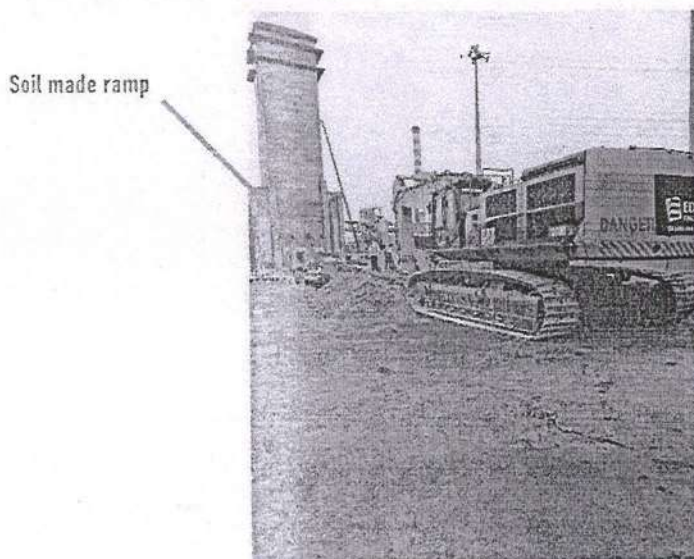
		Date: 13 -06-2023	
Demolition is an Art, We Master it.			
Unit No 123 & 124, New Apollo Industrial Estate Mogra Lane, Andheri (E), Mumbai - 400 069 Mob- +91 9819102679 Office- +91 22-35112620 Website: - http://www.buildingdemolition.co.in An ISO 9001:2015, ISO 14001:2015 & ISO 45001:2018 Certified Company/			
ENGINEERING SURVEY/METHOD STATEMENT/SAFE WORK PROCEDURE			
Originator:	Approved By:	Ref No.:	Revision No:
Partner:			

Methodology for Dismantling of fallen RCC Bridge at Sultanganj, Bihar

1. Excavator Self Loading/Unloading by Soil Ramp from Trailer:

- Construct a soil ramp on-site to facilitate the self-loading and self-unloading of the excavator from the trailer.
- Ensure that the ramp is stable, adequately graded, and capable of supporting the weight of the equipment.
- Implement proper safety measures to prevent accidents during the loading and unloading process.

b(Fig 1.0) Self unloading using soil made ramp



2. Shifting of excavator over barges:

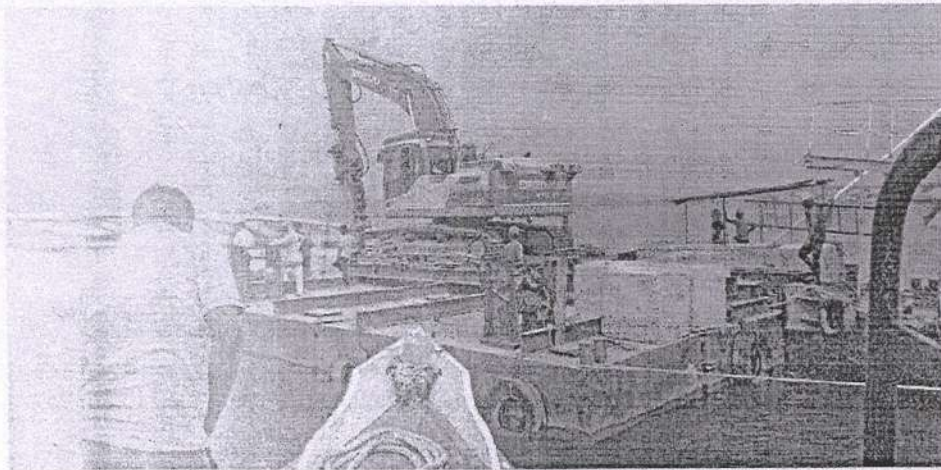
- Secure Identify suitable barges that can accommodate the size and weight of the excavator.
- Prepare the barges by ensuring they are in good condition and properly secured.
- Excavators move towards barges check the right ground conditions near the jetty and put an additional counterweight to avoid unbalanced of barge.

- The excavator on the barges using appropriate methods, such as chains, welding, straps, or lashings, to prevent shifting or movement during transportation.

3. Preparation of Barge, Locking Arrangements, and Marshalling for Excavator:

- Prepare the necessary barges and locking arrangements to secure the excavator during transportation and operation.
- Ensure that all barges and locking mechanisms are in good working condition and properly maintained.
- Conduct thorough inspections to verify the integrity and functionality of the barge and locking arrangements.

(Fig 2.0) Preparation of Barge & Locking Arrangements



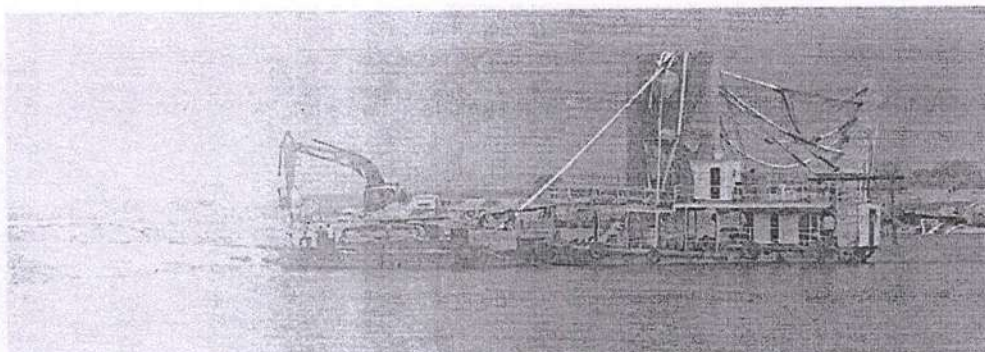
4. Locking of Barges with Anchors:

- Secure the barges with the help of suitable anchors to prevent any accidental movement during demolition activities.
- Ensure that the anchors are properly installed and provide sufficient stability and support.
- Regularly inspect and tighten the anchors to maintain their effectiveness throughout the project.

5. Mobilization of Equipment with Tugs:

- Mobilize the excavator and other equipment onto the project site using appropriate tugs or towing vehicles.
- Ensure that the tugs are operated by trained personnel who are familiar with safe towing practices.
- Conduct regular inspections of the tugs to ensure they are in good working condition.

(Fig 3.0) Mobilization of Equipment

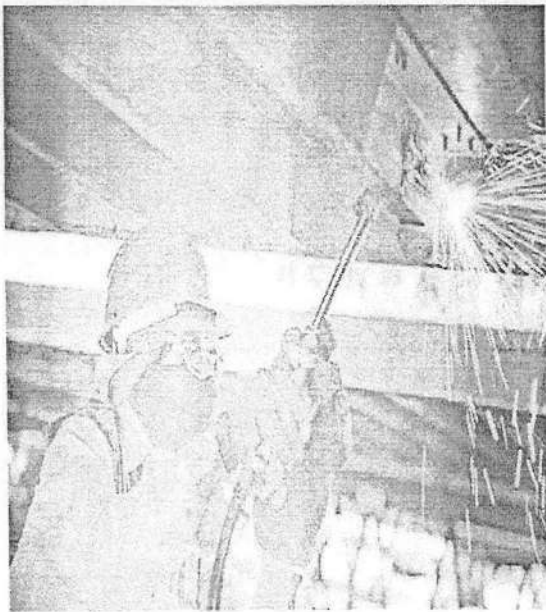


Morgan

8. Underwater & above water cutting of Reinforcement by Divers & Gas Cutters:

- Conduct underwater cutting of reinforcement using experienced qualified divers and gas cutter.
- Ensure that the divers have the necessary equipment, tools, and training for underwater cutting activities.
- Implement proper safety measures to protect the divers during the cutting process.
- After crushing of the RCC concrete segregate the steel using a crusher.
- Then transfer the material to the Material barge.

(Fig 5.0) Divers will target the marked regions for separating remaining reinforcement



9. Scrap Placement and Shifting to Jetty:

- Place the scrap material over a designated material barge for easy handling and shifting.
- Safely transport the scrap material to the jetty using of tugs.
- Ensure that the shifting process is carried out by trained personnel who follow safe material handling practices.

M. Mayhew

12. Transportation of Debris to Desired Location:

- Transport the debris from the designated location to the desired disposal.
- Utilize appropriate vehicles and equipment for transportation, considering the weight and volume of the debris.
- Follow local regulations and guidelines for waste disposal.



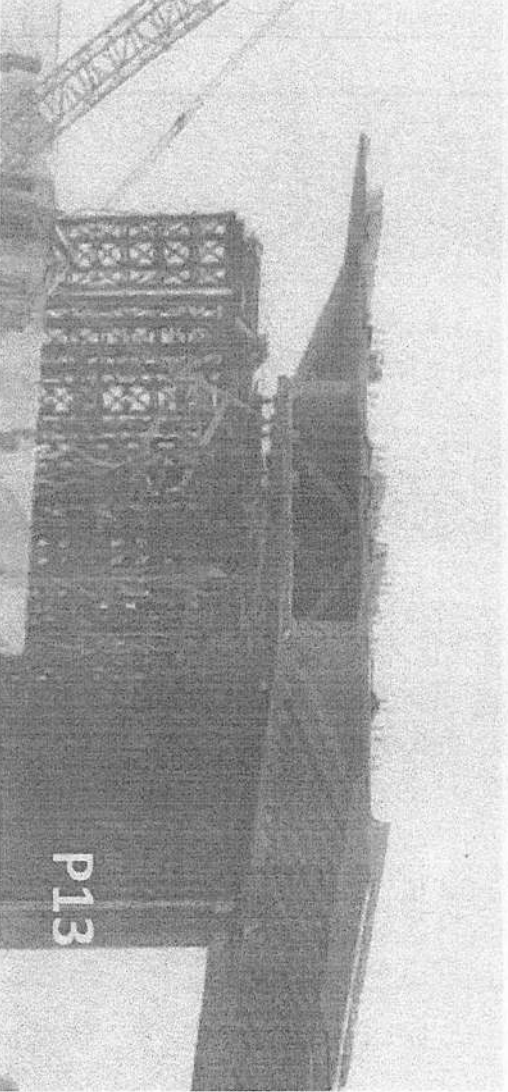
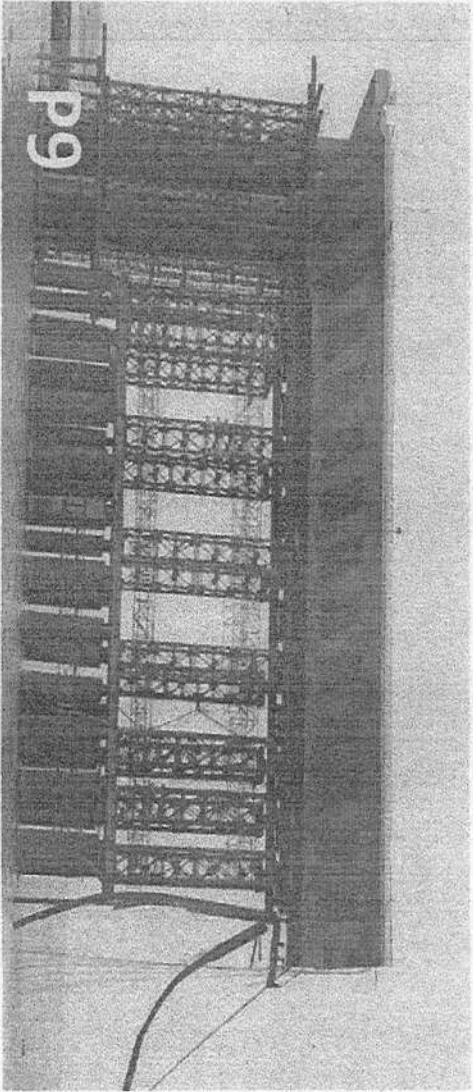
Efficient and Safe Demolition Measures

**SAFE METHODOLOGY FOR
CONTROLLED DISMANTLING OF RCC
SEGMENT AT AGUWANI- SULTANGANJ
BRIDGE.**

BY,



FACT BASE :-



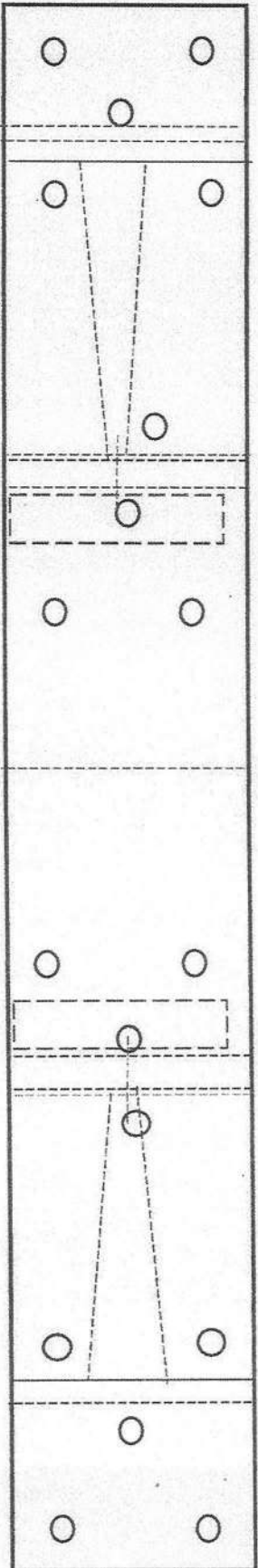
- ❖ 12 Number Segment at P-9 & 9 Number Segment at P13 is to be dismantle using Diamond sawing Method.
- ❖ Shall cut into 8 and 6 piece each per Segment of P9 and P13 respectively.
- ❖ Estimated Quantity to be dismantling 1100Cum Including P9 and P13 Pier.



[Handwritten signature]

❖ PREPARATORY WORK:-

- ✓ Will Procure the Electrical and Water Connection.
- ✓ Mark the cut piece diamond sawing, Lifting core and core to pass the wire marking at Segment.
- ✓ Do the core cutting at desire location using Electrical Core Cutting Machine.
- ✓ Place and ensure the crane barge lifting mock drill at P9(Crane capacity 110T).
- ✓ Place the Material Transport Barge within shifting radius of Crane Barge.



➤ PLAN of Segment at P9.

○	Core for Handling.
- - - - -	Cut Line.

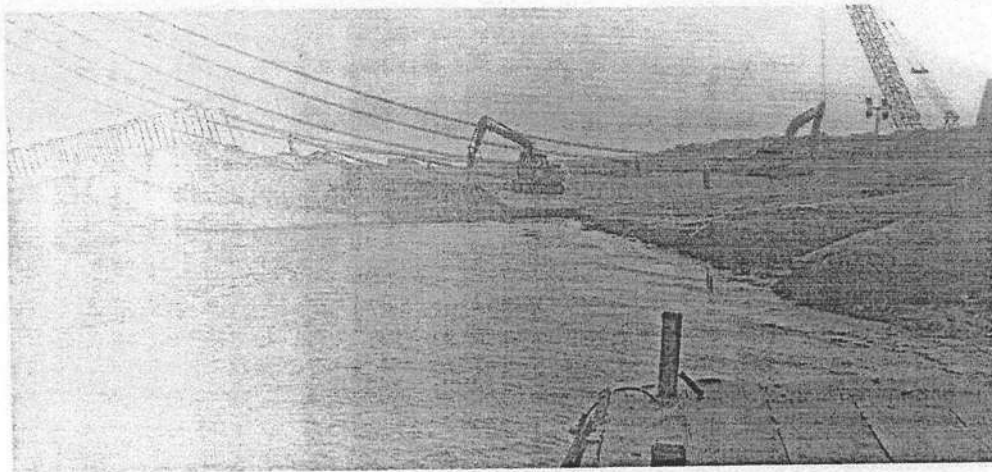
THANK YOU !!!



6. Breaking/Crushing Activity with Continuous Diver Communication:

- During the breaking or crushing activity, maintain continuous communication between the operator and divers acting as spotters.
- The divers will provide real-time information to the operator regarding the positioning and progress of the demolition.
- Ensure that the divers are equipped with suitable communication devices and are trained in diver safety procedures.
- Use of waterproof wireless walkie-talkie.

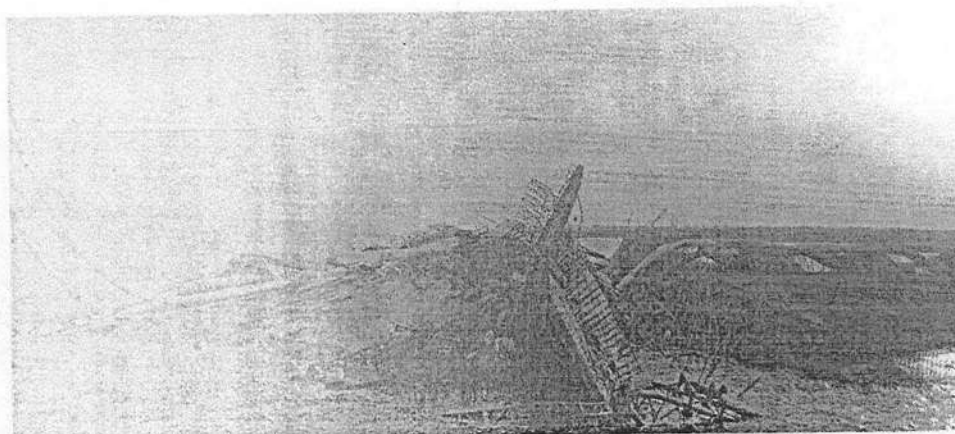
(Fig 4.0) Crushing activity



7. Use of Crushers & Breaker to crush & break the concrete:

- Utilize crushers and breaker efficiently and safely to crush and break concrete
- Ensure that the crushers are operated by trained personnel who follow proper safety protocols.
- Regularly inspect and maintain the crushers to ensure their optimal performance.

(Fig 4.0) Remaining reinforcement bar

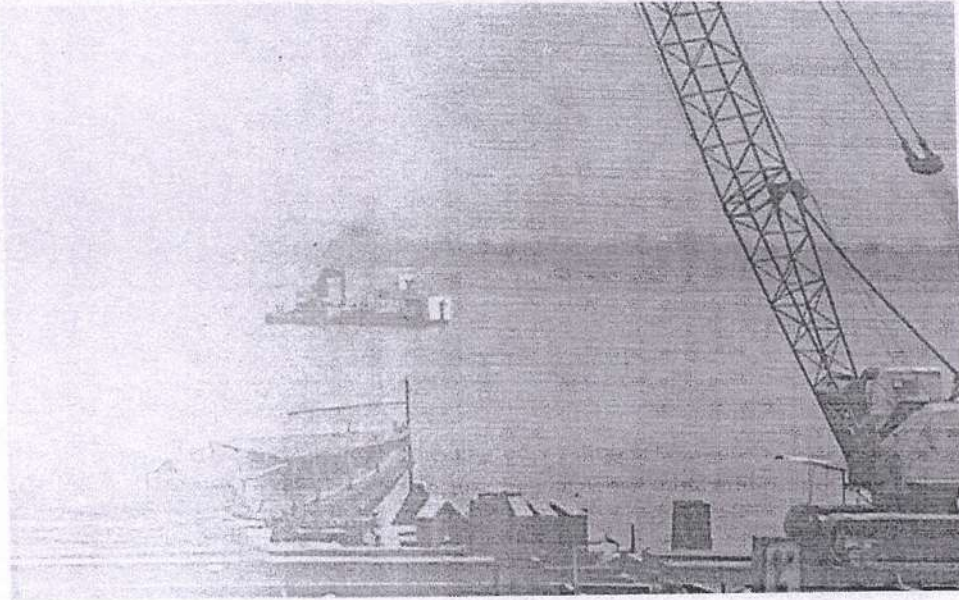


M. Singh

10. Scrap Shifting with the Use of Material Barge:

- Shift the scrap material from the jetty to its designated location using Cranes / hydra / Cantry
- Conduct regular inspections of the boats to ensure their seaworthiness and proper functioning.

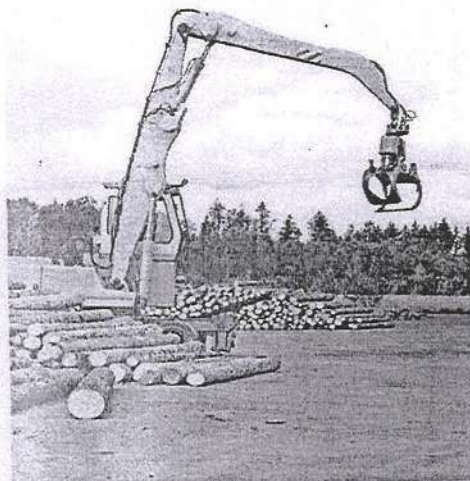
(Fig 6.0) Scrap shifting using Material Barge



11. Removing of Concrete Debris with the help of Grabber & Long Reach boom's Excavator bucket:

- Use a grabber to lift the concrete from the bottom of the riverbed, then transfer the material to the barge.
- Once the material is moved to the jetty, we use an excavator to move the material to the designated location

(Fig 7.0) Removal of debris by Long Reach Boom



May 2012

❖ INDEX

Sr. No.	Description	Slide no
1	Fact Base	
2	Suggested Technology	
3	Safety First	
4	Preparatory work	
5	Diamond Sawing and lifting of Cut Pieces at P-9.	
6	Diamond sawing and lifting of Cut pieces at P-13.	

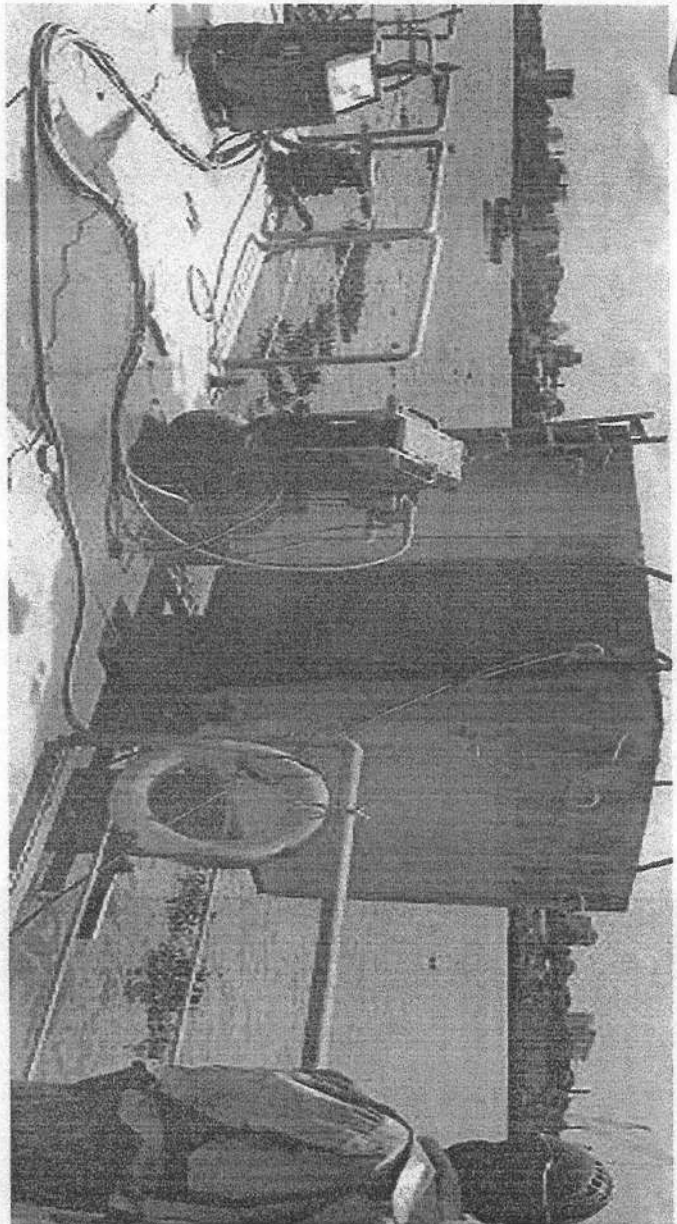
❖ Suggested Technology for Dismantling.



DIAMOND CUTTING.

Advantages of Diamond Cutting

- Absolutely No Vibrations
- Remaining structure Integrity
- Precise Demolition or Controlled Demolition
- No flying Debris or Dust
- More Precise accessibility to areas that were unreachable.
- Any Shape and Size can be demolished.
- Heavily Reinforced Concrete can be dismantled

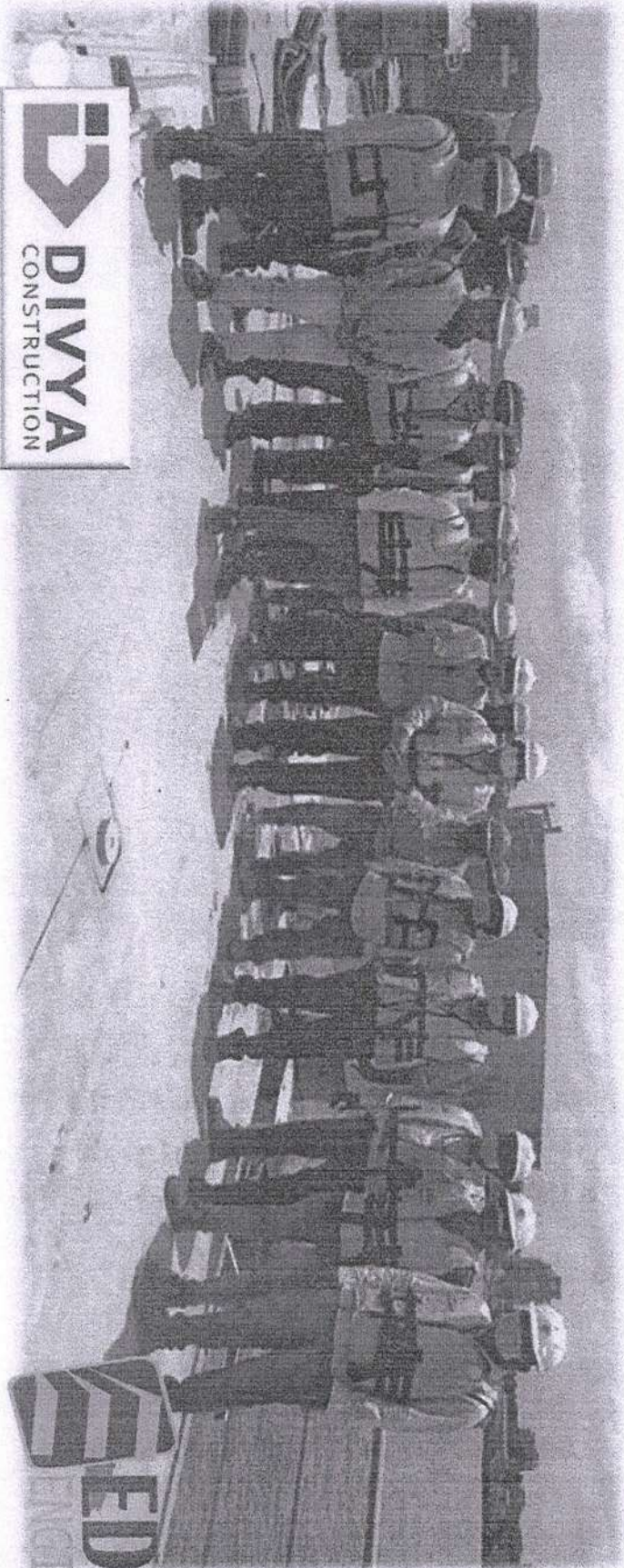


Shaykh

❖ Safety First ;-

ZERO HARM
TOGETHER WE CAN!

- ❖ Our day Start with Safety First Always.....
- ✓ Before start the day activity Daily TBT at site Location Carried out.
- ✓ No work Permit without concern safety PPE.
- ✓ Followed best in class Safety Practice at Site.
- ✓ Separate JSA will Submit before Commencement of work.

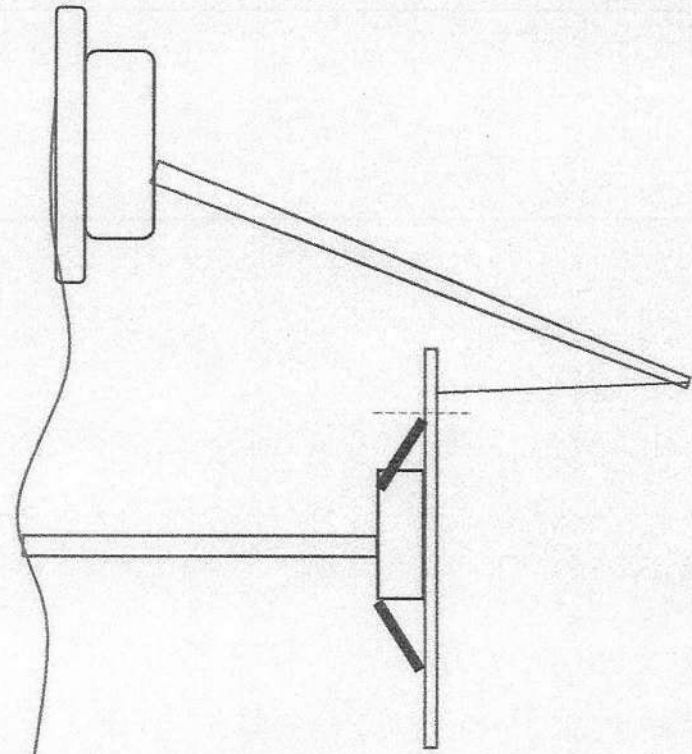


D **DIVYA**
CONSTRUCTION

EDIFICE
ENGINEERING

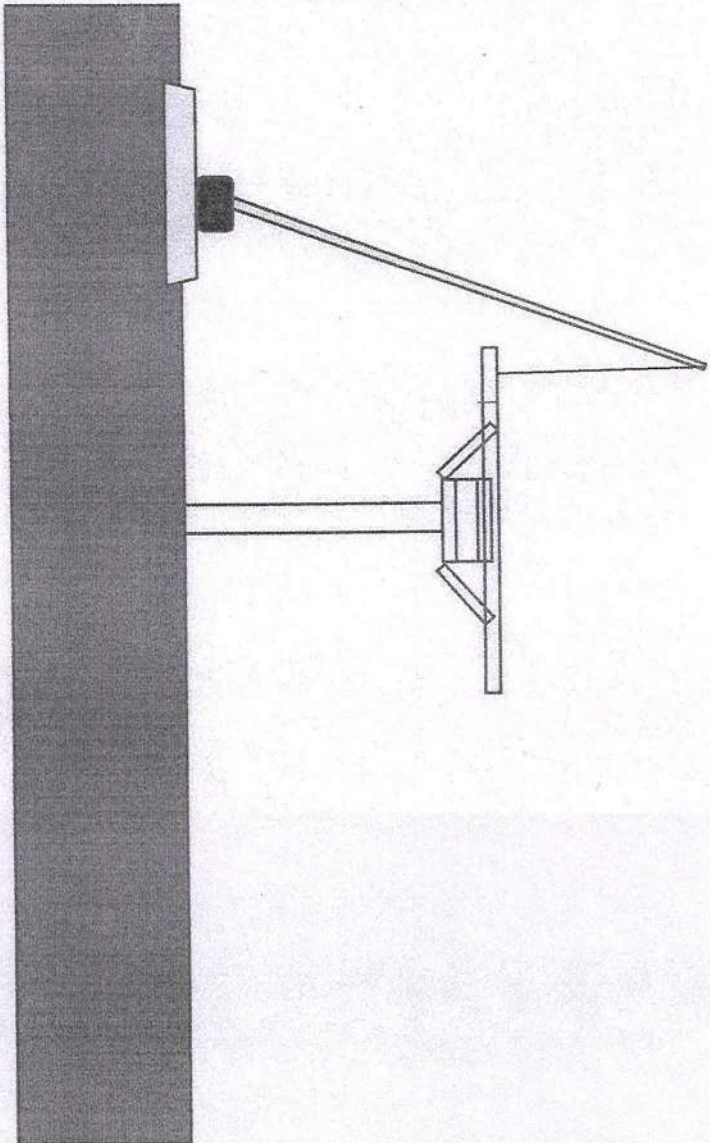
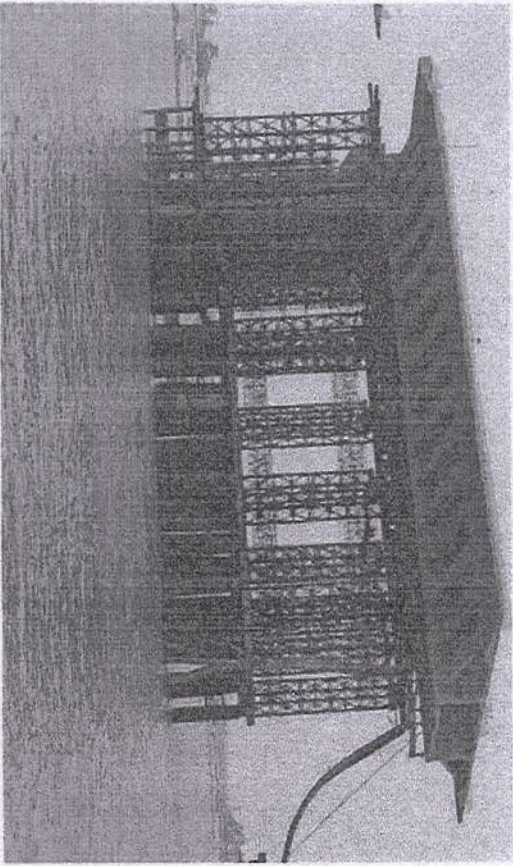
Chobby

❖ Diamond sawing at P13.



- Shall hold the cut piece before cut with Crane.
- Do the sawing using Diamond saw Machine.
- Lift the Cut piece and place it on ground for further demolition.
- Repeat the above Procedure for segment U9 to U1.

➤ Diamond sawing at P-9.



- Shall hold the cut piece before cut with Barge mounted Crane.
- Do the sawing using Diamond saw Machine.
- Lift the Cut piece and place it on Material Barge and shift it to the jetty.
- Unload the cut pieces of segment and shift for further demolition.
- Repeat the above Procedure for segment U12 to U1.

EDIFICE
ENGINEERING

DIVYA
CONSTRUCTION

M. S. S. S.

Action Taken Report of BRPNNL Reg. Debris Removal of Collapsed part of Sultanganj-Aguwani Ganga Bridge from river Ganga w.r.t NGT, Kolkata Bench Order dated -09.07.2025 in O.A.No.149/2024/EZ Hemant kumar v/s State of Bihar & Ors.

1. Background:

The Part of Sultanganj-Aguwani Ganga Bridge, between P9 and P13, collapsed on 4th June 2023. Following the incident, an application (O.A. No. 318/2024) was filed by Hemant Kumar v/s State of Bihar and Ors. before the National Green Tribunal (NGT), Principal Bench, New Delhi.

In response, NGT constituted a Joint Committee, comprising representatives from:

- Bihar State Pollution Control Board
- District Magistrate, Bhagalpur
- Representative of NMGC
- Principal Secretary, Ministry of Jal Shakti, State of Bihar, Government of India
- Regional Office, MoEF & CC, Patna

The Joint Committee visited the site twice, on 09.08.2024 and 11.12.2024, and submitted their findings. According to their assessment, there was no short-term impact on the dolphin population in the area as regular sightings continued near the impacted site.

Subsequently, NGT passed an order on 17.02.2025, directing the Bihar State Pollution Control Board to obtain a report from BRPNNL regarding the debris removal process and Action taken report has been submitted by Managing Director, BRPNNL vide letter no. 891 dated 27.03.2025.

Thereafter, the matter was heard by the Hon'ble NGT on 09.07.2025 and passed the order for removal of debris from site in question by 31.12.2025.

2. Action Taken:

Immediate Response After Collapse:


Upon the collapse of the bridge section, the contractor, S.P. Singla Construction Pvt. Ltd., immediately engaged an expert agency EDIFICE Engineering/DIVYA Construction to handle the debris and hanging segments removal.

8

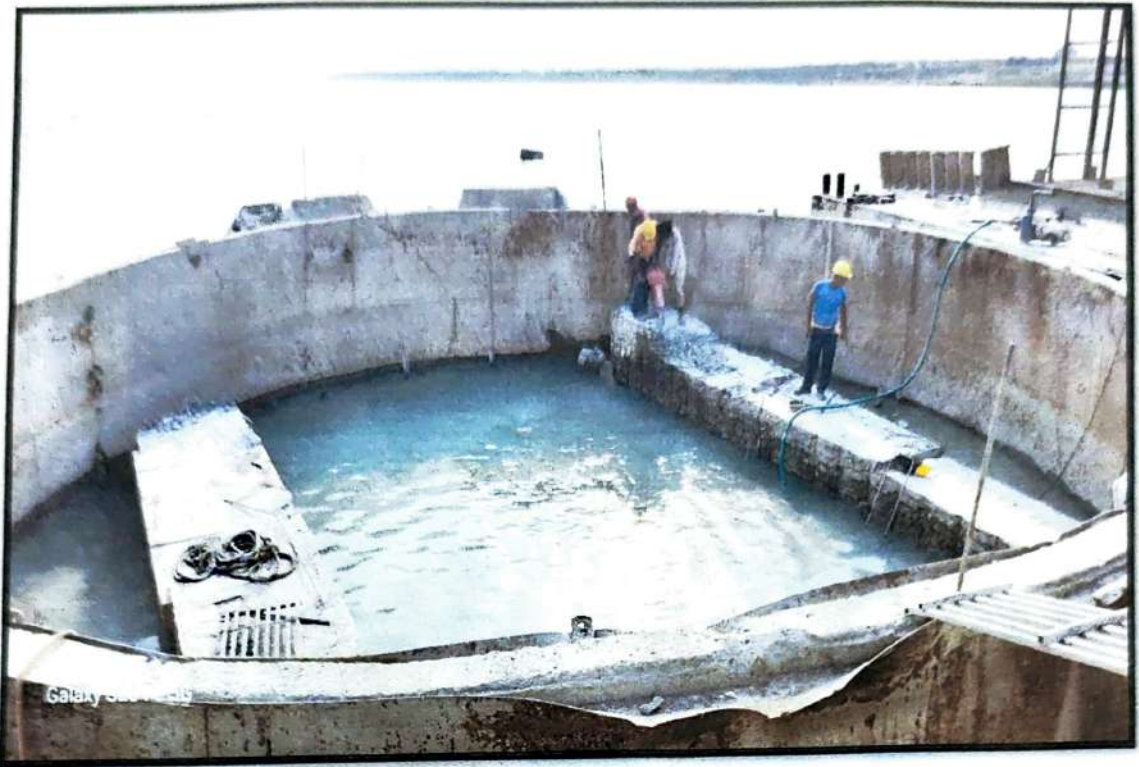
- The agency prepared a Standard Operating Procedure (SOP) to minimize the ecological impact on the river Ganga. The SOP focused on safe debris removal while preserving the river's ecosystem.
- According to the bridge drawings, the collapsed part consists of:
 - **Concrete debris:** 12,436 Cum
 - **Reinforcement debris:** 2,765 MT
- The debris removal work was undertaken in a phased and systematic manner through cranes, barges, divers and other mechanical arrangements. Most of the debris from the riverbed and submerged portions had already been removed earlier. Subsequently, the remaining work pertaining to dismantling and removal of the pier shaft at Pier P11 was continued.
- The dismantling and removal work of the remaining pier shaft at P11 has now been completed in May 2025. (Photographs attached)
- Accordingly, debris removal activities relating to the collapsed portion of the bridge have been substantially completed.
- Throughout the debris removal process, all necessary precautions were taken to avoid any adverse impact on the river ecology and aquatic biodiversity, including protection of the Gangetic dolphins.

3. Conclusion:

- BRPNNL has taken all necessary steps for removal of debris and dismantling of the collapsed bridge portion in compliance with the directions of the Hon'ble National Green Tribunal.
- The remaining pier shaft removal work, which was earlier under progress, has also been completed in May 2025.
- BRPNNL remains committed to conducting further inspection of the riverbed, if required, during low water level conditions. Any residual debris noticed during such inspections shall also be removed promptly.


 Senior Project Engineer
 Bihar Rajya Pul Nirman Nigam Ltd,
 Special Works Division, Khagaria.

P11 Pier shaft removal in progress on 01.05.2025



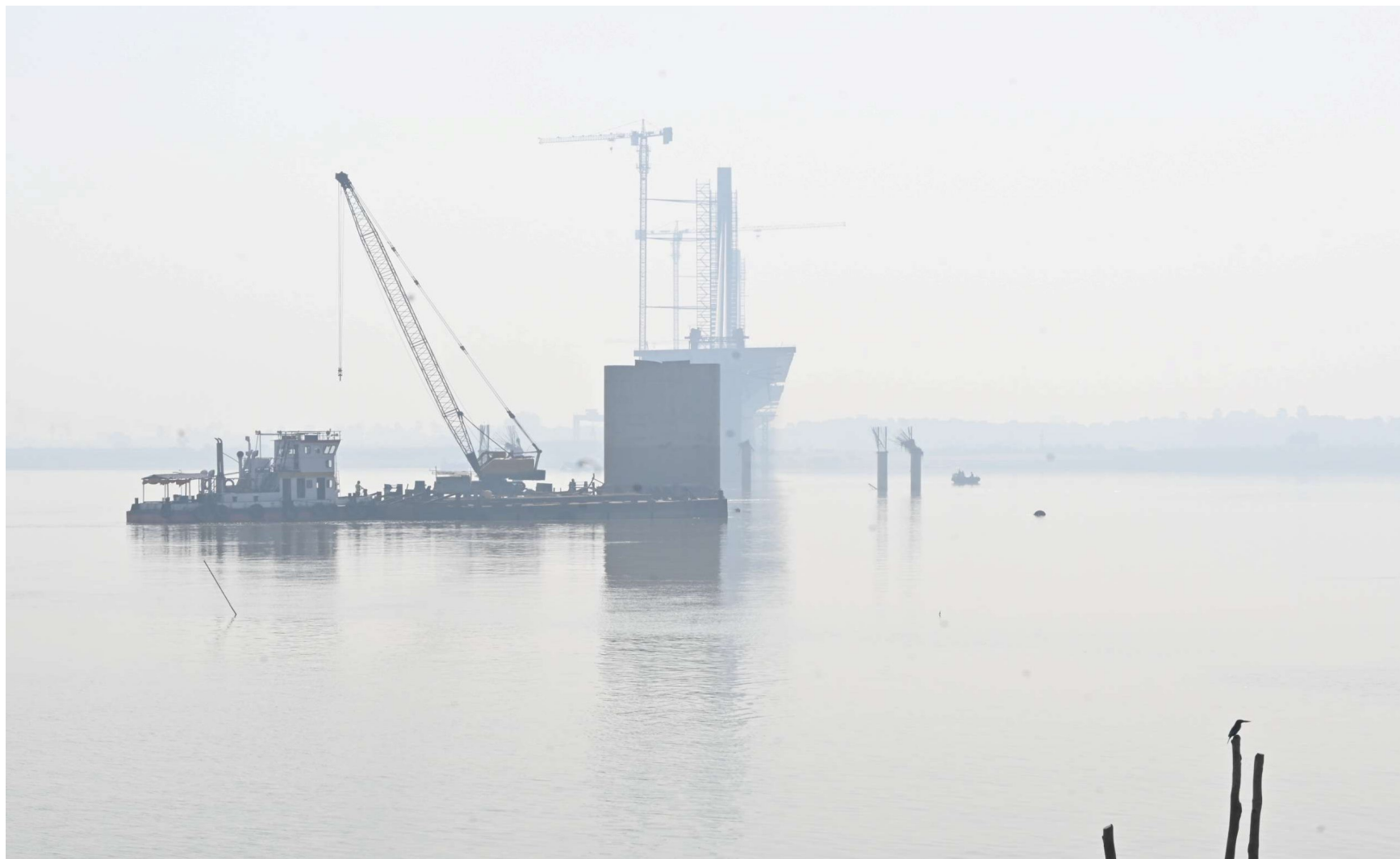
P11 Pier shaft removal completed on 01.06.2025

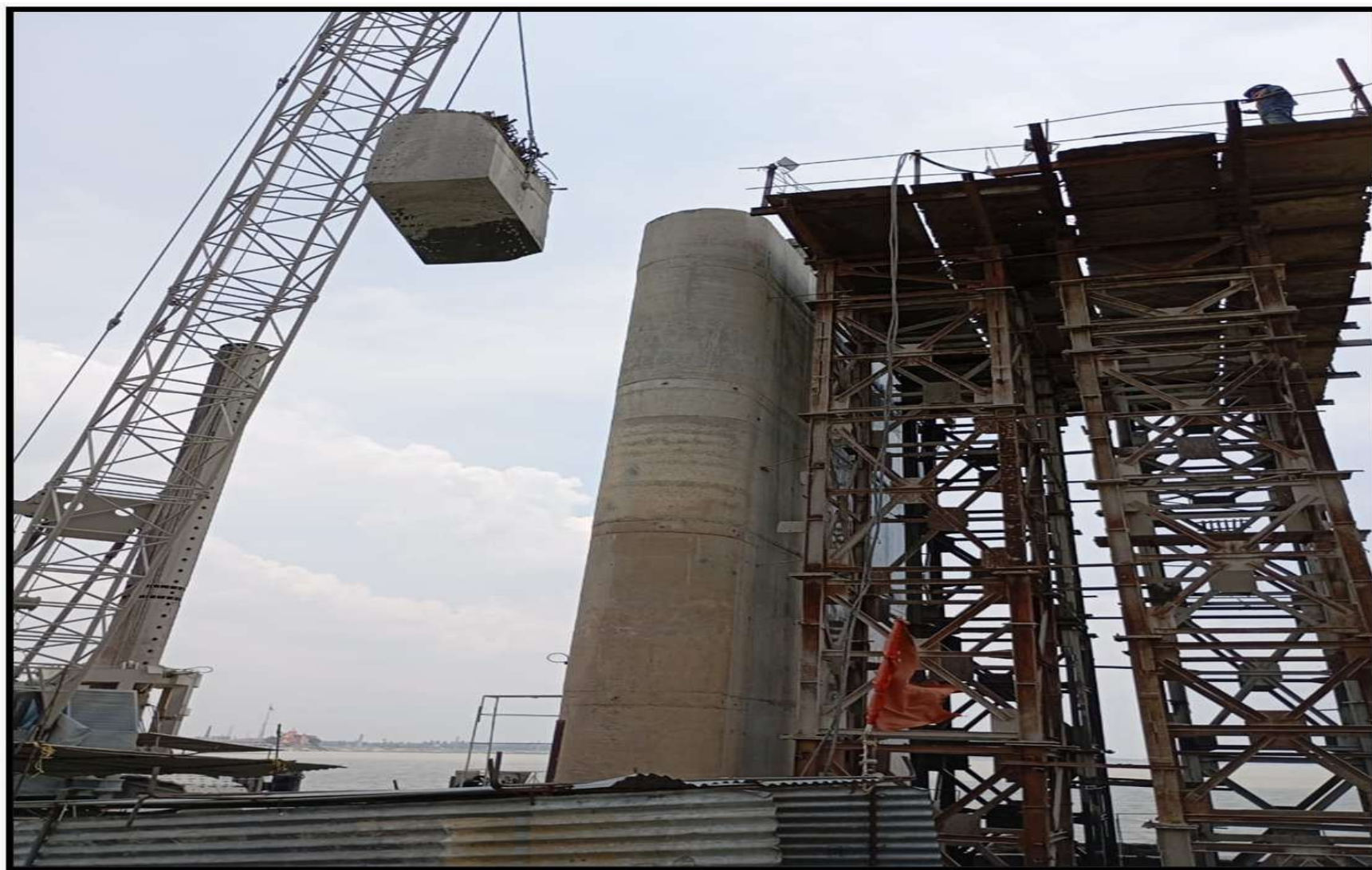














Galaxy F54 5G





Galaxy S20 FE 5G

