

Letters will only be considered if they carry the writer's full name, address and telephone number (if any). The identity of the writers will be protected. Letters must be limited to 300 words. All letters will be subject to editing.

Rickshaw debate

The newspapers are full of feedback from the readers on the cycle rickshaw nuisance in Dhaka city (apart from the talk shows of the experts on the electronic media). I have been living in Dhaka since my schooldays (several decades ago), and have grown along with the city's problems and developments. I remember when there were no cycle rickshaws, and the hackney carriages charged one rupee for every three hours (when the pound sterling

points in the country. Dhaka is going to break up in the near future; geologically (underwater water levels); through poor administration, and traffic jams.

Strengthen divisional, district and local bodies administrations, so people do not have to make pilgrimages to Dhaka regularly throughout the year, for clearance and documentation. Now IT (email, Internet, computer network) can solve many hassles and remove grey areas. E-governance is a strong deterrent against corrupt practices. We have started the process by undertaking a huge project, digital ID voter/national cards-it is a huge achievement in an LDC. The helplessness of the DCC is laughable.

Why blame the helpless rickshaw drivers, when the level of governance is amateurish, and the political masters encourage professional and moral lapses? Concentrate or diversify? Why mega tenders take decades to decide? We could have been self-sufficient in coal one decade ago.

The vast majority of Dhaka residents need cycle rickshaws for short trips; and for trips outside the bus routes. The bus route permit system needs to be reviewed, as also the sizes of the city buses. It is a silly decision to allow huge mega-buses to ply on the narrow streets (and that too N-W). The footprints are very large, especially on the right turns. Two or three mini buses could replace one mega bus and create less traffic jam. The bus stops are not properly planned, creating congestion. Why the ticket sellers have to sit on the foot-path; and flee on police raids? Illegal? How much is the shortage of legal bus stops?

There are no cycle and rickshaw lanes. It is unpractical to ban rickshaws from the main roads (longer rickshaw trips through detours and diversion cost more; and school children and women suffer). Why give priority to thousands of private cars? In many cities around the world, the city taxes on private cars have been raised (the owners can afford it).

The problem is not the rickshaws -- it is the number plying the streets. Control it, but maintain the service (you have to be honest and dedicated-that is the catch). One point to consider. Why there is such a huge demand for rickshaw rides? Demand and supply go where food is available.

A Husnain
Dhaka

Nuclear power plant

In Bangladesh, due to shortage of electricity, the economic units of the country are experiencing a setback. The cost of production and marketing has increased many-fold. The small industrial units are the worst sufferers. If this situation persists for some more time, there would be a serious adverse affect on Bangladesh's economy.

In this critical situation, we will have to search out for alternate sources of electricity generation. Setting up of nuclear power plants could be a pragmatic option towards solving our ever-increasing power demand. I would like to draw the attention of the USAID and request it to assess the possibility of setting up nuclear power plants for electricity generation in Bangladesh under its technical and financial cooperation programme.

Professor M Zahidul Haque
Chairman
Department of Agricultural Extension & Information System
Sher-e-Bangla Agricultural University, Dhaka

Consumption of potatoes

There has been a bumper production of potatoes this season in Bangladesh, which is no doubt good news at a time when we are passing through a period of acute food crisis. The army chief has been rightly urging the people to consume more potatoes in the interest of farmers as well as the nation.

Here I want to make a humble suggestion. In the army dining halls thousands of troops have their lunch and dinner. If potato is cooked as a vegetable at least in one meal for the next three or four months a large quantity can be consumed, which will be a big help to the growers. Urban consumers should also increase their consumption of potatoes with that end in view.

Momtaz Jaham
Fulbari, Sylhet

Violent protests

The so-called students are causing so much damage again! What has the government or anybody else got to do with the death of a student? Police have already arrested

the driver and they know which company the bus belongs to. Surely it's in the hands of the law. What right do these students have to damage other vehicles and cause roadblocks? The government should not tolerate this kind of behaviour, especially when the country is under emergency rule.

M.A. Malique
Lincoln - UK

Mother's Day

Please convey my felicitations and best wishes to all the mothers who bore us for several months. My best wishes to the fathers who had taken care of the mothers whilst we were nothing but a 'thing'. I repent and ask forgiveness to all the mothers and fathers as they are the only individuals who would ever love us unconditionally. I myself have not seen my mother for years and have no shame in accepting that owing to my mistakes, arrogance and disobedience my parents suffered.

I embarked on learning the meaning of life only when I have surely crossed the halfway mark in life.

Mufassil MM Islam
Human Rights Advocate
London, UK

Indispensable rickshaw

In addition to his 10th letter which appeared on page 13 of your daily on April 3, 2008 on the subject noted above, I have read all his other nine letters well-written by Mr Sikander Ahmed of Niketon Housing, Gulshan-Tejgaon, Dhaka, and published in DS on the same/similar subject. I fully subscribe to his contentions.

I am a regular user of rickshaw and bus. Although I am senior in age (not otherwise) to Mr. Sikander Ahmed, I salute him for his bold, well-argued and excellent letters.

Ghiasuddin Ahmed
Banani, Dhaka

Good governance?

On 15 April 2008, I was in Kuala Lumpur International Airport (KLIA) waiting for my return flight to Dhaka. MH 196.1 was standing in line to check in where the people in front of me were Bangladesh government officials which I got to learn from their conversation after standing beside them for about 30 minutes. They came to Malaysia for



Floods in Sirajganj

Sirajganj is one of the natural disaster prone areas in Bangladesh which is affected by flood every year. The greater parts of this district are dominated by alluvial plains with numerous stream channels. The main rivers are the Jamuna and the Karatoa. During the monsoon heavy rainfall occurs in the upstream area. Rainfall run-off from this vast area coupled with snowmelt brings a huge inflow of water with higher percentage of sediment. During the receding monsoon period, between September to October, heavy siltation takes place in the beds of the Jamuna and its tributaries. In this region the main cause of siltation is the Jamuna Multipurpose Bridge. The pillars of the bridge act as a barrier against the main

flow of the river and create silt in the upstream near Sirajganj. And the flood flow capacity of Jamuna decreases. Now flood causes every year.

Special measures should be taken to control floods in this region. A comprehensive integrated planning effort is needed to deal with the problem. It is also necessary to set up a water and power development organisation for implementing the programme which would minimise the damage caused by floods.

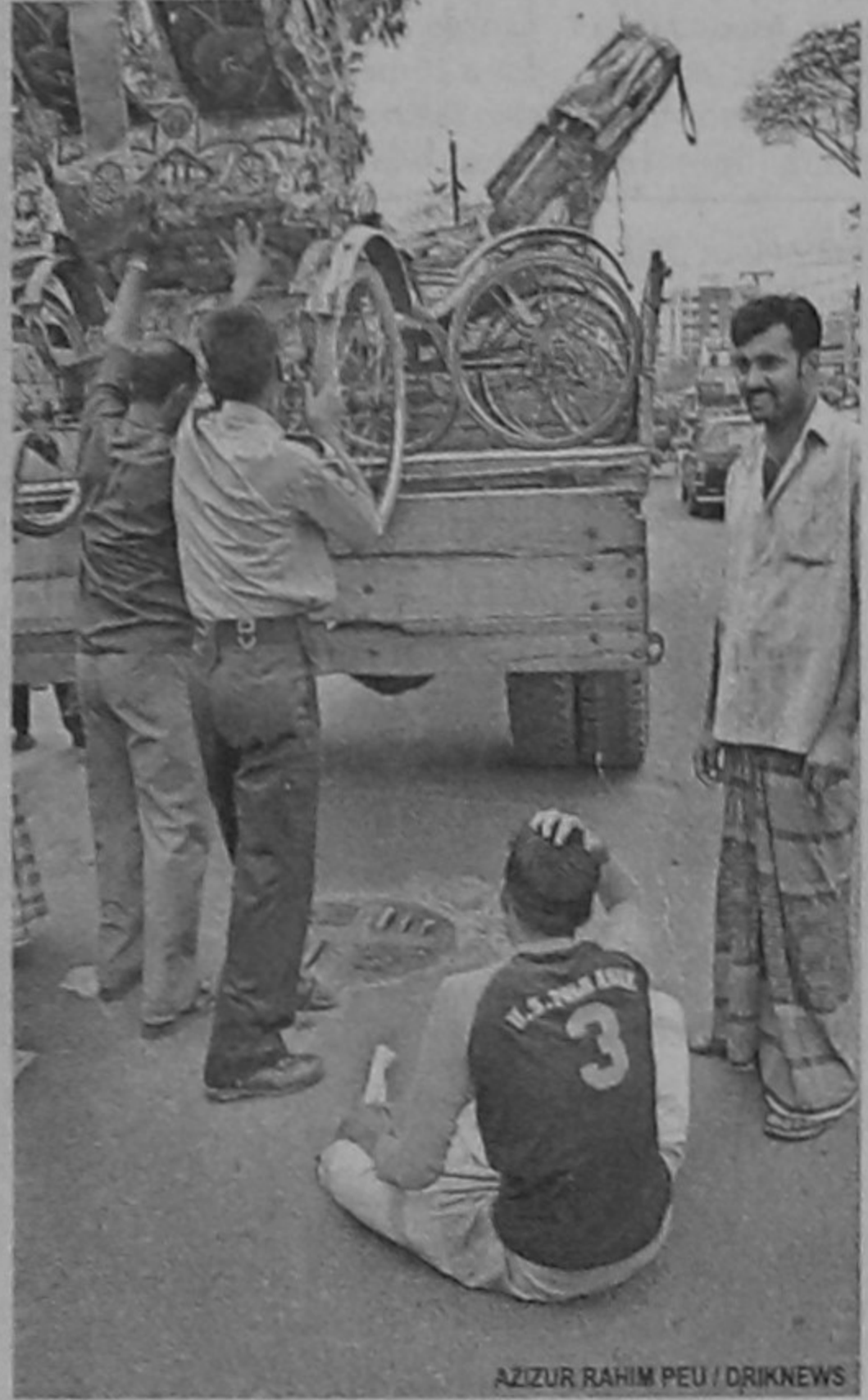
Md. Hasnatay Rabbi
Dept. of Environmental Science and Resource Management
Maulana Bhashani Science and Technology University

a weeklong trip to know about different measures of good governance. The person in front of me who was also a government official was halted in the security check due to his cabin baggage. The security personnel asked him politely to open his bag. I could see bed sheet, cups and an electronic kettle and other things with HILTON KUALA LUMPUR written on them. When the security personnel pointed out that it was prohibited to carry an electronic item on board and, secondly, the

things the passenger was carrying belonged to a hotel in Malaysia, our government official had a reason which was valid to him, that he paid USD 150 per night and he could take away all the things in the hotel room. This scuffle went for about 20-25 minutes, until he finally surrendered reluctantly the items collected from the hotel. I was thinking while boarding the plane that a responsible government official should have the common sense to understand that you cannot walk away with towels,

bed sheets, etc from your hotel room. The Bangladesh government can always verify this matter with the Malaysian customs authorities as I am sure they keep record of all such events.

To make matters worse, the plane was one hour and ten minutes late as two of our government officials didn't board on time and were probably shopping in the huge Kuala Lumpur Airport. An embarrassed Bangladeshi
One-mail



was Rs 12 only; beef was four annas per seer, and mulling charge was less than Rs 20/pm.

Before entering the (forest) management side, we have to be clear why Dhaka (now Dhaka) is so attractive to all economic groups in society. It is the centralisation of almost all powers in the capital/metropolis for decades; especially since 1972. The divisions, districts and the local bodies have to depend entirely on the political monopoly concentrated at one spot in Bangladesh. This system cannot work in a country with the highest density of population in the world (about 1,000 per sq km). What's wrong with provincial governance? More MPs for less people--operating from six

Telephone Shilpa Sangstha Limited
Tongi, Gazipur, Bangladesh

Expression of Interest (Eoi) for joint collaboration/partnership with TSS

Proposal for invitation from interested investors for submitting offer of joint collaboration/partnership with Telephone Shilpa Sangstha (TSS) Limited.

- Background:**
Telephone Shilpa Sangstha (TSS) Ltd. was established in the year 1967 with the nomenclature of "Telephone Industries Corporation" under a joint venture agreement between the then Government of Pakistan and M/S Siemens AG, West Germany, now Nokia Siemens Networks GmbH Co. & KG, Germany. After the independence, Telephone Industries Corporation was incorporated as limited company with its present name Telephone Shilpa Sangstha (TSS) Ltd. under the Companies Act, 1913, and under a fresh agreement with the other part of the joint venture M/S Siemens AG, West Germany in the year 1973.
- Highlights:**

Authorised capital	: Tk. 120.00 million.
Paid up capital	: Tk. 86.824 million.
Total No. of shares of Tk. 1,000/- each	: (79,550+7,274) = 86,824 shares.
Shares held by the Govt. of Bangladesh through BTTB, 79,550 No. of shares (7,274 No. of shares of M/S Nokia Siemens Networks is under process of transfer in favour of the Govt. of Bangladesh)	
Building area	: 60,800sqft.
Total floor area (shed hall & others)	: 1,16,680sqft.
Total land	: 29.03 acres (Uttara and Tongi).
Machineries/equipments	: About 200 workshop machineries for manufacturing fabricated parts of telephone exchange equipment. These can be converted for other productive purposes.
Total employees	: 300 (three hundred) Male: 260, Female: 08, Officers: 32.
Board of Directors	: Consists of eight members of which currently six nominated by the Bangladesh Govt. and two from Nokia Siemens Networks GmbH Co. & KG.
- Expression of Interest (Eoi):**
With the approval of Board of Directors, Managing Director, TSS Ltd. is pleased to invite applications from interested investors both local/foreign for joint collaboration/partnership with TSS by using its existing infrastructure i.e. land, buildings and manpower.
- All interested parties are invited to submit a preliminary proposal preferably from telecom related companies both local and foreign. The proposal should include brief information about the following:
 - Company profile of the applicant and all its partners or joint venture associates.
 - Company profile of the consortium members (if any).
 - Company profile of the telephone equipment producing company.
 - Ownership arrangement.
 - Business proposal with prospects.
 - Management structure.
 - Sales and marketing strategies.
 - Tentative time frame.
 - Launching (MoU, contracts, etc.)
- Proposal should be submitted to the Managing Director, TSS in duplicate at the latest 15 June, 2008 at 12:00 hours (Bangladesh Time). Final proposals will be invited after the evaluation of the Eois. All interested parties are requested to contact for any query by e-mail to mdtss@btb.net.bd or by phone +880 2 9814747 or by fax +880 2 9812700.
- All interested parties may physically visit Telephone Shilpa Sangstha Ltd. before submitting the Expression of Interest (Eoi).
- Authority reserves the right to accept or reject any or all proposals without assigning any reason thereof.

Managing Director
Telephone Shilpa Sangstha Ltd.
Tongi, Gazipur, Bangladesh

C-1413

গণপ্রজাতন্ত্রী বাংলাদেশ সরকার
আইন, বিচার ও সংসদ বিষয়ক মন্ত্রণালয়
বিচার শাখা-২

নং-বিচার-২/১ বি-০১/২০০৮-১১০৪, তাং-১৩/০৫/২০০৮খ্রিঃ

দরপত্র বিজ্ঞপ্তি

দেশের বিভিন্ন আইনজীবী সমিতিরকে সরবরাহের নিমিত্ত ৬৪ (চৌষাট) সেট (প্রতি সেট ৩৮ ভলিউমযুক্ত) বাংলাদেশ কোড ক্রয়ের প্রয়োজনে সংখ্যা বৃদ্ধি করা হইতে পারে। জন্য দি পাবলিক প্রকিউরমেন্ট বিধিমালা/২০০৮ অনুযায়ী পত্রক প্রকাশক/পরিবেশক/এজেন্ট বা সরবরাহকারী প্রতিষ্ঠানের নিকট হইতে সীলমোহরকৃত বামে দরপত্র আহবান করা যাইতেছে।

ক্রমিক নং	কাজের নাম	বিভিন্ন আইনজীবী সমিতিরকে সরবরাহের নিমিত্ত ৬৪ (চৌষাট) সেট (প্রতি সেট ৩৮ (আটত্রিশ) ভলিউমযুক্ত) বাংলাদেশ কোড ক্রয়।
১।	মন্ত্রণালয়/বিভাগ	আইন, বিচার ও সংসদ বিষয়ক মন্ত্রণালয়।
২।	এজেন্সী	আইন, বিচার ও সংসদ বিষয়ক মন্ত্রণালয়।
৩।	দরপত্র আহবানের সূত্র ও তারিখ	নং-বিচার-২/১ বি-০১/২০০৮-১১০৪, তাং-১৩/০৫/২০০৮খ্রিঃ।
৪।	দরপত্র আহবানের পদ্ধতি	উন্মুক্ত দরপত্র পদ্ধতি।
৫।	অর্থায়ন	২১০১-০০০১-সচিবালয় ষাভের অধীন ৫৯০০-সাহায্য মঞ্জুরী ষাভে বরাদ্দকৃত রাজস্ব বাজেট।
৬।	দরপত্র সিডিউল বিক্রয়ের তারিখ, সময় ও স্থান	২৮/০৫/২০০৮ খ্রিঃ তারিখ পর্যন্ত যে কোন দিন অফিস চলাকালীন সময়ে, সদস্য সচিব, ক্রয় কমিটি ও উপ-সচিব (বাং ও উঃ) আইন, বিচার ও সংসদ বিষয়ক মন্ত্রণালয়, বাংলাদেশ সচিবালয়, ঢাকা এর অফিস কক্ষে (ভবন-৪, কক্ষ-৭২৩) ফোন নং-৭১৬৮০৬৫।
৭।	দরপত্র গ্রহণের তারিখ, সময় ও স্থানসমূহ	২৯/০৫/২০০৮খ্রিঃ তারিখ বেলা ২.০০ ঘটিকার পূর্বে যে কোন দিন অফিস চলাকালীন যুগ্ম-সচিব (মতামত), আইন, বিচার ও সংসদ বিষয়ক মন্ত্রণালয়, বাংলাদেশ সচিবালয়, ঢাকা এর অফিস কক্ষে (ভবন-৪, কক্ষ-৭১৫) রক্ষিত থাকবে।
৮।	দরপত্র খোলার তারিখ, সময় ও স্থান	২৯/০৫/২০০৮খ্রিঃ তারিখ বেলা ২.০০ ঘটিকা যুগ্ম-সচিব (মতামত) ও সভাপতি, ক্রয় কমিটি, আইন, বিচার ও সংসদ বিষয়ক মন্ত্রণালয়, বাংলাদেশ সচিবালয়, ঢাকা এর অফিস কক্ষে (ভবন নং-৪, কক্ষ নং-৭১৫)।
৯।	কাজের বিবরণ	দেশের বিভিন্ন আইনজীবী সমিতিরকে সরবরাহের জন্য ৬৪ (চৌষাট) সেট (প্রতি সেট ৩৮ (আটত্রিশ) ভলিউমযুক্ত) বাংলাদেশ কোড ক্রয়।
১০।	সিডিউলের মূল্য	সিডিউলের মূল্য= ১,০০০/- (এক হাজার) টাকা।
১১।	টেন্ডার সিকিউরিটি	সিডিউলের বর্ণিত শর্ত মোতাবেক।
১২।	অভিজ্ঞতা ও যোগ্যতা	সময়মত বাংলাদেশ কোড ছাপানো, বাঁধাই ও সরবরাহে সক্ষম এমন পত্রক প্রকাশক/পরিবেশক/এজেন্ট/পত্রক বাবাসায়ী হইতে হইবে।
১৩।	দরপত্র আহবানকারীর নাম, পদবী ও ঠিকানা	জনাব টি আই এম নূরুন্নাহারী চৌধুরী, যুগ্ম-সচিব (মতামত) ও সভাপতি, বাংলাদেশ কোড ক্রয় ও সরবরাহ কমিটি, আইন, বিচার ও সংসদ বিষয়ক মন্ত্রণালয়, বাংলাদেশ সচিবালয়, ঢাকা। ফোন নং- ৭১৬৮০৬৫ (ভবন নং-৪, কক্ষ নং-৭১৫)।

কর্তৃপক্ষ কোন কারণ দর্শানো ছাড়া যে কোন দরপত্র সম্পূর্ণ বা আংশিক গ্রহণ/বাতিল করার ক্ষমতা সংরক্ষণ করেন।

টি আই এম নূরুন্নাহারী চৌধুরী
যুগ্ম-সচিব (মতামত) ও
সভাপতি, বাংলাদেশ কোড ক্রয় ও সরবরাহ
কমিটি

জিডি-২৩৪১

Government of the People's Republic of Bangladesh
Local Government Engineering Department
Rural Transport Improvement Project (RTIP)
Agargaon, Sher-e-Bangla Nagar
Dhaka-1207

Memo No. LGED/PD/RDP-26/D-42/2008/2317
Date: 08-05-08

Rural Transport Improvement Project (RTIP)
IDA Credit No. 3791-BD

Request for Expressions of Interest (Eoi) for Supervision and Monitoring Consultancy (SMC) Services under Contract Package No. SA-1 and SA-2

This request for expressions of interest follows the general procurement notice for this project that appeared in Development Business issue number 576 of 16 February 2002 and published on 16 April 2002, Issue No. 580.

The People's Republic of Bangladesh has received a credit (3791-BD) from the International Development Association (IDA), and intends to apply part of the proceeds of this credit for payments under the contract for Supervision and Monitoring Consultancy Services for procurement of works under Rural Transport Improvement Project (RTIP). The works of different categories cover wide geographical areas as stated (i) Contract Package No. SA-1- (north western and central parts) for Dhaka, Manikganj, Gazipur, Rajshahi, Pabna, Sirajganj, Natore, Naogaon, Bogra, Joypurhat and Nawabganj districts; and (ii) Contract Package No. SA-2 (north eastern and central parts) for Narayanganj, Narsingdi, Munshiganj, Comilla, Chandpur, Brahmanbaria, Sylhet, Habiganj, Moulvibazar and Sunamganj districts. It could be mentioned that the proposed consultancy services will be procured for an ongoing project. At this stage the main tasks of the consultants include Supervision and Monitoring and Certification to eligible payments for the works under contract package SA-1 are: a) Improvement of upazila roads including appurtenant structures 165 km, b) Rehabilitation/Maintenance of upazila/union roads including appurtenant structures 650 km, c) Construction of Structures on union roads 600m d) Improvement of Growth Center Markets 15 nos. & e) Improvement of River jetties 3 nos. The works under contract package SA-2 are: a) Improvement of upazila roads including appurtenant structures 200 km, b) Rehabilitation/Maintenance of upazila/union roads including appurtenant structures 670 km, c) Construction of Structures on union roads 300m, d) Improvement of Growth Center Markets 25 nos. & e) Improvement of River Jetties 10 nos.

It could be noted that the abovementioned quantities are simply equivalent/estimated amount and most of the subprojects under the proposed consultancy have already achieved good physical progress.

The Local Government Engineering Department (LGED) now invites eligible consultants to express their interest in providing the services. Interested consultants must provide information indicating that they are qualified to perform the services (brochures, description of similar assignments in hand, experiences in similar and other projects, experience in IDA assisted similar project, availability of appropriate skills among payroll staff etc). Consultants may associate with other firms (local or foreign) to enhance their qualifications, but should mention whether the association is in the form of a "joint-venture" or of "sub-consultancy". In the case of an association, all members of such "association" should have real and well-defined inputs to the assignment and it is preferable to limit the total number of firms including the leading firm to a maximum of four. Consultants/consortium only from eligible source countries as defined in the Guidelines: Selection and Employment of Consultants by World Bank Borrowers, may submit their Expressions of Interest. The indicative commencement of consultancy services is November 2008 and will be ended in June 2010.

A consultant will be selected in accordance with the procedures set out in the World Bank's Guidelines: Selection and Employment of Consultants by World Bank Borrowers, January 1997 (revised September 1997, January 1999 and May 2002).

Interested consultants/consortium are requested to submit 03 (three) copies of EOI in a simple and clear form which should contain all relevant information, especially the following: i) age of the firm/firms (ii) support services/facilities available in the firm (iii) qualification and competence of the key staff (iv) availability of resources (v) experiences of similar nature works (vi) experience in other works. Information of all the firms should be provided in case of joint venture/consortium. The name of the package for which the proposal is submitted should be mentioned clearly on the cover page.

Interested consultants may obtain further information at the address below from 9:00am to 5:00pm local time. Expressions of Interest must be sent to the address below by 05 June 2008 up to 02:00pm local time.

Md. Torab Ali Khan
Project Director
Rural Transport Improvement Project (RTIP)
Local Government Engineering Department (LGED)
Agargaon, Sher-e-Bangla Nagar, Dhaka-1207, Bangladesh
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E-mail: pdrtip_lged@yahoo.com

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