

Surprise visit leads

FROM PAGE 1

The order came upon a sudden visit of the railway minister. He visited the railway station around noon and ordered General Manager Md Taffazzol Hossain of Bangladesh Railway (East Zone) to transfer six security personnel, including RNB Inspector AKM Saleh Patwary, and all 14 booking clerks to remote and less important stations as soon as possible.

The decision was made based on allegations of ticket scalping, the minister told reporters at the station, adding that no other place in the country suffer more from ticket scalping than the port city.

"Chittagong has the worst record of such practice. There used to be a nexus among the railway staff of the security and commercial departments, and scalpers," he said.

The minister further said a circular train would be launched in Chittagong by February-March next year to ease traffic jam. Initiatives had already been taken in this regard, he added.

However, train fare would be increased after Eid-ul-Fitr in line with recommendations made by a parliamentary committee, informed Obaidul.

The RHD officials, to whom the show-cause notices had been ordered to be issued, are Executive Engineer of Chittagong division Rana Priyo Barua, Sub-Divisional Engineer Julfikar Ahmed and Superintendent Engineer Zia Uddin.

The minister ordered RHD Chief Executive Engineer Aminur Rahman Laskor over the phone to issue show-

cause letters when he was visiting the Oxygen-Hathazari and Bhatiar-Borodighir Paar roads around 10:00am. He told the RHD high-up that his officials were "not fair and gave him [Obaidul] false report" on road condition.

Obaidul said although heavy downpour had done some damage to the roads, the RHD officials did not do the repairing. They thought he [the minister] would only visit the Oxygen-Hathazari road, but he made a sudden decision to visit the Bhatiar-Borodighir Paar road and found out the dilapidated condition of the roads, added the minister.

He ordered repair of the roads within three days.

In the morning, Obaidul went to see the progress of the project on upgrading the Oxygen-Hathazari road to four lanes. There he told newsmen that they could not go further with the project as the Power Development Board had not moved electric poles along the road, although his ministry had paid PDB the due for the shifting.

TICKET SCALPER HELD
The Railway Nirapatta Bahini (RNB) yesterday held an alleged scalper with 17 tickets from Chittagong Railway Station.

Detained Ruhul Amin, 40, is from Dushkhali under Bamna Police Station of Barguna district.

RNB in-charge AKM Saleh Patwari caught Ruhul red-handed in front of ticket counter No-7 around 6:30am, claimed Suhon Kanti Barua, acting officer-in-charge of railway police outpost in Chittagong.

A case had been lodged with the railway police

Rights problems consistent, acute

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"regular and high-level attention" from the UN, the US and others.

In a hearing before Tom Lantos Human Rights Commission of the US Congress on Thursday, John Sifton, director of Asia Advocacy at Human Rights Watch (HRW), said general human rights situation in Bangladesh remains poor, both for structural and policy reasons.

"The primary structural problem, we believe, is that the army continues to wield tremendous power over the civilian authorities. The military acts as if it is above the law. The ever-present threat of a destabilisation campaign by the military against the elected government hangs in the

air in Bangladesh," said Sifton.

Sifton said after its landslide victory in 2008, the Awami League had the opportunity to take steps to rein in the security forces.

"Yet extrajudicial killings and impunity continue to characterise the human rights situation in Bangladesh. Repeatedly, the government has failed to take action even in cases of abuse that are similar to what members of the Awami League suffered while in opposition."

He said Bangladesh's rights problems are consistent and acute across successive governments. HRW welcomes the greater attention the United States gives to Bangladesh. Unfortunately, much more

should be done.

"The current government has been largely hostile to efforts to offer advice on key rights issues, arguing that facts presented are 'fabricated and politically motivated' and that critics are part of an 'international conspiracy' against the government."

"This makes all of our efforts to improve the rights situation for the people of Bangladesh much more difficult."

He urged the Bangladesh government to rethink its approach to human rights reporting and related recommendations.

The HRW official said, "The recalcitrance it has shown on human rights and related issues have made it difficult and sometimes

impossible to engage in any meaningful way with the government on issues that affect large numbers of Bangladeshis."

"This approach has severely affected both domestic and international opinion about the government and its sincerity in promoting and protecting human rights."

"Instead of adopting an 'us-against-them' mentality, summarily dismissing reports, and treating human rights work as a conspiracy to undermine the ruling party, the government should address allegations and recommendations seriously."

"It is time for a reset in Dhaka on rights, and we hope this hearing can contribute to this."

He said although the government is publicly committed to "zero tolerance" for human rights violations, Bangladesh has not shown a great amount of progress in key areas in the last few years. The country has largely failed to use its significant parliamentary mandate to adopt policies and enact laws to ensure strong protections of human rights.

Perhaps, the most important example is Rab (Rapid Action Battalion), he said.

Sifton went on, "We have labelled Rab a 'death squad' because we and others have documented large numbers of cases in which Rab forces have identified individuals, detained them, and then staged a shootout in which the detainee is killed, claim-

ing self-defence.

"The Rab would then issue very similar press statements explaining how victims died in the 'crossfire'. We do not know why the government takes this completely untenable position."

He also said there are continuing worrying signs about the health of Bangladesh's civil society. And the draft law purporting to regulate foreign donations to Bangladeshi NGOs is a matter of concern.

"We have every reason to believe that this law has the potential to be used not for legitimate regulatory or tax purposes but rather as a cudgel to silence or neuter civil society groups whose work is out of favour with the government," Sifton added.

1 road dug by 4 depts

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Jatrabari, Syedabad, Rajdhani Super Market, Titkatuli, Joykali Mandir, Demra and Autish Dipankar Road. In places the roads are waterlogged and have trenches.

Dhaka Wasa, power distribution company DPDC, Titas Gas and telecommunications company BTCL have to remove two high-voltage electric transmission lines, trunk line of Titas gas, water supply, sewer and fibre optic lines passing through Jatrabari and adjoining areas. As per guidelines of Dhaka South City Corporation (DSCC), implementing agency of the flyover project, permission for road digging, the agencies were required to finish relocation by June 15. But none of them could complete it yet.

The DSCC in turn was contractually obligated to get the utility lines relocated by the end of 2010 but the issue has remained confined to mere exchanges of correspondence.

A series of meetings at the local government ministry and subsequently at the Prime Minister's Office and repeated cost estimation by the agencies concerned since

2005 have yielded no tangible results on the ground, according to documents. The government found the estimates "inflated".

The delayed relocation has also obstructed implementation of the 10km Jatrabari-Gulistan Mayor Hanif Flyover, the construction of which began in June 2010.

Meanwhile, the stage is set for a disaster for people heading home during the upcoming Eid holidays, said official sources, as it is impossible to restore the roads before the biggest festival in Bangladesh.

The utility service providers were supposed to remove the dug-up mud within a day but they left it piled beside the battered roads for days and the monsoon rain soon washed them onto the roads, said flyover project director Ashiqur Rahman.

Ashiq sidestepped the question of why the flyover project did not stop the utility service providers from digging up the roads during the rainy season and beyond the approved deadline and why relocation was not done before project implementation.

Zaved Rabbani, director

of Bangladesh Telecommunications Company Ltd, said road digging by several agencies at a time resulted in an extremely complicated situation. He said procedural formalities delayed the beginning of the relocation work and it would take beyond July to complete.

Nawshad Islam, general manager of Titas Gas, said the gas company had to lay a 10km-long pipeline in Jatrabari and Gulistan and there was a delay in funds release.

Taqsem A Khan, managing director of Dhaka Wasa, said Wasa had "nearly" finished its job. The project director said it had not finished yet.

The government rushed into flyover implementation without having tried a traffic diversion plan beforehand and without following the sequence of work, said Prof Md Shamsul Hoque of Buet.

The Jatrabari-Sayedabad road was an important economic corridor in which converge the heavy traffic flows of three national highways. Thousands of commuters use it too, he said.

"The situation has now assumed unmanageable

proportions with the central lane occupied and the fringe lanes dug up, simply because the government handled the utility relocation in an utterly unplanned and unprofessional manner," said Prof Shamsul Hoque.

The agencies estimated a collective relocation cost of Tk 125 crore in 2005. As the government did not endorse the plan, it was later estimated at Tk 341 crore, which too was rejected. It was estimated again at Tk 364 crore, only to face government refusal.

ment refusal.

Abu Alam Md Shahid Khan, secretary to local government division, said the estimated costs were "too high" and the government had asked the concessionaire to find technical solutions.

A site official of the flyover concessionaire, Belhasa Accom and Associates Ltd, said its construction work had slowed down as it could not mobilise heavy equipment easily on the appalling roads.

Salman Karim, managing

director of Belhasa, said the firm was going arduously ahead with the construction work of the flyover despite all adversities.

The government's consistent negligence in utility relocation in the last two years since the construction work began created a stumbling block for the completion-target of early next year. It now eyes project completion by the end of next year.

Salman Karim said work on redesigning pilings and piers had been carried out, but it had increased the

গণপ্রজাতন্ত্রী বাংলাদেশ সরকার	
বাংলাদেশ পুলিশ ঢাকা মেট্রোপলিটন পুলিশ হেডকোয়ার্টার্স সরবরাহ বিভাগ, রাজারবাগ, ঢাকা	
দরপত্র বিজ্ঞপ্তি	
নিম্নলিখিত শর্ত সাপেক্ষে ঢাকা মেট্রোপলিটন পুলিশের ব্যবহারের জন্য বিভিন্ন প্রকার পোশাক সেলাই (লট নং-০১ হইতে ০২ দরপত্র দলিল মোতাবেক) এর নির্মিতে সীলমোহরকৃত বাবে প্রয়োজনীয় যোগ্যতাসম্পন্ন গার্মেন্টস প্রতিষ্ঠানের নিকট হইতে The Public Procurement বিধিমালা/২০০৮ মোতাবেক দরপত্র আহবান করা যাইবে।	
০১।	মন্ত্রণালয়/বিভাগ
০২।	সংস্থা
০৩।	দরপত্র ক্রয় কর্তৃপক্ষ
০৪।	দরপত্র আইটেমের নাম
০৫।	দরপত্রের আহবানের নম্বর
০৬।	দরপত্রের তারিখ
০৭।	টেন্ডার সিকিউরিটি
০৮।	দরপত্র দলিলের মূল্য
০৯।	দরপত্র পদ্ধতি
১০।	দরপত্রের অর্ধের উত্তর
১১।	দরপত্র দলিল বিক্রয়ের সর্বশেষ তারিখ ও সময়
১২।	দরপত্র দাখিলের সর্বশেষ তারিখ ও সময়
১৩।	দরপত্র জমা দেওয়ার ঠিকানা
১৪।	দরপত্র খোলার স্থান
১৫।	কাজের সংক্ষিপ্ত বিবরণ
১৬।	দরপত্র আহবান কর্তৃপক্ষের নাম
১৭।	দরপত্র আহবানকারীর পদবী
১৮।	দরপত্র আহবানকারীর ঠিকানা
১৯।	দরপত্রদাতার যোগ্যতা
কোন কারণ দর্শানো ব্যতিরেকে যে কোন দরপত্র গ্রহণ/প্রত্যাখ্যান করার ক্ষমতা অত্র সংস্থা কর্তৃক সংরক্ষণ করেন।	
মোঃ আতাউল কবিরিয়া বিপি ৬৮৯৮০২০৭৯৯ উপ-পুলিশ কমিশনার (সরবরাহ), ঢাকা মেট্রোপলিটন পুলিশ, ঢাকা ফোন-৯৩৩০৩৯৯, ফ্যাক্স-৯৩২৩০০৫	
জিডি-২৯১০	

Minister 'backer'

FROM PAGE 1

staff of Bangladesh Inland Water Transport Corporation, illegally realises around Tk 5 lakh from vehicles every day.

The minister, a lawmaker from Madaripur, himself does not deny his tilt towards the toll collectors.

"Toll collection will go on until and unless we introduce paying a fixed service charge," Khan told The Daily Star as he came up with a new idea to legalise toll collection two months ago.

"I can challenge you that no government will be able to stop toll collection, not only in Daulatdia but anywhere in the country, if my proposal is not introduced," he said, claiming he had tried but failed to stop it.

As per Khan's prescription, 60 linemen can be appointed at Daulatdia terminal, who will work in three shifts and collect Tk 20 from each vehicle.

"Vehicles which can pay Tk 200 to Tk 400 as toll can easily pay Tk 20 as service charge. This will bring discipline in the system as well," claimed the shipping minister.

Toll collection at bus, launch and ferry terminals and at different points on roads and highways has become rampant. Politicians, police, highway police and various trade unions and associations are openly involved in this business of making quick bucks.

Shahjahan Khan's organisation alone collects at least Tk 51 crore a year from across the country in the name of raising funds for workers' welfare, according to a parliamentary sub-committee, which said the amount was only the tip of the iceberg.

He is the executive president of Bangladesh Sarak Paribahan Samik Federation, a federation of all road transport workers'

unions across the country with about 30 lakh members.

The amount of toll collected by police across the country may also be several crores of taka, sources in the transport sector say.

When trade unions and other associations give money receipts, police in some cases provide tokens as a sign of payment in different districts, according to transport drivers and locals at Daulatdia terminal.

They said tolls were being collected from 10 to 15 points on the route between Dhaka and the southern districts, but Daulatdia ferry terminal is the hub of the malpractice.

Against this backdrop, transport owners and workers last week began an indefinite strike between Dhaka and 21 southern districts to press home their six-point demand, including an end to extortion, traffic jam and harassment of passengers and motor workers at Daulatdia.

They called off the strike on Monday night following assurances by the district administration of Rajbari of meeting their demands.

The Daily Star correspondent talked to a dozen truck drivers, helpers and locals of Paturia and Daulatdia ferry terminals who said paying police, especially the highway police, at different highways and at the ferry terminals had become a ritual.

Giving an account of toll collection, a truck driver said vehicle operators regularly pay Tk 50 to Tk 100 in Jhenidah and Tk 100 each in Magura and Faridpur at Ramnagar, Madhukhali, Kanaipur and Goalundo on the way to Daulatdia ferry terminal from Jhenidah district.

"In many cases the police demand more than Tk 200 and we just pay them," said truck driver Belai Chandra

Barman.

"If you don't pay, they will not only harass you but also file cases against you as harassment," Barman added before boarding a ferry at Daulatdia.

"Truckers from Dhaka also pay regularly at Ashulia, Savar, Utholi, Barangail and a few other points of Tangail district. The toll amount ranges from Tk 50 to Tk 200," said Ayub Ali, who was driving a goods-laden truck from Dhaka and was on his way to Sathkira.

He said whether driving at day or night, truckers always kept the police payment in mind. "Driving at night is a little better as rates of toll and harassment by police are less then," he told The Daily Star.

Deputy Inspector General of Highway Police Humayun Kabir refused to talk on the rampant toll collection by highway police members. He suggested that Superintendent of Police (West) Israil Howlader be contacted on this issue.

Contacted, Howlader said highway police were a small body and had no separate identity yet. "This police wing works in coordination with the police department and Rapid Action Battalion where drivers cannot distinguish between the two forces," he added.

"Extortion is taking place on the highways openly under various banners like owners, workers and trade associations in which civilians are engaged. It is not possible for us to check," he told The Daily Star over phone.

Superintendent of Police of Rajbari Rezaul Haq denied that there was any rampant toll collection.

"There may be some isolated incidents involving some lower grade police personnel," he said. He noted that writing on toll

Department of Mechanical Engineering Dhaka University of Engineering & Technology, Gazipur-1700				
Invitation for Tenders (NCB)				
1	Ministry/Division		Ministry of Education.	
2	Agency		University Grants Commission (UGC).	
3	Procuring entity name		Sub-Project Manager.	
4	Procuring entity code		Not used at present.	
5	Procuring entity district		Gazipur	
6	Invitation for		Goods & Works.	
7	Invitation Ref No.		DUET/ME/HEQEP/34	
8	Date		16/07/2012.	
KEY INFORMATION				
9	Procurement method		Open Tender Method (OTM) National.	
FUNDING INFORMATION				
10	Budget and source of funds		Development Budget (GoB+IDA Credit).	
11	Development partners (if applicable)		IDA	
PARTICULAR INFORMATION				
12	Project/programme code (if applicable)		Not in use.	
13	Project/programme name (if applicable)		Higher Education Quality Enhancement Project (HEQEP).	
14	Tender package No.		G 5 & W1.	
15	Tender package name		Supply of Cassette Type Air Conditioning System (G 5) and Repair & Renovation of Class Room (W1).	
			Date	
16	Tender publication date		16/07/2012.	
17	Tender last selling date		06/08/2012.	
			Date	Time
18	Tender closing date and time		06/08/2012	12.00noon.
19	Tender opening date and time		06/08/2012	12.05pm
20	Name & address of the office(s)		Address	
	-Selling tender document (principal)		Sub-Project Manager CP # 2228/HEQEP Room: 212, Department of Mechanical Engineering, Dhaka University of Engineering & Technology, Gazipur-1700	
	-Receiving tender document		Sub-Project Manager CP# 2228/HEQEP Room: 212, Department of Mechanical Engineering, Dhaka University of Engineering & Technology, Gazipur-1700	
	-Opening tender document		Conference Room, VC Office, DUET, Gazipur.	
21	Place/date/time of pre-tender meeting (optional)		Meeting Room, VC Office, DUET, Gazipur, 31/07/2012 at 12.30pm.	
INFORMATION FOR TENDERER				
22	Eligibility of tenderer		(a) The tenderer shall have a minimum of 5 (five) years of overall experience in the supply of goods and related services. (b) The tenderer shall have successfully completed minimum 01 (one) number supply or works contract of similar goods and related services within last 05 (five) years i.e. years counting backward from the date of publication of IFT in the newspaper. (c) Must have up-to-date and valid trade license, TIN number, VAT certificate, Tax clearance certificate, bank solvency certificate. For Package G5: (d) The satisfactory completion of supply of similar goods of minimum Tk one million (10.00 lac) under minimum 01 (one) contract in the last 03 (three) years. (e) The minimum amount of liquid asset or working capital or credit facility is Tk 10,00,000.00 (one million). For Package W1: (f) The satisfactory completion of works of minimum Tk fifteen lac (15.00 lac) under minimum 01 (one) contract in the last 03 (three) years. (g) The minimum amount of liquid asset or working capital or credit facility is Tk 20,00,000.00 (twenty lac).	
23	Brief description of goods & works		Supply of cassette type air conditioning system and repair & renovation of class rooms (details in STD).	
24	Brief description of related services		Installation, commissioning and after purchase & physical services.	
25	Price of tender document (Tk)		BDT 1,000.00 (one thousand).	
26	Package No.	Identification of lot	Location	Tender security amount (Tk)
	G5	Supply of Cassette Type Air Conditioning System	ME Dept DUET Gazipur	BDT 40,000.00 (forty thousand)
	W1	Repair & Renovation of Class Rooms	ME Dept DUET Gazipur	BDT 80,000.00 (eighty thousand)
PROCURING ENTITY DETAILS				
27	Name of official inviting tender		Prof. Md Abdul Hannan Mia	
28	Designation of official inviting tender		Sub-Project Manager CP# 2228/HEQEP & Professor	
29	Address of official inviting tender		Department of Mechanical Engineering, Room No: 212, Main Academic Building, Dhaka University of Engineering & Technology, Gazipur-1700.	
30	Contact details of official inviting tender		Telephone: 9204710	Fax: 9204710 E-mail- heqepdbdcp2228@gmail.com
31	The procuring entity reserves the right to reject all tenders or annul the tender proceedings.			
Prof. Md. Abdul Hannan Mia Sub-Project Manager CP # 2228, Department of Mechanical Engineering Dhaka University of Engineering & Technology, Gazipur-1700				
GD-2882				