

STOCKS		COMMODITIES		ASIAN MARKETS				CURRENCIES				
Week-on-week		As of Friday		Friday Closings				As on Thursday				
DSEX	CSCX	Gold	Oil	MUMBAI	TOKYO	SINGAPORE	SHANGHAI	USD	EUR	GBP	CNY	
▲ 1.12%	▲ 1.16%	\$1,942.60	\$42.66	▼ 1.63%	▼ 1.11%	▼ 0.87%	▼ 0.87%	83.95	98.13	110.92	12.06	
4,927.82	8,482.95	(per ounce)	(per barrel)	38,357.18	23,205.43	2,509.64	3,355.37	BUY TK	84.95	101.93	114.72	12.69
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Brighter days ahead for Indo-Bangla river trade

SOHEL PARVEZ

If you happen to be on the Padma or Meghna rivers for a cruise or are travelling to the country's southern part, you will in no way miss a sporadic presence of numerous slow-moving small and large vessels alongside their sudden blasts of horns.

Most are engaged in transporting cargo from one part of the country to another. But sure to be among them are some going beyond the border ferrying goods between Bangladesh and India.

And the frequency of their trips between the two neighbouring nations is increasing gradually; so is the quantity of cargo being hauled.

Plaudits should be given to the increased use of the 4,000 to 6,000 kilometres of waterways by businesses to transport their import cargoes that has opened up opportunities for local cargo vessel operators.

Cargo transport through inland waterways between Bangladesh and India has just nearly doubled to 27.80 lakh tonnes in fiscal 2019-20 from 14.37 lakh tonnes a decade ago, showed data from Bangladesh Inland Water Transport Authority (BIWTA).

Expansion of cement production to feed the rising number of public and private construction projects was helping the cargo transport through waterways, said vessel operators and BIWTA officials.

This was being facilitated by a Protocol on Inland Water Transit & Trade between Bangladesh and India as fly ash, one of the key ingredients of cement, was mainly imported through waterways from the neighbouring country.

And opportunities for more freight transport business are arising.

This is resulting from increasing bilateral trade between the two neighbours, opening of new river routes and prospects of an increase in the shipment of goods by India under transit arrangements in the days to come, said operators.

"We see a very good prospect for business," said Syed Bashir Ahmed, managing director of Winship Logistics, one of the leading cargo vessel operators between India and Bangladesh's inland waterways.

CARGOES TRANSPORTED BY VESSELS

in tonnes; per year

SOURCE: BIWTA



NUMBER OF TRIPS BY VESSELS

SOURCE: BIWTA



More than 300 vessels operate on inland waterways per month between the two nations, annually generating around Tk 300 crore in revenue as freight charge for operators, sector insiders said.

Even one and a half decades ago Indian vessels dominated the protocol routes, said cargo vessel owners.

Local operators gradually entered and made gains on the market share. Today, local operators grab 99 per cent share of the cargo freight market, according to the BIWTA data.

The number of trips of local vessels increased after 2005 and the frequency went up in the subsequent years as demand for fly ash to produce more cement rose, said Ahmed.

In 2019-20, fly ash accounted for 98 per cent of the total cargo transported on the waterways mainly between Narayanganj and Kolkata. Steel products, stone chips and containers made up the rest. Though the amount of transit cargo increased in recent years, it still accounts for an insignificant portion.

Only 13,000 tonnes of transit cargo were transported through inland waterways last fiscal year. The amount was 7,300 tonnes in fiscal 2010-11, according to BIWTA data.

Transit and transshipment will increase and local logistics companies will reap its benefits, said Ahmed.

"Our business opportunity will expand. There is not enough vessels in India. Our vessels will be used," he said, expecting the volume of cargo transport over waterways to touch one crore tonnes in the next five years.

Business prospects look good, subject to maintenance of navigability of the rivers, said K Saiful Alam Miru, proprietor of Nexus Corporation.

"One of the shortcomings is that this is one-way traffic. We cannot take anything from here as export," said Miru, also managing partner of the Gazaria Builders and Engineers.

"It would be economical if we could transport cargoes both ways. Scope to carry assorted cargoes will enable us to make the business viable," he said.

The two firms together have a fleet of 50 vessels.

"We are trying to ship cement to India. There



MAJOR CARGOES

- ▶ Fly ash
- ▶ Steel products
- ▶ Stone chips
- ▶ Containers

OTHER KEY POINTS

- ▶ Nearly 300 vessels ply between Bangladesh and India monthly
- ▶ Goods are transported through 6 routes
- ▶ Two new routes are opening

is a good market for local cement in Northeast India. We will be able to take a higher quantity at a cheaper rate there," said Ahmed.

"We are also trying to ship garment items through containers," he added.

Indian exporters of yarn, motor vehicles and parts are willing to ship their export through waterways, he said.

"We can do that if the National Board of Revenue allows us and creates the facility," he said, urging the NBR to allow movement of more goods through waterways to reduce business costs and facilitate flourishing of the sector.

Trade between Bangladesh and India stands at around \$9.21 billion with the scales heavily tilted towards India as Bangladesh's export amounts to around \$1 billion.

Truckers and cargo vehicle operators transport a large portion of the import-export goods. Transport through waterways will increase revenue generation if the authority allows more products to pass over the rivers instead of roads, said Nazmul Hossain Hamdu, vice president of Bangladesh Cargo Vessel Owners' Association.

This will reduce the pressure on roads, he said. Cost of freight will also reduce largely for use of waterways, said operators.

Two routes -- Daudkandi-Sonamura and Rajshahi-Godagari-Dhulian, India -- were added as protocol routes in December last year, said BIWTA Director (traffic) Mohammad Rafiqul Islam.

"Prospects of water transport between Bangladesh and India are bright."

Now northeast India connected via new river route

JAGARAN CHAKMA

Premier Cement, a cement manufacturer in Bangladesh, became the maiden exporter to India's north-eastern state of Tripura through a new river route in a development that is expected to boost cross-border trade and connectivity.

The consignment of 50 tonnes of the key construction material loaded onto MV Premier left Daudkandi on Thursday night. This was the first-ever export consignment from Bangladesh to Tripura through the inland waterways.

The consignment reached Tripura at around 11pm on Friday. The vessel crossed the border from Daudkandi in Comilla via Bibirbazar in the same district through the Gumti river.

The goods will be unloaded in Sonamura in Sepahijala district, 60 kilometres from Agartala, the capital of Tripura.

The export came after the 93-kilometre stretch inland waterways on the Sonamura-Daudkandi route that connects Tripura to Bangladesh was included in the list of India-Bangla protocol (IBP) routes in May.

"This is a proud moment as Premier Cement became the first exporter to use the riverine route," said Mohammed Amirul Haque, managing director of Premier Cement.

Shipping Secretary Mohammed Mezbah Uddin Chowdhury told The Daily Star that through the trial shipment, new opportunities for Bangladesh to do business with India will open.

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Stock price odd one out? Gambling likely

AHSAN HABIB

How does a stock join the ranks of its priciest peers in a bourse? Undoubtedly pegging on the company's earnings, assets, potentiality and brand value.

However, a glaring exception takes place at Dhaka Stock Exchange (DSE).

That's because many stocks with low paid-up capital can be found in the toppers' club, not because of the aforementioned qualities but rather for conniving investors engaging in gambling.

The most common form of gambling occurs whenever scamsters are able to get their hands on nearly all of a company's stocks.

A company having low paid-up capital means the number of shares it has in the market is relatively small. Gamblers target these stocks as it is easier to carry out the manipulation.

They strategically time purchases and sales so that the stocks change hands just among themselves. This causes the price to rise even if the company's dividend payout keeps very low while the brand value stays limited.

Once the high prices start attracting investors with poor judgement and analytical skills, the fraudsters dump all that they own and exit the market with the loot.

Renwick Jaineswar is the best example of this in the DSE's trading board. The state-run entity is primarily engaged in the manufacture and trade of sugar products in Bangladesh and abroad.

Its presence among the likes of top performing companies such as Reckitt Benckiser, GlaxoSmithKline, Marico and Berger Paints has become quite a

common sight.

Last Thursday Renwick's stock price stood at Tk 1,590 while that of the four were Tk 3,801, Tk 2,331, Tk 1,975 and Tk 1,464 respectively.

"The stock price of Renwick is bouncing all the time depending on the gamble," said a stock broker preferring anonymity.

Just two years ago Renwick's stock was priced at Tk 800. Within six months it had more than doubled to Tk 1,650.

It then dropped to Tk 850 within one year and then again skyrocketed to Tk 1,650 in the span of the past six months, the DSE data shows.

Gambling with the stock is easy as it has a very limited number of shares, said the stock broker.

to the four it sits with, so it should be a no-brainer that its positioning was not normal, the stock broker pointed out.

Renwick has been annually providing just 12 per cent cash dividend since fiscal 2014-15. Moreover it failed to give any in 2018-19.

In contrast the renowned four provided dividends of 1,250 per cent, 530 per cent, 950 per cent and 295 per cent respectively last year. And the figures are on a rising trend.

Another eye opener is the net asset value per share.

For Renwick, it was Tk 30.66 on July 31 of 2019. For the four it was Tk 142, Tk 132, Tk 44 and Tk 204 respectively last year.

Renwick is not the lone stock being toyed with. Gamblers have targeted every company with low paid-up capital, said a merchant bank's top official.

Among the victims is Eastern Lubricant, the stock price of which stood at Tk 1,130 on Thursday although its paid-up capital was merely Tk 99 lakh.

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Onion prices shoot up in Ctg markets

DWAIPIYAN BARUA, Ctg

Onion prices marked a sharp rise in the kitchen markets of the port city in the last two days following a sudden hike in the wholesale market at Khatunganj where traders are citing the excuse of it being a ripple effect from neighbouring India.

Consumers had been happy over the last couple of months with the low prices of onion thanks to an apparent stability in the market.

Now that has turned to worries, with apprehensions of a repeat of last year's ordeals when prices skyrocketed.

Meanwhile, sales at different shops in the wholesale markets of Khatunganj witnessed a remarkable drop yesterday afternoon, with poor demand stemming from the upward trend of wholesale prices in the past three days.

Imported onion from India is the main choice for consumption in Chattogram while demand for the locally produced ones remained poor.

Retail prices of both types rose by Tk 10 to Tk 15 per kilogramme in different kitchen markets within the 24 hours of Friday.

Mohi Uddin, a service holder, bought a kilogramme of the Indian variety at Tk 35 from Karnaphuli CDA Market on Thursday.

"On the following day when I went to the same grocery shop for monthly shopping, the retailer demanded Tk 45 a kg for the same onion," said the frustrated shopper.

Mohammad Suman, the retailer, said they were forced to charge higher as the prices had been hiked at the wholesale market.

At Khatunganj's wholesale markets, prices of Indian onion suddenly rose



RAJIB RAIHAN

Arrival of such stocks of onion at the Khatunganj wholesale market yesterday did little to appease customers of Chattogram. A sharp price rise in the past three days is stoking fears of a repeat of last year's record highs. Traders say it was a ripple effect of what was happening on the other side of the border in India.

by Tk 7 to 8 to reach Tk 37-38 per kg on Thursday from what was just the day before.

Faruk Ahmed, a commission agent, said the market was witnessing this upward trend in the past three days as prices hovered between Tk 40-41 a kg on Friday and then Tk 42-43 yesterday.

The wholesalers blamed a recent price hike in India.

Claiming that onion prices in India recently rose by Rs 13 to reach Rs 27 a kg, Ahmed said.

Wholesale price of locally grown onion also went up by Tk 10-12 a kg during the period.

Confirming this, Muhammad Idris, general secretary of Hamidullah Mia Market Traders Association of Khatunganj, said traders at different land ports hiked the prices on Thursday prompting wholesalers to do the same.

After spiralling for three days at different wholesale shops and commission agent firms, the prices made a remarkable dive yesterday.

Ahmed, the commission agent, said his shop usually sells 100 to 150 sacks of onion every day but yesterday they were able to sell only 40.

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US unemployment rate drops to 8.4pc but recovery slows

AFP, Washington
The US economy added 1.4 million jobs in August and the unemployment rate fell to 8.4 percent as the country emerged from pandemic lockdowns, but the data shows the recovery is losing steam.

The drop in the unemployment rate from 10.2 per cent in July as reported by the Labor Department on Friday was welcome news for President Donald Trump, who called it "an incredible number" as he faces a tough fight for a second term in the November election.

Federal Reserve Chair Jerome Powell also called the report "a good one" in an interview with National Public Radio, but said it would not shake the central bank from its strategy of keeping interest rates lower for longer since the recovery will take time.

"We think that the economy's going to need low interest rates, which support economic activity, for an extended period of time," he said.

"It will be measured in years. Nearly a quarter of the August employment gains were in government jobs, particularly temporary work for the 2020 census, and employment in the world's largest economy remains 11.5 million positions or 7.6 per cent below the level in February, before the coronavirus pandemic struck.

Without the census hiring, analysts warn that August's report is actually weaker than it appears, with key industries hiring at a slower pace and permanent layoffs



US President Donald Trump arrives to speak outside Marriott Building Products in Old Forge, Pennsylvania.

increasing, while the White House and Congress remain deadlocked on a new aid package that could get the economy back on track. Private employers rehired just one million workers, and so far have regained less than half the jobs lost in March and April.

"The recovery is rapidly decelerating and we still have half of the lost jobs to get back. That shouldn't be happening," Adam Ozimek, chief economist at freelancing platform Upwork, said on Twitter.

The United States has seen tens of millions of layoffs since businesses shut down in mid-March to stop the spread of the virus, and new claims for jobless benefits averaged nearly one

million every week in August. Congress passed the \$2.2 trillion CARES Act in the pandemic's early days to blunt the economic downturn, but key provisions of that law have expired.

"Without additional federal support, this is an emergency with no end in sight," said Democratic lawmaker John Yarmuth, chairman of the House Budget Committee. Workers have benefited from state moves to loosen lockdown restrictions even as the virus remains rife, and the employment report showed the number of people on temporary layoff decreased by 3.1 million to 6.2 million, well below the peak of 18.1 million in April.

However, the number of

permanent job losses also increased by 534,000 to 3.4 million, and Lydia Boussour of Oxford Economics warned that indicates "a trend of slower, grinding growth (that) is worrisome for the broader recovery and points to increased scarring effects from the crisis."

Public sector jobs made up a quarter of the overall gains in the report, with 344,000 new jobs total, 238,000 of which were for the census. The government has hired nearly 600,000 workers in the past two months alone.

The leisure and hospitality sector, one of the hardest hit by the business closures, saw growth of 174,000 jobs, with three quarters of that coming from food service and drinking places. Retail, which has seen a strong recovery from the downturn, added 249,000 in August, but manufacturing jobs increased by just 29,000.

All told, private sector hiring in August was at its slowest pace since May, and it would take 10 months at this pace for employment levels to return to where they were before the pandemic, Ian Shepherdson of Pantheon Macroeconomics said. Robert Frick, corporate economist at Navy Federal Credit Union, called the August report "a big win for American workers" but acknowledged rehiring will probably occur at a slower rate in the coming months -- if it happens at all. "Now we'll be battling permanent layoffs once thought to be temporary, bankruptcies, secondary layoffs and maybe major layoffs in the airline industry," Frick said.

India open to raising duties on auto imports to boost local production

REUTERS, New Delhi

India is open to raising duties on auto imports in a phased manner in a bid to boost domestic production, a minister said on Friday, as the country's car industry set a target to halve imports of components within five years.

Commerce Minister Piyush Goyal said raising duties was "not a bad idea" to discourage automakers from importing car kits, comprised of partially or completely knocked down vehicles, and using India only as an assembly base to get market share there.

"We may look at something like a phased manufacturing plan. I will be open to suggestions," he said during an event organised by the Society of Indian Automobile Manufacturers (SIAM).

Prime Minister Narendra Modi's government wants companies to reduce imports, increase domestic production and play a bigger role in the global supply chain in an effort to make the country more self-reliant.

India's auto sector imports \$13.7 billion worth of components annually.

Pawan Goenka, managing director of Mahindra & Mahindra, one of India's biggest automakers, told the same event that SIAM and the Auto Component Manufacturers Association of India had agreed to set a target to reduce the total value of imported components by half in the next four to five years.

The focus will be to reduce imports of electronic auto components, which are

sourced mainly from China and other Asian countries, as well as steel, Goenka said, adding these two together account for around \$5 billion of total auto parts imports.

India's auto sector, which was already reeling from a slowdown in demand last year, has been further hit by the pandemic and carmakers are seeking government support to push sales.

Automakers want the government to defer the introduction of stricter fuel



A Mahindra XUV500 is pictured at the assembly line inside the company's manufacturing plant in Chakan, India.

efficiency and emission norms and are seeking a temporary 10% cut in taxes on vehicles.

India's heavy industries minister Prakash Javadekar told the event that while the government may not agree immediately to a tax cut he would take up the request with other ministers. He also reiterated that a long-due vehicle scrappage policy would be out "very soon".

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ক্রমিক নং	পদের নাম	বেতন স্কেল	পদের সংখ্যা	শিক্ষাগত যোগ্যতা ও অভিজ্ঞতা
১.	বৈজ্ঞানিক কর্মকর্তা	টাকা ২২০০০-৫৩০৬০/= (৯নং গ্রেড)	০৯ (নয়) টি	কোনো স্বীকৃত বিশ্ববিদ্যালয় হইতে- (ক) পুরকৌশল, তড়িৎকৌশল, যন্ত্রকৌশল, পানি সম্পদ কৌশল, কৃষি ইঞ্জিনিয়ারিং, রিভার ইঞ্জিনিয়ারিং, হাইড্রোলিস, হাইড্রোলজি, পানি সম্পদকৌশল বা এনভায়রনমেন্টাল ইঞ্জিনিয়ারিং বিষয়ে অনূন দ্বিতীয় শ্রেণি বা সমমানের সিজিপিএতে স্নাতক (সম্মান) বা সমমানের ডিগ্রি; অথবা (খ) পদার্থবিদ্যা, ফলিত পদার্থ বিদ্যা, গণিত, ফলিত গণিত, মৃত্তিকা বিজ্ঞান বিষয়ে প্রথম শ্রেণি বা সমমানের সিজিপিএতে স্নাতকোত্তর বা সমমানের ডিগ্রি বা অনূন দ্বিতীয় শ্রেণি বা সমমানের সিজিপিএতে স্নাতক (সম্মান) বা সমমানের ডিগ্রিসহ অনূন দ্বিতীয় শ্রেণি বা সমমানের সিজিপিএতে স্নাতকোত্তর বা সমমানের ডিগ্রি।
২.	ভান্ডার কর্মকর্তা	টাকা ২২০০০-৫৩০৬০/= (৯নং গ্রেড)	১ (এক) টি	কোনো স্বীকৃত বিশ্ববিদ্যালয় হইতে- (ক) প্রথম শ্রেণি বা সমমানের সিজিপিএতে স্নাতকোত্তর বা সমমানের ডিগ্রি; অথবা (খ) অনূন দ্বিতীয় শ্রেণি বা সমমানের সিজিপিএতে স্নাতক (সম্মান) বা সমমানের ডিগ্রিসহ অনূন দ্বিতীয় শ্রেণি বা সমমানের সিজিপিএতে স্নাতকোত্তর বা সমমানের ডিগ্রি।
৩.	ভান্ডার রক্ষক	টাকা ১০২০০-২৪৬৮০/= (১৪নং গ্রেড)	১ (এক) টি	কোন স্বীকৃত বিশ্ববিদ্যালয় হইতে অনূন স্নাতক বা সমমানের ডিগ্রি।
৪.	হিসাব সহকারী	টাকা ১০২০০-২৪৬৮০/= (১৪নং গ্রেড)	১ (এক) টি	কোনো স্বীকৃত বিশ্ববিদ্যালয় হইতে বাণিজ্য বিভাগে অনূন স্নাতক বা সমমানের ডিগ্রি।
৫.	ইলেকট্রিশিয়ান গ্রেড-বি	টাকা ৯৭০০-২৩৪৯০/= (১৫নং গ্রেড)	১ (এক) টি	(ক) কোনো স্বীকৃত বোর্ড হইতে অনূন উচ্চ মাধ্যমিক সার্টিফিকেট বা সমমানের পরীক্ষায় উত্তীর্ণসহ কোনো স্বীকৃত প্রতিষ্ঠান হইতে ইলেকট্রিক্যাল ট্রেড কোর্স সনদপ্রাপ্ত; অথবা কারিগরি শিক্ষা বোর্ড হইতে ইলেকট্রিক্যাল ট্রেডে অনূন উচ্চ মাধ্যমিক সার্টিফিকেট (ভোকেশনাল) পরীক্ষায় উত্তীর্ণ; এবং (খ) সংশ্লিষ্ট কাজে অনূন ২ (দুই) বৎসরের অভিজ্ঞতা।
৬.	মডেল টেকনিশিয়ান গ্রেড-এ	টাকা ৯৩০০-২২৪৯০/= (১৬নং গ্রেড)	১ (এক) টি	কোনো স্বীকৃত বোর্ড হইতে বিজ্ঞান বিভাগে অনূন উচ্চ মাধ্যমিক সার্টিফিকেট বা সমমানের পরীক্ষায় উত্তীর্ণ।
৭.	কন্ট্রোল টেকনিশিয়ান গ্রেড-এ	টাকা ৯৩০০-২২৪৯০/= (১৬নং গ্রেড)	২ (দুই) টি	কোনো স্বীকৃত বোর্ড হইতে বিজ্ঞান বিভাগে অনূন উচ্চ মাধ্যমিক সার্টিফিকেট বা সমমানের পরীক্ষায় উত্তীর্ণ।
৮.	গাড়ী চালক (লাইট)	টাকা ৯৩০০-২২৪৯০/= (১৬নং গ্রেড)	১ (এক) টি	(ক) কোনো স্বীকৃত বোর্ড হইতে অনূন জুনিয়র স্কুল সার্টিফিকেট বা সমমানের পরীক্ষায় উত্তীর্ণ; এবং (খ) হালকা গাড়ী চালনার বৈধ লাইসেন্সধারী।
৯.	ভান্ডার সহকারী	টাকা ৯৩০০-২২৪৯০/= (১৬নং গ্রেড)	১ (এক) টি	কোন স্বীকৃত বোর্ড হইতে অনূন উচ্চ মাধ্যমিক সার্টিফিকেট বা সমমানের পরীক্ষায় উত্তীর্ণ।
১০.	মেকানিক গ্রেড-এ	টাকা ৯৩০০-২২৪৯০/= (১৬নং গ্রেড)	১ (এক) টি	(ক) কোনো স্বীকৃত বোর্ড হইতে অনূন উচ্চ মাধ্যমিক সার্টিফিকেট বা সমমানের পরীক্ষায় উত্তীর্ণসহ কোনো স্বীকৃত প্রতিষ্ঠান হইতে অটোমোবাইল ট্রেড বিষয়ে ট্রেড কোর্স সনদপ্রাপ্ত; অথবা কারিগরি শিক্ষা বোর্ড হইতে অটোমোবাইল ট্রেডে অনূন উচ্চ মাধ্যমিক সার্টিফিকেট (ভোকেশনাল) পরীক্ষায় উত্তীর্ণ; এবং (খ) সংশ্লিষ্ট কাজে অভিজ্ঞতা।

১১.	কার্মিনিষ্ট্রি গ্রেড-বি	টাকা ৯৩০০-২২৪৯০/= (১৬নং গ্রেড)	১ (এক) টি	(ক) কোনো স্বীকৃত বোর্ড হইতে অনূন মাধ্যমিক স্কুল সার্টিফিকেট বা সমমানের পরীক্ষায় উত্তীর্ণ; (খ) কোন স্বীকৃত প্রতিষ্ঠান হইতে সংশ্লিষ্ট বিষয়ে ট্রেড কোর্স সনদপ্রাপ্ত; এবং (গ) সংশ্লিষ্ট কাজে ২ (দুই) বৎসরের অভিজ্ঞতা।
১২.	ট্রেসার	টাকা ৯০০০-২১৮০০/= (১৭নং গ্রেড)	১ (এক) টি	(ক) কোনো স্বীকৃত বোর্ড হইতে অনূন মাধ্যমিক স্কুল সার্টিফিকেট বা সমমানের পরীক্ষায় উত্তীর্ণ; (খ) কোনো স্বীকৃত প্রতিষ্ঠান হইতে সংশ্লিষ্ট বিষয়ে ট্রেড কোর্স সনদপ্রাপ্ত; এবং (গ) সুন্দর হস্তাক্ষরের অধিকারী।
১৩.	পাম্পম্যান (পাম্পচালক)	টাকা ৯০০০-২১৮০০/= (১৭নং গ্রেড)	১ (এক) টি	(ক) কোনো স্বীকৃত বোর্ড হইতে অনূন মাধ্যমিক স্কুল সার্টিফিকেট বা সমমানের পরীক্ষায় উত্তীর্ণ; এবং (খ) কোনো স্বীকৃত প্রতিষ্ঠান হইতে সংশ্লিষ্ট বিষয়ে ট্রেড কোর্স সনদপ্রাপ্ত।
১৪.	ডার্করুম সহকারী	টাকা ৮৮০০-২১৩১০/= (১৮নং গ্রেড)	১ (এক) টি	(ক) কোন স্বীকৃত বোর্ড হইতে অনূন মাধ্যমিক স্কুল সার্টিফিকেট বা সমমানের পরীক্ষায় উত্তীর্ণ; এবং (খ) সংশ্লিষ্ট কাজে অনূন ১ (এক) বৎসরের অভিজ্ঞতা।
১৫.	গবেষণাগার বেয়ারার গ্রেড-এ	টাকা ৮২৫০-২০০১০/= (২০নং গ্রেড)	৩ (তিন) টি	কোনো স্বীকৃত বোর্ড হইতে বিজ্ঞান বিভাগে অনূন মাধ্যমিক স্কুল সার্টিফিকেট বা সমমানের পরীক্ষায় উত্তীর্ণ।

শর্তাবলী

- প্রথম শ্রেণীর গেজেটেড কর্মকর্তা কর্তৃক সত্যায়িত সম্প্রতি তোলা পাসপোর্ট সাইজের ৩(তিন) কপি রঙীন ছবি এবং শিক্ষাগত যোগ্যতার ও অন্যান্য প্রয়োজ্য সকল সনদপত্রের সত্যায়িত ফটোকপি আবেদনপত্রের সাথে সংযুক্ত করতে হবে।
- নিজ ইউনিয়ন পরিষদ/পৌরসভার চেয়ারম্যান/সিটি কর্পোরেশনের মেয়র/কাউন্সিলর কর্তৃক প্রদত্ত নাগরিকত্বের সনদপত্রের সত্যায়িত ফটোকপি এবং একজন প্রথম শ্রেণীর গেজেটেড কর্মকর্তা কর্তৃক প্রদত্ত চারিত্রিক সনদপত্র আবেদনপত্রের সাথে সংযুক্ত করতে হবে।
- ০১/১০/২০২০খ্রিঃ তারিখে প্রার্থীর বয়স ১৮ হতে ৩০ বৎসরের মধ্যে হতে হবে।
- প্রতিবন্ধী ও মুক্তিযোদ্ধা/শহীদ মুক্তিযোদ্ধার সন্তান/সন্তানের সন্তানের ক্ষেত্রে ০১/১০/২০২০খ্রিঃ তারিখে প্রার্থীর বয়স ১৮ হতে ৩২ বৎসরের মধ্যে হতে হবে।
- আবেদনপত্র আশাখী ২৯/১০/২০২০খ্রিঃ তারিখের মধ্যে মহাপরিচালক, নদী গবেষণা ইনস্টিটিউট, হারুকান্দি, ফরিদপুর বরাবরে পৌছাতে হবে।
- চাকরীরত প্রার্থীকে যথাযথ কর্তৃপক্ষের মাধ্যমে আবেদন করতে হবে এবং নির্ধারিত তারিখের মধ্যে আবেদন অবশ্যই মহাপরিচালক, নদী গবেষণা ইনস্টিটিউট, হারুকান্দি, ফরিদপুর বরাবরে পৌছাতে হবে।
- সরকার কর্তৃক নির্ধারিত কোটা অনুসরণ করা হবে।
- ক) মুক্তিযোদ্ধা/শহীদ মুক্তিযোদ্ধার পুত্র-কন্যার পুত্র-কন্যা হিসেবে চাকুরি প্রার্থীকে চাকুরির আবেদনপত্রের সাথে তাদের পিতার পিতা/পিতার মাতা/মাতার পিতা/মাতার মাতা (প্রয়োজ্য ক্ষেত্রে) এর মুক্তিযোদ্ধা সার্টিফিকেট, যা যথাযথভাবে উপযুক্ত কর্তৃপক্ষ কর্তৃক স্বাক্ষরিত ও প্রতীস্বাক্ষরিত হতে হবে, এর সত্যায়িত কপি দাখিল করতে হবে।
খ) আবেদনপত্রের সাথে এস এস সি বা সমমানের পরীক্ষায় পাশের ক্ষেত্রে এস এস সি বা সমমানের সার্টিফিকেট এবং এস এস সি বা সমমানের পরীক্ষায় পাশ না হলে সংশ্লিষ্ট শিক্ষা প্রতিষ্ঠানের প্রধানের সার্টিফিকেটের সত্যায়িত কপি দাখিল করতে হবে।
গ) আবেদনকারী মুক্তিযোদ্ধা/শহীদ মুক্তিযোদ্ধার পুত্র-কন্যার পুত্র-কন্যা হলে আবেদনকারী যে মুক্তিযোদ্ধা/শহীদ মুক্তিযোদ্ধার পুত্র-কন্যার পুত্র-কন্যা এ মর্মে সংশ্লিষ্ট ইউনিয়ন পরিষদের চেয়ারম্যান/সিটি কর্পোরেশন এর ওয়ার্ড কাউন্সিলর ও পৌরসভার মেয়র/কাউন্সিলর কর্তৃক প্রদত্ত সার্টিফিকেট আবেদনপত্রের সাথে সংযুক্ত করতে হবে।
ঘ) চূড়ান্ত নির্বাচনের পূর্বে নিয়োগকারী কর্তৃপক্ষ সংশ্লিষ্ট সকল সার্টিফিকেটের মূল কপি যাচাই করে সত্যতা সম্পর্কে সুনিশ্চিত করেন।
ঙ) চাকুরিতে নিয়োগের পূর্বে পুলিশ ভেরিফিকেশন সম্পন্ন করা হবে এবং উক্ত পুলিশ ভেরিফিকেশন ফরমে মুক্তিযোদ্ধা/শহীদ মুক্তিযোদ্ধার পুত্র-কন্যার পুত্র-কন্যা সম্পর্কিত একটি ফর/কলাম সংযোজন করতে হবে। পুলিশ ভেরিফিকেশন রিপোর্টের তথ্যে এবং সার্টিফিকেটের তথ্যে অমিল পরিলক্ষিত হলে নিয়োগকারী কর্তৃপক্ষ এ বিষয়ে নিরপেক্ষভাবে তদন্ত করে চূড়ান্ত সিদ্ধান্ত গ্রহণ করবেন।
- ৯ম গ্রেড (পূর্বতন ১ম শ্রেণি) এবং ১০ম-১৩তম গ্রেডের (পূর্বতন ২য় শ্রেণি) পদে সরাসরি নিয়োগের ক্ষেত্রে মেধার ভিত্তিতে নিয়োগ প্রদান করা হবে।
- প্রার্থী উপজাতীয় সম্প্রদায়ভুক্ত হলে সংশ্লিষ্ট জেলা প্রশাসকের নিকট হতে প্রাপ্ত সনদপত্রের সত্যায়িত ফটোকপি আবেদন পত্রের সাথে দাখিল করতে হবে।
- সোনালী ব্যাংকের যে কোন শাখা থেকে মহাপরিচালক, নদী গবেষণা ইনস্টিটিউট, ফরিদপুর এর অনুকূলে সোনালী ব্যাংক, গোয়ালাচামট শাখা, ফরিদপুর এর উপর জমিক ১ ও ২ এর জন্য ১০০০/= (এক হাজার), ক্রমিক ৩ ও ৪ এর জন্য ৫০০/= (পাঁচশত), এবং ক্রমিক ৫ হতে ১১ এর জন্য ৪০০/= (চারশত) এবং ক্রমিক নং ১২ হতে ১৫ এর জন্য ৩০০/= (তিনশত) টাকার ডিমান্ড ড্রাফট/পে-অর্ডার আবেদন পত্রের সাথে সংযুক্ত করতে হবে।
- বয়স প্রমাণের ক্ষেত্রে এ্যাক্টিভিডিটি গ্রহণযোগ্য নয়।
- অসম্পূর্ণ/ক্রটিপূর্ণ এবং নির্ধারিত তারিখের পর প্রাপ্ত আবেদনসমূহ বাতিল বলে গণ্য হবে।
- লিখিত/মৌখিক পরীক্ষায় অংশ গ্রহণের জন্য প্রার্থীকে কোন প্রকার টিএ/ডিএ দেয়া হবে না।
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নদী গবেষণা ইনস্টিটিউট
ফরিদপুর।

Upcoming law needs to address ship breaking workers' concerns

Stakeholders say at a discussion in the port city

STAFF CORRESPONDENT, Chattogram

A law currently being formulated on Bangladesh's ship breaking industry needs to be worker-friendly to protect their lives and the environment, various stakeholders suggested yesterday.

They were giving their opinion on a draft of the act framed by the Ministry of Industries in a quarterly review meeting organised by the Bangladesh Institute of Labour Studies, at a restaurant in Chattogram.

The draft 'Bangladesh Ship Recycling Act' lacks clarity and needs to be more worker-friendly, said Tapan Dutta, convener of the Ship-breaking Workers Trade Union Forum.

Dozens of workers are dying at the ship breaking yards every year while an existing law does not focus on their concerns and was never implemented towards that end, giving rise to apprehensions of a repetition this time around, he said.

The law itself cannot protect the workers unless those tasked with implementing it bear in heart the attitude to bring about a positive change, he added.

It looks like the draft has been hastily penned as it lacks many basic things, said Mohammad Shahin Chowdhury, a professor of the law faculty at the University of Chattogram.

It does not contain anything with

regard to the recruitment of labour, age specifications and training, he said.

"That means there is scope for the yard owner to recruit child labour, which they always prefer for the associated low wages. The draft must include a provision about child labour to rid the yard of child labour," Chowdhury said.

When it comes to compliance, yard owners always claim to not have the financial capability to abide by the guidelines, said Mohammad Ali Shahin, coordinator of Young Power in Social Action, a non-profit social development organisation.

"Interestingly, they do not shift to other businesses. The arrival of scrap ships does not see any drop in numbers, indicating huge profits in the sector. The draft must have provisions about the waste that ships release in the Bay of Bengal as well," he said.

Obtaining an occupational health certificate must also be made mandatory for yard owners to better protect the workers engaged in the industry, Shahin added.

Dr Fosiul Alam, former vice-chancellor of Feni University; Safar Ali, vice-president of the National Worker League; AS Nazim Uddin, president of the Nationalist Sramik Dal and Rizwanur Rahman Khan, Pahari Bhattachajo, Nurul Absar KM Sahidullah, Mohammad Ali and Fazlul Kabir Mintu of the BILS were present during discussions.



UK retailer Debenhams' terminated workers demand arrears

REFAYET ULLAH MIRDHA

The recently terminated employees of Debenhams' Bangladesh office yesterday demanded full payment of the wages and other monetary benefits owed to them by the London-based multinational retailer as per Bangladesh's labour laws.

"By our calculations, Debenhams owes \$1 million in salaries, allowance and other service benefits," said Bahauddin Mohammed Ataulah, president of the Debenhams Bangladesh Employees Association.

He spoke during a press conference at the Dhaka Reporters Unity in the capital's Segun Bagicha.

Citing financial constraints, Debenhams appointed an administrator for its Bangladesh office and eventually terminated 69 staff members in April earlier this year.

Soon after the ongoing coronavirus crisis was elevated to pandemic status, retailers and brands worldwide closed down their operations amid significantly decreased demand for non-essential items.

As such, Ataulah, who was among the terminated workers, said he and his colleagues stopped receiving shipments of goods from many local manufacturers in the name of compliance with the company's directives.

However, Debenhams itself did not comply with the country's regulations when it terminated those Bangladeshi workers.

"Even if you pay me three times my previous salary to return to Debenhams, I won't do it as the company is non-compliant with our rules and seems to think that Bangladesh is still a British colony," he said after the press conference.

Ataulah also urged consumers of the company's products to raise their voice against such misconduct so that it is compelled to correct itself.

Debenhams does not respect the law of the land and continues to operate while flouting Bangladesh's rules, he added.

The government imposes strict measures and subsequently receives millions in compensation if any local company is found to be non-compliant.

Debenhams makes a tremendous profit from the sales of Bangladeshi garment items, however, the suppliers are paid very little in comparison, Ataulah said.

Besides, many of the company's previous employees are finding it difficult to maintain their livelihoods amid the ongoing pandemic due to a lack of income and other benefits, he said.

"But still, Debenhams paid no heed to the suffering."

Since Bangladesh is an independent nation, Debenhams must follow the laws as outlined by the Bangladesh Investment Development Authority (BIDA), which was known as the Board of Investment back in 2013, when Debenhams



COLLECTED

Terminated employees of Debenhams Bangladesh office demand their service benefits from the company at a press conference at Dhaka Reporters Unity in the capital yesterday.

first registered its operations in the country.

The London-based multinational retailer has been irregular in making payments to its suppliers. In April earlier this year, the company demanded a 90 per cent decrease in prices due to the Covid-19 fallout, meaning that Debenhams offered \$1 to buy T-shirts that originally cost \$10.

"They terminated us illegally. Three months' prior notice is needed before closing an office, which was not given in this case. All dues of suppliers and employees need to be cleared," Akhteruddin Ahmed Asad, the preceding country manager for Debenhams, told The Daily Star over phone.

It should be mentioned that Asad was not present at the press conference but opted to speak with the media after his attention was

drawn to learn about how Debenhams operates in Bangladesh.

"We will go to the court. Debenhams does not have the reputation and should maintain compliance," he said, adding that the termination of workers during the two-month nationwide general holiday aimed at curbing the spread of Covid-19 was illegal.

Local suppliers call Asad each day to enquire about their due payments even though he is no longer a part of the company.

Currently, Debenhams runs its operations in Bangladesh through a third-party agent.

Since the company continues to take shipments, albeit on a more limited scale, it proves that they continue to operate and have sufficient capital in the bank.

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Think out of the box to breathe new life into dead jute mills



KHONDAKER GOLAM MOAZZEM

The government closed down 25 jute mills operated under the Bangladesh Jute Mills Corporation (BJMC) on July 1. It was one of the difficult political decisions taken by the ruling party since it formed the government in 2009. Such a decision hints at the major political shift of the ruling party - from promoting state-owned enterprise development towards private sector led enterprise development.

A high-powered 'Policy-making Committee' led by jute and textiles minister has been formed, which will suggest about the future of the establishments of BJMC jute mills. Till date, a number of decisions have been made which have created confusion about the future of enterprise development under the private sector in those lands.

More importantly, those decisions may futile the whole process of transforming those into private sector led enterprises.

In this backdrop, it is highly important to take forward-looking decisions which will facilitate private sector-led enterprise development. Most importantly, the government's decision should not create a precedence of another faulty privatisation initiative which had been done in 1980s and 1990s. The jute ministry and the Prime Minister's Office should give due attention to the following issues and take appropriate decisions.

Clearing all liabilities and dues of BJMC
At first, the jute ministry should clear all liabilities and dues of different parties of the BJMC. This is highly important since any future initiative under the private sector would be futile if the existing liabilities BJMC are passed on to their shoulders. To complete the process, a proper financial audit and valuation of assets

of BJMC entities are required. This should be done by any of the big four international audit firms—Deloitte, Ernst & Young, KPMG and PricewaterhouseCoopers—who are currently in operation in the country.

Such an audit will help the ministry to understand its current state of assets and liabilities, based on which future initiatives could be taken properly. There is a vested quarter within the BJMC at the mill and even outside the mill who are not interested to have a proper financial audit and valuation of assets.

An early audit and valuation is most important particularly to clear the dues of the 25,000 workers as well as to initiate the next course of action on industrialisation in those establishments.

The government should allocate necessary fund to clear the dues.

Scaling down the BJMC into a small unit under the ministry

There is no need for operating the BJMC under such a large organogram with staffs at the head offices and the mill offices. In this context, the government's decision to scale down two-thirds of its 2,955 staff members is a positive move. However, the decision is linked with the future operation of the mills.

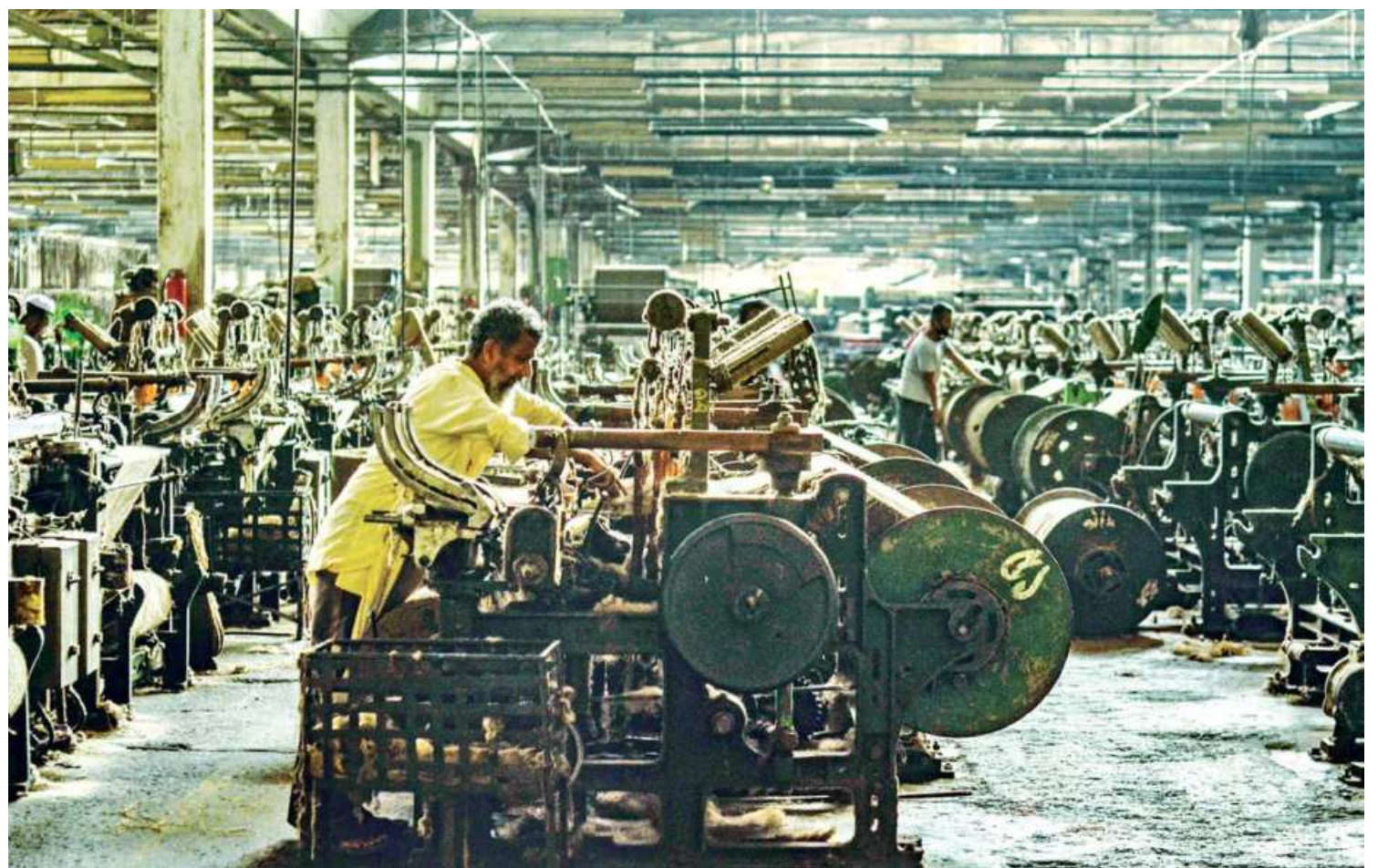
Even one-third of the staff would not be required to materialise the goal of the PMO to go for private sector led operation in those mills. Very few of the staff members will be required if these lands are handed over to the Bangladesh Export Processing Zones Authority or Bangladesh Economic Zones Authority, which are more experienced in operating economic zones.

Overall, the operation of BJMC could be ably done by a small unit under the ministry - no big office and staff is needed for that. Hence, the government should allocate necessary funds to pay the unnecessary staff who are posted in the head office and mill offices of BJMC.

Refraining from allowing long-term leases to single parties

There is no need to lease these precious lands to a small number of big private sector entities who may create pressure through different channels both within and outside the government. These lands should be made available mainly to local small and medium enterprises and foreign investors who often struggle to purchase and take land on lease.

All mills are well-positioned with ready-



DIPANKAR ROY

A man works on a machine inside Platinum Jute Mill in Khulna just a few days before its closure. The photo was taken on June 27 this year.

to-use infrastructure such as ready land, electricity and gas supply and available workforce, which could attract both local and foreign investors to set up both medium and large scale enterprises.

Out of these 25 mills, nine are located in Chattogram, seven in Khulna, two each in Dhaka, Jessore and Narshingdi and one each in Narayanganj, Sirajganj and Rajshahi.

In terms of location and infrastructure, mills located in Chattogram, Dhaka, Narshingdi and Narayanganj are well-positioned to attract local and foreign investors.

Mills, which are located in major jute and agro-based zones such as Jessore, Khulna and Sirajganj, would promote jute and other agro-based industries. In this context, the planning

committee's decision of using these lands only for jute sector is a faulty proposition. Rather these lands should be made open for private investment in different industrial enterprises.

Promoting small and medium scale jute mills

Jute goods need a captive market at the local level. A proper enforcement of the mandatory packaging act would significantly increase use of jute goods in domestic market.

According to the Centre for Policy Dialogue (CPD) 2010, proper enforcement of mandatory packaging act would create a local demand for 80 per cent worth of export jute products.

Similarly, the government may amend the public procurement guideline for construction and rehabilitation of upazila and zila roads by

making it mandatory to use hessian cloths as a cover over bitumen based carpeting. Such changes in public procurement would create huge demand for hessian cloths in the construction of roads.

Overall, future jute sector of Bangladesh should be led by small and medium scale private sector jute mills. In that case, interested private sector investors could purchase machineries from the closed public jute mills to set up small and medium scale jute mills across the country.

Similar example was found when Adamjee was closed and later a good number of small scale enterprises were established. Most of those are in operation at present.

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