



PHOTO: STAR

People of Bangladesh enclave Mashaldanga in Cooch Behar of India hang the portrait of late Indian president APJ Abdul Kalam at the stage built for the celebration of enclave exchange between the two countries yesterday.

Three-wheeler ban

FROM PAGE 16
At a press conference at Dhaka Reporters Unity yesterday, Bangladesh Auto-rickshaw and Auto-tempo Sangram Parishad also called for making a separate lane for such vehicles instead of imposing the embargo.
Every year, several thousand of people are being killed in accidents on highways. In many of the cases, slow, illegal, battery-run easy bikes, locally and foreign-made three-wheelers, CNG-run auto-rickshaws are the main reasons for the accidents.
The government had banned the vehicles apart from the CNG-run auto-rickshaws five years ago, but the ban had little or no effect.
Golam Faruk, convener of the platform who read out a written statement at the press conference, said the government took the decision to ban the CNG-run auto-

rickshaws on highways without considering the sufferings of owners, drivers and passengers.
There are several thousand owners and two lakh drivers. Around 10-12 lakh families, who are engaged in running the vehicles, would be affected by the ban, he said, adding that around 75 lakh people every day use the vehicles across the country.
The transport leader said there were many reasons for the road accidents, and it would not be reduced following the decision if the government did not take effective steps to make people obey the traffic rules.
Faruk said if the government introduced the lane system, the rate of accident would be reduced and a discipline in traffic system would return.
He said to realise the demands, they had announced a set of programmes, including submitting

memorandums to deputy commissioners on August 4, forming human chains in district towns on August 8, holding rallies and bringing out processions in districts from August 9-11 and holding a rally in Dhaka in the first week of September.
At yesterday's programme, Abul Hossain, adviser of the parishad, said the government had taken the decision unilaterally, which was unacceptable.
The government should have discussed it with all stakeholders, he added.
Their other demands include stopping extortion on roads by police and political party men and stopping harassment in issuing licences and papers of vehicles by Bangladesh Road Transport Authority (BRTA).

Danger doesn't deter people

FROM PAGE 16
Unabated land grabbing and hill cutting, often by real estate companies and influential politicians since land value in Cox's Bazar is as high as in Dhaka, are reasons for landslides in the hills, experts said.
The Forest Department of Cox's Bazar (South) survey made in 2010 says under its jurisdiction there were 18,000 houses illegally built on the hills and about 1 lakh people were living in them.
Non-stop deforestation, hill cutting, and land grabbing left about 145 acres at 14 places in and around the district town almost without any greenery.
The 14 places included areas like the Light House, Kolatoli, Borochhara, Adarshagram, Chaudhagram, Larpara, Pahartoli and Gharpara.
The occupation of these hills was apparently touched off by a government decision that changed the status of the land to khas land from forest land in 1999. This resulted in a legal wrangle that continues between government departments, the forest office and the district administration.
According to Sarder Shariful Islam, an assistant director at the department of environment, an estimated 20,000 houses dot the 14 areas. He said the houses were

home to 1.5 lakh to 2 lakh people.
Sharif said the number of people living illegally on the hills would be between 5-7 lakh.
President of Bangladesh Poribesh Andolon (Bapa) district unit Fazlul Quader Chowdhury and Convener of NGO Alliance Abu Morshed Chowdhury Khoka claimed that the number would be close to 10 and 7 lakh respectively.
The land ownership debacle, coupled with corruption by some government employees, has made it easier for the grabbers to occupy hill land, they said.
Seven of all the eight upazilas in Cox's Bazar have hills and forests. The hills of Teknaf, Ramu, Ukhiya, Pekua, Chokoriya and Moheshkhali are being occupied bit by bit every day, with houses replacing the greenery that keep the soil together.
According to an estimate prepared by chairmen of nine unions of Ramu, 9,000 families had their houses illegally built on the slopes of hills, home to more than 50,000 people.
Divisional Forest Officer (North) Shah-e-Alam of the Forest Department in Cox's Bazar said he could confirm existence of 12,541 families living illegally on the hills in his area.
According to the district administration and divisional forest offices in Cox's Bazar and

Chittagong, 23,054 hectares of 89,162 hectares of forest land have already been occupied.
Over 2,000 hectares of 7,314 hectares of forest land in Moheshkhali have already been occupied, according to Chittagong Coastal Forest Department.
Cox's Bazar (South) Senior Assistant Forest Conservator Rejalul Karim Chowdhury admitted that many of the hills were a bald look due to deforestation and grabbing.
He lamented that the country's one of the richest districts in terms of forest resources has lost most of its assets.
The cleansing of forests also affects natural water flow, causing flash floods and waterlogging in the hills. Rain water carrying earth from the surface of hills and mountains fill water bodies and sewerage systems. Dirt sometimes even piles up on highways disrupting traffic.
At least 30 percent of the illegal occupants in Ukhiya, Teknaf, Ramu and Cox's Bazar are said to be Rohingyas.
Cox's Bazar Deputy Commissioner Ali Hossain claimed to have instructed the UNO to prepare a list of people illegally occupying land and hills.
Teknaf's UNO Shahidul Islam said he has asked the upazila parishad chairman to report on illegal occupants on hills.

Gunmen target Lankan minister

FROM PAGE 16
He had initiated several investigations into alleged fraud by members of the Rajapakse regime.
But Rajapakse's United People's Freedom Alliance denied any involvement, alleging an "internal clash" within the ruling party.
Karunanayake said he was "seconds away" from the shooting although initial police reports said he had just left the area when gunmen got out of two vehicles and opened fire indiscriminately.
"I was seconds away -- or about 20 feet from the incident," Karunanayake told reporters in Colombo.
"This is nothing but an act of

political terrorism sponsored by the opposition led by Rajapakse."
During his decade in power, Rajapakse was accused of presiding over an administration riddled with corruption and widespread rights abuses.
Karunanayake said the shooting had broken out while his supporters were lighting firecrackers, exacerbating the sense of panic and confusion.
"While the crackers were going off the four masked men got out of a black coloured car and opened fire," the minister said.
"People realised what had happened when several people started falling and were bleeding."

Police said investigators cordoned off the Bloemendhal area where the shooting took place and launched a search for the two getaway vehicles.
Prime Minister Ranil Wickremesinghe's deputy Harsha de Silva expressed shock and vowed not to allow a return to violence.
Soon after assuming office, Sirisena invited the UNP to form a minority government after sacking Rajapakse's cabinet.
Sirisena had been a supporter of Rajapakse and is the nominal leader of the former president's party even though the two men are now estranged.

SC hearing on Nizami case

FROM PAGE 16
The International Crimes Tribunal-1 on October 29 last year found 71-year-old Nizami guilty on eight of the 16 war crimes charges brought against him and handed him the death penalty on four charges and life imprisonment on the other four.
The four charges on which he was sentenced to death are his involvement in the killings of intellectuals, murders of 450 civilians and rape in Bausgari and Demra, killings of 52 people in Dhulaura, killings of 11 people and rape of three women in Karamja in Pabna.
Nizami was also sentenced to imprisonment for life on the charges of involvement in the killing of Kasim Uddin, two others, and Sohrab Ali in Pabna, torture and killing at Mohammadpur Physical Training Centre and killing of freedom fighters Rumi, Bodi, Jewel and

Azad at Old MP Hostel in Dhaka.
Rumi is the son of Shaheed Janani Jahanara Imam, who initiated the movement for war crimes trial in independent Bangladesh. He and his fellow freedom fighters Jewel, Azad, Bodi and Jalal were picked up from different places in Dhaka in August 1971.
The Pakistan army kept them confined to the Old MP Hostel. Except for Jalal, others were later killed on Nizami's instructions, according to the charges.
Nizami, who has also been sentenced to death in the sensational 10-truck arms haul case, filed the appeal with the SC on November 23 last year challenging the war crimes verdict.
In his appeal, the Jamaat chief pleaded not guilty and sought acquittal on all eight charges.

Asad at Old MP Hostel in Dhaka.
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Once in a blue

FROM PAGE 16
That rare occasion came last night when the Blue Moon appeared. The second of two full moons in a calendar month is called a blue moon. The first full moon in the month had appeared on July 2.
The idiom "once in a blue moon" first surfaced in 1824 and refers to occurrences that happen rarely. In fact, a blue moon occurs, on an average, about every 32 months.
As the next blue moon will be seen in 2018, I along with my colleagues and friends decided to watch the beauty of last night's moon from the Haor region of Bangladesh.
Accordingly, we boarded a Sunamganj-bound night bus on July 29. Soon after the sun shone the next morning, a rainbow welcomed us in Sunamganj.
We watched the rare appearance of the moon and enjoyed the bright reflections of its light on the Haor. The remote fishing boats bobbed up and down on the water while a mischievous moon blissfully played hide and seek with the clouds.
As our trawler rowed through the haor water, I quoted from my favourite poet Jibananda Das's poem "Chandnitye": "Babylon kotha haraye giyechehoy/ Mishor 'Oshur' kuashakalo/ Chand jege achhey aajo opolok/ Megher palokhey dhalichhey aalo" (Babylon had passed into oblivion/ Egypt is shrouded in dark mist/ Yet the moon is wide-eyed/ pouring light unto the feathers of the clouds).
The rippling waves of the Tanguar Haor impressed us. We dived into the water and viewed the panoramic sunset in the Meghalaya Hills from Barikka Tila and savoured freshly fried fish. Meanwhile, the blue moon appeared on the eastern horizon in a celestial blue.
Beholding the blue moon from a boat down the Tanguar Haor was quite an extraordinary experience! The songs of the swift wind coupled with the rhythmic waves of the haor made us inhabitants of a different world. Clouds mingling with the moonlight generated mystifying images.
It was a three-day tour on a trawler and we enjoyed all the beauty of monsoon with clouds flying over the hills of Meghalaya beside Laur Gor, an ephemeral rainbow over the Jadukuta river, amazing sunsets, clattering raindrops at night, midnight flashes of lightning and much more.

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New vaccine

FROM PAGE 16
"An effective vaccine will be another very important tool for both current and future Ebola outbreaks."
About 28,000 people have been infected in Guinea, Sierra Leone and Liberia in the worst Ebola outbreak in history, according to the WHO, and more than 11,000 have died.
VSV-ZEBOV may become the first licensed vaccine against the disease for which there is also no approved treatment or cure.
The trial showed that the vaccine "offers 100 percent protection against Ebola after roughly one week," said researcher Sven Trelle from the University of Bern.
The test, backed by drug firm Merck, the WHO and the governments of Canada, Norway and Guinea, saw 4,123 high-risk people vaccinated immediately after someone close to them fell ill with the deadly hemorrhagic fever.

Coastal people

FROM PAGE 1
and around a thousand houses were flooded.
The situation in Cox's Bazar further worsened last night as huge tidal surges from around 8:30pm started flooding more areas.
However, vessel movement in all internal river routes resumed around 10:00am yesterday around 24 hours after it had been closed for Komen, said Chairman Mozammel Haque of Bangladesh Water Transport Authority.
Loading and unloading of goods at Chittagong port resumed yesterday but only at the jetties, not at the outer anchorage, the port authorities said.
FISHERMEN STILL MISSING
Nineteen fishermen, who went missing in the Bay on Wednesday, were yet to be traced.
"Seven of my fishing trawlers went to the sea on Monday from Chittagong Fish Landing Station. As the weather became rough, five of the trawlers returned to the station on Wednesday night but the ones commanded by Abu Majhi of Noakhali and Salauddin Majhi of Bhola's Monpara have not return yet. There were 19 fishermen in those trawlers," said Mostofa Kamal, owner of the missing trawlers.
He, however, could not confirm if the trawlers had capsized.
Operation Officer Lieutenant Arif of the Coast Guard (South Zone) said that they were trying to locate the missing trawlers.

AL's 'black month' begins

FROM PAGE 16
Bangabandhu Sheikh Mujibur Rahman along with most of his family members were brutally assassinated at his Dhanmondi home by some disgruntled army officers.
Since then, the AL has been observing the month of August as the black month and August 15 as the black day.
AL and all its associated and likeminded bodies were scheduled to gather on Dhanmondi Road-32 at 12:01am today with lights in their hands to show respect to the Father of the Nation at his portrait there.
All the members of AL Central Working Committee, Advisory Council, and Leaders of the party's different associated bodies and district units were scheduled to visit Bangabandhu's grave at Tungipara in Gopalganj.
They were scheduled to start the journey for Tungipara from AL General Secretary Syed Ashrafur Islam's official residence at 7:00am today. After reaching Tungipara, the AL leaders will place floral wreaths at the grave of Bangabandhu, pay homage and offer special prayers for the salvation of the

departed souls of the country's architect and his family members.
Syed Ashraf would coordinate the programmes there, says AL Deputy Office Secretary Mrinal Kanti Das.
Prime Minister Sheikh Hasina would inaugurate Awami Krishak League's blood donation programme in front of Bangabandhu Bhaban in Dhanmondi and take part in a discussion there as the chief guest.
Usually Hasina, eldest and one of the two surviving daughters of Bangabandhu, spends some time alone at the Bangabandhu Bhaban, recites the Holy Quran and prays for her father, mother, brothers and near and dear ones she lost in 1975. She also fasts in this month.
The AL's 40 days of programmes have discussions, special prayers, and distribution of food among the destitute among others.
Syed Ashraf, also the minister for public administration, urged all the AL rank and file to observe the programmes in a befitting manner.

Civil Aviation Authority, Bangladesh
Headquarters, Kurmitola, Dhaka-1229

"Amendment No. 2 to the Request for Expression of Interest (EOI)" Notice

Name of the Project: Detailed Feasibility Study of Bangabandhu Sheikh Mujib International Airport.

The following amendment have been made in the EOI Notice for the abovementioned Airport Project:

Sl No.	Criteria	As Published	Amendment
01.	Eligibility for Consultancy Services	<p>i. Reputed international consulting firms having 15 (fifteen) years of experience in consultancy services. International consulting firms are encouraged to seek participation and obtain full range of expertise by associating with local consulting firm(s) or entities in a joint venture or sub-consultancy, as appropriate.</p> <p>ii. The international consulting firm should have experience of successfully completion of consultancy services covering feasibility study, site selection, master planning, architectural and engineering design of International Airport with capacity to meet the projected growth of the aviation sector and handle code 4F Aircrafts like B747-8F, B777-300ER, Airbus 380 etc. or larger, covering Terminal, Runway, AGL, electro-mechanical, nav-aid works and communication system (expressway/railway/flyover/tunnel) and connectivity to the road transportation network in a single contract/work order of at least 1(one) International Airport Project costing US\$ 2.5 (two point five) billion (minimum) during last 10 (ten) years.</p> <p>iii. Joint Venture/Association/Consortium (JVCA) is allowed to participate in the competition. Lead Firm (international) of a JVCA should have experience of successfully completion of consultancy services covering feasibility study, site selection, master planning, architectural and engineering design of International Airport with capacity to meet the projected growth of the aviation sector and handle code 4F Aircrafts like B747-8F, B777-300ER, Airbus 380 or larger etc. covering Runway, AGL and nav-aid works of at least 1(one) International Airport Project costing US\$ 1.5 (one point five) billion (minimum) during last 15 (fifteen) years. The other international firm of the JVCA should have experience of successfully completion of consultancy services covering feasibility study, site selection, master planning, architectural and engineering design of International Airport with capacity to meet the projected growth of the aviation sector and handle code 4F Aircrafts like B747-8F, B777-300ER, Airbus 380 or larger etc. covering Passenger Terminal electro-mechanical works and communication system (expressway/railway/flyover/tunnel) and connectivity to the road transportation network of at least 1 (one) International Airport Project costing US\$ 1 (one) billion (minimum) during last 15 (fifteen) years.</p> <p>iv. International Consulting Firm(s) as mentioned in (ii) and (iii) above may form joint venture/association/consortium with a local firm. The local associate (if any) should have experience in consultancy services of pavement and/or building projects costing Taka 1000 (one thousand) million in any govt./semi-govt./autonomous organization in a single contract/work order during last 10 (ten) years.</p> <p>v. Nos. of firms in a JVCA including a local associate (if any) shall not be more than 3 (three). However when there will be no local associate, the Nos. of international firms in a JVCA shall not be more than 2 (two).</p>	<p>i. Reputed international consulting firms having 15 (fifteen) years of experience in consultancy services. International consulting firms are encouraged to seek participation and obtain full range of expertise by associating with local consulting firm(s) or entities in a joint venture or sub-consultancy, as appropriate.</p> <p>ii. The international consulting firm should have experience of successfully completion of consultancy services covering feasibility study, site selection, master planning, architectural and engineering design of International Airport with capacity to meet the projected growth of the aviation sector and handle code 4F Aircrafts like B747-8F, B777-300ER, Airbus 380 etc. or larger, covering Passenger Terminal Runway, AGL, electro-mechanical, nav-aid works and communication system (expressway/railway/flyover/tunnel) and connectivity to the road transportation network of at least 1 (one) International Airport Project costing US\$ 2.5 (two point five) billion (minimum) during last 15 (fifteen) years.</p> <p>iii. Joint Venture/Consortium/Association (JVCA) is allowed to participate in the competition. Lead firm (international) of a JVCA should have experience of successfully completion of consultancy services covering feasibility study, site selection, master planning, architectural and engineering design of International Airport with capacity to meet the projected growth of the aviation sector and handle code 4F Aircrafts like B747-8F, B777-300ER, Airbus 380 or larger etc. covering Runway, AGL and nav-aid works of at least 1(one) International Airport Project costing US\$ 1.5 (one point five) billion (minimum) during last 15 (fifteen) years. The other international firm of the JVCA should have experience of successfully completion of consultancy services covering feasibility study, site selection, master planning, architectural and engineering design of International Airport with capacity to meet the projected growth of the aviation sector and handle code 4F Aircrafts like B747-8F, B777-300ER, Airbus 380 or larger etc. covering Passenger Terminal electro-mechanical works and communication system (expressway/railway/flyover/tunnel) and connectivity to the road transportation network of at least 1 (one) International Airport Project costing US\$ 1 (one) billion (minimum) during last 15 (fifteen) years.</p> <p>iv. International Consulting Firm(s) as mentioned in (ii) and (iii) above may form joint venture/consortium/association with a local firm. The local associate (if any) should have experience in consultancy services of pavement and/or building projects costing Taka 1000 (one thousand) million in any govt./semi-govt./autonomous organization in a single contract/work order during last 10 (ten) years.</p> <p>v. Nos. of firms in a JVCA including a local associate (if any) shall not be more than 3 (three). However, when there will be no local associate, the Nos. of international firms in a JVCA shall not be more than 2 (two).</p>
02.	Closing date and time for availability of EOI Form	04-08-2015, up to 17:00 hrs.	19-08-2015, up to 17:00 hrs
03.	Closing date & time for submission of EOI application	05-08-2015, up to 12:00 hrs.	20-08-2015, up to 12:00 hrs.
04.	Date & time for opening of EOI application	05-08-2015 at 12:30 hrs.	20-08-2015 at 12:30 hrs.

All other scheduled items in the "Request for Expression of Interest (EOI) from International Consulting Firms" will remain unchanged.

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তারিখ: ০০-৭-২০১৫ খ্রিঃ
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