



THE YOUTH IN THE ERA OF DIGITALISATION

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(From left) Md Nazmul Alam, Assistant Engineer, Md Sakibul Hasan, Assistant Manager, Farhana Jesmin, Assistant Engineer, Mohammad Raihan Faruque, Assistant Manager, Swarno Kanti Sarker, Assistant Manager and Md Asif Uddin, Assistant Engineer.

DHAKA METRO RAIL: Engineering new lines of youth employment

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One of the biggest initiatives taken by the government in digitalising Bangladesh is the Mass Rapid Transit (MRT) project, commonly known as the "metro rail". The project is planned and executed by the Dhaka Mass Transit Company Limited (DMTCL), a government-owned company. Stretching its borders from north Uttara to the south in Kamalapur, the metro rail will run 128.741 kilometres (a 61.172-kilometre-long underground track and 67.569-kilometre-long elevated track), accommodating traffic-free and quick travel for Dhaka dwellers. This enterprise not only aims at overcoming the never-ending traffic congestion of this megacity, but has emerged as a new employment industry for the nation.

M A N Siddique, former secretary and Managing Director of DMTCL, mentions how the government plans to run MRT without appointing foreign officials. He also shares how they are very eager to work with fresh graduates. "As the MRT is a very sophisticated and integrated communication method, we look forward to it being the best not just in Bangladesh but all around the world," he said. "In order to do so, we are hiring qualified and talented engineers from all across the country."

Engineers who have freshly graduated from engineering universities



Labourers at work at the CP-05, MRT Project site.

"We prefer candidates with a CGPA of 3.50 in their undergraduate and postgraduate degrees," Siddique added. Furthermore, 1919 young and promising Bangladeshis, including 109 section engineers, are being recruited to operate the whole MRT communication system."

including Bangladesh University of Engineering and Technology (BUET), Khulna University of Engineering and Technology (KUET), Chittagong University of Engineering and Technology (CUET), and the Military Institute of Science and Technology (MIST), are being recruited by DMTCL.

The Dhaka MRT network will run on six lines, and a total of 104 (53 underground and 51 elevated) stations are being built along its path. Nineteen assistant managers, thirty-five station controllers, nine section engineers and a train controller is already working in DMTCL. Furthermore, almost 2000 young and promising Bangladeshis, including 109 section engineers, are being recruited to operate the whole MRT communication system.

"We prefer candidates with a CGPA of 3.50 in their undergraduate and postgraduate degrees," Siddique added. Furthermore, 1919 young and promising Bangladeshis, including 109 section engineers, are being recruited to operate the whole MRT communication system. "We prefer candidates with a CGPA of 3.5 in their undergraduate degree and masters," he said. "957 employees

(40-45 percent of the recruitments) are directly being done by DMTCL. However, the rest of the recruitment process is taken care of by our third party consultants BUET and MIST as we believe their expertise will help choose the best. About 40 to 45 percent of the recruitment is done directly by DMTCL. However, the rest of the process is taken care of by our third-party consultants BUET and MIST as we believe their expertise will help choose the best."

The recruitment process is currently underway. The first batch of DMTCL employees have recently returned from their initial compulsory training, and are currently employed in different MRT workstations.

The new recruits have to undergo a long five-stage training process in order to prepare for their job responsibilities. The training, facilitated in groups of 40,

starts with an orientation programme which introduces the new employees to the MRT.

"The concept of a metro rail is very new to all of us, and our recruits are no different. Thus, the orientation programme first provides our new recruits with a basic knowledge about what metro rail is and how to establish the trend of this new mode of transport," Siddique mentioned.

This introduction is followed by an intense training session at Bangladesh Public Administration Training Centre (BPATC), where the first-grade officers receive the same training that every Bangladesh Civil Service cadre undertakes.

A second set of trainings is held at Railway Training Academy in Port Colony, Chattogram where new employees learn how the railway system

works in Bangladesh. "This is a technical level training where the new recruits study and observe the fundamentals of the railway system and how it is operated in an administrative level," he said. "The MRT operating process is very similar to the Bangladesh railway. Therefore, we want them to have full knowledge about rail communication, its technical aspects and its operation process."

The MRT will be a web-based system, which will function from an Operation Control Centre (OCC). The cloud-based electronic trains will be completely operated from controlled stations. The communication system will be backed up via means of optical fibres and wireless communication in case of communication failures.