

National

Nagarbari Ferry Ghat to be shifted to Natakholia

From Ranesh Maitra

PABNA, Nov 17: The Nagarbari ferry ghat has been finally decided to be shifted to Natakholia, three miles downstream of Nagarbari by changing government's earlier decision to shift the same to the most suitable site at the ghat known as Natibpur ghat.

Since the shifting of ferry ghat from Nagarbari was long overdue for improvement and lessening of time and expenditures involved in running the ferry services between Aricha and Nagarbari vitally necessary for our road communication system between Dhaka and Pabna and all other 15 districts of North

Bengal, it deserves a sincere consideration that would ensure a long-term benefit for the people of both the wings.

It is known to everyone that road communication is the most effective — rather the only effective and useful means of communication between the hitherto neglected Northern zone and the country's capital city of Dhaka. It is not that hundreds and thousands of men, women and children every day passes through road transports via this ferry ghat but also because the economy — trade, commerce and industries, whatever and how ever nascent they might still

be in the northern parts — are almost fully dependant.

And taking all the above views under consideration — along with the consideration that traffic of various brands has almost every day been increasing on this route — the only road communication route under operation between the two zones of the country, it was earlier decided, after prolonged and multi-agency survey — works conducted for years together — to shift the ferry ghat from Nagarbari to Natibpur, nearly 12 miles down-stream of Nagarbari.

Why the abandonment of Nagarbari ferry ghat became necessary? This correspondent, to the best of his capacity, tried to find out the reasons after having talks with the officials of various agencies, transport owners and employees, passengers, experts, came to gather the following facts and information.

There has been a phenomenal increase in the siltation rate in the major rivers — Jamuna and Padma — and the constant rise in the water beds, appearance of innumerable shoals have already cropped up and were still cropping up in these two rivers putting up hindrances to general navigability and plying of the ferries. The never-ending and heavy siltation is being caused by massive influx of sediments from across border — both in the west and the north — resulting from soil-erosion in the water-heads region. According to experts, this is being further caused by the pernicious reduction in waterflows due to abnormal withdrawal of water mainly for irrigation purposes massively undertaken by India at a number of points in different provinces of the vast country. The Farakka Barrage provides the most disastrous effect on the

continue to go down and even if massive and timely dredging is arranged for (which can in no way be expected under the existing management, lack of dredging machines and also because of chronic fund constraints), the possibilities for opening up fresh routes for the plying of the mechanised vessels will turn to be extremely difficult and rather impossible. In the circumstances, therefore, it would face a substantial loss in the transportation sector in this vital Nagarbari route, if the total transport costs go on rising as a consequence. Road transport is attractive mainly for two reasons: one from the northern districts, there is virtually no other alternative means of communication with the eastern zone and, secondly, it is cheapest, so, rise in the road transportation cost might lead to a disastrous effect.

Taking into consideration of the above context of a continuous and alarmingly deteriorating condition prevailing in the two major rivers, the Padma and the Jamuna, the divide between the eastern and western parts of the country and the unprecedented or frequent dislocation of communication due to alarming traffic jam in Aricha and Nagarbari ferry ghats, there appears to be no other alternative but to find out and ensure the easiest and quickest possible transportation arrangements across the said major rivers that would further ensure lessening of time, raise frequency of ferry services, lessening of costs and maximum possible permanency or sustaining capacity of the new ferry ghat that is to be unavoidably constructed on the western bank of the river Jamuna following the decision to abandon Nagarbari ferry ghat.

years together for shifting the ghat from Nagarbari to somewhere downstream. Late President Ziaur Rahman, on getting apprised of the situation, accepted the proposal for shifting the ghat from Nagarbari to Kazirhat which was hastily done during his rule and ferry-services were also partially introduced from Aricha to Kazirhat. But ultimately, it was found after thorough survey work under-

ing the move not only for shifting it to Natibpur but also to Natakholia. This is a vested quarter allegedly maintaining close link with some sections of the bureaucracy in the BIWTA, BIWTC and the R&H Departments. Their alliance is considered to be an unholy one — directed towards serving their personal interests and not of the general interest of the people. So, their opposition



PABNA: The picture shows inundated area of Natakholia during the flood last year. It happened this year too. The scheme of shifting Nagarbari ferry ghat to this Natakholia needs to be immediately abandoned in favour of Natibpur. — Star photo



PABNA: The picture shows erosion affected Nagarbari ferry ghat. In near future erosion may take more severe turn, it is apprehended by the people living around Nagarbari. — Star photo

Sultan — the alleged terrorist arrested at last!

From Our Correspondent

RAJSHAHI, Nov 17: Sultan, the absconding accused of several attempt-to-murder cases, who created terror in the city, was at last arrested after a continuous effort of about three months.

On a secret information, Boalia thana, Rajpara thana and Detective Branch of the Metropolitan Police in a joint drive arrested him from a house of Chandipur Moholla in the city recently.

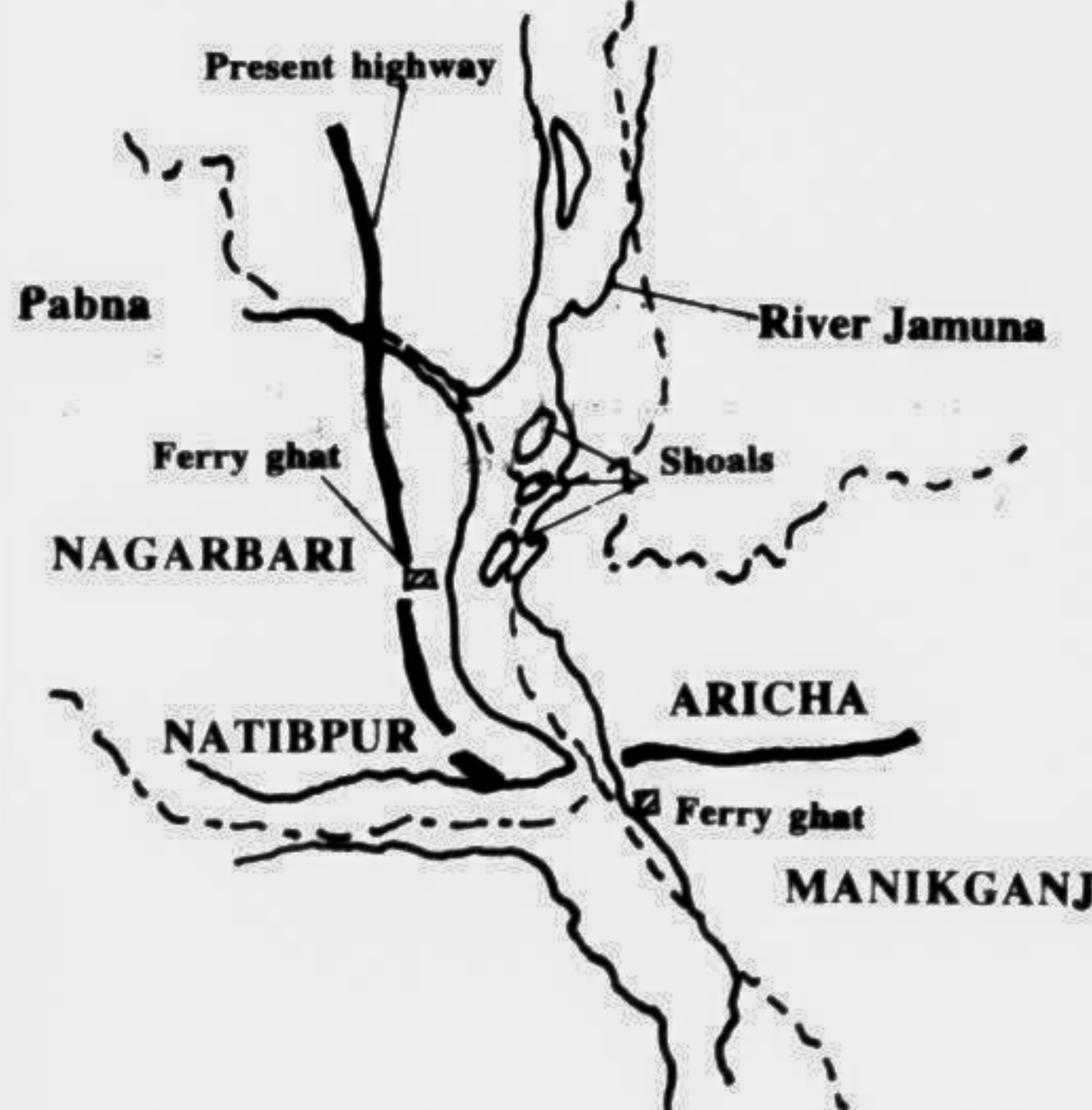
According to the police sources, Sultan is a notorious terror and extortionist. He recently wanted to marry a house-wife of Patharpara Moholla of the city and began to torture her and the relatives in various ways to extort their consent. Failing to receive their consent, he attempted to murder the father and the husband of the house-wife with sharp weapons. They fortunately escaped death but were seriously injured and were admitted into the hospital. He used to beat the relatives of the house wife every now and then and threatened to kill them if they do not agree to meet his demands. People of the locality could not even cry under the reign of his terrorism.

Boalia police informed that they received an information that Sultan was in a house of Chandipur. They surrounded and raided the house at about 3 am. Sultan tried to flee but was caught red handed with a sharp 'hasua' in hand at about 5 am. Boalia police interrogated him and believed to have gathered some important information but the police refused to disclose anything about it for the sake of investigation.

Police informed that some influenced sections here already started burgeoning for him. Meanwhile, the city dwellers heaved a sigh of relief hearing the news of arrest of Sultan.

Different social organisations were demanding his arrest and exemplary punishment for many days. They are now urging to the concerned authorities not to release him on bail before completion of his trial for the sake of peace and safety of the people.

Diagram showing position of ferry ghats



river Padma — particularly during the lean period and Jamuna also goes almost dry for reasons other than the Farakka. The river nursing system being absent in our country unlike other riverian countries both in the east and the west — has also been contributing immeasurably to the creation of havoc in this particular sector.

Thus the BIWTC (Bangladesh Inland Water Transport Corporation), has, due to the above reasons faced with enormous problems of a very grave nature in operating its fleet of ferry services across the Jamuna and Padma at Aricha-Nagarbari routes because of abnormal fall in the navigable waterways particularly in the lean season. To keep ferry services normal and running days and nights — they need adequate and timely dredging which, again is almost a constant and permanent process during the lean season which covers from October to May every year. The number of shoals is also rising every year and hence the required dredging is being neglected, despite its dire need, perhaps because of constraint of necessary funds and also because of proper care, management and accountability of the authorities of various agencies concerned.

According to the hydrologists, the situation is likely to aggravate to such an extent that by the end of the current century, the entire network of the navigable waterways would be decreasing by 30 per cent, if the present rate of such decrease continues unabated. It cannot, however, be denied that the continuous deterioration of the river navigation system through the process of siltation has been continuing due to lack of timely and effective measures for dredging and river-taming, river nursing or river bank protection works although as per views of the experts in the field, the length and draughts of the inland water transport will

The present site of Nagarbari ferry ghat, already shifted over two Kilometres down-stream to Raghunathpur due to lack of navigability in dry season, enjoys some measure of navigability necessary for plying ferries but loses the minimum level of surface water required during the dry season which under the present climatic conditions comprises about seven/eight months during the year. Therefore, according to experts, the Nagarbari ferry ghat has been abandoned for good since it transpired from the hydrographic charts that the river bed of the route from Nagarbari point was rising (being silted up) and its breadth is getting narrower due to the formation of a big shoal at the upstream of Nagarbari with many other small shoals being everyday created in a scattered manner posing a threat to the smooth plying of heavy and medium vessel like the ferries. It created hindrances, for long, in the normal operation of ferry services which compelled the authorities to undertake dredging of the front channel of the ghat area by the IWTA in the years 1989, 1990, 1991, 1992, 1993 and 1994. It is being done this year too.

The hydrological experts are now apprehending that the way the existing shoal is expanding down-stream, the channel from Nagarbari to Raghunathpur might get silted up very shortly rendering the operation of ferry services completely impossible during the dry seasons. So, if the ghat was not shifted to a safer site in the downstream, even a massive dredging operation also might not be able to help attain proper or at least a minimum degree of navigability required for the purpose.

This situation was prevailing for about 15 to 20 years and gradually, the situation, as is quite natural, further aggravated.

In view of the above, survey work was conducted for

taken by all concerned agencies that the ghat should go further downstream at Natibpur, about 12 miles from Nagarbari and it was almost decided that the ghat would be shifted to Natibpur.

But, quite surprisingly, in an inter-ministerial meeting held on July 6, this year it was decided that Nagarbari ghat would be shifted to Natakholia, three miles downstream of Nagarbari. According to an official source, the decision was again halted and none could say what was going to be the final decision.

According to an unofficial source, the above decision to shift the ferry ghat to Natakholia was allegedly taken to satisfy an influential leader who originally hails from the area and whose village home is situated near the proposed Natakholia ferry ghat. The source terms this decision to be technically not suitable.

Besides, Natakholia site is an extremely low-lying area. Around the site, vast areas are inundated during the rainy season, erosion is frequent and the water-level during lean season is gradually going lower and lower. Chars or shoals may also appear in future. Moreover, the nautical distance between Aricha and Natakholia ghats would almost be same as between Aricha and Nagarbari and hence, no extra benefit would be available. Rather, huge earth-work would be necessary and a huge amount of money would have to spend from the national exchequer. This expenditure would be found useless, experts view, within two to three years when it would be considered necessary again to shift, several experts gave their opinions.

Now, various sections of people related to the issue told The Daily Star that as Nagarbari ferry ghat is going to be permanently abandoned and shifted, in all fairness it should be shifted to such a site which would be most suitable. A large number of experts hold the view that in view of the above consideration, the best possible alternative is to shift it to Natibpur which is nearly 12 miles downstream from the Nagarbari ghat.

The benefits that would be available in case of shifting to Natibpur were summarised as below.

Certain quarters from and around Nagarbari were however opposing shifting of the ferry ghat from Nagarbari. They are, it is gathered, all interested persons and beneficiaries of the said ghat. This circle has been oppos-

should not be given much importance, told large number of people including those connected with transport services.

Lastly it requires to be very much considered that the entire road communication between the eastern and north-western wings of Bangladesh depends solely on ferry services for want of a bridge over the Jamuna on this point, the issue deserves highest, most sympathetic and priority consideration. None should raise any objection and put any undesirable hindrance on the way of shifting Nagarbari ferry ghat to Natibpur in the greater interest of a larger section of the whole nation.

The people of North Bengal, it should further be remembered, do not have any other alternative road-link, nor any railway link nor any river communication facility between the two wings and for this infrastructure, the economic development of North Bengal is being hampered severely.

- * The nautical distance between Aricha ferry ghat and the proposed Natibpur ferry ghat is smallest. While the said distance between Aricha and Nagarbari ferry ghats is over 10 miles, the distance (nautical) between Aricha and Natibpur would come unbelievably but actually down to only three miles and as a result crossing of the river by the ferries would take only half an hour both ways and thus much time would be saved but also huge quantity diesel or fuel now consumed by the ferries would also be saved and as such, the cost of running the ferries would be substantially reduced.
- * The number of ferries plying between the present Nagarbari and Aricha ghats appears to be inadequate as the trip-frequency of the ferries cannot be increased now due to a so long a nautical distance that the ferries have to cover but as the said distance would come down to one-third in case of shifting it to Natibpur, the trip-frequency of the ferries could be more than doubled. Hence, purchase of new ferries might not be required as the existing ones might be able to cover the necessity of enhancement of trips.
- * The water-level at Natibpur point is much higher than Natakholia. Possibility of quick appearance of shoals around Natibpur ghat or in the midstream between Aricha and Natibpur is very rare.
- * As this ferry ghat would reduce the nautical distance so much and greatly reduce time required for crossing the river, the passengers' sufferings would also be greatly reduced and hence this aspect should receive the highest consideration.
- * Due to the lessening of nautical distance running cost of the ferries would also greatly fall and it would be quite natural that the Inland Water Transport Authority would be in a position to substantially reduce the fare of the passengers and also of the vehicles. The transshipment cost of the commercial goods would also naturally fall and it can, in that case, be expected that the prices of commodities also would come down at least to some extent if, however, the traders feel inclined to be honest.
- * For the construction of the ferry ghat at Natibpur, however, the approach road from Kashinathpur will be required. But it has already been constructed up to Kazirhat (Herring-bone bound road) and the distance of Natibpur from Kazirhat would be around three miles more. This work is to be taken up and also another work for the construction of a bridge would be necessary near Natibpur. No doubt, these would involve some more expenditure but still Natibpur site is the most viable if all the above considerations are taken together.

ডেসা স্থানীয় দরপত্র বিজ্ঞপ্তি

নিয়মিত বিদ্যুৎ বিল পরিশোধ করুন
সক্কা বেলায় বিদ্যুৎ ব্যবহার হ্রাস করুন

ব্যাটারী ও ব্যাটারী চার্জার ফ্রয়ের জন্য ব্যাতিসম্পন্ন প্রস্তুতকারক/ তাহাদের প্রতিনিধি হইতে সীলমোহরকৃত দরপত্র আহবান করা যাইতেছে। এই সরবরাহের মূল্য স্থানীয় মুদ্রায় পরিশোধ করা হইবে। নিম্নস্বাক্ষরকারীর দপ্তর ডেসা প্রধান কার্যালয়, ১, আবদুল গনি রোড, ঢাকা। হইতে আর্থী দরদাতাগণ ১৮-১২-৯৫ তারিখ পর্যন্ত শর্তাবলী এবং কারিগরী বর্ণনা সংবলিত দরপত্র দলিল সংগ্রহ করিতে পারিবেন। দরপত্র দলিলের মূল্য ১৫০০/- (পনের শত) টাকা (অফেরতযোগ্য), পরিচালক, অর্থ ও হিসাব, ডেসা-এর অনুকূলে পিও/ডিডি মাধ্যমে পরিশোধ করিতে হইবে। দরপত্র নিম্নস্বাক্ষরকারীর দপ্তরে ২০-১২-৯৫ইং তারিখ বেলা ১২-৩০ মিনিট পর্যন্ত গ্রহণ করা হইবে এবং ঐ দিনই বেলা ১০-০০ ঘটিকায় উপস্থিত দরদাতাদের সম্মুখে খোলা হইবে।

ডিএফপি-২৮১৭৫-১৩/১১
জি-১৭০১

পরিচালক, ক্রয় ও ভাভার, ডেসা

গণপ্রজাতন্ত্রী বাংলাদেশ সরকার
নির্বাহী প্রকৌশলীর কার্যালয়, জনস্বাস্থ্য প্রকৌশল সাতক্ষীরা বিভাগ, সাতক্ষীরা

০৬-১১-৯৫ইং
২২-০৭-১৮০২বাং

দরপত্র বিজ্ঞপ্তি নং: ০২(১৯৯৫-৯৬) তারিখ: ১৮-১২-৯৫ইং

সকল কাজে নলকূপের পানি ব্যবহার করুন
স্বাস্থ্য সম্বন্ধে পায়খানা ব্যবহার করুন
স্বাস্থ্য পরিচর্যা যত্নবান হউন

দরপত্র বিজ্ঞপ্তি (সংক্ষিপ্ত)

এতদ্বারা জনস্বাস্থ্য প্রকৌশল অধিদপ্তর, সাতক্ষীরা জেলার বিভিন্ন থানায় বিদ্যুৎ বাবার পানি সরবরাহের নিমিত্তে ইউনিসেক সাহায্যপূর্তি গ্রামীণ পানি সরবরাহ প্রকল্পসমূহের আওতাধীন বিভিন্ন থানাসমূহে ৩৮ মিঃমিঃ ব্যাসের অগভীর নলকূপ স্থাপন/অগভীর নলকূপ পুনঃস্থাপন কাজের জন্য জনস্বাস্থ্য প্রকৌশল অধিদপ্তরের অন্তর্গত তালিকাকৃত/নবায়নকৃত বর্তমান আর্থিক বসকে (১৯৯৫-৯৬) "এ"/"ডি" কাটাচারী লাইসেন্স প্রযোজ্য টিকাদারদের নিকট হইতে বালাদেশ ফরম নং ২১১১-এর মাধ্যমে সীলমোহরকৃত পৃথক পৃথক বামে দরপত্র আহবান করা যাইতেছে।

দরপত্রসমূহ আগামী ২৬-১১-৯৫ইং/১২-০৮-১৮০২বাং তারিখ বিকাল ৫-০০ ঘটিকা পর্যন্ত নিম্নস্বাক্ষরকারী/নির্বাহী প্রকৌশলী, জনস্বাস্থ্য প্রকৌশল, খুলনা গ্রামীণ পানি সরবরাহ বিভাগ, খুলনা/নির্বাহী প্রকৌশলী, জনস্বাস্থ্য প্রকৌশল, বাগেরহাট বিভাগ, বাগেরহাট-এর কার্যালয় হইতে দেখা বা প্রচলিত মূল্যে (অফেরতযোগ্য) জমা করা যাইবে। দরপত্রসমূহ আগামী ২৭-১১-৯৫ইং/১৩-০৮-১৮০২বাং তারিখ দুপুর ১-৩০ মিঃ পর্যন্ত নিম্নস্বাক্ষরকারী/নির্বাহী প্রকৌশলী, জনস্বাস্থ্য প্রকৌশল, খুলনা গ্রামীণ পানি বিভাগ, খুলনা/নির্বাহী প্রকৌশলী, জনস্বাস্থ্য প্রকৌশল, বাগেরহাট বিভাগ, বাগেরহাট-এর কার্যালয়ে রক্ষিত দরপত্র বাজে গ্রহণ করা হইবে। উপরোক্ত কার্যালয়সমূহ হইতে গৃহীত দরপত্রসমূহ জর দপ্তরে একত্রিত হওয়ার পর আগামী ২৯-১১-৯৫ইং/১৪-০৮-১৮০২বাং তারিখ সকাল ১১-০০ ঘটিকার সময় নিম্নস্বাক্ষরকারী কর্তৃক তাহার অফিস কক্ষে উপস্থিত টিকাদারদের সম্মুখে (যদি কেহ উপস্থিত থাকে) একত্রিতভাবে খোলা হইবে। দরপত্র জমা করার সময় লাইসেন্স নবায়ন/তালিকাকৃতের মূল কপি দেখাইয়া দরপত্র কয়েল অনুমতি গ্রহণ করিতে হইবে। দরপত্রের বিস্তারিত বিবরণ, শর্তাবলী ও অন্যান্য নিয়মাবলী আগামী ২৬-১১-৯৫ইং/১২-০৮-১৮০২বাং তারিখ পর্যন্ত উপরোক্ত কার্যালয়সমূহ হইতে দেখা বা জানা যাইবে।

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নির্বাহী প্রকৌশলী, জনস্বাস্থ্য প্রকৌশল সাতক্ষীরা বিভাগ, সাতক্ষীরা।
আলাপনী : ৩৪৪৫।

ডিএফপি-২৮২০০-১৪/১১
জি-১৭০২

BJMC Advertisement Press Tender Notice

Sealed tenders are hereby invited by Nishat Jute Mills Ltd, Nishat Nagar, Tongi, Gazipur from the bonafide & established Suppliers/Manufacturers for supply of (1) Hardware, (2) Spare Parts, (3) Electric goods, (4) Plastic Materials, (5) Printing & Stationery, (6) Nylon Loom Cams & Reed, (7) Re-Rubberisation of Pressing Roller Rim, (8) Leather goods, (9) Wood & Wooden Products & (10) Fire Extinguisher & House Pipe. Suppliers/Manufacturers should submit attested photocopies of (1) Trade Licence (2) G.I.R.(TIN) (3) Bank Solvency certificate alongwith the tender without which the tender may or may not be accepted by the management.

The tender schedule with details will be available (except the date of opening) from the General Manager (A&F), Dhaka Zone, BJMC, Karim Chamber, 99, Motijheel, Dhaka, Manager (A&F), Nishat Jute Mills Ltd, Nishat Nagar, Tongi, Gazipur & Dy Manager (Sales & Export) Nishat Jute Mills Ltd, Karim Chamber, 99, Motijheel, Dhaka on payment of Tk 40/- per set for Sl No 1 to 6 and 9 each & Tk 70/- per set for Sl Nos 7, 8 & 10 each (non-refundable). Tender will be received at 12.00 Noon on 4.12.95 and will be opened on the same date at 12.30 pm in the Chamber of the General Manager (Dhaka Zone) at BJMC, Karim Chamber, 99, Motijheel C/A, Dhaka and Nishat Jute Mills Ltd, Nishat Nagar, Tongi, Gazipur (in presence of the tenderer, if any). The authority reserves the right to accept or reject any or all of the tenders without assigning any reason thereto.

N.B: Successful tenderers will have to deposit 10% security deposit on the total value in the form of Pay Order/ DD before issuance of purchase order.

BJMC : 916
DFP-28302-14/11 G-1733

Tender Notice

Sealed tenders are hereby invited for the following works under Rajshahi WD Division, BWDB, Rajshahi during the year 1995-96.

The tenders will be received during office hours on 28.11.95, 29.11.95 and up to 12.00 Noon of 30.11.95 and will be opened at 12.30 PM on 30.11.95 in presence of contractors who wish to be present. The enlisted A&B classes contractor under Water Dev. Board for the year 1994-95 are eligible to submit tenders. But they shall have to submit the receipt of Renewal fee of 1995-96 along with the tender.

The tender documents can be purchased from Sonali Bank, Ranibazar Branch/Greater Road Branch/Railway Complex Branch/Rajshahi Court Branch/Motihar Branch/Sopura Industrial Estate Branch, Rajshahi/Agri Bank, Naogaon/Nawabganj/Sonali Bank, WAPDA Branch, Motijheel Commercial Area, Dhaka and Pubali Bank Ltd., Chalan Beel Pay Booth, Natore and Deputy Director, Regional Accounting Centre (RAC), BWDB Rajshahi/Dhaka during Banking hours on all working days up to 29.11.95.

| Tender Notice No. | Name of work with location | Estimated amount | Earnest money | Classes of contractor |
|-------------------|---|--|--|-----------------------|
| 2/95-96 | Protective work on the left bank of Mohananda River in between Mohananda Bridge & Sadarghat in PS & District Nawabganj during the year 1995-96. | Reach No. 1 Tk. 22,45,564/- Reach No. 2 Tk. 24,28,745/- Reach No. 3 Tk. 24,45,118/- Reach No. 4 Tk. 24,52,596/- | Tk. 56,140/- Tk. 60,719/- Tk. 61,128/- Tk. 61,315/- | 'A' & 'B' classes |
| 3/95-96 | Bank protective work of river Mohananda from Munshiganj ghat to Poladanga in PS Bholahat, Dist. Nawabganj during the year 1995-96. | Tk. 49,57,059/- | Tk. 1,23,927/- | 'A' & 'B' classes |
| 4/95-96 | Protection to the protective work on the left bank of river Ganges at Godagari Dak-Banglow to Bhogbantapur in P.S. Godagari, Dist. Rajshahi during the year 1995-96 | Tk. 44,44,024/- | Tk. 1,11,101/- | do |

Md Muraduzzaman
Executive Engineer
Rajshahi W D Division,
BWDB, Sopura, Rajshahi.

PANI-148/95-96
DFP-28017-12/11
G-1734