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*A Quarterly on Activities of
Roads and Highways Department*

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RHD NEWSLETTER

Road Maintenance to Receive Increased Fund

Finance and Communication Ministers pledge commitment to provide additional funds for road maintenance. The commitment came from Mr. M. Saifur Rahman MP and Barrister Nazmul Huda MP while they were attending a seminar on Alternative Funding Options for Road Maintenance at the Bangladesh-China Friendship Conference Centre in Dhaka on 26 January 2003. Secretary, Ministry of Communication Syed Rezaul Hayat was present in the seminar. Delegates from Ministries of Finance, Communication, Local Govt. and the Planning Commission were represented. Senior officials from the World Bank, ADB, DFID and the Danish Embassy also attended.

Many billions of dollars have been invested in the road network of Bangladesh over the past 30 years and roads now account for over 70 percent of both passenger and freight movements. In recent years, the rapid expansion of the network has far outstripped the nation's ability to fund adequate maintenance. The resulting poor condition of the road network is causing economic losses to Bangladesh of nearly 500 million dollars a year, yet current annual spending on maintenance is less than 60 million dollars.

The ministers heard presentations from the Chief Engineer of Roads and Highways Department outlining the challenges faced by the RHD and other



road agencies; and from an international expert on Road Fund Dr. Richard Robinson, on how other countries have addressed the problem of perennial under-funding. The alternative means of financing road maintenance were discussed in the seminar where the creation of a special Road Fund as an option was emphasized.

It was disclosed in the seminar that the Road Fund which has proved very successful in other countries is funded

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Project for Backlog Maintenance

RHD has submitted a Project Concept Paper (PCP) to the Planning Commission justifying money for clearing a maintenance backlog accumulated so far. According to an estimate from HDM model, the maintenance backlog amounting Taka 2000 crore is being increased every year due to the scarcity of maintenance fund placed against its roads and bridges from revenue budgets.

Sources say that, the RHD has an estimated assets of Tk. 44,000 crore

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Road Maintenance

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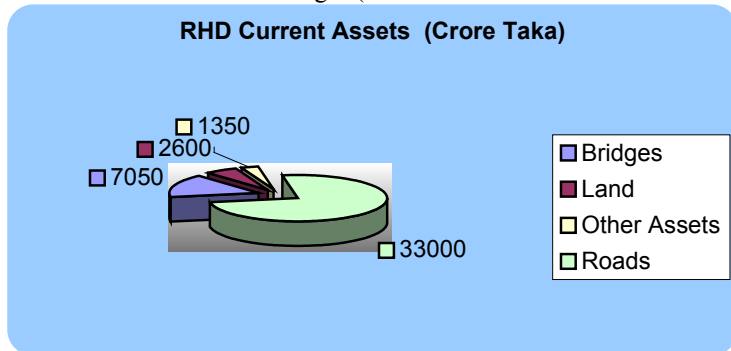
by a charge levied on road users based on the wear and tear they impose on roads. The creation of a Road Fund is already foreseen in the GoB National Strategy for Economic Growth and Poverty Reduction and the National Land Transport Policy.

The Minister of Finance and Planning stated that he intended to increase the current expenditure on road maintenance and the Minister of Communication re-emphasized the commitment of his Ministry to provide timely and adequate maintenance fund. The ministers agreed that work should immediately begin to develop a sustainable means of funding road maintenance as proposed, under a specially constituted high-level Steering Committee. The seminar decided that the committee would carry out extensive public consultation with road users and other stakeholders in the road sector and investigate implementation arrangements most suitable for Bangladesh. Donors represented at the seminar agreed in principle to support these activities. Sources opined that the design process for the Road Fund is expected to take at least one year.

Backlog Maintenance

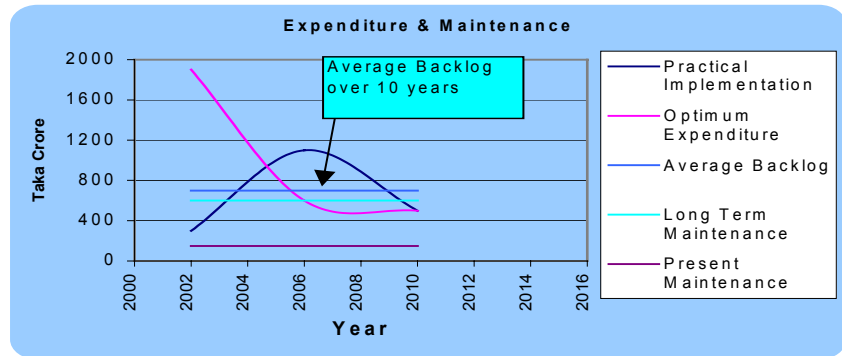
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(USD 7.4 billion) comprised mostly of the value of its roads and bridges (about



92%). The others are land and buildings (around 6%), ferry & equipment (about

climate. Even if such a commitment were made, it would be subject to



2%). It may be mentioned here that, the RHD has a road network of about

21,000 km with approximately 10,000 bridges and culverts being in the network.

The RHD has estimated that Tk. 700 crore per annum needs to be spent to preserve the network it manages. Of this total, Tk. 500 crore is for annual periodic & routine maintenance and an additional Tk. 200 crore to remove the backlog of maintenance works deferred from previous years. It would take at least 10 years to remove the backlog at this rate of expenditure.

Against this, annual allocations for maintenance have been of the order of only Tk. 220 crore. This mainly comes from the revenue budget, though some funds allocated to the development projects have in fact been spent on maintenance work.

The current volume of investment is in severe danger of being wasted unless a more rational approach to development is adopted. Experts say that increases in allocation from the revenue budget are unlikely in the present economic

change from one year to the next and would not address the long term needs of the road sector. The situation could be alleviated somewhat in the short to medium term if maintenance were included as a project in the Annual Development Programme. Maintenance is an investment in asset value, and there is a case for bringing it – particularly the maintenance backlog – under the mantle of ADP where more control and discipline can be applied to the allocation and spending of funds.

Even if the government goes for the creation of a Road Fund as a long term solution of the problem, as has been indicated in the seminar on Alternative Funding Options for Road Maintenance held in the Bangladesh-China International Conference Centre on 26 January 2003, it would be necessary to clear the backlog before the introduction of the system on fee-for-use basis.

Therefore, as a short term solution to halt the drain of resources and to break the unsustainable cycle of construct-deteriorate-rehabilitate, the RHD has submitted to the government this PCP on Effective Asset Management of RHD Road Network to include in the ADP as a development project. This Project of Tk. 2000 crore is expected to be approved for inclusion in the next fiscal.

KFAED to Finance Three Bridges

Kuwait Fund for Arab Economic Development has committed to finance the construction of three bridges of RHD. The recent visit of a high power delegation from Kuwait in December last has confirmed that KFAED would fund the construction of the third Buriganga bridge at Bashila, second Shitalakhya bridge at Demra and Teesta bridge in Kurigram. A memorandum of understanding is expected to be signed in this regard in the 1st quarter of 2003.

The proposed 3rd Buriganga bridge (708 meter) at Bashila would be in the link road proposed by DMDP Integrated Transport Network Study and is expected to facilitate expansion of Dhaka city on the south-western part of the Buriganga. It would also provide an alternative outlet to Dhaka-Mawa road in southern direction and to Dhaka-Aricha highway in the western direction. The 2nd Shitalakhya bridge (1072 meter) at Demra is expected to help diverting traffic from & to north-western and north-eastern part of the country. The 836 meter proposed Teesta bridge is located on the 31st kilometer of Rangpur-Kurigram Highway and is expected to help expansion of land trade with India, Nepal and Bhutan.

Earlier, feasibility studies were conducted for the Muktarpur bridge, 3rd Buriganga bridge and 2nd Shitalakhya bridge under KFAED assistance during January 2000 to January 2001 with an expectation that KFAED would assist in the construction of these 3 bridges. But with Chinese assistance available, GoB took up the construction work of the Muktarpur bridge, and instead, requested KFAED to include in their programme the construction of Teesta bridge whose feasibility study was conducted by GoB.



Project for Wider Bridges

The RHD road network would soon be experiencing reconstruction work of good number of narrow bridges and culverts in the western part of Bangladesh. According to sources, UK Department for International Development (DFID) has agreed to fund this Bridge Replacement Project (BRP) to reconstruct 36 small-to-medium span bridges located on national and regional highways in Rangpur, Rajshahi & Barisal Zones of RHD. A memorandum of understanding was signed between GoB and DFID in this regard.

The pre-construction phase of the project is on its way of completion and mobilization will be started soon. This 563 million Taka project is scheduled for completion by mid 2005.

Though it was originally conceived as a component of IDA funded RRM-3 project, due to its individuality as a bridge project and involvement of UK government with RHD bridges, DFID eventually took up the project. In late '80s and early '90s Overseas Development Administration of UK was involved in the construction of 25 bridges under ODA Bridging Project and in the improvement & maintenance of several bridges under BIM Projects.

One of the unique features of this project is that, apart from construction of bridges the project aims at strengthening the capability of RHD in

procurement of services from private sector for design, construction and maintenance of bridges including the production of standardized procedure and documentation. This project is expected to address traffic congestion and road safety on the national and regional highways of the western part of the country.

Grouting for Increased Bearing Capacity of Pile

Settlement of pile under load has always been a major challenge for engineers in bridge construction. An unusual settlement of a test pile was experienced during a pile-loading test in the Rupsa Bridge Project.

It all began, when the test pile no.2 beside the pier of the main bridge recorded unusual penetration, disproving consultant's estimates used for design consideration. Consequently, the loading was suspended and the causes were investigated. Both Bureau of Research, Testing and Consultation of BUET and foreign experts were engaged to find a solution to the problem. As a countermeasure, the use of skin grout around the pile-shaft and toe grout below the pile-tip showed a significant improvement in the load bearing capacity of the pile. The occurrence of unusual settlement impeded the progress of the work. The use of grout is a very costly measure and would definitely increase the cost of construction. Whether any other measure suitable to prevent the unusual settlement is available could not be known immediately.

This Japan assisted Rupsa Bridge Construction Project is being constructed by Japanese contractor and consultants, and is scheduled to be completed in December 2004.



Seminar on Technical Know-how Transfer

Modern technological know-how and developed management methods can help engineers in building better road infrastructure. This was reiterated by the hon'able Minister for Communication Barister Nazmul Huda, MP while he was inaugurating a seminar on Construction Industry Know-how Transfer on 18 Feb 2003. Jointly organised by the Ministry of Communication, Bangladesh and Ministry of Land, Infrastructure and Transport of Japan, the seminar was also attended by the Secretary, MoC Syed Rezaul Hayat, the Minister of Embassy of Japan in Bangladesh Mr. Tetsuo Yamashita and the Chief Engineer, RHD Mr. Sk. Rabiul Islam.

Highlighting Japan's contribution as a development partner of Bangladesh the hon'ble minister highly praised Japan's effort in disseminating modern technological developments to Bangladesh and sought further cooperation from Japan particularly in road infrastructure development.

In total 7 papers – 4 by Japanese experts and 3 by Bangladeshi experts -- were presented in the day-long seminar which was represented by the engineers from RHD, LGED, and different consulting firms of the country. Holding of this type of seminar on know-how transfer was initiated by Japan in 1995 and since then it has been going round the countries in Asia, East Europe, Latin America and Africa every year by turn.

Seminars held in RHD

A seminar to appraise the KFAED mission on financing the construction of three bridges was held on 12 December 2002.

Additional Chief Engr., Technical Services Mr. Abed Uddin Ahmed presented the salient features of the 3rd Buriganga, 2nd Shitalakhya & Teesta bridge. The Chief Engineer, Mr. Fazlul Haque also addressed the session which was attended by the delegates from KFAED and senior officers from RHD.

A brief appraisal session for the visiting DFID team was held in HDM seminar room on 27 January 2003. The session mainly focused on the institutional development activities in RHD covering HDM, Financial Management System, Computer Networking & database

and MIS. Mr. Jalaluddin Al-Quaderi, Executive Engineer, HDM, Mr. Bill Hodgkinson, Program Director IDC and Mr. Muslim Choudhury, Financial Specialist of IDC presented papers in the session which was attended by senior RHD officials, IDC consultants and representatives from DFID.

A seminar on cost effective pavement was held in HDM Circle on 23 February 2003. The seminar was organized by the RHD Engineers' Association and Mr. Shafiqul Alam an Assistant Engineer of the Department presented the keynote paper. In the seminar he recommended for road base a cheaper but robust combination of materials which was revealed during his research works for the fulfillment of M Phil degree under the University of Birmingham. Presided over by the President of the Samity Engr. Md. Afzal Hossain, the seminar was also attended by the Chief Engineer Mr. Sk. Rabiul Islam.

Technology Transfer Centre Established

PIARC Technology Transfer Centre--Bangladesh has recently been established in the IEB premises. Situated in the 1st floor of IEB auditorium building this Centre was formally opened on 3 February 2003 by the Chief Engr., RHD Mr. Md. Fazlul Haque--the First Delegate of PIARC in Bangladesh. The function was also attended by the President IEB Engr. Qumrul Islam Siddique PEng, the ICE Representative in Bangladesh Mr. I A Khan, Programme Director IDC Mr. Bill Hodgkinson, and TTC Manager Mr. Mohammed Abdul Quadir amongst others.

Since it was founded in 1909, the World Road Association (PIARC)

has led the world as a unique international forum in the road and transport sector. PIARC has been contributing to the enhancement of a better global road community through the establishment of TTCs in developing countries & economies in transition (DCs/EITs). TTC in Bangladesh is an outcome of similar efforts by PIARC and is expected to coordinate internationally with DCs/EITs and internally between stakeholders to enhance the dissemination of road related technical information.



Environment and RHD

The RHD is now enforcing the implementation of environmental criteria for every road project conceived to meet the requirement of Department of Environment and to ensure an improvement in the overall quality of life for the people of Bangladesh. This is being done through initial environmental evaluation – IEE and environmental impact assessment – EIA. Recently the IDC3 consultants have prepared draft guidelines. The guidance has been developed in close consultation with other government departments, notably DoE and the major development agencies including the World Bank, the Asian Development Bank and the Department for International Development of UK. It is considered that the draft guidelines prepared are compatible with the requirements of these organizations for environmental assessment and management. While preparing the guidelines, note has also been taken of the existing guidance and handbooks that have been prepared by other organizations concerned with the road sector in Bangladesh e.g., LGED, CARE Bangladesh, DCC & WDB.

Donor agencies like the WB and the ADB have been enforcing environmental criteria in their projects and were pursuing this issue for immediate implementation in other projects. The GoB well aware of the potential adverse consequences of road construction recognized the need to develop roads and highways in a sustainable manner.

That a wide range of activities of the RHD has potential to cause

environmental harm has led to the formulation of environmental guidelines for the RHD. The activities of RHD that pose potential threat to the environment encompass every sphere of a road life cycle and include planning and design (i.e., pre-construction) phase, construction phase, and operation & maintenance phase. Main threatening activities in the pre-construction phase are: choice of road alignment, bridge or



ferry-ghat location through an environmentally sensitive area, uncertainty of local people over land acquisition, and embankments affecting water flow & navigation. In the construction phase, major environmental threats come from loss of roadside trees, air pollution from brick fields & hot-mix plants, erosion & sedimentation from embankments and cuttings, and delays to traffic during construction. In the operation & maintenance phase, the threats come from air pollution due to the exhausts from the motorized transports, and traffic noise. According to the guidelines, there is a range of mechanisms or techniques used to manage environmental impacts and

these can be used as appropriate to cover all of the activities of RHD.

The approach that is taken to minimize adverse impacts is called mitigation and the way this is done is through the application of mitigation measures. There are number of ways in which mitigation measures can reduce the negative impact of a project. These range from fundamental design or route

change through to compensation of affected persons. But in all instances, there is a preferred order or hierarchy for addressing the potentially negative impacts e.g., firstly, in the form of avoidance or prevention (say, cancellation of a scheme or project, or changes in the design or construction method), if that is not possible then, minimization and/or alleviation (say, planting of trees or safety barriers), and lastly, enhancement (say, introduction of pedestrian refuge in the middle of the road passing through the

village, as the case may be). The draft National Land Transport policy of 2002 sets out the strategic policy framework for the activities of RHD. It identifies the need for Bangladesh to develop a sustainable environment and acknowledges the environmental disadvantages of road development.

Good environmental management can help to avoid or significantly reduce adverse impacts of road infrastructure development. The concept of environmental management recognizes that human actions damage the environment but seeks mechanisms to manage or control these negative impacts within acceptable or sustainable limits.

Four Return having Completed Masters Overseas

Four Assistant Engineers of the Department have recently returned from overseas. Mr. Shafiqul Alam, Mr. Mahbubl Alam, and Mr. Syed Moinul Hasan all went to the UK and Mr. Md. Nazmus Sadat went to Australia. All four went for higher level studies, paid for by direct DFID assistance facilitated by the British Council and planned & programmed by IDC-3. The following texts are extracts from the dissertation of 3 of these 4 returned engineers.

Cheaper materials for road base suggested:

Use of cement stabilised brick aggregate-sand-soil mix as road base material gives satisfactory results in pavement construction. This was revealed by Mr. Md. Shafiqul Alam, Assistant Engineer, Road Research Laboratory during his research work as a part of fulfilment of M Phil degree in the University of Birmingham recently. He believes that, being a cheaper and stronger technique the implementation of his findings could start a new phase in pavement construction.

The research suggests that, in contrast to current practice of using mixes of low grade brick aggregate and fine sand, an addition of some amount of soil and small percentage of cement would give substantial strength in the road base in terms of CBR value. The presence of montmorillonite mineral in the locally available clay contributes towards that strength. An assessment by the researcher indicated that the newly proposed mix is cheaper than RHD standard stone-aggregate road base mix.

In another finding during his research work, Mr. Shafiq opined that an open graded drainage layer between the surface and road base facilitates faster drainage of surface intrusions thereby helping serviceability and longevity of the road pavement. Most of the pavements in Bangladesh are made of weak brick aggregates that deteriorate rapidly due to trapped moisture not finding adequate drainage. He argued that this intermediate drainage layer would help draining out the entrapped water through the edges of the road.

Road Deterioration Model Calibrated:

The Road Deterioration model of HDM-4 has been calibrated to meet the local Bangladeshi condition and environment. The series of studies required for this purpose were conducted by Mr. Mahbubul Alam Khan, Assistant Engineer, Road Research Laboratory during his M Phil course in the University of Birmingham. It is expected that his findings would help the HDM model to predict the performance of pavement with increased degree of reliability that is essential to determine representative life cycle of the pavement in Bangladesh. The findings of Mr. Mahbub have also been validated for existing climate and traffic conditions of Bangladesh. The HDM model in Bangladesh is now using the road deterioration values as suggested by the consultants on the basis of their experience. Mr. Mahbub has been posted to HDM circle after his return from Birmingham.

The 4th version of the Highway Development and Management (HDM4) model has essentially two sub-models: Road Deterioration Work-effects model and Road User Effects model. Mr. Mahbub calibrated RDWE model considering the common types of road defects of Bangladesh such as cracking, ravelling, potholing, edge-breaking, rutting and roughness progression. He finds out different sets of calibration factors for Asphalt mix on Granular Base and Surface treatment on Granular Base types pavement and also suggests two sets of calibration adjustment factors for them separately. These maintenance treatments e.g., manual seal, surface treatment and overlay have also been calibrated by the researcher to accurately reflect the after work-effects of the treatment.

Real-Time Communication:

Switched Ethernet Networks can also be used for real time communications. This was the outcome of the thesis of Mr. Syed Moinul Hasan, Asstt. Engr., HDM circle. He has recently completed M Sc. on IT Networking Systems from the University of Derby.

Over the past few years there has been growing interest among IT users to integrate voice, video and data over communication networks. Voice and video data in particular, are distinguished from other data (e.g., email, text files) because of their time constrained nature. These are to be delivered to the receiver end within a time interval else they become useless. When words arrive delay at either end during a telephonic conversation the necessity of real time communication can be realized. So audio and video data require real-time communication.

RHD uses Switched Ethernet technology in its local area network. Though technically it was not suitable for time constrained communication recent advancements in Switched Ethernet technology now allow users to communicate in a real time environment. As audio and video data are given priority over other data so they are treated specially by the Switch in an Ethernet network.

Mr. Moinul's work may play an important role in implementing voice mail in RHD. Moreover, video conferencing could be done in future between RHD HQ and field offices if the access layer technology is equipped with Switched Ethernet. Even GIS applications might become easily downloadable using this enhanced implementation outline.

Using MIS in RHD

User participation in the evaluation of information system of RHD has become the main concern. That the process of developing a system should include its analysis and understanding users requirement was missing. Capturing users requirement and then building the system & testing its performance with its users can be defined as evaluation.

No doubt, Management Information Systems (MIS) are aimed at assisting in decision making. They provide accurate, reliable and valid information whenever such information is needed. In recent years RHD has been able to develop its own MIS under the guidance of IDC 3 consultants. Although a complete MIS is in the process of being made, some useful information can be extracted from those systems already developed.

Now it is the time for RHD to evaluate the developed MIS. One might ask what can s/he do as a user? Interestingly, it is the responsibility of the end user to help the system developers make a *usable* system. Users have to play an important role in shaping their own information system. For example, one may want to know the current place of posting of his colleague. Or an administrator might be interested to get the list of officers posted to a place for more than three years. To that end one might consult the telephone directory or might ask a friend or check with the administration. But a common problem with all these efforts is the fear of wrong information. In contrast, MIS can offer users a reliable information service. The MIS developed in the RHD can provide with this kind of information quite rapidly and accurately. The user has to state clearly what s/he wants as an output. So the interaction between the user and the system is important.

MIS in RHD has the potential to provide information on personnel, organization, publications and floated tenders. Moreover, databases on road and bridge maintenance are the other two important parts of RHD MIS. Its features can be used for general purpose works and special purpose works. Both Intranet and Internet versions of MIS databases are now in use. As a general purpose, a user accessing RHD web server,

over the Internet with any web browser (e.g., Internet Explorer or NetScape Navigator) can view the Internet version of the databases. Personnel and organization databases are updated regularly and so the information extracted from these are recent and reliable. Tender database also provides information on recent tenders. RMMS has always been an integral part for the operation of HDM (Highway Development and Management) model. Although RHD developed this special purpose Road Maintenance Management System, with the help of RHD MIS the RMMS can now provide road network information to a wider audience. In the near future GIS maps will be dynamic in nature i.e., RMMS and GIS will be inter-linked, and any update in RMMS will be reflected in GIS maps.

Currently IDC3 consultants are managing the RHD MIS activities, but RHD shall have to take over its charge. Now having a new MIS circle in place, the RHD has to plan and organize personnel and functions of MIS circle such that it plays the pioneering role for the sustainability of information systems in RHD. Participation of both developers and users of the systems, however, needs to be ensured.



New RHD Building

A new office building in the headquarters premises of RHD is going to be constructed very soon. The hon'ble Minister for Communication Barister Nazmul Huda, MP unveiled the plaque of the memorandum ceremoniously on 3 February 2003 at the Sarak Bhaban. The function was attended by the hon'ble State Minister of Communication Mr. Salahuddin Ahmed, MP, Secretary Ministry of Communication Syed Rezaul Hayat and the Chief Engineer of RHD Mr. Md. Fazlul Haque amongst others.

Shortage of office space in headquarter buildings of RHD is long being felt. This has significantly been increased due to concentration of planning posts back to headquarters through recent reorganisation processes. Moreover bigger projects supported by the World Bank and the Asian Development Bank ask from the RHD for the provision of the office space for their consultants. Hence the construction of the D Block was planned anticipating contribution from different foreign aided projects. Accordingly, the Road Maintenance and Improvement Project financed by ADB is going to construct the first half of the proposed eight-storied building with floors for car parking facilities. The original Sarak Bhaban had only two blocks and was opened for use in 1979, and later Block C was added to it in 1998-2002 period.



New Chief Engineer for RHD

Mr. Sk. Rabiul Islam takes over as the Chief Engineer of the Roads and Highways Department on 4 February 2003. He replaced Mr. Md. Fazlul Haque who went to retirement on the same day.

After graduated from Rajshahi Engineering College, Sk. Rabiul Islam joined the Department on 14 October 1969 as an Assistant Engineer.

Throughout most of his service life, he served in the planning and design units of the Department and established himself as a reputed bridge designer. He became the Additional Chief Engineer in 2000 and served in the Khulna zone and in the network management unit of RHD. Prior to his joining as the Chief Engineer of RHD, he was the Chief Engineer of Jamuna Multi-purpose Bridge Authority since May 2002.

Mr. Sk. Rabiul Islam sought cooperation from everybody of the Department while he was speaking in a reception organized by the administration and attended by all sections of officers and employees of the Department. The function also accorded reception to the newly appointed Chief Engineer of JMBA Mr. Muhammad Shjahan and farewell to the outgoing Chief Engineer of RHD Mr. Md. Fazlul Haque. Held in the Seminar room in Block C of Sarak Bhaban, the function was also attended by the

hon'ble State Minister for Communication, Mr. Salahuddin Ahmed MP and the Secretary of MoC Syed Rezaul Hayat.

Four RHD Engineers Conferred PEng.

Mr. Khonakar Azadur Rahman and Mr. Adam Ali Ghazi, the Additional Chief Engineers of Roads and Highways Department have recently been conferred the degree of Professional Engineering, PEng as they achieved the standards established by Bangladesh Professional Engineers Registration Board (BPERB). They join the list of two others of RHD who received the PEng degree earlier in the very first batch. They are Engr. Zia Hasan Ibn Ahamed, SDE, Workshop Sub-Division, Dhaka and Engr. Md. Maasud Ali, Senior Assistant Director (Mech), RHDTC.

The BPERB was established in 2001 to develop the engineering profession in Bangladesh and to establish and maintain a high standard of professional competence within the engineering profession. The board establishes the standards to be achieved by engineers wishing to be registered as Professional Engineers and assesses applicants for registration against these standards, through rigorous oral and written examinations.

RHD officers Appointed as DS

Three officers of RHD have been appointed as Deputy Secretaries to the government and have been posted to the Ministry of Establishment as officers on special duty. The officers are Mr. Tajul Islam Chowdhury, Project Manager, Road Maintenance and Improvement Project, Chittagong, Mr. Jalaluddin Al-Quaderi, Executive Engineer, HDM

Operation Division, Dhaka, and Mr. Mohammad Abdul Quadir, Sub-Divisional Engineer, Routine Maintenance Sub-division, Dhaka. They form a part of 493 officers who have been promoted as DS on 10 February 2003.

Though provisions were there, it is after a long gap that officers from BCS (Roads & Highways) cadre are joining as DS. Earlier Mr. Atiur Rahman, an Executive Engineer of RHD availed this opportunity in early '80s. It may be mentioned here that, officers having 10 years' service in the cadre with 5years' experience as SDE are eligible to apply for the option.

RHD Library Relocated

The Library in the headquarters of RHD has been relocated to 1st floor of Block C in the Sarak Bhaban. The newly decorated space for the Library was formally opened for use through an unostentatious ceremony on 3 February 2003 by the Chief Engineer Mr. Md. Fazlul Haque. The RHD Library was first established in mid '80s in the ground floor of Block A, but was later shifted to Block B in the premises.

RHD Library has a collection of more than 5400 books apart from nearly 4500 Study Reports and 1200 technical journals & periodicals under the supervision of an Assistant Librarian and a cataloguer. Facilities like internet and intranet browsing including email are expected to be established in the library very soon.

