

BCL NEWSLETTER

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TO OUR READERS

The recent announcement of the engagement of consultant for the detailed design of the Padma Bridge is an excellent start to 2009. It is a much longed-for project by the people of Bangladesh, in general, and of the southwest, in particular. The announcement could not have come any sooner. With the construction of this bridge, the only remaining major gap in the road communication of the country will be removed. The proposed crossing, about 6 km long, will replace the present ferry, which takes about three hours to cross the river. The bridge will be purpose-designed to carry a broad gauge railway, unlike the Jamuna Bridge, where a restricted capacity railway was accommodated on the bridge by compromising its road capacity in a political after-thought.

While completion of the Padma Bridge will vastly improve the road communication of the country and its linkage to the regional road network, it is time to plan the construction of a separate bridge next to the present Jamuna Bridge to carry the railway. Removal of the railway to the new bridge will restore the road capacity of the present bridge and thereby contribute to an improved and safer road and rail communication. We would hope that the construction of such a bridge will receive immediate attention of the Government. ■

Mahub Haque

Mahub Haque
Managing Director

MONZE-CHITONGO AND NAMUSONDE-MAALA ROADS IN ZAMBIA

BCL Zambia Ltd was awarded the contract for the supervision of the Periodic Maintenance of the 72.3 km Monze to Chitongo Road and the 22 km long Namusonde-Maala Road in July 2008. Monze-Chitongo Road is classified as a "D" (District) Road and has a carriageway width of 6.1m, whereas Namusonde-Maala Road is classified as a Rural Road and has a carriageway width of 5.5m.

The first road D365, Monze-Chitongo, links the two southern districts of Monze and Namwala, whereas the Namusonde-Maala road R355 lies entirely in the cattle rich Maala Region, which lies next to the plains of the Kafue River.

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INLAND RIVER TERMINALS IN SOUTHERN BANGLADESH

Bangladesh Inland Water Transport Corporation plans to construct permanent landing facilities at seven steamer terminals along the river route from Dhaka to Khulna. The existing gangways were badly damaged during the cyclone "SIDR". As a quick alternative, wooden walkways have temporarily been put into service.

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CenTR News

The first quarter of the year 2009 for the CenTR commenced through the presentation of a paper entitled "Repair and Retrofitting of Concrete Structures" by Mr Upen Patel, Head of Marketing (South Asia), BASF Construction Chemicals (India) on the afternoon of 18 Jan. In his well illustrated presentation Mr Patel threw considerable light on



Seminar on recycled concrete (Dr Tarek Uddin left inset)

some relevant products and their ability to prevent the degradations suffered by concrete structures due to relentless activities of nature. The seminar was chaired by Prof Shamimuzzaman Bosunia, a former senior faculty at BUET, who wrapped up the proceedings succinctly. Engr Abu Sadeque, Director, Disaster Management Bureau and a discussant at the seminar, also made substantive reflections on the presentation. Engr M A Sobhan presented some additional information and data on the subject.

The next presentation at the CenTR was made by Dr Md Tarek Uddin of Civil Engineering faculty at the Asia Pacific University (UAP) of Dhaka on a subject of global environmental concern and of much interest to the local construction industry. Dr Tarek Uddin's paper on "Recycling of Demolished Concrete as

Coarse Aggregates" evoked lively debate among the participants. The session was chaired by Prof Shamimuzzaman Bosunia. Prof M R Kabir, Pro Vice-Chancellor of UAP shared his enriching ideas with the audience. Prof Saiful Amin of BUET added considerable substance to the seminar through reference to some of his own research on the subject. Prof Ollier, a visiting faculty from the University of Western Australia, attended the seminar in the

company of Engr I A Khan, Country Representative of the Institution of Civil Engineers (UK). Both of them, in their brief reflections, observed that the message delivered through the presentation of Dr Tarek Uddin is

need-based and timely. Every year the annual requirement of coarse aggregates is colossal and is responsible for causing irreversible damage to our ecology and the environment.

The next seminar on "Design Optimisation Using the New Generation High Strength Grade 500 Steel" was presented by Professor Shamimuzzaman Bosunia on 12 Feb and was sponsored by BSRM, Bangladesh Steel Rolling Mills. The seminar was chaired by Mr Sufee Mustaque Ahmed, Director, BCL. The seminar was addressed among others by Mr M Firoze of BSRM and Dr M Shafiq Bari and Dr Munaz A Noor of BUET. The BUET faculty members shared their considerable knowledge on the subject with the audience and enriched the deliberations.

One particular aspect that deserves to be

noted here is that all the seminars have been well attended and have enticed noticeable participation of academics from technical institutions.

On 24 Feb a demo on "Use and application of white cement in the enhancement of aesthetics of architectural structures" was conducted by Mr Puen Naiyavitit, Sales and Market Development Manager of SCG Cement, a Thai enterprise. The multi-media presentation demonstrated how the use of the white cement in the interior and exterior walls of the buildings can add to the aesthetics of structures.

A structured training programme on "MXRoad" is on the way at the CenTR Computer Lab for the recently inducted structural and road engineers of BCL. Sr Engineer Ayub Ali of the company, who has considerable experience in the use and operation of "MXRoad" in road and highway projects at home and abroad, is leading the training. The 15-day (50 hrs) training programme commenced on 29 Mar and will conclude on 16 Apr.

The author attended several seminars and workshops at different venues in the city, the first of which was a seminar on "CSR and Corporate Philanthropy". The seminar was organised by Bangladesh Freedom Foundation at the BRAC Centre on 14 Mar. The author also attended a workshop on "Presentation of the Draft Final Report of Design Review and Advisory Services for Traffic Management Improvement Initiatives in Dhaka". Held at the Department of Environment on 18 Mar, the workshop was organised by the project consultants PADECO and BCL. The same afternoon the author attended a workshop on "Micro-insurance and Poverty" at the Institute of Microfinance under the PKSF.

Further information on the training activities in the next quarter is available from the Head of CenTR at:

Tel : 9862713-16

Fax : 9893321

email : centr@bclgroup.com ■

Dr AAM Shamsur Rahman

MONZE-CHITONGO AND NAMUSONDE-MAALA ROADS IN ZAMBIA

[contd. from page 01]

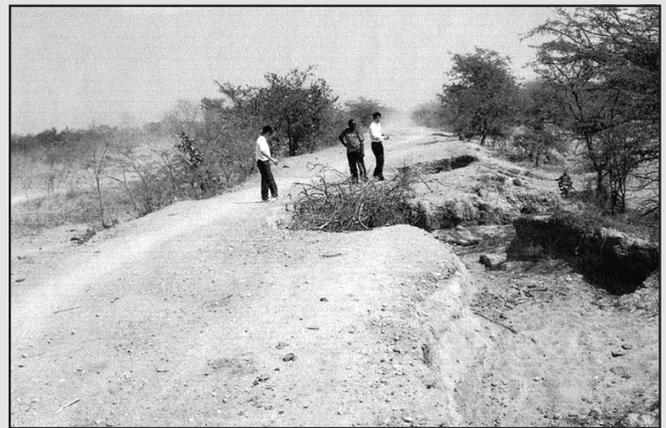
Both roads are gravel surfaced. Years of deferred maintenance, coupled with the floods experienced early this year, rendered the roads virtually impassable and requiring rehabilitation works especially in the low lying areas.

The works contract was awarded to Messrs China Jiangxi Corporation for International Economic and Technical Corporation of China on 05 May 2008. The works commenced on 14 June 2008, whilst the Supervising Engineer commenced work on 21 July 2008.

BCL Zambia's role as project manager is to inspect the performance of the works especially as regards workmanship,

compliance with specifications and to order, supervise or perform tests on materials used for construction. The Consultant is also responsible for arranging and chairing site meetings, checking the Contractor's monthly statements and certifying the payments due to the Contractor.

After a slow start arising from the delay in the shipment of the Contractor's plant which was ordered from China, the tempo of work picked up in the latter part of the year. The Contractor has met the completion deadline of 15 Dec 2008 on the Monze-Chitongo Road, except for the off carriageway works such as completion of headwalls and



Erosion to carriageway on Monze-Chitongo Road before rehabilitation



Monze-Chitongo Road after rehabilitation

wing-walls to the several new culverts that have been inserted. However, works have had to be suspended on the Namusonde-Maala Road on account of heavy rains. These remaining works will be resumed after the rainy season.

were almost cut off after the rainy season this year. Farming, especially cattle ranching, will be enhanced as a result of the reduced travel times, which have already been reduced to about an hour and half between Monze and Chitongo compared to almost five hours before the rehabilitation. ■

Cornwell Hampande

INLAND RIVER TERMINALS IN SOUTHERN BANGLADESH

[contd. from page 01]

These temporary works are not so robust and suffer breakdowns from time to time. Serious inconvenience to passenger movement and difficulties in loading and unloading of goods and commodities are caused, particularly



Map showing the project location



Makeshift landing facilities at Baromachua cause extreme inconvenience to ferry users

during the wet season when the rivers are in spate and normally not calm. BCL was commissioned by BIWTC at the end of Aug 2008 to design replacement landing facility in form of steel Baily Bridges connecting the shore to landing pontoons at seven berthing stations at Chandpur, Barisal, Jhalokathi, Kawkhali, Hularhat, Baromachua and Mongla along the steamer route.

The proposed core works at each terminal consist of an rcc platform on the shore to support the land end of the Baily bridge whose the river end will be hinged to a floating pontoon.

The floating pontoon will be kept in position by two steel tubular spuds of appropriate size to be driven at the rear of each pontoon with arrangement for free play with river level fluctuation. The shore platform will be placed on piles.

The draft design and bidding documents for construction and fabrication works have been completed and the contractor has been engaged late last year. The construction has already started in full swing and is scheduled to be completed in the next 15 months.

On completion of the landing facilities the embarkation and disembarkation of

passengers and goods will be quick, easy and risk free. Passengers will move through covered pathway. ■

M M Kamal

RETROFITTING OF ARZED CHAMBER

Arzed Chamber, built in the late 1980s, is a 3-story office building at Mohakhali Commercial Area in Dhaka. Its present owner, Rahimafrooz Group, is desirous of extending the building to nine stories utilising the existing foundation and structural framework by suitable structural retrofitting and strengthening. BCL was commissioned in Oct 2008 to provide architectural and detailed engineering services and also supervision of construction.

The proposed extension will provide approximately 5,000 sqm of total floor area in nine stories and will be furnished with two new and larger capacity passenger elevators and a fire escape to comply with the new building planning requirement of RAJUK, the Capital Development Authority. It will also have an electrical substation and a generator for full emergency backup power, air-conditioning and an efficient fire detection and fighting system.

The existing building has an rcc framed structure on raft foundation and the exterior and interior walls are non-load bearing brickwork. A study of the existing drawings and tests of concrete of the frame and foundation found the structure grossly inadequate against earthquake and in need of extensive retrofitting and strengthening for the proposed extension.

Hammer test was conducted on judiciously selected 309 spots on the columns, beams and foundation concrete of the existing structure to determine the retrofitting strategy. Tests were also run on the samples of existing re-bars. The site survey and structural investigations have since been completed. Appropriate measures are being designed to help enhance the structural capacity and integrity of an eventual remodeled building with minimum disturbance to the existing structure.



A perspective view of Arzed Chamber

The Consultant additionally proposes to turn it into an intelligent and energy-efficient building. Solar heat reflective glazing for the façades will be installed to allow maximum natural daylight and reduced energy cost. The other measures, such as motion sensitive automatic water faucets and urinal flushing, appropriate installation for ICT

facilities are also intended to be incorporated in the design. Emphasis will be given on the proper operation, inspection and routine maintenance of the installed facilities and the building. Appropriate maintenance schedule and training of the operational staff will be provided to the Client.

The design and documentation are in progress and will be completed end-April, 2009 for the Client's review. The engagement of contractor(s) for retrofitting and construction of the extension works will follow by May. The project is expected to be completed and ready for use in December 2010. ■

Arifur Rahman

IMPROVED ROAD LINK WILL FACILITATE TRADE

Bangladesh's trade with India is of the order of US \$ 23 billion. About 40% of this is by road and 75% of this traffic passes through the land port of Benapole. This highlights the importance of the road link to this land port.

In the early 2000s the Asian Development Bank financed the upgradation of the 163 km long Dhaka-Khulna highway N8. Its commissioning in 2006 provided a much-needed improved transport link to Benapole with the eastern zone of the country. But the improvement to this highway was mainly aimed at reducing the travel time between Dhaka and Khulna, the third largest city and the

country's second sea port. Destination Benapole was not a priority issue.

To improve the travel time to Benapole, a more northern route, from Bhatiapara to Benapole, needs to be upgraded as will be apparent from the map. Particularly the Bhatiapara-Jessore section of the road is in bad condition. The upgradation will consist of widening, strengthening and, at sections, reconstruction. Once upgraded, this 100 km long road will reduce the distance from Mawa to Benapole by 80 km and the journey time by 1½ hours. GoB, with financial assistance from ADB, has taken in hand a study for assessing the feasibility and for preparing the design of the project.

BCL, under a sub-contract, has conducted alignment survey and prepared detailed design of the road and land acquisition plans. BCL has also conducted sub-soil investigation for the foundation design of the proposed 650 m long Kalna Bridge over the Modhumati River. The improved road will help facilitate trade with India and, in due course of time trade, with Nepal and Bhutan and cross-Bangladesh traffic to

the Northeastern Indian states. ■

Kafil Uddin Ahmed

PADMA BRIDGE ON DESIGN BOARD

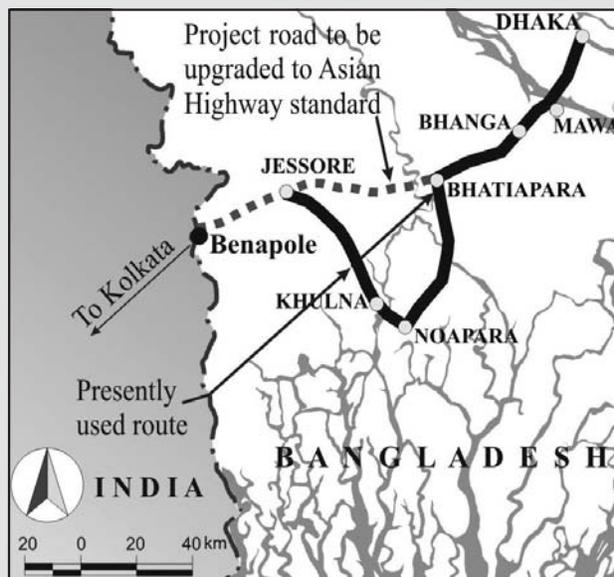
The detailed engineering of the longest bridge in Bangladesh, the proposed Padma River Bridge at Mawa, was awarded end January to Maunsell AECOM of New Zealand in association with SMEC of Australia. The design is in progress since end of February. The bridge will be about six km long and will carry 4 lanes of highway traffic, power and gas lines and will have provision for a future broad gauge railway crossing. The design will also include river training works to contain the river (peak discharge 98,100 m³/sec) flowing within the defined course under the bridge.

Two short approach roads will connect the bridge to the existing Dhaka-Khulna Highway N8. The project will require resettlement of some 20,000 people who will be displaced and economic rehabilitation of another 35,000 affected by the construction. The present phase is expected to be completed by Dec, 2010. ■

Mahub Haque

RECYCLING OF CONCRETE FROM DEMOLISHED STRUCTURES

Every year the world has to reckon with the problem of disposing off several billion tons of concrete detritus. There is no reliable estimate for Bangladesh but the amount is increasing as more and more concrete and masonry structures are demolished and are being replaced by larger structures requiring large quantities of concrete. This produces a



Proposed Road Link to be upgraded to facilitate trade

two-fold environmental problem: (1) the disposal of the demolished concrete and masonry, and (2) the environmental degradation caused by the production of coarse aggregates for the new concrete.

It is estimated that if the world's annual production of demolished concrete are disposed of in landfills up to a depth of 3m, the area required would be several times the area of Bangladesh. As for production of concrete, the environmental problems are particularly acute in Bangladesh and in many other parts of South Asia, where crushed bricks are the primary source of coarse aggregates for concrete.. Production of bricks requires clay which destroys agricultural land and the burning of bricks causes deforestation and deterioration of air quality by emission from the brick kilns. It is, therefore, important that we look for ways to mitigate the environmental hazards thus caused.

It was with the aim of assessing potential recycling of demolished concrete into new construction that the Department of Civil Engineering at the University of Asia Pacific, Dhaka (UAP) has taken in hand a research project with financial support of The Structural Engineers Ltd, a leading property developer.

Concrete blocks from twenty different demolished building sites were collected and manually crushed into coarse aggregates. About 700 cylinders were made with demolished concrete aggregates in 60 different mixes and tested for unit weight, compressive strength, absorption and abrasion values etc. The workability of the fresh concrete with cement paste and polymer cement paste coated recycled aggregates was investigated for possible reduction of

absorption of recycled aggregates as well as improvement of workability of recycled aggregate concrete. Concrete mix designs were made following the ACI absolute volume method.

The results clearly indicated that 2,500 to 4,000 psi concrete can be made by using recycled aggregate. Investigations on recycled aggregates from other sites are continuing. A further study on durability of concrete made with recycled aggregate is under planning taking into consideration chloride and carbon dioxide-induced corrosion of steel bars in concrete.

Concrete gains strength with time if harmful agents do not destroy the cement hydration products in concrete or do not react with the aggregates in concrete. If the quality of concrete is holistically maintained at the construction stage by selection of the materials, mix design, placement of reinforcements, mixing, transportation, compaction, and curing, a long service life (100 years or more) can be obtained. Also, after demolition of these structures good quality recyclable concrete can be obtained. This will reduce the life cycle cost of the new structure with little or no increase in the initial construction cost. The resultant reduction of demand of virgin aggregates for concrete production will have a distinct beneficial effect on the environment.

It would be in context to note here that demolished concrete and masonry had been recycled routinely in road construction in the country for a long time. BCL in its VTTI project in Bogra in the late

seventies used the entire demolished concrete and masonry from the extensive reconstruction of the existing buildings and roads. The new roads were constructed entirely with the recycled materials. ■

Prof. Dr. Md. Tarek Uddin/UAP

25TH BACE AGM

The meeting started with a condolence reference for the victims of the tragic mutiny by the BDR sepoy on 25 Feb 2009.

After the usual business of presenting the Annual Activities Report of BACE, Audit Report and the proposed budget for the FY 2009, as well as a few other matters requiring approval of the General Assembly. During the floor discussion the topics included, among others, confirmation of the proceedings of the Extra-ordinary General Meeting on Constitution amendment.

The General Secretary informed the meeting about the spadework done by BACE in connection with the Fael Khair Project for construction of 600 Cyclone Shelters for the SIDR Victims. Noting the present economic downturn and dwindling business opportunities in the country, the member firms were



BACE AGM in progress

encouraged to form joint ventures/ consortia to share the fewer opportunities available and to enhance competitiveness against foreign consultants. The members were also encouraged to pay attention to the export potential of their services abroad. BACE assured of its institutional support to the Member-firms, in this respect. BACE Vice-President Mr AKM Rafiquddin presided over the meeting and before adjourning thanked the members present for attending. The traditional fellowship dinner followed. ■

Mujibur Rahman Khan GS/BACE

7th KEN CROSS MEMORIAL TROPHY AWARDED

Ken Cross was an engineer of the British Indian Army. He served in Bengal in the 1940s. He returned in 1972 as a member of a team sent by the UK Government to



Cadet Md Shaikat Ali receiving the Ken Cross Trophy

assist in the reconstruction of the country's war-damaged infrastructure.

Mr Cross was also a avid cricket lover. While in the country in 1972 he found no dearth of interest in the game but very little in terms of facilities. Himself a professional cricket coach at home, he was instrumental in getting the British government to donate some cricket gear. In the midst of widespread destruction in the country it was but a small token. But his enthusiasm for the development of cricket in Bangladesh knew no bound.

Ken visited the country many more times and worked closely with BCL in a number of projects - including the Jamuna Bridge Project. And, each time he never missed an opportunity to do what he loved most - coach cricket at local schools and clubs. He persevered in his faith that this country had enough talent to make the big league. It was indeed sad that he passed away just a few months before Bangladesh gained test status. At the time of his death he was a Director of BCL's international operations.

Ken Cross was a friend of BCL and Bangladesh. In recognition of his love for the game and of those who played it, BCL established a Ken Cross Memorial Cup at the Bangladesh Sports Training Academy (BKSP, in Bangla) to be awarded annually to its Best Cricketer of the Year. The Cup for 2008 was awarded to Md Shaikat Ali, a student of class XI of the Academy. An all-rounder of considerable promise, he represented Bangladesh in the U-19 ICC World Cup in Malaysia in 2008. We wish him success in his career. ■

Kazi M Huque

7th International Brunel Lecture

Peter Head OBE delivered the 7th International Lecture at the Institution of Engineers Dhaka on 30th November 2008. This prestigious lecture was instituted by the Institution of Civil Engineers in 1999 in memory of Isamabard Kingdom Brunel - the famous Victorian Engineer.

Peter Head is a champion for developing global practice that demonstrates that the way we invest money in the built



Mr Peter Head making his presentation environment could be made very much more effective if we adopted sustainable development principles. The lecture focused on the major changes required in the development of infrastructure, policy, and legislation to mitigate and adapt to effects of climate change around the world. He said "Human development is now following a dangerously unsustainable path globally. Waves of investment in low and middle income countries are accelerating this problem because they are following an unsustainable model. Our urban areas and methods of food production consume land and non-renewable resources inefficiently. But we can do something to turn the situation around: we can move towards an ecological age."

To achieve sustainable development he said that it was necessary for developing countries like Bangladesh to learn from the mistakes made by the developed world. He argued that the developing countries had an advantage in that much of their infrastructure still needs to be provided and it can be engineered to ensure that it fitted with the requirements of the ecological age. The developed countries, however, would have to undertake a massive programme of modifying and retrofitting their existing facilities to achieve sustainable future.

The lecture was well attended and well received. ■

*By I.A Khan OBE /
ICE Representative Bangladesh*



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EDITORIAL BOARD
Mahbub Haque
(Editor in Chief)
Kazi M Huque
&
Dr AAM Shamsur Rahman

PRODUCTION AND PRINT
Amitié, Dhaka

CONTACT ADDRESS
BCL Associates Ltd.
House 95 A, Road 4, Block F,
Banani, Dhaka-1213
Bangladesh
Tel: +880-2-986 2713
Fax: +880-2-989 3321
E-mail : bcl@bclgroup.com
Website : www.bclgroup.com

Bangladesh Consultants (Pty) Ltd
Plot No. 15596, Broadhurst
Ext 44
PO Box 1892
Gaborone, Botswana
Tel/Fax: + 267-393 5116
E-mail: bclbots@botsnet.bw
Contact person:
Mr Hailu Alemayehou

BCL Zambia Ltd
TAZAMA House, 2nd Floor
PO Box 250046
Ndola, Zambia
Tel/Fax: +260-2-610 381
E-mail: bcl@zamtel.zm
Contact person:
Mr Cornwell M Hampande

Address
correspondence to
Editor in Chief
BCL NEWSLETTER

IN THE COMPANY

AKM Fazlul Hoq Bhuiyan, 49,

obtained Diploma in Civil Technology from Bangladesh Technical Education Board, Dhaka in 1981. Early in his career he worked in engineering construction firms at home and abroad and joined BCL as a SAE in 1989. His major assignments at BCL included construction supervision of Improvement of Grain Storage, FFW Bridge, Second Flood Damage Restoration, and Post-Flood Rehabilitation and Maintenance of Rural Road. He is currently engaged in the Water Supply and Sanitation project in Coastal Belt.



JOINING BCL FAMILY

Our heartiest welcome to:



Senior Engineers (1) **Md Abu Taiub Miah** on 07 Mar and (2) **Md Ayub Ali Mia** on 08 Mar; Assistant Engineers (3) **Mohammed Sayeedul Haque** on 01 Jan and (4) **Mohammad Nehal Azmat Mohee** on 01 Mar; Assistant Engineer (Electrical Design) (5) **Md Shamim Shakh** on 17 Jan; and Librarian **Jannatul Maoua** on 07 Mar.

We sincerely hope their professional contributions will carry the company forward as a distinguished professional institution at home and abroad.

OBITUARY



Dr SHK Eusufzai, 80, a former professor at BUET, the country's foremost academic institution for engineering and technology, passed away on 12 Feb. Dr Eusufzai was a beloved and much respected teacher to his students and a meritorious holder of high public offices, a diplomat and a compassionate member of the society. At his passing the country and the engineering profession lost a doyen of engineering education.

We offer our deepest sympathies to his family and pray for eternal peace of his departed soul.

CONGRATULATIONS

Our heartiest congratulations to:

Mr Iftikhar Ahmed Khan, ICE Representative for Bangladesh and Country Manager High-Point Rendel on his receiving the award of the Order of the British Empire (OBE) from Her Majesty Queen Elizabeth II in New Years Honours 2009. His citation for the OBE award reads 'For services to UK/Bangladesh trade and development relations and corporate social responsibility.'



Engr Md Salah Uddin Ahmed, Assistant Director (IT) at BCL on his successful completion of Masters in Business Administration from the Dhaka University. He scored GPA of 3.48 in a scale of 4.0.



Engr Sanjoy Kumar Ghosh on his enrolment as a member of the prestigious Institute of Electrical and Electronics Engineers (IEEE), a US-based professional organization.



Md Salauddin Ahmed, CAD Operator, for being elected as the Secretary for Sports, Culture and Publicity of Bangladesh National Federation of the Deaf in Mar.



Jr Arch Mouri Rahman Khukumoni, D/o Anisur & Zubaida Rahman on her wedding with Engr M Ahsanul Kabir Anjan, which was solemnised on 28 Feb in Dhaka.



Asaduzzaman Sikder, S/o long serving BCL General Assistant Mokfaruddin Sikder on his wedding with Farzana Tania D/o LGED Engineer Howlader M Moinuddin. Bridal reception for the newly weds was hosted by the Sikders on 04 Jan in Dhaka.