

Cattle farmers

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The farmers also alleged a syndicate of unscrupulous people and cattle smugglers is active in Dahagram.

When the union parishad authorities refuse to issue tokens, racket members buy cattle from helpless farmers at a much lower price and take those to markets in Bangladesh territory and sell at higher prices, they said.

"Tokens are issued secretly. We demand that the list of people who get tokens be made public every week," said Amir.

Contacted, Habibur Rahman, chairman of Dahagram Union Parishad, refuted the allegations.

"The tokens are issued in a transparent manner. However, the demand for tokens is high. We receive some 200 to 250 applications every week, but we are able to issue only 60," he said.

"As many people cannot be issued tokens, they become angry, and are hence making these false allegations," Habibur added.

"If anyone wants to see the list of issued tokens weekly, they can come to my office," he added.

Contacted, Patgram Upazila Nirbahi Officer Md Nurul Islam said he had already warned Dahagram UP chairman not to issue tokens to non-farmers.

"I will soon take steps to ensure weekly publication of the list," he added.

New classification

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But numerous bridges and other structures have been constructed over the waterways obstructing navigation of bigger vessels later on, according to BIWTA officials.

Subsequently in 2010, the government published rules for control of construction of installations along the bank and foreshore of inland waterways.

The government made the BIWTA clearance mandatory before construction of installations over rivers, they said.

As per the 2010 rules, vertical and horizontal limits for class I rivers would be 18.3 metres and 76.22 metres respectively.

For class II, the limits would be 12.2m and 76.22m; for class III, the vertical and horizontal limits are 7.62m and 30.48m respectively; and for class IV, the limits would be 5m and 20m, shows document.

And yet, agencies,

especially while building small bridges, did not take the BIWTA's clearance, further obstructing the river navigability, they added.

Then in 2018, the BIWTA revised the rules incorporating 5,968km river under 95 routes.

Besides, the planning commission made BIWTA's clearance mandatory for getting approval for projects for building bridges and such structures, they said.

Still, low-height bridges were being constructed over the river routes that had not been classified and the BIWTA took up this project to bring more rivers under classification, they added.

The findings of the study were shared by officials of the BIWTA and the IWM yesterday at a workshop at the capital's Institution of Engineers, Bangladesh.

Data from the last 25 years of 442 water-level stations from four different organisations including BIWTA and Bangladesh

Water Development Board were considered to determine the SHWL and the SLWL.

As per the study, the SHWL is the water level that is exceeded 2 percent of the time and the SLWL is the water level that is exceeded 95 percent of the time over a considerable period.

The inland waterways would be classified into six classes instead of the existing four classes considering the least available depth, the importance of the waterway, the traffic intensity and the level of dependency on the route.

The six categories would be Class S (specialised), class I, II, III, IV and V.

The vertical and horizontal limits for class S river would be 20m and 100m respectively; while 18.5m and 100m for class I; 12.5m and 75m for class II and 8m and 35m for class III, 5m and 25m for class IV and 3.5m and 20m for class V, shows document.

Only three routes will fall under class S, while 41 will be under class I, 46 under class II, 112 under class III, 109 under class IV and 56 under class V, it shows.

In their recommendations, the officials said rules to control the construction of installations in or over the waterways shall be implemented strictly; routes, SHWL and SLWL should be reviewed and updated regularly.

Officials of the Roads and Highways Department, the Bangladesh Railway and the Local Government Engineering Department (LGED), however, criticised some observations and opinions mentioned in the study.

They said the classification of some of the rivers should be changed, for say, both Jamuna and Turag. They have very contrasting scenarios and yet remain enlisted in the same class II category.

They said vertical

and horizontal limits for class S river would be 20m and 100m respectively; while 18.5m and 100m for class I; 12.5m and 75m for class II and 8m and 35m for class III, 5m and 25m for class IV and 3.5m and 20m for class V, shows document.

Petrobangla eyes 100 more gas wells

FROM PAGE 2

finalised the Product Sharing Contract (PSC) in September last year for offshore exploration.

Farid Uddin, former general manager of Petrobangla, said the company should set a priority regarding drilling projects.

"We should go for Chattogram Hill Tracts first as the area has

high potential [in gas production]...India has drilled hundreds of wells in Tripura and found gas."

In 2011, a government report read that there were possibilities of increasing 400-800 mmcfd gas by overhauling existing gas wells, but no initiatives were taken in this regard, said Maqbul E Elahi Chowdhury, former member

of Bangladesh Energy Regulatory Commission.

Honorary Prof at Dhaka University's geology department Badrul Imam emphasised on a "third party evaluation" of every project's prospect and on technical auditing for successful drilling.

Nasrul Hamid, state minister for power, energy and mineral resources, said

the country needs gas and the Petrobangla will be given targets to drill wells.

"The result will talk. If you [officials] fail, you will be removed. Nobody will be spared and no persuasion will be accepted against any failure."

Petrobangla Chairman Zanendra Nath Sarker presided over the programme.

BCL factional clash leaves 15 hurt in CU

STAFF CORRESPONDENT, Ctg

At least 15 people were injured as two factions of Chittagong University Chhatra League clashed on the campus over a trivial matter yesterday.

The clash took place in front of the Suhrawardy dormitory between shuttle train compartment-based BCL factions "Sixty-Nine" and "Bijoy Group", said BCL insiders.

The supporters of Sixty-Nine introduced themselves as followers of former Chattogram City Corporation Mayor AJM Nasir Uddin's while the other group as Education Minister Chowdhury Mohibul Hassan's followers.

Campus sources said previous enmity following a dispute over changing group of a BCL activist led to the clash.

The groups locked into a chase and counter-chase throwing brickbats. Later, proctorial body and police brought the situation under control.

Proctor Nurul Azim Sikdar said, "We will take action in this regard."

CU Medical Center's In Charge Mohammed Abu Tayeb said, "Fifteen Chhatra League activists were given primary treatment."

ARSON ON TRAINS

Railway endured loss of over Tk 9cr: minister

STAFF CORRESPONDENT

Railways Minister Zillul Hakim yesterday in parliament said the estimated financial loss of the railways due to arson attacks by BNP-Jamaat ahead of the 12th general elections was over Tk 9 crore.

The minister said this while responding to a question from Awami League MP Morshed Alam.

"Before the 12th national polls, BNP, Jamaat, and their allies carried out arson attacks on trains. The estimated financial loss of the railway is Tk 9.28 crore," he said.

Meanwhile, Minister for Textiles and Jute Jahangir Kabir Nanak told parliament that approval has been given to put 16 BTMC textile mills under Public Private Partnership (PPP) out of 25.

DEATH ANNIVERSARY

رَبِّ ارْزَهُمَا كَرِيَانِي صَغِيرًا

Today is the 47th death anniversary of Khan Bahadur Mujibur Rahman.

All his relatives, well-wishers and acquaintances are requested to pray for the eternal peace of his soul.

'Alor Iskul' brings

FROM PAGE 3

school materials for free," said Shamsul Islam, assistant commissioner of Shyampur Zone.

Initially, the school operated with nine students, one teacher, and a single room.

Today, it has four classrooms, a washroom, an office room, and a faculty of five teachers, he said.

Amanur Dewan, a rickshaw puller, shared his struggle to educate his daughter before discovering the school.

"I wanted to educate my daughter and tried to get her to a school in the Faridabad area. But they charged Tk 300 to Tk 350 monthly. So I had to stop it as I was unable to afford the amount," he said.

"Now my daughter receives education for free," he said.

Atikur Rahman, owner of a scrap factory, highlighted their collaboration with the police to support the school financially.

"We provide a subscription fee based on our capacity, ranging from

Misappropriation of govt land?

FROM PAGE 5

officer of CCC, expressed shock at the developments when this correspondent reached out to him for comments.

"As the city corporation does not own the land, I declined to sign an agreement with the company in October. I wonder how they are constructing structures despite this," he said.

"Perhaps they have gotten verbal permission from the mayor. I will talk to the mayor about it," he said.

Even the CCC's engineering department did not know anything.

Contacted, Abu Siddique, superintendent engineer (civil) of CCC, said, "We don't know anything about the project. The mayor's personal secretary Abul Hashem may know what's going on."

Hashem could not be reached for comment.

Meanwhile, CDA is the statutory body that permits the construction of establishments in the port city.

"CCC officials neither informed us nor sought any permission," said Hasan

Bin Shams, chief engineer of CDA. "I think something fishy is going on. We will send the city corporation a letter," he added.

The Public Works Department owns the land under what used to be the Panchlaish Residential Area project. It was handed over to CCC in 1988 for maintenance and future road expansion, said Rahul Guha, executive engineer of PWD, Chattogram.

Subhash Barua, vice president of Forum for Planned Chattogram and a town planner, said constructing structures on the land earmarked for potential road expansion is impractical and problematic, suggesting that the proposed gymnasium and kids' zone may merely be a façade for another commercial project in an unsuitable location beside a busy road.

Regarding CDA's permission, he said the city corporation has never taken permission from the CDA to construct establishments.

"We do not need permission," the mayor said.

When asked why his colleagues were kept in the dark, he said the engineering and town planning departments of CCC knew about the project.

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D-04

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Dated : 15/02/2024

e-Tender Notice

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Sl. No.	e-Tender ID No.	Package No.	Description of Work	Last Date & Time of Selling Tender Document	Tender Closing date & Time

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