

Man arrested

FROM PAGE 16
 searched his luggage and seized the cartridges around 11:00am.
 Khairul Bashar, assistant commissioner of Customs Intelligence at the airport, said a case was filed with Airport Police Station against the arrestee. He was handed over to the police station.
 Prabhat Ranjan Singha, assistant commissioner of Customs Intelligence in Sylhet, said the arrestee during primary interrogation claimed that the cartridges belong to his brother who has a licensed shotgun for use in the UK and Bangladesh.
 Sabur said he had brought 25 cartridges from England in 2011, added Prabhat.

Bagpipes

FROM PAGE 16
 Antarctic Centre in Christchurch.
 On Wednesday, Bagpipes took his first tentative steps using his new limb. His digital foot will help him swim, stand and waddle like a penguin should.
 Officials say that Bagpipes's new prosthetic foot is a first for New Zealand, using the latest 3D technology.
 After nine years of hobbling, Bagpipes is now able to stand tall and enjoy having his body weight distributed evenly.
 Penguin keeper Mal Hackett told Stuff.co.nz that Bagpipes had spent almost 10 years of his life using different kinds of foam beer bottle holders cut to size and wrapped around his stump to give him some support.
 "When he got out of the pool he was using parts of his body that he shouldn't, like his beak and flippers, so hopefully this prosthetic will help with that," he said.
 The biggest difficulty was getting Bagpipes to stand still to have his good foot scanned and his new foot fitted. Initially he fell flat on his beak a few times before he got used to his new limb.
 It was made by University of Canterbury senior lecturer Don Clucas who came up with a computer design, refined the model and printed the prosthetic.
 "The hardest part was scanning his foot because he is quite wriggly," he said. "The fitting has gone better than expected."
 "We still need to make a few adjustments like making it easier to clip on the prosthetic and keep it in place on his legs."
 The prosthetic is made from plastic but the final fitting will include a rubber material to help Bagpipes with his grip.

Polls violence

FROM PAGE 16
 around 11:30am, Hanif said no government wants violence as it tarnishes the image of the government.
 "All the political parties along with the ruling party should come forward to face such sort of unrest," he added.
 The BNP, meanwhile, alleged that both the government and the Election Commission (EC) were responsible for the irregularities and violence during the UP elections.
 CEC Rakibuddin said the situation has "definitely improved" in the last phase of the polls as they had been able to stop the election-level ballot box stuffing.
 "The value of life is coming down while the cost of everything is going up. We are witnessing minors being killed over silly social feuds," he said.
 Referring to media reports on election violence, he said apart from some stray incidents, voting in yesterday's polls was fair and peaceful.
 He said the EC does not want to see any deaths but it some times has to take appropriate measures to protect voting centres, the voters, electoral officials and assets of the states.
 He said the union parishad polls were more competitive than others and it was one of the reasons for the deaths.
 The EC also blamed the rigid attitudes of candidates. He said some candidates had tried to win the race at any cost disregarding what the voters thought of him or her.

BNP'S REACTION

BNP Vice-Chairman Selima Rahman, after a meeting with the CEC at his office, yesterday alleged that the government and the EC were responsible for the irregularities and violence during all phases of the UP polls.
 She alleged that in every election they filed complaints with the CEC and every time he told them that he was taking measures but the situation remained unchanged.
 She said the EC was not working fairly as it was working under the Awami League-led government.

Change to create

FROM PAGE 1
 in the rush hours, intend to turn left towards Sonargaon intersection and would be benefited by the extension.
 As there is no ramp connecting Hatirjheel road network to the flyover, the entire bulk of the traffic from Gulshan, Badda and Rampura has to wait at the FDC level crossing for passage, said Prof Shamsul Hoque, who works as a technical expert on Strategic Transport Plan of Dhaka.
 The extended ramp is going to occupy a standard six-metre width of the existing roadway, he said, adding that another down ramp of the under construction Dhaka Elevated Expressway is designed to merge with the same road in front of the BGMEA building, which would add further traffic to the already crammed spot.
 Besides, a left lane of the street is always exclusively dedicated for the unobstructed entry to the Sonargaon Hotel, he observed. As a result, a high number of vehicles using the existing street will face more constraints with the road width squeezed.
 As there is no up-ramp there either, traffic from the other direction will also cram the street, he noted.
 The extended ramp does not help a huge volume of traffic with elevated passage over the level crossing due to the lack of an up-ramp connecting the Hatirjheel road network, said Prof Hoque.
 "So, it is not going to meet the great expectation of easing traffic congestion at the BFDC railway crossing and Sonargaon intersection."
 That the ramp cannot be extended beyond the Sonargaon intersection is because such mega projects were not coordinated with each other at the outset, he observed.
 He said even though the proposal for extending the ramp was from honest intentions, it was not going to achieve the desired goal

due to the faulty layout configuration on which the flyover has been built.
 Flyover Project Director Nazmul Alam said the extended ramp would not serve a big chunk of traffic volume on the existing street from Hatirjheel and the traffic heading for Panthapath would have to face the usual barrier at the FDC level crossing.
 He said they would open another two-kilometre section of the flyover from Bangla Motor to Mouchak by July and the rest of the flyover by mid-next year, the official deadline.
 A two-kilometre four-lane carriageway section of the flyover stretching from Saat Rasta intersection (Shaheed Tajuddin Ahmad Avenue) up to Shaheed Captain Mansur Ali Avenue (Moghbarar) near Holy Family Red Crescent Medical College Hospital was opened in late March.
 The Executive Committee of the National Economic Council (Ecnec) in January approved the revised Moghbazar-Mouchak Flyover Project extending its

deadline by 18 months to June, 2017. The cost has increased more than Tk 446 crore, raising the total project cost to Tk 1,219 crore.
 Including the extension, the 8.7km flyover is being constructed in three sections -- one from Holy Family Hospital to Tejgaon, one from Kakrail to Rampura and the rest from Mouchak to Bangla Motor.
 The Ecnec first approved the project in March, 2011, when the cost was Tk 773 crore.
 Initially, it was supposed to be completed in two years from contract signing in late 2012. A total of 18 ramps, including eight for ascending, were planned to land at Saat Rasta, Pragati Sarani and FDC intersections, near Holy Family Red Crescent Medical College Hospital at Eskaton Garden, Moghbazar, Rajarbagh and Shanti Nagar.

AT A GLANCE

Tk 85 crore 450m ramp extension useless

A 50m carriageway deck of the ramp built for Tk 9.5cr has to be dismantled

Ramp lacks coordination with Metro Rail, cannot extend beyond Sonargaon intersection

Executive Committee of the National Economic Council (Ecnec) in January approved the revised Moghbazar-Mouchak Flyover Project extending its

One mill killing

FROM PAGE 16
 a serious water crisis," said AKM Fazlullah, managing director of Chittagong Wasa.
 Environmentalists and experts said the affected water would be a health hazard.
 "The Karnaphuli Paper Mills uses around 24 types of chemicals, including chlorine, sulphur, bleaching and sodium chlorite. When the untreated effluent is discharged into the water, residues of the toxic chemicals remain. So the river water becomes caustic with high pH, high suspended solid and low dissolved oxygen. That is why water quality deteriorates and fish die. Even the acrid smell does not go away after cooking the affected fish," said Edris Ali, an associate professor of the chemistry department at Government Mohsin College.
 He has been researching on the Karnaphuli's water quality since early 1990's.
 Visiting the Karnaphuli Paper Mills recently, this correspondent found that some of the effluent was being reused but a lot of it was being discharged directly into the river through a pipe.
 Boatmen and locals alleged that large fish that come to the river from the Kaptai Lake were often found dead whenever the KPM discharges its waste.
 Contacted over the phone yesterday morning, KPM Managing Director Mosabberul Islam, who has been working there since March 2014, said the daily effluent discharge was around 2,500 tonnes. "Of those, only 1,500 are discharged without treatment the rest are treated inside the factory before discharge."
 Mosabberul said they would improve the existing effluent discharging system by August this year and it would require Tk 20 lakh, which would be taken from the maintenance costs of the factory.
 He said earlier government had allocated Tk 8 crore for the ETP project. But during tender of the project it was found that at least 40 crore would be needed for a modern ETP.
 When asked whether the cheap alternative would be as effective as an ETP, he said since only a few parameters of the effluent like the pH, suspended solid and temperature, were the problem, they would be able to neutralise them before releasing into the river.
 "The DoE is also positive about the project and sent a positive report recently about the outcome of the project on May 25," said

Mosabberul, who has been transferred from the KPM but would stay until the project completed.
 Sources in the DoE said the KPM had applied for an environment clearance certificate in May 2011 but was denied as five parameters of its effluent were above the limit.
 The DoE issued show-cause notices on the authorities several times.
 Factories are classified into the four categories Green, Orange-A, Orange-B and Red when they are given environment certificates. The KPM is considered a red category factory. DoE senior chemist Kamrul Hasan said the red category industries are those that could impact the environment the most. Their rules categorise paper, tannery, chemical colour, cement, sugar, power generation factories as red.
 In October 2015, the department fined the KPM Tk 1.85 crore for polluting the river.
 Mosabberul said they have appealed to the secretary of the environment minister for exempting them from the fine but the date of the hearing is yet to be set.
 Officials of the DoE had several meetings with the KPM authorities to address its issue. The last one was held on May 11.
 "We have had two successful meetings. Although the factory is old, its technology is quite good. Not all the toxic effluent is discharged into the river, rather some are reused. The KPM authorities assured us of taking an alternative measure within four to five months to treat effluent," said Mokbul Hossain, deputy director of the DoE in Chittagong.
 "Hopefully, we would get some positive results within six months," he added.
 A source present at the meeting, quoting the KPM authorities, said that the factory would set up a settling tank, a dosing tank, and a pH correction unit to neutralise effluent before discharging it into the river.
 They said they could not establish an ETP before 2018 and hoped to continue with the alternative measures until then.
 "I am sceptical about the factory actually taking initiatives and spending money to save the environment. They [factory officials] gave such assurances several times before, but those did not materialise," said Edris Ali, vice-president of Bangladesh Paribesh Andolon Chittagong city unit.
 "Actually the paper mill is taking away more than it is giving," he said.

Eid visa camp

FROM PAGE 16
 saw an overwhelming response as people seeking visa could just walk into the premises with all the required documents and submit their applications at the special counters opened for the camp by the Indian Visa Application Centre.
 The visa seekers were given e-token instantly.
 Such a move reflects the magnitude of Indian visa operations in Bangladesh, said Indian High Commissioner to Bangladesh Harsh Vardhan Shringla.
 The High Commission here issues the largest number of visas compared to any other Indian missions anywhere in the world and probably grants visas more than any other mission in Bangladesh, he said while speaking at the inaugural session.
 "It's another sign of strengthening people-to-people ties. Through such an initiative, the relations between the two countries will further be strengthened," Home Minister Asaduzzaman Khan said, while addressing the function as the chief guest.
 Indian visa seekers normally fill in an application form and submit it online to get an appointment date but the procedure gets troublesome because of heavy traffic on the designated website. And so people seek help of unauthorised agents or middlemen to get appointment dates and e-token for at least Tk 3,000 to Tk 4,000.
 The visa camp will remain open until June 16 (except June 10 that is Friday) from 8:00am to 2:00pm.
 During the inauguration, three people won couple tickets by lottery of Jet Airways on the routes -- Dhaka-Kolkata-Dhaka, Dhaka-Delhi-Dhaka and Dhaka-Mumbai-Dhaka.
 Jet Airways is also offering exclusive discounts for booking tickets at the camp.
 "We know people in Bangladesh would like to visit India during the Eid holidays. We want India to be your most preferred destination because we are the closest neighbours," the Indian envoy said.
 State Minister for Foreign Affairs Md Shahriar Alam, who was the special guest, said visa issues had been discussed with the Indian side that gave an assurance of making the process easier and hassle-free.
 "This [visa camp] is a very brave and challenging move," he said, thanking the Indian High Commission for the initiative.

Return
 FROM PAGE 16
 Mozammel Haque Khan, Foreign Secretary M Shahidul Haque said, "It hasn't been possible to hand over Sonu to the representatives of the Indian High Commission until today [May 31] although the Indian external affairs minister herself took an initiative for his repatriation. The Indian side has reminded us of the matter again.
 "Considering the bilateral relationship between the two countries and also on humanitarian grounds, non-settlement of the issue is unexpected despite assurance from the Indian high authorities," read the letter.
 Earlier, the foreign ministry on May 26 and 29 sent two more letters to the home ministry in this regard.
 Besides, the foreign ministry wrote to the correction centre on June 1.
 "The ministry asked us to hand over the boy to the Indian High Commission representatives because his parents were not wealthy enough to travel to Bangladesh to take their son back home," Shahbuddin told The Daily Star.
 He said either the parents or Indian High Commission will have to prove in the tribunal that Sonu is an Indian citizen.
 "Sonu's mother told me over the phone today [Saturday] that they submitted papers for passport," he added.
 Despite repeated attempts, this newspaper couldn't reach the senior home secretary over the phone for comment.
 Indian External Affairs Minister Sushma Swaraj on May 24 tweeted to resolve the repatriation issue soon. On that day, she tweeted four times regarding Sonu.
 In her last tweet, she said the Indian authorities would match Sonu's DNA profiles with those of the couple who claim to be his parents. "In case DNA test is positive, we will bring Sonu to India without delay," the tweet read.
 Meanwhile, Jamal Ibne Musa, dubbed the real-life 'Bajrangji Bhajjaan' for his efforts to reunite Sonu with his family, is now facing police harassment. The family which allegedly trafficked the New Delhi boy filed a case last week against Musa and his family members on charges of assaulting a woman.

Court orders

FROM PAGE 16
 slapped a ban on corporal punishment at educational institutions following a public interest litigation (PIL).
 The court also directed the authorities concerned to ensure monitoring, investigation and teachers' training, among other things, to stop recurrence of corporal punishment.
 Like several directives in this case, many more on different issues are also not being fully implemented due to lack of willingness of the government, proper monitoring and public awareness, experts said at a programme yesterday.
 The citizens are not getting expected benefits from these directives which the courts issued to ensure people's rights, they added.
 Rights organisations Bangladesh Legal Aid and Services Trust (BLAST), Bangladesh Environmental Lawyers Association (Bela) and Bangladesh National Women Lawyers Association (BNWLA) jointly organised the "National Access to Justice Conference" on "Implementation of Public Interest Litigation: Challenges and Opportunities" at Cirdap auditorium in association with Community Legal Services programme.
 Sara Hossain, honorary executive director of BLAST, said the High Court in 2011 declared corporal punishment illegal at all educational institutions. The education ministry the same year issued guidelines to stop this punishment.
 "There has been a positive change following the HC judgment as well as the ministry guidelines and action, but full implementation of the directives would have made the situation far better," she later told The Daily Star.
 At the programme, she said, "Authorities on several occasions initiated investigation into such incidents, but we don't know what actually happened after the probe report submission."
 She added that there is no centralised mechanism to oversee the issue.
 Besides, there has to be a change in the public mindset as many believe corporal punishment is necessary for improvement of students.
 Sara Hossain observed several of the HC directives regarding inhuman torture of women -- in the name of punishment for social misconduct -- by issuing fatwa (religious edict) were not implemented properly. She, however, said the number of such incidents has decreased.
 Syeda Rizwana Hasan, executive director of BELA, pointed to the non-implementation of some HC directives on ship-breaking industries. Salma Ali, executive director of BNELA, talked about the poor implementation of HC direc-

tives regarding sexual harassment of women.
 Referring to the cases of corporal punishment and ship-breaking industry, Justice Md Imman Ali, a judge of the Appellate Division of the Supreme Court, said, "We have done our part. Unfortunately, the Supreme Court can only work within the periphery of the court itself... We have little to do after delivering the judgment. Then you, the lawyers, have to work."
 He said the lawyers involved in those cases have to oversee whether the court directives were implemented and if not, they can seek contempt proceedings against the authorities concerned and then the court can take action.
 Justice Imman Ali said directives regarding Bidi workers, stalking or sexual harassment of women and domestic workers were also not implemented.
 Eminent jurist Dr Kamal Hossain said for the last several years, many public interest litigations were filed but non-implementation of the directives is a "matter of concern."
 The lawyers should draw the court's attention to the issues and the court also has a responsibility to look into the matters so that its directives are implemented, he said.
 Dr Kamal stressed the need for public awareness about the directives and putting pressure on the authorities concerned through democratic process.
 Noted rights activist Sultana Kamal said that in the absence of a culture of accountability, directives remained unimplemented.
 He said directives on the ship-breaking industry are not implemented as interests of influential people are involved with the sector.
 Many directives related to saving the rivers surrounding Dhaka, clearing footpaths, tannery relocation from the capital, arbitrary arrest and detention by law enforcers under section 54 of CrPC remained unimplemented, lawyers told The Daily Star.
 The High Court has so far issued directives in around 500 public interest cases since the independence, but many of them were not properly implemented for different reasons including lack of government monitoring and shortage of resources, legal experts told this newspaper.
 Justice Nizamul Huq of Appellate Division of the SC, Jerome Sayre, team leader of Community Legal Services; SC lawyer Idrisur Rahman, Md Rafiquzzaman, governance adviser of DFID Bangladesh; Humayun Khalid, secretary of primary and mass education ministry, among others, addressed the programme.

বাংলাদেশ রেলওয়ে

সিআরবি, চট্টগ্রাম

নিয়োগ বিজ্ঞপ্তি নং-৫৪.০১.১৫০০.১০৬.০৩.০০১.১৬-০৬ তাং-০১-০৬-২০১৬ইং

নিয়োগ বিজ্ঞপ্তি

মহাপরিচালকের কার্যালয়, বাংলাদেশ রেলওয়ে, রেলভবন, ঢাকা ০২-০৫-২০১৬খ্রিঃ তারিখের পত্র নং-৫৪.০১.২৬০০.০০৬.১১.০০৮.১৫-১৫৮ মোতাবেক বাংলাদেশ রেলওয়েতে সরাসরি নিয়োগযোগ্য নিম্নে বর্ণিত পদে নিয়োগের জন্য প্রকৃত বাংলাদেশী নাগরিকদের নিচ থেকে নির্ধারিত ফরমে দরখাস্ত আহ্বান করা যাচ্ছেঃ-

| ক্র: নং | পদের নাম | পদের সংখ্যা | বেতন স্কেল (টাকা) | ১৪-৩০-১৬ইং তারিখের বয়স | শিক্ষাগত যোগ্যতা |
|---------|---------------|-------------|---------------------------------|-------------------------|------------------|
| ১। | ল্যাম্প ম্যান | ০২ | টাঃ ৮২৫০-২০,০১০/- (এনপিএস/২০১৫) | ১৮-৩০ বৎসর | অষ্টম শ্রেণি পাস |
| ২। | কুরিয়ার | ০৫ | টাঃ ৮২৫০-২০,০১০/- (এনপিএস/২০১৫) | ১৮-৩০ বৎসর | অষ্টম শ্রেণি পাস |

শর্তাবলীঃ

- ১। আবেদন ফরম, লিখিত ও মৌখিক পরীক্ষার প্রবেশপত্র বাংলাদেশ রেলওয়ের ওয়েবসাইট www.railway.gov.bd এ পাওয়া যাবে। উক্ত ওয়েবসাইটে হতে আবেদন ফরম এ-৪ সাইজের কাগজে ডাউনলোড করে সংগ্রহ করা যাবে।
- ২। সম্প্রতি তোলা ৩ (তিন) কপি পাসপোর্ট সাইজের সত্যায়িত ছবি আবেদনপত্র ও প্রবেশপত্রের নির্ধারিত স্থানে পেস্ট করে লাগাতে হবে।
- ৩। (ক) প্রার্থী বাহাইকালে বিদ্যমান বিধি-বিধান অনুসরণ করা হবে।
(খ) নিয়োগের ক্ষেত্রে সরকার নির্দেশিত কোটা অনুসরণ করা হবে।
- ৪। পরীক্ষার ফি বাবদ ৫০/- (পঞ্চাশ) টাকা কোড নং-১-৫১০১-০০০০-২০৩১ তে জমাদানের ড্রেজারি চালানের মূলকপি আবেদনপত্রের সাথে সংযুক্ত করতে হবে।
- ৫। মৌখিক পরীক্ষার পূর্বমান-৫০। ৫০% নম্বর পাস নম্বর হিসাবে বিবেচিত হবে।
- ৬। পরীক্ষায় অংশগ্রহণের জন্য প্রার্থীগণকে কোন প্রকার দৈনিক ভাতা অথবা যাতায়াত ভাতা দেয়া হবে না।
- ৭। আবেদনপত্র প্রেরণকালে খামের বাম দিকের উপরের অংশে পদের নাম ও প্রার্থীর জেলার নাম স্পষ্টভাবে লিখতে হবে। নিয়োগ সংক্রান্ত সকল তথ্য রেলওয়ের ওয়েবসাইটে প্রকাশ করা হবে।
- ৮। মুক্তিযোদ্ধা এবং শহীদ মুক্তিযোদ্ধার পুত্র-কন্যা/পুত্র-কন্যা এবং এতিম/শারীরিক প্রতিবন্ধীদের ক্ষেত্রে বয়সসীমা ৩২ বৎসর পর্যন্ত শিথিলযোগ্য। বয়সের ক্ষেত্রে কোন এফিডেভিট গ্রহণযোগ্য হবে না।
- ৯। সরকারি সংস্থা/আধা সরকারি সংস্থায় চাকুরীতে প্রার্থীর দরখাস্ত সংশ্লিষ্ট বিভাগের মাধ্যমে নির্ধারিত তারিখের মধ্যে দাখিল করতে হবে।
- ১০। ক্রটিপূর্ণ বা অসম্পূর্ণ আবেদন কোন কারণ দর্শানো ব্যতিরেকেই বাতিল বলে বিবেচিত হবে। আবেদনপত্রে ওভাররাইটিং কিংবা ফ্রাইড ব্যবহার করা যাবে না।
- ১১। আবেদনপত্র আগামী ১৪/০৭/২০১৬ইং তারিখ বিকাল ৫.০০ ঘটিকার মধ্যে "চীফ পার্সোনেল অফিসার/পূর্ব, বাংলাদেশ রেলওয়ে, সিআরবি, চট্টগ্রাম" এর দপ্তরে পৌঁছাতে হবে।
- ১২। পরীক্ষা রাজশাহী ও চট্টগ্রাম কেন্দ্রে অনুষ্ঠিত হবে।
- ১৩। বাংলাদেশ রেলওয়ে কর্তৃপক্ষ কোন কারণ দর্শানো ব্যতিরেকে এ নিয়োগ বিজ্ঞপ্তির কার্যক্রম বাতিল বা পদ সংখ্যা হ্রাস/বৃদ্ধি করার ক্ষমতা সংরক্ষণ করেন।
- ১৪। কোন তথ্য গোপন করে বা ভুল তথ্য প্রদান করে চাকুরীতে নিয়োগ প্রাপ্ত হলে এবং পরবর্তীতে যে কোন সময় তা প্রমাণিত হলে সংশ্লিষ্ট প্রার্থীর নিয়োগাদেশ বাতিল করা হবে এবং তার বিরুদ্ধে আইনানুগ ব্যবস্থা গ্রহণ করা হবে।
- ১৫। মৌখিক পরীক্ষার সময় সংশ্লিষ্ট সকল সনদের (যেমন-শিক্ষাগত যোগ্যতা, জাতীয়তা, জাতীয় পরিচয়পত্র/ভোটার আইডি কার্ড, প্রথম শ্রেণির গেজেটেড কর্মকর্তা কর্তৃক প্রদত্ত চারিত্রিক সনদ, মুক্তিযোদ্ধা এবং মুক্তিযোদ্ধা/শহীদ মুক্তিযোদ্ধার পুত্র-কন্যা/পুত্র-কন্যা, রেলওয়ে পোষা অবর্তমানে নির্ভরশীল ভাতা-ভগ্নী, এতিমখানা নিবাসী, শারীরিক প্রতিবন্ধী, ক্ষুদ্র-মু-গোষ্ঠী, আনসার ডিভিউ, বিশেষ যোগ্যতা ইত্যাদির সনদ সরকার নির্দেশ অনুযায়ী উপযুক্ত কর্তৃপক্ষ কর্তৃক স্বাক্ষরিত) মূলকপি দেখাতে হবে এবং সকল সনদের ১ (এক) সেট সত্যায়িত ফটোকপি জমা দিতে হবে। মুক্তিযোদ্ধা/শহীদ মুক্তিযোদ্ধার পুত্র-কন্যা/পুত্র-কন্যার ক্ষেত্রে আবেদনকারী যে মুক্তিযোদ্ধা/শহীদ মুক্তিযোদ্ধার পুত্র-কন্যা পুত্র-কন্যা এই মর্মে সংশ্লিষ্ট ইউনিয়ন পরিষদের চেয়ারম্যান/সিটি কর্পোরেশন এর ওয়ার্ড কাউন্সিলর ও পৌরসভা মেয়র/কাউন্সিলর কর্তৃক প্রদত্ত স্যাটিফিকেট সংযুক্ত করতে হবে। পোষা সনদের ক্ষেত্রে স্থায়ী পদে কর্মকর্তা/কর্মচারীর চাকুরীকাল ন্যূনতম ১৫ বছর হতে হবে এবং অন্য কোন পোষা রেলওয়েতে কর্মরত থাকলে তার পূর্ণাঙ্গ বিবরণ সংযুক্ত করতে হবে।
- ১৬। ডাক টিকেটসহ আবেদনকারীর ঠিকানা লেখা দুইটি খাম আবেদনের সাথে দাখিল করতে হবে।

অজয় কুমার পোদ্দার
এস(১৬)(১৮৩)
জিডি-১২১৩

চীফ পার্সোনেল অফিসার/পূর্ব
বাংলাদেশ রেলওয়ে, চট্টগ্রাম