Kolkata flyover collapse

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| **2016 Kolkata flyover collapse** | |
| [Kolkata overpass collapse location.png](https://en.wikipedia.org/wiki/File:Kolkata_overpass_collapse_location.png)  Kolkata flyover collapse location | |
| **Date** | 31 March 2016 |
| **Location** | [Girish Park](https://en.wikipedia.org/wiki/Girish_Park), [Kolkata](https://en.wikipedia.org/wiki/Kolkata), [India](https://en.wikipedia.org/wiki/India) |
| [**Coordinates**](https://en.wikipedia.org/wiki/Geographic_coordinate_system) | https://upload.wikimedia.org/wikipedia/commons/thumb/5/55/WMA_button2b.png/17px-WMA_button2b.png[22.586367°N 88.358256°E](https://tools.wmflabs.org/geohack/geohack.php?pagename=Kolkata_flyover_collapse&params=22.586367_N_88.358256_E_)[Coordinates](https://en.wikipedia.org/wiki/Geographic_coordinate_system): https://upload.wikimedia.org/wikipedia/commons/thumb/5/55/WMA_button2b.png/17px-WMA_button2b.png[22.586367°N 88.358256°E](https://tools.wmflabs.org/geohack/geohack.php?pagename=Kolkata_flyover_collapse&params=22.586367_N_88.358256_E_) |
| **Deaths** | 50+ |
| **Non-fatal injuries** | 80 |

On 31 March 2016, a 150 m (490 ft) steel span of the under-construction Vivekananda Road [flyover](https://en.wikipedia.org/wiki/Overpass) in the [Girish Park](https://en.wikipedia.org/wiki/Girish_Park" \o "Girish Park) neighbourhood of [Kolkata](https://en.wikipedia.org/wiki/Kolkata), [India](https://en.wikipedia.org/wiki/India), collapsed. 50+ people died and more than 80 were injured in the incident.

Background[[edit](https://en.wikipedia.org/w/index.php?title=Kolkata_flyover_collapse&action=edit&section=1" \o "Edit section: Background)]

The construction for the 2.2-kilometre (1.4 mi) Vivekananda Road flyover was contracted in 2008 and the work began in 2009. [IVRCL](https://en.wikipedia.org/w/index.php?title=IVRCL&action=edit&redlink=1), a construction firm based in [Hyderabad](https://en.wikipedia.org/wiki/Hyderabad,_India), won the bid for the project.[[1]](https://en.wikipedia.org/wiki/Kolkata_flyover_collapse#cite_note-news1-1) The construction was scheduled to be completed in 2010 but overshot the deadline multiple times.[[1]](https://en.wikipedia.org/wiki/Kolkata_flyover_collapse#cite_note-news1-1) For the project in which the incident occurred, the company was given an 18-month deadline by the [Chief Minister of West Bengal](https://en.wikipedia.org/wiki/Chief_Minister_of_West_Bengal), [Mamata Banerjee](https://en.wikipedia.org/wiki/Mamata_Banerjee" \o "Mamata Banerjee), to complete the flyover by February 2016 and allocated a budget of nearly ₹165 crore (US$24 million) but only about 60 percent of the work was completed.[[2]](https://en.wikipedia.org/wiki/Kolkata_flyover_collapse#cite_note-Reuters-2)[[3]](https://en.wikipedia.org/wiki/Kolkata_flyover_collapse#cite_note-NDTV-3) As of March 2015, IVRCL had a debt of ₹4,055 crore (US$590 million) and reported losses of ₹672 crore (US$97 million).[[3]](https://en.wikipedia.org/wiki/Kolkata_flyover_collapse#cite_note-NDTV-3) In December 2015, a consortium of banks that had lent to the company took over and the company had been banned from doing business in [Uttar Pradesh](https://en.wikipedia.org/wiki/Uttar_Pradesh) and several other [Indian states](https://en.wikipedia.org/wiki/States_and_union_territories_of_India).[[4]](https://en.wikipedia.org/wiki/Kolkata_flyover_collapse#cite_note-nyt-4)

On 30 March 2016, one day before the collapse, concrete was laid on the bridge.[[2]](https://en.wikipedia.org/wiki/Kolkata_flyover_collapse#cite_note-Reuters-2) Just hours before the collapse, construction workers were reported to have heard a cracking noise from the [cantilever](https://en.wikipedia.org/wiki/Cantilever).[[5]](https://en.wikipedia.org/wiki/Kolkata_flyover_collapse#cite_note-5)

Incident[[edit](https://en.wikipedia.org/w/index.php?title=Kolkata_flyover_collapse&action=edit&section=2" \o "Edit section: Incident)]

At 12:40 pm [IST](https://en.wikipedia.org/wiki/Indian_Standard_Time) on 31 March 2016, a 150 m (490 ft) steel span of the bridge collapsed, trapping many pedestrians and vehicles underneath. The incident took place at the busy [Rabindra Sarani](https://en.wikipedia.org/w/index.php?title=Rabindra_Sarani&action=edit&redlink=1" \o "Rabindra Sarani (page does not exist)) - [K K Tagore](https://en.wikipedia.org/w/index.php?title=K_K_Tagore&action=edit&redlink=1) road crossing.[[1]](https://en.wikipedia.org/wiki/Kolkata_flyover_collapse#cite_note-news1-1) 50+ people were killed and at least 80 others were injured.[[6]](https://en.wikipedia.org/wiki/Kolkata_flyover_collapse#cite_note-6) More than 90 people had been pulled from the rubble, but as of 1 April 2016, over 100 people were still unaccounted for.[[3]](https://en.wikipedia.org/wiki/Kolkata_flyover_collapse#cite_note-NDTV-3)[[7]](https://en.wikipedia.org/wiki/Kolkata_flyover_collapse#cite_note-7) The [National Disaster Response Force](https://en.wikipedia.org/wiki/National_Disaster_Response_Force) (NDRF) worked in relief operations with police and other security personnel[[*vague*](https://en.wikipedia.org/wiki/Wikipedia:Vagueness)]. Many photographs and videos were quickly posted on social media platforms.[[8]](https://en.wikipedia.org/wiki/Kolkata_flyover_collapse#cite_note-ie-8)

Aftermath[[edit](https://en.wikipedia.org/w/index.php?title=Kolkata_flyover_collapse&action=edit&section=3" \o "Edit section: Aftermath)]

On 1 April 2016, the construction company IVRCL was charged with murder, under section 302 of the [Indian Penal Code](https://en.wikipedia.org/wiki/Indian_Penal_Code). The police detained five IVRCL officials in [Kolkata](https://en.wikipedia.org/wiki/Kolkata) and two in [Hyderabad](https://en.wikipedia.org/wiki/Hyderabad), and sealed off IVRCL's local office in [Kolkata](https://en.wikipedia.org/wiki/Kolkata).[[9]](https://en.wikipedia.org/wiki/Kolkata_flyover_collapse#cite_note-9) The firm called the collapse an "accident", with one IVRCL official describing it as an "[act of god](https://en.wikipedia.org/wiki/Act_of_god)".[[10]](https://en.wikipedia.org/wiki/Kolkata_flyover_collapse#cite_note-10) The shares of the company fell 11.7% the day after the disaster.[[2]](https://en.wikipedia.org/wiki/Kolkata_flyover_collapse#cite_note-Reuters-2) Sixty-two families living in buildings near the accident site were asked to vacate temporarily for the safe removal of collapsed [debris](https://en.wikipedia.org/wiki/Debris).[[11]](https://en.wikipedia.org/wiki/Kolkata_flyover_collapse#cite_note-NDTV1-11) In a letter sent to [BSE](https://en.wikipedia.org/wiki/Bombay_Stock_Exchange), IVRCL claimed that the design of the flyover was done by a reputed consulting firm of Kolkata.[*[citation needed](https://en.wikipedia.org/wiki/Wikipedia:Citation_needed" \o "Wikipedia:Citation needed)*]

Potential causes[[edit](https://en.wikipedia.org/w/index.php?title=Kolkata_flyover_collapse&action=edit&section=4" \o "Edit section: Potential causes)]

A study published by Nirmalendu Bandyopadhyay, concluded that there were inherent design deficiencies that caused the collapse.[[12]](https://en.wikipedia.org/wiki/Kolkata_flyover_collapse#cite_note-12) Anandapran Gupta, a former head of the department of civil engineering at IIT-KGP stated that his investigating committee found defects in multiple aspects of the flyover construction including design, construction, the raw material and the supervision.[[13]](https://en.wikipedia.org/wiki/Kolkata_flyover_collapse#cite_note-13) Biranchi Narayan Acharya, an experienced construction profesional, claimed that the main cause was the failure of a pier cap which brought down two spans supported over it. Some flaws either in joints of pier cap or by some unwanted eccentric loading may have been responsible.[[14]](https://en.wikipedia.org/wiki/Kolkata_flyover_collapse#cite_note-14)

Reaction[[edit](https://en.wikipedia.org/w/index.php?title=Kolkata_flyover_collapse&action=edit&section=5)]

The Chief Minister of [West Bengal](https://en.wikipedia.org/wiki/West_Bengal), [Mamata Banerjee](https://en.wikipedia.org/wiki/Mamata_Banerjee" \o "Mamata Banerjee), rushed to oversee the post-crash relief and rescue operation, and made a statement accusing the previous left-wing government for the disaster.[[15]](https://en.wikipedia.org/wiki/Kolkata_flyover_collapse#cite_note-news2-15) The previous state government, headed by the [Communist Party of India (M)](https://en.wikipedia.org/wiki/Communist_Party_of_India_(Marxist)), stated that the portion of the flyover that collapsed was built during the current Government's tenure.[[16]](https://en.wikipedia.org/wiki/Kolkata_flyover_collapse#cite_note-news3-16) Minister of State for Urban Development, [Babul Supriyo](https://en.wikipedia.org/wiki/Babul_Supriyo), remarked that the construction work of the flyover was carried on in an unscientific manner and "the state administration did not take any lesson even after the collapse of [Ultadanga](https://en.wikipedia.org/wiki/Ultadanga" \o "Ultadanga) flyover three years ago".[[16]](https://en.wikipedia.org/wiki/Kolkata_flyover_collapse#cite_note-news3-16) The legal advisor to IVRCL, Sheela Peddinti, said "The glass was shattered. It could have been a blast." [[11]](https://en.wikipedia.org/wiki/Kolkata_flyover_collapse#cite_note-NDTV1-11)

The vice-president of the [Indian National Congress](https://en.wikipedia.org/wiki/Indian_National_Congress), [Rahul Gandhi](https://en.wikipedia.org/wiki/Rahul_Gandhi), visited the injured and the site of the accident. He refused to make any political statements. Later, he incidentally raised the issue at rallies and accused the ruling party, [Trinamool Congress](https://en.wikipedia.org/wiki/Trinamool_Congress" \o "Trinamool Congress) of negligence.